

BookletChart™

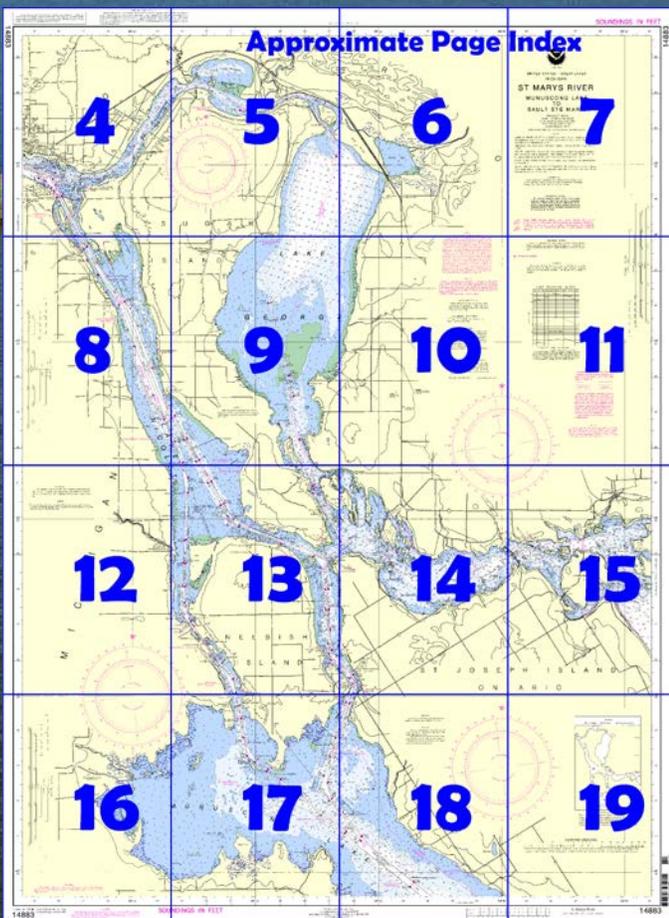


St. Marys River – Munuscong Lake to Sault Ste. Marie NOAA Chart 14883

*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=14883>



(Selected Excerpts from Coast Pilot)

St. Marys River forms the outlet of Lake Superior, connecting it with Lake Huron. Whitefish Bay at the SE corner of Lake Superior, the river flows in a general SE direction to empty into Lake Huron at Point De Tour, a distance of 63 to 75 miles depending on the route traveled. After passing through De Tour Passage, the river turns NW and widens. Between Black Rock Point and the S end of St. Joseph Island, the river extends across the mouth of Potagannissing Bay. From Old Fort St. Joe Point at the S end, the river extends along the W side of St. Joseph Island for about 19 miles

to **Stribling Point** at the N end. About 3 miles NW of Old Fort St. Joe Point, the river narrows between **Hay Point** and **Point aux Frenes**, **Munuscong Lake** is the widening in the river between Point aux Frenes and the foot of Neebish Island, about 8 miles N. **Neebish Island**, about 8 miles long and 4 miles wide, is in midriver opposite the N end of St. Joseph Island. Narrow channels lead around either side of the island. **Munuscong Lake** is a widening in St. Marys River from Point aux Frenes upstream to Neebish Island. **Lower Course 8**, upbound and downbound, leads from the turn at Point aux Frenes NW for 4.6 miles through Munuscong Lake. The depth in the channel is 28 feet. The channel is marked at the lower end by a **128°** lighted range on **Hay Point**. Near the middle of Munuscong Lake, at the upper end of Lower Course 8, the dredged channel of the St. Marys River divides to lead around either side of **Neebish Island**. The upbound channel leads generally N between the E side of Neebish Island and St. Joseph Island, thence WNW between the N side of Neebish Island and the S end of **Sugar Island**, thence N again in Lake Nicolet to the junction with the downbound channel. The courses through this stretch are well marked by lighted and unlighted buoys and ranges.

Course 9 leads 3.6 miles NNE to **Johnson Point** on the SE side of Neebish Island. The E side of the channel has a depth of 21 feet for a width of 200 feet. The W side has a depth of 27 feet for a least width of 300 feet. The W side of the channel is marked by a **017°** lighted range at the upper end, and the E side is marked by an unlighted range. **Course 8** leads NW for 1 mile from Johnson Point to **Mirre Point**. The NE side of the channel has a depth of 21 feet for a width of 400 feet, and the SW side has a depth of 28 feet for a least width of 600 feet. The deep side of the channel is marked by a **134°56'** lighted range at the lower end and a **314°** lighted range at the upper end. **Course 7, Munuscong Channel**, leads N for 3.2 miles from Mirre Point to **Stribling Point** (46°18.8'N., 84°06.9'W.), the NW point of St. Joseph Island. The E side of the channel has a depth of 21 feet for a width of 200 feet, and the W side has a depth of 27 feet for a least width of 300 feet. The E side of the channel is marked by a **177°** range at the lower end and a **357°** range at the upper end.

Currents.—As the speed limits established for the St. Marys River in **33 CFR 162.117(g)**, chapter 2, refer to the speeds over the bottom, and as the currents in the river are variable, masters are cautioned to regulate the speed of their vessels by running on time from point to point instead of relying on the number of revolutions per minute of the propeller. (See Coast Pilot for details.) Currents for the following locations in the St. Marys River are given at high water flow of 110,000 cubic feet per second (cfs), medium water flow of 76,000 cfs, and low water flow of 57,000 cfs, respectively. Little Rapids cut (course 2): 2.2 mph (2.0 knots), 1.6 mph (1.4 knots), and 1.4 mph (1.2 knots) West Neebish Channel Light 29: 1.8 mph (1.6 knots), 1.3 mph (1.1 knots), and 1.0 mph (0.9 knots) Six Mile Point: 1.6 mph (1.4 knots), 1.1 mph (1.0 knots), and 1.0 mph (0.8 knots) West Neebish Channel rock cut (course 6): 1.5 mph (1.3 knots), 1.1 mph (0.9 knots), and 0.8 mph (0.7 knots) Middle Neebish Channel dike (course 6): 1.4 mph (1.2 knots), 1.0 mph (0.9 knots), and 0.9 mph (0.8 knots).

