

# BookletChart™

## Manitowoc and Sheboygan

NOAA Chart 14922

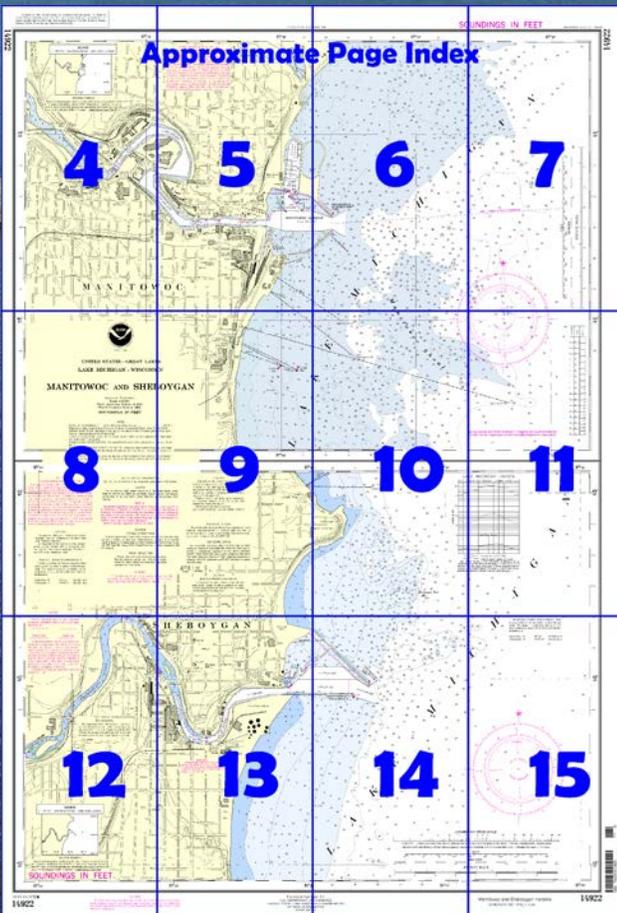


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

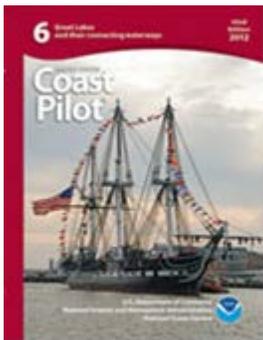
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14922>.



**(Selected Excerpts from Coast Pilot)**

**Sheboygan, WI**, is a port city about 51 miles north of Milwaukee Harbor at the mouth of the **Sheboygan River**. **Sheboygan Breakwater Light** (43°44'58"N., 87°41'34"W.), 55 feet above the water, is shown from a cylindrical tower with the outer end of the breakwater on the north side of the entrance channel; a seasonal sound signal is at the light.

**Caution.**—A Sheboygan Police Department firing zone is about 2 miles south of the

south pier at Sheboygan Harbor. The firing area is 3,500 feet wide and extends about 3 miles lakeward. Firing is conducted from 0600 to 2100,

7 days a week, year round; red flags are displayed while firing is in progress. Extreme caution is advised.

**Channels.**—A dredged entrance channel leads northwest from deep water in Lake Michigan between a breakwater on the north and a pier on the south to an outer harbor turning basin. The outer ends of the breakwater and pier are marked by lights. The channel leads across the south side of the basin to the mouth of Sheboygan River and thence upstream for about 1 mile. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The north side of the river mouth is marked by a light.

The entrance channel is subject to shoaling caused by the drift of sand from the south.

Currents in the river attain velocities up to 3 mph.

The outer basin is not adapted for anchorage, but greatly reduces wave action in the lower river. Mooring to the breakwater or piers is prohibited. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.

**Coast Guard.**—**Sheboygan Coast Guard Station** is on the north side of the mouth of Sheboygan River.

**Harbor regulations.**—A **speed limit** of 4 mph (3.5 knots) is enforced in the harbor. (See **33 CFR 162.120**, chapter 2, for regulations.)

Local harbor regulations are enforced by the **harbormaster** who can be reached through the Department of Public Works, City Hall, Sheboygan, WI 53081. A **speed limit** of 4 mph (3.5 knots) is enforced within the harbor limits. Copies of the regulations may be obtained from the harbormaster.

**Manitowoc, WI**, is a port city at the mouth of **Manitowoc River**, about 75 miles north of Milwaukee Harbor. The most prominent feature at Manitowoc is the lighted elevator 0.6 mile southwest of Manitowoc Breakwater Light. The lighted stack 0.5 mile south of the elevator has horizontal red and white bands.

**Manitowoc Breakwater Light** (44°05'34"N., 87°38'37"W.), 52 feet above the water, is shown from a cylindrical tower on a building on the outer end of the north breakwater. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.

**Channels.**—A dredged entrance channel leads from deep water in Lake Michigan between converging breakwaters through Manitowoc Harbor to the mouth of the Manitowoc River, and thence upstream for about 1.8 miles. The outer ends of the breakwaters and the north side of river mouth are marked by lights. A Federal project provides for a depth of 25 feet in the approach channel, thence 23 feet in the channel through the harbor to the mouth of the river, thence 22 feet in the river channel to the Chicago & North Western Railroad Bridge, thence 12 feet to the head of the project, about 0.1 mile above the bridge. (See Notice to Mariners and latest edition of charts for controlling depths.)

Manitowoc Harbor is not adapted for anchorage, but reduces wave action in the lower section of the river. Mooring to the breakwaters is prohibited. Mariners are cautioned against navigating outside the channel limits in the vicinity of structures protected by stone riprap.

**Caution.**—**Manitowoc Shoal**, on the south side of the approach to the harbor, has a least depth of 14 feet about 0.65 mile southeast of Manitowoc Breakwater Light. The northeast side of the shoal area is marked by a buoy. A shoal with a least depth of 14 feet is about 1.2 miles southeast of the breakwater light.

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

RCC Cleveland

Commander  
9th CG District  
Cleveland, OH

(216) 902-6117

# Table of Selected Chart Notes

 Pump-out facilities

Polyconic Projection  
Scale 1:10,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

**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.

**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.

**CAUTION**  
BASCULE BRIDGE CLEARANCES  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**WARNING**  
Unexploded ordnance has been found along the western shore of Lake Michigan. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.

**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.

**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**  
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)

**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.

Green Bay, WI	KIG-65	162.550 MHz
Sheboygan, WI	WWG-91	162.425 MHz

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.

**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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.019" southward and 0.305" westward to agree with this chart.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**NOTE Z**  
NO-DISCHARGE ZONE, 40 CFR 140  
This chart falls entirely within the limits of 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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**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  
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.

**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.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York and Detroit, Michigan.  
Refer to charted regulation section numbers.

