BookletChart™

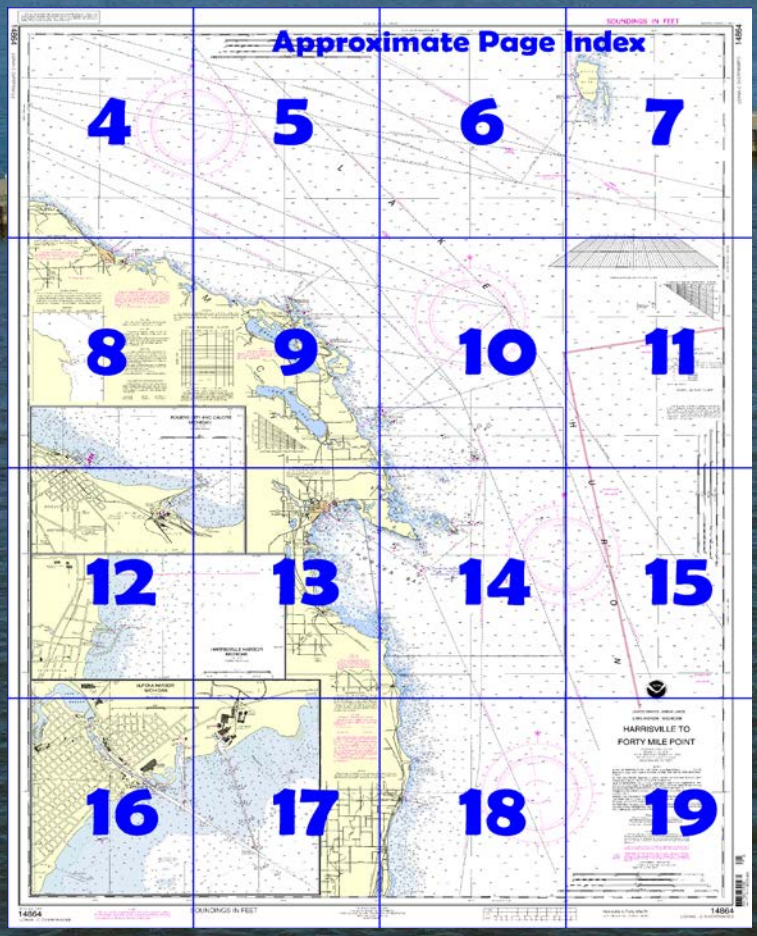
Harrisville to Forty Mile Point

NOAA Chart 14864

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=14864

(Selected Excerpts from Coast Pilot)
Harrisville Harbor, about 17 miles N of the Au Sable River, serves the town of **Harrisville, Mich.,** and affords the only safe refuge for light-draft vessels between Au Sable and Alpena, Mich. The harbor provides adequate protection from all winds, but NE storms cause large swells in the harbor. A silver water tank on high ground about 0.7 mile W of the harbor is prominent.
Sturgeon Point Light (44°42.7'N., 83°16.3'W.), 69 feet above the water, is shown from a white conical tower with attached dwelling on **Sturgeon Point,** 26 miles N of Au Sable Point and 3.8 miles N of Harrisville Harbor. A shoal with a depth of 8 feet near its outer end extends 1.5 miles NE from the point.
From Sturgeon Point, the shoreline trends N for 12 miles to South Point, the S entrance point to Thunder Bay. This stretch should be given a berth of 3 miles to avoid numerous submerged rocks inshore, and off-lying shoals with depths of 12 to 20 feet. The outermost shoal, 5 miles N of Sturgeon Point, extends 2.5 miles offshore. Off the mouth of **Black River,** 4.5 miles S of South Point, foul ground with submerged rocks and depths less than 8 feet extends 1.4 miles E and 2 miles NE, beyond **Black River Island.** Two sunken wrecks and a reported obstruction are about 2.5 miles E of the river mouth.
Thunder Bay is a large bight on the W side of Lake Huron; the mouth of the bay is 10 miles wide between **North Point** and **South Point. Thunder Bay Traffic Lighted Bell Buoy,** 3 miles S of North Point, marks the entrance. The bay provides shelter in all but SE weather with good holding ground generally near the shores. The N shore from North Point to **Whitefish Point** provides a good lee in NE gales with good holding ground close to shore in depths of 25 to 30 feet, clay and sand bottom. Submerged net stakes and two wrecks obstruct this area.
Ossineke, on the SW side of Thunder Bay, is just above the mouth of Devils River. The mouth of the river is partially protected by a breakwater. In September 1981, the controlling depth in the river was reported to be less than 4 feet; the river is subject to shoaling and should not be entered without local knowledge. A pier about 1,000 feet inside the mouth can provide fuel for small craft.
From about 1 mile N of Devils River N to the vicinity of Sulfur Island, depths of 17 feet are within 0.5 mile of shore. A sandy flat with depths less than 12 feet connects the mainland and **Sulphur Island**, off the mouth of **Squaw Bay**. A rocky ledge with a depth of 1 foot near its outer end extends about 1 mile N from Sulphur Island to abreast **Partridge Point**, the N entrance point to Squaw Bay. Detached shoals with depths of 6 to 11 feet are 1 mile E and 1.5 miles SE of Sulphur Island. From Partridge Point N for 3.5 miles to the mouth of Thunder Bay River, numerous detached shoals extend 2 miles offshore. A 4-foot spot and an 8-foot spot are 1.5 and 2.5 miles NNE of Partridge Point, respectively. Numerous submerged net stakes are in deep water within 2 miles NE and E of Partridge Point.
Caution.–A special use airspace, bounded by the following coordinates,

45°17'00"N., 83°00'00"W.;
45°20'24"N., 82°31'18"W.;
44°31'00"N., 82°19'54"W.;
44°27'42"N., 82°47'08"W.,

is used periodically for air to air gunnery practice from the surface to an altitude of 45,000 feet from sunrise to sunset. The using agency is the Commander, Permanent Field Training Site Detachment, Phelps-Collins ANGB, Alpena, Mich., and the controlling agency is Minneapolis ARTC Center, Federal Aviation Administration.
Calcite, Mich. **Fluctuations of water level.**–The harbor is subject to fluctuations of water level, and vessels drawing over 17 feet should obtain information from the harbor tugs before entering the harbor. Depth information and harbor blueprints can be obtained at the dock office on the S side of the loading slip. A water gage on the SW corner of the tug basin, lighted at night, shows the maximum depth to which vessels may be loaded and should be checked by vessel masters.

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

NOTE B
WARNING
Unexploded ordnance may exist in this area. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.

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
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.

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.

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.

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 0.673" southward and 0.964" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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.

Alpena, MI	KIG-83	162.550 MHz
Gaylord, MI	WWF-70	162.500 MHz

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTE E
LOCAL MAGNETIC DISTUBANCE
Differences from normal variation of as much as 8° have been observed near Great Duck Island in the vicinity of Lat. 45°32', Long. 83°03'.

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)

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.

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/.

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).

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.

NOTE D
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.

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.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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
The 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 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.

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.

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.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

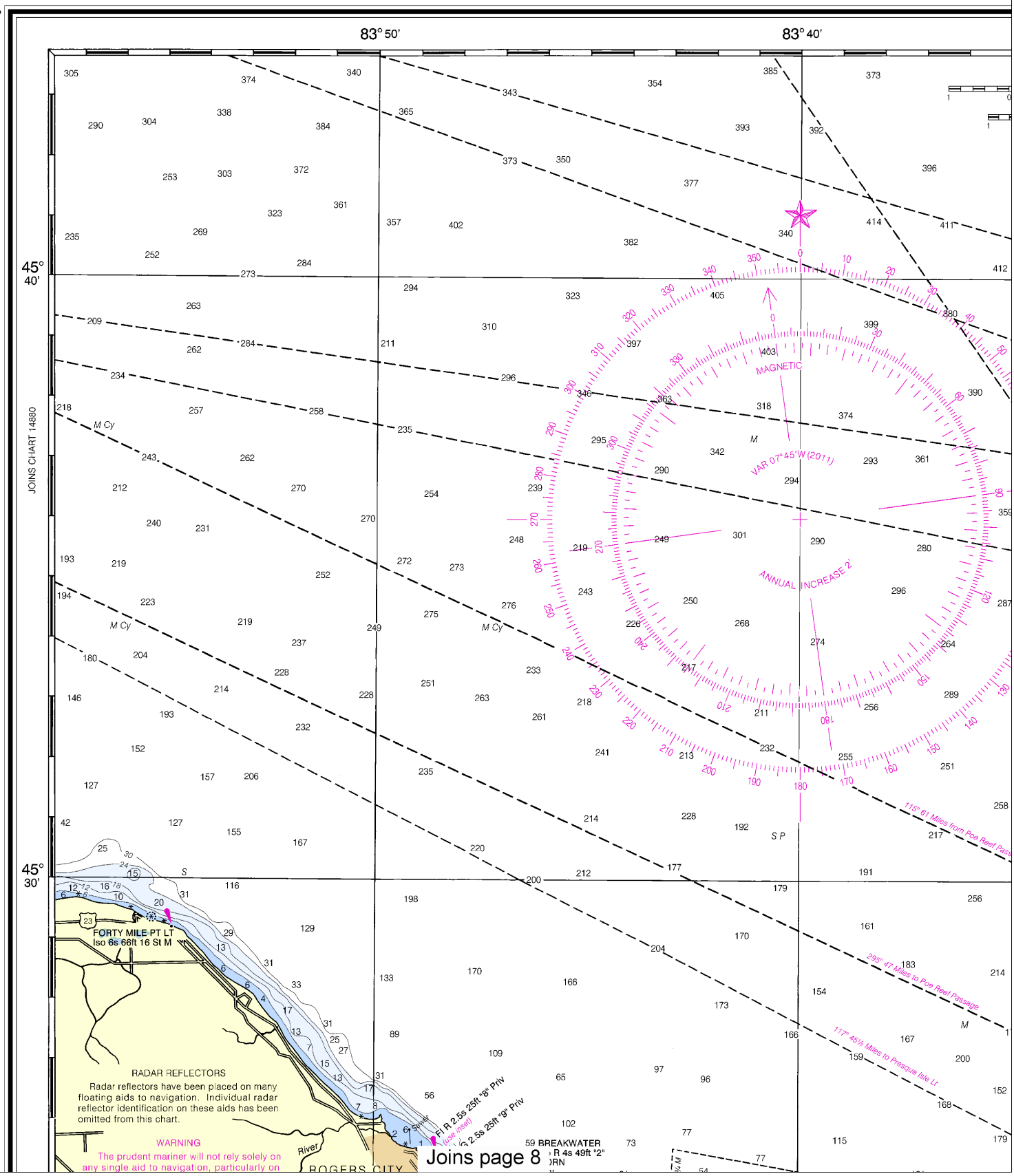
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

