BookletChart™

Detroit River
NOAA Chart 14848

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker

Included Area

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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.nauticalcharts.noaa.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=148

(Selected Excerpts from Coast Pilot)

Detroit River Light (42°00.0’N., 83°08.5’W.), 55 feet above the water, is shown from a white conical tower, upper part black, on a hexagonal pier in the entrance to the Detroit River E of Pointe Mouillee. A fog signal and racon are at the light.

The Detroit River flows S from Lake St. Clair and empties into the NW end of Lake Erie.

East Outer Channel and West Outer Channel, dredged and well marked, lead northward through the shallows at the upper end of Lake Erie to the mouth of the Detroit River.

Immediately N of Detroit River Light, the channels merge to form lower Livingstone Channel. In June 1999, East Outer Channel had a controlling depth of 24 feet (28 feet at midchannel). In 1987, West Outer Channel had a controlling depth of 16 feet for a midwidth of 700 feet. The channel is well marked with lights and buoys. Ballards Reef Channel Light 77D (42°08.5’N., 83°07.5’W.) marks the W side of the downbound turn into the entrance to Livingstone Channel at its junction with Ballards Reef Channel. Because of the strong E set of the current at the junction of Livingstone and Ballards Reef Channels, mariners are advised to favor the W side, if draft permits.

Amherstburg, Ont., is a town on the E side of the Detroit River, opposite Bois Blanc Island.

W of the lower end of the revetments in Livingstone Channel, a small-craft channel marked by buoys leads from the open part of the lower Detroit River between Sugar Island and Meso Island, along the Grosse Ile shore, and thence W of Stony Island. In the narrow part of this channel between Stony Island and Grosse Ile, a line of submerged bridge abutments, with least depths of ½ foot, crosses the channel, and submerged cables follow the same path just to the S and N of the abutments. A buoy marks the W side of the westernmost abutment, and in 1977, the best water was inside the buoy within 150 to 200 feet of the Grosse Ile shore. The W abutment is about 280 feet from shore.

Celeron Island and connects with Trenton Channel at Gibraltar. The least depth in this channel is about 8 feet.

Fighting Island Channel extends from the upper end of Ballards Reef Channel, about 2 miles below the head of Grosse Ile, along the W side of Fighting Island to the natural deep water N of Fighting Island. A federal project provides for a depth of 28.5 feet in Fighting Island Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)

Fighting Island, Ont., on the E side of Fighting Island Channel off the Ontario mainland, is about 4 miles long and about 0.5 mile wide. The entire island is either marsh or waste bed fill from various concerns that pump manufacturing residue to the island as waste. Low bluffs are on the W side of the island. A shoal, with a depth of 18 feet at its outer end marked by a lighted buoy, extends 0.5 mile N from the upper end of the island.

Water level information for the Gibraltar area may be obtained by contacting Detroit Coast Guard Group on VHF-FM channel 16. The same information is given at the beginning of the scheduled radio broadcast notice to mariners.

Because of current effects, mariners are advised to exercise caution when turning from Hackett Reach into Amherstburg Reach.

Canadian regulations specify a speed limit of 10 knots in Livingstone Channel for vessels of 500 gross tons and over.

Caution.--Extra care is necessary when anchoring in Amherstburg Channel between its upper end and the south end of Bois Blanc Island; the current may cause an anchor to drag and overturn rocks which then become obstructions.

A submerged water intake north of the front structure of the Fort Malden range extends 300 feet (91.4 m) into the river.

Regulations.--A speed limit of 4 mph is enforced in River Rouge and Short Cut Canal 21. (See 33 CFR 162.130 through 162.140, chapter 2, for navigation regulations.)

Detroit is a customs port of entry.

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Cleveland
9th CG District
Cleveland, OH
(216) 902-6117
To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
POLLUTION REPORTS
Oil and hazardous substances to the nearest U.S. Coast Guard station or, if no such station is available, to the nearest U.S. Coast Guard Auxiliary unit. Telephone communication is impossible (33 CFR 151.100).

CAUTION
SUBMARINE PIPELINES AND CABLES
Chartered submarine pipelines and submarine cable and submarine pipeline and cable areas are shown as

Pipe Area
Cable Area

Additional chartered submarine pipelines and submarine cable areas may exist within the area of this chart. Not all submarine pipelines and submarine cables are marked on this chart.

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 chartered unless shown to be permanent.

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SCALE 1:30,000
1 Nautical Mile = 1,000 Yards
1 Mile = 1,760 Yards

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.
CAUTION
Due to periodic high water conditions in the Great Lakes, some bottom or submerged features may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

For more detail of River Rouge see Chart No. 14854
SOUNDINGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

For the latest news from Coast Survey, follow @NOAAcharts

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.