

BookletChart™

Sandusky Harbor

NOAA Chart 14845

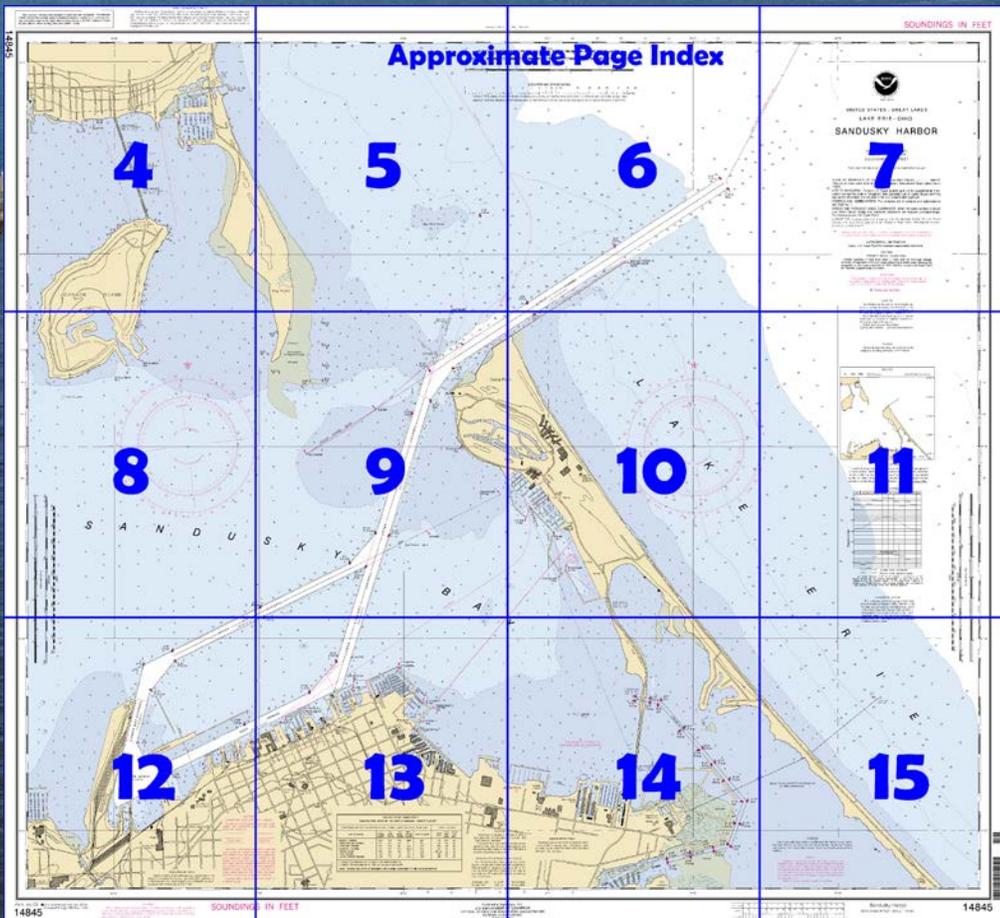


A reduced-scale NOAA nautical chart for small boaters

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=14845>



(Selected Excerpts from Coast Pilot)

From Huron, the wooded shoreline trends NW for 9.7 miles to **Cedar Point** (41°29.5'N., 82°41.3'W.), the SE entrance point to Sandusky Bay. In this stretch, deep water is about 0.9 to 1.2 miles off except at Cedar Point where the shallow depths widen to 1.5 miles.

Sandusky Harbor, serving the city of Sandusky, Ohio, is in the SE part of Sandusky Bay about 50 miles W 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.

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 E side of Cedar Point, 0.9 mile from the N extremity.

Sandusky Harbor Breakwater Light (41°30.0'N., 82°40.5'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 NE from Cedar Point. A fog signal is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged entrance channel that leads SW from deep water in the lake along the NW side of a jetty extending NE from Cedar Point. Inside Cedar Point, the channel turns SSW 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 SW corner of the harbor. The shallower channel continues SSW 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

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.

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.

A **speed limit** of 10 mph (8.7 knots) is enforced in Sandusky Harbor. (See **33 CFR 162.155 and 207.560**, chapter 2, for regulations.)

Sandusky Harbor has several marinas, the largest on the W side of Cedar Point. In 1977, the reported controlling depth in the entrance and basin of this marina was 11 feet. However, there are lesser depths in the approach to the marina. Gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, marine supplies, hull, engine and electronic repairs, a 50-ton travel lift, and a launching ramp are available. Other facilities are along the S side of Sandusky Harbor. A small-craft basin is behind the ConRail fill 0.75 mile ENE of the courthouse clock tower.

Anchorage.—A special anchorage is in a basin on the E side of Sandusky Bay about 1.3 miles SE 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.

Harbor Regulations.—A **speed limit** of 10 mph (8.7 knots) is enforced in Sandusky Harbor. (See **33 CFR 162.155 and 207.560**, chapter 2, for regulations.)

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

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

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.