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 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

14864



Joins page 8

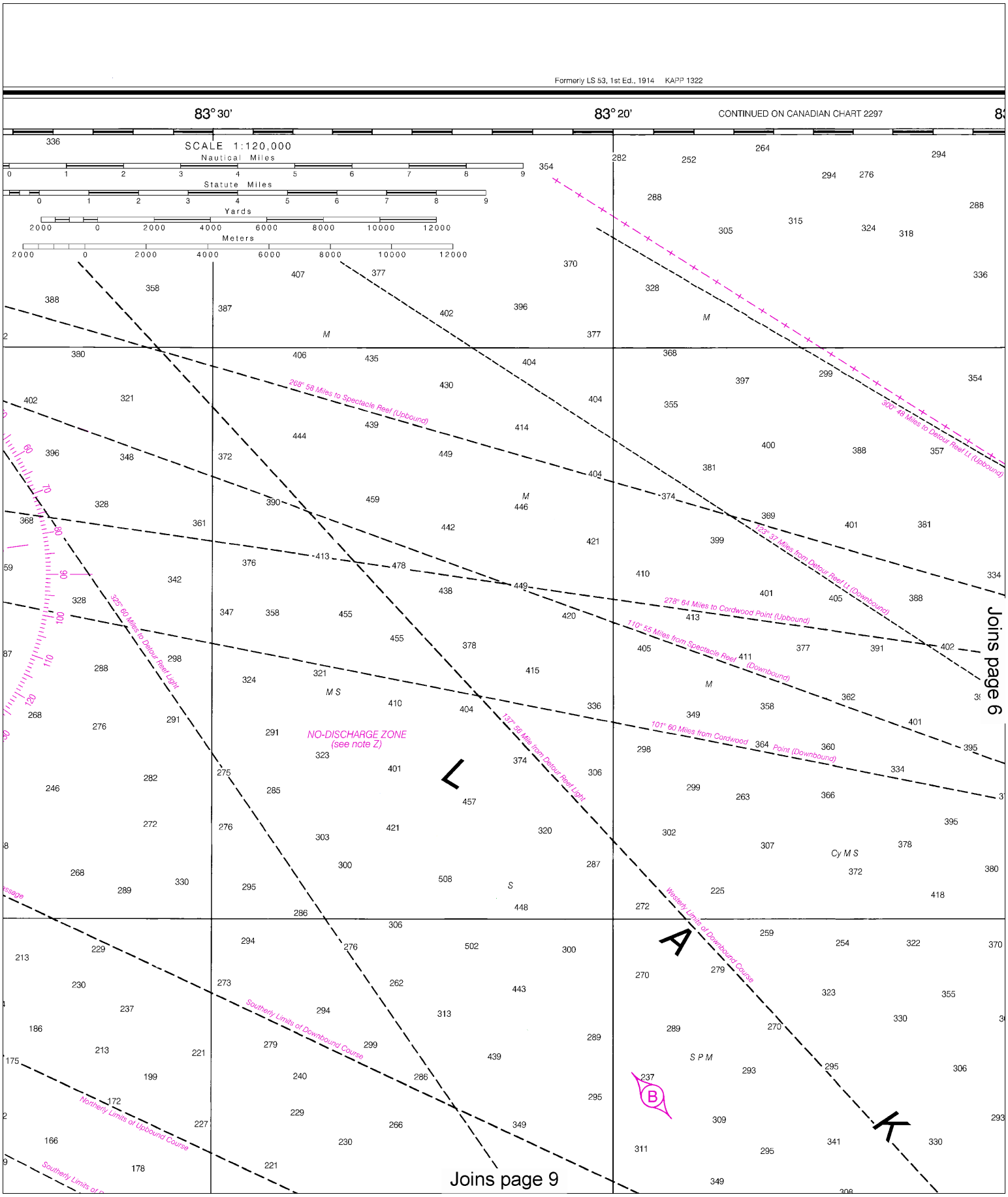
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

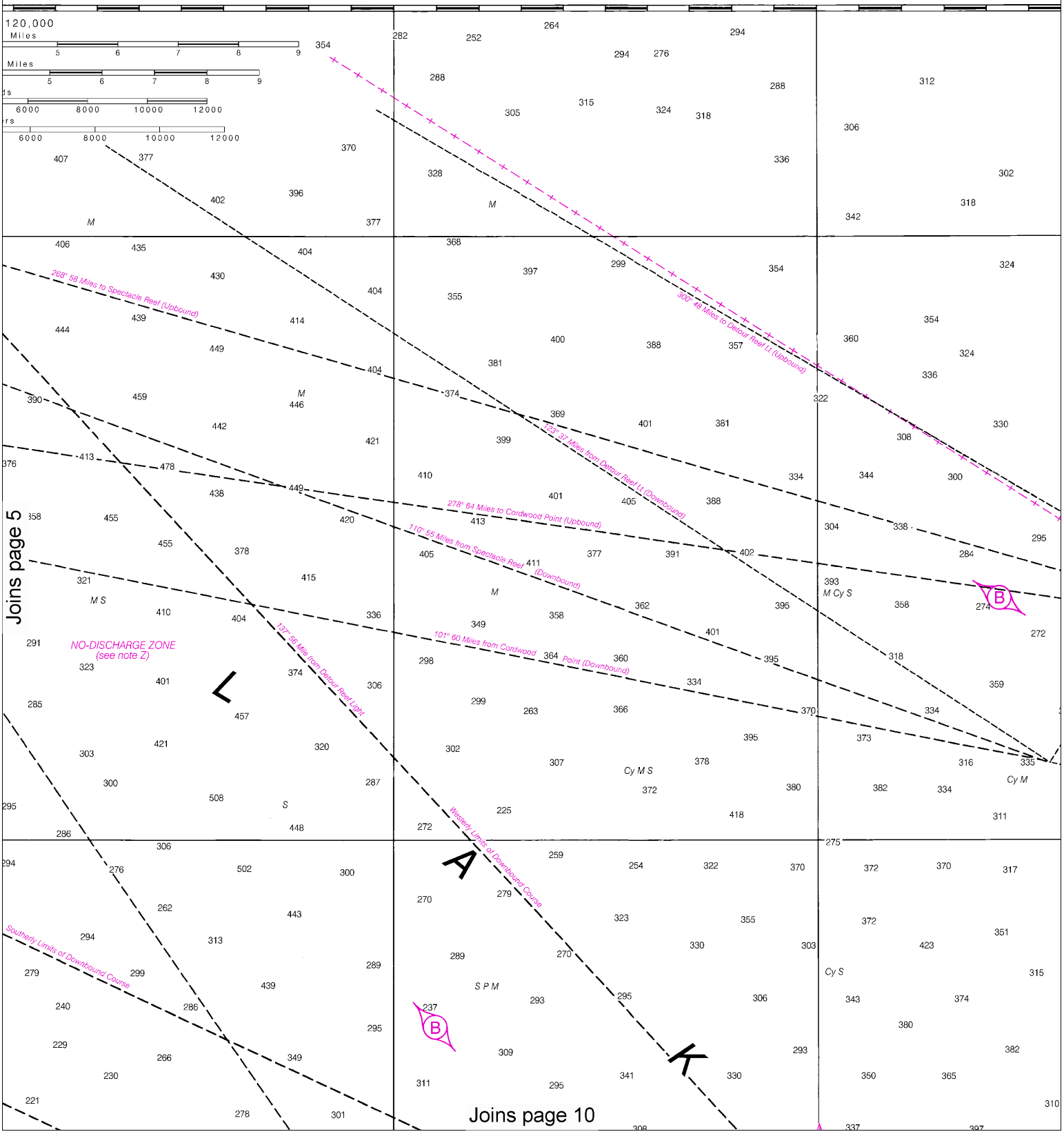
See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly LS 53, 1st Ed., 1914 KAPP 1322

83° 20' CONTINUED ON CANADIAN CHART 2297 83° 10'



