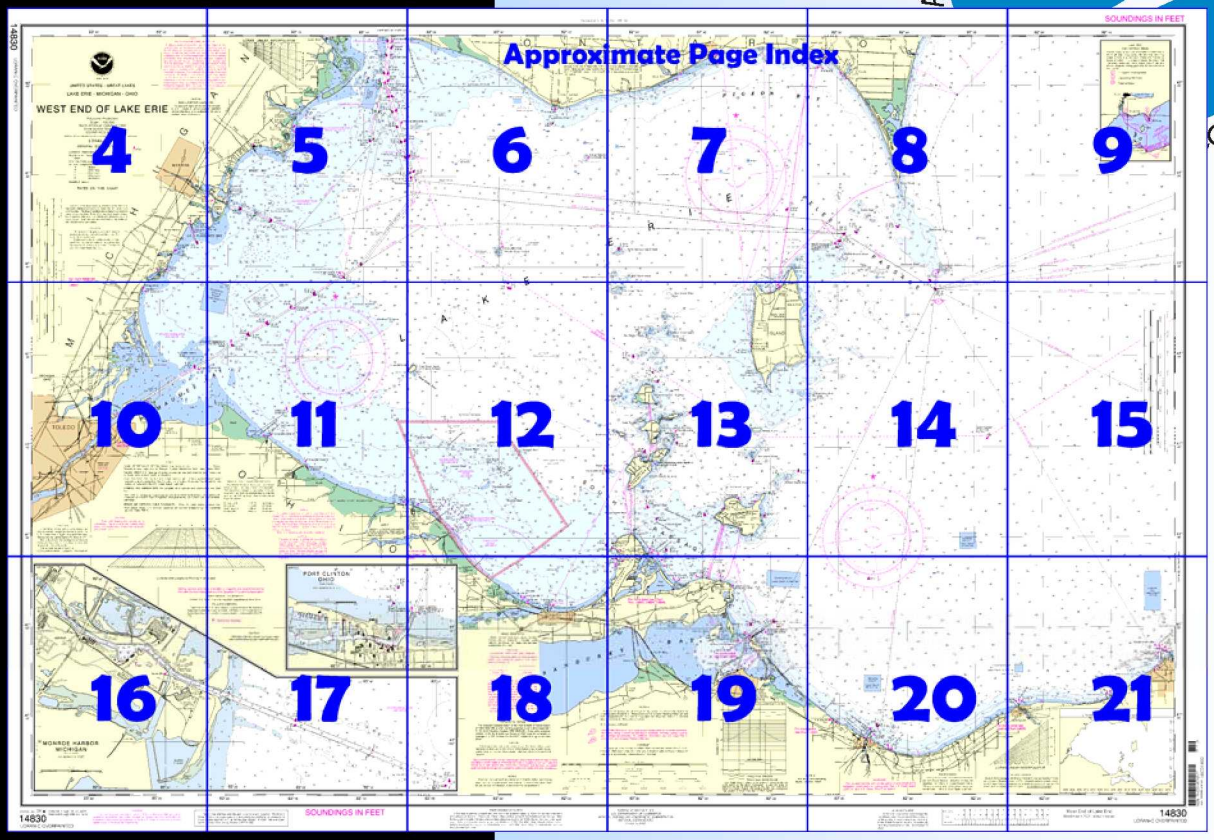
BookletChart™

West End of Lake Erie

(NOAA Chart 14830)

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 all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

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™?

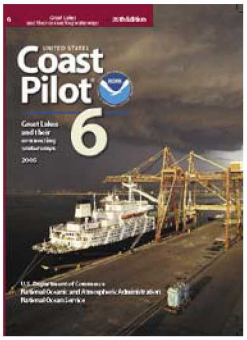
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this 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.



[Coast Pilot 6, Chapter 6 excerpts]

(450) **Vermilion**, about 34 miles W of Cleveland, has a harbor used mainly by fishing and recreational craft. The harbor comprises the lower 3,000 feet of the **Vermilion River,** and an approach channel from the lake. About 0.6 mile SE of the river entrance, a lighted tank with the name VERMILION on the side is prominent.

(460) **Huron Harbor** is about 44 miles W of Cleveland inside the mouth of the **Huron River** at the city of **Huron, Ohio.**

(464) **Huron Harbor Light** (41°24.3'N., 82°32.6'W.), 80 feet above the water, is shown from a white square pyramidal tower on the W pierhead. A fog signal is at the light.

(481) From Huron, the wooded shoreline trends NW for 9.7 miles to **Cedar Point** (41°29.5'N., 82°41.3'W.), the SE entrance point to Sandusky Bay. In this stretch, deep water is about 0.9 to 1.2 miles off except at Cedar Point where the shallow depths widen to 1.5 miles.

(482) **Sandusky Harbor**, serving the city of **Sandusky, Ohio,** is in the SE part of Sandusky Bay about 50 miles W of Cleveland. The harbor is a major shipping point for coal. Sand, gypsum, and fish are also handled. The harbor is an excellent natural harbor of refuge for small craft.

(508) **Sandusky Bay** extends W from its entrance between Cedar Point and Bay Point for about 15 miles to **Muddy Creek Bay**. **Sandusky River** flows into the S side of Muddy Creek Bay. Small craft can navigate through Sandusky Bay, Muddy Creek Bay, and upstream in the Sandusky River for about 15 miles to the Norfolk Southern Railway Bridge at the town of **Fremont, Ohio.** Depths of about 5 feet can be carried through Sandusky Bay, thence 2 to 4 feet through Muddy Creek Bay, and thence 2 to 19 feet in the river. The channels through the bays are indefinite and not marked. The entrances to Muddy Creek Bay and the Sandusky River are marked by uncharted buoys that are frequently moved to mark the best water. Small craft are cautioned to use the marked channel at the mouth of the river as submerged dikes extend from both sides of the river mouth.

(518) **Marblehead Coast Guard Station** is close W of Marblehead Stone Docks. A small sheltered basin at the station has depths of 8 feet decreasing to 6 feet at the edges.

(530) Between Catawba Island and **Locust Point** (41°36.2'N., 83°05.0'W.), a rounding projection 12 miles W, a broad open bight has depths less than 24 feet. The Portage River empties into the S side of the bight. A large shallow bank with depths less than 14 feet extends about 5.5 miles N and NE off Locust Point. A least depth of 2 feet, marked on the E side by a buoy, is about 4.7 miles NE of the point, and there are scattered patches of 3 to 10 feet elsewhere. **Niagara Reef,** a detached shoal with a least depth of 3 feet, is 6.8 miles NE of the point and is marked on the N side by a lighted buoy. Strangers should not attempt passage S of Niagara Reef.

(538) **Toussaint River** is entered about 8 miles NW of Port Clinton on the E side of Locust Point through an entrance channel that crosses a bar, and in March-April 2004, was shoal in several places. The channel is marked by seasonal buoys. The buoys are uncharted as they are frequently shifted in position to mark the best water. Mariners should use caution and seek local knowledge before navigating the entrance channel.

(542) Between Locust Point and **Cedar Point,** 15 miles NW, the 18-foot contour decreases from about 7 miles offshore at Locust Point to 2.5 miles at Reno Beach and then increases to 4.5 miles at Cedar Point. Several isolated 17-foot spots are beyond the 18-foot contour NE of Cedar Point.

(543) 6**Long Beach**, a private harbor for small boats, is on the N side of Locust Point. A private **159**° lighted range marks the entrance to the basin.

(544) **Turtle Creek**, about 2.5 miles W of Locust Point, has two marinas at its mouth. In 1977, the reported controlling depth in the mouth of the creek was 1 to 2 feet. The entrance is marked by a private **129**° lighted range and buoys. Numerous submerged piles are in the mouth of the creek. Caution is advised. Transient berths, gasoline, water, ice, launching ramps, and a 60-ton hoist are available.

(546) **Ward Canal** is entered about 6 miles WNW of Turtle Creek. Two jetties protect the entrance channel. A light marks the outer end of the E jetty. In May 1981, a sandbar was reported across the mouth of the canal. Caution is advised. Small-craft facilities are available in the canal.

(548) **Maumee Bay** is a large shallow expanse forming the SW corner of Lake Erie. The bay has prevailing depths of less than 10 feet and is obstructed by several dumping grounds. A dredged channel leads from deep water in Lake Erie SW through the bay to the mouth of the Maumee River.

(549) **Toledo Harbor**, serving the city of **Toledo, Ohio,** is at the W extremity of Lake Erie. The harbor includes the lower 7 miles of the **Maumee River** and a channel about 18 miles long through Maumee Bay from deep water in Lake Erie to the mouth of the river. The principal cargoes handled at the port are coal, iron ore, grain, petroleum products, and general cargo.

Table of Selected Chart Notes

✦ Submerged well head

Ⓟ Pump-out facilities

NOTE E

For project and controlling depths use chart 14845.

NOTE F

Approach to Toussaint River Entrance is marked by six buoys. These buoys are not shown because they are frequently shifted in position.

Corrected through NM Jul. 21/07
Corrected through LNM Jul. 17/07

NOTE B

The area bounded by screen tint is a military exercise area controlled by the Federal Aviation Administration. Also, DANGER ZONES (CFR 334.850, Note A), which are used for ground based exercises, exist within the screened area. Mariners should use caution and should consult both U.S. Coast Pilot 6 and the U.S. Coast Guard Local Notice to Mariners.

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.

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

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

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.

Adrian, MI	WNG-647	162.450 MHz
Cleveland, OH	KHB-59	162.550 MHz
Detroit, MI	KEC-63	162.550 MHz
Grafton,OH	WNG-698	162.500 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

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.

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)

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.

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.

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 Detroit, Michigan.

Refer to charted regulation section numbers.

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/.

LAKE ERIE

FISH NETTING AREAS

Various types of nets are employed in Lake Erie of which gill nets, impounding nets and trap nets may create a hazard to mariners. These are marked by buoys of stakes. This diagram shows the areas most intensively fished and the principal type of nets employed. However, fishing gear may be encountered at any location.

1. Principal Gill Netting Areas
2. Impounding net Areas
3. Trap Net Areas

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

SUPPLEMENTAL INFORMATION

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

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

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.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.173" northward and 0.321" eastward to agree with this chart.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" 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.

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.

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.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

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, submarine cables and other installations.

CAUTION

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

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.

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

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental 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.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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

A 4A Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

COPYRIGHT

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.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New 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.

