BookletChart™

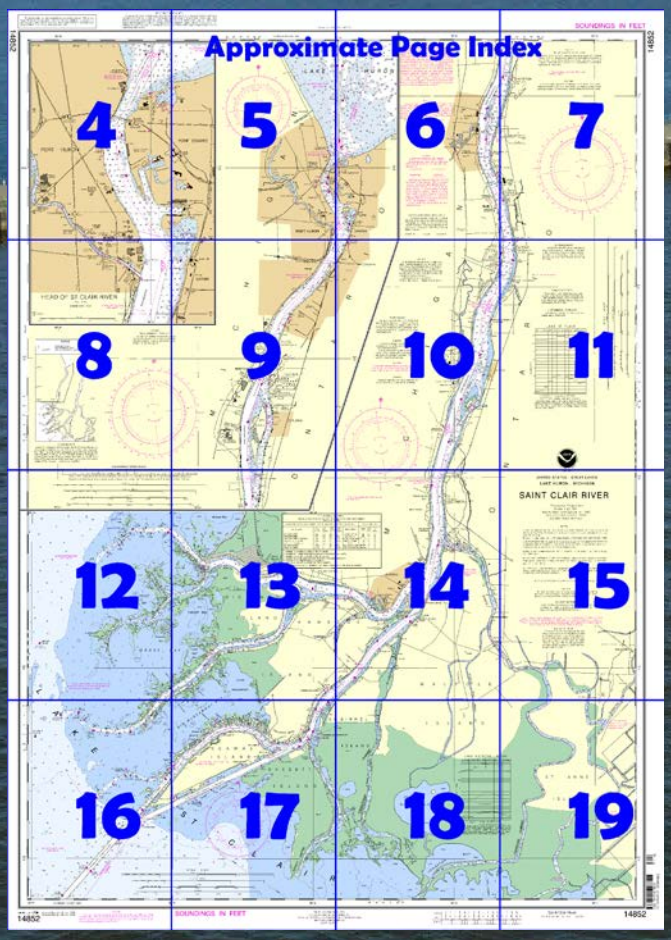
Saint Clair River

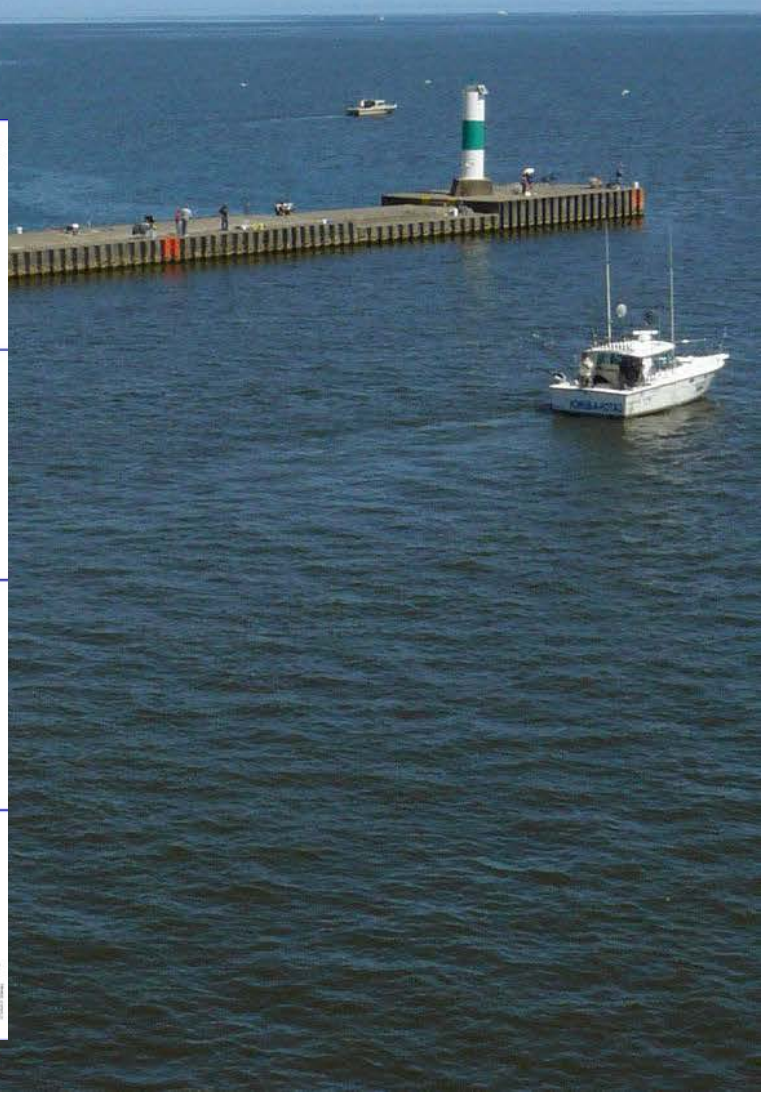
NOAA Chart 14852

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=14852

(Selected Excerpts from Coast Pilot)
St. Clair River flows S from Lake Huron and empties into the NE side of Lake St. Clair. The mouth of the river is an extensive delta providing numerous outlets into the lake.
Chenal Ecarte (also known as **The Snye** branches eastwards from St. Clair River at **Baby Point** (42°38'N., 82°30'W.), 1.8 miles NNE of Russell Island. The main route to **Wallaceburg** is via Chenal Ecarte and **Sydenham River**, which flows into Chenal Ecarte 6 miles SE of Baby Point. Consult the appropriate local authority, which is the Base Manager, Canadian Coast Guard Base, Amherstburg, Ontario, for the latest depth information.
St. Clair Cutoff Channel, the main vessel route through the St. Clair River delta, extends ENE from the N end of Lake St. Clair ship channel for about 6 miles between **Seaway Island** and Bassett Island to its junction with South Channel at the SE end of Harsens Island.
St. Clair Flats Canal extends from the N end of Lake St. Clair ship channel NE for 1.7 miles along the SW end of Seaway Island to the junction with South Channel. The canal is marked by lighted and unlighted buoys, a light, and a **041°** lighted range. **South Channel** extends from the N end of St. Clair Flats Canal along the NW side of Seaway Island and bends E along the S shore of **Harsens Island, MI** to the junction with St. Clair Cutoff Channel at **Southeast Bend.** This section is well marked by lights.
North Channel, the northwesternmost part of the St. Clair River delta, branches W from the river just N of Russell Island, flows along the N side of Harsens Island and **Dickinson Island,** and empties into the E side of Anchor Bay.
Middle Channel leads SW from North Channel between Harsens Island and Dickinson Island. The outlet in Lake St. Clair is marked by lighted and unlighted buoys. A 22-acre diked disposal area is on the W side of Harsens Island about 1.2 miles below the junction with North Channel.
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)
- St. Clair: 2.1 mph (1.9 knots), 1.8 mph (1.5 knots), and 1.4 mph (1.2 knots)
- Marysville: 1.9 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- Point Edward: 3.9 mph (3.4 knots), 3.3 mph (2.9 knots), and 2.5 mph (2.2 knots).

The rapids section extends from 1,000 feet above to 200 or 300 feet below the Blue Water Bridge. During periods of sustained high N to NE winds on Lake Huron, velocities in the upper St. Clair River are increased.
Currents.–Vessels transiting South Channel are advised to favor the E side of the channel N of Russell Island, because the current flows strongly from the main river channel into North Channel.
Algonac is a **customs station.**
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Marine City is a **customs station.**
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Caution.–Currents in the upper part of the river are considerable, at times 5 mph or more above the Blue Water Bridge and 4 mph or more for 1 mile below the bridge. Upbound vessels will experience a W set between the Blue Water Bridge and Lake Huron Cut Lighted Buoys 1 and 2. Mariners should use the lowest possible safe speed in this reach to avoid damage to wharves and moored vessels.
Caution.–An alternating one-way traffic zone is between Lake Huron Cut Lighted Buoy 1 and St. Clair/Black River Junction Light. (See **33 CFR 162.134 (c)(2),** chapter 2, for regulations.)

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

SPEED LIMIT
Speed Limit 5 mph in Chenal Ecarté.

Ⓟ Pump-out facilities

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

SPEED LIMIT
Speed Limit 5 mph in Chenal Ecarté and Sydenham River.

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).

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

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

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

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.

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.

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

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	162.55 MHz

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 privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.106" northward and 0.287" eastward to agree with this chart.

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.

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 6 for details.

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.

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.

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

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.

CAUTION
POTABLE WATER INTAKE (PWI)

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.

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.

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.

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

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.

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.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Huron is at elevation 577.5 feet and Lake St. Clair is at elevation 572.3 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

ST. CLAIR RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO SEP 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
ST. CLAIR TO STAG I.	25.2D	28.3	27.3	25.4	9-10	900-1000	4.3	27
STAG I. TO SARNIA	20.6E	27.1	27.3	25.5F	9-96; 6-99; 8-03; 7-07; 8-08; 9-10	1000-1400	7.9	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.
D. SHOALING TO 14.8 FEET FROM 42°49'40.9" N 82°29'01.7" W TO 42°49'44.5" N 82°29'00.1" W
E. SHOALING TO 17.9 FEET AT 42°58'21.2" N 82°25'08.0" W
F. SHOALING TO 24.6 FEET IN OUTSIDE 100 FEET OF QUARTER.