**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.

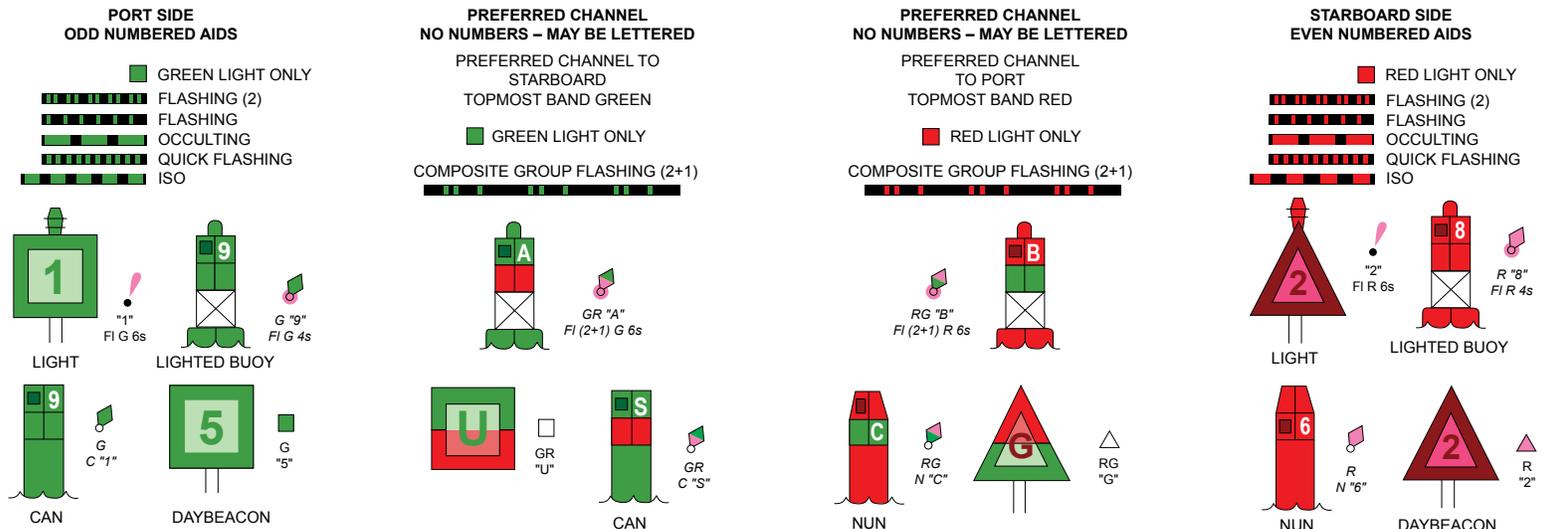
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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.

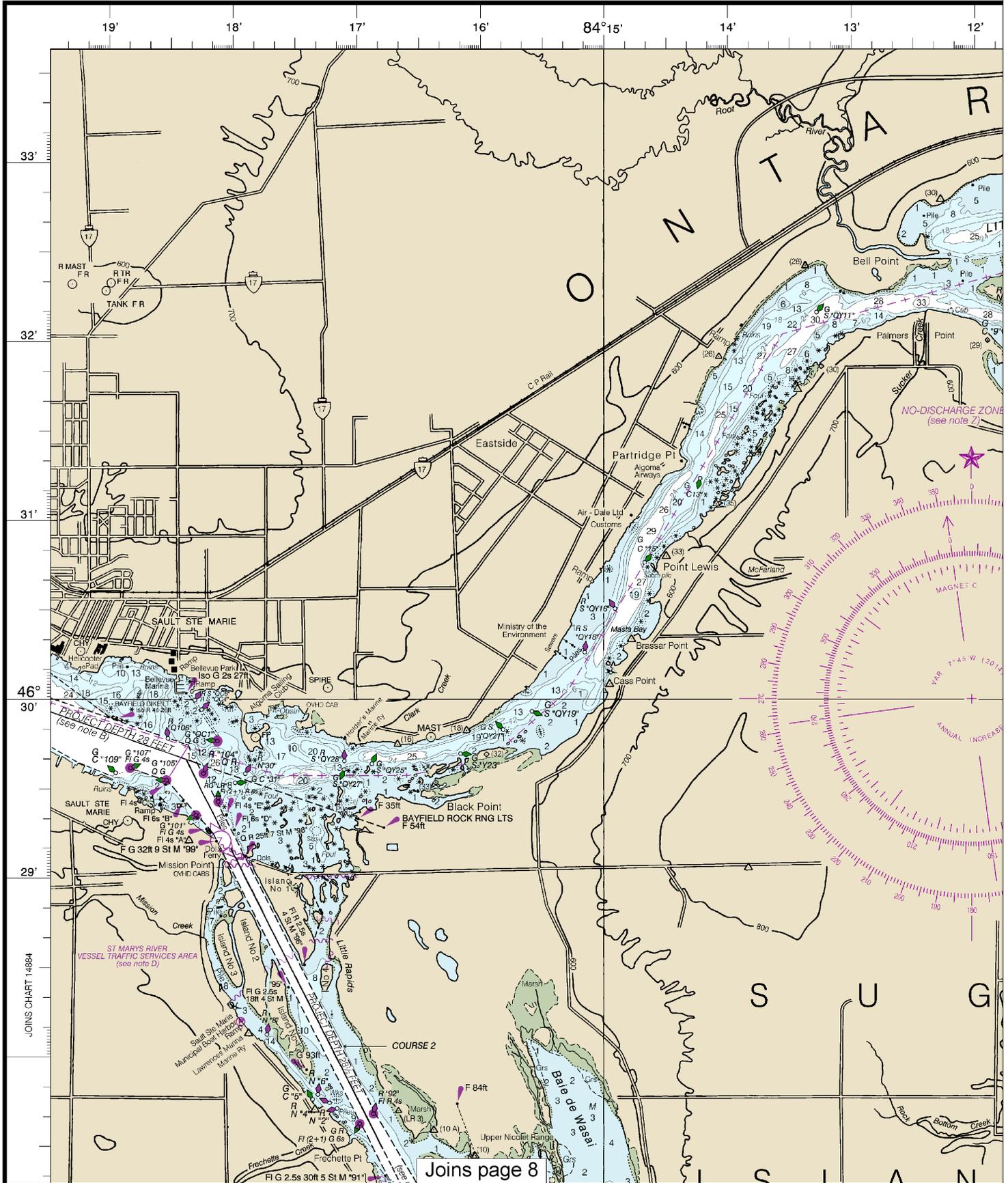
Lateral System As Seen Entering From Seaward

