BookletChart™

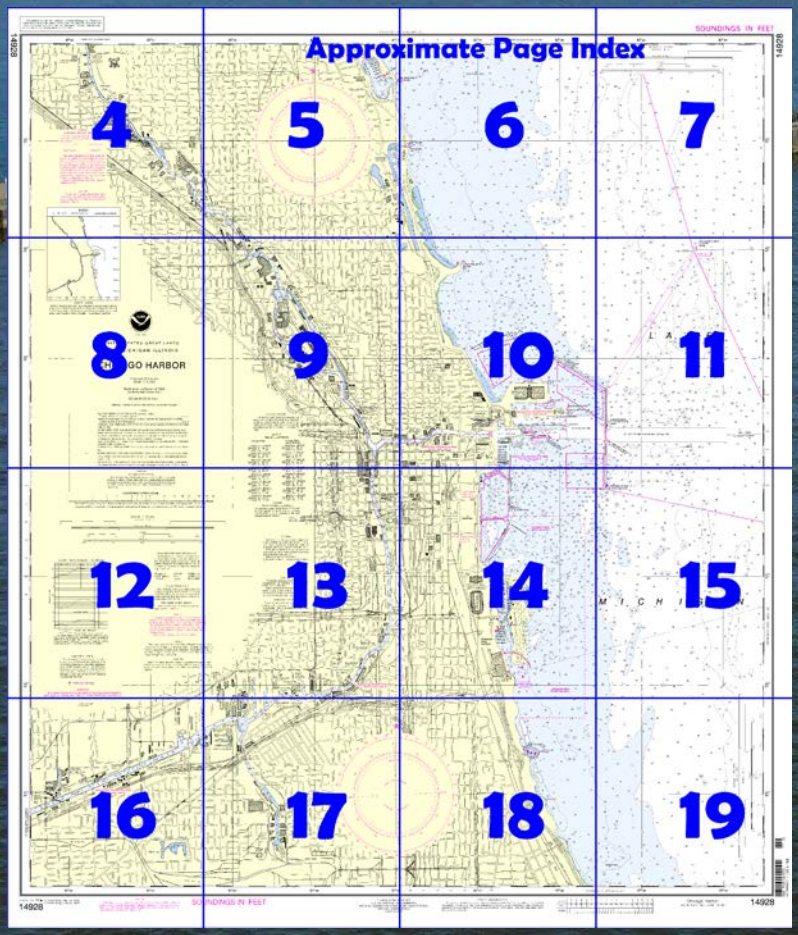
Chicago Harbor

NOAA Chart 14928

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=14928

(Selected Excerpts from Coast Pilot)
Chicago Harbor, on the SW shore of Lake Michigan 11 miles N of Calumet Harbor, serves the city of **Chicago, Ill.,** and along with Calumet Harbor, forms one of the largest inland ports in the world. The harbor comprises an outer harbor with outer and inner basins and an inner harbor formed by the **Chicago River** and its branches. While there is some deep-draft traffic in the harbor, barge traffic from the Mississippi River via the Illinois Waterway constitutes the major use of Chicago Harbor. The major commodities handled at the deep-draft facilities in the harbor are general cargo, newsprint, salt, and cement.

Prominent features- The skyline of Chicago is prominent in general, and its three tallest buildings are conspicuous. The 1,454-foot Sears Tower, 1.3 miles SW of the river mouth, is reported to be the tallest building in the world. Its top is usually obscured by any fog or inclement weather. The white 1,136-foot Standard Oil building is 0.5 mile SW of the river mouth. The dark brown trapezoidal 1,107-foot John Hancock Center 0.9 mile NW of the river mouth has two prominent lighted towers on its roof.

Chicago Harbor Light (41°53.4'N., 87°35.4'W.), 82 feet above the water, is shown from a white conical tower on the S end of the breakwater on the N side of the entrance channel.

The harbor consists of an outer harbor of refuge protected by breakwaters on the NE and E sides and an inner basin at the natural mouth of the Chicago River. The inner basin is protected by breakwaters and bulkheads. The outer harbor is entered from Lake Michigan through a dredged entrance channel leading W between the NE and E breakwaters. The entrance channel is marked by buoys, and the ends of the breakwaters are marked by lights. The outer harbor affords access to the municipal pier on the W side of the harbor and to the entrance channel to the inner basin. A 400-foot-wide breakwater gap at the N end of the outer harbor is marked by lights. The end of the breakwater on the E side of the gap is partially submerged. Caution should be exercised when transiting the gap.

The inner basin, on the S side of the mouth of Chicago River, is entered from the W side of the outer harbor through the **Chicago Lock.** The SE guide wall of the lock is marked at the outer end by a light and fog signal. The inner basin and the river may only be entered through the lock, as bulkheads attach the inner end of the lock to shore and to the inner breakwater, and a bulkhead extending from the shore to the inner breakwater separates the inner basin from the small-craft basin SW of the outer harbor. The dredged river entrance channel extends from the lock across the N side of the inner basin through the mouth of the river upstream to Rush Street.

Ogden Slip, at the N end of the inner basin, is N of and parallel to the mouth of the Chicago River. The slip extends about 0.4 mile into the shoreline, and in 1977, had a centerline controlling depth of 16 feet except for shoaling at the W end.

From its mouth, the Chicago River leads W for 1.3 miles to the junction of North Branch and South Branch. From the junction, **Branch** leads NNW for 1 mile to the junction with **North Branch Canal,** thence these two channels continue NNW, separated by Goose Island, and rejoin at a turning basin at North Avenue.

From its mouth, the Chicago River leads W for 1.3 miles to the junction of North Branch and South Branch. From the junction, **North Branch** leads NNW for 1 mile to the junction with **North Branch Canal,** thence these two channels continue NNW, separated by Goose Island, and rejoin at a turning basin at North Avenue.

Danger.–A rock-filled pile pier 3 to 6 feet high, marked at the outer end by a private light, extends 0.5 mile E from shore into the outer harbor, parallel to and 400 feet N of the Chicago River entrance lock.

Caution.–Submerged wrecks are along the W side of North Branch Canal about 0.4 and 0.8 mile above the junction with North Branch. The northernmost wreck is marked by a buoy.

Four Mile Crib, marked by a private light with a private sound signal, is 2.6 miles ESE of Chicago Harbor 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 1:15,000

North America Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

CAUTION

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

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.

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)

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

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.

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).

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.

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 1902 must be corrected an average of 0.003" southward and 0.371" westward 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.

Chicago, IL	KWO-39	162.550 MHz
Crystal Lake, IL	KXI-41	162.500 MHz
Lockport, IL	KZZ-81	162.425 MHz

NOTE C

BRIDGE CLEARANCES

Chicago River	Chicago River (South Branch)
(A) BASCULE BRIDGE HOR CL 195 FT VERT CL 17 FT	(I) BASCULE BRIDGE HOR CL 206 FT VERT CL 18 FT
(B) BASCULE BRIDGE HOR CL 192 FT VERT CL 22 FT	(J) BASCULE BRIDGE HOR CL 160 FT VERT CL 21 FT
(C) BASCULE BRIDGE HOR CL 200 FT VERT CL 21 FT	(K) BASCULE BRIDGE HOR CL 155 FT VERT CL 20 FT
(D) BASCULE BRIDGE HOR CL 200 FT VERT CL 22 FT	(L) BASCULE BRIDGE HOR CL 168 FT VERT CL 18 FT
(E) BASCULE BRIDGE HOR CL 195 FT VERT CL 19 FT	(M) BASCULE BRIDGE HOR CL 156 FT VERT CL 18 FT
(F) BASCULE BRIDGE HOR CL 195 FT VERT CL 18 FT	(N) BASCULE BRIDGE HOR CL 148 FT VERT CL 19 FT
(G) BASCULE BRIDGE HOR CL 219 FT VERT CL 18 FT	(O) BASCULE BRIDGE HOR CL 143 FT VERT CL 20 FT
(H) BASCULE BRIDGE HOR CL 190 FT VERT CL 18 FT	(P) BASCULE BRIDGE HOR CL 166 FT VERT CL 22 FT

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 A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

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.

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.

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.

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.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles 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 of or near the middle of the course.

