1st Ed., 1968

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

MICHIGAN - INDIANA - ILLINOIS

RECREATIONAL CHART 14926

CHICAGO AND SOUTH SHORE OF LAKE MICHIGAN

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

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.

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.

14926 12th Ed., Oct. /10

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HOW TO USE YOUR RECREATIONAL CHART

The purpose of this insert is to assist you in the use of this series of charts. If you are an accomplished sailor and navigator, familiar with charts and their use, then you can remove these introductory pages without affecting the use of your charts. These notes are for the use of the occasional or new chart user who sometimes has to look up the meaning of data appearing on the chart.

A. CHART VS. MAP

There are several major differences between a chart and a map, the main one being that a chart shows water depths while a map does not. Whereas a map tries to show every detail and elevation on land with a uniform blue for water, a chart shows only enough of the land features for orientation while contouring the water depths.

B. INDEX

The index of sheets shows you where each sheet of the series fits. To assist you in moving from one sheet to the next the sheets overlap and the borders of the individual sheets give the number of the adjoining sheet.

C. GENERAL CHART INFORMATION

Each sheet has the following characteristics:

Scale: Large, in order to show all navigationally important detail. A scale of 1:15,000 means that one inch on the chart represents 15,000 inches on the ground.

Distance: Bar scales are provided for measurement in both feet and miles.

Colors: Buff is used for all land areas, blue gradient tints are used to indicate water depths in shoaler areas, dark blue being the shoaler, lighter blue being the deeper and white indicating the deepest water, yellowish-green for shallow areas that are uncovered during periods of low water, black for the shoreline and for man-made structures, and magenta for lights and important notes.

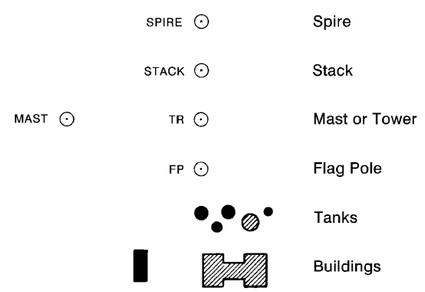
D. DEPTHS

The main purpose of a chart is to depict or indicate depths in order for you to stay in waters deep enough for your boat. To do this, you have to know the draft of your own craft (the depth of water required to keep any part of your boat from touching bottom) and the depth of the area you are moving in. Where the water is deep enough to pass your craft safely, you may cruise at will. Where it is not, you should not enter.

All point depths (soundings) and depth contours are given in feet below Low Water Datum. This is an artificial fixed water surface used as a base for measurement, and is usually lower than the water levels which normally occur during the navigation season. The fluctuations to be expected along with the actual record highs, lows, and 10-year average, are shown on the index (first) sheet for the chart folio. Generally, during the boating season the actual water level remains ½ to 1 foot above Low Water Datum and the actual depths are correspondingly greater than charted depths, so the depths shown on the chart can be used with a slight margin of safety. But to be sure, particularly during periods of low water levels, the latest Monthly Bulletin of Lake Levels should be used with your chart. In addition, local newspapers and radio stations carry announcements of water levels and forecasts.

E. LOCATING YOURSELF

1. **Landmarks**—The secondary purpose of a chart, to enable you to know your boat's location, is made easy within sight of land by the use of the prominent shore line landmarks and numbered buoys or watermarkers. The most obvious landmarks from the water are large smoke stacks, towers, masts and tanks. Knowing the chart symbols for these will assist you quickly to orient your chart:



On the open lake at some distance from land, the problem of location is more difficult, but from the standpoint of sufficient depths, is not as important since the water will generally be deep enough for small craft operation. However, you should check your chart to be sure.

E. 2. **Buoys**—The "highway" markers of the water channels are the numbered buoys. These take several sizes and shapes such as cans (squat cylinders) and nuns (cylinders with conical tops) and are placed along the sides of a channel, at turns, at points where channels divide, at harbor and marina entrances, and to mark certain obstructions, such as shoals and other underwater hazards. Those along a given channel are placed in an increasing numbered sequence moving upstream or from seaward with the even-numbered markers on the starboard (right hand) side and the odd-numbered on the port (left hand) side of the channel. In addition, the even-numbered (starboard) markers are red in color while the odd-numbered (port) markers are green. Naturally, this sequence is reversed if you are moving downstream or seaward, with even (red) on your port and odd (green) on your starboard. Identification of such aids while you are cruising not only directs or warns you but also gives you an excellent check of your position. The symbol for a floating buoy is:

Examples of floating buoys are:

Chart Symbol	Actual Appearance	Name	Meaning
G C "7"	7	Green Can No. 7	Mark left side of channel (when traveling upstream)
R N "4"	4	Red Nun No. 4	Mark right side of channel (when traveling upstream)
GR C		Horizontally Banded Can (unnumbered)	Marks an obstruction or junction of two channels
RW C		Vertically Striped Can (unnumbered)	Marks the fairway (middle of the channel)

3. **Other Location Aids**—The names of many factories, docks, and marinas can be read from the water and likewise identified on the chart to assist you in locating yourself. Other aids are bridges, overhead cables, and sometimes partly submerged objects that can be located on the chart as well as physically seen.

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F. NIGHT NAVIGATION

If you must operate your craft after dark, the chart will help you to both locate yourself and point the way—by use of the navigation lights. Some of these lights are stationary, while others are floating or buoys.

The symbol for a stationary light is a black dot with a magenta flare: A floating light symbol is the same as that for a buoy, with a magenta disc around it:

Lighted buoys or markers are numbered and colored in the same way as unlighted buoys. The additional letters have the following meanings:

Lt	Light	Iso	Isophase
Ref	Reflector	F	Fixed
Vert	Vertical	Fl	Flashing
Y	Yellow	IQ	Interrupted Quick
G	Green	Oc	Occulting
Or	Orange	Q	Quick
R	Red	Mo (A)	Short-long Flashing
W	White		
B	Black		

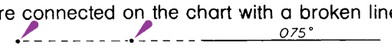
The different colors of lights have no meaning other than making it possible to tell them apart, except that lighted green buoys marking the port side of a channel when proceeding from seaward show a green light, while lighted red buoys marking the starboard side show a red light.

Examples:

G "23" Fl G 4s	Green Buoy No. 23 (port side going upstream) with a flashing Green Light
R "28" Q R	Red buoy No. 28 (starboard side going upstream) with Quick Flashing Red Light
Fl G "3"	Stationary Light No. 3, with Flashing Green Light
Fl 4s 9 St M	Stationary Light, Flashing White, visible for 9 statute miles
Fl (2)	Stationary White Light, flashing in groups of two or more flashes

Range Lights—You can steer down the center of a navigation channel or properly enter a harbor by following a set of range lights, where available. These are fixed lights, higher than the usual buoy lights, some distance apart but in line with the channel, and with the rear (farther) light higher than the front (closer) light:

The lights are connected on the chart with a broken line and the true course heading toward them is shown. A range is used as follows:



If you are moving **toward** the range lights and:

You see this	It means
	You are in the channel and on course.
	You are left of proper course, guide right until lights are in line.
	You are right of proper course, guide left until lights are in line.

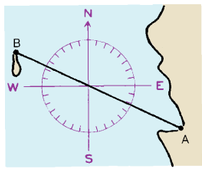
If you are moving **away** from the range lights, the opposite is true:

You see this	It means
	You are to the right of course, guide left until lights are in line.
	You are to the left of course, guide right until lights are in line.
	On course.

G. NAVIGATING BY COMPASS

It is a simple matter to use your chart for open water navigation. The only tools you need are a compass, a straightedge and a protractor. On each sheet of your volume is a compass rose made up of two circles. The outer circle is aligned with true north and the north-south or vertical lines on your chart. The inner circle is aligned with magnetic north for the area covered by that sheet. Each sheet should be checked since the magnetic variation (the difference between true north and magnetic north) varies from sheet to sheet, and is given in the center of the circle.

To plot a course, draw a light line on the chart connecting the points A & B that you are traveling between. Using your protractor, read the true course as, say 295° in the figure shown. (If you were traveling from B to A, the course would be 180° different from 295°, i.e., 115°). To convert this chart course to a magnetic course, determine if the magnetic variation is west or east. If west, then add the variation to the true value—if east, subtract. Therefore, if the variation were 3°30′W, then 295° + 3°30′=298½° would be the magnetic course from A to B.



More complete instructions in plotting courses and using the compass (especially with regard to compass deviations) may be obtained from local boating groups.

H. OTHER CHART SYMBOLS

Some of the other more common symbols you will find on your chart are:

	Submerged cable (electrical, telegraph, telephone, etc.) - do not anchor
	Limits of dredging
* +	Rock
	Area uncovers at low water
Marsh	Swamp area
△	Triangulation Station (fixed point for surveying, usually not visible from a boat).
⊙ NWS SIG STA	National Weather Service Signal Station

For complete list of chart symbols and abbreviations see Chart No. 1.

I. SERVICES AND PUBLICATIONS

Some marinas, boatyards, docks, yacht clubs and ramps are shown along the shore line. Various types of services and supplies can be obtained at these locations. In some areas, one of the major oil companies may publish a map listing these facilities.

Other publications with additional information are:

"Light List -- Vol VII: Great Lakes" -- USCG-COMDTPUB P16502.7

"Rules and Regulations for Uninspected Vessels" -- USCG-258

"Local Notice to Mariners" -- USCG (issued periodically)

"Notice to Mariners" -- NGA (issued periodically)

"Recreational Boating Guide" -- USCG-340

"Pleasure Craft" -- USCG-290

"Navigation Rules" -- USCG-COMDTPUB M16672.2C

"Nautical Chart Symbols, Abbreviations and Terms" -- NOS-Chart No. 1

Light List and other USCG publications may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; from the GPO Branch Bookstores located in many cities; or from GPO Sales Agents located in principal ports.

Keep your chart up to date—a new chart every couple of years is cheaper than a new bottom in your boat. Charts can be purchased at following locations:

FAA/National Aeronautical Charting Office (AVN-530)
6303 Ivy Lane, Suite 400, Greenbelt, Maryland 20770-6325
Telephone: (301) 436-8301 or 1-800-638-8972.
(or from authorized sales agents)

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INDEX TO SHEETS OF CHICAGO AND SOUTH SHORE OF LAKE MICHIGAN

Polyconic Projection
North American Datum of 1983
(World Geodetic System 1984)

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:
⊙(Accurate location) o(Approximate location)

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

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum):
Depths lakeward of the controlling lock ..... 577.5 ft.
Depths landward of the controlling lock ..... 576.9 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 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.

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.

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 Chicago, Illinois.

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.

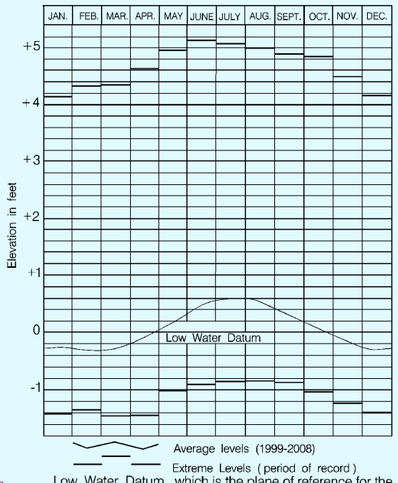
POLLUTION REPORTS

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).

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 0.128" northward and 0.149" westward to agree with this chart.

LAKE MICHIGAN - HURON



Low Water Datum, which is 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.

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.

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.

Ⓟ Pump-out facilities

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.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Chicago, DuPage and Illiani Power Squadrons, District 9, United States Power Squadrons, for continually providing essential information for revising this chart.

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.

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.

SUPPLEMENTAL INFORMATION

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

LAKE MICHIGAN

ILLINOIS

INDIANA

CHICAGO

WILMETTE
SKOKIE
EVANSTON
LINCOLN WOOD
North Shore Channel
Chicago River
Montrose Harbor
Belmont Harbor
Diversey Harbor
Chicago Harbor
Burnham Park Harbor
59th St Harbor
Jackson Park Harbor
Chicago Sanitary and Ship Canal
CITY BOUNDARY
Calumet Harbor
Calumet River
Lake Calumet
ILLINOIS
INDIANA
HAMMOND
WHITING
Indiana Harbor
EAST CHICAGO
CALUMET CITY
Buffington Harbor
Gary Harbor
Grand Calumet River
GARY
Burns International Harbor
Burns Waterway
Little Calumet River
Portage
Michigan City Harbor
MICHIGAN CITY
MICHIGAN
INDIANA

42°05' 42°00' 41°55' 41°50' 41°45' 41°40' 41°35'
87°45' 87°40' 87°35' 87°30' 87°25' 87°20' 87°15' 87°10' 87°05' 87°00' 86°55' 86°50' 86°45'

