

BookletChart™

Straits of Mackinac

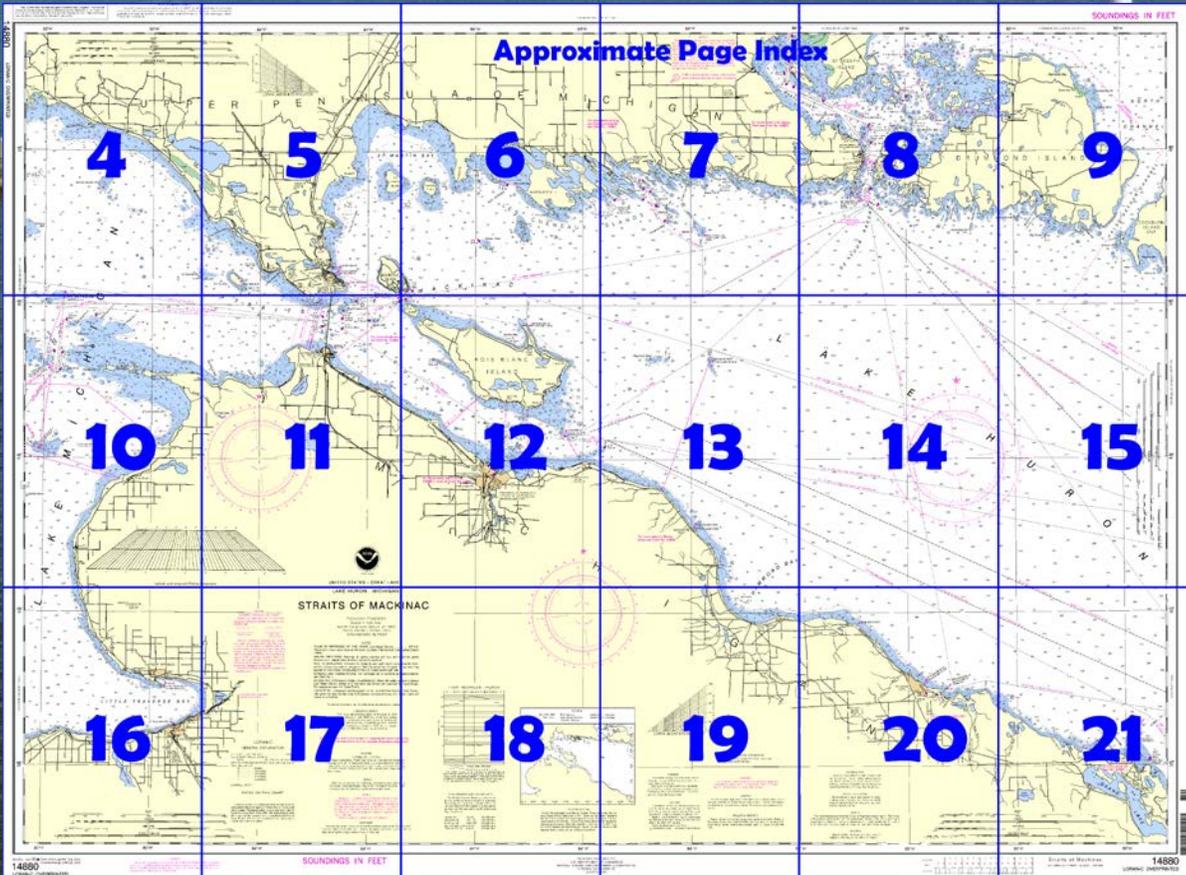
NOAA Chart 14880



*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.

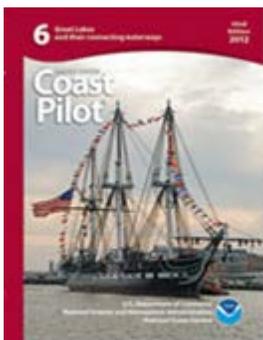
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14880>.



(Selected Excerpts from Coast Pilot)

The trend of the shoreline from Presque Isle is west-northwest for 12 miles to **Adams Point** (45°24.9'N., 83°43.0'W.), thence W for 4.7 miles to Rogers City, and thence northwest for 6.6 miles to Forty Mile Point (45°29.2'N., 83°54.8'W.).

Black Point, 2 miles west of Presque Isle, has deep water within 0.25 mile. About 2 miles east-southeast of Adams Point, a detached 17-foot shoal is 1.2 miles offshore. As foul ground extends from

shore to within 0.4 mile of this shoal, coasting vessels should take care to pass outside the detached shoal. From Adams Point to **Forty Mile Point**, deep water is generally within 0.5 mile of shore.

Calcite, MI, 3.3 miles west of Adams Point, is a private harbor owned and operated by Carmeuse Lime and Stone for shipping limestone. The harbor is protected on the northwest and north by a point and breakwater and to the southeast by **Quarry Point**. The harbor affords no shelter from north to east winds except for small craft, which can enter the tug basin on an emergency only basis.

Calcite Light, a private 8-foot-diameter neon light at the inner end of the loading slip in Calcite, is prominent.

Channels.—A privately dredged entrance channel leads from deep water in Lake Huron southwest for 0.3 mile. At the inner end of the channel, a loading slip extends southwest and a dredged area along the dock face extends southeast. A dredged tug basin protected by a breakwater arm is on the northwest side of the entrance channel. The harbor approach is marked by a private light on the outer end of the breakwater which protects the harbor; a private sound signal is at the light. The channel is marked by two private lighted ranges. A **236°** range of red lights for incoming vessels marks an alinement along the south side of the channel. A range of green lights for outbound vessels leads **056°** at about midchannel. In 2002, the reported controlling depth was 24 feet in the entrance channel and loading slip except for shoaling to 16 feet at the southwest end of the slip, thence depths of 10 to 20 feet in the dredged area along the southeast dock face except for shoaling to 6 feet at the southeast end of the area. In 2002, reported depths of 11 to 22 feet were available in the tug basin with shoaling to 7 feet along the extreme northwest edge.

Fluctuations of water level.—The harbor is subject to fluctuations of water level, and vessels drawing over 17 feet should obtain information from the harbor tugs before entering the harbor. Depth information and harbor blueprints can be obtained at the dock office on the south side of the loading slip. A water gauge on the southwest corner of the tug basin, lighted at night, shows the maximum depth to which vessels may be loaded and should be checked by vessel masters.

Towage.—Tugs are available from the Great Lakes Towing Co. docks in Sault Ste. Marie, at 800-321-3663.

Wharves.—The wharves on the north and south sides of the loading slip have lengths of 938 and 866 feet, respectively, with deck heights of 8 feet. There is open storage for over 200,000 tons of limestone. Conveyor systems can load vessels at 5,000 and 3,000 tons per hour at the north and south wharves, respectively.

Rogers City, MI, is 4.6 miles west of Adams Point and 6.6 miles southeast of Forty Mile Point. It is a center for the mining, processing, and transportation of limestone. The port is an open roadstead with no natural harbor, but two artificial basins provide protection for small craft. A blue water tank about 0.6 mile southwest of the municipal basin is prominent.

An entrance channel marked by private, seasonal buoys leads southwest from deep water in Lake Huron to the municipal small-craft basin, which is formed by breakwaters and entered at the southeast corner. The basin entrance is marked on either side by private lights. In 2001, the entrance channel and basin had a reported depth of 8 feet. On the northwest side of the municipal basin, commercial fishermen use a small basin formed by breakwaters. The entrance to the basin, from northeast, has depths of 3 feet and is difficult in severe storms. Rogers City is a **customs station**.

**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.

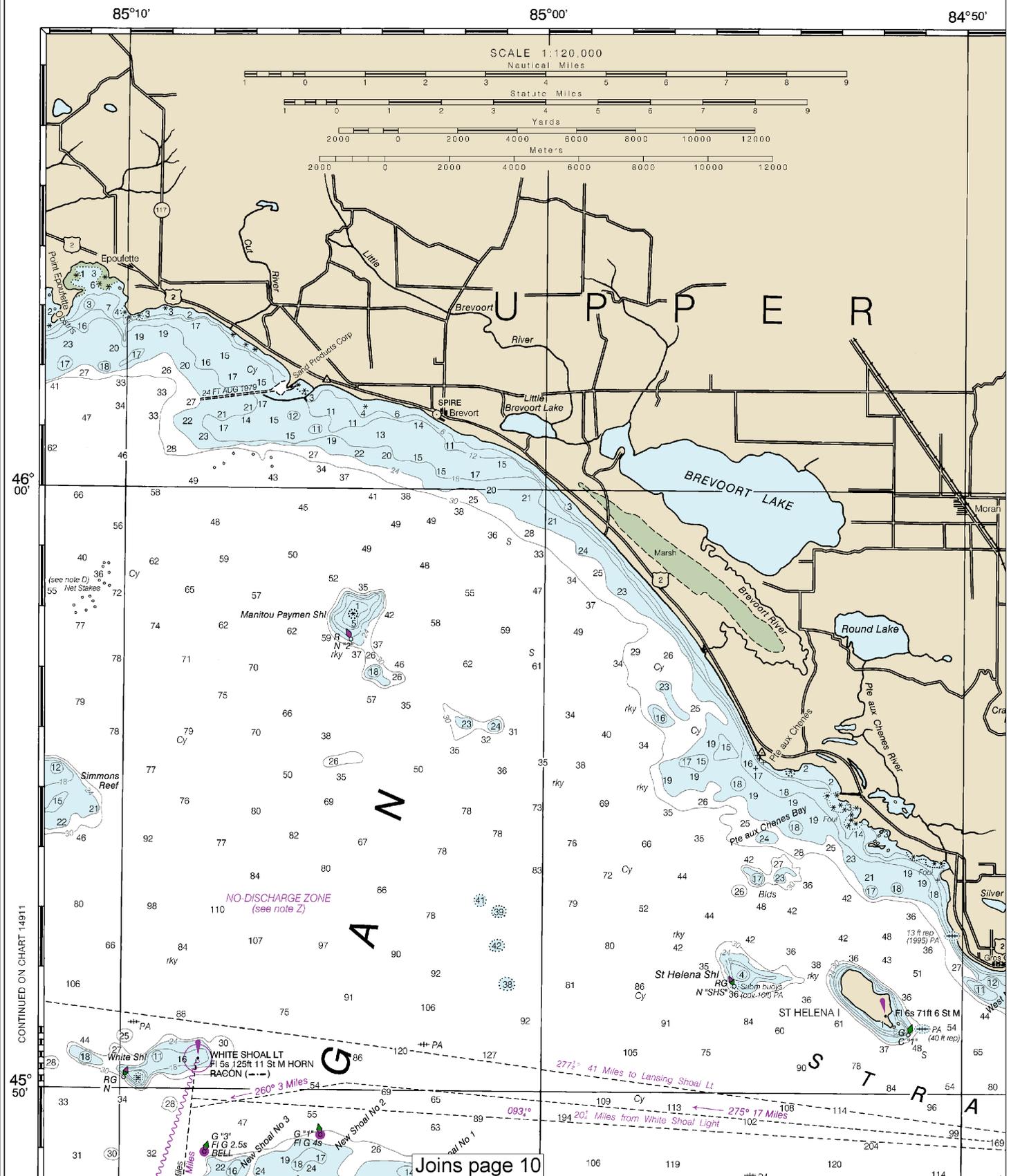
Lateral System As Seen Entering From Seaward

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>

14880

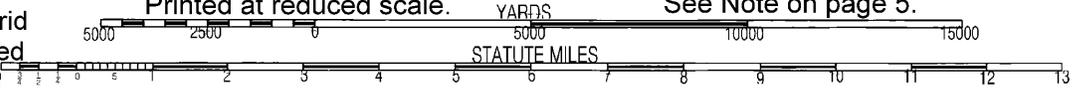


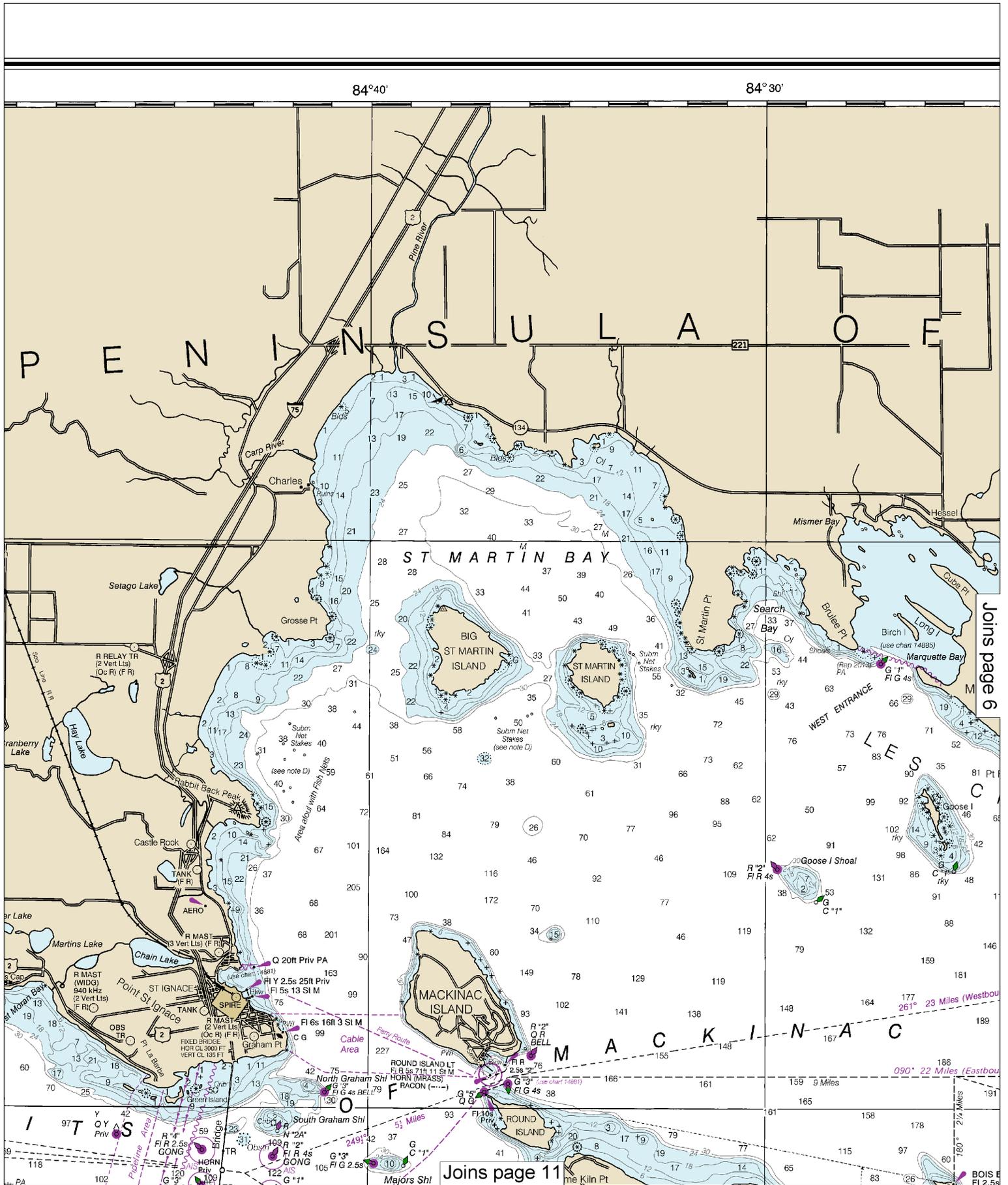
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.





Joins page 6

Joins page 11

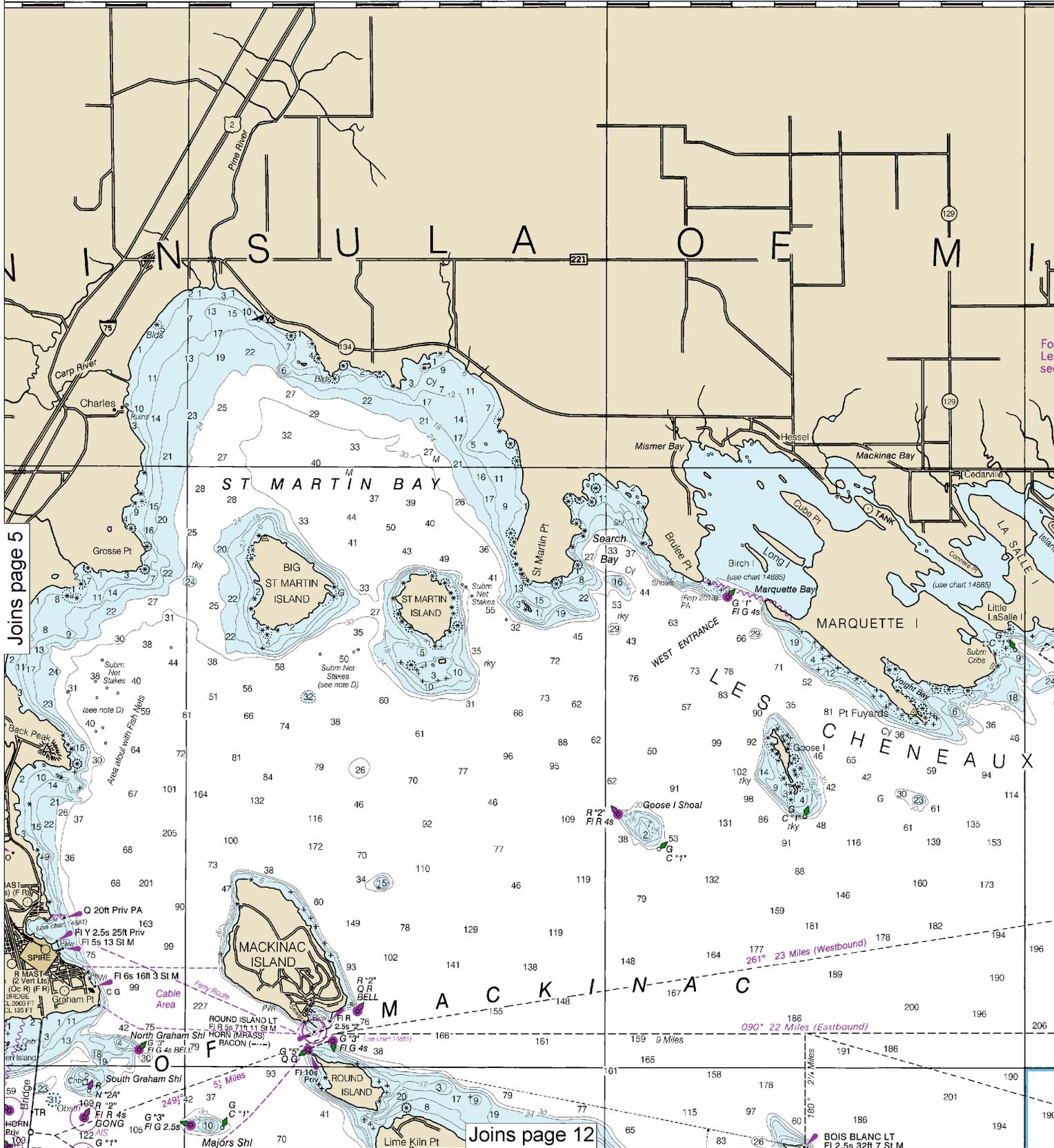
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



