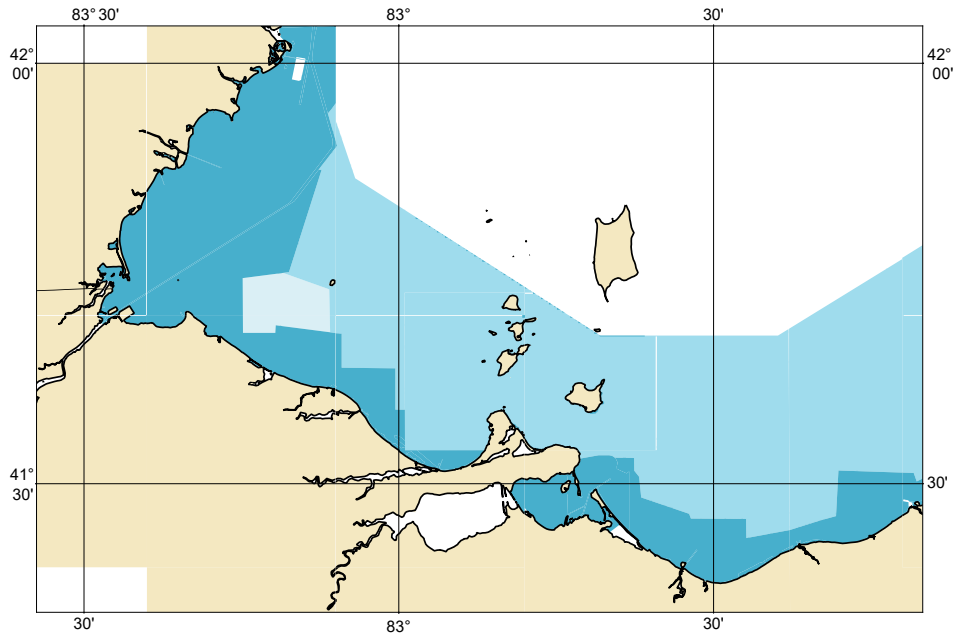


### Zone of Confidence (ZOC) Diagram



#### ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		± 5 m + 5% depth ± 16.4 ft + 5% depth	= 0.50 m +1% d = 1.6 ft +1% d = 0.3 fm +1% d	All significant seafloor features detected.
A2		± 20 m ± 65.6 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	All significant seafloor features detected.
B		± 50 m ± 164.0 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	Uncharted features hazardous to surface navigation are not expected but may exist.
C		± 500 m ± 1640.4 ft	= 2.00 m +2% d = 6.6 ft +2% d = 1.1 fm +2% d	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART  
NOTES GEOSPATIAL DATABASE  
VERSION 2.0B - 29 MARCH 2024

CAUTION  
AUTOMATED CHART GENERATION

The records of the NOAA Custom Chart Notes Geospatial Database are current as of May 1st, 2023. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

## CAUTION CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit [https://distribution.charts.noaa.gov/weekly\\_updates/](https://distribution.charts.noaa.gov/weekly_updates/) to check for weekly updates, and to render a new NOAA Custom Chart when information is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

## 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 National Geospatial-Intelligence Agency.

## COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at <https://nauticalcharts.noaa.gov/customer-service/assist/>.

This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

## HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

## WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) at [https://tidesandcurrents.noaa.gov/water\\_level\\_info.html](https://tidesandcurrents.noaa.gov/water_level_info.html) and [https://tidesandcurrents.noaa.gov/currents\\_info.html](https://tidesandcurrents.noaa.gov/currents_info.html).

## ABBREVIATIONS

For complete list of Symbols and Abbreviations, see Chart No. 1.

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## 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).

## 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.

## SUPPLEMENTAL INFORMATION

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

Refer to charted regulation section numbers.

## SOUNDING DATUM

Soundings in Lake Erie are referred to Low Water Datum, which is 569.2 feet / 173.5 meters above Mean Water Level at Rimouski, Quebec, the International Great Lakes Datum 1985 (IGLD 1985) reference point.

## VERTICAL DATUM

Overhead clearances in the Great Lakes are reduced correspondingly when water surface is above Low Water Datum. See U.S. Coast Pilot 6 for clearances.

## AIDS TO NAVIGATION

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

## 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.

## ADDITIONAL INFORMATION

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

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 and Canadian Sailing Directions, Welland Canal and Lake Erie for important supplemental information.

Information concerning Canadian Nautical Charts, Sailing Directions, Tide Tables, and other Government publications of interest to mariners may be obtained on request to the Dominion Hydrographer, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa.

## 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, OH or at the Office of the District Engineer, Corps of Engineers in Detroit, MI.

Refer to charted regulation section numbers.

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## CANADIAN AIDS TO NAVIGATION

### 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, OH or at the Office of the District Engineer, Corps of Engineers in Buffalo, NY.

Refer to charted regulation section numbers.

### SAILING COURSES

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

### 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 BASCULE BRIDGES

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

Improved channels are subject to shoaling, particularly at the edges.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

### COPYRIGHT

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

### SAILING DIRECTIONS

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

### CAUTION LIMITATIONS ON THE USE OF RADIO SIGNALS

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.

### CAUTION FERRY ROUTES

Mariners are cautioned that ferries may deviate from their published standard routes due to inclement weather, traffic conditions, navigational hazards, or other emergency situations.

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## CAUTION SUBMERGED CABLES AND PIPELINES

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

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.

## CAUTION GAS PIPELINES AND WELLS

Gas pipelines and wells contain natural gas under pressure and damage to these installations would create an immediate fire hazard. Vessels anchoring in Lake Erie should do so with caution after noting the underwater, and therefore concealed, positions of all oil and gas wells, pipelines submerged cables and other installations.

## CAUTION

Buried chemically contaminated material covered with a cap of non-contaminated material. Inside the channel, the top of the cap lies at a minimum depth of 3 feet below the project depth of 21 feet / 6.4 meters. Mariners are requested not to anchor in this area to avoid damage to the cap.

## 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 FISH TRAP AREAS

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.

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## NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) website: <https://www.epa.gov/vessels-marinas-and-ports> .

## 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.

## 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.

Cleveland,OH KHB-59 162.55MHz  
Sandusky,OH KHB-97 162.40MHz

<CLR red="219" green=" 73" blue="

The military exercise area is controlled by the Federal Aviation Administration. DANGER ZONES (CFR 334.850), which are used for ground based exercises, exist within the area. Mariners should use caution and should consult both US Coast Pilot 6 and the US Coast Guard Local Notice to Mariners.

## TOUSSAINT RIVER AIDS

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

## CHANGEABLE AREA

Bay Point area is subject to frequent change.

## SUBMERGED NET STAKES

Area north of Maumee Bay Channel is fouled with submerged net stakes.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Cleveland,OH KHB-59 162.55MHz

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Sandusky,OH KHB-97 162.4MHz

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## 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.

Sandusky,OH KHB-97 162.4MHz  
Toledo,OH WXL-51 162.5MHz

## 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-63 162.55MHz

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Toledo,OH WXL-51 162.5MHz

## 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.

Toledo,OH WXL-51 162.50MHz  
Detroit,MI KEC-63 162.55MHz