

# BookletChart™

## Dutch Johns Point to Fishery Point

NOAA Chart 14908

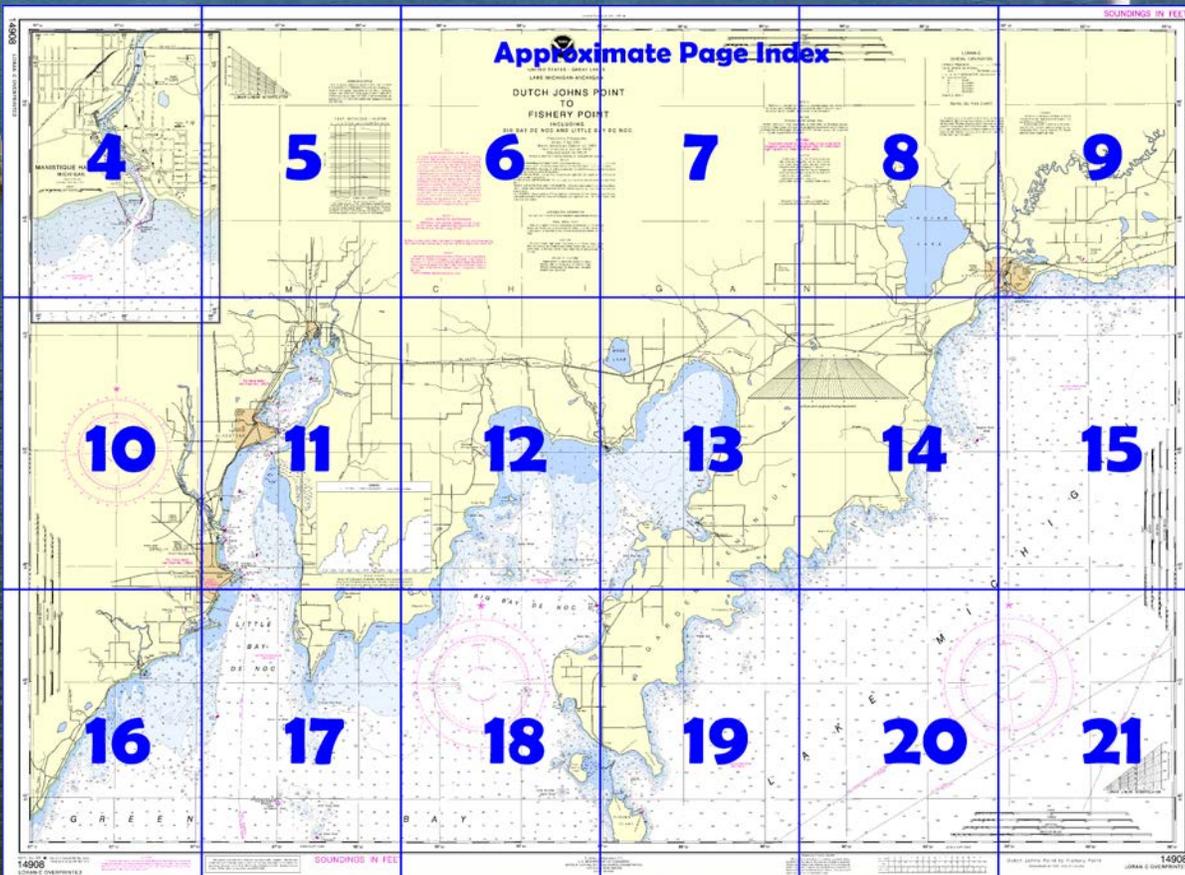


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

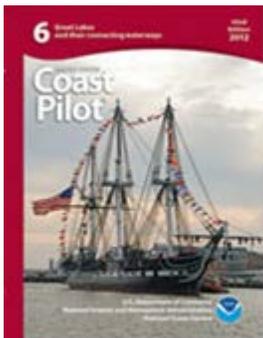
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14908>.



**(Selected Excerpts from Coast Pilot)**

**Green Bay** is 118 miles long northeast and southwest, from the head of Big Bay de Noc to the mouth of Fox River, and has a maximum width of 23 miles. The bay is separated from Lake Michigan by two mainland peninsulas; **Garden Peninsula**, the north one, is 20 miles long, and **Door Peninsula**, the south one, is 70 miles long. The entrance to Green Bay between the peninsulas is about 28 miles wide, but is so congested with islands and shoals that the

passages between them have acquired the reputation of being dangerous. The main entrances are through Porte des Morts Passage, Rock Island Passage, St. Martin Island Passage, and Poverty Island Passage.

**Summer Island** and **Little Summer Island**, the northernmost islands in the mouth of Green Bay, are 2 miles S and 3 miles W, respectively, of **Point Detour**, the S tip of Garden Peninsula which encloses the north end of Green Bay. The islands are connected by a sandy and stony flat which also reaches northeast to the mainland. There are numerous rocks awash in this area. Depths over the flat are 1 to 3 feet between the islands and 5 feet between the islands and the mainland except for a narrow 6-foot channel that closely follows the shore. This channel is obstructed by a 1-foot spot marked on the northwest side by a buoy. Shoals extend 1 mile west from Little Summer Island. **Rocky Island** and several small bare spots are on this bank. **Little Summer Island Shoal**, with a least depth of 6 feet, is 1 mile southwest of Little Summer Island. A shoal bank with depths of 10 to 19 feet connects the south end of Summer Island to Poverty Island. The deeper water is close to Poverty Island. Summer Island is marked on the northeast side by a light. The shore is low and wooded from Cedar River north-northeast for 21 miles to Ford River. The shoal border in this stretch is irregular, and there are numerous submerged rocks. A 4-foot spot is 0.6 mile northeast of **Deadmans Point**, 2 miles north of Cedar River. Just south of **Deer Creek**, 5.8 miles north of Cedar River, a shoal with two rocks covered about 1 foot near its outer end extends 0.7 mile from shore. A rock awash is 0.7 mile offshore 10 miles north of Cedar River. **Time.**—Areas generally south and west of Deer Creek observe central standard time or central daylight saving time. Michigan communities north of Deer Creek observe eastern standard time or eastern daylight saving time.

**Little Bay de Noc** is the west arm of the north end of Green Bay. The bay is entered between **Fishery Point** on the west and Peninsula Point on the east. Very shallow ledges extend off both sides of the bay, but the natural channel up the middle of the bay has good deep water and permits the passage of the deeper draft vessels on the lakes.

**Ford River, MI**, is a small fishing village at the mouth of **Ford River** on the west side of the entrance to Little Bay de Noc. From a point on shore about 4 miles southwest of Ford River, a shoal bank extends about 6.5 miles E and thence north for about 7 miles to Sand Point at the city of Escanaba. The bank, forming the W limit of the deepwater channel into the bay, is marked on the southeast side by a lighted buoy. Depths on the bank are 1 to 20 feet, but at the edge increase quickly to 50 feet and more in the channel.

A 24-foot spot, marked on the west side by a lighted buoy, is on the east side of the vessel route into the bay, 1.1 miles southeast of Sand Point.

**Escanaba, MI**, is on the west side of Little Bay de Noc, 6 miles northeast of Ford River and 7 miles northwest of Peninsula Point. A lighted red brick cylindrical building in the city is prominent. **Sand Point**, marked by a private light, extends E from shore at the city. The harbor has depths of 28 to 40 feet within 0.4 mile of shore and affords access for the largest vessels on the lakes. **Escanaba River** flows into the harbor 2.5 miles northwest of Sand Point.

**Escanaba Light** (45°44'48"N., 87°02'13"W.), 45 feet above the water, is shown from a white square tower with a green stripe on a crib on the northeast side of the shoal north of Sand Point. A sound signal at the light is operated by keying the microphone five times on VHF-FM channel 79.

**Local magnetic disturbance.**—Differences from normal variation of up to 17° have been observed in the vicinity of Escanaba.

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

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

# Table of Selected Chart Notes

Corrected through NM Mar. 20/04  
Corrected through LNM Mar. 9/04

## 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.

## 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

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)    ◦ (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.

## 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 0.110' southward and 0.506' westward to agree with this chart.

## NOTE E

### LOCAL MAGNETIC DISTURBANCE

Differences from normal variation of as much as 16° have been observed near Escanaba in the vicinity of Lat. 45°44', Long. 87°04'.

