

# BookletChart™



## Ashland and Washburn Harbors

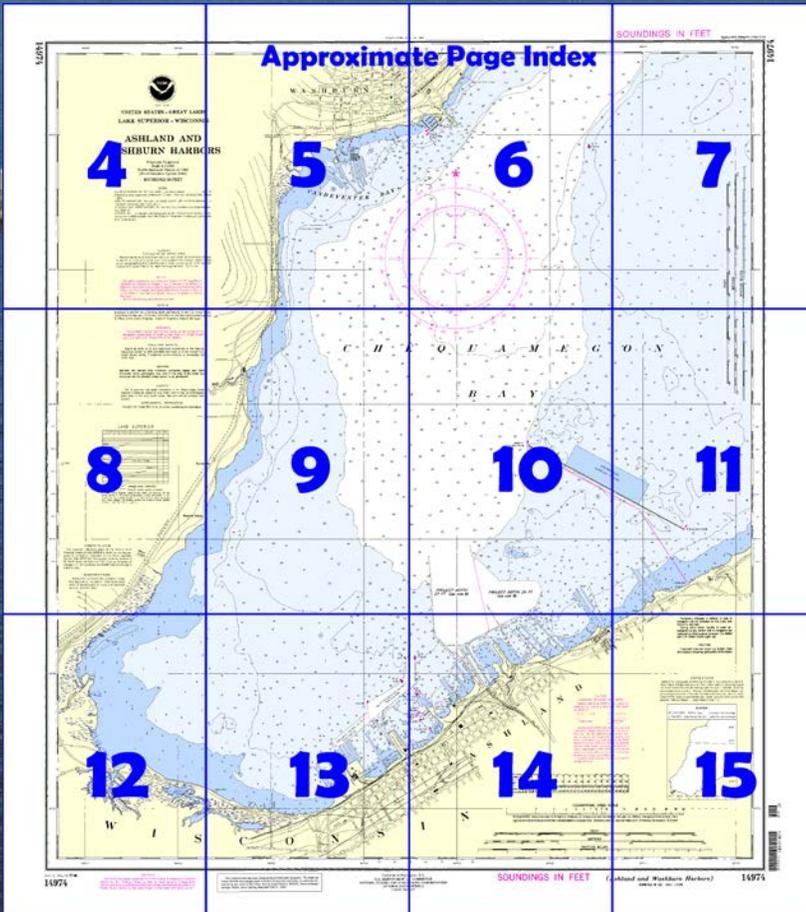
NOAA Chart 14974

*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.

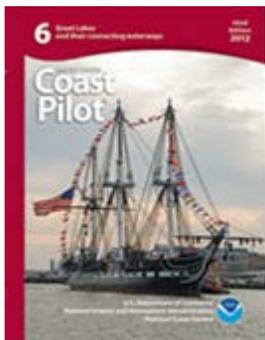
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14974>



**(Selected Excerpts from Coast Pilot).**  
**Chequamegon Bay**, separated from Lake Superior by Chequamegon Point and Long Island, is about 12 miles long and 5 miles wide. The bay is entered through the deep water west of Long Island. The deep water follows close to the west shore of the bay to within about 4 miles of the head, thence extends S across the bay to the wharves at Ashland. The limit of the shoal border off **Houghton Point**, on the west shore 3 miles southwest of Chequamegon Point Light, is marked by a lighted buoy. north of Ashland, the east part of the bay is filled with an extensive flat. The shoalest water is

around **Oak Point** in the E corner of the bay.  
**Ashland Harbor**, serving the city of **Ashland, WI**, is on the southeast side near the head of Chequamegon Bay. However, the size of the bay permits the generation of waves within itself, and in NE storms, when accompanied by swells coming in from the lake, heavy seas occur in the bay.

**Channels.**—A 1½-mile-long breakwater, on a northwest-SE line about 2 miles northeast of the center of the Ashland waterfront, provides protection for the waterfront and the dredged areas along it. The ends of the breakwater are marked by lights. A dredged basin is off the piers in the east part of the harbor, and a dredged channel leads from deep water in the bay along the piers in the west part of the harbor. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The channel is well marked by lighted and unlighted buoys. A shoal area, with a least depth of 5 feet, is about 1,200 feet northeast of the dredged basin and a discontinued dumping ground is adjacent to the northeast side of the breakwater.

**Caution.**—Much of the Ashland waterfront is in ruins. Piles and submerged piles extend up to 2,300 feet from shore throughout the area. The remains of piles are often adrift in the harbor.

In 1987, submerged debris was reported immediately north of the Ashland Breakwater, extending at least 4,900 feet off the breakwater, with heaviest concentration at a point about 2,790 feet, 061° from Ashland Breakwater Light.

**Ashland Harbor**, serving the city of **Ashland, Wis.**, is on the SE side near the head of Chequamegon Bay. The harbor is sheltered from the storms of Lake Superior by Chequamegon Point, Long Island, and the Apostle Islands. However, the size of the bay permits the generation of waves within itself, and in NE storms, when accompanied by swells coming in from the lake, heavy seas occur in the bay. A breakwater NE of the Ashland wharves provides protection for the harbor facilities. The city of Ashland is on a low bluff that fronts the SE side of the bay. Stacks and spires in the city are prominent.

Berths and launching ramps for small craft are available at the city dock, 0.6 mile NE of C. Reiss Coal Co. Dock, and at a boat club 1.8 miles NE of the city dock. Fuel is available by tank truck.

**Washburn Harbor** is on the W side of Chequamegon Bay, 5 miles N of Ashland on the N side of **Vandeventer Bay**. This harbor was formerly a shipping point for lumber. Ruins of the lumber wharves in the SW part of the harbor are partially submerged and form a hazard to navigation. A marina, protected by breakwaters, provides berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, and sewage pump-out facilities. A 150-ton hoist is available for repairs. The city dock extends about 600 feet lakeward from the marina dock. In 1972, the city dock had depths of 17 feet along its outer end, 19 feet along the SW face, and 17 feet along the NE face. A launching ramp and a small dock are maintained by the city 0.9 mile W of the city dock.

**Ashland Harbor. Caution.**—Much of the Ashland waterfront is in ruins. Piles and submerged piles extend up to 2,300 feet from shore throughout the area. The remains of piles are often adrift in the harbor. In 1987, submerged debris was reported immediately N of the Ashland Breakwater, extending at least 4,900 feet off the breakwater, with heaviest concentration at a point about 2,790 feet, 061° from Ashland Breakwater Light.

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

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

# Table of Selected Chart Notes

This chart

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See 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**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**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.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.195" southward and 0.685" westward to agree with 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 A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices 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.

**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.

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

**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.

**SOURCE DIAGRAM**  
Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels 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**  
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.

