UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO - MICHIGAN

TOLEDO HARBOR

Polyconic Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 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)
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 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.

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 0.180' northward and 0.249' eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

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

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.

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 6 for details.

(P) Pump-out facilities

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.

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

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.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). 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/.

TOLEDO HARBOR AND MAUMEE RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2014 AND SURVEYS TO NOV 2013

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
TOLEDO HARBOR								
(A) ENTRANCE CHANNEL	25.8	28.0	28.0	25.1	11-13	500	4(a)	28
(B) ENTRANCE CHANNEL	25.0	25.6	26.4	24.4	8-13	500	5	28
(C) ENTRANCE CHANNEL	22.0	24.0	22.4	15.2	7-13	500	5	28
(D) ENTRANCE CHANNEL	24.5	26.6	26.8	26.0	7-13	500-660	2(b)	28
(X) WIDENING WEST SIDE (g)	N/A	N/A	N/A	N/A	N/A	0-460	7200	28
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
MAUMEE RIVER								
(E) THENCE TO LOWER TURNING BASIN	10.7	15.1	4.9		8-13	400-100	14000	27
(F) LOWER TURNING BASIN		8.2			7-13	350	13000(c)	13
(G) THENCE TO MIDDLE TURNING BASIN	11.5	13.0	13.7		7-13	200-400	18000	27
(I) MIDDLE TURNING BASIN TO END OF PROJECT	5.9	7.9	10.4		7-13	200	2000	25*
(J) UPPER TURNING BASIN		11.1			7-13	800	1100(b)	18

a. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 28 FOOT CONTOUR IN LAKE ERIE.
b. IRREGULARLY SHAPED.
c. (X) WIDENING WEST SIDE IS AN AREA OF THE ENTRANCE CHANNEL THAT IS A WIDENING OF THE WEST SIDE OF (D) ENTRANCE CHANNEL.
(*) NOT MAINTAINED.
NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE 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.

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.

CAUTION

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

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:
(A)Accurate location) e(Approximate location)

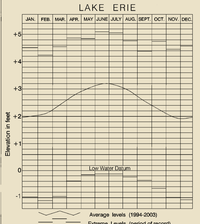
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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).

LAKE ERIE



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 depth will be greater or correspondingly greater or lesser than the charted depths.

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
Adrian, MI	WNG-647	162.450 MHz
Detroit, MI	KEC-63	162.500 MHz
Toledo, OH	WXL-51	162.550 MHz

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
Meters

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" 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
I Pre-1974 Lake Survey Surveys partial bottom coverage

For more detail of Maumee River and Bay, see Chart No. 14846.

CONTINUED ON INSET

CONTINUED ON CHART 14846

CONTINUED ON CHART 14830

KAPP 1251

ENTRANCE CHANNEL

Scale 1:40,000

SOUNDINGS IN FEET

SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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

FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
METERS	0	0.3	0.6	0.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0	3.3	3.6	3.9	4.2	4.5	4.8

Toledo Harbor
SOUNDINGS IN FEET - SCALE 1:20,000