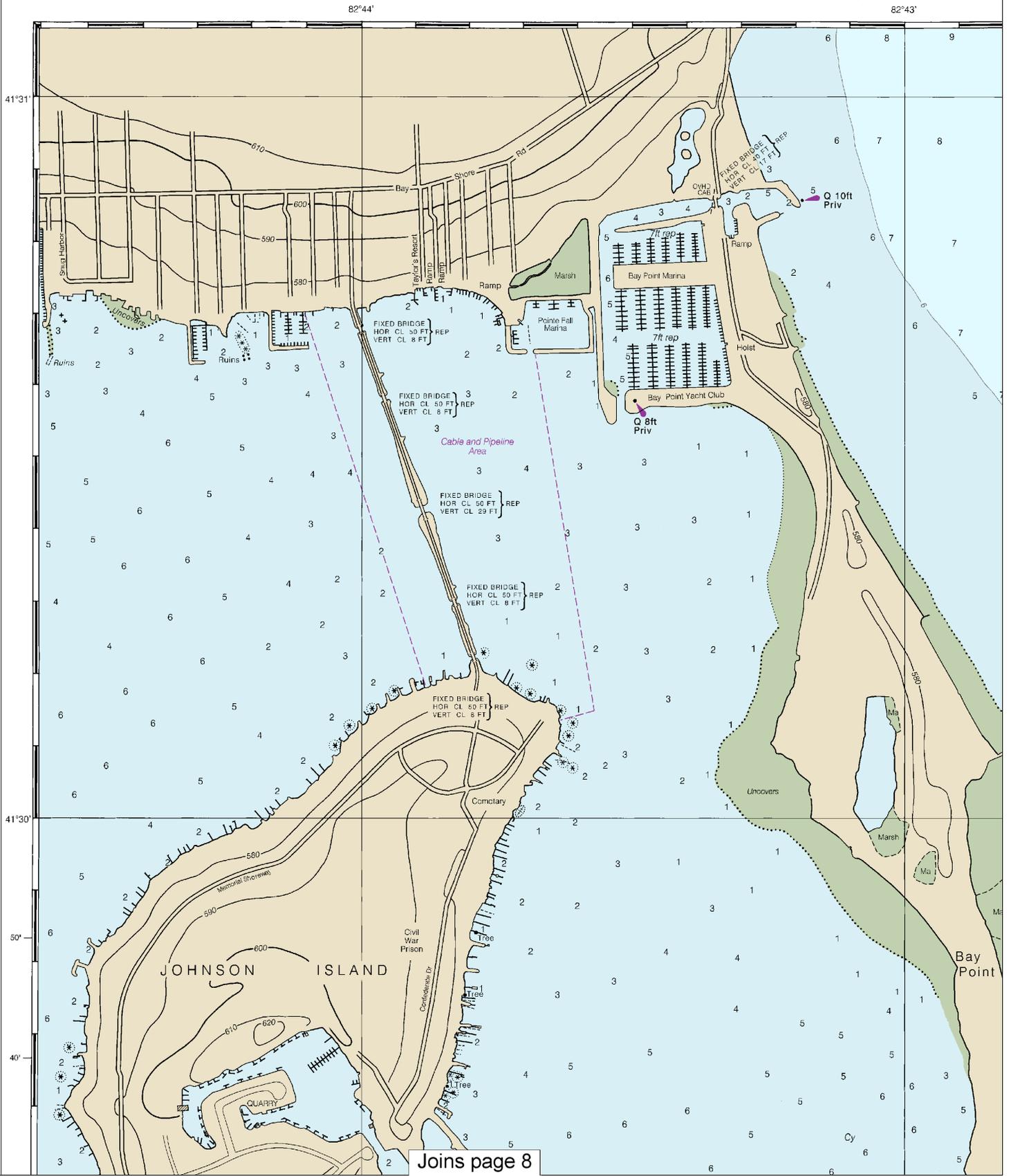
Lateral System As Seen Entering From Seaward

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>

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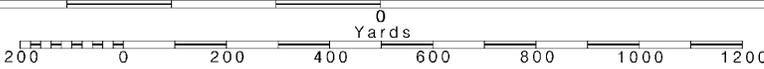
Joins page 8

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



82°42'

82°41'