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

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

**CAUTION**  
**POTABLE WATER INTAKE (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.

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

**PLANE OF REFERENCE OF THIS CHART (Low Water Datum)** .....601.1 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

**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, Detroit, Michigan.

14974

90°57'

90°56'

90°55'



UNITED STATES - GREAT LAKES  
LAKE SUPERIOR - WISCONSIN

ASHLAND AND  
WASHBURN HARBORS

Polyconic Projection  
Scale 1:15,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

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Refer to charted regulation section numbers.

NOTE B

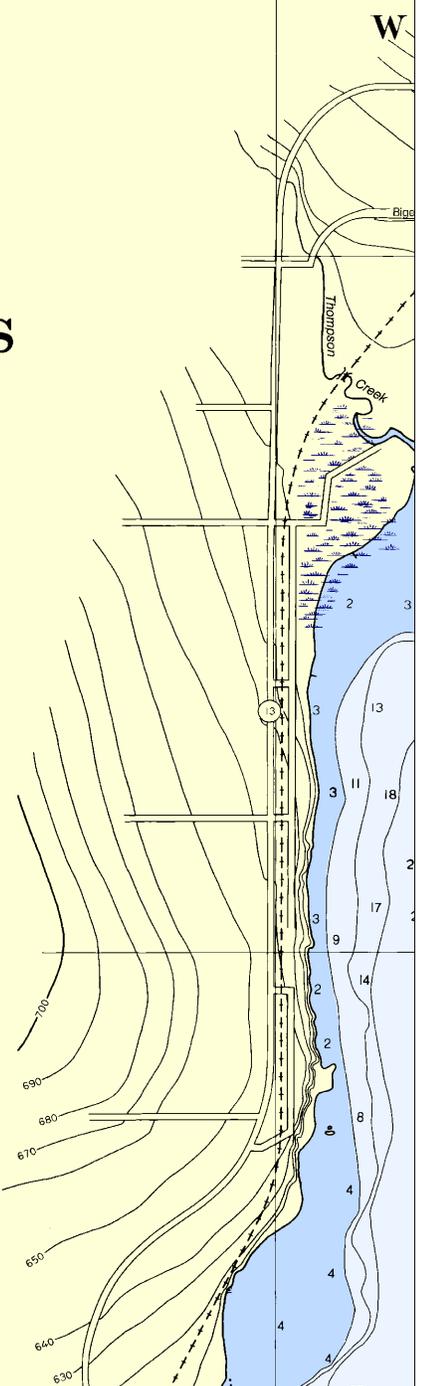
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WARNING

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POLLUTION REPORTS

Report is substances to the National  
Respons Joins page 8 il free), or to the nearest U.S.



4

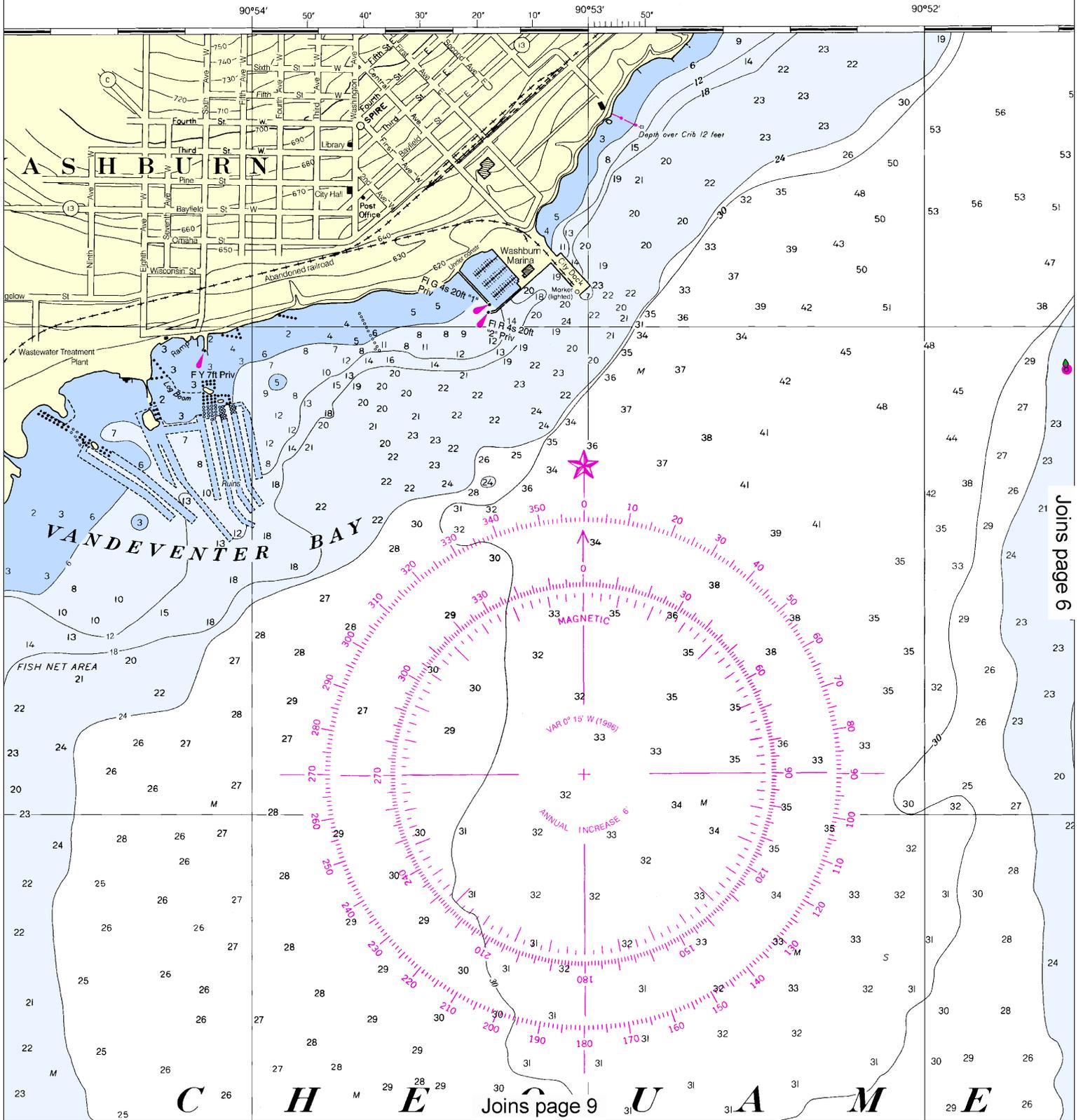
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.





Joins page 6

Joins page 9

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.