1

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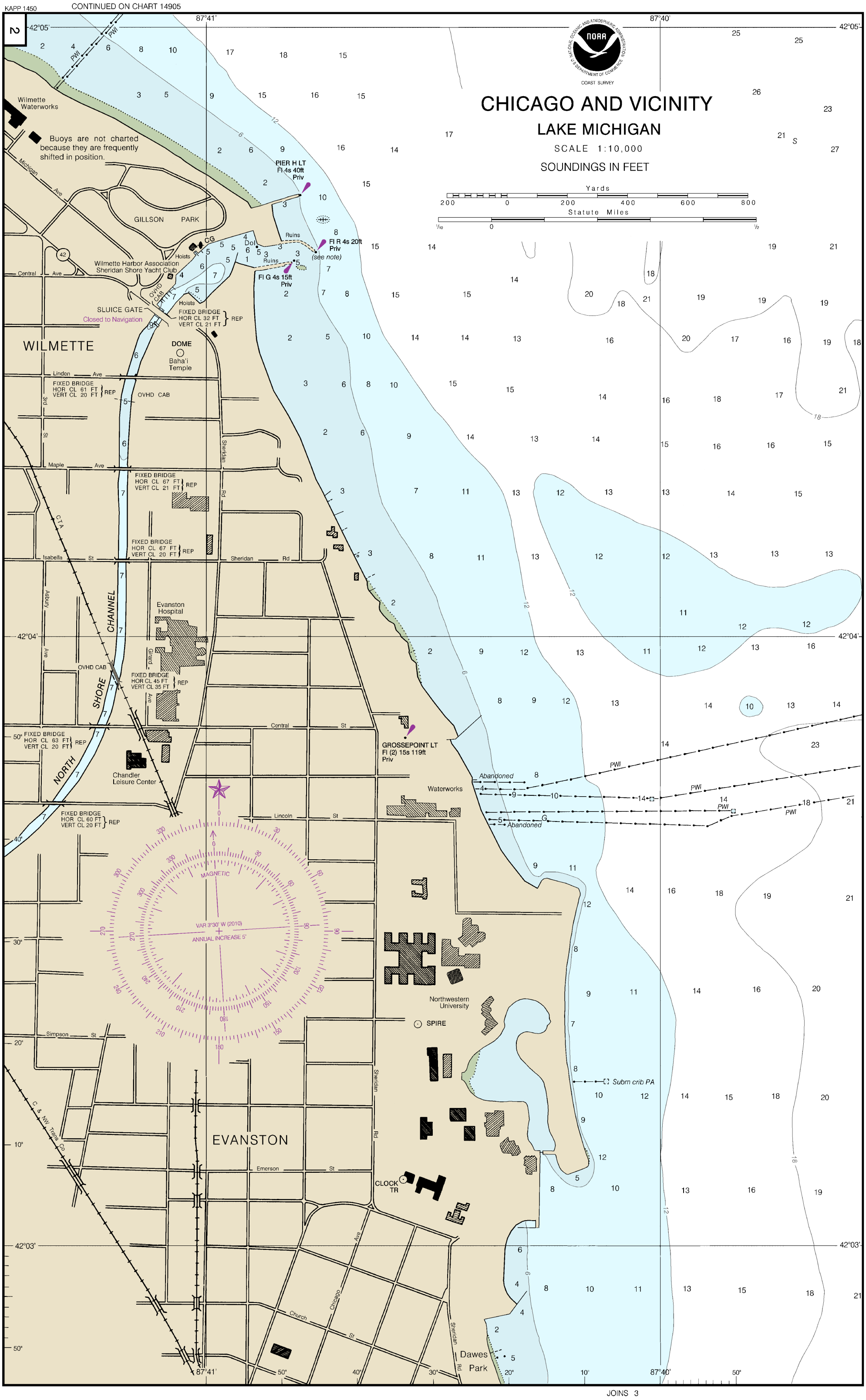
KAPP 1450 CONTINUED ON CHART 14905



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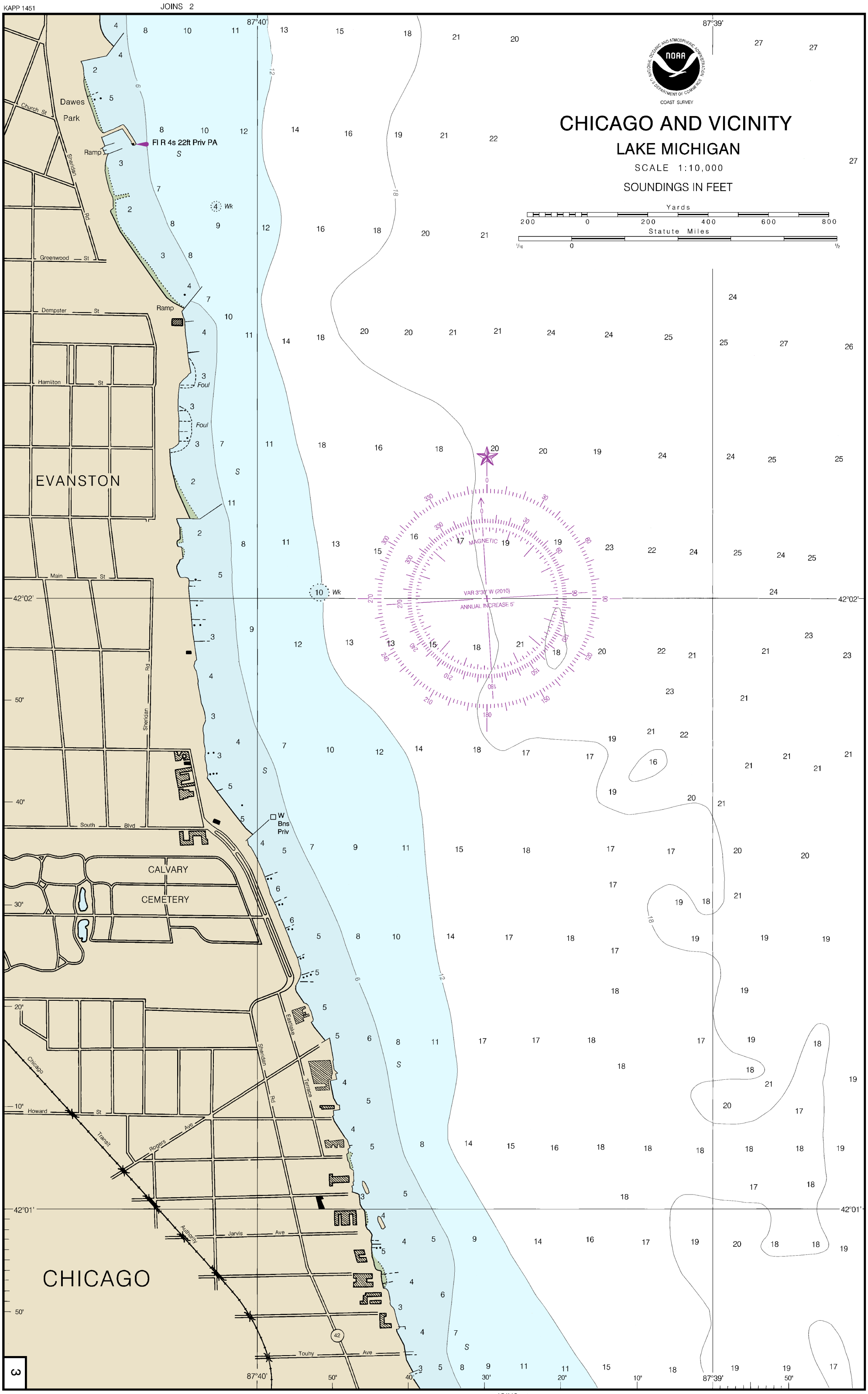

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KAPP 1452

JOINS 3

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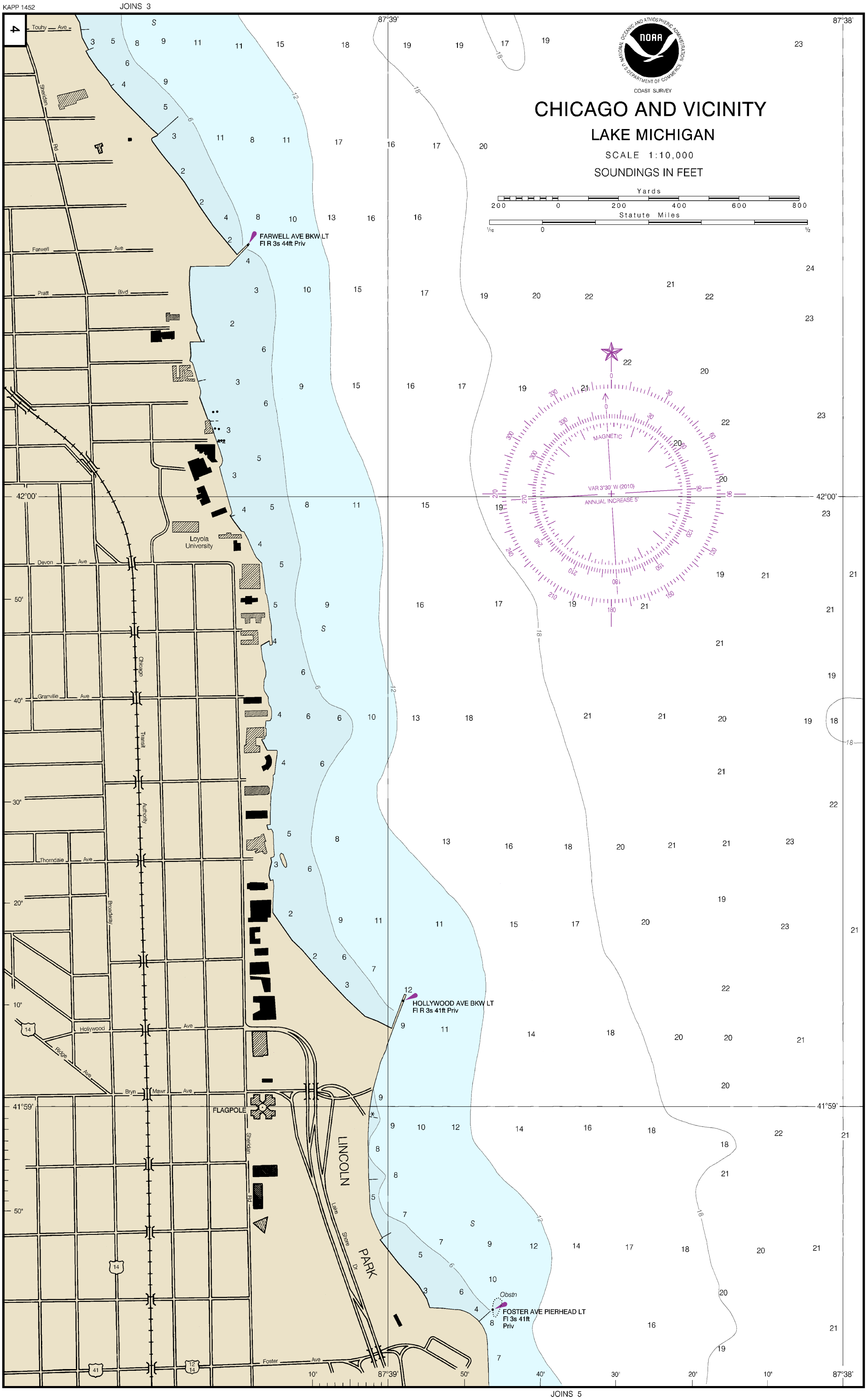

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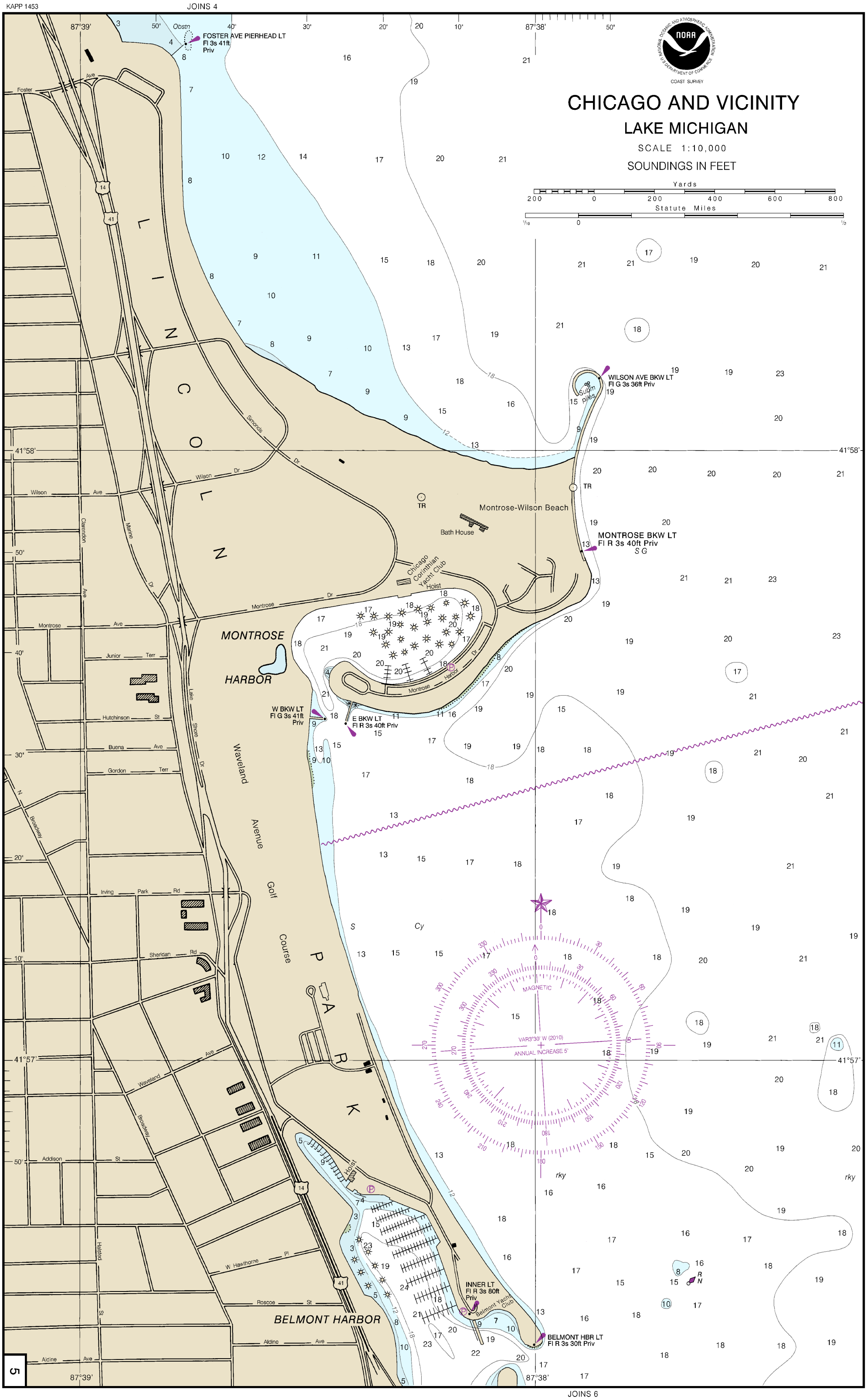