14830

LORAN-C OVERPRINTED

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - MICHIGAN - OHIO

WEST END OF LAKE ERIE

Polyconic Projection
Scale 1:100,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

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

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
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W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-Y

RATES ON THIS CHART

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CAUTION

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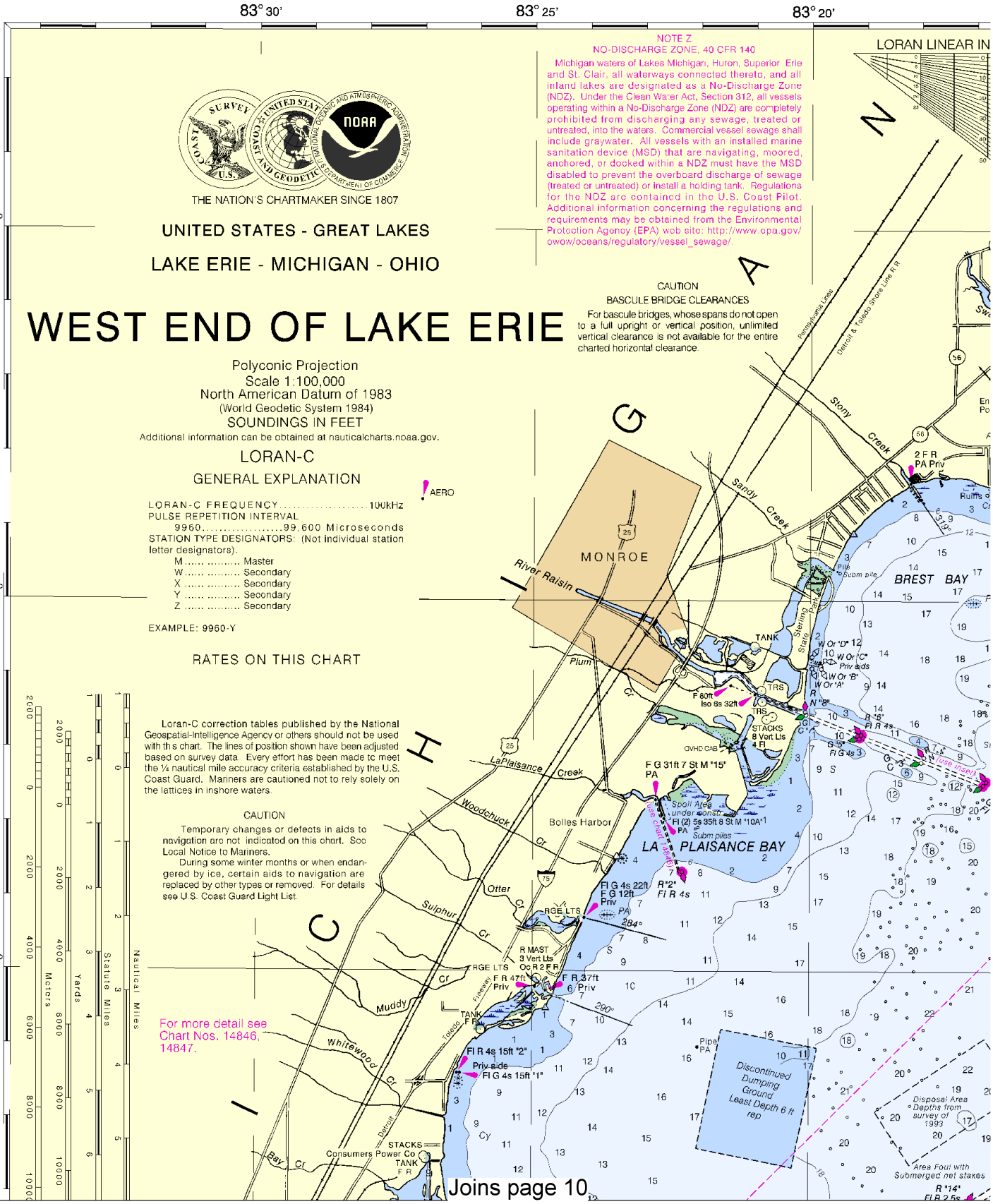
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE 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/.

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.



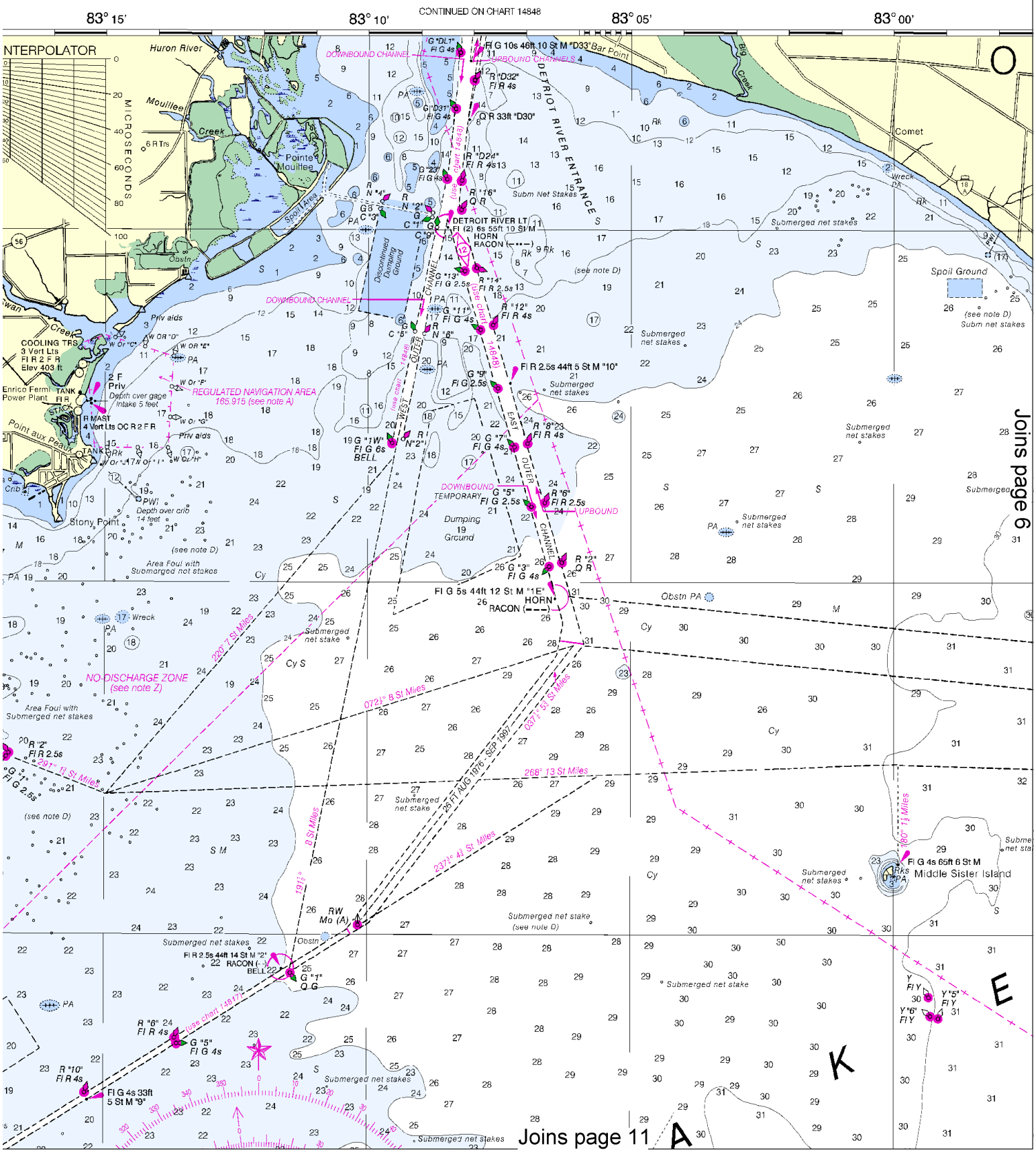
For more detail see Chart Nos. 14846, 14847.

Printed at reduced scale. SCALE 1:100,000 See Note on page 5.