90°55'

90°54'

50'

40'

30'

20'

10'

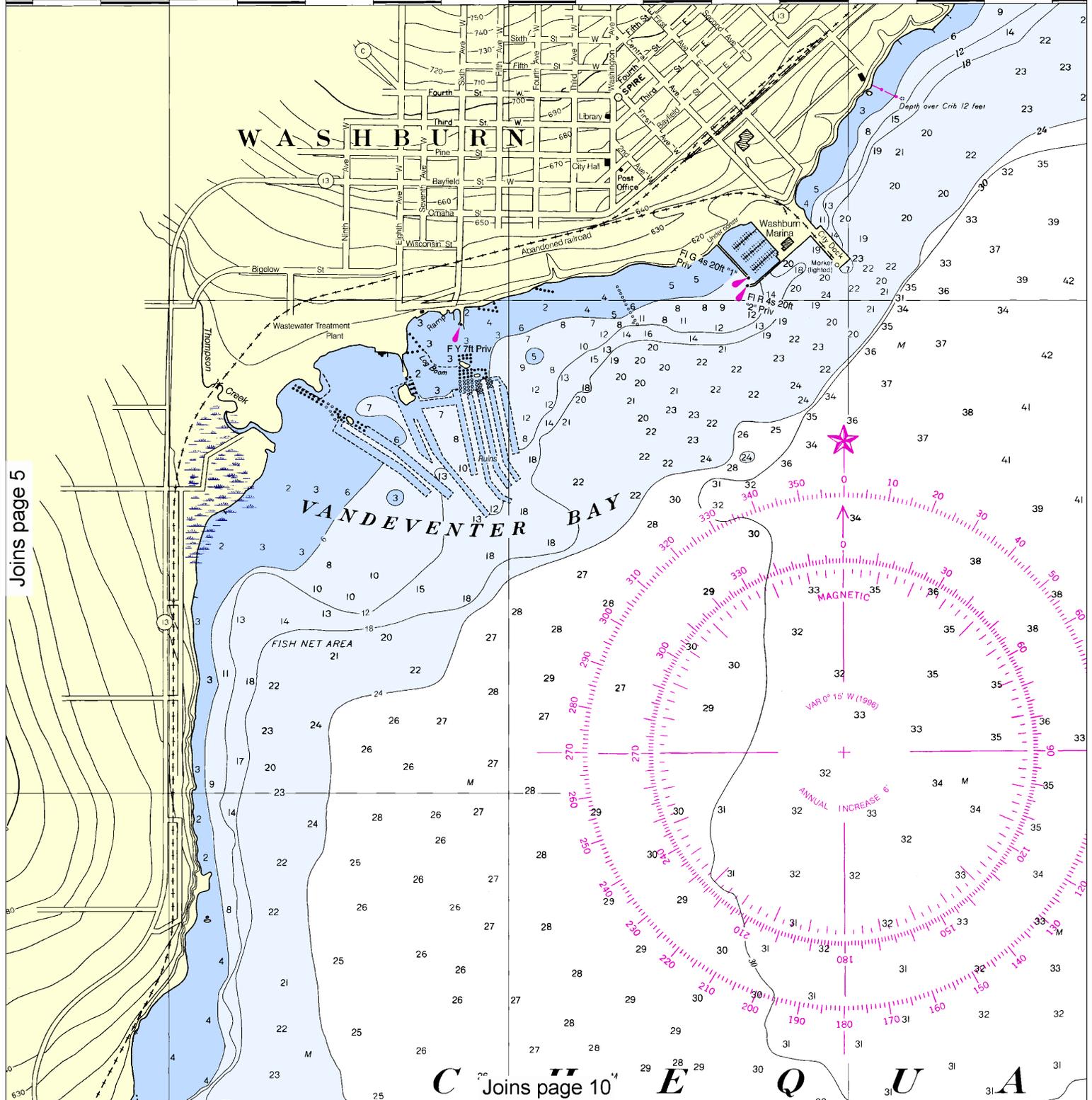
90°53'

50'

WASHBURN

VANDEVENTER BAY

Joins page 5



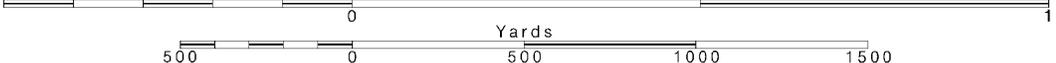
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000 Nautical Miles

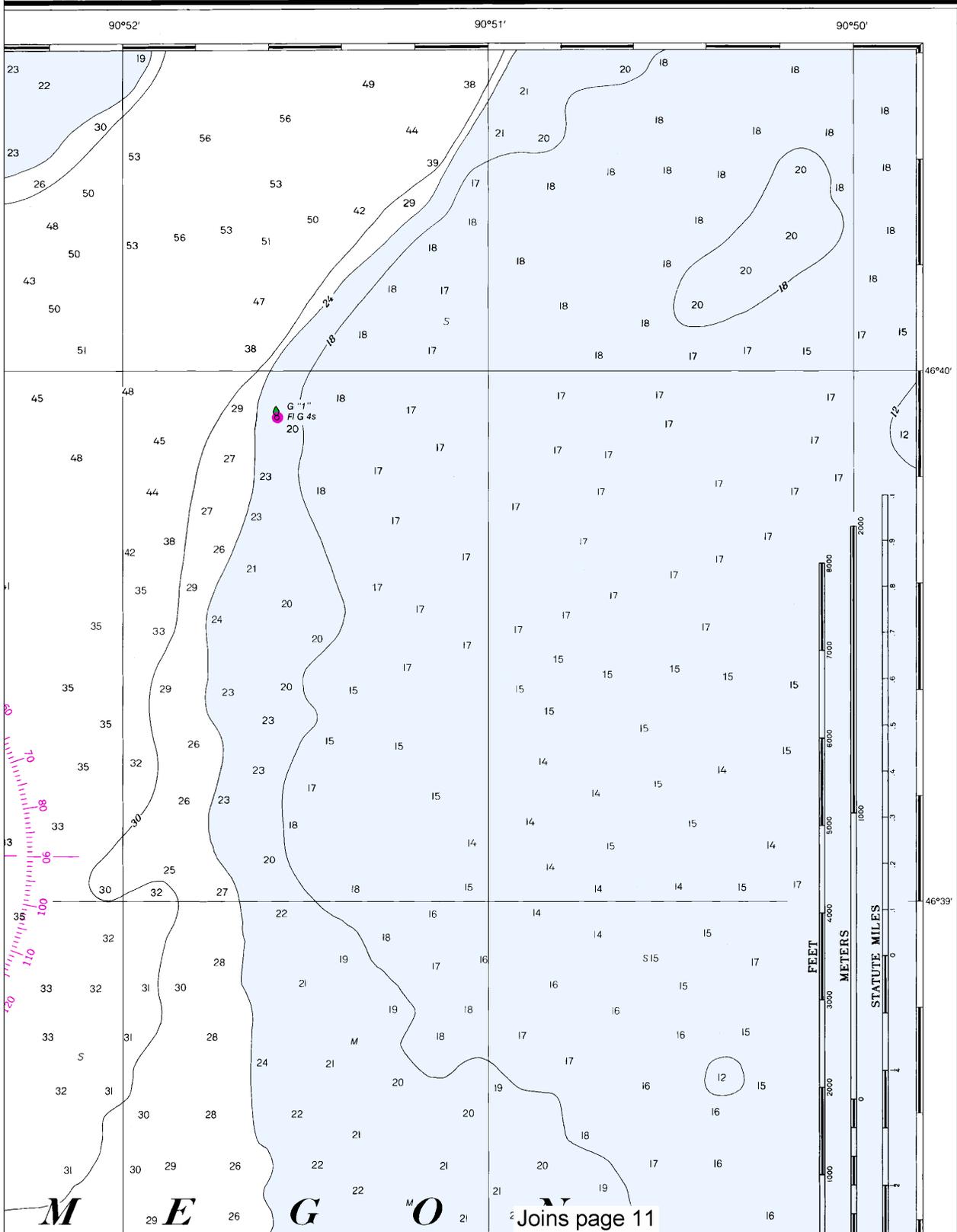
See Note on page 5.