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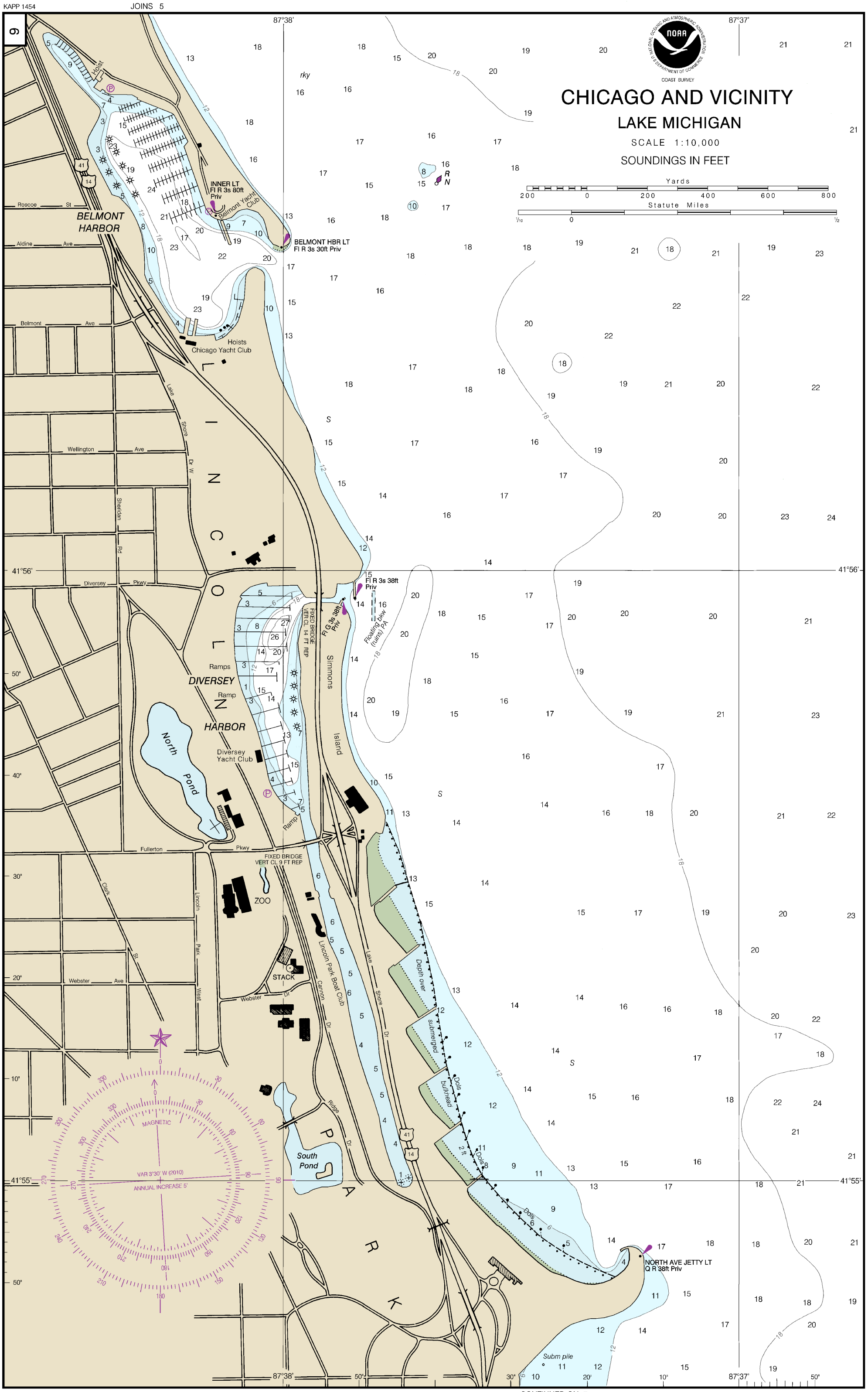

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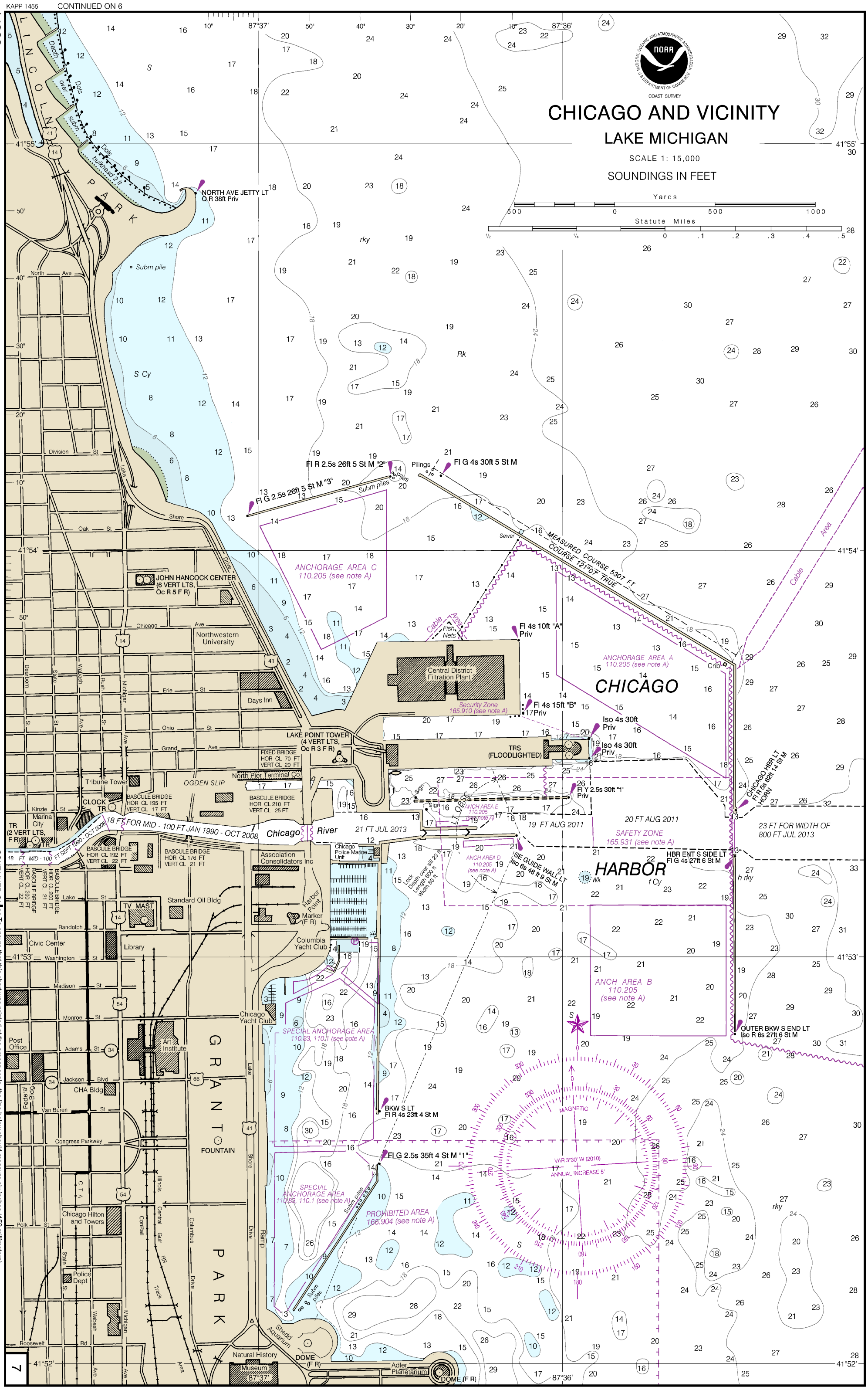

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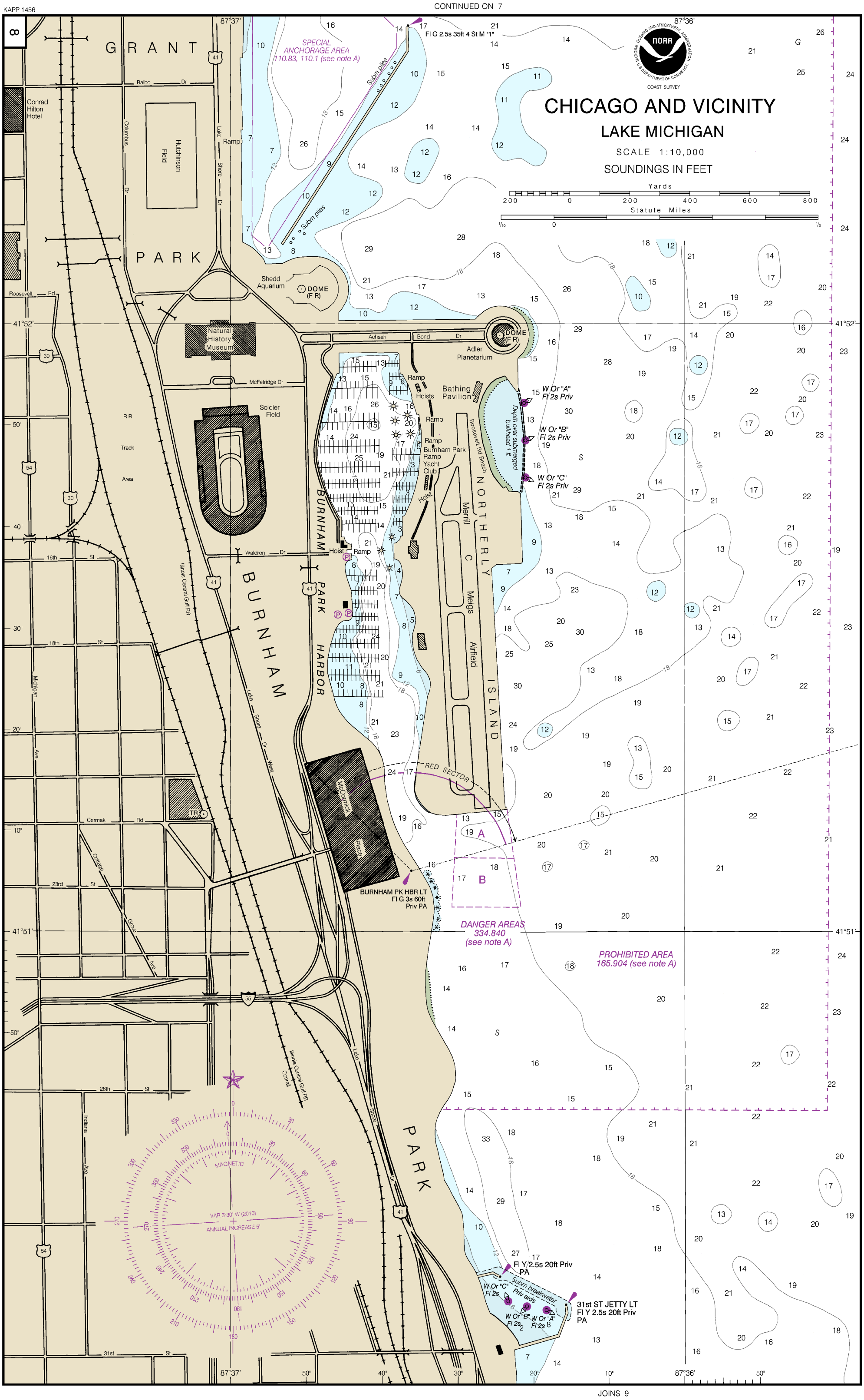

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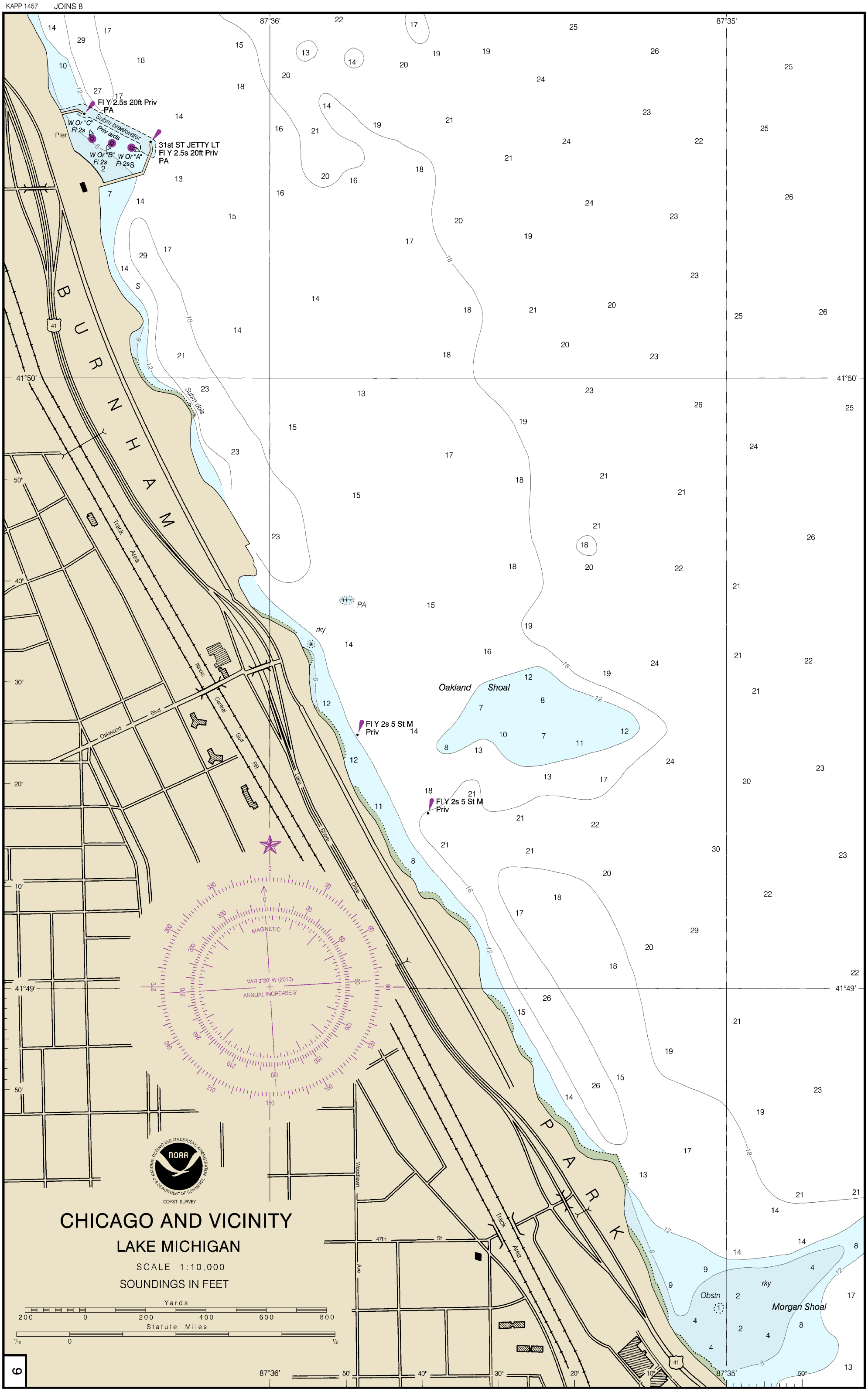

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Last Correction: 8/24/2011. Cleared through:
LNM: 3915 (9/29/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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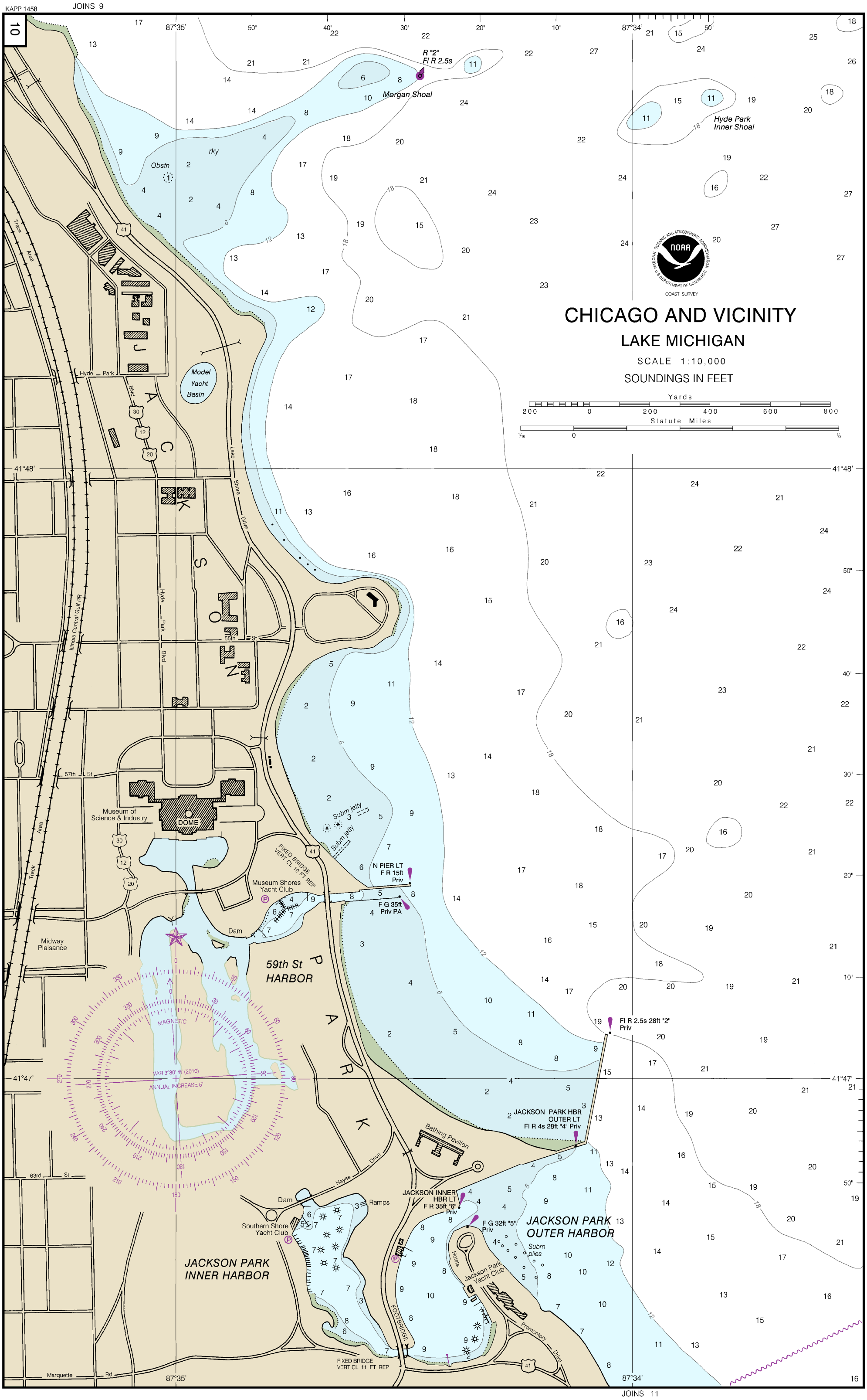

Last Correction: 11/3/2010. Cleared through:
LNM: 3915 (9/29/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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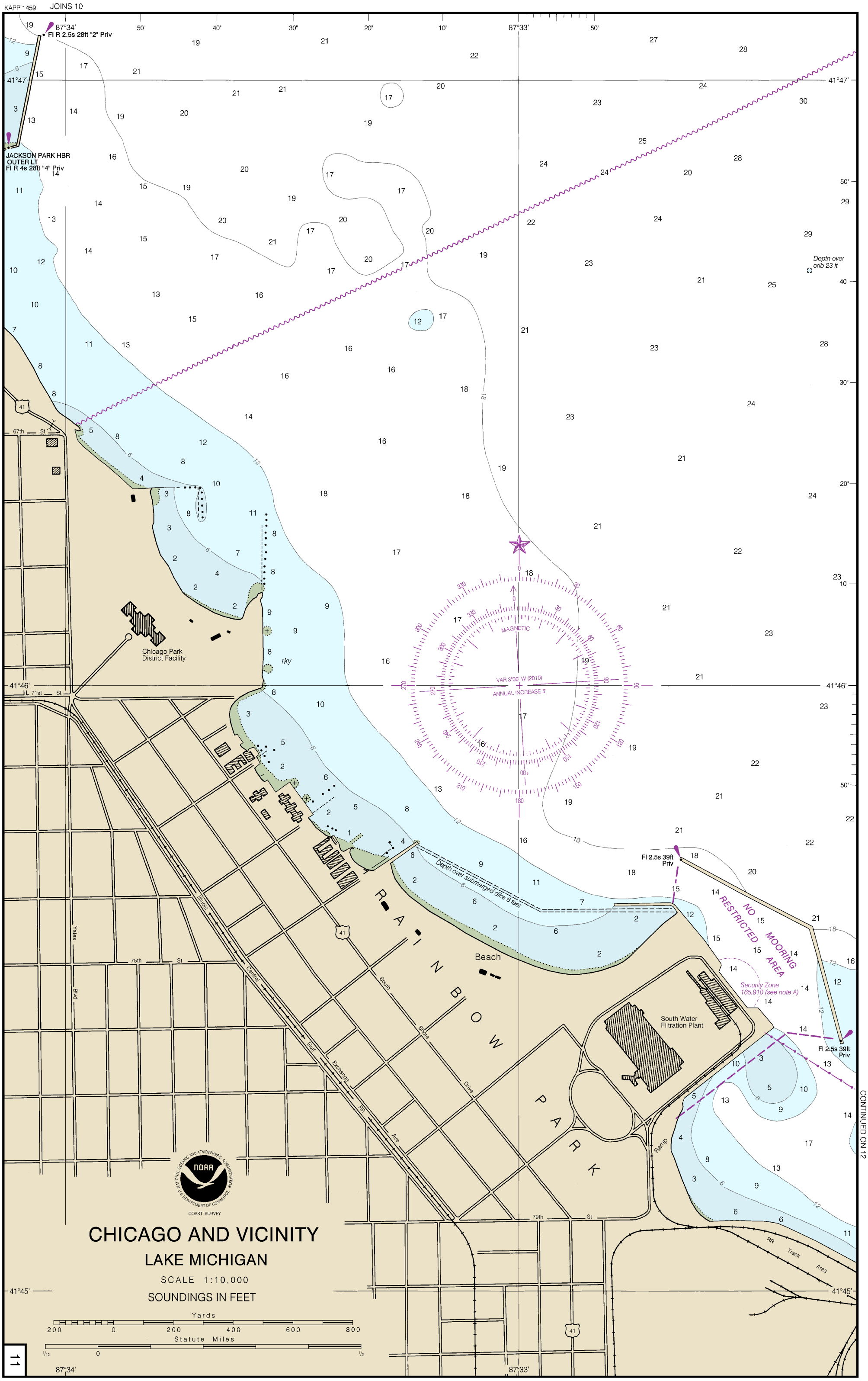

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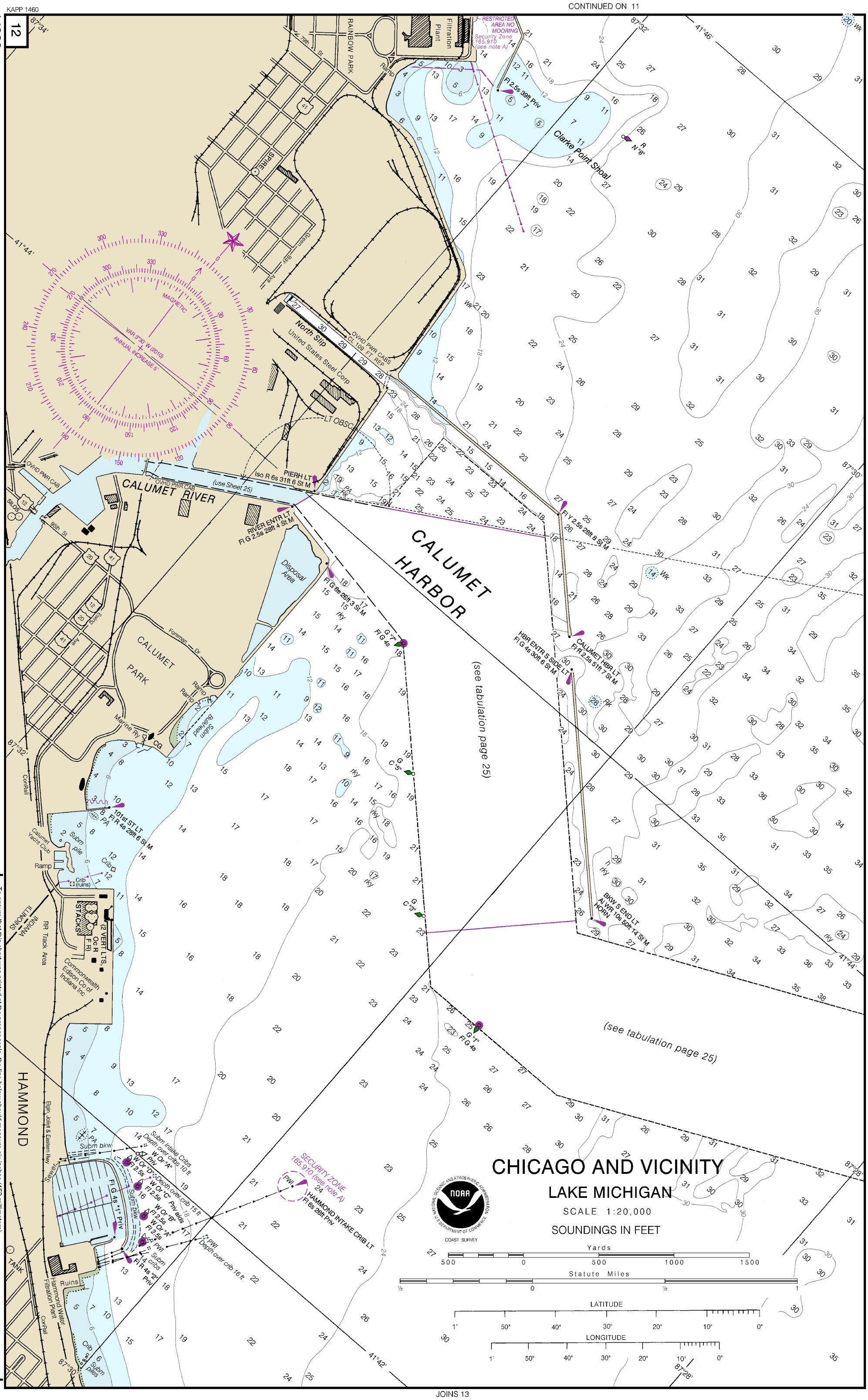
CONTINUED ON 11



For more detail see Sheet 25

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
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Last Correction: 7/19/2013. Cleared through:
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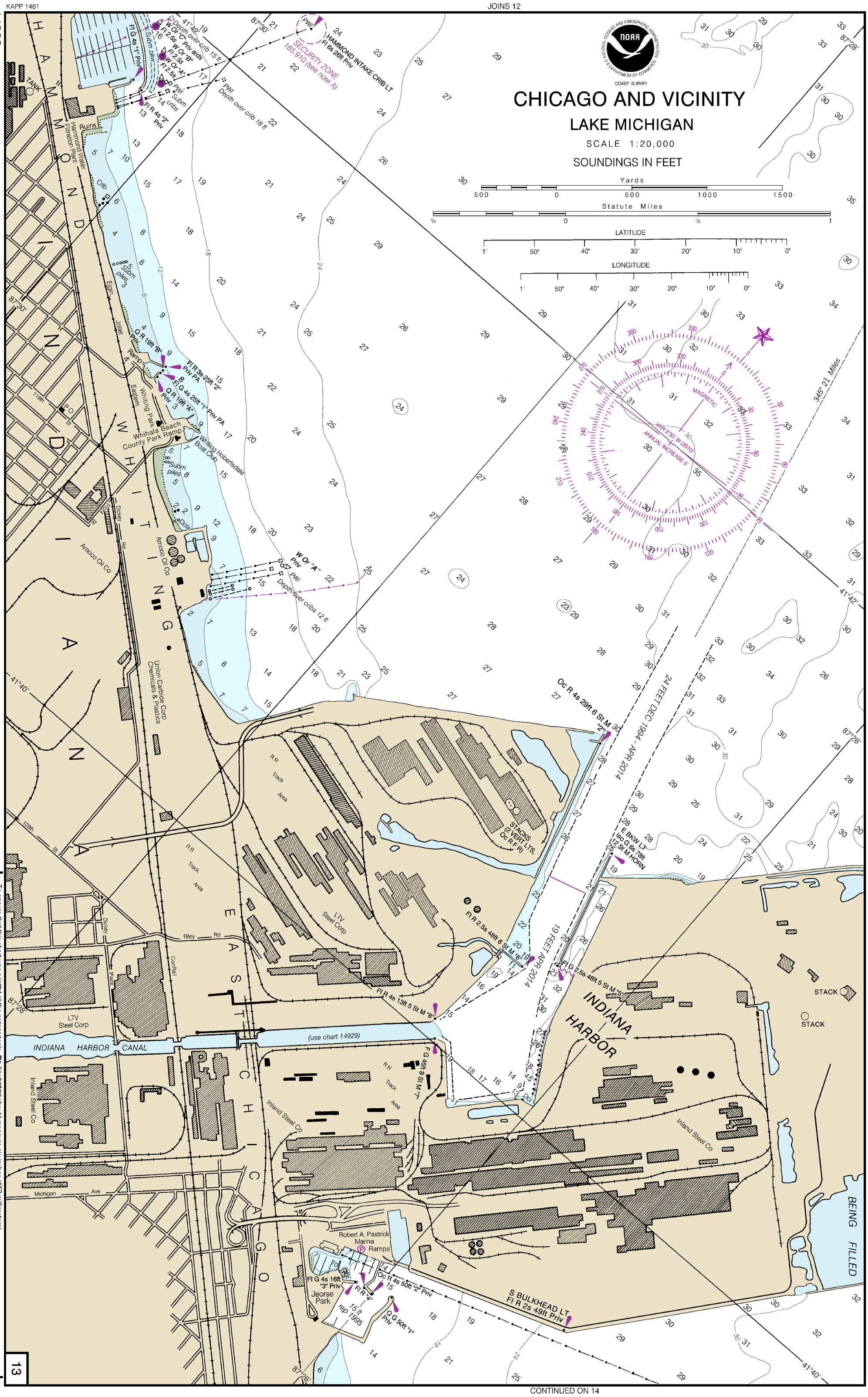
14926 12th Ed., Oct./10; Corrected through NM Oct. 23/10, LNM Oct. 05/10