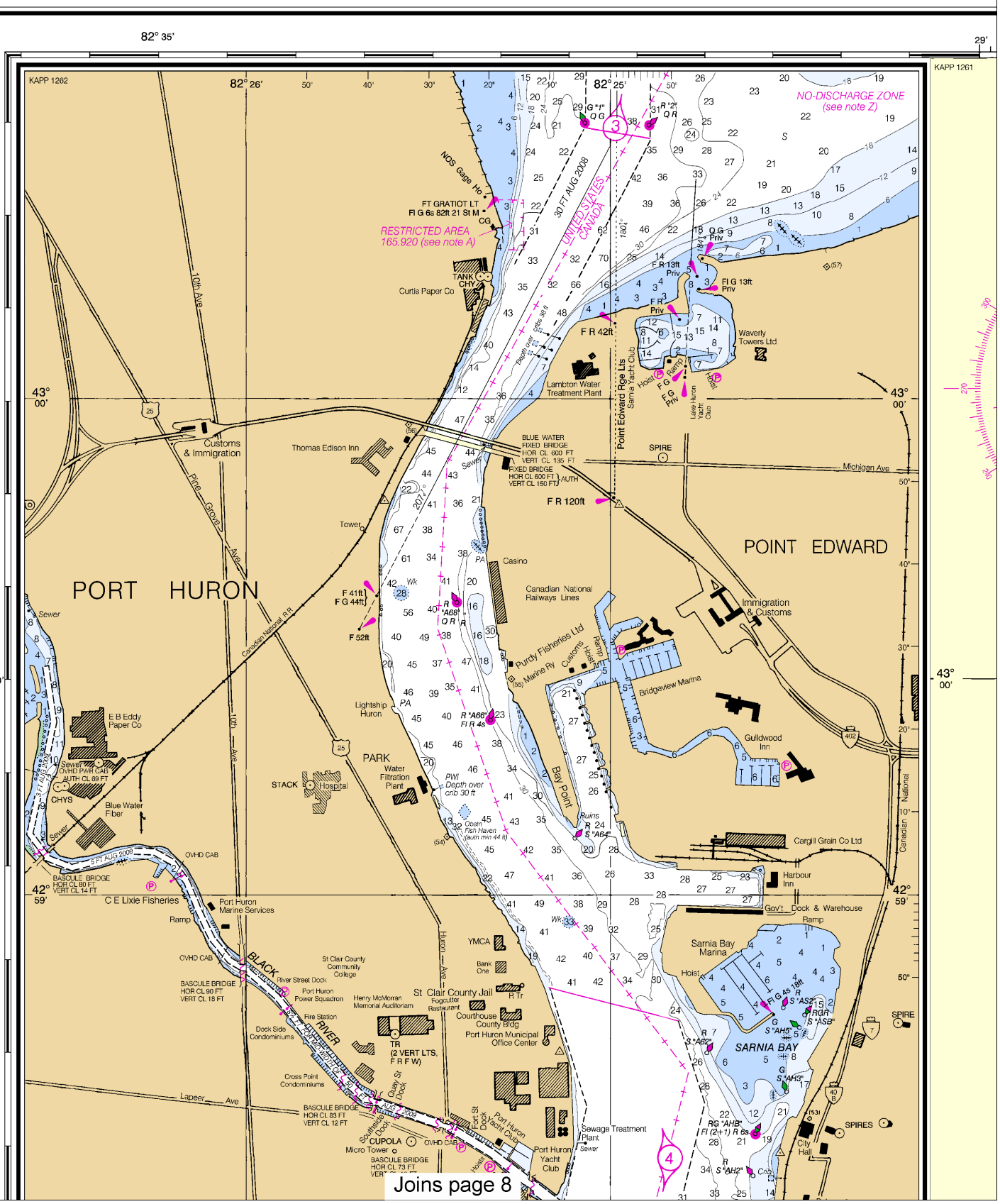
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

14852

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.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.



4

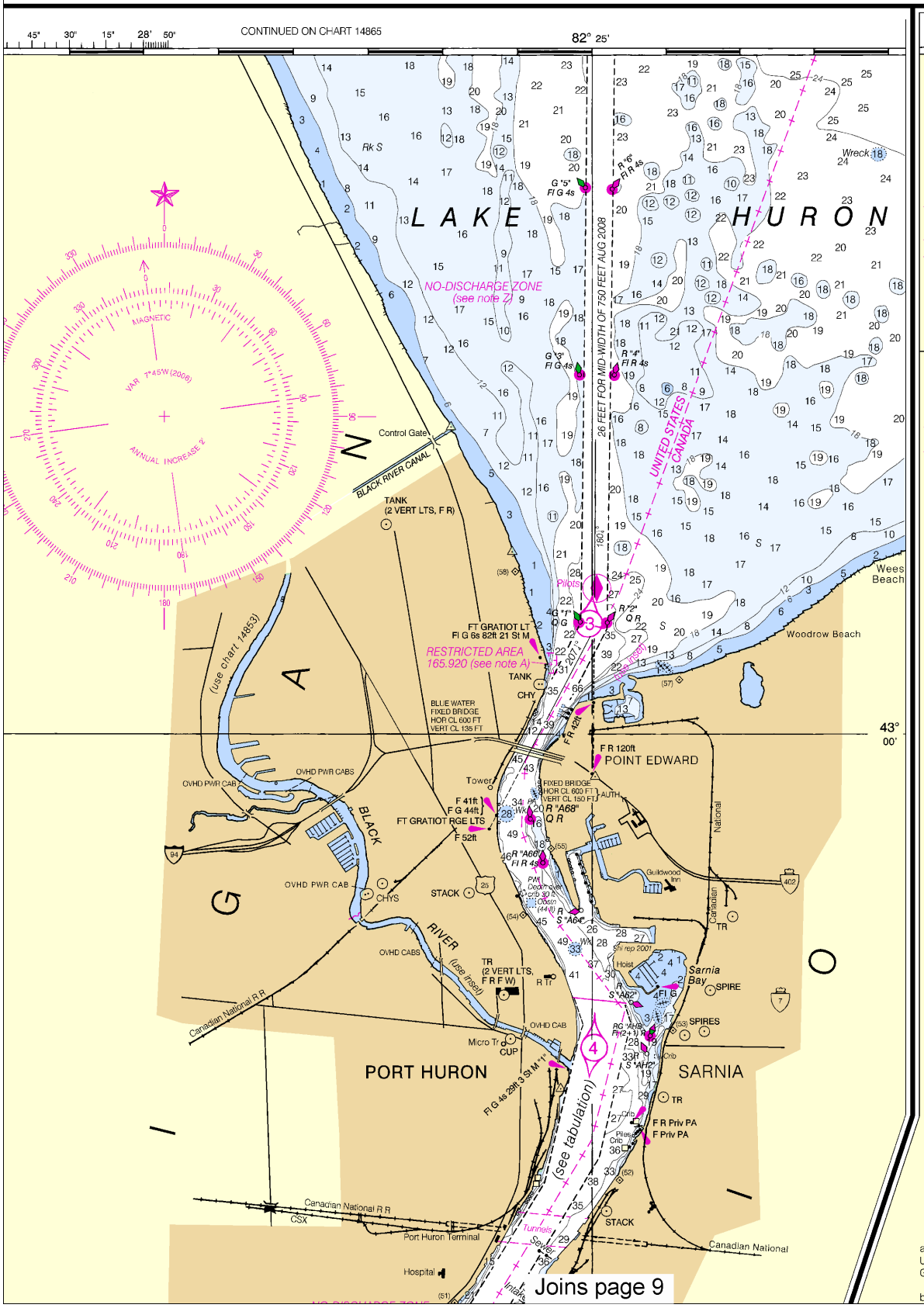
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Formerly LS 43, 1st Ed., 1872 KAPP 1260



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

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

NOTE A

Navigation regulations are published in Chapter 2, U Coast Pilot 6. Additions or revisions to Chapter 2 are pu lished in the Notice to Mariners. Information concernir the regulations may be obtained at the Office of the Cor mander, 9th Coast Guard District in Cleveland, Ohio or the Office of the District Engineer, Corps of Engineers Detroit, Michigan.

Refer to charted regulation section numbers.