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

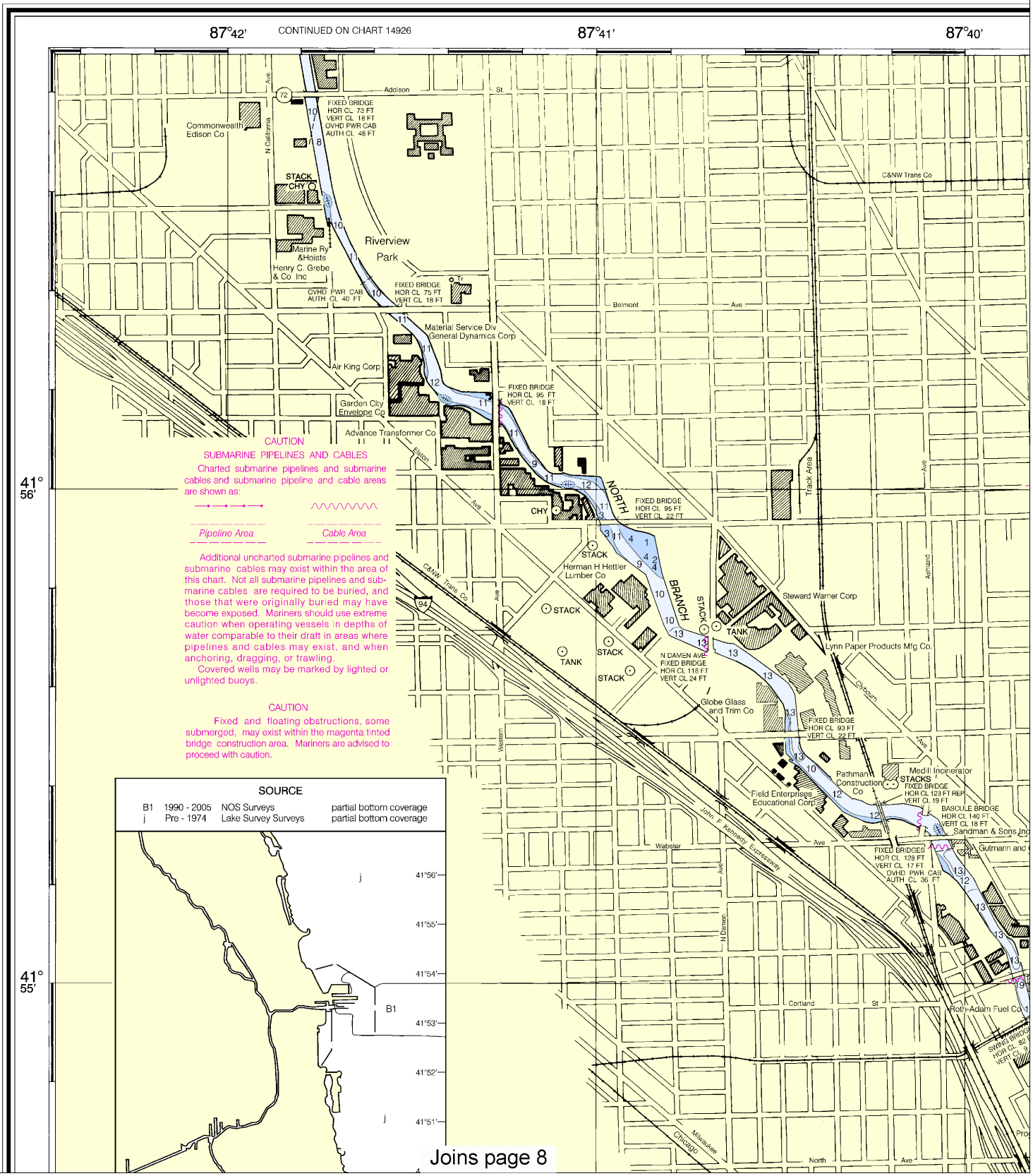
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)

Depths lakeward of the controlling lock .....576.2 ft
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

Depths landward of the controlling lock .....576.2 ft
Referred to mean water level at Father Point (Pointe au Pierre), Quebec, International Great Lakes Datum (1955)

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.



Note: Chart grid lines are aligned with true north.

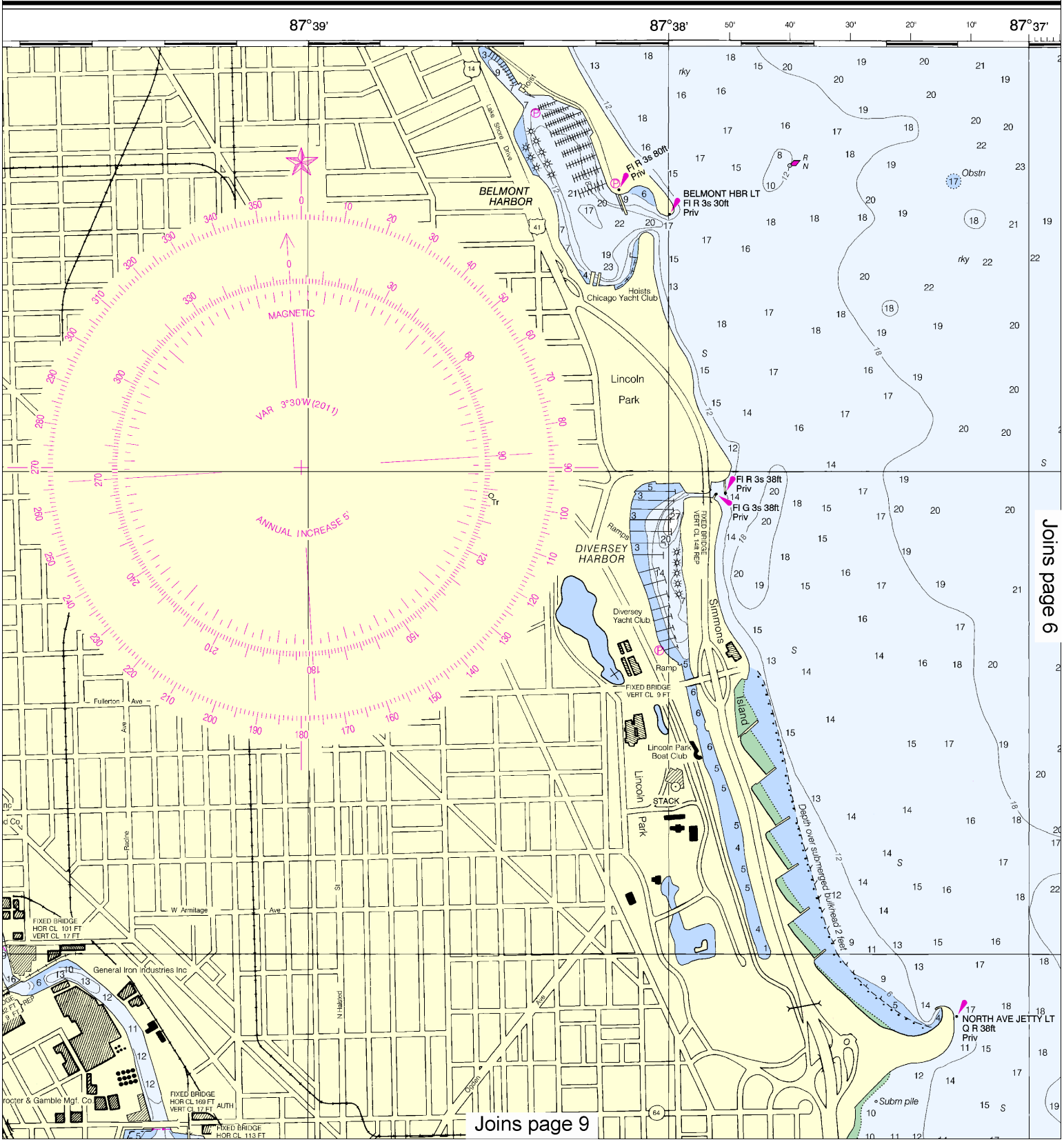
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

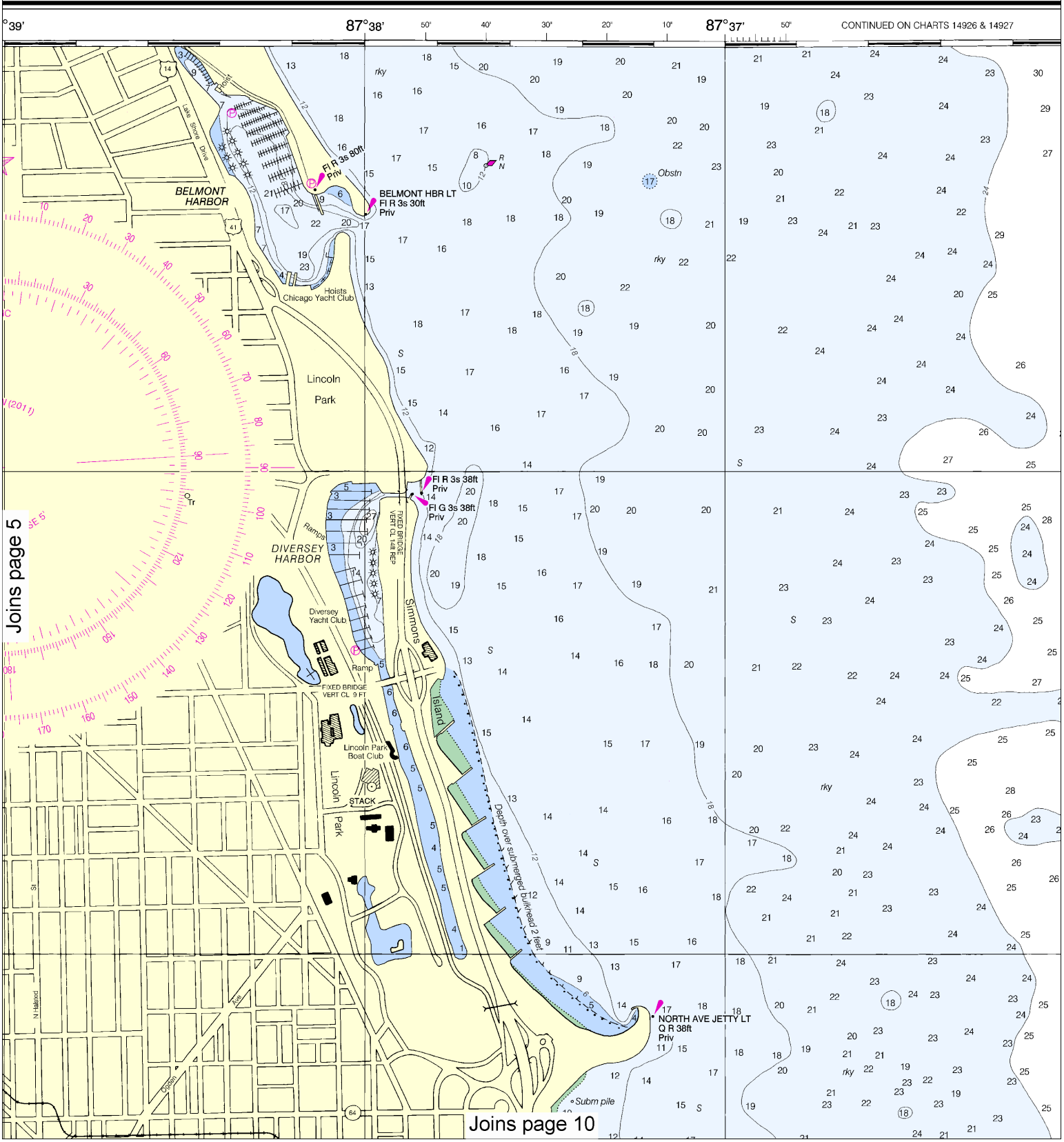
See Note on page 5.

