

BookletChart™

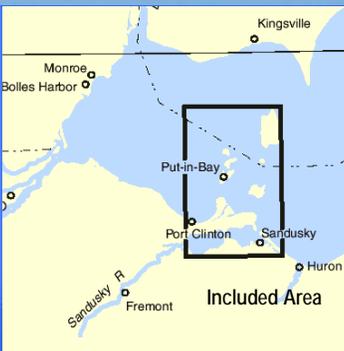


Islands in Lake Erie

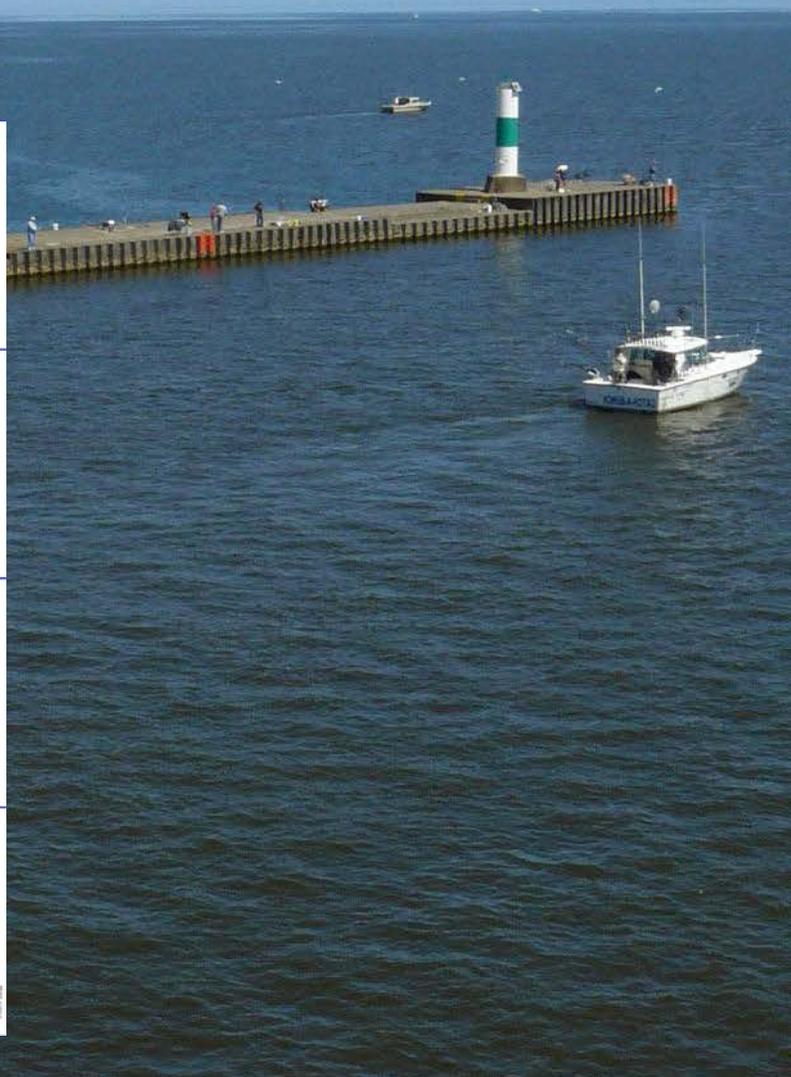
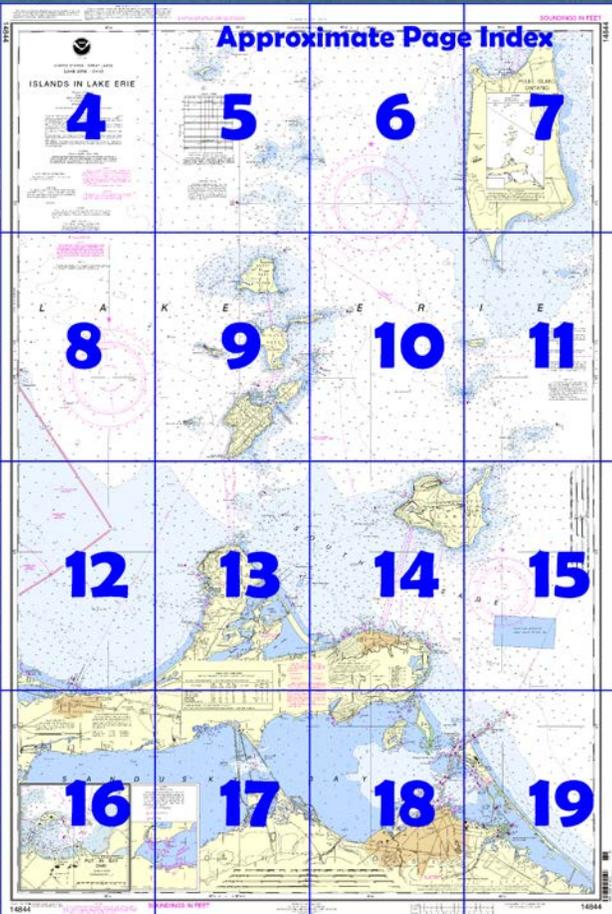
NOAA Chart 14844

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

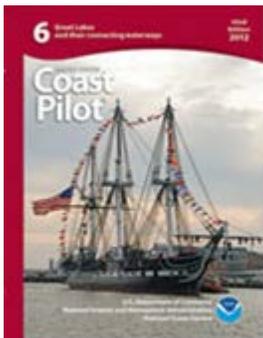
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14844>.



(Selected Excerpts from Coast Pilot)
Sandusky Harbor, serving the city of **Sandusky, OH**, is in the southeast part of Sandusky Bay about 50 miles west of Cleveland. The harbor is a major shipping point for coal. Sand, gypsum, and fish are also handled. The harbor is an excellent natural harbor of refuge for small craft. An unmarked **dumping ground** with a least reported depth of 30 feet is 2.7 miles north of Sandusky Harbor entrance channel.

Prominent features.—A large amusement park on Cedar Point, brightly lighted at night, is conspicuous. The most prominent object in the park is the 330-foot observation tower on the east side of Cedar Point, 0.9 mile

from the N extremity. The Erie County Courthouse lighted clock tower in the city is also prominent.

Sandusky Harbor Breakwater Light (41°29'57"N., 82°40'29"W.) 30 feet above the water, is shown from a white cylindrical tower with a green band on the outer end of the jetty that extends northeast from Cedar Point. A sound signal, which is manually activated by keying the microphone five times on VHF-FM channel 79, is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged entrance channel that leads southwest from deep water in the lake along the northwest side of a jetty extending northeast from Cedar Point. Inside Cedar Point, the channel turns south-southwest across Sandusky Bay. About midway across the bay, the channel divides with the deeper channel leading W then S along a deep-draft wharf to a turning basin at the southwest corner of the harbor. The shallower channel continues south-southwest to a channel leading W along the Sandusky docks to the turning basin.

The dredged channels are marked by lighted and unlighted buoys and lighted ranges. The lighted clock tower of the Erie County Courthouse is prominent on the line of **017° Inner Range** which marks Upper and Lower Straight Channels.

Federal project depths are 26 feet in Moseley Channel, 25 feet in the Upper Straight Channel and Upper Bay Channel, 24 feet in Lower Bay Channel and the turning basin, 22 feet in Dock Channel, and 21 feet in Lower Straight Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)

It is the recommendation of the Lake Carriers' Association that, at the junction of the straight channel and the bay channel, the master of an outbound vessel should slow down if necessary to avoid meeting vessels at the intersection. This recommendation should not be construed as relieving the inbound vessel of the obligation to exercise due caution in approaching the intersection.

Anchorage.—A special anchorage is in a basin on the east side of Sandusky Bay about 1.3 miles southeast of the entrance. (See **33 CFR 110.1 and 110.83a**, chapter 2, for limits and regulations.)

Dangers.—In 1977, it was reported that the jetty extending NE from Cedar Point is partially submerged during periodic high water conditions.