CONTINUED ON 14

Last Correction: 3/6/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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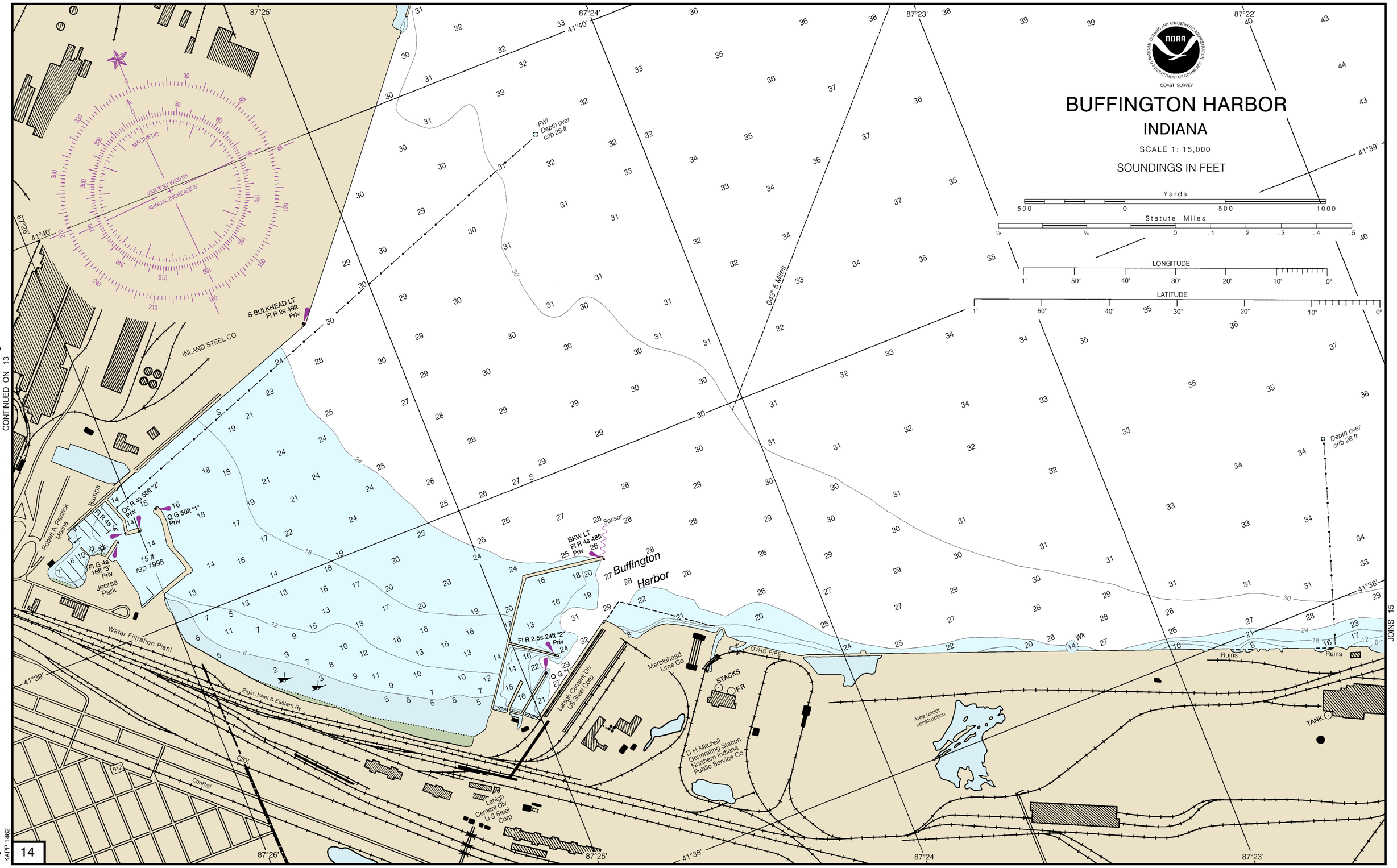

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

Last Correction: 11/3/2010. Cleared through:
LNM: 3915 (9/29/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

CONTINUED ON 13
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KAPP 1462

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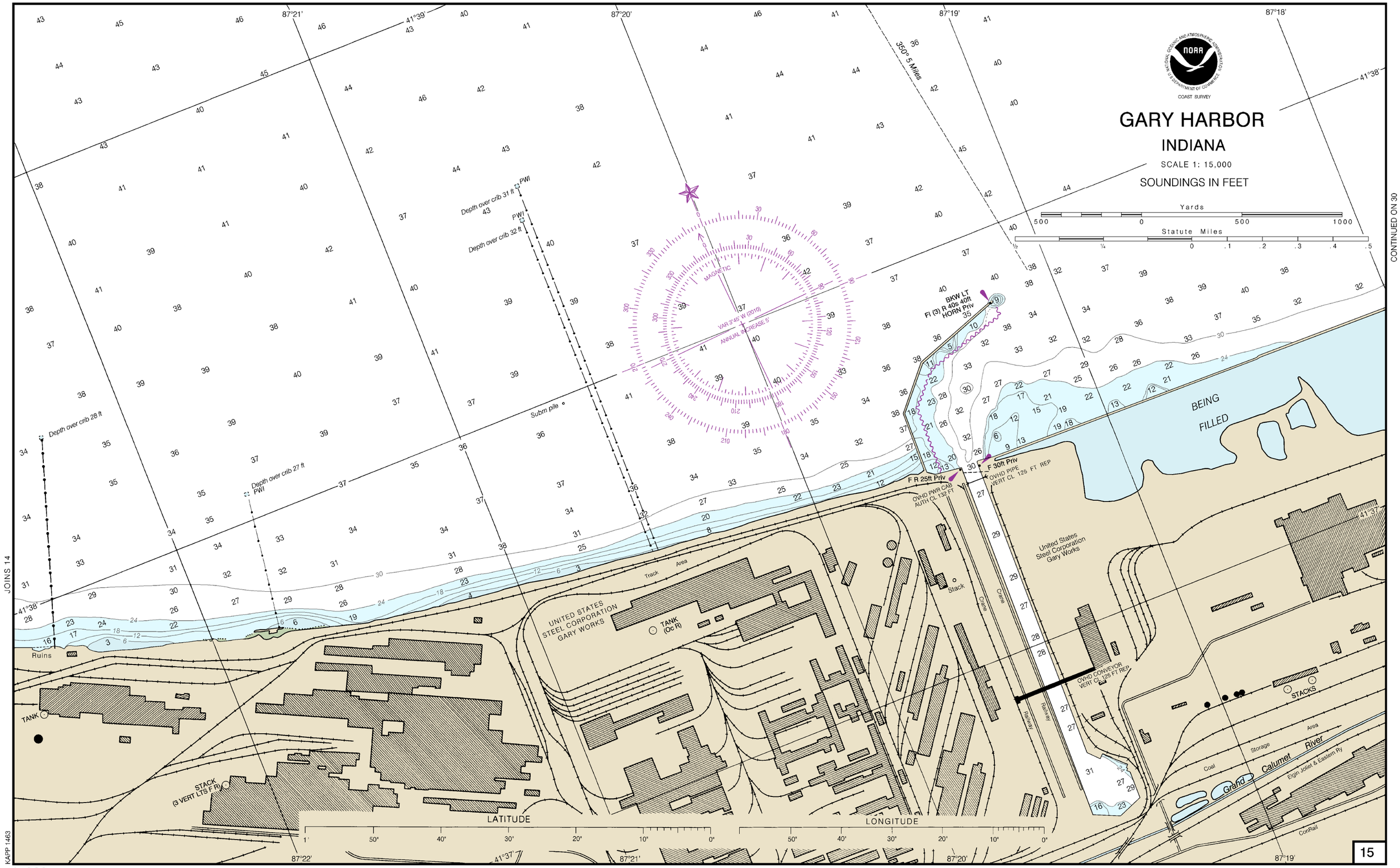

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

Last Correction: 11/3/2010. Cleared through:
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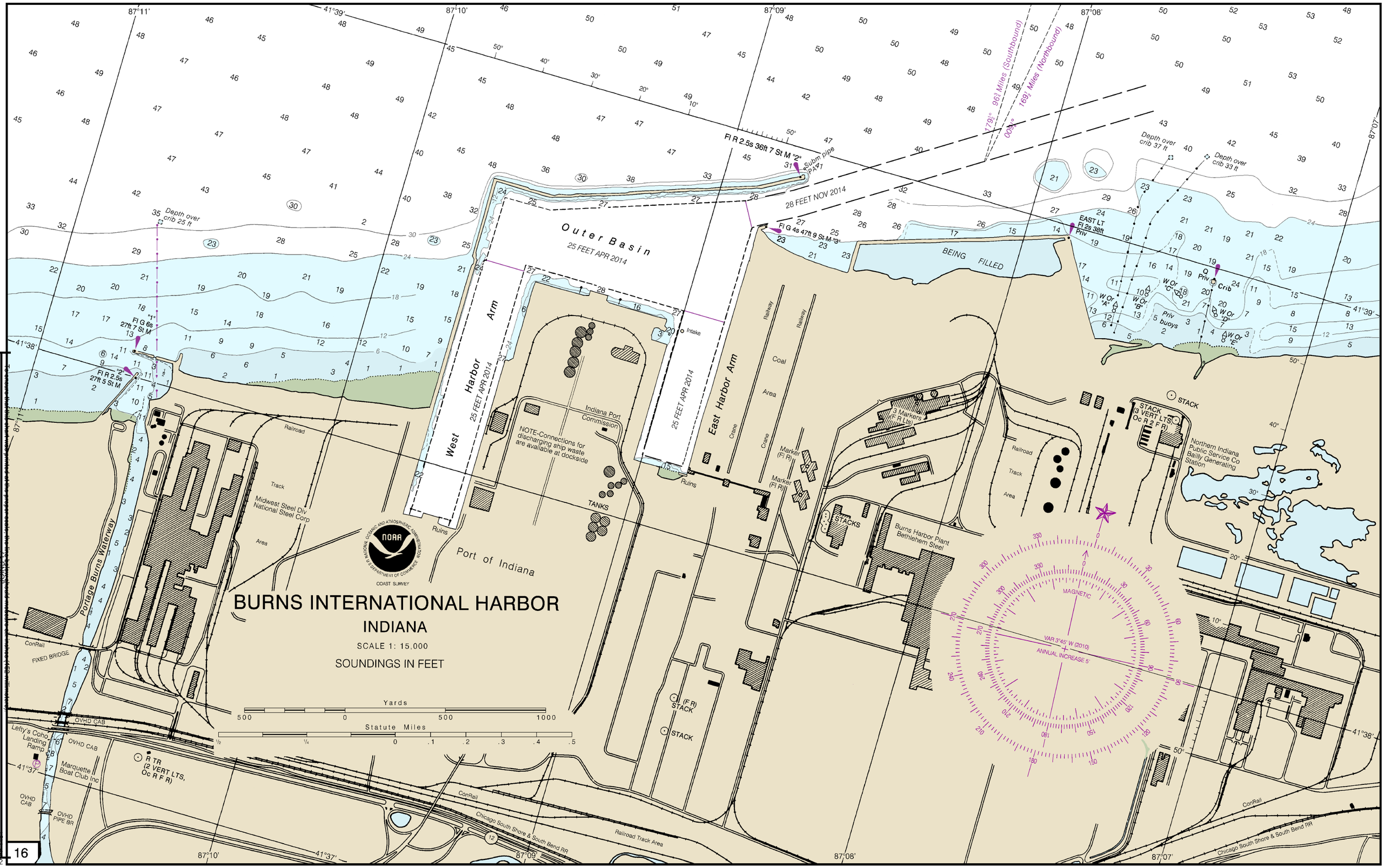