Formerly LS 752, 1st Ed., Jul. 1933 KAPP 1484



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS 752, 1st Ed., Jul. 1933 KAPP 1484



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles

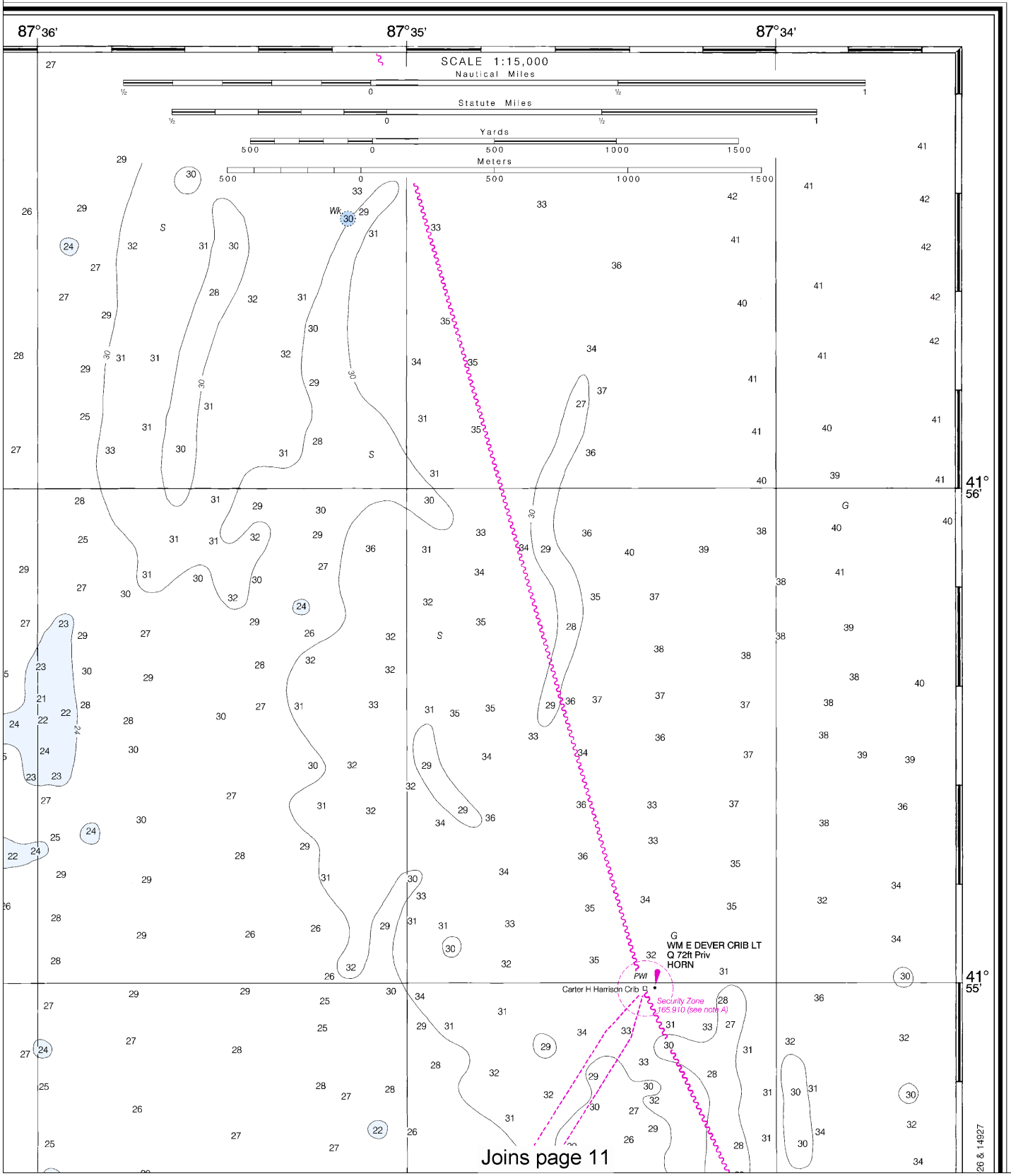
0 1

Yards

500 0 500 1000 1500

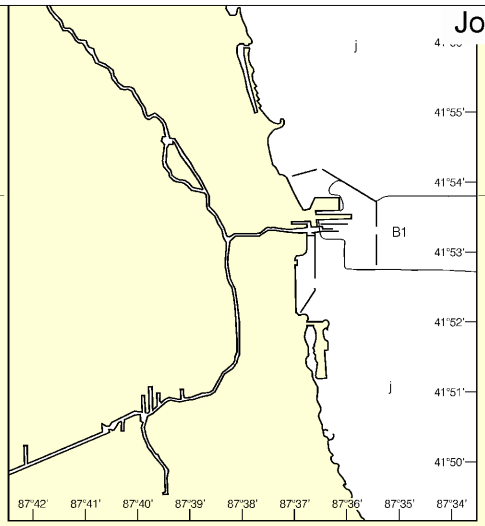
SOUNDINGS IN FEET

14928



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.

Joins page 4



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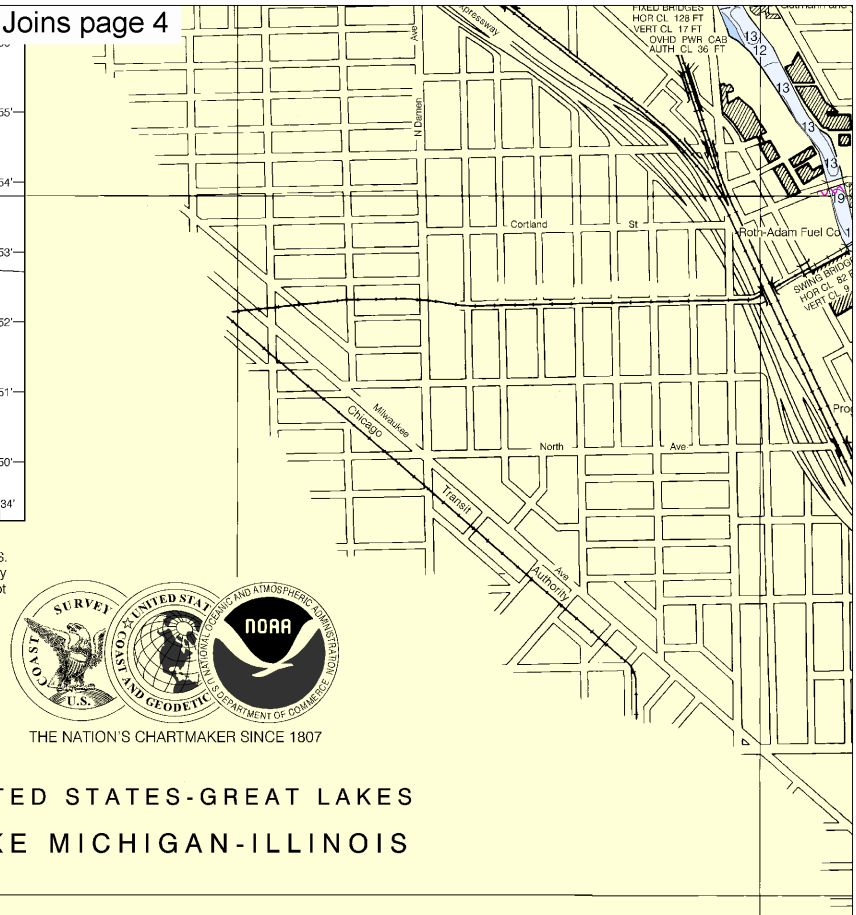

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-GREAT LAKES

LAKE MICHIGAN-ILLINOIS

41° 54'

CHICAGO HARBOR

Polyconic Projection
Scale 1:15,000

North America Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at 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.

53'

CAUTION

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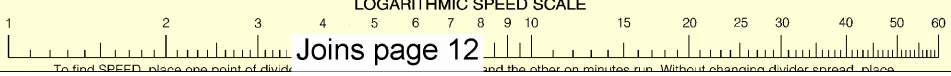
50'

LOGARITHMIC SPEED SCALE

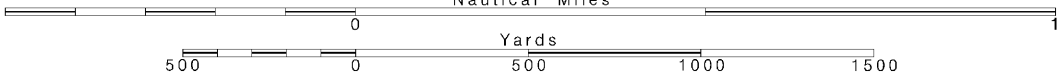


To find SPEED, place one point of divid... and the other on minutes run. Without changing divider spread, place...