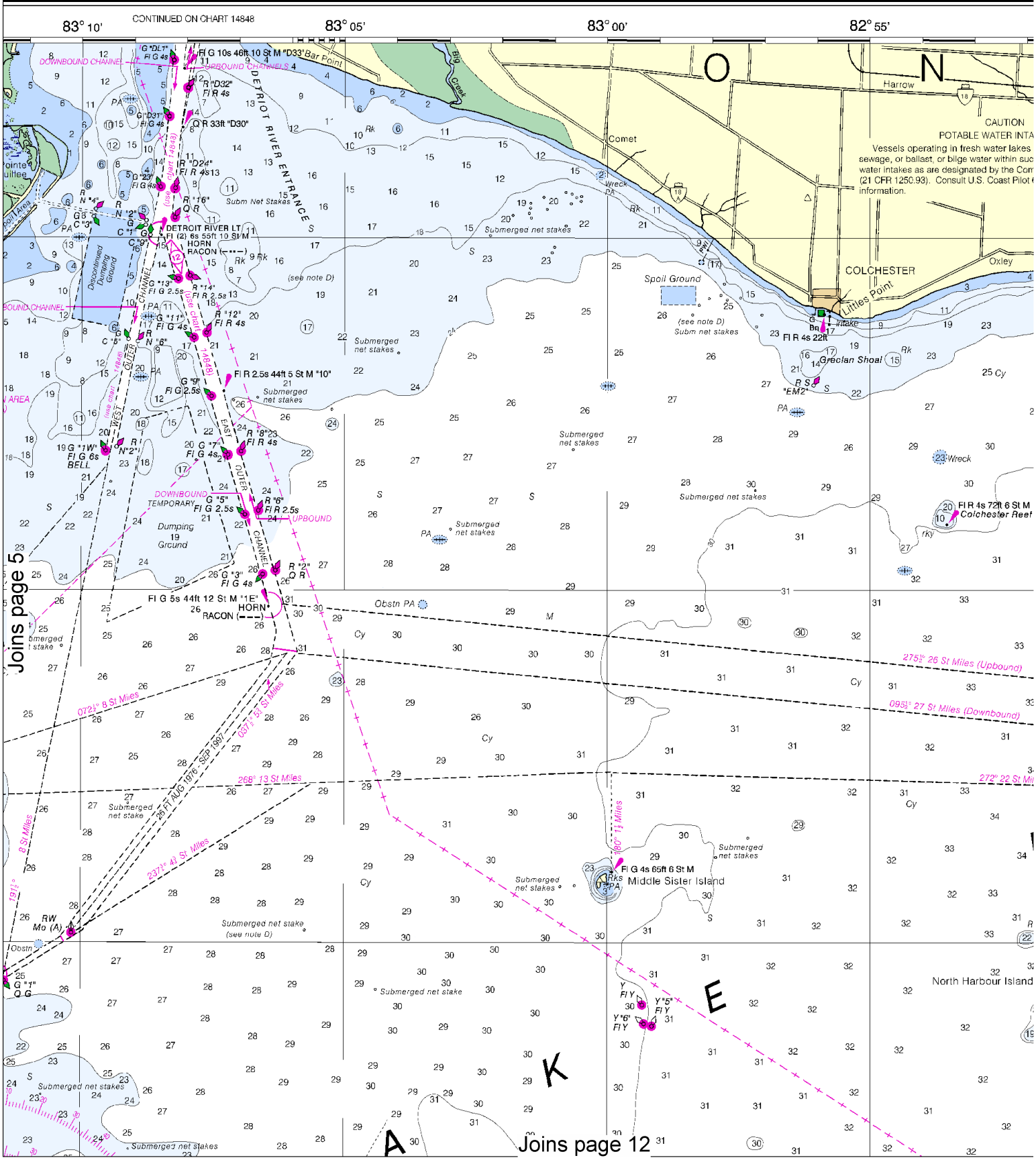
Nautical Miles

Yards

North



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

North

Printed at reduced scale. SCALE 1:100,000

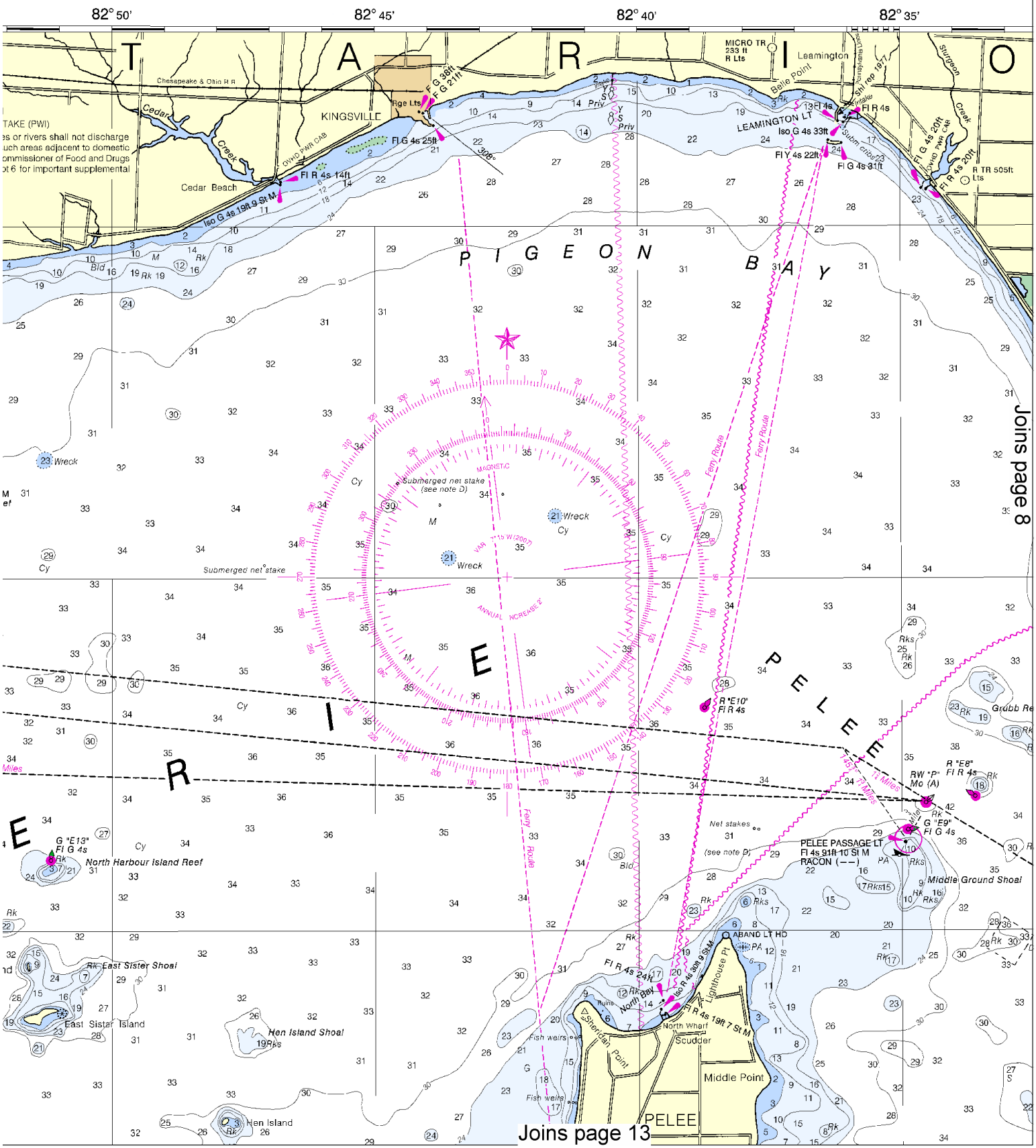
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

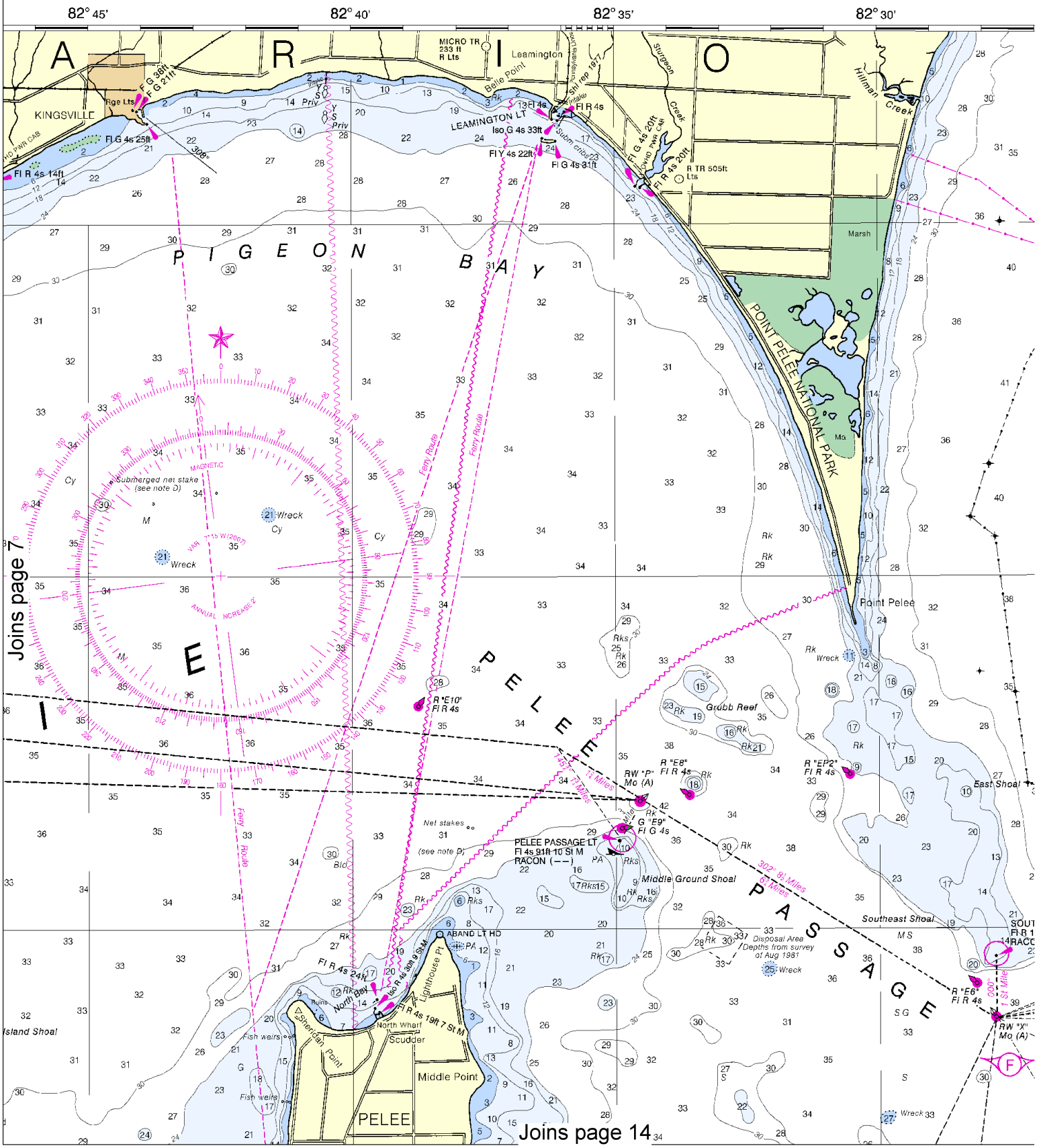
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



8

North

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

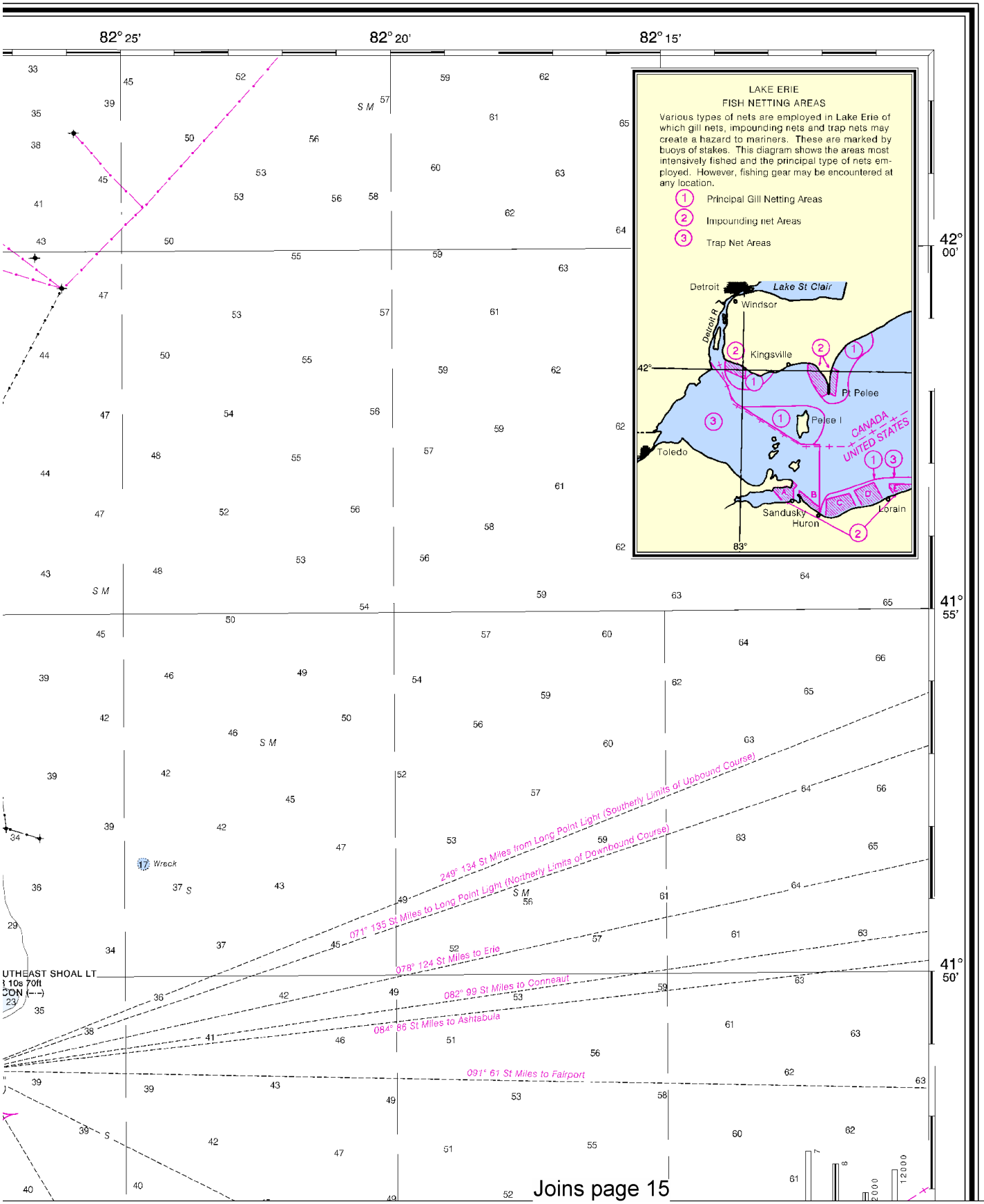
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

