

BookletChart™

Presque Isle and Stoneport Harbors

NOAA Chart 14869

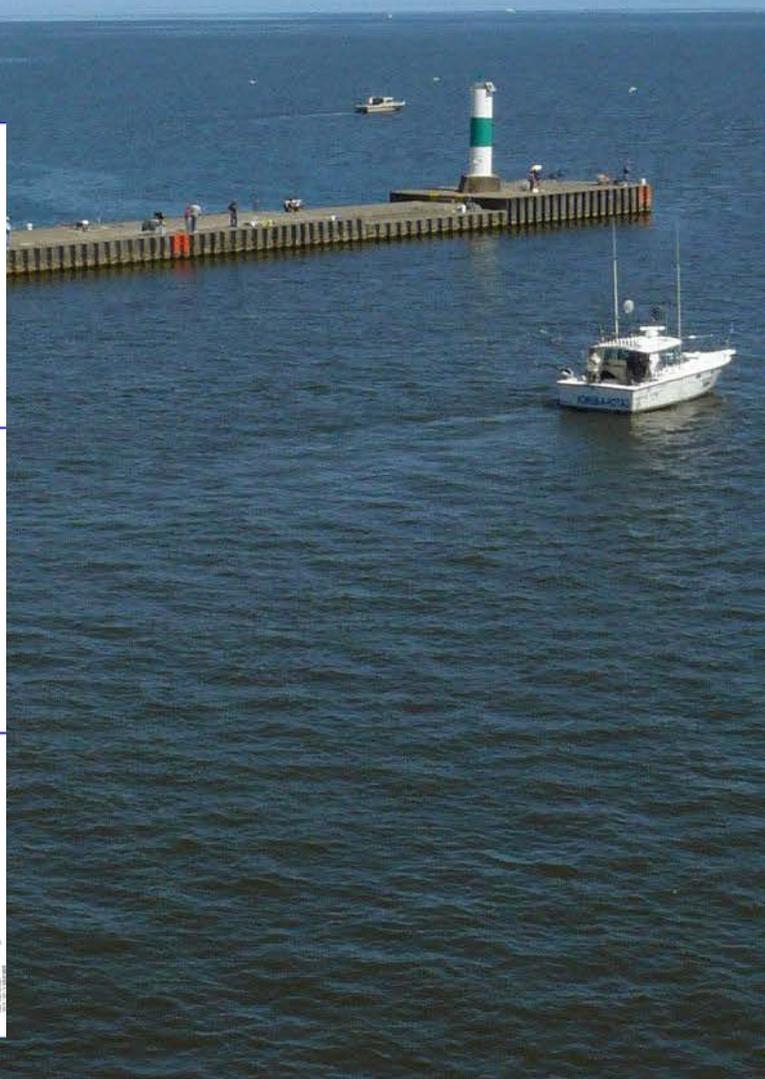
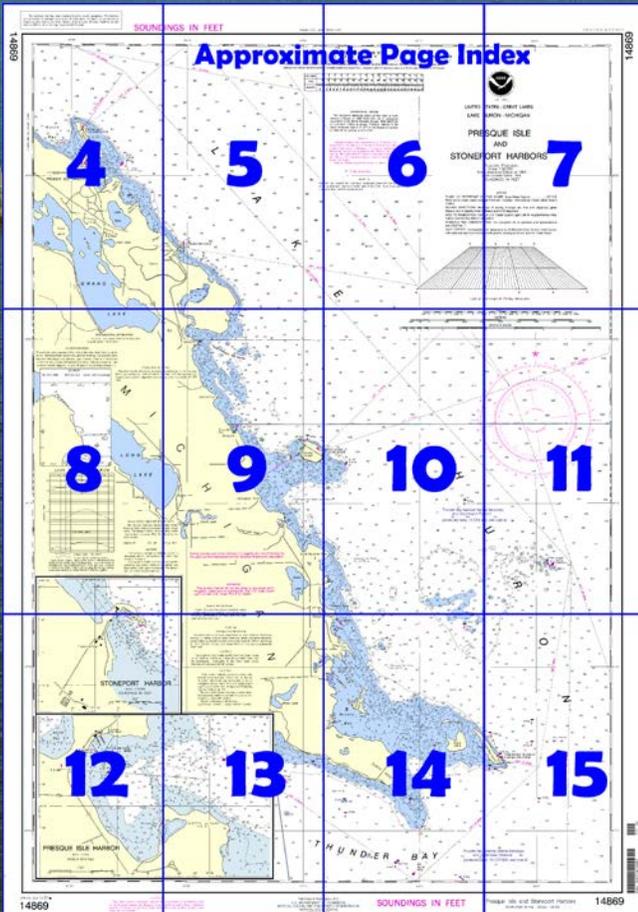


A reduced-scale NOAA nautical chart for small boaters

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.

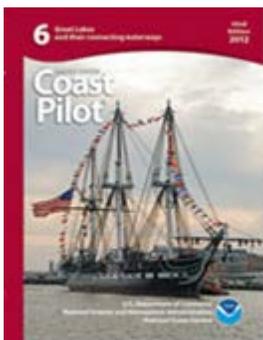
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14869>.



(Selected Excerpts from Coast Pilot)

From North Point, the broken shoreline, low and wooded, stretches generally north-northwest for 25 miles to Presque Isle. This stretch has numerous off-lying islands and detached shoals.

Thunder Bay Island, 3 miles east-northeast of North Point, is the outermost of a group of islands connected to shore by a shallow bank with numerous rocks, submerged and awash. **Thunder Bay Island Light** (45°02.2'N., 83°11.7'W.), 63 feet above the

water, is shown from a white conical tower with attached dwelling on the southeast shore of the island. A shoal with depths of 2 feet extends 0.2 mile SE from the island. Deep-draft vessels should not pass inside

Thunder Bay Island. The east side of the island is deep-to. A wreck, covered 43 feet, is 13.6 miles east-southeast of Thunder Bay Island Light. **Sugar Island**, just west of Thunder Bay Island, is 2 miles northeast of North Point. **Gull Island** is just north of Sugar Island. The passage between Sugar Island and North Point should only be used by small craft with local knowledge, because a rocky ledge makes out from the north side of the point almost to the island.

Between Sugar Island and Thunder Bay Island is a small area of shelter from northwest, northeast, and east winds with good holding ground in 6 to 10 feet. Entrance to this area is from South; it is unsafe to enter from N because of a shoal and small islet between the northwest end of Thunder Bay Island and Gull Island. The holding ground south of Sugar Island and southwest of Thunder Bay Island is not good, rock and stone bottom.

