

BookletChart™

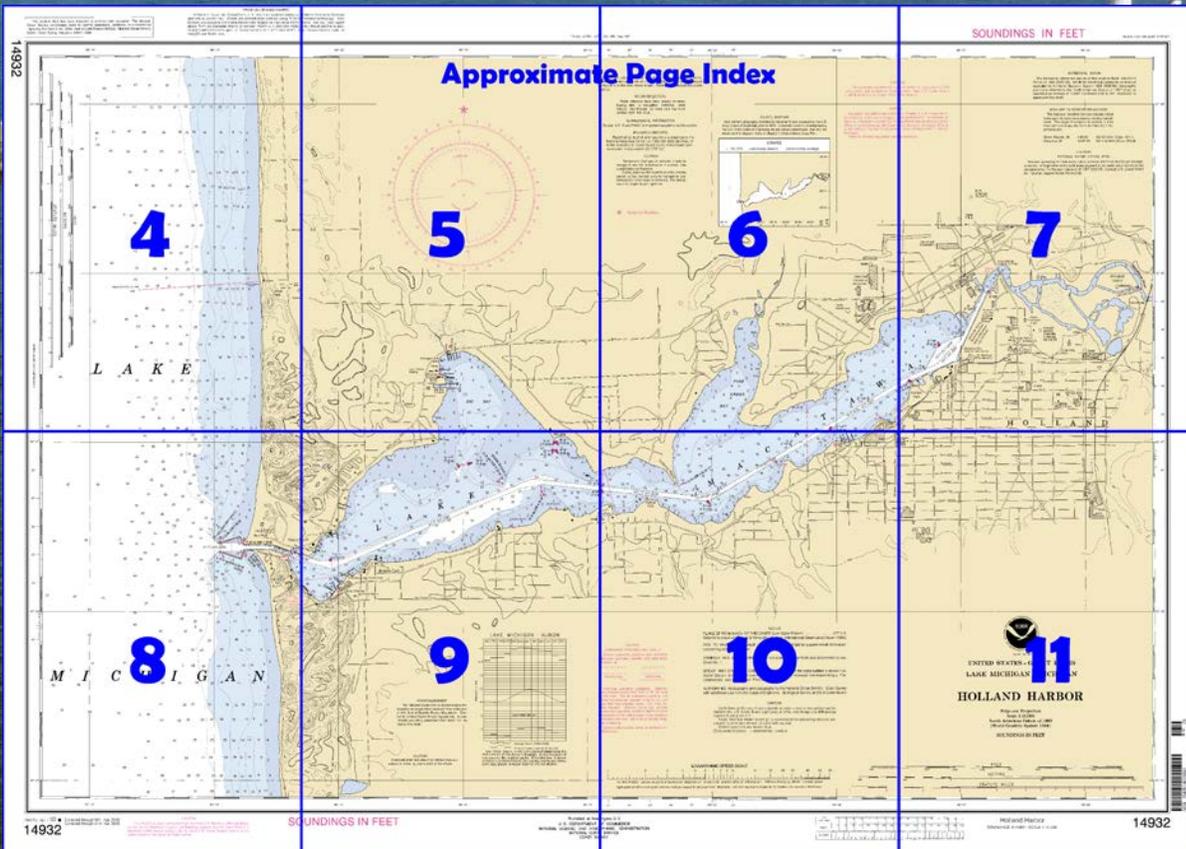
Holland Harbor NOAA Chart 14932



*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.

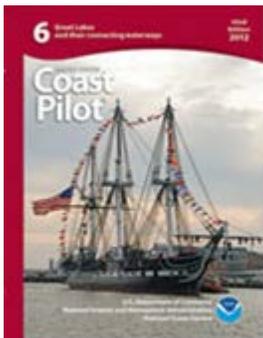
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14932>.



(Selected Excerpts from Coast Pilot)
Holland Harbor, 63 miles south of Little Sable Point, is formed by **Lake Macatawa**, which is connected to Lake Michigan at its west end by an improved channel. The lake extends 5 miles east to its head at the mouth of **Macatawa River** and has a least width of 1,000 feet near its midlength. The width increases to over 1 mile in the vicinity of **Big Bay** and **Pine Creek Bay**, two large indentations in the north shore of the lake. The city of **Holland, MI**, fronts the

east shore and much of the south shore of the lake. **Macatawa, MI**, is a small resort community on the southwest side of the lake. The principal

commodities handled in the port are coal, salt, cement, stone, and agricultural chemicals.