## 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). This chart falls entirely within the limits of 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/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
PULSE REPETITION INTERVAL  
8970 ..... 89,700 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary  
EXAMPLE: 8970-Y

### RATES ON THIS CHART

**8970-X 8970-Y**

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## 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.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices 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.

## 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

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. 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.

## 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 Surgeon General (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.

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

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.

## 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).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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



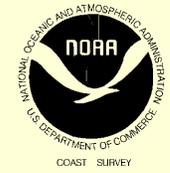


86° 55'

86° 50'

86° 45'

86



UNITED STATES - GREAT LAKE  
LAKE MICHIGAN-MICHIGAN

# DUTCH JOHNS POINT TO FISHERY POINT

## INCLUDING BIG BAY DE NOC AND LITTLE BAY

Polyconic Projection  
Scale 1:80,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

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### SUPPLEMENTAL INFORMATION

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

### POLLUTION REPORTS

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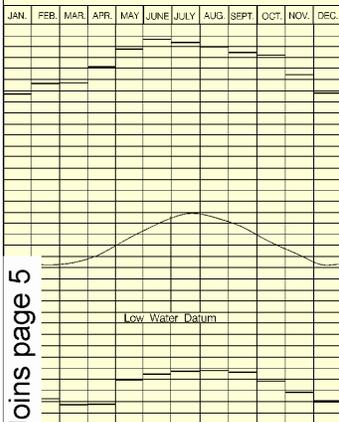
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### LAKE MICHIGAN - HURON



Average levels (1993-2002)

Extreme Levels (period of record)

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### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

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### NOTE E

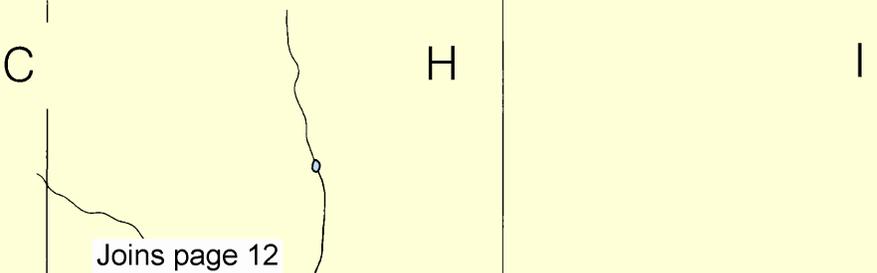
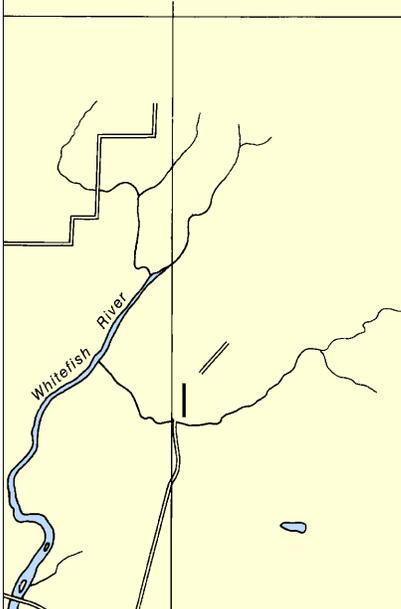
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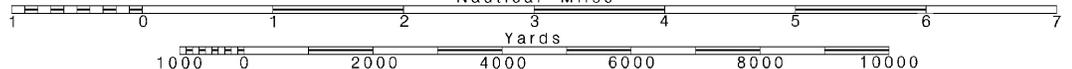


Note: Chart grid lines are aligned with true north.

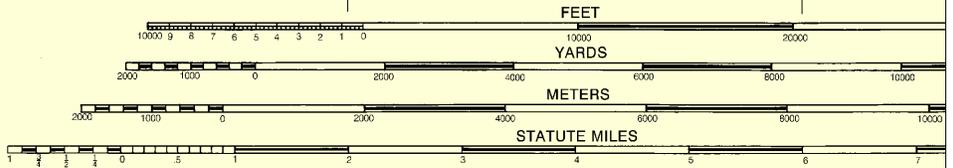
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.



6° 40' 86° 35' 86° 30' 86° 25'



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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.

CAUTION  
POTABLE WATER INTAKE (PWI)  
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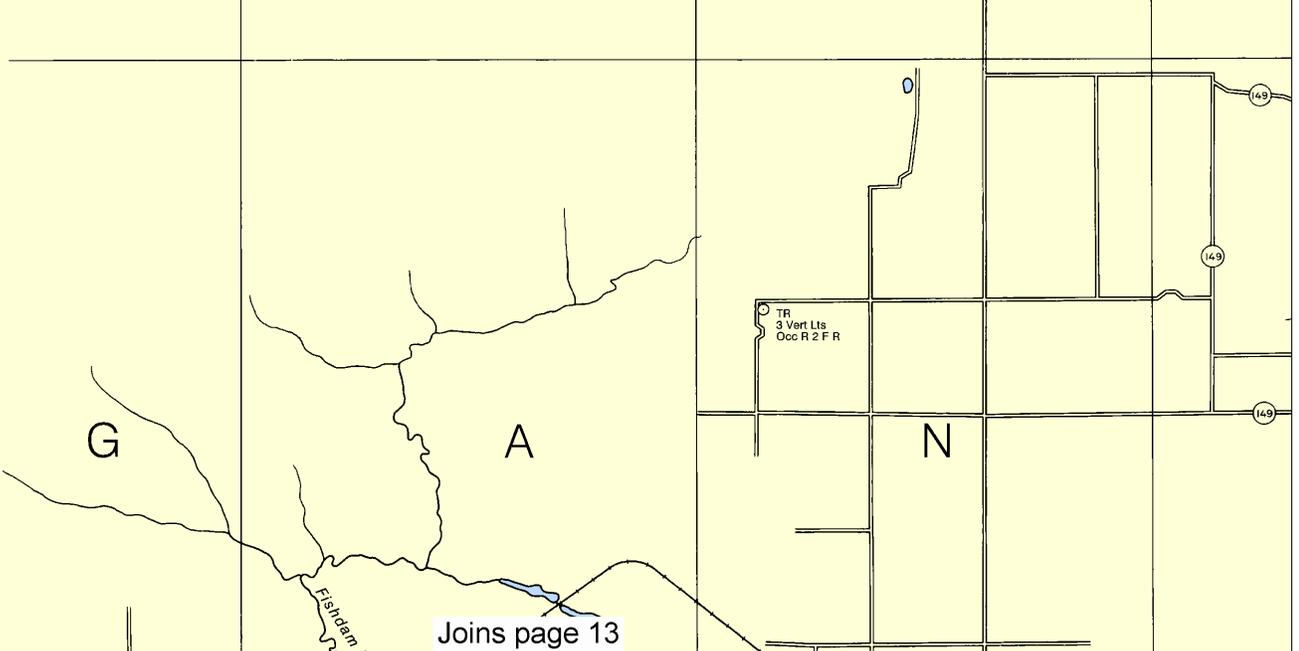
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Station positions are shown thus:  
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Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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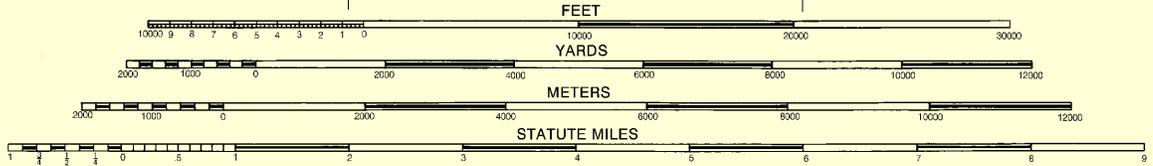


86° 35'

86° 30'

86° 25'

86° 20'



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Joins page 7

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Joins page 14

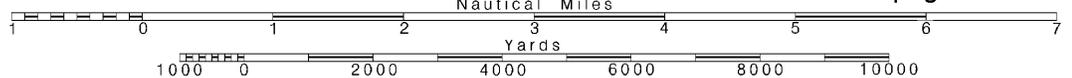


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



86° 20'      86° 15'      86° 10'      86° 05'

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
 PULSE REPETITION INTERVAL  
 8970 ..... 89,700 Microseconds  
 STATION TYPE DESIGNATORS: (Not individual station letter designators).  
 M ..... Master  
 W ..... Secondary  
 X ..... Secondary  
 Y ..... Secondary  
 Z ..... Secondary  
 EXAMPLE: 8970-Y