# SOUNDINGS IN FEET

Nautical Chart Catalog No 4 Panel A & B

14974



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.



Mariners may obtain publications at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan. Refer to charted regulation section numbers.

Joins page 4

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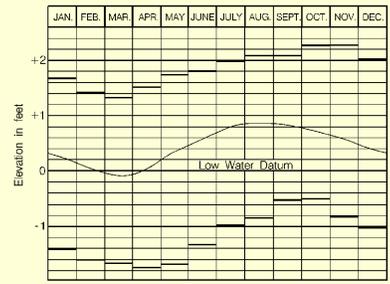
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**SUPPLEMENTAL INFORMATION**

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

**LAKE SUPERIOR**



Average levels (1994-2003)  
Extreme Levels (period of record)  
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**HORIZONTAL DATUM**

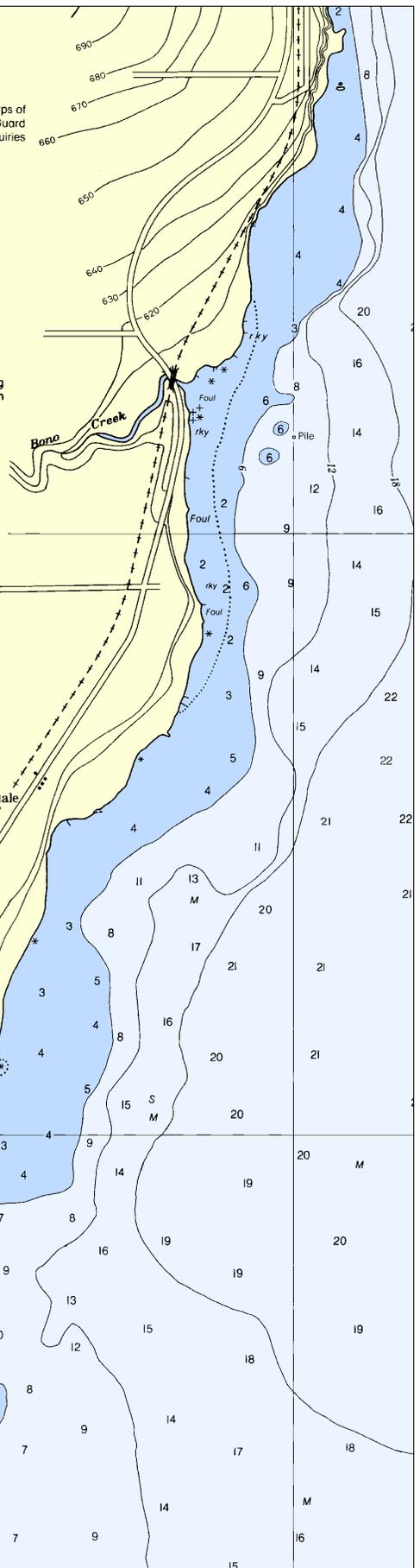
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46°38'  
50'  
40'  
30'  
20'  
10'  
46°37'  
50'

TANK



Joins page 12

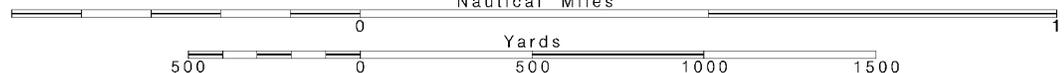


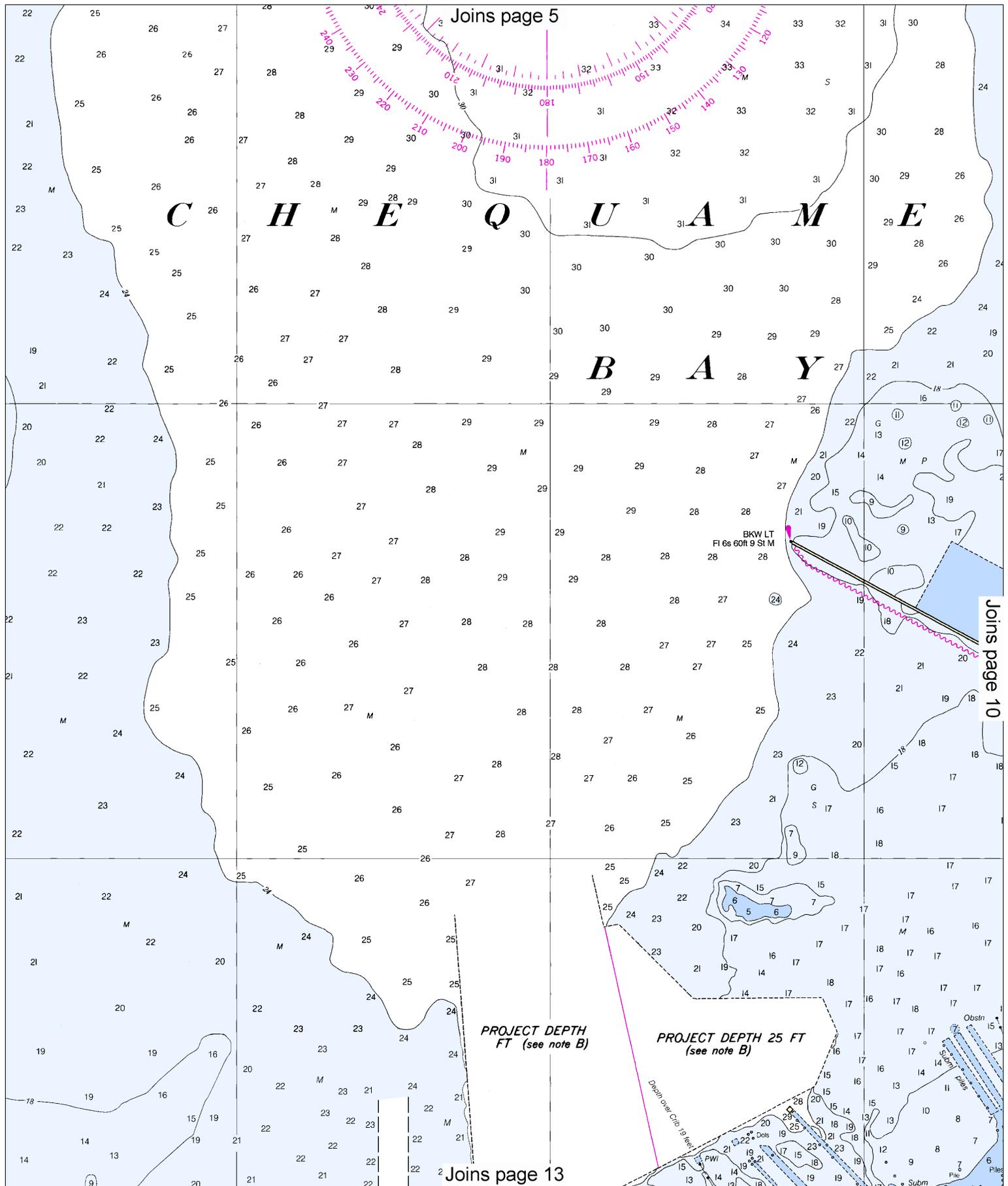
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