SOUNDINGS IN FEET



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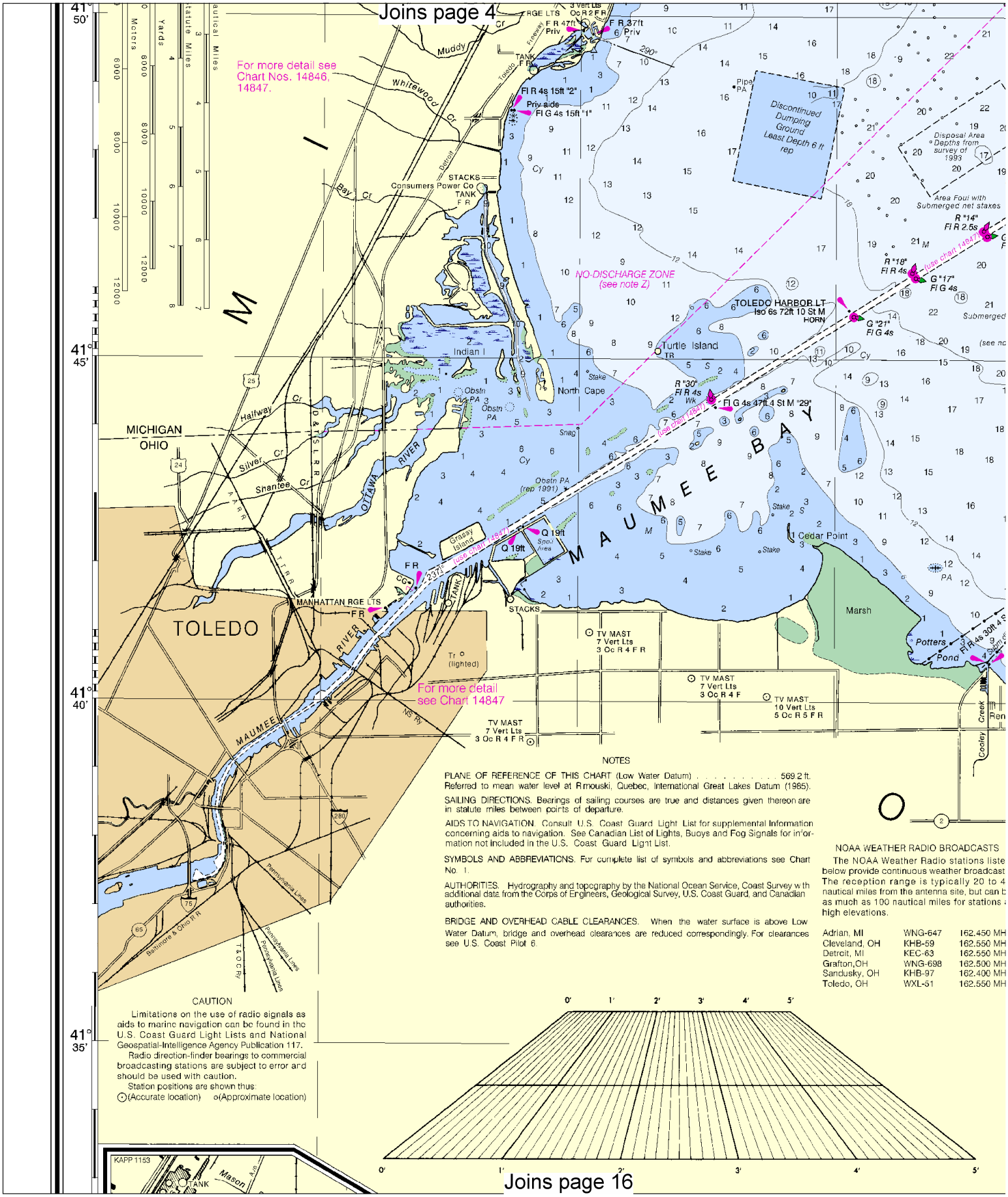

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) . . . . . 569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. 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.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

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

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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Cleveland, OH	KHB-59	162.550 MHz
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Grafton, OH	WNG-698	162.500 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	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 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.

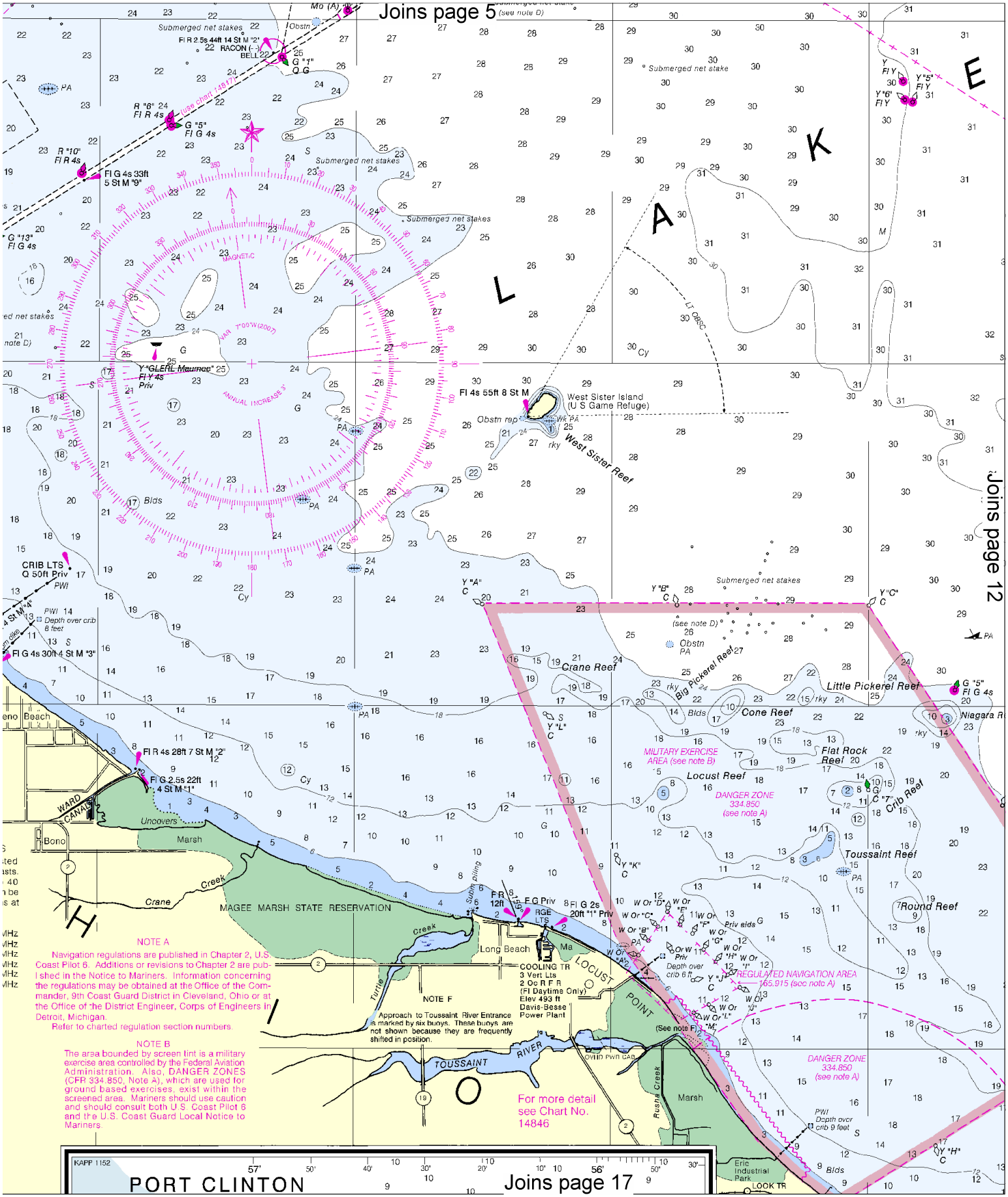
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