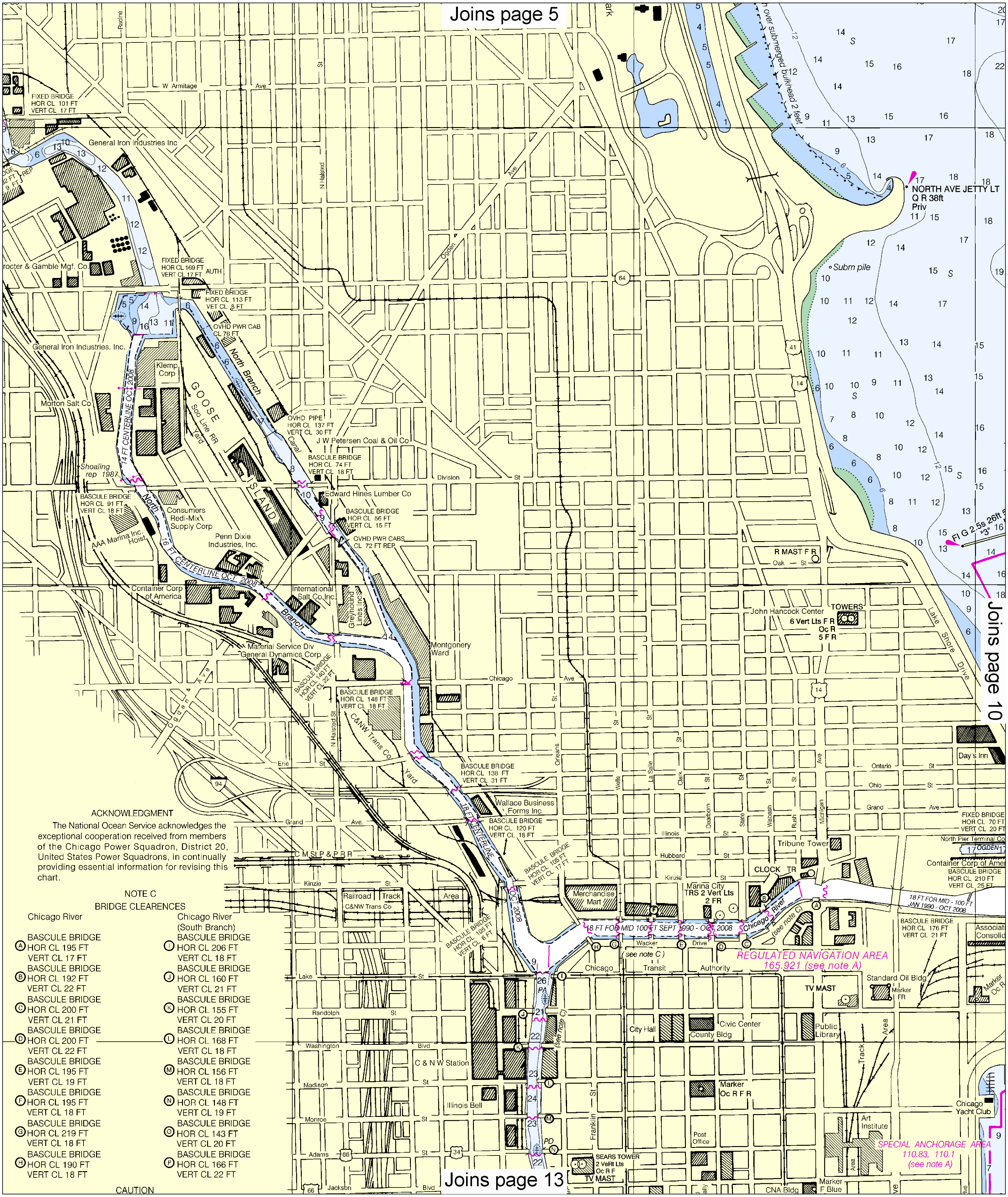
Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~



See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
W Armitage Ave
FIXED BRIDGE HOR CL 101 FT VERT CL 17 FT
General Iron Industries Inc
FIXED BRIDGE HOR CL 169 FT VERT CL 17 FT
AUTH
FIXED BRIDGE HOR CL 113 FT VERT CL 8 FT
OVHD PWR CAB CL 76 FT
General Iron Industries. Inc.
Klemp Corp
GOOSE ISLAND
Soo Line RR Yard
North Branch Canal
Morton Salt Co
14 FT CENTERLINE OCT 2008
OVHD PIPE HOR CL 137 FT VERT CL 30 FT
J W Petersen Coal & Oil Co
BASCULE BRIDGE HOR CL 74 FT VERT CL 18 FT
Shoaling rep 1987
BASCULE BRIDGE HOR CL 91 FT VERT CL 18 FT
Edward Hines Lumber Co
BASCULE BRIDGE HOR CL 56 FT VERT CL 15 FT
OVHD PWR CABS CL 72 FT REP
Consumers Redi-Mix Supply Corp
Penn Dixie Industries, Inc.
AAA Marina Inc. Hoist
16 FT CENTERLINE OCT 2008
Container Corp of America
International Salt Co.Inc.
Greyhound Lines Inc
North Branch
Material Service Div General Dynamics Corp
Montgomery Ward
BASCULE BRIDGE HOR CL 140 FT VERT CL 22 FT
BASCULE BRIDGE HOR CL 148 FT VERT CL 18 FT
C&NW Trans Co Yard
BASCULE BRIDGE HOR CL 138 FT VERT CL 31 FT
Wallace Business Forms Inc
BASCULE BRIDGE HOR CL 120 FT VERT CL 18 FT
BASCULE BRIDGE HOR CL 105 FT VERT CL 17 FT
18 FT CENTERLINE OCT 2008
BASCULE BRIDGE HOR CL 105 FT VERT CL 8 FT
C M St P & P R R
Railroad Track Area
C&NW Trans Co
Merchandise Mart
Marina City TRS 2 Vert Lts 2 FR
CLOCK TR
Tribune Tower
18 FT FOR MID 100 FT SEPT 1990 - OCT 2008
(see note C)
Chicago River
18 FT FOR MID - 100 FT JAN 1990 - OCT 2008
REGULATED NAVIGATION AREA 165.921 (see note A)
BASCULE BRIDGE HOR CL 176 FT VERT CL 21 FT
BASCULE BRIDGE HOR CL 210 FT VERT CL 25 FT
Container Corp of America
FIXED BRIDGE HOR CL 70 FT VERT CL 20 FT
North Pier Terminal Co
OGDEN
Day's Inn
Ontario St
Ohio St
Grand Ave
John Hancock Center 6 Vert Lts F R Oc R 5 F R
TOWERS
R MAST F R
Oak St
Lake Shore Drive
NORTH AVE JETTY LT Q R 38ft Priv
Subm pile
Fl G 2.5s 26ft "3"
over submerged bulkhead 2 feet
Division St
Chicago Ave
Erie St
Kinzie St
Lake St
Randolph St
Washington Blvd
Madison St
Monroe St
Adams St
Jackson Blvd
Wacker Drive
Chicago Transit Authority
City Hall
County Bldg
Civic Center
C & N W Station
Illinois Bell
Franklin St
Public Library
TV MAST
Standard Oil Bldg
Marker FR
Marker Oc R F R
Post Office
Art Institute
SEARS TOWER 2 VeRt Lts Oc R F
TV MAST
Marker F Blue
CNA Bldg
Chicago Yacht Club
SPECIAL ANCHORAGE AREA 110.83, 110.1 (see note A)
ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Chicago Power Squadron, District 20, United States Power Squadrons, in continually providing essential information for revising this chart.
NOTE C
BRIDGE CLEARENCES
Chicago River
A BASCULE BRIDGE HOR CL 195 FT VERT CL 17 FT
B BASCULE BRIDGE HOR CL 192 FT VERT CL 22 FT
C BASCULE BRIDGE HOR CL 200 FT VERT CL 21 FT
D BASCULE BRIDGE HOR CL 200 FT VERT CL 22 FT
E BASCULE BRIDGE HOR CL 195 FT VERT CL 19 FT
F BASCULE BRIDGE HOR CL 195 FT VERT CL 18 FT
G BASCULE BRIDGE HOR CL 219 FT VERT CL 18 FT
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Chicago River (South Branch)
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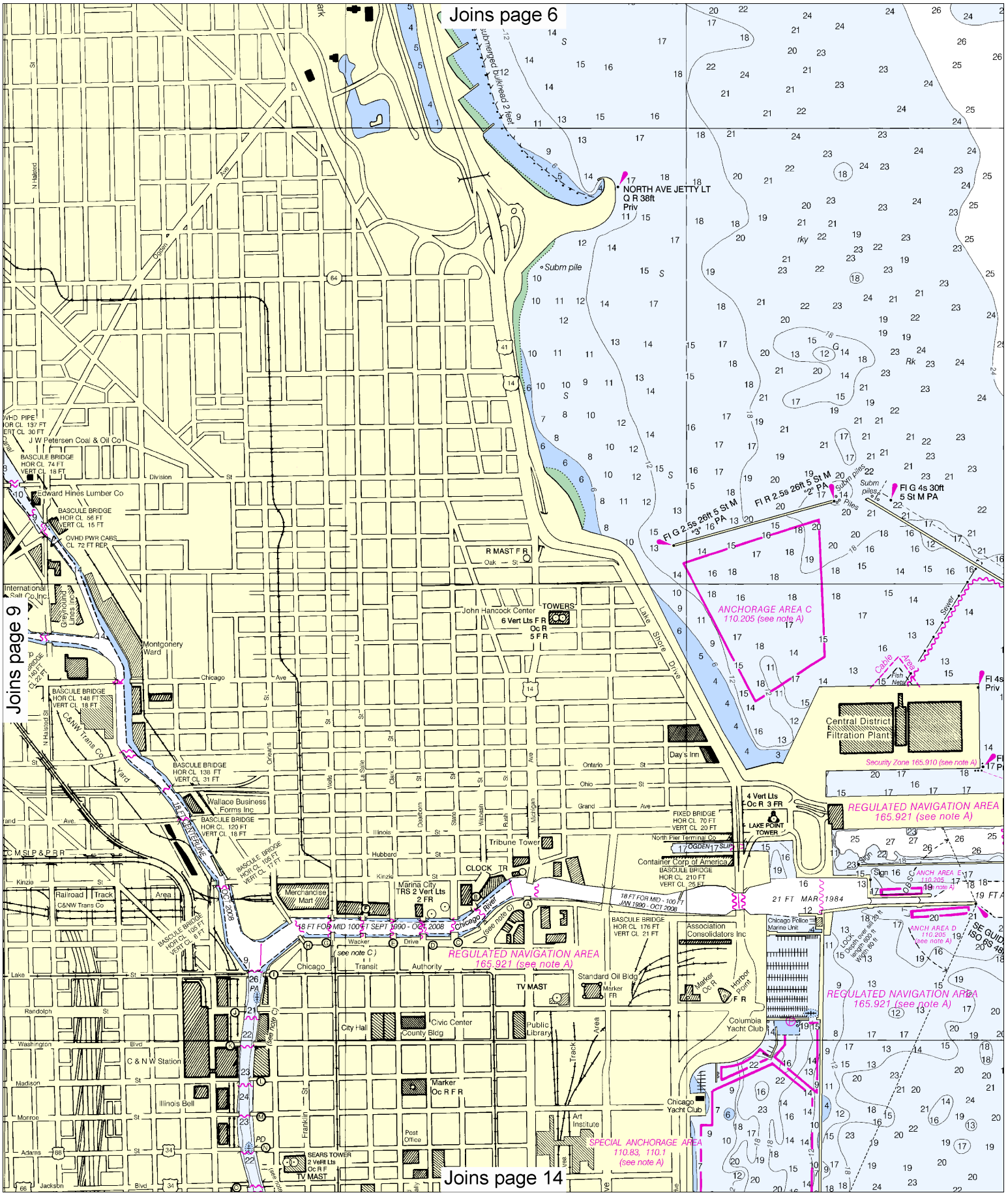
J BASCULE BRIDGE HOR CL 160 FT VERT CL 21 FT
K BASCULE BRIDGE HOR CL 155 FT VERT CL 20 FT
L BASCULE BRIDGE HOR CL 168 FT VERT CL 18 FT
M BASCULE BRIDGE HOR CL 156 FT VERT CL 18 FT
N BASCULE BRIDGE HOR CL 148 FT VERT CL 19 FT
O BASCULE BRIDGE HOR CL 143 FT VERT CL 20 FT
P BASCULE BRIDGE HOR CL 166 FT VERT CL 22 FT
CAUTION