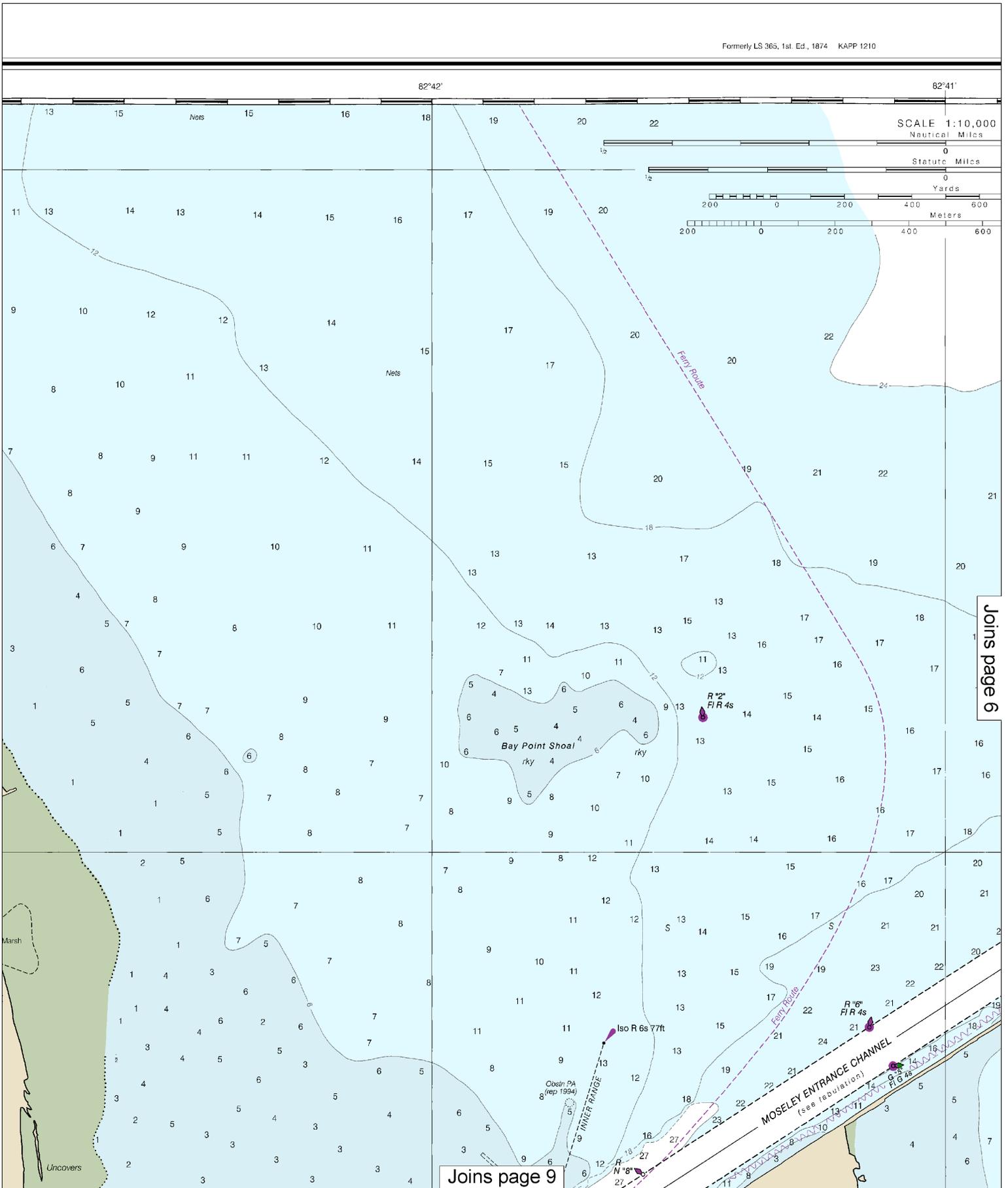
SCALE 1:10,000

Nautical Miles

Statute Miles

Yards

200 0 200 400 600
Meters

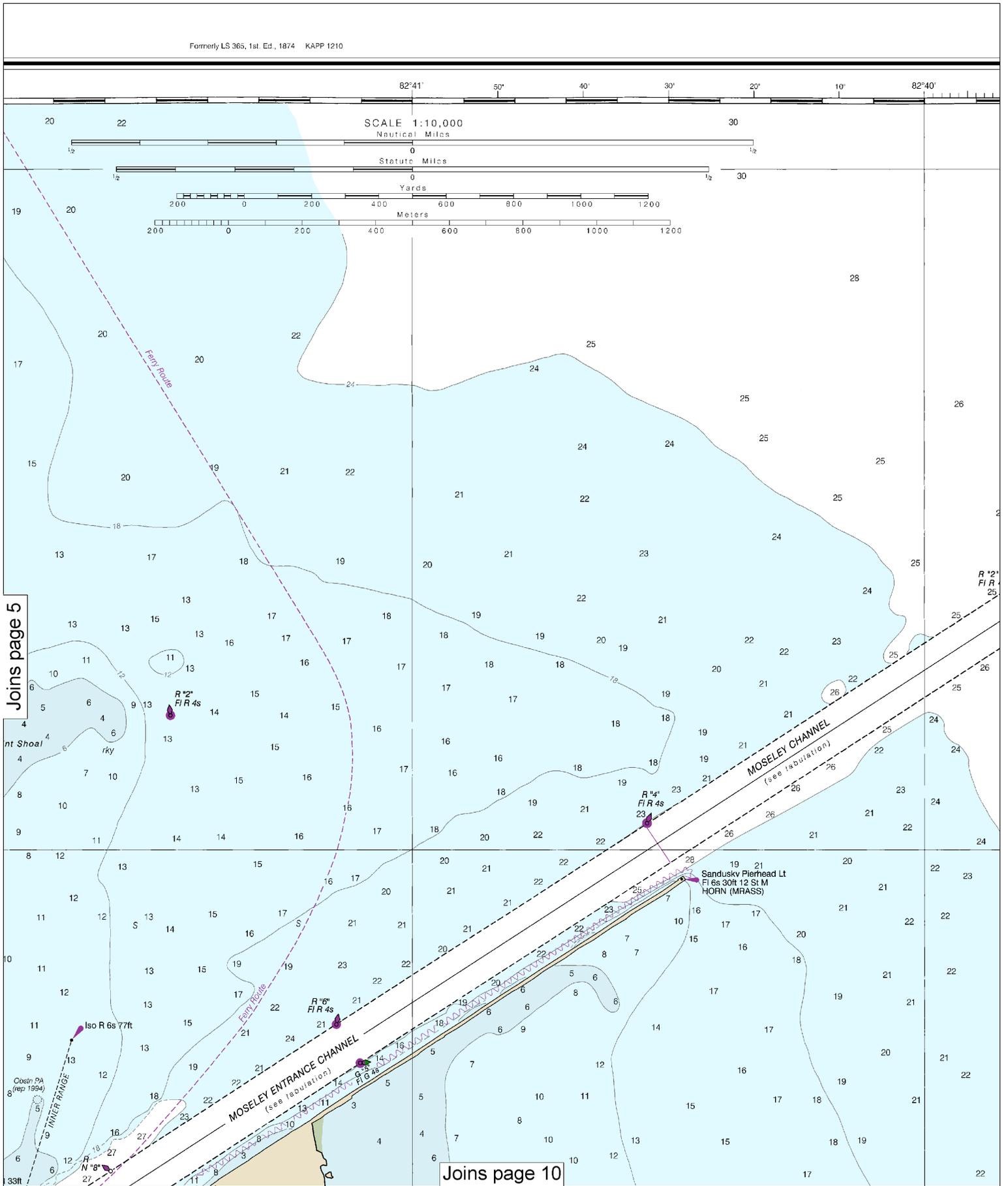


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This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

