BookletChart™

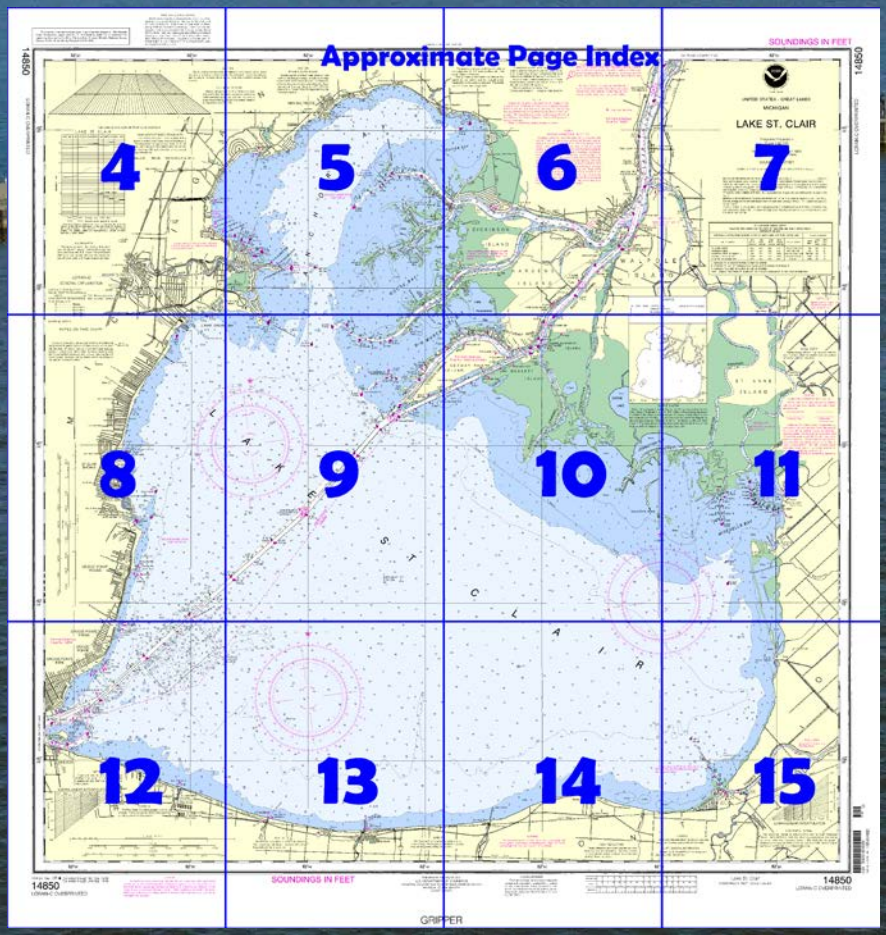
Lake St. Clair

NOAA Chart 14850

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*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14850

(Selected Excerpts from Coast Pilot)
The main vessel route across Lake St. Clair is through the dredged channel that leads from the head of the Detroit River NE for about 16 miles to St. Clair Cutoff Channel at the mouth of the St. Clair River. The channel is well marked throughout its length by lights and lighted and unlighted buoys, and its lower end by a **227.8°** lighted range NE of Peche Island. A racon is at the front range light. The front range light is protected by riprap and should not be passed close aboard, even by vessels of shallow draft. **Lake St. Clair Light** (42°27.9'N., 82°45.3'W.), 52 feet above the water, is shown from a white square tower on a cylindrical base on the NW side of the channel at the slight turn near its midpoint. A radar beacon is at the light.
The W, or Michigan shore of Lake St. Clair, has been extensively developed with homes, yacht clubs, and marinas. The communities of **Grosse Pointe Park, Grosse Pointe, Grosse Pointe Farms, Grosse Point Shores,** and St. Clair Shores, suburban to Detroit, are on the W lakeshore extending from Windmill Point at the head of Detroit River N for about 10 miles. Several piers, some marked by private lights, extend as much as 0.5 mile into the lake with depths of 6 to 10 feet alongside.
St. Clair Shores Coast Guard Station is 0.7 mile N of the light.
Cutoff Canal empties into the lake 7.5 miles N of Gaukler Point. The canal extends about 2 miles NW to a weir just below the junction with the Clinton River at Mount Clemens. During flood conditions, the canal diverts a major part of the flow of Clinton River. The canal has depths of 9 feet just inside the mouth, thence 6 feet to just below the weir, thence 2 feet and 1 foot below and above the weir, respectively..
Dangers.–In October 1999, a sunken wreck, covered 28 feet, was reported in the St. Clair River about 350 feet E of Fort Gratiot Range Front Light in about 42°59'36"N., 82°25'34"W.
Fluctuations of water level.–Each year the St. Clair River has a seasonal rise and fall of about 1 foot, generally in consonance with the seasonal variations of Lake Huron. High winds may cause rapid fluctuations of up to 2 feet above or below normal.
Currents, St. Clair River.–The following currents are based on averages of water flow through the entire cross section of the river, that is from bank to bank and from the surface to the bottom during normal flow conditions. Normal water flow conditions are encountered when there is no wind, Lake Huron is at a stage of 578.9 feet (176.4 meters), and Lake St. Clair is at a stage of 573.9 feet (174.9 meters) above mean water level at Rimouski, Quebec, on International Great Lakes Datum 1985 (IGLD 1985), that is 1.4 feet (0.4 meter) and 1.6 feet (0.5 meter) above their respective Low Water Datums. The current encountered at midstream is usually about 1.5 times the average velocity. Greater velocities may be expected when the difference between the lake levels is greater, or the lake stages are higher.
Currents for the following locations in the St. Clair River are given at high water flow of 230,000 cubic feet per second (cfs), medium water flow of 188,000 cfs, and low water flow of 130,000 cfs, respectively.
Algonac: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots); Port Lambton: 2.0 mph (1.8 knots), 1.7 mph (1.5 knots), and 1.3 mph (1.1 knots); Marine City: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
Ice.–The only need for icebreaking in the St. Clair River occurs when the ice bridge that forms across the S end of Lake Huron breaks and the broken mass of ice travels down the river to the lower end where it meets the natural ice cover and forms a massive ice jam. When this occurs, ice can clog the entire 27-foot depth of the channel and cause serious flooding. (See Winter Navigation, chapter 3.)
Navigation regulations.–The State of Michigan enforces the following speed limits for recreational craft within its jurisdictional boundaries from the mouth of Black River downstream to the mouth of St. Clair River: slow-no wake for vessels less than 26 feet long within 200 feet of any shore, dock, or pierhead, and slow-no wake for vessels 26 feet or longer within 600 feet of any shore, dock, or pierhead.
A vessel traffic reporting system and related navigation regulations have been established for the connecting waters from Lake Erie to Lake Huron.

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

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

SPEED LIMIT
Speed Limit 5 m.p.h. in Thames River.

SPEED LIMIT
Speed Limit 5 m.p.h. in Chenal Ecarté.