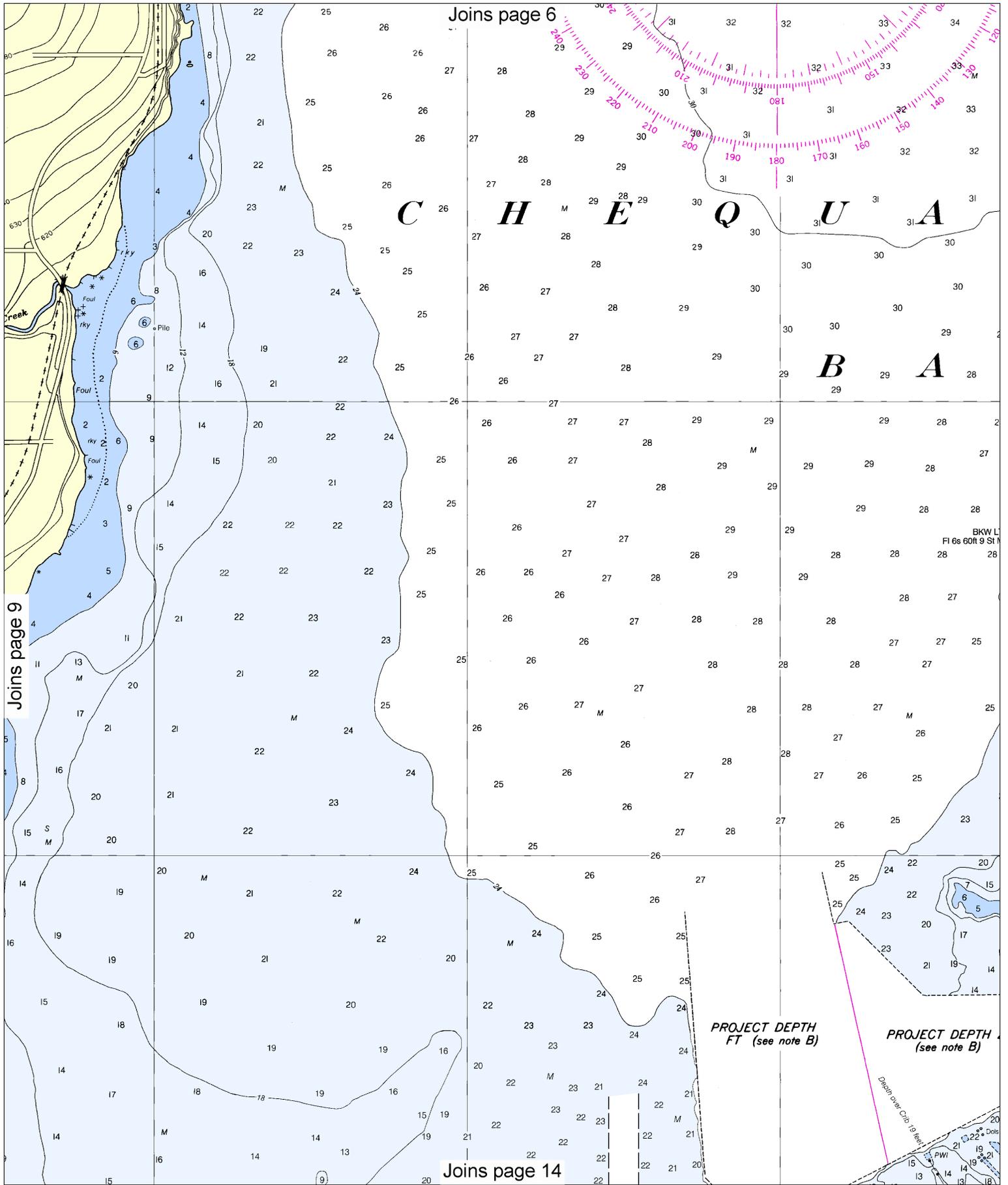
Joins page 5

*C H E Q U A M E*

*B A Y*

Joins page 10

Joins page 13



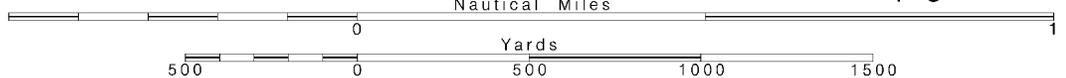
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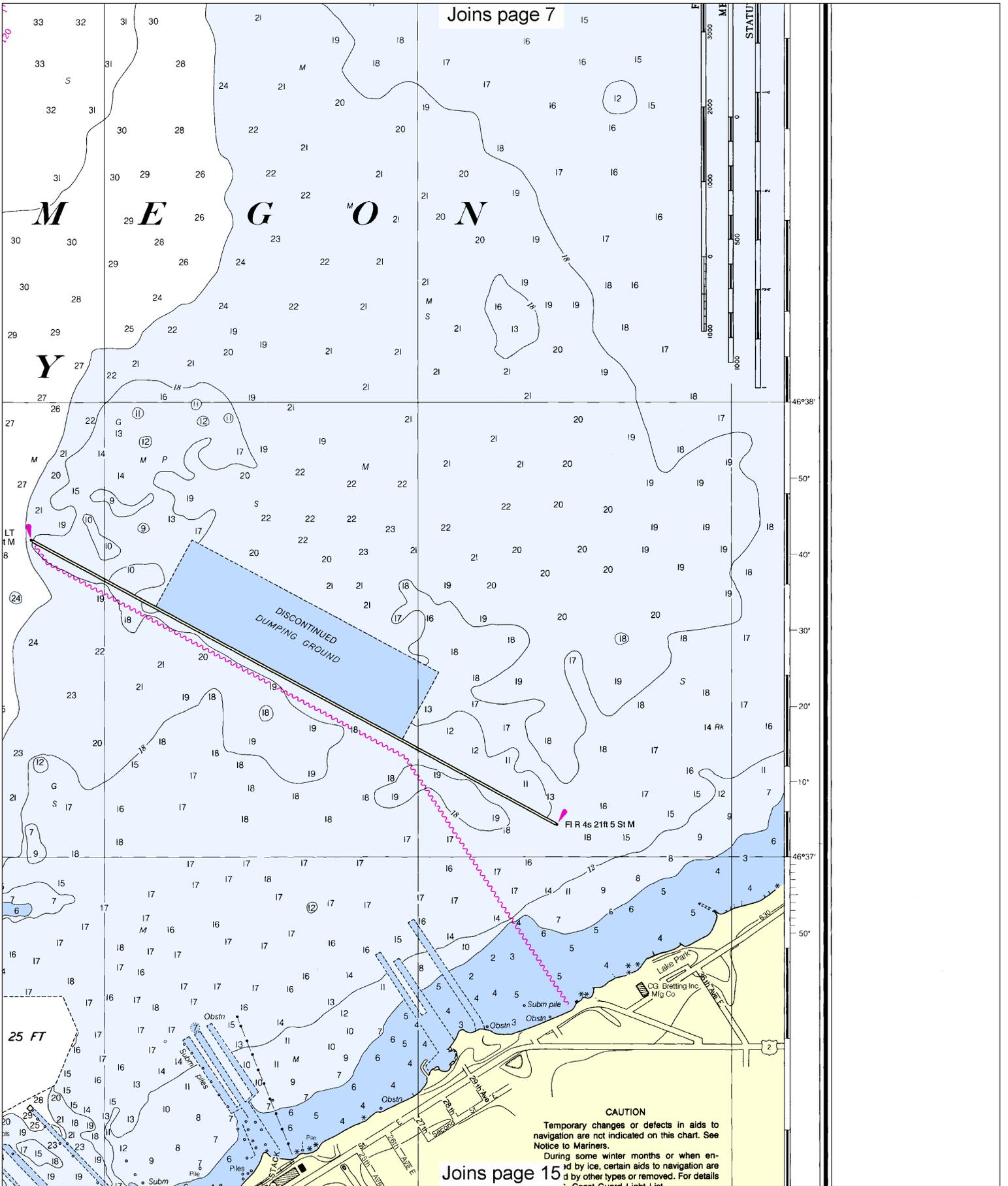
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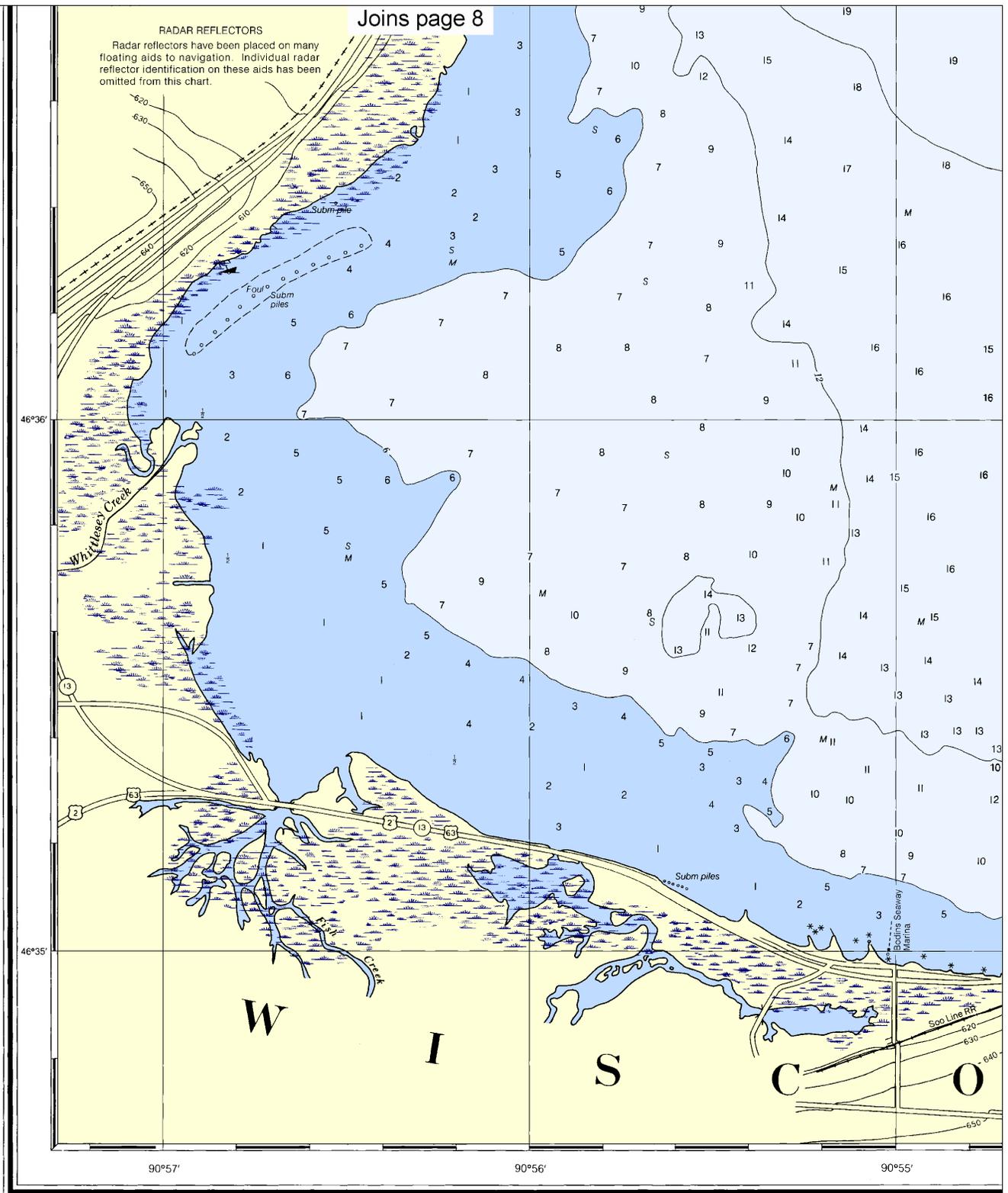
Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.







Joins page 8

**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.

24th Ed., May 18/96

**14974**

**CAUTION**

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additions, or deletions to the Chief, Marine Chart Division (N/CS2) Service, NOAA, Silver Spring, Maryland 20910 - 3282.