**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.

**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.

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

**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.

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

**NOTES**  
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

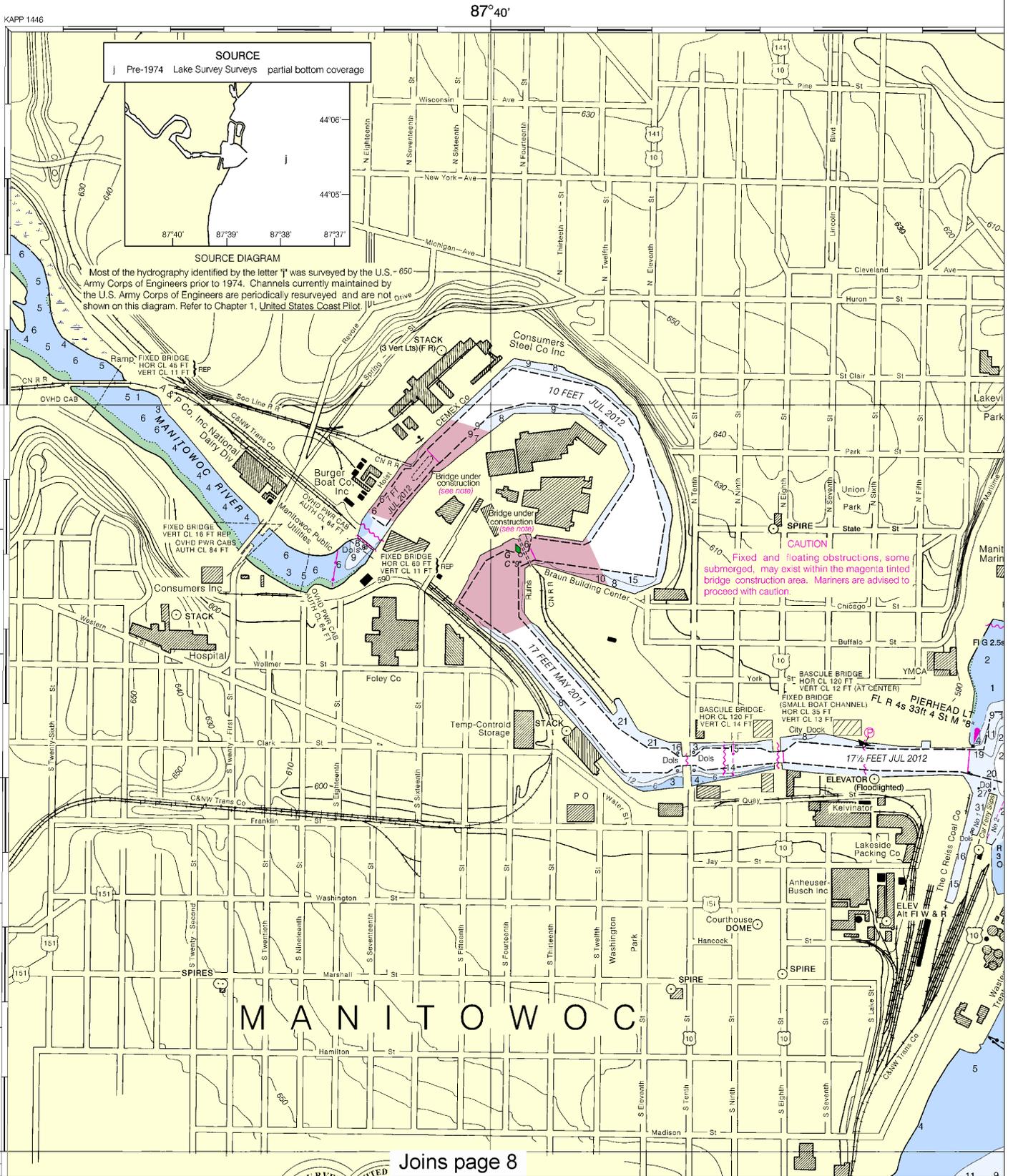
**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

**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.

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.

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](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

14922



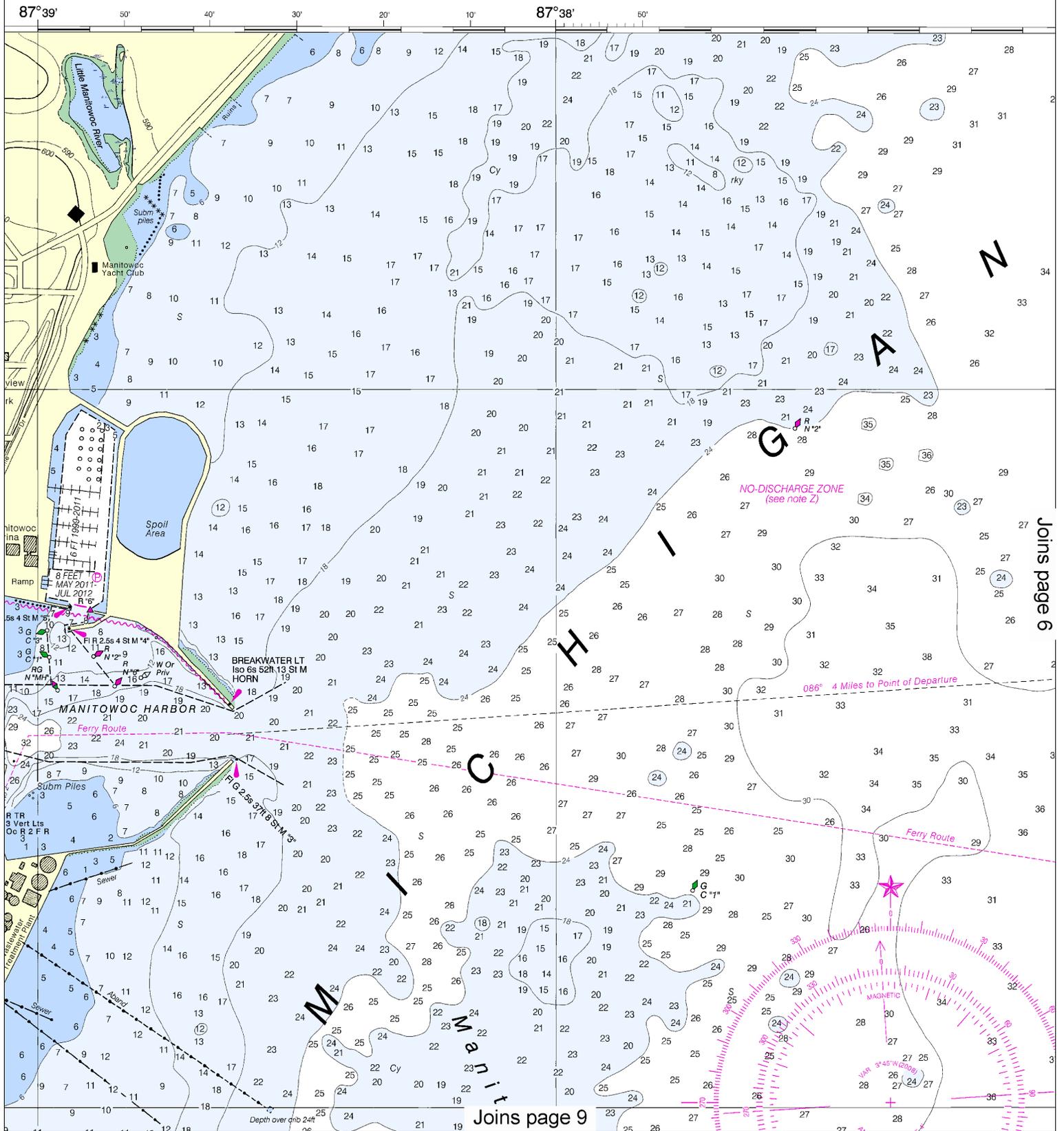
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:13333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.



