

BookletChart™

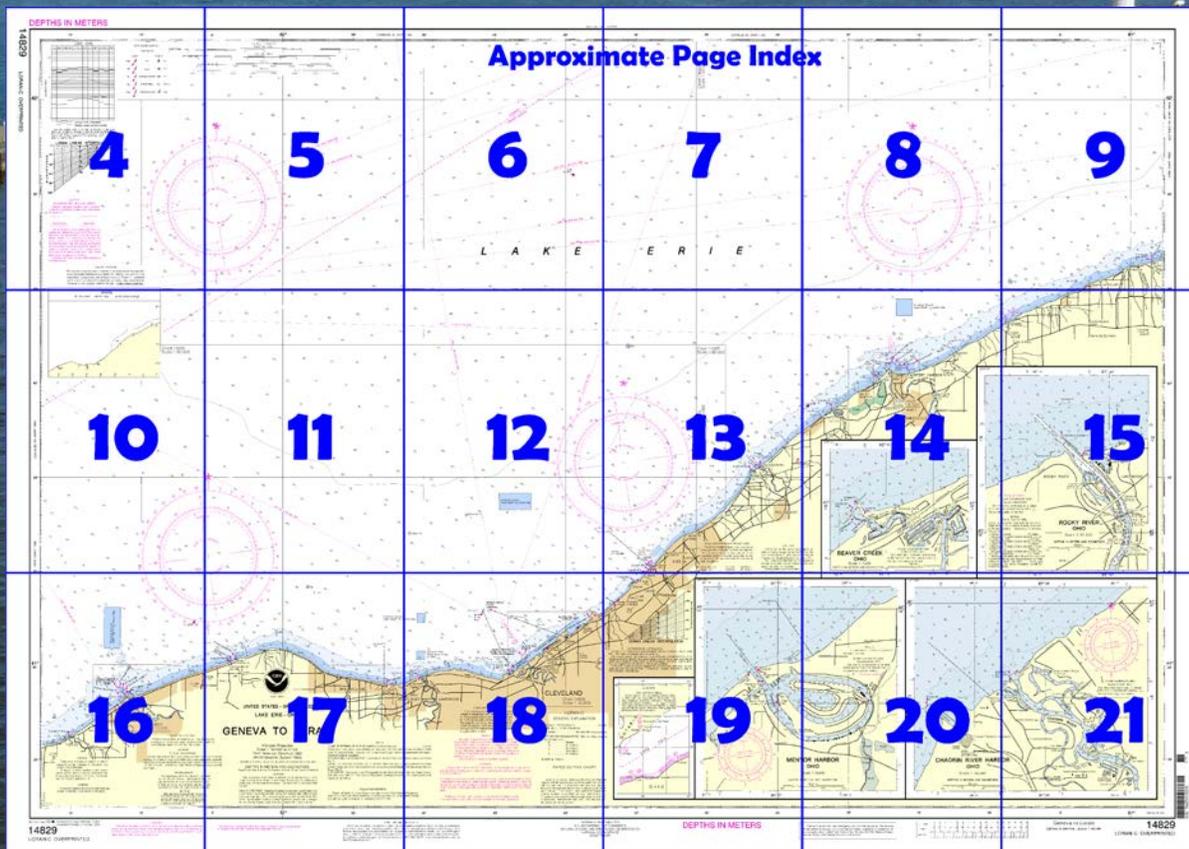
Geneva to Lorain NOAA Chart 14829



*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.

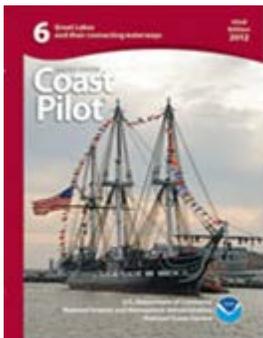
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14829>.



(Selected Excerpts from Coast Pilot)

From Ashtabula southwest for 27 miles to Fairport, the shore continues as a series of low wooded hills and small communities. Deep water is about 1 mile offshore. A sunken wreck, covered 10 feet, is about 0.6 mile offshore about 15 miles southwest of Ashtabula. A boulder, covered 15 feet, is about 3 miles east-northeast of the entrance to Fairport Harbor.

Fairport Harbor is about 29 miles

northeast of Cleveland Harbor. It comprises an outer harbor, and an inner harbor formed by the lower 1 mile of the **Grand River**.

An unmarked **dumping ground** with a least reported depth of 35 feet is 3.5 miles north-northeast of the harbor entrance.

Fairport Harbor West Breakwater Light (41°46'04"N., 81°16'52"W.), 56 feet above the water, is shown from a tower about 500 feet from the outer end of the west breakwater; a sound signal is at the light.

Channels.—The harbor is entered from Lake Erie through a dredged channel from deep water in the lake between two converging breakwaters to an outer harbor basin, thence between parallel piers through the mouth of the river for about 1.5 miles; the piers are marked at the outer ends by lights. A turning basin is on the west side of the channel about 1 mile above the mouth. The areas on the east and west sides of the entrance channel in the outer basin and the lower 1.2 miles of the river channel are not maintained. The Federal project depths are 25 feet in the approach channel and through the outer harbor to the mouth of the river, thence 24 feet in the river channel for about 0.7 mile, thence 21 feet to Olive Street on the W bank, thence 8 feet to the head of the project; the turning basin has a project depth of 18 feet. (See Notice to Mariners and latest edition of charts for controlling depths.) The east breakwater, from its inner end, turns east and parallels the shore for about 1 mile. Lights mark the outer ends of the breakwaters and the east end of the east breakwater.

Dangers.—A wreck, covered 30 feet, is about 0.6 mile northwest of the breakwater entrance. In 1986, a sunken wreck was reported in the harbor approach in 41°46.3'N., 81°16.9'W. A shoal that extends northwest from the north end of the west breakwater tends to encroach the west side of the approach channel. Deep-draft vessels should avoid favoring the W channel limit when entering or leaving the harbor. At times a very strong current past the river mouth pierheads makes it difficult and dangerous for unaided vessels to enter the river channel. A wreck, covered 6 feet, is in the outer harbor basin about 1,000 feet east of East Pier Light in about 41°45'41"N., 81°16'35"W. Mariners are cautioned to avoid dragging anchor over the submerged pipeline just above the river mouth. The harbormaster reports that vessels sometimes scrape the pipeline during low water conditions. The east end of the east breakwater may become submerged during certain weather conditions. The center pier abutment of a former railroad swing bridge, about 1.72 miles above the river entrance, has been removed to about 4 feet below water level; mariners are advised to use extreme caution when transiting the area.

Towage.—Tugs for Fairport Harbor are available from Ashtabula or Cleveland. (See Towage under Ashtabula and Cleveland.)

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Fairport Harbor is a **customs station**.

Coast Guard.—Fairport Harbor Coast Guard Station is on the west side of the river just inside the mouth.

Harbor Regulations- Harbor Regulations are enforced by the **harbormaster**, who may be reached through the Chief of Police, 220 3rd Street, Fairport Harbor, OH 44077. **Speed limits** of 6 mph (5.2 knots) and 10 mph (8.7 knots) are enforced in Grand River and in the outer harbor, respectively. (See **33 CFR 162.160 and 207.570**, chapter 2, for regulations.) Copies of the local regulations may be obtained from Village Hall, 220 3rd Street, Fairport Harbor, OH 44077.

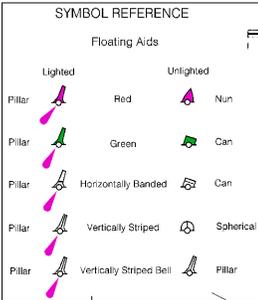
**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Cleveland Commander
9th CG District (216) 902-6117
Cleveland, OH

Table of Selected Chart Notes

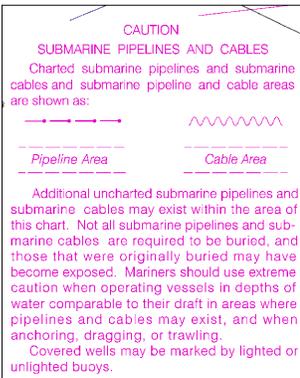
Ⓢ Pump-out facilities

Ⓢ Pump-out facilities



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 C
The entrance channel is subject to frequent change.



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.

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 0.173' northward and 0.600' eastward to agree with this chart.

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.

Cleveland, OH	KHB-59	162.55 kHz
Akron, OH	KDO-94	162.40 kHz
Sandusky, OH	KHB-59	162.40 kHz

CAUTION

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

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 existing depths are correspondingly greater or lesser than the charted depths.

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 Imagery and Mapping 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)

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.



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.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles (St M) and nautical miles (NM) between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line.

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
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.

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.

This chart was developed within the frame of international specifications in cooperation with the Canadian Hydrographic Service.

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

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, submerged cables and other installations.

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.

