Lake Charlevoix
NOAA Chart 14942

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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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.


(Selected Excerpts from Coast Pilot)
Charlevoix, MI, is a city and harbor at the mouth of Pine River, about midway of the rounding shore between Little Traverse Bay and Grand Traverse Bay.

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.

In 2011, the controlling depths were 15 feet in the entrance to Round Lake, thence 16 feet in the dredged channel from Round Lake to Lake Charlevoix.

Round Lake, about 0.4 mile in diameter, has depths to 60 feet, with deep water generally close to shore. The lake has good anchorage.

Anchorage—A special anchorage, marked by buoys in the north part of Round Lake, has good holding ground, sand and gravel bottom. (See 33 CFR 110.1 and 110.82, chapter 2, for limits and regulations.)

Current—Currents in Pine River are reported to reverse twice daily with a velocity up to 3 mph. At times they may reach a velocity up to 5 mph.

Coast Guard—Charlevoix Coast Guard Station is on the north side of the Pine River entrance to Lake Charlevoix.

Harbor regulations—Federal regulations specify a speed limit of 8 mph (7 knots) in the harbor. (See 33 CFR 162.120, chapter 2, for regulations.) Local harbor regulations have been established by the city of Charlevoix and are enforced by the harbormaster. A slow-no wake speed is enforced. Copies of regulations may be obtained from the Chief of Police, City Hall, 210 State Street, Charlevoix, MI 49720.

Lake Charlevoix extends about 14 miles southeast from the head of Pine River and is from 1 to 2 miles wide, with depths to over 100 feet and deep water generally close to shore. Boyne City, MI, is at the southeast end of the lake. A municipal marina at Boyne City provides transient berths, water, ice, electricity, sewage pump-out, and a launching ramp. About 5 miles from the northwest end of Lake Charlevoix, South Arm extends 9 miles south from Ironton at the north end to East Jordan at the south end. A marina developed by the Michigan State Waterways Commission at East Jordan provides transient berths, gasoline, water, electricity, sewage pump-out, and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9.

A slow-no wake speed is enforced in the narrows of South Arm opposite Ironton. (See Small-craft Regulations, State of Michigan, chapter 3.)

Cable Ferry—A cable ferry crosses South Arm at Ironton. The self-propelled ferry is guided across the 600-foot-wide channel by two cables which are anchored ashore and pass along each side of the ferry at deck level. The cables are at a depth of about 20 feet at midchannel when the ferry is docked on either shore. When the ferry is at midchannel, the cables are at their least depths. The ferry should not be passed within about 200 feet when docked at either shore. DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.

From Charlevoix W for 1.8 miles to South Point (45°19.3’N., 85°18.0’W.), shoals extend about 0.25 mile offshore. A lighted bell buoy marks the N extent of the shoals off South Point. The Medusa Cement Co. has a facility for shipping cement and receiving coal on the east side of South Point about 1.5 miles west of Charlevoix. Lighted loading silos and the tallest stack (45°19’01.5”N., 85°18’00.8”W.) at the facility are prominent. A breakwater formed by two sunken barges extends about 1,600 feet lakeward from the shore and affords protection for the privately dredged channel along its S side and for the loading slip at its inner end. A private light marks the outer end of the breakwater. The entrance channel and slip are reported to be dredged to 24 feet annually. The slip is about 100 feet wide. The north side, 645 feet long, is used to ship cement. The south side, 556 feet long, is used to receive coal for plant consumption. The docks have a deck height of 10 feet, and there is silo storage for 120,000 tons of cement.
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
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
UNITED STATES - GREAT LAKES
LAKE MICHIGAN - MICHIGAN

LAKE CHARLEVOIX

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations see Chart No. 1

NOTES

(1) (Low Water Datum) - 577.5 ft.
(2) Referred to mean water level at Ronceval, Quebec, International Great Lakes Datum (1985)
(3) See Light List for supplemental information
(4) For a list of symbols and abbreviations see

Printed at reduced scale. See Note on page 5.

Note: Chart grid lines are aligned with true north.
Lake Water Datum, which is the point of reference for the levels shown on the chart, is also the point of reference for the charted depths. The lake level is above or below Low Water Datum; the existing depths are correspondingly greater or lesser than the charted depths.
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
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- 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.