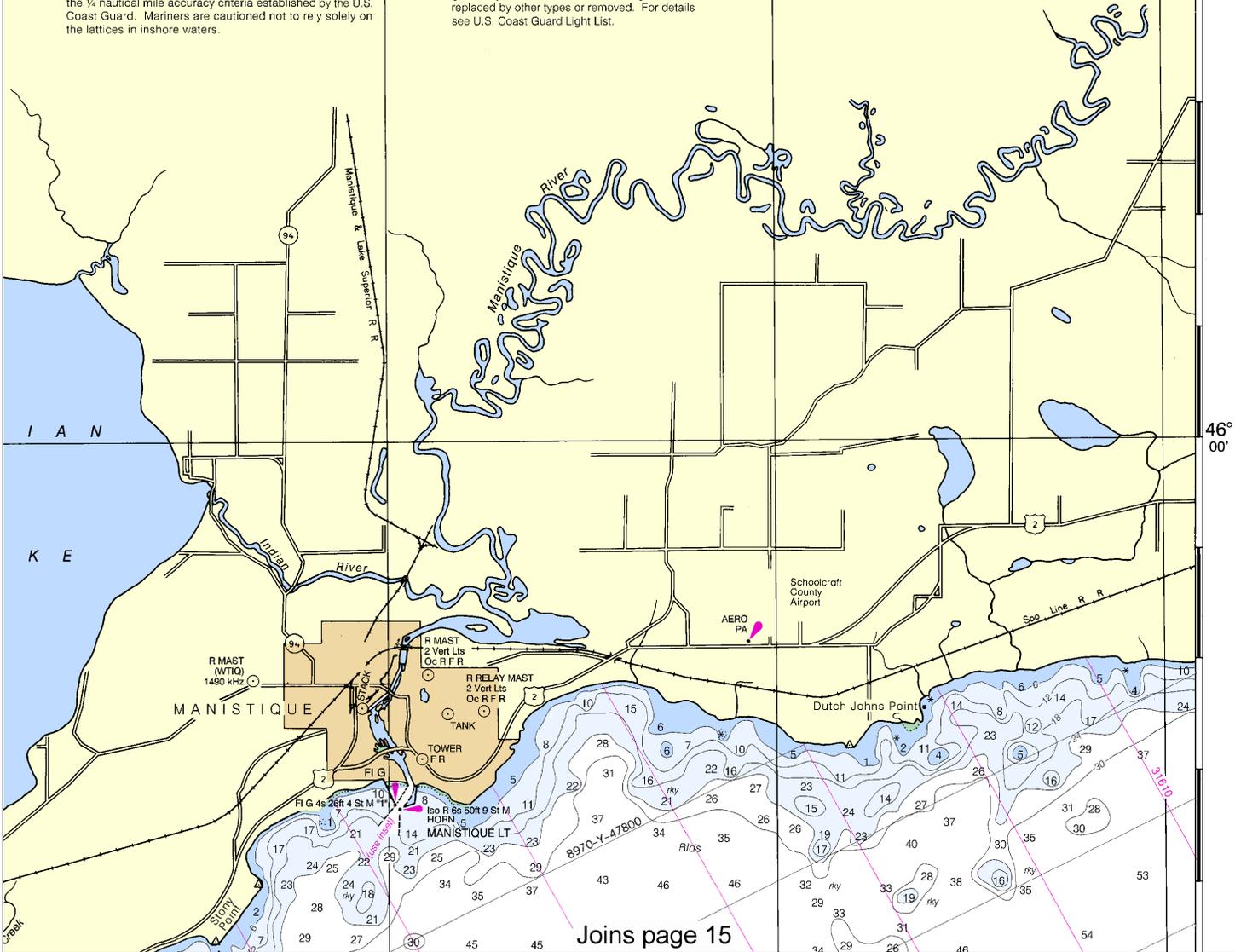
RATES ON THIS CHART

8970-X 8970-Y

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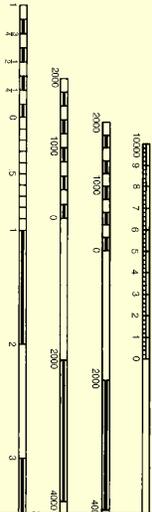
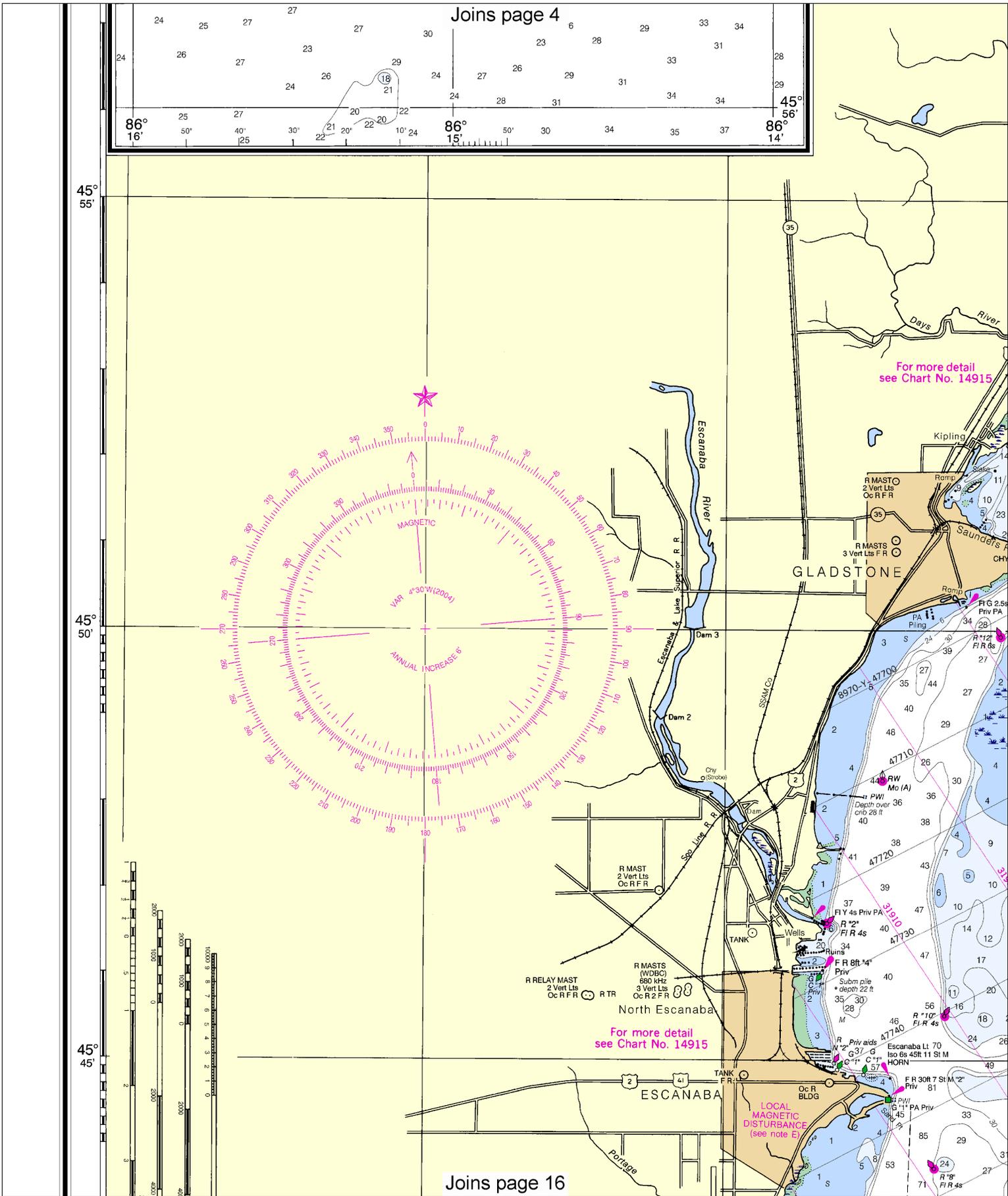
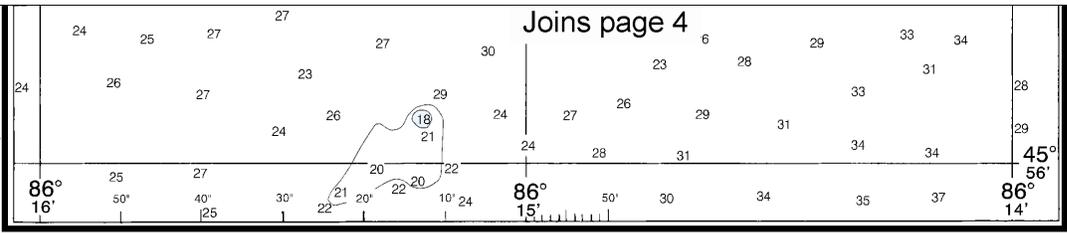
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Joins page 15

