NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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

Formerly LS 364, 1st Ed., Sept.1912 KAPP 1208

SOUNDINGS IN FEET

14844

14844

82°55' 82°50' 82°46' 45' 30' 15' 82°45'50" 82°40'

CONTINUED ON CANADIAN CHART 2123

CONTINUED ON CHART 14830

NOAA

COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

ISLANDS IN LAKE ERIE

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET

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

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian list of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

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.

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

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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.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

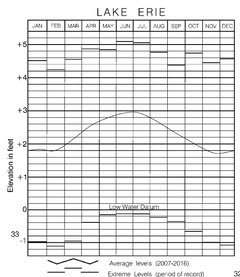
Ⓟ Pump-out facilities

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

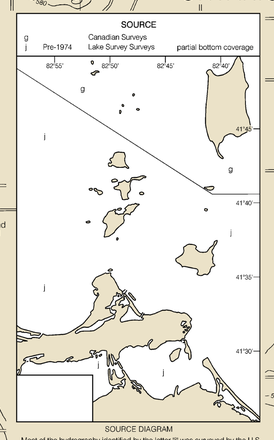
NOTE C
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Akron Power Squadron, District 7, United States Power Squadrons, for continually providing essential information for revising 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 0.186" northward and 0.326" eastward to agree with this chart.

LAKE ERIE


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.

SOURCE


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

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
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.

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.

Detroit, MI	KEC-63	162.550 MHz
Sandusky, OH	KHB-97	162.400 MHz
Toledo, OH	WXL-51	162.550 MHz

MARINER ACTIVATED SOUND SIGNAL
SANDUSKY HARBOR BREAKWATER LIGHT - (MRASS). Horn is activated by keying mic 5 times on VHF-FM Ch 83A.

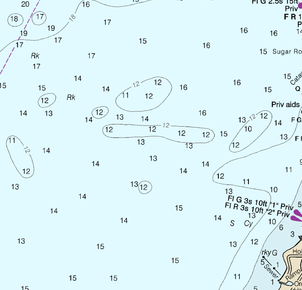
SANDUSKY HARBOR PROJECT DEPTHS (see note)	
NAME OF CHANNEL	PROJECT DEPTH (MLW) (FEET)
MOSELEY CHANNEL	26
MOSELEY ENTRANCE CHANNEL	26
UPPER STRAIGHT CHANNEL	25
BAY CHANNEL	25
TURNING BASIN	24
DOCK CHANNEL	22
LOWER STRAIGHT CHANNEL	21

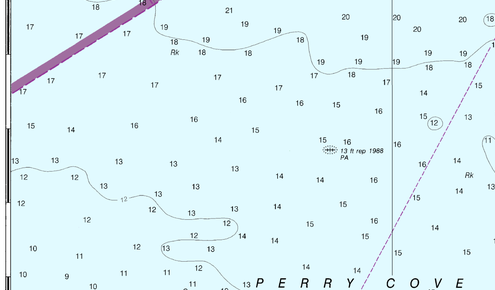
PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area — Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
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.

LAKE ERIE
FISH NETTING AREAS
Various types of nets are employed in Lake Erie of which gill nets, impounding nets and trap nets may create a hazard to mariners. These are marked by buoys or stakes. This diagram shows the areas most intensively fished and the principal type of nets employed. However, fishing gear may be encountered at any location.
1. Principal Gill Netting Areas
2. Impounding Net Areas
3. Trap Net Areas





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

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	2	4	5	7	9	11	13	15	16	18	20	22	24	26	27	29	31

Islands in Lake Erie
SOUNDINGS IN FEET - SCALE 1:40,000

14844

Use NOAA electronic navigational charts for the most up-to-date information.

34th Ed., Jun. 2019. Last Correction: 1/31/2020. Cleared through:
LNM: 0721 (2/16/2021), NM: 0921 (2/27/2021), CHS: 0121 (1/29/2021)

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If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

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1:42.8 X 761.3 mm