

BookletChart™

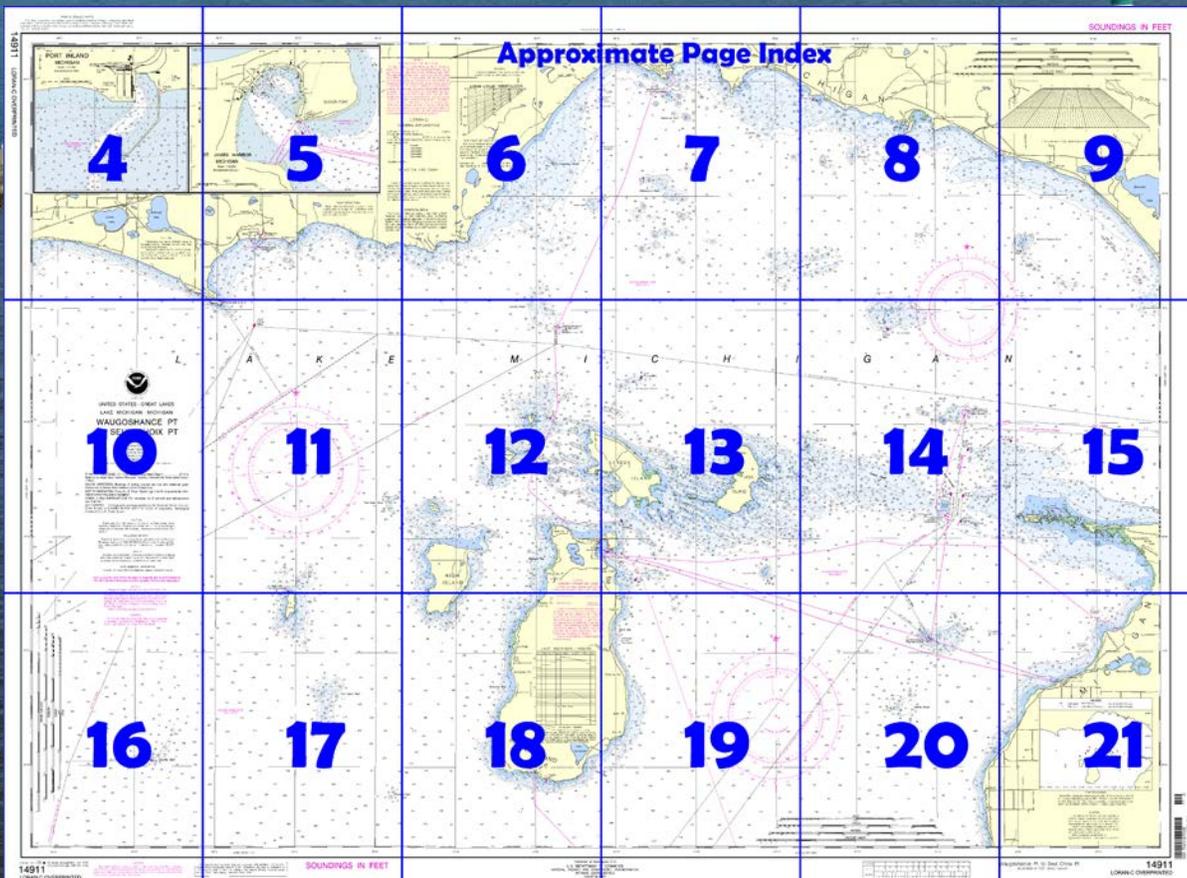
Waugoshance Point to Seul Choix Point NOAA Chart 14911



*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.

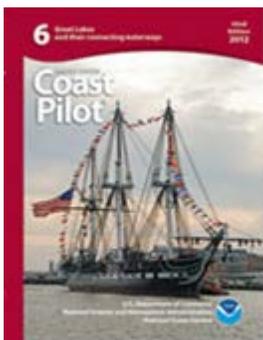
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14911>.



(Selected Excerpts from Coast Pilot)
Waugoshance Point (45°45.5'N., 85°00.6'W.) is a narrow strip of land jutting 2 miles west from the shoreline. Very shallow waters, rocks awash, and a group of small islands extend 3.5 miles W from the extremity of the point to just beyond **Waugoshance Island**. This area is the outcropping of an extensive bank that reaches 1.2 miles W and about 2 miles northwest from Waugoshance Island. The bank, with depths of 3 to 8 feet at the

outer end, is marked near the northwest extent by an abandoned lighthouse. Protective riprap extends 25 feet from the base of the

structure. The shoals north and west of the lighthouse, Grays Reef Passage, and the islands and shoals will be described later.

Sturgeon Bay is a broad bay open to the west between Waugoshance Point on the north and **Sturgeon Bay Point** on the south. The north part of the bay is filled with a shallow flat over rock bottom. A shoal with depths less than 6 feet extends 0.5 mile northwest from Sturgeon Bay Point.

An extensive area of off-lying islands and shoals is in Lake Michigan from the vicinity of Waugoshance Point southwest to Lighthouse Point.

A group of shoals about 4 miles long east and west has its N limit about 3.5 miles north of Waugoshance Island along the south side of the vessel route between the Straits of Mackinac and Grays Reef Passage. **Rose Shoal**, the southernmost of the group, has a least depth of 11 feet 2.6 miles north-northwest of Waugoshance Island. Bordering the south side of the vessel route, **New Shoal No. 1**, the easternmost of the group, has a depth of 14 feet over boulders. **New Shoal No. 3**, the westernmost of the group, has a least depth of 16 feet. A lighted bell buoy at the northwest end of the shoal marks the east side of the route through Grays Reef Passage. **New Shoal No. 2**, midway between the other two, has a least depth of 17 feet and is marked on the north side by a lighted buoy.

White Shoal, 6.2 miles northwest of Waugoshance Island, is about 2 miles long east and west. The west end of the shoal is awash. **White Shoal Light** (45°50'30"N., 85°08'08"W.), 125 feet above the water, is shown from a conical crib with red and white spiral bands on the E end of the shoal; a sound signal and a radar beacon (Racon) are at the light. Riprap extends 25 feet from the base of the light and it should not be passed close aboard even by shallow-draft vessels. A buoy marks the west end of White Shoal. An 18-foot shoal is 0.8 mile northwest of the buoy, and several shoal spots with depths of 20 to 30 feet are close around White Shoal.

Simmons Reef, about 5 miles northwest of White Shoal, is about 2.8 miles long east and west and 1.6 miles wide. The reef has a rock awash near its center and depths of 3 to 6 feet scattered over a large area. The reef is dangerous in that it is composed of boulders that make up quickly from deep water. A lighted bell buoy marks the south side of the reef.

Fagan Reef, 3 miles northwest of Simmons Reef, is about 4 miles long and 2 miles wide. It has numerous shoal spots with depths less than 24 feet and a least depth of 10 feet at its west end.

St. Helena Island and Shoal, Manitou Paymen Shoal, and other shoals along the north shore are discussed with the north shore of Lake Michigan.

Vienna Shoal, with a least depth of 12 feet, is 2.4 miles west-northwest of Waugoshance Island on the east side of Grays Reef Passage. **East Shoal**, 1.4 miles south-southwest of Vienna Shoal, has a least depth of 17 feet. A lighted buoy on the west end of the shoal marks the east side of the dredged channel through Grays Reef Passage.

Grays Reef is an extensive area of shallow water over rocks that extends from Grays Reef Passage W for 8.5 miles to Hog Island. The reef has depths ranging from rocks awash to 18 feet.

Grays Reef Passage, between Vienna Shoal and East Shoal on the E and Grays Reef on the W, is the main route for vessels drawing less than 25 feet between the Straits of Mackinac and harbors south in Lake Michigan. The passage is obstructed at the center by **Middle Shoal**, with a depth of 17 feet, and by a bank with depths of 21 to 25 feet and a dumping ground close north of Middle Shoal.

**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

Corrected through NM Oct. 15/05
Corrected through LNM Oct. 11/05

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio 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.
Newberry, MI WNG-576 162.450 MHz
Sault Ste Marie, MI KIG-74 162.550 MHz

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

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)

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

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.

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.

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 1902 must be corrected an average of 0.657' southward and 0.897' westward to agree with this chart.

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

NOTE 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 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/vsdncozone.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

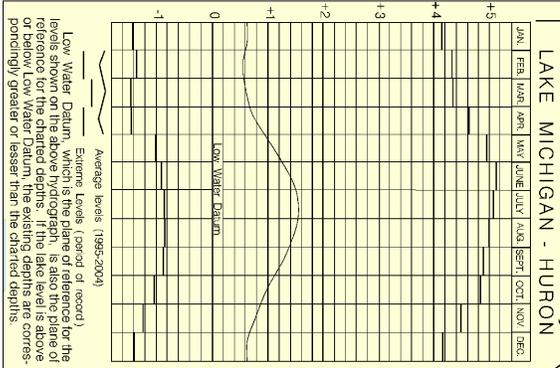
RATES ON THIS CHART
8970-X 8970-Y
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

SOURCE DIAGRAM
Most of the hydrography identified by the letter "I" 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
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.

