BookletChart™

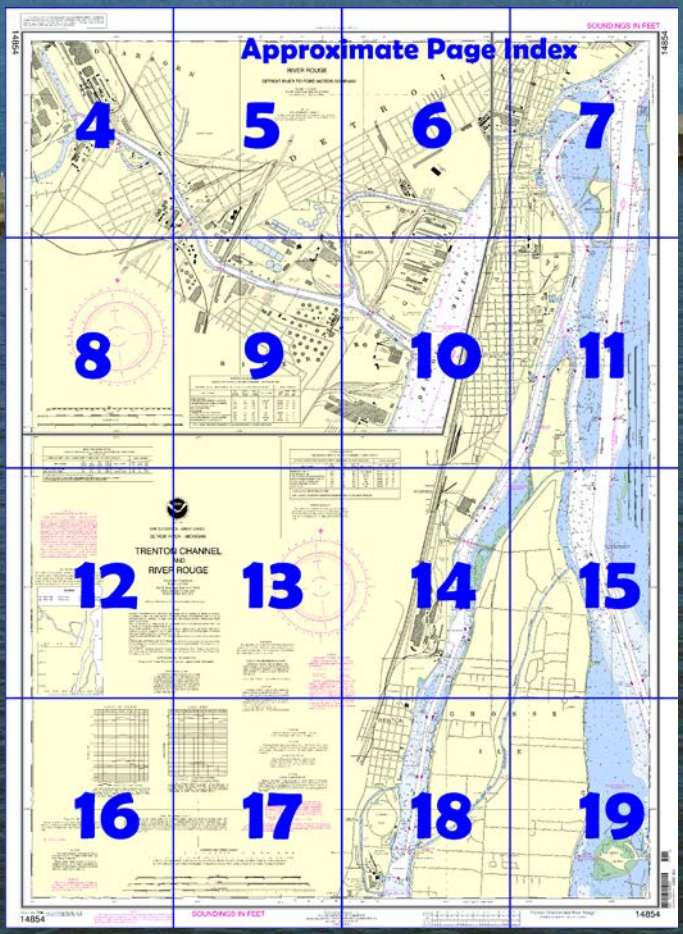
Trenton Channel and River Rouge

NOAA Chart 14854

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=14854

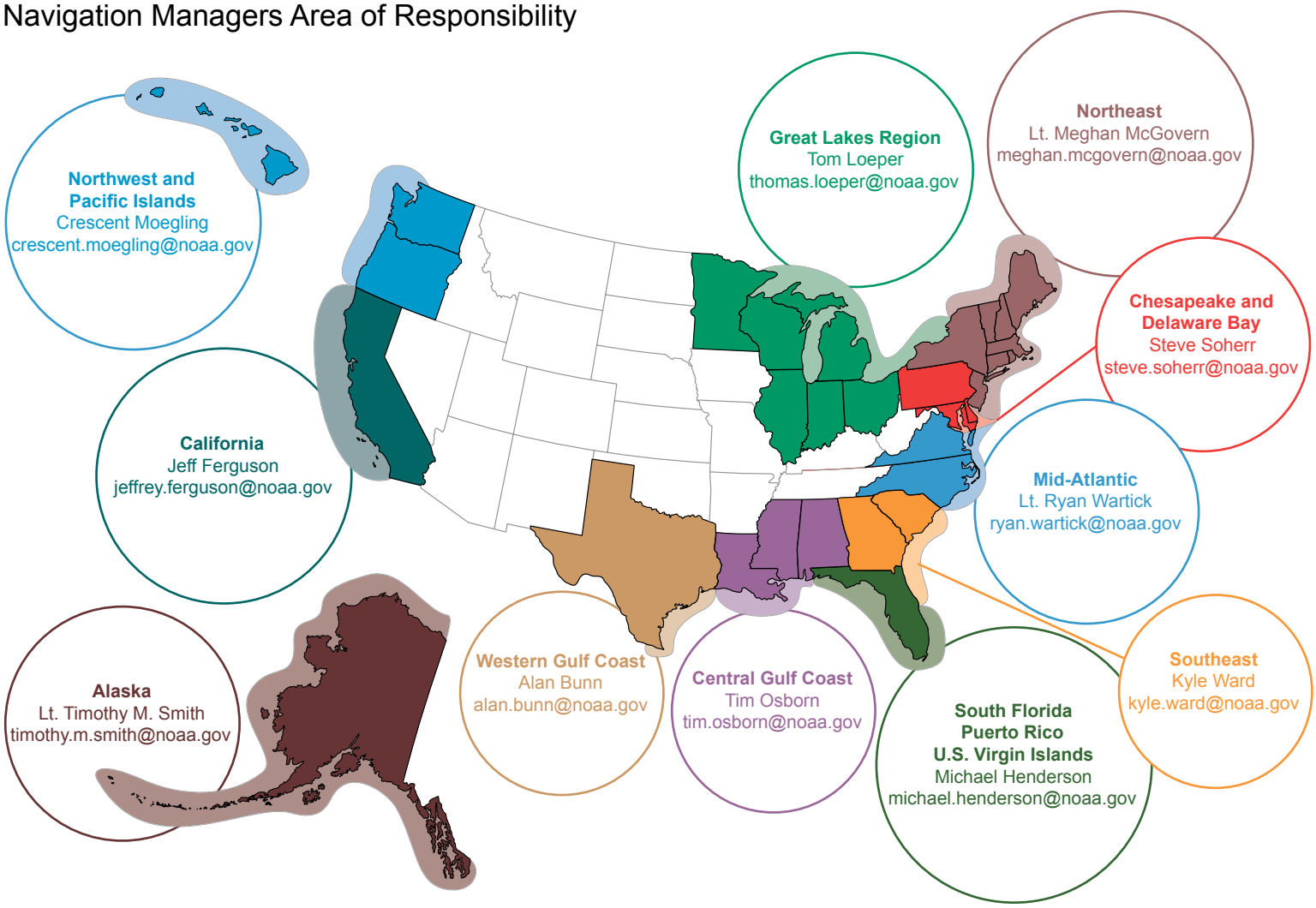
(Selected Excerpts from Coast Pilot)
Ecorse Channel is a buoyed, natural deepwater channel that follows the curve of the Michigan shoreline from the junction of Fighting Island Channel and Trenton Channel SW for about 1.2 miles to its lower junction with Trenton Channel. Between the upper and lower junctions, Ecorse Channel is separated from Trenton Channel by **Mud Island, MI** and the shoals that extend NE and SW from it. Ecorse Channel has a controlling depth of about 13 feet at its NE end, with deeper water in the lower part. **Ecorse, Mich.,** is on the W side of the channel at the mouth of the **Ecorse River.**

A **slow-no wake speed** is enforced within 1,000 feet of shore in the waters of the Detroit River adjacent to the city of Ecorse.
(**Trenton Channel** extends from the N end of Fighting Island Channel SW to the Michigan shore, thence S along the shore for about 6 miles to a turning basin at the upper end of the city of Trenton, thence 3 miles to another turning basin at the lower end of the city.
Wyandotte, Mich., fronts Trenton Channel for about 3 miles opposite Point Hennepin. The city is an important industrial center, and numerous stacks in the city are prominent from the river.
A **slow-no wake speed** is enforced within 1,000 feet of shore in the waters of the Detroit River adjacent to the city of Wyandotte.
Tugs for Wyandotte are available from Detroit.
Several marinas in the N part of the city provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, launching ramps, and marine supplies. Lifts to 45 tons are available for hull, engine, and radio equipment repairs.
Trenton, Mich., just S of Wyandotte, fronts Trenton Channel opposite Grosse Ile for about 4 miles. The stacks of the Detroit Edison Co., 0.5 mile SW of the Grosse Ile Parkway bridge, are prominent from the river, especially from the S.
Tugs for Trenton are available from Detroit. (See Towage under Detroit.)
Two marinas at Trenton provide gasoline, diesel fuel, water, ice, electricity, marine supplies, a 10-ton hoist, and launching ramps.
River Rouge discharges into the Detroit River at the S end of the city of Detroit, about 2 miles above Fighting Island. A Federal project has improved River Rouge as far as a turning basin about 2.5 miles above the entrance.
Short Cut Canal is the section at the entrance to River Rouge from Detroit River to the junction with **Old Channel**. The canal avoids the large bend in the old river channel (Old Channel) at the lower part of River Rouge, and shortens the distance to facilities upstream by more than 1 mile. The connection between Short Cut Canal 21 and Old Channel has created **Zug Island,** which is occupied by large industrial corporations.
A **speed limit** of 4 mph is enforced in River Rouge and Short Cut Canal 21. (See **33 CFR 162.130 through 162.140,** chapter 2, for navigation regulations.)
Bunker fuel is available at several facilities in the river, or by barge or truck. A supply company on the W side of Old Channel has supplies and provisions.
A **slow-no wake speed** is enforced within 1,000 feet of shore in the waters of the Detroit River adjacent to the city of Ecorse.
A **slow-no wake speed** is enforced within 1,000 feet of shore in the waters of the Detroit River adjacent to the city of Wyandotte.
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
A **slow-no wake speed** is enforced within 1,000 feet of shore within the limits of Trenton.
A **slow-no wake speed** is enforced within 500 feet of shore within the limits of Gibraltar.
Rapid shoaling occurs in the **Short Cut Canal 21** and **River Rouge** because of the soft bottom. A number of cables, water mains, and tunnels cross under the canal and river; masters should exercise caution when dropping anchors.

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

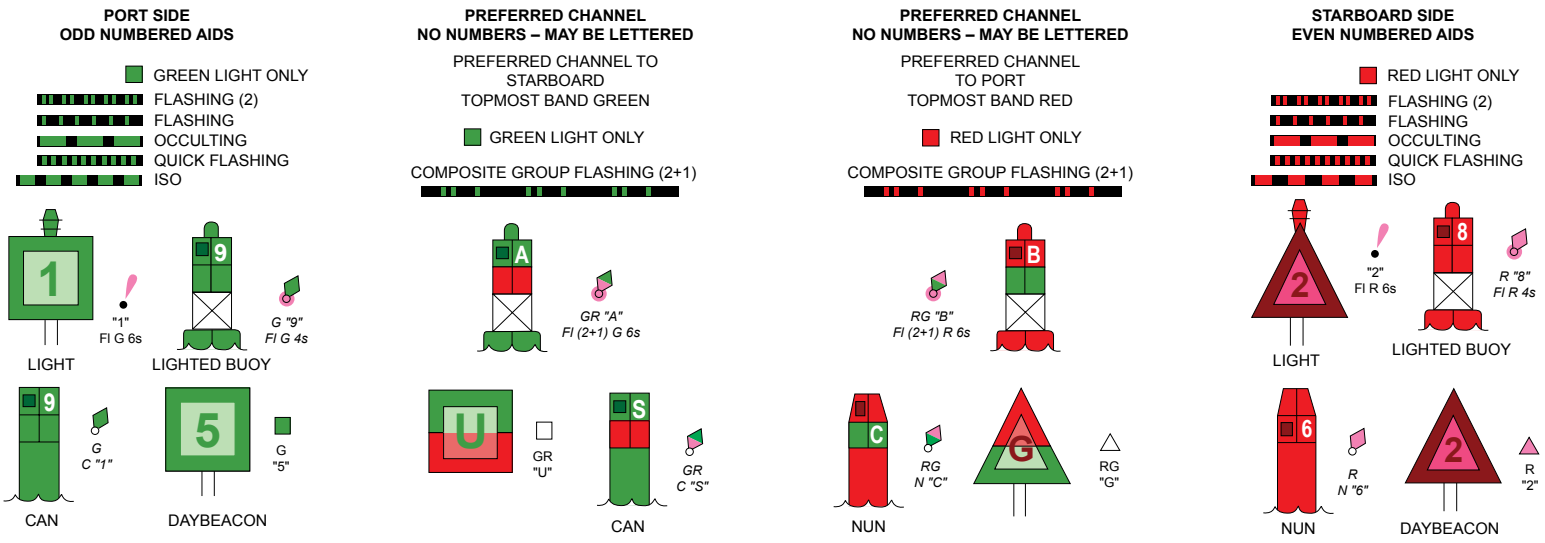


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

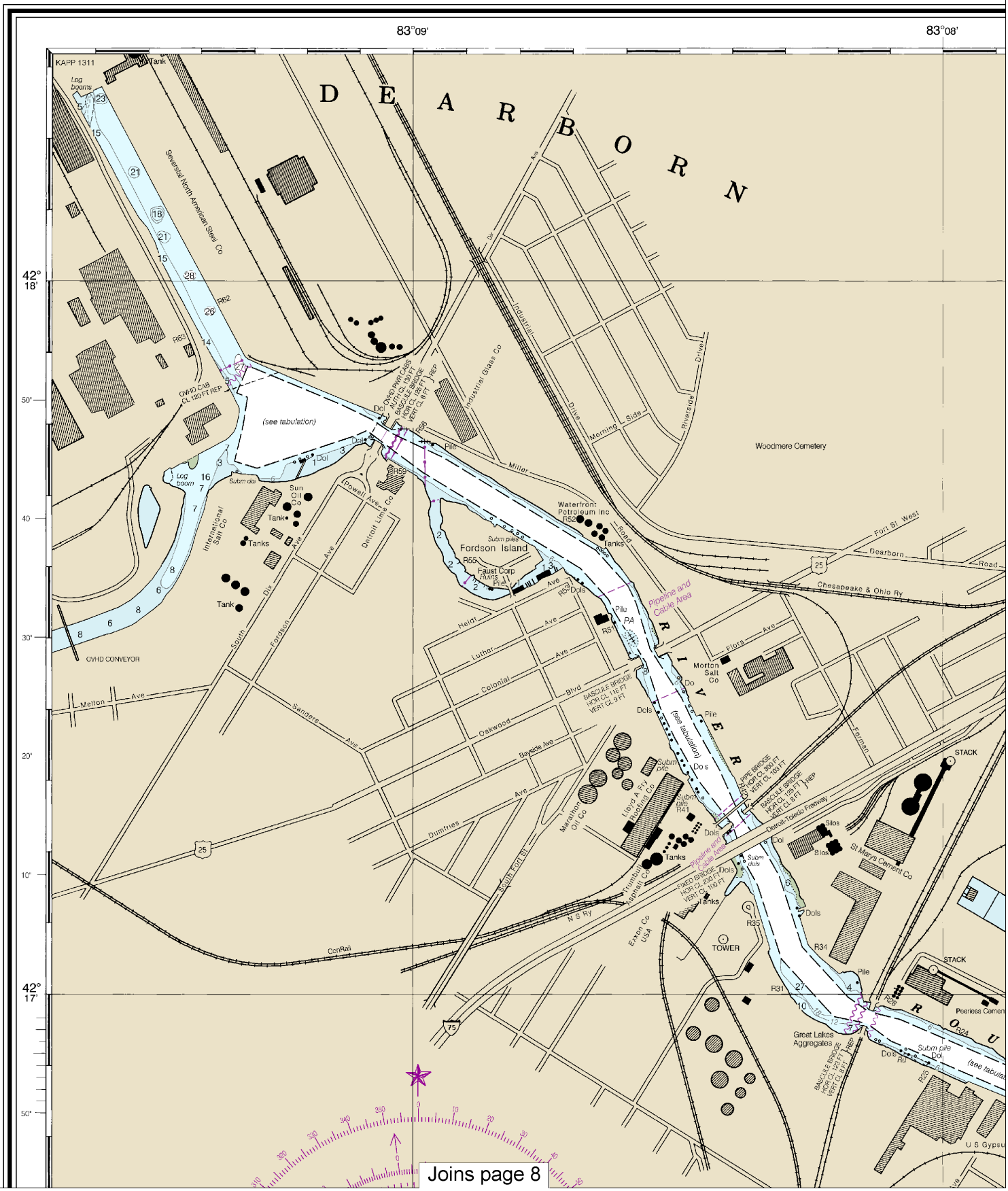
on navigable waters except Western Rivers



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*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

14854



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

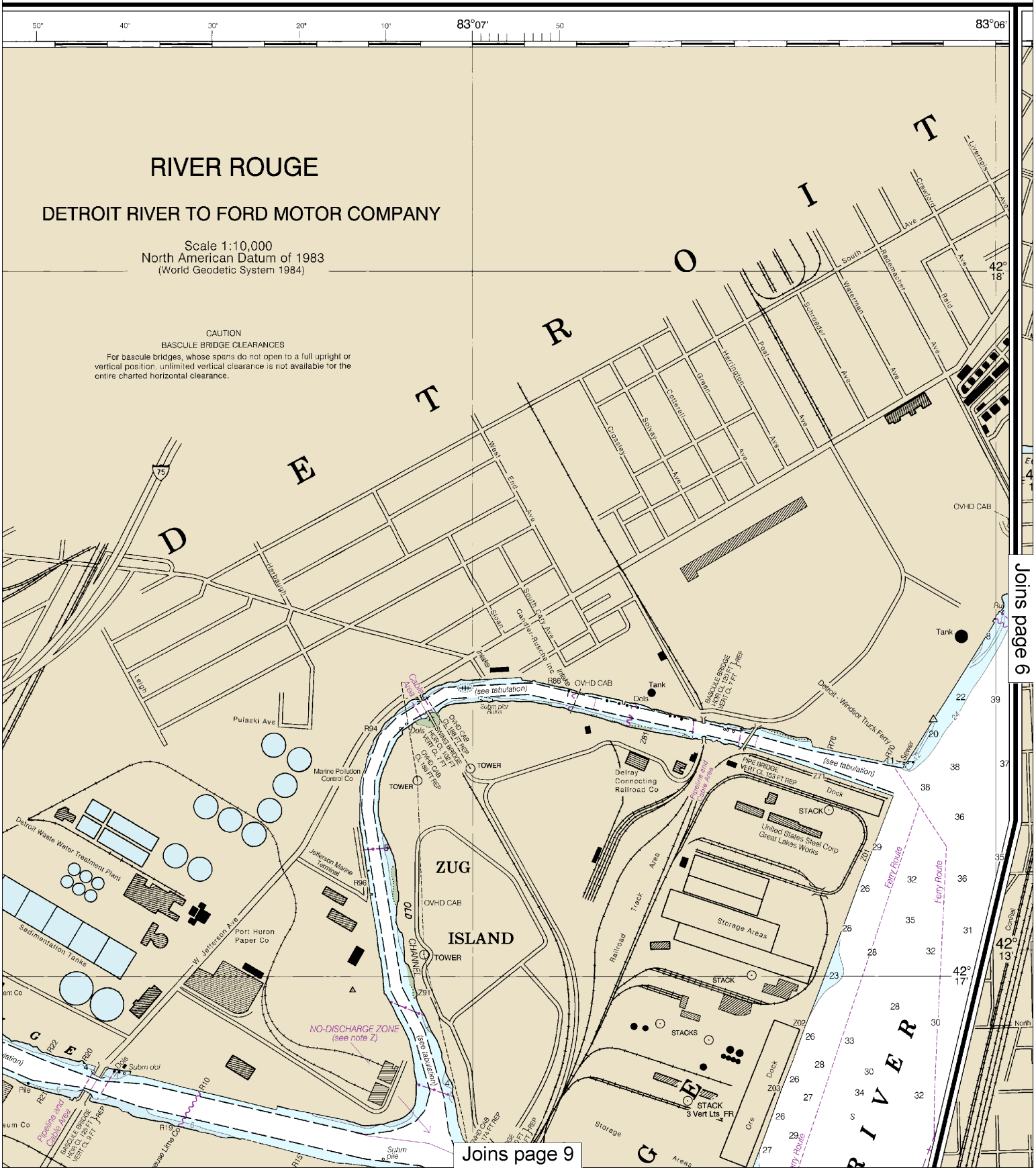
0 1

Yards

500 0 500 1000 1500

See Note on page 5.

Formerly LS 412,1st Ed., Aug. 1959 KAPP 1310



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

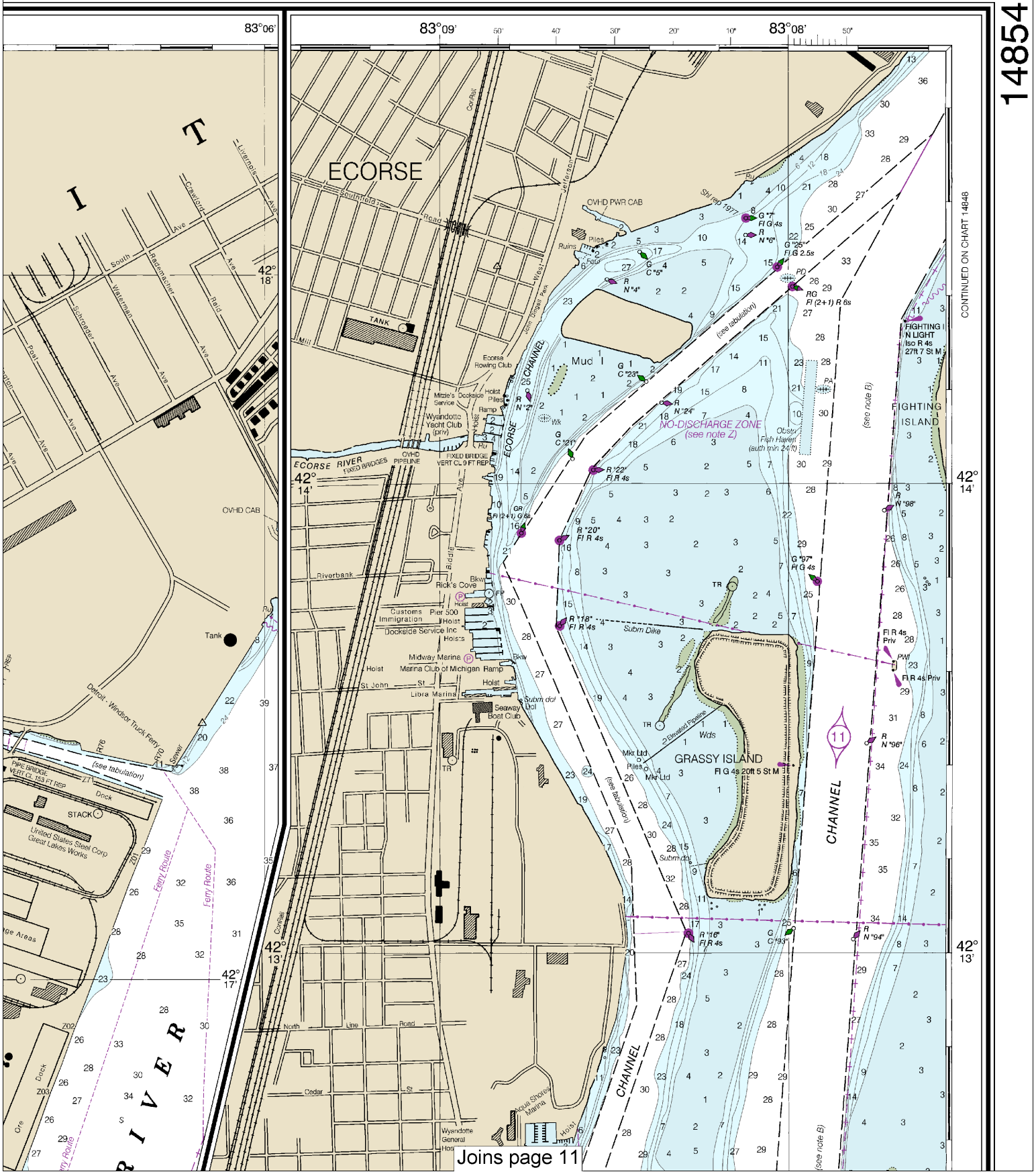
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

6

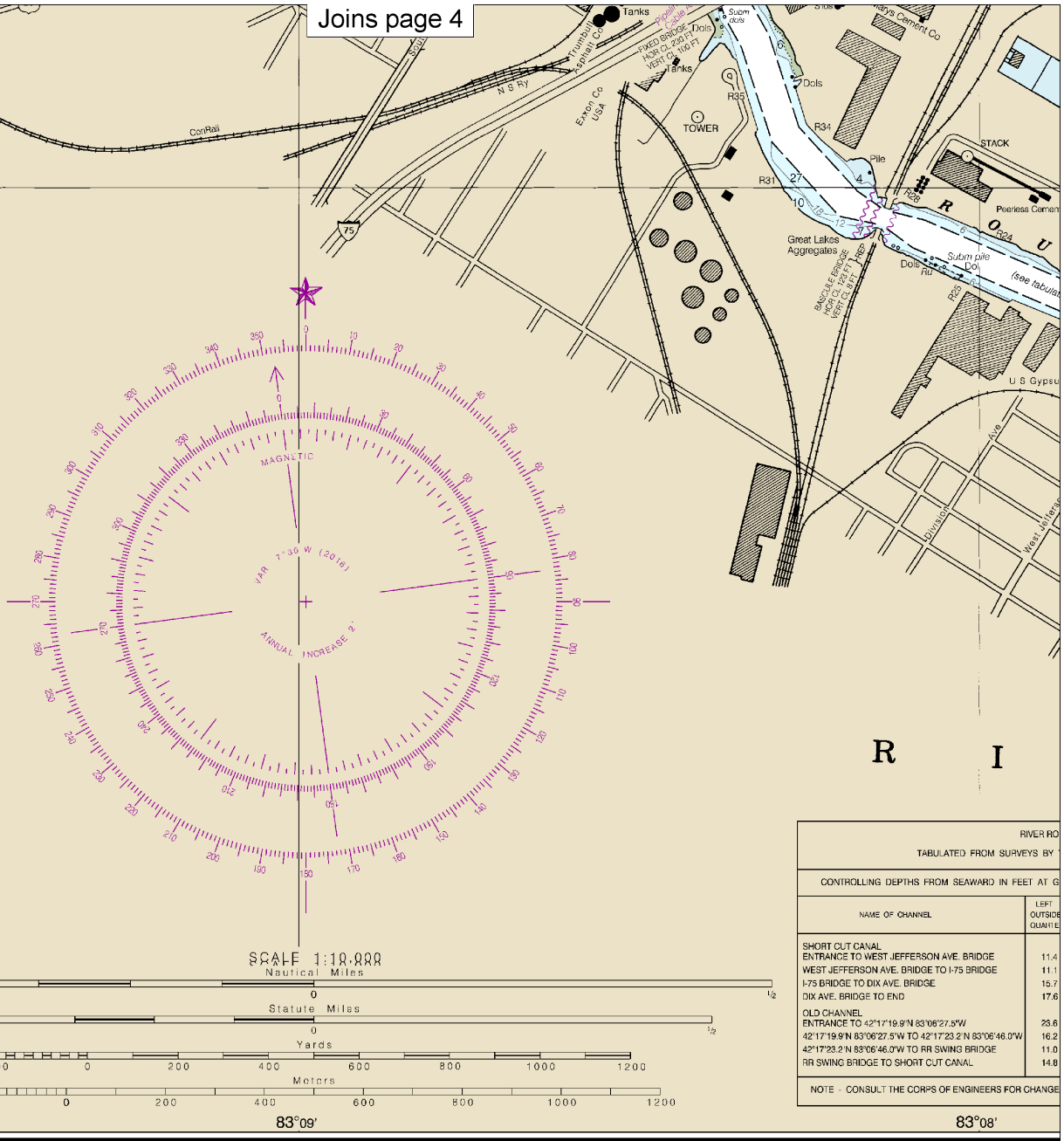
Note: Chart grid lines are aligned with true north.



Joins page 11

Last Correction: 8/10/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Joins page 4



RIVER RO

TABULATED FROM SURVEYS BY

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT G

NAME OF CHANNEL	LEFT OUTSIDE QUARTE
SHORT CUT CANAL	
ENTRANCE TO WEST JEFFERSON AVE. BRIDGE	11.4
WEST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE	11.1
I-75 BRIDGE TO DIX AVE. BRIDGE	15.7
DIX AVE. BRIDGE TO END	17.6
OLD CHANNEL	
ENTRANCE TO 42°17'19.9"N 83°06'27.5"W	23.6
42°17'19.9"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W	16.2
42°17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE	11.0
RR SWING BRIDGE TO SHORT CUT CANAL	14.8

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGE

83°15' 83°14' 83°13'

42° 11'

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.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie

Joins page 12

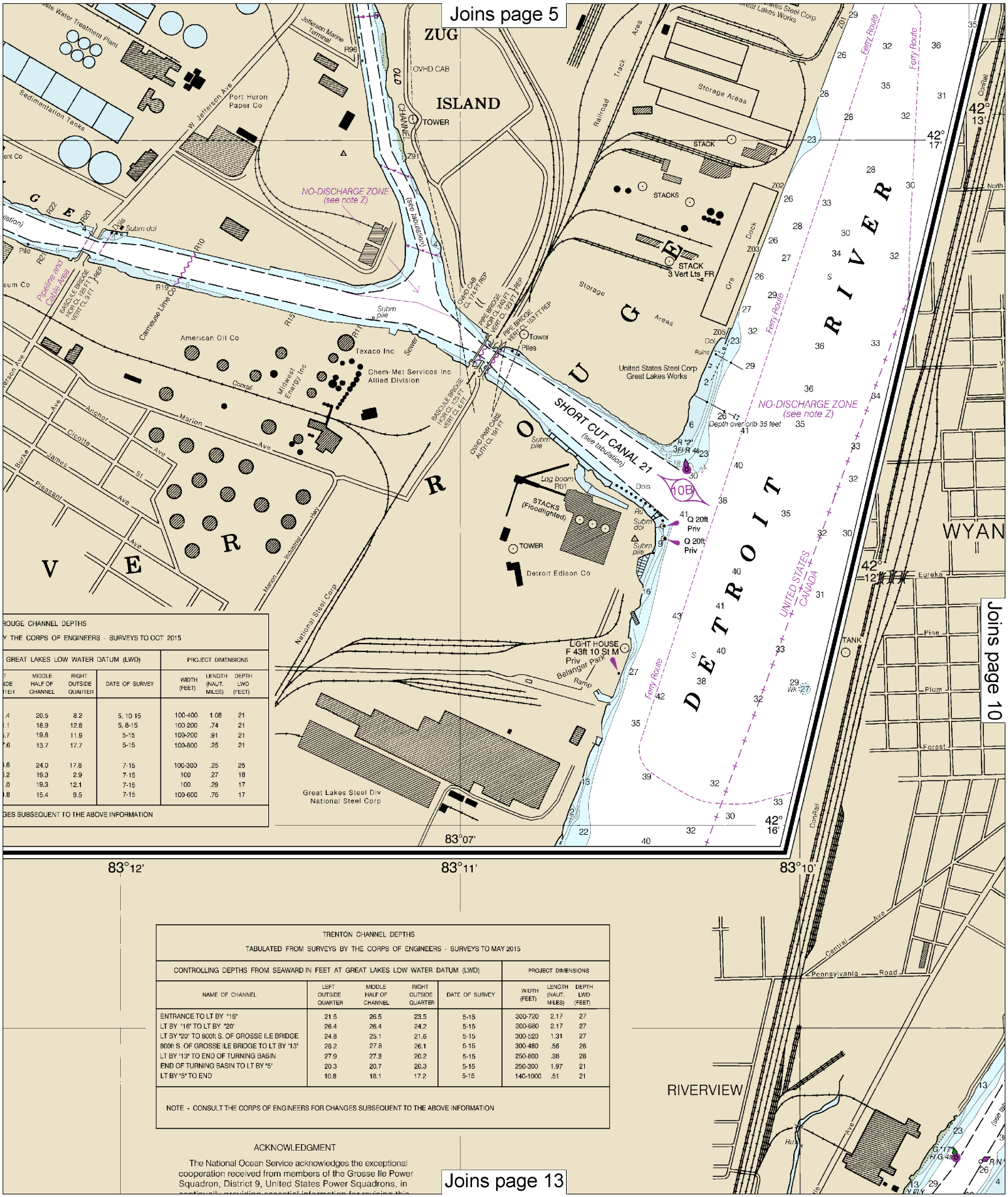
THE NATION'S CHARTMAKER SINCE 1807

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.



ROUGE CHANNEL DEPTHS

Y THE CORPS OF ENGINEERS - SURVEYS TO OCT 2015

GREAT LAKES LOW WATER DATUM (LWD)				PROJECT DIMENSIONS		
IDE TER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
.4	20.5	8.2	5, 10-15	100-400	1.08	21
.1	18.9	12.8	5, 8-15	100-200	.74	21
.7	19.8	11.9	5-15	100-200	.91	21
.6	13.7	17.7	5-15	100-800	.25	21
.6	24.0	17.8	7-15	100-300	.25	25
.2	19.3	2.9	7-15	100	.27	18
.0	19.3	12.1	7-15	100	.29	17
.8	15.4	9.5	7-15	100-600	.76	17

GES SUBSEQUENT TO THE ABOVE INFORMATION

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.5	26.5	23.5	5-15	300-720	2.17	27
LT BY "16" TO LT BY "20"	26.4	26.4	24.2	5-15	300-680	2.17	27
LT BY "20" TO 800ft S. OF GROSSE ILE BRIDGE	24.8	25.1	21.6	5-15	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "13"	28.2	27.8	26.1	5-15	300-480	.56	28
LT BY "13" TO END OF TURNING BASIN	27.9	27.3	26.2	5-15	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	20.3	20.7	20.3	5-15	250-300	1.97	21
LT BY "5" TO END	10.8	18.1	17.2	5-15	140-1000	.51	21

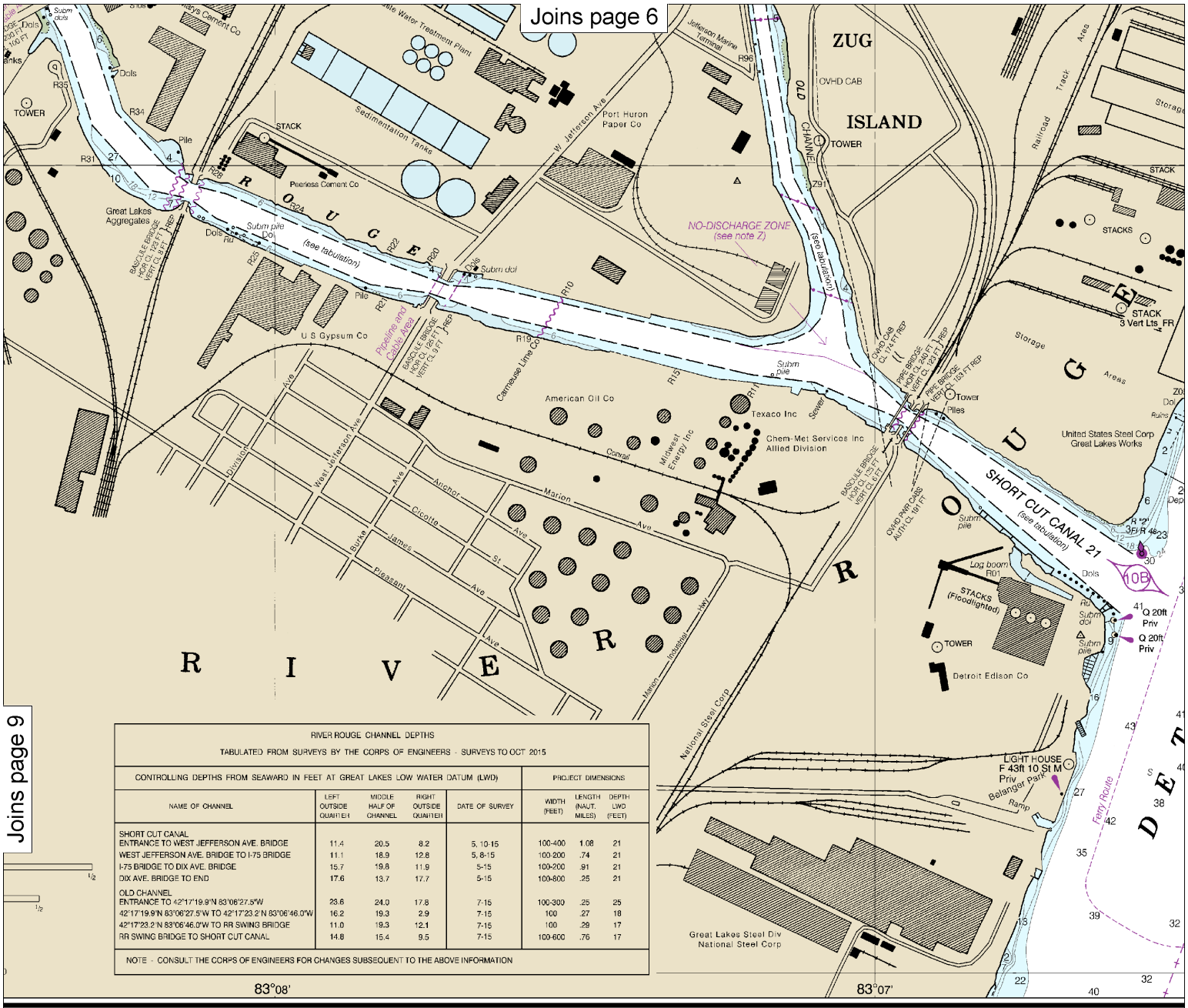
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Grosse Ile Power Squadron, District 9, United States Power Squadrons, in

Joins page 13

Joins page 6



RIVER ROUGE CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
SHORT CUT CANAL							
ENTRANCE TO WEST JEFFERSON AVE. BRIDGE	11.4	20.5	8.2	5, 10-15	100-400	1.08	21
WEST JEFFERSON AVE. BRIDGE TO I-75 BRIDGE	11.1	18.9	12.8	5, 8-15	100-200	.74	21
I-75 BRIDGE TO DIX AVE. BRIDGE	15.7	19.8	11.9	5-15	100-200	.91	21
DIX AVE. BRIDGE TO END	17.6	13.7	17.7	5-15	100-800	.25	21
OLD CHANNEL							
ENTRANCE TO 42°17'19.9"N 83°06'27.5"W	23.6	24.0	17.8	7-15	100-300	.25	25
42°17'19.9"N 83°06'27.5"W TO 42°17'23.2"N 83°06'46.0"W	16.2	19.3	2.9	7-15	100	.27	18
42°17'23.2"N 83°06'46.0"W TO RR SWING BRIDGE	11.0	19.3	12.1	7-15	100	.29	17
RR SWING BRIDGE TO SHORT CUT CANAL	14.8	15.4	9.5	7-15	100-600	.76	17

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

83°13'

83°12'

83°11'

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
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LT BY "5" TO END	10.8	18.1	17.2	5-15	140-1000	.51	21

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ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional
members of the Grosse Ile Power
d States Power Squadrons, in

Joins page 14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

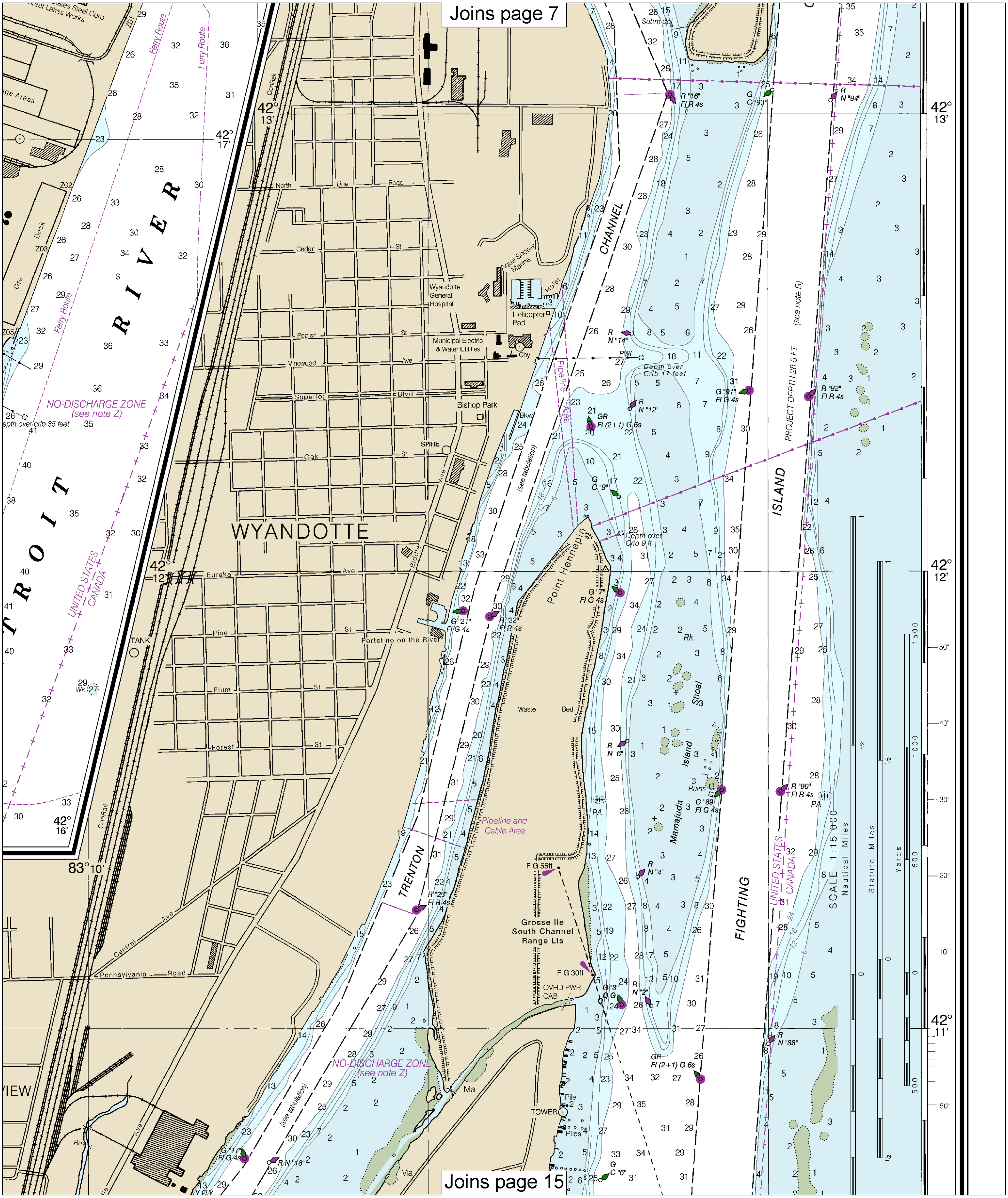
Nautical Miles

0 1

Yards

500 0 500 1000 1500

Joins page 7



Joins page 15

Joins page 8

42° 11'

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.

