

BookletChart™

Port Washington to Waukegan

NOAA Chart 14904

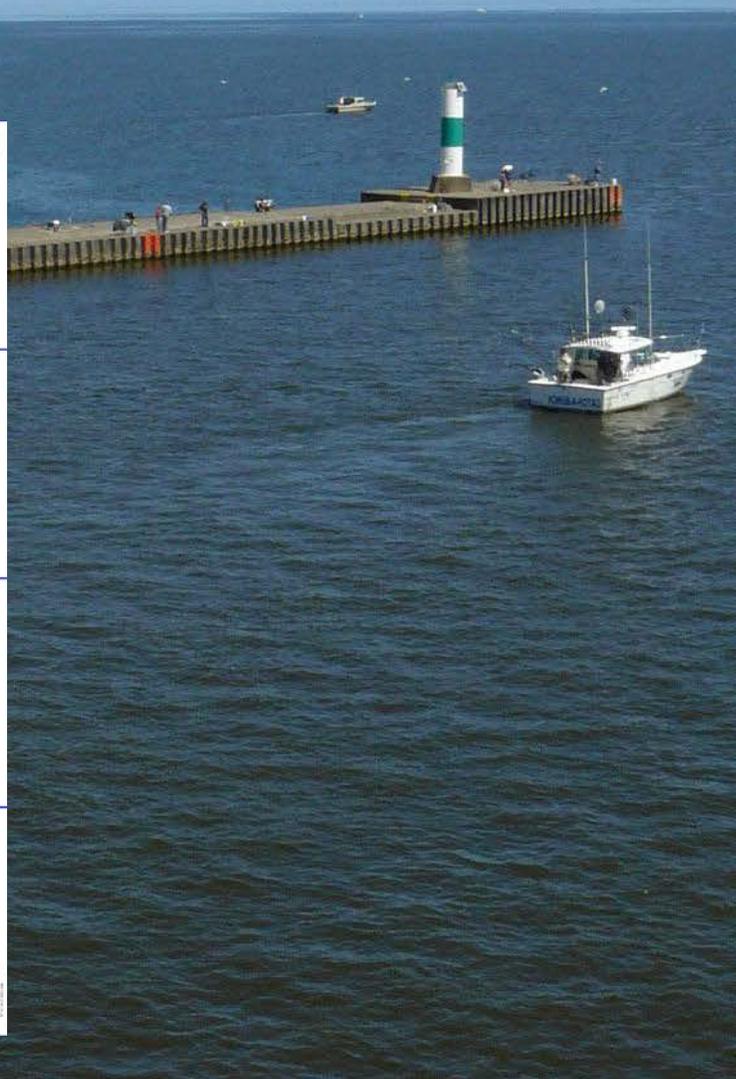
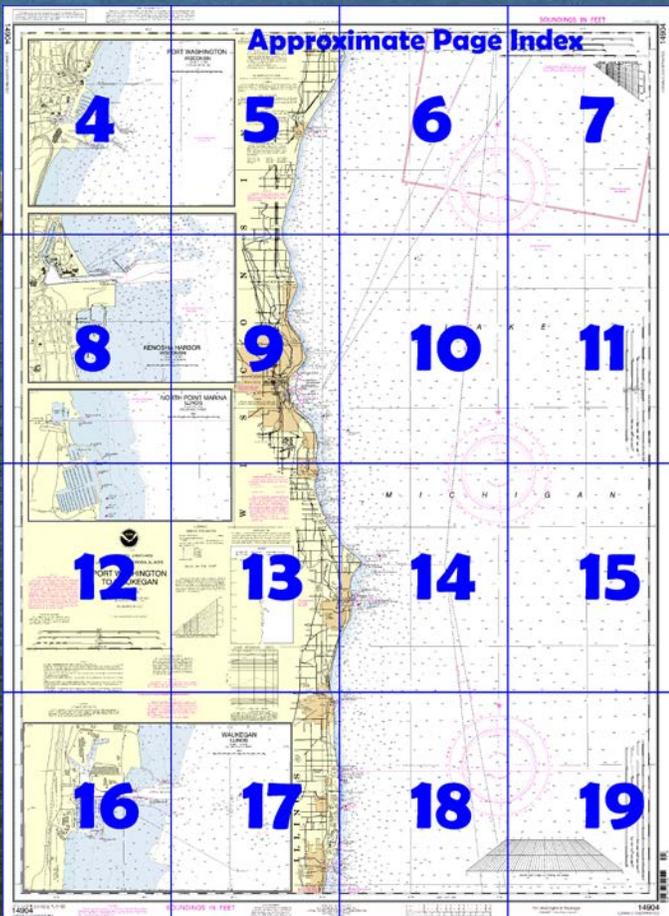


A reduced-scale NOAA nautical chart for small boaters

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.

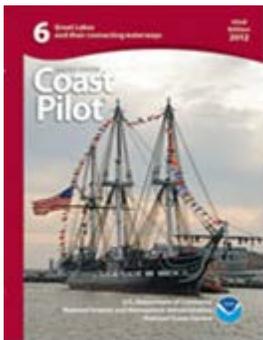
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14904>.



(Selected Excerpts from Coast Pilot)
Waukegan, IL, is a city and small commercial harbor on the west side of Lake Michigan 35 miles north of Chicago Harbor. The principal cargoes handled in the port are bulk cement and gypsum rock. Prominent are stacks at the Commonwealth Edison Co. 1.5 miles north of the harbor and the light on the intake crib 2.1 miles north of the harbor.
Waukegan Harbor Light (42°21'38"N., 87°48'48"W.), 36 feet above the water, is

shown from a cylindrical tower with a green band on the outer end of the south pier; a sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79. The light is sometime

difficult to distinguish from shore lights in the background.

Channels.—The harbor is entered through a dredged entrance channel leading west from deep water in Lake Michigan between parallel piers to an inner harbor basin. A breakwater extending from shore on the north side of the entrance channel protects the entrance from northeast seas. The outer ends of the piers and breakwater are marked by lights. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The entrance channel is subject to shoaling caused by the drift of sand from the north.

The inner harbor basin is not adapted for anchorage, but vessels may moor to the revetments on the west side or in the waters north of the inner harbor basin. Mariners are cautioned against navigating outside the channel limits in the vicinity of structures protected by stone riprap.

Dangers.—A foul area with a number of detached rock ledges is east of the harbor entrance. The area is marked by a buoy on the east side and a lighted buoy on the north side. Mariners should keep to north of the lighted buoy.

Caution.—Sudden wind direction or barometric pressure changes may cause water levels in the harbor to rise or fall as much as 3 feet in a short time.

Harbor regulations.—Federal regulations specify a **speed limit** of 4 mph (3.5 knots) in the harbor. (See **33 CFR 162.120**, chapter 2, for regulations.)

Local harbor regulations have been established by the Waukegan Port District and are enforced by the Executive Director, Port of Waukegan, whose office is at South Harbor Marina. Copies of the regulations can be obtained from the Executive Director, Port of Waukegan, 55 South Harbor Place, P.O. Box 620, Waukegan, IL 60079. A **speed limit** of 5 mph (4.3 knots) is enforced in the inner and outer harbor of Waukegan.

Towage.—Tugs are available in Waukegan at Kadinger Marine Services, Inc.

Wharves.—Waukegan has two deep-draft facilities in the slip on the northwest side of the inner basin. The alongside depths given for these facilities are reported depths. (For information on the latest depths, contact the operators.)

La Farge Cement Dock: south side of the slip; 620-foot face; about 16 to 17 feet alongside; deck height, 7 feet; covered storage for 32,000 tons of bulk cement; receipt of bulk cement; owned by Waukegan Port Authority and operated by La Farge Cement Co.

National Gypsum Company Dock: north side of the slip; about 750 feet of berthing space; 15 to 16 feet alongside; deck height, 4 to 5 feet; open storage for 120,000 tons of gypsum rock; owned by Elgin, Joliet, and Eastern Railway and operated by National Gypsum Company.

Small-craft facilities.—The Waukegan Port District operates a marina adjacent to the south pier of the entrance channel. The marina is entered from the S between protecting breakwaters and can provide 50 transient berths, gasoline, diesel fuel, electricity, water, ice, a launching ramp, and sewage pump-out.

About 1.5 miles north of Waukegan, a breakwater extends 1,200 feet from shore to protect the intake channel of the Waukegan Generating Station, Public Service Co. The outer end of the breakwater is marked by a private light. A fish net is placed annually, between April and August, from the outer end of the breakwater to the shore about 1,200 feet southwest. The net shows above the water and is marked by private buoys and floats. Three lighted stacks at the generating station are prominent from offshore.

