Saint Clair River
NOAA Chart 14852

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=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. 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 Buoys 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.)
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

<table>
<thead>
<tr>
<th>PORT SIDE ODD NUMBERED AIDS</th>
<th>PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED</th>
<th>PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED</th>
<th>STARBOARD SIDE EVEN NUMBERED AIDS</th>
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<tbody>
<tr>
<td>LIGHT</td>
<td>GREEN LIGHT ONLY FLASHERING (2) OCCULTING QUICK FLASHING ISO</td>
<td>PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN</td>
<td>RED LIGHT ONLY FLASHERING (2) OCCULTING QUICK FLASHING ISO</td>
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<td>LIGHTED BUOY</td>
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<td>PREferred CHANNEL TO PORT TOPMOST BAND RED</td>
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<td>GREEN LIGHT ONLY COMPOSITE GROUP FLASHING (2+1)</td>
<td>RED LIGHT ONLY COMPOSITE GROUP FLASHING (2+1)</td>
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<tr>
<td>CAN</td>
<td>GR &quot;A&quot; R (2+1) G 6s</td>
<td>RS &quot;B&quot; R (2+1) R 6s</td>
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<tr>
<td>DAYBEACON</td>
<td>GR &quot;U&quot;</td>
<td>RS &quot;D&quot;</td>
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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

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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.nrdc.noaa.gov/idrs/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
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
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

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.