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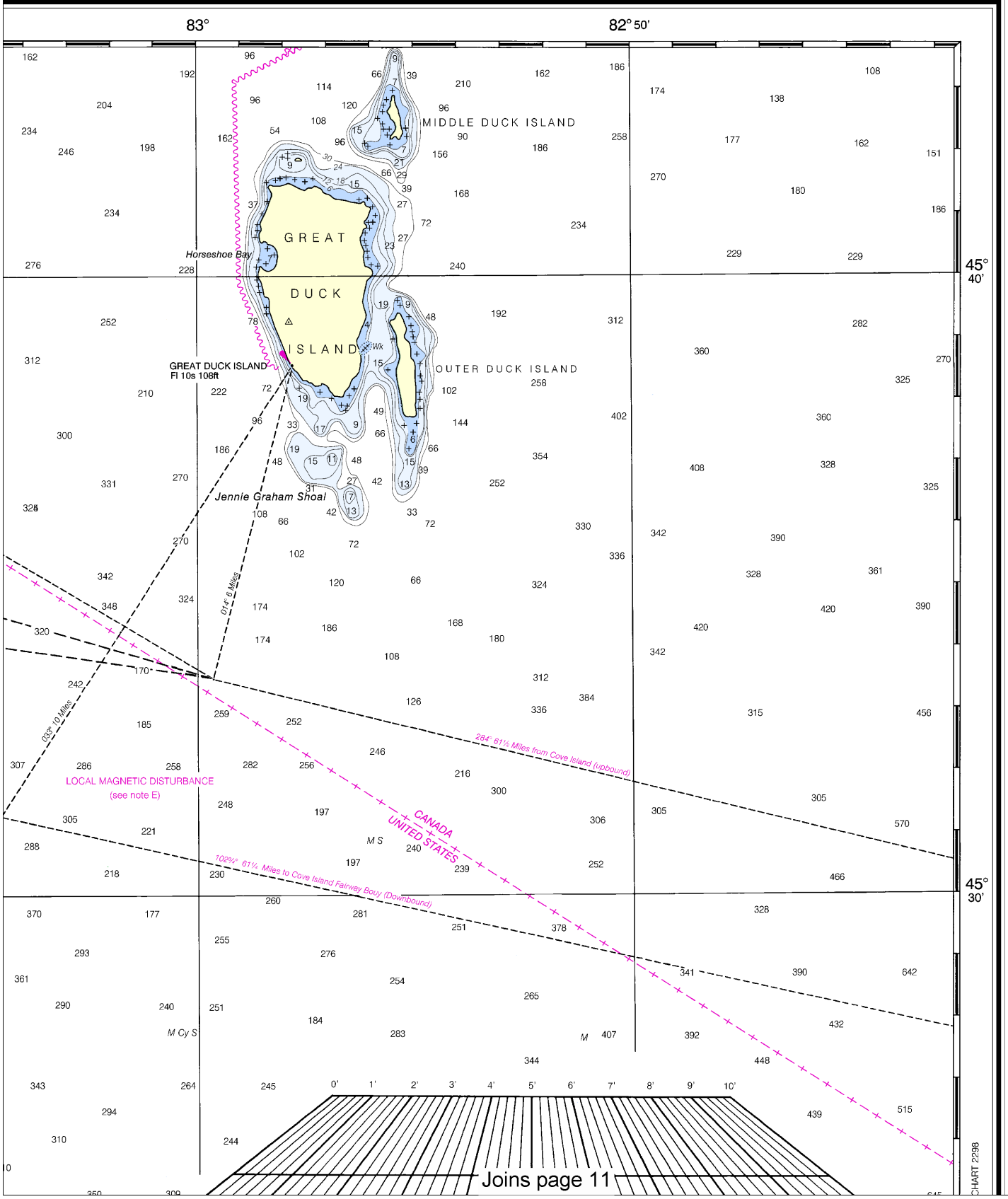
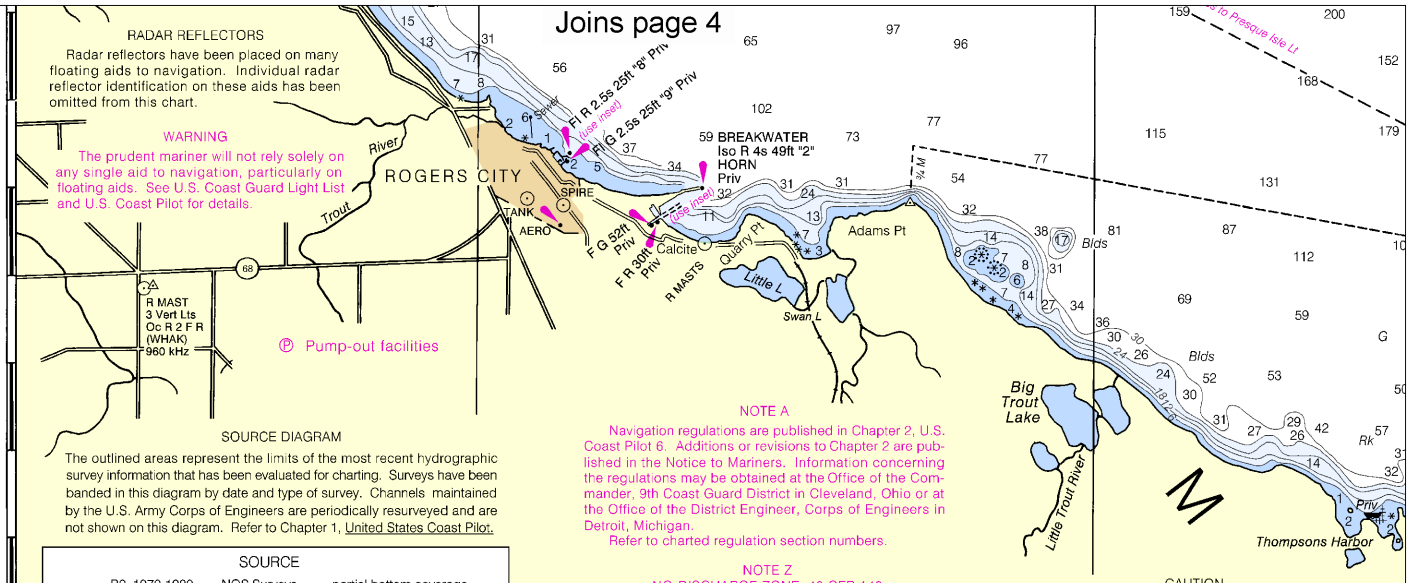
SOUNDINGS IN FEET

14864



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



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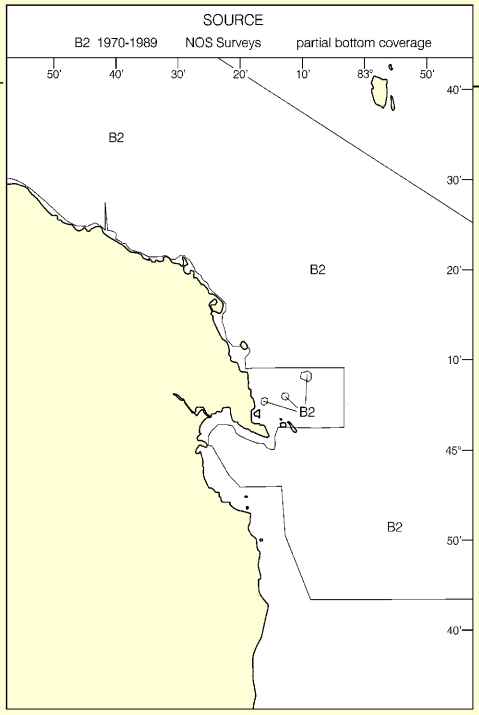

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Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

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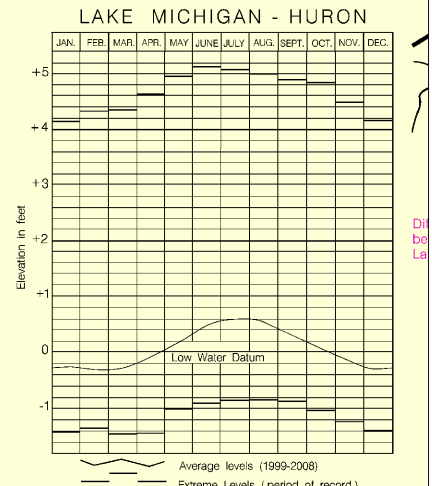
LAKE MICHIGAN - HURON



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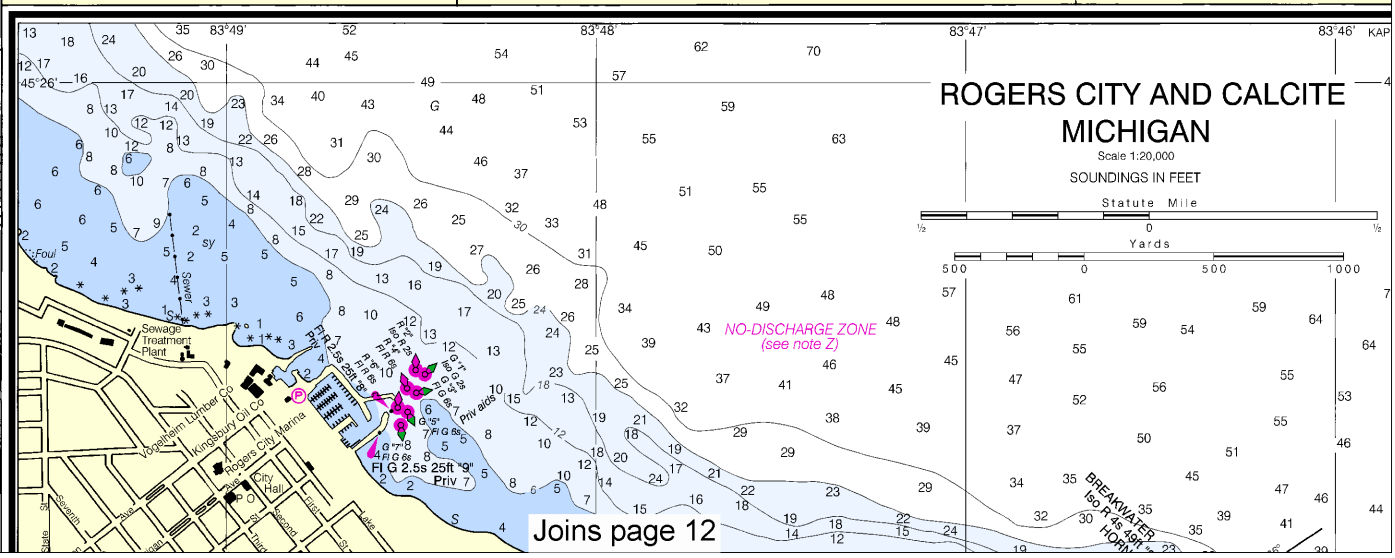