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

Last Correction: 10/7/2015. Cleared through:
LNM: 3915 (9/29/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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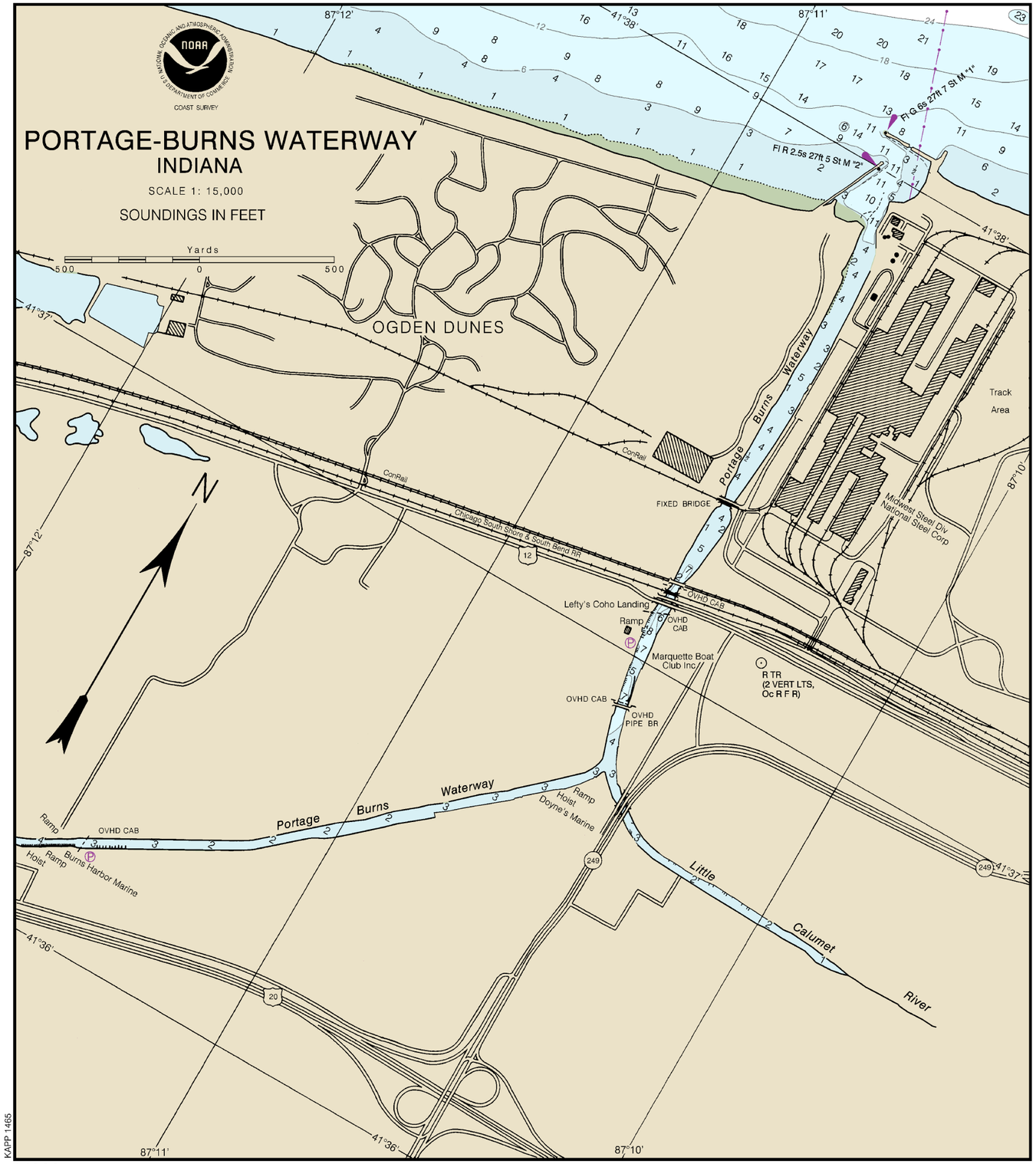
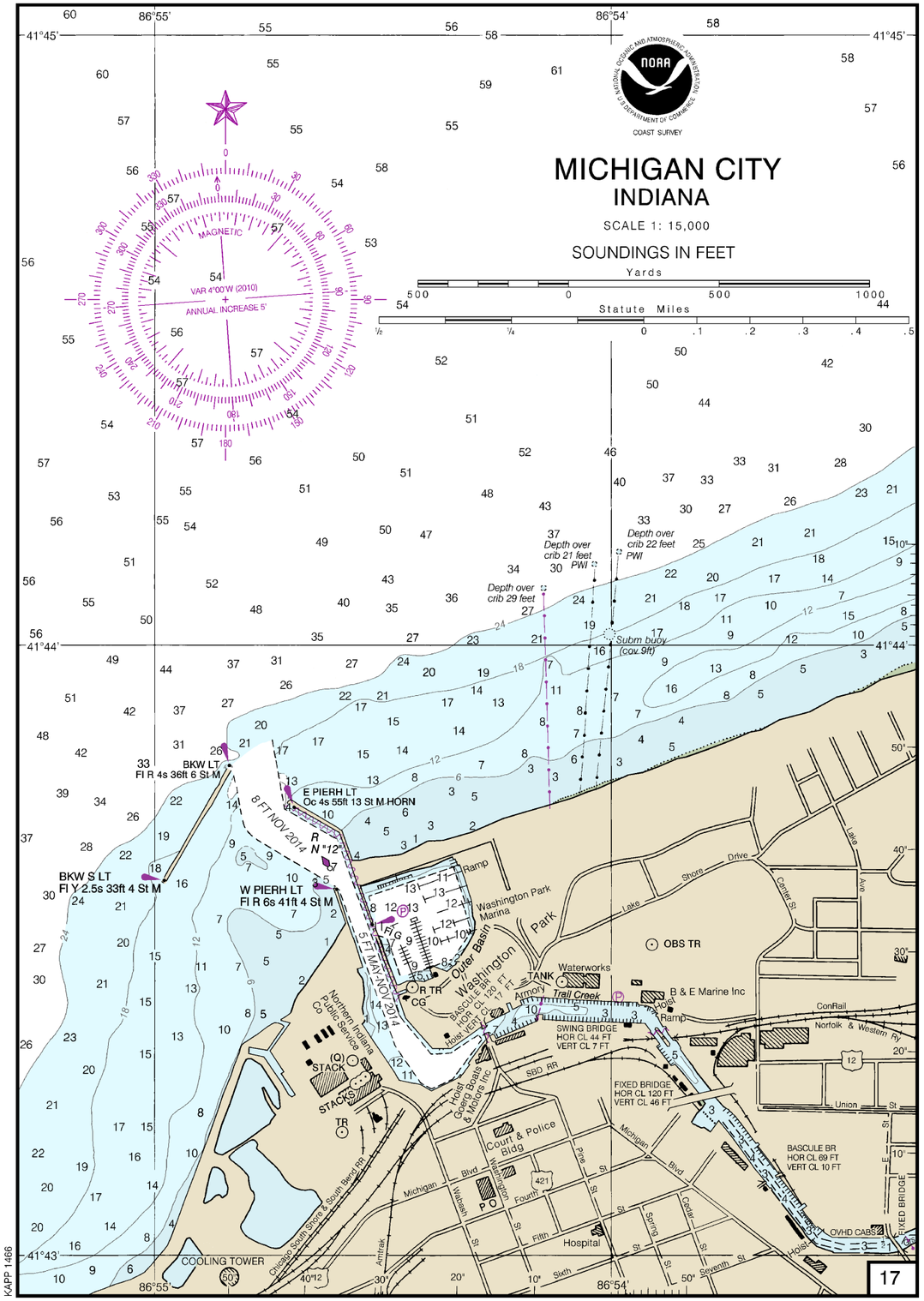
JOINS 16



CONTINUED ON 30



KAPP 1465 KAPP 1466

17

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

Last Correction: 10/7/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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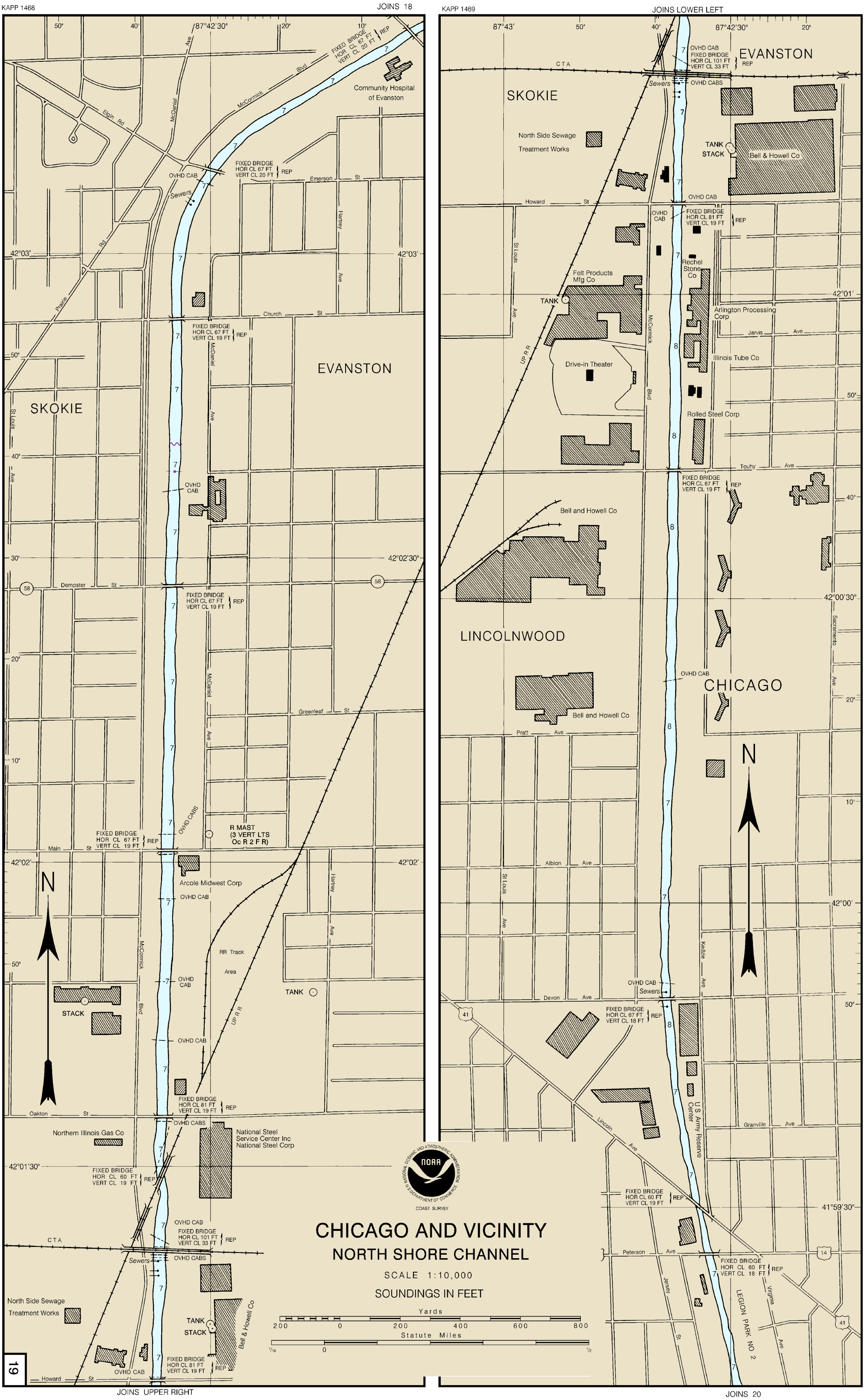

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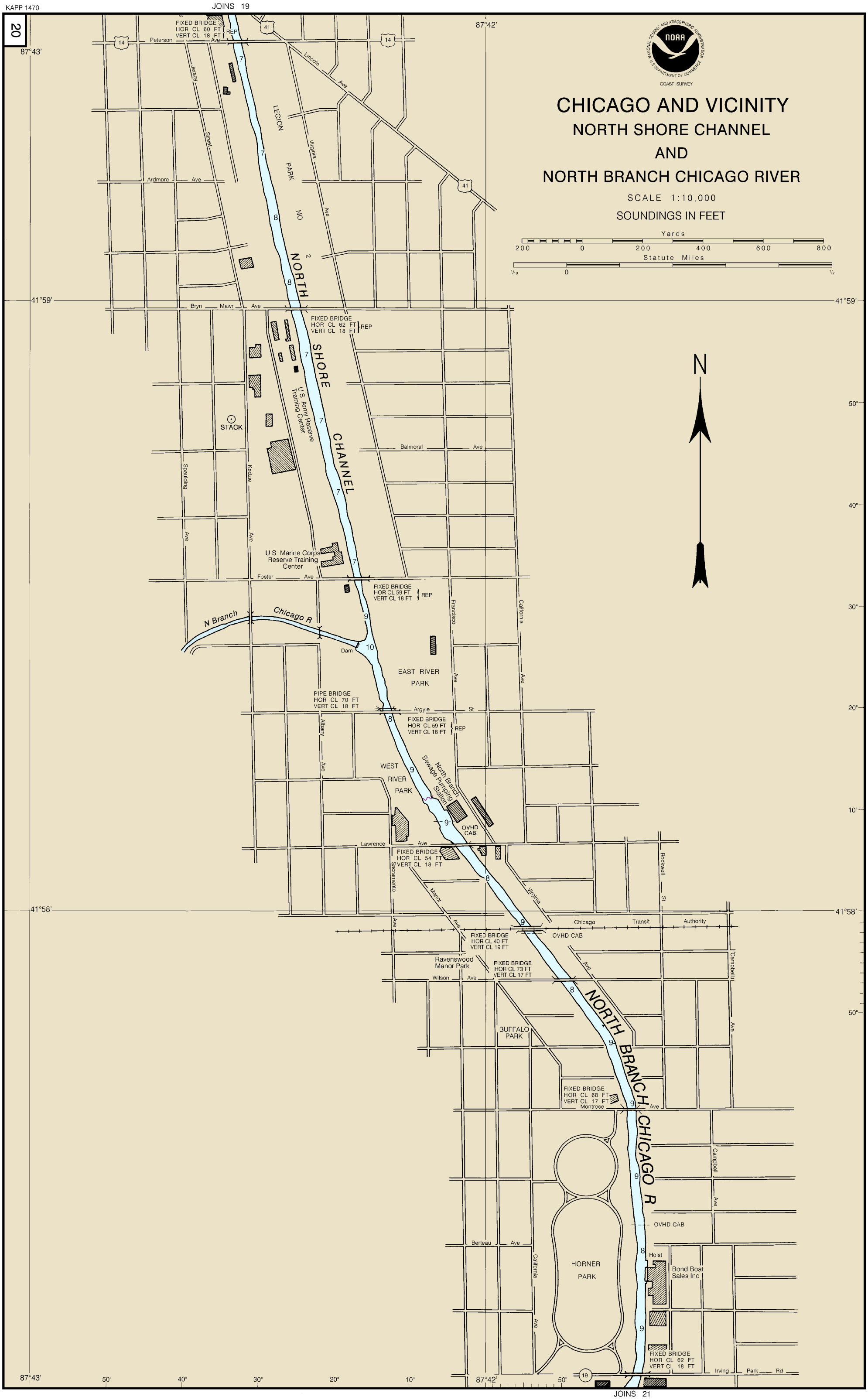