SPEED LIMIT
Speed Limit 5 m.p.h. in Chenal Ecarté.

SPEED LIMIT
Speed Limit 5 m.p.h. in Chenal Ecarté and Sydenham River.

Buoys marking North Channel, Middle Channel, and Old Channel may be relocated as necessary without prior notice.

Buoys marking Thames River Entry Channel may be relocated as necessary without prior notice.

Buoys marking Clinton River Entrance Channel may be relocated as necessary without prior notice.

NOTE E

Depths of one to two feet less than charted may exist in the Discontinued Dumping Ground. Mariners should proceed with caution.

Polyconic Projection
Scale 1:60,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

CAUTION

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

NOTE G

The Pike Creek Channel is subject to continual change. The buoys are not shown because they are frequently shifted in position.

For more detail of the Lake St. Clair Shoreline north of the International Boundary, including Detroit River, Clinton River, Anchor Bay, St. Clair Cutoff, and St. Clair River, see Chart 14853.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE H

Puce River is subject to continual change. The buoys are not shown because they are frequently shifted in position.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE F

The Ruscom River Channel is subject to continual change. The buoys are not shown because they are frequently shifted in position.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

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 Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects 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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Detroit, MI KEC-63 162.550 MHz (Chan WX-1)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 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.

7 Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

HORIZONTAL DATUM

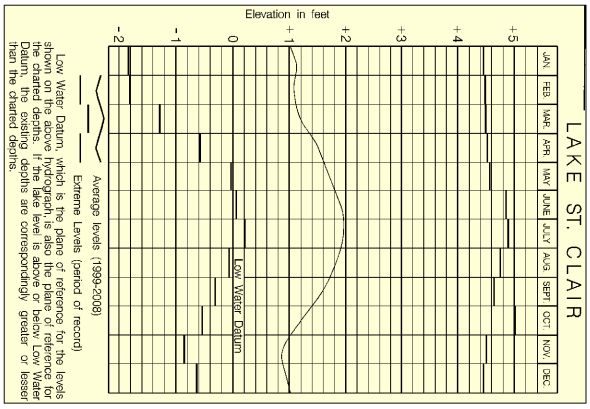
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

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.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....572.3 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

14850

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

82°55'

82°50'

42° 40'

42° 35'

0' 1' 2' 3' 4' 5'

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

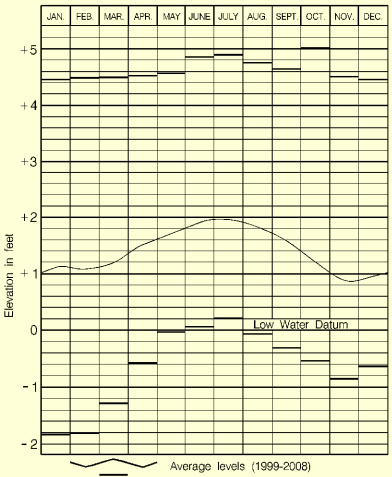
POTA

Vessels opera shall not dischar water within suc water intakes a missioner of Foo Consult U.S. Coa mental informatio

NEW

Latitude and Longitude Plotting Interpolator

LAKE ST. CLAIR



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 correspondingly greater or lesser than the charted depths.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Detroit, MI KEC-63 162.550 MHz (Chan WX-1)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

Buoys marking Clinton River Entrance Channel may be relocated as necessary without prior notice.

RELAY MAST (F R)

TANK (F R)

TANK F R

AERO TANK

MOUNT CLEMENS

CLINTON RIVER

ST CLAIR HAVEN

Metropolitan Beach

Joins page 8

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.

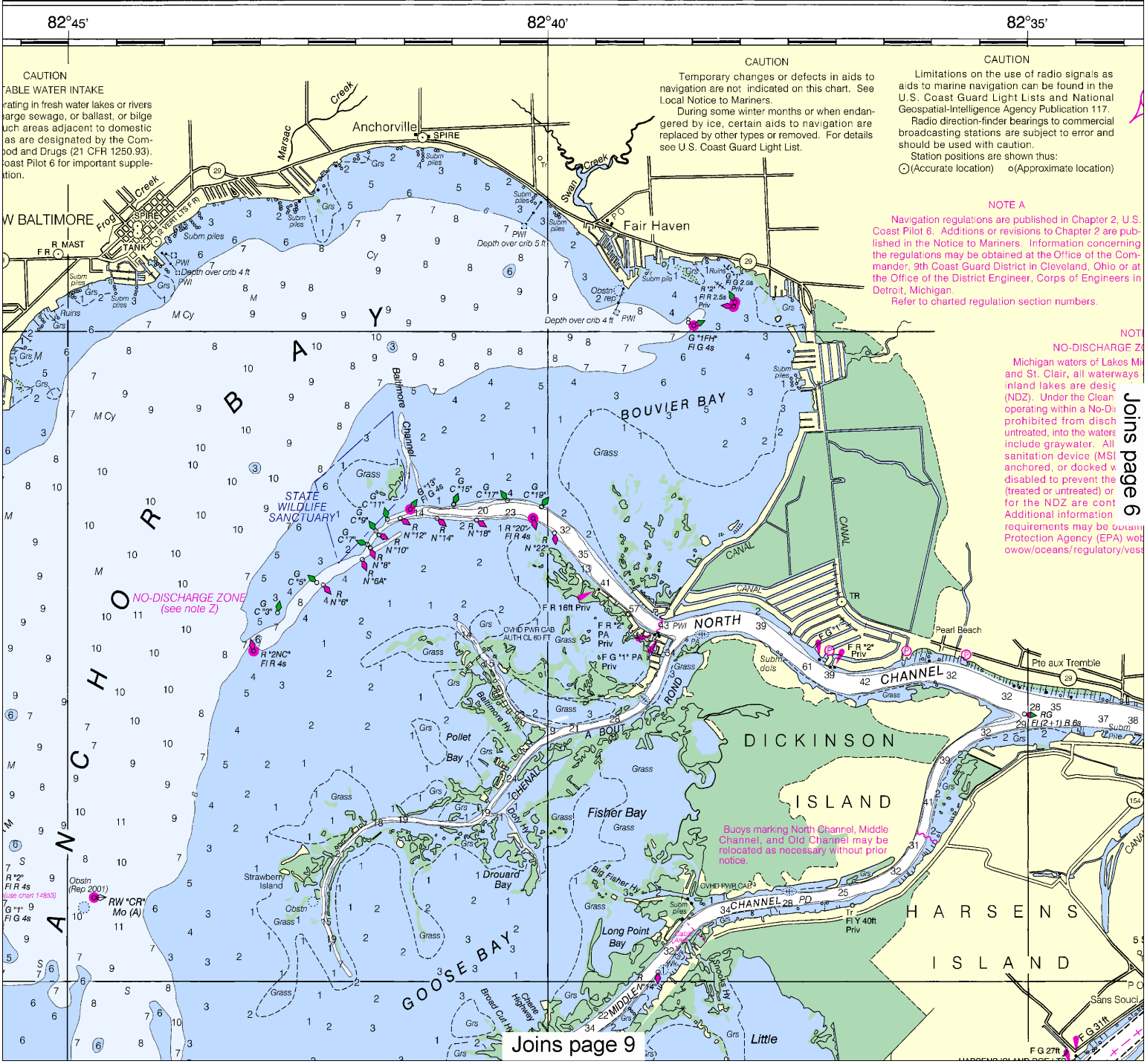
Printed at reduced scale.