CAUTION

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Joins page 6

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Detroit, MI	KEC-63	162.55 MHz

CAUTION

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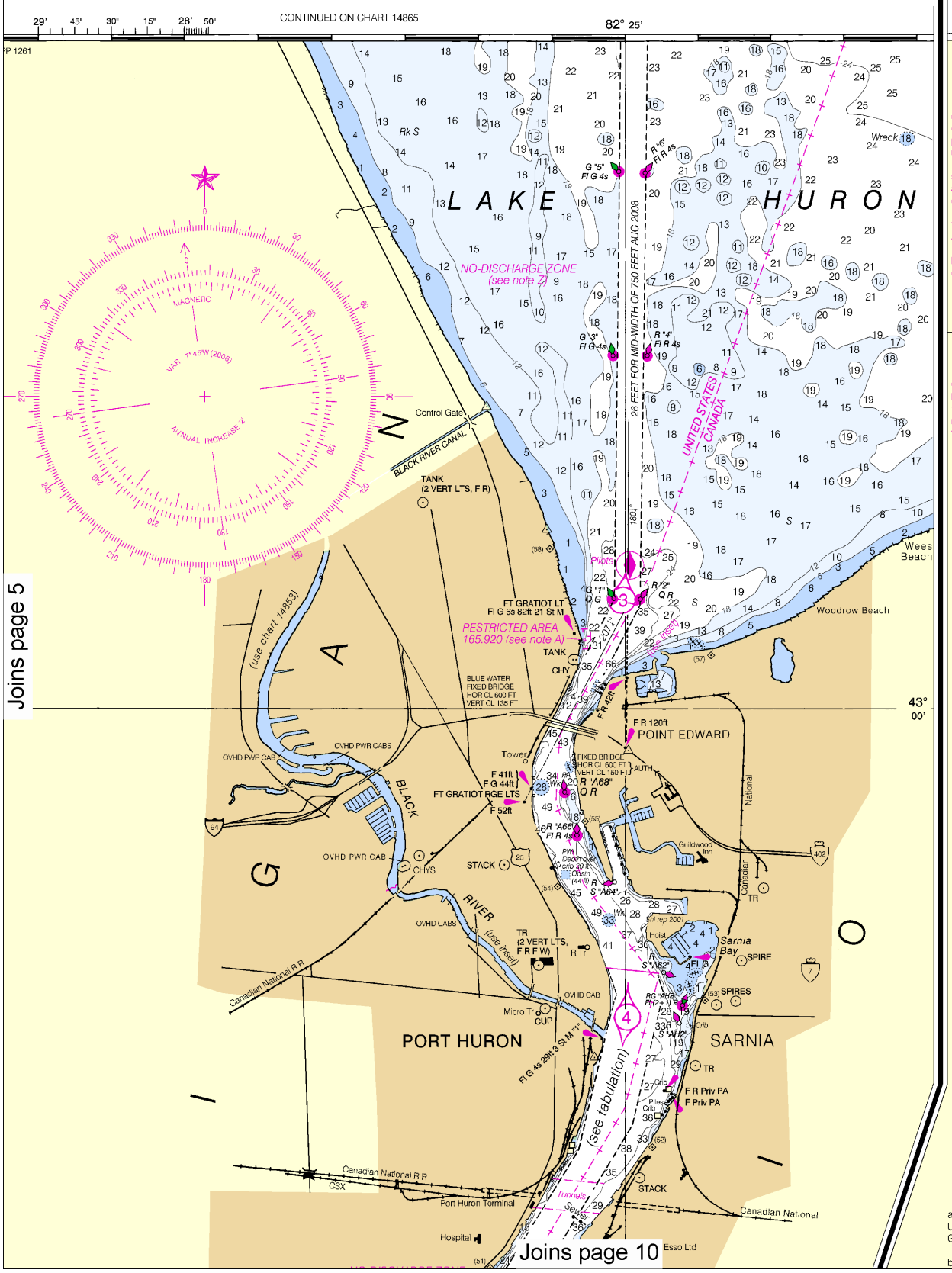
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

CONTINUED ON CHART 14865



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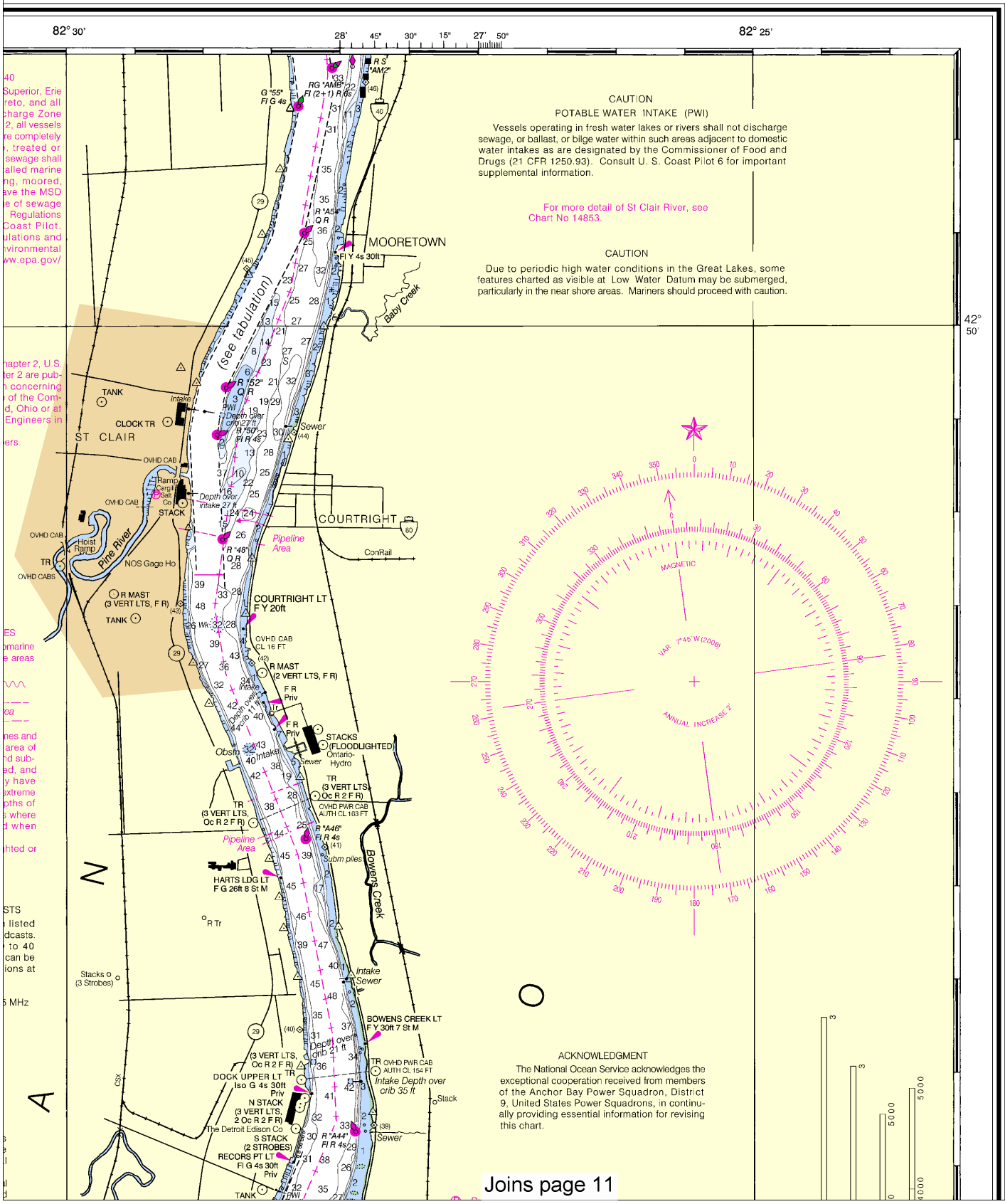
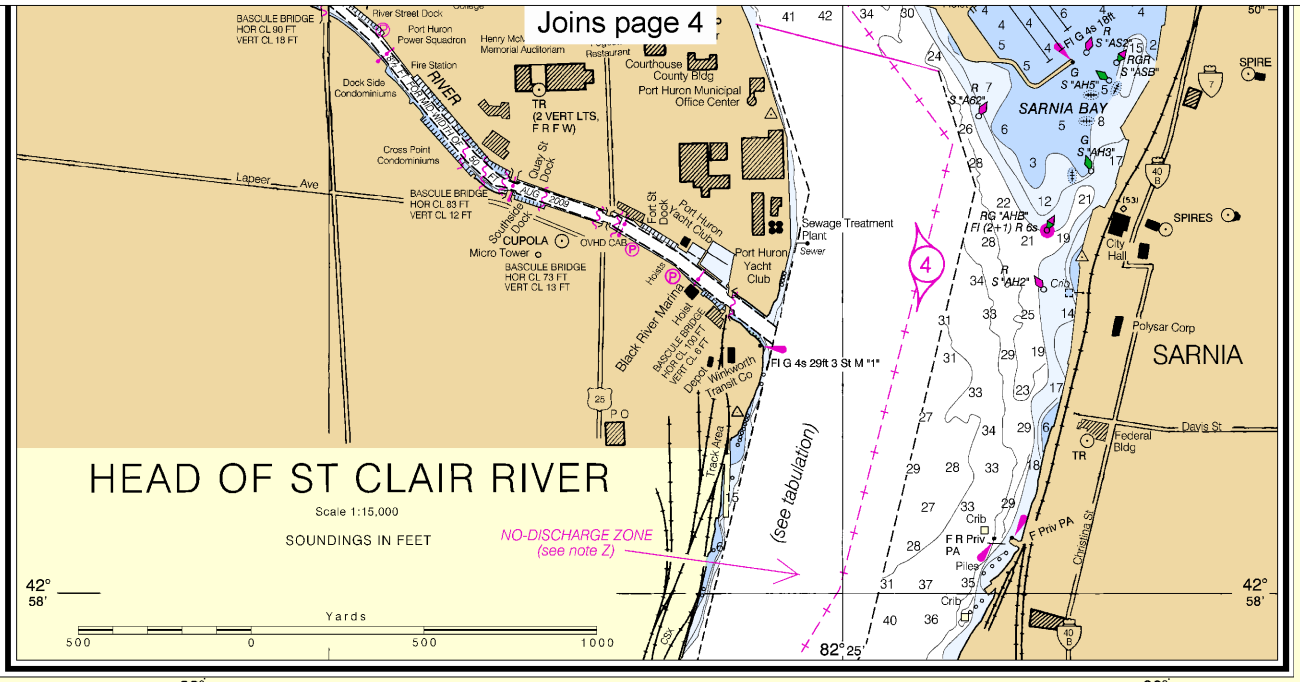
Yards: 1000 0 1000 2000 3000 4000 5000



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0713 2/12/2013,
NGA Weekly Notice to Mariners: 0813 2/23/2013,
Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.