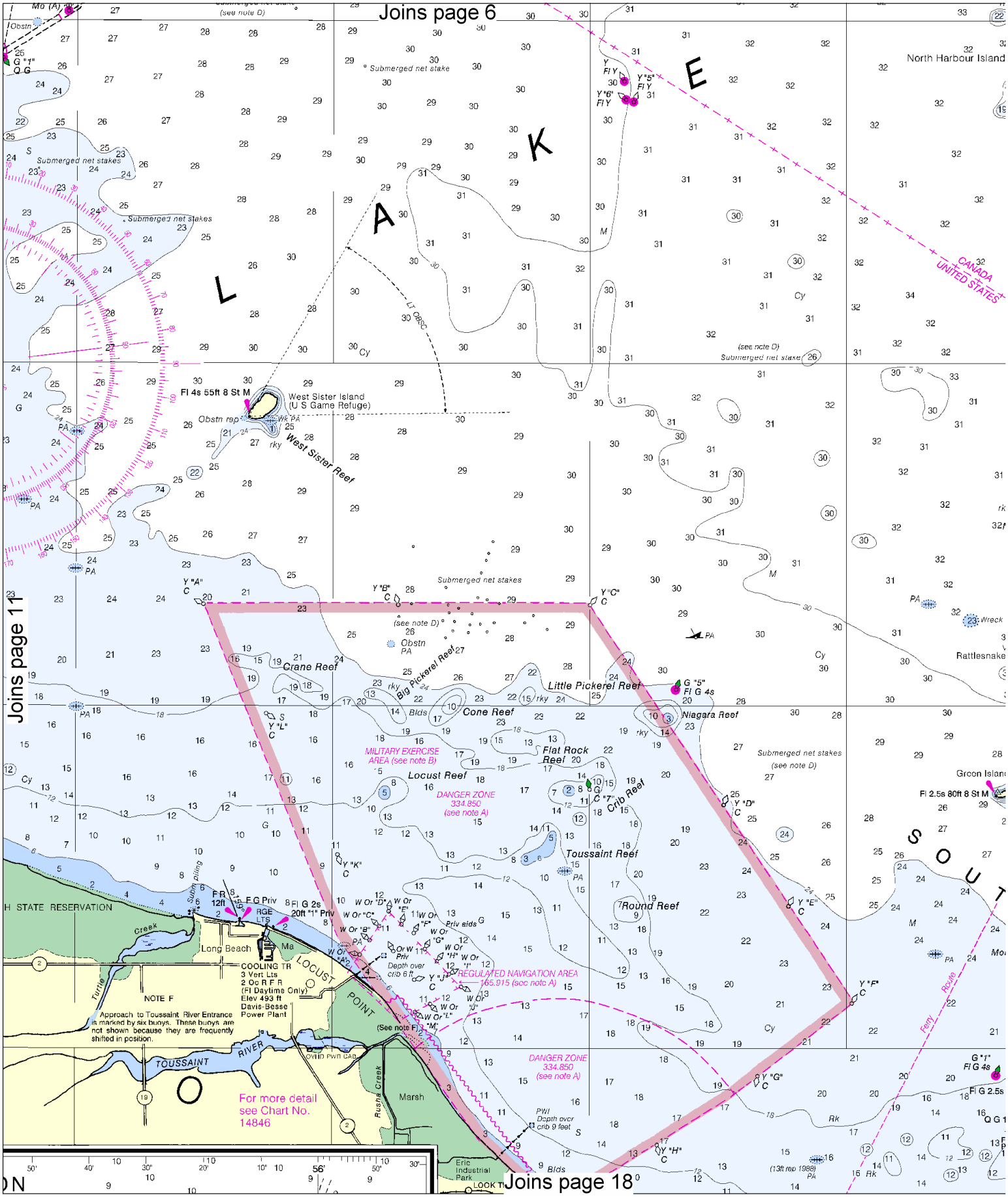
North

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000


Joins page 5
Joins page 12
Joins page 17
L A K E
H I O
West Sister Island
(U S Game Refuge)
West Sister Reef
Crane Reef
Big Pickerel Reef
Little Pickerel Reef
Cone Reef
Flat Rock Reef
Locust Reef
Crib Reef
Toussaint Reef
Round Reef
MILITARY EXERCISE AREA (see note B)
DANGER ZONE 334.850 (see note A)
REGULATED NAVIGATION AREA 165.915 (see note A)
MAGEE MARSH STATE RESERVATION
Long Beach
LOCUST POINT
TOUSSAINT RIVER
Crane Creek
Turtle Creek
Rusha Creek
Marsh
Uncovers
WARD CANAL
Bono
Eric Industrial Park
LOOK TR
COOLING TR
3 Vert Lts
2 Oc R F R
(Fl Daytime Only)
Elev 493 ft
Davis-Besse
Power Plant
NOTE F
Approach to Toussaint River Entrance is marked by six buoys. These buoys are not shown because they are frequently shifted in position.
For more detail see Chart No. 14846
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 Detroit, Michigan.
Refer to charted regulation section numbers.
NOTE B
The area bounded by screen tint is a military exercise area controlled by the Federal Aviation Administration. Also, DANGER ZONES (CFR 334.850, Note A), which are used for ground based exercises, exist within the screened area. Mariners should use caution and should consult both U.S. Coast Pilot 6 and the U.S. Coast Guard Local Notice to Mariners.
PORT CLINTON
KAPP 1152



12

North

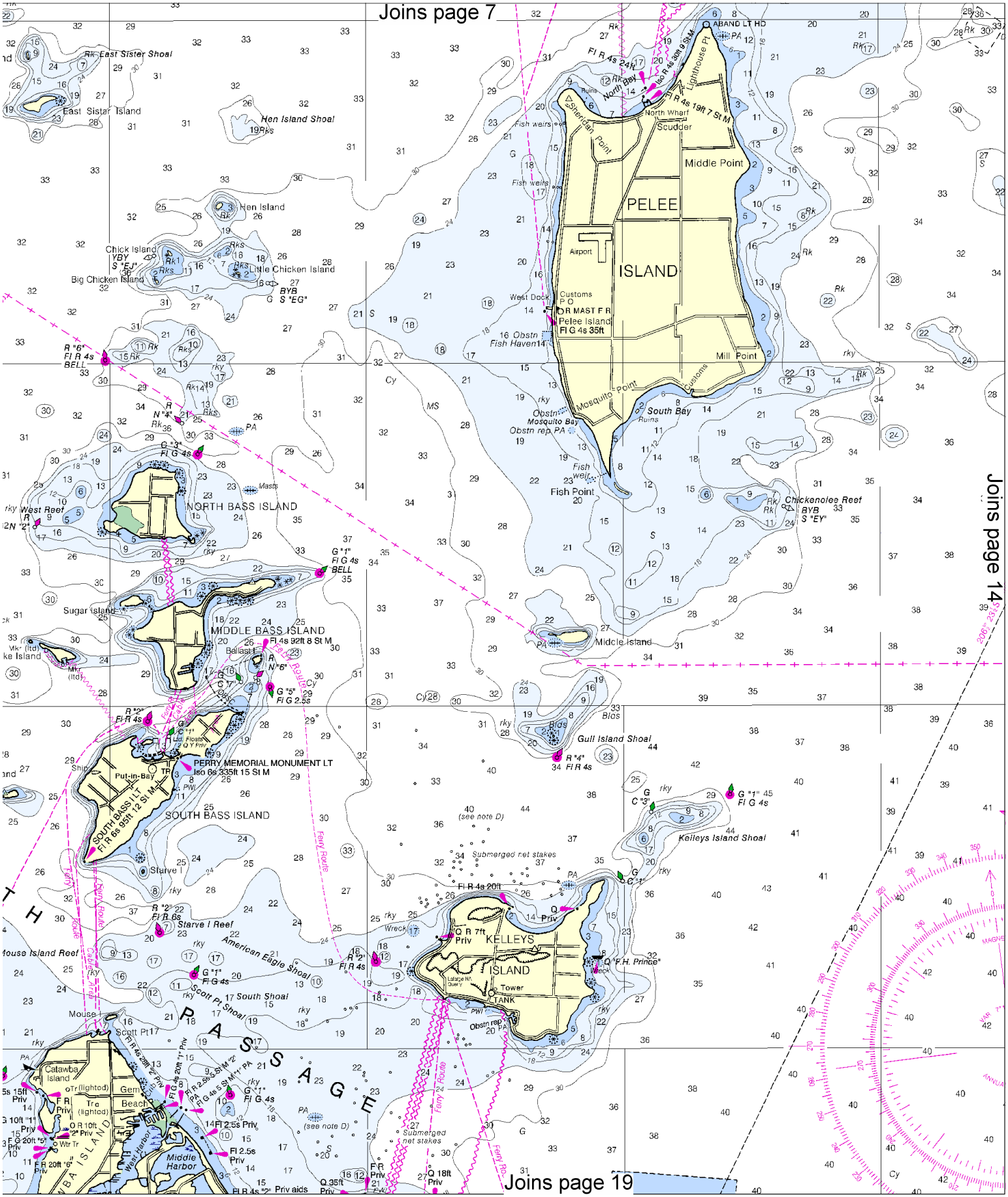
Printed at reduced scale. SCALE 1:100,000 See Note on page 5.

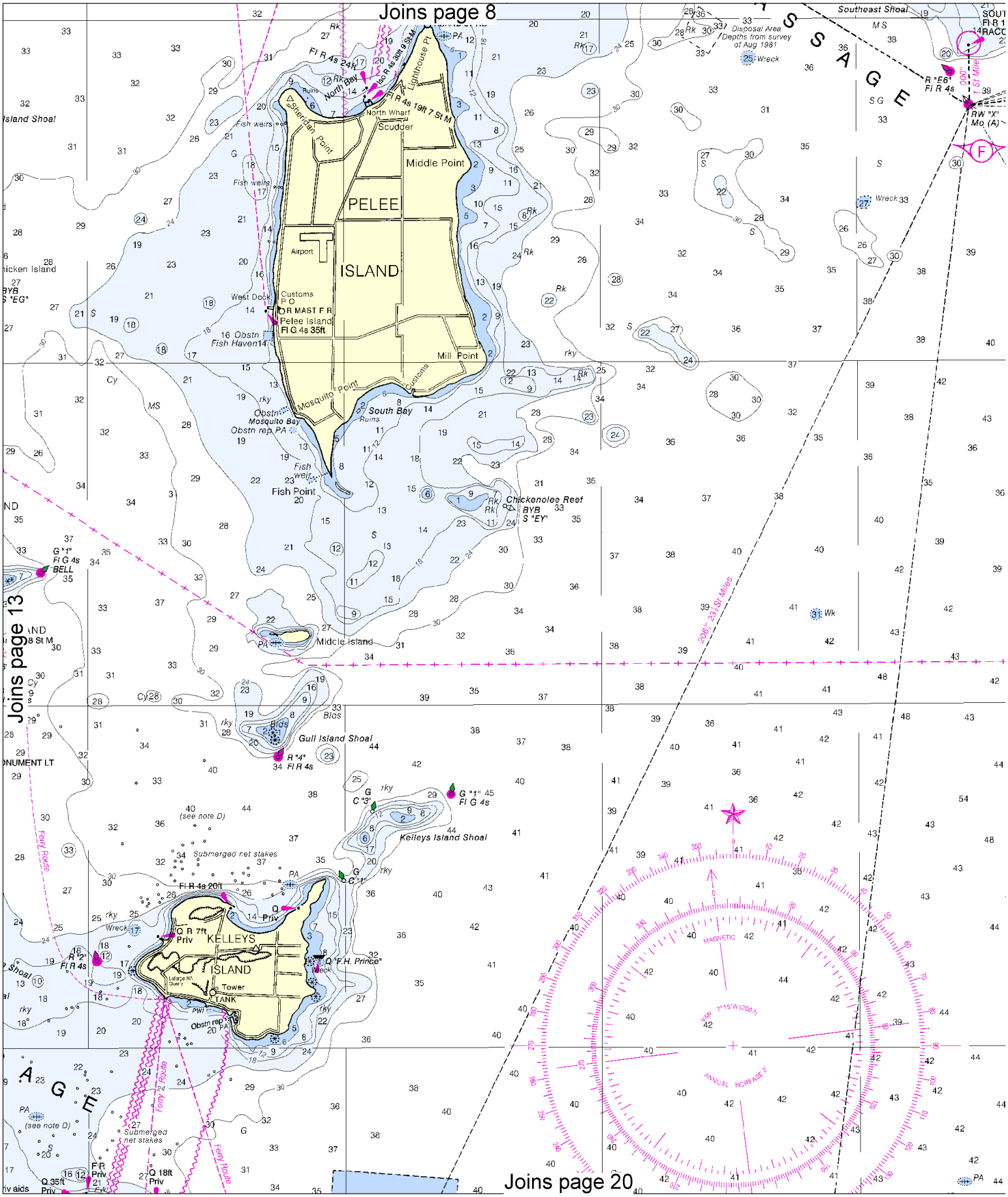
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000


Joins page 7
Joins page 14
Joins page 19
PELEE
ISLAND
Middle Point
Mill Point
Mosquito Point
South Bay
Fish Point
Sheridan Point
North Bay
North Wharf
Scudder
Lighthouse Pt
ABAND LT HD
Airport
West Dock
Customs
Pelee Island
Fl G 4s 35ft
Fish Haven
Mosquito Bay
Obstn rep PA
Fish weirs
Chickenolee Reef
BYB
S "EY"
Middle Island
Gull Island Shoal
Kelleys Island Shoal
Submerged net stakes
KELLEYS
ISLAND
Tower
TANK
Q "F.H. Prince"
Q R 7ft
Priv
Fl R 4s 20ft
Q Priv
Fl R 4s 24ft
Iso R 4s 30ft 9 St M
Fl R 4s 19ft 7 St M
Fl R 4s 92ft 8 St M
Ballast I
Fl 4s 92ft 8 St M
Fl G 2.5s
Fl G 4s
BELL
NORTH BASS ISLAND
MIDDLE BASS ISLAND
SOUTH BASS ISLAND
PERRY MEMORIAL MONUMENT LT
Iso 6s 335ft 15 St M
SOUTH BASS I LT
Fl R 6s 95ft 12 St M
Put-in-Bay
Starve I
Starve I Reef
American Eagle Shoal
South Shoal
Scott Pt Shoal
Scott Pt
Mouse I
Mouse Island Reef
Catawba Island
Middle Harbor
West Harbor
Gem Beach
Ferry Route
Cable Area
PASSAGE
East Sister Shoal
East Sister Island
Hen Island Shoal
Hen Island
Chick Island
Big Chicken Island
Little Chicken Island
Sugar Island
West Reef
Ballast I
Fl 2.5s Priv
Q 35ft
Priv aids
Q 18ft
Priv
(see note D)