SCALE 1:60,000

Nautical Miles 1 ½ 0 1 2 3 4 5

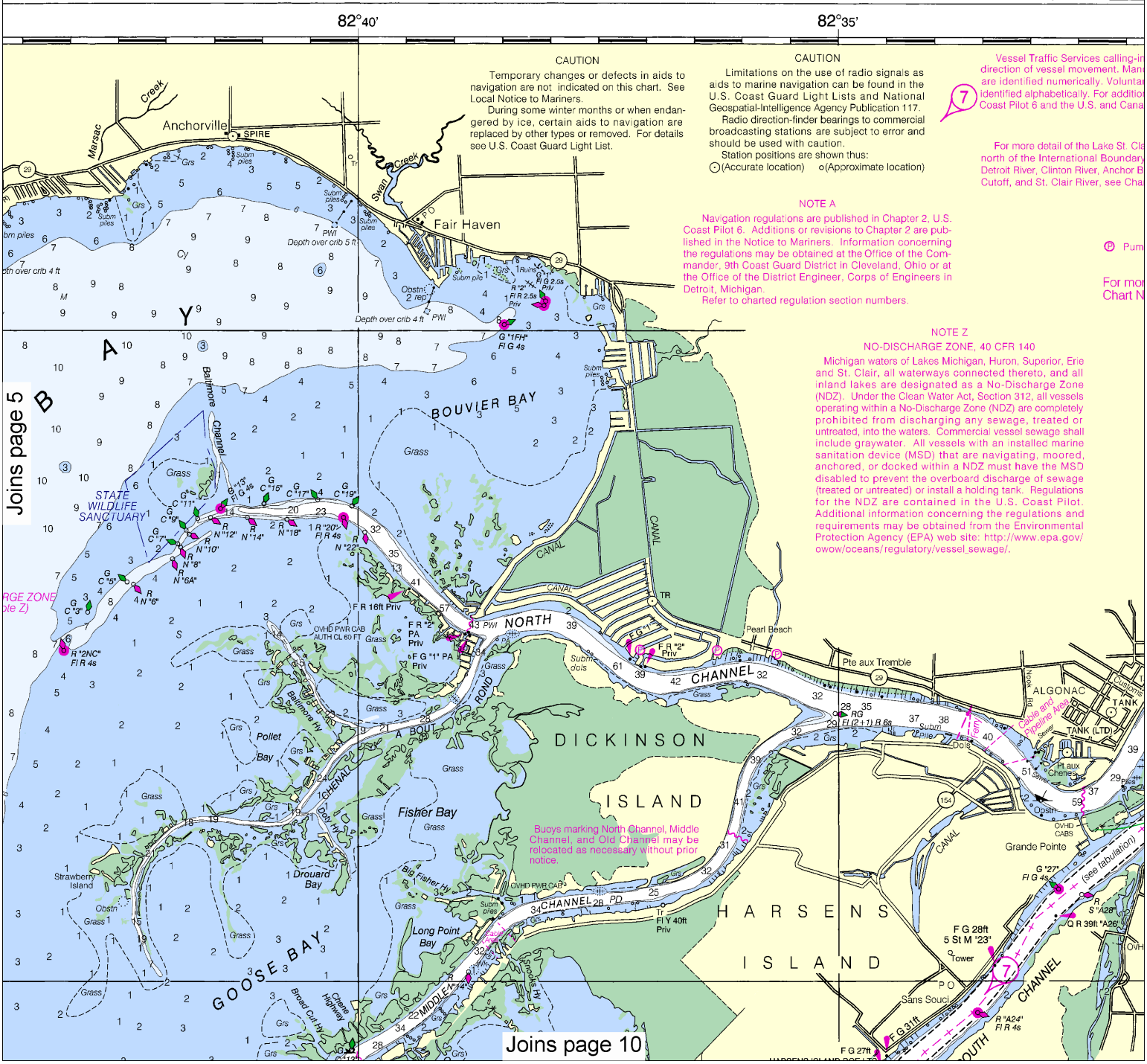
Yards 1000 0 1000 2000 3000 4000 5000 6000 7000

Formerly LS-42, 1st Ed., 1874 KAPP 1257



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:80000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS-42, 1st Ed., 1874 KAPP 1257



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

Nautical Miles

1 ½ 0 1 2 3 4 5

Yards

1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.