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/.

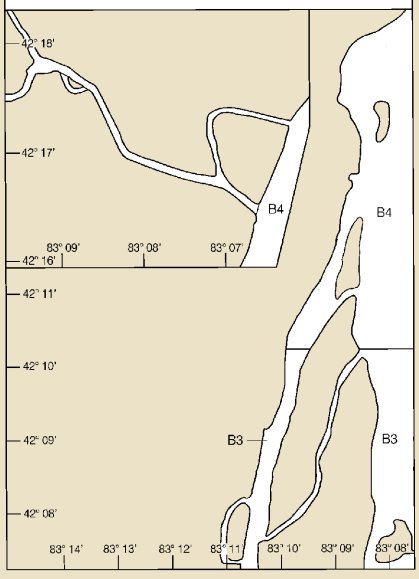
SOURCE DIAGRAM

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.

42° 10'

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



42° 09'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

DETROIT RIVER - MICHIGAN

TRENTON CHANNEL AND RIVER ROUGE

Polyconic Projection
Scale 1:15,000
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). Depths are referred to the sloping surface of the river when Lake St. Clair is at elevation 572.3 feet and Lake Erie is at elevation 569.2 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.

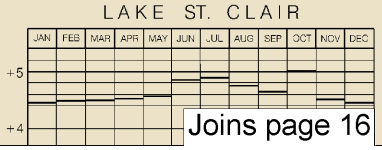
SUPPLEMENTAL INFORMATION

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

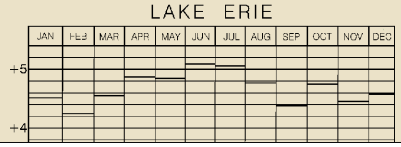
HORIZONTAL DATUM

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 0.139" northward and 0.269" eastward to agree with this chart.

LAKE ST. CLAIR



LAKE ERIE



Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

500 0 500 1000 1500

Joins page 9

TRENTON CHANNEL DEPTHS

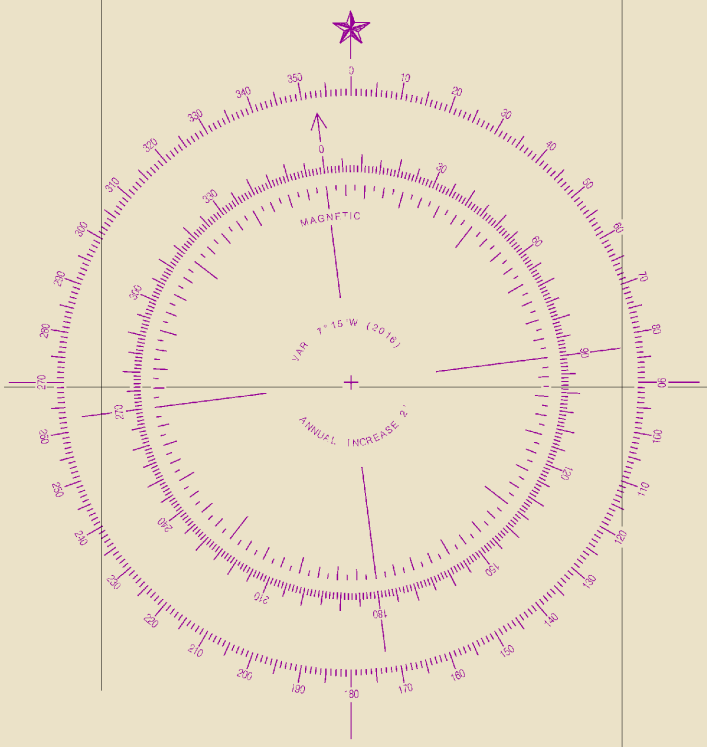
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.5	26.5	23.5	5-15	300-720	2.17	27
LT BY "16" TO LT BY "20"	26.4	26.4	24.2	5-15	300-680	2.17	27
LT BY "20" TO 800ft S. OF GROSSE ILE BRIDGE	24.8	25.1	21.6	5-15	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "13"	26.2	27.8	26.1	5-15	300-480	.56	28
LT BY "13" TO END OF TURNING BASIN	27.9	27.3	26.2	5-15	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	20.3	20.7	20.3	5-15	250-300	1.97	21
LT BY "5" TO END	10.8	18.1	17.2	5-15	140-1000	.51	21

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

ACKNOWLEDGMENT

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

Adrian, MI	WNG-647	162.450 MHz
Detriot, MI	KEC-63	162.550 MHz

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:

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.

Joins page 14

Joins page 17

Joins page 10

TRENTON CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO LT BY "16"	21.5	26.5	23.5	5-15	300-720	2.17	27
LT BY "16" TO LT BY "20"	26.4	26.4	24.2	5-15	300-680	2.17	27
LT BY "20" TO 800ft S. OF GROSSE ILE BRIDGE	24.8	25.1	21.6	5-15	300-520	1.31	27
800ft S. OF GROSSE ILE BRIDGE TO LT BY "13"	28.2	27.8	26.1	5-15	300-480	.56	28
LT BY "13" TO END OF TURNING BASIN	27.9	27.3	26.2	5-15	250-800	.38	28
END OF TURNING BASIN TO LT BY "5"	20.3	20.7	20.3	5-15	250-300	1.97	21
LT BY "5" TO END	10.8	18.1	17.2	5-15	140-1000	.51	21

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

ACKNOWLEDGMENT

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

RIVERVI

TION'S CHARTMAKER SINCE 1807

STATES - GREAT LAKES

IT RIVER - MICHIGAN

TON CHANNEL AND ER ROUGE

Polyconic Projection
Scale 1:15,000
h American Datum of 1983
Geodetic System 1984)
INDINGS IN FEET

be obtained at nauticalcharts.noaa.gov.

Joins page 13

NOTES

(Low Water Datum). Depths are referred to the slop- Clair is at elevation 572.3 feet and Lake Erie is at ater level at Rimouski, Quebec, International Great

of sailing courses are true and distances given thereon are departure.

U. S. Coast Guard Light List for supplemental information Canadian List of Lights, Buoys and Fog Signals for inform- t Guard Light List

For complete list of symbols and abbreviations see Chart

CLEARANCES. When the water surface is above Low Water ances are reduced correspondingly. For clearances see

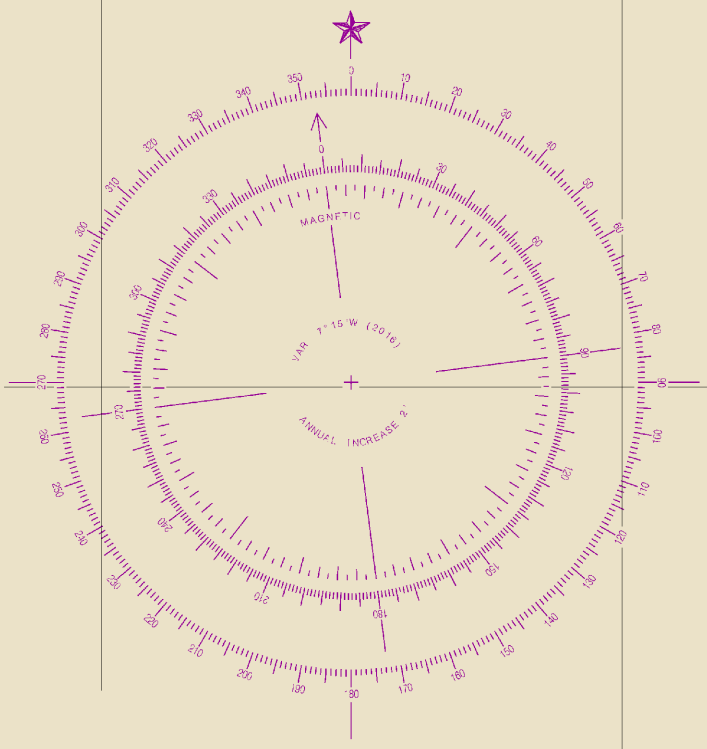
Topography by the National Ocean Service, Coast Survey, s of Engineers. Geological Survey, U.S. Coast Guard, and

SUPPLEMENTAL INFORMATION

sult U.S. Coast Pilot 6 for important nental information.

HORIZONTAL DATUM

orizontal reference datum of this chart merican Datum of 1983 (NAD 83), which ng purposes is considered equivalent orld Geodetic System 1984 (WGS 84). hic positions referred to the North Datum of 1927 must be corrected an f 0.139" northward and 0.269" eastward 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.

Adrian, MI	WNG-647	162.450 MHz
Detriot, MI	KEC-63	162.550 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

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.

LAKE ERIE

APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

Edw C Levy Co

George St

Riverside Hospital

TRENTON

Ramp

Joins page 18

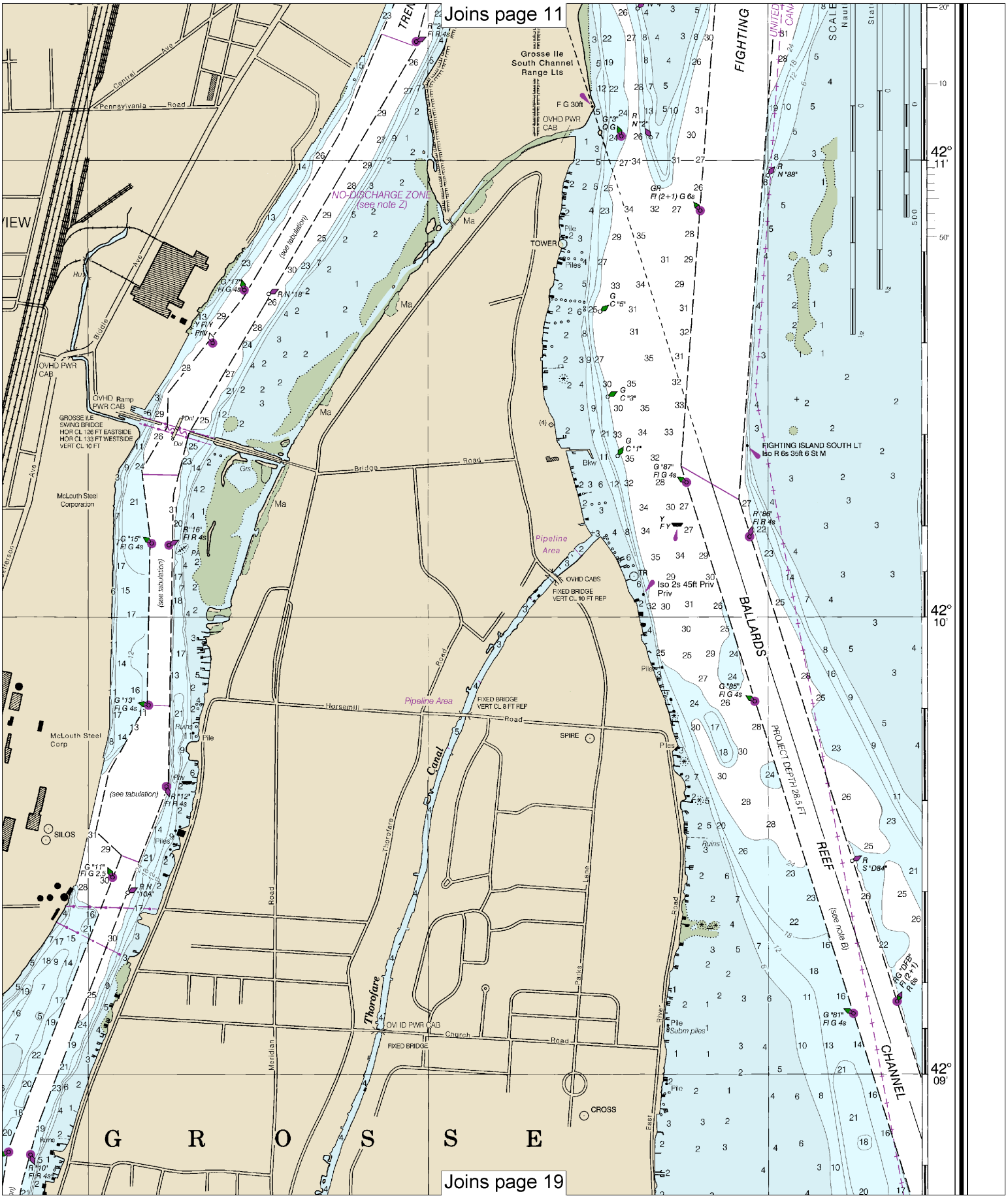
Note: Chart grid lines are aligned with true north.

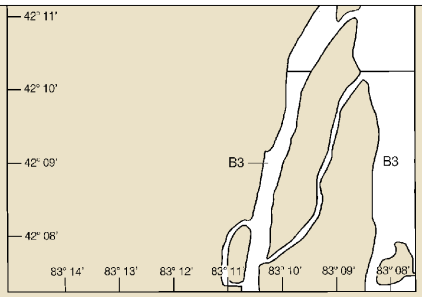
Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500


Joins page 11
Grosse Ile South Channel Range Lts
FIGHTING
UNITED STATES — CANADA
SCALE
Nautical
Statute
Central Ave
Pennsylvania Road
NO-DISCHARGE ZONE (see note Z)
(see tabulation)
TOWER
Piles
OVHD PWR CAB
OVHD Ramp PWR CAB
GROSSE ILE SWING BRIDGE
HOR CL 126 FT EASTSIDE
HOR CL 133 FT WESTSIDE
VERT CL 10 FT
Bridge Road
McLouth Steel Corporation
McLouth Steel Corp
Pipeline Area
OVHD CABS
FIXED BRIDGE
VERT CL 10 FT REP
Iso 2s 45ft Priv
Priv
FIGHTING ISLAND SOUTH LT
Iso R 6s 35ft 6 St M
BALLARDS REEF
PROJECT DEPTH 28.5 FT
CHANNEL
Horsemill Road
FIXED BRIDGE
VERT CL 8 FT REP
SPIRE
Thorofare Canal
Thorofare
OVHD PWR CAB
FIXED BRIDGE
Church Road
SILOS
CROSS
Ruins
Subm piles
Joins page 19
G R O S S E
42° 11'
42° 10'
42° 09'



Joins page 12

SUPPLEMENTAL INFORMATION

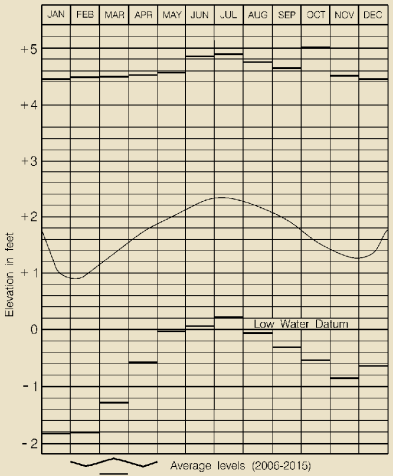
Consult U.S. Coast Pilot 6 for important supplemental information.

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 0.139" northward and 0.269" eastward to agree with this chart.

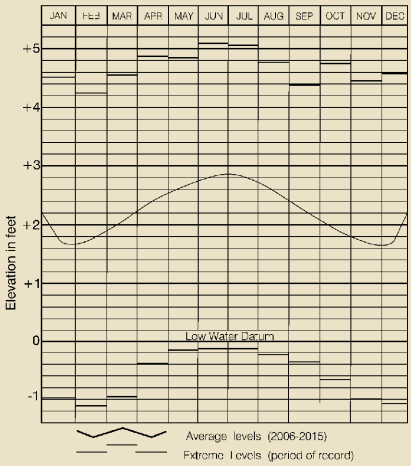
42° 09'

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.

LAKE ERIE



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42° 08'

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).

Ⓟ Pump-out facilities

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.

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.

SCALE 1:15,000

Nautical Miles

½ 0 ½

Statute Miles

½ 0 ½

Yards

500 0 500 1000

Meters

500 0 500 1000

83°15' 83°14' 83°13'

15th Ed., Aug. 2016

14854

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

Last Correction: 8/10/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.

Joins page 13

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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:
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Covered wells may be marked by lighted or unlighted buoys.

CAUTION

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

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.

