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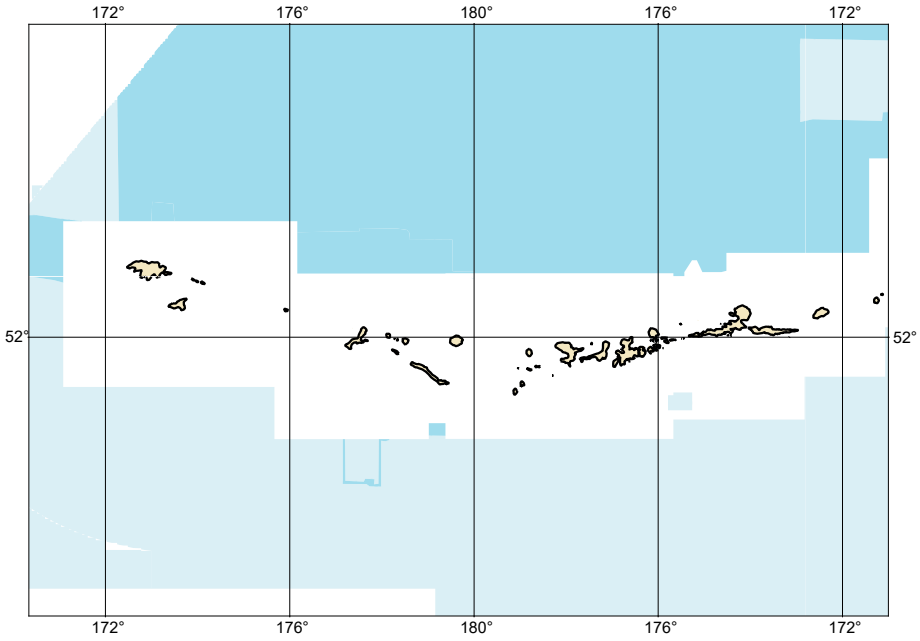
Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		± 5 m + 5% depth ± 16.4 ft + 5% depth	= 0.50 m +1% d = 1.6 ft +1% d = 0.3 fm +1% d	All significant seafloor features detected.
A2		± 20 m ± 65.6 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	All significant seafloor features detected.
B		± 50 m ± 164.0 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	Uncharted features hazardous to surface navigation are not expected but may exist.
C		± 500 m ± 1640.4 ft	= 2.00 m +2% d = 6.6 ft +2% d = 1.1 fm +2% d	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 3.0C - 17 MARCH 2026

The records of the NOAA Custom Chart Notes Geospatial Database are current as of March 17, 2026. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

CAUTION
CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit https://distribution.charts.noaa.gov/navigation-updates/ to check for critical and routine updates, and to render a new NOAA Custom Chart when the ENC data used to make the chart is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and National Geospatial-Intelligence Agency.

COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at https://nauticalcharts.noaa.gov/customer-service/assist/ .

CAUTION
AUTOMATED CHART GENERATION

This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA’s Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/water_level_info.html and https://tidesandcurrents.noaa.gov/currents_info.html .

ABBREVIATIONS

For complete list of Symbols and Abbreviations, see Chart No. 1.

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.
Refer to charted regulation section numbers.

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

COLREGS, 80.1705 (SEE NOTE A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ADDITIONAL INFORMATION

Additional information can be obtained at www.nauticalcharts.noaa.gov

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, AK or at the Office of the District Engineer, Corps of Engineers in Anchorage, AK.
Refer to charted regulation section numbers.

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NOTE

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

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3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas or its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts.”

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
LIMITATIONS ON THE
USE OF RADIO SIGNALS

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

CHEMICAL MUNITIONS DUMPING
AREA DISUSED

Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

AREA TO BE AVOIDED

All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331).

PROHIBITED AREA
AMCHITKA ISLAND

Regulations are published in 50 CFR 36.39.

CAUTION

Sunken ship is loaded with explosives. Vessels are warned to stay well clear of the area (51°26'20"N, 178°19'10"E).