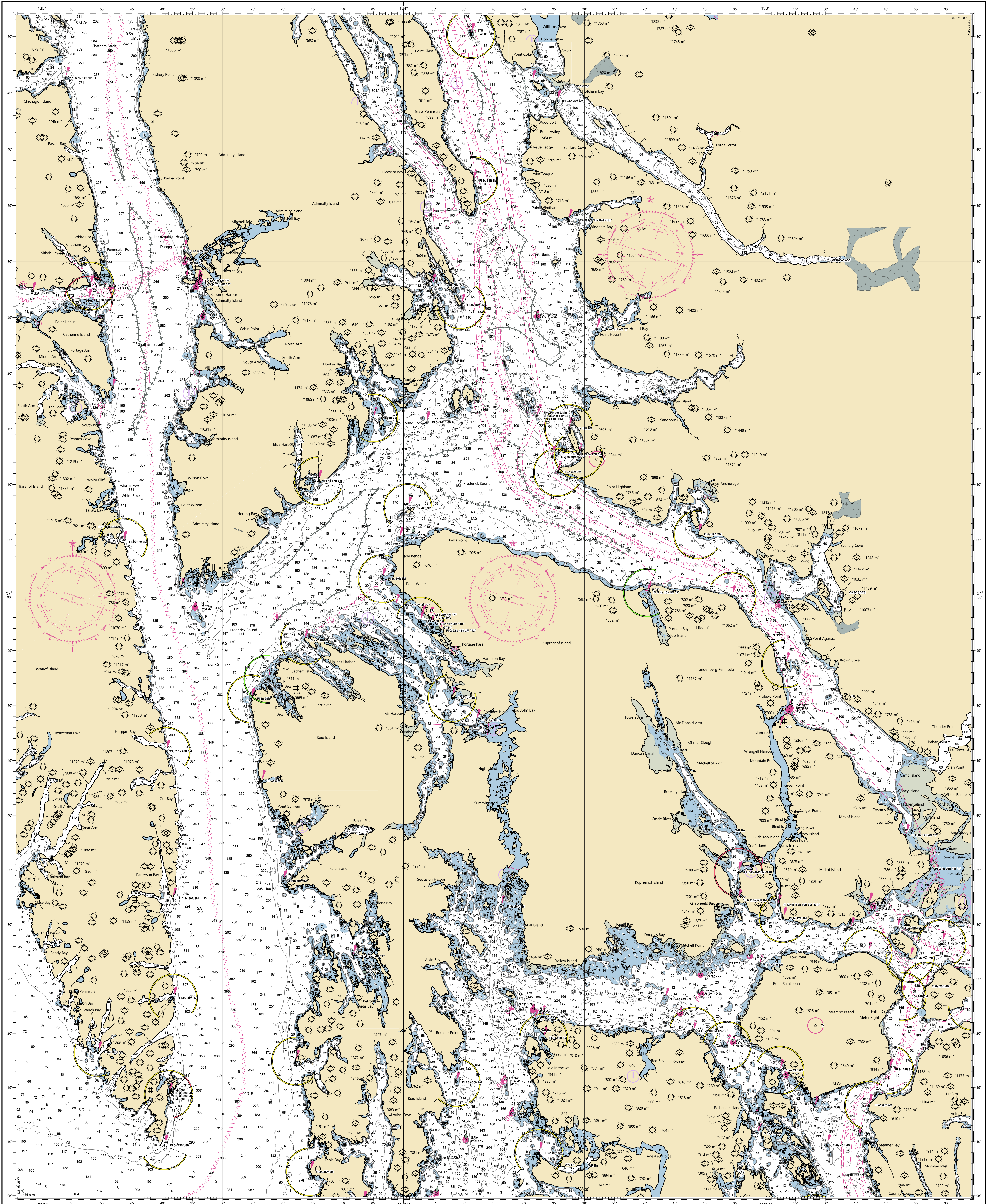


CAUTION
This NOAA Custom Chart has been automatically generated from NOAA Electronic Nautical Charts (ENCs) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the original NOAA ENC data. Mariners are advised to use the original NOAA ENC data for navigation and are encouraged to use the latest NOAA Custom Chart when the ENC data used to make the chart is updated. Notices to Mariners are not issued for corrections to the NOAA Custom Chart. The product manager 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.