KAPP 1261

82° 35'

82° 30'

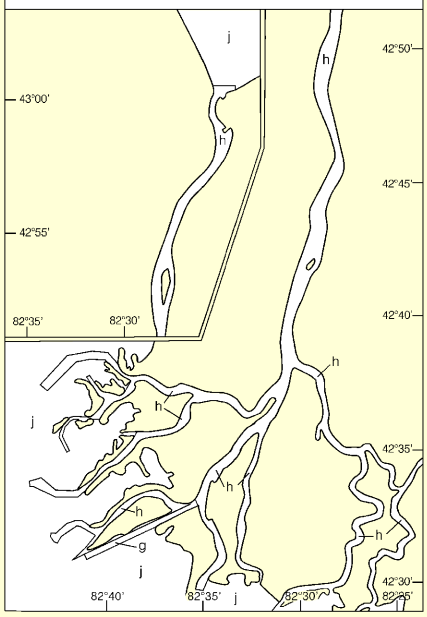
CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE

g		Canadian Surveys	
h		Miscellaneous Surveys	
j	pre-1974	Lake Survey Surveys	partial bottom coverage



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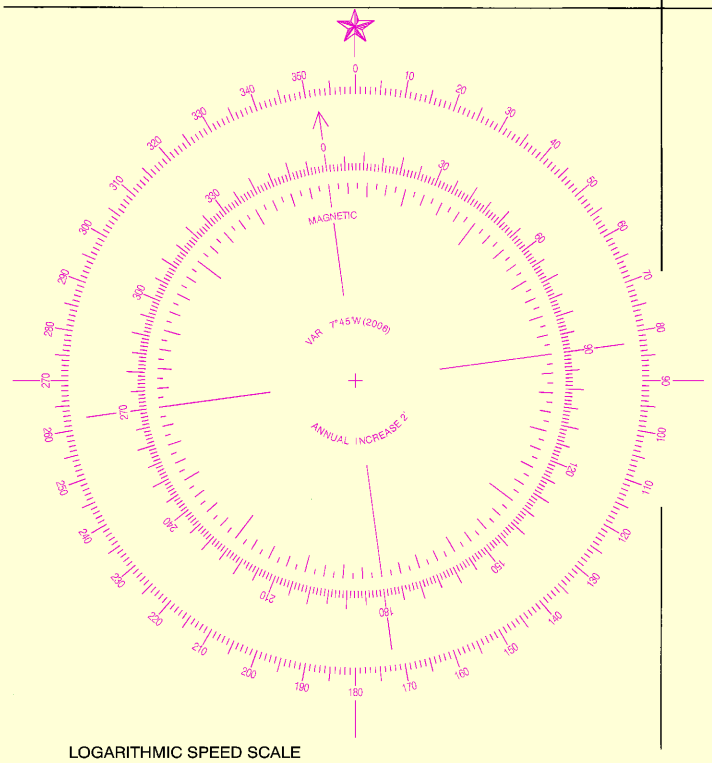


LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Nautical Miles

1 ½ 0 1 2 3

Joins page 12

Note: Chart grid lines are aligned with true north.

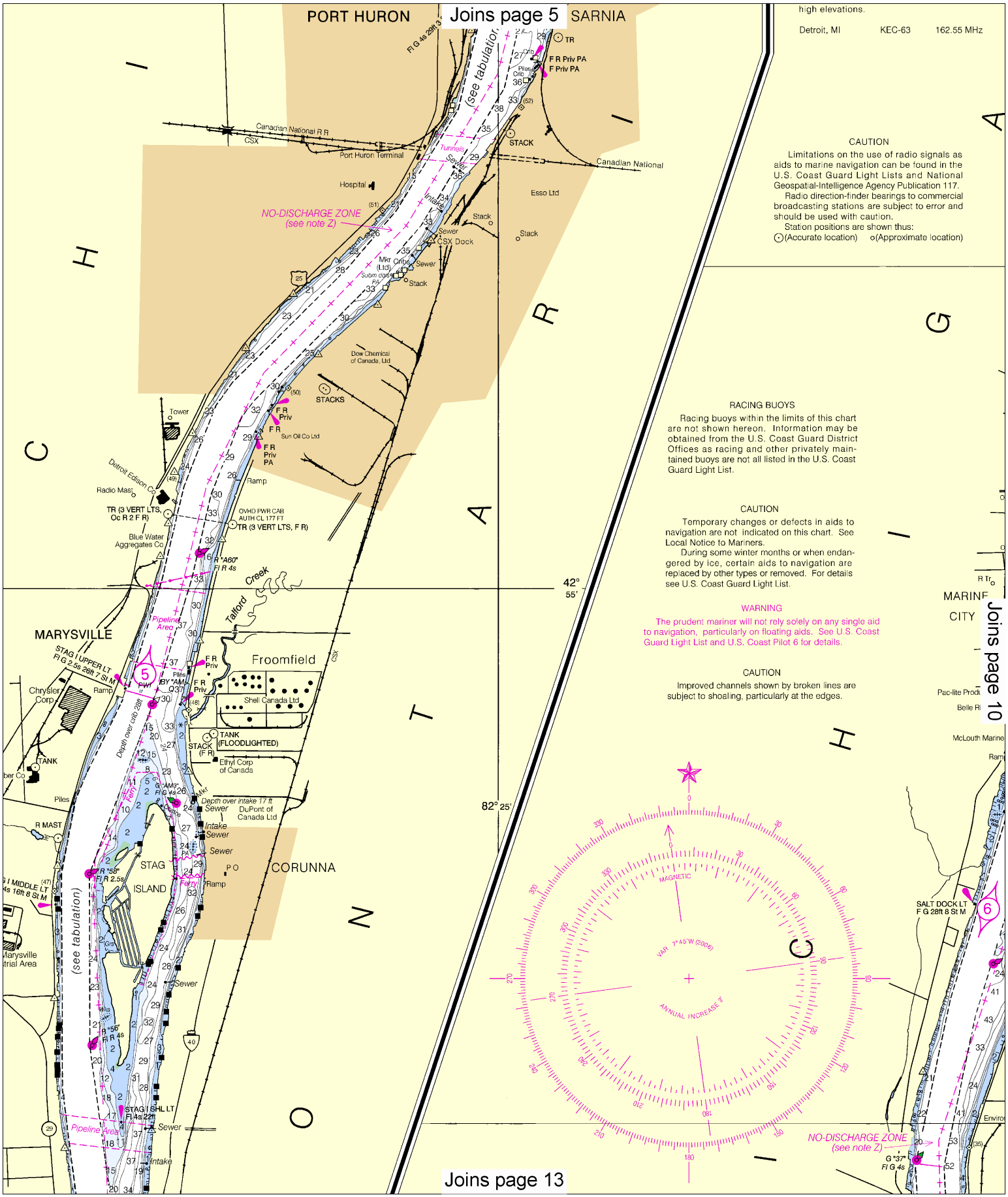
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



high elevations.