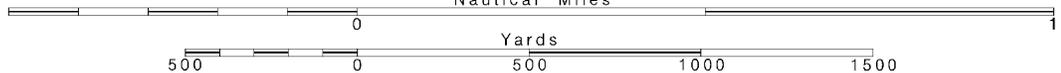
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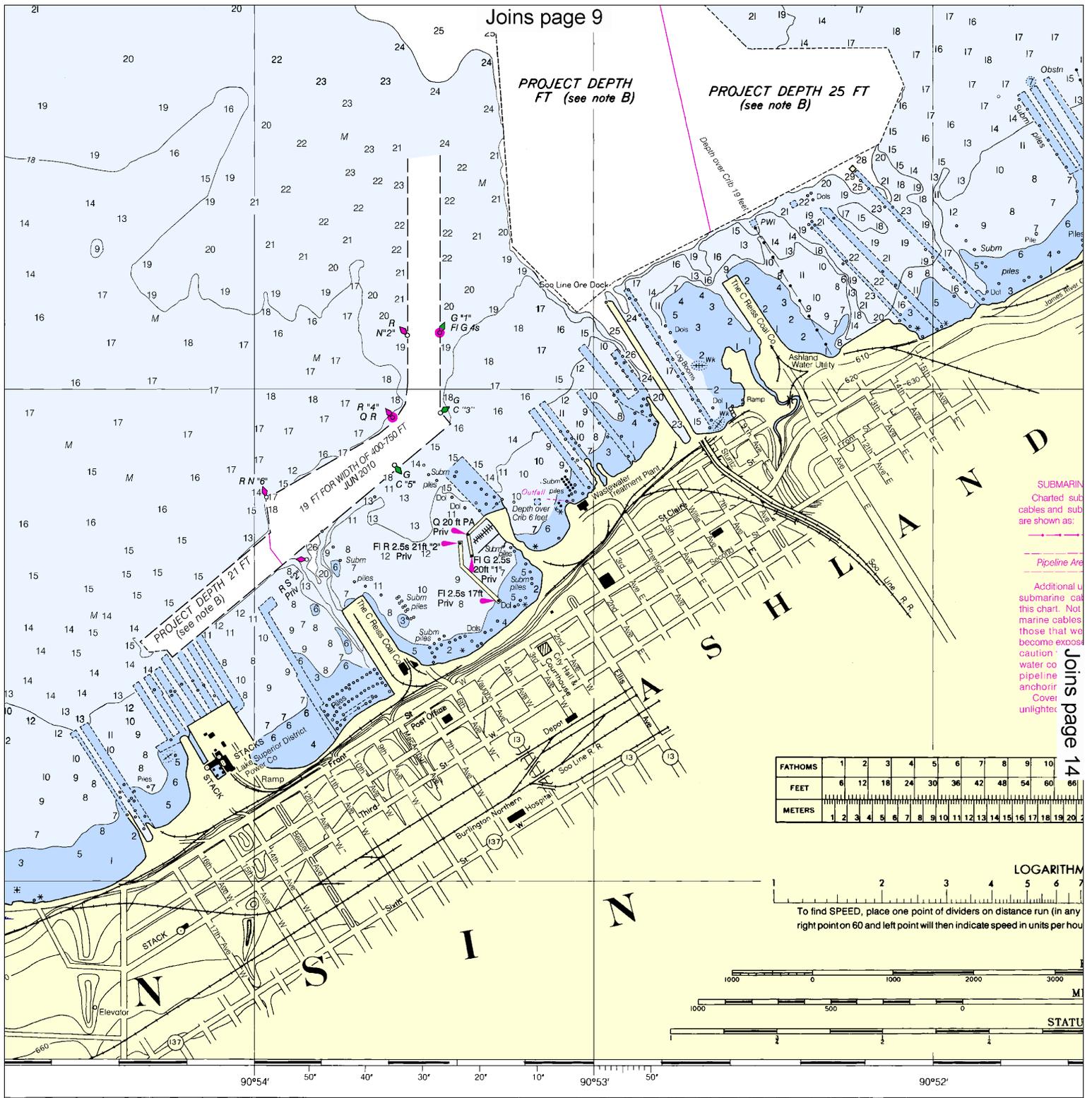
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SCALE 1:15,000  
Nautical Miles

See Note on page 5.

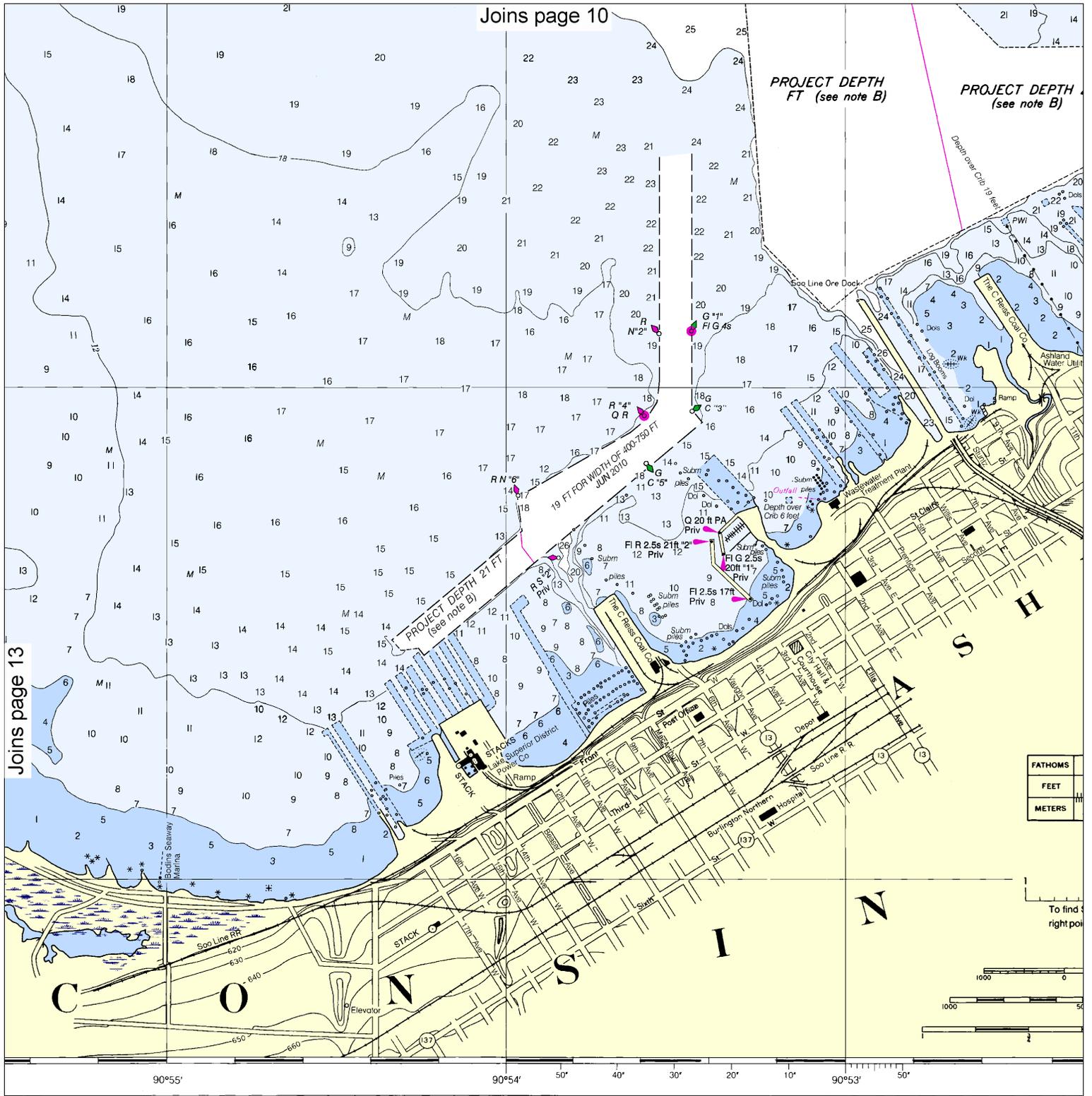




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Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