Caution.—A submarine cable crosses the inner end of Moseley Channel; vessels are cautioned not to drag anchor in this area.

Fluctuations of water level.—In addition to the fluctuations of level that affect Lake Erie somewhat uniformly, strong winds produce abnormal fluctuations in Sandusky Bay. In combination with prevailing high or low water, these abnormal fluctuations may reach a maximum effect of 6 feet above or 2½ feet below Low Water Datum.

Towage.—Tugs for Sandusky are available from Cleveland or Toledo. (See Towage under Cleveland and Toledo.)

Wharves.—Sandusky has numerous waterfront facilities along the south side of the harbor, but only a few deep-draft facilities. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths given are reported depths. (For latest depths, contact the operator.) Rail, highway, water, and electrical shore-power connections are available at the berths except at the Erie Sand and Gravel Co., Salt Dock where only highway connections are available.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland Commander
9th CG District (216) 902-6117
Cleveland, OH

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

14844

82° 55'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

ISLANDS IN LAKE ERIE

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET

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

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.
 Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
 SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
 AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian list of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.
 SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
 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 Canadian authorities.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

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.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

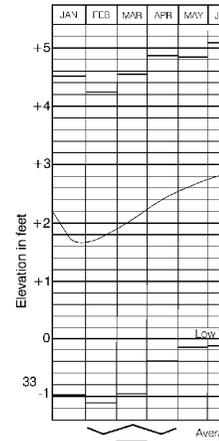
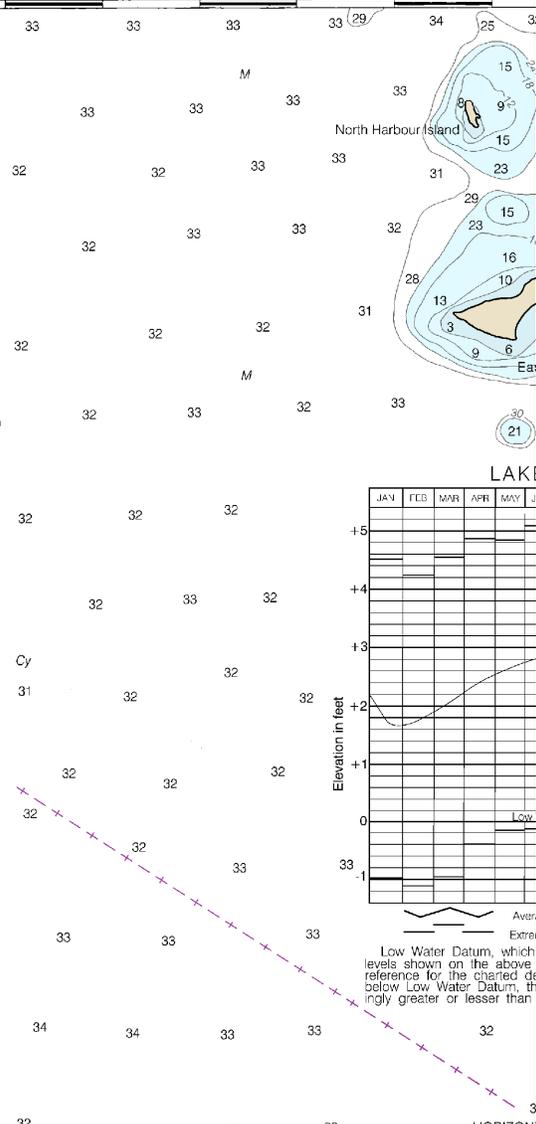
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Pump-out facilities

NOTE B

The area bounded by screen tint is a military exercise area controlled by the Federal Aviation Administration. Also, DANGER ZONES (CFR 334.850, Note A) ground based exercises, exist within

Joins page 8



Low Water Datum, which levels shown on the above references for the charted depths below Low Water Datum, the being greater or lesser than

HORIZON
The horizontal reference is North American Datum for charting purposes to the World Geodetic Geographic position American Datum of 19 average of 0.186" north to agree with this chart

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

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.

41° 45'

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

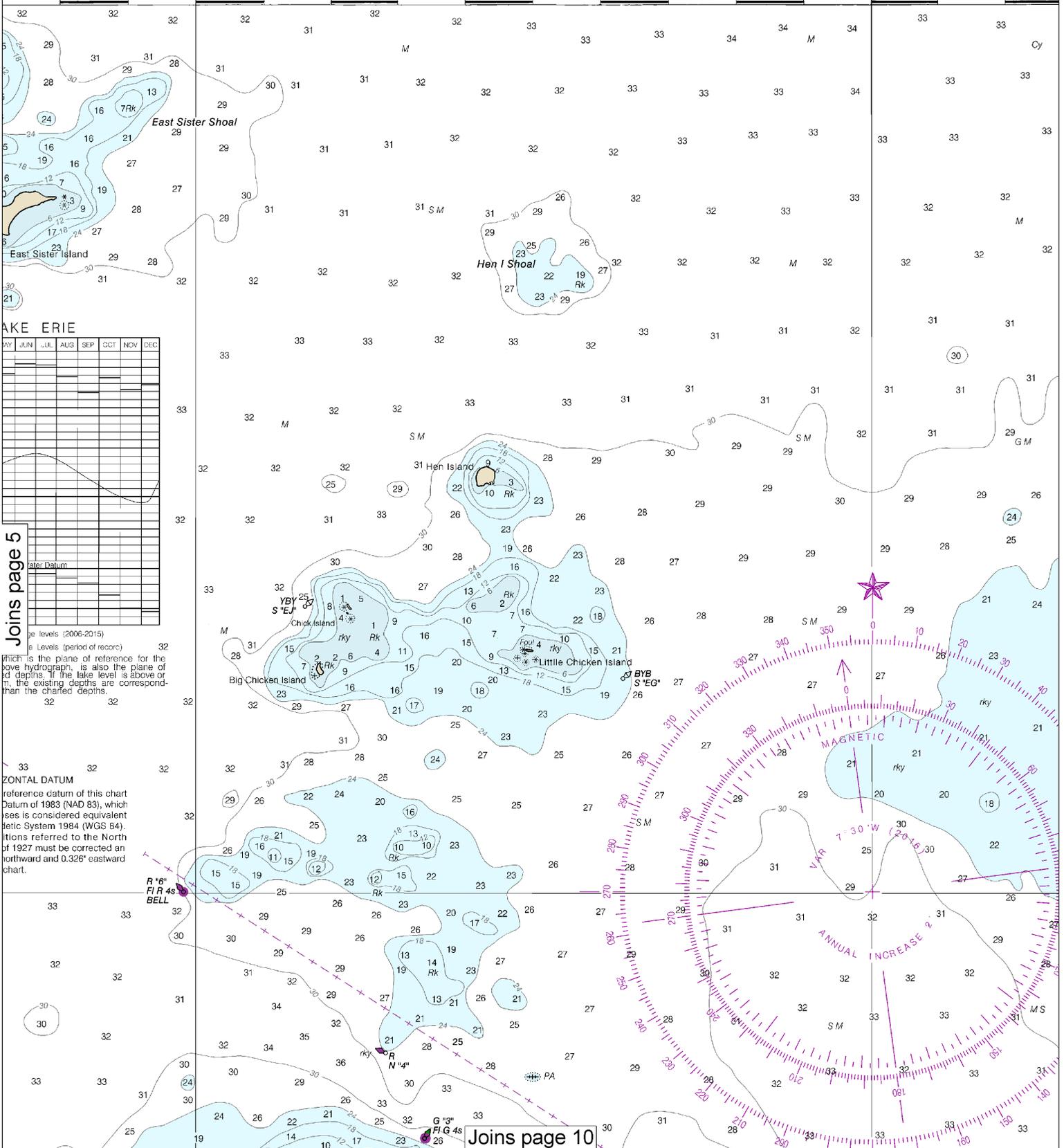
See Note on page 5.