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 of fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

CHART UPDATES
This NOAA Custom Chart contains up-to-date information only of the time of creation, and will become outdated. Mariners are advised to use the original NOAA ENC data for navigation and are encouraged to use the latest NOAA Custom Chart when the ENC data used to make the chart is updated. Notices to Mariners are not issued for corrections to the NOAA Custom Chart.

WARNINGS
The product manager 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.

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.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-254-4602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (30 CFR 153).

WATER LEVELS, CURRENTS, AND TIDES
Realtime water levels, tide predictions, and local current predictions are available on the internet from NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/current_tide_info.html. Report tide observations to https://tidesandcurrents.noaa.gov/current_tide_info.html.

PROJECTION INFORMATION
WGS 1984 World Mercator (Calculated)
SCALE: 1:200,000 at Lat. 56°58.01'
CGCS WGS 1984

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

ADDS TO NAVIGATION
Consult the U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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

During some winter months, or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

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.

CAUTION
Limitations on the use of radio signals as aids to navigation are indicated on this chart. See U.S. Coast Guard Light List 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.

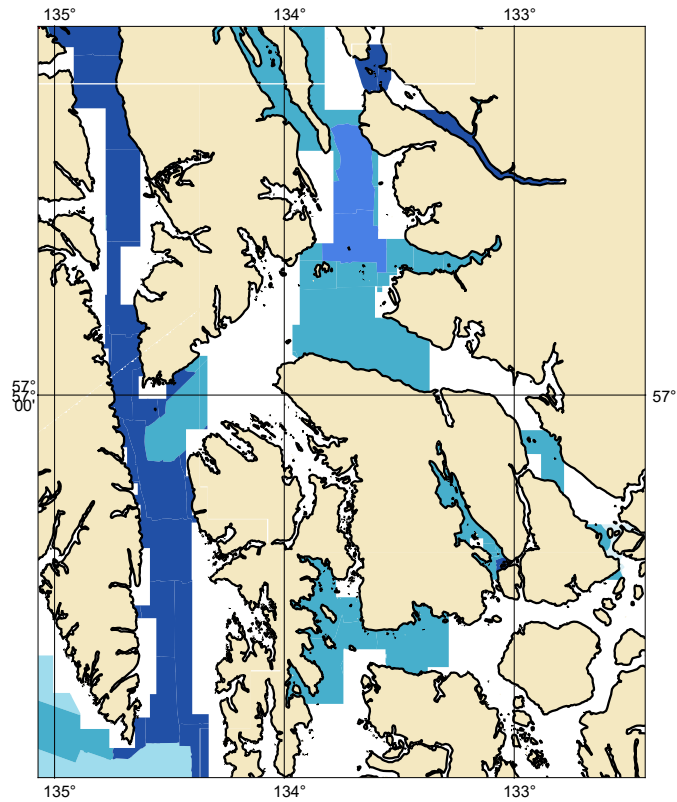
UNITS IN FATHOMS / FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																			
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120	126	132	138	144	150	156	162	168	174	180	186	192	198	204	210	216	222	228	234	240	246	252	258	264	270	276	282	288	294	300	306	312	318	324	330	336	342	348	354	360	366	372	378	384	390	396	402	408	414	420	426	432	438	444	450	456	462	468	474	480	486	492	498	504	510	516	522	528	534	540	546	552	558	564	570	576	582	588	594	600	606	612	618	624	630	636	642	648	654	660	666	672	678	684	690	696	702	708	714	720	726	732	738	744	750	756	762	768	774	780	786	792	798	804	810	816	822	828	834	840	846	852	858	864	870	876	882	888	894	900	906	912	918	924	930	936	942	948	954	960	966	972	978	984	990	996	1000
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																			