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



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

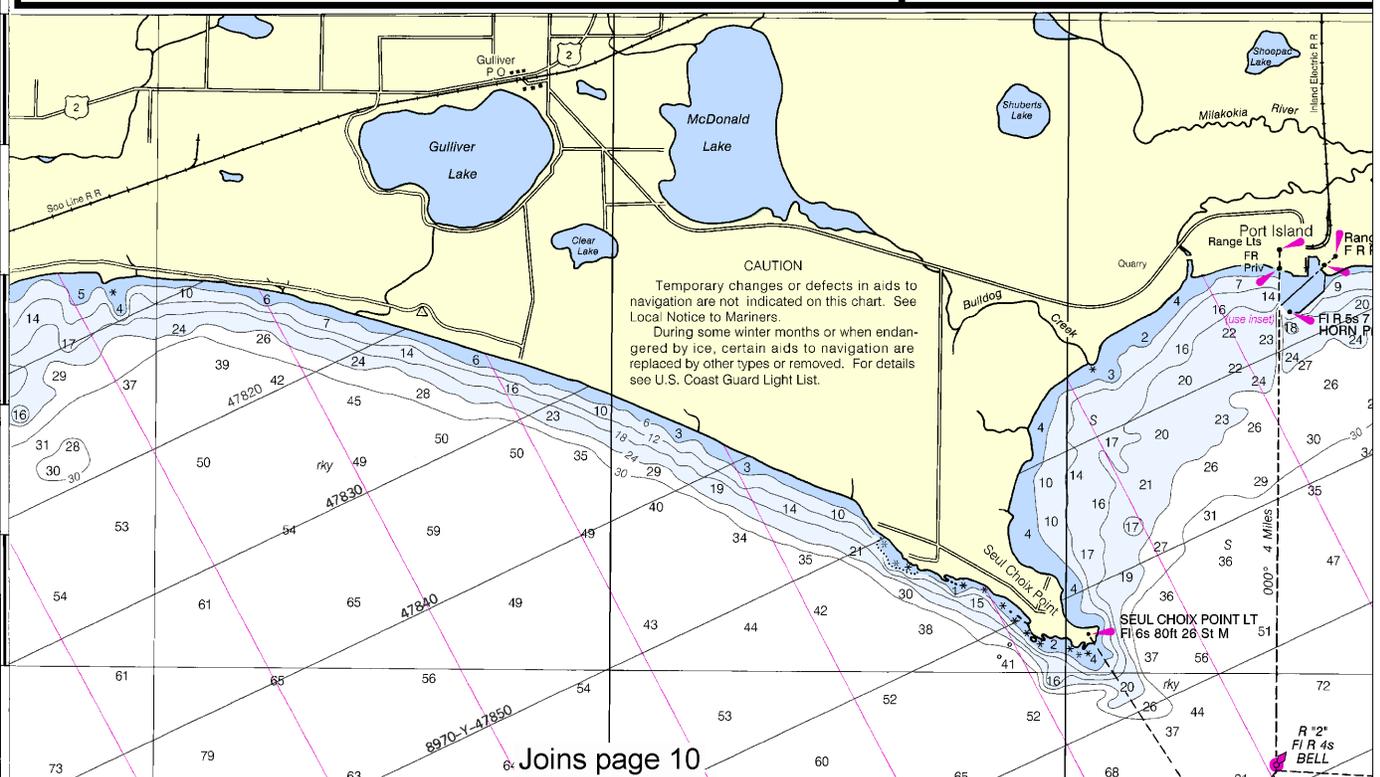
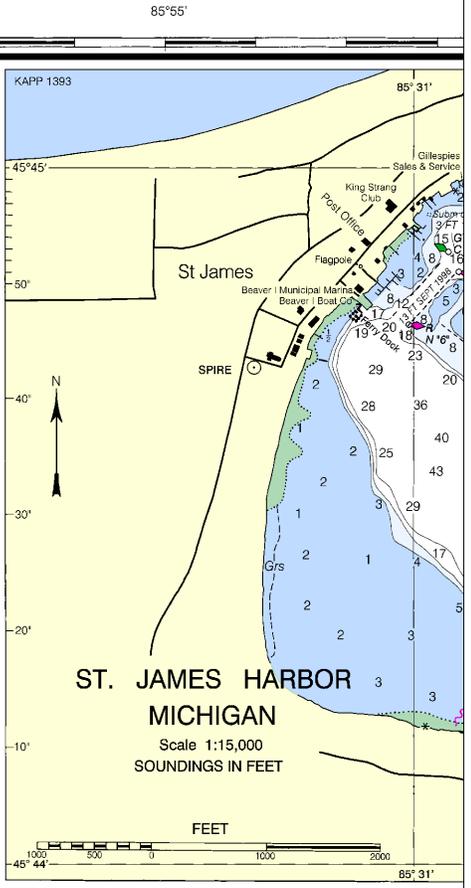
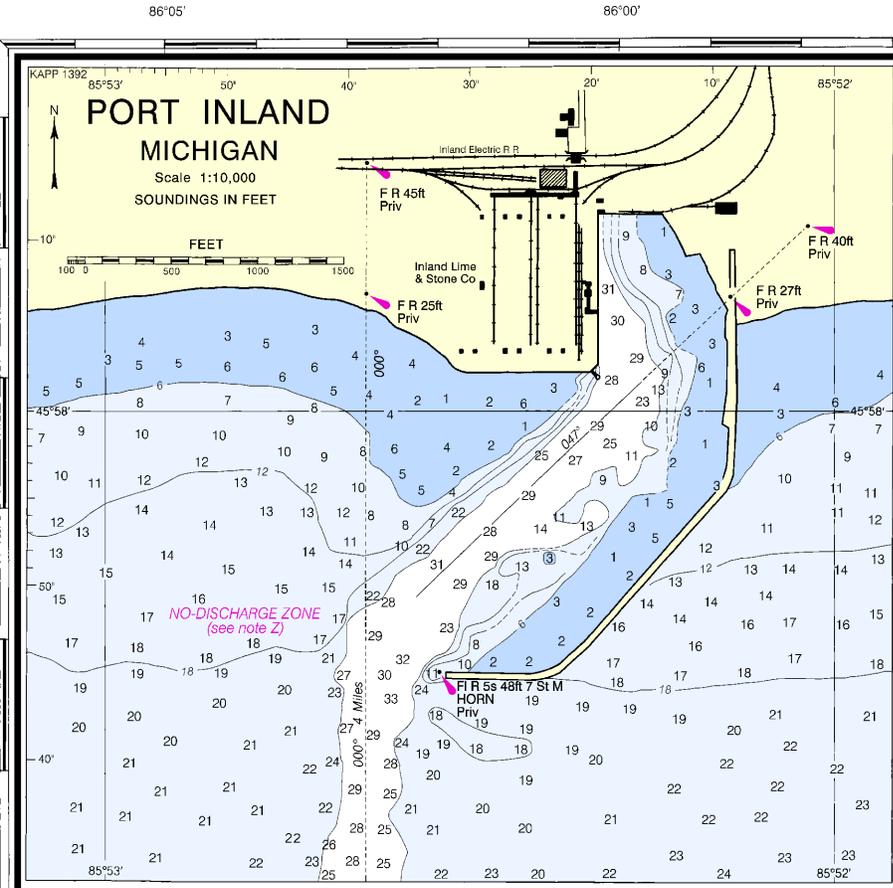
SAILING DIRECTIONS Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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).

PRINT-ON-DEMAND CHARTS

This chart is available in a version 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.

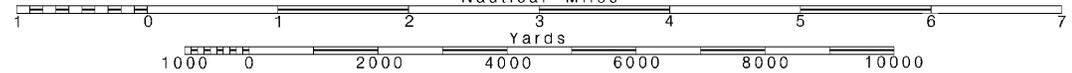
14911 LORAN-C OVERPRINTED



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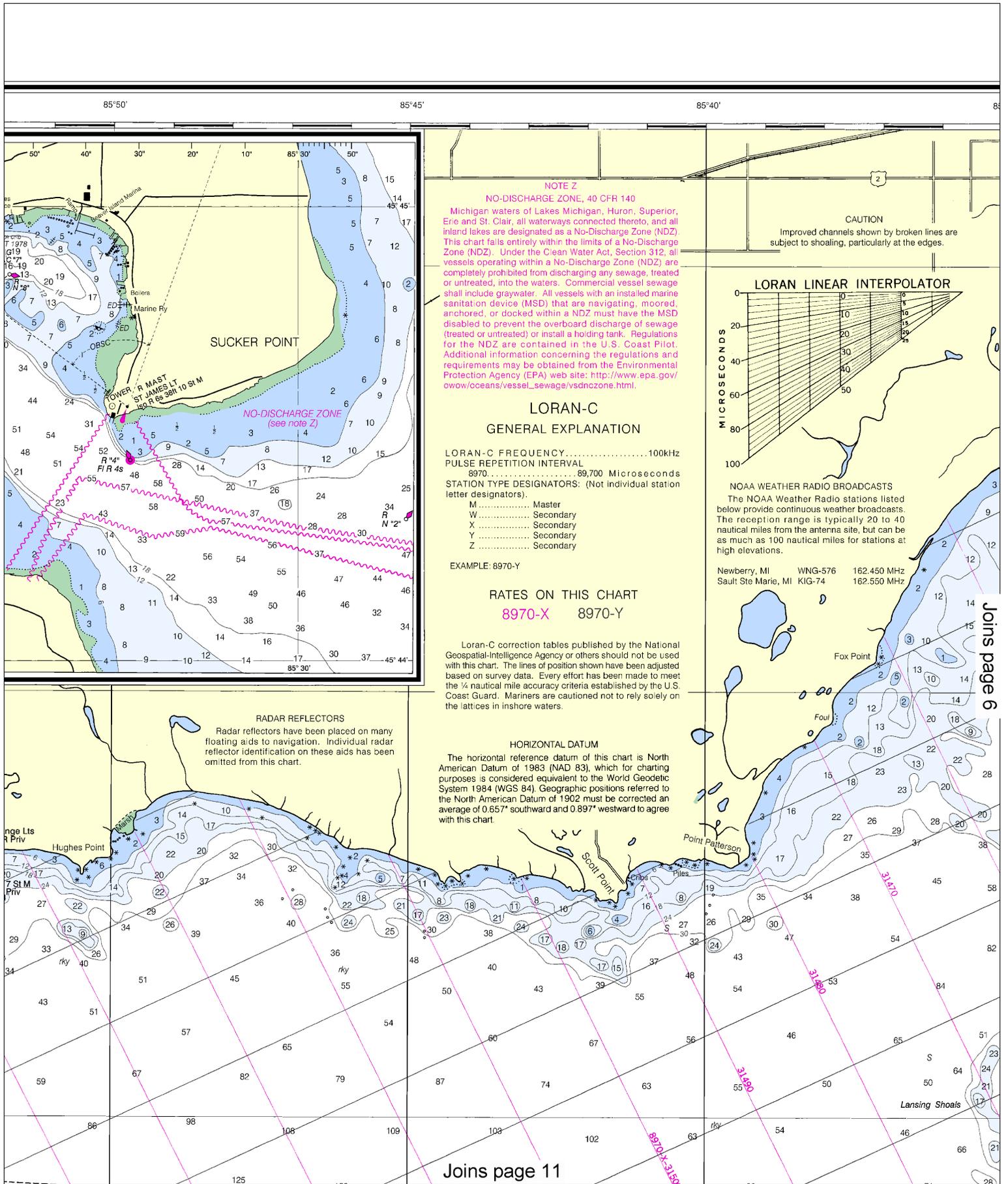
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See Note on page 5.