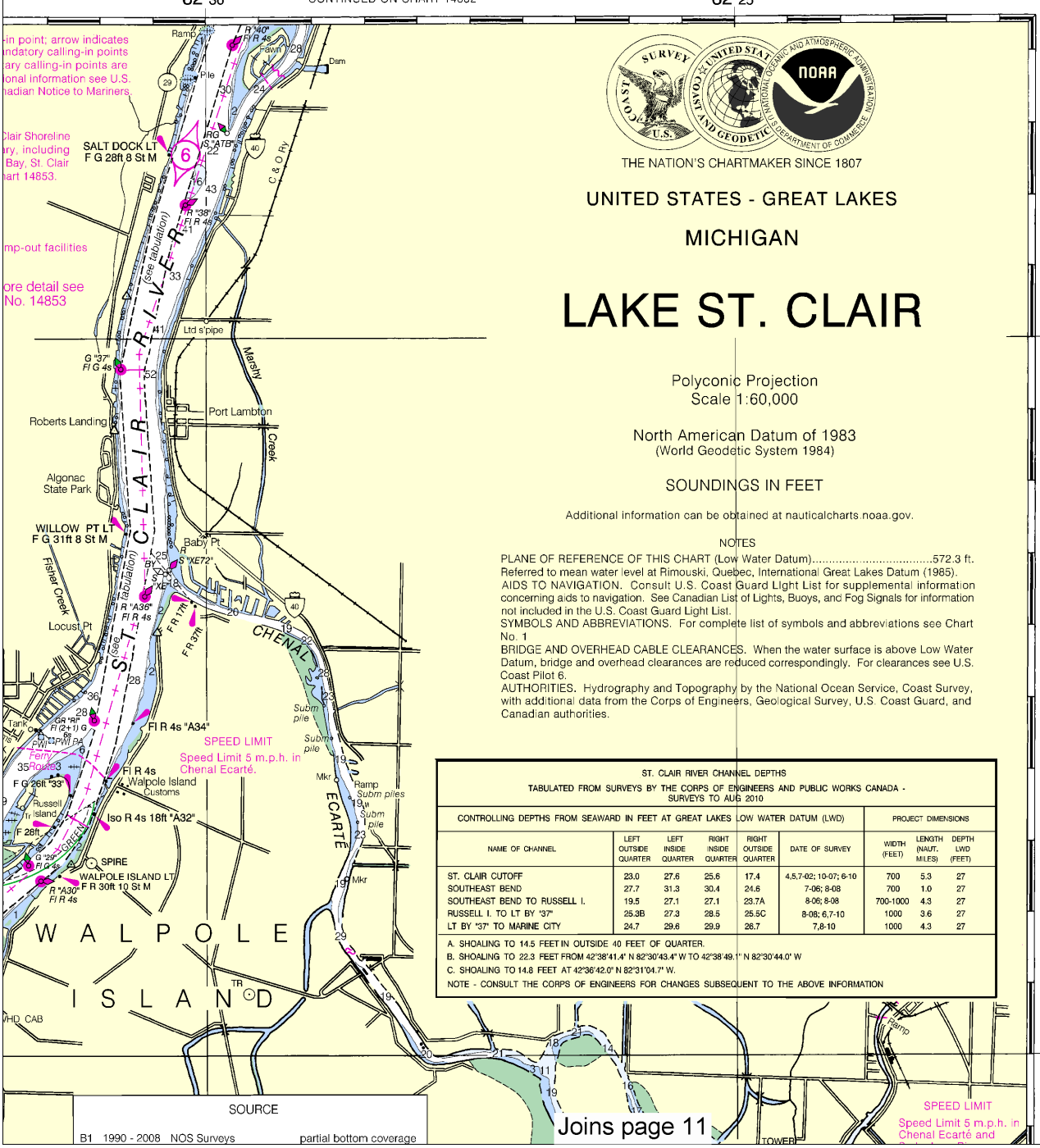
SOUNDINGS IN FEET

14850

82°30'

CONTINUED ON CHART 14852

82°25'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

MICHIGAN

LAKE ST. CLAIR

42° 40'

42° 35'

Polyconic Projection
Scale 1:60,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....572.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

ST. CLAIR RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO AUG 2010

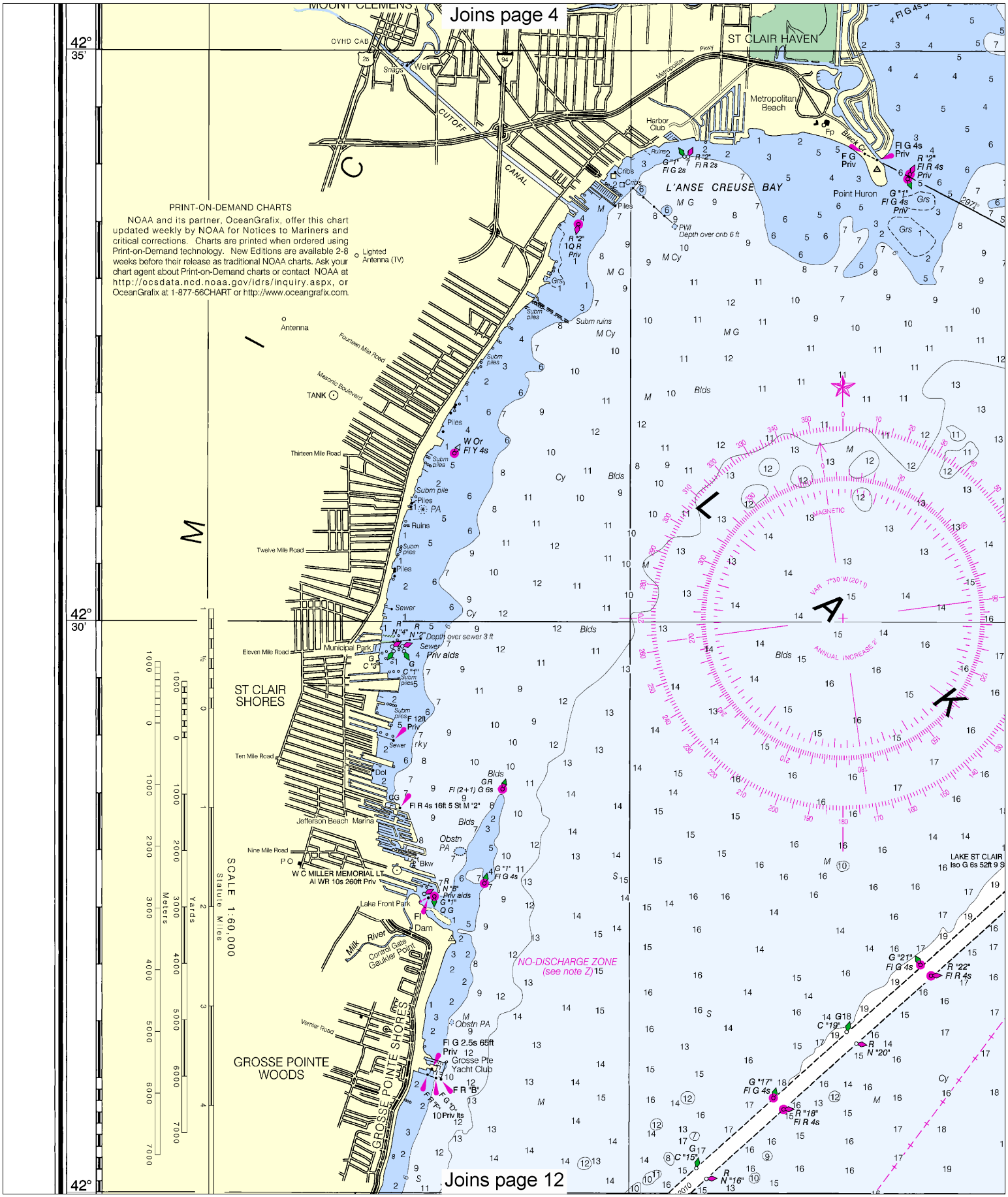
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ST. CLAIR CUTOFF	23.0	27.6	25.6	17.4	4,5,7-02; 10-07; 6-10	700	5.3	27
SOUTHEAST BEND	27.7	31.3	30.4	24.6	7-06; 8-08	700	1.0	27
SOUTHEAST BEND TO RUSSELL I.	19.5	27.1	27.1	23.7A	8-06; 8-08	700-1000	4.3	27
RUSSELL I. TO LT BY "37"	25.3B	27.3	28.5	25.5C	8-08; 6,7-10	1000	3.6	27
LT BY "37" TO MARINE CITY	24.7	29.6	29.9	26.7	7,8-10	1000	4.3	27

A. SHOALING TO 14.5 FEET IN OUTSIDE 40 FEET OF QUARTER.
B. SHOALING TO 22.3 FEET FROM 42°38'41.4" N 82°30'43.4" W TO 42°38'49.1" N 82°30'44.0" W
C. SHOALING TO 14.8 FEET AT 42°36'42.0" N 82°31'04.7" W.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOURCE

B1 1990 - 2008 NOS Surveys partial bottom coverage

Joins page 11



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

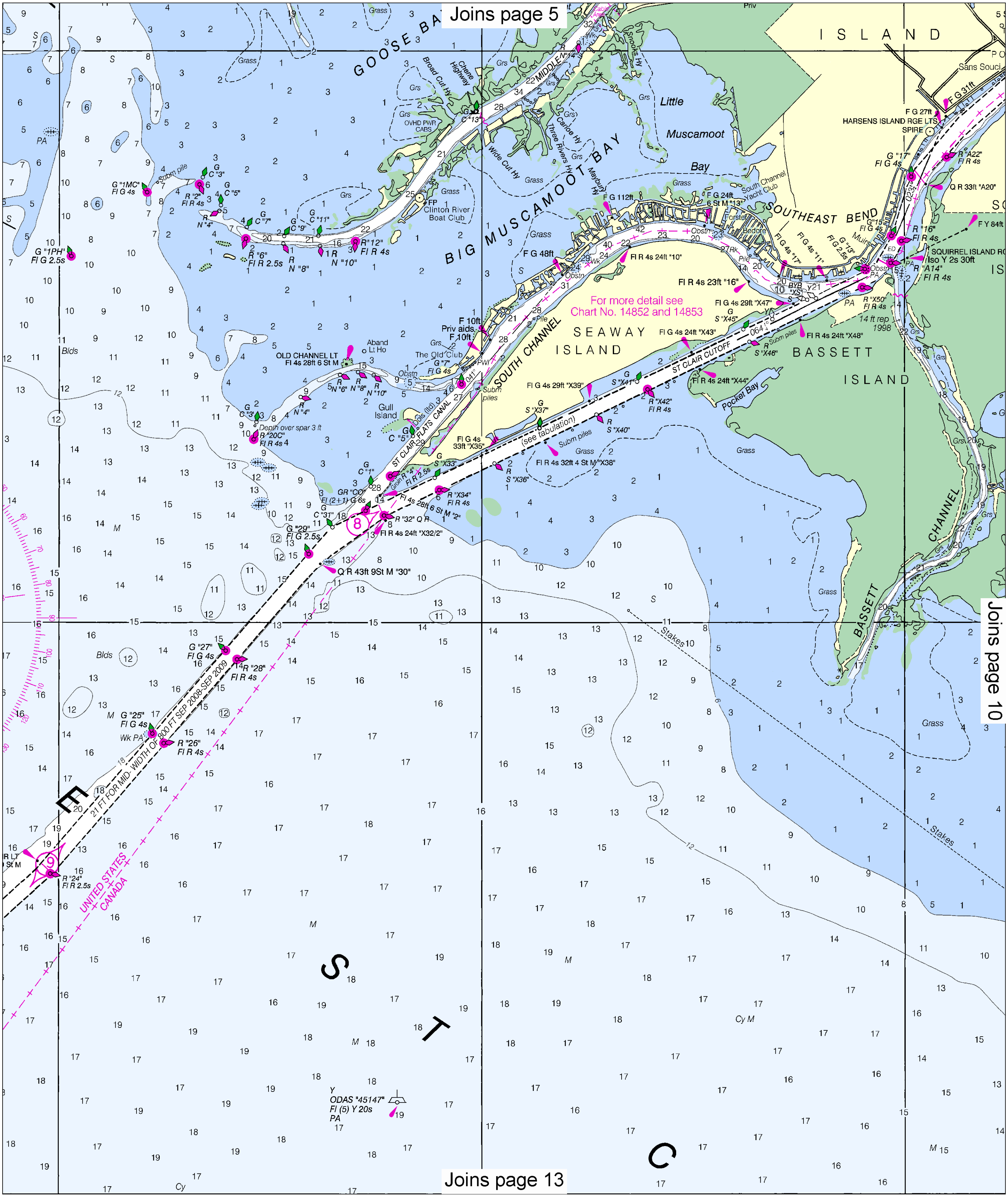
Nautical Miles

1 ½ 0 1 2 3 4 5

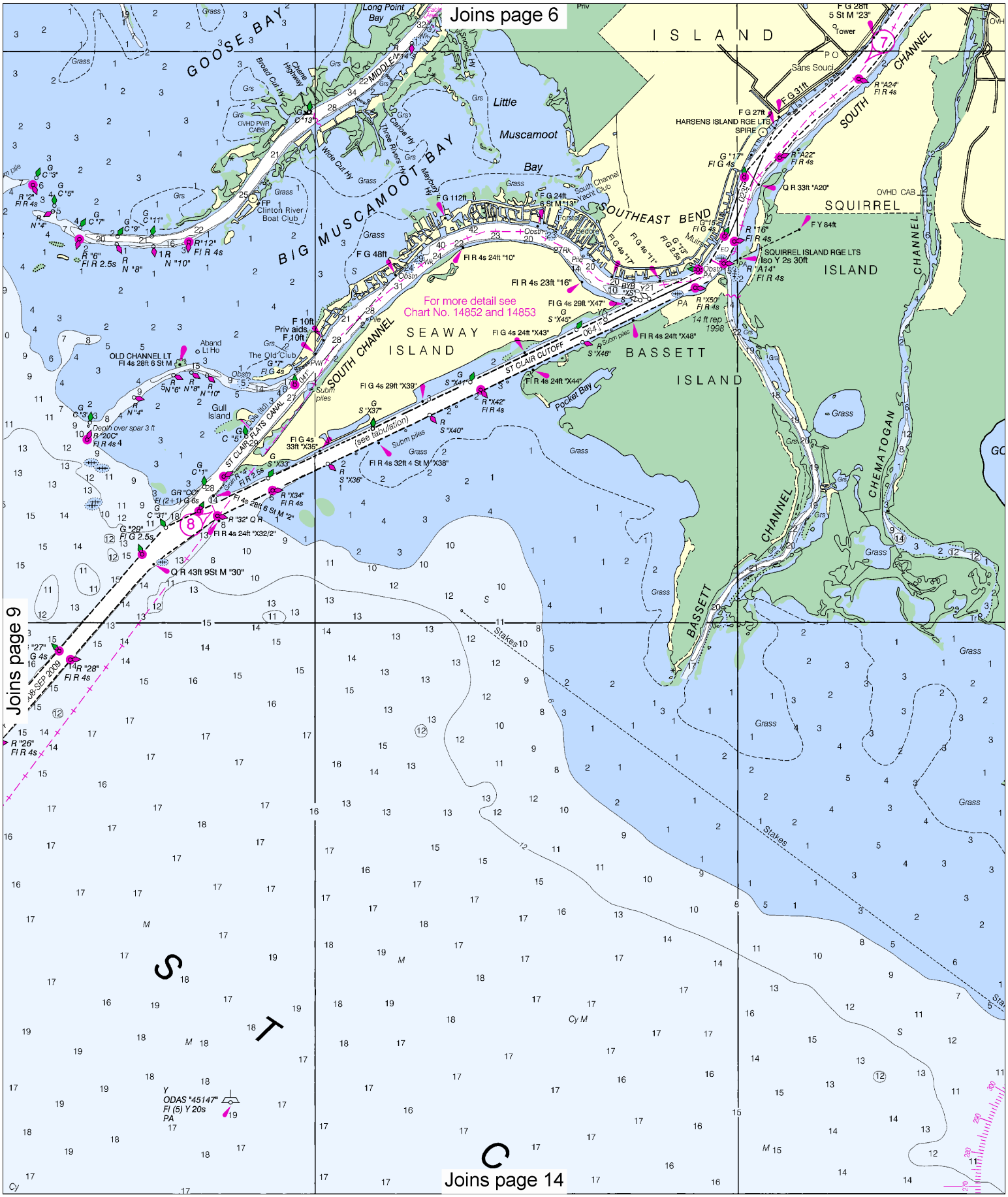
Yards

1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.



Joins page 5
Joins page 10
Joins page 13
GOOSE BAY
BIG MUSCAMOOT BAY
Little Muscamoot Bay
SEAWAY ISLAND
BASSETT ISLAND
ISLAND
SOUTHEAST BEND
SOUTH CHANNEL
ST CLAIR FLATS CANAL
ST CLAIR CUTOFF
BASSETT CHANNEL
Pocket Bay
Gull Island
For more detail see Chart No. 14852 and 14853
OLD CHANNEL LT Fl 4s 28ft 6 St M
Clinton River Boat Club
The Old Club
South Channel Yacht Club
HARSENS ISLAND RGE LTS SPIRE
SQUIRREL ISLAND RGE
Iso Y 2s 30ft
Q R 43ft 9St M "30"
Fl R 4s 28ft 6 St M "2"
Fl R 4s 24ft "X32/2"
Fl R 4s 32ft 4 St M "X38"
21 FT FOR MID. WIDTH OF 800 FT SEP 2008-SEP 2009
UNITED STATES
