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=14863

(Selected Excerpts from Coast Pilot)
From Points aux Barques Light to Pointe aux Barques (44°04.1’N., 82°57.9’W.), 9 miles NW, the shore continues low and wooded. Ledges and detached rocky spots render the stretch dangerous within 3 miles of shore. Orion Rock, covered 3 feet, is about 0.8 mile offshore 3 miles NW of Points aux Barques Light. Grindstone City, Mich., a small settlement 5.5 miles NW of Points aux Barques Light, has a small-craft harbor formed by two jetties. A privately dredged channel, marked by private buoys, leads along the NW side of the SE jetty, thence angles W between projections on the inner sides of the jetties to a harbor basin. In 1977, the reported controlling depth was 4 feet in approach, entrance channel, and basin. Port Austin, Mich., is a village and small-craft harbor at the mouth of Bird Creek about 2 miles SW of Points aux Barques on the shore of a shallow bay between that point and Flat Rock Point (44°02.7’N., 83°01.6’W.).

From Port Austin, the E shore of Saginaw Bay trends generally SW for 22 miles to Sand Point. From Flat Rock Point, 1.5 miles W of Port Austin, the shore consists of low bluffs for 3 miles SSW to the mouth of Pinnebog River, thence 3 miles W to Hat Point. The bluffs become wooded from Hat Point W for about 8 miles to Oak Point (43°58.5’N., 83°15.7’W.). At Oak Point the shore turns SW for 2 miles to Caseville Harbor, thence SW and W for 7 miles to the extremity of Sand Point.

Caseville Harbor, Mich., is at the mouth of the Pigeon River, about 18 miles SW of Points aux Barques and 6.5 miles ENE of Sand Point. A white spire in the town is prominent. Sand Point (43°54.8’N., 83°24.0’W.) is a narrow point extending 4 miles W from about midpoint of the E shore of Saginaw Bay. Canals and approach channels have been privately dredged at the W end and along the S side of the point. Dockage for small craft is available in the canals, but the channels are subject to shoaling and caution is advised.

Quanicassee River, flowing into the SE corner of Saginaw Bay, is practically closed by the bars at its mouth. Depths less than 6 feet extend 2 miles off the mouth. W of the river mouth, the 6-foot contour extends 5 miles offshore and then narrows to about 1 mile at the mouth of Saginaw River. The entrance to Quanicassee River is marked by private seasonal buoys.

In 1977, it was reported that the Tittabawassee River was navigable by small boats for only about 1.5 miles above Green Point. Above that point stumps, sunken logs, and snags severely obstruct the river.

The Shiawassee River, near Green Point, has an available depth of 5 to 6 feet, and the crooked channel across Shiawassee Flats is 15 or 16 feet deep in many places. Above the flats, the Shiawassee River is very narrow and crooked, but is navigable for small boats to the junction with Bad River, and thence the Bad River to the village of St. Charles, 13 miles from Green Point.

Saginaw River Coast Guard Station is on the E side of the river about 1.7 miles above the mouth.

Fluctuations of water level.—The water level in Saginaw Bay is subject to sudden changes due to the wind. A NE gale driving water into the bay can raise the level at the mouth of Saginaw River 3 to 4 feet, sometimes in less than as many hours, while a SW wind sometimes lowers the level sufficiently to cause large vessels to ground in the channel.

Caution.—The course across the mouth of Saginaw Bay is dangerous in heavy weather. Tawas Bay, on the W side of the mouth, has good anchorage with protection from all but SW winds. Numerous charted and uncharted fish net stakes and structures, some submerged, are in Saginaw Bay.

Fluctuations of water level.—Each year the normal variation in level between the highest and lowest mean monthly stages in the Saginaw River is about 3 feet. In addition, spring floods and excessive rains may cause an abnormal rise of as much as 14 feet in the river at Saginaw. Occasionally a considerable change takes place within a few hours, resulting from the raising or lowering of Saginaw Bay by violent NE or SW winds. Water level information for the river may be obtained by contacting Saginaw Coast Guard Station on VHF-FM channel 16.

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

RCC Cleveland
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
- Flashing (2)
- Flashing
- Occulting
- Quick flashing
- ISO

**PREFERRED CHANNEL**
**NO NUMBERS – MAY BE LETTERED**
- Preferred channel to starboard
topmost band green
- Preferred channel to port
  topmost band red

**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.

Navigation Managers Area of Responsibility

Northeast
Lt. Cmdr. Meghan McGovern
meghan.mcgovern@noaa.gov

Chesapeake and Delaware Bay
Steve Soherr
steve.soherr@noaa.gov

Mid-Atlantic
Lt. Ryan Wartick
ryan.wartick@noaa.gov

Southeast
Kyle Ward
kyle.ward@noaa.gov

California
Jeff Ferguson
jeffrey.ferguson@noaa.gov

Alaska
Lt. Matthew Forney
(temporary)
matthew.forney@noaa.gov

Northwest and Pacific Islands
Crescent Moegling
crescent.moegling@noaa.gov

Great Lakes Region
Tom Loeper
thomas.loeper@noaa.gov

Western Gulf Coast
Alan Bunn
alan.bunn@noaa.gov

Central Gulf Coast
Tim Osborn
tim.osborn@noaa.gov

South Florida Puerto Rico
Vacant
Contact Central Gulf Coast or Southeast Navigation Managers
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.
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.

EMERGENCY INFORMATION

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.nco.nmanc.fedex.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

twitter — For the latest news from Coast Survey, follow @NOAcharts

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