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

Frederick Sound

Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		$\pm 5 \text{ m} + 5\% \text{ depth}$ $\pm 16.4 \text{ ft} + 5\% \text{ depth}$	$= 0.50 \text{ m} + 1\% \text{ d}$ $= 1.6 \text{ ft} + 1\% \text{ d}$ $= 0.3 \text{ fm} + 1\% \text{ d}$	All significant seafloor features detected.
A2		$\pm 20 \text{ m}$ $\pm 65.6 \text{ ft}$	$= 1.00 \text{ m} + 2\% \text{ d}$ $= 3.3 \text{ ft} + 2\% \text{ d}$ $= 0.6 \text{ fm} + 2\% \text{ d}$	All significant seafloor features detected.
B		$\pm 50 \text{ m}$ $\pm 164.0 \text{ ft}$	$= 1.00 \text{ m} + 2\% \text{ d}$ $= 3.3 \text{ ft} + 2\% \text{ d}$ $= 0.6 \text{ fm} + 2\% \text{ d}$	Uncharted features hazardous to surface navigation are not expected but may exist.
C		$\pm 500 \text{ m}$ $\pm 1640.4 \text{ ft}$	$= 2.00 \text{ m} + 2\% \text{ d}$ $= 6.6 \text{ ft} + 2\% \text{ d}$ $= 1.1 \text{ fm} + 2\% \text{ d}$	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.		

Frederick Sound

NOAA CUSTOM CHART
NOTES GEOSPATIAL DATABASE
VERSION 3.0 - 15 JULY 2024

The records of the NOAA Custom Chart Notes Geospatial Database are current as of July 15, 2024. 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.

Frederick Sound

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 8 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).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. 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.

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 and Canadian Sailing Directions, Hecate Strait, Dixon Entrance, Portland Inlet and Adjacent Waters and Haida Gwaii for important supplemental information.

Information concerning Canadian Nautical Charts, Sailing Directions, Tide Tables, and other Government publications of interest to mariners may be obtained on request to the Dominion Hydrographer, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa.

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.

Frederick Sound

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

CAUTION

Glaciers deposit ice which drifts from Holkham Bay into Stephens Passage. Mariners are advised to exercise extreme caution.

CAUTION

Exercise extreme caution when transiting the areas within Kelp Bay. Previously uncharted shoals and dangerous rocks have been located and others may exist.

CAUTION

Numerous shoals in Rowan Bay and along the edges of the entrance channel cannot be adequately. Mariners should exercise caution. Use larger scale charts.

NOTE

Mariners are advised to use extreme caution when navigating in the vicinity of the mouth of the Stikine River between Kadin Island and Gerard Point due to shoaling.

NOTE

Strong tidal currents exist in the entrances to both Tracy and Endicott Arm. Maneuverability in these areas can be limited by the presence of icebergs moving with the current.

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.

CAUTION

The transit of Seymour Canal from Tiedeman Island north should be done with due caution and local knowledge.

CAUTION

There are numerous uncharted rocks in Chaik Bay which are a hazard to navigation. The mariner should use caution when navigating in this area.

CAUTION

Falling rock and debris make near shore transit hazardous in the vicinity of Sawyer Glacier.

KEKU STRAIT

Most features, including bathymetry, are omitted in this area. The minimal depiction of detail in this area does not support safe navigation. Use larger scale charts.

Frederick Sound

BLAQUIERE POINT

Boat passage at high water.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been reported in Chatham Strait in mid-channel between latitudes 57°15'N and 57°23'N.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been reported near Cannery Point on course to Tenakee Springs.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Cape Fanshaw, AK KZZ-88 162.425 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Manleyville, AK KAD-96 162.500 MHz

AIDS TO NAVIGATION

The channel markers in Keku Strait are not shown. Use larger scale charts.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed in Peril Strait from McClellan Rock to Pt. Thatcher.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation may be expected in the channel entering Red Bluff Bay.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Duffield Peninsula, AK WZ-2555 162.525 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Mt. McArthur, AK KZZ-95 162.525 MHz

Frederick Sound

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Mt. Robert Barron, AK KZZ-87 162.450 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Zarembo Island, AK KZZ-91 162.450 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Sitka, AK WXJ-80 162.550 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Wrangell, AK WXJ-83 162.400 MHz