82° 50'

CONTINUED ON CANADIAN CHART 2123

82° 46' 45' 30' 15' 82° 45' 50'



Joins page 5

Joins page 10

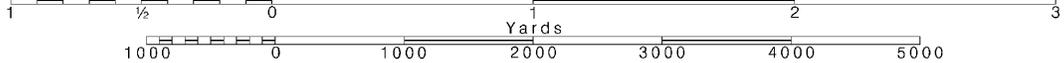


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



Pump-out facility

NOTE B

The area bounded by screen tint is a military exercise area controlled by the Federal Aviation Administration. Also, DANGER ZONES (CFR 334.850, Note A), which are used for ground based exercises, exist within the screened area. Mariners should use caution and should consult both U.S. Coast Pilot 6 and the U.S. Coast Guard Local Notice to Mariners.

NOTE C

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Akron Power Squadron, District 7, United States Power Squadrons, for continually providing essential information for revising this chart.

CONTINUED ON CHART 14830

41° 41' 40' 39' 38' 37' 36' 35' 34' 33' 32' 31' 30' 29' 28' 27' 26' 25' 24' 23' 22' 21' 20' 19' 18' 17' 16' 15' 14' 13' 12' 11' 10' 9' 8' 7' 6' 5' 4' 3' 2' 1' 0'

L

A

K

14 Niagara Reef
21 Fl G 4s
22

Submerged Net Stakes
(see note C)

Submerged Net Stakes

Fl 2.5s 80ft 6 St M
29
28
27
26
25
24
23
22
21
20
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12
11
10
9
8
7
6
5
4
3
2
1
0

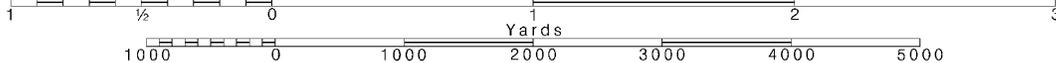


Note: Chart grid lines are aligned with true north.

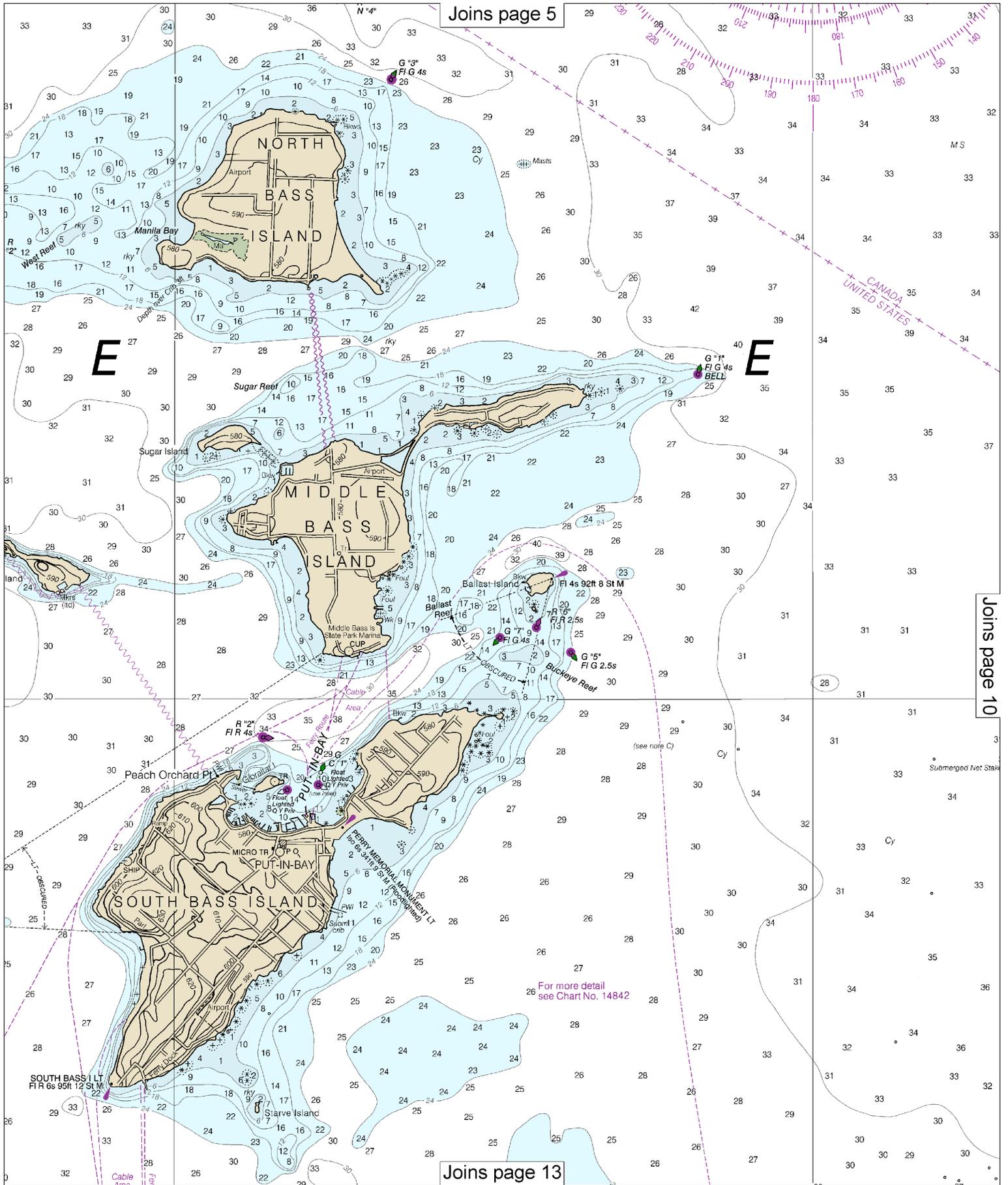
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SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 5