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

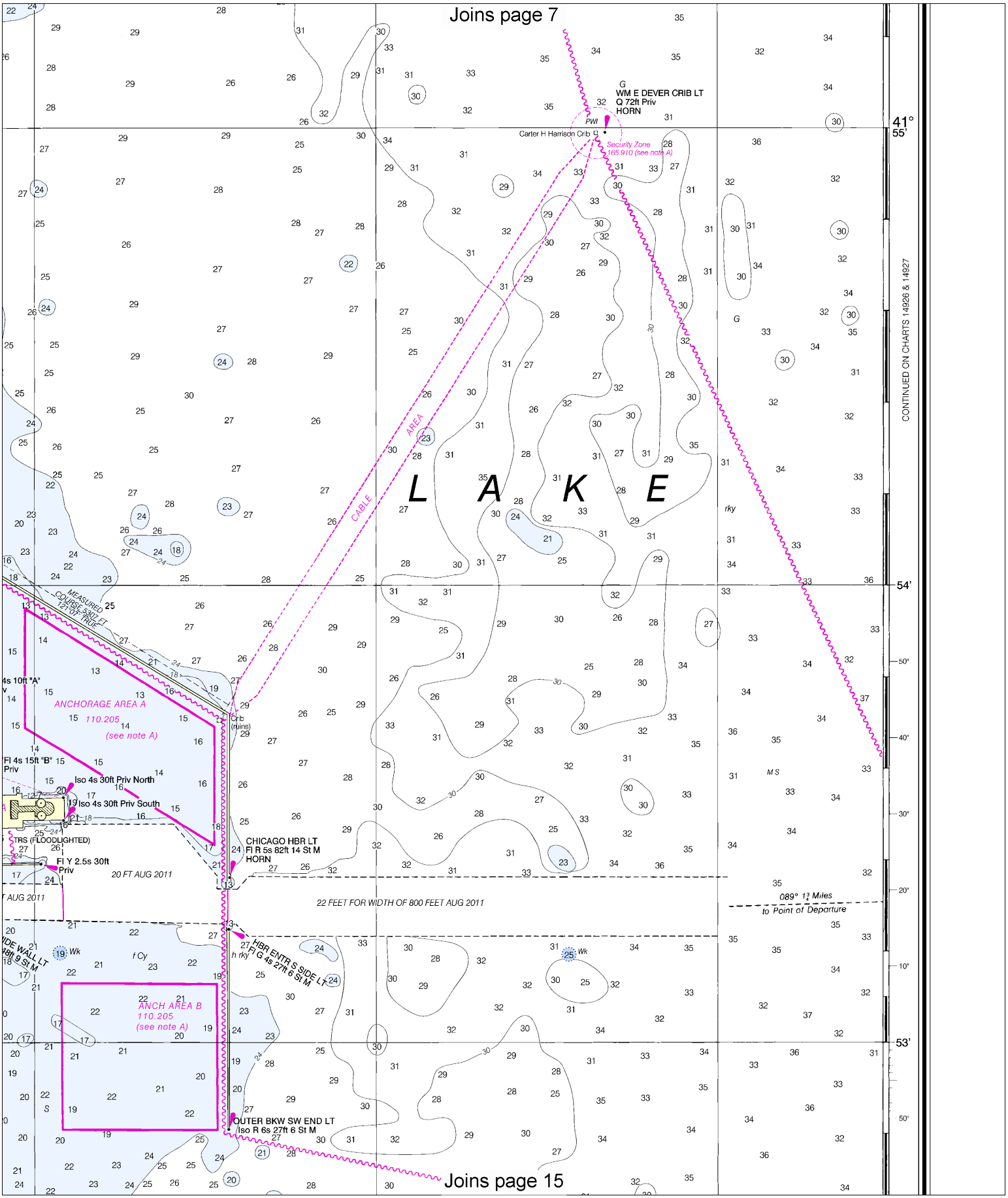
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 7
G
WM E DEVER CRIB LT
Q 72ft Priv
HORN
PWI
Carter H Harrison Crib
Security Zone
165.910 (see note A)
41° 55'
CONTINUED ON CHARTS 14926 & 14927
AREA
CABLE
L A K E
rky
54'
MEASURED COURSE 9801 FT 121°07' TRUE
ANCHORAGE AREA A
110.205
(see note A)
Crib (ruins)
Fl 4s 15ft "B" Priv
Iso 4s 30ft Priv North
Iso 4s 30ft Priv South
TRS (FLOODLIGHTED)
Fl Y 2.5s 30ft
Priv
20 FT AUG 2011
CHICAGO HBR LT
Fl R 5s 82ft 14 St M
HORN
22 FEET FOR WIDTH OF 800 FEET AUG 2011
089° 13¼ Miles
to Point of Departure
M S
50'
40'
30'
20'
10'
53'
HBR ENTR S SIDE LT
Fl G 4s 27ft 6 St M
h rky
f Cy
Wk
ANCH AREA B
110.205
(see note A)
OUTER BKW SW END LT
Iso R 6s 27ft 6 St M
Joins page 15

Joins page 8

statute miles be ue bearing between any two points on this chart may be determir with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

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

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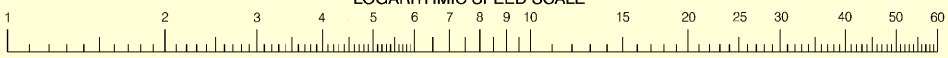
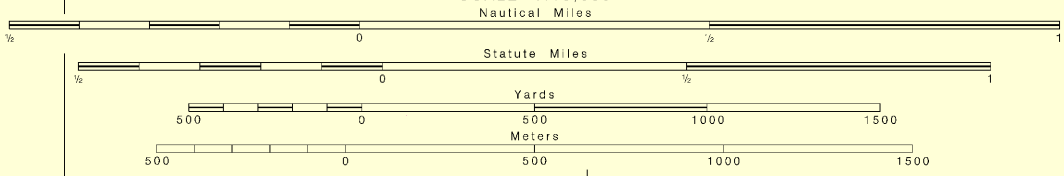
LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

40'

SCALE 1:15,000

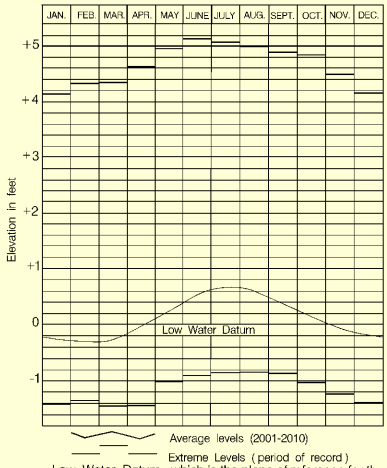


30'

20'

10'

LAKE MICHIGAN - HURON



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.