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.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

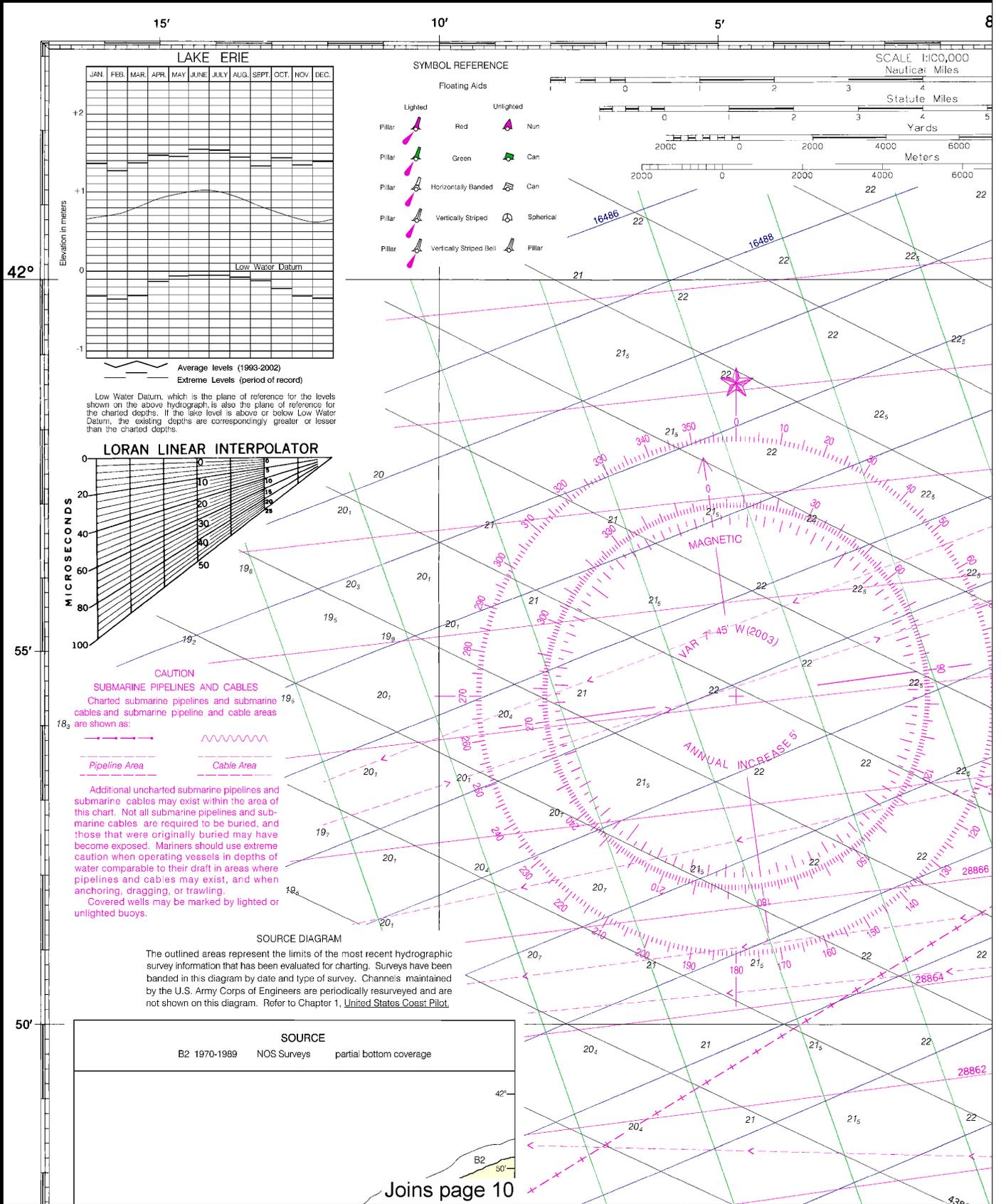
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....173.5m. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)

DEPTHS IN METERS

14829

LORAN-C OVERPRINTED



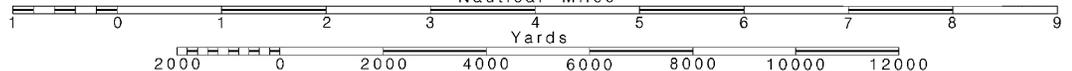
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Note: Chart grid lines are aligned with true north.

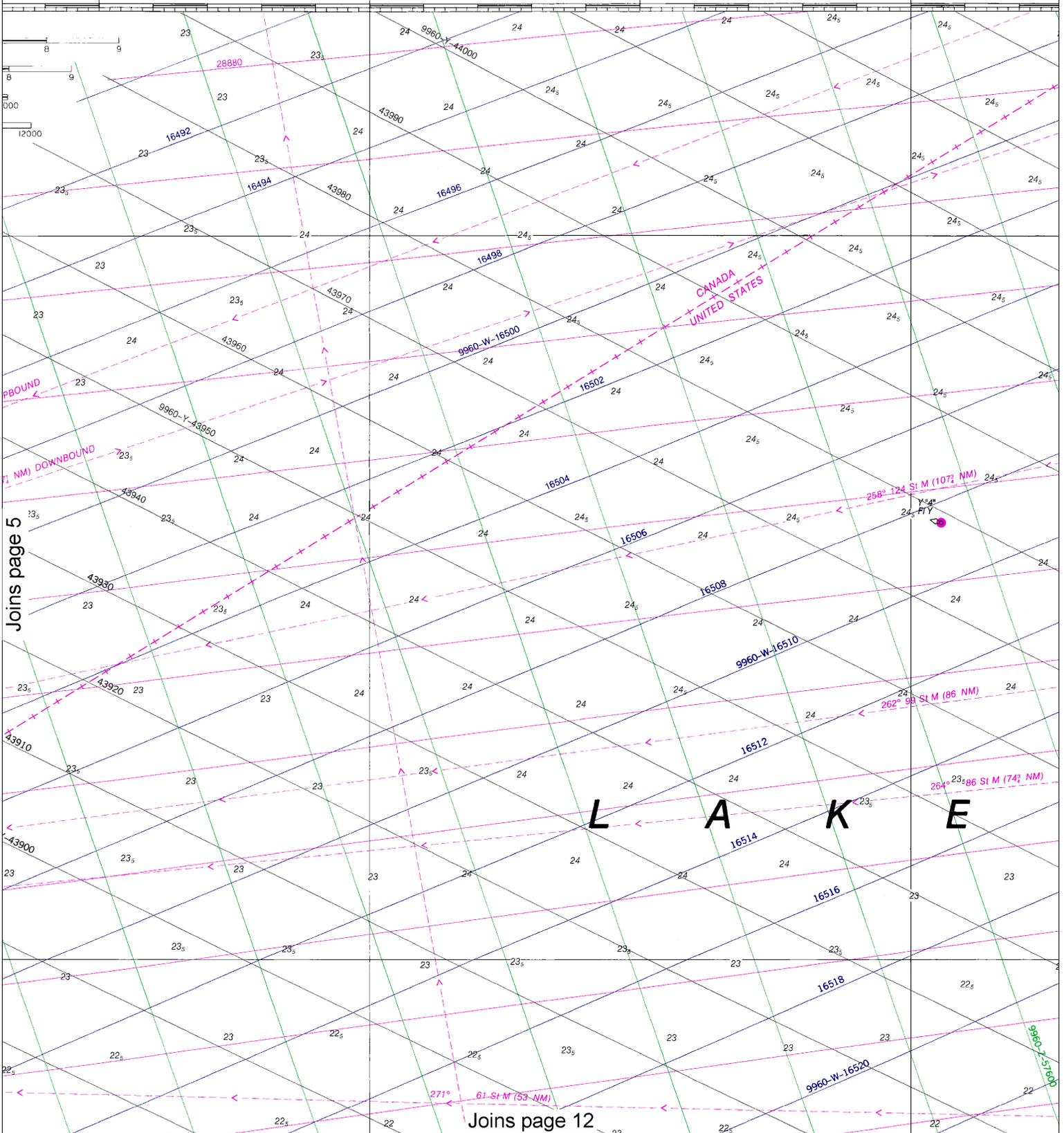
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SCALE 1:100,000
Nautical Miles

See Note on page 5.



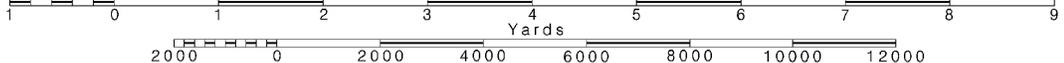
55' CONTINUED ON CHART 14820 50' 45' 40'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:100,000 Nautical Miles

See Note on page 5.



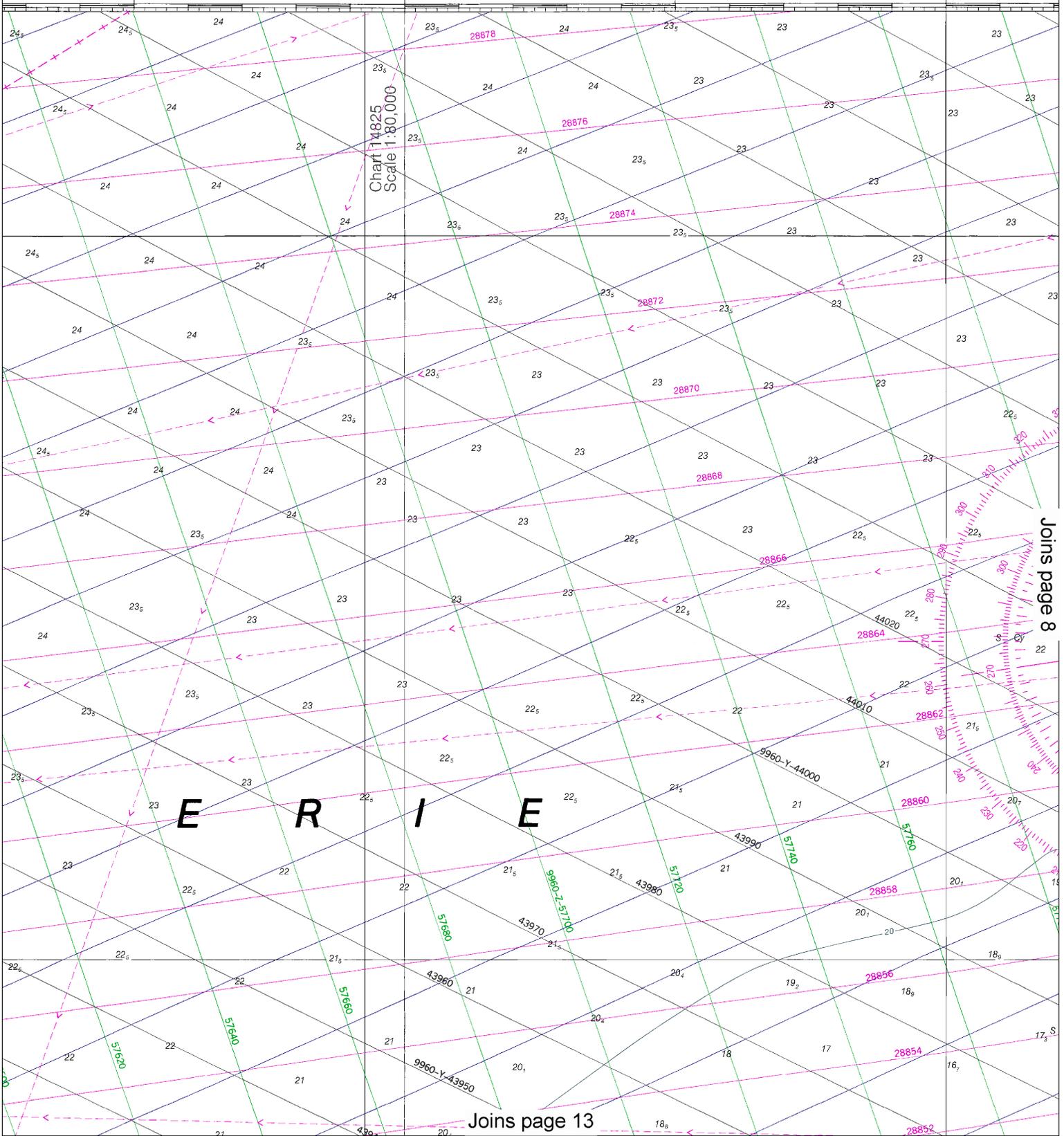
35'