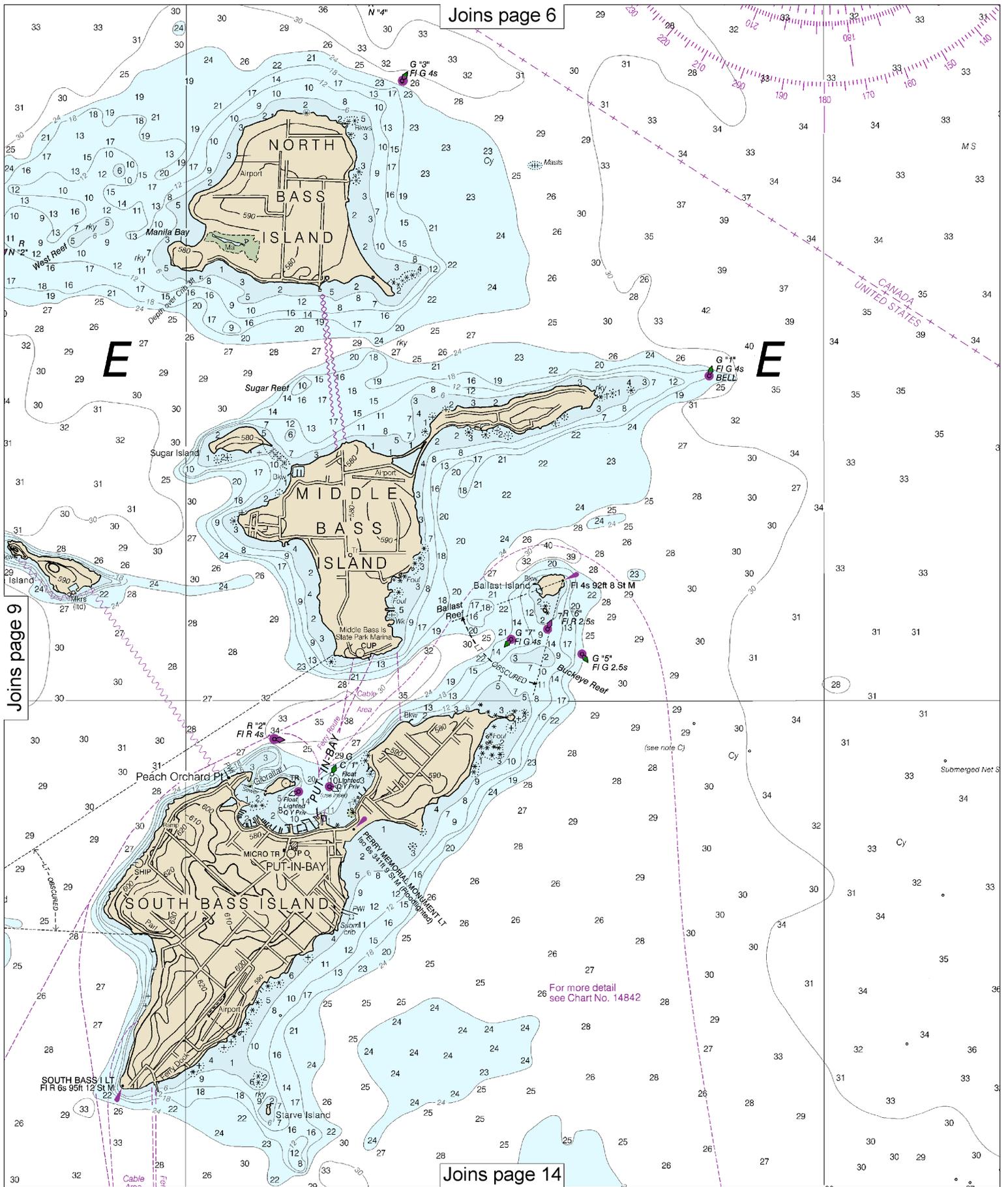


CANADA
UNITED STATES

Joins page 10

For more detail
see Chart No. 14842

Joins page 13



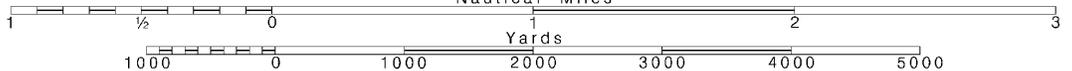
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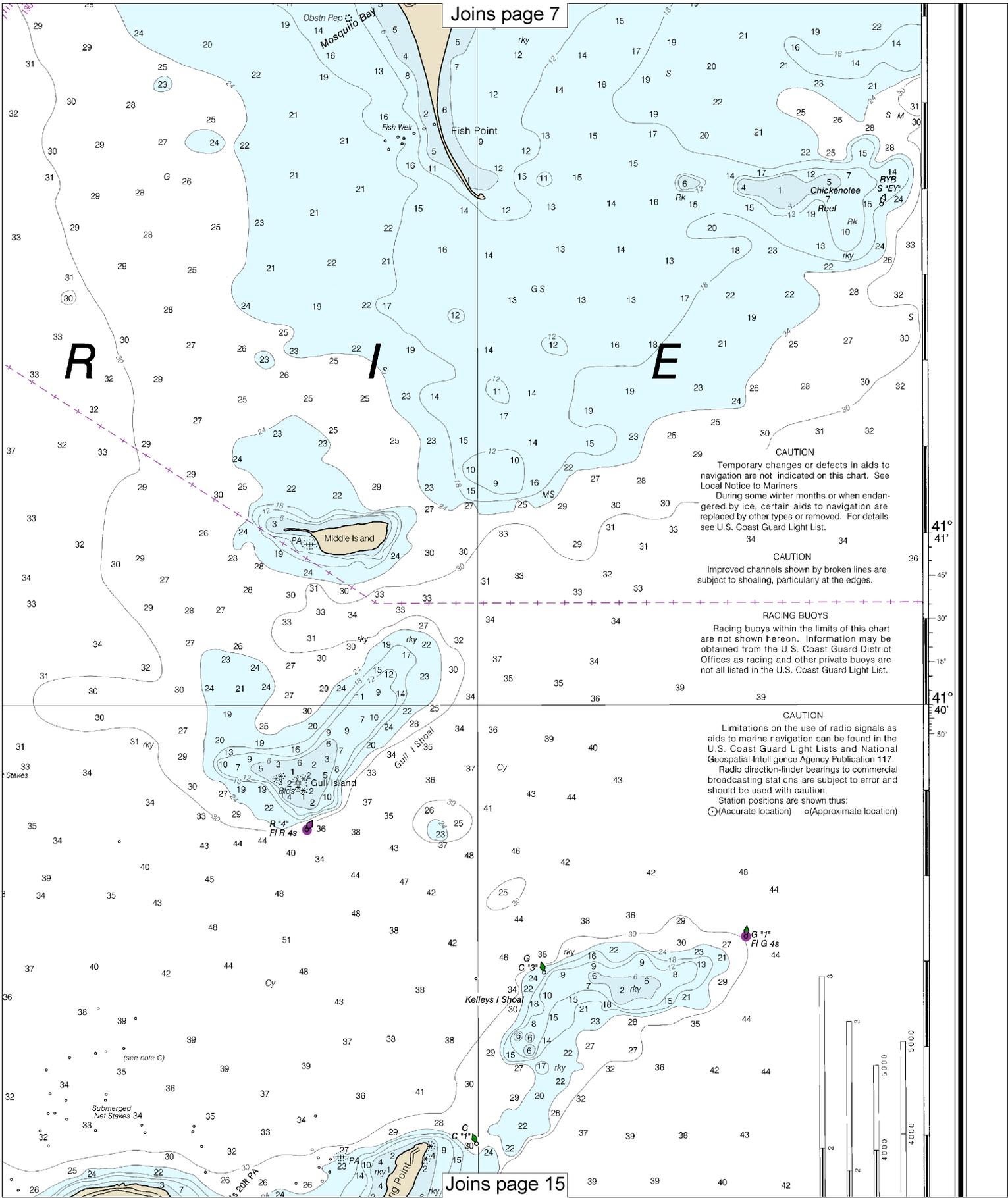
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Printed at reduced scale.