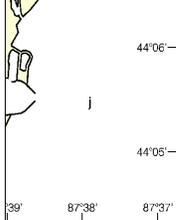
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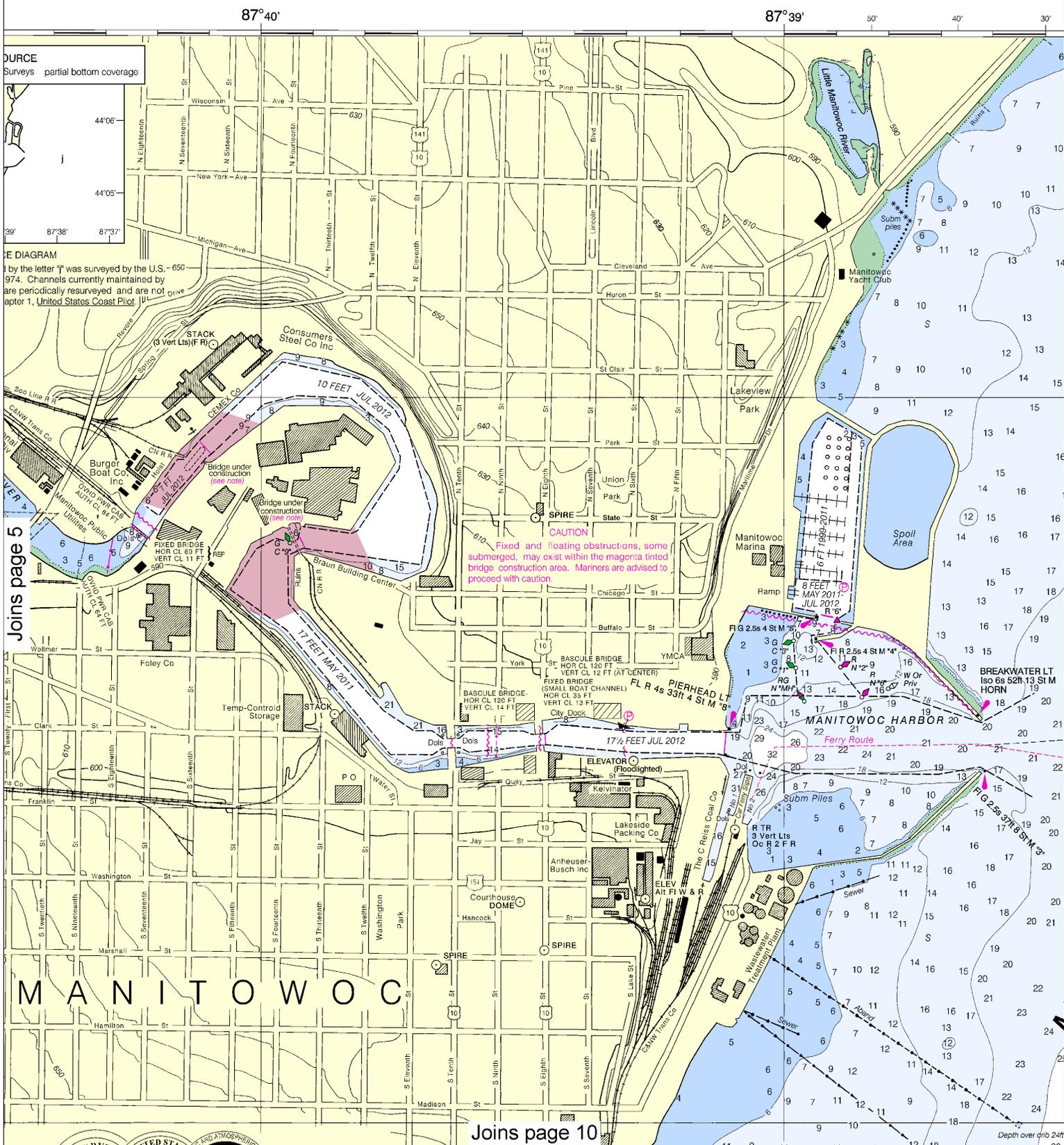
Formerly LS 735, 1st Ed., March 1939

Navigation. The National  
Tides, or comments for  
(CS2), National Ocean

SOURCE  
Surveys partial bottom coverage



NOTE: This chart was surveyed by the U.S. Sloop "Albatross" in 1874. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this chart. United States Coast Pilot No. 1, 1974 Edition.



Joins page 5

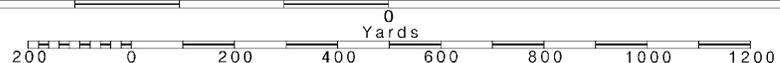
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