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WARNING

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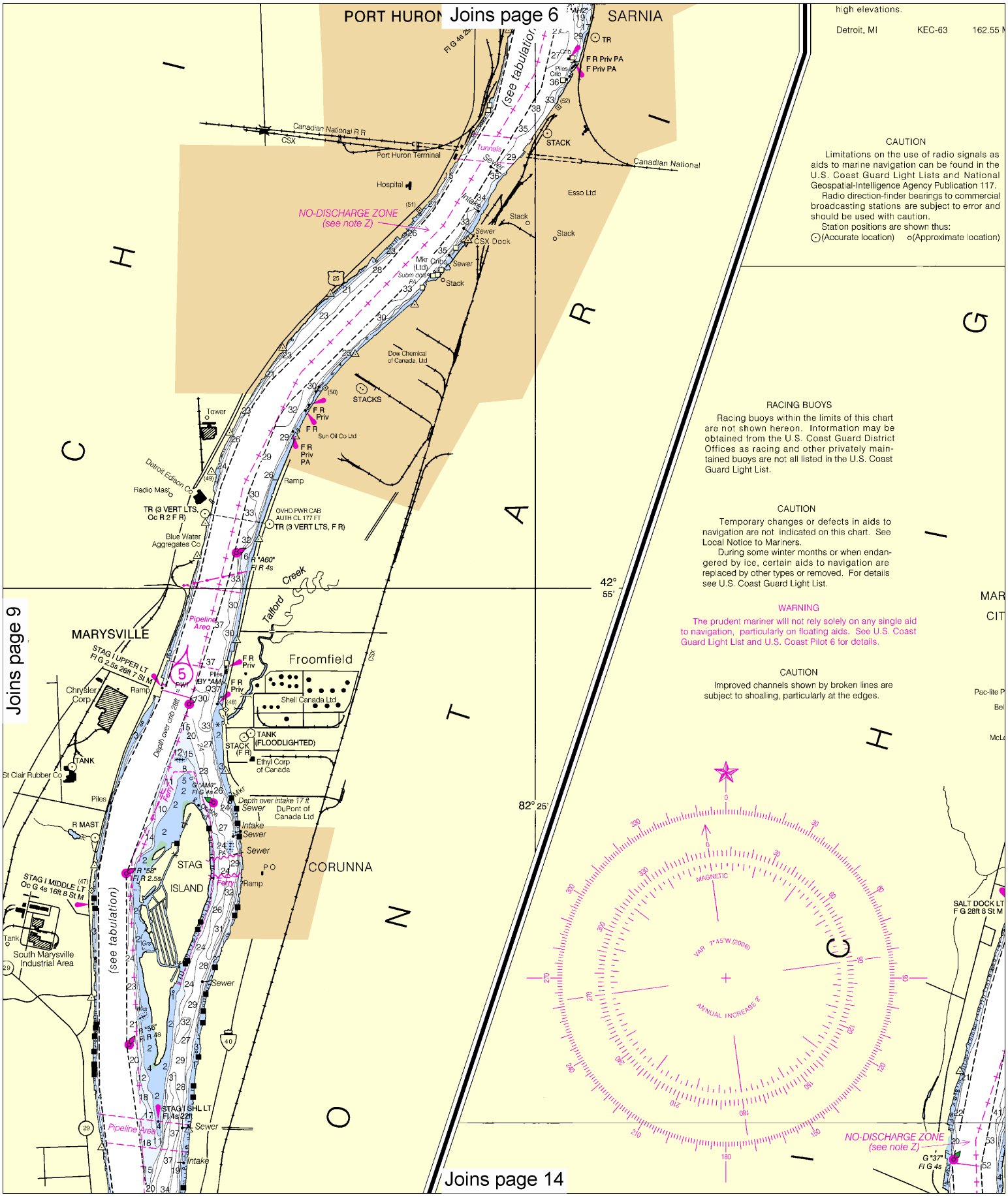
CAUTION

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



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Nautical Miles: 1 ½ 0 1 2 3

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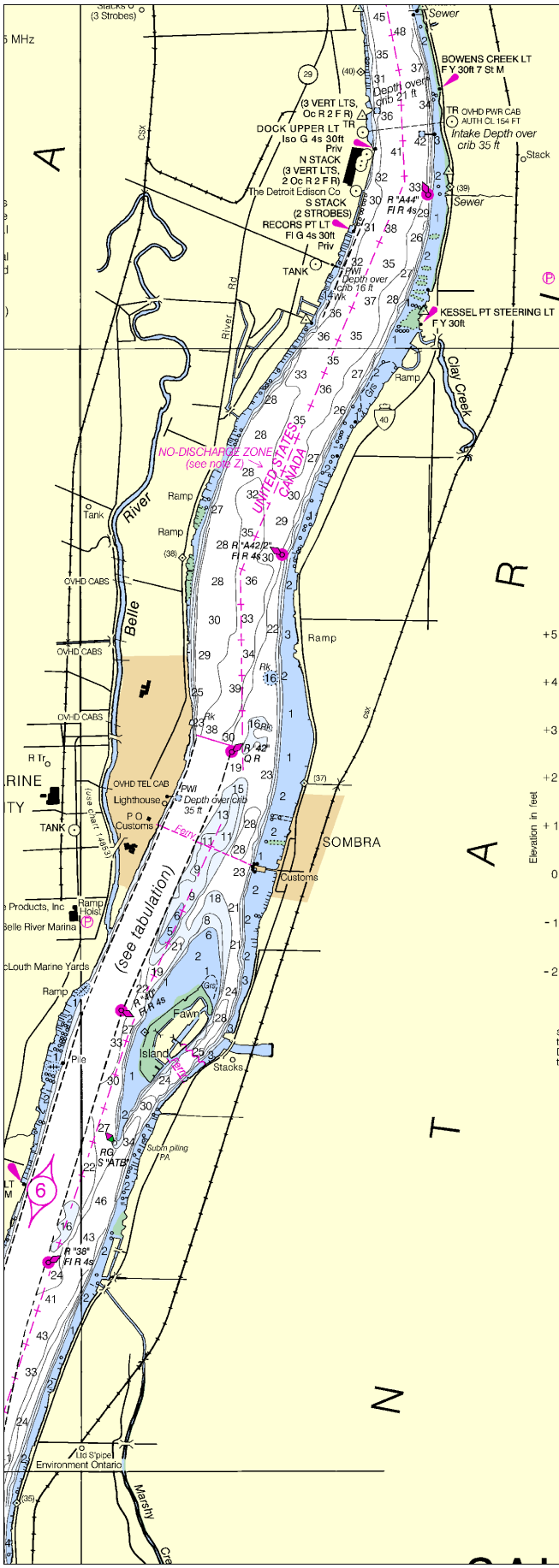
Joins page 7



ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Anchor Bay Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

Pump-out facilities

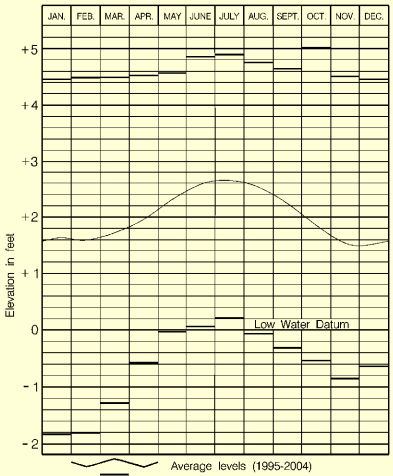
POLLUTION REPORTS

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).

SUPPLEMENTAL INFORMATION

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

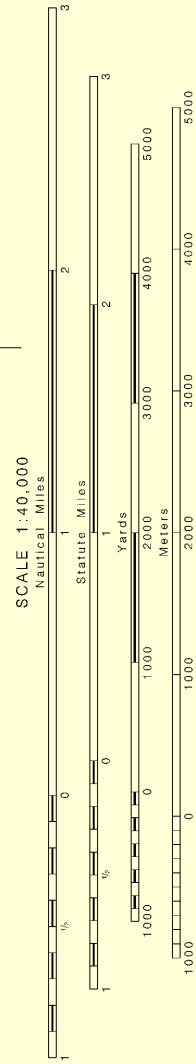
LAKE ST. CLAIR



Average levels (1995-2004)

Extreme Levels (period of record)

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.



COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

Joins page 15

Most of the hydrography identified by the letter "p" 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.