84°40'

84°30'

84°20'



Joins page 5

Joins page 12



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.



84°10'

84°00'

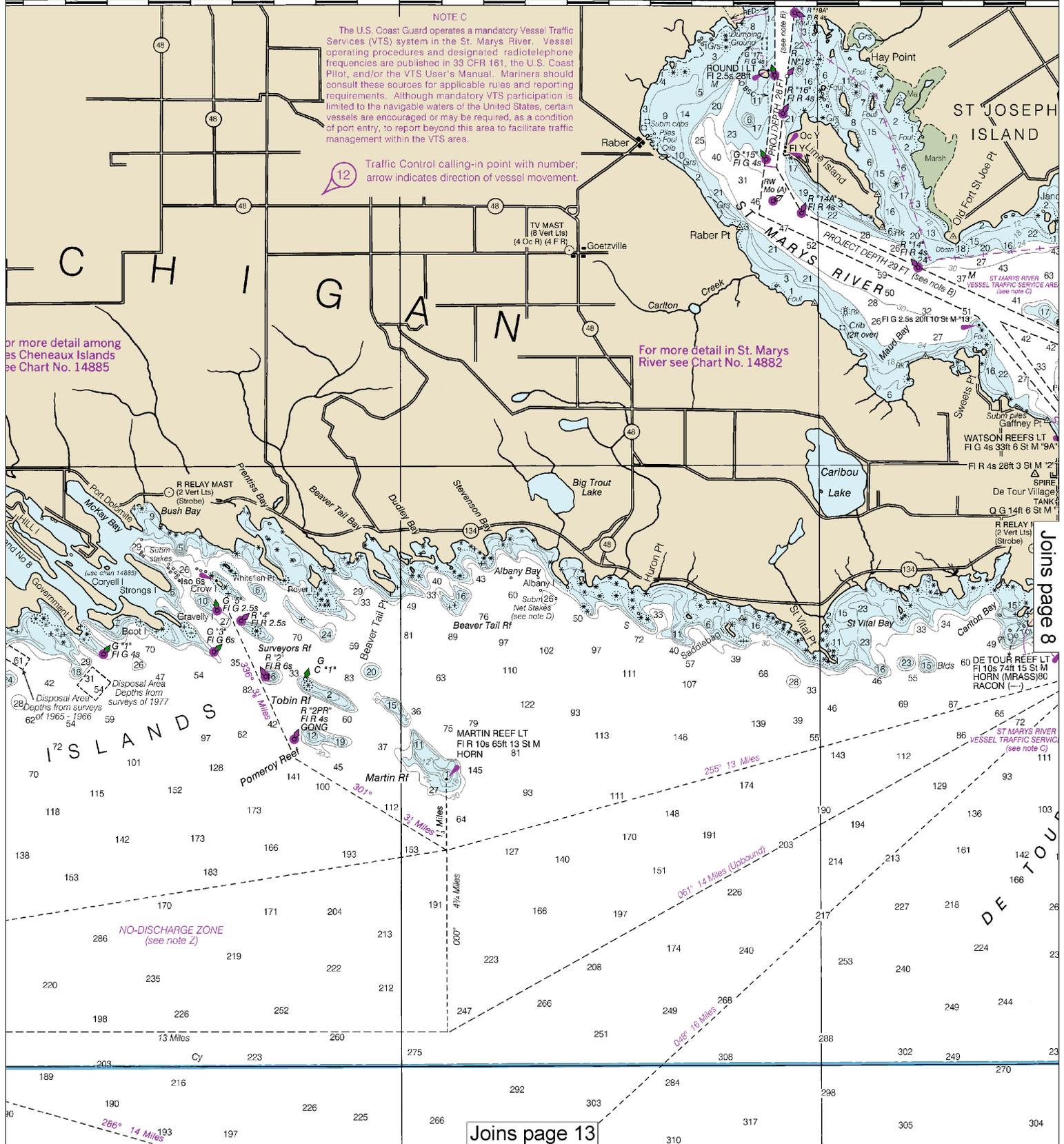
CONTINUED ON CHART 14882

NOTE C
 The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Marys River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

12 Traffic Control calling-in point with number; arrow indicates direction of vessel movement.

For more detail among Cheneaux Islands see Chart No. 14885

For more detail in St. Marys River see Chart No. 14882



Joins page 8

Joins page 13

Last Correction: 3/30/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



84°10'

84°00'

CONTINUED ON CHART 14882

83°50'

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Marys River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

Traffic Control calling-in point with number; arrow indicates direction of vessel movement.



For more detail in St. Marys River see Chart No. 14882

Joins page 7

Joins page 14

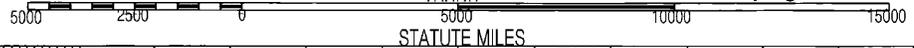


Note: Chart grid lines are aligned with true north.

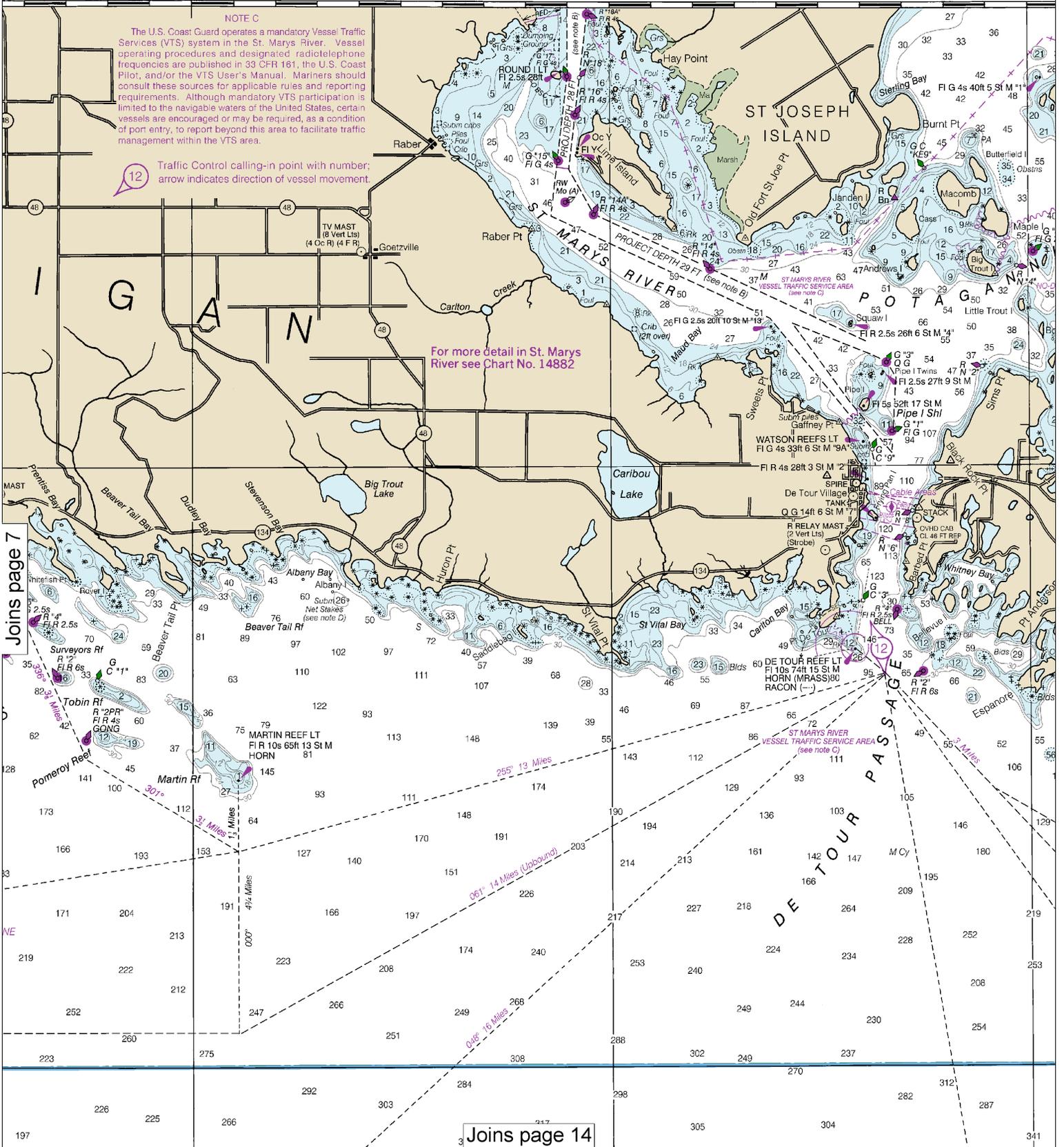
Printed at reduced scale.