46° 05'  
46° 00'



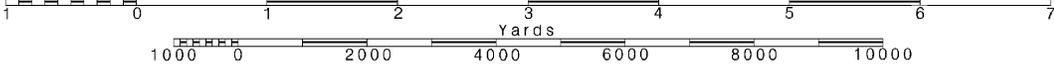
Joins page 16

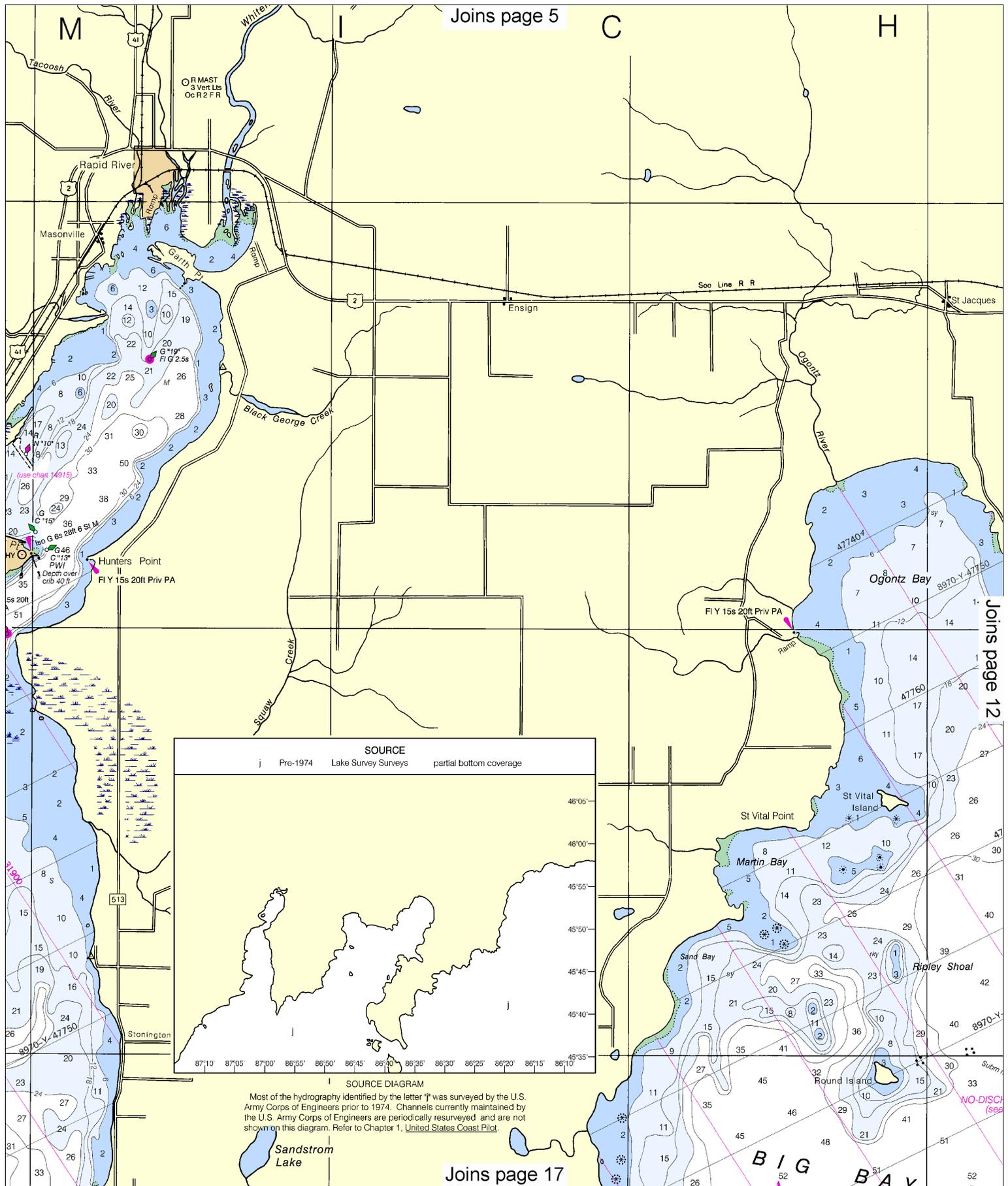
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



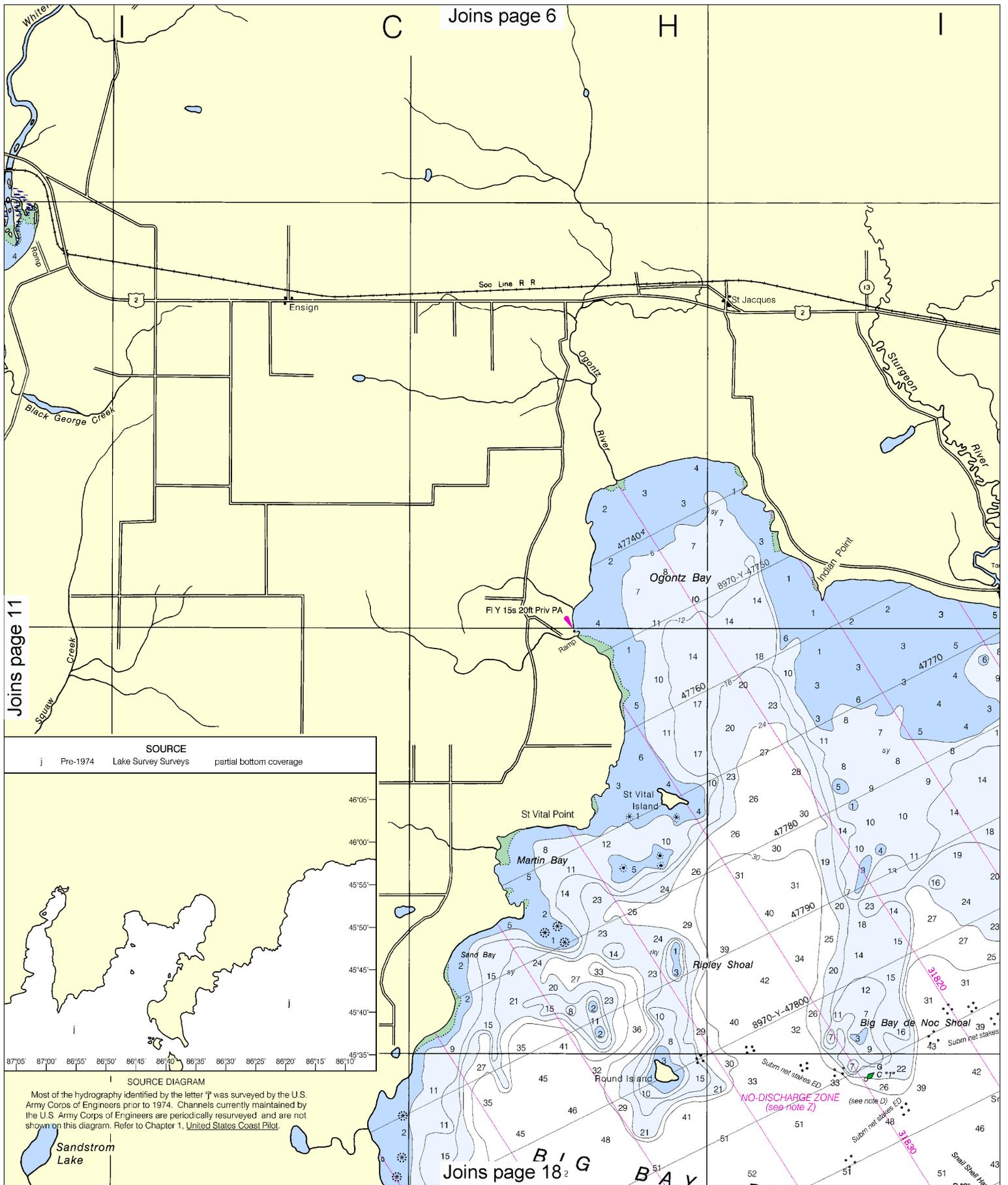


SOURCE		
j	Pre-1974	Lake Survey Surveys partial bottom coverage

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. 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.