Joins page 8

LOGARITHMIC SPEED SCALE

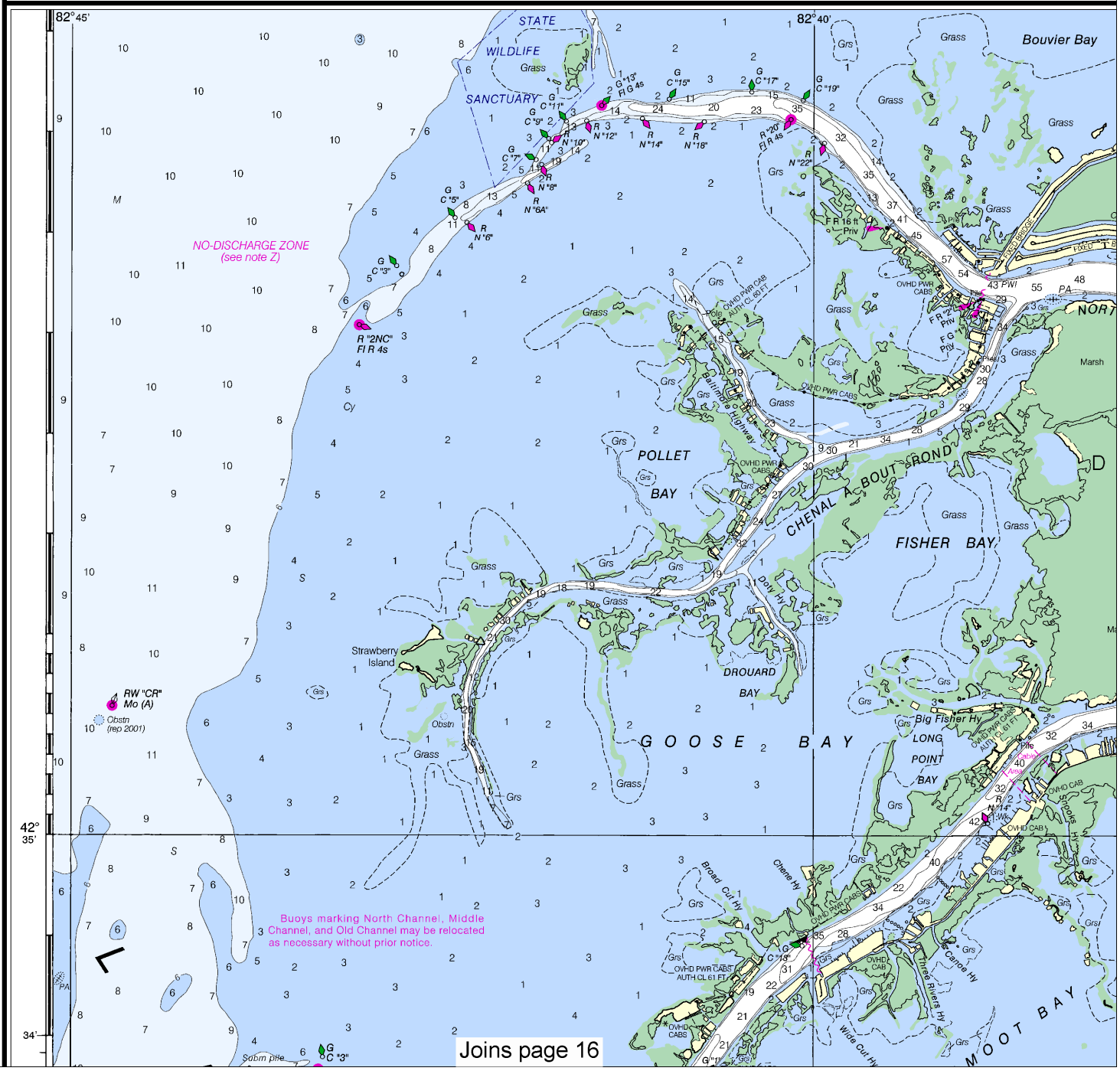
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Nautical Miles

Statute Miles

Yards

Meters



Joins page 16

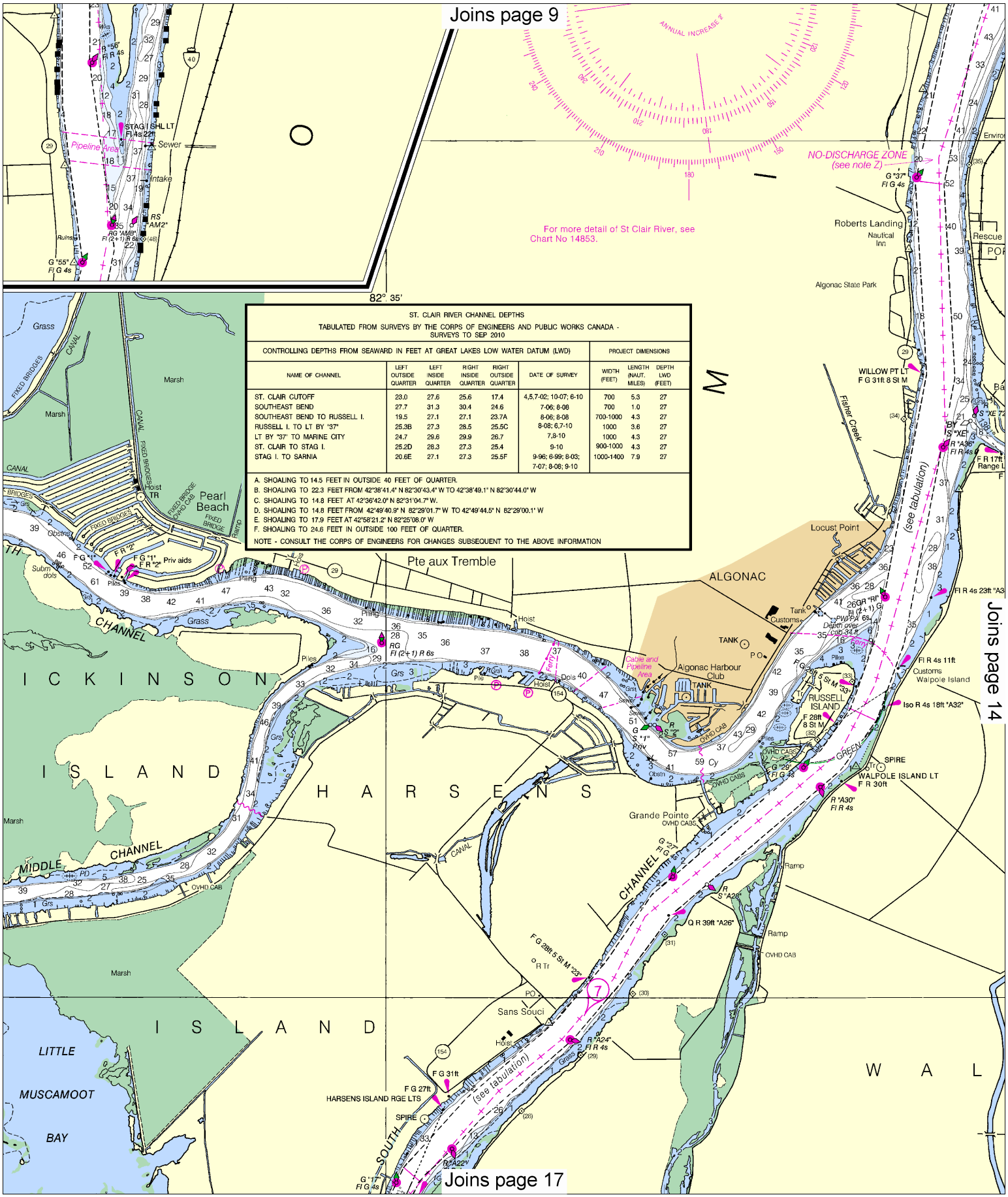
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards

Joins page 9



ST. CLAIR RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO SEP 2010

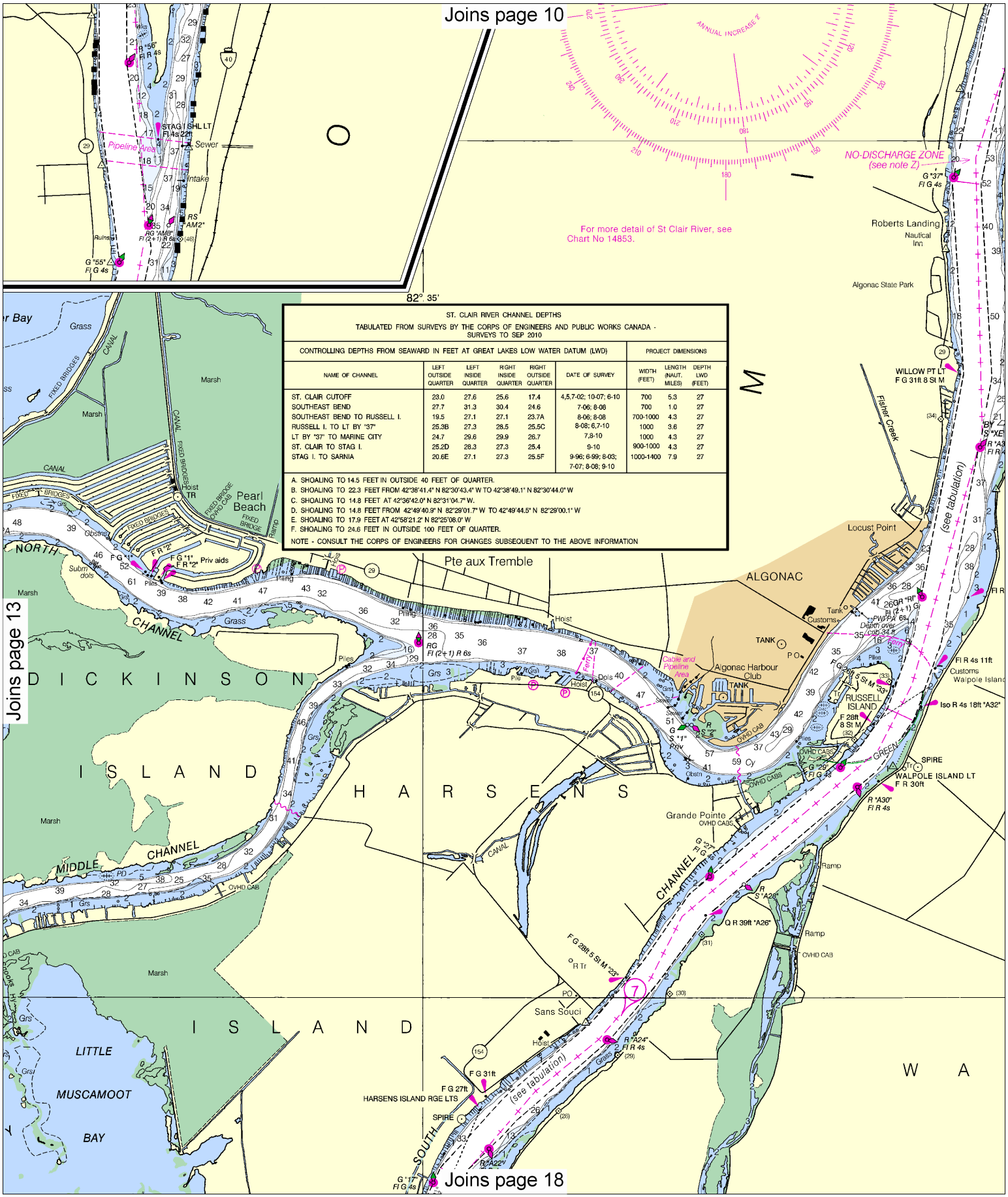
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ST. CLAIR CUTOFF	23.0	27.6	25.6	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
ST. CLAIR TO STAG I.	25.2D	26.3	27.3	25.4	9-10	900-1000	4.3	27
STAG I. TO SARNIA	20.6E	27.1	27.3	25.5F	9-96; 6-99; 8-03; 7-07; 8-08; 9-10	1000-1400	7.9	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.
D. SHOALING TO 14.8 FEET FROM 42°49'40.9" N 82°29'01.7" W TO 42°49'44.5" N 82°29'00.1" W
E. SHOALING TO 17.9 FEET AT 42°58'21.2" N 82°25'08.0" W
F. SHOALING TO 24.6 FEET IN OUTSIDE 100 FEET OF QUARTER.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 14