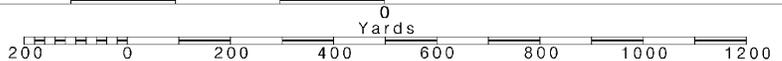
Joins page 10



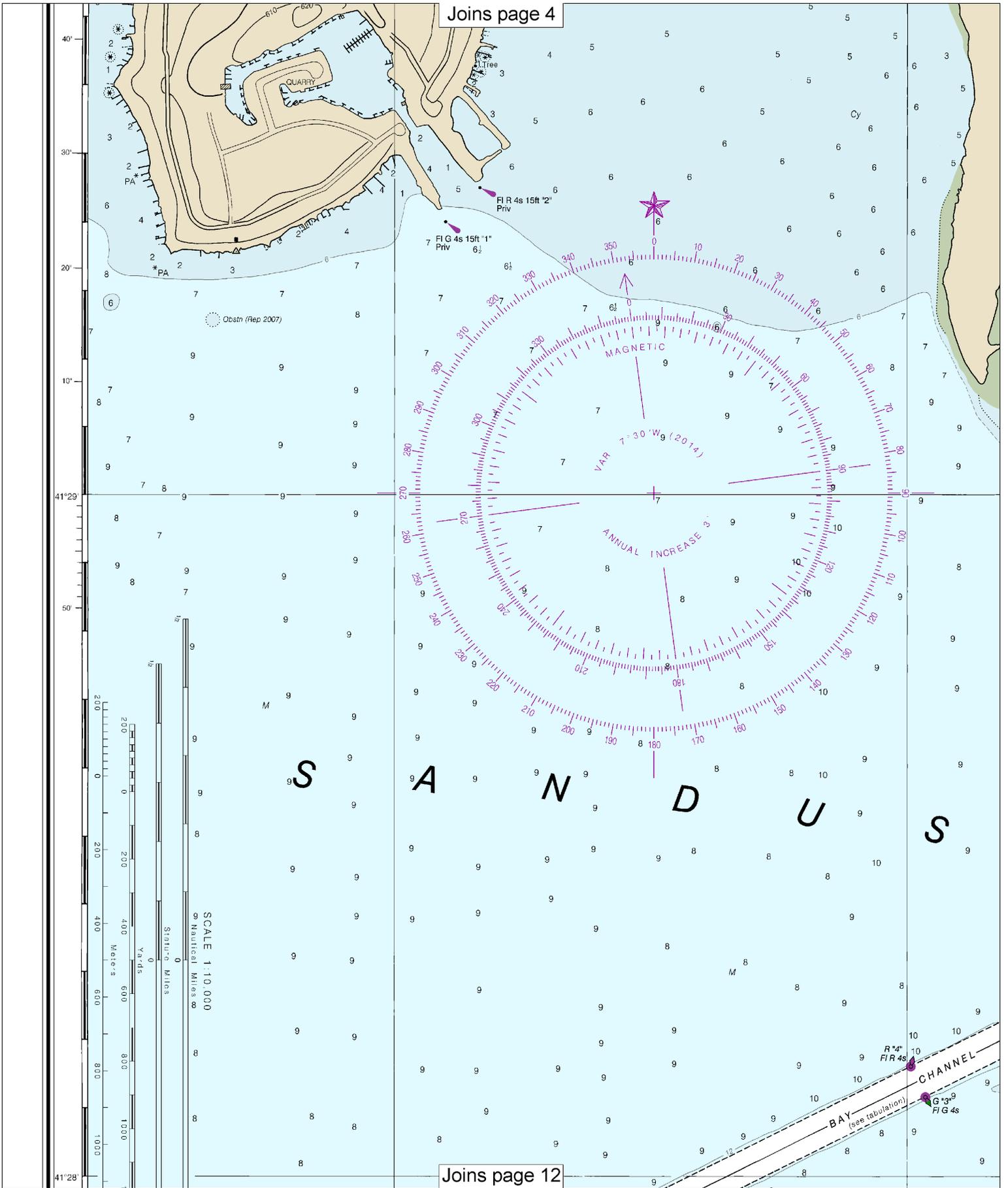
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



Joins page 4



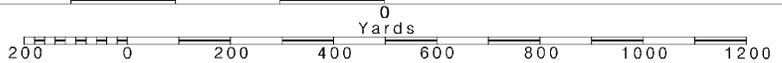
Joins page 12



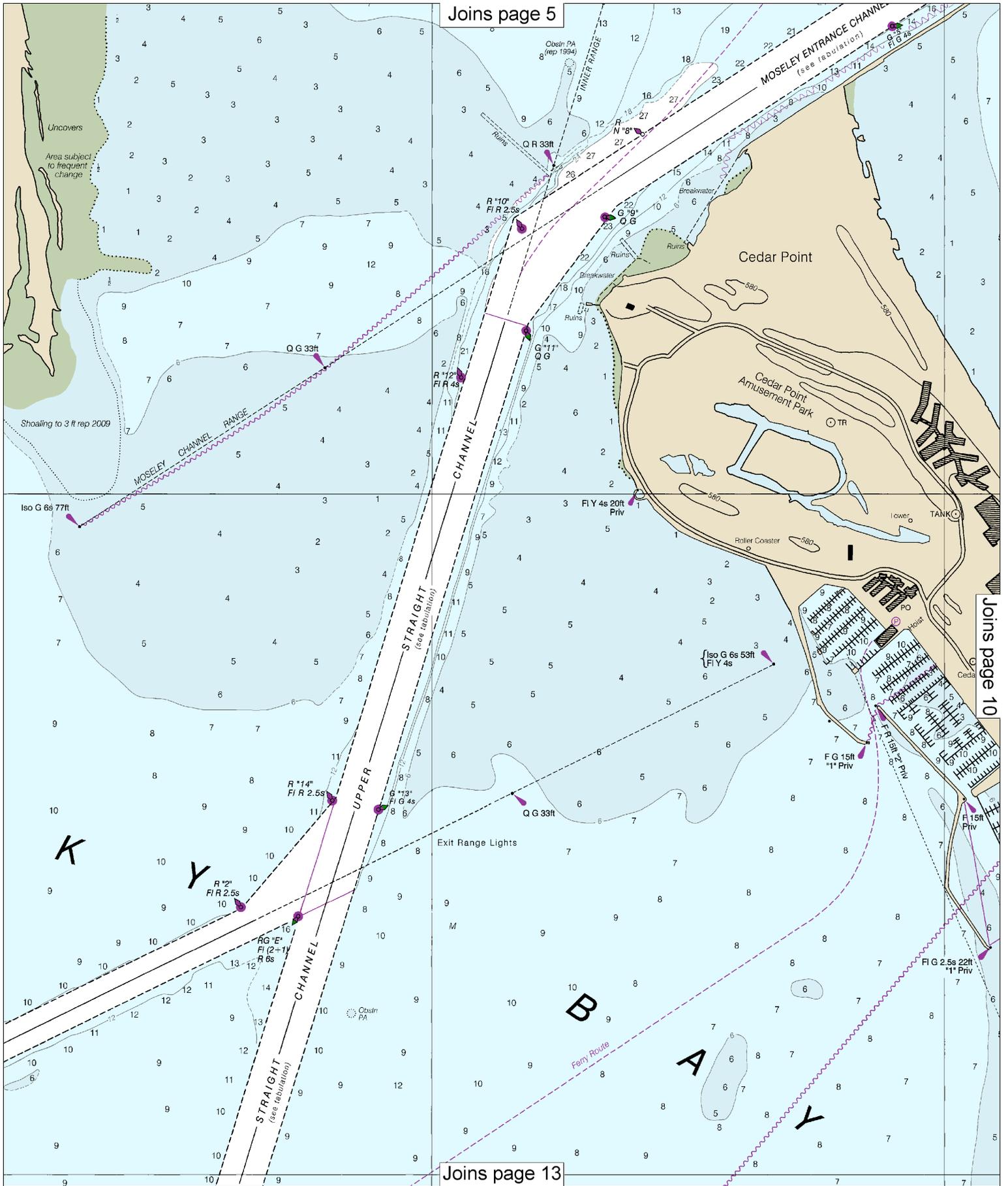
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