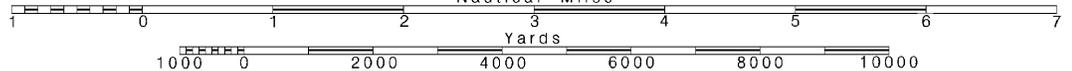
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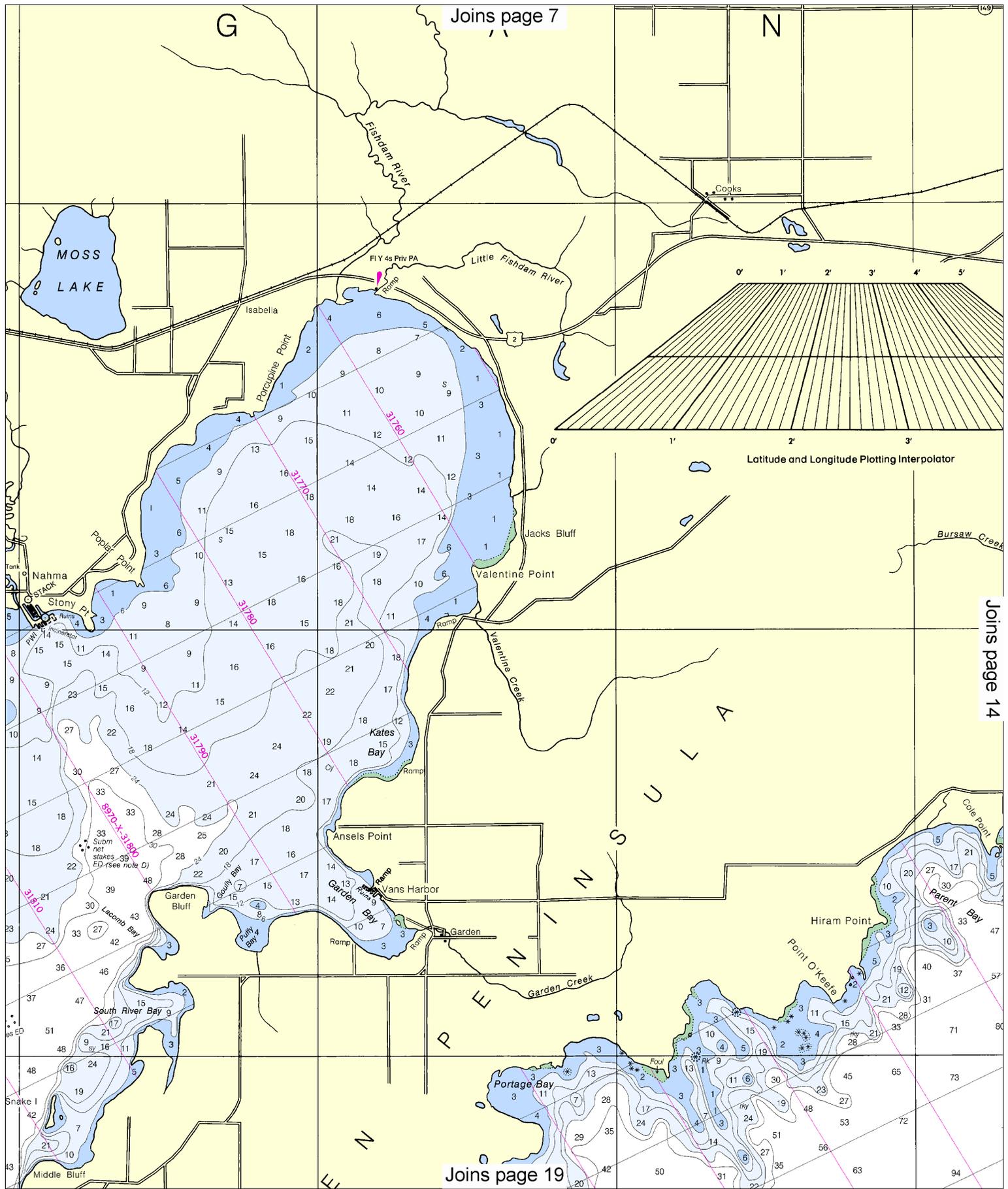
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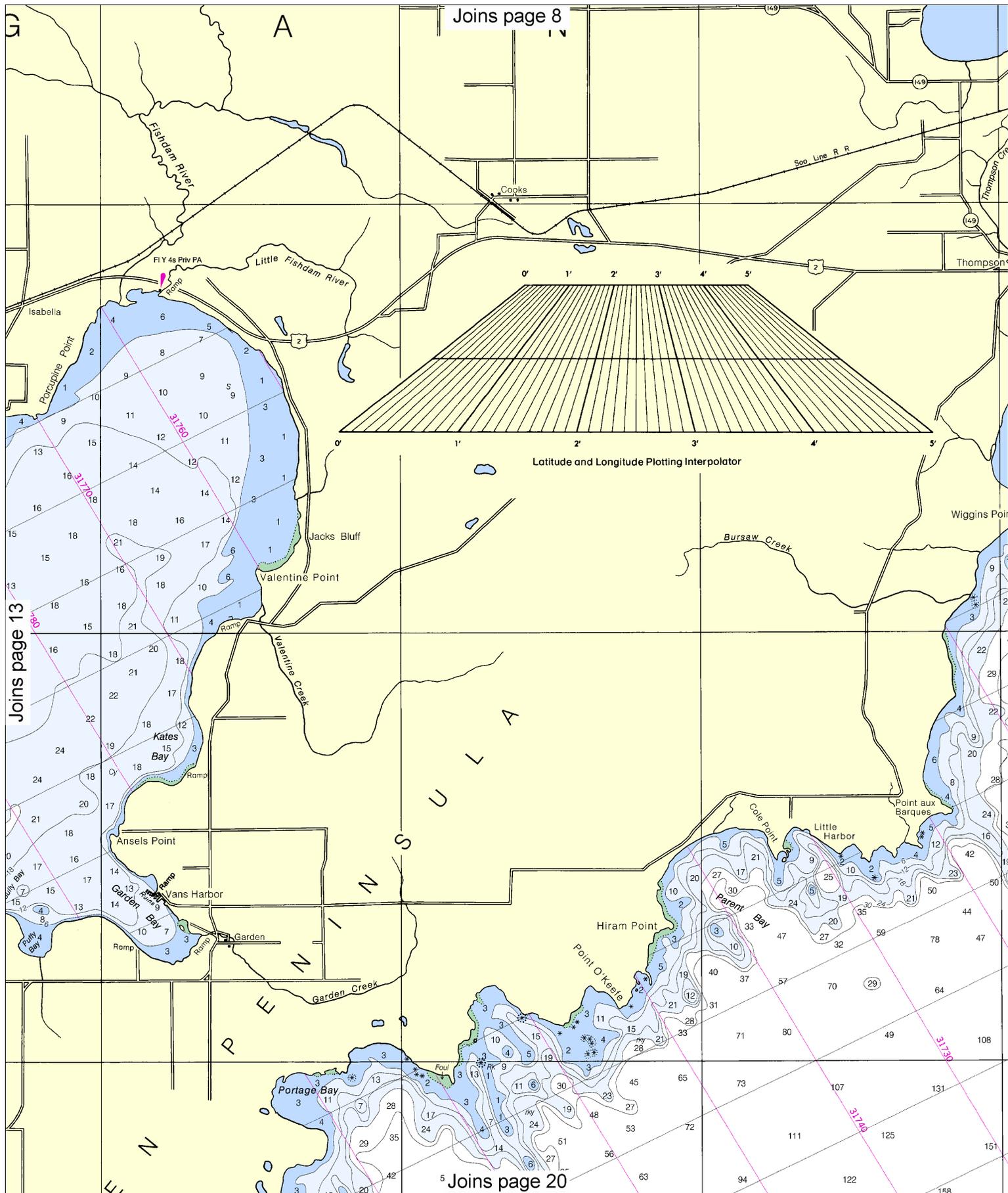
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SCALE 1:80,000  
Nautical Miles

See Note on page 5.

