BookletChart™

Head of Green Bay, Including Fox River below De Pere
NOAA Chart 14918

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 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=149

(Selected Excerpts from Coast Pilot)

Sturgeon Bay (described with the Sturgeon Bay Ship Canal) extends about 8 miles southeast from Green Bay.

Caution.—Aids to navigation in Sturgeon Bay have been placed with respect to traversing the bay from Lake Michigan through the Sturgeon Bay Ship Canal to Green Bay.

Sherwood Point Light (44°53.6'N, 87°26.0'W), 61 feet above the water, is shown from a white square tower with attached dwelling on the SW side of the entrance to Sturgeon Bay.

From Sherwood Point Light the shore trends southwest for 4 miles to a narrow peninsula that extends 1.2 miles northwest from shore. Snake Island is close off the end of the peninsula. From the northeast side of the peninsula and Snake Island, a shoal bank with depths of 2 to 18 feet extends 3.5 miles north-northeast. Sherwood Point Shoal, a detached 11-foot shoal marked on the north side by a lighted buoy, is off the north end of this shoal bank and 1.9 miles north-northwest of Sherwood Point. These shoals are a hazard to vessels navigating between Sturgeon Bay and the south end of Green Bay and should be given a wide berth.

From Little Sturgeon Bay southwest for about 7 miles, the shore is generally deep-to, thence for 16 miles southwest to the village of Red Banks, WI, the shoal border is 0.25 to 1 mile wide. A detached 10-foot shoal is 1.5 miles offshore 3.5 miles north of Red Banks. The south end of Green Bay, from Red Banks to the mouth of Fox River, has depths of 18 feet and less. From Point Sable (44°34.7'N, 87°54.7'W), 3 miles southwest of Red Banks, Frying Pan Shoal, with 1-foot depths and spots awash extends W across the Bay to Long Tail Point. A dredged deep-draft channel leads through the shoals at the south end of Green Bay to the mouth of Fox River.

Prominent features.—The most prominent objects in the approach to Green Bay are a tank 4 miles east-southeast of the mouth of Fox River, a lighted stack 1.1 miles south of the river mouth, a stack 2.1 miles northwest of the river mouth, and a tank 3.5 miles northwest of the river mouth at the town of Howard.

Green Bay Harbor Entrance Light (44°39'11"N, 87°54'04"W), 72 feet above the water, is shown from a white conical tower on a cylindrical base on the west side of the entrance channel 9.3 miles northeast of the mouth of the Fox River; a seasonal sound signal is at light.

The dredged entrance channel leads generally southwest through the shallow water in the south end of Green Bay for about 11.5 miles to the mouth of Fox River and thence upstream for about 7.2 miles to a turning basin at De Pere. Other turning basins are on the east side of the channel 1.4 miles above the mouth, at the mouth of East River, and on the west side of the channel 3.6 miles above the mouth, just above the Canadian National Railroad bridge. (See Notice to Mariners and the latest of the chart for controlling depths.) The entrance channel is well marked by lighted ranges, lights, lighted and unlighted buoys. The river channel is marked by buoys from the second turning basin to the turning basin at De Pere.

East River empties into the east side of Fox River 1.3 miles above the mouth. The river is navigable to Baird Street bridge, 1.3 miles above the mouth. A depth of about 5 feet can be carried through the narrow and tortuous channel.

Caution.—Grassy Island, on the E side of the entrance channel, 1.3 miles NE of the Fox River mouth, and Cat Island, on the W side of the channel opposite, partially cover during periodic high-water conditions. Grassy Island is marked on the NW end by a light.

In the approaches to Fox River, outside the limits of the dredged channel, numerous uncharted fish nets and stakes make navigation hazardous, particularly for strangers.

A crescent-shaped spoil area is about 1 mile E of the mouth of Fox River.

Fluctuations of water level.—Changes in wind direction or barometric pressure occasionally cause temporary water level fluctuations of up to 2 ½ feet above or below the prevailing mean lake level.

Currents.—Currents in Fox River attain velocities to 3 mph and may run in either direction.

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

RCC Cleveland
Commander
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

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.
LAKE MICHIGAN - HURON

Average levels (1965-1974)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are corresponding greater or lesser than the charted depths.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 30 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

- Green Bay, WI: K35-66 162.550 MHz
- Sheboygan, WI: WWS-91 162.455 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1963 (NAD 63) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84).

Geodetic positions referred to the North American Datum of 1962 must be corrected an average of 0.15' southward and 0.40' westward to agree with this chart.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMSpheric ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
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.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LN M and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online — http://www.nauticalcharts.noaa.gov/nds/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

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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