Note: Chart grid lines are aligned with true north.

4

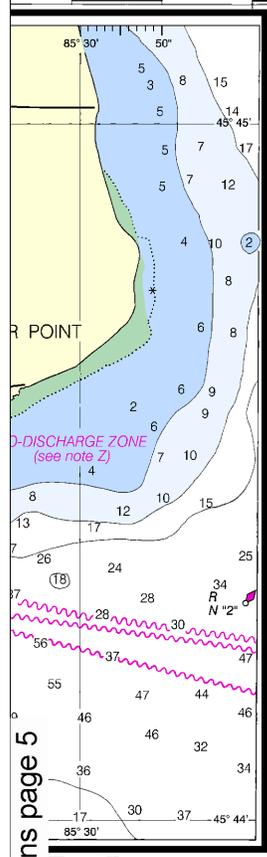


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

85°45'

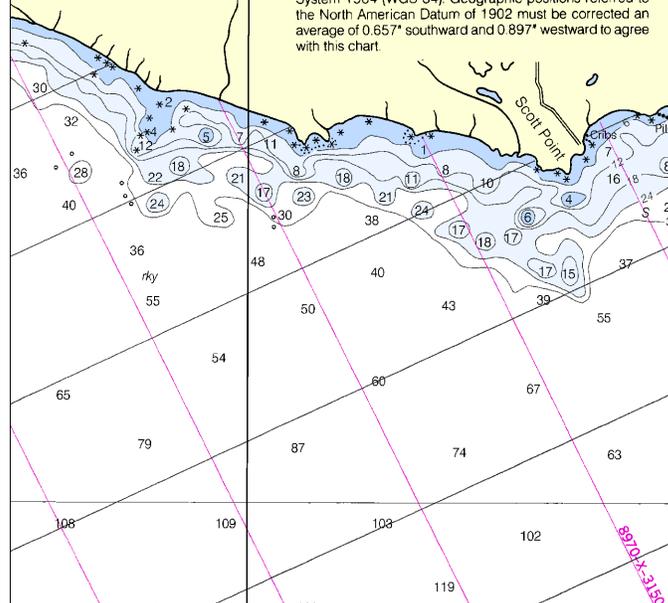
85°40'

85°35'



Joins page 5

RADAR REFLECTORS
 Reflectors have been placed on many shoals to navigation. Individual radar identification on these aids has been shown in this chart.



NOTE Z
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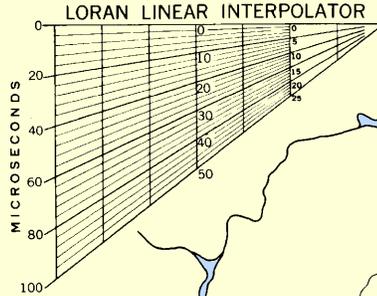
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NOAA WEATHER RADIO BROADCASTS
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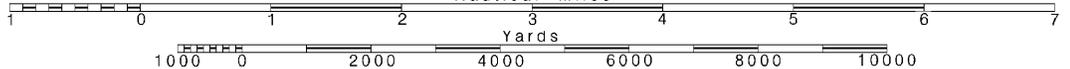
Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz

Joins page 12

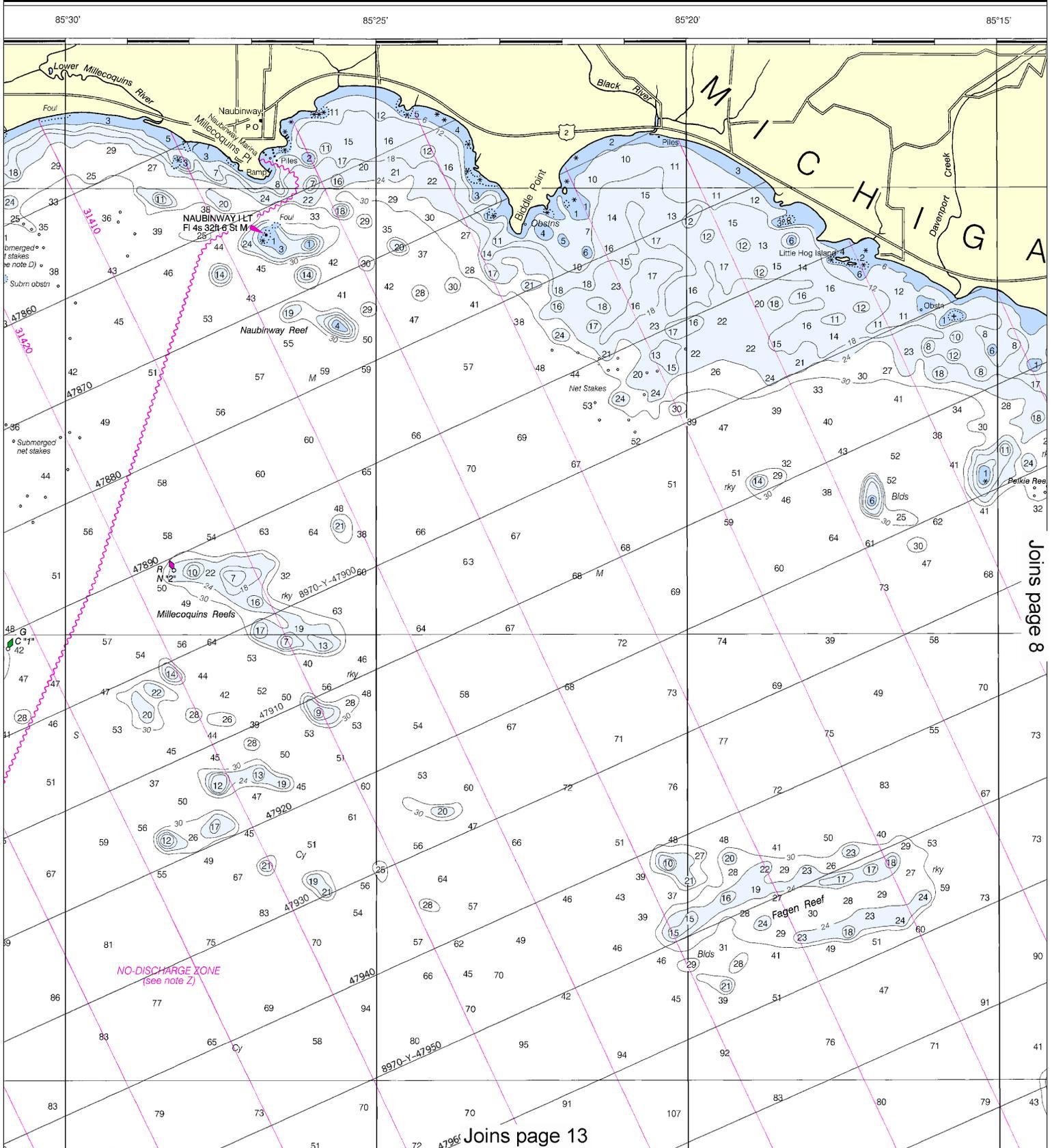
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SCALE 1:80,000
 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