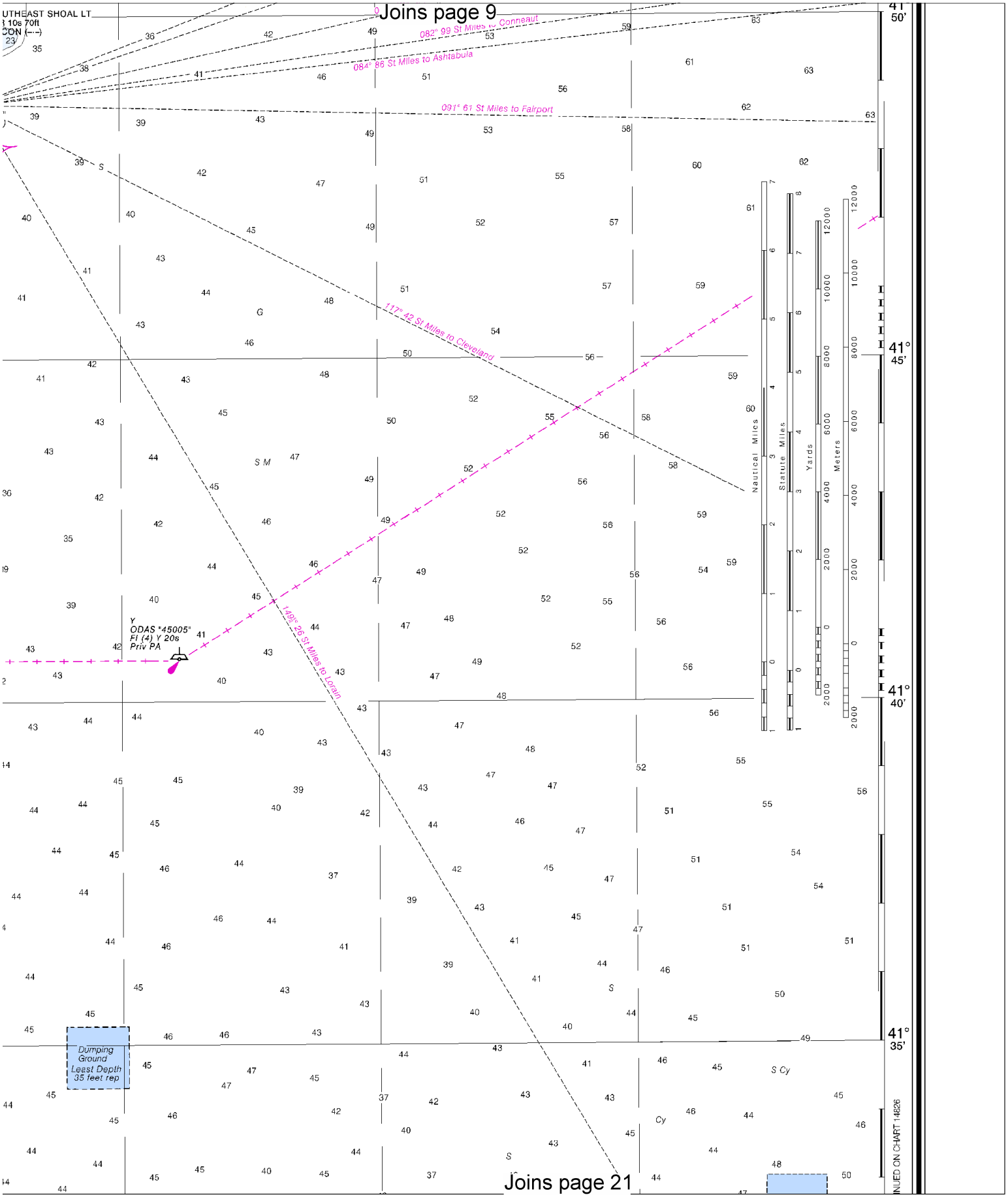


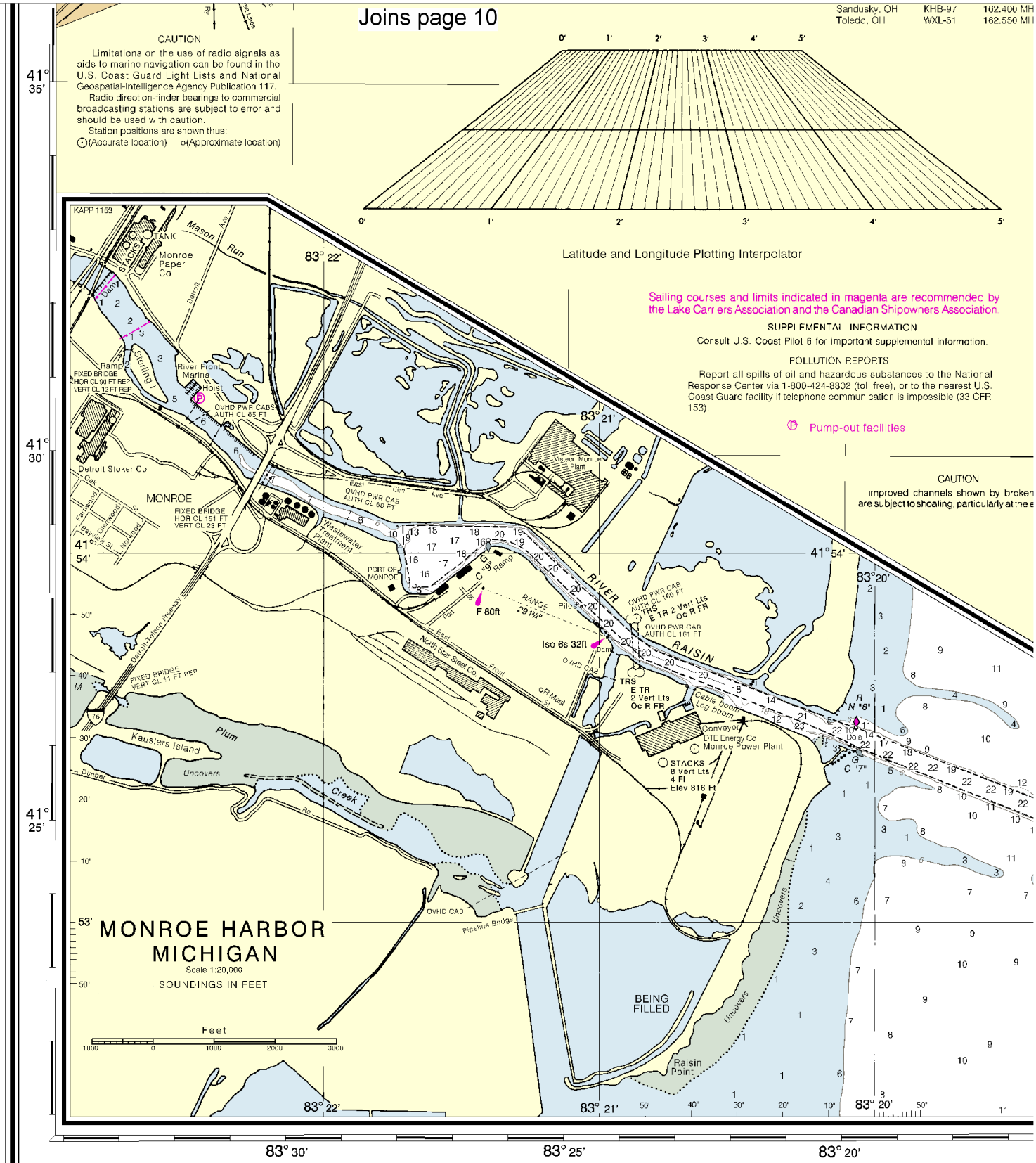
North

Printed at reduced scale. SCALE 1:100,000 See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000


Joins page 9
UTHEAST SHOAL LT
082° 99 St Miles to Conneaut
084° 86 St Miles to Ashtabula
091° 61 St Miles to Fairport
117° 42 St Miles to Cleveland
149° 26 St Miles to Lorain
Y
ODAS "45005"
Fl (4) Y 20s
Priv PA
Dumping Ground
Least Depth
35 feet rep
Nautical Miles
Statute Miles
Yards
Meters
41° 50'
41° 45'
41° 40'
41° 35'
Joins page 21



32nd Ed., Jul. / 07 ■ Corrected through NM Jul. 21/07
Corrected through LNM Jul. 17/07

14830

LORAN-C OVERPRINTED

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 nauticalcharts.noaa.gov.

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

North

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

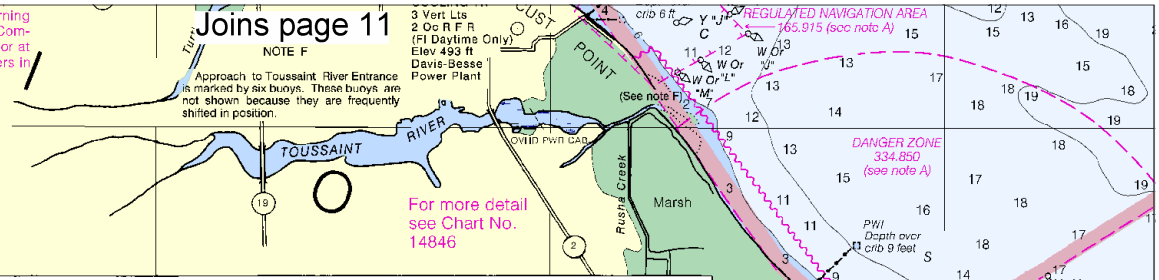
Yards: 2000 0 2000 4000 6000 8000 10000 12000

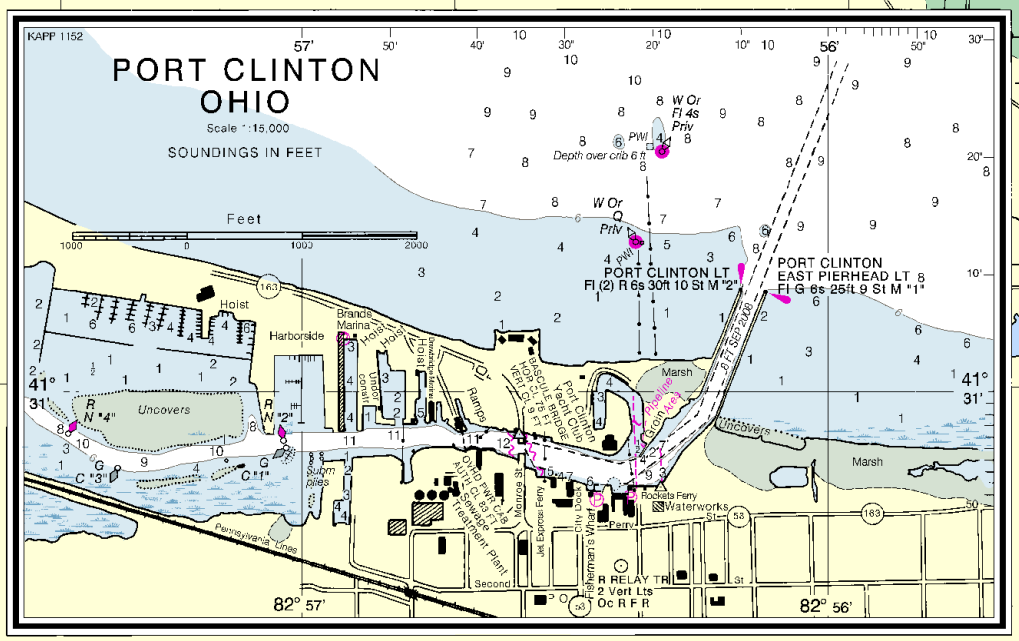
I shed in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE B

The area bounded by screen tint is a military exercise area controlled by the Federal Aviation Administration. Also, DANGER ZONES (CFR 334.850, Note A), which are used for ground based exercises, exist within the screened area. Mariners should use caution and should consult both U.S. Coast Pilot 6 and the U.S. Coast Guard Local Notice to Mariners.





en lines
e edges.