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

POTABLE WATER INTAKE

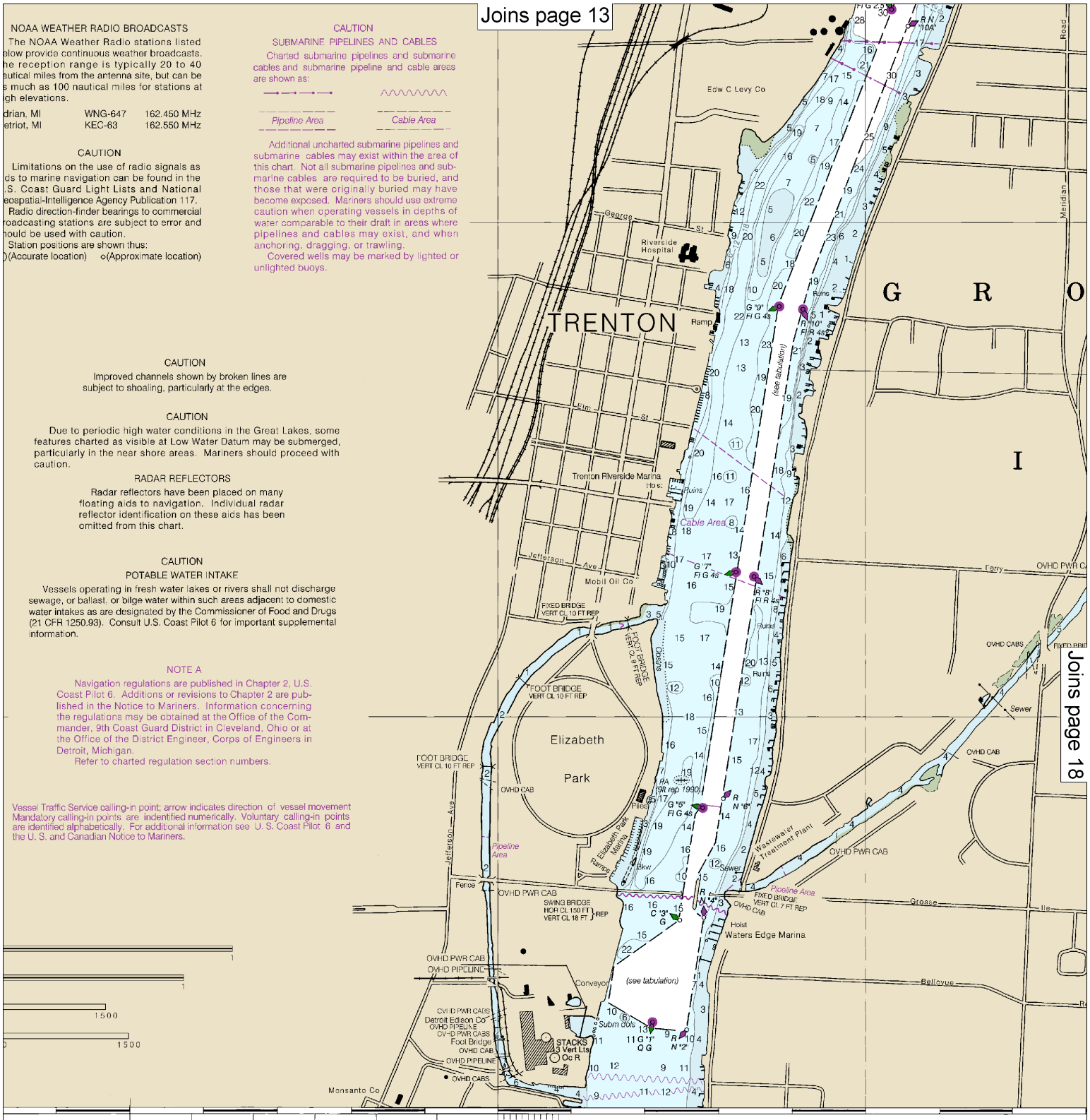
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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.

Vessel Traffic Service calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are indentified 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.



1
1
1500
1500

EET

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	2

Joins page 14

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HORIZONTAL DATUM

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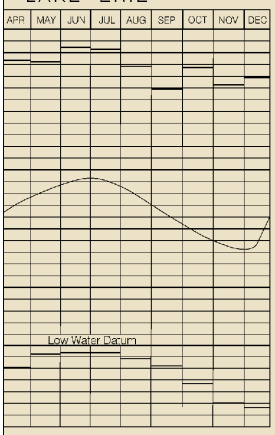

Average levels (2006-2015)

Extreme levels (period of record)

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Joins page 17

SCALE 1:15,000

Nautical Miles 0 ½ 1

Statute Miles 0 ½ 1

Yards 0 500 1000 1500

Meters 0 500 1000 1500

TRENTON

Edw C Levy Co

George St

Riverside Hospital

Ramp

Trenton Riverside Marina

Ruins

Cable Area

Jefferson Ave

Mobil Oil Co

FIXED BRIDGE VERT CL 10 FT REP

FOOT BRIDGE VERT CL 10 FT REP

Obstn

Elizabeth Park

Pipeline Area

Elizabeth Park Marina

Fence

OVHD PWR CAB

SWING BRIDGE HOR CL 150 FT J-REP VERT CL 18 FT J-REP

OVHD PIPELINE

Conveyor

(see tabulation)

Detroit Edison Co

Foot Bridge

STACKS 3 Vert Lts

Subm Obs

Monsanto Co

Sewer

Waters Edge

83°13' 83°12' 50" 40" 30" 20" 10" 83°11' 50"

SOUNDINGS IN FEET

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

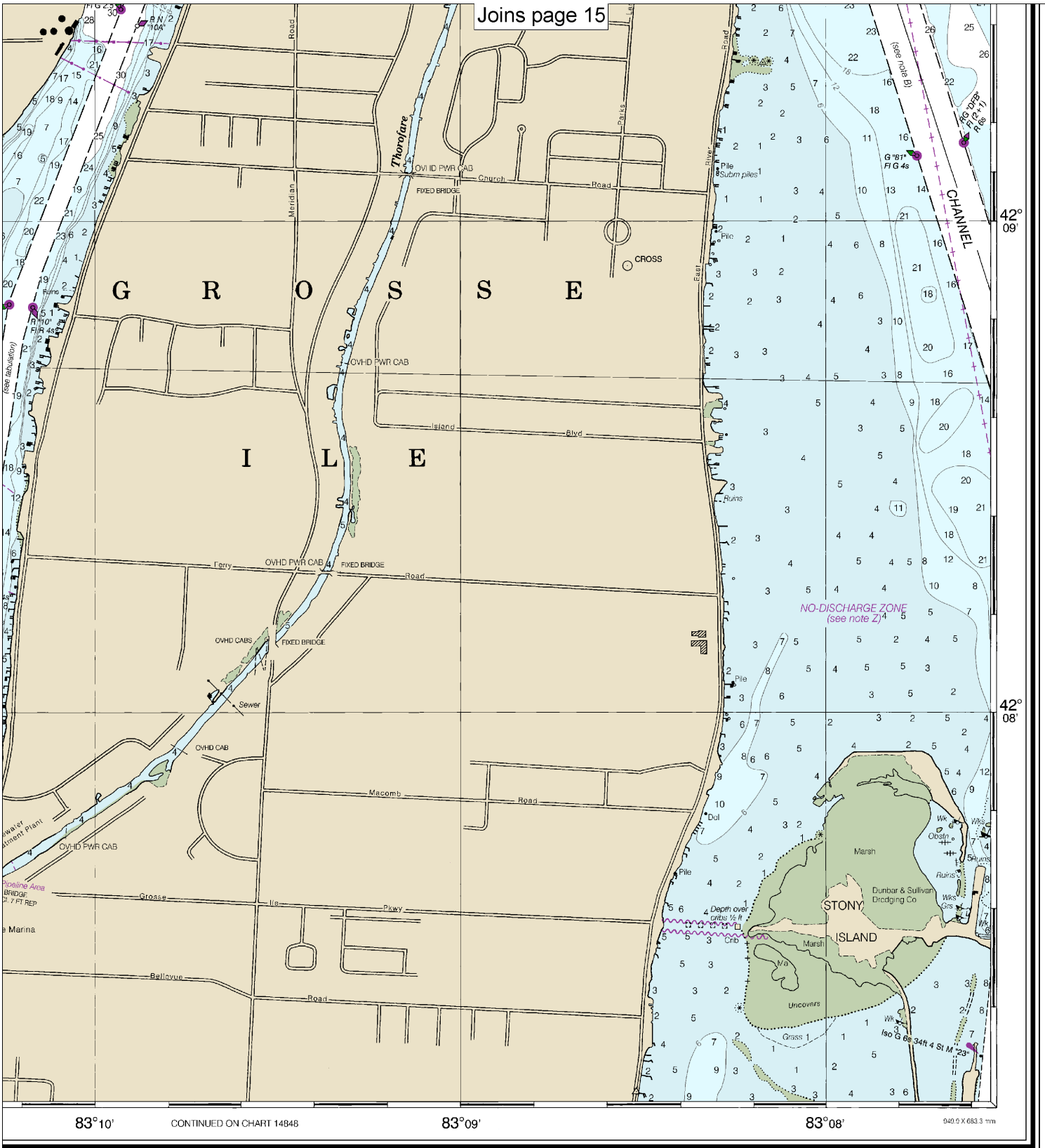
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles 0 1

Yards 500 0 500 1000 1500

See Note on page 5.



Trenton Channel and River Rouge

SOUNDINGS IN FEET - SCALE 1:15,000

14854

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**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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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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