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CONTINUED ON CHART 14820

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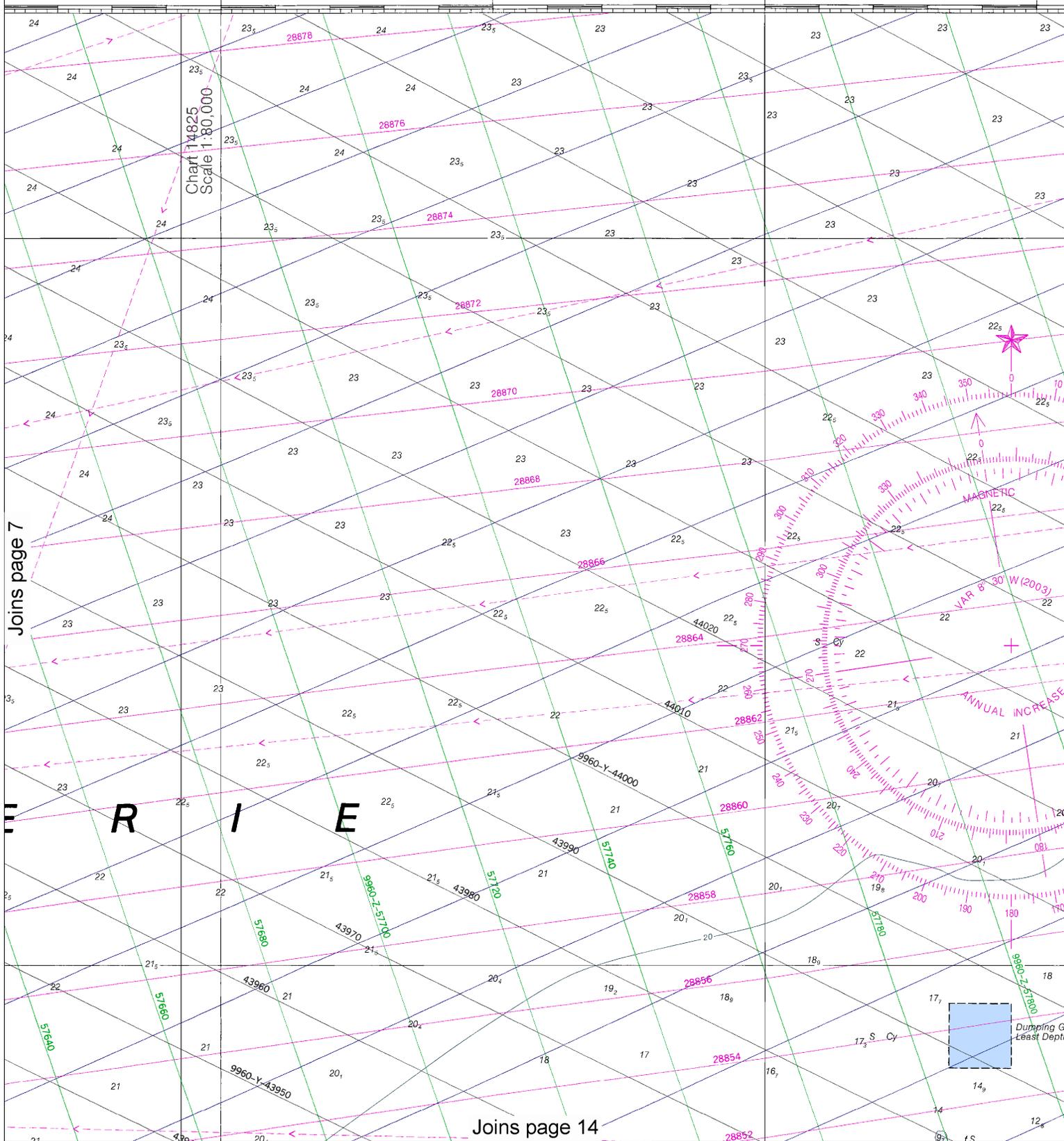
20'



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



Chart 14825
Scale 1:80,000



Joins page 7

Joins page 14

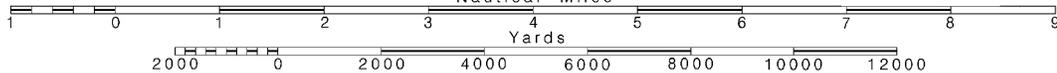


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Shaded areas are indicated 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.

Joins page 4

50'

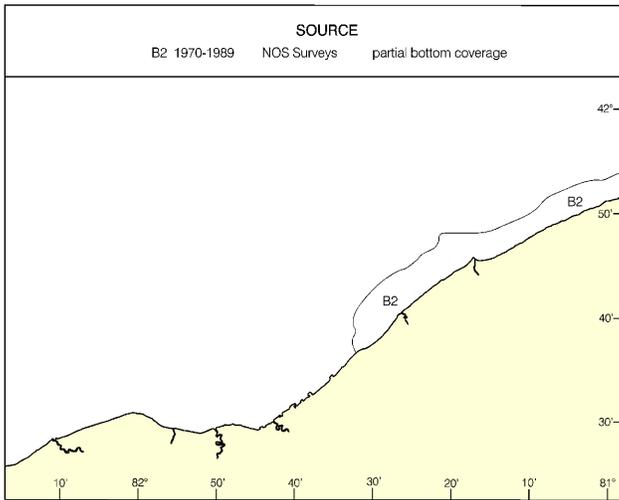


Chart 14826
Scale 1:80,000

45'

CONTINUED ON CHART 14820

40'

JOINS CHART 14830

35'

Joins page 16

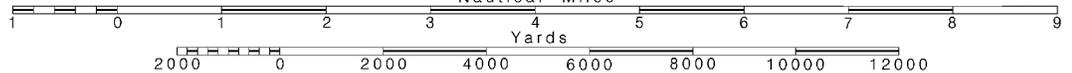
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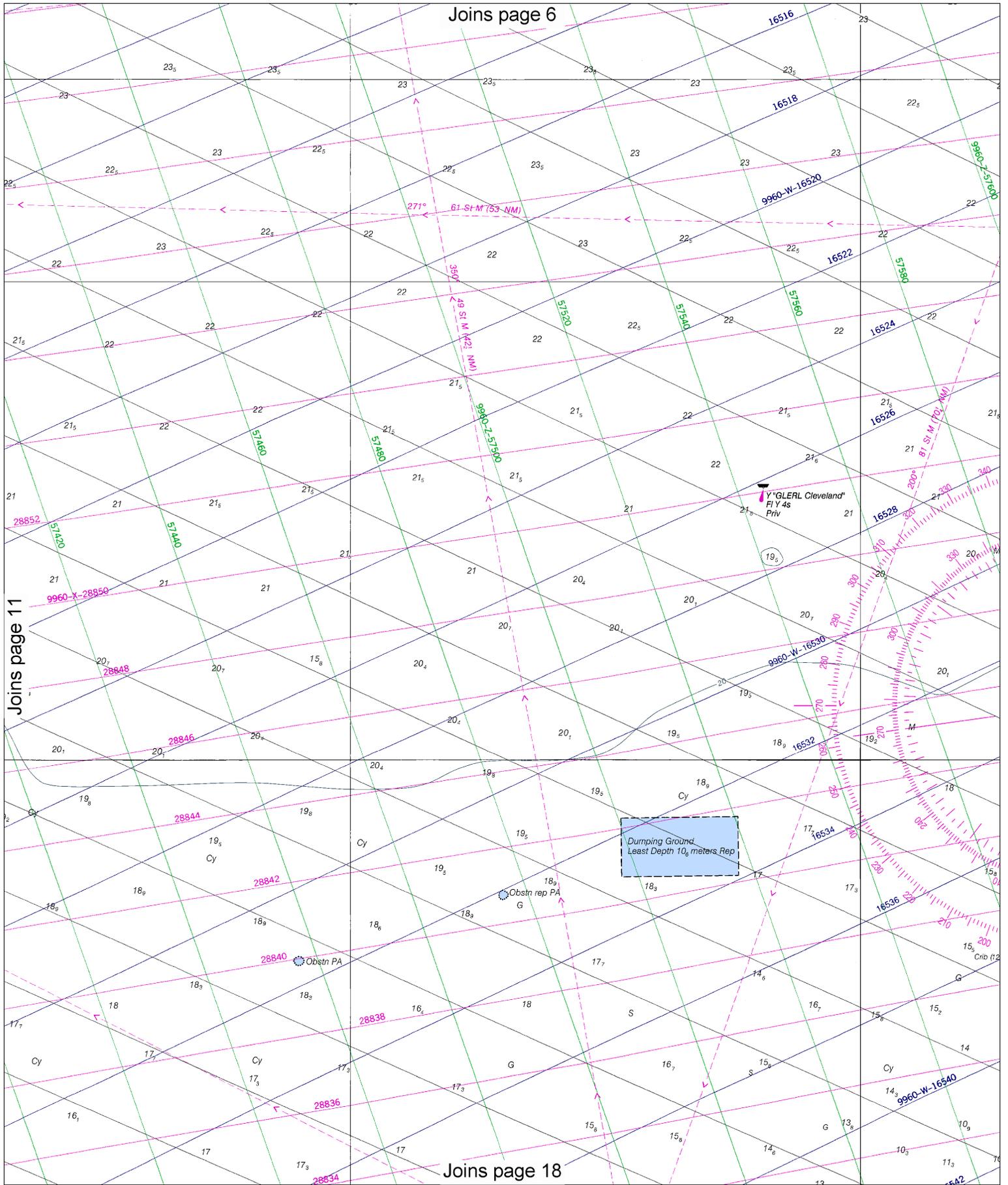
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.