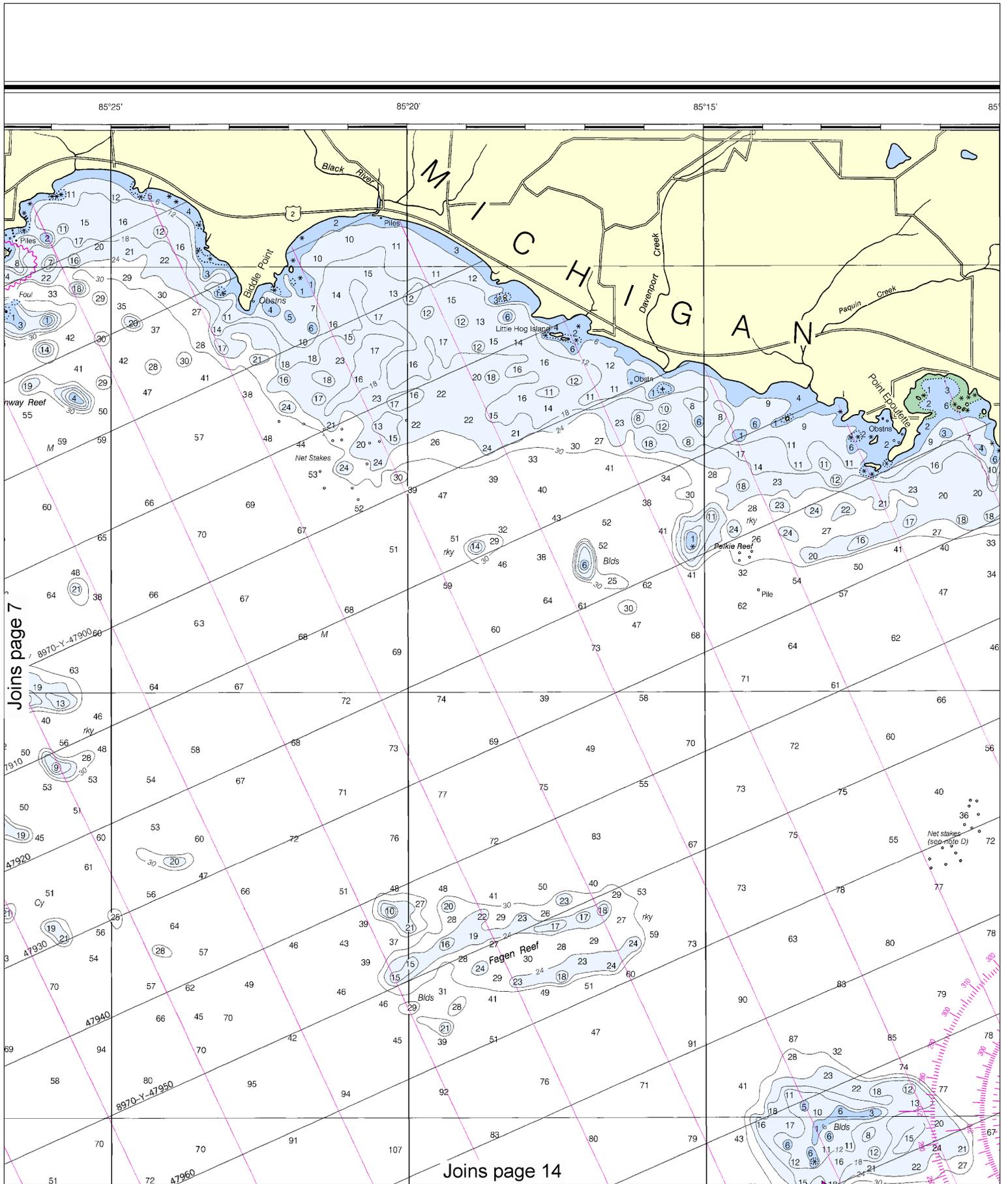


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Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 5012 12/11/2012,
 NGA Weekly Notice to Mariners: 5012 12/15/2012,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.





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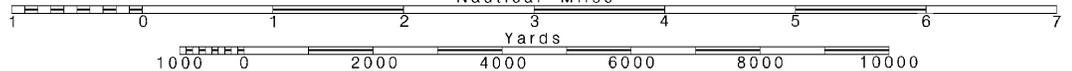
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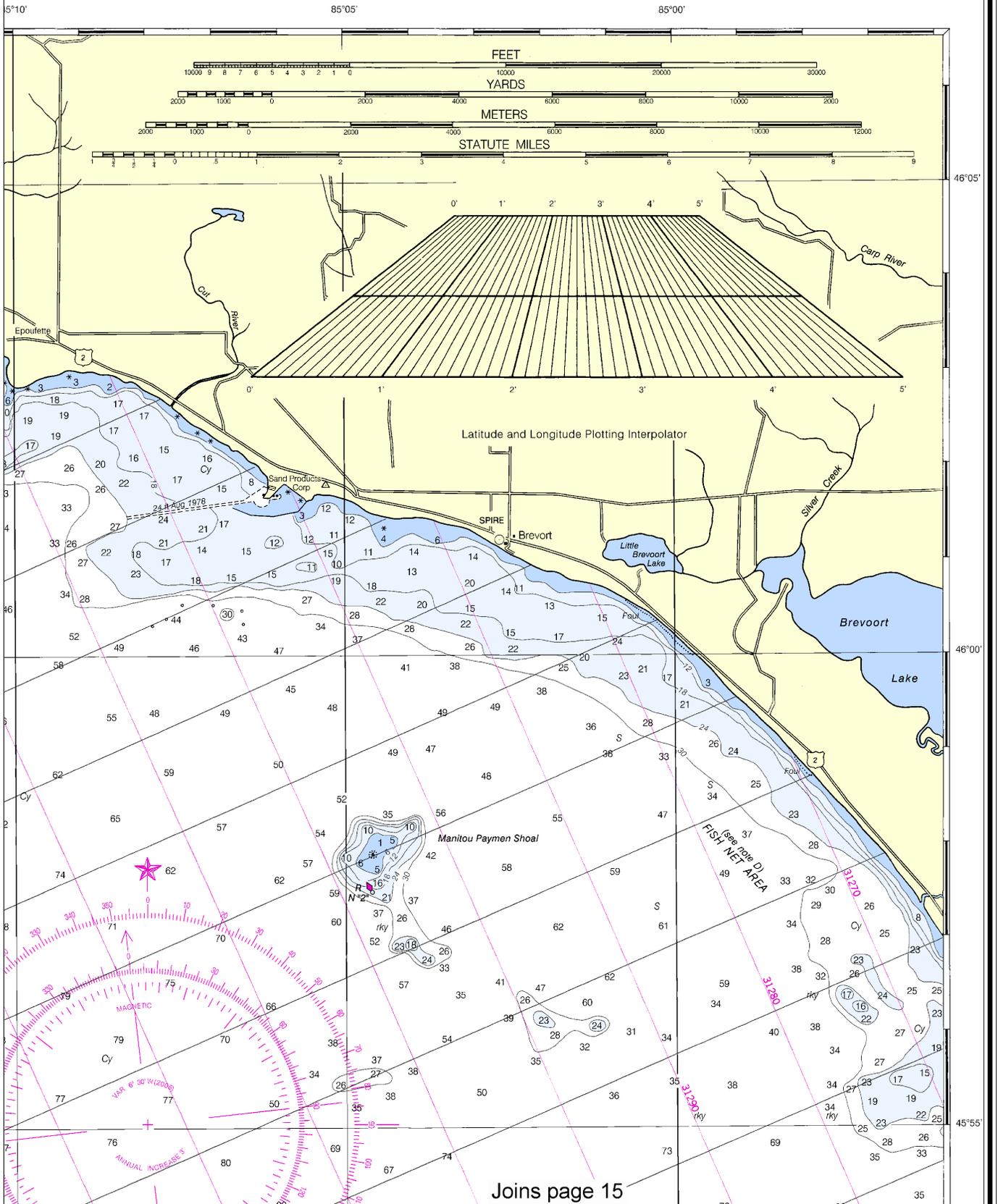
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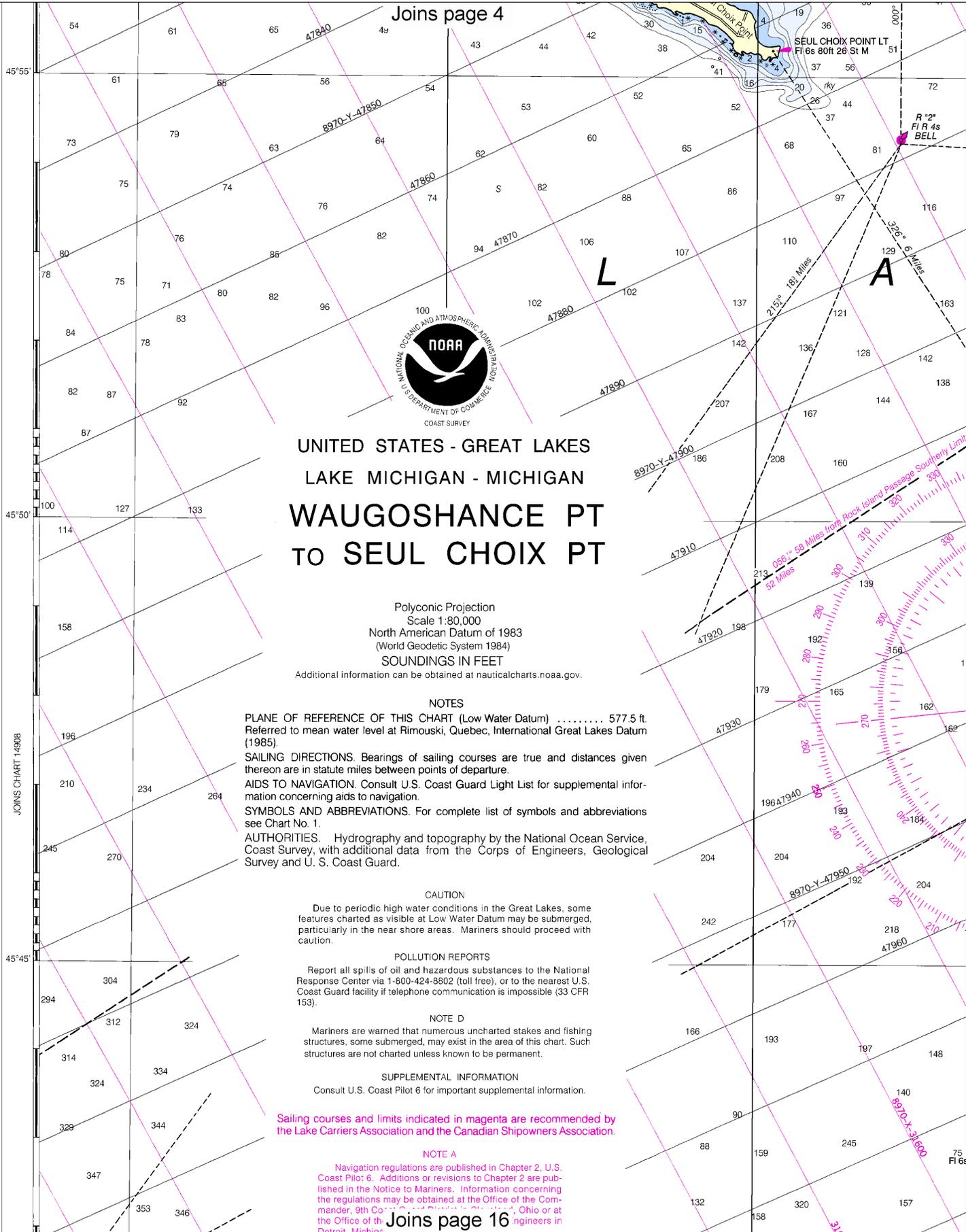
Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET





UNITED STATES - GREAT LAKES
 LAKE MICHIGAN - MICHIGAN
**WAUGOSHANCE PT
 TO SEUL CHOIX PT**

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.