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

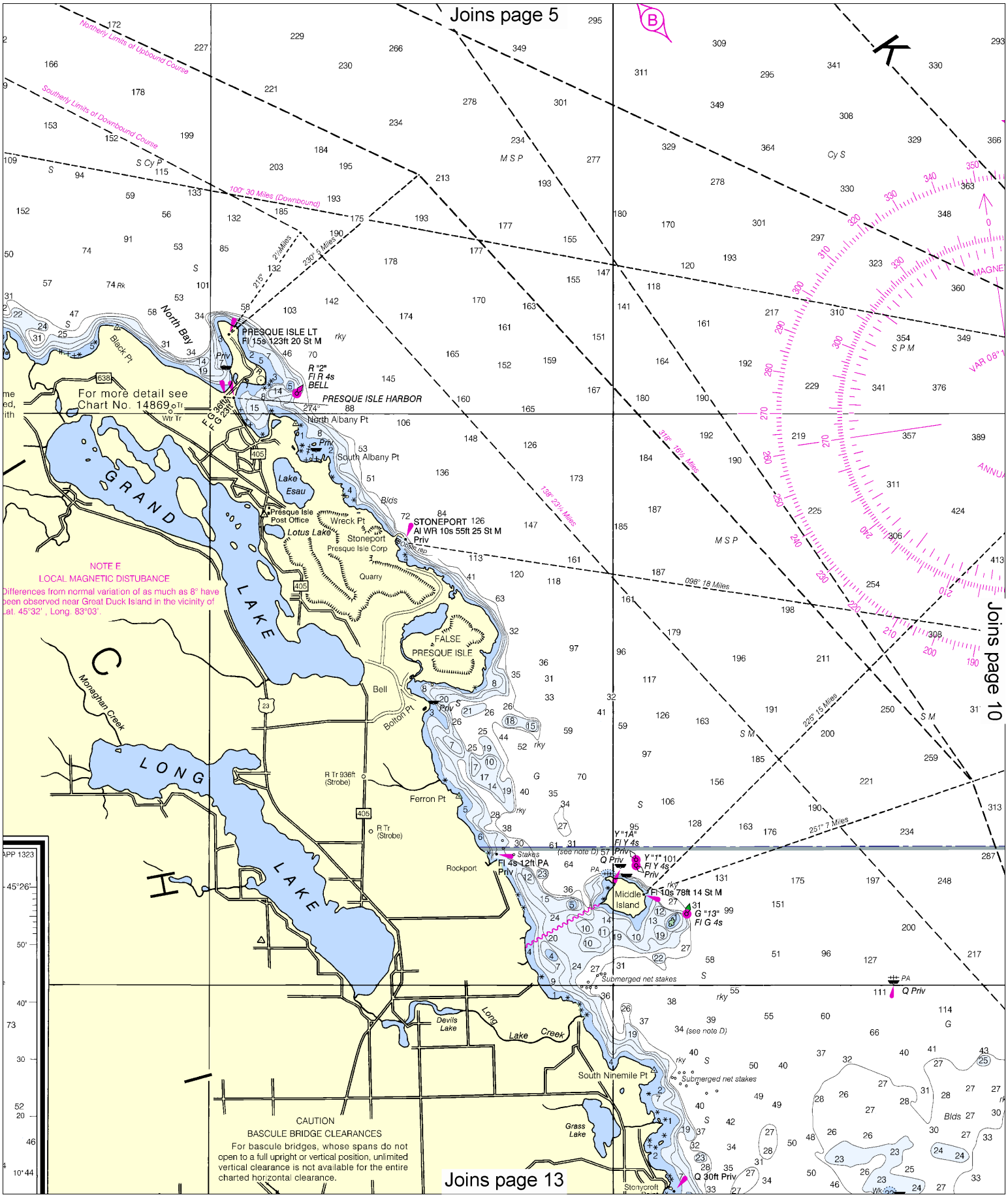
YARDS

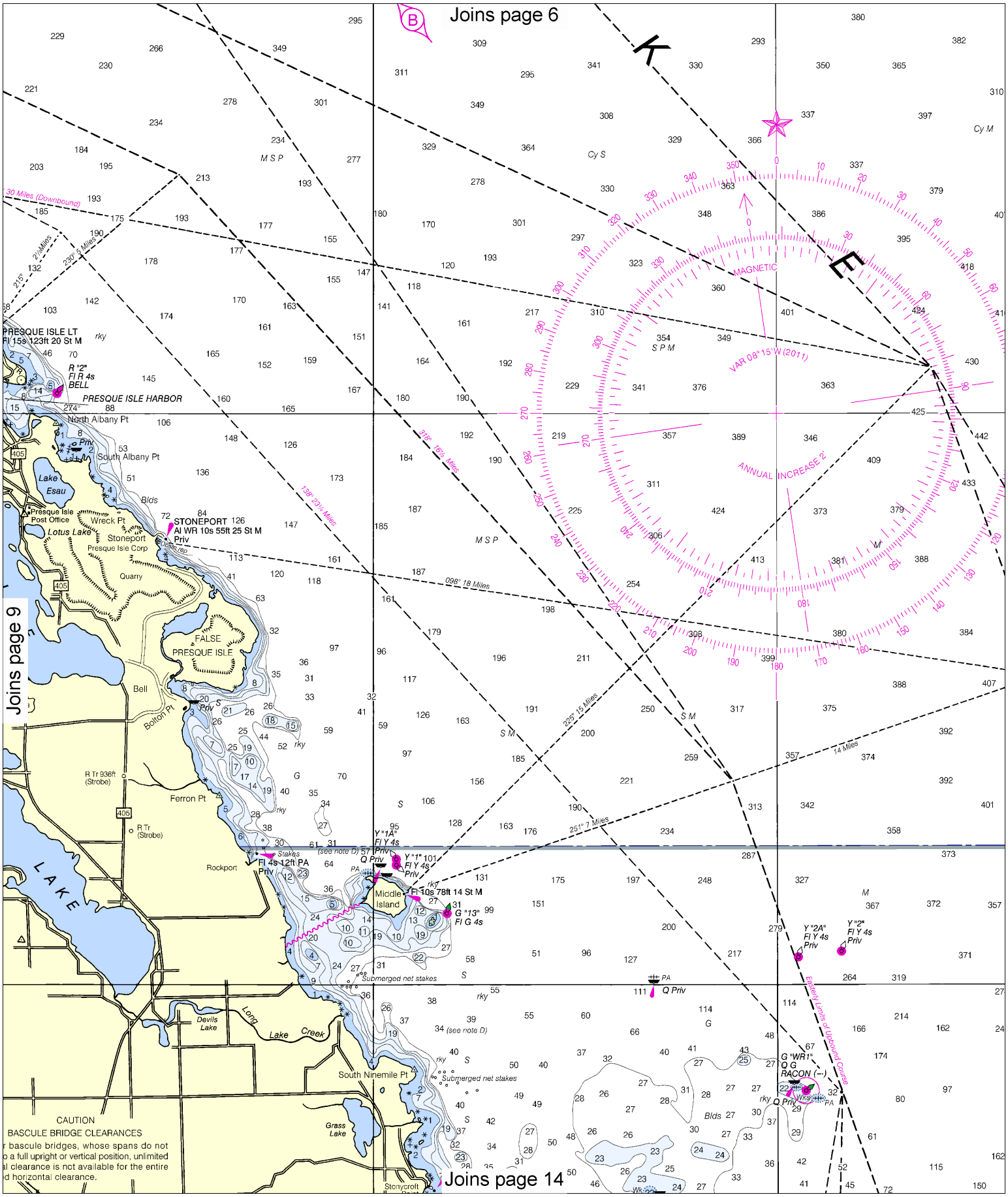
5000 2500 0 5000 10000 15000

STATUTE MILES

0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 5
Northerly Limits of Upbound Course
Southerly Limits of Downbound Course
100° 30 Miles (Downbound)
PRESQUE ISLE LT
Fl 15s 123ft 20 St M
R "2"
Fl R 4s
BELL
PRESQUE ISLE HARBOR
North Bay
Black Pt
For more detail see
Chart No. 14869
North Albany Pt
South Albany Pt
Lake Esau
Presque Isle Post Office
Wreck Pt
Lotus Lake
Stoneport
Presque Isle Corp
Quarry
STONEPORT
Al WR 10s 55ft 25 St M
GRAND LAKE
NOTE E
LOCAL MAGNETIC DISTUBANCE
Differences from normal variation of as much as 8° have been observed near Great Duck Island in the vicinity of Lat. 45°32', Long. 83°03'.
FALSE PRESQUE ISLE
Bell
Bolton Pt
Monaghan Creek
LONG LAKE
Ferron Pt
Rockport
Fl 4s 12ft PA
Middle Island
Fl 10s 78ft 14 St M
G "13"
Fl G 4s
Submerged net stakes
Devils Lake
Long Lake Creek
South Ninemile Pt
Grass Lake
Stonycroft
Q 30ft Priv
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.
Joins page 13
Joins page 10