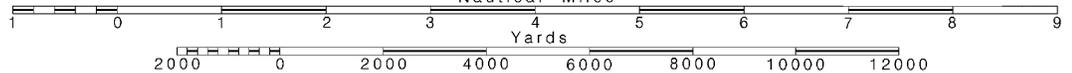
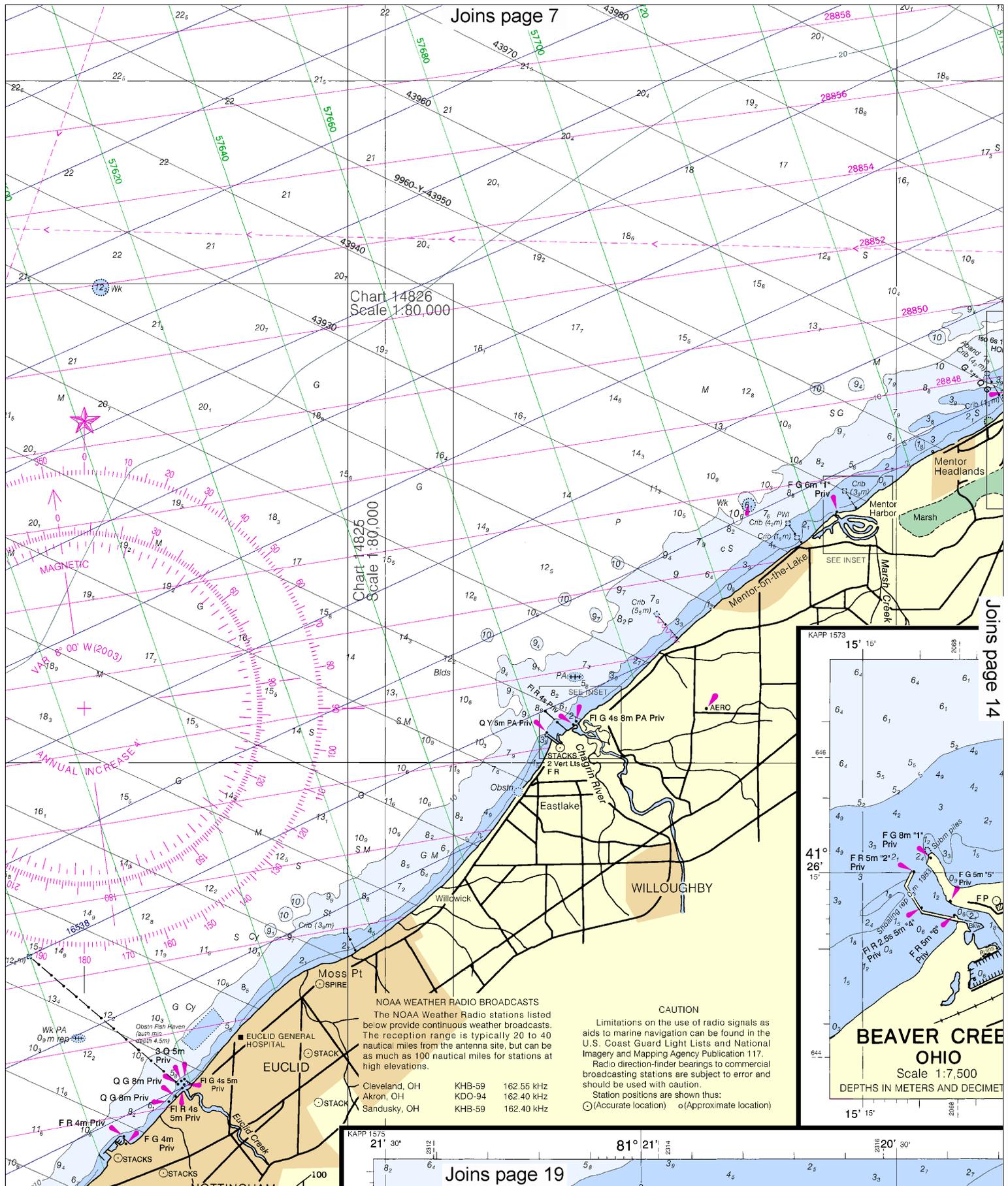
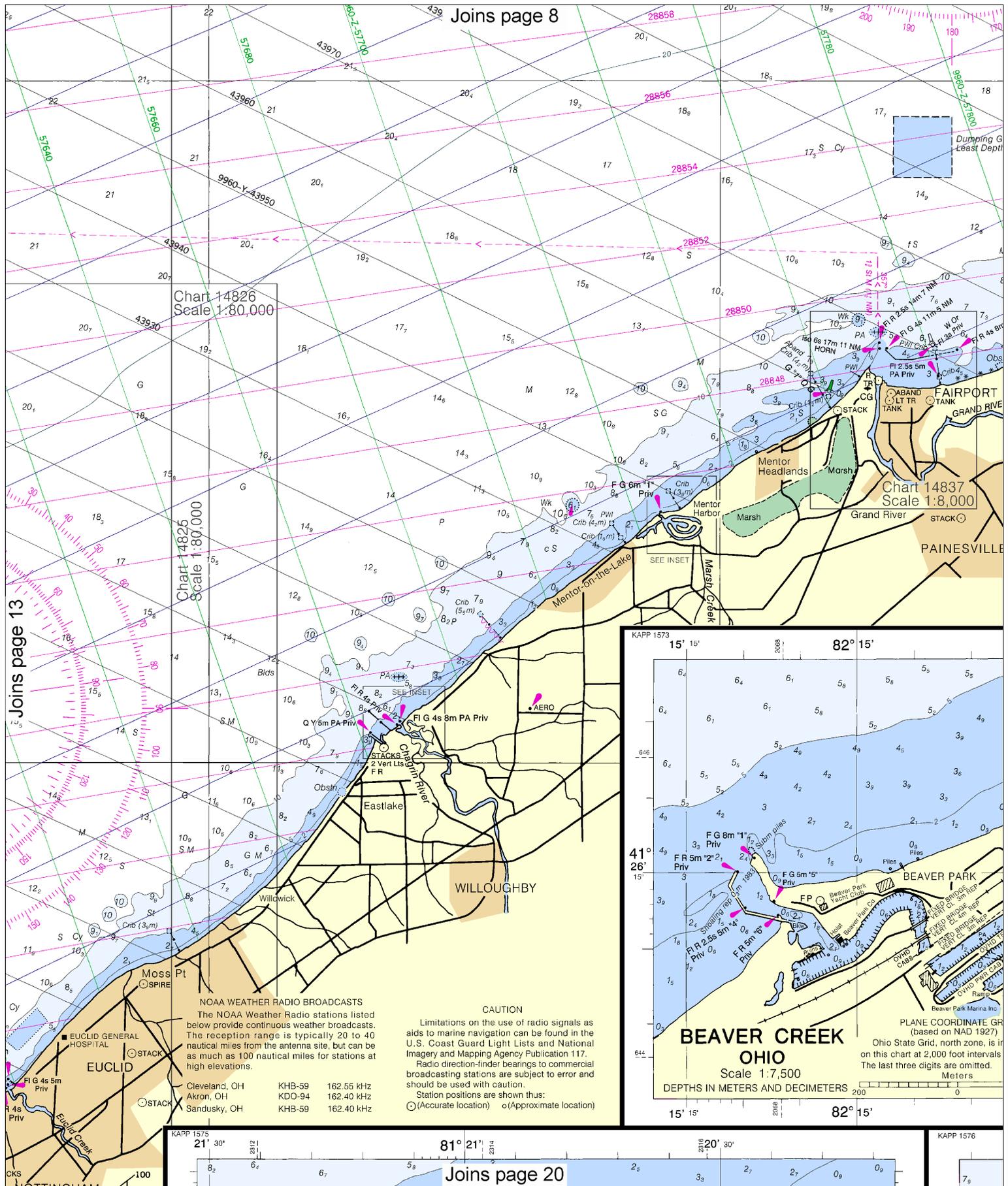


