

UNITED STATES - GREAT LAKES LAKE MICHIGAN - WISCONSIN STURGEON BAY AND CANAL

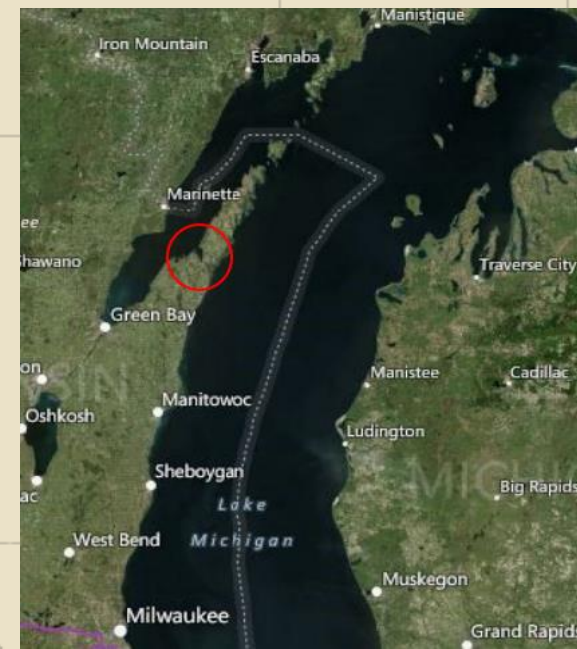
Polyconic Projection
Scale 1:50,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
Additional information can be obtained at www.nauticalcharts.noaa.gov

NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 327.00
Referred to mean water level at Racine, Quebec, International Great Lakes Datum (1985)
ADDS 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 Chart No. 1.
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.
BRIDGE AND OUTCROSSING CLEARANCES - When the water surface is above Low Water Datum, bridge and outcrossing clearances are indicated correspondingly. For clearances see U.S. Coast Pilot 8.
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. See also the middle of the course.

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



CAUTION
Due to periods of 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
Impresso channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial Intelligence Agency Publication 1-17. Radio signals under license to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown on the chart.
CAUTION
BRIDGE CLEARANCES
For bridges, bridges, where shown, do not open low enough to allow passage, indicated central clearances are not suitable for the service intended.



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