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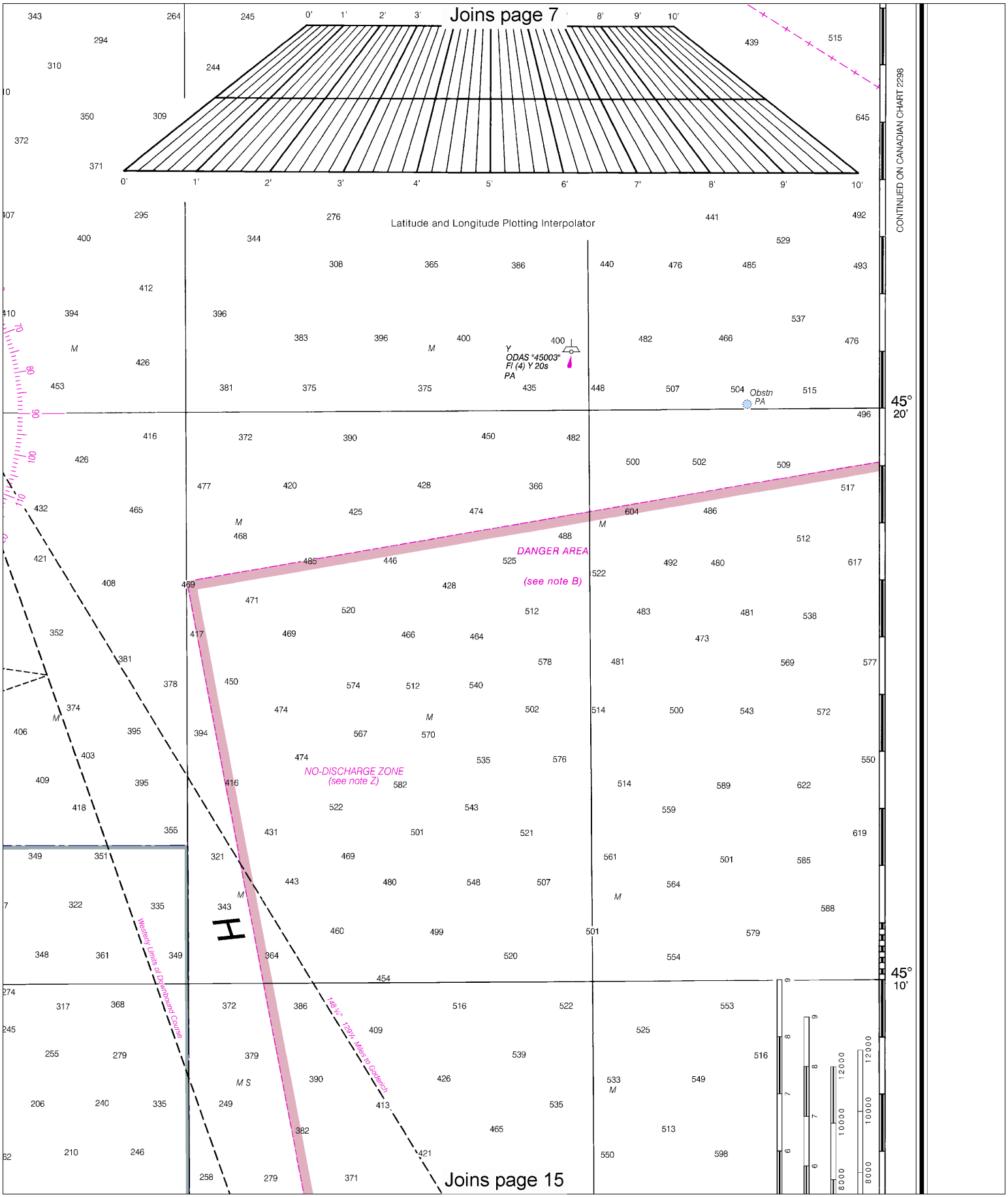
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES ½ 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.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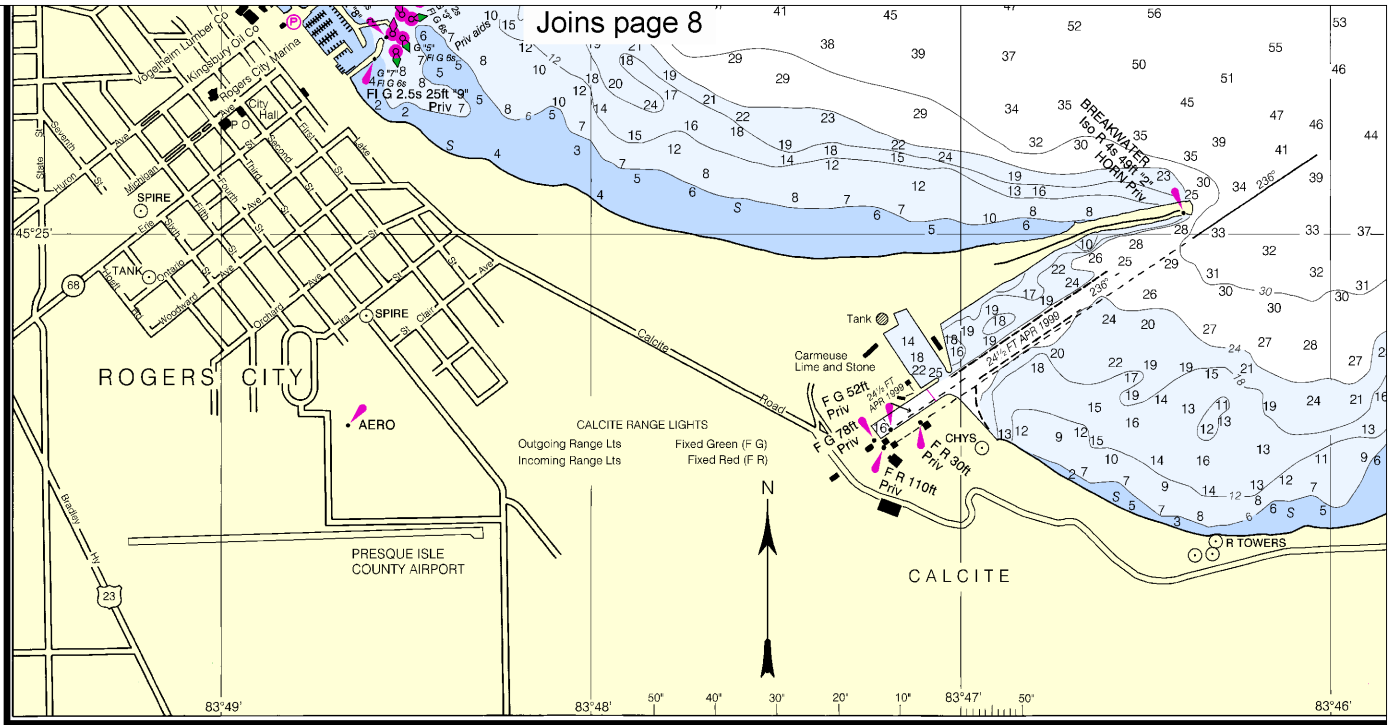
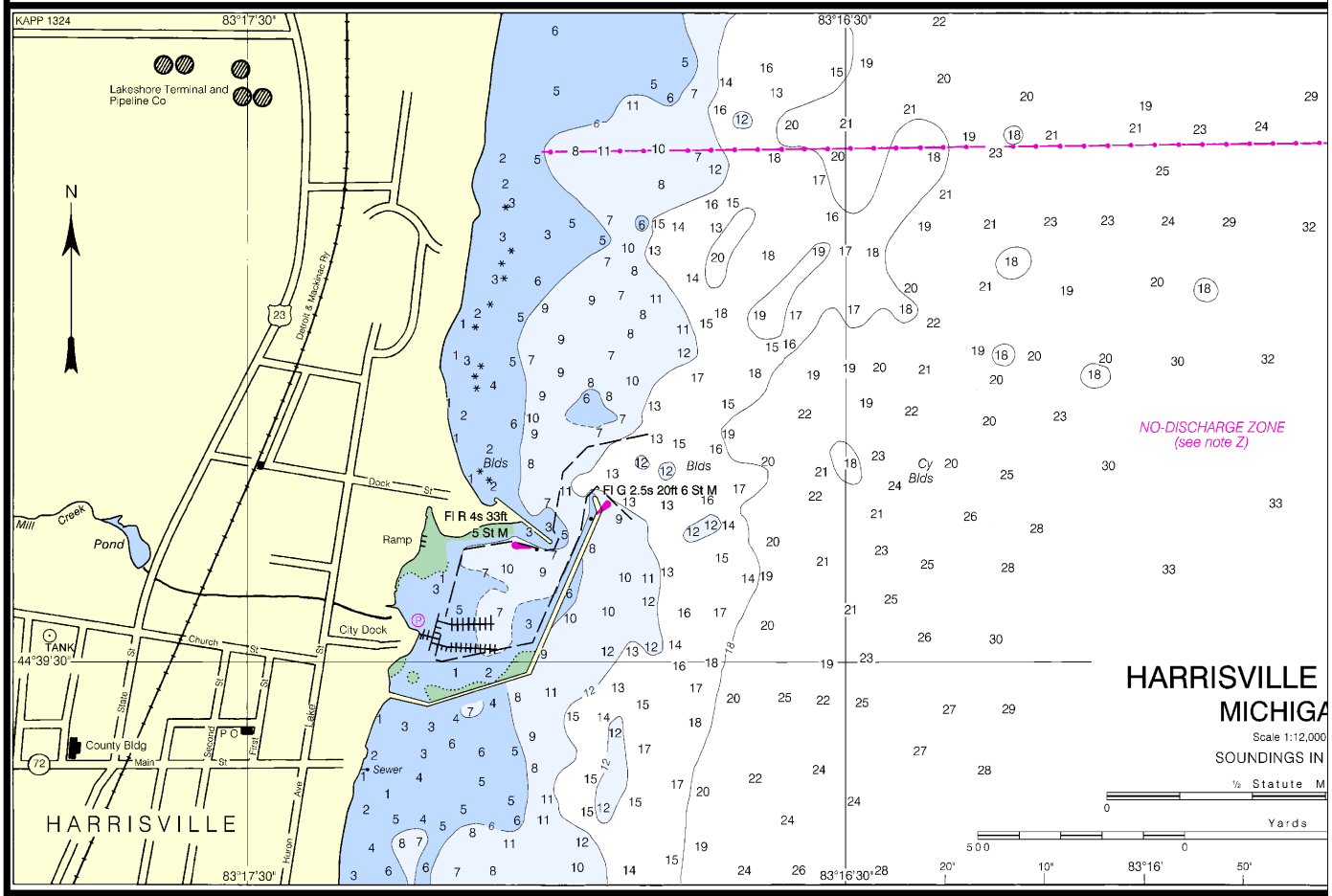
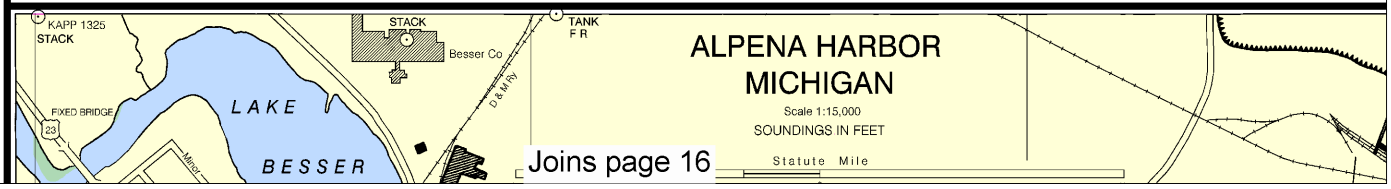
Latitude and Longitude Plotting Interpolator
CONTINUED ON CANADIAN CHART 2298
Y
ODAS "45003"
Fl (4) Y 20s
PA
Obstn
PA
45°
20'
DANGER AREA
(see note B)
NO-DISCHARGE ZONE
(see note Z)
Westerly Limits of Downbound Course
148¾° 129¼ Miles to Goderich
45°
10'
Joins page 15







Note: Chart grid lines are aligned with true north.