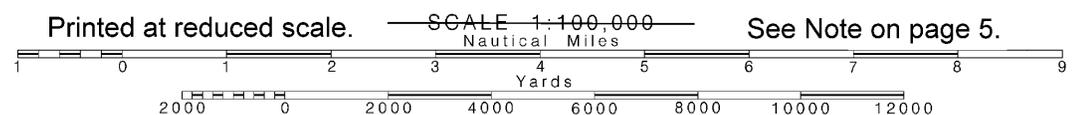
Chart 14826
Scale 1:80,000

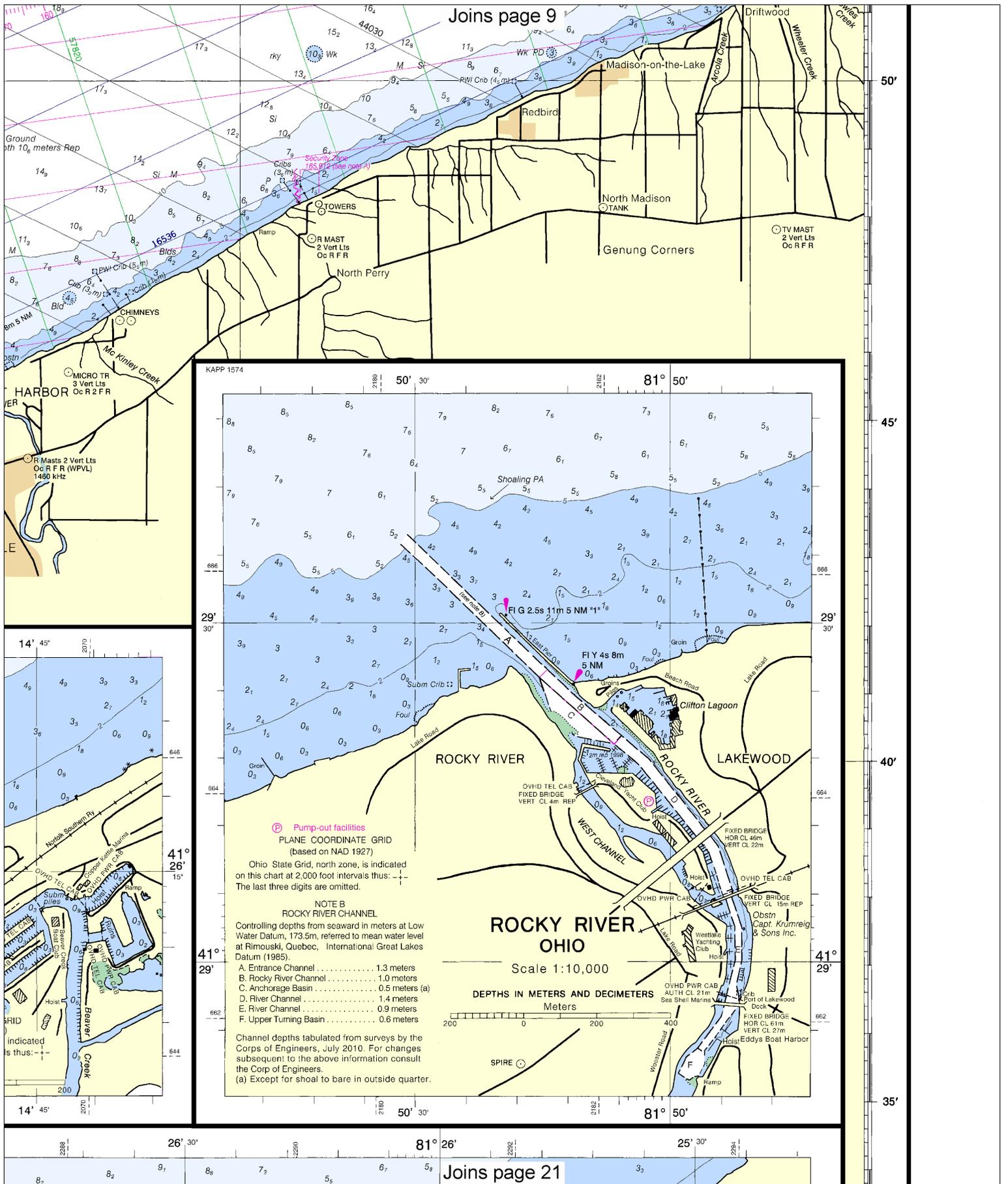
Chart 14825
Scale 1:80,000



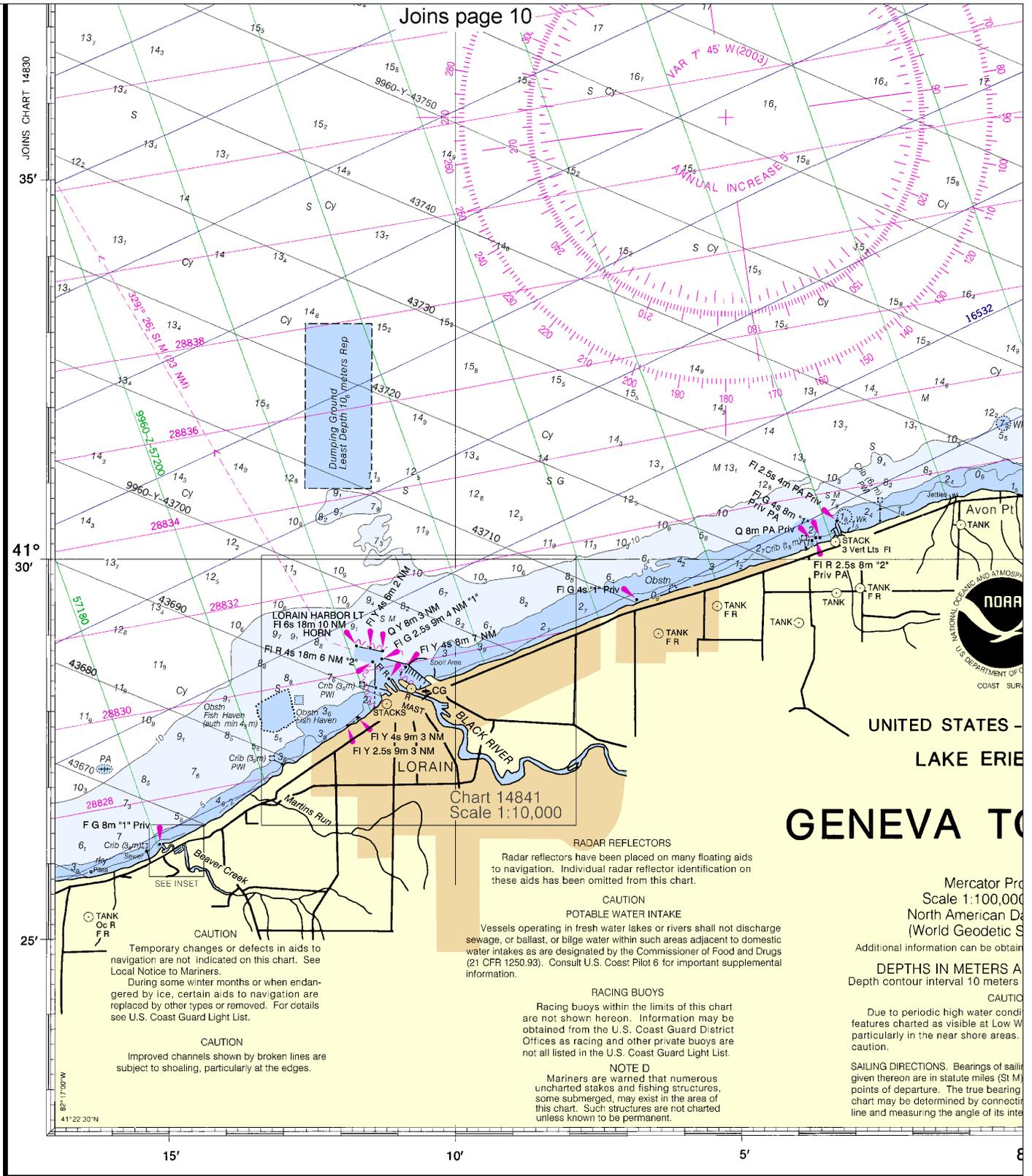


Note: Chart grid lines are aligned with true north.





Joins page 21



6th Ed., Dec./03 ■ Corrected through NM Dec. 13/03
 Corrected through LNM Dec. 2/03

14829

LORAN-C OVERPRINTED

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping 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.

This chart was developed within the frame of international cooperation with the Canadian Hydrographic Service.

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 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.