**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>

14904

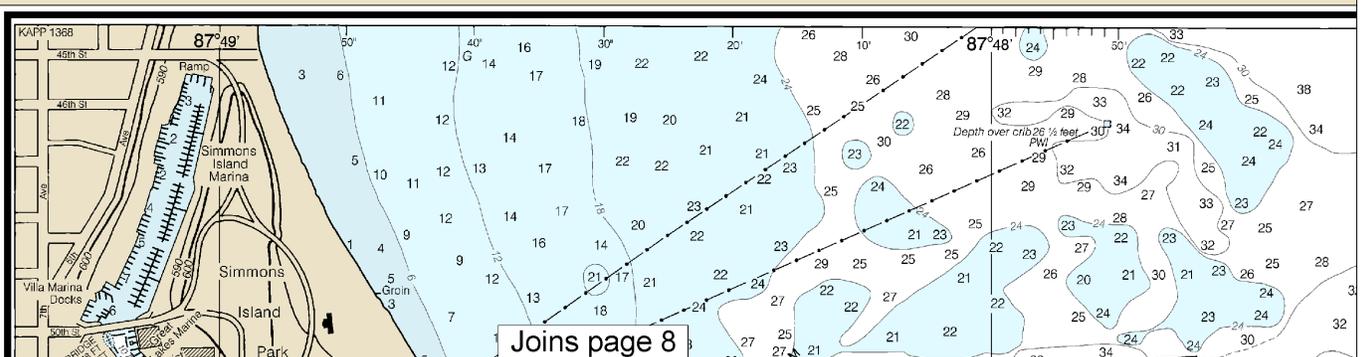
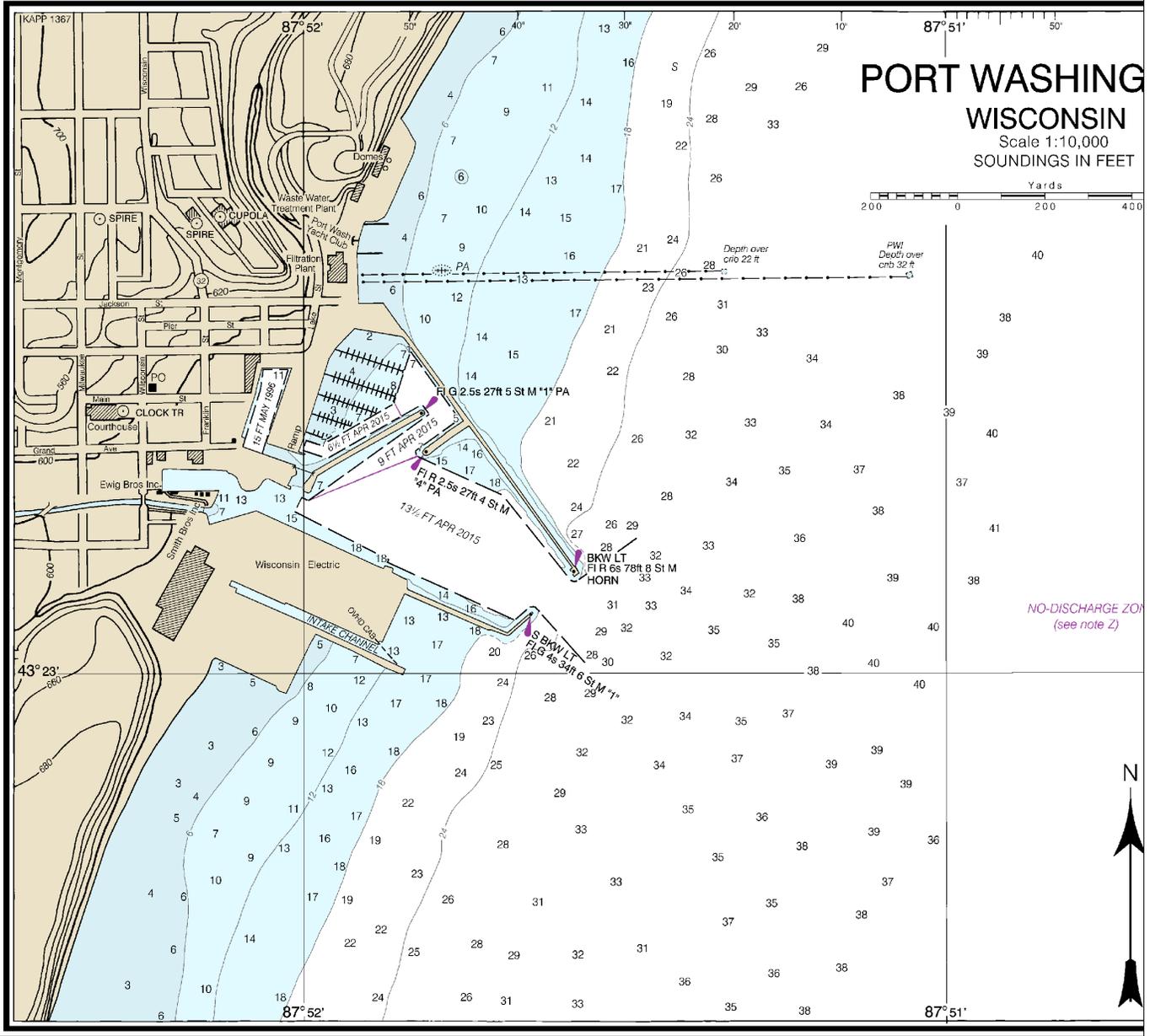
88°20'

88°10'

PORT WASHINGTON WISCONSIN

Scale 1:10,000
SOUNDINGS IN FEET

Yards
200 0 200 400



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

See Note on page 5.

STATUTE MILES



88°00'

87°50'

87°40'

NOTE D

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.

CAUTION

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.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

SUPPLEMENTAL INFORMATION

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

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 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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.

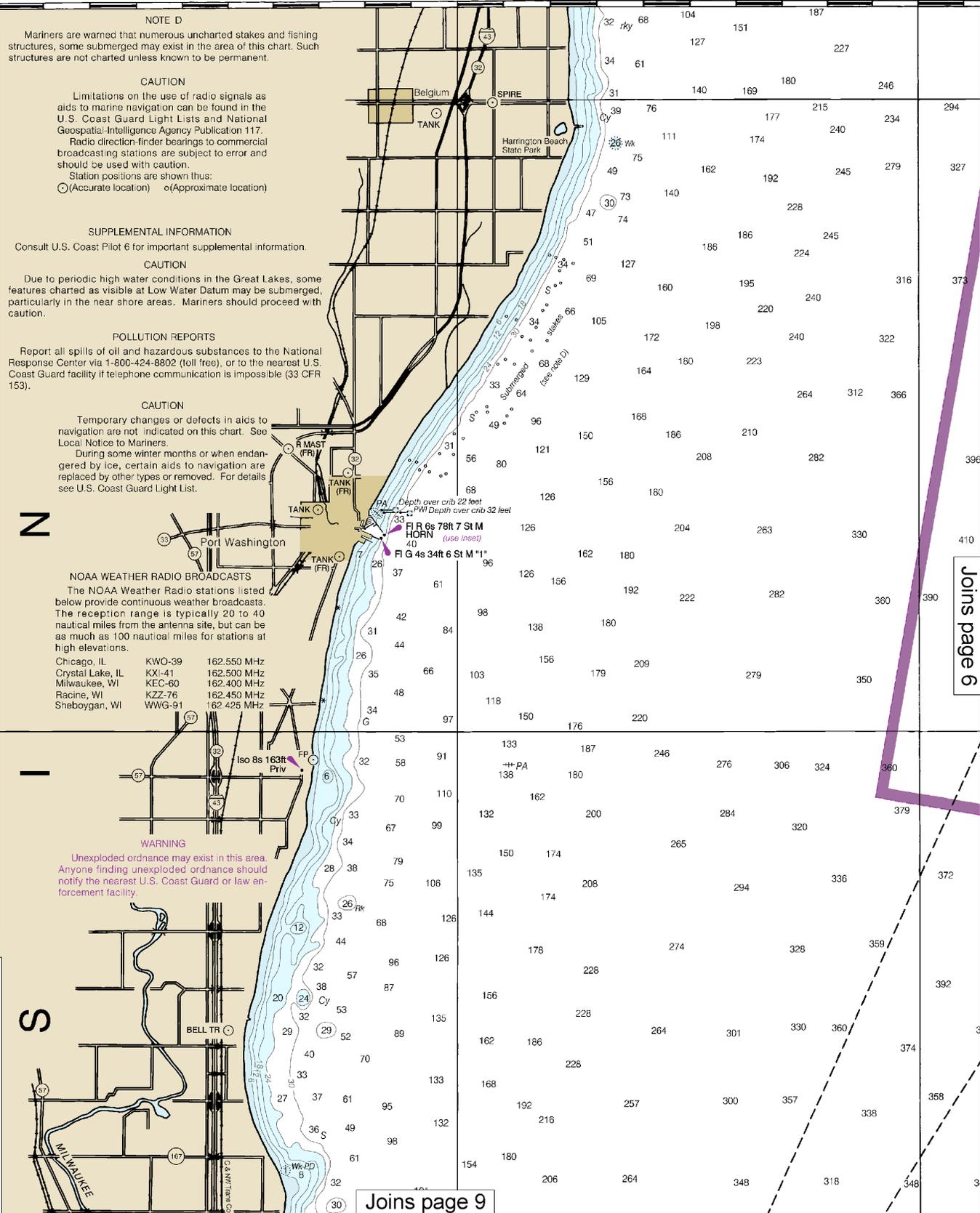
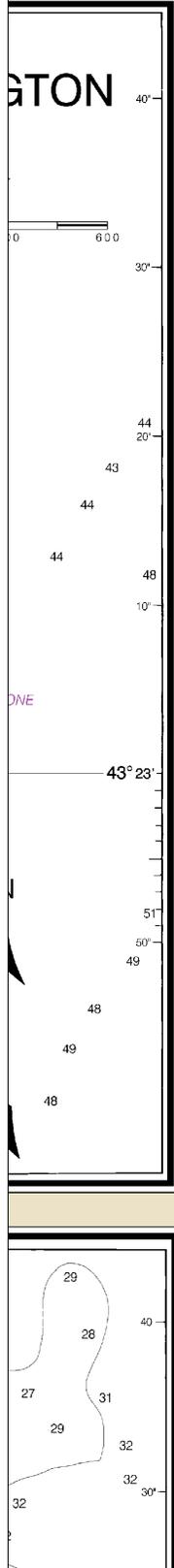
NOAA WEATHER RADIO BROADCASTS