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>

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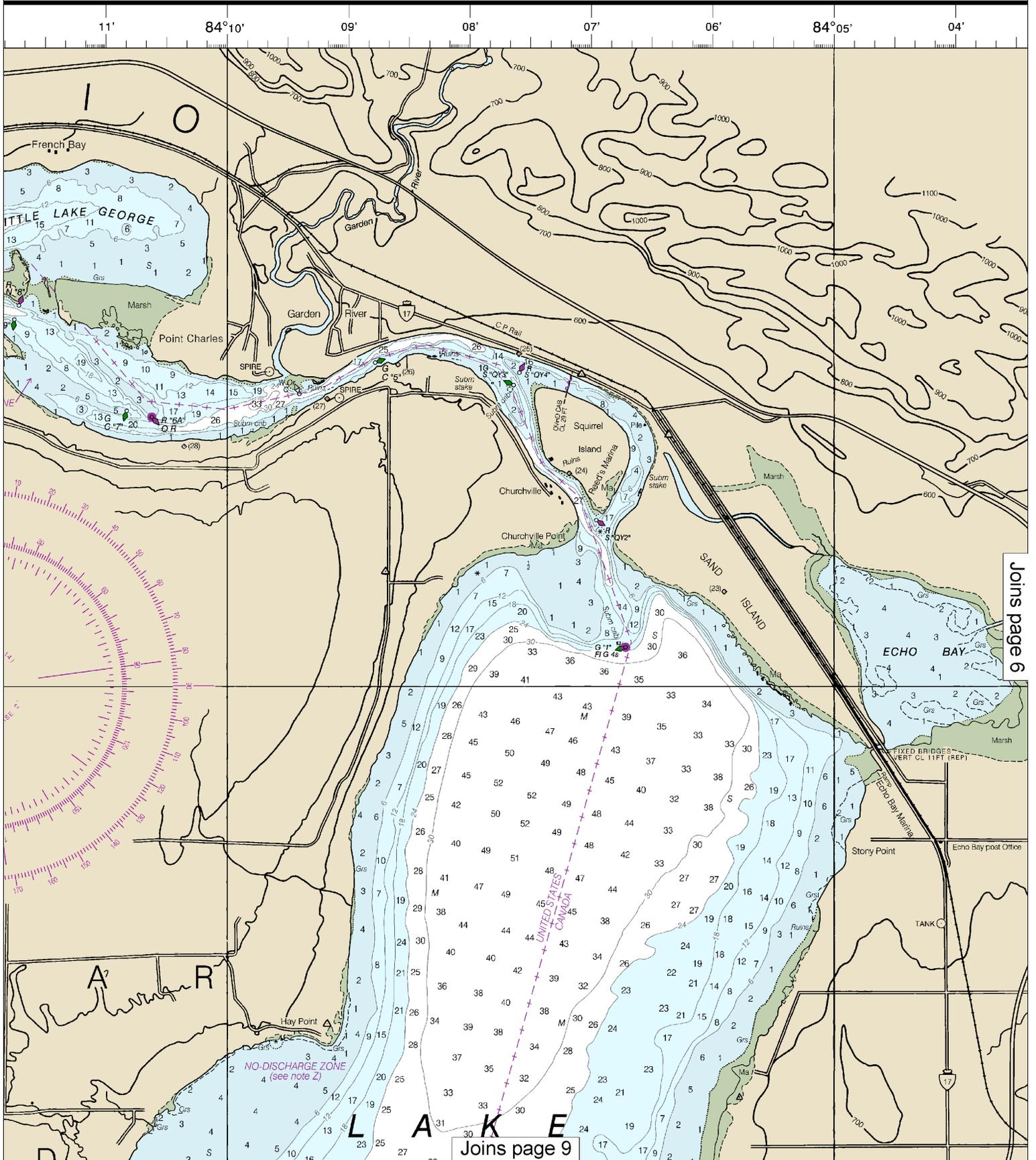
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





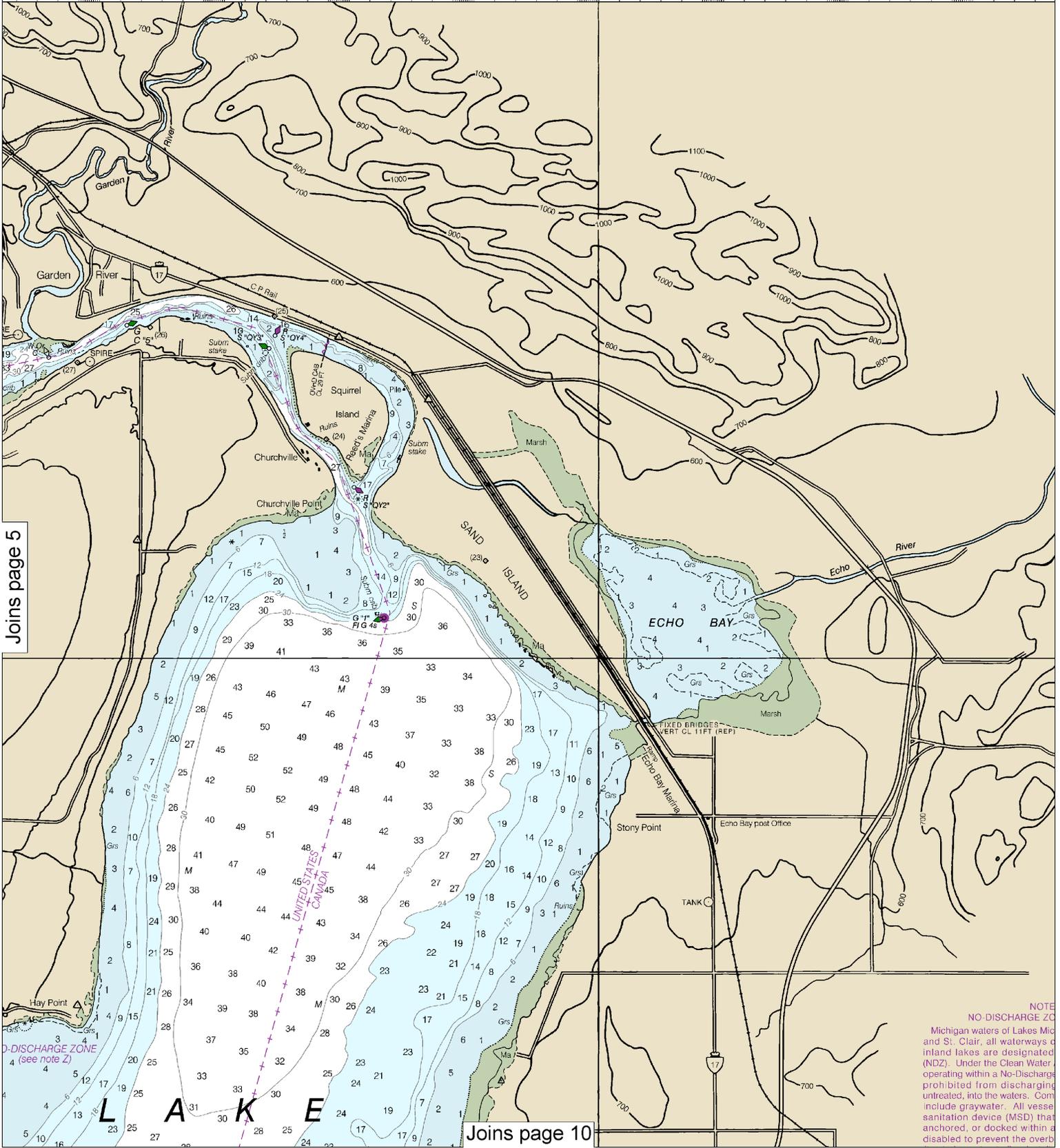
Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



09' 08' 07' 06' 84°05' 04' 03' 02'



