BookletChart™

St. Marys River – Munuscong Lake to Sault Ste. Marie
NOAA Chart 14883

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=14883

(Selected Excerpts from Coast Pilot)

St. Marys River forms the outlet of Lake Superior, connecting it with Lake Huron. Whitefish Bay at the SE corner of Lake Superior, the river flows in a general SE direction to empty into Lake Huron at Point De Tour, a distance of 63 to 75 miles depending on the route traveled. After passing through De Tour Passage, the river turns NW and widens. Between Black Rock Point and the S end of St. Joseph Island, the river extends across the mouth of Potagannissing Bay. From Old Fort St. Joe Point at the S end, the river extends along the W side of St. Joseph Island for about 19 miles to Stribling Point at the N end. About 3 miles NW of Old Fort St. Joe Point, the river narrows between Hay Point and Point aux Frenes, Munuscong Lake is the widening in the river between Point aux Frenes and the foot of Neebish Island, about 8 miles N.

Neebish Island, about 8 miles long and 4 miles wide, is in midriver opposite the N end of St. Joseph Island. Narrow channels lead around either side of the island.

Munuscong Lake is a widening in St. Marys River from Point aux Frenes upstream to Neebish Island. Lower Course 8, upbound and downbound, leads from the turn at Point aux Frenes NW for 4.6 miles through Munuscong Lake. The depth in the channel is 28 feet. The channel is marked at the lower end by a 128° lighted range on Hay Point. Near the middle of Munuscong Lake, at the upper end of Lower Course 8, the dredged channel of the St. Marys River divides to lead around either side of Neebish Island. The upbound channel leads generally N between the E side of Neebish Island and St. Joseph Island, thence WNW between the N side of Neebish Island and the S end of Sugar Island, thence N again in Lake Nicolet to the junction with the downbound channel. The courses through this stretch are well marked by lighted and unlighted buoys and ranges.

Course 9 leads 3.6 miles NNE to Johnson Point on the SE side of Neebish Island. The E side of the channel has a depth of 21 feet for a width of 200 feet. The W side has a depth of 27 feet for a least width of 300 feet. The W side of the channel is marked by a 017° lighted range at the upper end, and the E side is marked by an unlighted range.

Course 8 leads NW for 1 mile from Johnson Point to Mirre Point. The NE side of the channel has a depth of 21 feet for a width of 400 feet, and the SW side has a depth of 28 feet for a least width of 600 feet. The deep side of the channel is marked by a 134°56’ lighted range at the lower end and a 314° lighted range at the upper end.

Course 7, Munuscong Channel, leads N for 3.2 miles from Mirre Point to Stribling Point (46°18.8’N., 84°06.9’W.), the NW point of St. Joseph Island. The E side of the channel has a depth of 21 feet for a width of 200 feet, and the W side has a depth of 27 feet for a least width of 300 feet. The E side of the channel is marked by a 177° range at the lower end and a 357° range at the upper end.

Currents.—As the speed limits established for the St. Marys River in 33 CFR 162.117(g), chapter 2, refer to the speeds over the bottom, and as the currents in the river are variable, masters are cautioned to regulate the speed of their vessels by running on time from point to point instead of relying on the number of revolutions per minute of the propeller. (See Coast Pilot for details.)

Currents for the following locations in the St. Marys River are given at high water flow of 110,000 cubic feet per second (cfs), medium water flow of 76,000 cfs, and low water flow of 57,000 cfs, respectively.

Little Rapids cut (course 2): 2.2 mph (2.0 knots), 1.6 mph (1.4 knots), and 1.4 mph (1.2 knots)
West Neebish Channel Light 29: 1.8 mph (1.6 knots), 1.3 mph (1.1 knots), and 1.0 mph (0.9 knots)
Six Mile Point: 1.6 mph (1.4 knots), 1.1 mph (1.0 knots), and 1.0 mph (0.8 knots)
West Neebish Channel rock cut (course 6): 1.5 mph (1.3 knots), 1.1 mph (0.9 knots), and 0.8 mph (0.7 knots)
Middle Neebish Channel dike (course 6): 1.4 mph (1.2 knots), 1.0 mph (0.9 knots), and 0.9 mph (0.8 knots).
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.

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

<table>
<thead>
<tr>
<th>LIGHT</th>
<th>LIGHTED BUOY</th>
</tr>
</thead>
<tbody>
<tr>
<td>C &quot;3&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;1&quot;</td>
<td></td>
</tr>
</tbody>
</table>

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED

<table>
<thead>
<tr>
<th>GR &quot;U&quot;</th>
<th>GR &quot;G&quot;</th>
<th>GR &quot;C&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2+1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G 6s</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PREFERRED CHANNEL TO PORT

<table>
<thead>
<tr>
<th>RG &quot;A&quot;</th>
<th>RG &quot;B&quot;</th>
<th>RG &quot;C&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/R 6s</td>
<td>F/R 6s</td>
<td>F/R 6s</td>
</tr>
</tbody>
</table>

PREFERRED CHANNEL TO STARBOARD

<table>
<thead>
<tr>
<th>RG &quot;G&quot;</th>
<th>RG &quot;B&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/C</td>
<td>R/B</td>
</tr>
</tbody>
</table>

SIZE

<table>
<thead>
<tr>
<th>2&quot;</th>
<th>9&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>F/R 8s</td>
<td>F/R 4s</td>
</tr>
</tbody>
</table>

STARBOARD SIDE EVEN NUMBERED AIDS

<table>
<thead>
<tr>
<th>LIGHT</th>
<th>LIGHTED BUOY</th>
</tr>
</thead>
<tbody>
<tr>
<td>R &quot;3&quot;</td>
<td></td>
</tr>
<tr>
<td>&quot;2&quot;</td>
<td></td>
</tr>
</tbody>
</table>

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
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.
CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

LAKE MICHIGAN - HURON

CAUTION

Submarine pipelines and cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, drag fishing, or trawling.

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radio telephone frequencies are published in 33 CFR 146, the U.S. Coast Pilot, and/or the VTS User's Manual.
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](http://www.nauticalcharts.noaa.gov)
- Report a chart discrepancy — [http://ocsdata.nco.ncc.apsx](http://ocsdata.nco.ncc.apsx)
- Chart and chart related inquiries and comments — [http://ocsdata.nco.ncc.apsx?frompage=ContactUs](http://ocsdata.nco.ncc.apsx?frompage=ContactUs)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](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.

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