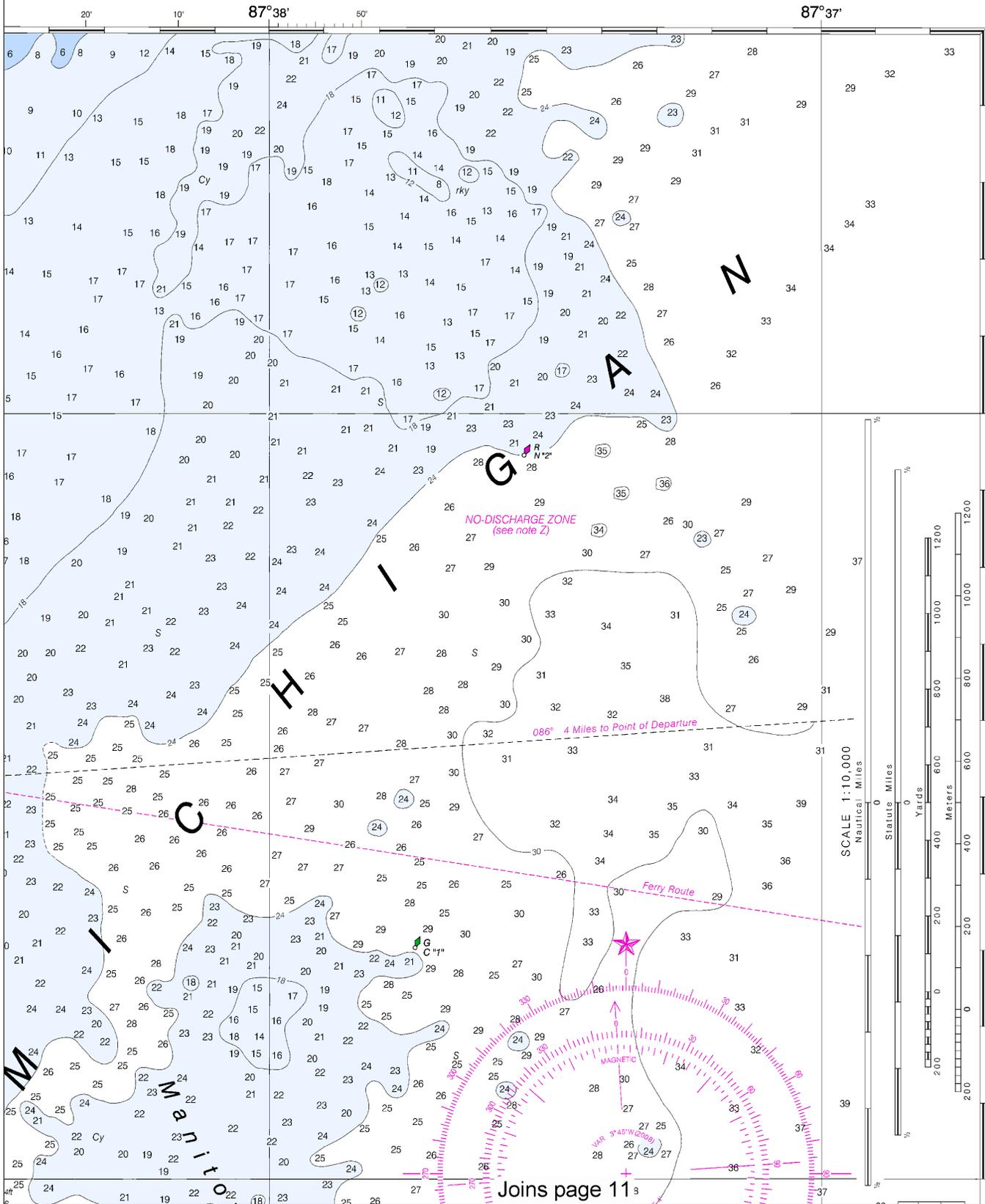
See Note on page 5.



Depth over orb 24ft

# SOUNDINGS IN FEET

14922



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,  
NGA Weekly Notice to Mariners: 4812 12/1/2012,  
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



44° 05'

50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES  
LAKE MICHIGAN - WISCONSIN

# MANITOWOC AND SHEBOYGAN

Polyconic Projection  
Scale 1:10,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

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

### NOTES

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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.



KAPPP 1447 87°44'

43° 46'

50'

40'

30'

20'

### NOTE Z

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### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

### SUPPLEMENTAL INFORMATION

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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.

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### WARNING

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### Pump-out facilities

### POLLUTION REPORTS

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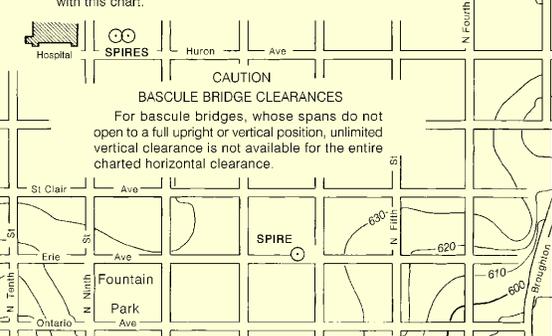
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### CAUTION