CANADA
ODAS "45147" Fl (5) Y 20s PA
(see tabulation)
Depth over spar 3 ft
14 ft rep 1998
Stakes
E S T C



10

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Printed at reduced scale.

SCALE 1:60,000

Nautical Miles

1 ½ 0 1 2 3 4 5

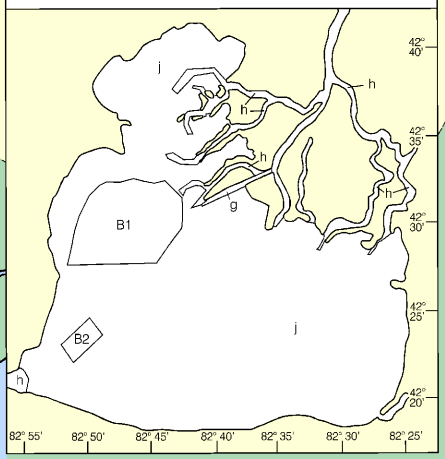
Yards

1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.

Joins page 7

SOURCE			
B1	1990 - 2008	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
g		Canadian Surveys	
h		Miscellaneous Surveys	
j	pre-1974	Lake Survey Surveys	partial bottom coverage



SOURCE DIAGRAM

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SPEED LIMIT
Speed Limit 5 m.p.h. in Chenal Ecarté and Sydenham River.

CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

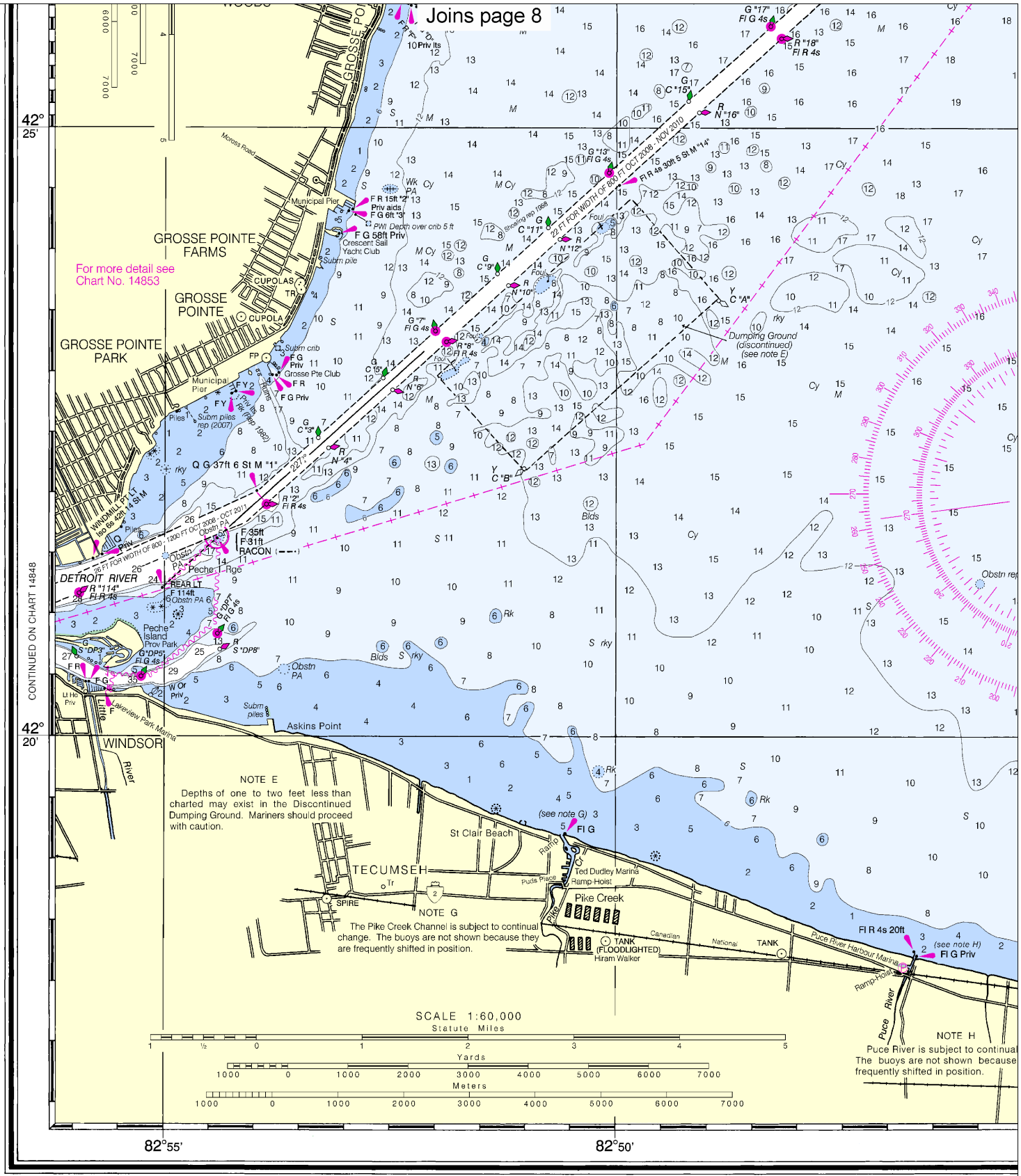
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SPEED LIMIT
Speed Limit 5 m.p.h. in Chenal Ecarté.