Joins page 5



Joins page 10

Joins page 13



Joins page 6

Joins page 9

Joins page 14

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Note: Chart grid lines are aligned with true north.

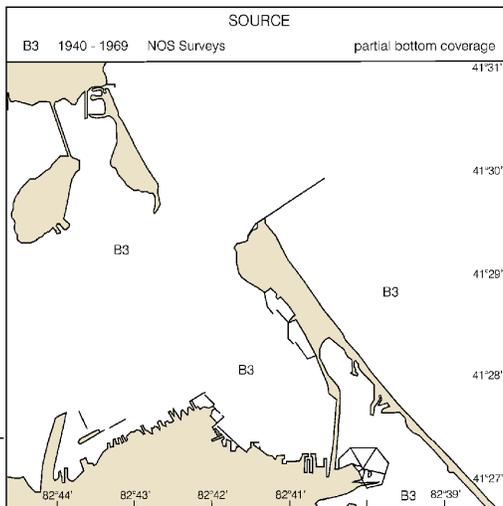
Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



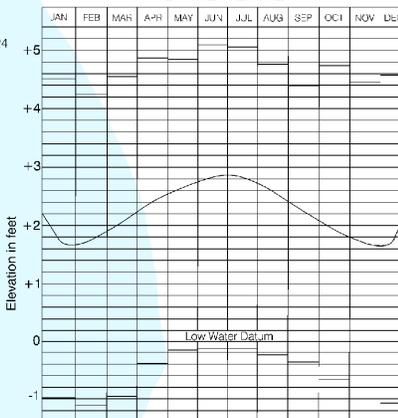
CAUTION
 Information on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
 Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 (●) (Accurate location) (○) (Approximate location)

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



SOURCE DIAGRAM
 The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

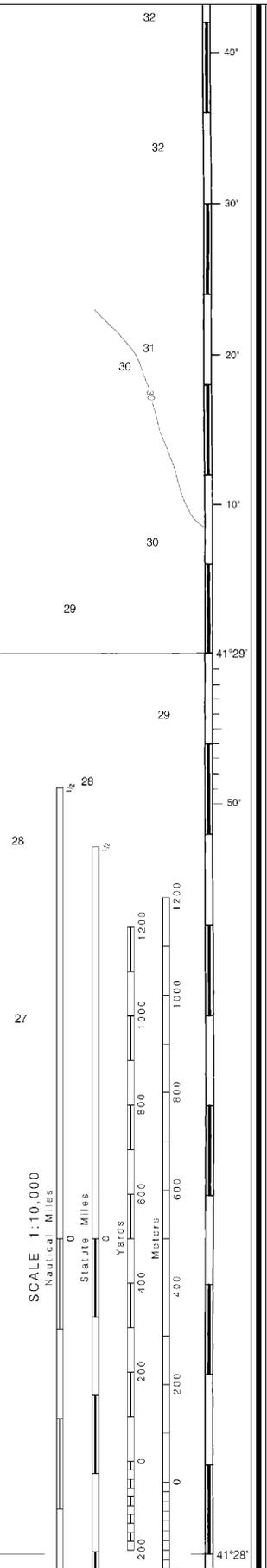
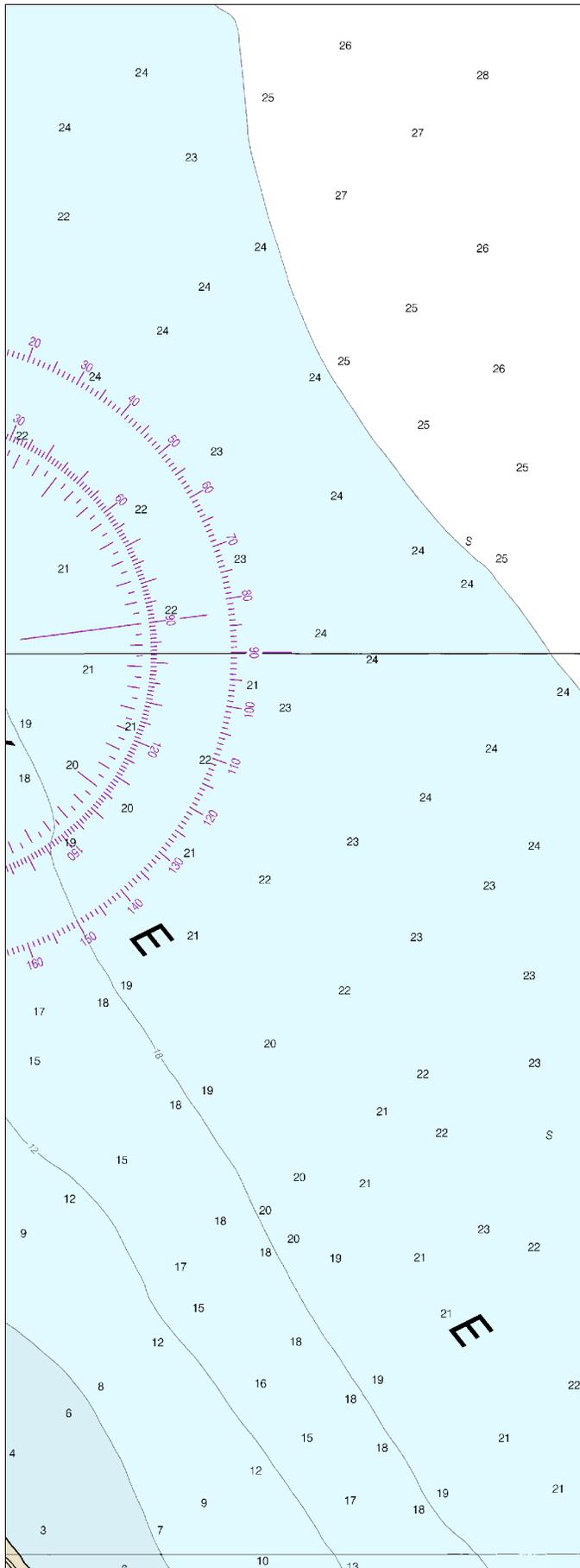
LAKE ERIE