#### BASCULE BRIDGE CLEARANCES

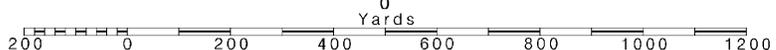
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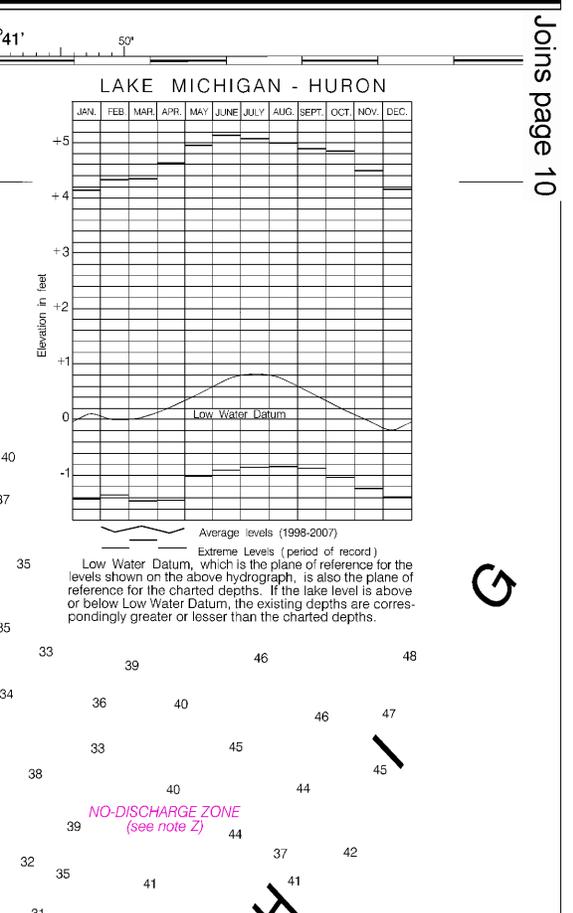
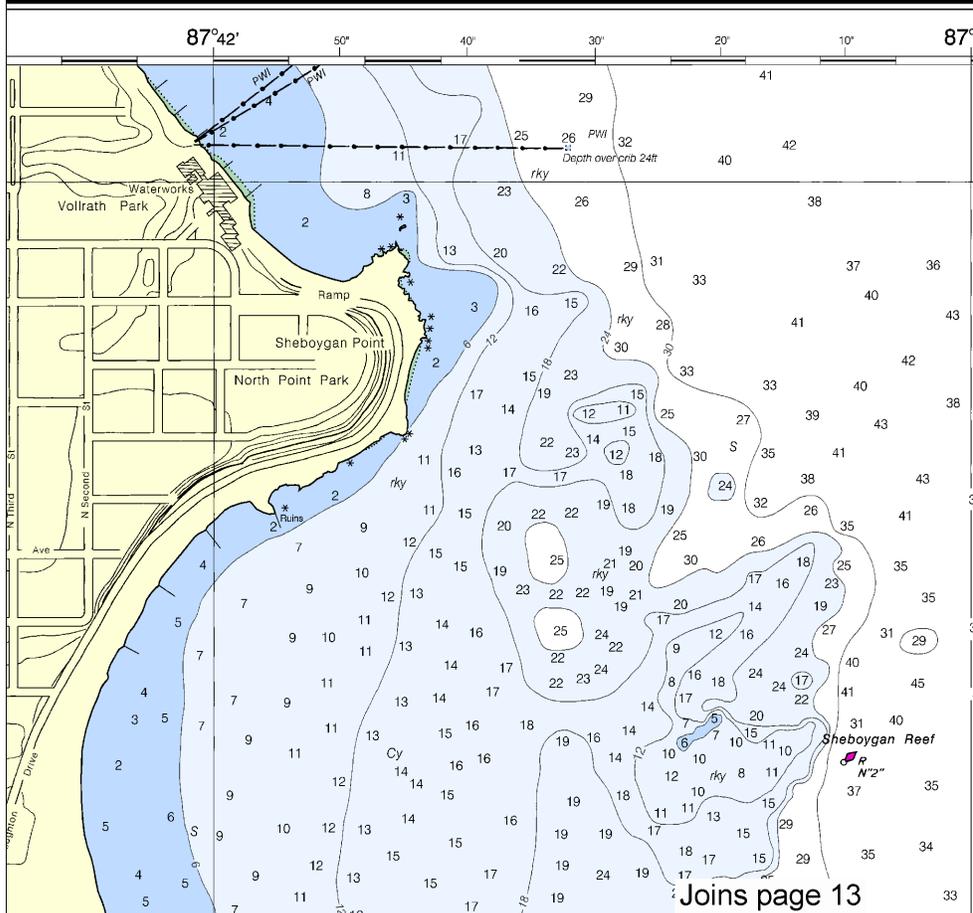
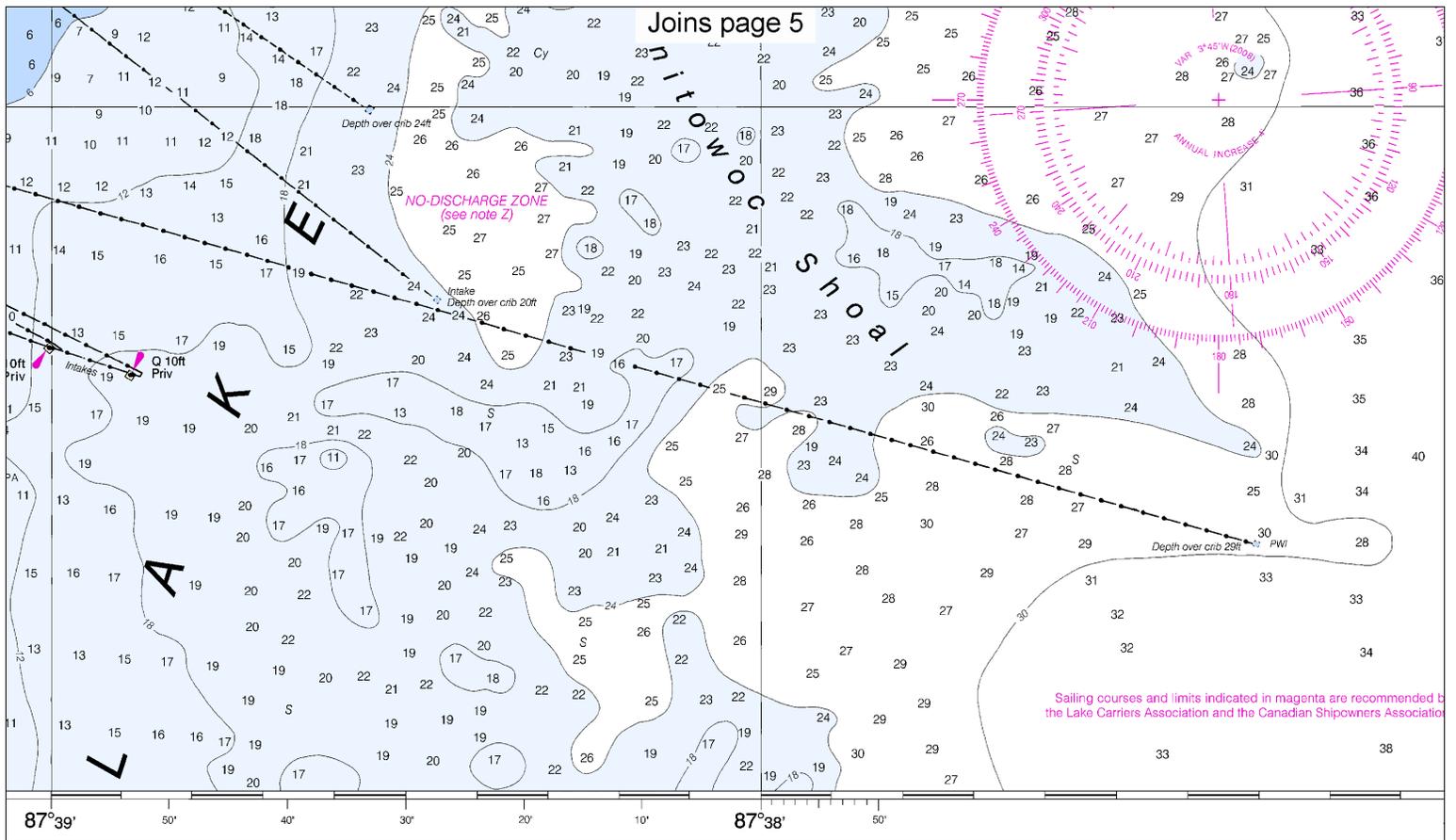