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.

Chicago, IL	KWO-39	162.550 MHz
Crystal Lake, IL	KX-41	162.500 MHz
Milwaukee, WI	KEC-60	162.400 MHz
Racine, WI	KZZ-76	162.450 MHz
Sheboygan, WI	WWG-91	162.425 MHz

WARNING

Unexploded ordnance may exist in this area. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



87°50'

87°40'

JOINS CHART 14903

NOTE D

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

CAUTION

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 Oceanic and Atmospheric Administration 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)

SUPPLEMENTAL INFORMATION

Coast Pilot 6 for important supplemental information.

CAUTION

Periodic high water conditions in the Great Lakes, some of which are visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Spills of oil and hazardous substances to the National Water Pollution Discharge Elimination Act, or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 155.950-959)

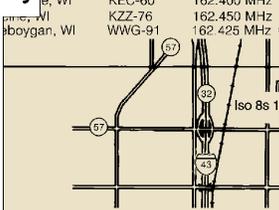
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See the U.S. Coast Guard Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are placed by other types or removed. For details see the U.S. Coast Guard Light List.

WEATHER RADIO BROADCASTS

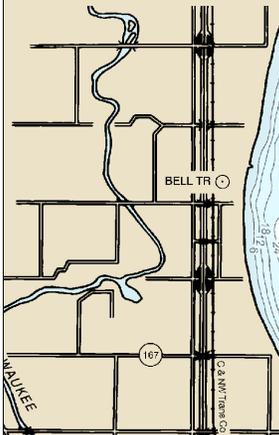
Coast Guard Weather Radio stations listed provide continuous weather broadcasts. Reception range is typically 20 to 40 miles from the antenna site, but can be as high as 100 nautical miles for stations at sea.

IL	KWO-39	162.550 MHz
Keokuk, IL	KXV-41	162.500 MHz
Keokuk, WI	KEC-60	162.400 MHz
Keokuk, WI	KZZ-76	162.450 MHz
Keokuk, WI	WWG-91	162.425 MHz



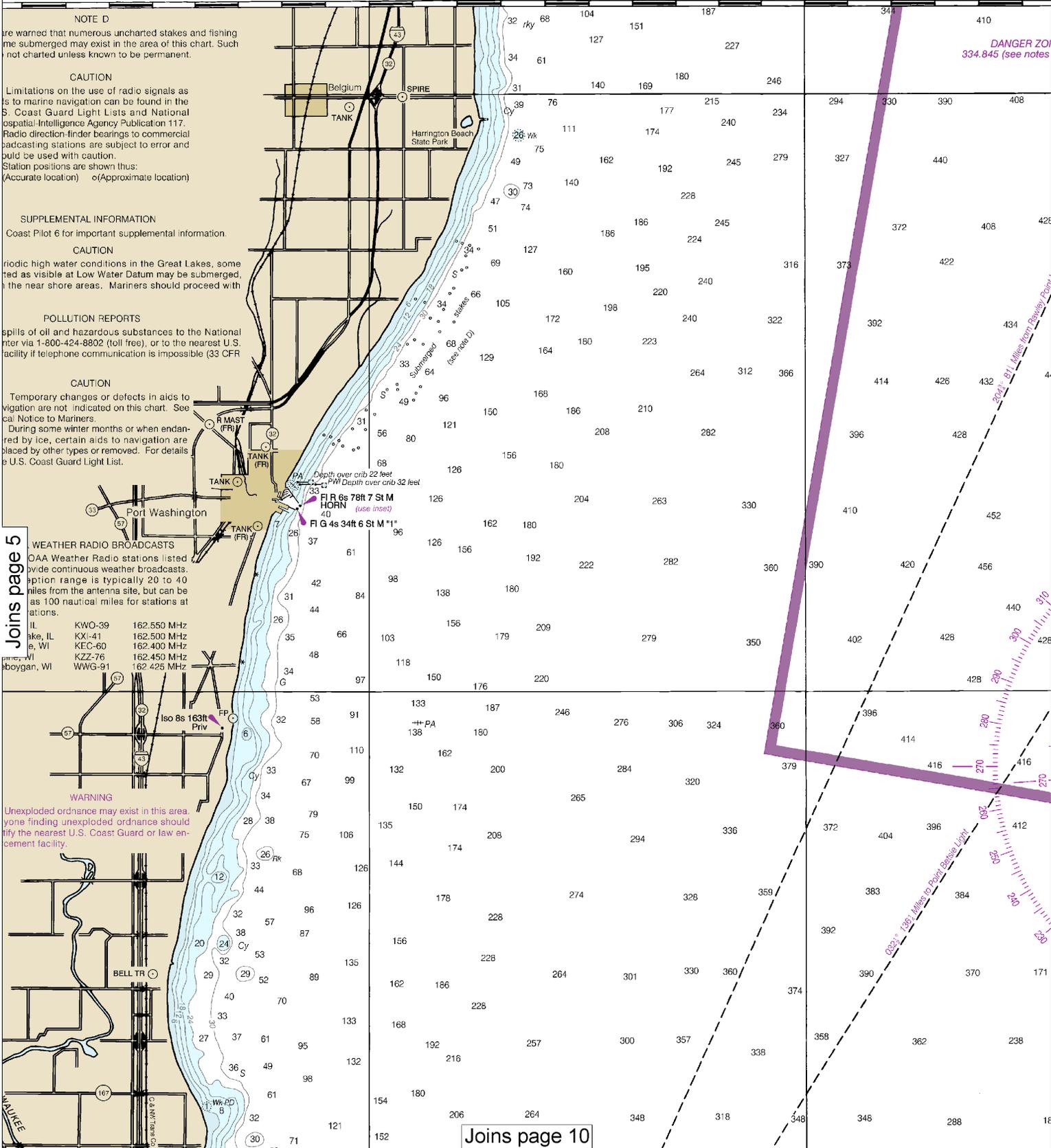
WARNING

Unexploded ordnance may exist in this area. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.



Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

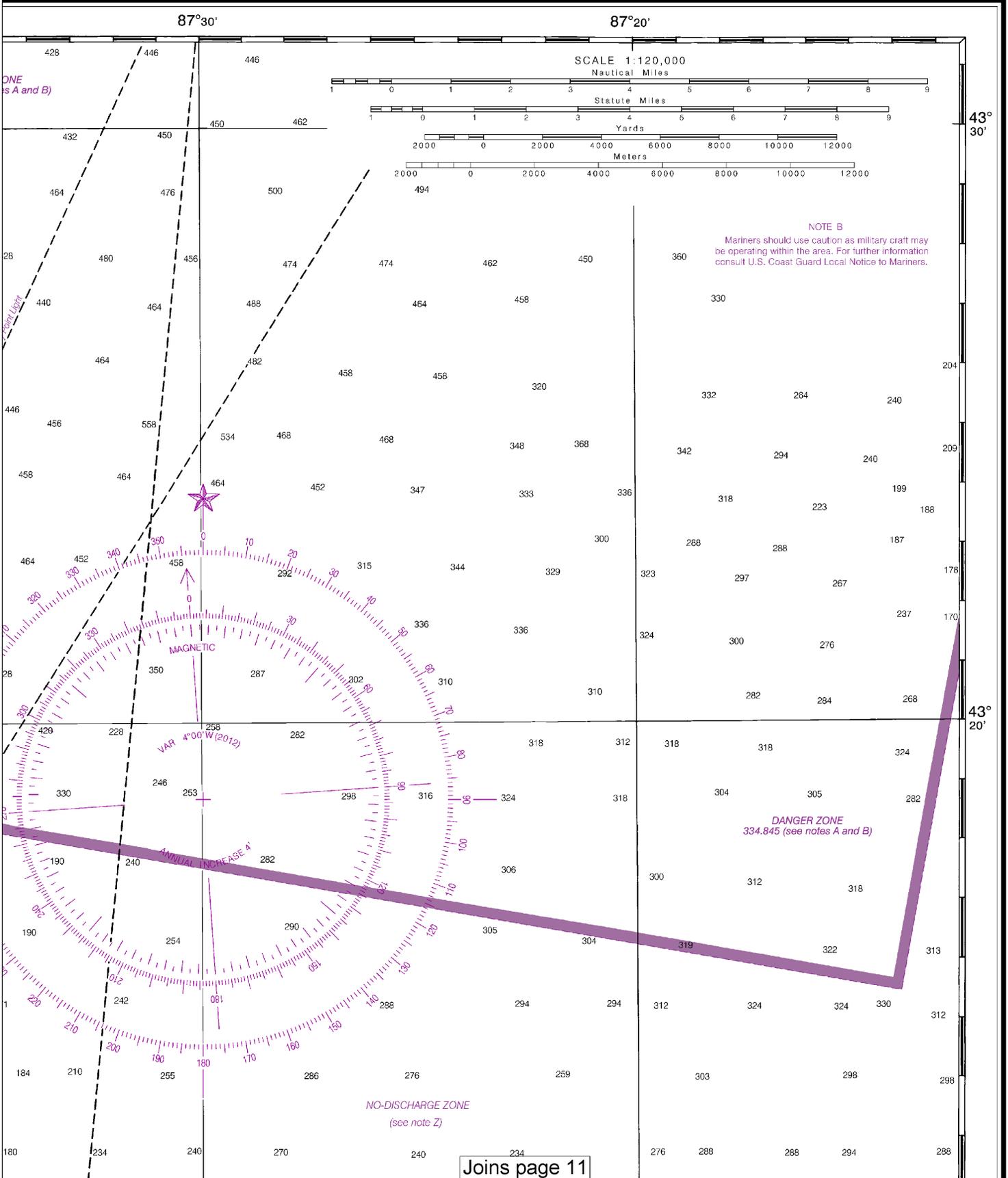
See Note on page 5.

STATUTE MILES



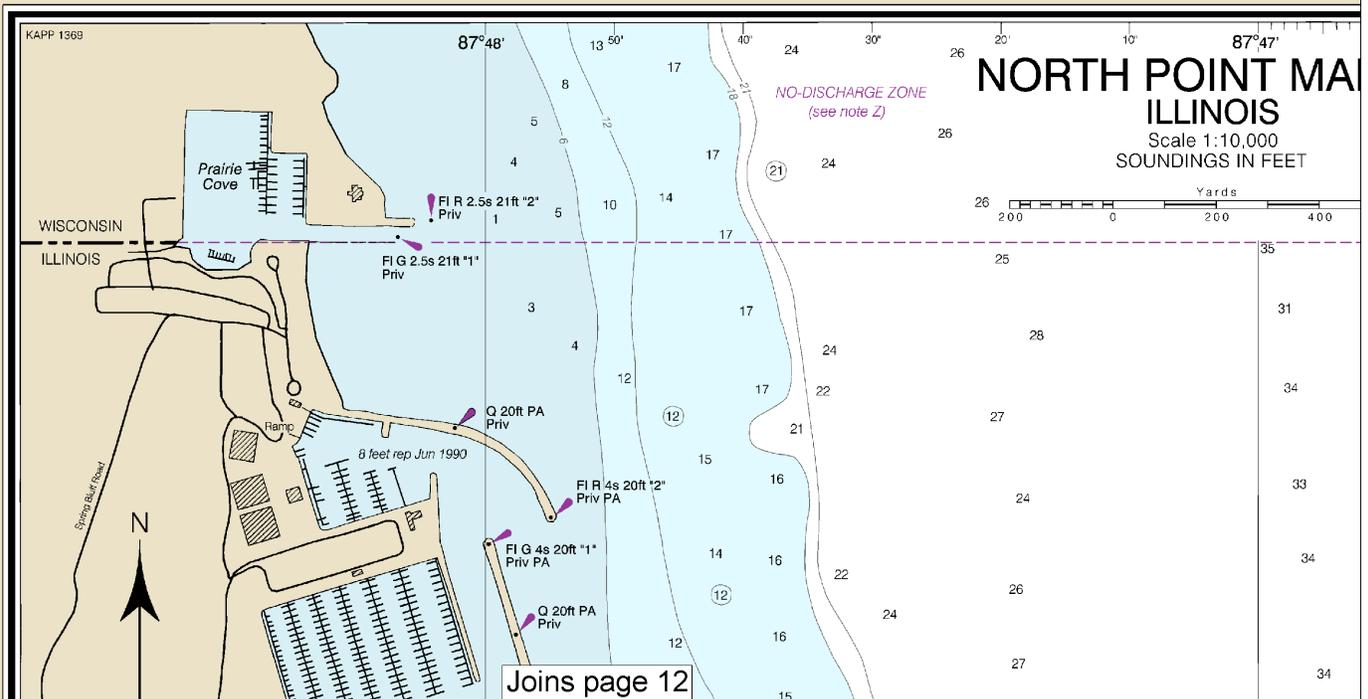
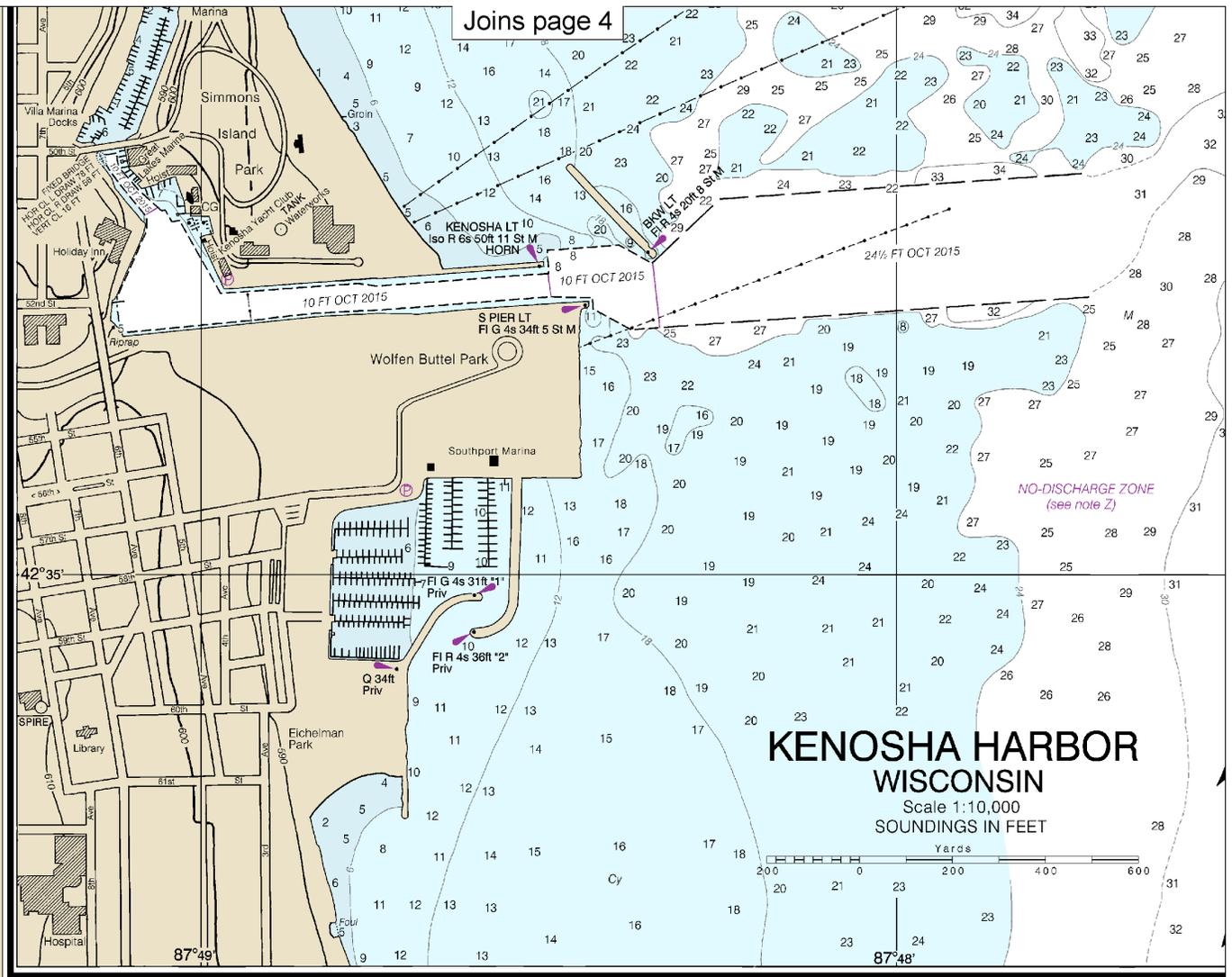
SOUNDINGS IN FEET

14904



Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)





8

Note: Chart grid lines are aligned with true north.