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.
 SYMBOLS AND ABBREVIATIONS. For 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 and U. S. Coast Guard.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

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

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.

SUPPLEMENTAL INFORMATION

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

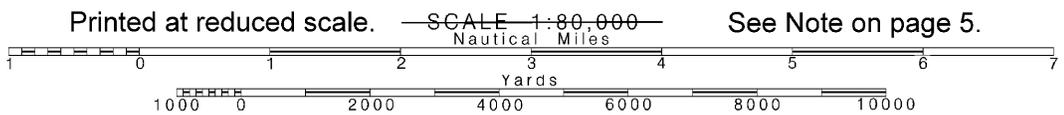
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A

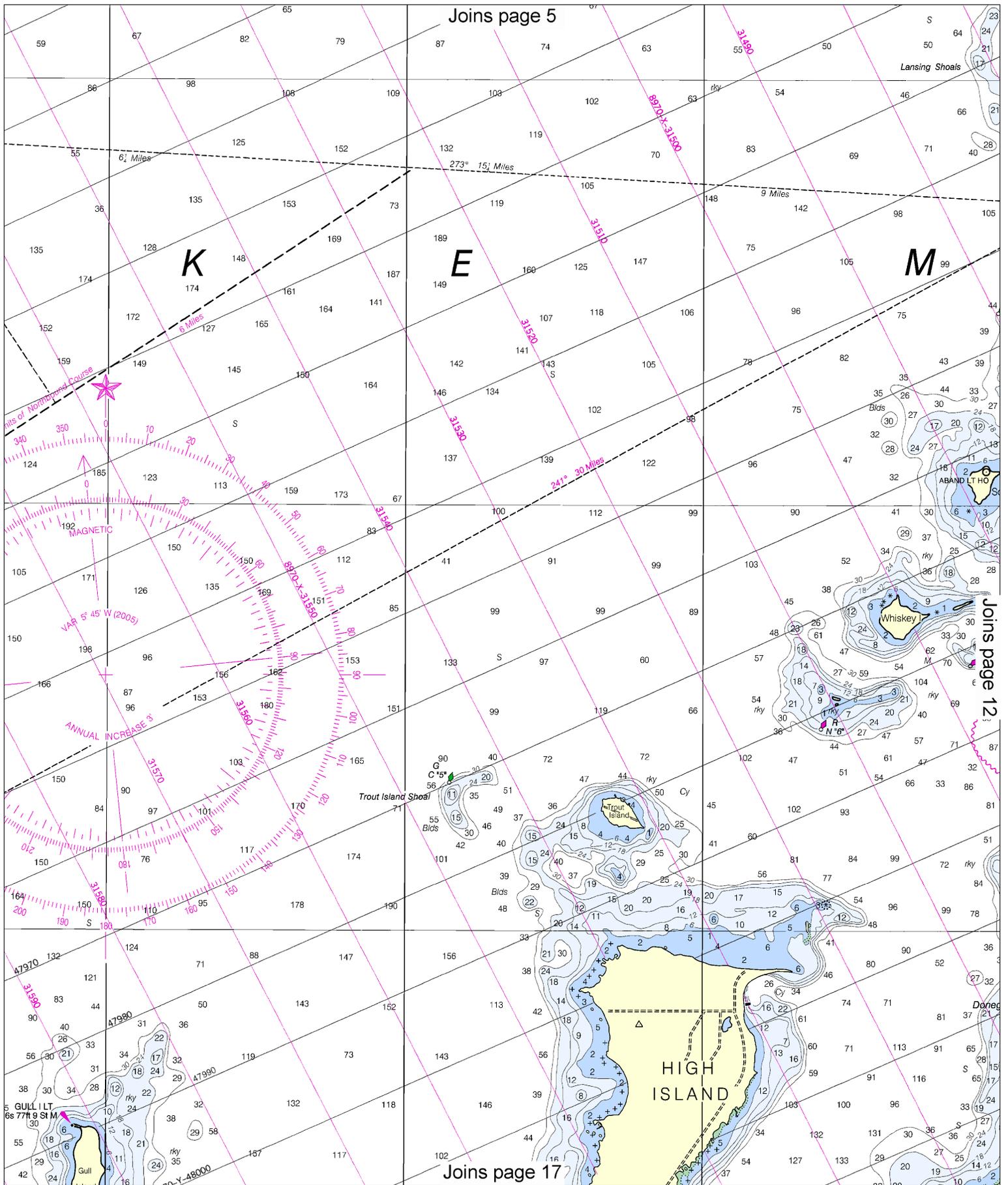
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast District, Cleveland, Ohio or at the Office of the Coast District Commander, Detroit, Michigan.

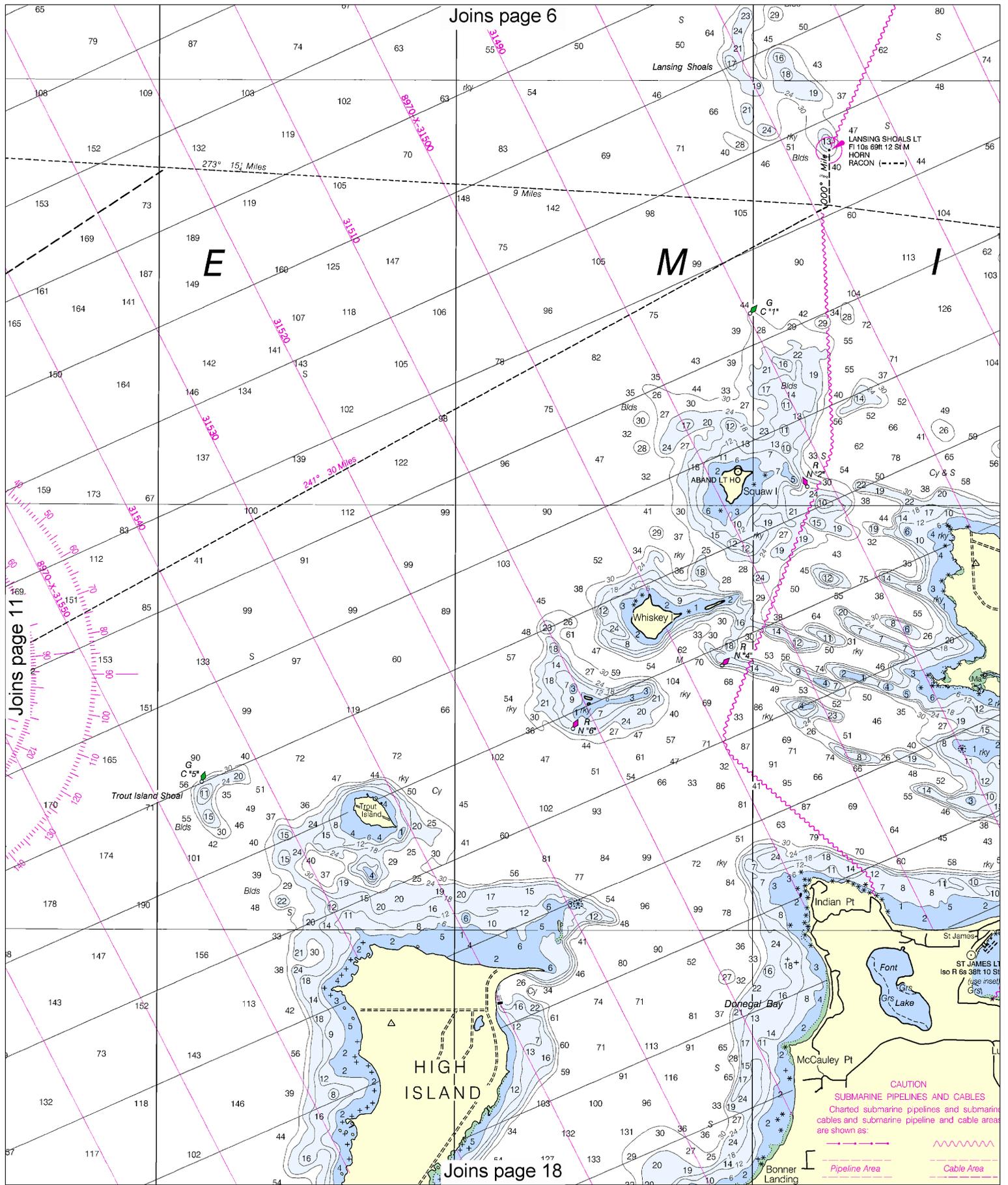


Note: Chart grid lines are aligned with true north.



See Note on page 5.





12

Note: Chart grid lines are aligned with true north.

See Note on page 5.