RADAR REFLECTORS

Radar reflectors have been placed on ma floating aids to navigation. Individual ra reflector identification on these aids h omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CA

Charted submarine pipelines and sul cables and submarine pipeline and areas are shown as:

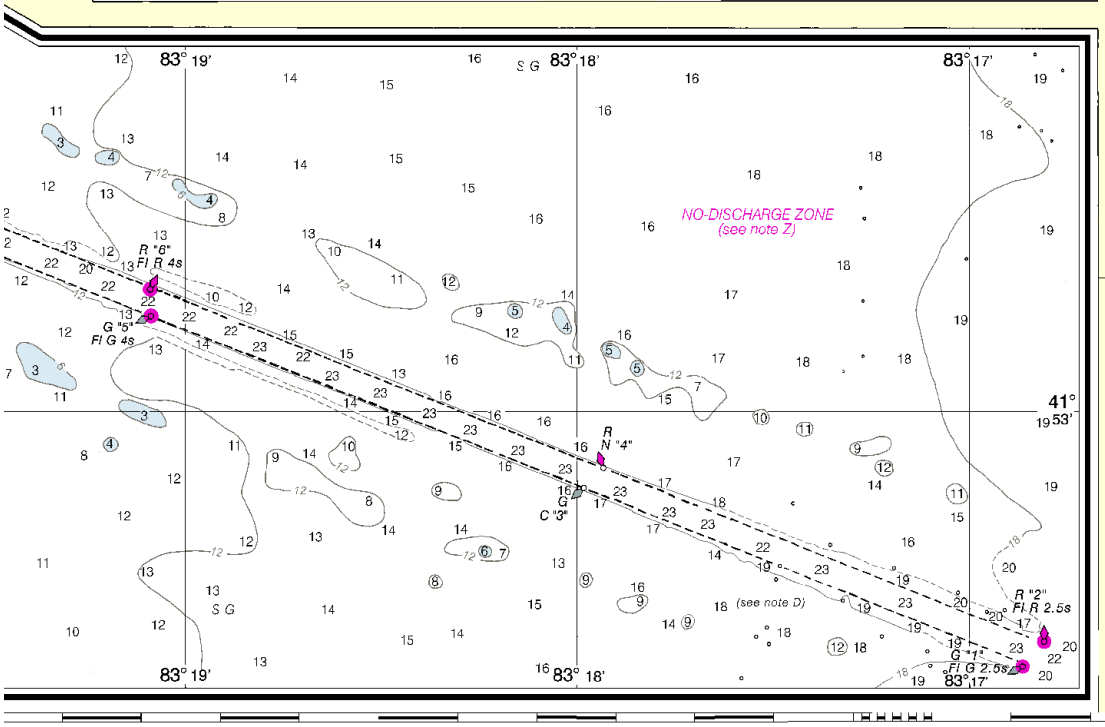
Pipeline Area

Cable A

Additional uncharted submarine pipelin and submarine cables may exist within t area of this chart. Not all submarine pipelin and submarine cables are required to buried, and those that were originally buri may have become exposed. Mariners shou use extreme caution when operating vessels depths of water comparable to their draft areas where pipelines and cables may exi and when anchoring, dragging or trawling.

Covered wells may be marked by lighted unlighted buoys.

Joins page 18



HORIZONTAL DATUM

The horizontal reference datum of this chart is North A of 1983 (NAD 83) and for charting purposes is conside to the World Geodetic System 1984 (WGS 84). Geogr referred to the North American Datum of 1927 must be average of 0.173" northward and 0.321" eastward to chart.

CAUTION

Due to periodic high water conditions in the Grea features charted as visible at Low Water Datum may particularly in the near shore areas. Mariners shoul caution.

Gas pipelines and wells contain natural gas under pressure installations would create an immediate fire hazard. Vessels a should do so with caution after noting the underwater, and positions of all oil and gas wells, pipelines, submarine cables

NOTE D

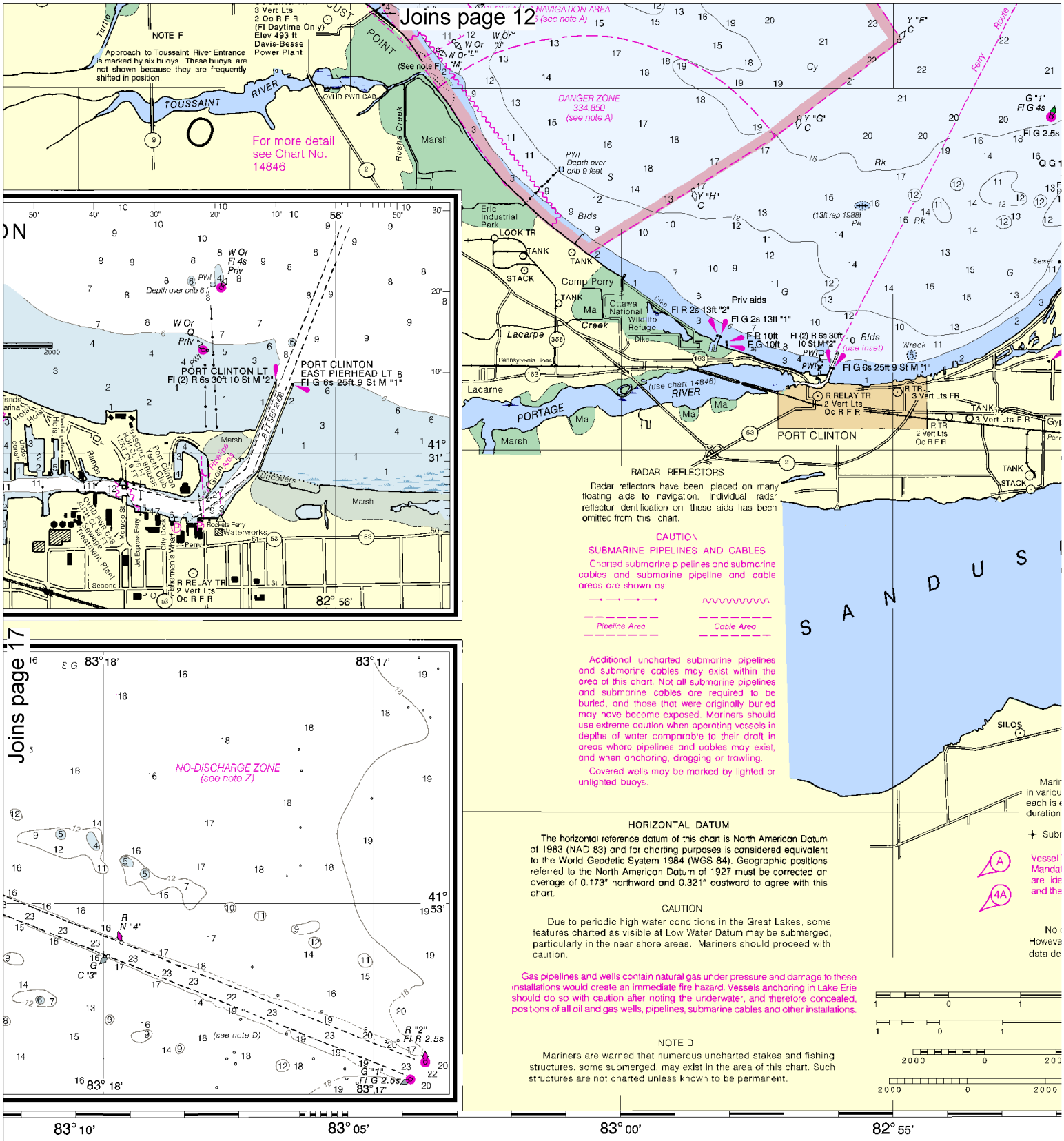
Mariners are warned that numerous uncharted sta structures, some submerged, may exist in the area of structures are not charted unless known to be perma

. The National comments for ational Ocean

SOUNDINGS IN FEET

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOA and critical corrections. Charts are printed when ordered using Print-on-De Editions are available 5-8 weeks before their release as traditional NOAA cha about Print-on-Demand charts or contact NOAA at 1-800-584-4683, htt help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http: help@OceanGrafix.com.



