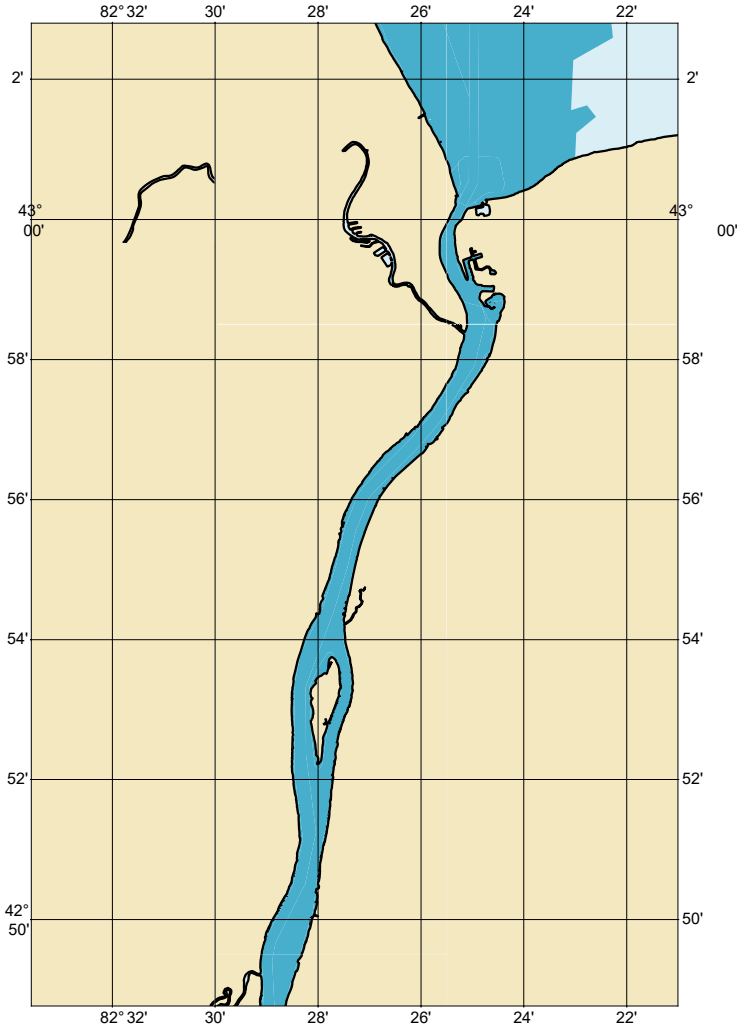
# 14852NOG

## Zone of Confidence (ZOC) Diagram




ZOC CATEGORIES

| ZOC | COLOR | POSITION ACCURACY | DEPTH ACCURACY | SEAFLOOR COVERAGE |
|---|---|---|---|---|
| A1 | | ± 5 m + 5% depth<br>± 16.4 ft + 5% depth | = 0.50 m +1% d<br>= 1.6 ft +1% d<br>= 0.3 fm +1% d | All significant seafloor features detected. |
| A2 | | ± 20 m<br>± 65.6 ft | = 1.00 m +2% d<br>= 3.3 ft +2% d<br>= 0.6 fm +2% d | All significant seafloor features detected. |
| B | | ± 50 m<br>± 164.0 ft | = 1.00 m +2% d<br>= 3.3 ft +2% d<br>= 0.6 fm +2% d | Uncharted features hazardous to surface navigation are not expected but may exist. |
| C | | ± 500 m<br>± 1640.4 ft | = 2.00 m +2% d<br>= 6.6 ft +2% d<br>= 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. | | |

# 14852NOG

## NOAA CUSTOM CHART NOTES GEOSPATIAL DATABASE VERSION 3.0C - 17 MARCH 2026

The records of the NOAA Custom Chart Notes Geospatial Database are current as of March 17, 2026. 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This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated.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/navigation-updates/ to check for critical and routine updates, and to render a new NOAA Custom Chart when the ENC data used to make the chart 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/ .

## CAUTION AUTOMATED CHART GENERATION

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 and https://tidesandcurrents.noaa.gov/currents_info.html .

## ABBREVIATIONS

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

# 14852NOG

## 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.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 and and Canadian Sailing Directions, Lake Huron, St Marys River, Lake Superior 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.

## SOUNDING DATUM

Soundings in the St Clair River are referred to the sloping surface of the river when Lake Huron is at elevation 577.5 feet / 176.0 meters and Lake St Clair is at elevation 572.3 feet / 174.3 meters above Mean Water Level at Rimouski, Quebec, the International Great Lakes Datum 1985 (IGLD 1985) reference point.

## 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

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 and Canadian Sailing Directions, Detroit River, Lake St Clair, St Clair River 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.

## SOUNDING DATUM

Soundings in Lake Huron are referred to Low Water Datum, which is 577.5 feet / 176.0 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.

## CANADIAN AIDS TO NAVIGATION

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

## SAILING DIRECTIONS

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

## CALLING-IN POINTS

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

## 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.

## 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.

## 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.

## 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
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

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.

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
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.

CAUTION

USACE conducts hydrographic surveys to monitor navigation conditions. These surveys are not intended to detect underwater features. Uncharted features hazardous to surface navigation are not expected but may exist in federal channels. For more information visit https://navigation.usace.army.mil/Survey/Hydro.

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 prohibted 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 .

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.
Detroit, MI KEC-63 162.550 MHz

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, MI WNG-582 162.450 MHz

CANADIAN DATA

Mariners are advised that data in Canadian waters is revised on a yearly basis. Consult the Canadian List of Lights, Buoys and Fog Signals for current information.