BookletChart™

Grand Traverse Bay to Little Traverse Bay
NOAA Chart 14913

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

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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 waters. Carriage is mandatory on the commercial water depths, obstructions, buoys, other aids to navigation, and much more. Chart carriage is mandatory on the commercial waters.

This BookletChart has been updated for chart corrections published in the Current Notice to Mariners of the Canadian Coast Guard. 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 Notice to Mariners applied to this chart are listed in the Note at the bottom of page 7.

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

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Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)

Little Traverse Bay indents the east shore of Lake Michigan between Sevenmile Point and Big Rock Point (45°21.7’N, 85°12.1’W). The bay is about 10 miles wide at the entrance, narrowing to 2 miles wide at its head, 11.5 miles east. The bay, with deep water and good holding ground, provides protection in all but W winds. Shoals extend about 0.5 mile off the northwest shore and the head of the bay, but otherwise the shores are generally deep-to.

Harbor Point is a narrow spit that extends southeast from the north shore of Little Traverse Bay to protect the harbor at Harbor Springs. Little Traverse Light (45°25’10”N, 84°58’39”W), 72 feet above the water, is shown from a white skeleton tower on the end of the point.

Harbor Springs, MI, on the north shore of Little Traverse Bay, is a fine small-craft harbor of refuge affording security in any weather. On the north shore of the harbor, docks extend to 10 to 12 feet of water, with 16 feet at the end of the city dock.

Harbor regulations.—Local harbor regulations are established by the Harbor Springs City Council and are enforced by the harbormaster. A slow-no wake speed is enforced within the limits of the harbor. Copies of the regulations may be obtained from the Harbormaster, City of Harbor Springs, 250 East Bay Street, Harbor Springs, MI 49740. A special anchorage area, marked by lighted buoys, is on the north side of the harbor. (See 110.1 and 110.82a, chapter 2, for limits and regulations.)

Small-craft facilities.—A municipal marina constructed by the Michigan State Waterways Commission and the city, and private marinas provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, sewage pump-out, launch ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9. Hoists to 50 tons are available for all types of marine repairs.

The W terminus of the Inland Route, which connects Crooked Lake, Crooked River, Burt Lake, Indian River, and Mullett Lake to the Cheboygan River and Lake Huron, is about 2.5 miles east of the head of Little Traverse Bay. There is no navigable connection from Lake Michigan to the Inland Route, but an overland portage service is available for trailerable craft to 25 feet and 5,000 pounds. (For complete information see Inland Route, chapter 10.)

Petoskey, MI, is on the south side near the head of Little Traverse Bay. A small-craft harbor at Petoskey is protected on the west by a breakwater extending north from shore and marked on the outer end by a light. The breakwater should not be passed close aboard due to large riprap stones along the sides, and end. In 2002, reported depths in the harbor were 9 feet along the outer ends of the municipal piers, thence 7.5 feet in the NE basin and 6.4 feet in the southwest basin. Anchorage ground in the harbor is poor, being stony bottom. A speed limit of 8 mph (7 knots) is enforced in the harbor. (See 33 CFR 162.120, chapter 2, for regulations.)

Small-craft facilities.—The municipal marina constructed by the city and the Michigan State Waterways Commission on the southeast side of the harbor provides transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out, launching ramp, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9.

From Big Rock Point, the shore trends southwest for about 4 miles to Charlevoix. Deep water is about 0.4 mile offshore in this stretch.

Channels.—A dredged entrance channel leads southeast from Lake Michigan between parallel piers through the lower portion of Pine River to Round Lake, the harbor proper of Charlevoix. The outer ends of the piers are marked by lights. The light on the south pier has a fog signal that is operated by keying the microphone five times on VHF-FM channel 79. From the east end of Round Lake, a dredged channel leads southeast through the upper portion of Pine River to Lake Charlevoix, entered about 1 mile distant from the Lake Michigan shoreline. Mooring to the Government piers or revetments is prohibited.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Cleveland Commander
9th CG District Cleveland, OH
(216) 902-6117
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
- GREEN LIGHT ONLY
COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED 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.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.
CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Temporary changes or deletions in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

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

(Accurate location) (±) (Approximate location)

CAUTION

POSSIBLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, oil, or barge water within areas adjacent to domestic water intakes as are designated by the Commissions of Food and Drugs (41 CFR 1260.83). Consult U.S. Coast Pilot 6 for important supplemental information.

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.
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.nrd.noaa.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

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.