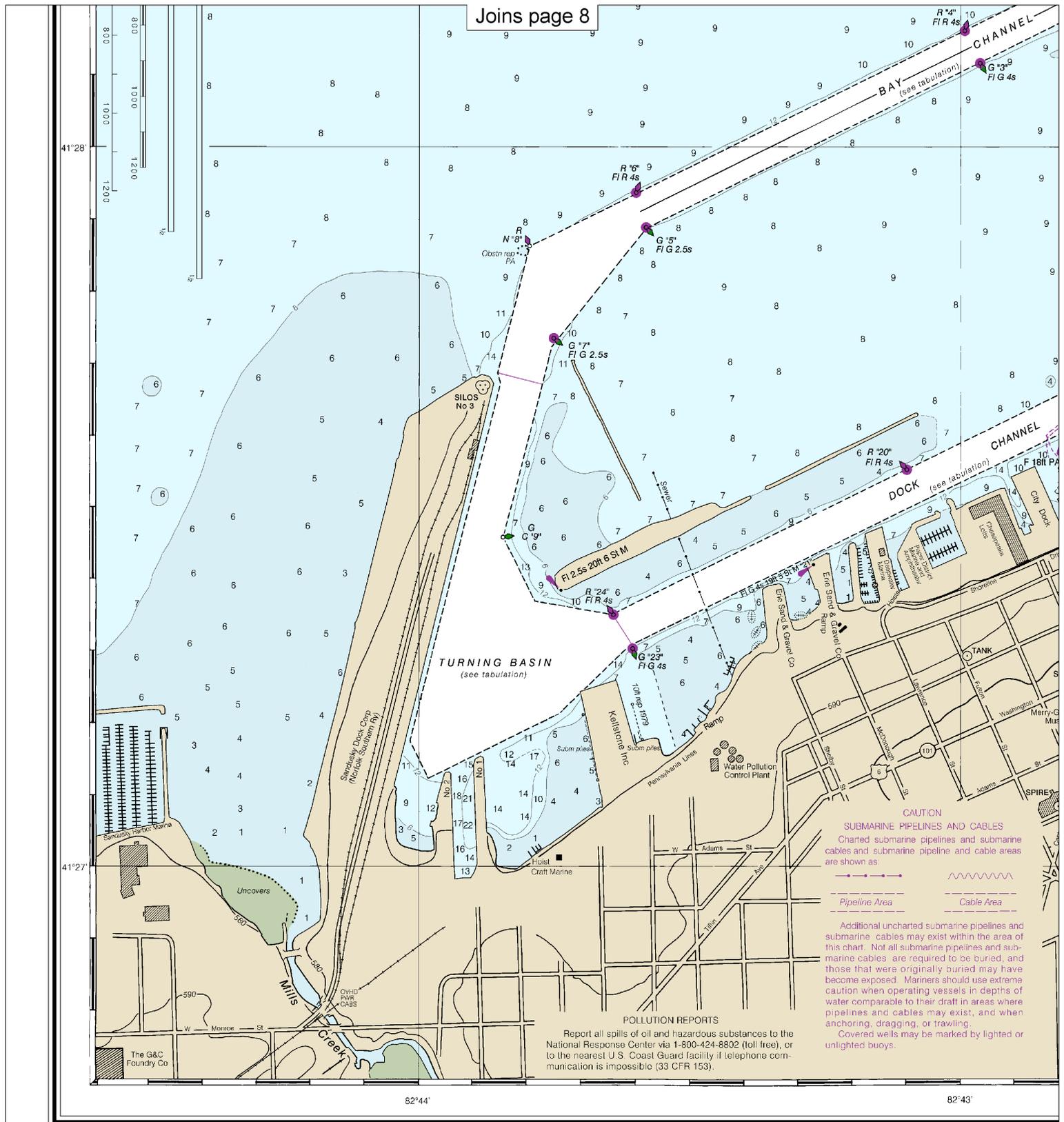


Average levels (2006-2015)
 Extreme Levels (period of record)
 Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.167' northward and 0.341' eastward to agree with this chart.





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41°28'

41°27'

82°44'

82°43'

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

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and 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.

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).

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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.

