



Hints and Suggestion for transports by water

Coming from the North (Detroit River)

TIME MACHINE has done this trip many times. Here is the route that we follow. It is very conservative, so check your charts if you want to cut some of the corners.

From Lake St. Clair.... STAY IN THE SHIPPING CHANNEL. We follow the channels down river using the main shipping channels. We use the Livingston Channel (western) to make the final run into Lake Erie. Leave the Detroit Harbor light to port and proceed to the end of the Western arm of the Detroit Harbor approach (N41° 57.00", W 83° 09.50"). At the end of the channel, your next mark is the Monroe Outer marker, G1/R2 buoys (N41° 52.55", W 83° 16.85"). Leave the outer marker buoys to Starboard and then turn for the NCYC West mark (N41° 49.45", W 83° 23.72") This is a race mark roughly lined up with the harbor entrance. See notes on harbor approach below.

Coming from the East (Past the Erie islands)

Make you approach to the NCYC West mark (N41° 49.45", W 83° 23.72") This is a race mark roughly lined up with the harbor entrance. See notes on harbor approach below.

Harbor Approach details

The approach to the NCYC harbor entrance should be made with some care. Water levels in the Western Lake Erie basin can fluctuate dramatically. There has been some shoaling in the harbor entrance, but the high water levels in Lake Erie are compensating for this. The water level gauge that provides the most reliable data is located at the Fermi Power Plant. Link to the plot at http://glakesonline.nos.noaa.gov/plotcomp.shtml?station_info=9063090+Fermi+Power+Plant,+MI# If water levels below 22 in. are present, proceed with extreme caution! Low water levels occur with a westerly wind, and so flat water is present. Choppy conditions are with easterly winds and hence higher water levels.

When approaching the harbor in the daytime, line up on the centerline of the entrance. It is advised to favor the northern side of the approach. Once you are even with the red-flasher it is advised to track just north of the centerline by about 2 boatwidths. As you pass the first set of trees on the northern jetty, the depth will increase and you will be home free.

When approaching the harbor after dark, there are red range lights marking the channel centerline. Approach on the range but it is advised that as you get within about 50 yards of the red-flasher, favor the northern side. The centerline of the range will take you a bit too close to the green flasher for comfort.

Skippers are asked to call Robert Gordenker (734)660-6425 when you know your ETA so that we can have a member on standby to help you with the approach and with dockage. NCYC monitors VHF Channel 16