Joins page 5

Joins page 10

NOTE
NO-DISCHARGE ZONE
 Michigan waters of Lakes Michigan and St. Clair, all waterways of inland lakes are designated (NDZ). Under the Clean Water Act, vessels operating within a No-Discharge Zone are prohibited from discharging untreated, into the waters. This includes graywater. All vessel sanitation devices (MSD) that are anchored, or docked within a disabled to prevent the overboard

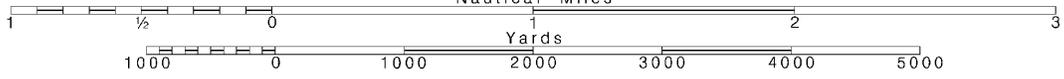


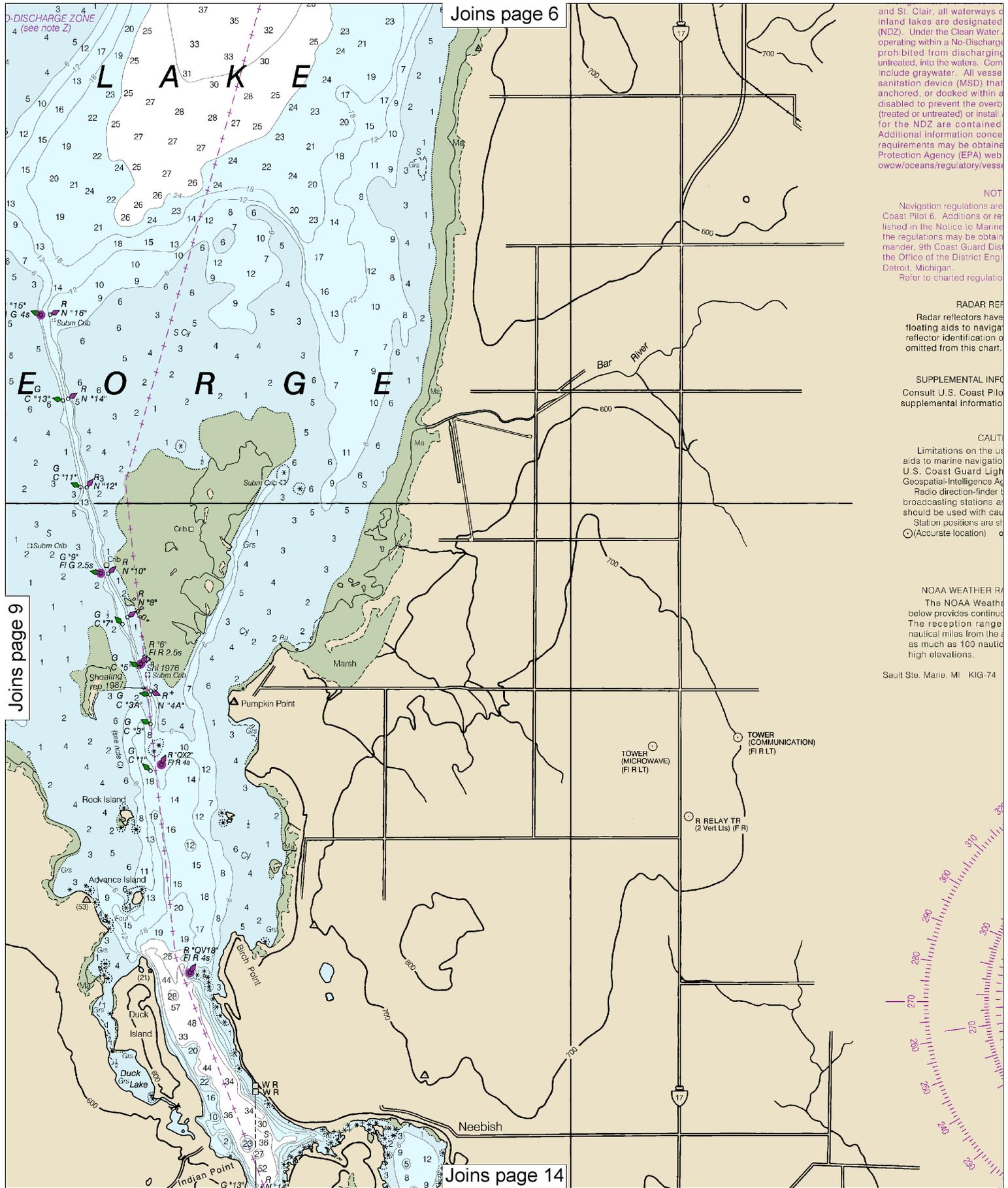
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





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NOT Navigation regulations are Coast Pilot 6. Additions or relish in the Notice to Marine the regulations may be obtaine mander, 9th Coast Guard Dist the Office of the District Engi Detroit, Michigan. Refer to charted regulatio

RADAR REF Radar reflectors have floating aids to navigat reflector identification o mitted from this chart.

SUPPLEMENTAL INFO Consult U.S. Coast Pilot supplemental informatio

CAUT Limitations on the us aids to marine navigatio U.S. Coast Guard Light Geospatial-Intelligence Ag Radio direction-finder b broadcasting stations at should be used with cau Station positions are st (Accurate location)

NOAA WEATHER RA The NOAA Weathe below provides continud The reception range nautical miles from the a as much as 100 nautic high elevations.

Sault Ste. Marie, MI KIG-74

Joins page 9

Joins page 6

Joins page 14

10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



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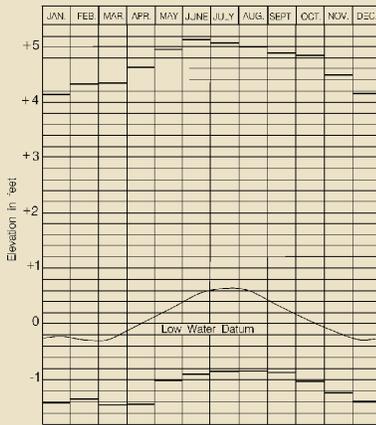
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Ⓢ Pump-out facilities

CAUTION

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.

LAKE MICHIGAN - HURON



Average levels (2003-2012)
 Extreme Levels (period of record)
 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.

SCALE 1:40,000



27'

26'

46°

25'

24'

23'

22'

21'

connected thereto, and all d as a No-Discharge Zone r Act, Section 312, all vessels ng any sewage, treated or mmercial vessel sewage shall els with an installed marine at are navigating, moored, a NDZ must have the MSD board discharge of sewage ll a holding tank. Regulations d in the U.S. Coast Pilot, rning the regulations and hed from the Environmental b site: http://www.epa.gov/ sel_sewage/.

TE A
 re published in Chapter 2, U.S. revisions to Chapter 2 are pub- lished. Information concerning ined at the Office of the Com- istric in Cleveland, Ohio or at gineer, Corps of Engineers in

on section numbers.

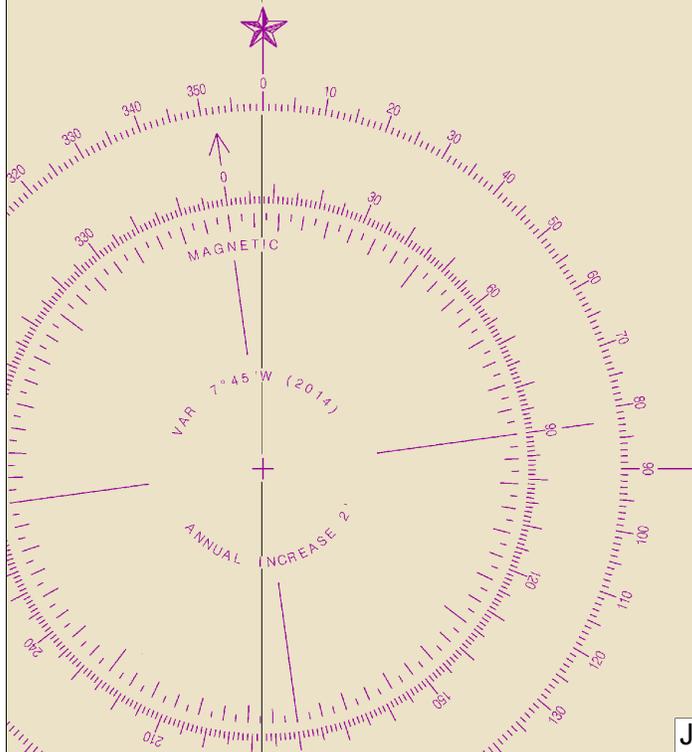
EFLECTORS
 ve been placed on many ation. Individual radar on these aids has been t.

FORMATION
 lot 6 for important ion.

TION
 use of radio signals as ion can be found in the ght Lists and National Agency Publication 117. r bearings to commercial are subject to error and caution. shown thus: o(Approximate location)

RADIO BROADCASTS
 her Radio station listed uous weather broadcasts. e is typically 20 to 40 e antenna site, but can be lical miles for stations at

162.550 MHz (Chan WX-1)



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 walls may be marked by lighted or unlighted buoys.

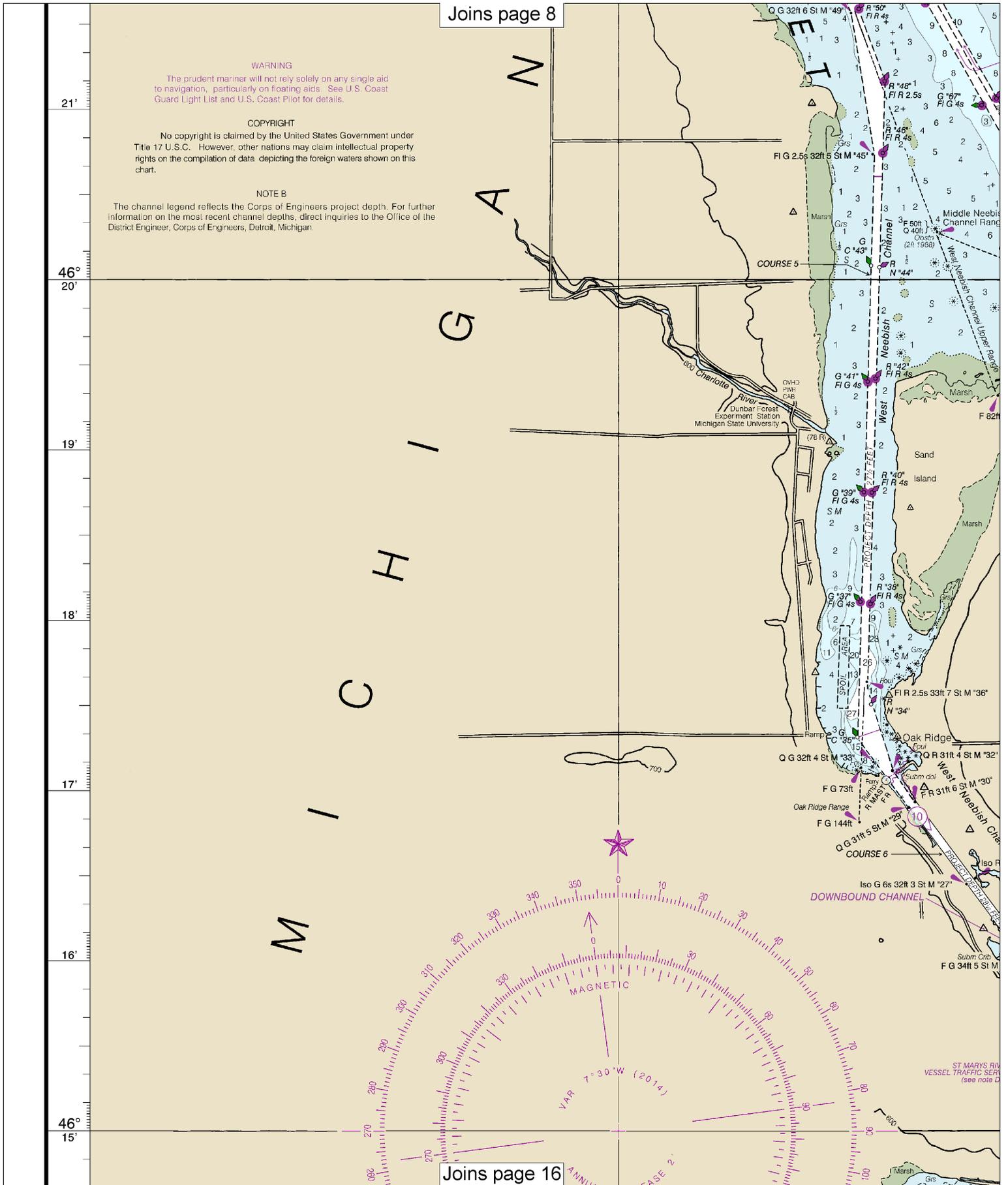
NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's 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.

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.

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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.

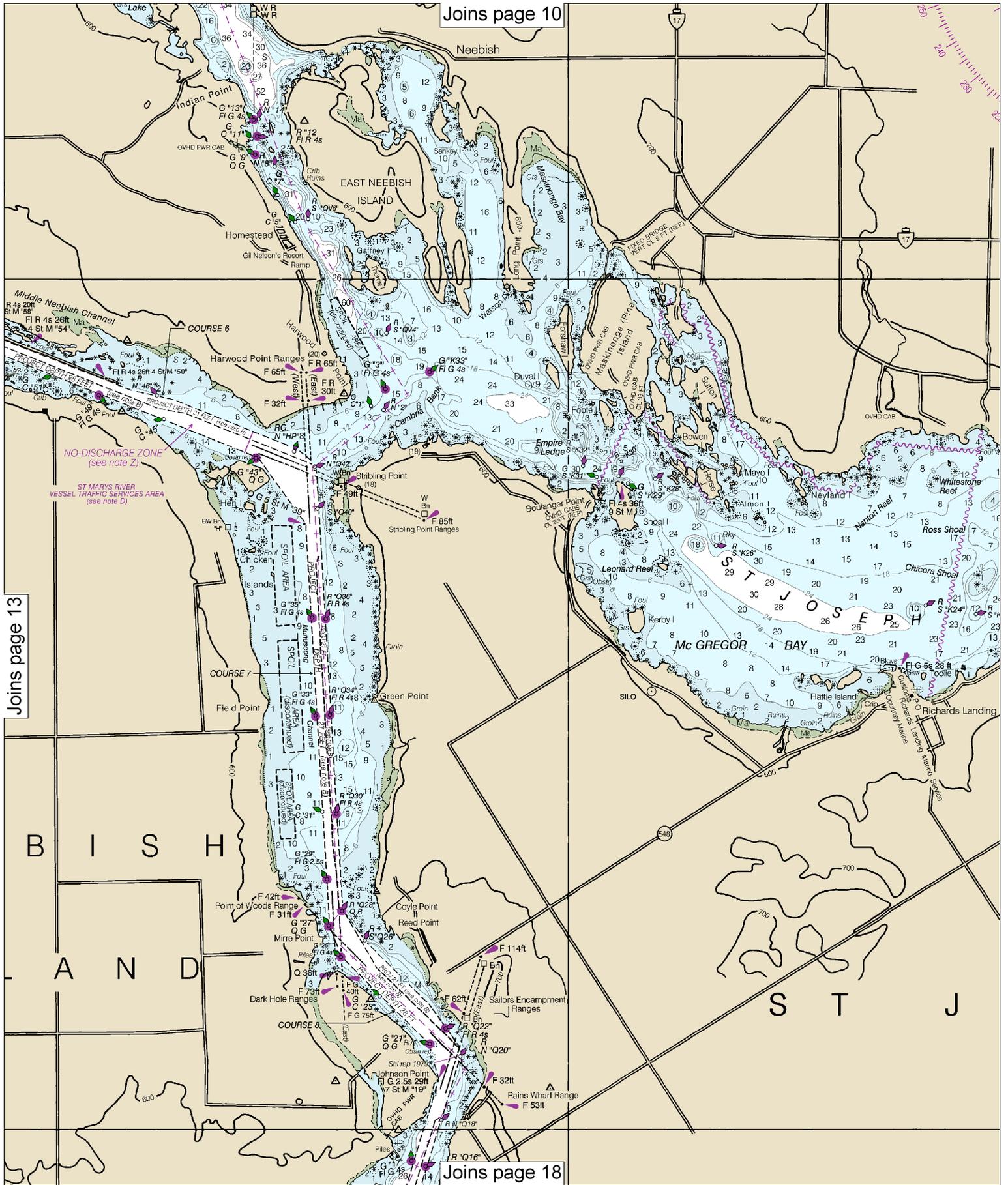


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 13

Joins page 10

Joins page 18

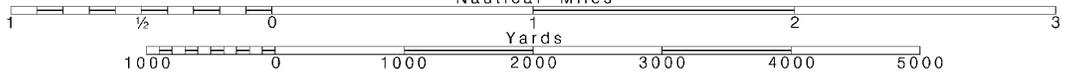
14

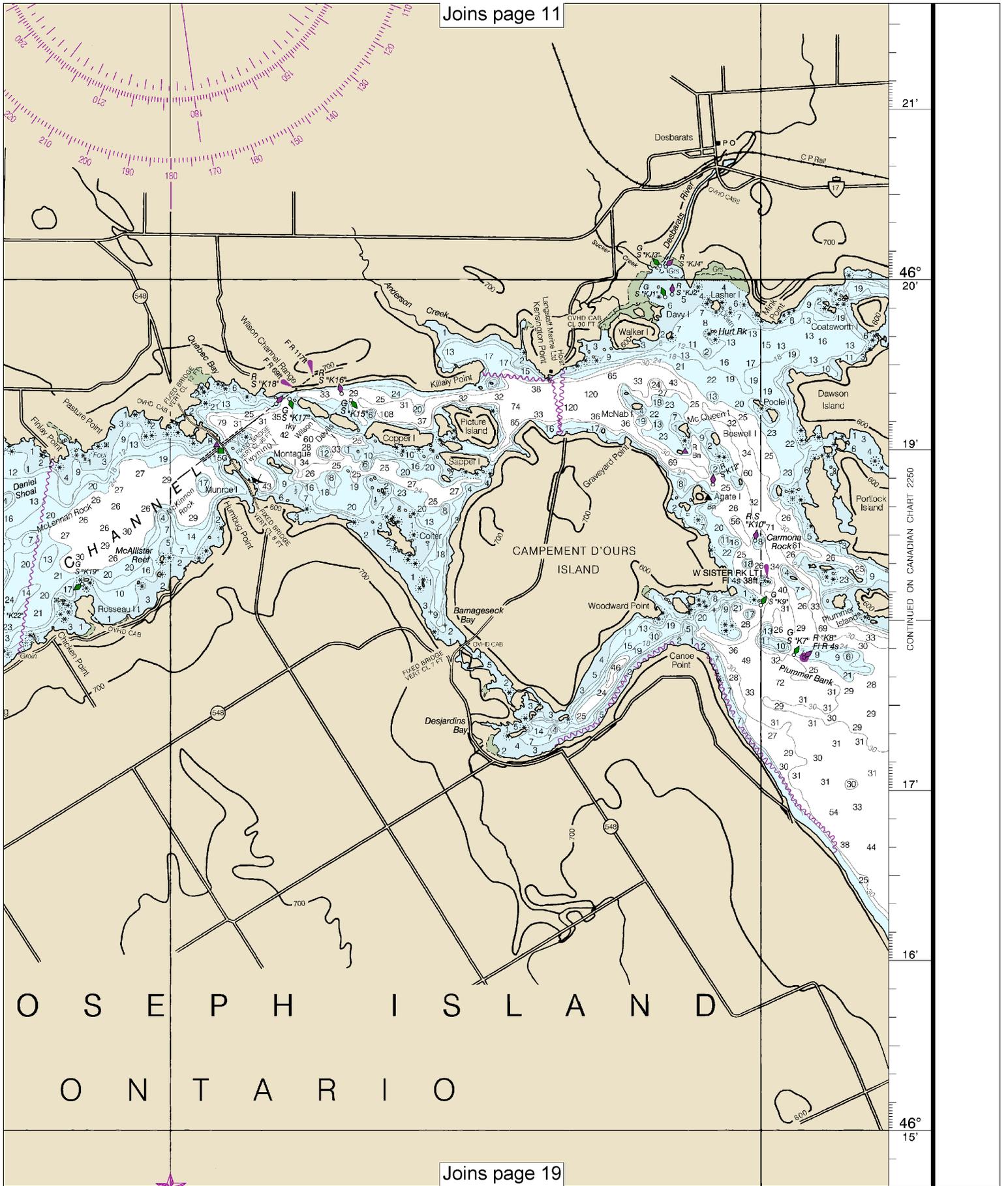
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

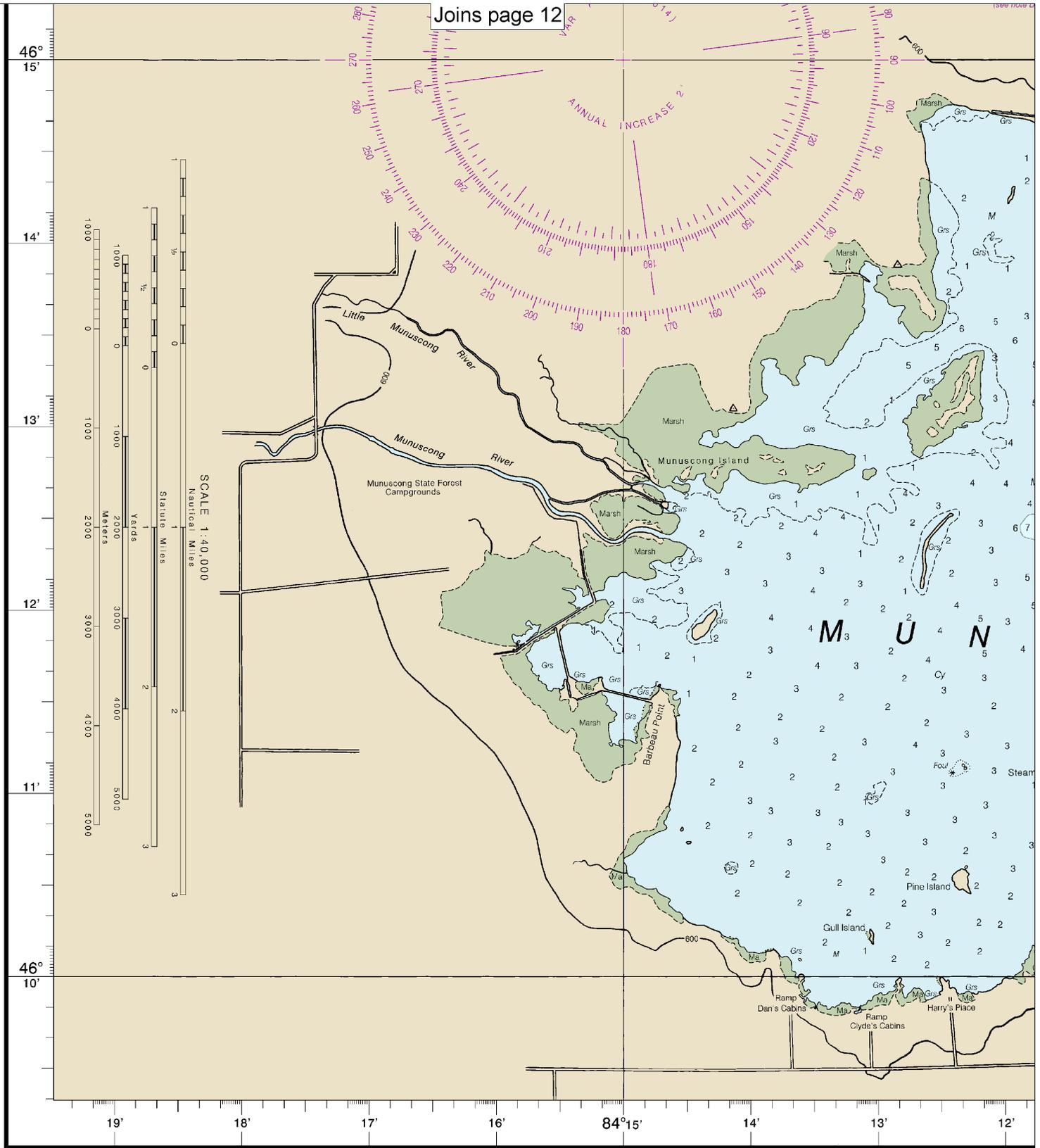
See Note on page 5.





CONTINUED ON CANADIAN CHART 2250

Joins page 12



44th Ed., Jan. / 14 ■ Corrected through NM Jan. 07/14
 Corrected through LNM Jan. 11/14

14883

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.

Last Correction: 11/17/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

16

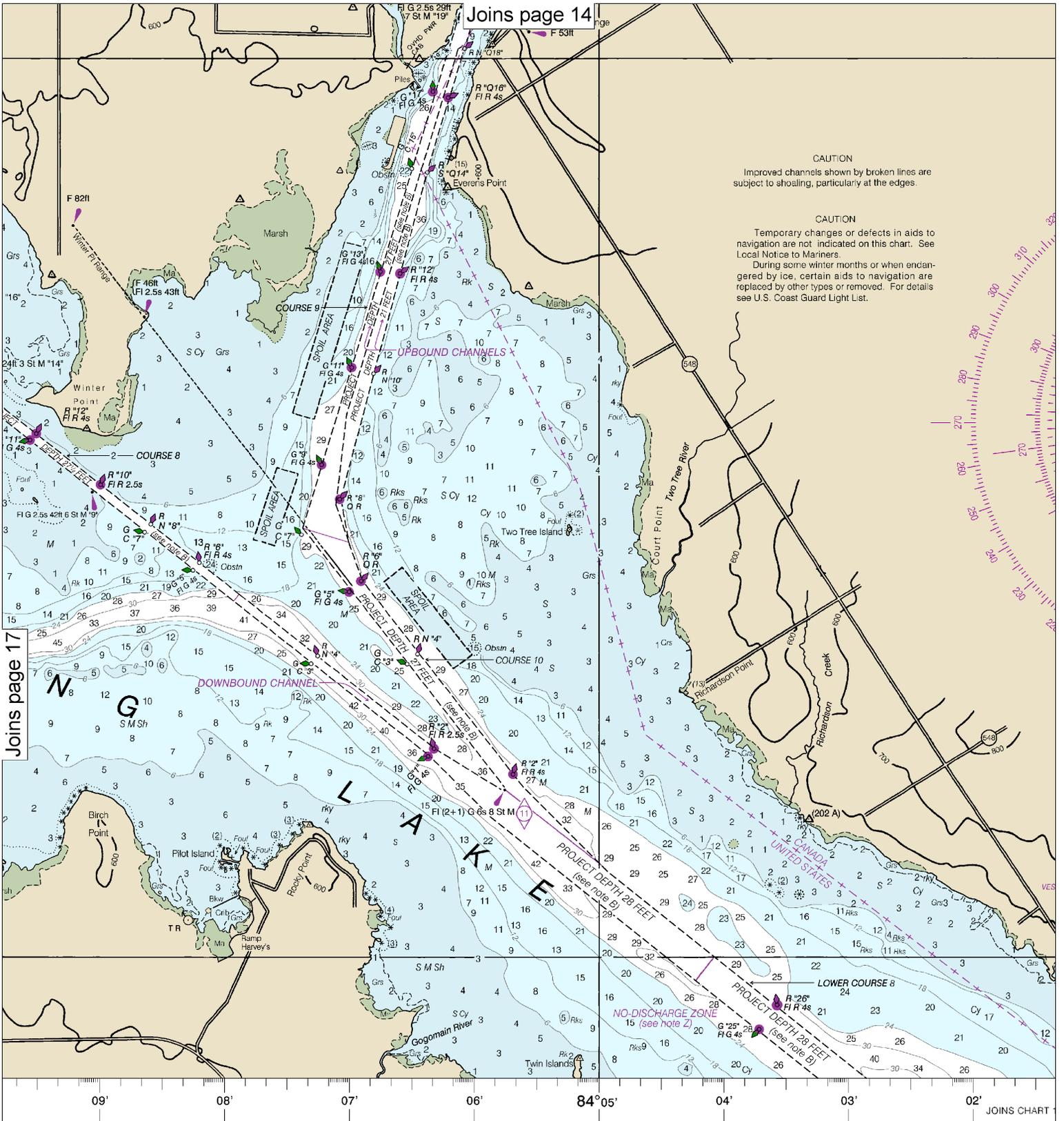
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