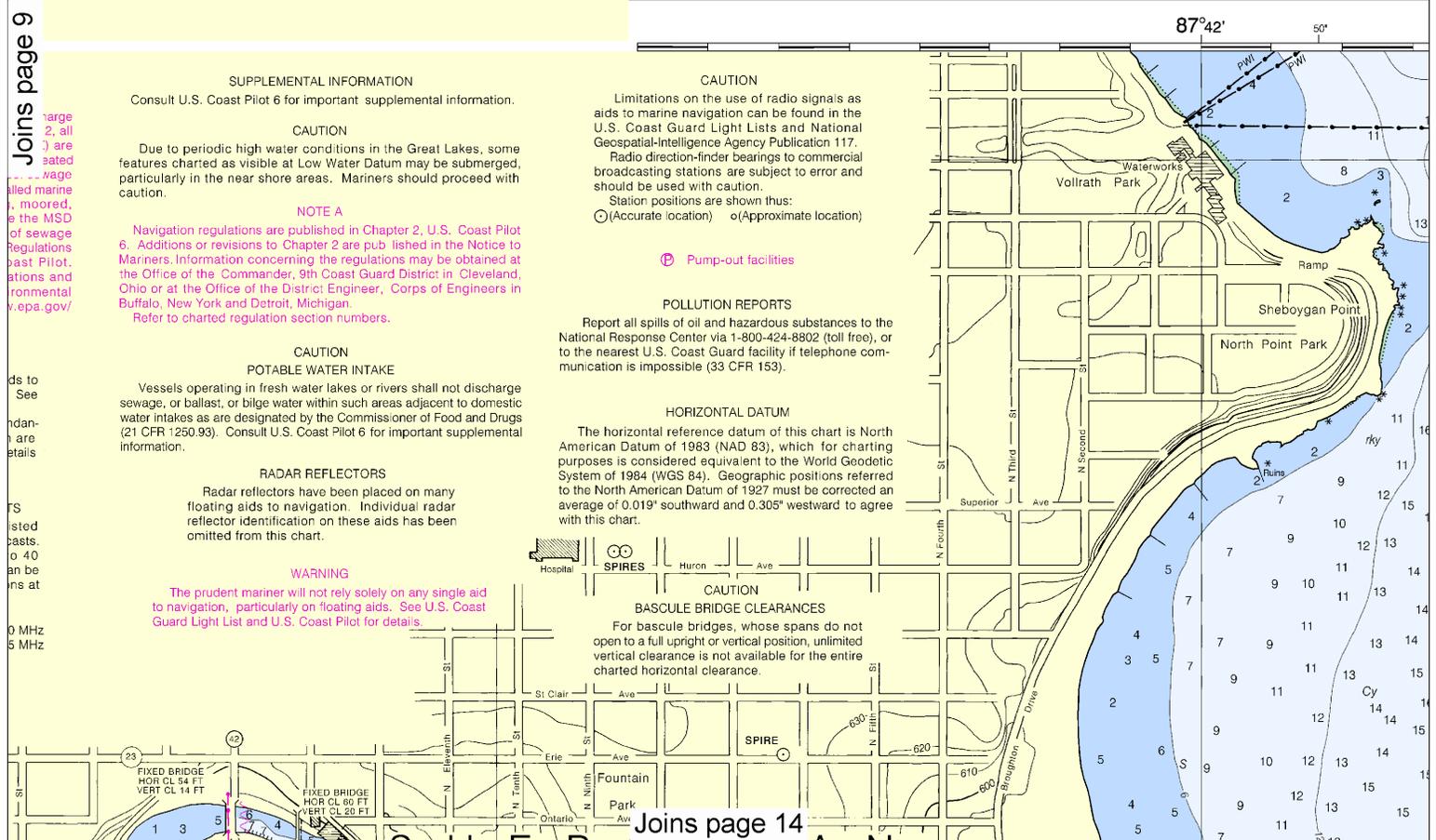
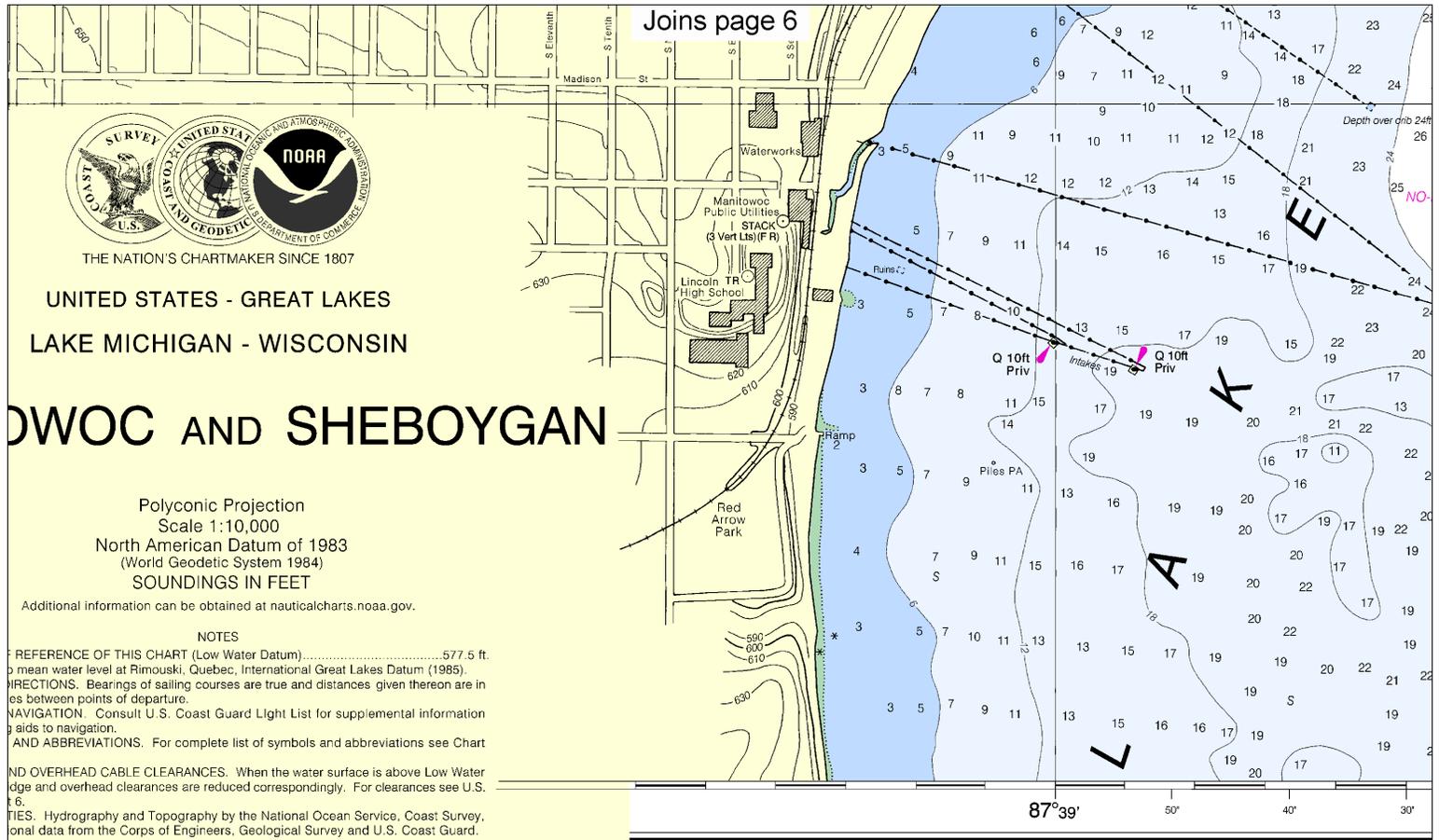
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





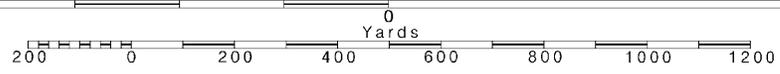


**10**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
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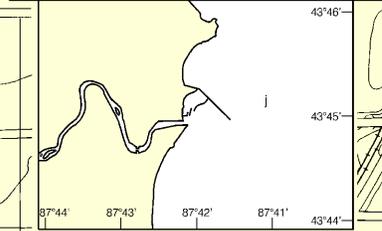


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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.