Misery Bay is a bight between the north side of North Point and **Potter Point** (45°05.6'N., 83°18.2'W.), 3 miles north-northwest. The bay is extremely shoal and filled with rocks and islands.

From Potter Point north-northwest for 7 miles to abreast Middle Island, the shoreline is irregular and shallow water extends generally less than 0.7 mile offshore. A boulder, covered 13 feet, is about 1 mile east of Potter Point. Submerged net stakes are 1 to 2 miles offshore. **Stonycroft Point**, 1 mile north of Potter Point, is marked by a private light. Three piers and a launching ramp are on the south side of the point.

A large boulder bank with least depths of 22 to 24 feet is from 3 to 7.7 miles northeast of Potter Point. The shoal is in the path of through traffic and is a danger to deep-draft vessels, especially during heavy weather. Submerged wrecks are near the northeast extremity of the bank. A lighted buoy with a racon 0.2 mile east-southeast of the wreck marks the northeast extremity of the bank.

Middle Island is about 1.5 miles offshore about 6.5 miles north of Potter Point. **Middle Island Light**(45°11.6'N., 83°19.3'W.), 78 feet above the water, is shown from a white conical tower, orange bands in middle, with detached dwelling on the east side of the island. The island is surrounded on all but the northeast side by flats with depths less than 6 feet that extend about 0.2 mile off. A 5-foot shoal is about midway between the island and the mainland, and there are other patches with depths 9 to 12 feet. Passage through this area is not recommended without local knowledge. A small ledge with rocks that uncover is 0.6 mile southeast of Middle Island. A lighted buoy is off the east side of the ledge and marks the east extent of the shallows surrounding Middle Island.

There is anchorage southwest of Middle Island with protection from south through west to northeast winds in fair holding ground, clay and boulder bottom. Northwest of the island there is protection from southeast winds in good holding ground, mud and sand bottom. When using these anchorages, give the island sufficient berth to avoid the surrounding flats.

Rockport, MI, about 2.4 miles west-northwest of Middle Island, is a small private harbor used primarily by sport fishermen. A small point of land protects the harbor on the east. The submerged remains of a former sand and gravel breakwater extend 500 feet north from the point. The area is very shoal and should be avoided. The pier and detached cribs of a former limestone loading dock are in the harbor. The inner crib is marked by a private light. The outer crib is in ruins and submerged. A basin southeast of the pier has a natural launching ramp.

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

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

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>

20' 15' 83°10'

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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE HURON - MICHIGAN

PRESQUE ISLE AND STONEPORT HARBORS

Polyconic Projection
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

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.

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 of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

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

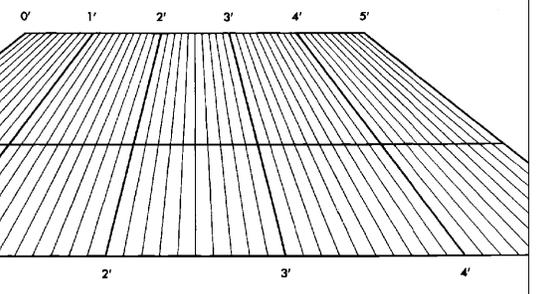
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating 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/regulatory/vessel_sewage/.

Pump-out facilities

NOTES

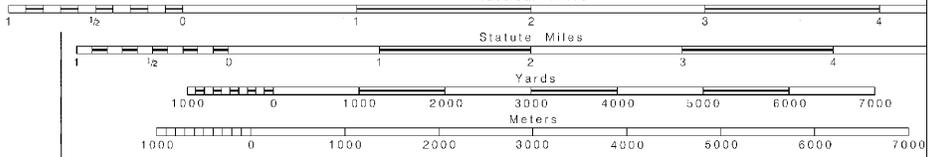
PLANE OF REFERENCE OF THIS CHART (Low Water Datum)
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum.
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplements concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations, see No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Datum, bridge and overhead clearances are reduced correspondingly. For clearances above Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast and Geodetic Survey, and additional data from the Corps of Engineers, Geological Survey, and U.S. Coast and Geodetic Survey.

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



Latitude and Longitude Plotting Interpolator

SCALE 1:60,000
Nautical Miles



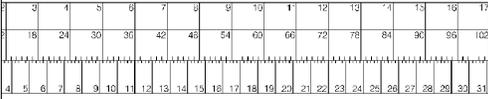
Joins page 9

Joins page 6

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.

15'

83°10'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE HURON - MICHIGAN

PRESQUE ISLE
AND
STONEPORT HARBORS

Polyconic Projection
Scale 1:60,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTE D
Uncharted stakes and fishing structures, in this area of this chart. Such structures are not shown.

HORIZONTAL DATUM
Reference datum of this chart is North American Datum of 1983 (NAD 83), which is equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to in this chart are based on the datum of 1927. Do not require correction for plotting on this chart.

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

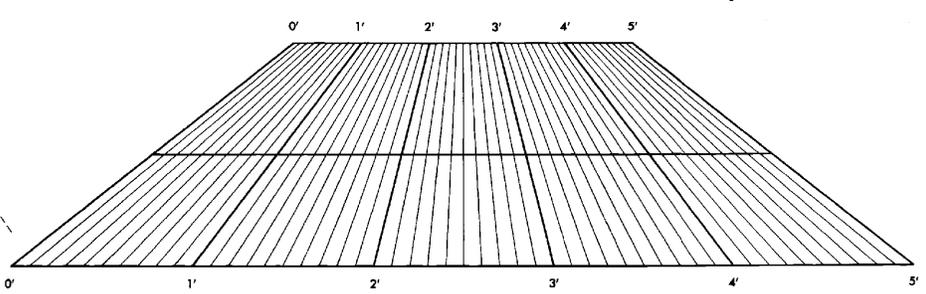
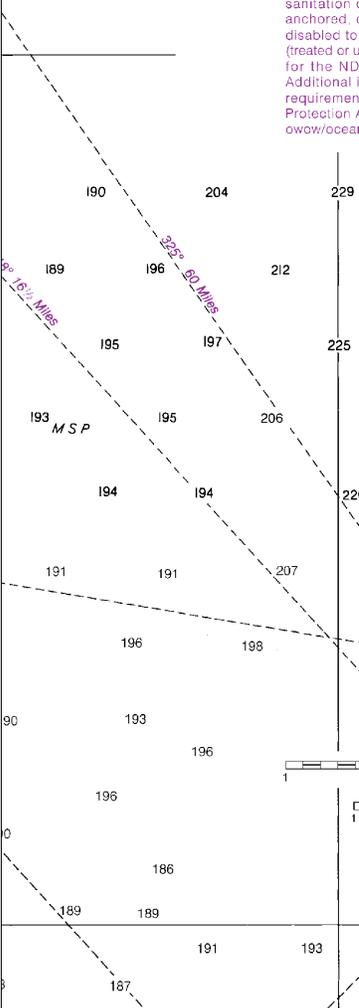
NO-DISCHARGE ZONE, 40 CFR 140

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/regulatory/vessel_sewage/.