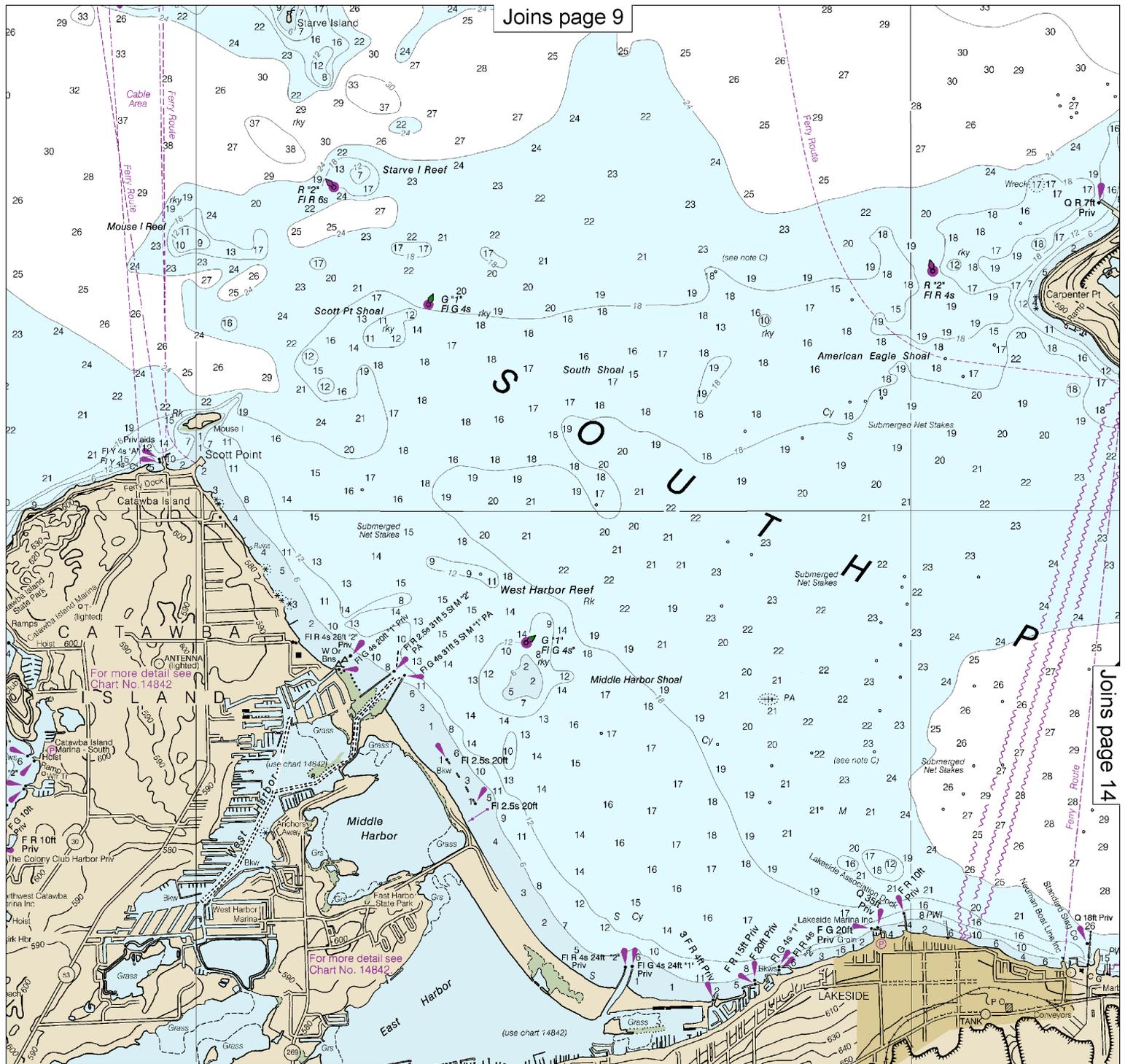
SCALE 1:40,000
Nautical Miles

See Note on page 5.





41°
41'
45'
30'
15'
41°
40'
50'



SANDUSKY HARBOR CHANNEL DEPTHS
 DERIVED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2015

FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS			
LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH (LWD) (FEET)
25.4	26.0	24.2	21.3	9-15	400	9000	26
17.1	21.8	22.0	15.0	9-15	400	8000	26
15.1	21.3	22.3	8.1	9-15	400	5900	25
17.7	19.0	19.0	15.0	9-15	300	9000	25
15.6	14.7	14.7	13.1	9-15	300-1500	300-1500	24
12.2	12.4	12.4	12.6	9-15	300	5900	22
12.0	13.2	12.6	11.3	9-15	400	4200	21

NOTING ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
 THE PROJECT CONDITION DRAWINGS
 WIDENED AT TURNS
 CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

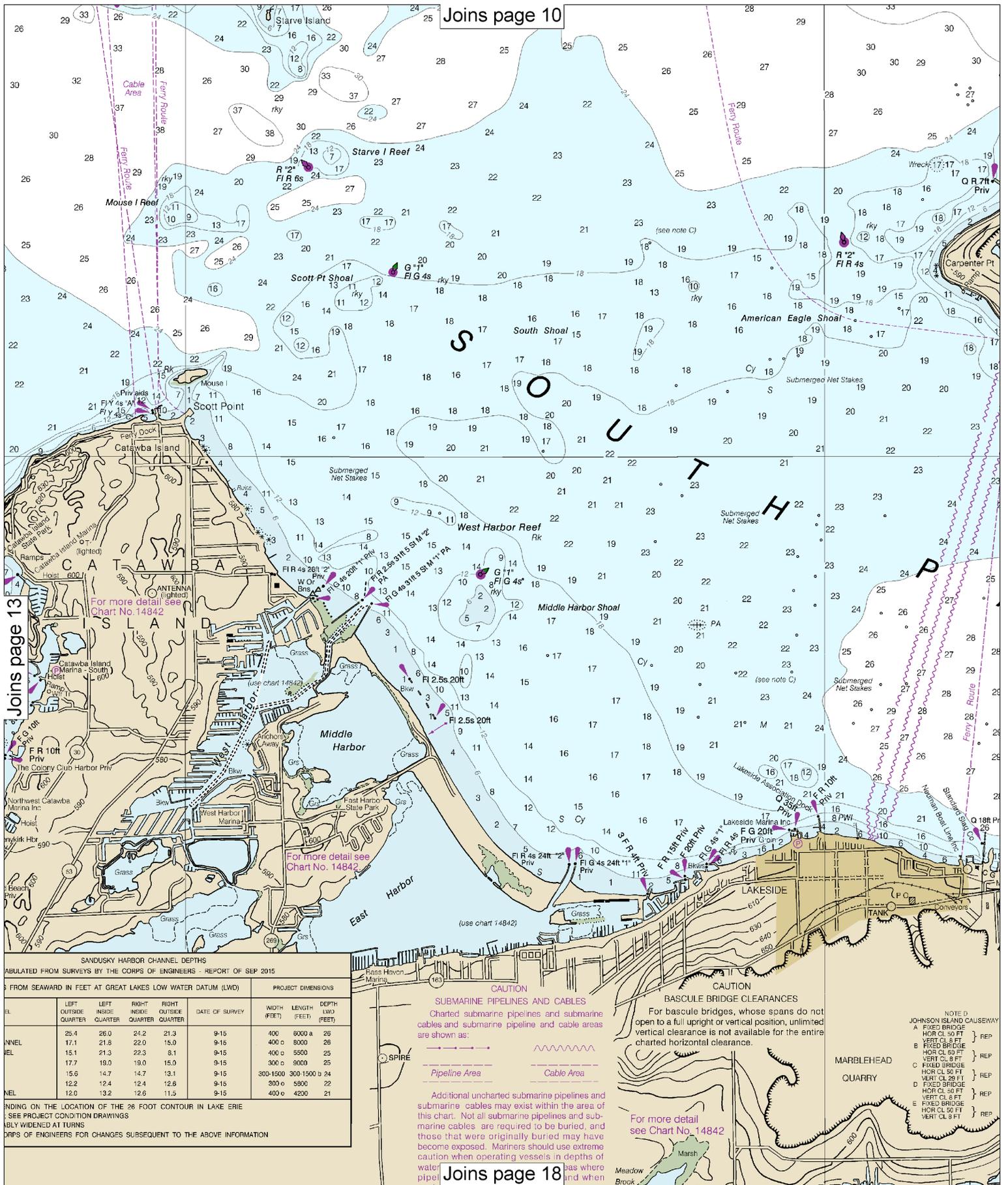
CAUTION
 SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area ~~~~~ Cable Area

CAUTION
 BASCULE BRIDGE CLEARANCES
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE D
 JOHNSON ISLAND CAUSEWAY
 A FIXED BRIDGE
 HOR CL 50 FT
 VERT CL 8 FT REF
 B FIXED BRIDGE
 HOR CL 50 FT
 VERT CL 8 FT REF
 C FIXED BRIDGE
 HOR CL 50 FT
 VERT CL 29 FT REF
 D FIXED BRIDGE
 HOR CL 50 FT
 VERT CL 8 FT REF
 E FIXED BRIDGE
 HOR CL 50 FT
 VERT CL 8 FT REF

For more detail see Chart No. 14842



Note: Chart grid lines are aligned with true north.