Joins page 10



ST. CLAIR RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO SEP 2010

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 11

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

SAINT CLAIR RIVER

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Huron is at elevation 577.5 feet and Lake St. Clair is at elevation 572.3 feet.
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 a 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.

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

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

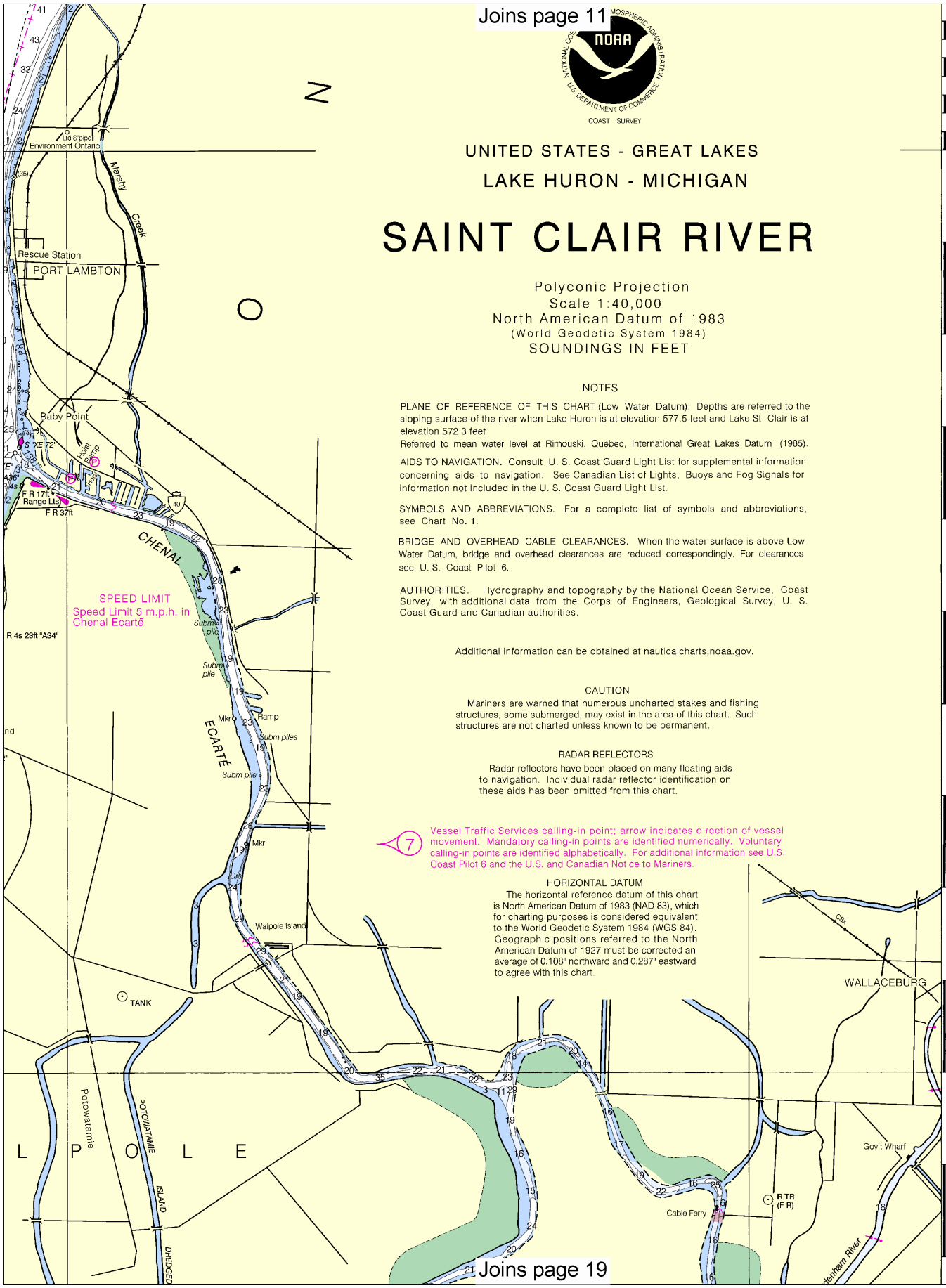
RADAR REFLECTORS

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

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.

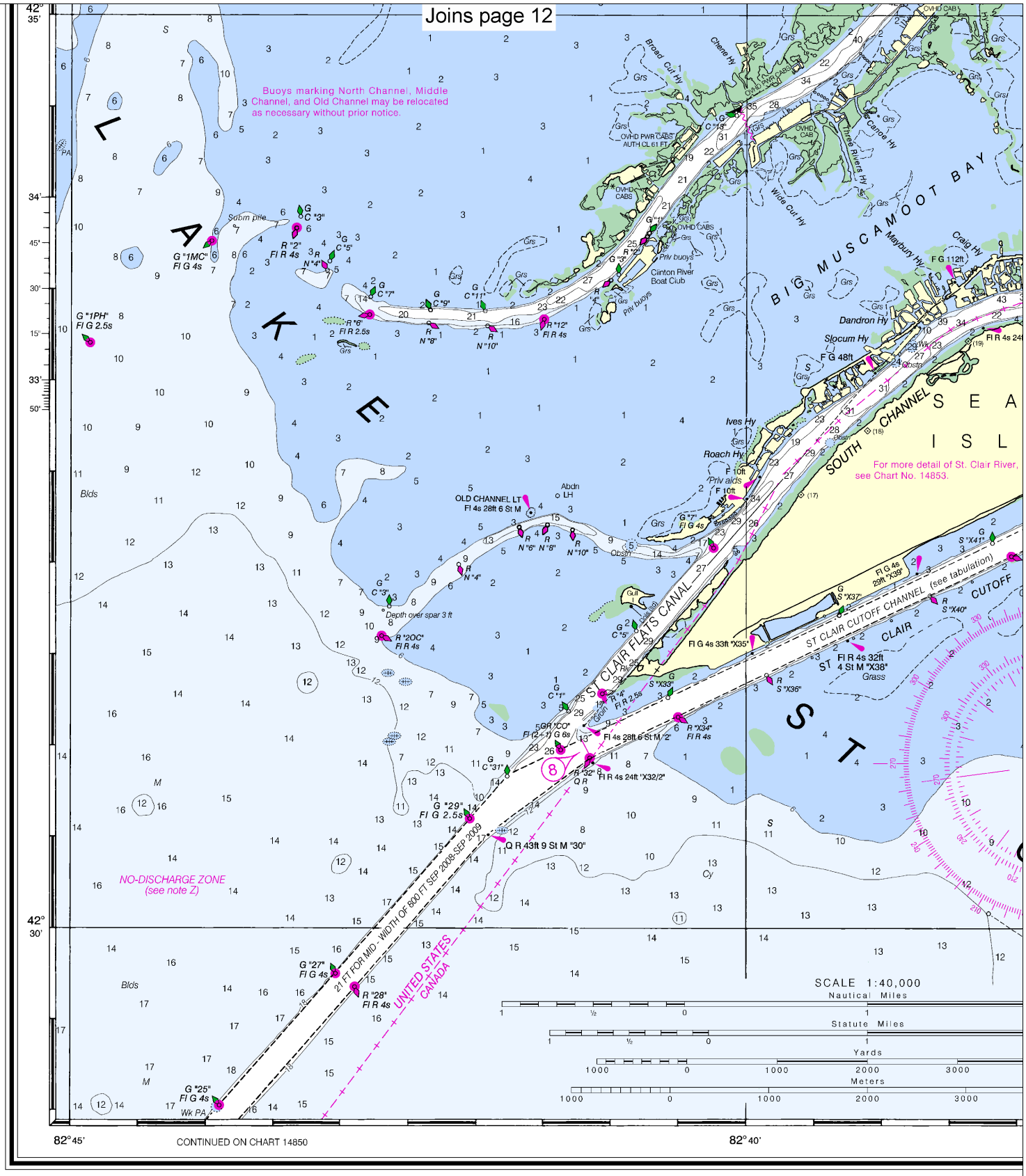
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.106" northward and 0.287" eastward to agree with this chart.