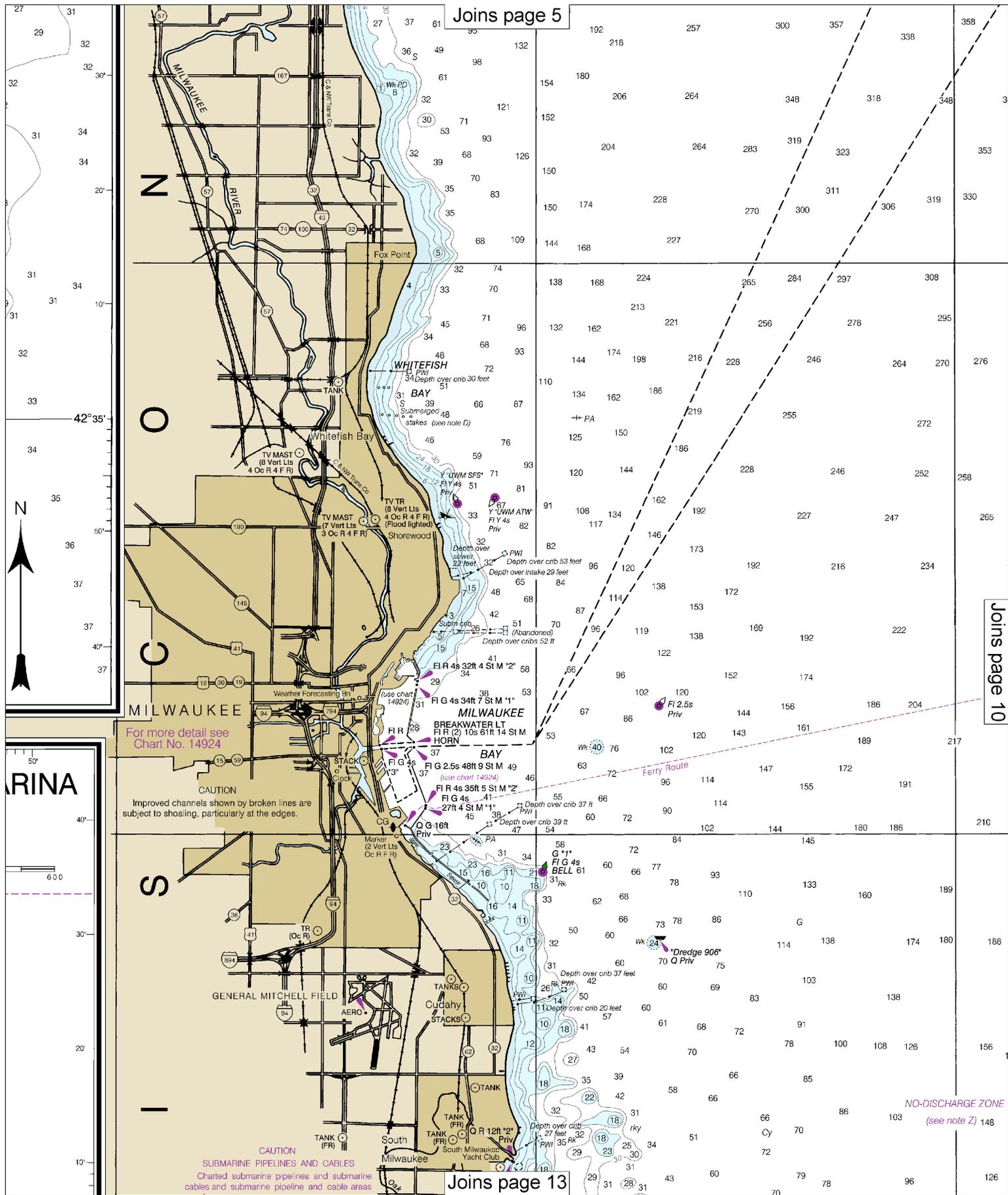
Printed at reduced scale.

YARDS

See Note on page 5.

STATUTE MILES





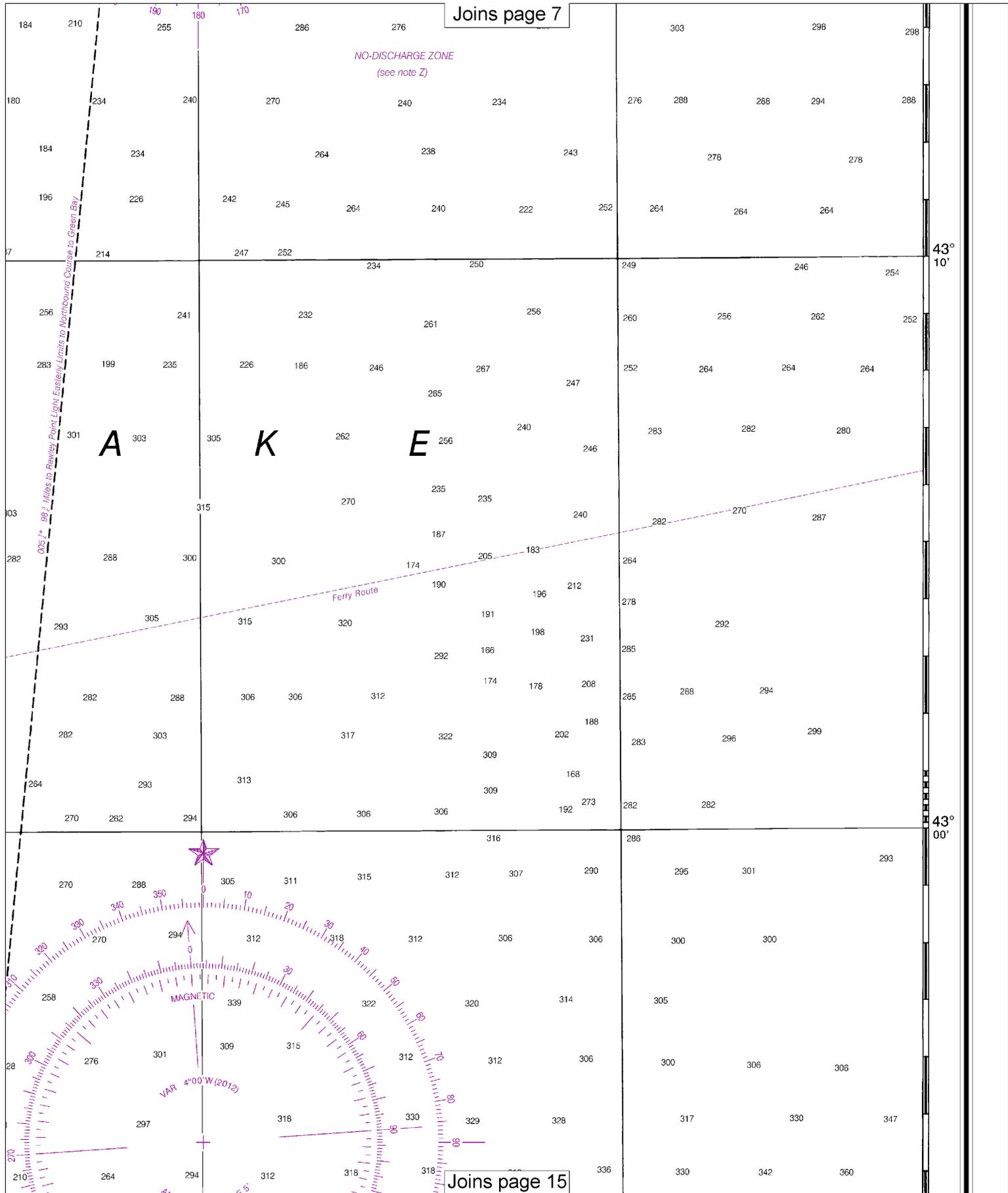
For more detail see Chart No. 14924

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

CAUTION SUBMARINE PIPELINES AND CABLES Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