Joins page 7

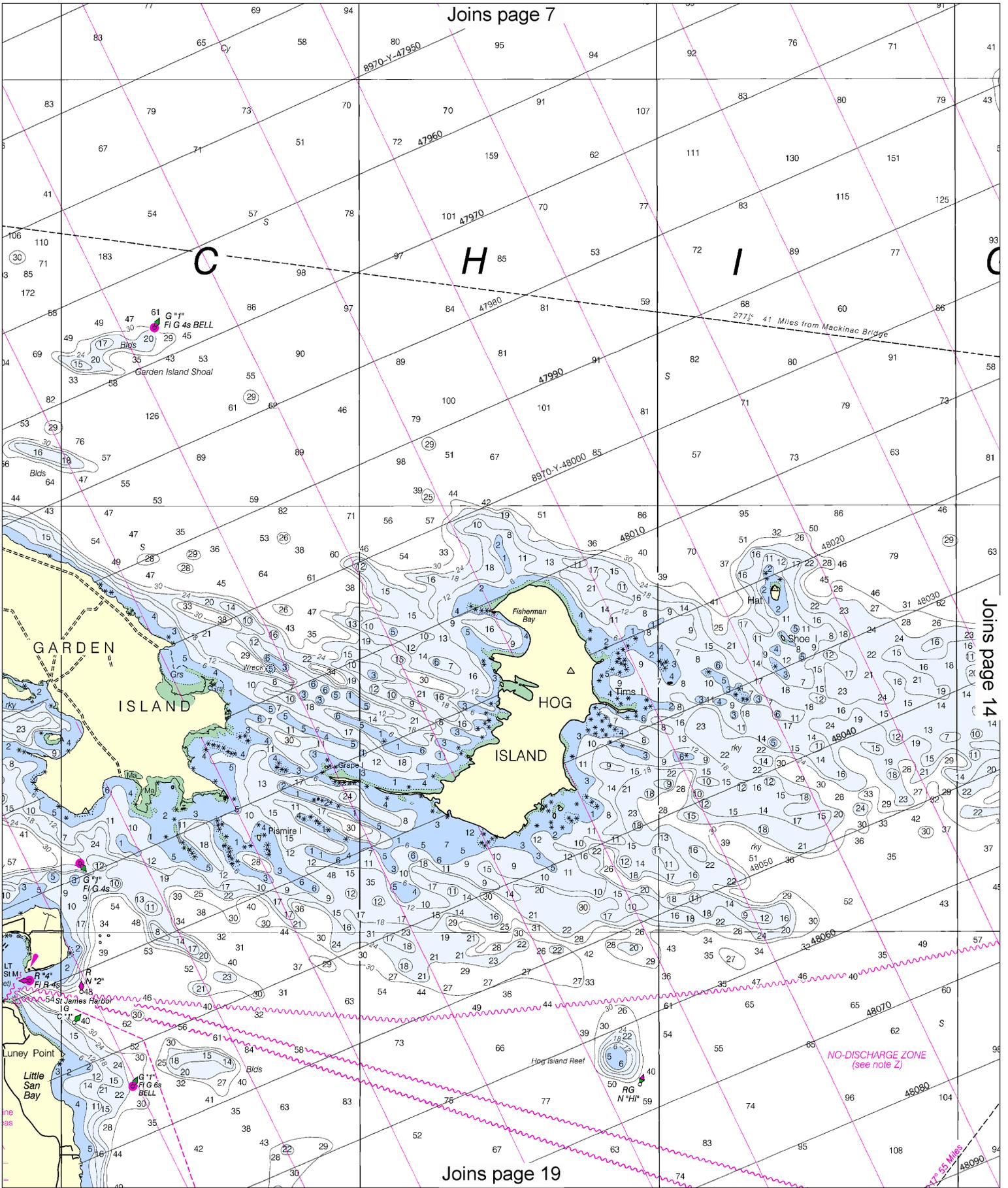
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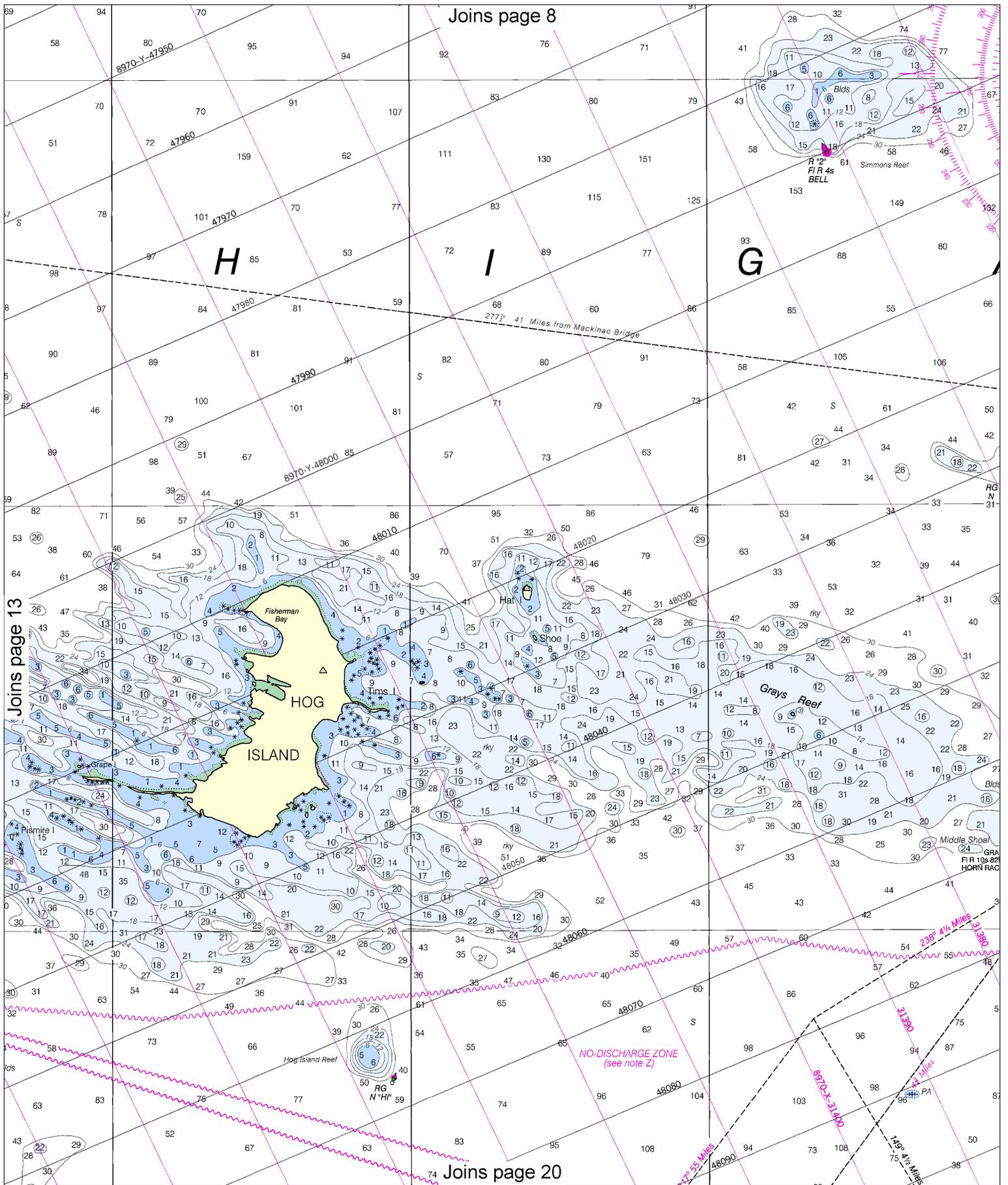
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I

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Joins page 19





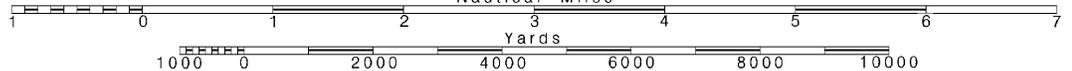
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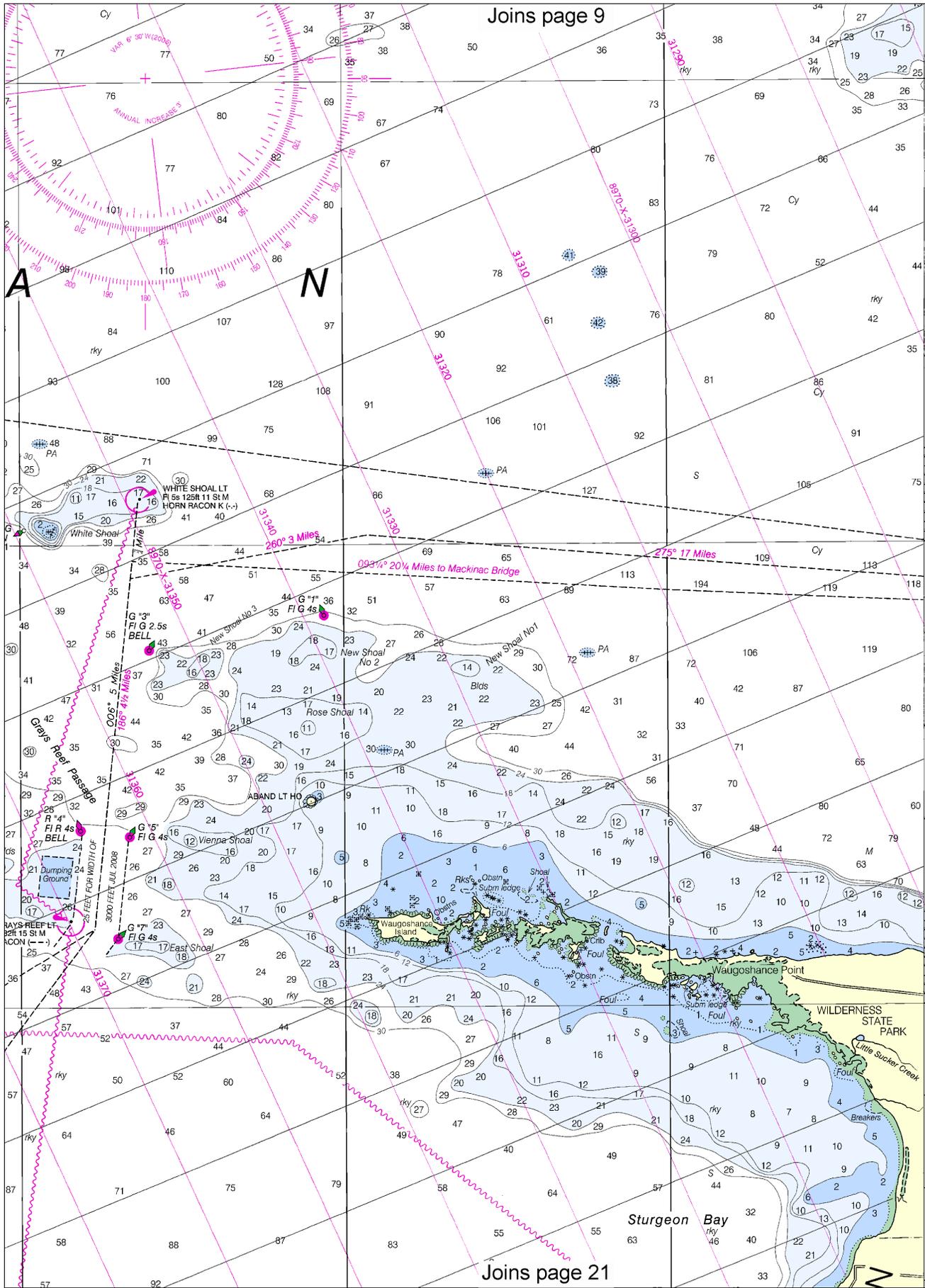
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