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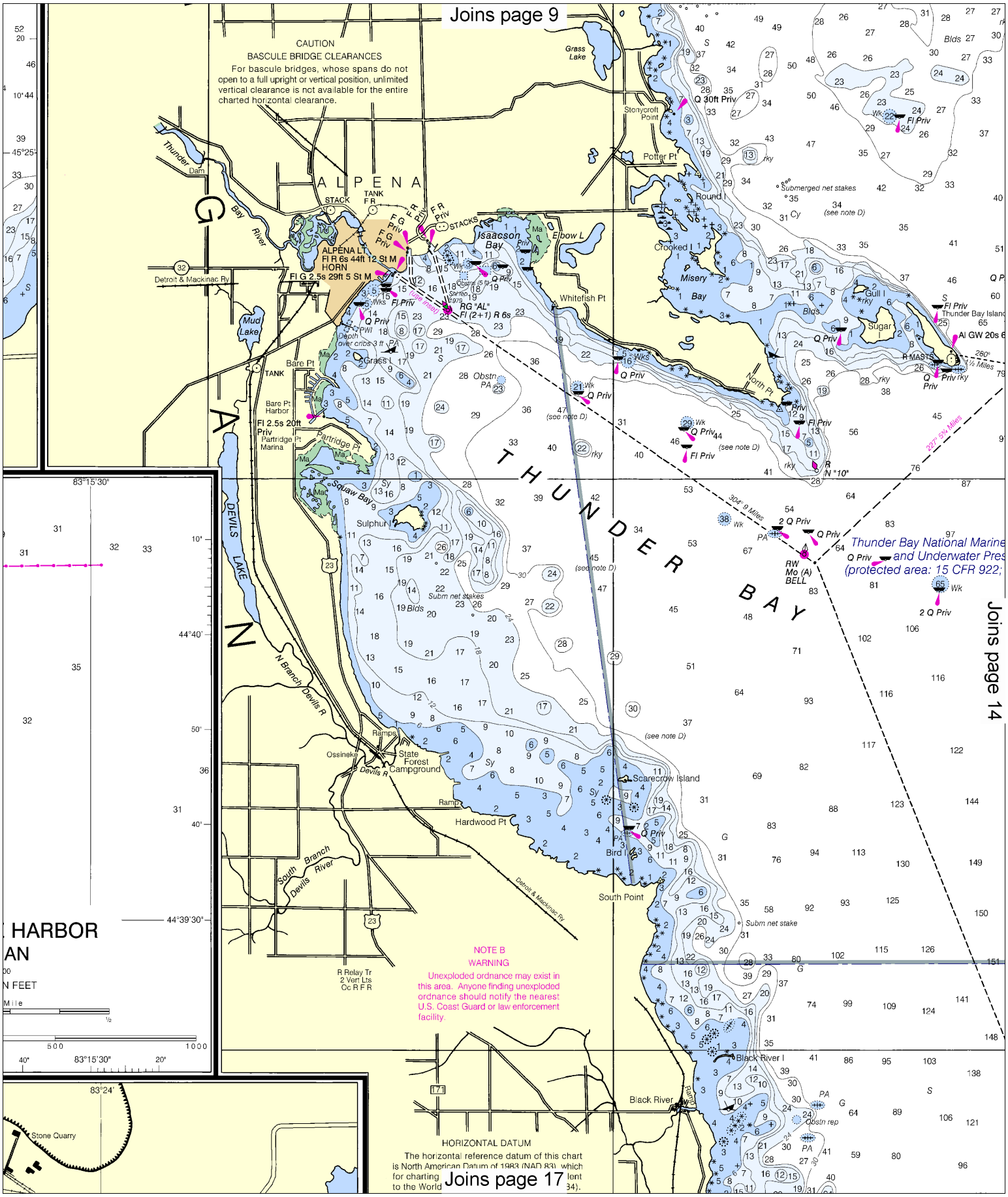
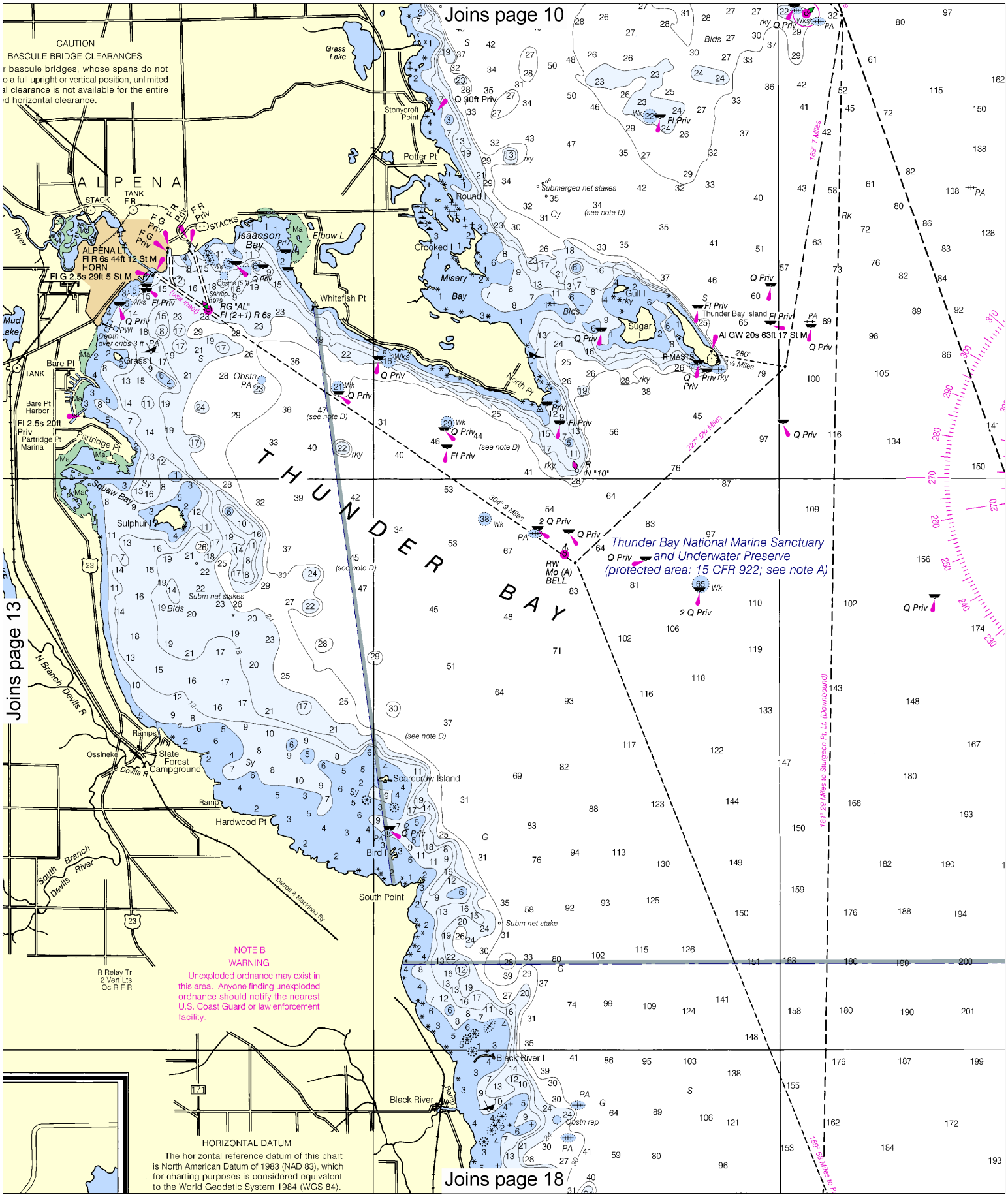
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


Joins page 9
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.
ALPENA
Thunder Bay River
Detroit & Mackinac Ry
Mud Lake
Bare Pt
Bare Pt Harbor
Partridge Pt Marina
Partridge Pt
Squaw Bay
Sulphur I
DEVILS LAKE
N Branch Devils R
Ossineke
State Forest Campground
Devils R
Ramps
Hardwood Pt
South Branch Devils River
Isaacson Bay
Elbow L
Whitefish Pt
Grass Lake
Stonycroft Point
Potter Pt
Round I
Crooked I
Misery Bay
Gull I
Sugar I
Thunder Bay Island
North Pt
THUNDER BAY
Thunder Bay National Marine and Underwater Pres (protected area: 15 CFR 922;
Scarecrow Island
Bird I
South Point
Black River I
Black River
Detroit & Mackinac Ry
R Relay Tr 2 Vert Lts Oc R F R
NOTE B
WARNING
Unexploded ordnance may exist in this area. Anyone finding unexploded ordnance should notify the nearest U.S. Coast Guard or law enforcement facility.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting
to the World
Joins page 17
Joins page 14
HARBOR
AN
N FEET
Stone Quarry
83°15'30"
44°40'
44°39'30"
83°24'



Note: Chart grid lines are aligned with true north.