Joins page 18

Joins page 10

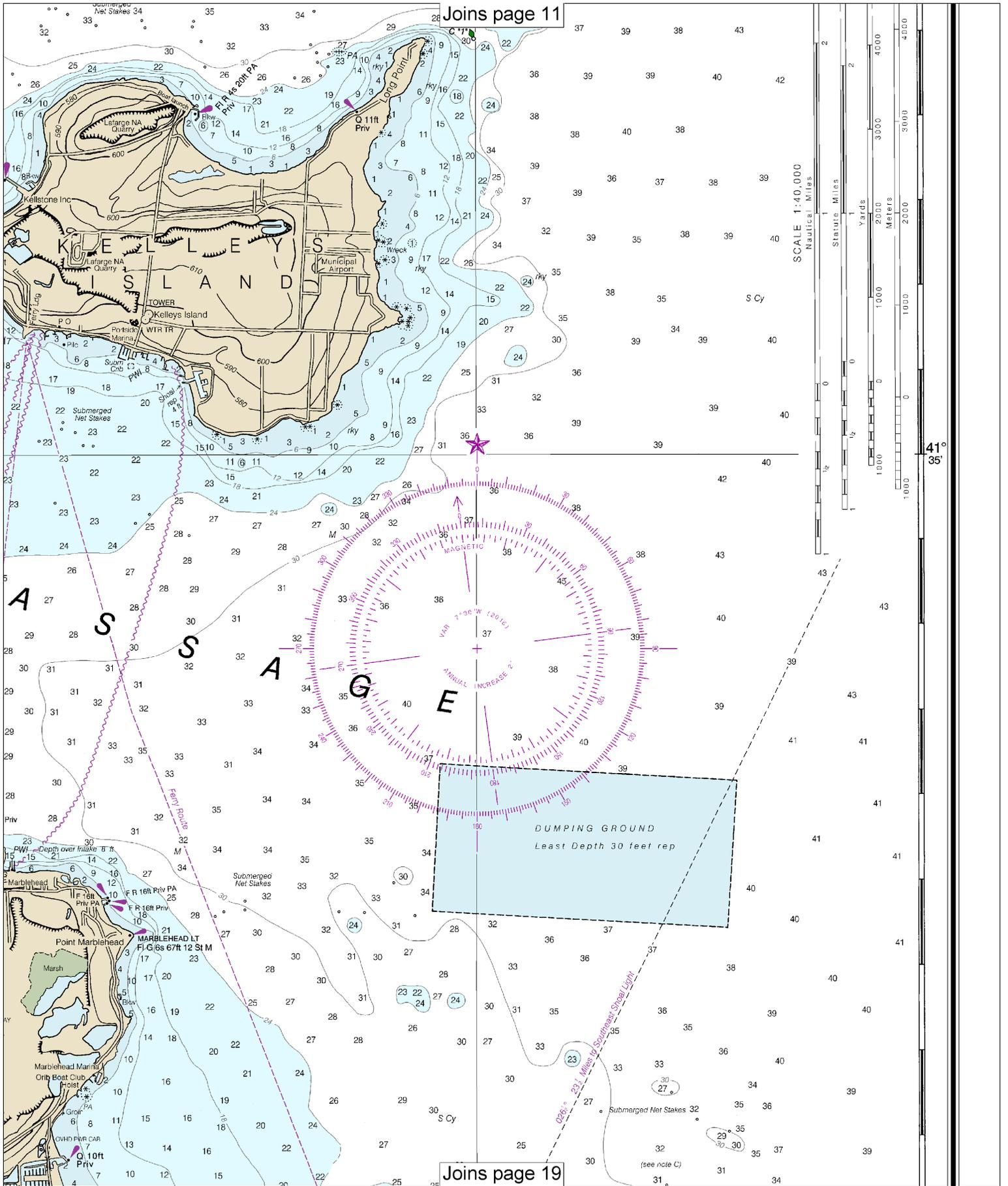
Joins page 13

For more detail see Chart No. 14842

For more detail see Chart No. 14842

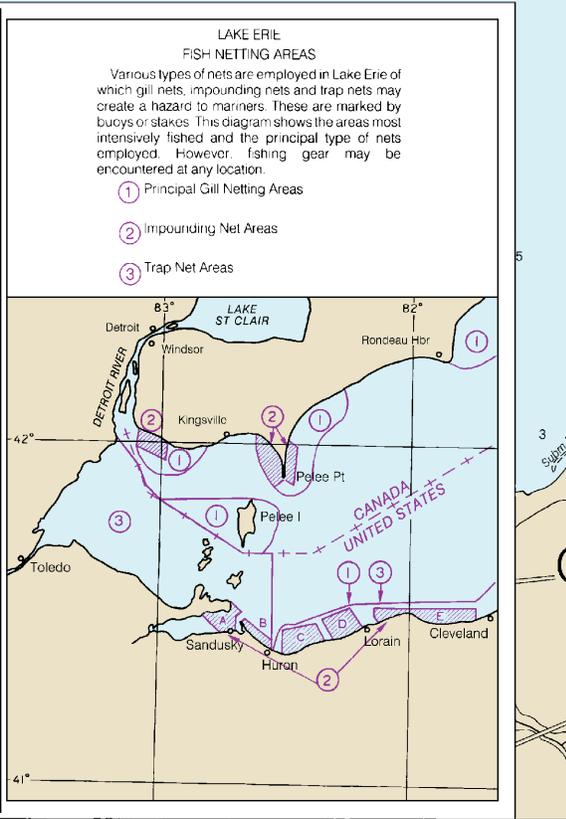
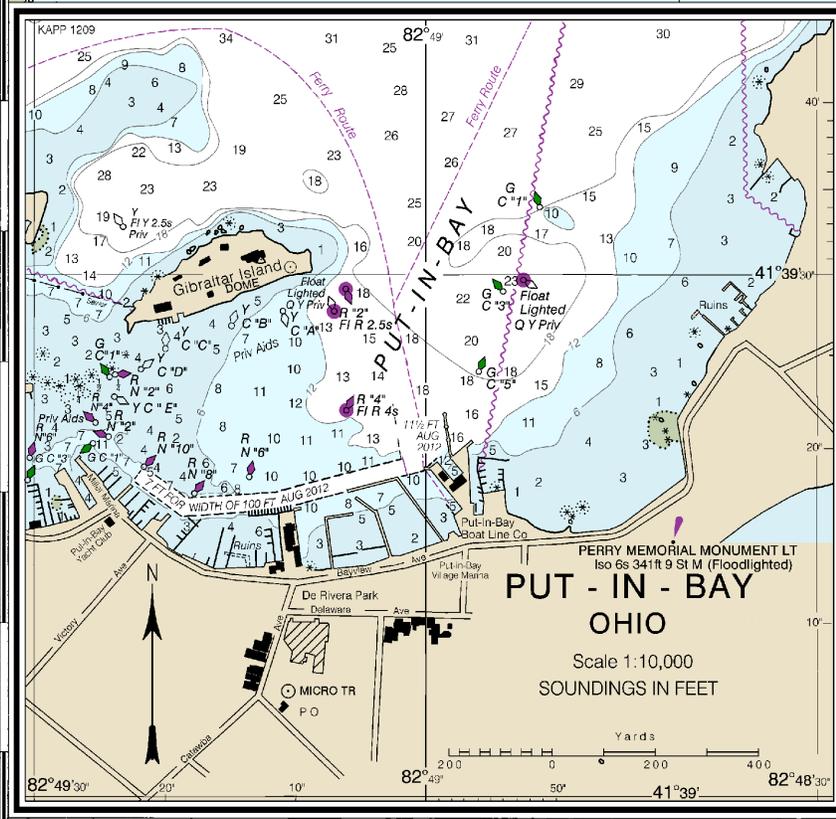
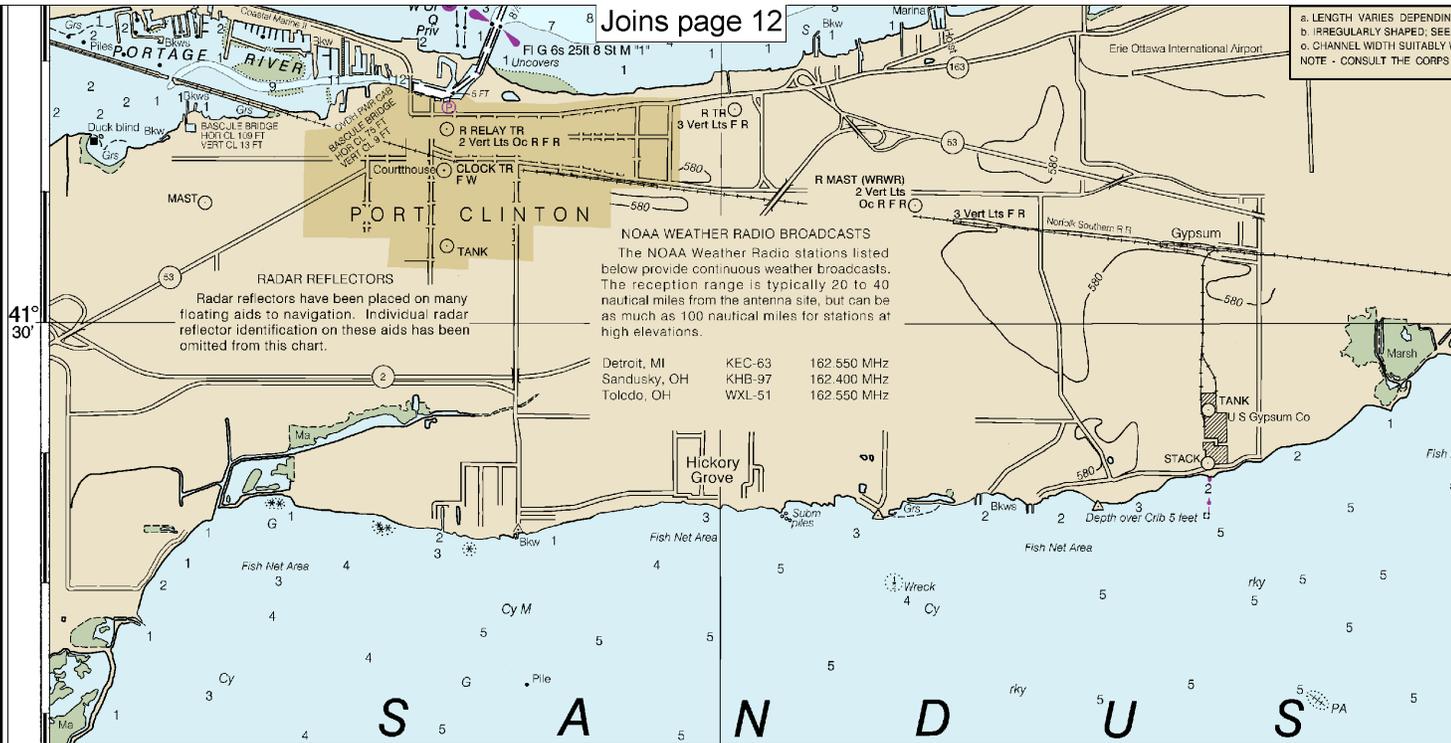
For more detail see Chart No. 14842