52'

50'

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.

Chicago, IL	KWO-39	162.550 MHz
Crystal Lake, IL	KXI-41	162.500 MHz
Lockport, IL	KZZ-81	162.425 MHz

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).

SUPPLEMENTAL INFORMATION

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

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.

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 1902 must be corrected an average of 0.003" southward and 0.371" westward to agree with this chart.

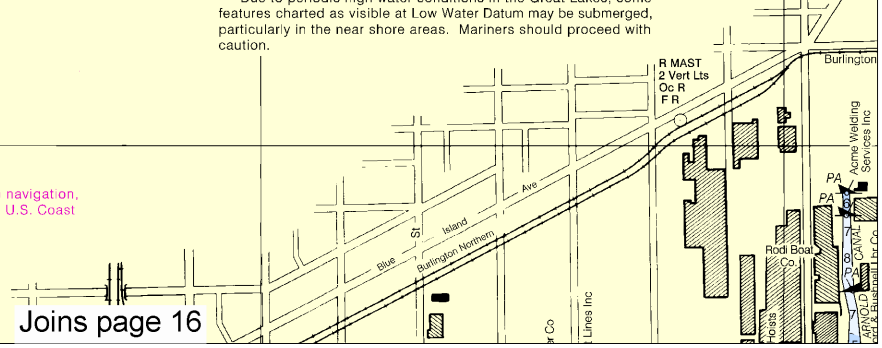
Ⓟ Pump-out facilities

41° 51'

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.

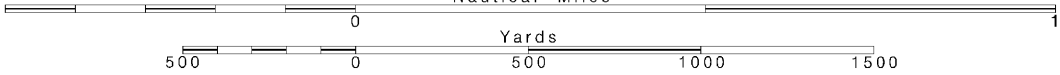
Cook County Dept of Correction



Joins page 16

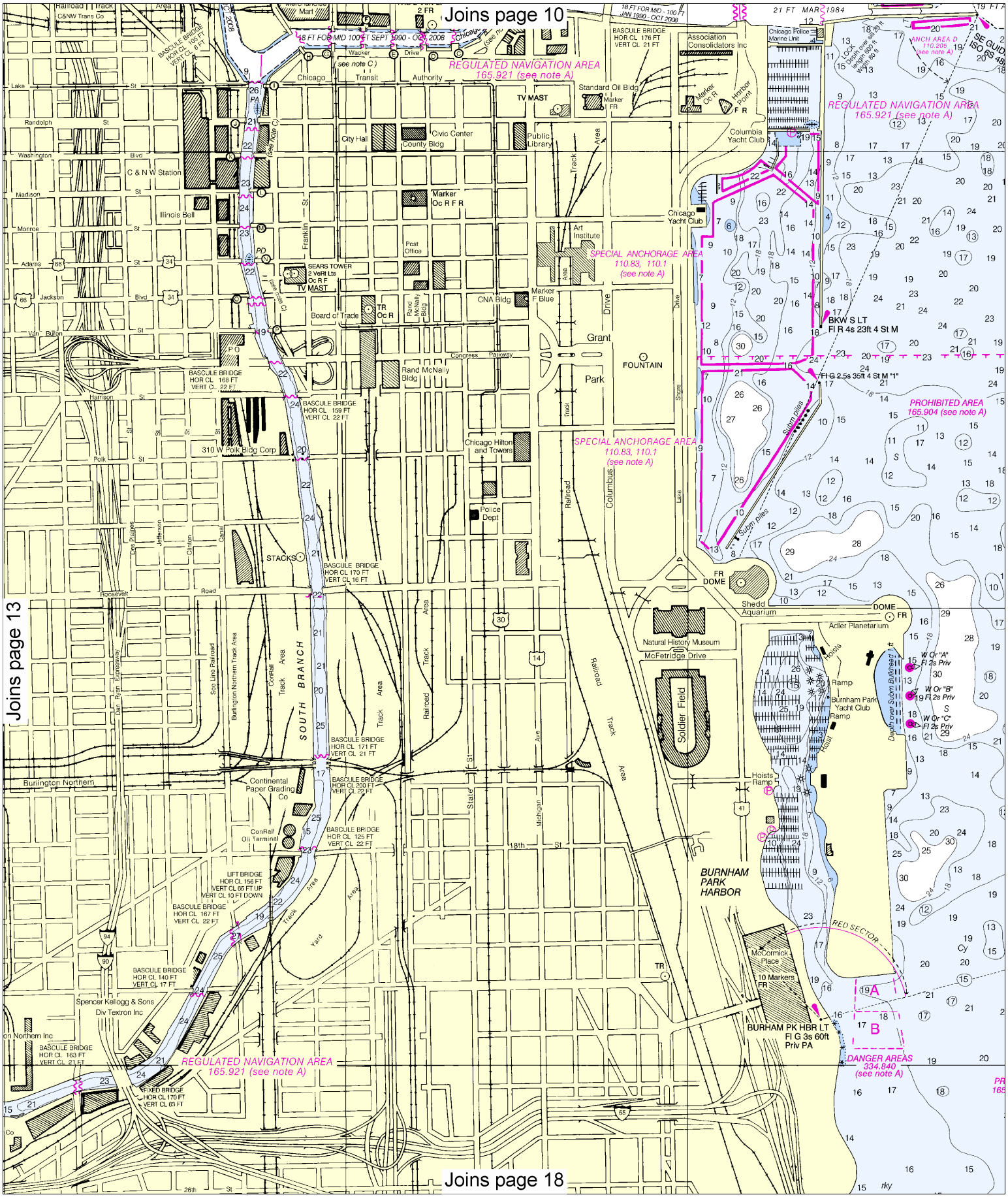
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~



See Note on page 5.


NOTE C
BRIDGE CLEARENCES
Chicago River
BASCULE BRIDGE (A) HOR CL 195 FT VERT CL 17 FT
BASCULE BRIDGE (B) HOR CL 192 FT VERT CL 22 FT
BASCULE BRIDGE (C) HOR CL 200 FT VERT CL 21 FT
BASCULE BRIDGE (D) HOR CL 200 FT VERT CL 22 FT
BASCULE BRIDGE (E) HOR CL 195 FT VERT CL 19 FT
BASCULE BRIDGE (F) HOR CL 195 FT VERT CL 18 FT
BASCULE BRIDGE (G) HOR CL 219 FT VERT CL 18 FT
BASCULE BRIDGE (H) HOR CL 190 FT VERT CL 18 FT
Chicago River (South Branch)
BASCULE BRIDGE (I) HOR CL 206 FT VERT CL 18 FT
BASCULE BRIDGE (J) HOR CL 160 FT VERT CL 21 FT
BASCULE BRIDGE (K) HOR CL 155 FT VERT CL 20 FT
BASCULE BRIDGE (L) HOR CL 168 FT VERT CL 18 FT
BASCULE BRIDGE (M) HOR CL 156 FT VERT CL 18 FT
BASCULE BRIDGE (N) HOR CL 148 FT VERT CL 19 FT
BASCULE BRIDGE (O) HOR CL 143 FT VERT CL 20 FT
BASCULE BRIDGE (P) HOR CL 166 FT VERT CL 22 FT
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
CAUTION
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.
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.
Joins page 9
Joins page 14
Joins page 17
REGULATED NAVIGATION AREA 165.921 (see note A)
SPECIAL ANCHORAGE AREA 110.83, 110.1 (see note A)
18 FT FOR MID 100 FT SEPT 1990 - OCT 2008
SOUTH BRANCH
STETSON CANAL
SEARS TOWER 2 VeRt Lts Oc R F TV MAST
Board of Trade
City Hall
County Bldg
Civic Center
C & N W Station
Illinois Bell
Post Office
CNA Bldg
Rand McNally Bldg
Grant Park
FOUNTAIN
Chicago Yacht Club
Art Institute
Standard Oil Bldg
Public Library
Chicago Hilton and Towers
Police Dept
Natural History
Soldier Field
310 W Polk Bldg Corp
Continental Paper Grading Co
ConRail Oil Terminal
Spencer Kellogg & Sons Div Textron Inc
Burlington Northern Inc
Warshawsky and Co
Commonwealth Edison Co
STACK 3 Vert Lts Oc R 2 F R
Fire Boat Slip
Edison Coal Dock
J M Corbett Co
BASCULE BRIDGE HOR CL 168 FT VERT CL 22 FT
BASCULE BRIDGE HOR CL 159 FT VERT CL 22 FT
BASCULE BRIDGE HOR CL 170 FT VERT CL 16 FT
BASCULE BRIDGE HOR CL 171 FT VERT CL 21 FT
BASCULE BRIDGE HOR CL 200 FT VERT CL 22 FT
BASCULE BRIDGE HOR CL 125 FT VERT CL 22 FT
LIFT BRIDGE HOR CL 156 FT VERT CL 65 FT UP VERT CL 10 FT DOWN
BASCULE BRIDGE HOR CL 167 FT VERT CL 22 FT
BASCULE BRIDGE HOR CL 140 FT VERT CL 17 FT
BASCULE BRIDGE HOR CL 163 FT VERT CL 21 FT
FIXED BRIDGE HOR CL 170 FT VERT CL 63 FT
BASCULE BRIDGE HOR CL 144 FT
BASCULE BRIDGE HOR CL 176 FT VERT CL 21 FT



