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
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=14852

(Selected Excerpts from Coast Pilot)

St. Clair River flows S from Lake Huron and empties into the NE side of Lake St. Clair. The mouth of the river is an extensive delta providing numerous outlets into the lake.

Chenal Ecarte (also known as The Snye) branches eastwards from St. Clair River at Baby Point (42°38′N., 82°30′W.), 1.8 miles NNE of Russell Island. The main route to Wallaceburg is via Chenal Ecarte and Sydenham River, which flows into Chenal Ecarte 6 miles SE of Baby Point. Consult the appropriate local authority, which is the Base Manager, Canadian Coast Guard Base, Amherstburg, Ontario, for the latest depth information.

St. Clair Cutoff Channel, the main vessel route through the St. Clair River delta, extends ENE from the N end of Lake St. Clair ship channel for about 6 miles between Seaway Island and Bassett Island to its junction with South Channel at the SE end of Harsens Island.

St. Clair Flats Canal extends from the N end of Lake St. Clair ship channel NE for 1.7 miles along the SW end of Seaway Island to the junction with South Channel. The canal is marked by lighted and unlighted buoys, a light, and a 041° lighted range. South Channel extends from the N end of St. Clair Flats Canal along the NW side of Seaway Island and bends E along the S shore of Harsens Island, MI, to the junction with St. Clair Cutoff Channel at Southeast Bend. This section is well marked by lights.

North Channel, the northwesternmost part of the St. Clair River delta, branches W from the river just N of Russell Island, flows along the N side of Harsens Island and Dickinson Island, and empties into the E side of Anchor Bay.

Middle Channel leads SW from North Channel between Harsens Island and Dickinson Island. The outlet in Lake St. Clair is marked by lighted and unlighted buoys. A 22-acre diked disposal area is on the W side of Harsens Island about 1.2 miles below the junction with North Channel. Currents for the following locations in the St. Clair River are given at high water flow of 230,000 cubic feet per second (cfs), medium water flow of 188,000 cfs, and low water flow of 130,000 cfs, respectively.

- Algonac: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- Port Lambton: 2.0 mph (1.8 knots), 1.7 mph (1.5 knots), and 1.3 mph (1.1 knots)
- Marine City: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- St. Clair: 2.1 mph (1.9 knots), 1.8 mph (1.5 knots), and 1.4 mph (1.2 knots)
- Marysville: 1.9 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- Point Edward: 3.9 mph (3.4 knots), 3.3 mph (2.9 knots), and 2.5 mph (2.2 knots)

The rapids section extends from 1,000 feet above to 200 or 300 feet below the Blue Water Bridge. During periods of sustained high N to NE winds on Lake Huron, velocities in the upper St. Clair River are increased.

- Currents.--Vessels transiting South Channel are advised to favor the E side of the channel N of Russell Island, because the current flows strongly from the main river channel into North Channel.
- Algonac is a customs station.
- Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
- Marine City is a customs station.
- Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
- Caution.--Currents in the upper part of the river are considerable, at times 5 mph or more above the Blue Water Bridge and 4 mph or more for 1 mile below the bridge. Upbound vessels will experience a W set between the Blue Water Bridge and Lake Huron Cut Lighted Buoy 1 and 2. Mariners should use the lowest possible safe speed in this reach to avoid damage to wharves and moored vessels.
- Caution.--An alternating one-way traffic zone is between Lake Huron Cut Lighted Buoy 1 and St. Clair/Black River Junction Light. (See 33 CFR 162.134 (c)(2), chapter 2, for regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland  Commander  9th CG District  (216) 902-6117
Cleveland, OH
NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers.

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry. To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS

GREEN LIGHT ONLY
FLASHTING (2)
FLASHING OCCULTING QUICK FLASHING
ISO

PREferred CHANNEL NO NUMBERS – MAY BE LETTERED
PREFERED CHANNEL TO STARBORD
TOPMOST BAND GREEN
GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERED CHANNEL NO NUMBERS – MAY BE LETTERED
PREFERED CHANNEL TO PORT
TOPMOST BAND RED
RED LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS

RED LIGHT ONLY
FLASHING (2)
FLASHING OCCULTING QUICK FLASHING
ISO

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov
NO DISCHARGE ZONE. 40 CFR 149
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected therewith, and all inland waters 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 tanks include graywater. All vessels with an installed marine sanitation device (MMD) that are navigating, moored or anchored, or docked within an NDZ must have the MMD activated 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: http://www.epa.gov/owow/cwmdregulations/vessel_sewage/

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 4th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers, Detroit, Michigan. Refer to charted regulatory section numbers.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine poolens and cable areas are shown as:

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 charted, and those that were originally charted may have been omitted. Mariners should use extreme caution when operating vessels in depths of water comparable to those charted in areas where pipelines and cables may exist, and when anchoring, docking, or tunneling. Cable wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 45 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Detroit, MI KED-63 162.400 MHz

CAUTION
Limitations at the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geophysical-Insurance Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

[Accurate location] (Approximate location)
Note: Chart grid lines are aligned with true north.
SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:40,000

See Note on page 5.
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.

Distress Call Procedures
• Make sure radio is on.
• Select Channel 16.
• Press/Hold the transmit button.
• Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
• Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
• Release transmit button.
• Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

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/ids/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs 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

Twitter — For the latest news from Coast Survey, follow @NOAAClarts

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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker