

BookletChart™

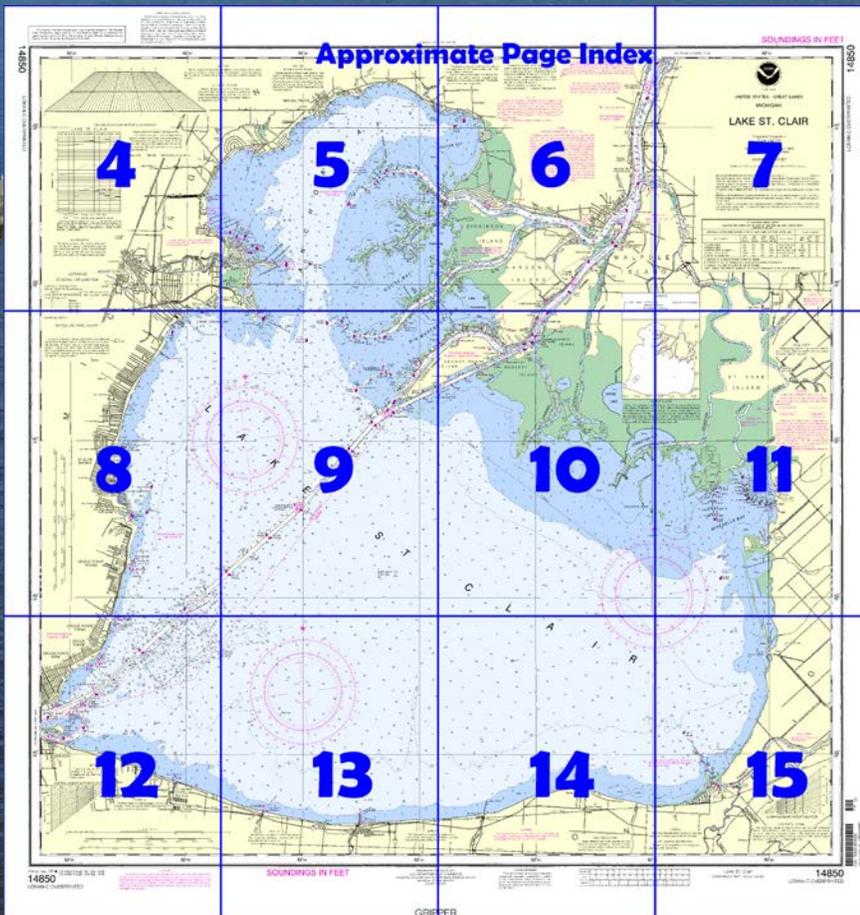
Lake St. Clair NOAA Chart 14850



*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

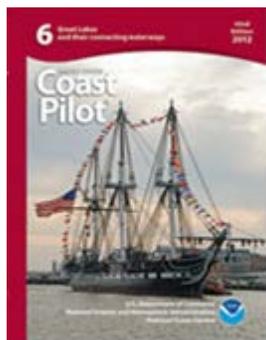
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

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



(Selected Excerpts from Coast Pilot)

The main vessel route across Lake St. Clair is through the dredged channel that leads from the head of the Detroit River NE for about 16 miles to St. Clair Cutoff Channel at the mouth of the St. Clair River. The channel is well marked throughout its length by lights and lighted and unlighted buoys, and its lower end by a **227.8°** lighted range NE of Peche Island. A racon is at the front range light. The front range light is protected by riprap and should not

be passed close aboard, even by vessels of shallow draft. **Lake St. Clair Light** (42°27.9'N., 82°45.3'W.), 52 feet above the water, is shown from a white square tower on a cylindrical base on the NW side of the channel

at the slight turn near its midpoint. A radar beacon is at the light. The W, or Michigan shore of Lake St. Clair, has been extensively developed with homes, yacht clubs, and marinas. The communities of **Grosse Pointe Park, Grosse Pointe, Grosse Pointe Farms, Grosse Point Shores**, and St. Clair Shores, suburban to Detroit, are on the W lakeshore extending from Windmill Point at the head of Detroit River N for about 10 miles. Several piers, some marked by private lights, extend as much as 0.5 mile into the lake with depths of 6 to 10 feet alongside.

St. Clair Shores Coast Guard Station is 0.7 mile N of the light.

Cutoff Canal empties into the lake 7.5 miles N of Gaukler Point. The canal extends about 2 miles NW to a weir just below the junction with the Clinton River at Mount Clemens. During flood conditions, the canal diverts a major part of the flow of Clinton River. The canal has depths of 9 feet just inside the mouth, thence 6 feet to just below the weir, thence 2 feet and 1 foot below and above the weir, respectively..

Dangers.—In October 1999, a sunken wreck, covered 28 feet, was reported in the St. Clair River about 350 feet E of Fort Gratiot Range Front Light in about 42°59'36"N., 82°25'34"W.

Fluctuations of water level.—Each year the St. Clair River has a seasonal rise and fall of about 1 foot, generally in consonance with the seasonal variations of Lake Huron. High winds may cause rapid fluctuations of up to 2 feet above or below normal.

Currents, St. Clair River.—The following currents are based on averages of water flow through the entire cross section of the river, that is from bank to bank and from the surface to the bottom during normal flow conditions. Normal water flow conditions are encountered when there is no wind, Lake Huron is at a stage of 578.9 feet (176.4 meters), and Lake St. Clair is at a stage of 573.9 feet (174.9 meters) above mean water level at Rimouski, Quebec, on International Great Lakes Datum 1985 (IGLD 1985), that is 1.4 feet (0.4 meter) and 1.6 feet (0.5 meter) above their respective Low Water Datums. The current encountered at midstream is usually about 1.5 times the average velocity. Greater velocities may be expected when the difference between the lake levels is greater, or the lake stages are higher.

Currents for the following locations in the St. Clair River are given at high water flow of 230,000 cubic feet per second (cfs), medium water flow of 188,000 cfs, and low water flow of 130,000 cfs, respectively.

Algonac: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots); Port Lambton: 2.0 mph (1.8 knots), 1.7 mph (1.5 knots), and 1.3 mph (1.1 knots); Marine City: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)

Ice.—The only need for icebreaking in the St. Clair River occurs when the ice bridge that forms across the S end of Lake Huron breaks and the broken mass of ice travels down the river to the lower end where it meets the natural ice cover and forms a massive ice jam. When this occurs, ice can clog the entire 27-foot depth of the channel and cause serious flooding. (See Winter Navigation, chapter 3.)

Navigation regulations.—The State of Michigan enforces the following speed limits for recreational craft within its jurisdictional boundaries from the mouth of Black River downstream to the mouth of St. Clair River: slow-no wake for vessels less than 26 feet long within 200 feet of any shore, dock, or pierhead, and slow-no wake for vessels 26 feet or longer within 600 feet of any shore, dock, or pierhead.

A vessel traffic reporting system and related navigation regulations have been established for the connecting waters from Lake Erie to Lake Huron.

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

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

82°55'

82°50'

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

CAUTION

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

POLLUTION REPORTS

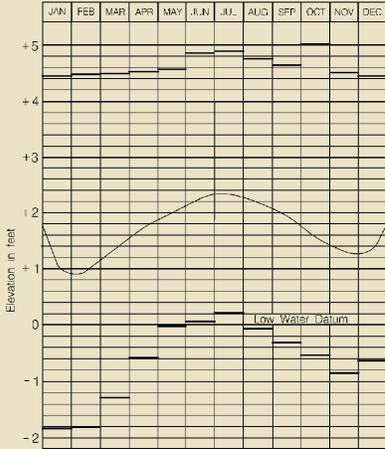
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

POTABLE
Vessels operating shall not discharge water within such water intakes as a mission of Food & mental information.

NEW E

Latitude and Longitude Plotting Interpolator

LAKE ST. CLAIR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOAA WEATHER RADIO BROADCASTS

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

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

RELAY MAST (FR)

RACING BUOYS

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

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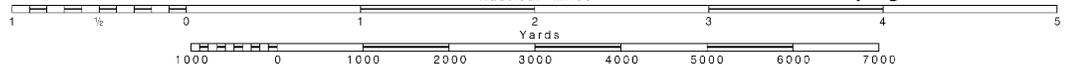
LIGHTED ANTENNA (TV)

Joins page 8

Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



82°45'

82°40'

82°35'

CAUTION
DRINKABLE WATER INTAKE
 Drawing in fresh water lakes or rivers by sewage, or ballast, or bilge water in areas adjacent to domestic water intakes are designated by the Command and Druga (21 CFR 1250.93). See Pilot 6 for important supplement.

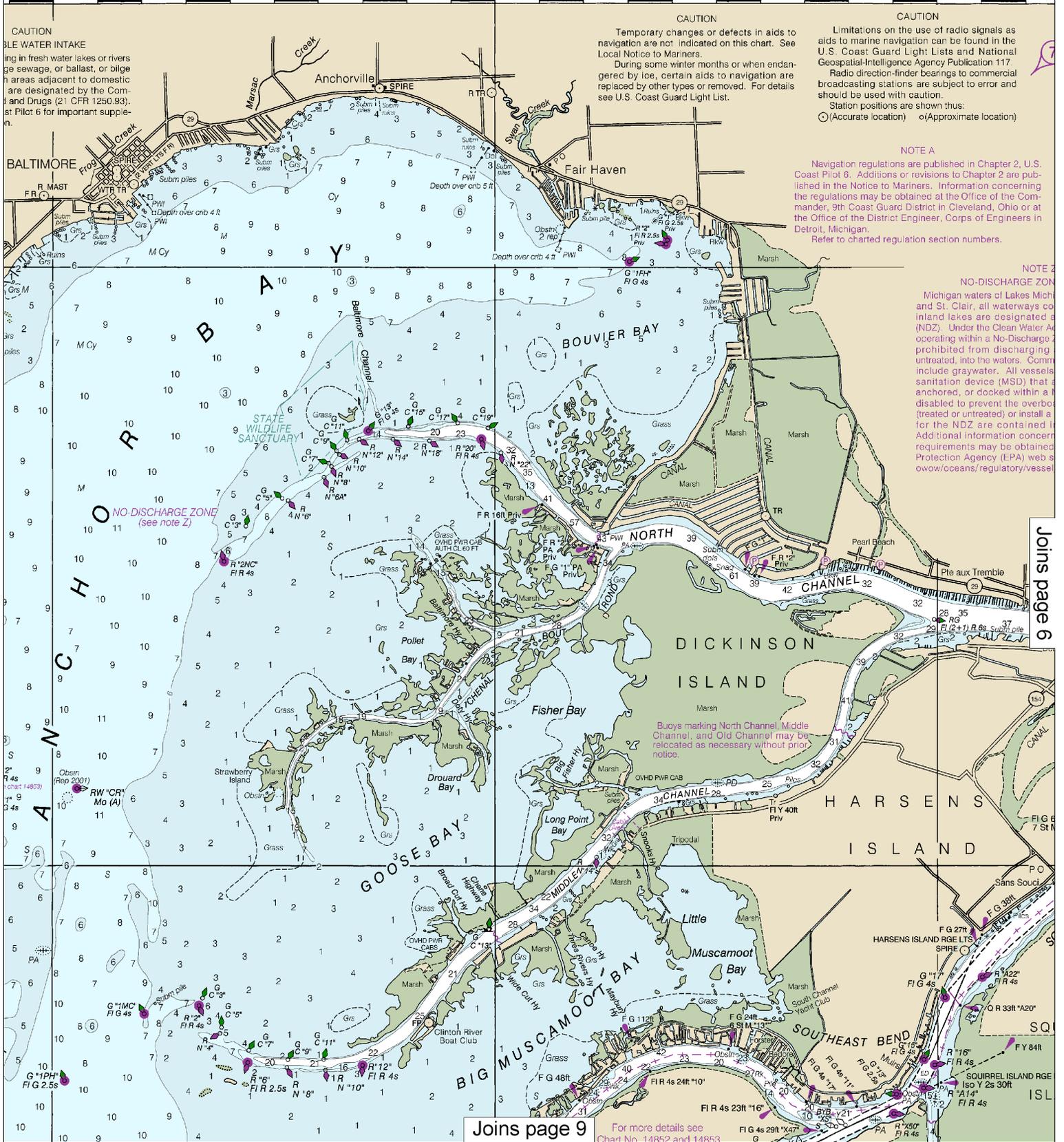
CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
 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)

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
 Michigan waters of Lakes Michigan and St. Clair, all waterways of inland lakes are designated as No-Discharge Zones (NDZ). Under the Clean Water Act, discharges of pollutants are prohibited from discharging, untreated, into the waters. Commercial vessels are prohibited from discharging (treated or untreated) or installing a No-Discharge Zone (NDZ) device (MSD) that is anchored, or docked within a No-Discharge Zone (NDZ) area. Additional information concerning requirements may be obtained from the U.S. Environmental Protection Agency (EPA) web site: www.epa.gov/oceans/regulatory/vessel



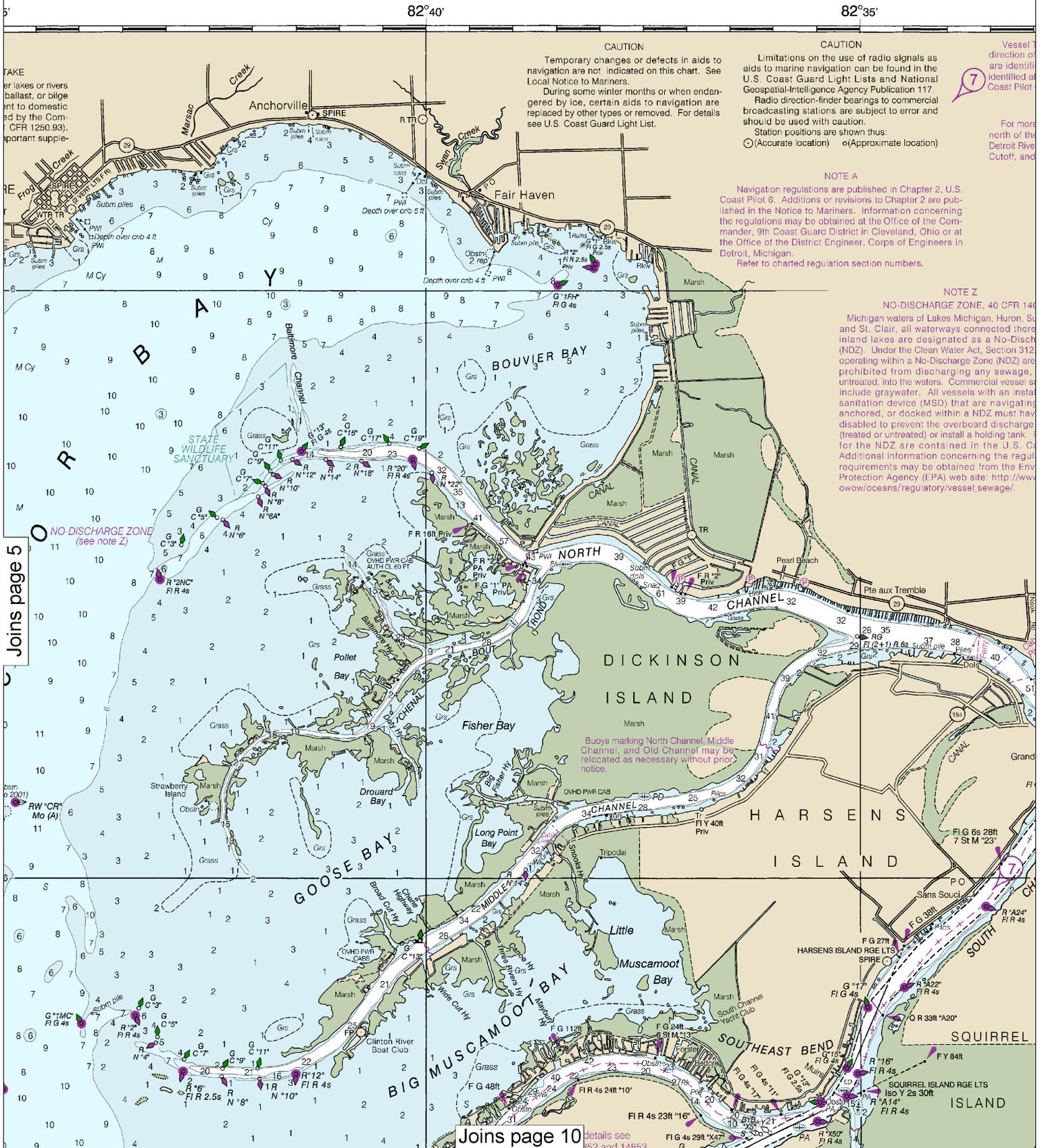
Joins page 6

Joins page 9

For more details see Chart No. 14852 and 14853

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



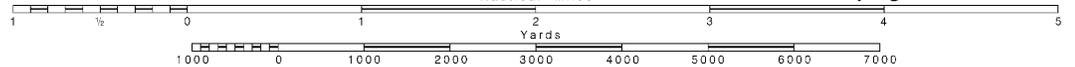


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



82°30'

CONTINUED ON CHART 14852

82°25'

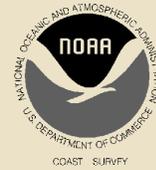
Traffic Services calling-in point: arrow indicates of vessel movement. Mandatory calling-in points are indicated numerically. Voluntary calling-in points are indicated alphabetically. For additional information see U.S. Coast Guard Notice to Mariners.

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

⊕ Pump-out facilities

For more detail see Chart No. 14853

Superior, Erie, and St. Clair Rivers, and all charge Zone 2, all vessels are completely treated or sewage shall be called marine sewage, moored, and have the MSD of sewage Regulations Coast Pilot. Regulations and Environmental www.epa.gov/



UNITED STATES - GREAT LAKES

MICHIGAN

LAKE ST. CLAIR

Polyconic Projection
Scale 1:60,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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

NOTES

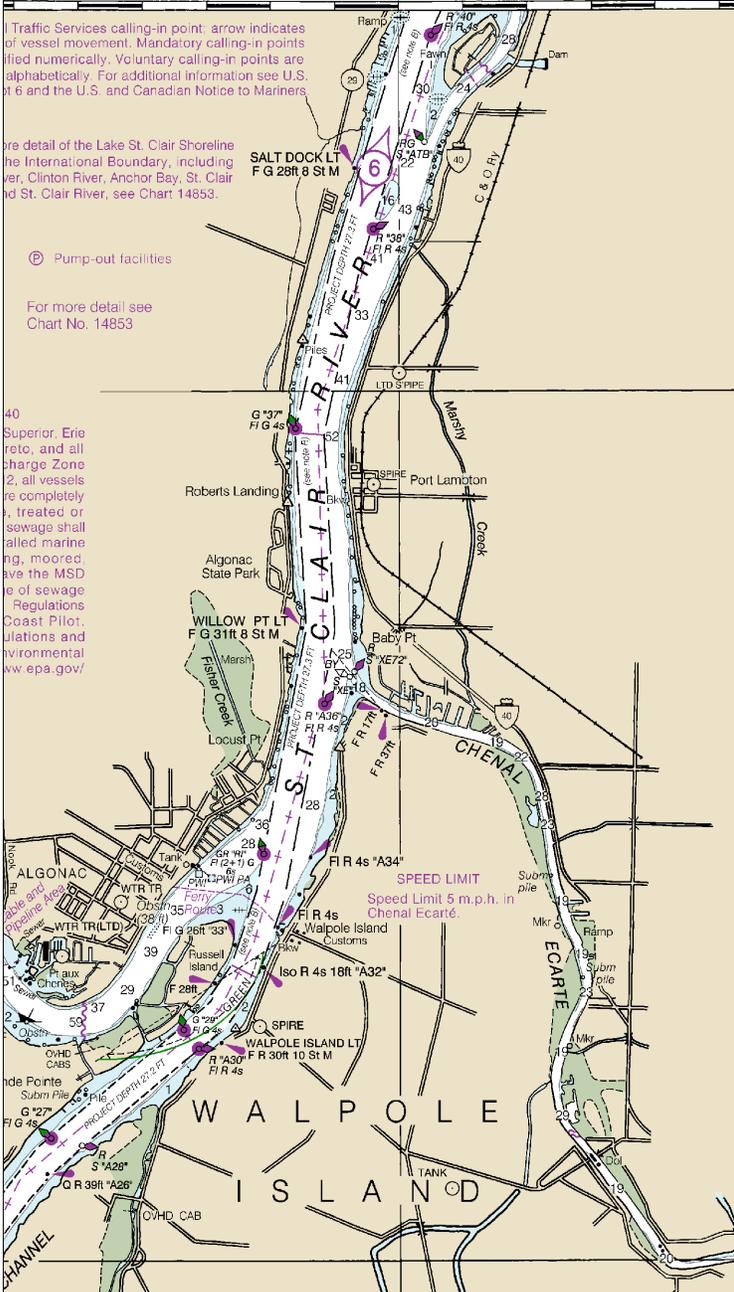
PLANE OF REFERENCE OF THIS CHART (Low Water Datum)572.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys,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

NOTE B

The channel legend reflects the Corps of Engineers project depth. For further information on the most recent channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan and the Canadian Coast Guard.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:



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

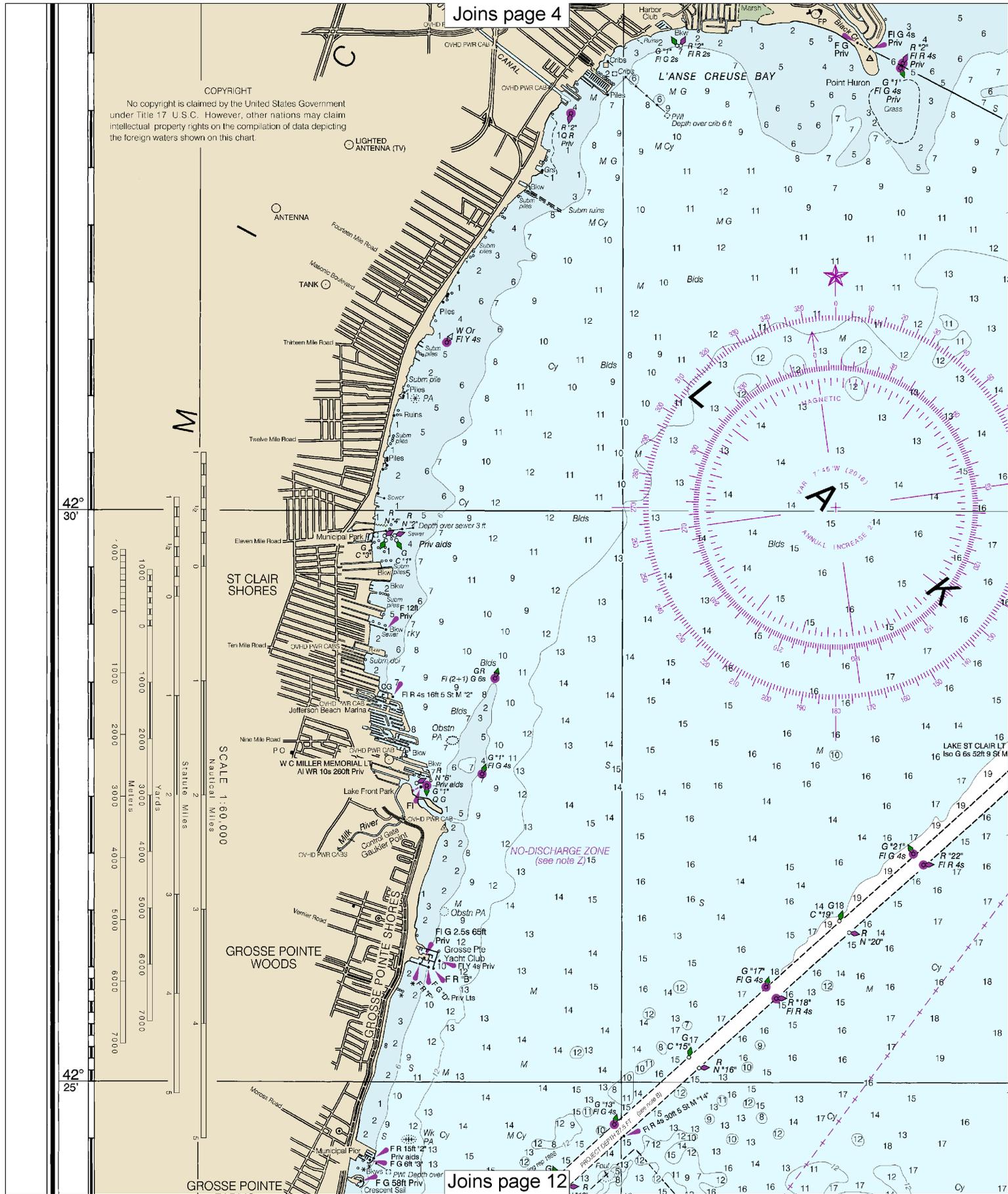
Joins page 11



Last Correction: 11/4/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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M

42° 30'



SCALE 1:60,000

42° 25'

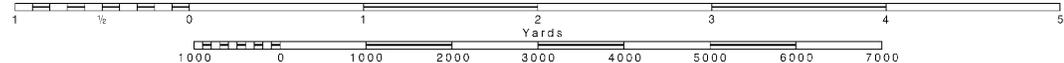


Note: Chart grid lines are aligned with true north.

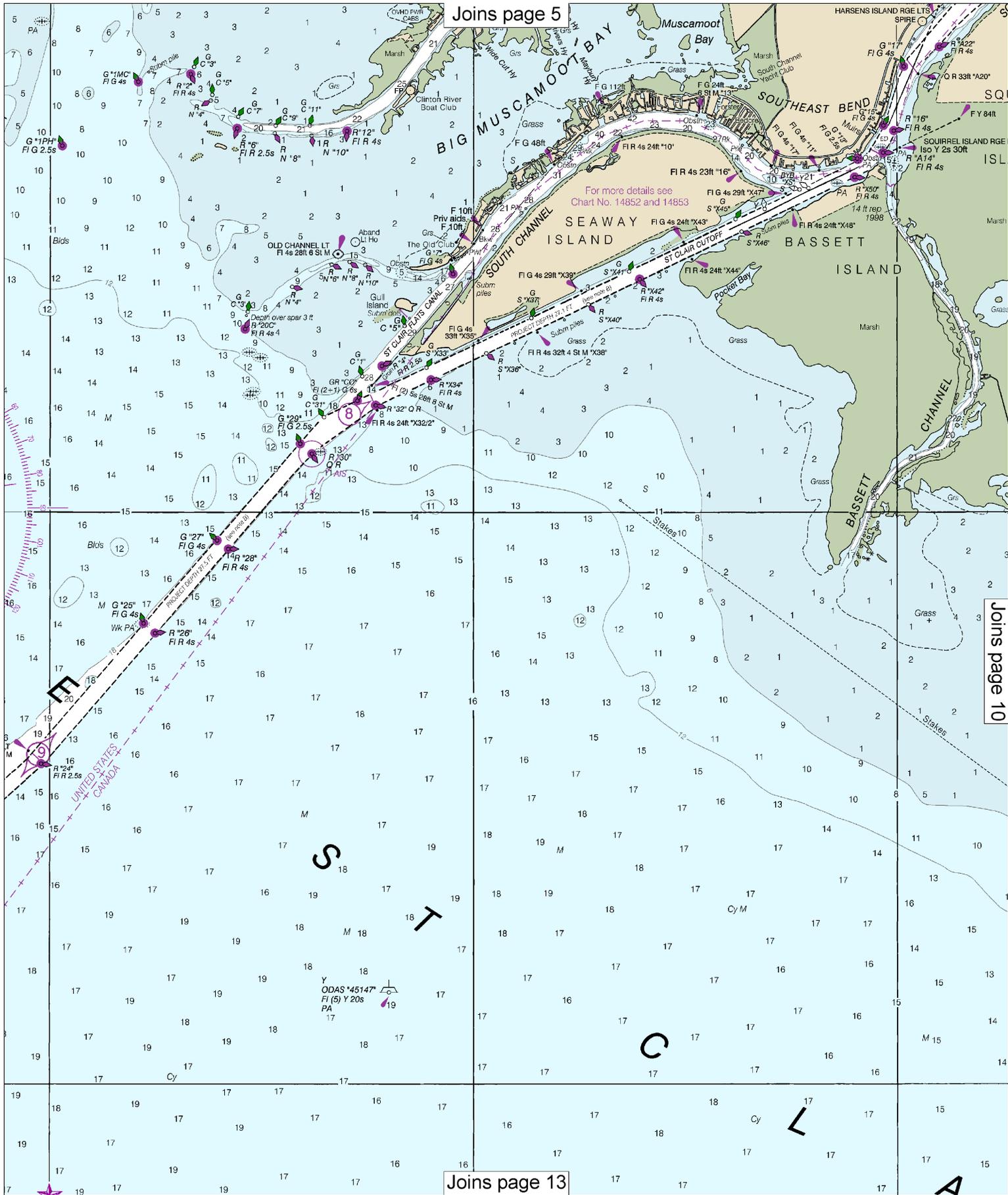
Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



Joins page 5



Joins page 10

Joins page 13

Joins page 8

42° 25'

42° 20'

82° 55'

82° 50'

For more detail see Chart No. 14853

CONTINUED ON CHART 14848

GROSSE POINTE FARMS

GROSSE POINTE

GROSSE POINTE PARK

DETROIT RIVER

WINDSOR

TECUMSEH

St Clair Beach

Pike Creek

Puce River Harbour Marina

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

MARINER ACTIVATED SOUND SIGNAL
WINDMILL POINT LIGHT - (MRASS) Horn is activated by keying mic 5 times on VHF-FM Ch 83A.

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

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

SCALE 1:60,000
Nautical Miles

Statute Miles

Yards

Meters

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.

SOUND

55th Ed., Aug. 2016

14850

Last Correction: 11/4/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

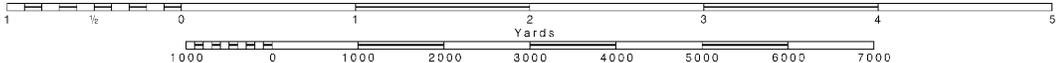
12

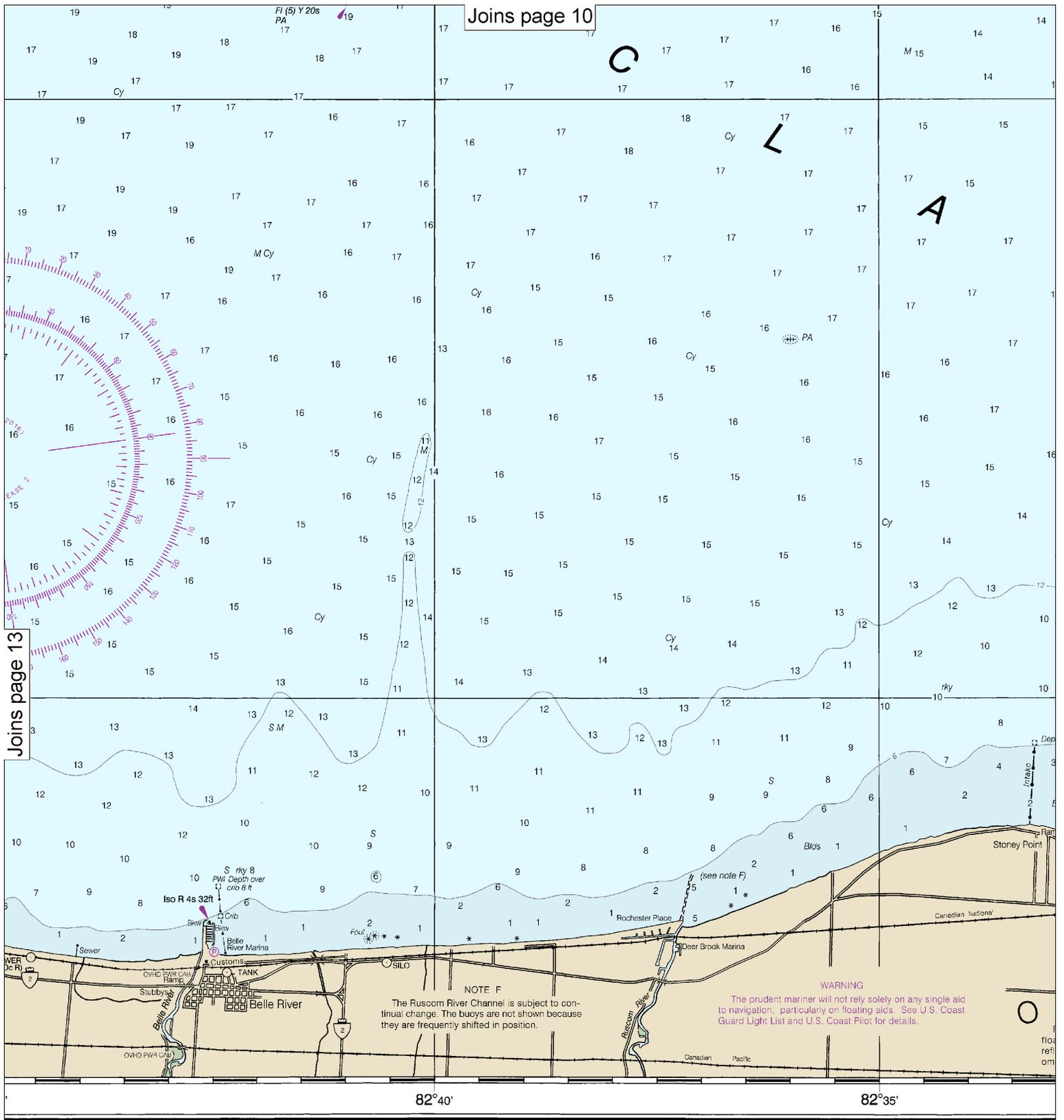
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.





DEPTH IN FEET

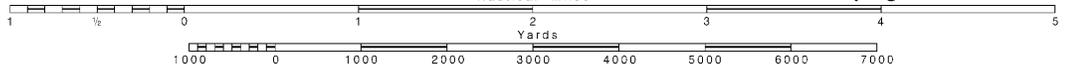
14

Note: Chart grid lines are aligned with true north.

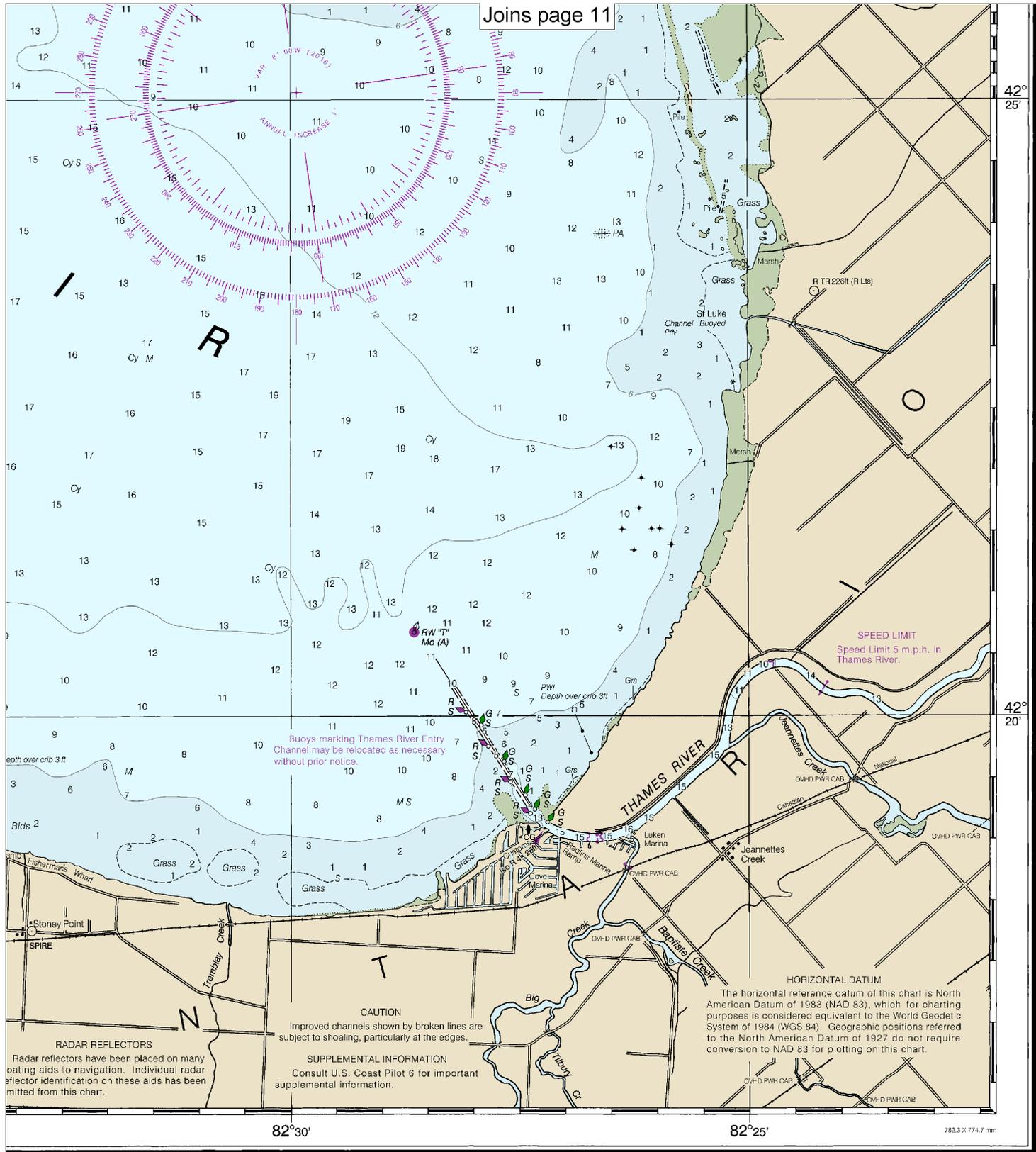
Printed at reduced scale.

SCALE 1:60,000

See Note on page 5.



Joins page 11



42° 25'

42° 20'

82° 30'

82° 25'

782.3 X 774.7 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Lake St. Clair

SOUNDINGS IN FEET - SCALE 1:60,000

14850



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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>



— For the latest news from Coast Survey, follow @NOAAcharts



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.