**SOUNDINGS IN FEET**



Joins page 13

Joins page 10

PROJECT DEPTH  
FT (see note B)

PROJECT DEPTH  
(see note B)

FATHOMS	1
FEET	6
METERS	1.1

To find  
right poi

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

SOUND

14

Note: Chart grid lines are aligned with true north.

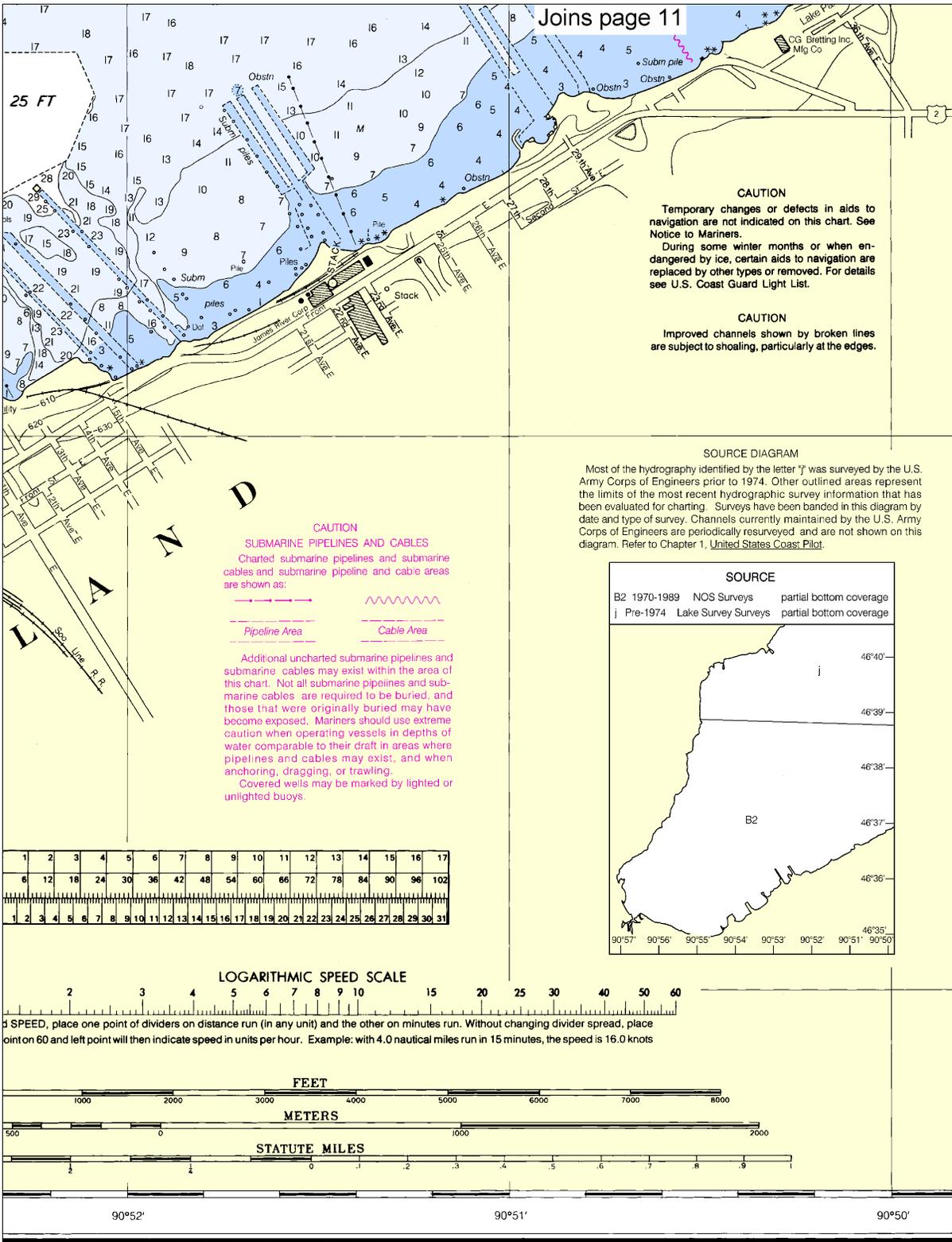
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



Joins page 11



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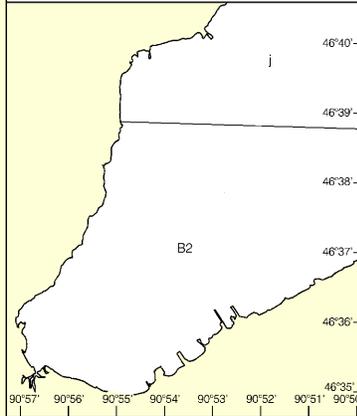
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**SOURCE DIAGRAM**

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**SOURCE**

B2 1970-1989 NOS Surveys partial bottom coverage  
 j Pre-1974 Lake Survey Surveys partial bottom coverage

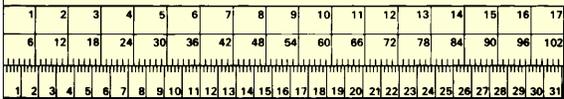


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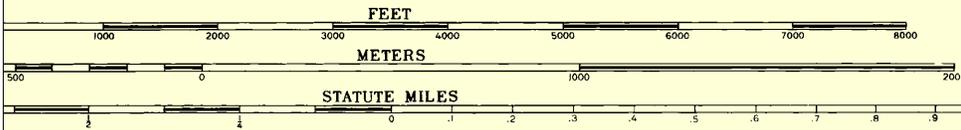
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Covered wells may be marked by lighted or unlighted buoys.



**LOGARITHMIC SPEED SCALE**

TO USE SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place 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



ED. NO. 24  
 DNR STOCK NO. 14XHA14974

**SOUNDINGS IN FEET**

*(Ashland and Washburn Harbors)*

**14974**

SOUNDINGS IN FEET - SCALE 1:15,000



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>



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