Joins page 19

Joins page 12



CONTINUED ON CHART 14850

46th Ed., Jun. / 06■
Corrected through NM Jun. 10/06
Corrected through LNM Jun. 06/06

14852

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.

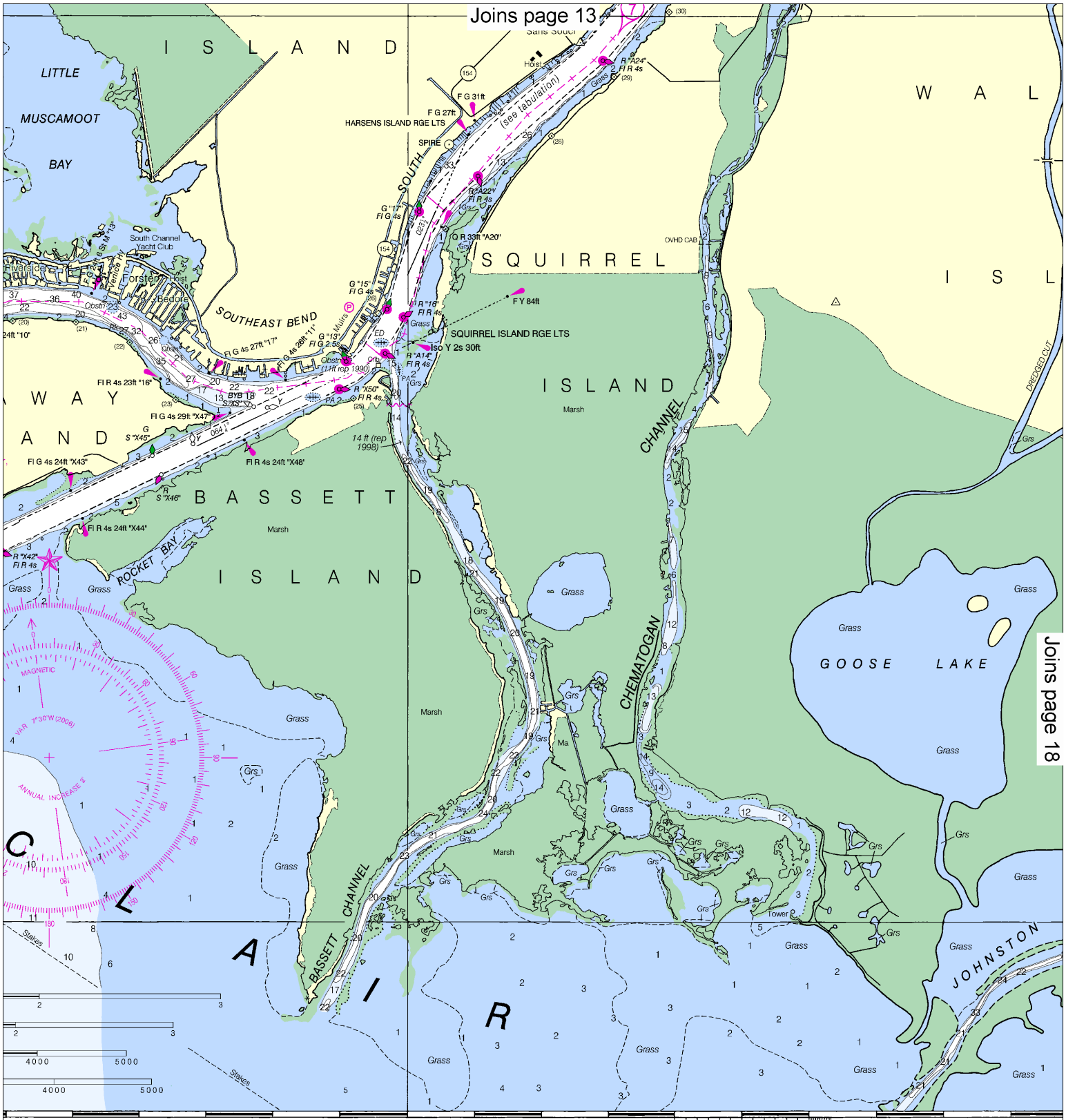
SOUNDINGS IN

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1 2 3	

IN FEET

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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

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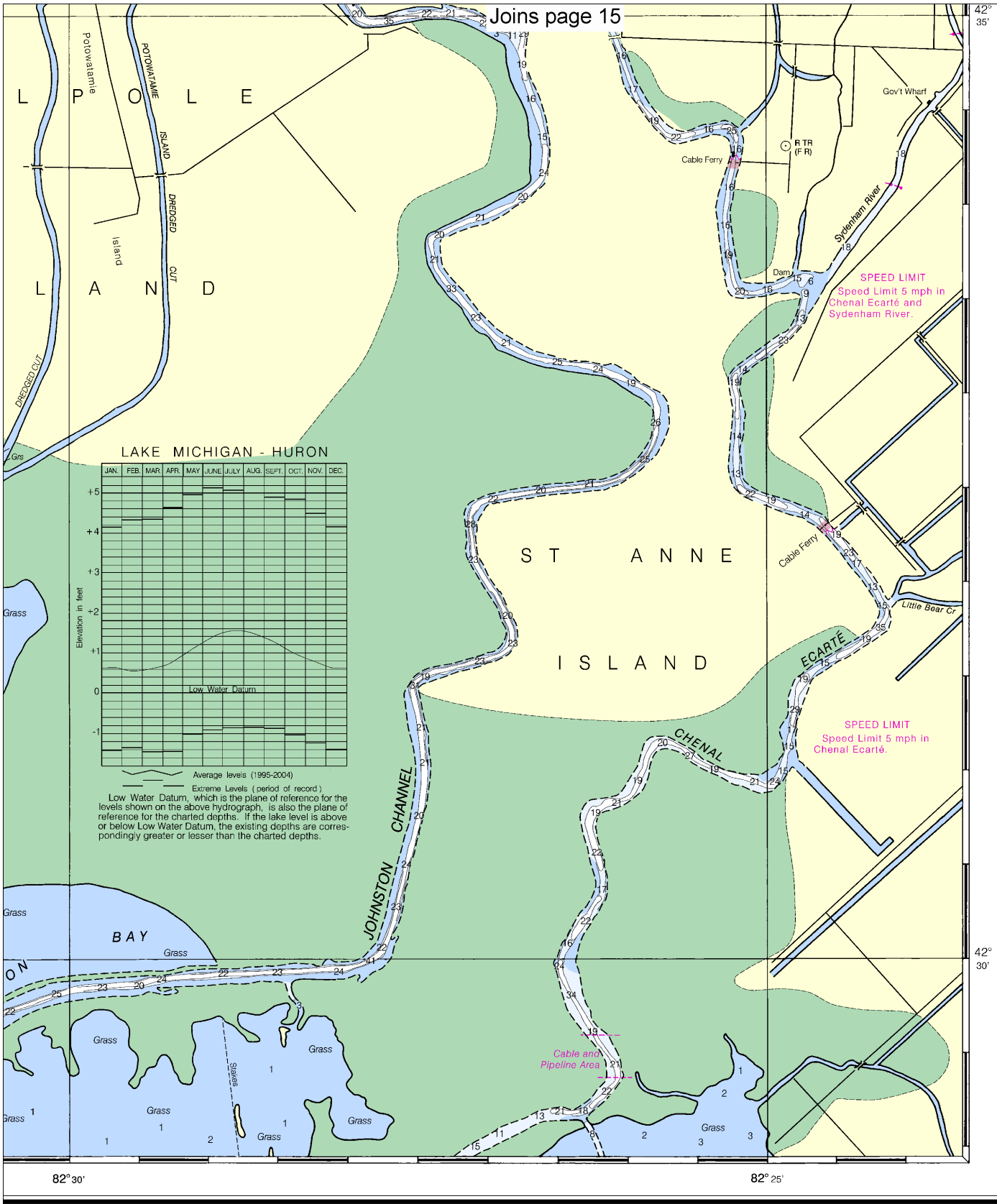
Yards: 1000 0 1000 2000 3000 4000 5000



Saint Clair River

SOUNDINGS IN FEET - SCALE 1:40,000

14852

ED. NO. 46

NSN 7642014010675

NGA REFERENCE NO. 14XHA14852

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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Note on Printing

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