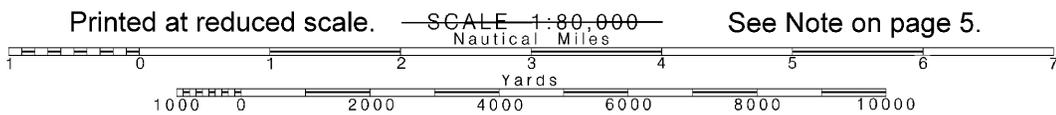


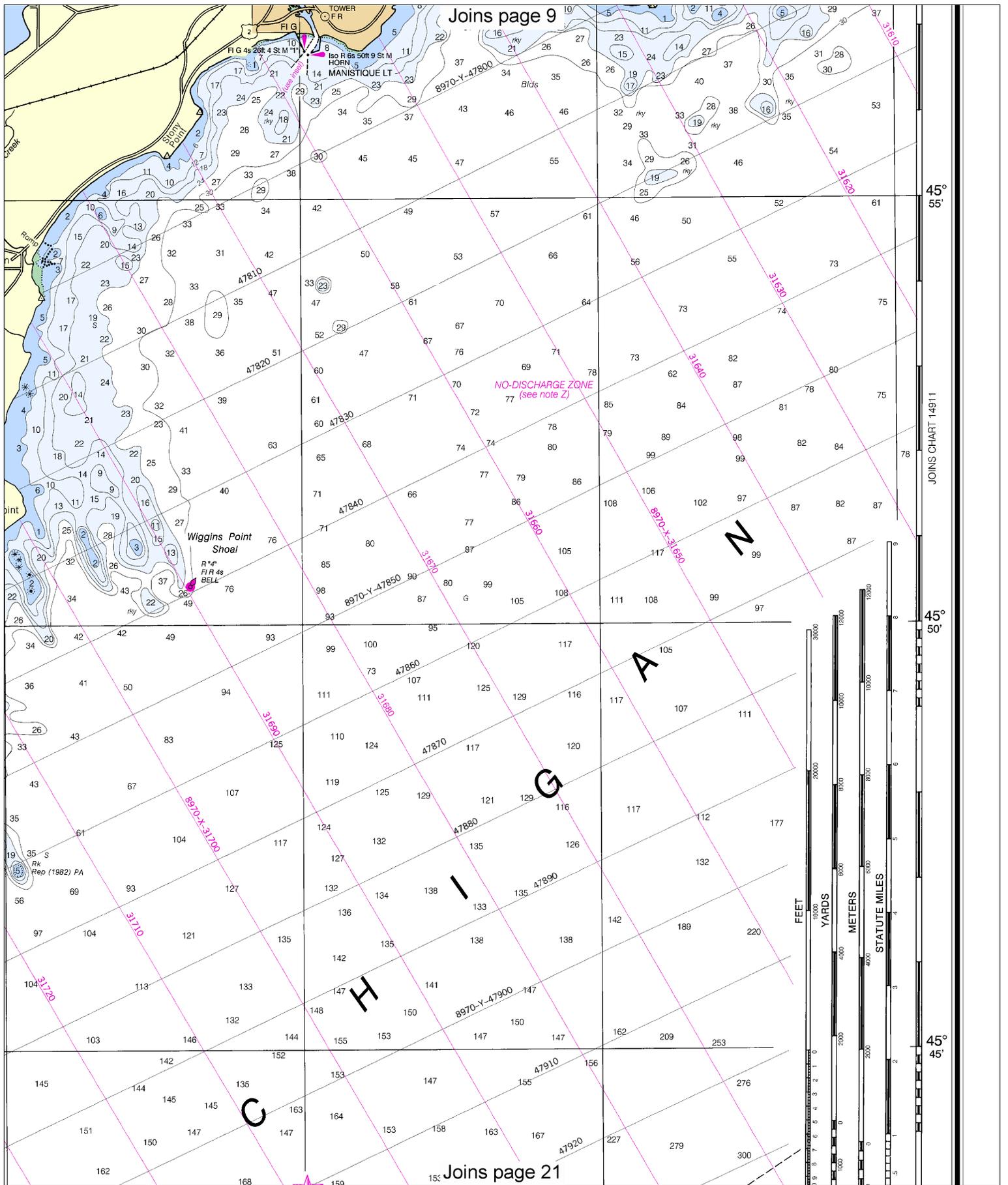


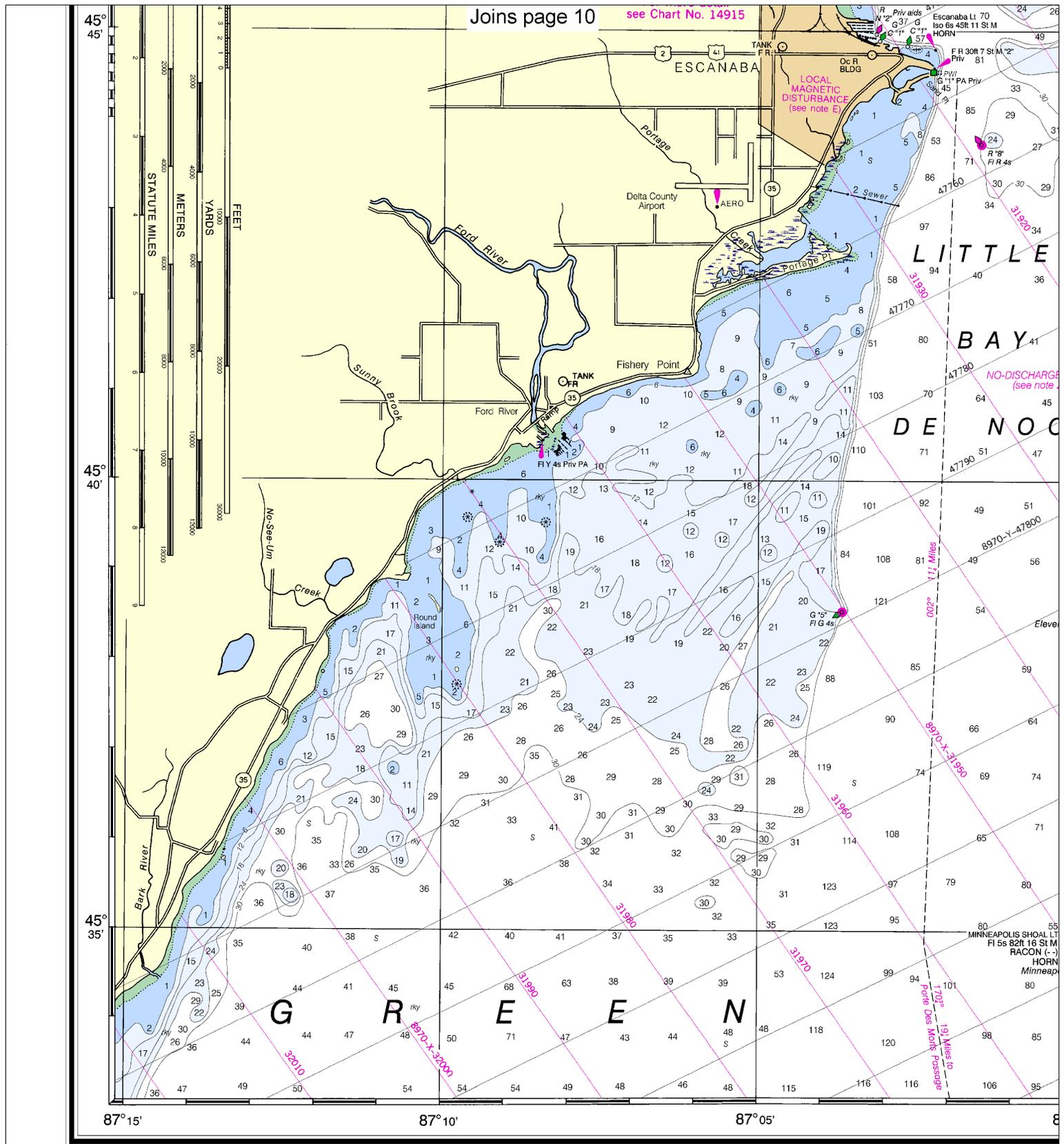


**14**

Note: Chart grid lines are aligned with true north.







Joins page 10 see Chart No. 14915

LOCAL MAGNETIC DISTURBANCE (see note E)

LITTLE BAY DE NOC

G R E E N

18th Ed., Mar./04 ■ Corrected through NM Mar. 20/04  
Corrected through LNM Mar. 9/04

**14908**  
LORAN-C OVERPRINTED

**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.

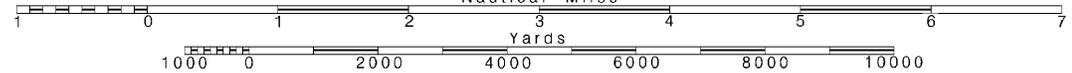
This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and the U.S. Navy encourage users to submit corrections, add or improve this chart to the Chief, Marine Chart Division (N/CMC), Service, NOAA, Silver Spring, Maryland 20910-3282.