YARDS

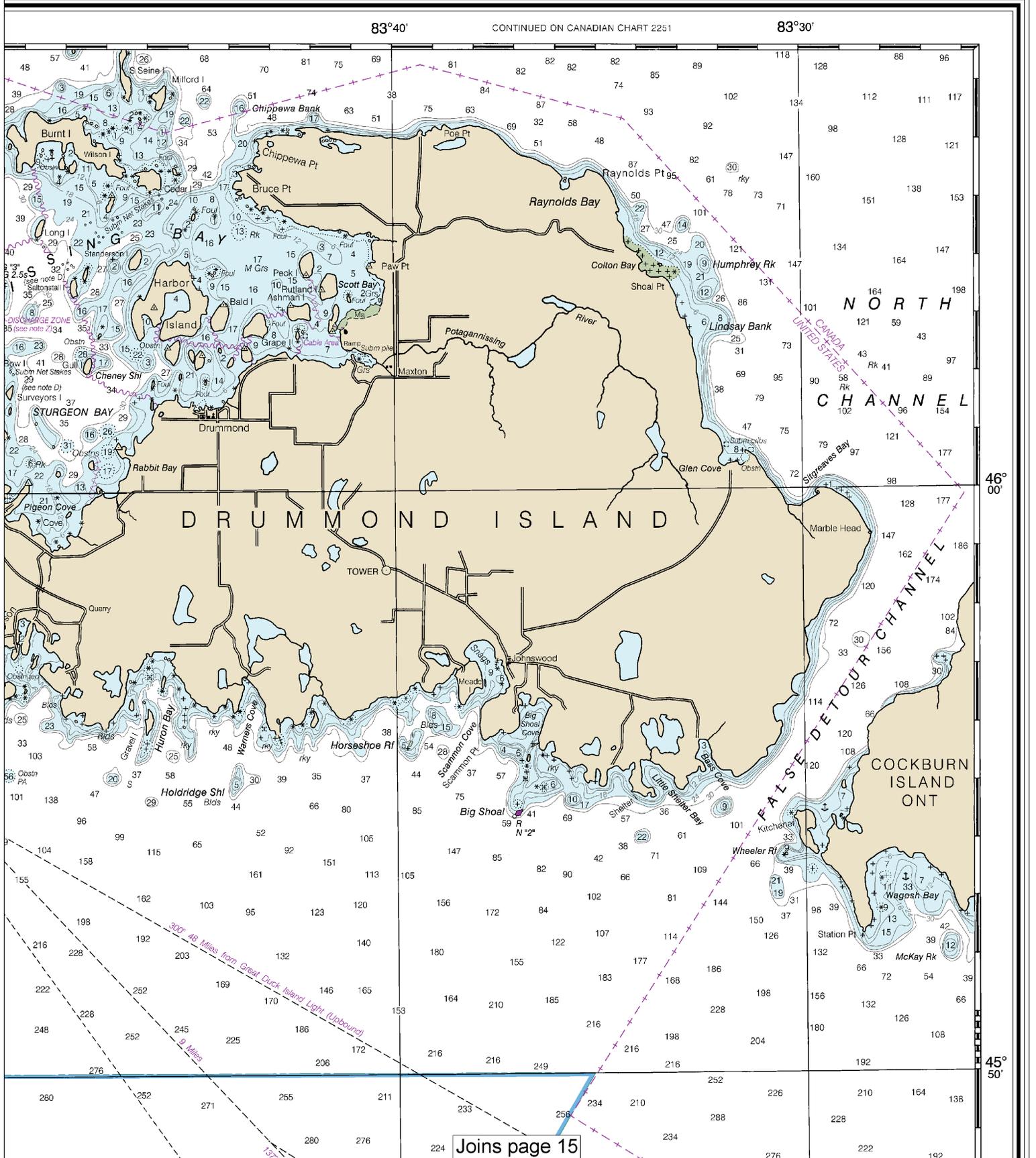
See Note on page 5.