Joins page 11



Joins page 19

a. LENGTH VARIES DEPENDING
 b. IRREGULARLY SHAPED; SEE
 c. CHANNEL WIDTH SUITABLY V
 NOTE - CONSULT THE CORPS



14844

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

33rd Ed., Jul. 2016. Last Correction: 7/29/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.

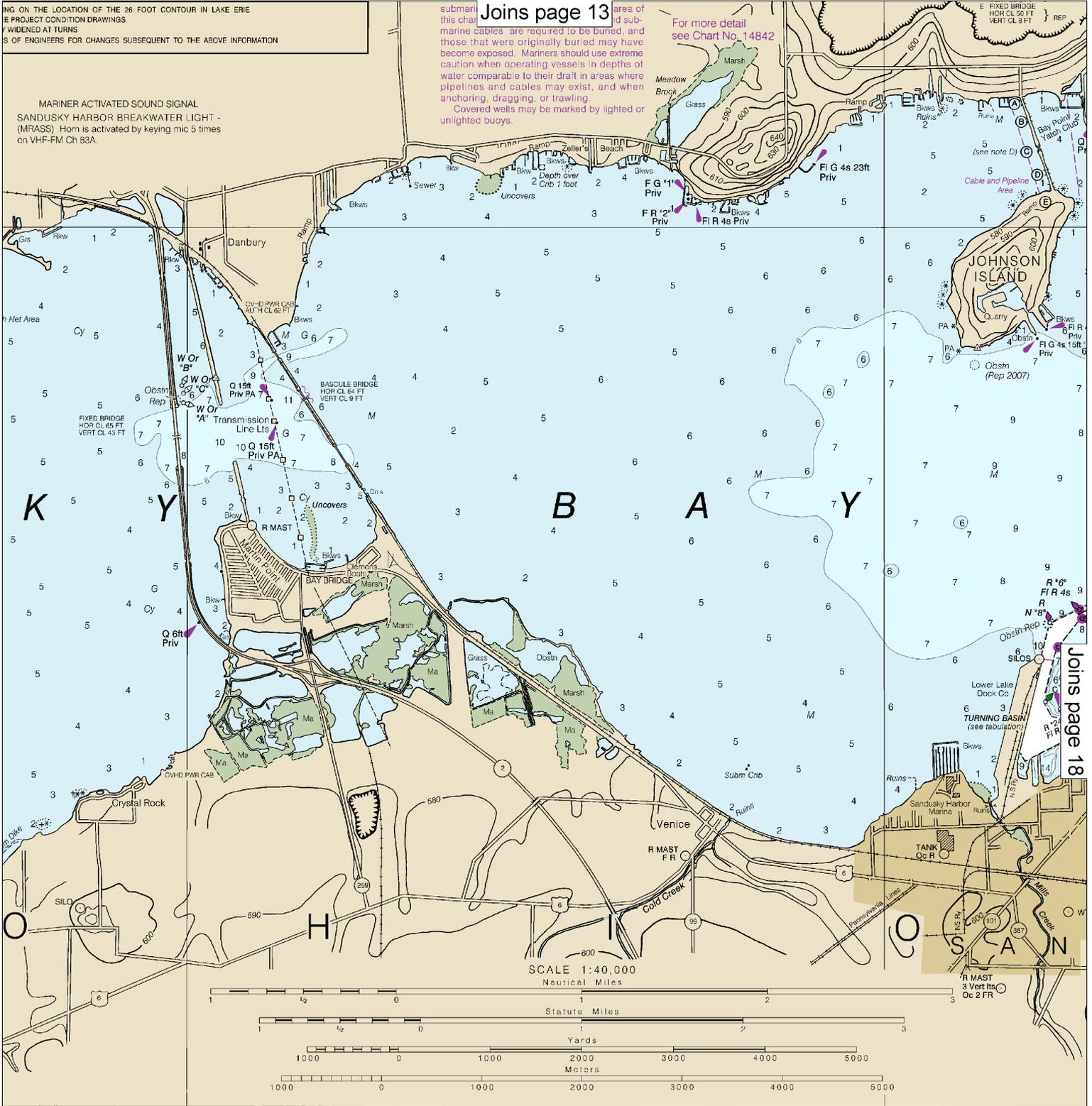


ENGINEERING ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
 PROJECT CONDITION DRAWINGS
 WIDENED AT TURNS
 OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

For more detail see Chart No. 14842

MARINER ACTIVATED SOUND SIGNAL
 SANDUSKY HARBOR BREAKWATER LIGHT - (MRASS) Horn is activated by keying mic 5 times on VHF-FM Ch 83A.



