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
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 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

What are Nautical Charts?

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.


(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, whence 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.
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
Printed at reduced scale. SCALE 1:86,000 See Note on page 5.

Note: Chart grid lines are aligned with true north.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. 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.

Printed at reduced scale. See Note on page 5.
Note: Chart grid lines are aligned with true north.
United States - Great Lake
Lake Michigan - Michigan

Grand Traverse
Little Traverse

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)

Sounding in Feet

Horizontal Datum
The Horizontal reference datum of this chart is North American
1983 (WGS 84), which for charting purposes is considered equal
to the World Geodetic System 1984 (WGS 84). Geographic positions
referred to this datum shall be corrected to the World Geodetic System of 1984 (WGS 84) to agree with
this chart.

Notes
Plane of Reference of This Chart: (Low Water Datum)
Referred to mean water level at Traverse City, Maritime, Great Lakes
Sailing Directions. Readings of water levels are true and distances are
graduated in feet between points of departure.
Aids to Navigation: Consult U.S. Coast Guard Light List for supplies
concerning aids to navigation.
Symbols and Abbreviations: For complete list of symbols and abbreviations,
Bridge and Overhead Cable Clearances. When the water surface is
bridge, bridge and overhead clearances are reduced correspondingly. For
Coast Pilot 6
Authorities: Hydrography and Topography by the National Ocean Service
with additional data from the Corps of Engineers, Geological Survey, and
U.S. Forest Service.

Additional information can be obtained at nauticalcharts.noaa.gov

Supplemental Information
Consult U.S. Coast Pilot 6 for important
supplemental information.

Note A
Navigational regulations are published in Chapter 2, U.S.
Coast Pilot 6. Additions or revisions to Chapter 2 are publi-
cated in the Notice to Mariners. Information concerning
these regulations may be obtained at the Office of the Com-
mander, 9th Coast Guard District in Cleveland, Ohio or at
the Office of the District Engineer, Corps of Engineers in
Detroit, Michigan.

Refer to charted regulation section numbers.

Printed at reduced scale. Scale 1:80,000 See Note on page 5.

1 000 0 1 000 2 000 3 000 4 000 5 000 6 000 7 000
1 1000 2 2000 3 4000 4 6000 5 8000 6 10000

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.

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.naco.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
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

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