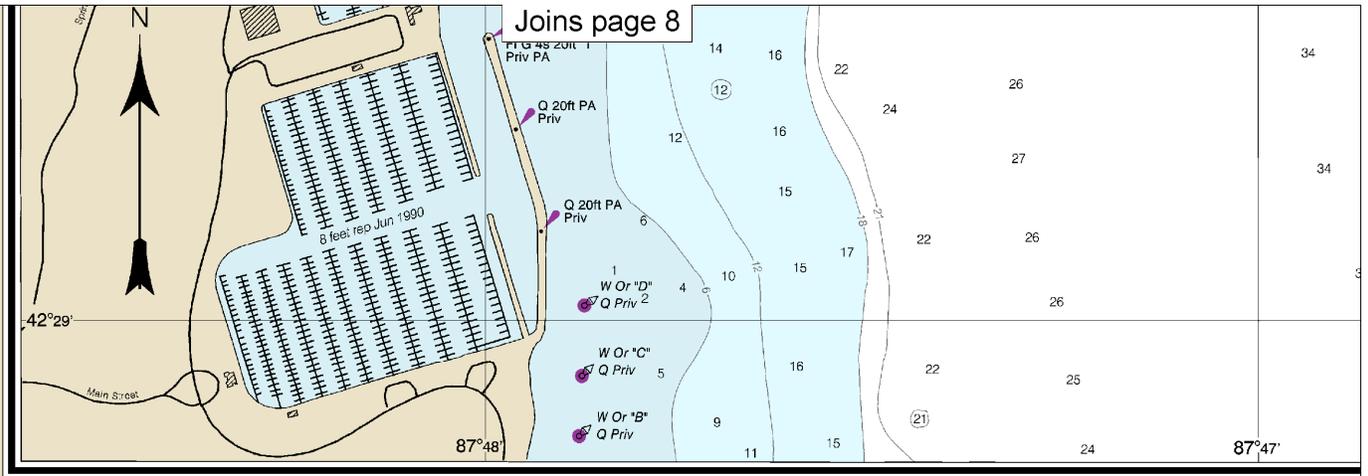
NO-DISCHARGE ZONE (see note Z) 146

NO-DISCHARGE ZONE
(see note Z)



43° 10'

43° 00'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSIN, ILLINOIS

PORT WASHINGTON TO WAUKEGAN

Polyconic Projection
Scale 1:120,000

North American Datum of 1983
(World Geodetic System 1984)

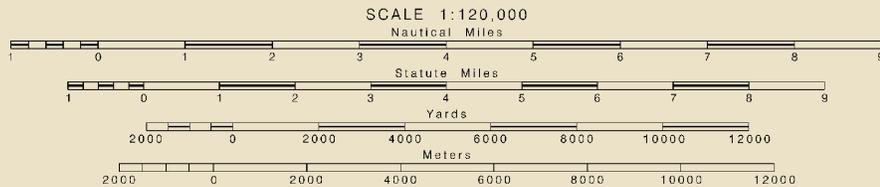
SOUNDINGS IN FEET

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

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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 can be obtained at nauticalcharts.noaa.gov.



Pump-out facilities

NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 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.
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 8.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers, sewage, or ballast, or bilge water within such areas

Joins page 16

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 0.085' northward and 0.265' westward to agree with this chart.

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.

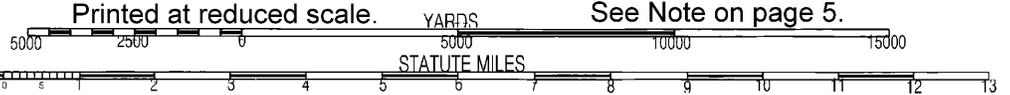
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the U.S. Coast Pilot 6 Additions and Revisions.

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.



See Note on page 5.

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



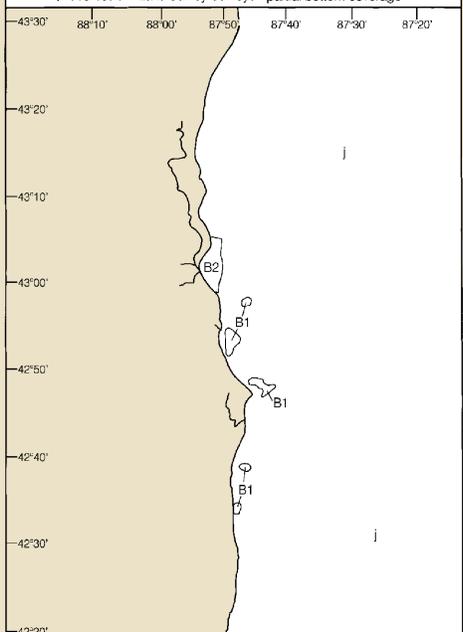
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

SOURCE DIAGRAM

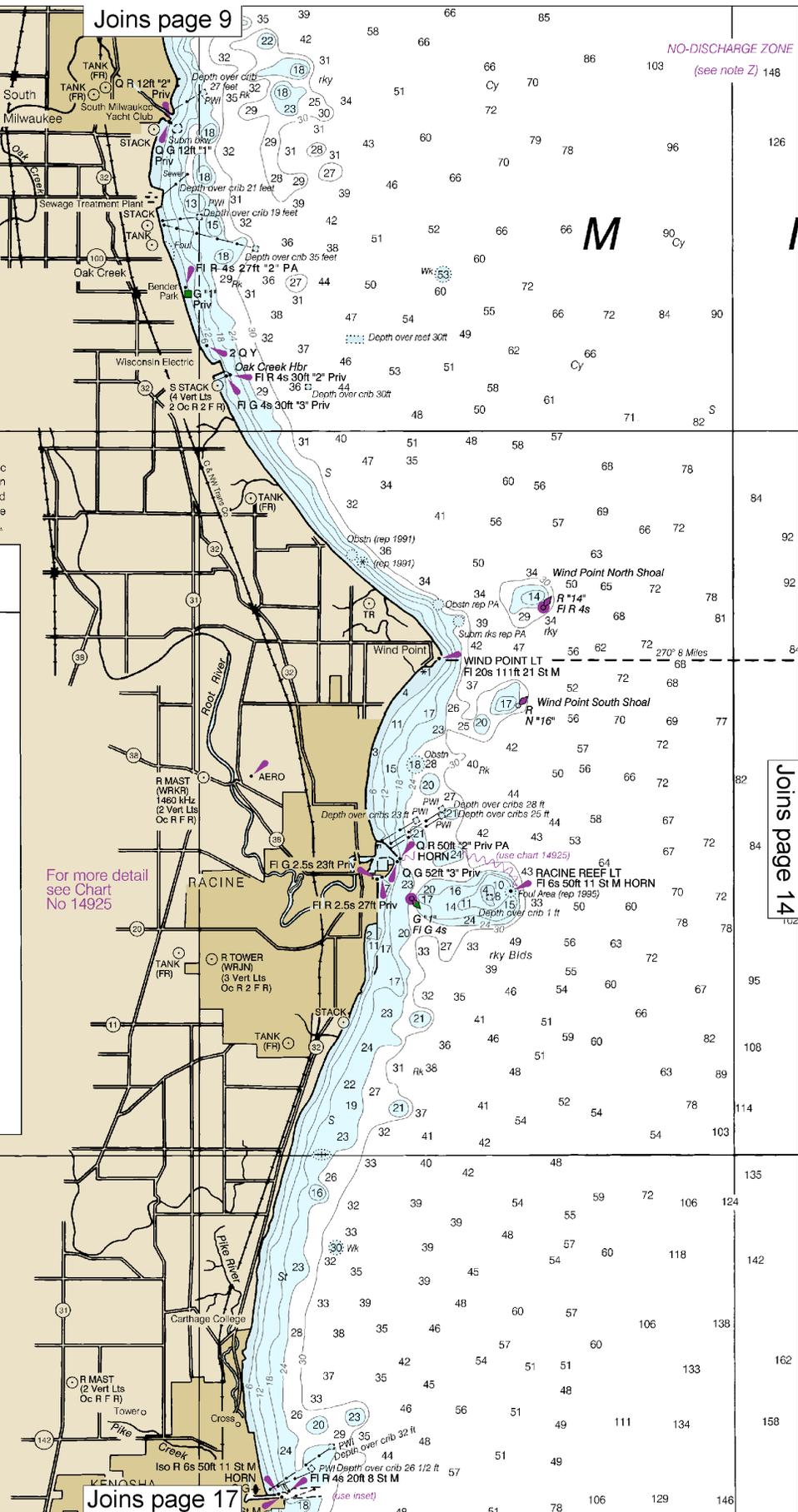
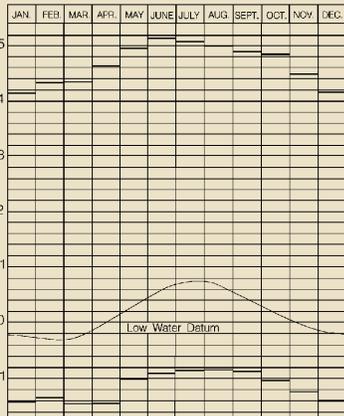
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on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