Holland Harbor South Pierhead Light (42°46'22"N., 86°12'45"W.), 52 feet above the water, is shown from a square tower on a building on the outer end of the S pier.

Channels.—The dredged entrance channel leads from deep water in Lake Michigan between converging breakwaters and through an outer basin and revetted channel to Lake Macatawa. The outer and inner ends of the breakwaters are marked by lights. The channel, well marked by buoys, continues across the lake to a turning basin off Holland at the east end of the lake. From the northeast side of the basin, the channel leads into the mouth of Macatawa River. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Lights mark the outer edges of shoals that extend from shore into the lake.

The currents in the entrance channel attain velocities up to 3 mph in either direction. Mooring to the breakwaters and revetments is prohibited. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.

Outside the dredged channel, the west end of Lake Macatawa has central depths of 15 to 36 feet with much shallower water extending from shore. In the east end of the lake, depths are 7 to 16 feet with shoals along the shore. Shoals with depths of 1 to 3 feet extend from shore on either side of the entrance to Big Bay. The S limit of the E shoal is marked by a light. Lighted and unlighted seasonal buoys mark the channel into Big Bay between the shoals. A light marks the extent of a shoal off the south shore opposite Big Bay, and a light marks a shoal off Superior Point, on the north shore at the constriction of the lake.

Anchorage.—Pine Creek Bay affords good anchorage for small craft in mud bottom. A special anchorage is in the southwest part of Lake Macatawa. (See **33 CFR 110.1 and 110.80a**, chapter 2, for limits and regulations.)

Coast Guard.—Holland Coast Guard Station is on the north side of Lake Macatawa near the harbor entrance.

Harbor regulations.—Federal regulations specify a **speed limit** of 8 mph (7 knots) in Lake Macatawa. (See **33 CFR 162.120**, chapter 2, for regulations.) State regulations specify a **slow-no wake speed** off Central Park near midpoint of the lake, off Kollen Park at the east end of the lake, and from the mouth of Macatawa River upstream to a point 1,500 feet above the River Avenue bridge.

**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



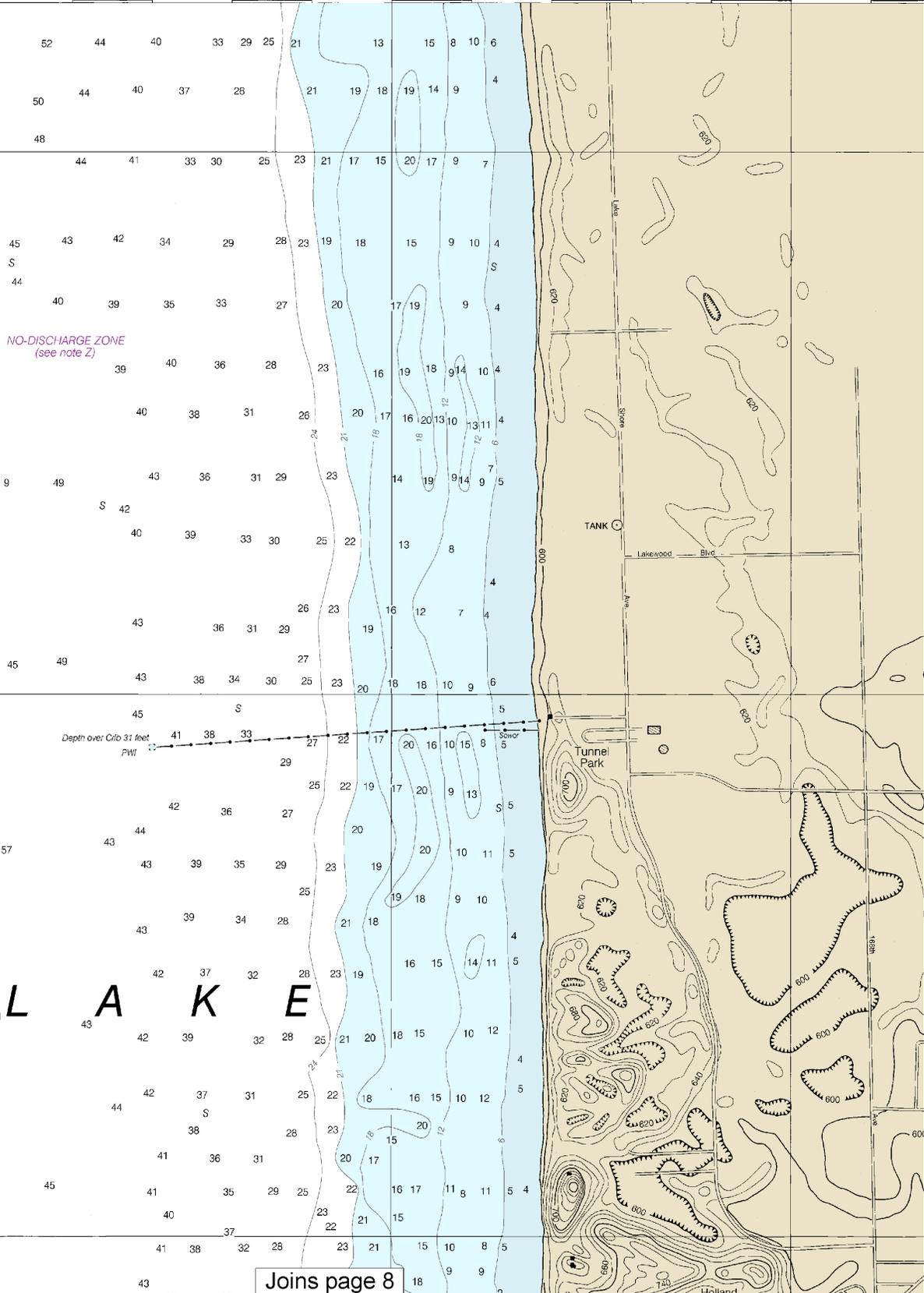
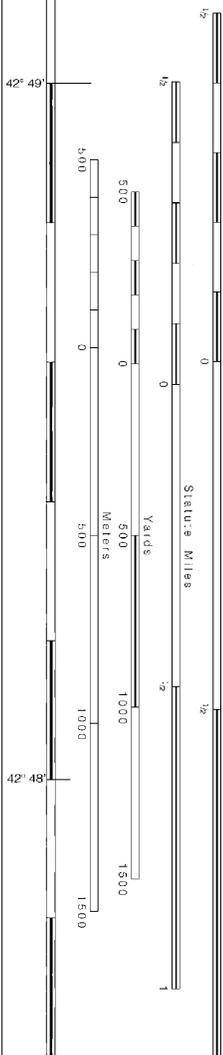
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

14932

86° 14'

86° 13'

86° 12'



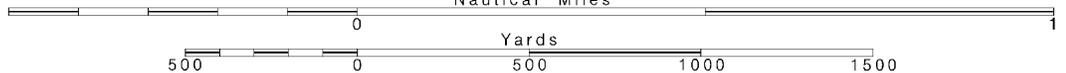
LAKES

Joins page 8

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

86° 11'

86° 10'

50'

40'

30'

20'

10'

86° 09'

50'

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.

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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.

Most of the hydro
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shown on this dia

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).

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.

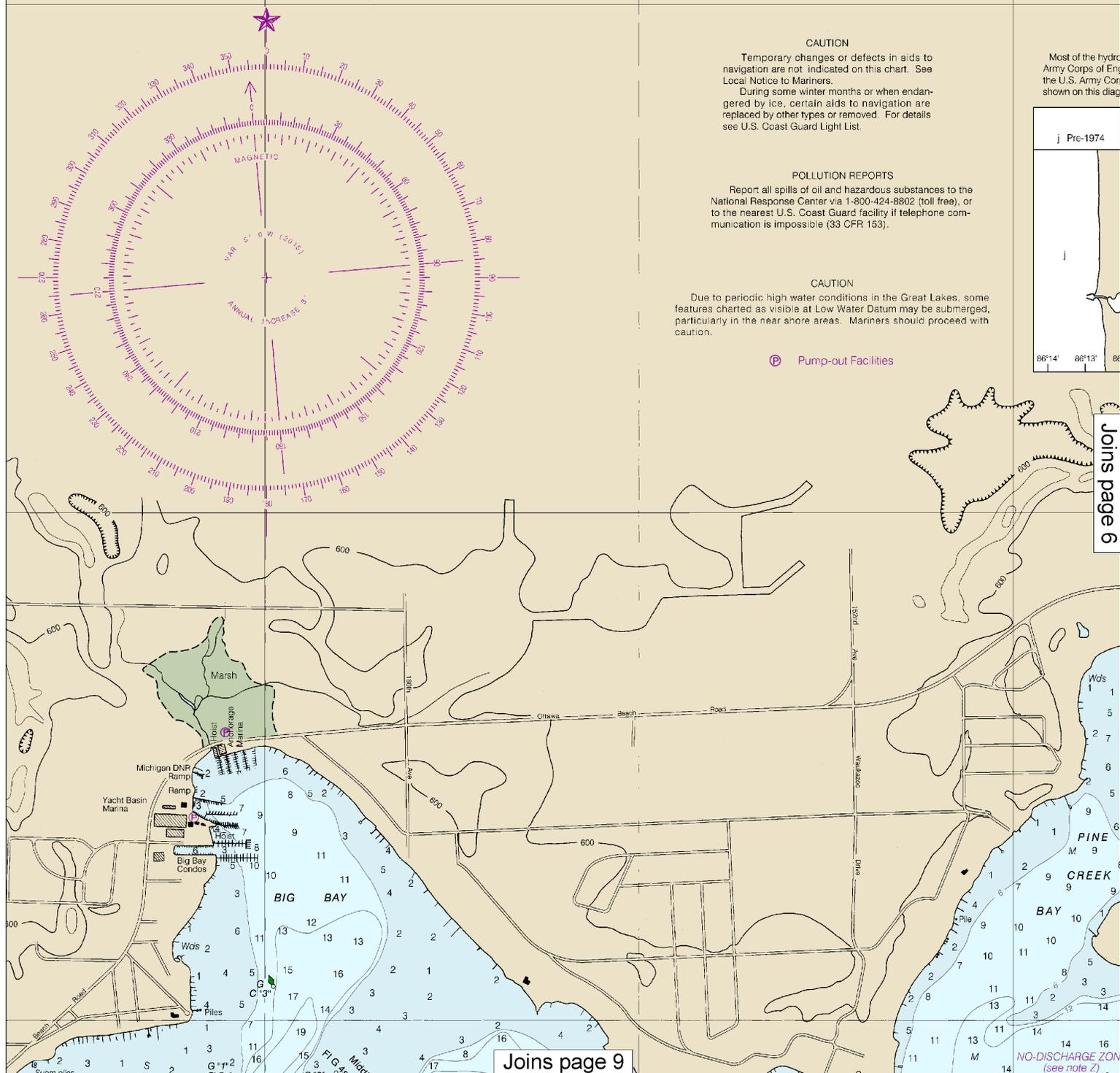
Ⓟ Pump-out Facilities

j Pre-1974

j

86°14' 86°13' 86

Joins page 6



Joins page 9

NO-DISCHARGE ZON (see note 1)

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.



96° 11'

96° 10'

50'

40'

30'

20'

10'

96° 09'

50'

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.

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 Pump-out Facilities

ACKNOWLEDGMENT

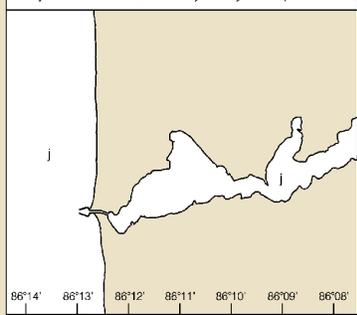
The National Ocean Service acknowledges exceptional cooperation received from members of the Grand Rapids Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for using this chart.

SOURCE DIAGRAM

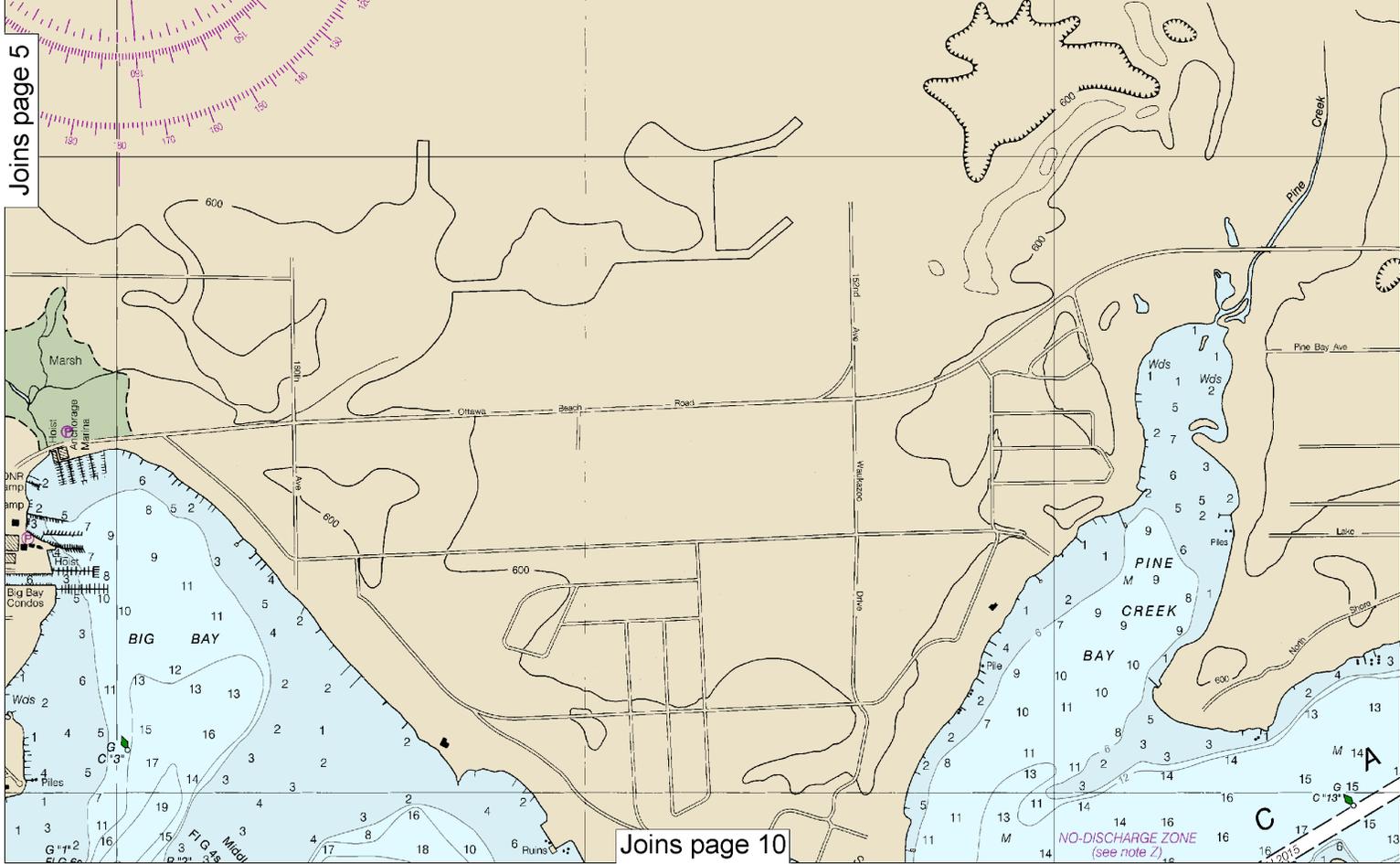
Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently surveyed by the U.S. Army Corps of Engineers are periodically resurveyed and shown on this diagram. Refer to Chapter 1, United States Coast and Geodetic Survey.

SOURCE

j Pre-1974 Lake Survey Surveys partial bottom



Joins page 5



Joins page 10

NO-DISCHARGE ZONE (see note 2)

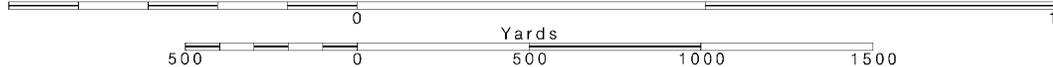


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



86° 08'

86° 07'

86° 06'

SUPPLEMENTAL INFORMATION
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.

