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 carriage, 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.


Vessel Traffic Service.—The Canadian Coast Guard operates a Vessel Traffic Service in Canadian waters from Long Point in Lake Erie through the Detroit and St. Clair Rivers to De Tour Reef Light in Lake Huron. Dense fog plagues the mariner most often in spring and early summer over the open lake waters. From April into July visibilities drop below 0.5 mile up to 11 percent of the time. May and June are the worst times, and the cold, central waters are the most likely place. These fogs are usually the result of warm air moving across the lake that is still cold from the previous winter season. They often come on winds with a southerly component; but NW, NE, and E winds also bring them. Fog is most prevalent and thickest during the morning hours. Rain, blowing snow and low clouds also reduce visibilities, particularly from late fall through early spring.

Fluctuations of water level.—The normal elevation of the lake surface varies irregularly from year to year. During the course of each year, the surface is subject to a consistent seasonal rise and fall, the lowest stages prevailing during the winter and the highest during the summer.

Ice.—The central part of Lake Huron is mainly an open water area, but drifting patches of thin ice may be present from early February until mid-March. These patches drift S toward the St. Clair River. An ice bridge forms across the head of the river. Ice accumulates to a depth of 12 to 18 inches above the ice bridge; the bridge itself achieves a much greater thickness. The ice bridge is occasionally broken by high winds.

Caution.—A wreck covered 29 feet is west of the trackline about 10.5 miles 018° from Fort Gratiot Light in about 43°09.2’N., 82°21.5’W. Upbound vessels from Cove Island to De Tour Passage from a position abreast of O’Brien Patch Lighted Bell Buoy TC shall lay a course of 284° for 61.5 miles to a position 6 miles 194° from Great Duck Island Light; then steer 300° for 48 miles to a position 3 miles 137° from De Tour Light; then steer 317° for 3 miles to a point 0.75 miles 128° from De Tour Reef Light.

It is understood that masters may exercise discretion in departing from these courses when ice and weather conditions are such as to warrant it. The recommended courses are shown on chart 14860, Lake Huron. It is recommended that the following limit of anchorage be observed in Lake Huron off De Tour Light so that vessels may enter or leave De Tour Passage in time of congestion due to fog or other conditions: No vessel to anchor east of a bearing on De Tour Light of 340°, or closer than 0.75 mile to the light or north of the De Tour Martin Reef course.

Pilotage.—The waters of Lake Huron in the approach to St. Clair River south of 43°05’30”N. are Great Lakes designated waters; registered vessels of the United States and foreign vessels are required to have in their service a United States or Canadian registered pilot. The remaining waters of Lake Huron are Great Lakes undesignated waters; the above vessels are required to have in their service a United States or Canadian registered pilot or other officer qualified for Great Lakes undesignated waters. Registered pilots for St. Clair River are supplied by Lakes Pilots Association, and for Lake Huron by Western Great Lakes Pilots Association (See Appendix A for addresses.) Pilot exchange points are off Port Huron at the head of St. Clair River in about 43°05’30”N., 82°24’42”W. and at De Tour, MI, at the entrance to St. Marys River. (See Pilotage, chapter 3, and 46 CFR 401, chapter 2.)

Principal ports.—The principal ports on Lake Huron are Bay City and Saginaw in the Saginaw River and Cheboygan. Private docks for deep-draft vessels are also at Alabaster, Port Gypsum, Alpena, Rockport, Stoneroof, Calcite, and Port Dolomite.

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

RCC Cleveland  Commander  9th CG District  (216) 902-6117
Cleveland, OH

The depth of water in St. Marys River, St. Clair River, and Detroit River governs the draft of vessels navigating Lake Huron to and from Lakes Superior and Erie.

(Selected Excerpts from Coast Pilot)
Lake Huron is the second largest of the Great Lakes. Three large bays extend from the main body of the lake, Saginaw Bay on the W side and North Channel and Georgian Bay on the NE side. The lake receives the waters of Lake Michigan through the Straits of Mackinac and those of Lake Superior from the St. Marys River. The lake discharges at its S end into St. Clair River at Port Gratiot. The lake is a connecting link in the Great Lakes chain.
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

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
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Note: Chart grid lines are aligned with true north.
LAKE HURON

Polyconic Projection
Scale 1:900,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET IN BLUE AREAS AND IN FATHOMS ELSEWHERE

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART. (Low Water Datum) .......... 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum
(1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental infor-
mation concerning aids to navigation. See Canadian List of Lights, Buoys and Fog
Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations
see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above
Low Water Datum, bridge and overhead clearances are reduced correspondingly.
For clearances see U.S. Coast Pilot 18.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast
Survey, with additional data from the Corps of Engineers, Geodetic Survey,
U.S. Coast Guard and Canadian authorities.

OMISSION OF DETAIL. Owing to the small scale many aids to navigation, depths,
contours and topographic features have been omitted. For detail consult Coastal and
Harbor Charts.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 18 for important
supplemental information.

Sailing courses are recommended by the Lake Huron Association and
the Chamber of Marine Commerce as everyday guidance for oceangoing
vessels with navigation safety and Collision Regulations always taking priority.

SCALE 1:500,000

Lake Huron
SOUNDINGS IN FEET AND FATHOMS - SCALE 1:500,000

14860
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/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
- 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 @NOAAdates

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.