SOURCE

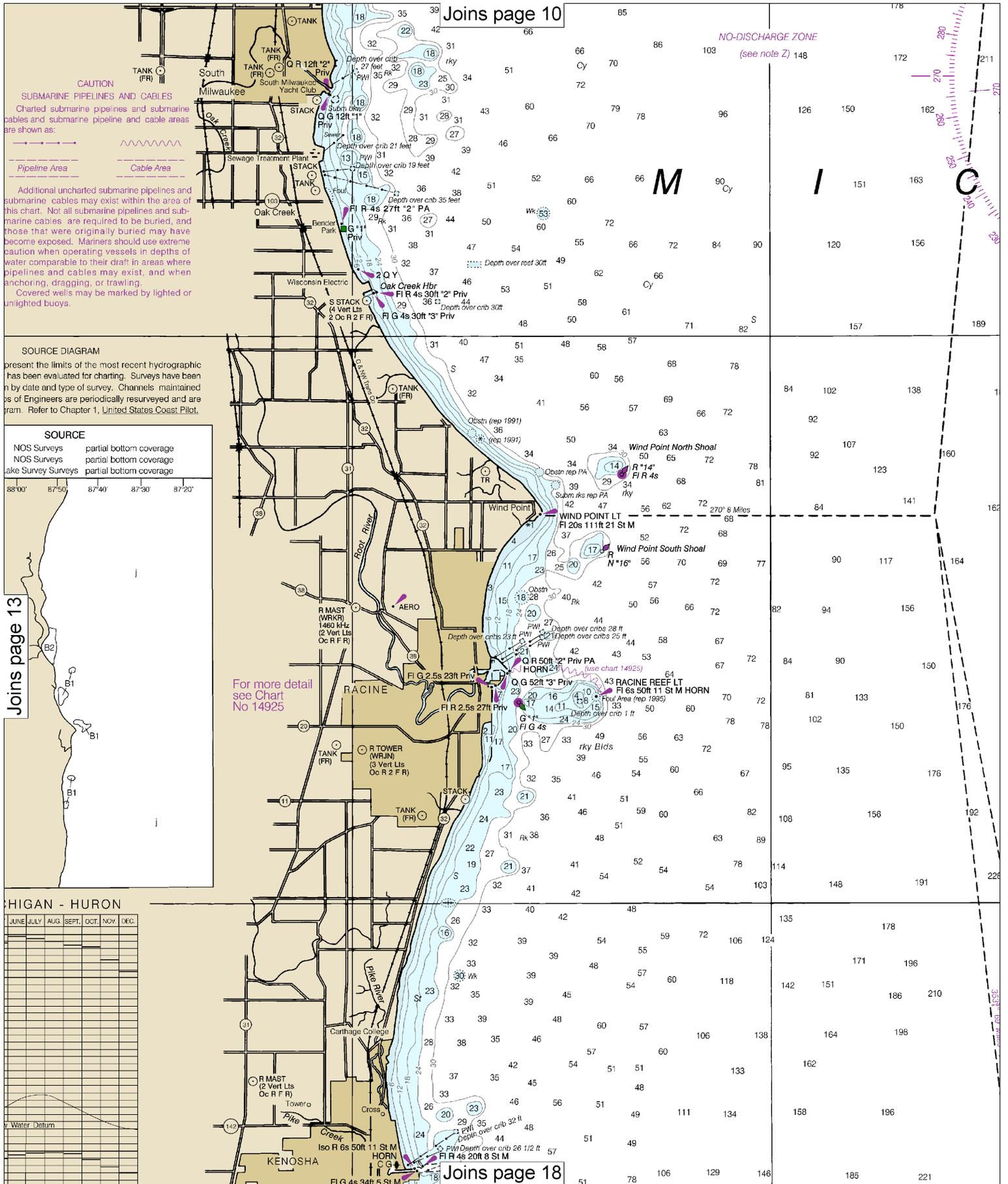
B1 1990-1993	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
J Pre-1974	Lake Survey Surveys	partial bottom coverage



LAKE MICHIGAN - HURON



For more detail see Chart No 14925



Joins page 10

NO-DISCHARGE ZONE
(see note Z) 146

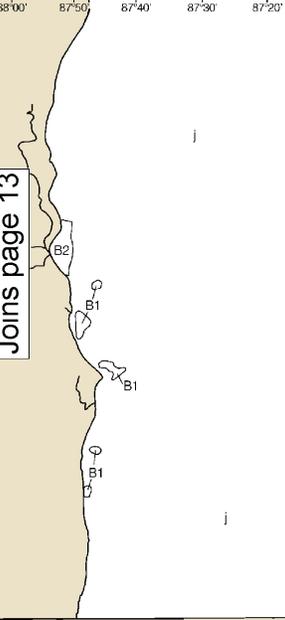
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
----- Pipeline Area
----- Cable Area

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.

SOURCE DIAGRAM
present the limits of the most recent hydrographic has been evaluated for charting. Surveys have been by date and type of survey. Channels maintained by Engineers are periodically resurveyed and are refer to Chapter 1, United States Coast Pilot.

SOURCE

NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
Lake Survey Surveys	partial bottom coverage



For more detail see Chart No 14925

MICHIGAN - HURON

	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
Water Datum							

Joins page 18

14

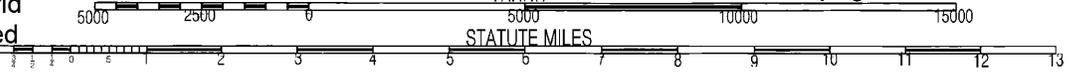
Note: Chart grid lines are aligned with true north.

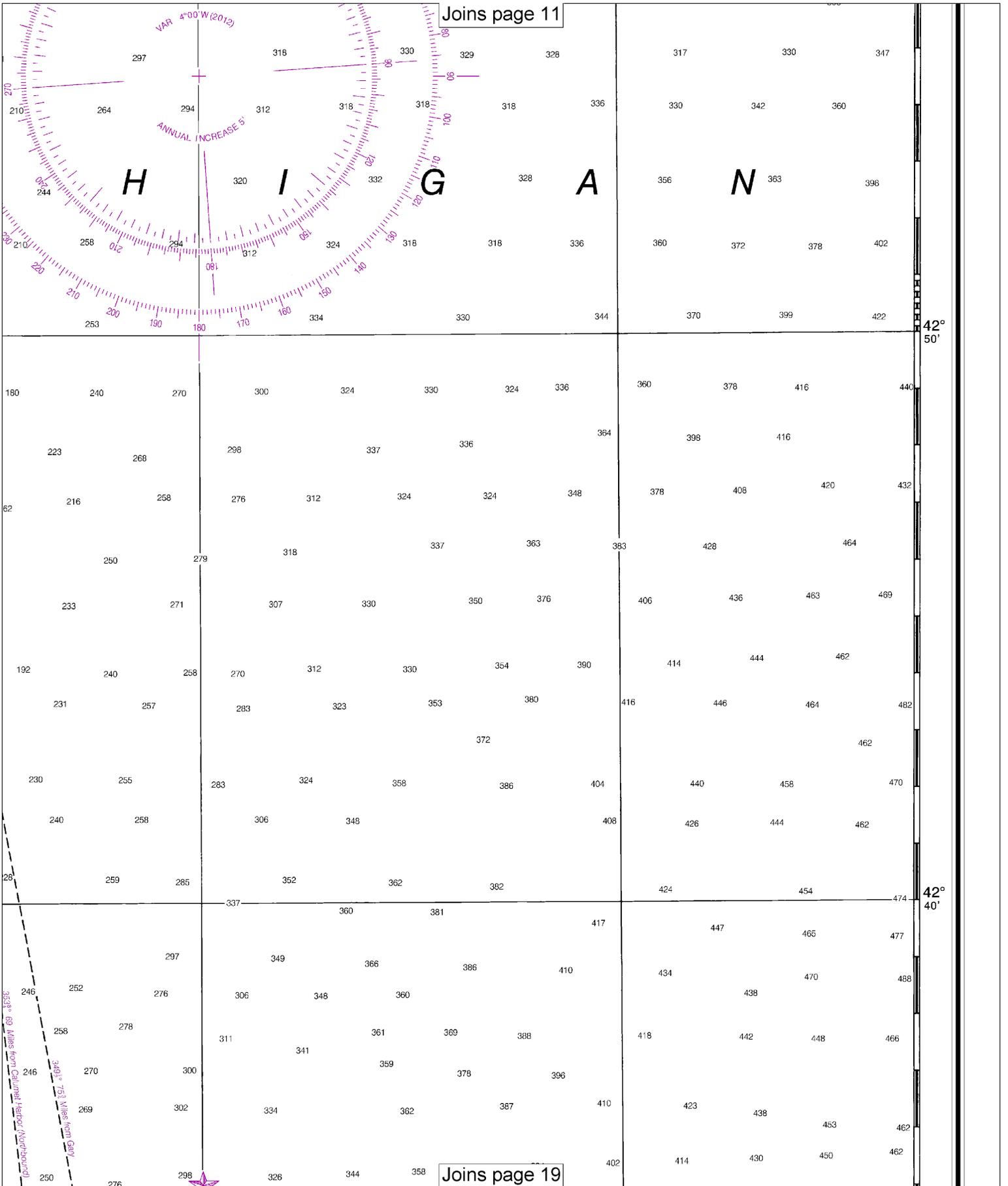
Printed at reduced scale.