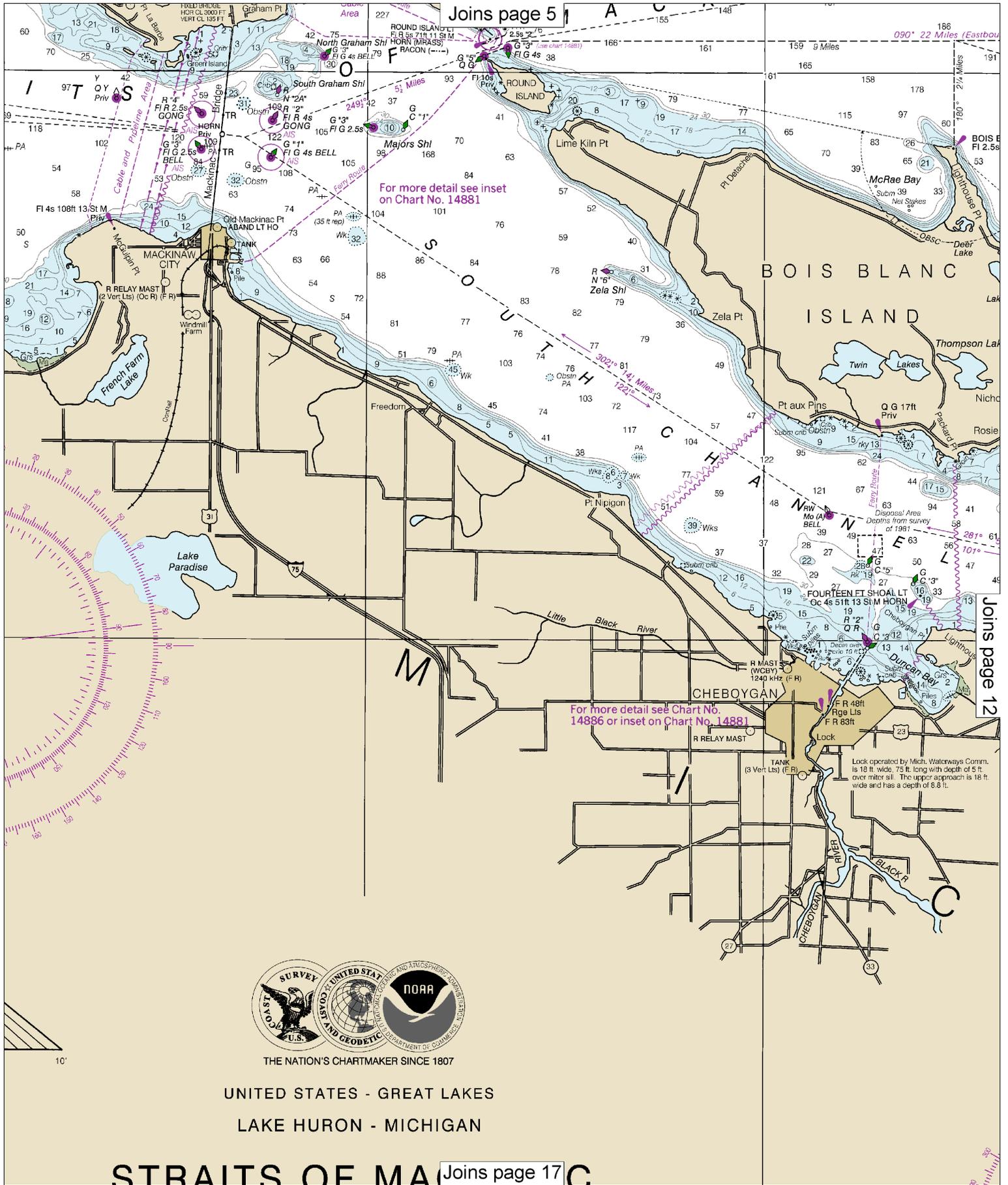


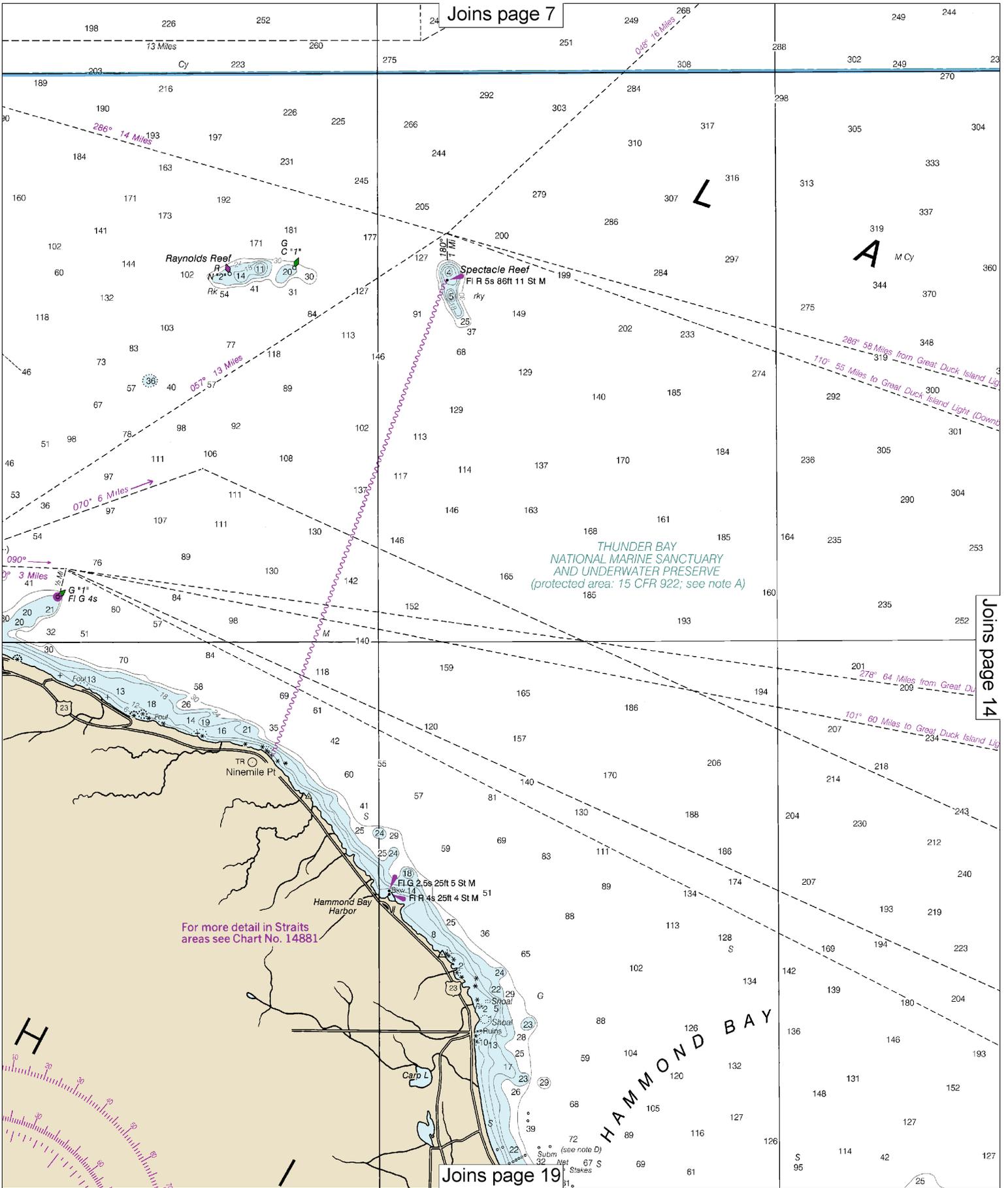
STATUTE MILES



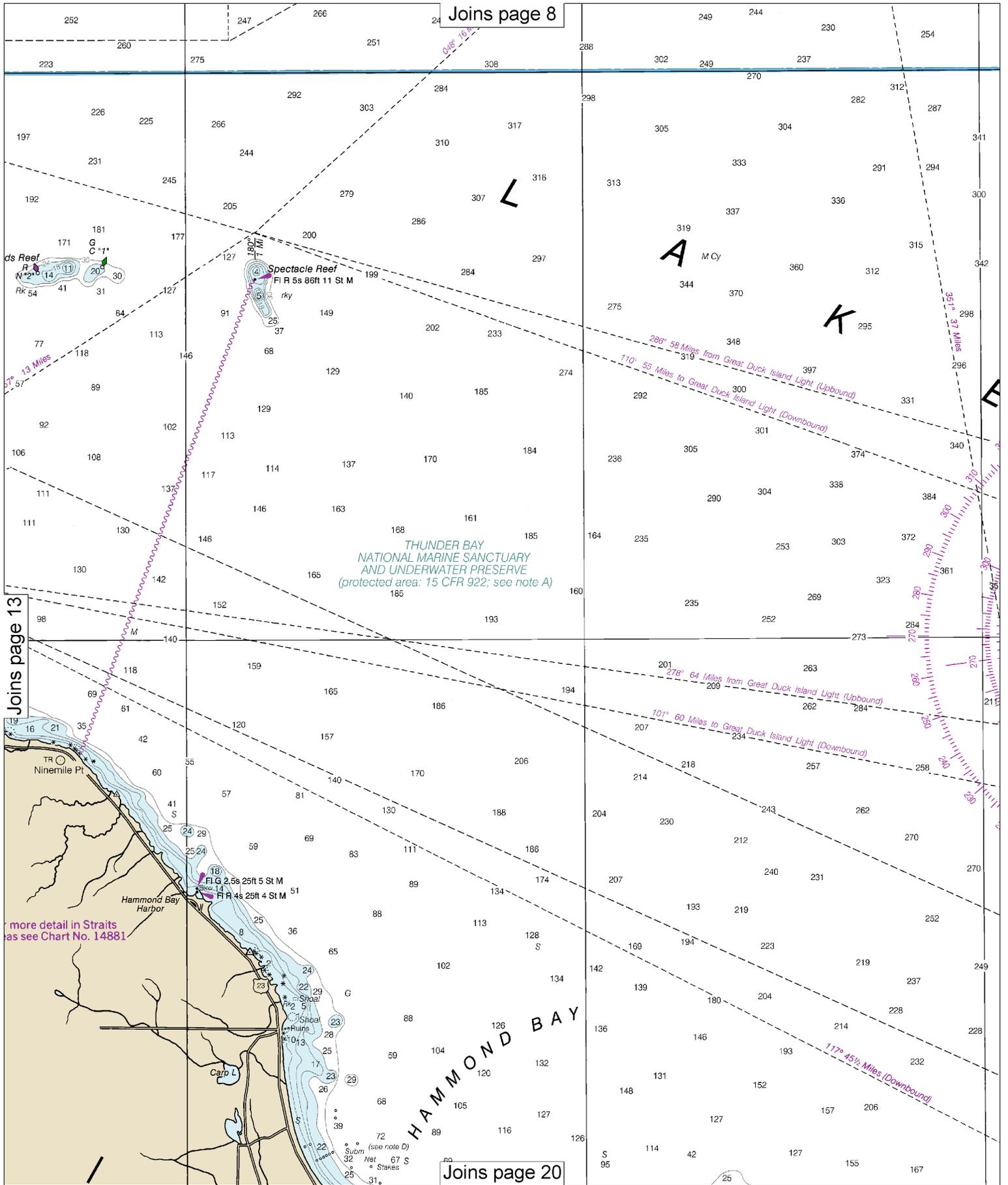
SOUNDINGS IN FEET







For more detail in Straits areas see Chart No. 14881



Joins page 8

Joins page 13

Joins page 20

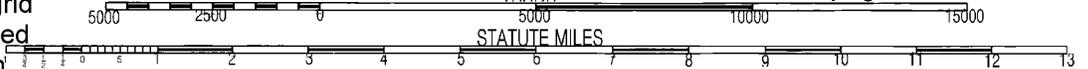
14

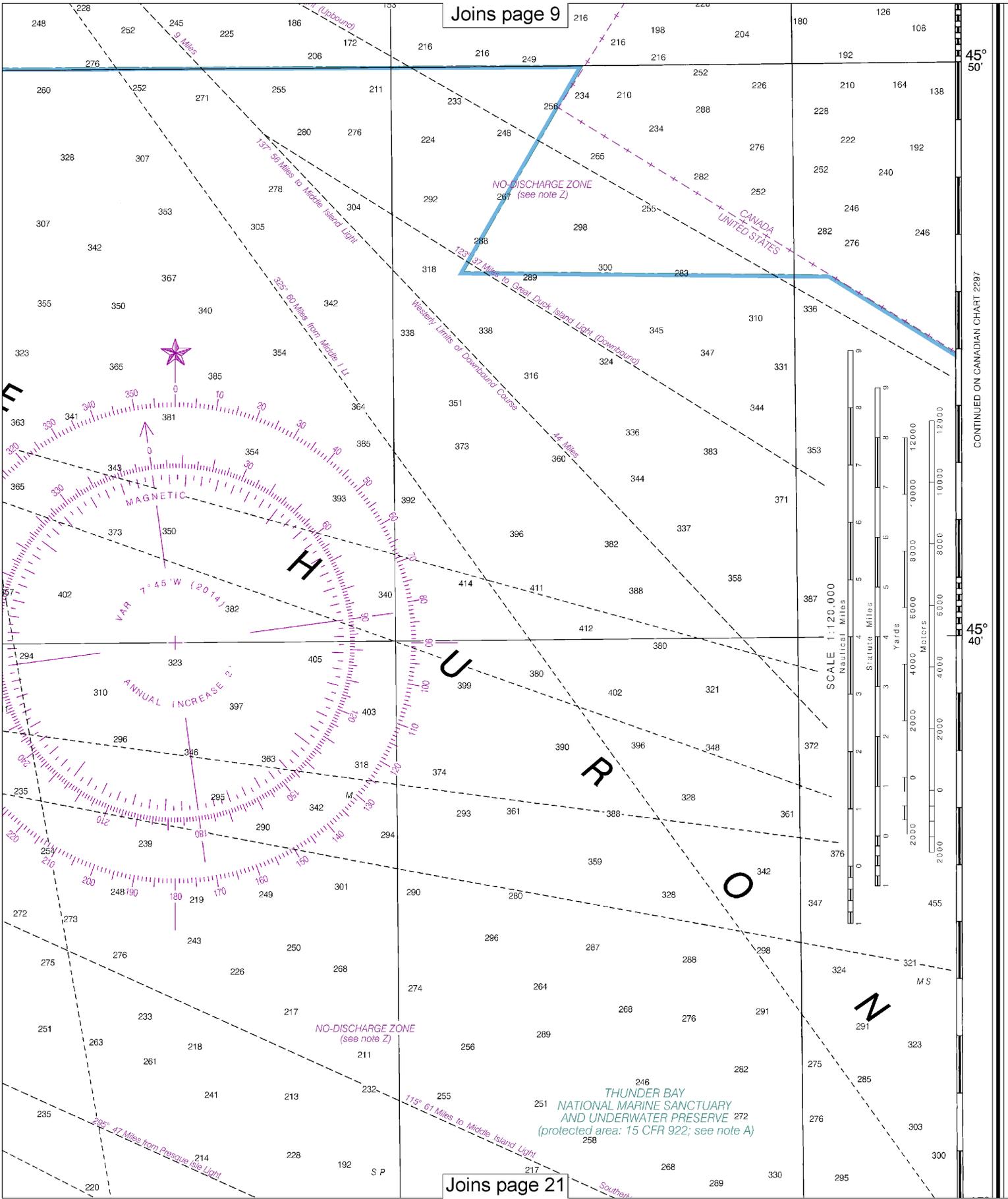
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

See Note on page 5.



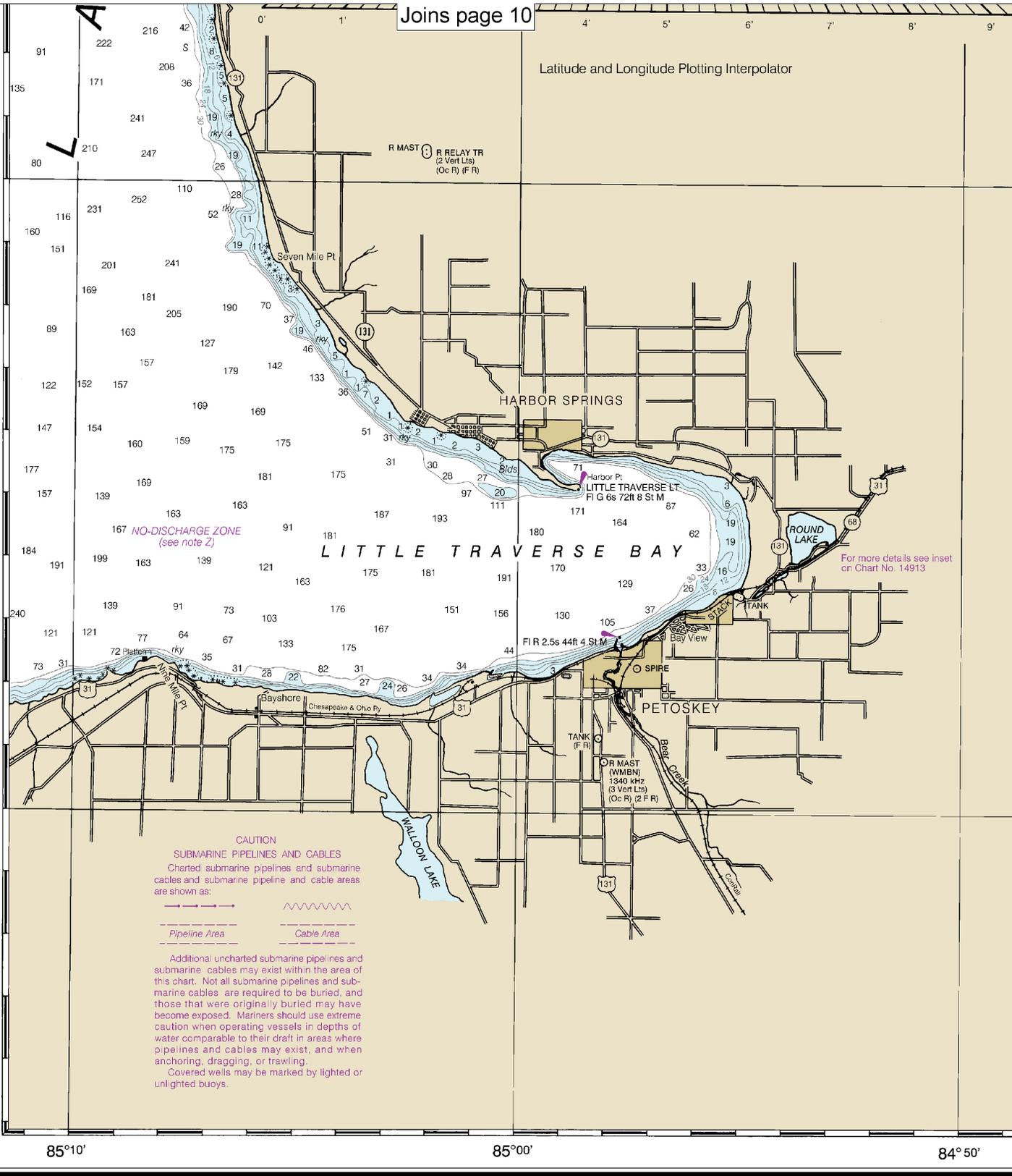


Latitude and Longitude Plotting Interpolator

45° 30'

CONTINUED ON CHART 14913

45° 20'



33rd Ed., Jun. 2014

14880

Last Correction: 3/30/2016. 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.

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS

See Note on page 5.



UNITED STATES - GREAT LAKES
 LAKE HURON - MICHIGAN
STRAITS OF MACKINAC

Polyconic Projection
 Scale 1:120,000
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....677.5 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. 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.

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

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.

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

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 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.

NOTE A

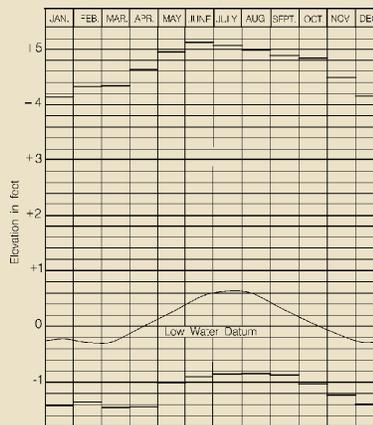
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the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

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

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/.

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.

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.

Alpena, MI	KIG-83	162.550 MHz
Gaylord, MI	WWF-70	162.500 MHz
Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz
Traverse City, MI	KIH-22	162.400 MHz

84° 40'

84° 30'

SOUNDINGS IN FEET

UNITED STATES - GREAT LAKES
LAKE HURON - MICHIGAN

CHARTS OF MACKINAC

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.
ed to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
G DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in
miles between points of departure.
TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information
ring aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information
luded in the U.S. Coast Guard Light List.
DLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart
E AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water
, bridge and overhead clearances are reduced correspondingly. For clearances see U.S.
Pilot 6.
ORITIES. Hydrography and topography by the National Ocean Service, Coast Survey,
ditional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and
ian authorities.

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

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.

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

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 (1 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTED

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.

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.