**16**

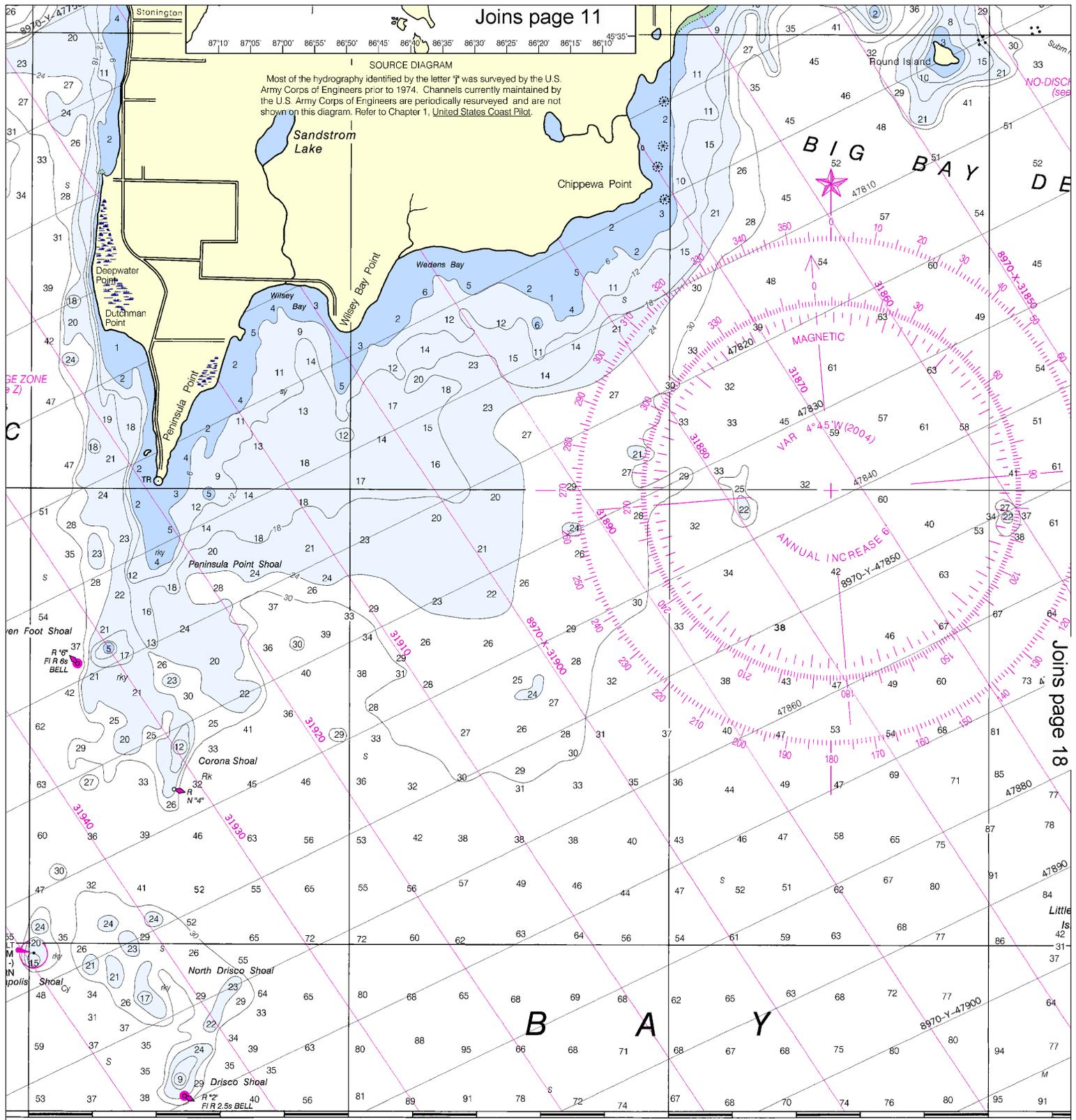
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



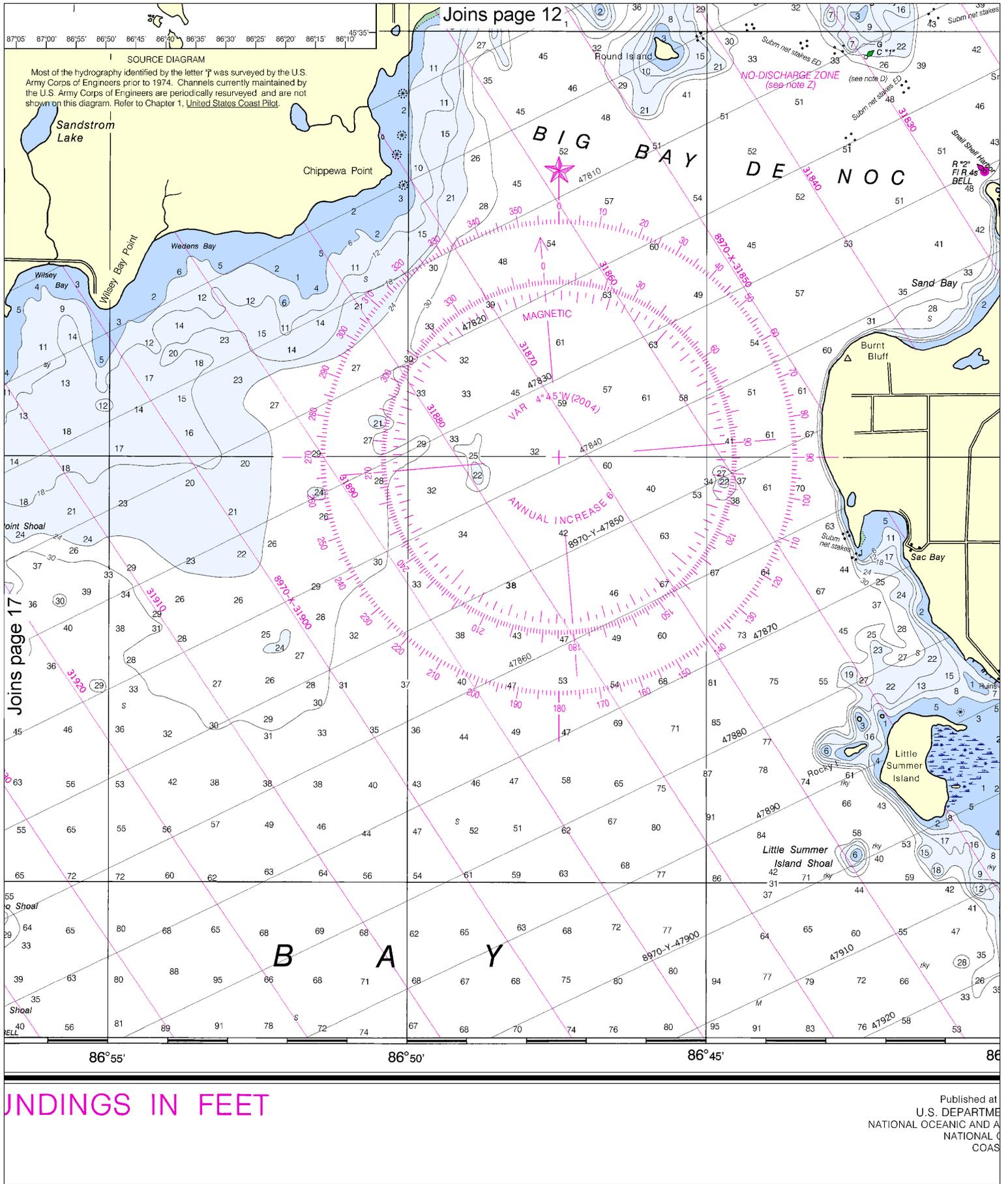
SOURCE DIAGRAM  
Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