SOUNDINGS II

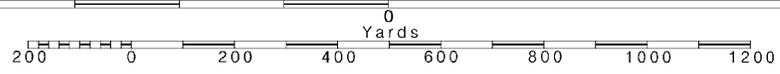
28th Ed., Mar. 2014. Last Correction: 6/2/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

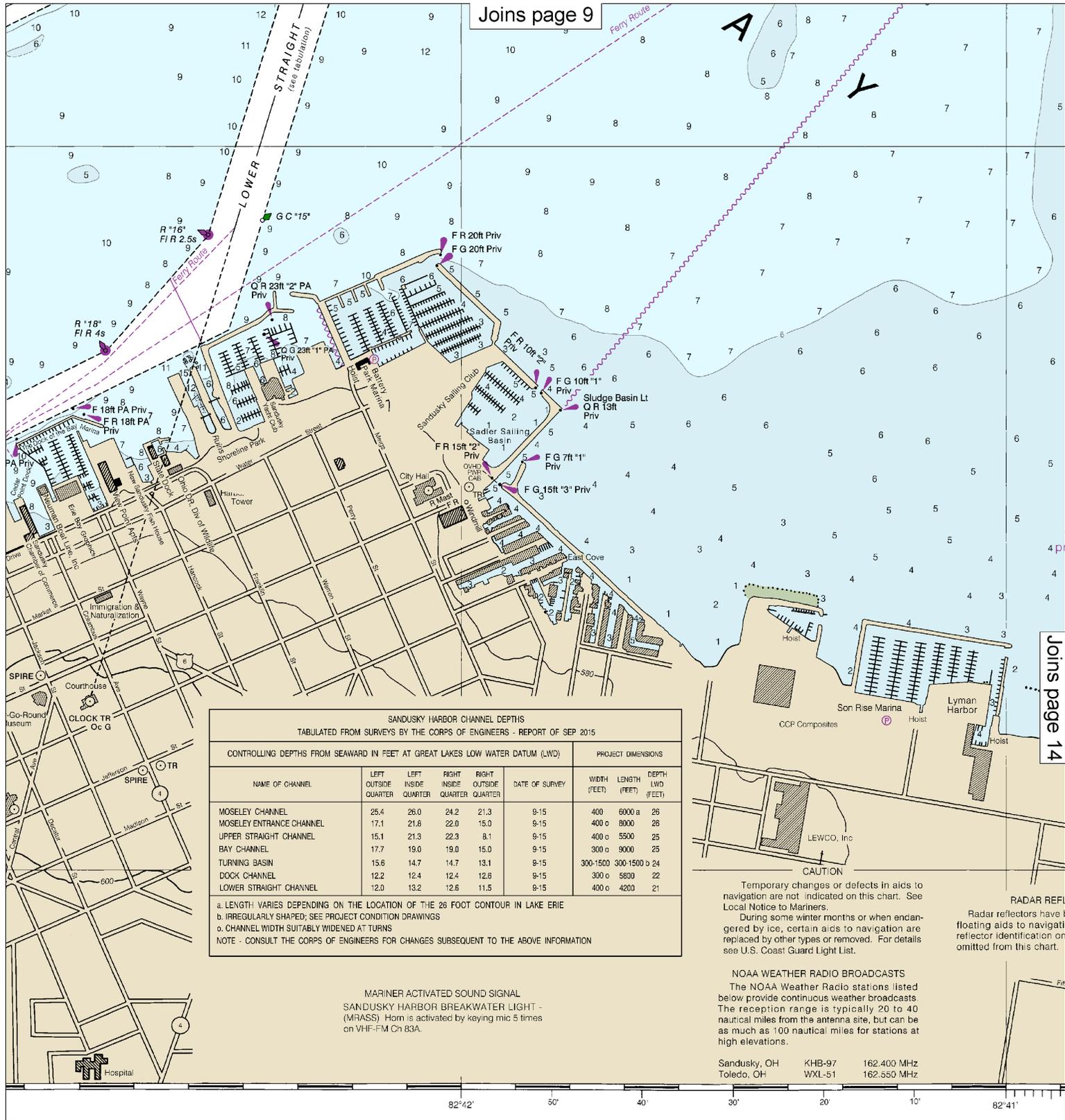
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

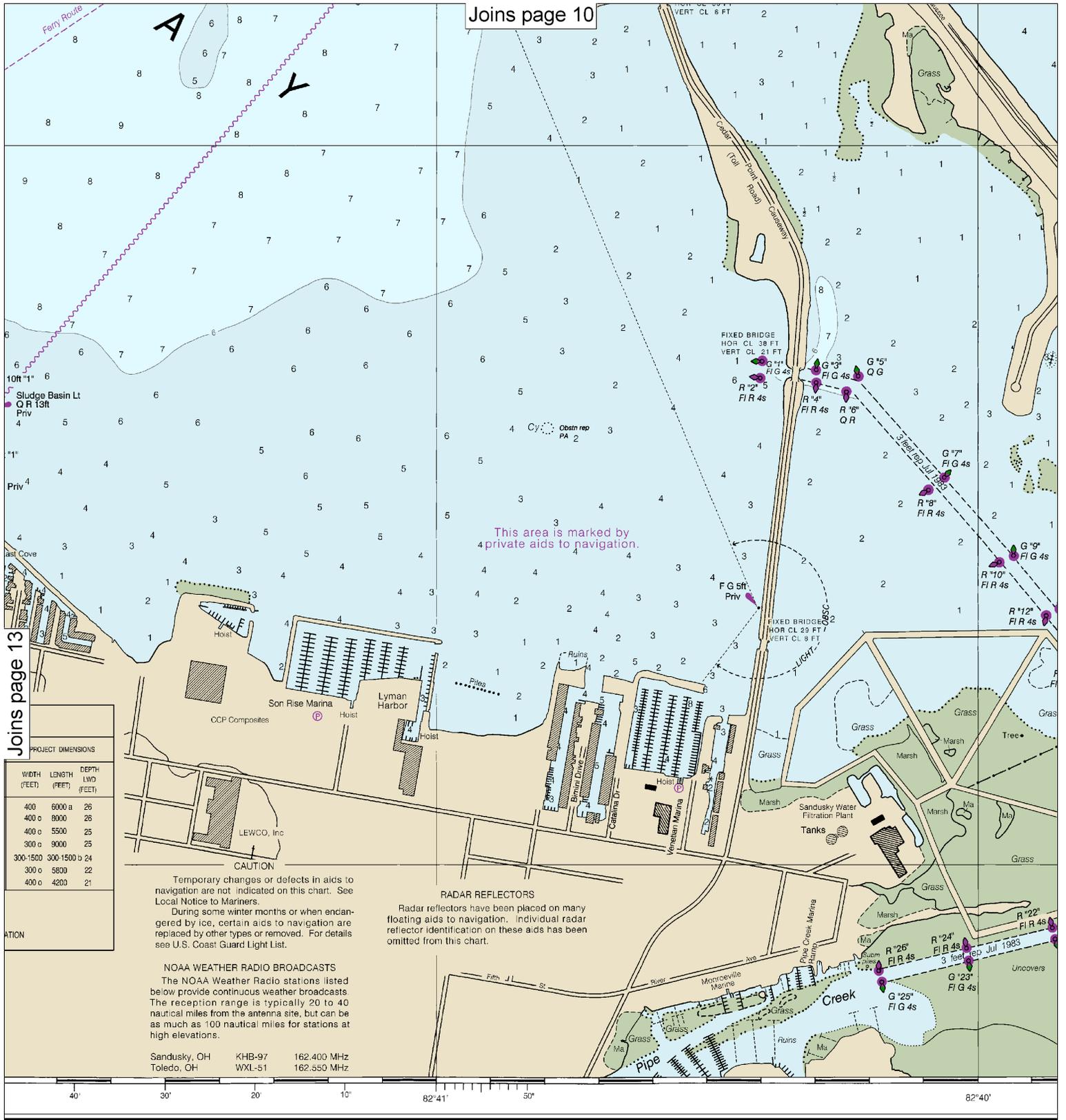
See Note on page 5.