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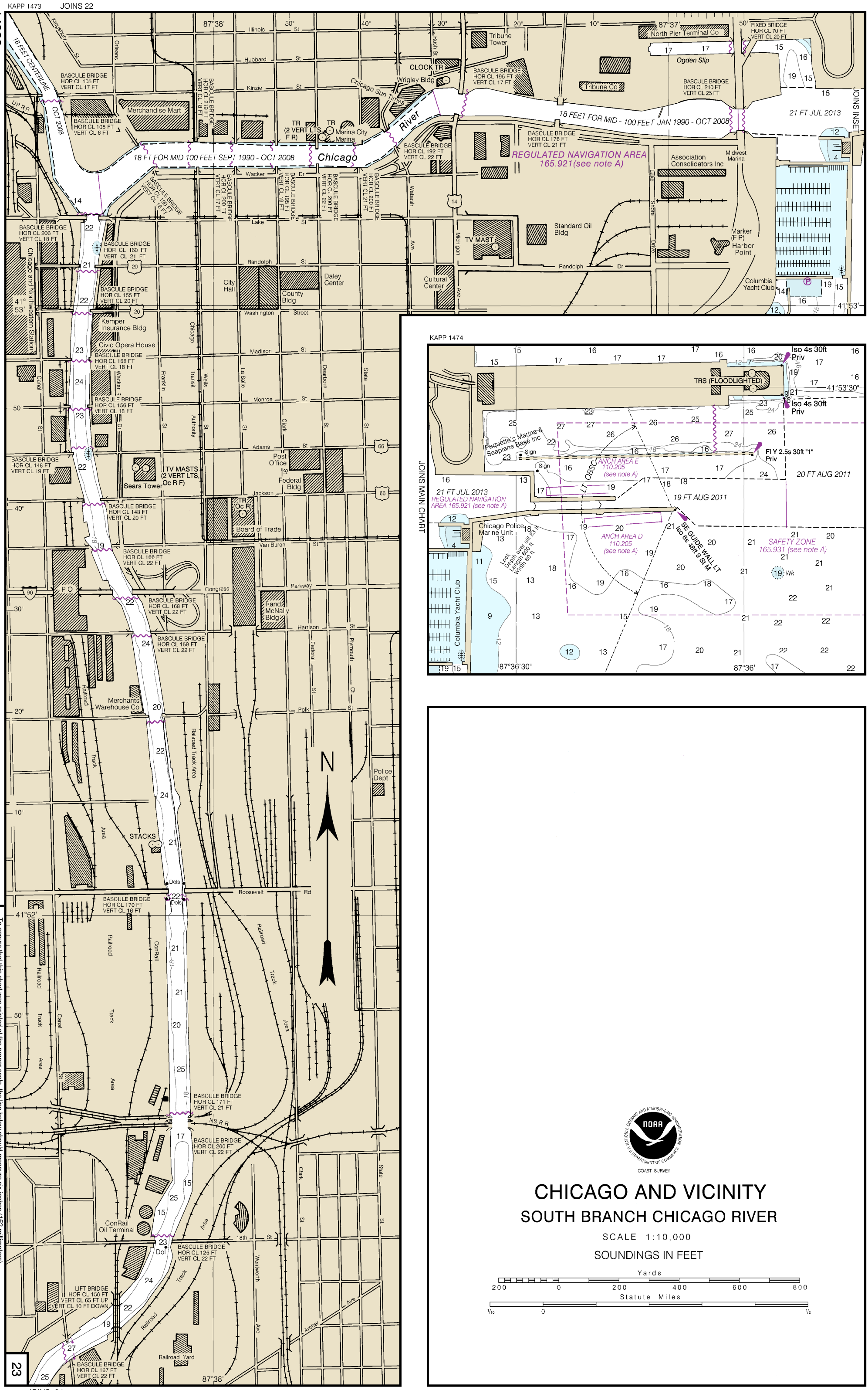
KAPP 1473 JOINS 22



KAPP 1474

Last Correction: 3/20/2015. Cleared through:
LNM: 3915 (9/29/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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CONTINUED IN "CHARTS OF OF THE ILLINOIS WATERWAY" BOOK, PUBLISHED BY CHICAGO DISTRICT, CORPS OF ENGINEERS

JOINS 23

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14926 12th Ed., Oct./10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

CONTINUED ON 12

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Last Correction: 7/19/2013. Cleared through:
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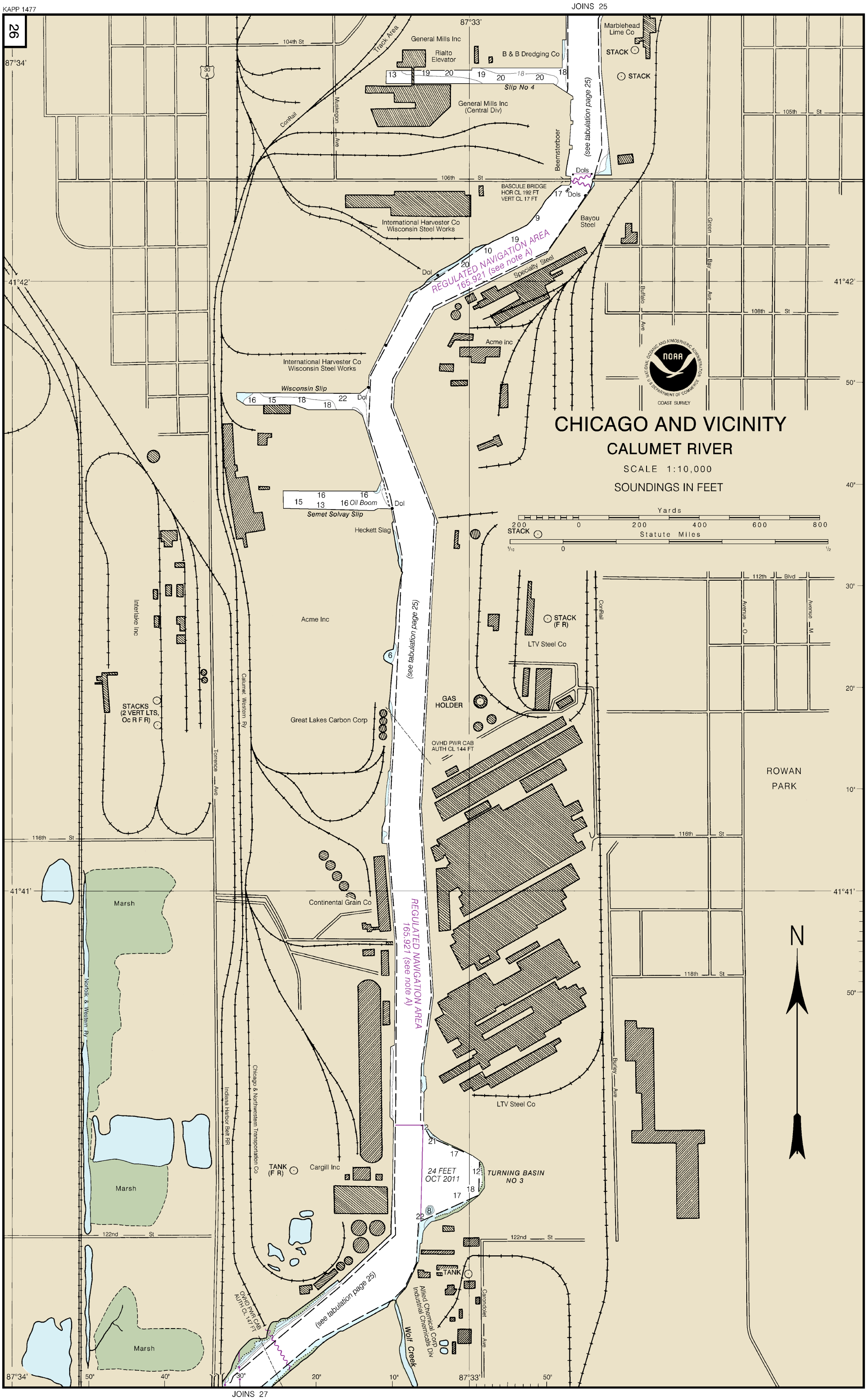

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

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Last Correction: 4/23/2012. Cleared through:
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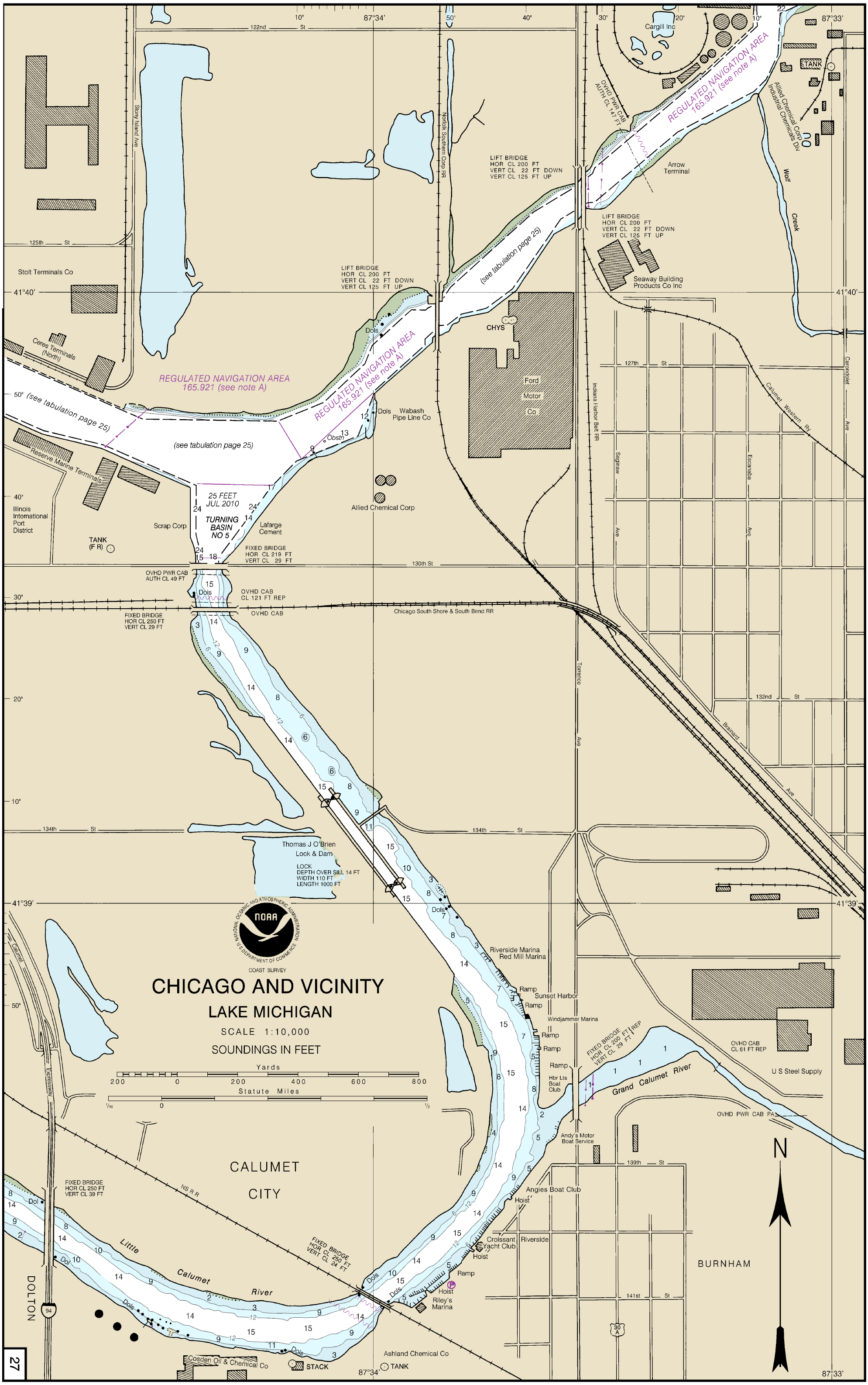
14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