YARDS

See Note on page 5.

STATUTE MILES





No. 1
 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the w
 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, and U.S. Coast Guard.

Joins page 12

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.

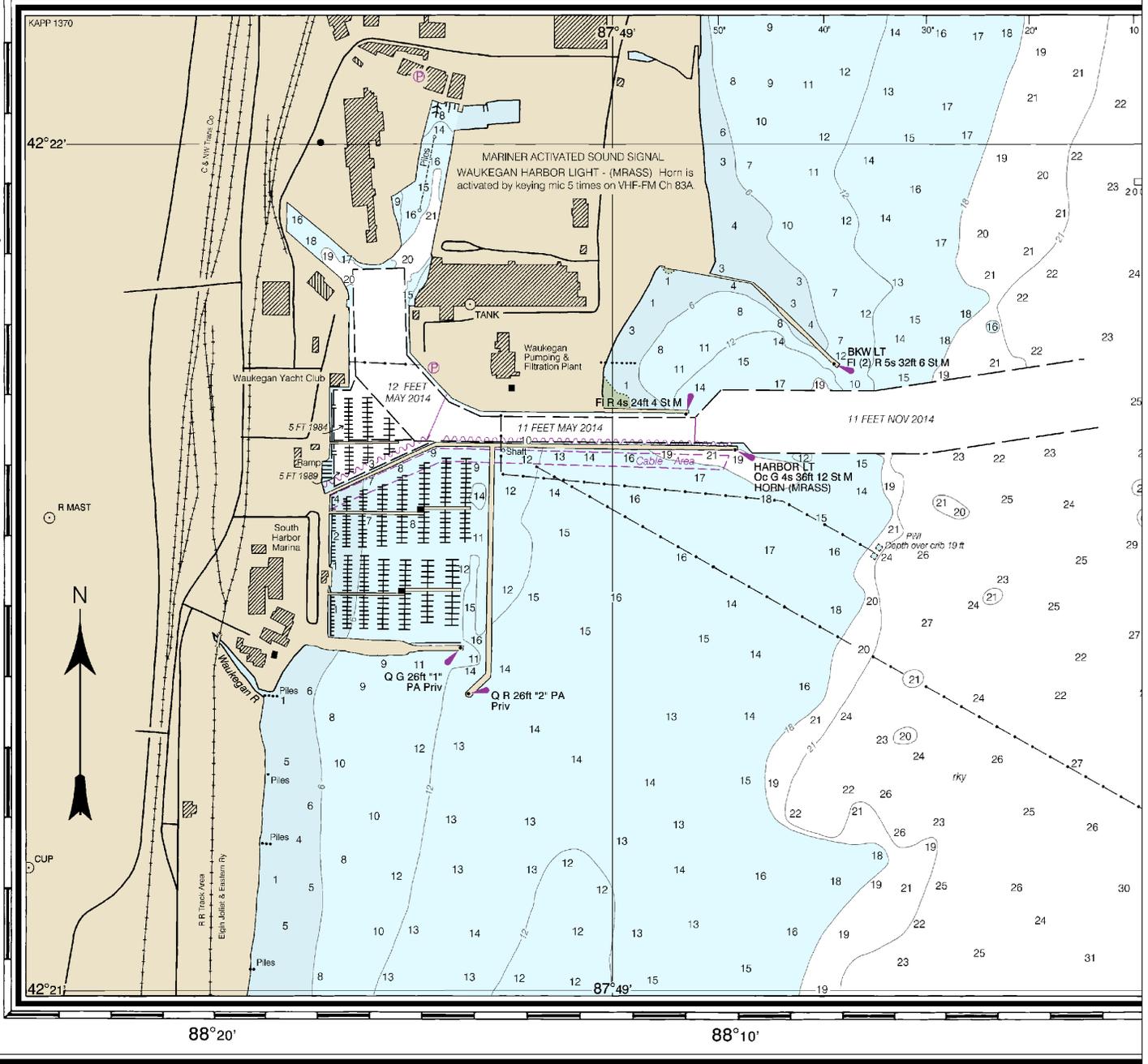
Sailing courses and limits indicated in magenta are recom-
 mended by the Lake Carriers Association and the Canadian
 Shipowners Association.

NOTE A

Navigation regulations are published in Chapter 2, U.S.
 Coast Pilot 6. Additions or revisions to Chapter 2 are pub-
 lished in the Notice to Mariners. Information concerning
 the regulations may be obtained at the Office of the Com-
 mander, 9th Coast Guard District in Cleveland, Ohio or at
 the Office of the District Engineer, Corps of Engineers in
 Detroit, Michigan.
 Refer to charted regulation section numbers.

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.



27th Ed., Dec. / 12

14904

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 IN FEET

Last Correction: 11/30/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4816 (11/26/2016), CHS: 1016 (10/28/2016)

16

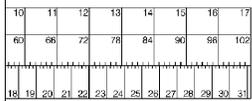
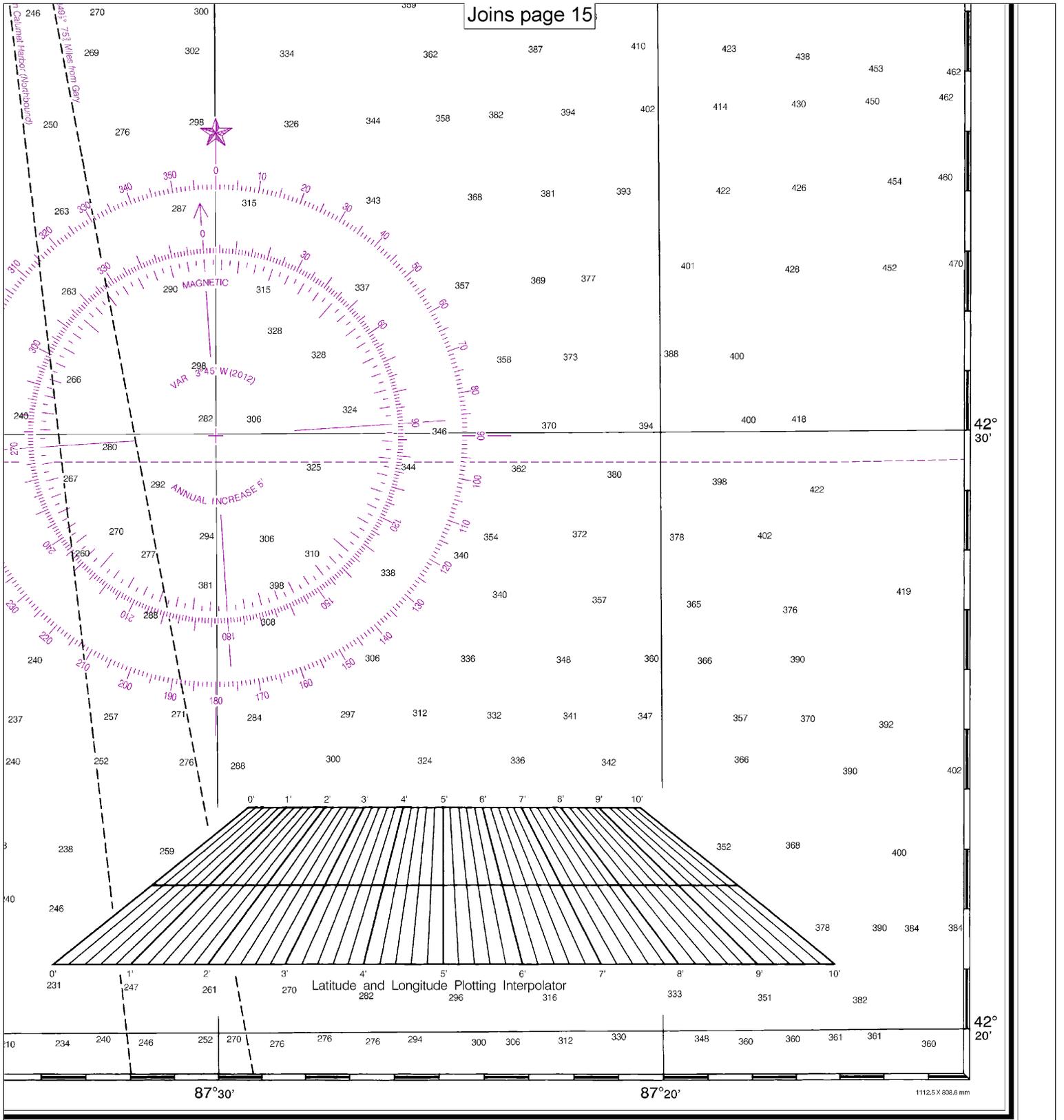
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

See Note on page 5.





Port Washington to Waukegan
SOUNDINGS IN FEET-SCALE 1:120,000

14904



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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