SOUNDINGS IN FEET

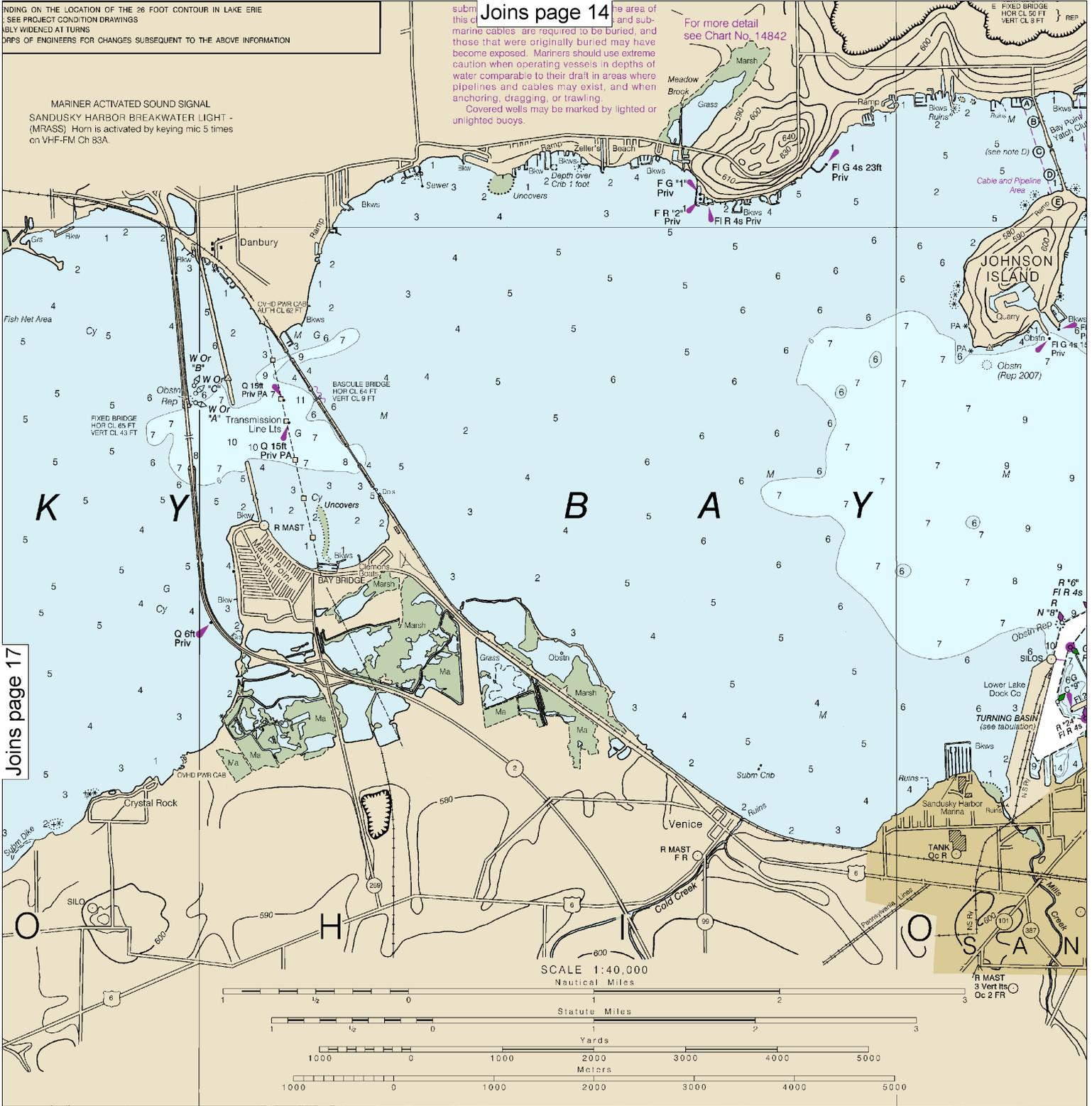
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

ENDING ON THE LOCATION OF THE 26 FOOT CONTOUR IN LAKE ERIE
SEE PROJECT CONDITION DRAWINGS
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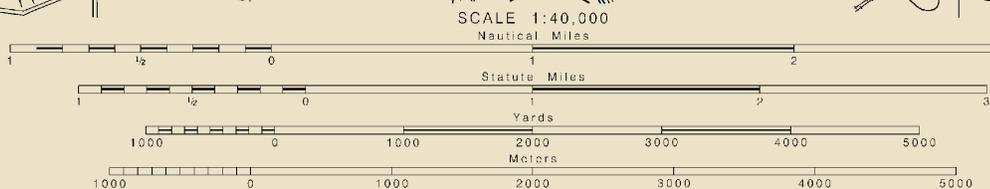
subm Joins page 14
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MARINER ACTIVATED SOUND SIGNAL
SANDUSKY HARBOR BREAKWATER LIGHT -
(MRASS) Horn is activated by keying mic 5 times
on VHF-FM Ch 83A.



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82°51' 45' 30' 15' 82°50' 50'

82°45'

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

18

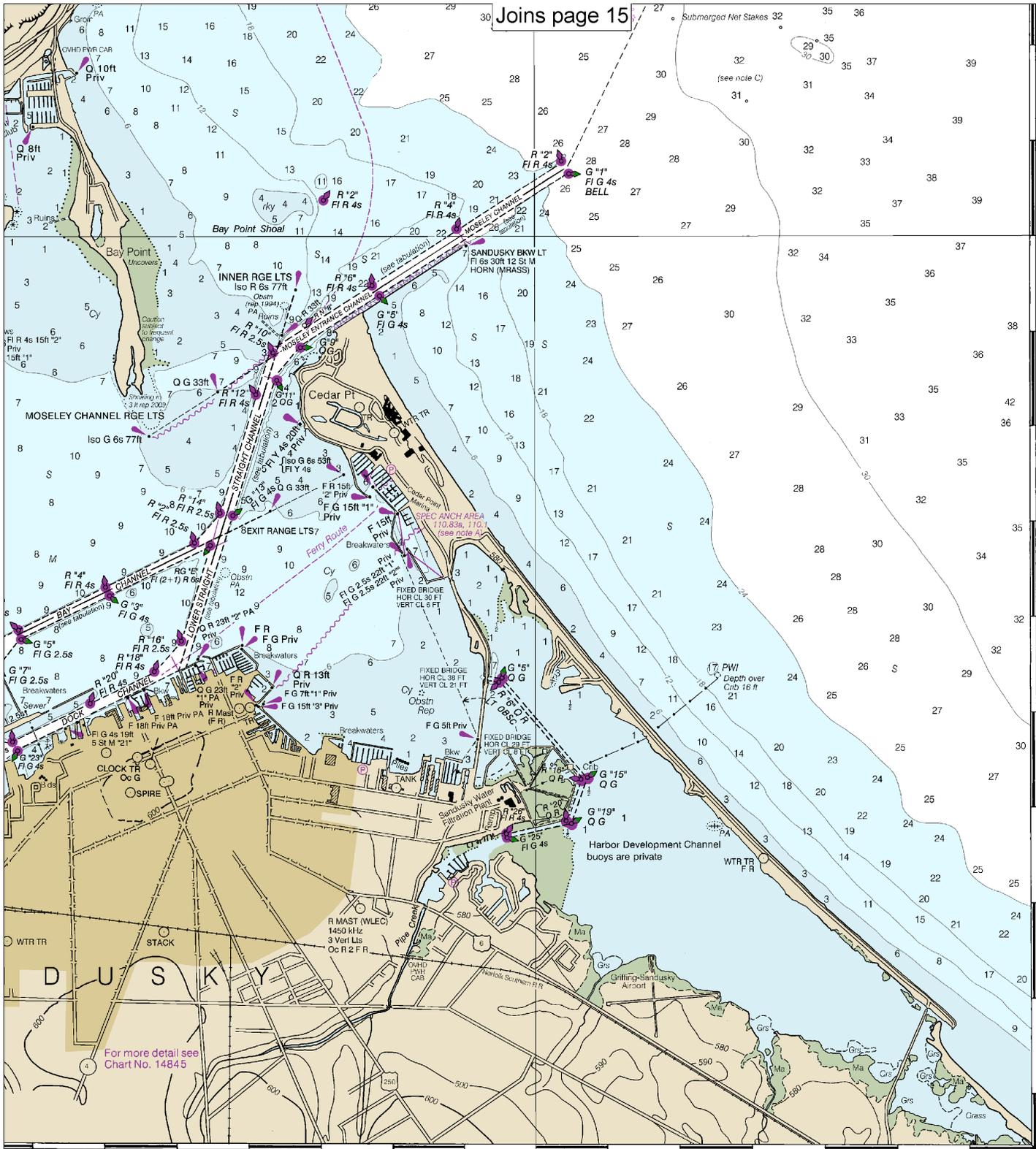
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





For more detail see Chart No. 14845

82°40'

1:142.8 X 761.3 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Islands in Lake Erie
SOUNDINGS IN FEET - SCALE 1:40,000

14844



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.