JOINS 28



Last Correction: 8/26/2015. Cleared through:
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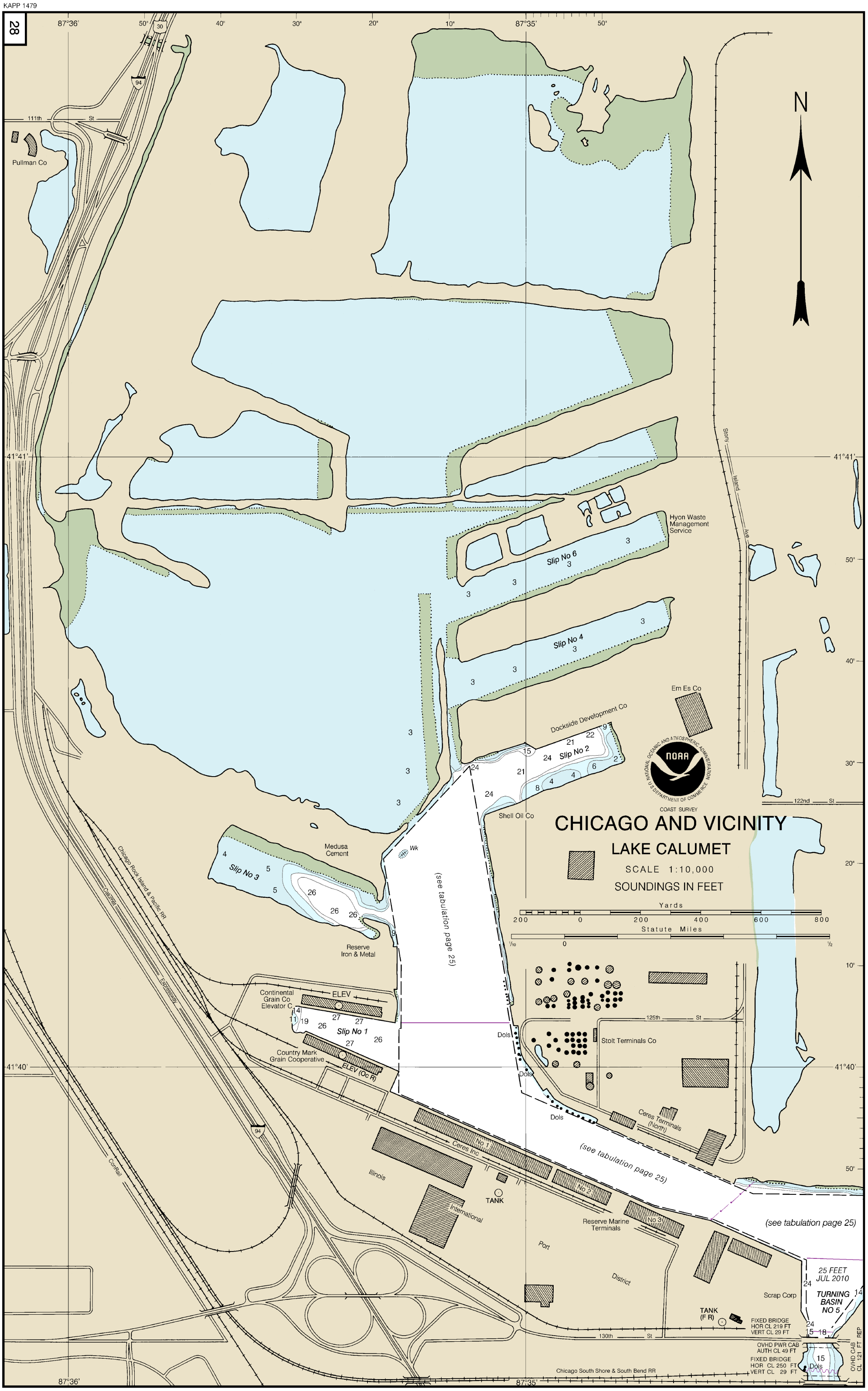

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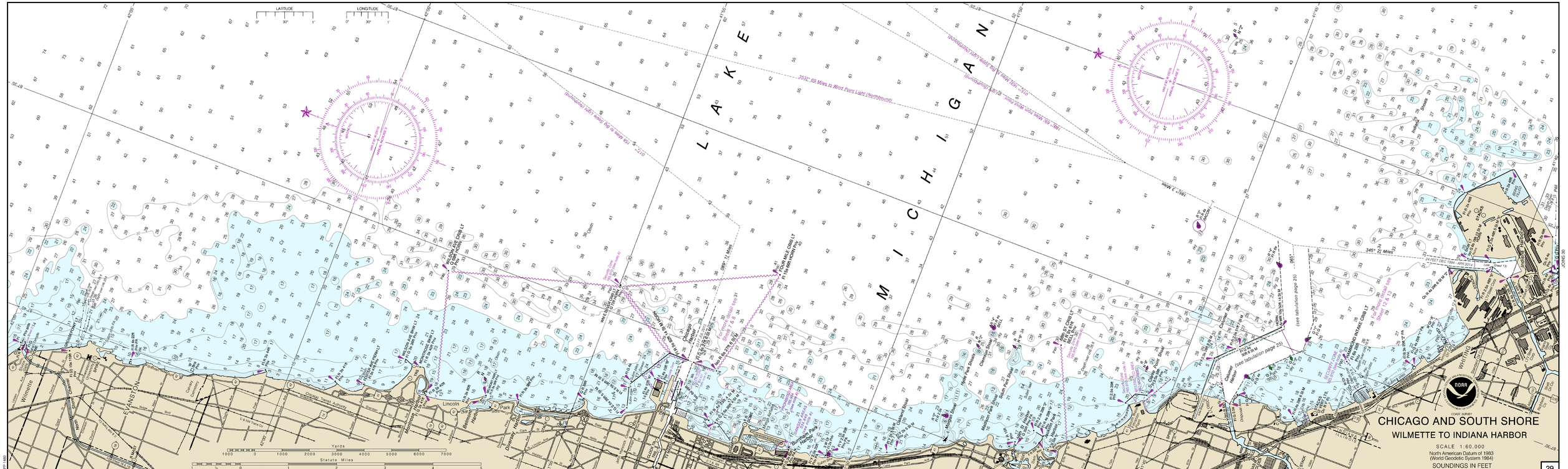

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

Last Correction: 3/20/2015. Cleared through:
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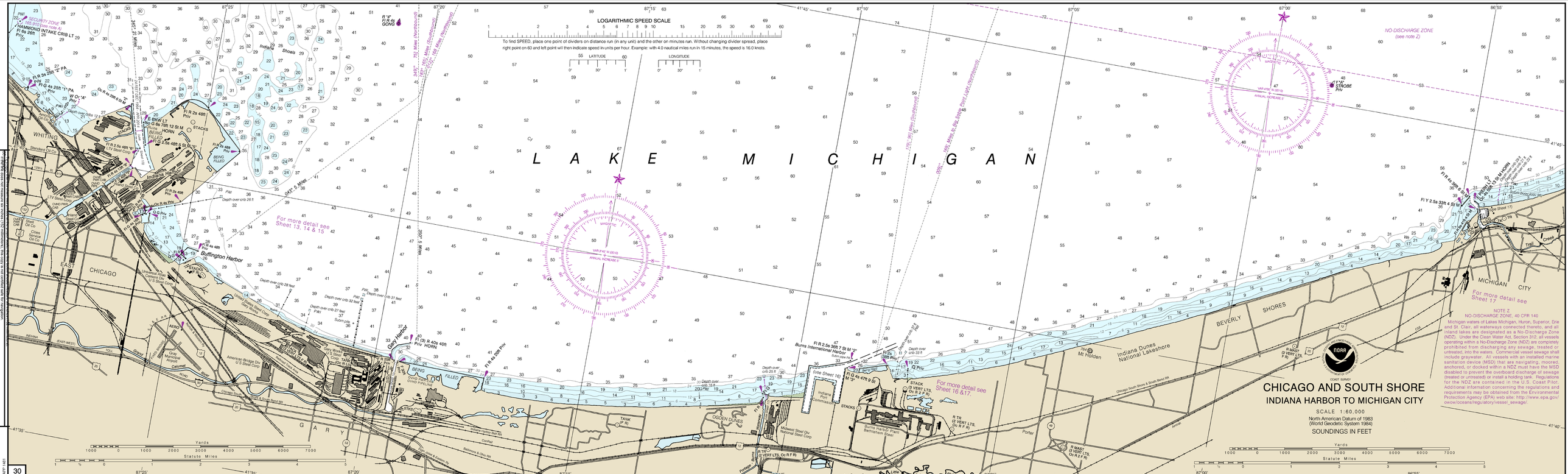

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) 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/

30

14926 12th Ed., Oct. /10; Corrected through NM Oct. 23/10, LNM Oct. 05/10

Last Correction: 9/18/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 4015 (10/3/2015), CHS: 0915 (9/25/2015)

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MARINE WEATHER INFORMATION

DECODE FOR LAKE AND SEAWAY MARINE FORECASTS (MAFOR)

MAFOR YYG_1G_1/ *(NAME OF LAKE)* $1GDF_mW_1$

KEYWORD *(Indicating Marine Forecast)*	DAY OF MONTH *(GMT)*	TIME *(GMT)* FORECAST PERIOD BEGINS	SOLIDUS	NAME OF LAKE OR SEAWAY*	GROUP INDICATOR	FORECAST PERIOD	WIND DIRECTION	WIND SPEED	FORECAST WEATHER	HEIGHT OF WAVES IN FEET AT END OF THE MESSAGE FOR EACH LAKE, FOR THE ENTIRE PERIOD
	YY	G_1G_1				G	D	F_m	W_1	WAVES 5 TO 10 FEET
MAFOR	06	12	/	SUPERIOR*	1	6	8	3	0	

G - FORECAST PERIOD

0 - Conditions at beginning of forecast period
1 - Valid for 3 hours
2 - Valid for 6 hours
3 - Valid for 9 hours
4 - Valid for 12 hours
5 - Valid for 18 hours
6 - Valid for 24 hours
7 - Valid for 48 hours
8 - Valid for 72 hours
9 - Occasionally

D - WIND DIRECTION

0 - Calm
1 - Northeast
2 - East
3 - Southeast
4 - South
5 - Southwest
6 - West
7 - Northwest
8 - North
9 - Variable

F_m - WIND SPEED

0 - 0 to 10 knots
1 - 11 to 16 knots
2 - 17 to 21 knots
3 - 22 to 27 knots
4 - 28 to 33 knots
5 - 34 to 40 knots
6 - 41 to 47 knots
7 - 48 to 55 knots
8 - 56 to 63 knots
9 - 64 knots & above

W_1 - FORECAST WEATHER

0 - Moderate or good visibility, more than 3 nautical miles
1 - Risk of accumulation of ice on superstructures (Temp. 23° to 32° F.)
2 - Strong risk, accumulation of ice on superstructures (Temp. below 23°F.)
3 - Mist (visibility ⅝ to 3 nautical miles)
4 - Fog (visibility less than ⅝ nautical miles)
5 - Drizzle
6 - Rain
7 - Snow, or rain and snow
8 - Squally weather with or without showers
9 - Thunderstorms

*Statement in plain language of Gale or Storm Warnings, if any are in effect, will follow the name of lake or seaway. Small Craft Advisories are not included in Mafor broadcasts. Time of warnings are in Eastern Standard Time (EST).

The forecast $1GDF_mW_1$ may be repeated as many times as necessary to describe the changes in wind and weather expected in a given area during the 24-hour forecast period. The forecast $1GDF_mW_1$ in which G= 1-8, refers to the forecast weather commencing at the time given in the group YYG_1G_1/ and continuing through the period indicated by G. Subsequent $1GDF_mW_1$ (G= 1-8) indicate the period of time that the described weather is forecast to persist, commencing at the end of the period specified in the preceding group $1GDF_mW_1$ (G= 1-8). Any forecast $1GDF_mW_1$ (G= 1-8) may be followed by $1GDF_mW_1$ (G= 9); in such cases, G= 9 indicates a phenomenon forecast to occur occasionally in the forecast period. On occasion, plain language words are used to describe weather conditions not easily described by the code tables; times are stated in EST.

Wave forecast indicates the expected wave heights at the downwind end or side of the lake; this being tne area where the wave height buildup is greatest. Times in EST. Wave heights are usually specified as a range for the 24-hour period, but significant changes (generally variations of more than 5 feet) will be stated.

Forecast periods begin at 0000, 0600, 1200 and 1800 Greenwich Mean Time; equivalent Eastern Standard Times are 7 pm, 1 am, 7 am and 1 pm, respectively.

SCHEDULED MAFOR WEATHER FORECASTS (BY MARINE RADIOTELEPHONE STATIONS)

CITY & STATION	FREQUENCY	SCHEDULE (EST)	LOCATION
Lorain, Ohio WMI	161.9 MHz (Chan. 26)	12:02 & 6:02 AM & PM	41°26′25″N 82°13′45″W
Rogers City, Mich. WLC	2514 kHz (Chan. 57) 4369.8 kHz 161.9 MHz (Chan. 26)	6:17 AM & PM 12:17 PM	45°24′19″N 83°46′16″W
Duluth, Minn. KVY 601	156.85 MHz (Chan. 17)	12:02 & 6:02 AM & PM	46°51′15″N 91°59′05″W
Port Wash., Wis. KVY 605	156.85 MHz (Chan. 17)	12:02 & 6:02 AM & PM	43°20′36″N 87°52′36″W

Emergency and Calling Frequency: 2182 kHz (Chan. 51) & 156.8 MHz (Chan. 16) VHF

Marine Weather Services Charts — Published by NOAA, National Weather Service — Two of the series of 15 charts covering U.S. Waters pertain to the Great Lakes. One covers Lakes Huron, Erie and Ontario, the other Lakes Michigan and Superior. Each lists Radio Broadcast Stations that carry Marine Weather Information, their schedules and the location of their antennas. The entire series of charts is sold by FAA-National Aeronautical Charting Office, Distribution Division (AVN-530), 6303 Ivy Lane, Suite 400, Greenbelt, Maryland 20770-6325. Telephone (301) 436-8301 or 1-800-638-8972.

SCHEDULED PLAIN LANGUAGE WEATHER FORECASTS (BY U.S. COAST GUARD RADIO STATIONS)

CITY & STATION	FREQUENCY	SCHEDULE (EST)	LOCATION
Sault Ste. Marie, Mich. NOG	157.1 MHz (Chan. 22)	Every 3 hours beginnning at 12:05 AM	
Duluth, Minn. NOG-14	157.1 MHz (Chan. 22)	Every 3 hours beginning at 1:35 PM	

Gale and storm warnings are broadcast on receipt by selected U.S. Coast Guard Stations.

CONTINUOUS WEATHER BROADCASTS (By National Weather Service Radio Stations)

CITY	STATION	FREQUENCY	SCHEDULE
Chicago, IL	KWO-39	162.550 MHz	24 hours a day
Crystal Lake, IL	KXI-41	162.500 MHz	24 hours a day
Lockport, IL	KZZ-81	162.425 MHz	24 hours a day
South Bend, IN	WXJ-57	162.400 MHz	24 hours a day

MARINE WEATHER FORECASTS National Weather Service

CITY	TELEPHONE NUMBER	SCHEDULE
Chicago, IL	815-834-0675* 815-834-1435	24 hours 8:00 AM - 4:00 PM M--F (Recorded forecasts only at other times.)
Grand Rapids, MI	(616) 949-4253*	24 hours
Milwaukee, WI	(414) 744-8000* 262-965-2071	24 hours Noon - 3:00 PM

Weather forecasts and warnings may also be received from Standard Broadcast Stations (AM & FM). Consult local newspapers for broadcast schedules.

* Recorded forecast only.

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Last Correction: 11/3/2010. Cleared through:
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