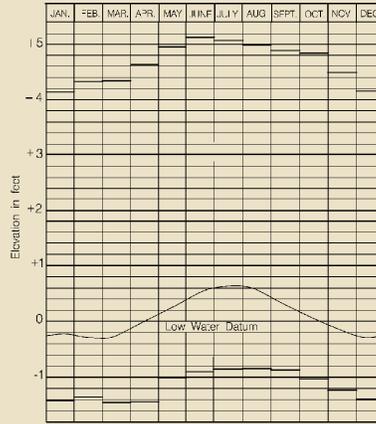
Refer to charted regulation section numbers.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

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/.

LAKE MICHIGAN - HURON

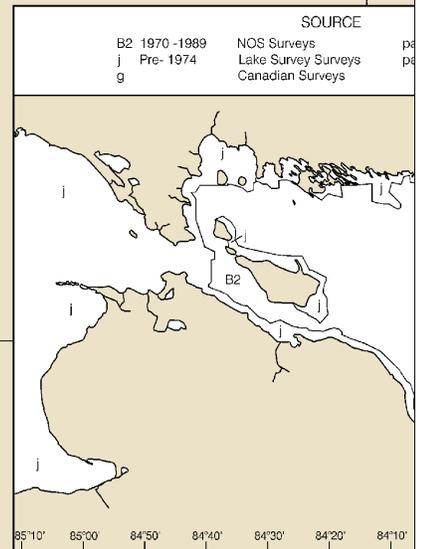
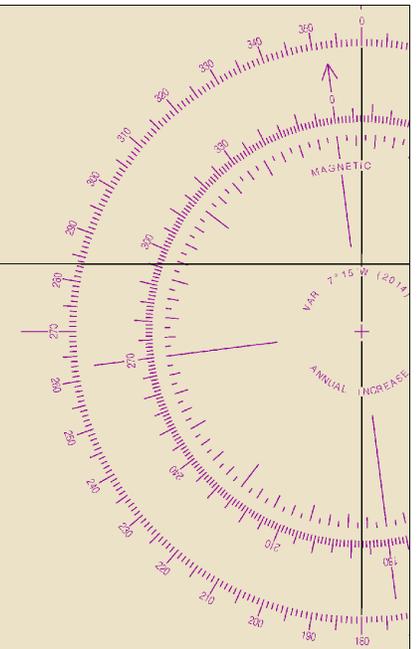


Low Water Datum, which is the plane of reference for the levels shown on this above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio 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.

Alpena, MI	KIG-83	162.550 MHz
Gaylord, MI	WWF-70	162.500 MHz
Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz
Traverse City, MI	KIH-22	162.400 MHz



SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" Army Corps of Engineers prior to 1974. Other of the limits of the most recent hydrographic survey been evaluated for charting. Surveys have been by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and shown on this chart. Refer to Chapter 1, United States Coast Pilot 6 for more information.

84° 40'

84° 30'

84° 20'

SOUNDINGS IN FEET

Published and
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC
ADMINISTRATION
NATIONAL COAST AND GEODETIC SURVEY
COAST AND GEODETIC SURVEY

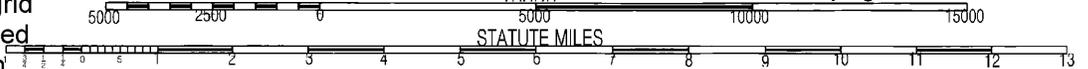
Note: Chart grid lines are aligned with true north.

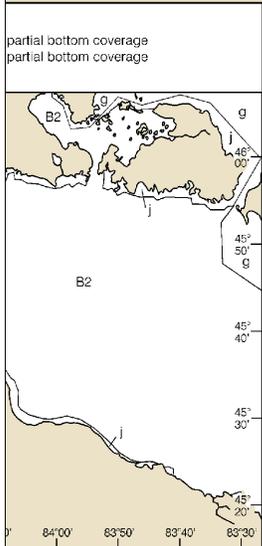
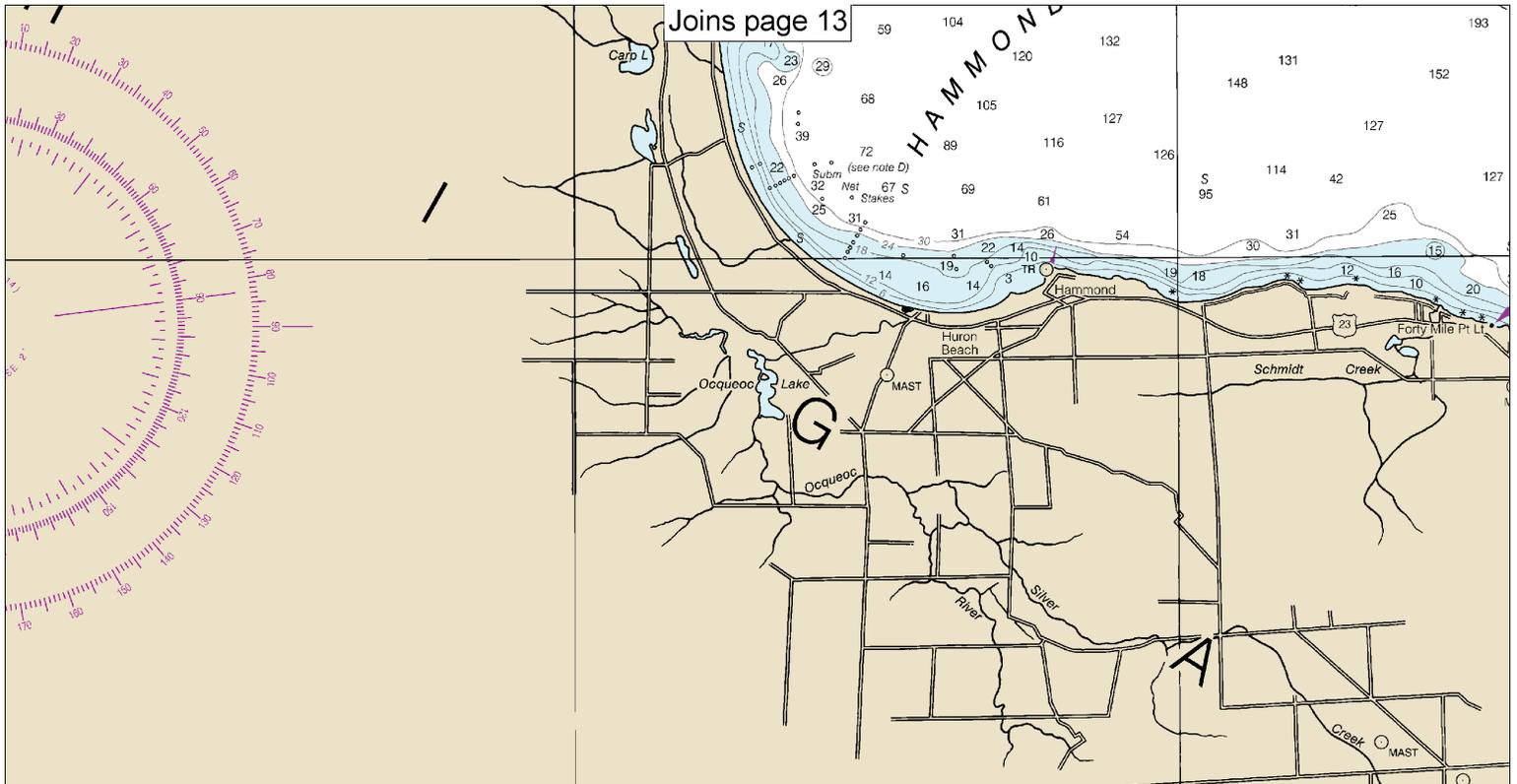
Printed at reduced scale.

YARDS

See Note on page 5.

STATUTE MILES





It was surveyed by the U.S. ...
 outlined areas represent ...
 rvey information that has ...
 banded in this diagram by ...
 ntained by the U.S. Army ...
 and are not shown on this ...
 Pilot.

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

MARINER ACTIVA
 Sound signals label user activation. See U.S. Coast Pilot 6 for details.

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.

RACING BUOYS
 Racing buoys within the area shown hereon are not shown hereon. If obtained from the U.S. Coast Guard Offices as racing and other not all listed in the U.S. Coast Pilot.

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:
 (o) (Accurate location) (o) (Approximate location)

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 floating aids to navigation. Reflector identification on this chart is omitted from this chart.

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

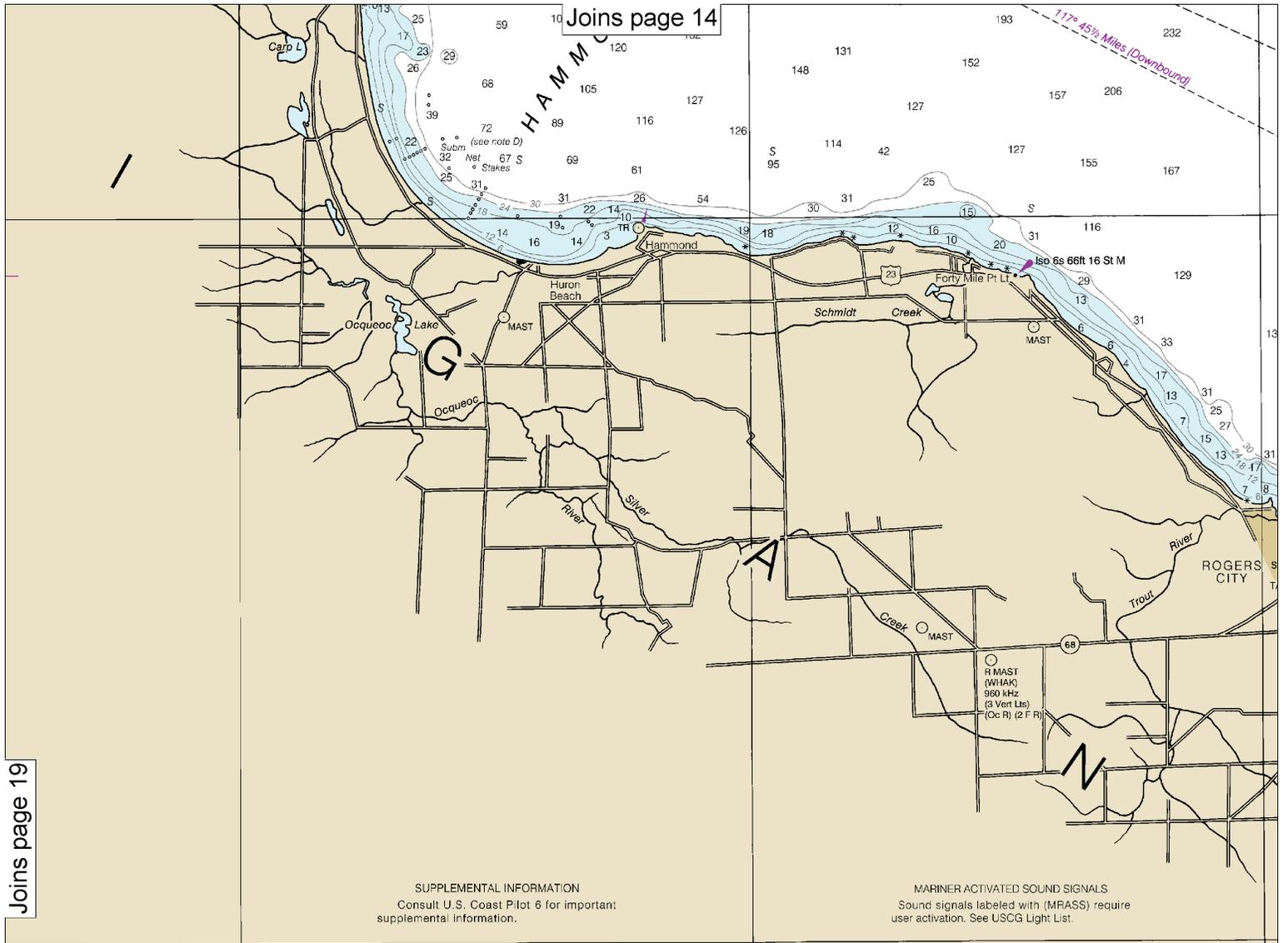
NOTE B
 The channel legend reflects the Corps of Engineers information on the most recent channel depth. District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION
 Improved channels show shoaling, particularly in the near shore areas.

84° 10'

84° 00'

at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 LAST SURVEY



Joins page 19

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

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

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.

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).

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.

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.

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.

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

84° 10'

84° 00'

83° 50'

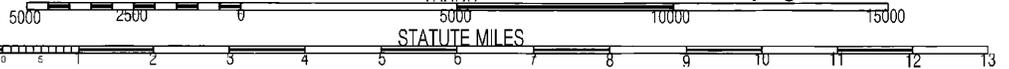
20

Note: Chart grid lines are aligned with true north.

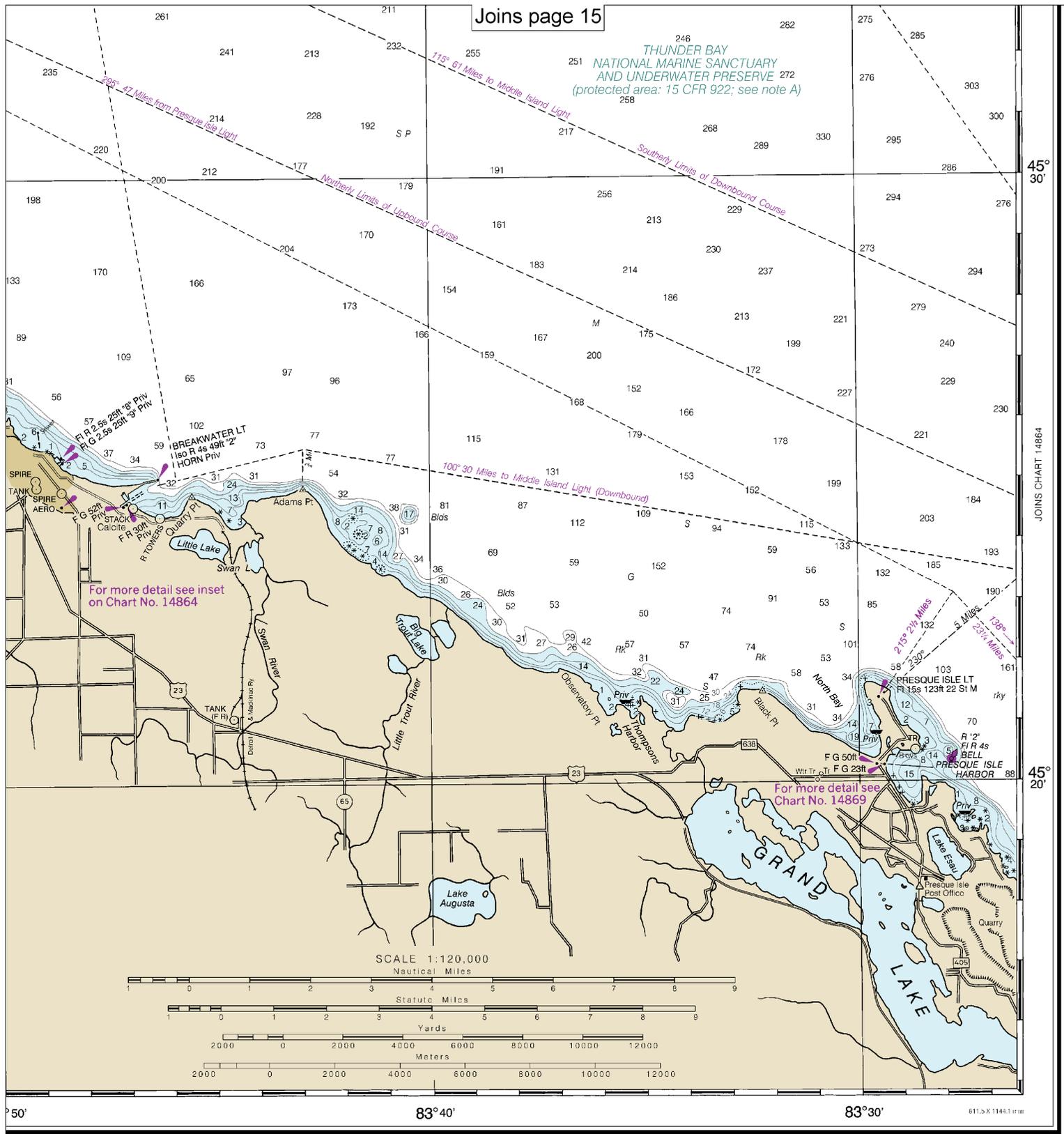
Printed at reduced scale.

YARDS

See Note on page 5.



THUNDER BAY
NATIONAL MARINE SANCTUARY
AND UNDERWATER PRESERVE 272
(protected area: 15 CFR 922; see note A)

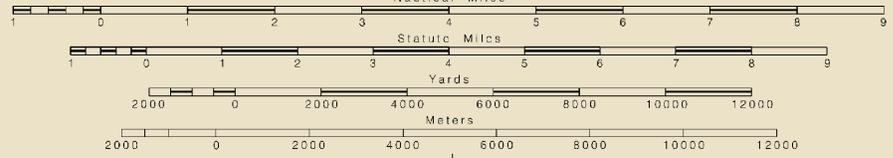


45° 30'

45° 20'

JOINS CHART 14864

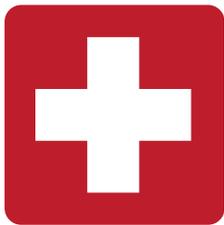
SCALE 1:120,000
Nautical Miles



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

Straits of Mackinac
SOUNDINGS IN FEET - SCALE 1:120,000

14880



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.