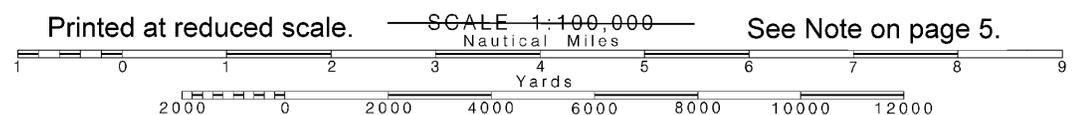
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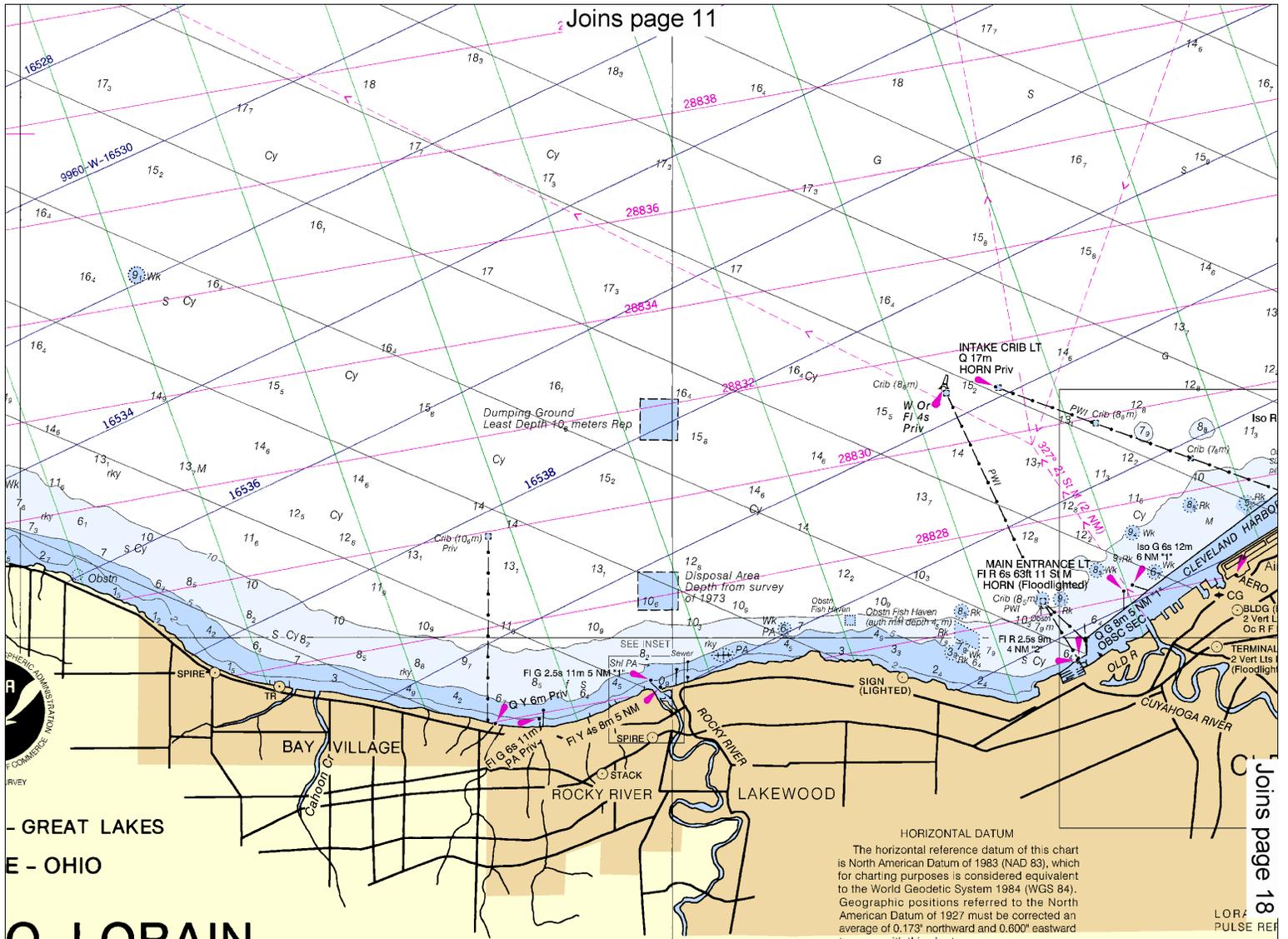
NOTE D
 Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

Mercator Proj
 Scale 1:100,000
 North American Datum
 (World Geodetic System 84)
 Additional information can be obtained from the U.S. Coast Guard Light List.
DEPTHS IN METERS
 Depth contour interval 10 meters.
CAUTION
 Due to periodic high water conditions, features charted as visible at Low Water may not be visible at high water, particularly in the near shore areas. Caution.
SAILING DIRECTIONS. Bearings of sailing thereon are in statute miles (St M) points of departure. The true bearing chart may be determined by connecting the line and measuring the angle of its intersection with the meridian.

16

Note: Chart grid lines are aligned with true north.





- GREAT LAKES
E - OHIO

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Projection
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NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....173.5m.
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
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BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water
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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.

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 0.173' northward and 0.600' eastward
to agree with this chart.

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 Com-
mander, 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.

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.

Gas pipelines and wells contain natural gas under pressure and damage to these
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positions of all oil and gas wells, pipelines, submerged cables and other installa-
tions.

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



PRINT-ON-DEMAND CHARTS

onal specifications
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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners
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Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent
about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>,
help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or
help@OceanGrafix.com.

Joins page 18

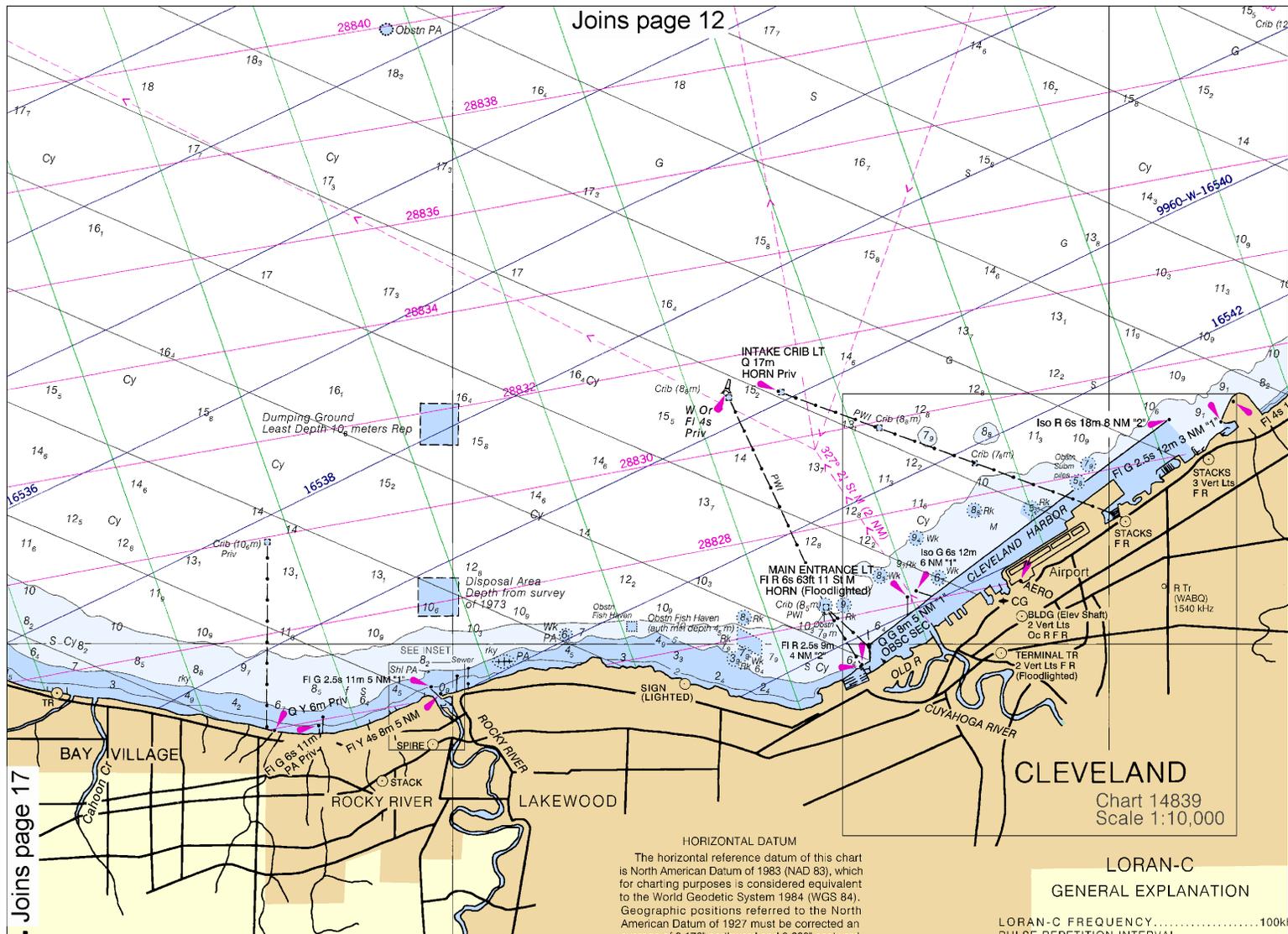
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Joins page 12

Joins page 17

CLEVELAND
Chart 14839
Scale 1:10,000

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 0.173' northward and 0.600' eastward to agree with this chart.

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Refer to charted regulation section numbers.

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.

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, submerged cables and other installations.

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

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 173.5m.
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, U.S. Coast Guard, and Canadian authorities.

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).