JOINS CHART 14881

Joins page 10

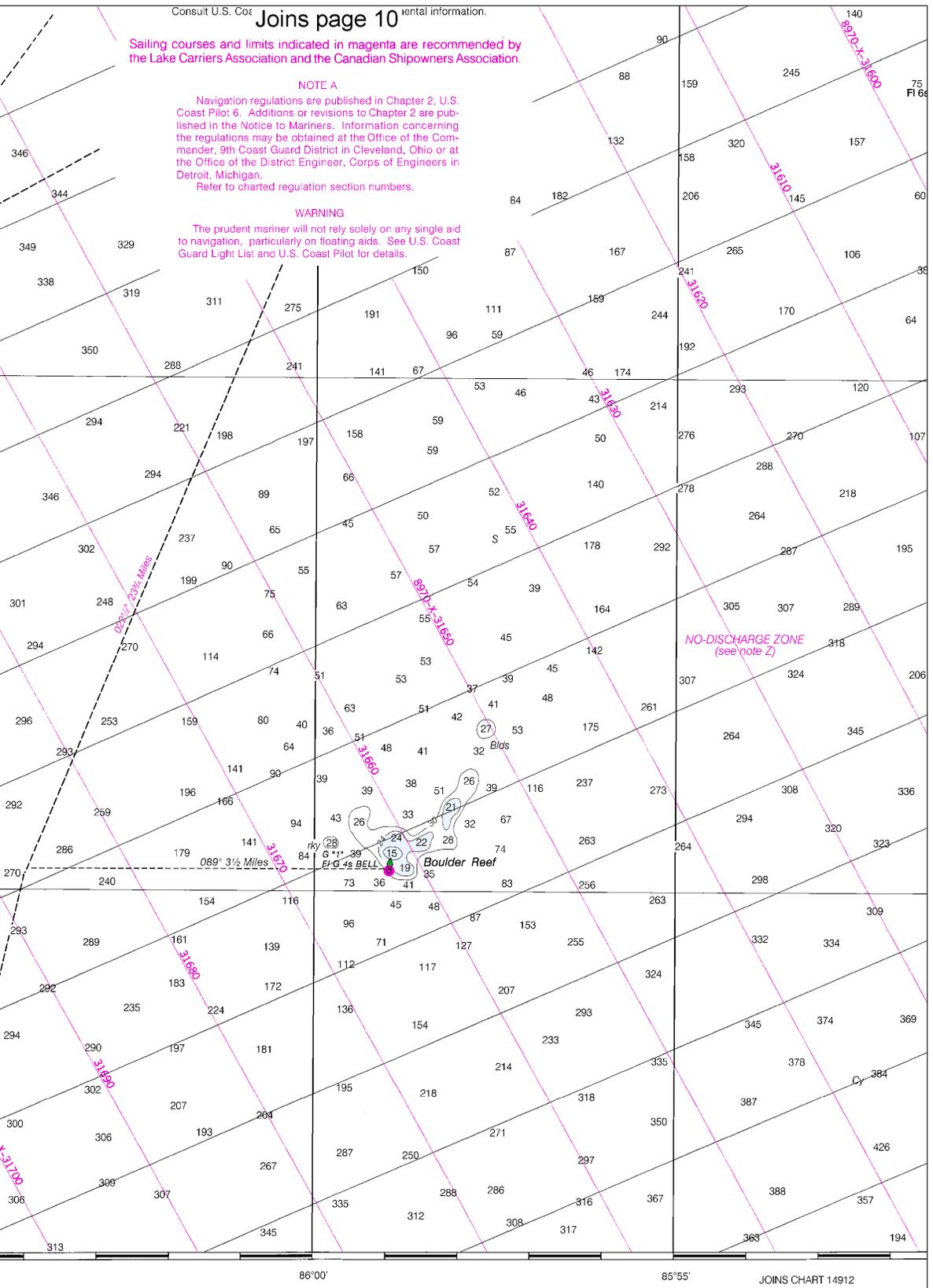
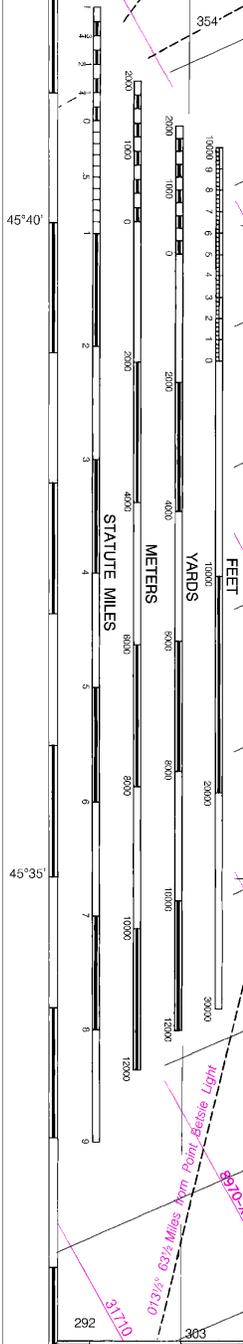
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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.

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.



NO-DISCHARGE ZONE (see note Z)

21st Ed., Oct./05 ■ Corrected through NM Oct. 15/05
Corrected through LNM Oct. 11/05
14911
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. Ocean Service encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

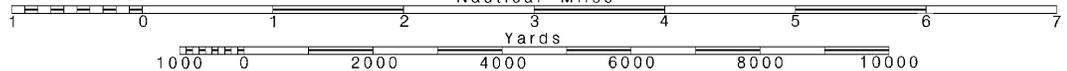
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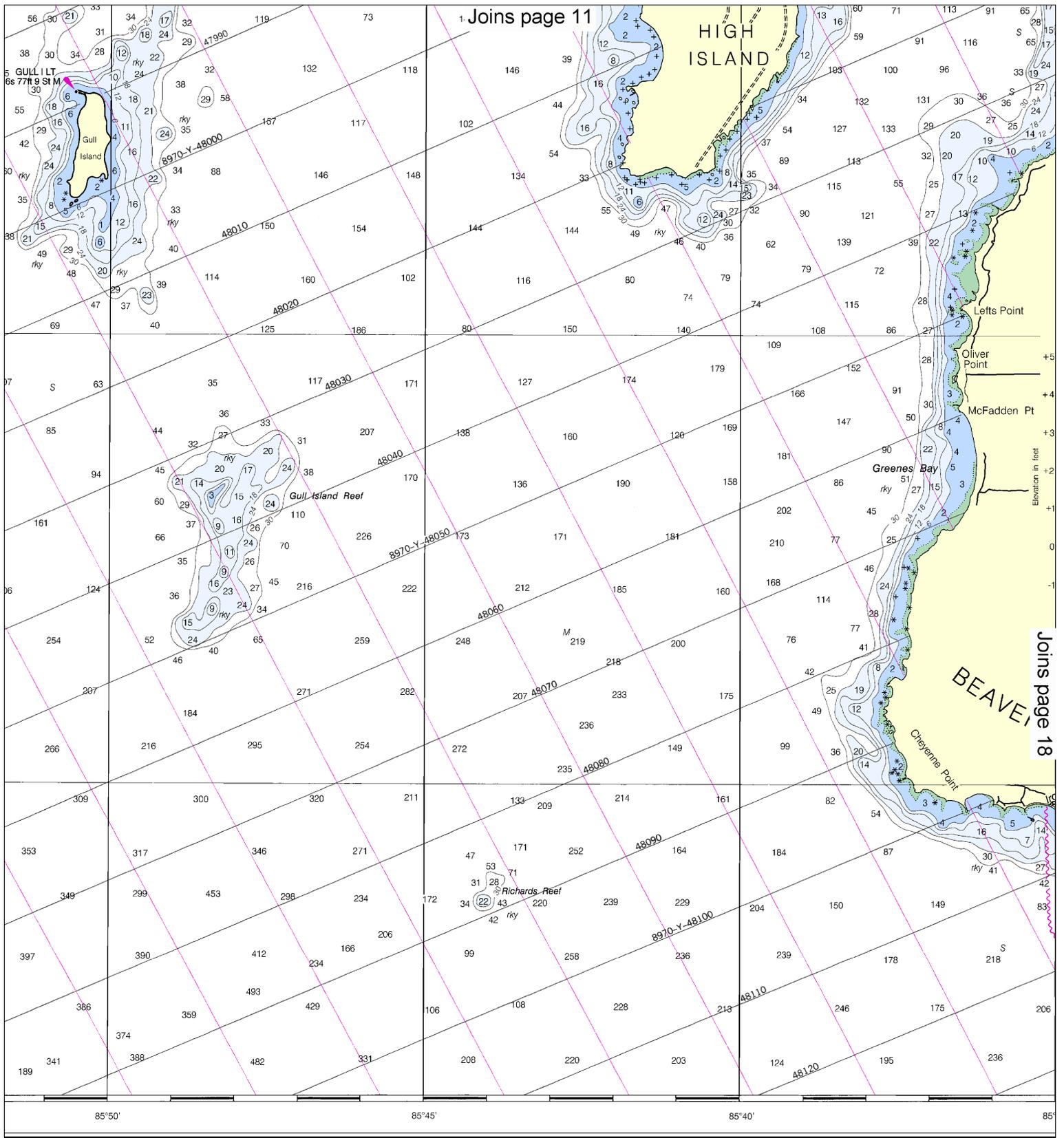
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