Pump-out facilities

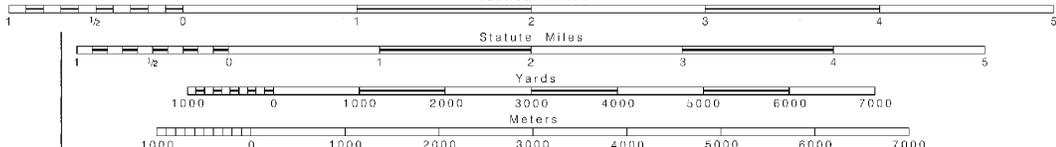
NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS - Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO 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.
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, and U.S. Coast Guard

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



Latitude and Longitude Plotting Interpolator

SCALE 1:60,000
Nautical Miles



Joins page 11

45°
20'

15'

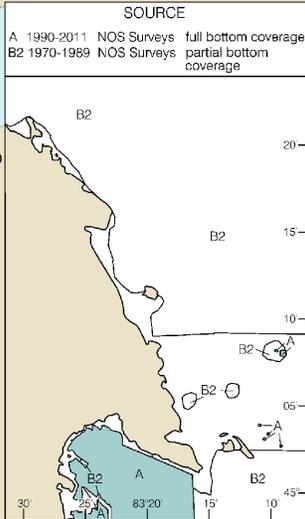


below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Alpena, MI KIG-83 162.550 MHz

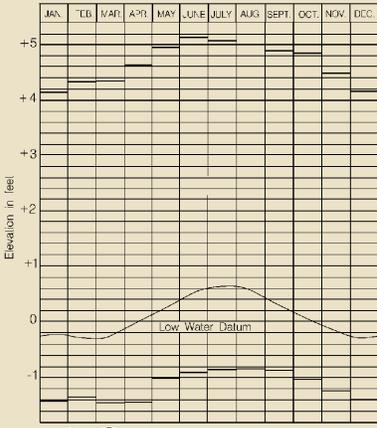
Joins page 4

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.



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).

LAKE MICHIGAN - HURON



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.

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.

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.

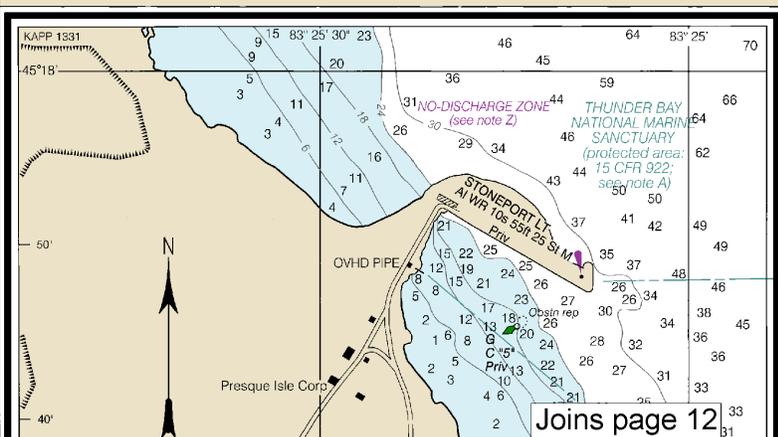
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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.

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.

CAUTION
Due to periodic high water conditions in the Great Lakes.