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

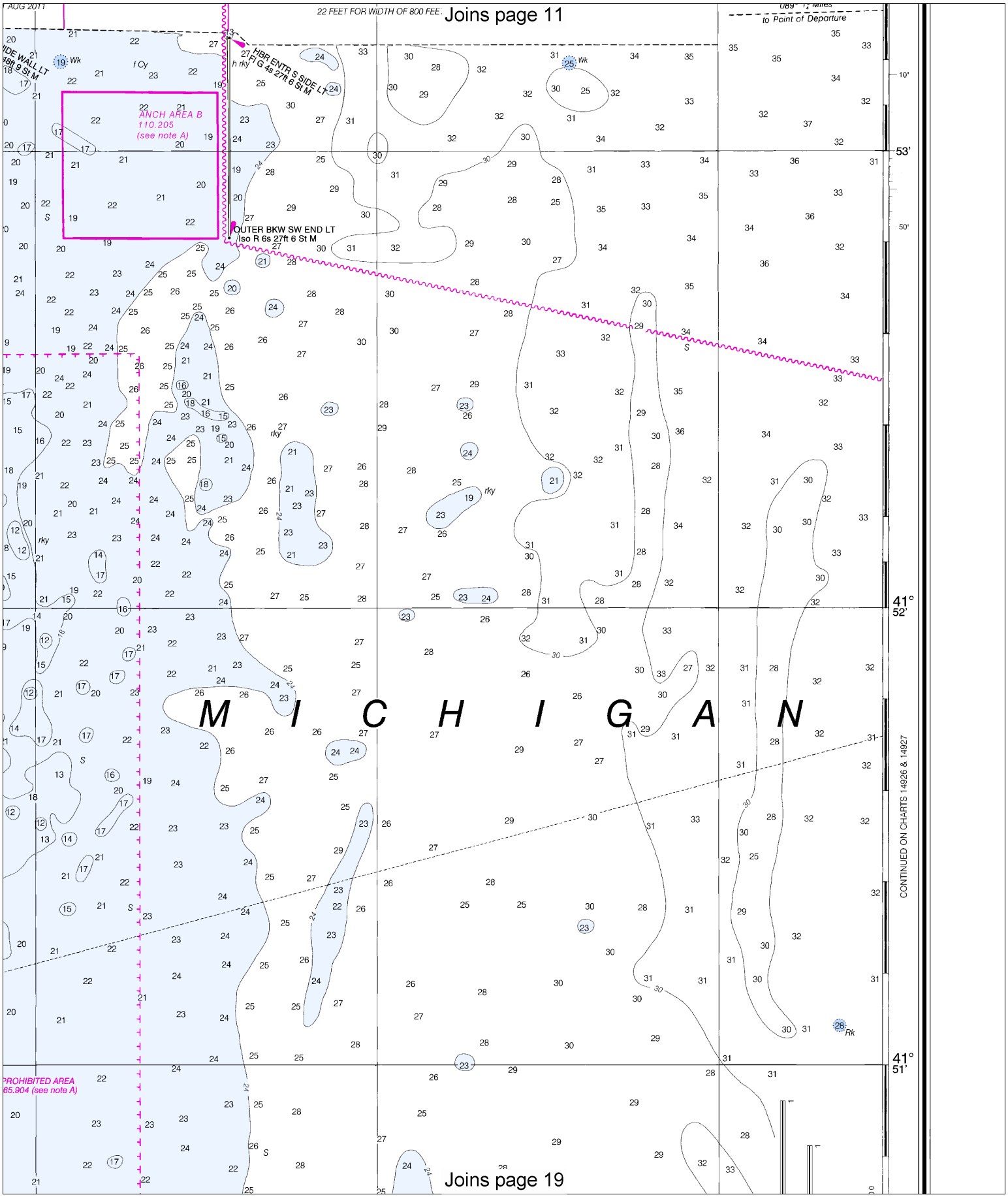
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.


AUG 2011
22 FEET FOR WIDTH OF 800 FEET
Joins page 11
to Point of Departure
HBR ENTR S SIDE LT
Fl G 4s 27ft 6 St M
ANCH AREA B
110.205
(see note A)
OUTER BKW SW END LT
Iso R 6s 27ft 6 St M
M I C H I G A N
PROHIBITED AREA
165.904 (see note A)
Joins page 19
CONTINUED ON CHARTS 14926 & 14927
53'
50'
41° 52'
41° 51'

Joins page 12

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Chicago, Ill.

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Ⓟ Pump-out facilities

WARNING

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41° 51'

41° 50'

87°42'

87°41'

87°40'

Cook County Dept of Correction

26th St

R MAST 2 Vert Lts Oc R F R

Burlington

Blue Island Ave

Burlington Northern

Railroad Track Area

South Western

S Hoyne

Edward Hines Lumber Co

Navajo Freight Lines Inc

Acme Welding Services Inc

Rodi Boat Co

APN OLD CANAL

BASCULE BRIDGE HOR CL 183 FT VERT CL 21 FT

Chicago Produce Terminal Co.

Fruit Auction Sales Co

FIXED BRIDGE HOR CL 140 FT VERT CL 28 FT

Obstn Subm piling

Amstar Corp

CANAL

AT & SF Ry Yard

John T Hay Div

STACK

Santa Fe Elevator Corp

State Barge Terminal

A L Mechling Barge Lines Inc

Enterprise Paint Mfg Co

FIXED BRIDGE HOR CL 92 FT VERT CL 17 FT

BASCULE BRIDGE HOR CL 120 FT VERT CL 17 FT

FIXED BRIDGE HOR CL 155 FT VERT CL 22 FT

R TR 3 Vert Lts F R Dept of Public Works City of Chicago

Prolerized Corp

SHIP AND SANITARY

Collater Chan

BASCULE BRIDGES HOR CL 128 FT VERT CL 17 FT

Allied Oil Co

REGULATED NAVIGATION AREA 165.921 (see note A)

Adler E Stevenson Expressway

S Damen Ave

Apex Motor Fuel Co

FIXED BRIDGE OVHD CAB

R TR (WVON) 1450 kHz 3 Vert Lts Oc R 2 FR

CN RR

B A Ballon Co

SWING BRIDGE HOR CL R DRAW 85 FT HOR CL L DRAW 50 FT VERT CL 19 FT

FIXED BRIDGE HOR CL 130 FT VERT CL 22 FT

Material Service Div General Dynamics Corp

R Lavins & Sons Inc

Conrail & CSX Chicago Terminal R R Area

Gulf Mobile & Ohio R R

S Ashland Ave

L Ave

Archer

Railroad Track Area

S Kedzie

S California

Mc Kinley Park

Pershing Road

R R Track Area

Railroad Track Area

CONTINUED ON ILLINOIS WATERWAY CHART BOOKLET

23rd Ed., Sep. / 11 ■ Corrected through NM Sep. 24/11
Corrected through LNM Sep. 13/11
14928

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.

SOUNDINGS IN F

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

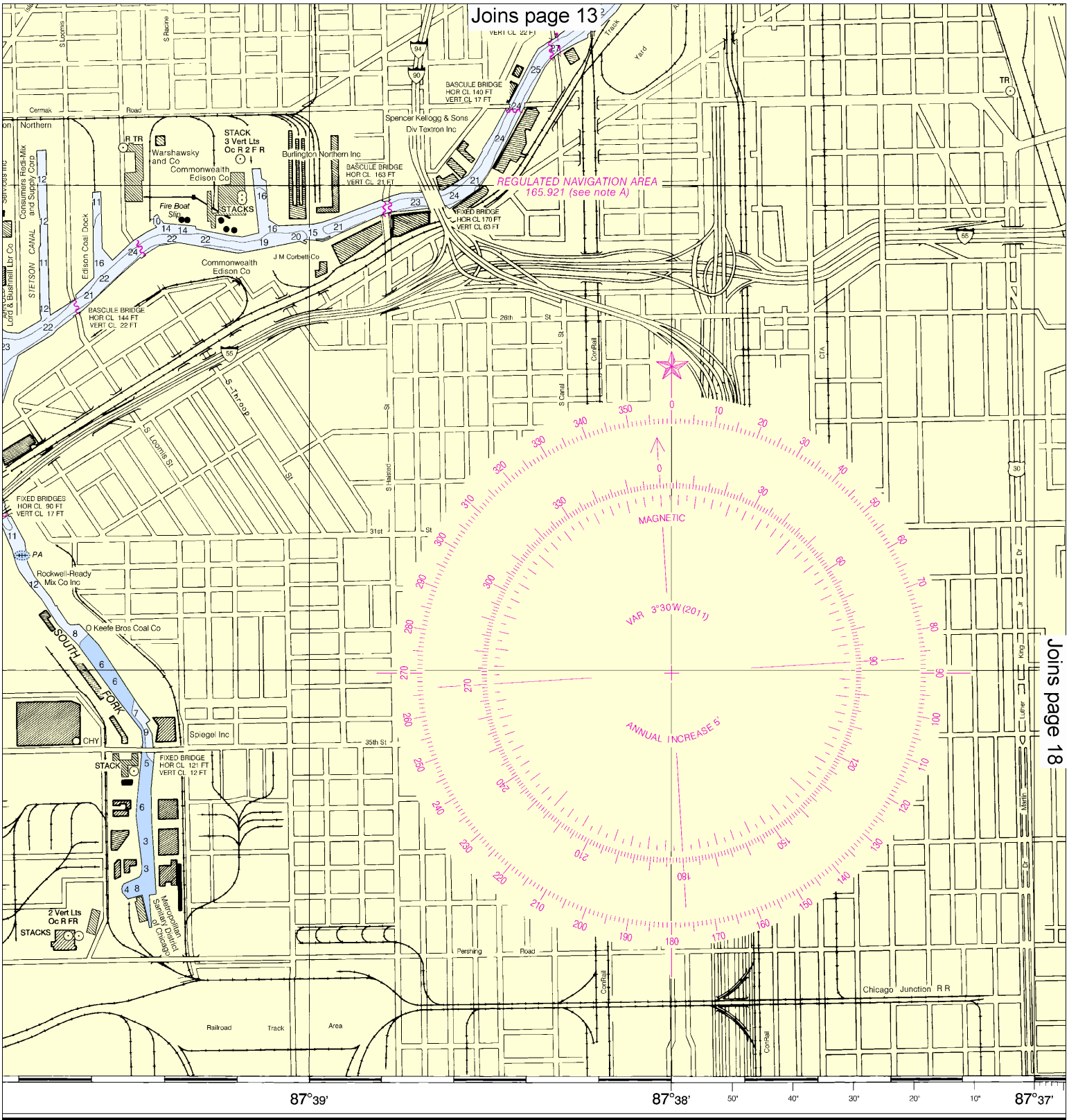
See Note on page 5.