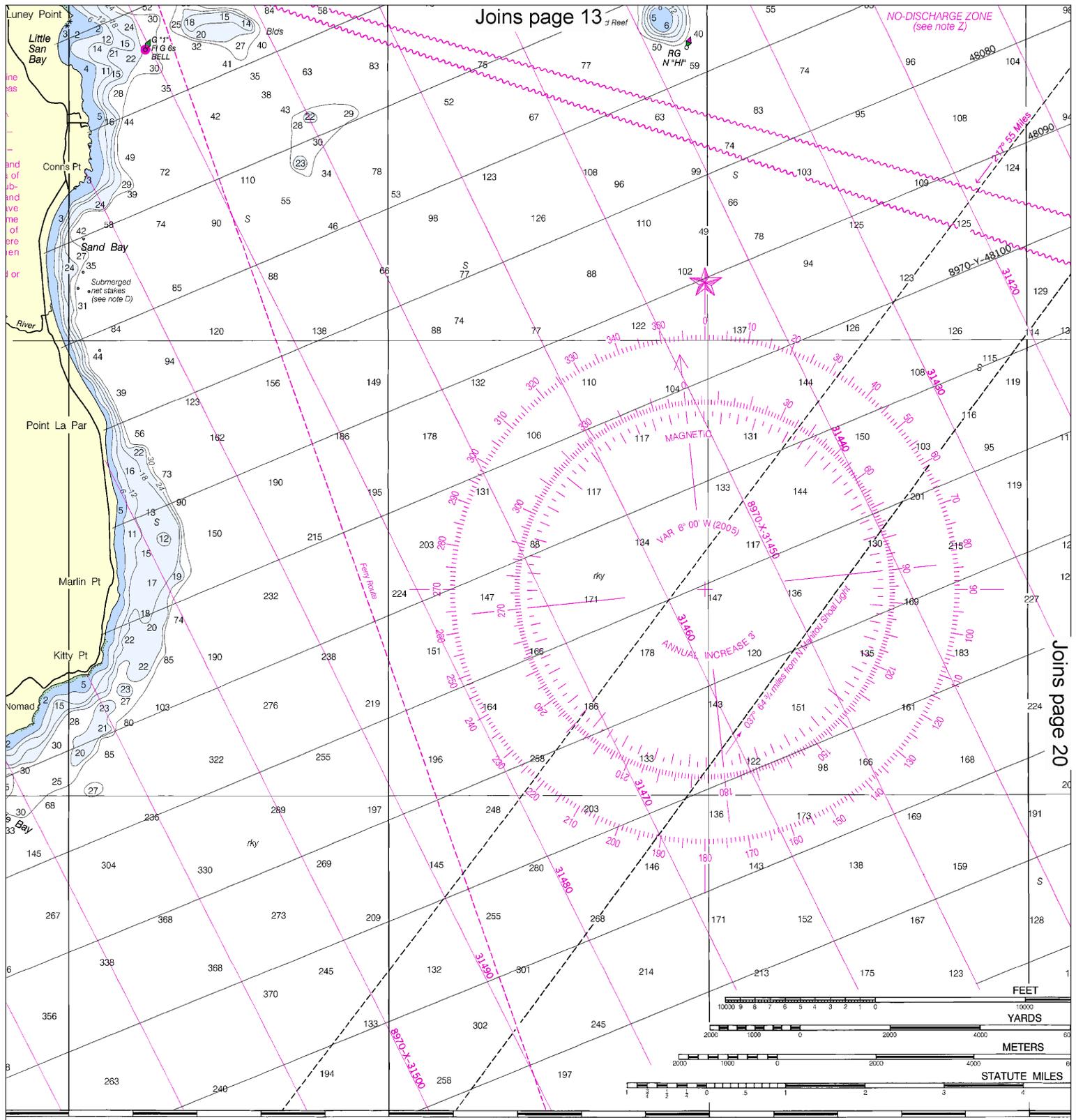
See Note on page 5.





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 comments for
 National Ocean

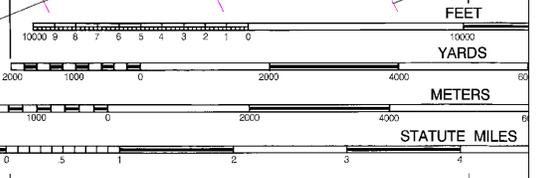
SOUNDINGS IN FEET



Joins page 13

NO-DISCHARGE ZONE
(see note Z)

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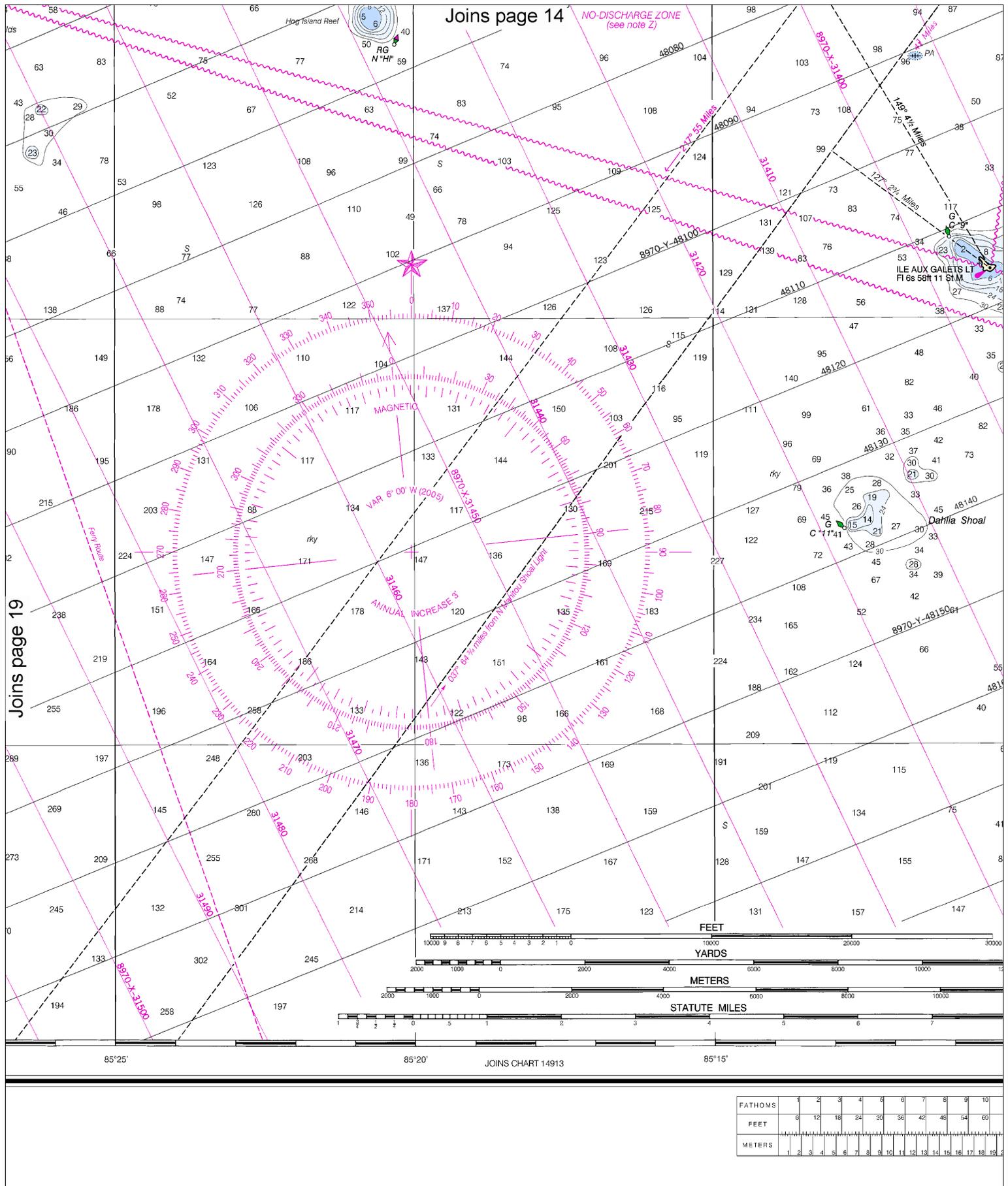


85°30' 85°25' 85°20' 85°15'

JOINS CHART 14913

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

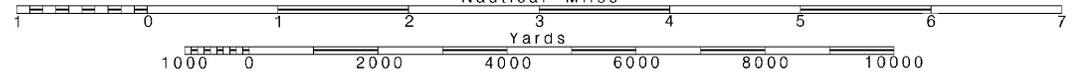
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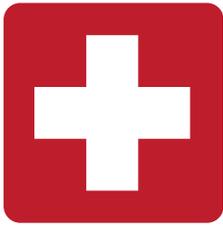


Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





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
- 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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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



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