N FEET

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



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PROJECT DIMENSIONS

WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
400	6000 a	26
400 c	8000	26
400 c	5500	25
300 c	9000	25
300-1500	300-1500 b	24
300 c	5800	22
400 c	4200	21

CAUTION
 Temporary changes or defects 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.

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide 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.

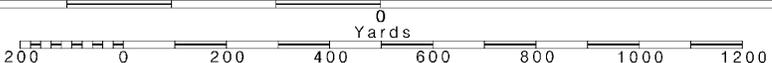
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

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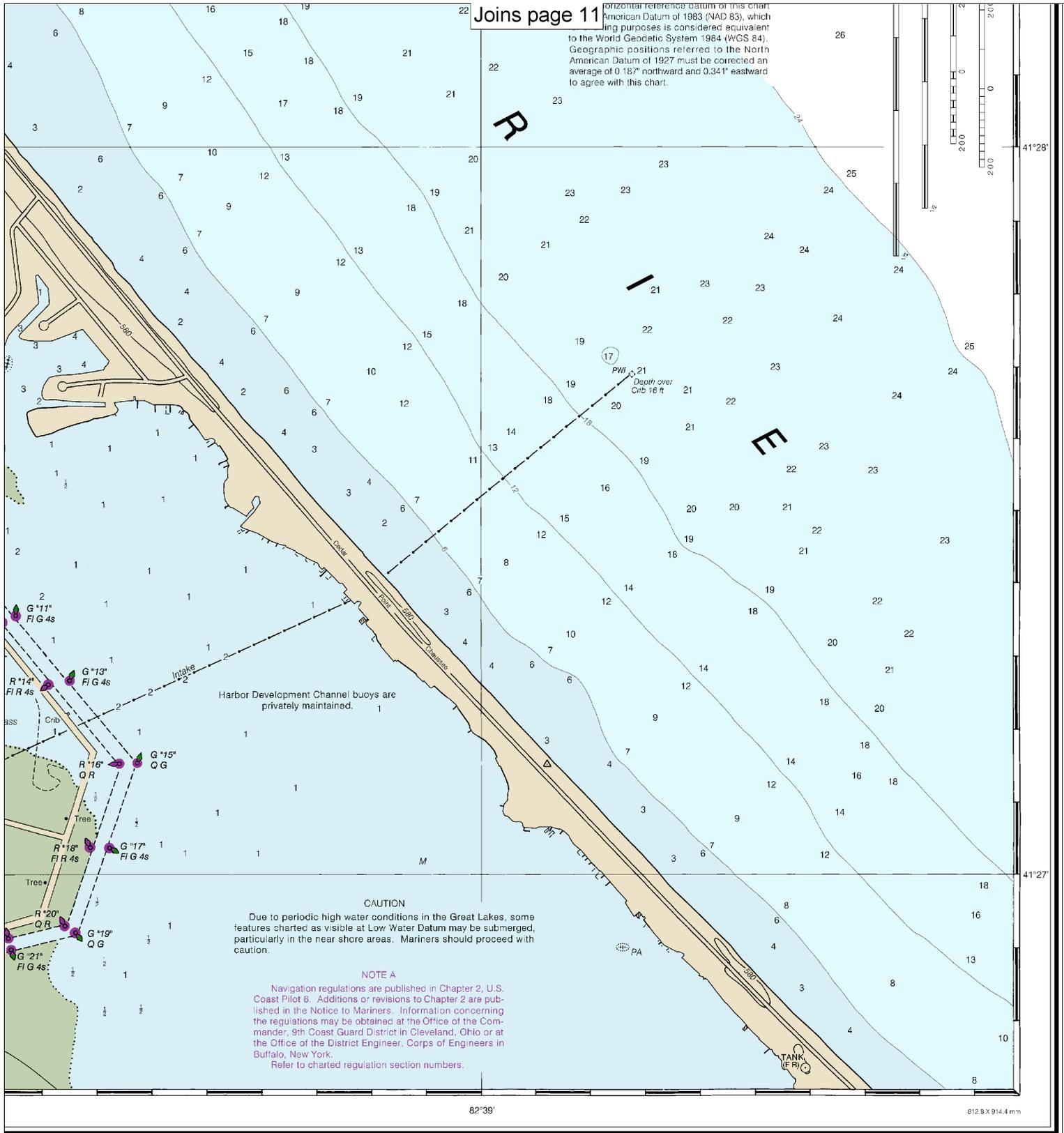
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 See Note on page 5.



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horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for all purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.187' northward and 0.341' eastward to agree with this chart.



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

Sandusky Harbor
SOUNDINGS IN FEET - SCALE 1:10 000

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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.