**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.

**WARNING**  
Unexploded ordnance has been found along the western shore of Lake Michigan. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.

**SOURCE**  
j Pre-1974 Lake Survey Surveys partial bottom coverage



**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.

# SOUNDINGS IN FEET

20th Ed., Nov. / 08 ■ Corrected through NM Nov. 22/08  
Corrected through LNM Nov. 18/08  
**14922**

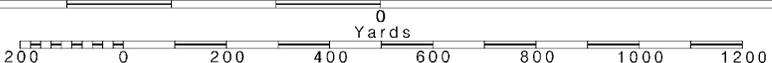
**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NATIO

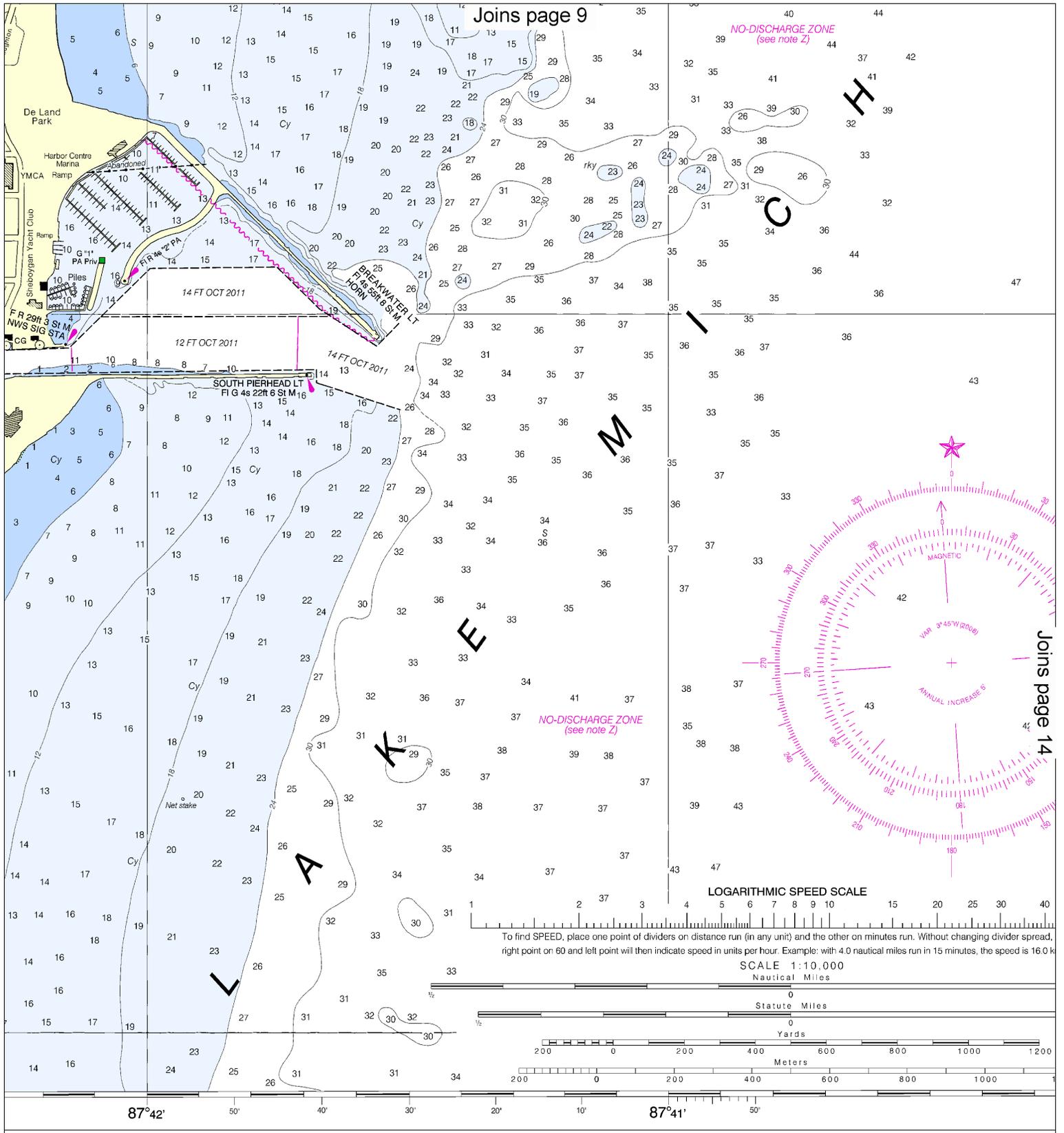


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—  
Nautical Miles

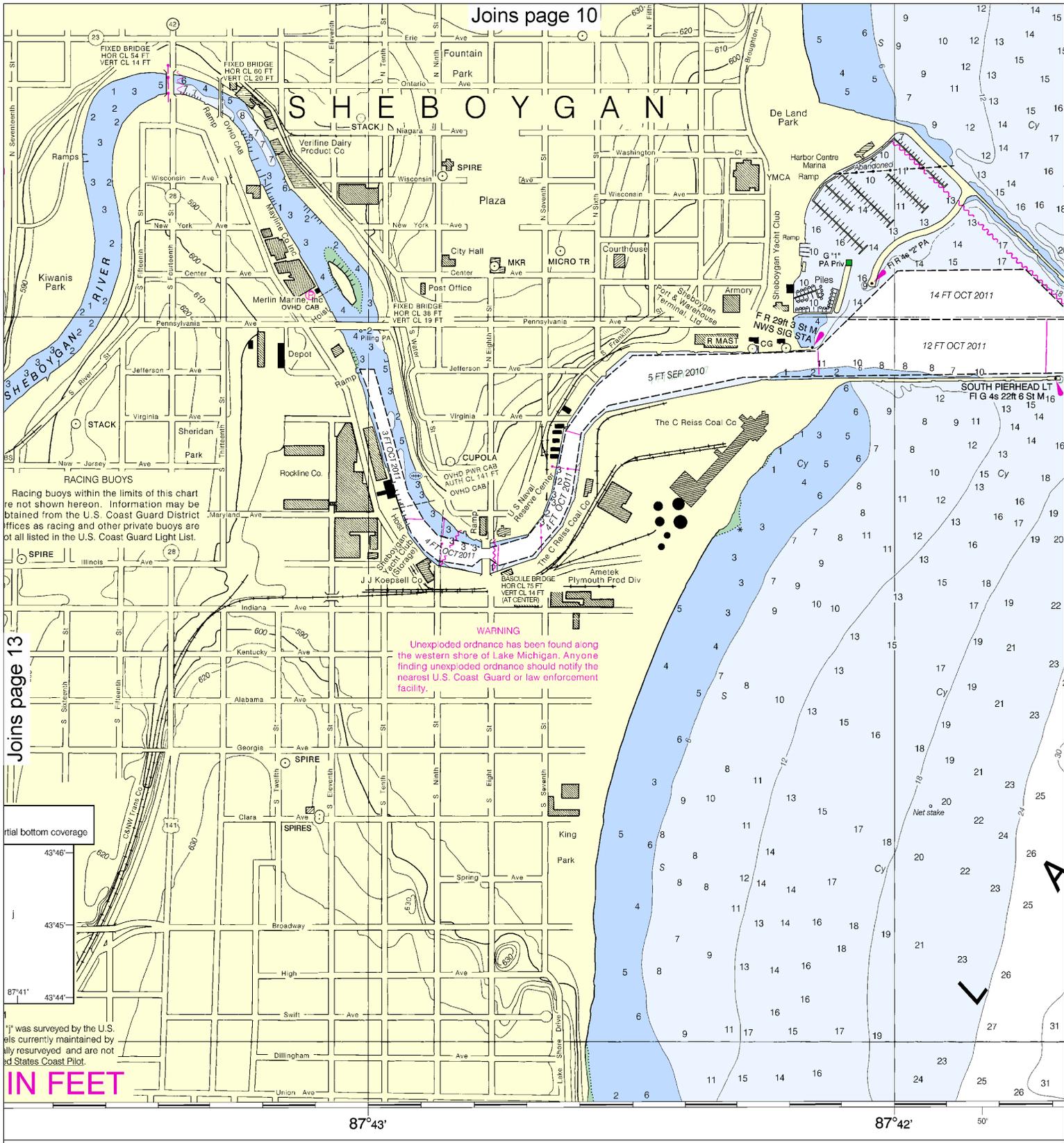


See Note on page 5.



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

Manistowic and Sheboygan Harbors  
SOUNDINGS IN FEET - SCALE 1:10,000



