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CONTINUED ON CHART 14848

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - MICHIGAN - OHIO

WEST END OF LAKE ERIE

Polyconic Projection
Scale 1:100,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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

SUPPLEMENTAL INFORMATION
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, Ninth Coast Guard District, Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan and Buffalo, NY.
Refer to charted regulation section numbers.

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

CAUTION
Temporary changes or deflects in aids to navigation are not charted 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.

NOTE C
Approach to Detroit River Entrance is marked by six buoys. Three buoys are shown because they are frequently moved.

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.

NOTE B
The area bounded by screen tint is a military exercise area controlled by the Federal Aviation Administration. Also, DANGER ZONES (CFR 334.880) Note A; which are used for ground firing exercises, are located in the vicinity. Mariners should use caution and should consult both U.S. Coast Pilot 6 and the U.S. Coast Guard Local Notice to Mariners.

NOTE E
For project and contrasting depths use chart 14845.

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. 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.

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.

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.

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.

Antwerp, MI	WNG-647	162.400 MHz
Cleveland, OH	KHB-59	162.550 MHz
Detroit, MI	KEC-43	162.550 MHz
Grafton, OH	WNG-696	162.500 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

NOTE A
NO-DISCHARGE ZONE. 40 CFR 140
Michigan waters of Lake Michigan, Huron, Superior, Erie and St. Clair, all waterways connected therein, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels equipped with installed toilets in the 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 installed to prevent the overboard discharge of sewage (treated or untreated) from the vessel. Specific 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/

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

CAUTION
POTABLE WATER INTAKE (PWI)
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.

LAKE ERIE
FISH NETTING AREAS
Various types of nets are employed in Lake Erie of which gill nets, impounding nets and trap nets may create a hazard to mariners. These are marked by buoys or stakes. This diagram shows the areas most intensively fished and the principal type of nets employed. However, fishing gear may be encountered at any location.
1 Principal Gill Netting Areas
2 Impounding Net Areas
3 Trap Net Areas

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.
(Accurate locations) (Approximate location)

Latitude and Longitude Plotting Interpolator

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

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).

Pump-out facilities

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
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 in areas not covered by 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 submarine pipelines are known to exist, and when anchoring, dragging, or fishing.
Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and 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 6.172 "easterly and 4.317 "southerly to agree with this chart.

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.

Gas pipelines and wells contain natural gas under pressure, and damage to these installations would create an immediate fire hazard. Vessels anchoring in Lake Erie should do so with caution after noting the underwater, and therefore concealed, positions of all oil and gas wells, pipelines, submarine cables and other installations.

CAUTION
Mariners are advised that oil and gas drilling towers are temporarily established in various parts of Lake Erie. These towers exhibit a Quick Flashing White Light and each is equipped with an automatic fog signal sounding one blast of 2 seconds duration followed by 18 seconds of silence.

✦ Submerged well head

Vessel Traffic Service calling-in point, arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

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SCALE 1:100,000
Nautical Miles
Statute Miles
Yards
Meters

Elevation in feet
Average levels (2006-2015)
Geneva Lewis (period of record)
Low Water Datum
Lake Erie Datum
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of zero depth for the charts of Lake Erie. Depths and heights below Low Water Datum, the existing depths, are corresponding ingly greater or lesser than the charted depths.

MANNER ACTUATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SOURCE DIAGRAM
Most of the hydrography identified by the letter 'F' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently 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
Pre-1974 Lake Survey Surveys partial bottom coverage

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.

LAKE ERIE
DEPTH CONTOURS
Feet 6 12 18 30 60 120 180 300 600 1200 1800 3000 6000
Meters 2 4 6 10 20 40 60 100 200 400 600 1000 2000

SCALE 1:100,000
Nautical Miles
Statute Miles
Kilometers

CONTINUED ON CHART 14845

14830

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/mcd/Publications.htm

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LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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FATHOMS												
FEET												
METERS												

West End of Lake Erie
SOUNDINGS IN FEET - SCALE 1:100,000

14830