**LORAN-C
GENERAL EXPLANATION**

LORAN-C FREQUENCY..... 100K
PULSE REPETITION INTERVAL
9960..... 99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

- M Master
- X Secondary
- W Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 9960-Y

RATES ON THIS CHART

9960-W 9960-X 9960-Y 9960-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

55'

50'

45'

40'

PRINT-ON-DEMAND CHARTS

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Published at Wash DC
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC SURVEY
COAST SURVEY

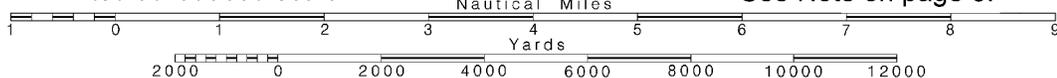
18

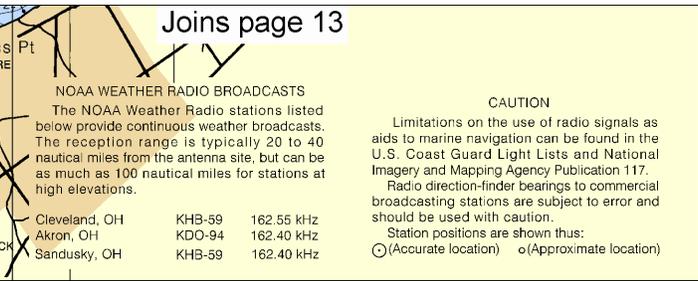
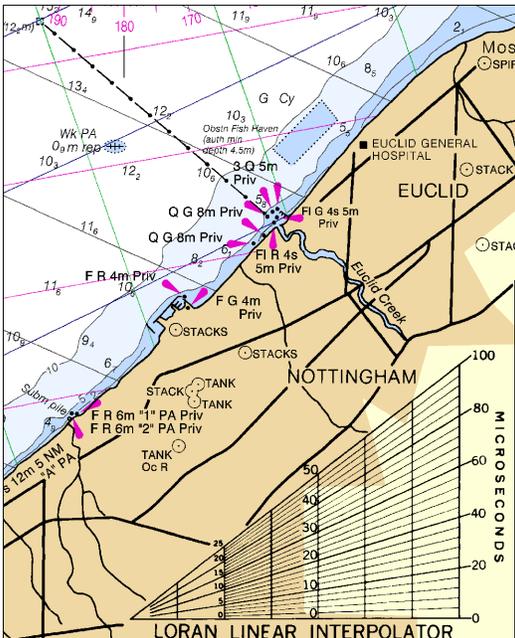
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

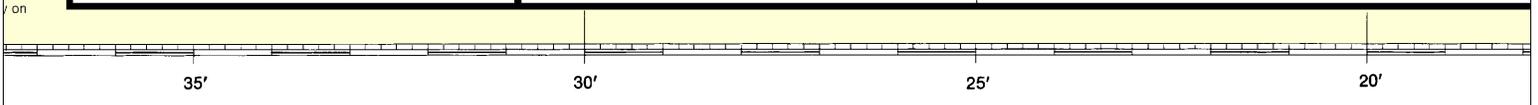
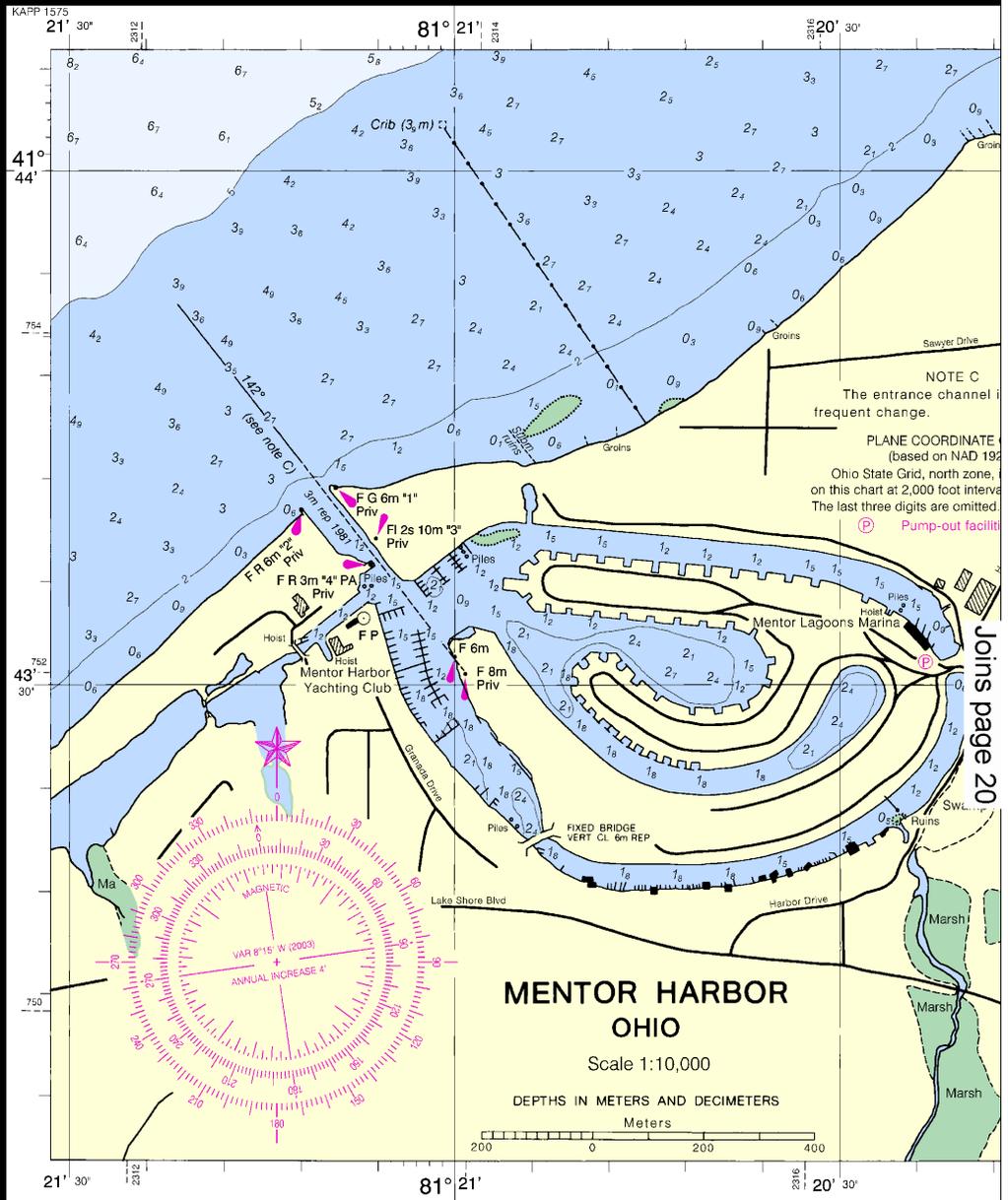
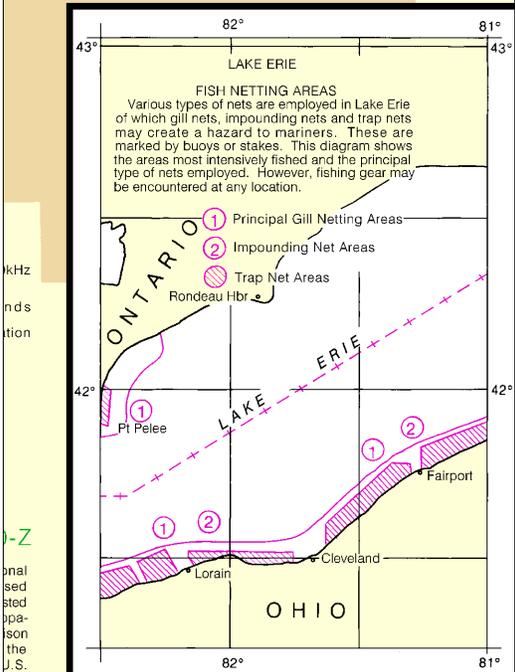
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See Note on page 5.





SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 6 and Canadian Sailing Directions, Great Lakes, Vol. 1 for important supplemental information. Information concerning Canadian Nautical Charts, Sailing Directions, Tide Tables and other Government publications of interest to mariners may be obtained on request to the Dominion Hydrographer, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa. For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.



Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 COAST AND GEODETIC SURVEY

DEPTHS IN METERS

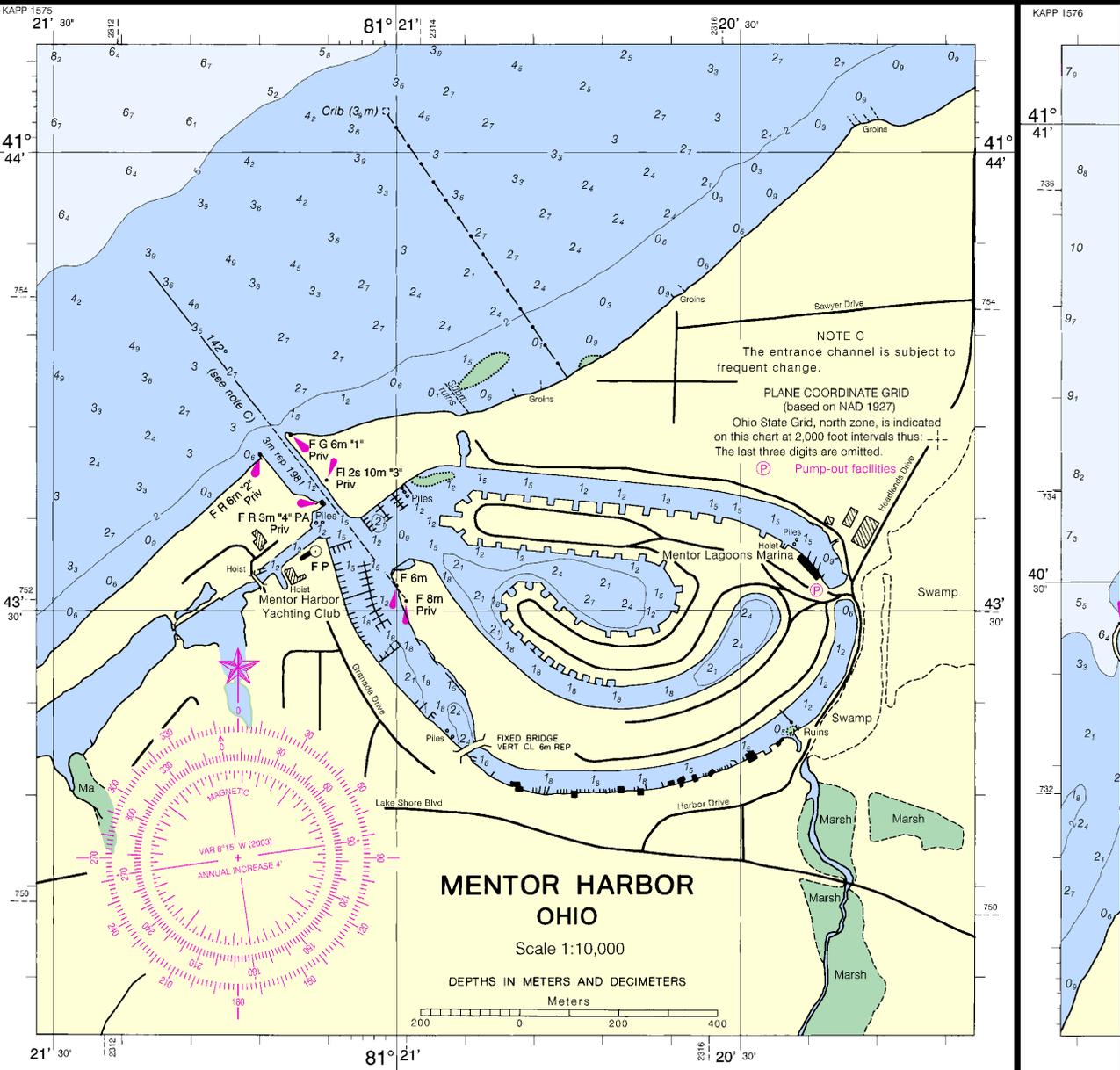
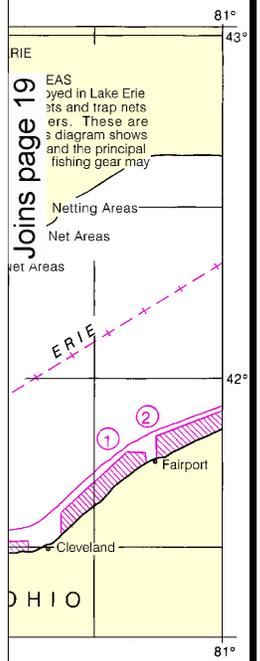
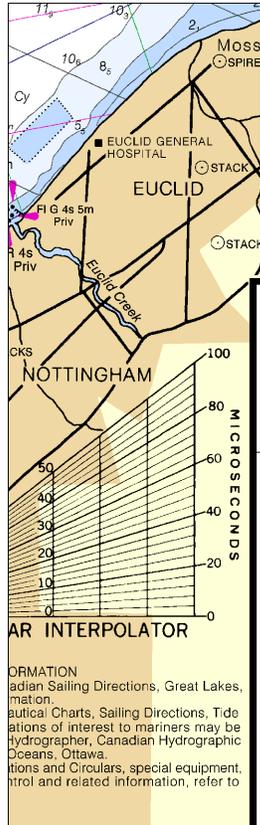
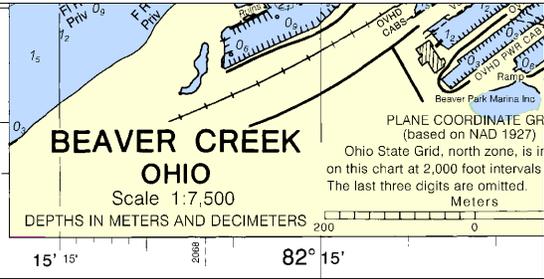
This nautical chart has been designed to promote safe navigation. The Coast and Geodetic Survey encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Joins page 14

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.

Cleveland, OH	KHB-59	162.55 kHz
Akron, OH	KDO-94	162.40 kHz
Sandusky, OH	KHB-59	162.40 kHz

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 Imagery and Mapping 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)



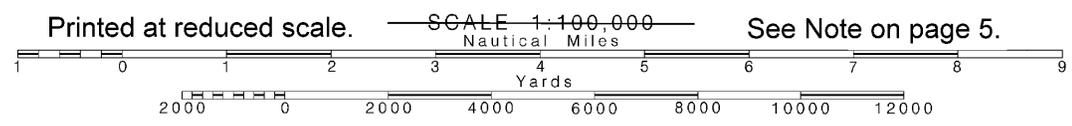
DEPTHS IN METERS

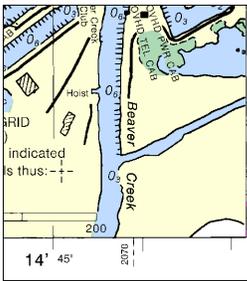
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

FATHOM
 FEET
 METERS



Note: Chart grid lines are aligned with true north.

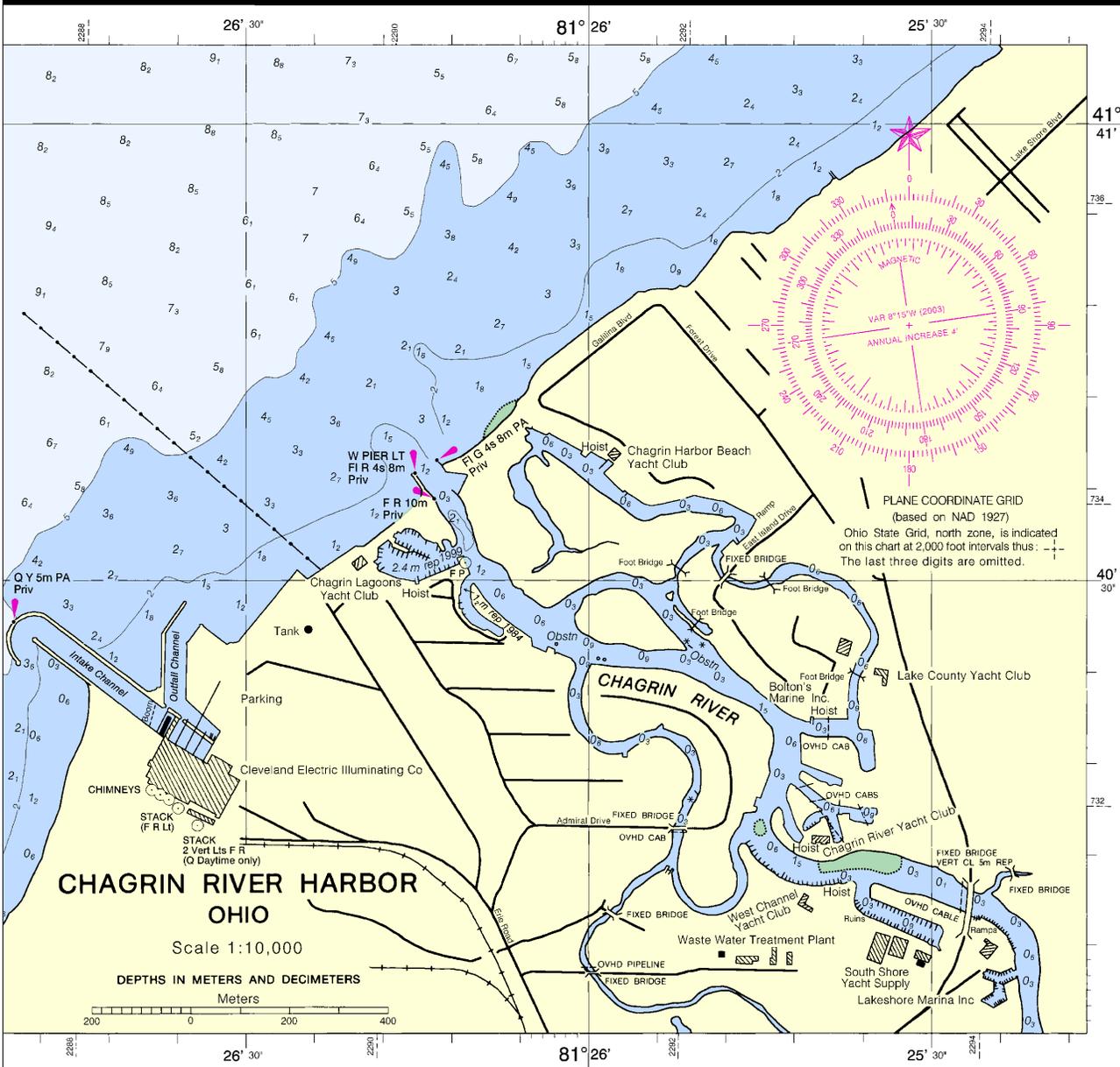
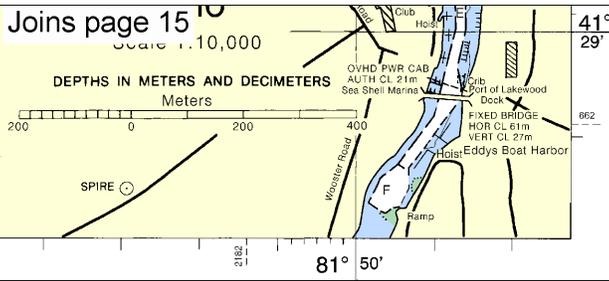




at Rimouski, Quebec, International Great Lakes Datum (1985).

A. Entrance Channel	1.3 meters
B. Rocky River Channel	1.0 meters
C. Anchorage Basin	0.5 meters (a)
D. River Channel	1.4 meters
E. River Channel	0.9 meters
F. Upper Turning Basin	0.6 meters

Channel depths tabulated from surveys by the Corps of Engineers, July 2010. For changes subsequent to the above information consult the Corp of Engineers.
(a) Except for shoal to bare in outside quarter.



41° 29'

35'

41° 30'

40'

30'

25'

81° 50'

81° 26'

25° 30'

2294

2292

2290

2288

2286

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2260

2258

2256

2254

2252

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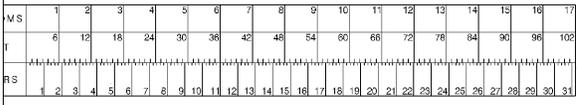
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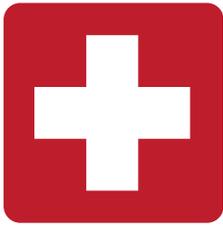
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NIMA REFERENCE NO. 14XCO14829



Geneva to Lorain
DEPTHS IN METERS - SCALE 1:100,000

14829
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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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker