

**INLET CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2015

NAME OF CHANNEL	LEFT BANK QUAYERS	MIDDLE CHANNEL	RIGHT BANK QUAYERS	DATE OF SURVEY	DEPTH (FEET)	DEPTH (METERS)	DEPTH (FEET)	DEPTH (METERS)
BRIDGE CUT CANAL	114	203	82	5-10-15	100-00	130	21	21
ENTRANCE TO WEST DIFFERENTIAL BRIDGE	117	189	119	5-10-15	100-00	74	21	21
WEST DIFFERENTIAL BRIDGE TO RIVER	107	193	119	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21
TO CANAL BRIDGE	174	137	117	5-10-15	100-00	81	21	21

NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

**TRENCH CHANNEL DEPTHS**  
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

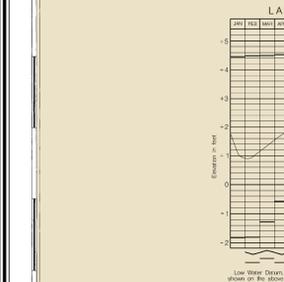
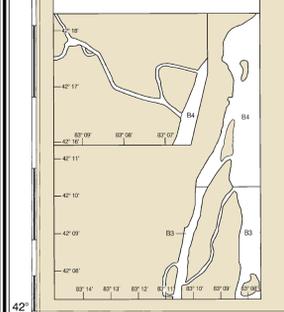
NAME OF CHANNEL	LEFT BANK QUAYERS	MIDDLE CHANNEL	RIGHT BANK QUAYERS	DATE OF SURVEY	DEPTH (FEET)	DEPTH (METERS)	DEPTH (FEET)	DEPTH (METERS)
ENTRANCE TO TRENCH	215	263	233	5-15	300-70	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27
1.5' W/1' 10" OF TRENCH	264	264	242	5-15	300-00	217	27	27

NOTE: CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION.

**NOTE B**  
The channel legend reflects the Corps of Engineers project depths. For further information on the most recent channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan and the Canadian Coast Guard.

**NOTE Z**  
**NO-DISCHARGE ZONE, 46 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 water. Commercial vessel sewage that includes graywater. All vessels with an installed marine sanitation device (MSD) that are receiving, storing, anchoring, or stocked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage, treated or untreated, or into 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/overboard/ndz/ndz.html>

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



**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-426-8802 (24 hours), or to the nearest U.S. Coast Guard facility. Telephone communication is responsible (24 hours).

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**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.

**THE NATION'S CHARTMAKER SINCE 1807**  
**UNITED STATES - GREAT LAKES**  
**DETROIT RIVER - MICHIGAN**  
**TRENTON CHANNEL AND RIVER ROUGE**

Polyconic Projection  
Scale 1:15,000  
North American Datum of 1983  
World Geodetic System 1984  
SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

**NOTES**  
PLANE OF REFERENCE OF THIS CHART (Low Water Datum): Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.7 feet. Referenced to mean water level at Rivermouth, Quebec, International Great Lakes Datum 1985.

**SOUNDING DIRECTIONS**: Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

**ADDS TO NOTIFICATION**: Consult U.S. Coast Guard Light List for supplementary 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.

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

**HORIZONTAL DATUM**: The horizontal reference datum of this chart is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 0.139' northward and 0.267' eastward to agree with this chart.

**NOAA WEATHER RADIO BROADCASTS**: The NOAA Weather Radio stations listed below provide continuous weather forecasts. 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.

Adrian, MI WING-647 162.450 MHz  
Detroit, MI KEC-63 162.550 MHz

**CAUTION**: Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List 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 true. (O) denotes location; (A) denotes approximate location.

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

**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.

**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**: POTABLE WATER INTAKE: Vessels operating in fresh water intakes or rivers shall not discharge sewage or bilge or edge water within such areas adjacent to domestic water intakes as are designated by the Department of Food and Drugs (21 CFR 129.60). Consult U.S. Coast Pilot 6 for important supplemental information.

**NOTE A**: Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additional regulations to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commanding Officer, U.S. Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

**NOTE B**: Vessel Traffic Service (VTS) call sign, area, and direction of vessel movement. Mandatory call sign points are identified voluntarily. Vessel call sign points are identified voluntarily. For additional information see U.S. Coast Pilot 6 and 46 C.F.R. 28.225(a).

**ACKNOWLEDGMENT**  
The National Ocean Service acknowledges the exceptional cooperation received from members of the Great Lakes Power Squadron, District 9, United States Power Squadrons, in consistently providing essential information for revising this chart.

**CAUTION**: SUBMERGED PIPELINES AND CABLES: Charted submarine pipelines and submarine cables and submarine pipelines and cables areas are shown as follows:

- Submarine Pipeline:
- Submarine Cable:
- Submarine Pipeline and Cable Area:

**CAUTION**: 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 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. Cables which may be marked by lights or unlighted buoys.