Joins page 12

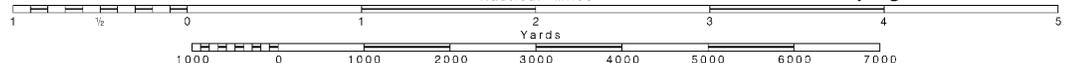


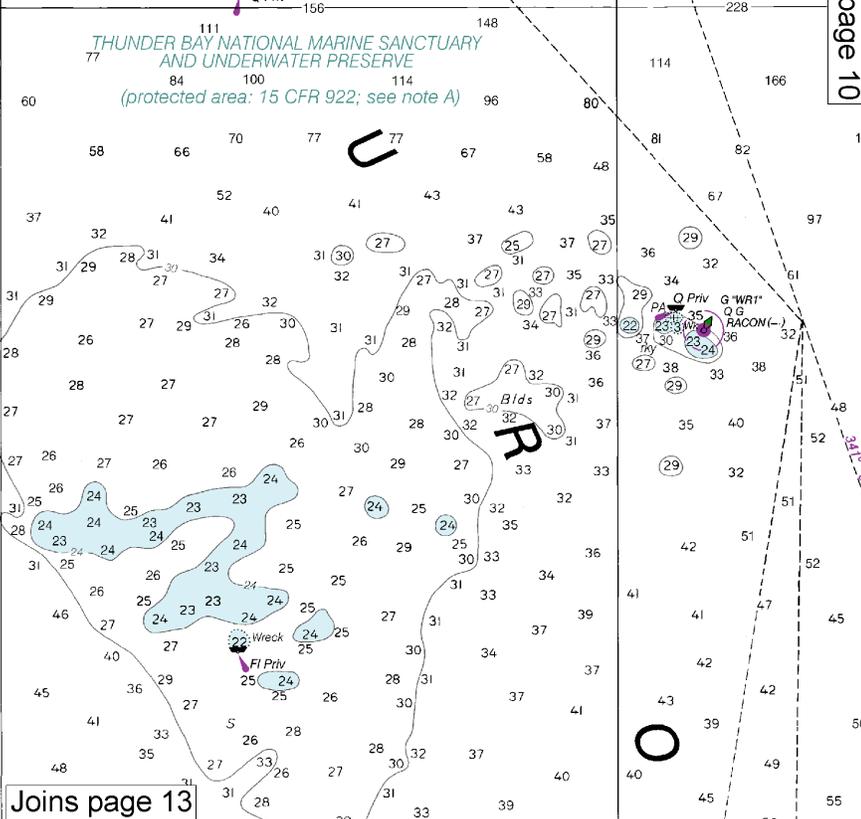
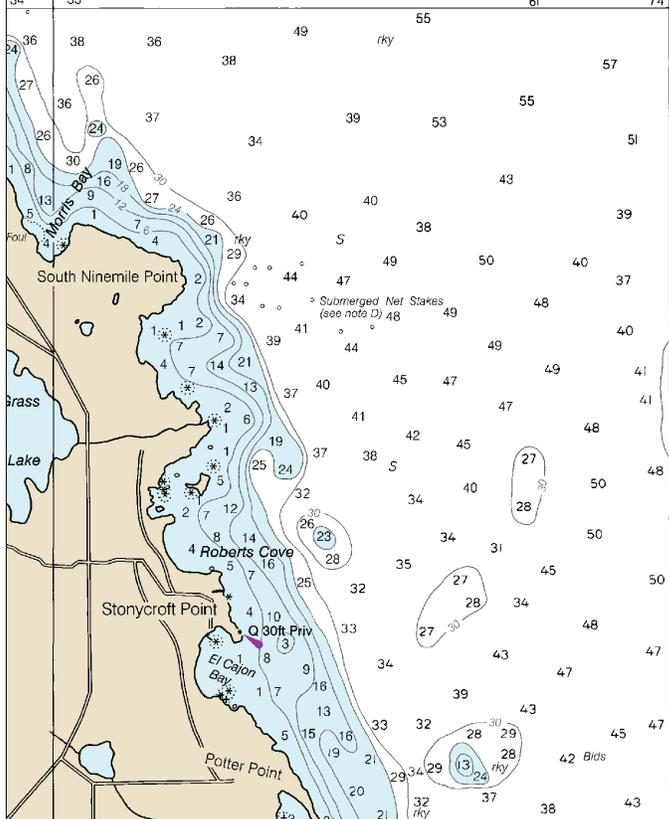
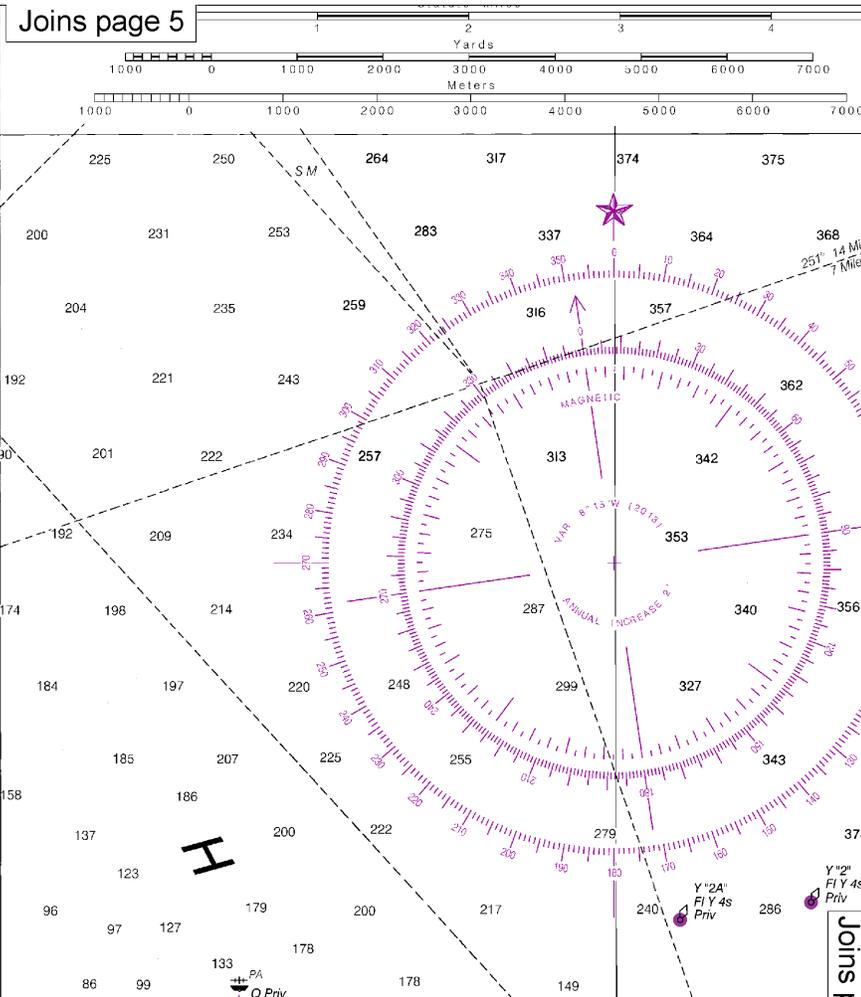
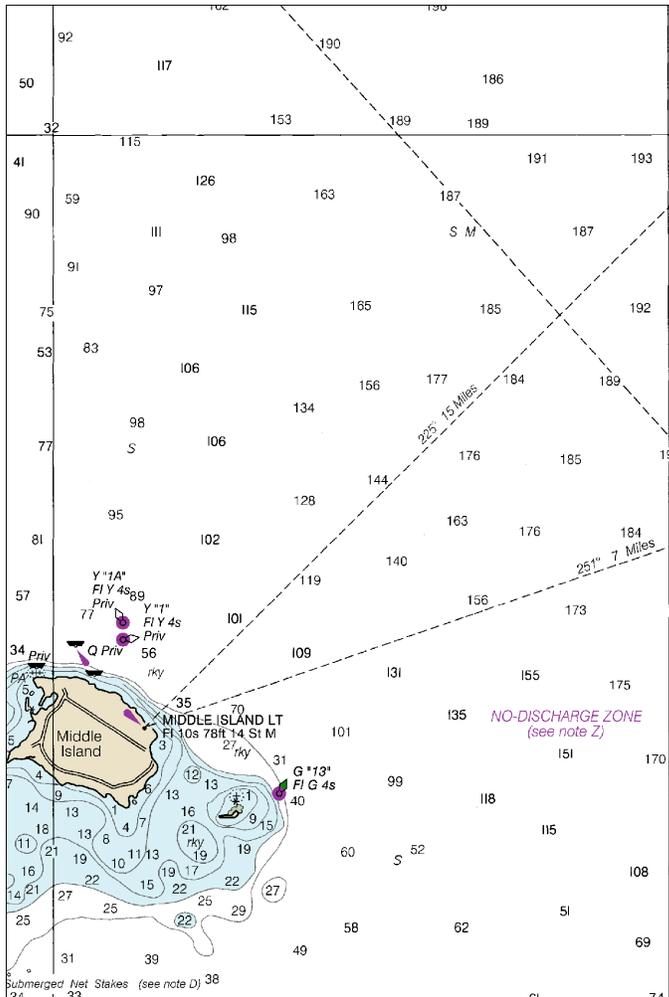
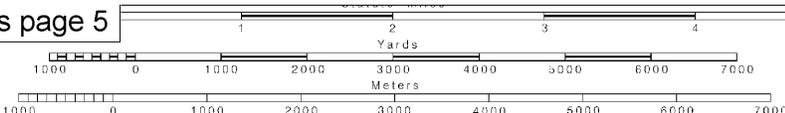
Note: Chart grid lines are aligned with true north.

