BookletChart™

St. Joseph and Benton Harbor
NOAA Chart 14930

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 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.


Chapters—A dredged entrance channel leads from deep water in Lake Michigan between parallel piers through the mouth of St. Joseph River upstream for about 1 mile to the junction with Paw Paw River. The outer ends of the piers are marked by lights and the north pier has an inner light. The Federal project depths for the dredged channels in the harbor are 21 feet in the entrance and through the harbor to the junction with the Paw Paw River, thence 18 feet in the remainder of the channel to the head of the project at Riverview Drive. Turning basins on the north side of the channel just below the junction with the Paw Paw River and on the southeast side of the channel below the Twin Cities Bicentennial Bridge have project depths of 18 feet. (See Notice to Mariners and latest edition of charts for controlling depths.)

Currents in the river attain velocities up to 3 mph. Navigation should not be attempted close to the piers due to stone riprap. Mooring to the piers and revetments is prohibited. Above the dredged channel, the St. Joseph River turns south and flows between St. Joseph on the W bank and the city of Benton Harbor on the east bank. In 1980, this reach had depths of 6 to 20 feet in the best channel, generally near the east bank. Small islands near midstream in this reach are sometimes submerged during high water conditions.

Depths of 2 to 3 feet can be carried for about 7 miles above St. Joseph. The river is obstructed by dams at Berrien Springs, about 22 miles above St. Joseph.

Morrison Channel cuts across the south turn in the St. Joseph River leaving the river about 1 mile above the pierheads and rejoining it about 2.5 miles above the pierheads. The channel is separated from the river channel by Marina Island. In 1971, Morrison Channel had a centerline controlling depth of 6 feet.

Above the dredged channel in the Paw Paw River, the crooked channel is navigable by small craft for about 2 miles to the Paw Paw Avenue bridge. In 1968, the centerline controlling depth was 1 foot.

Coast Guard—St. Joseph Coast Guard Station, marked by a light, is near the inner end of the north pier.

Harbor regulations—A speed limit of 8 mph (7 knots) is enforced in the harbor. (See 33 CFR 162.120, chapter 2, for regulations.)

Harbor regulations for the city of St. Joseph are enforced by the harbormaster and copies may be obtained from City Manager, City Hall, City of St. Joseph, St. Joseph, MI 49085.

Harbor regulations for the city of Benton Harbor are enforced by the harbormaster, who is the chief of police. Copies of the regulations may be obtained from the Chief of Police, 200 Wall Street, Benton Harbor, MI 49022.

(Selected Excerpts from Coast Pilot)
The St. Joseph River flows into Lake Michigan 22 miles south-southwest of South Haven and 107 miles south of Little Sable Point. The port cities of St. Joseph, MI, and Benton Harbor, MI, are on the W and east sides of the river, respectively. The principal commodities handled in the harbor are gravel and cement.

St. Joseph North Pierhead Light (42°06'55"N, 86°29'44"W) is shown from a white cylindrical tower on the outer end of the south pier. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
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](http://www.navcen.uscg.gov)
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
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.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNMs 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

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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.

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