ST ANNE ISLAND
CHANNEL
CHENAL ECARTÉ
JOHNSTON
JOHNSTON BAY
LAKE
Grassy Bend Islands
MITCHELLS BAY
MITCHELLS POINT
Cul de Sac
Bass Haven Marina
Marine Park
St Clair Pkwy Commission Marina
MITCHELLS BAY
Water Tower
Customs
Vincents Guide Service
Cable Ferry (see note)
TOWER (F R)
Dam
Sydenham River
Little Bear Creek
Martin Island
Patricks Cove
Boyle Drain
F 36ft
F 33ft
PA
Ramp
Camp
Waterway
Piles
PWT
Stakes
Grass

Joins page 15



54th Ed., Feb. /11 ■ Corrected through NM Feb. 12/11
Corrected through LNM Feb. 01/11

14850

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

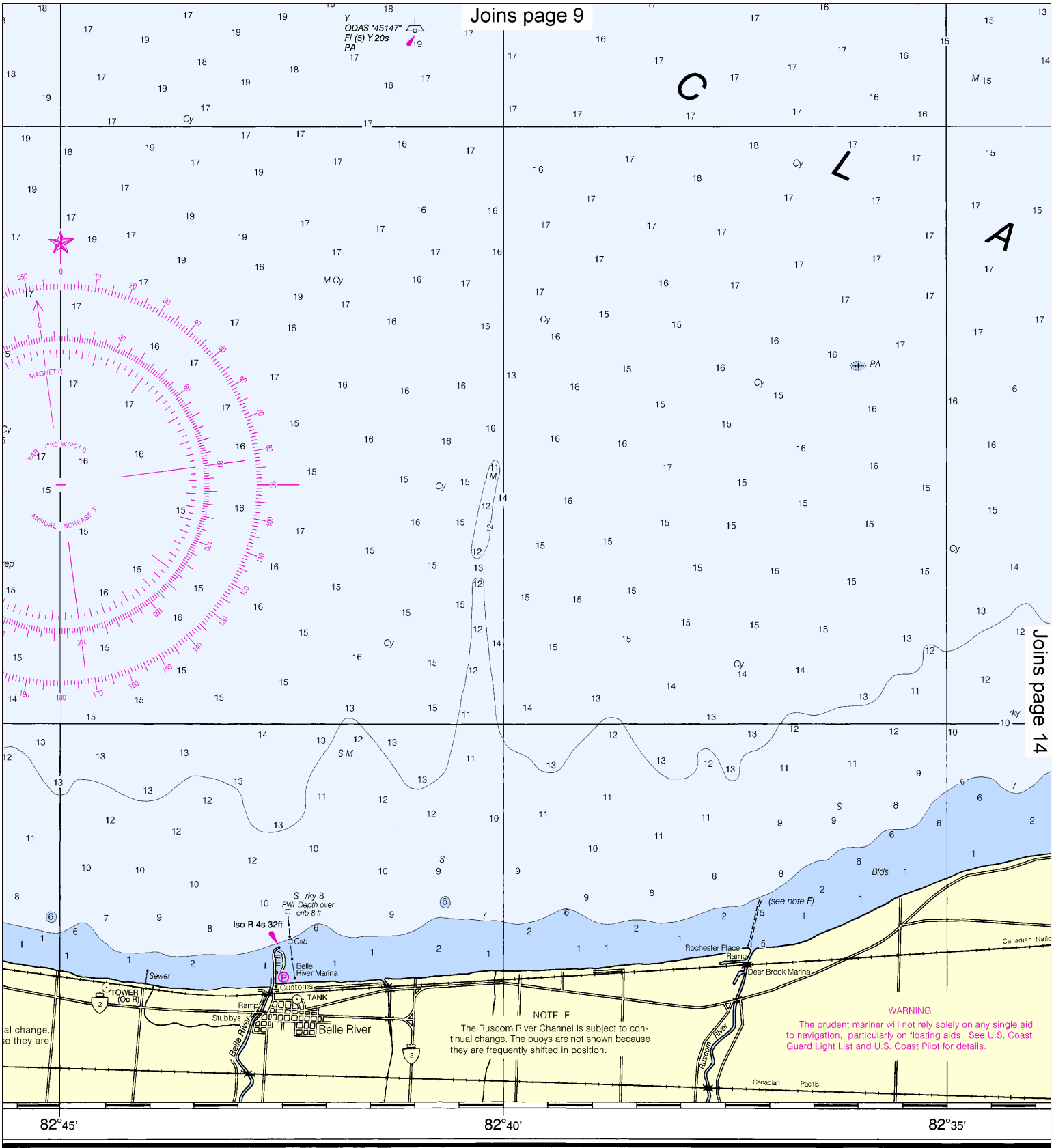
SOUN

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000
Nautical Miles
Yards

See Note on page 5.