87°00' JOINS CHART 14909 86°55' 86°50' 86°45'

navigation. The National  
ditions, or comments for  
V/CS2), National Ocean

# SOUNDINGS IN FEET

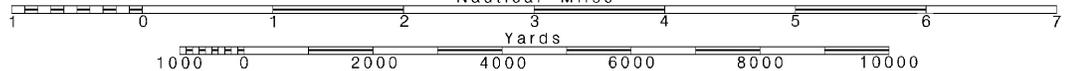


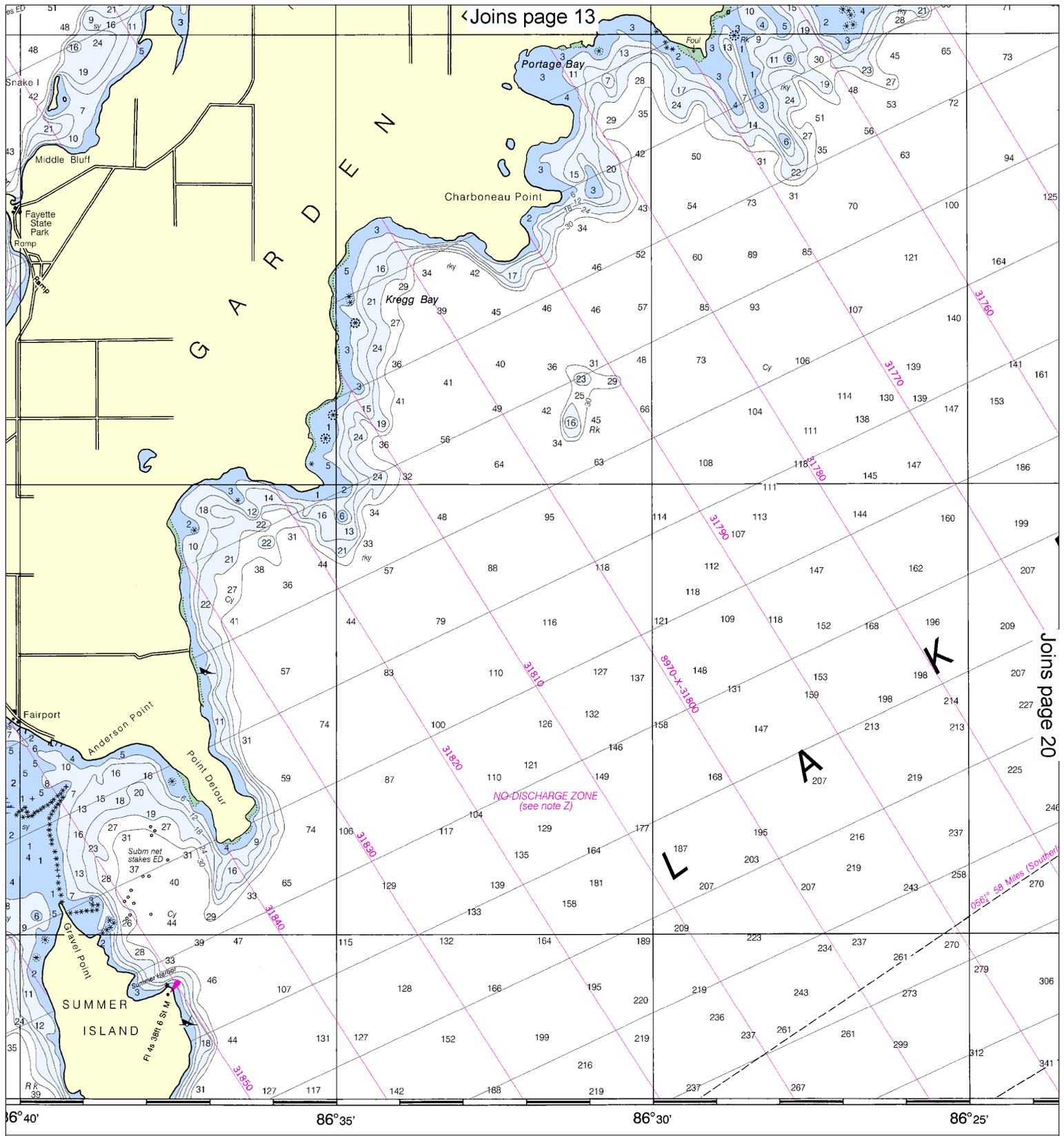
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
 Nautical Miles

See Note on page 5.



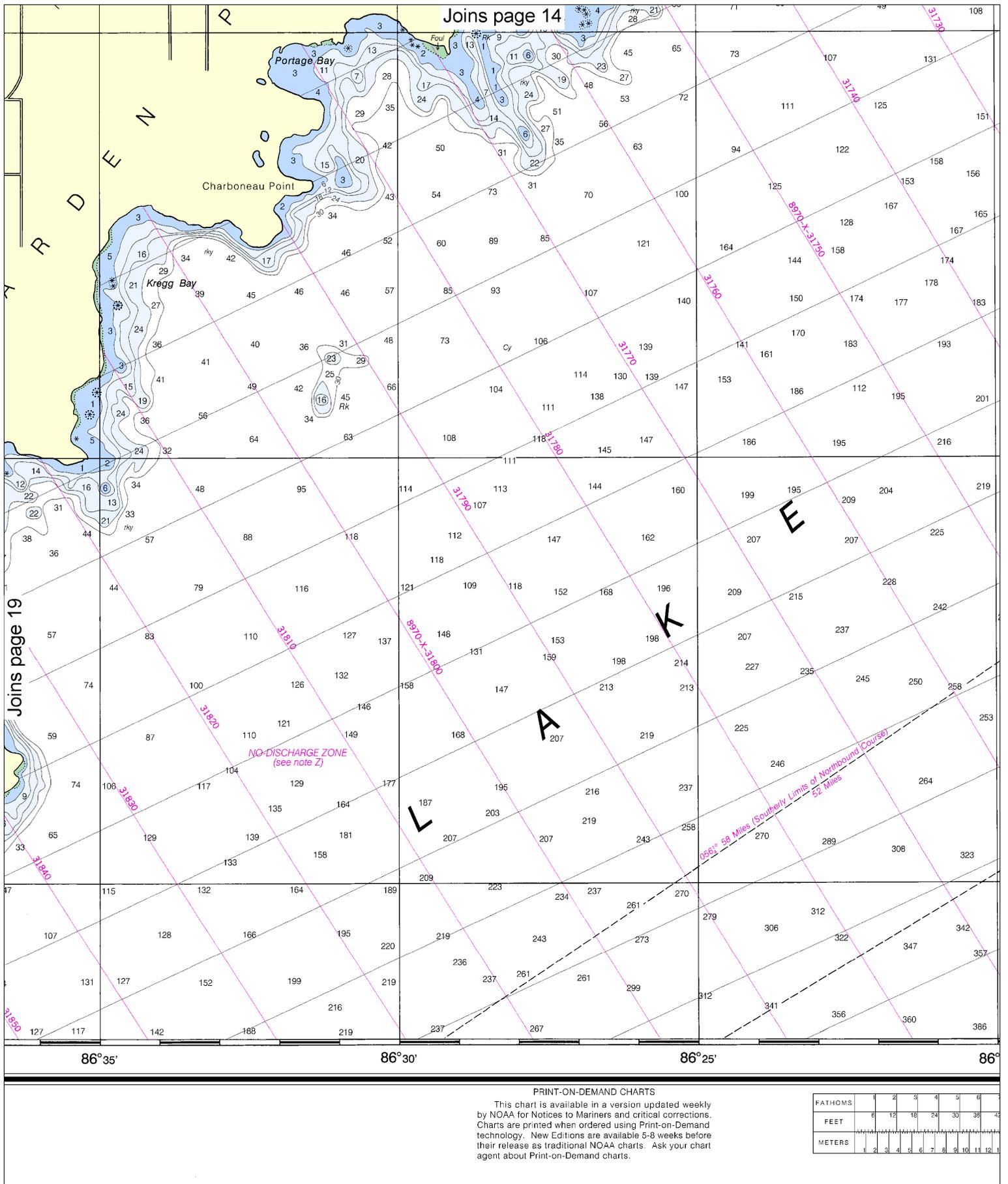


< Joins page 13

Joins page 20

Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

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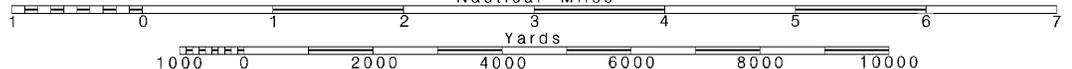


**20**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. **SCALE 1:80,000**  
Nautical Miles

See Note on page 5.







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!**



**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/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM\\_NM.html](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 Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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NOAA's Office of Coast Survey



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