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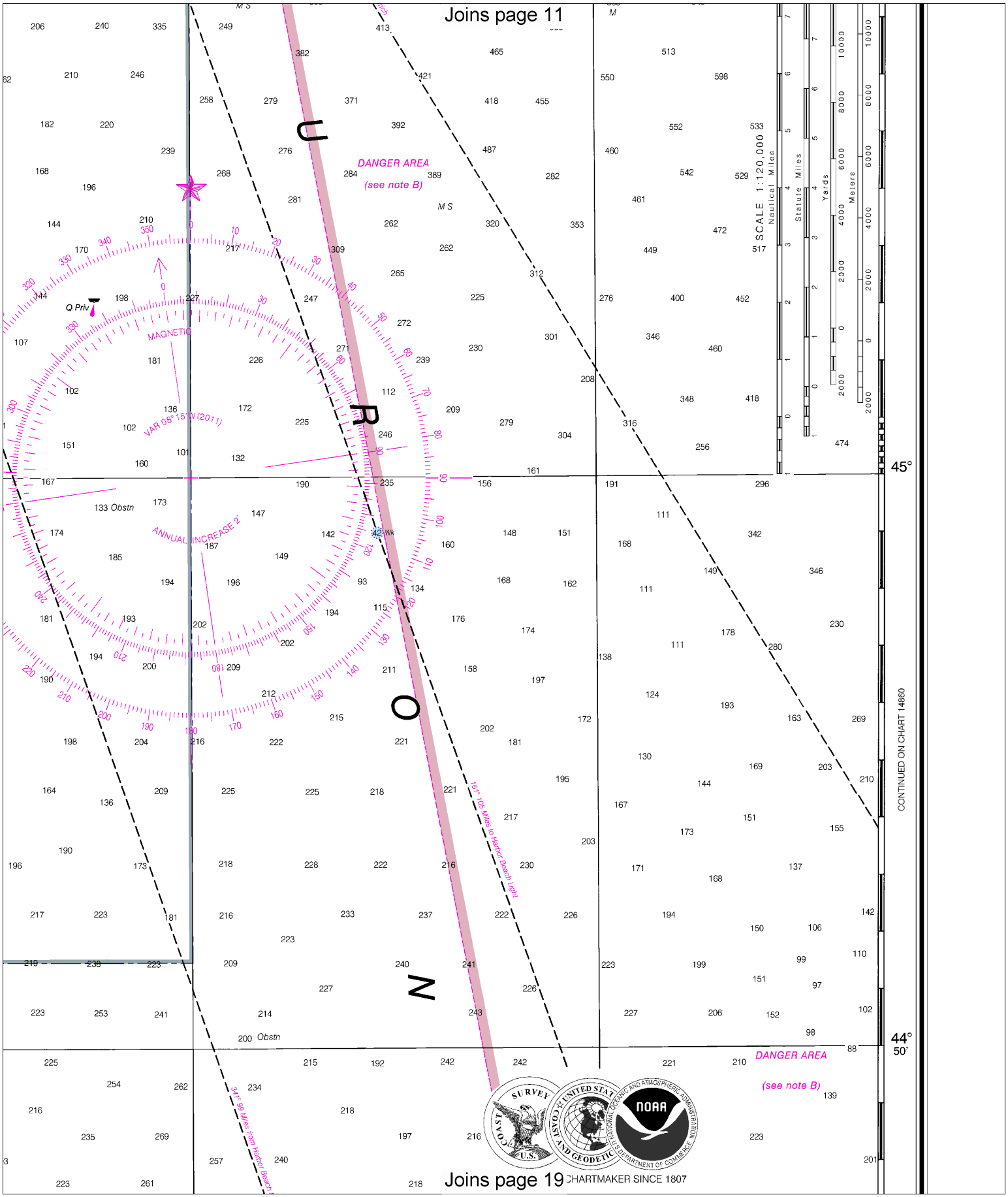
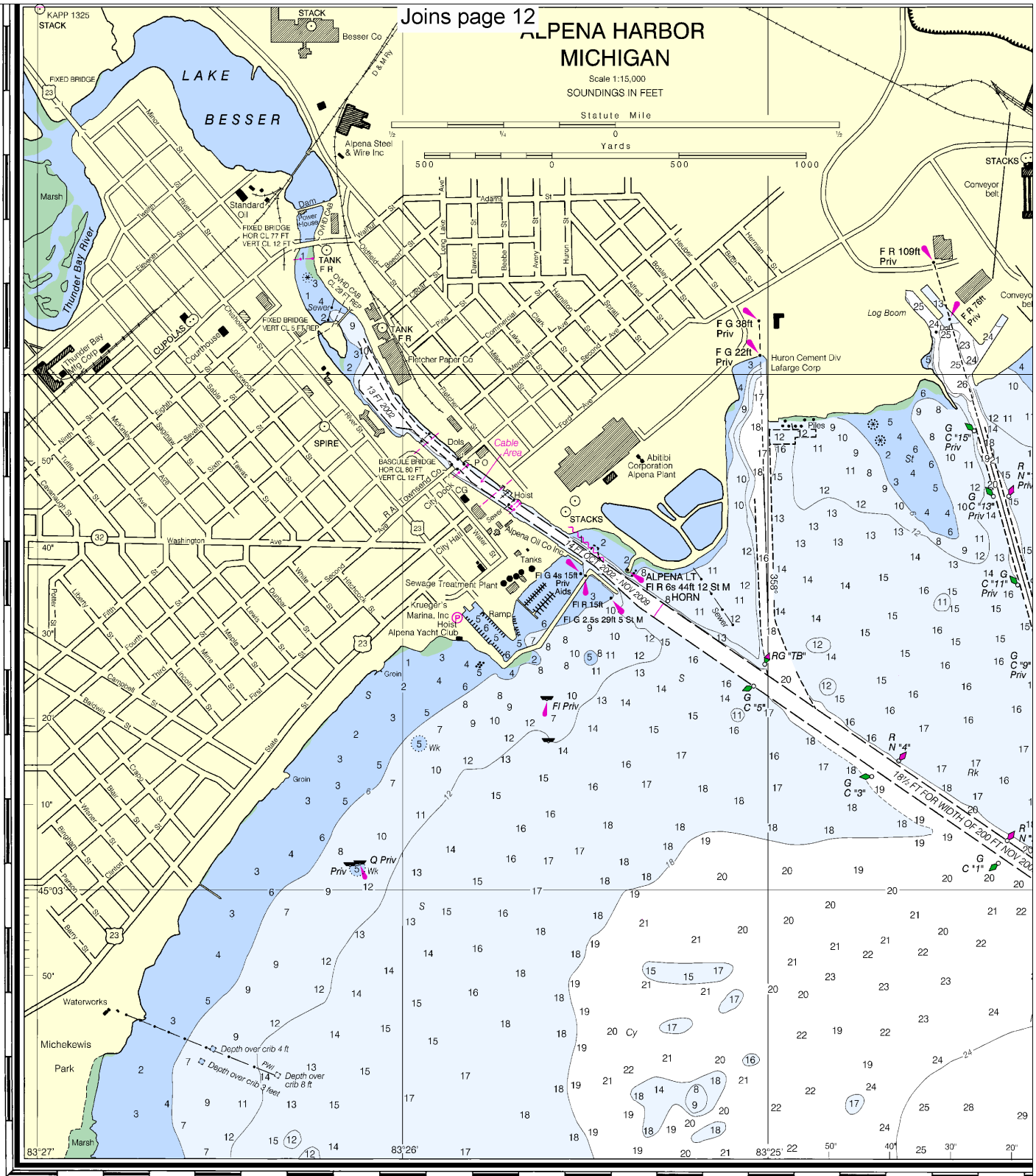
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 11
DANGER AREA
(see note B)
MAGNETIC
VAR 08°15'W (2011)
ANNUAL INCREASE 2'
Q Priv
133 Obstn
200 Obstn
161° 105 Miles to Harbor Beach Light
341° 99 Miles from Harbor Beach
SCALE 1:120,000
Nautical Miles
Statute Miles
Yards
Meters
45°
44° 50'
CONTINUED ON CHART 14860
Joins page 19
CHARTMAKER SINCE 1807



27th Ed., Mar. / 11 ■ Corrected through NM Mar. 12/11
Corrected through LNM Mar. 22/11

14864

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.

SOUNDINGS IN FE

16

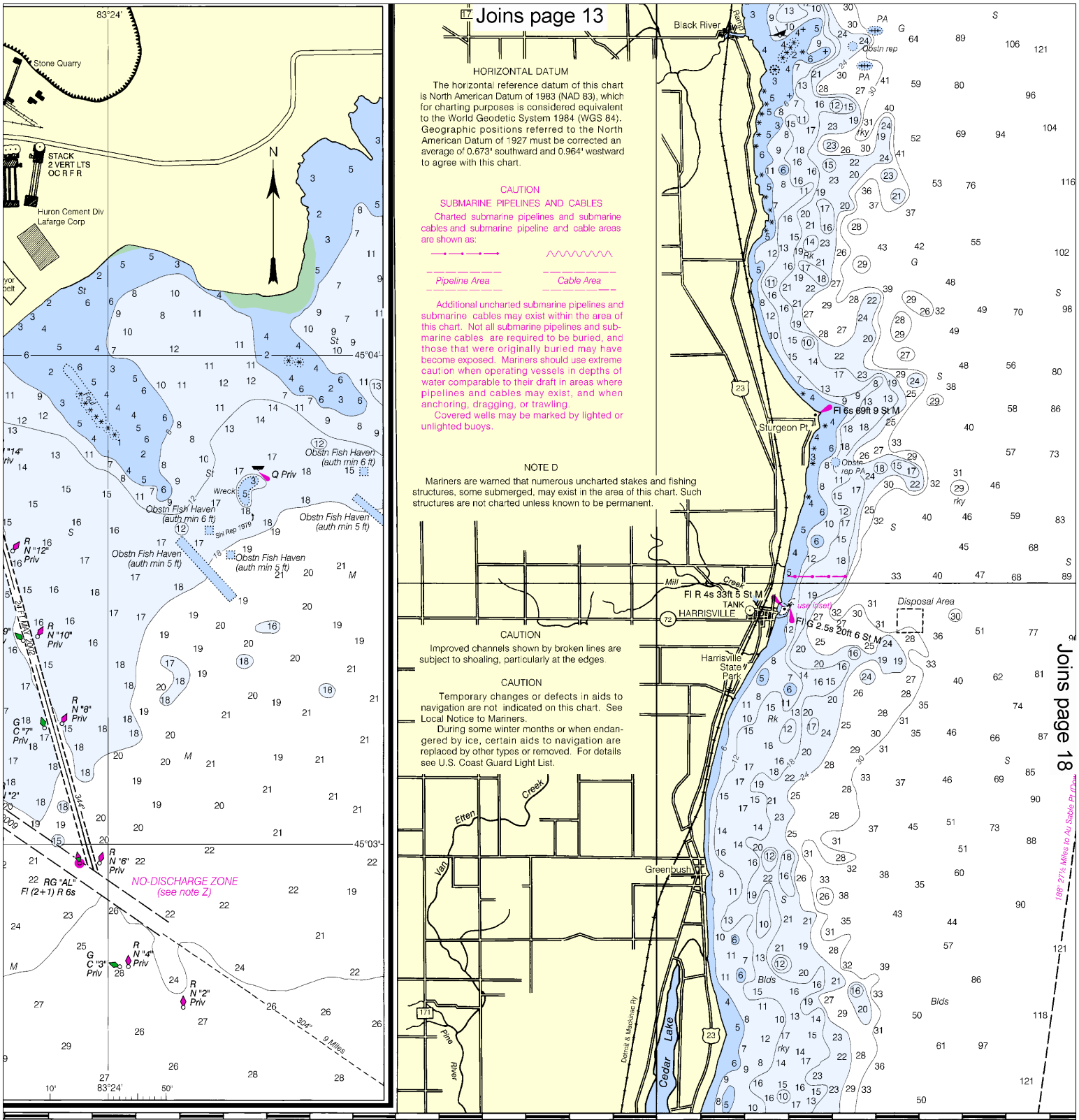
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