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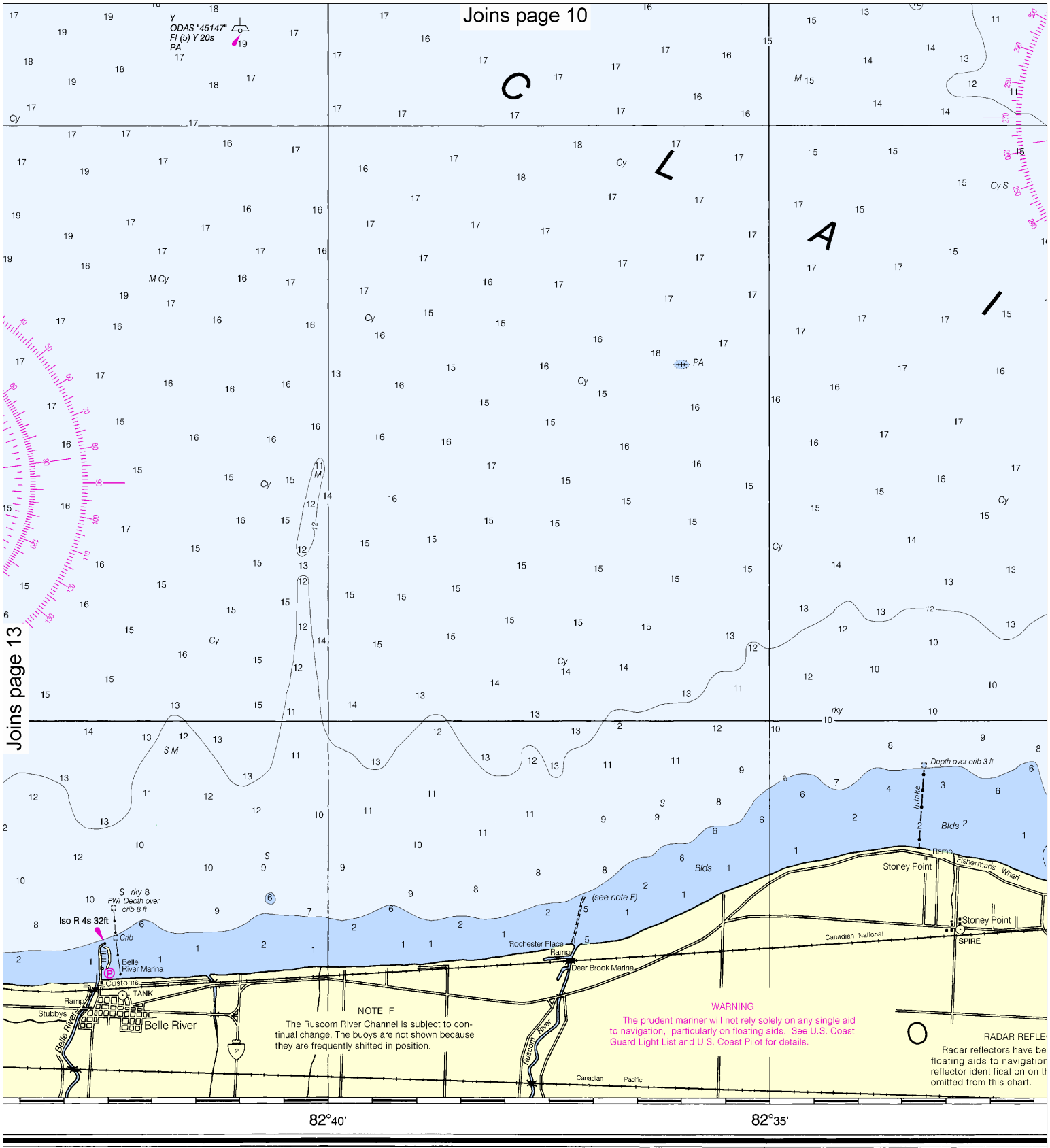
COAST SURVEY



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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2

14

Note: Chart grid lines are aligned with true north.

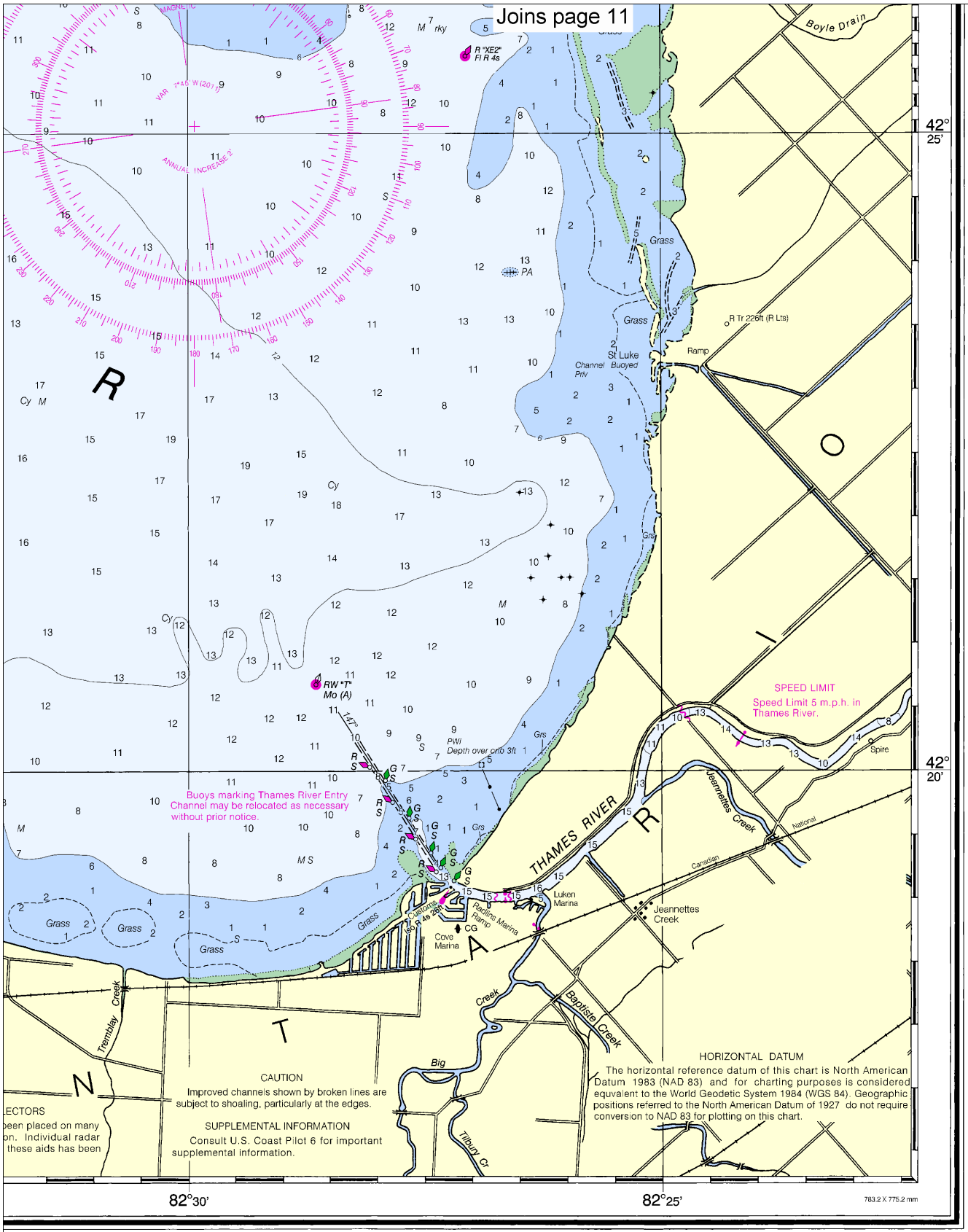
Printed at reduced scale.

SCALE 1:60,000

Nautical Miles: 1 ½ 0 1 2 3 4 5

Yards: 1000 0 1000 2000 3000 4000 5000 6000 7000

See Note on page 5.



ED. NO. 54

NSN 7642014010669 NGA REFERENCE NO. 14XHA14850

Lake St. Clair

SOUNDINGS IN FEET - SCALE 1:60,000

14850

EMERGENCY INFORMATION

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.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 Weather Service	—	**http://www.weather.gov/**
National Hurrican 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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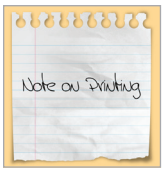

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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