GS IN FEET

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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Ed tions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Dem 00-584-4683, http://NauticalCharts.gov, help@NauticalCha -56CHART, http://OceanGrafix.com, or help@OceanGrafix.c

NATION

North

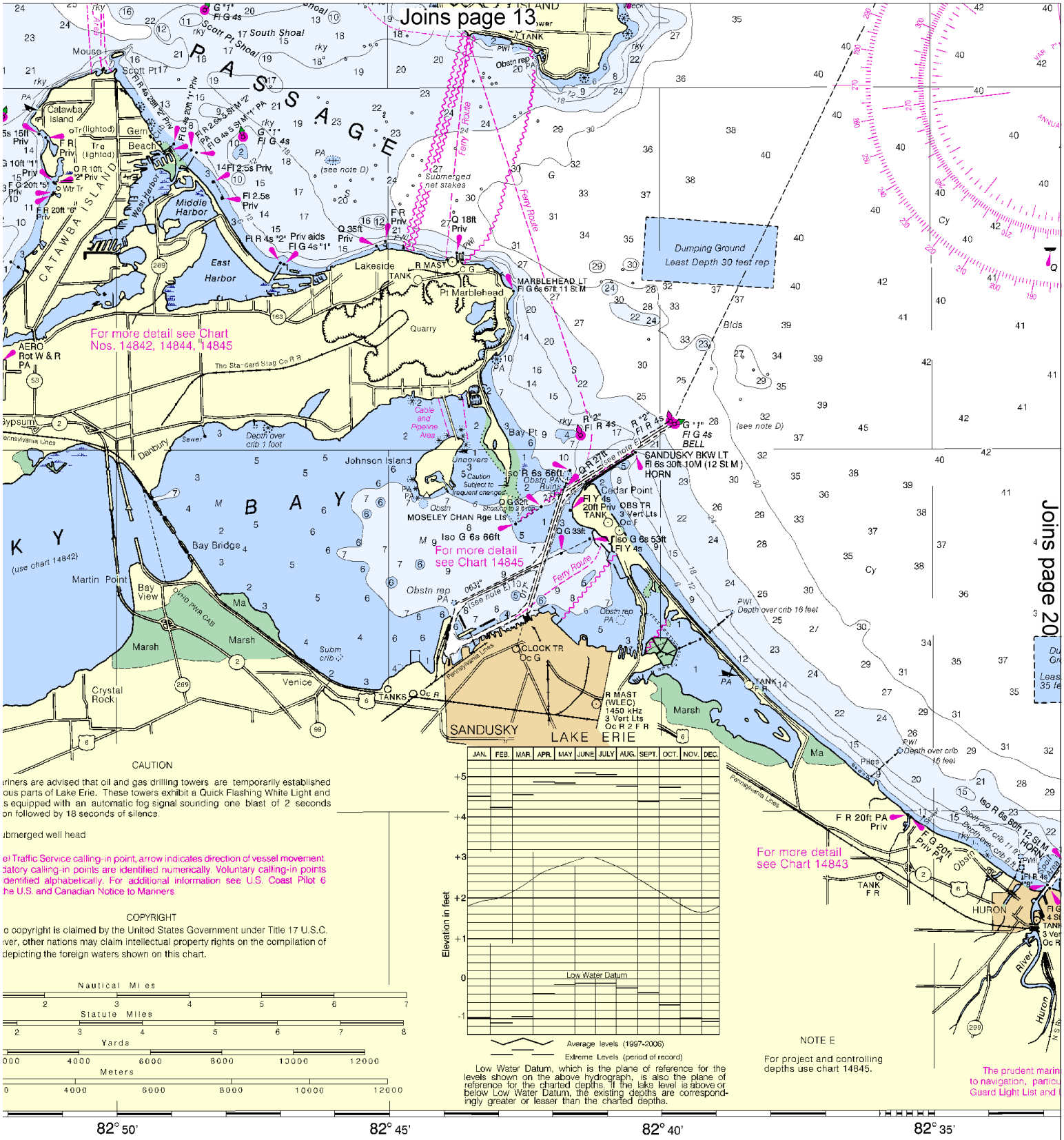
Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000



CAUTION

ariners are advised that oil and gas drilling towers are temporarily established ous parts of Lake Erie. These towers exhibit a Quick Flashing White Light and s equipped with an automatic fog signal sounding one blast of 2 seconds on followed by 18 seconds of silence.

ubmerged well head

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

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o copyright is claimed by the United States Government under Title 17 U.S.C. ver, other nations may claim intellectual property rights on the compilation of depicting the foreign waters shown on this chart.

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.

NOTE E

For project and controlling depths use chart 14845.

The prudent marin to navigation, particu Guard Light List and

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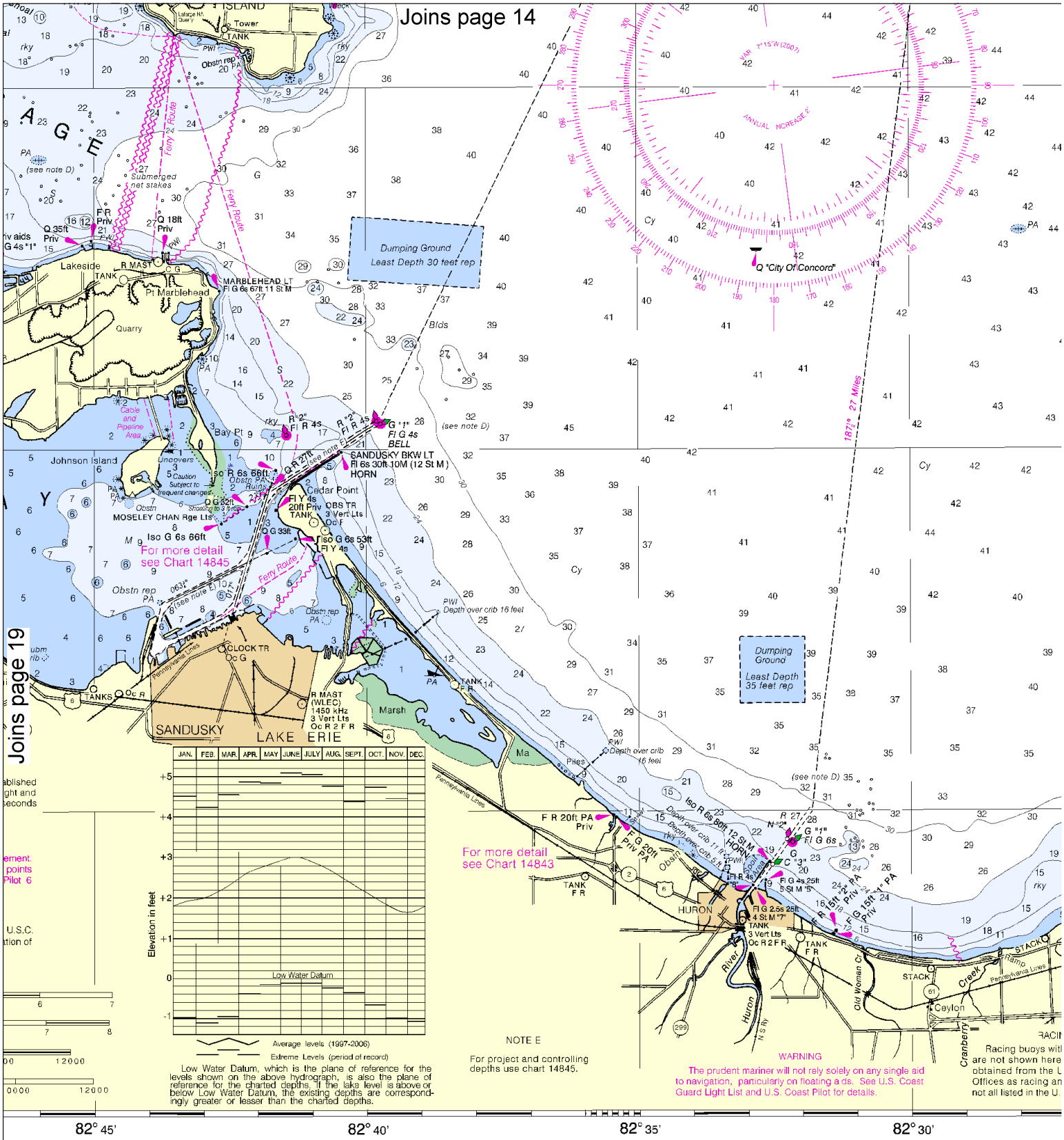
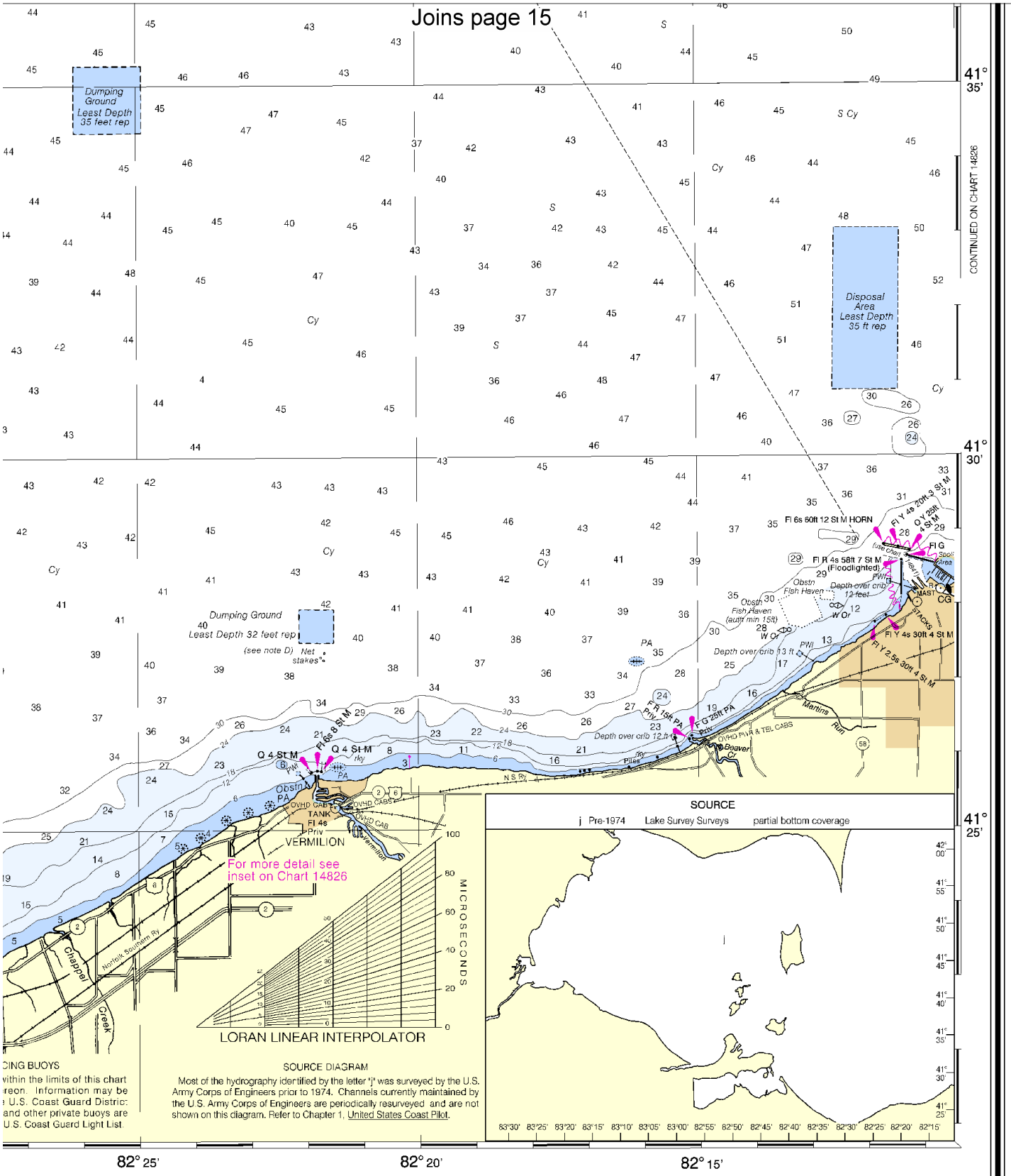
U.S. DEPARTMENT OF COMMERCE
NAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



North

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

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																

West End of Lake Erie

SOUNDINGS IN FEET - SCALE 1:100,000

14830

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ED. NO. 32

NSN 7642014010577

NGA REFERENCE NO. 14XCO14830

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 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard Search & Rescue (Detroit) – 313-568-9524
Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

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.

NOAA, The Nation's Chartmaker

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.