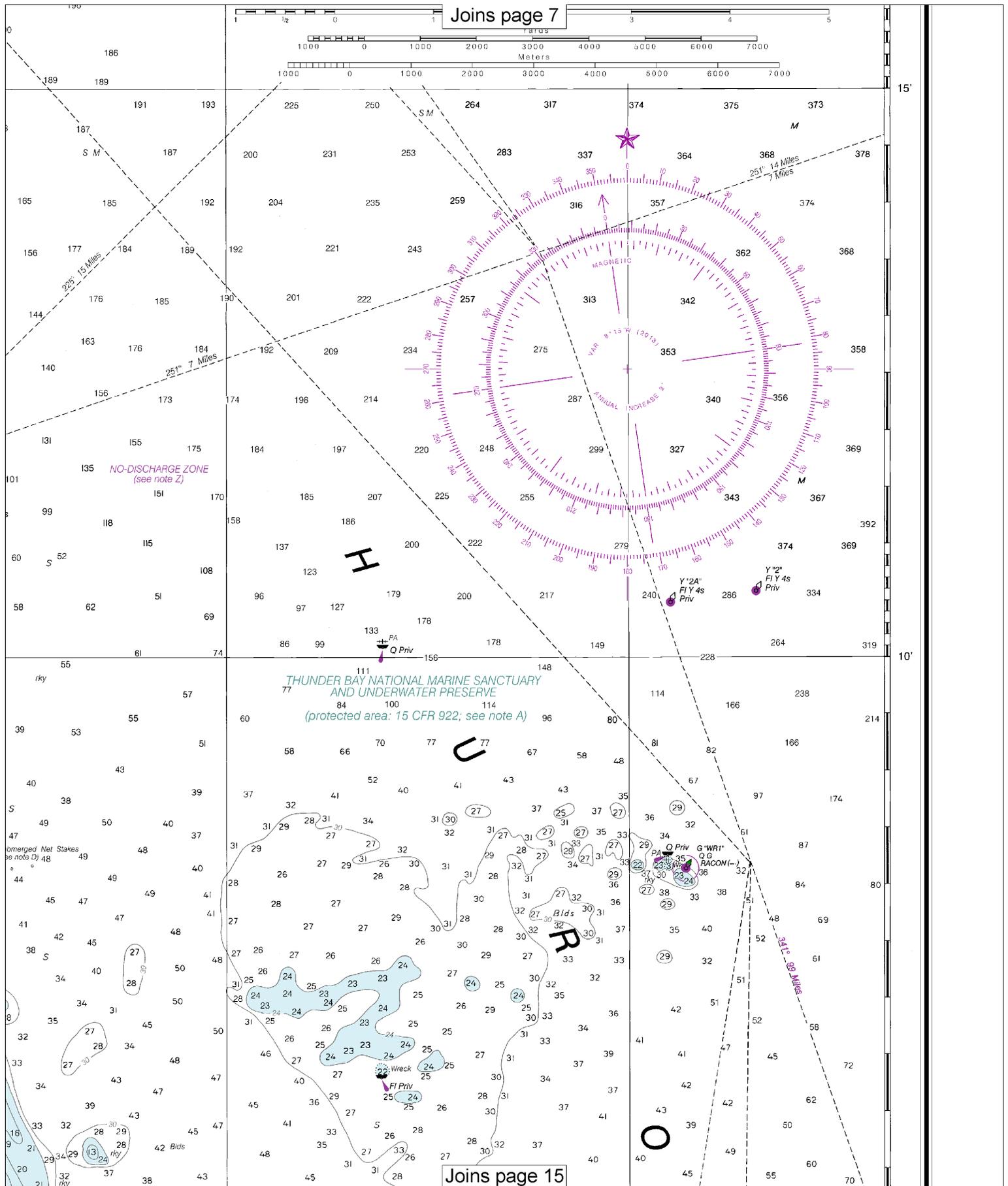
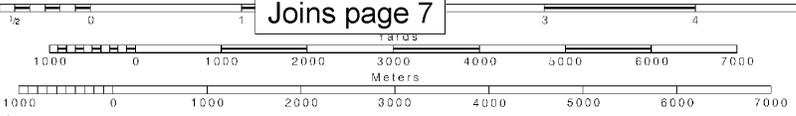
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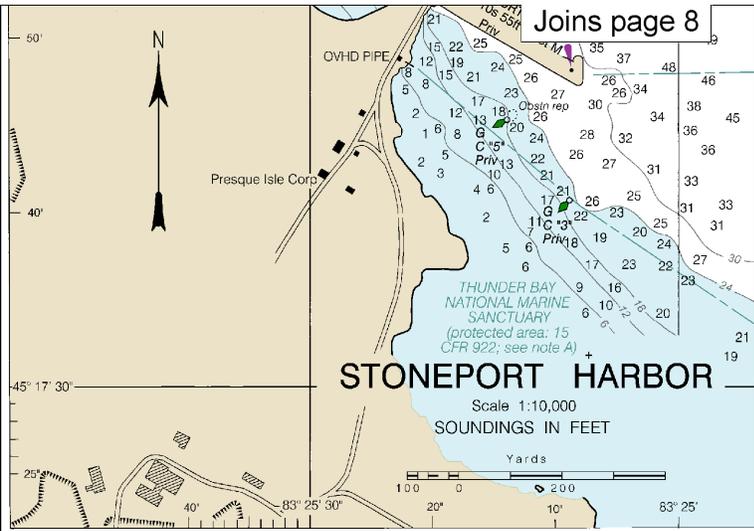
SCALE 1:60,000

See Note on page 5.









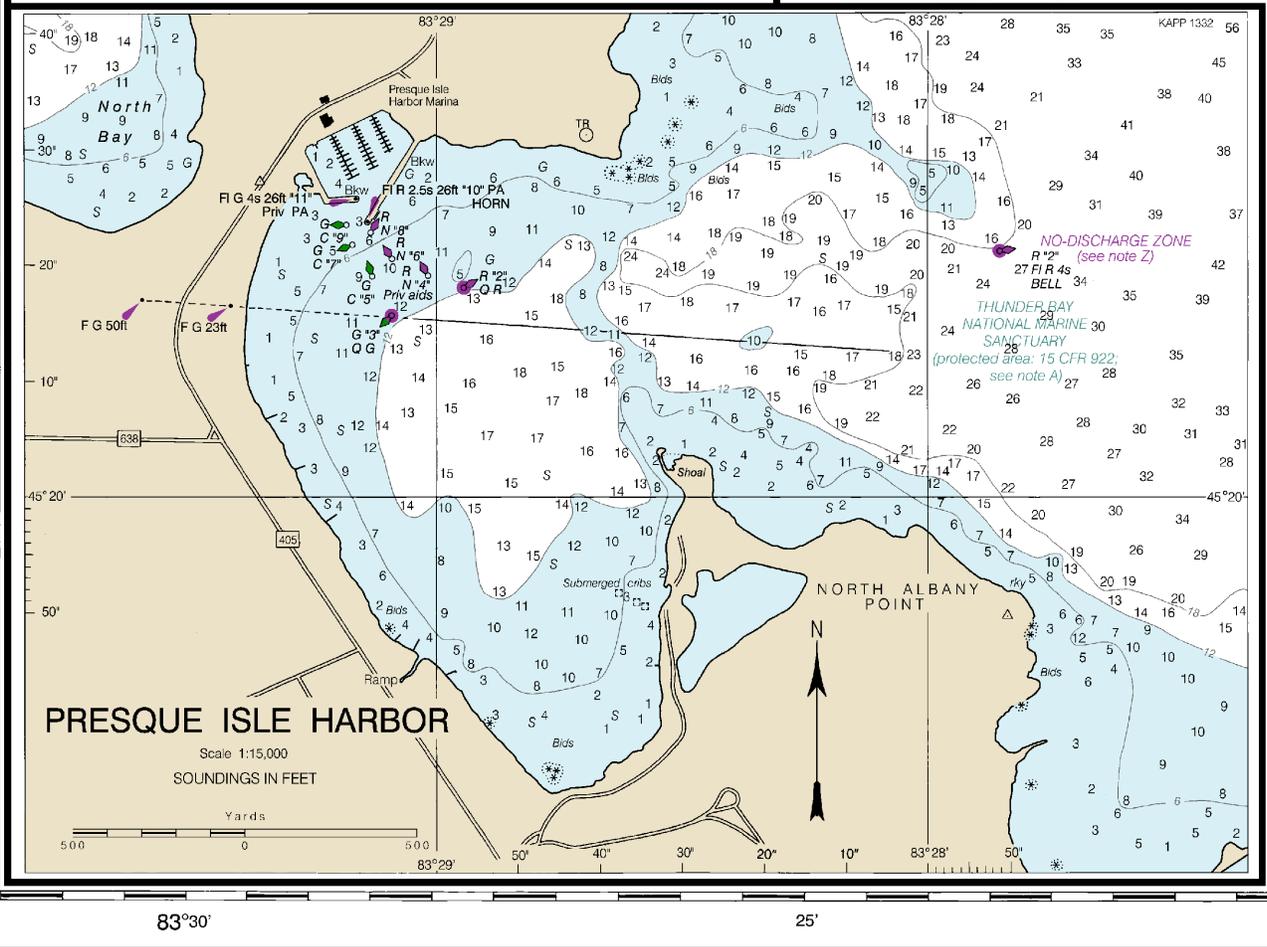
Joins page 8

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.

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.

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)



27th Ed., Nov. 2013

14869

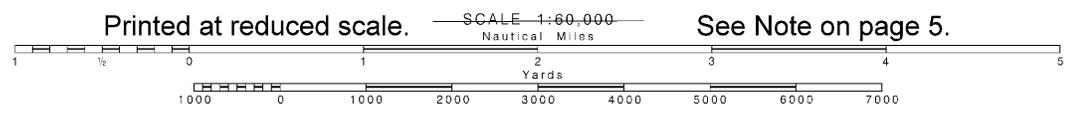
Last Correction: 5/13/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