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

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.

GS IN FEET

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

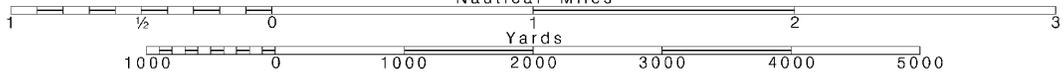
18

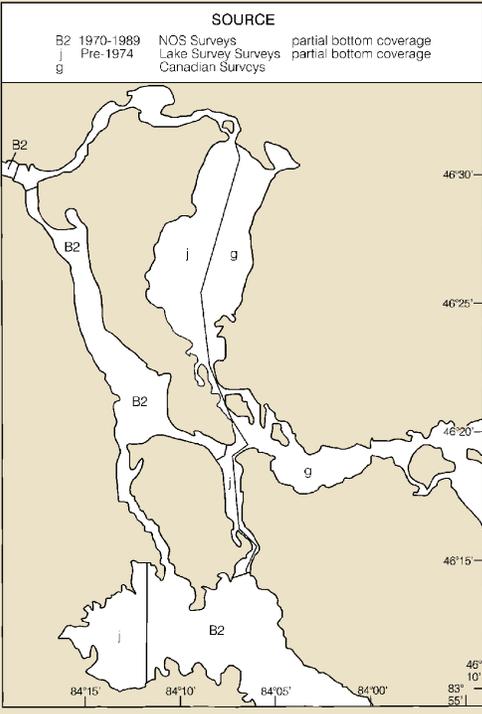
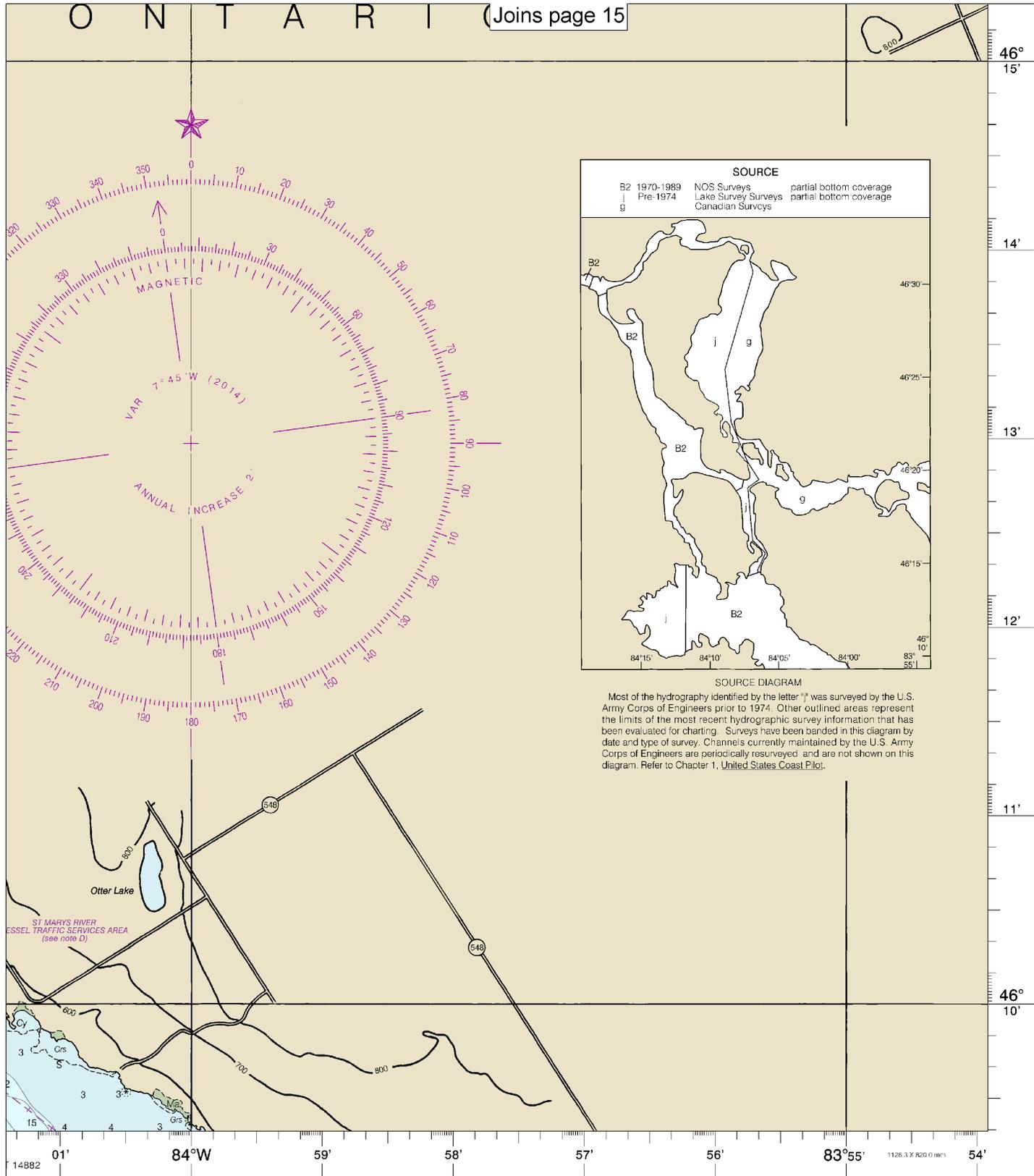
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other 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 currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

FA	THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FF	FT	8	12	16	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

St Marys River
SOUNDINGS IN FEET - SCALE 1:40,000

14883

ED NO. 44
NSN 7642014010686
NGA REFERENCE NO. 14XHA14883



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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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.