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 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.

**WARNING**  
 Unexploded ordnance has been found along the western shore of Lake Michigan. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.

Joins page 13

Partial bottom coverage  
 43°46'  
 43°45'  
 87°41' 43°44'

"I" was surveyed by the U.S. Coast Pilot and is currently maintained by the U.S. Coast Pilot. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

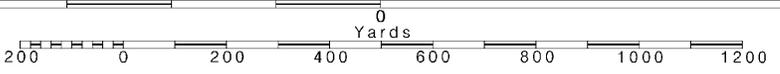
**IN FEET**

**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.

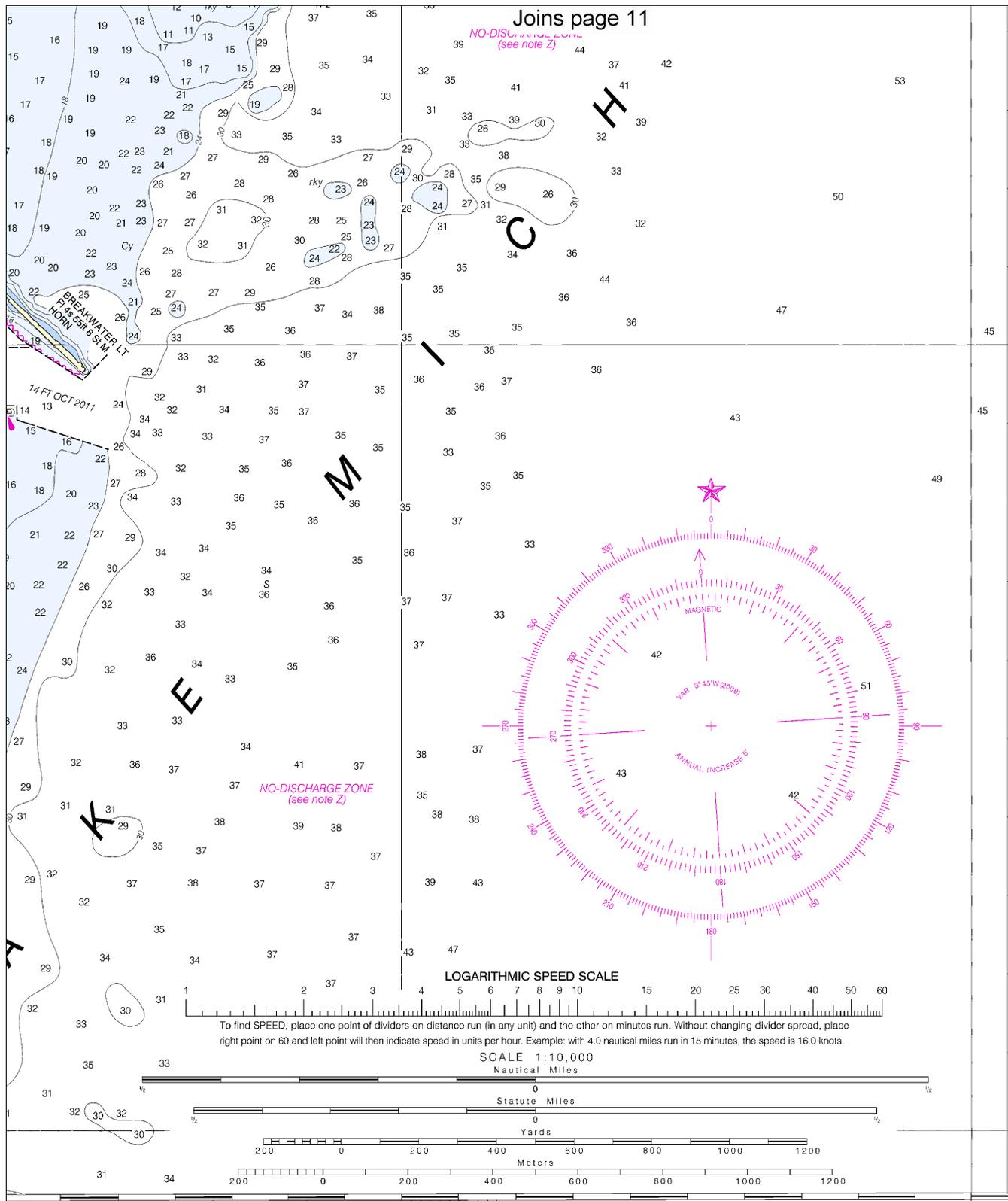
Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.



NO-DISCHARGE ZONE  
(see note Z)



Manistowic and Sheboygan Harbors  
SOUNDINGS IN FEET - SCALE 1:10,000

14922



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](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.