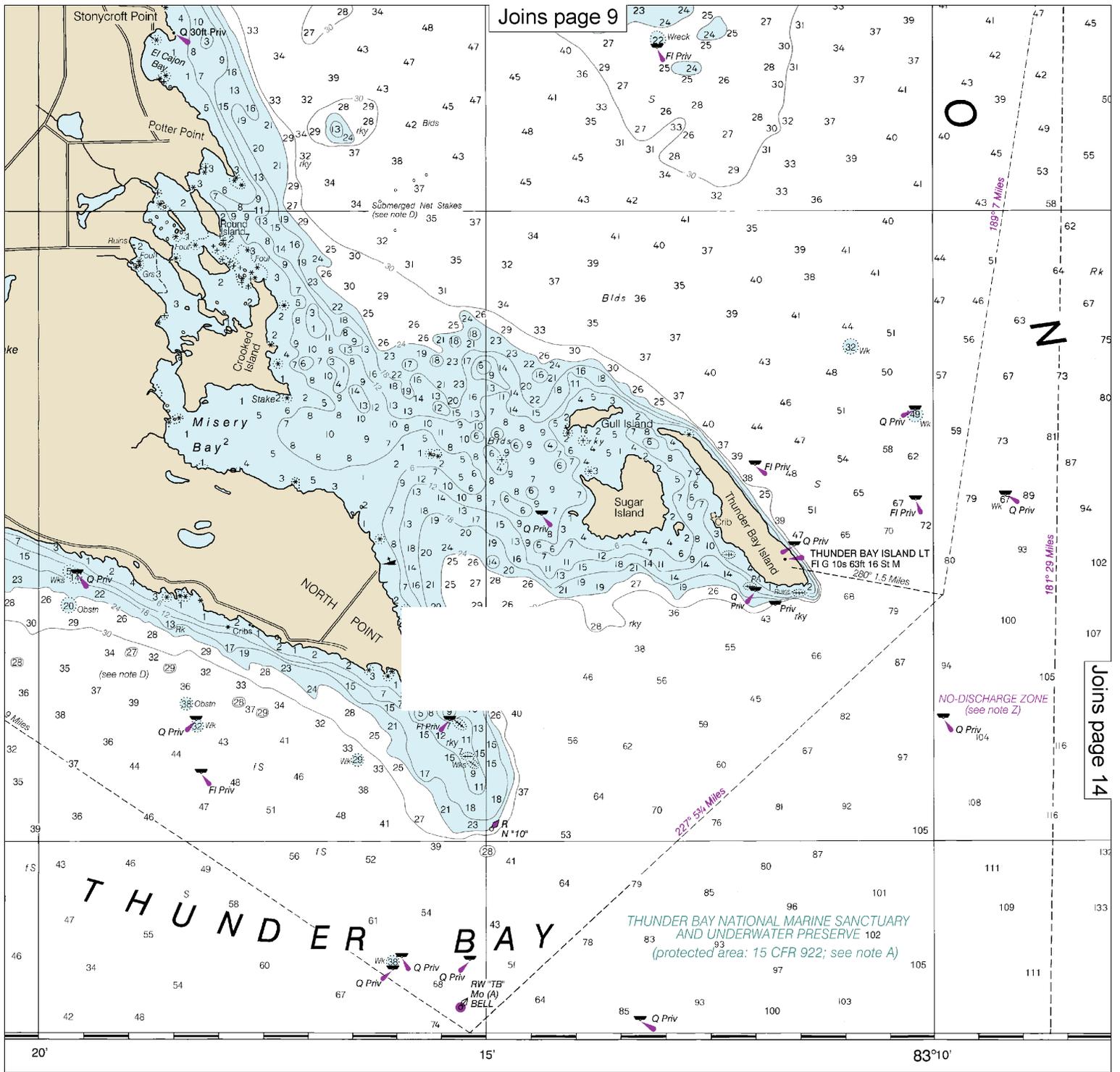
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

U.S. NATIONAL OC

12

Note: Chart grid lines are aligned with true north.





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

SOUNDINGS IN FEET

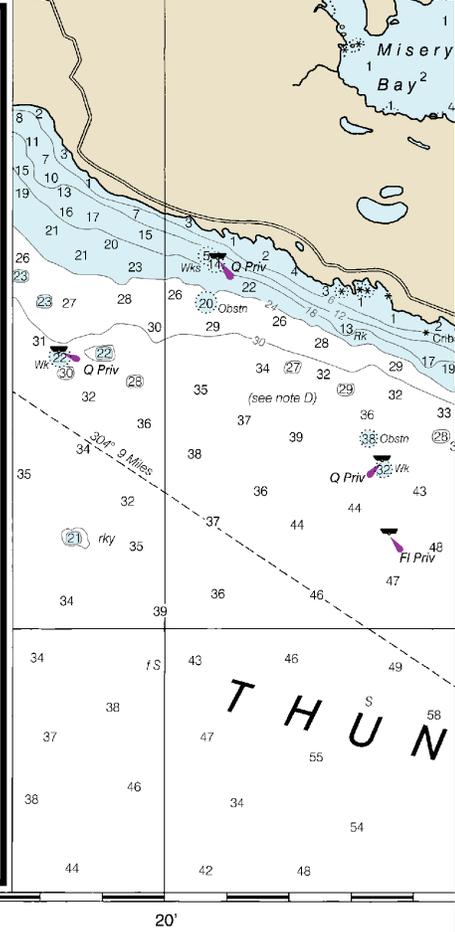
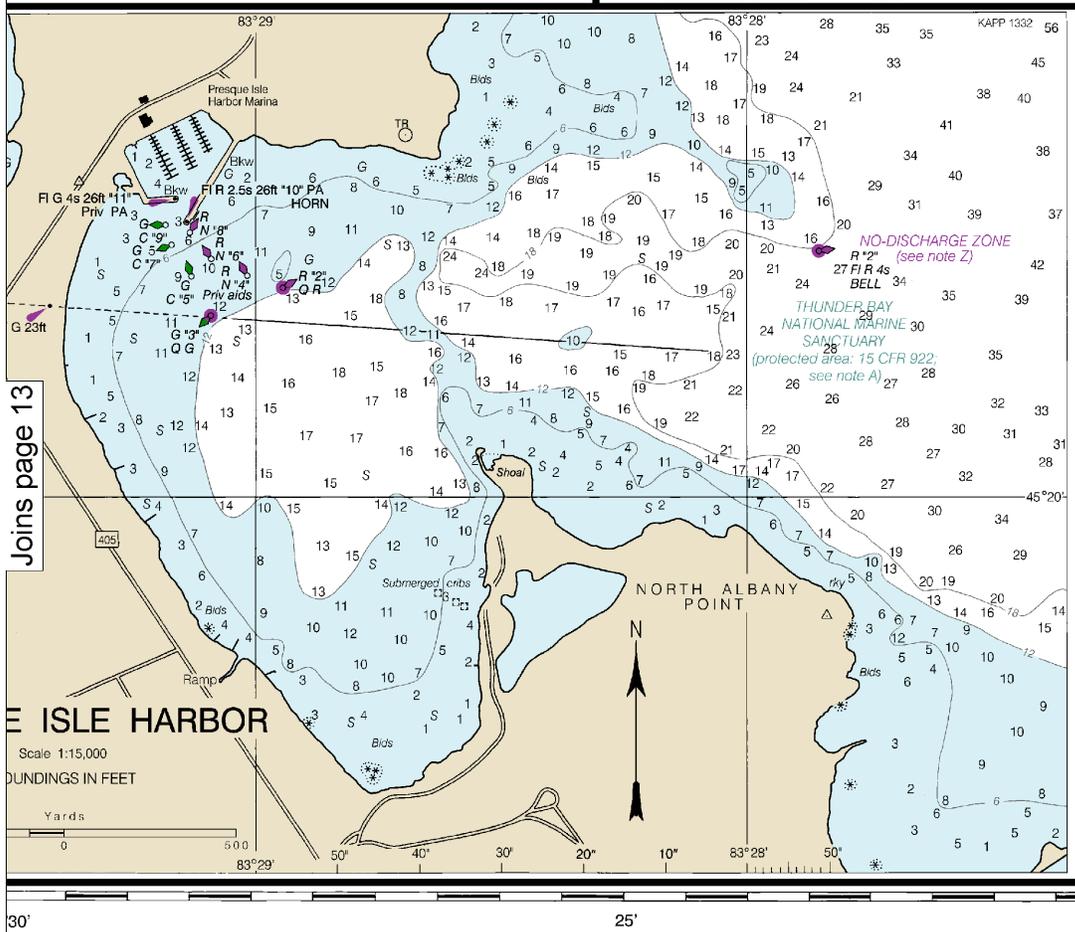
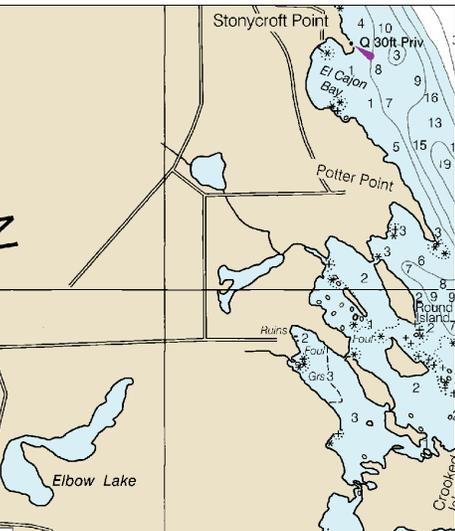
Presque Isle and Stoneport Harbors
 SOUNDINGS IN FEET - SCALE 1:60,000