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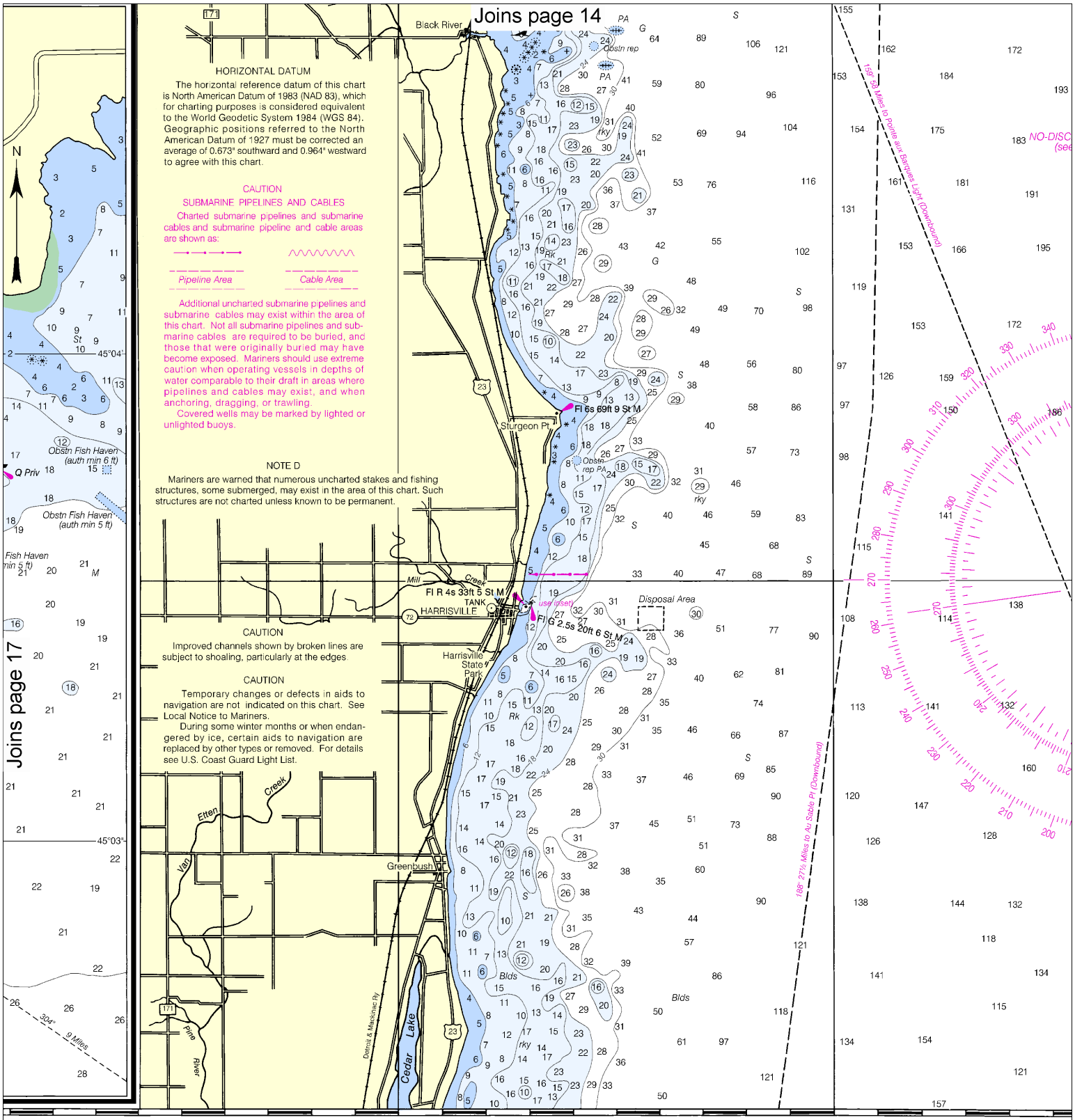
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1 2 3 4 5 6 7 8 9 10 11					

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

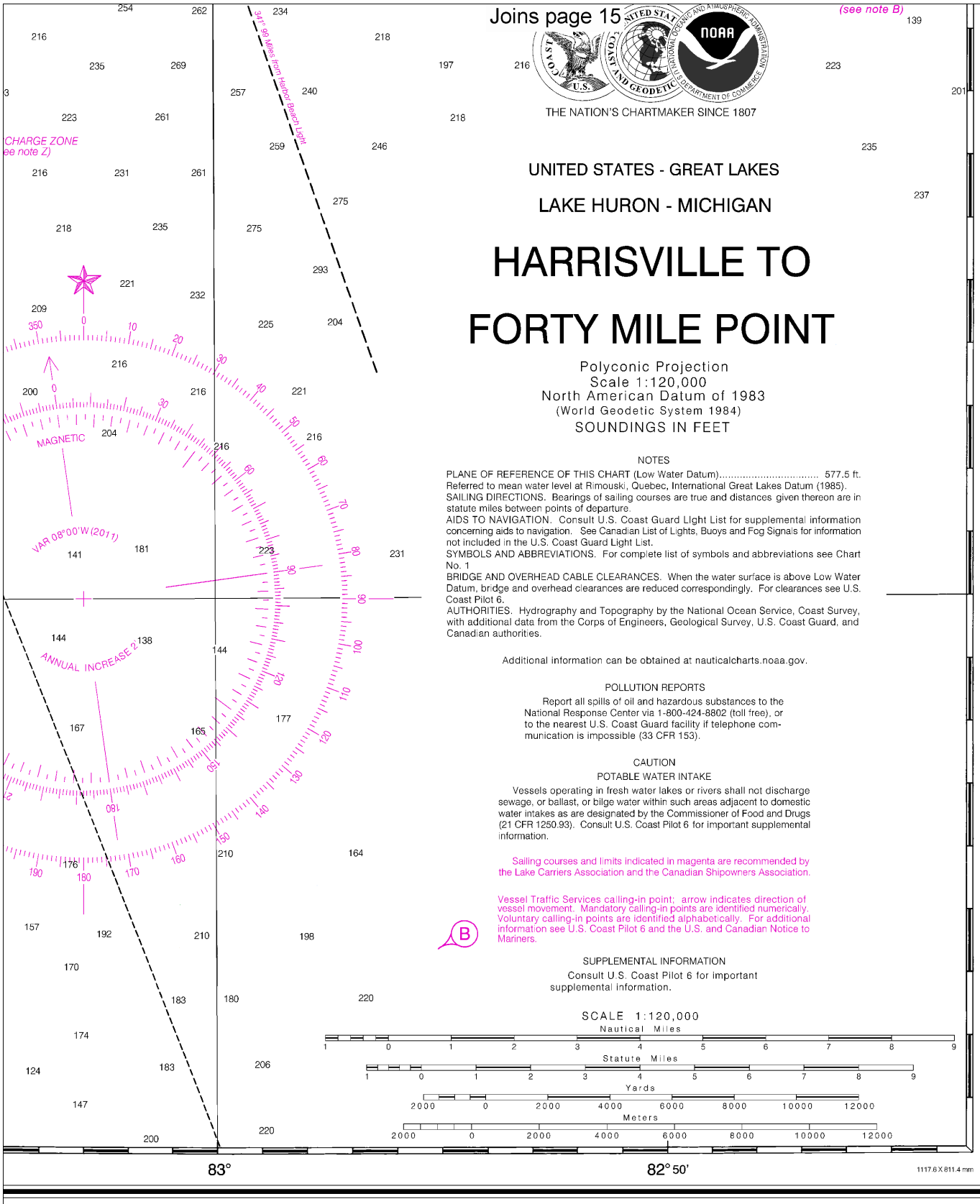
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.

Joins page 15

THE NATION'S CHARTMAKER SINCE 1807



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

HARRISVILLE TO FORTY MILE POINT

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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.

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

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

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.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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.

B

SUPPLEMENTAL INFORMATION

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

SCALE 1:120,000

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Statute Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

Meters: 2000 0 2000 4000 6000 8000 10000 12000

ED. NO. 27
NSN 7642014010580
NGA REFERENCE NO. 14XCO14864

Harrisville to Forty Mile Pt
SOUNDINGS IN FEET - SCALE 1:120,000

14864

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**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
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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