Nautical Miles

0 1

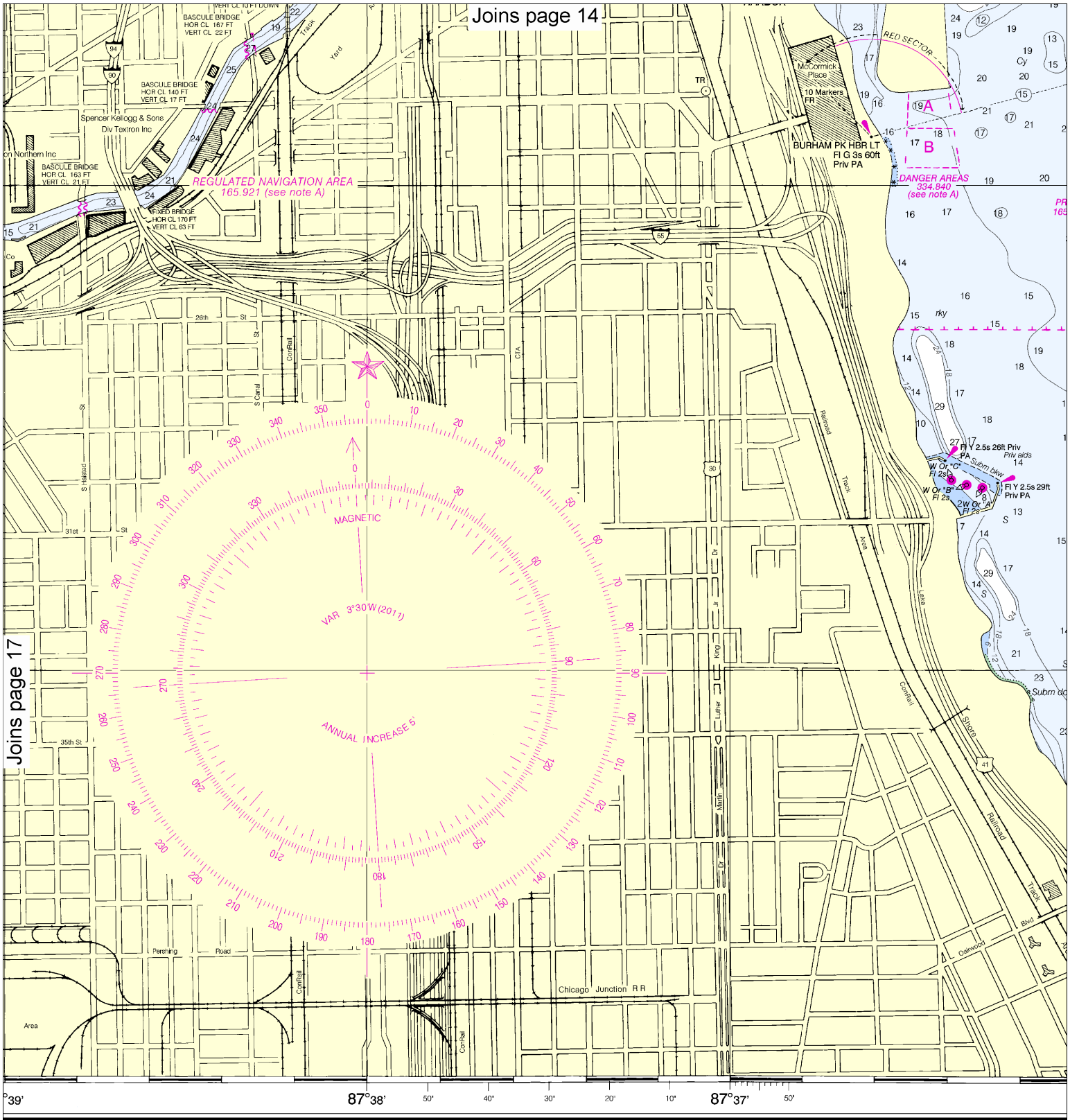
Yards

500 0 500 1000 1500



FEET

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



Published at Washington, D.C.
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

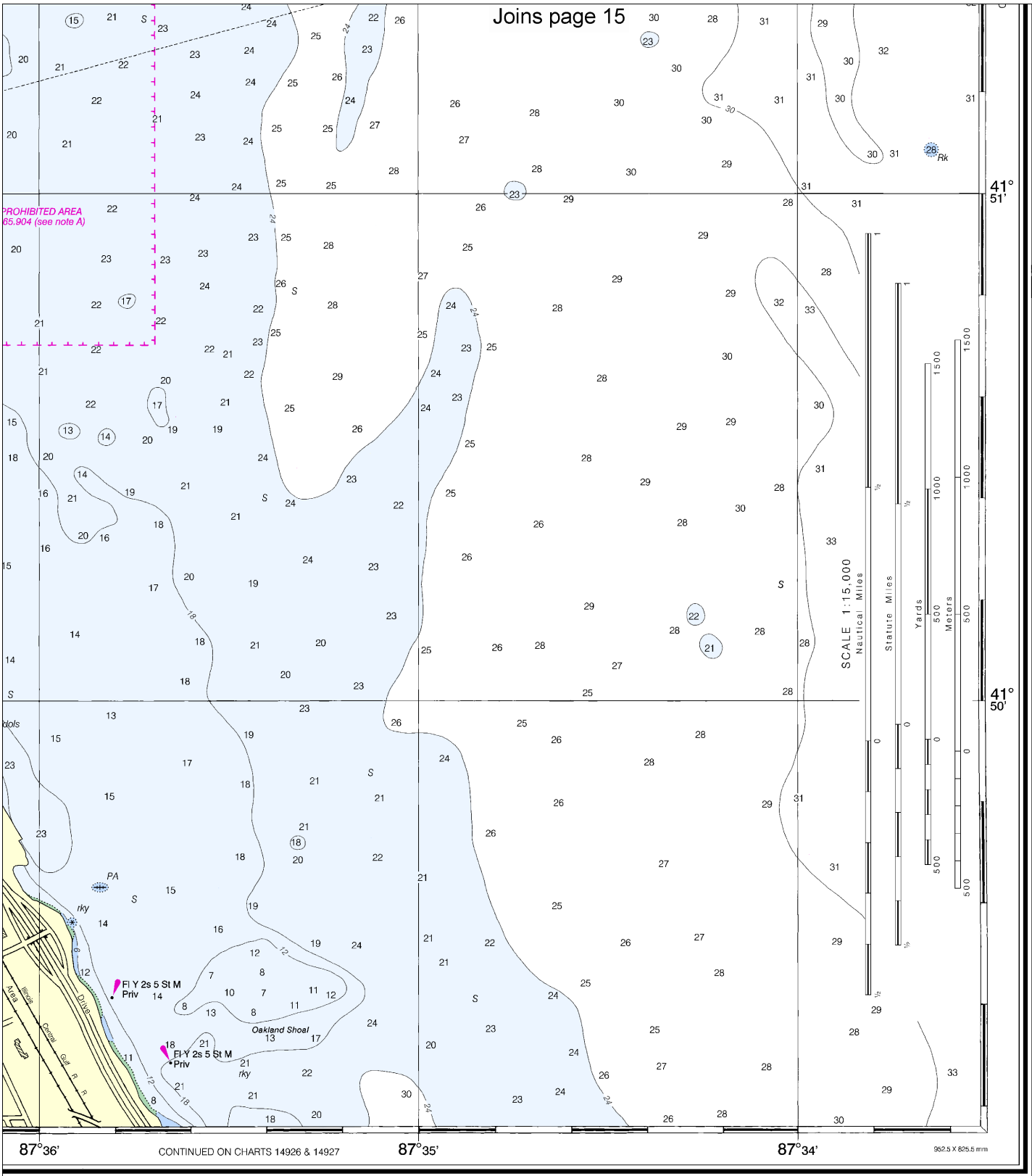
See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500



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

Chicago Harbor

SOUNDINGS IN FEET - SCALE 1:15,000

14928

ED NO. 23

NSN 7642014010700 NGA REFERENCE NO. 14XHA14928

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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

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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 Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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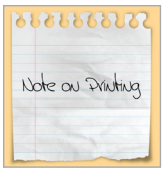

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NOAA's Office of Coast Survey The Nation's Chartmaker