ref: Joins page 10

CAUTION
POTABLE WATER INTAKE
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CAUTION
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CAUTION

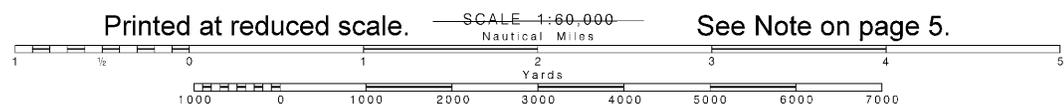
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

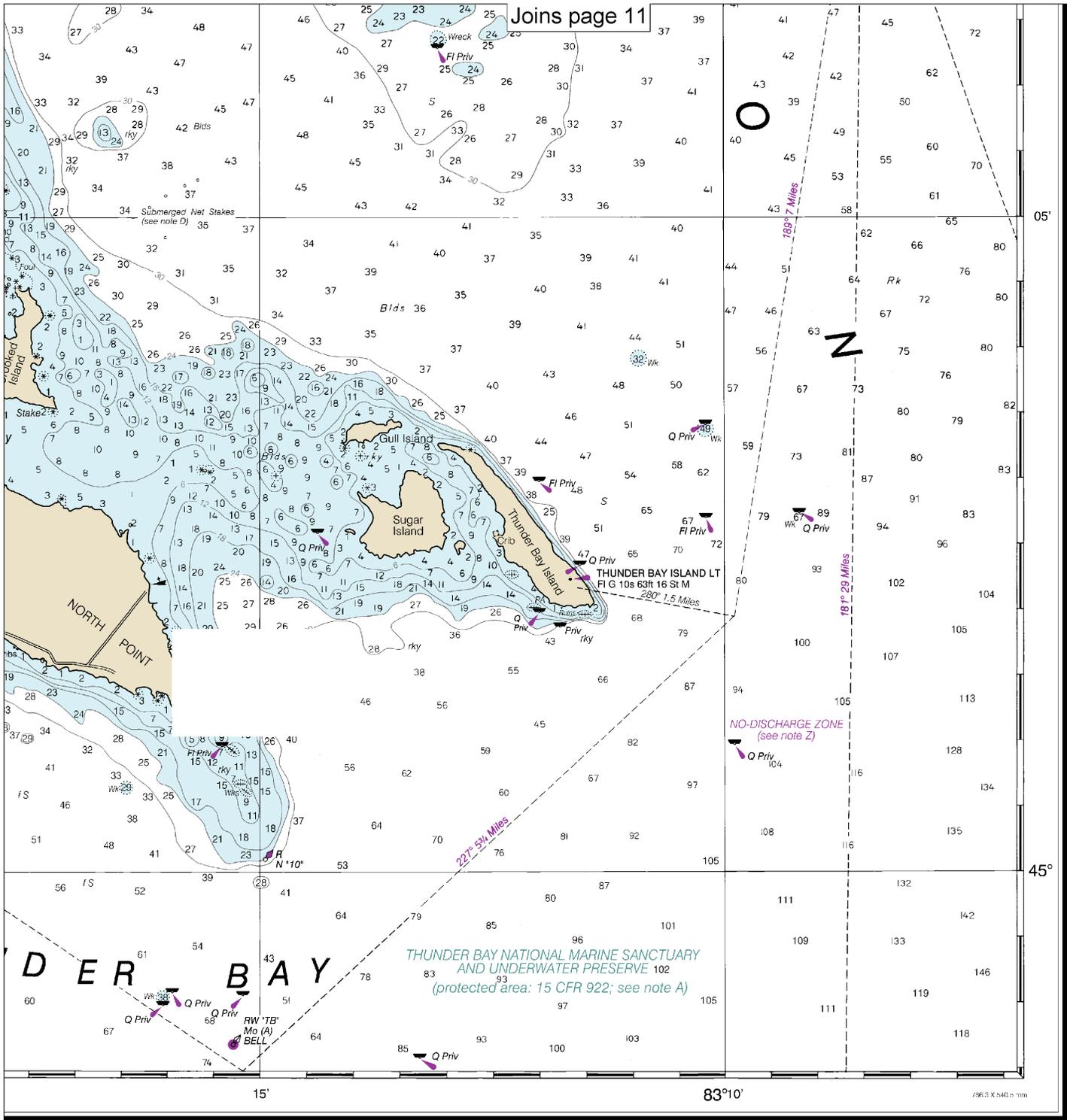
5/13/2016. Cleared through:
15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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

14

Note: Chart grid lines are aligned with true north.





SOUNDINGS IN FEET

Presque Isle and Stoneport Harbors
SOUNDINGS IN FEET - SCALE 1:60,000

14869



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>



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