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

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.

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 0.066' northward and 0.144' westward to agree with this chart.

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.

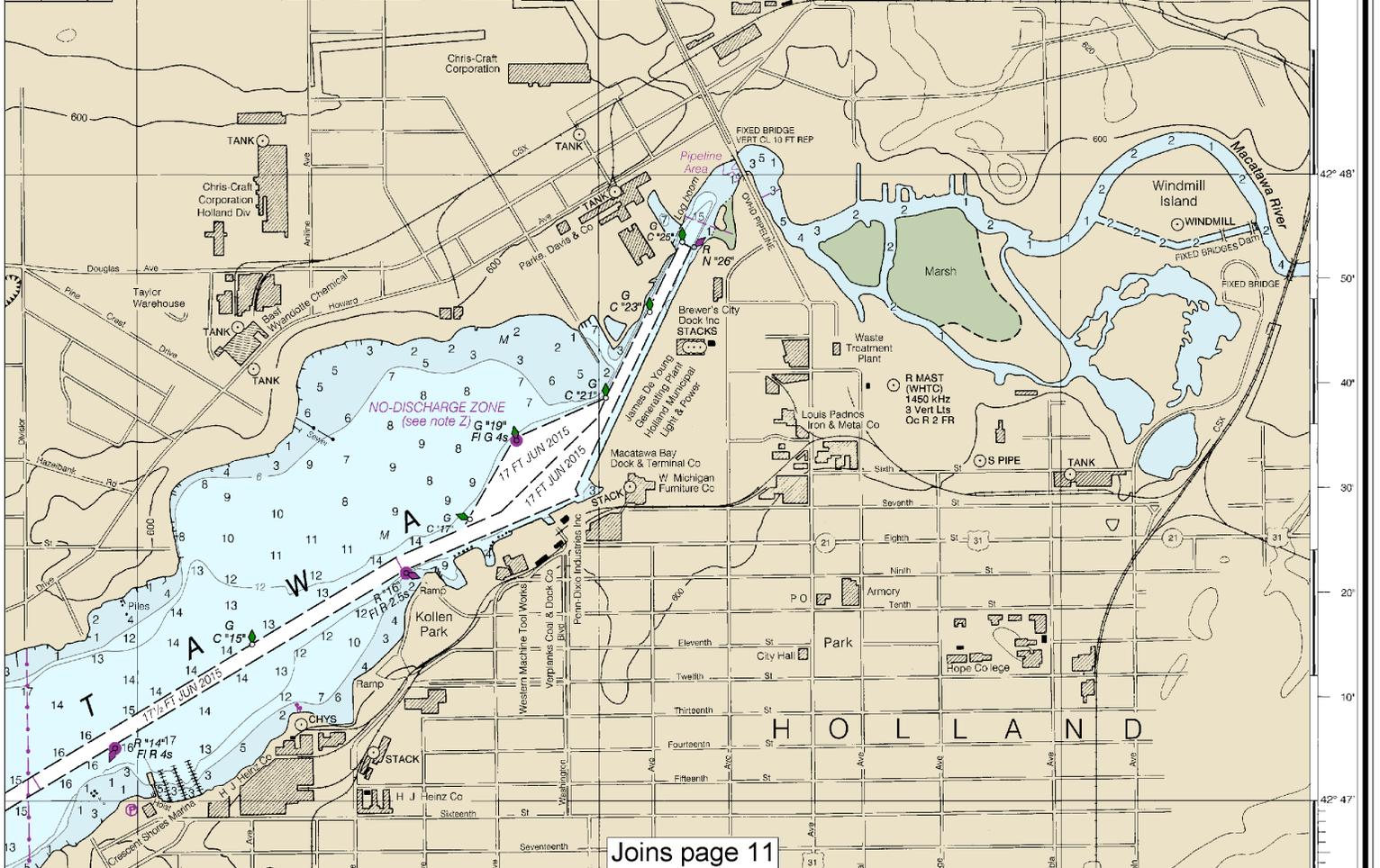
Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)

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

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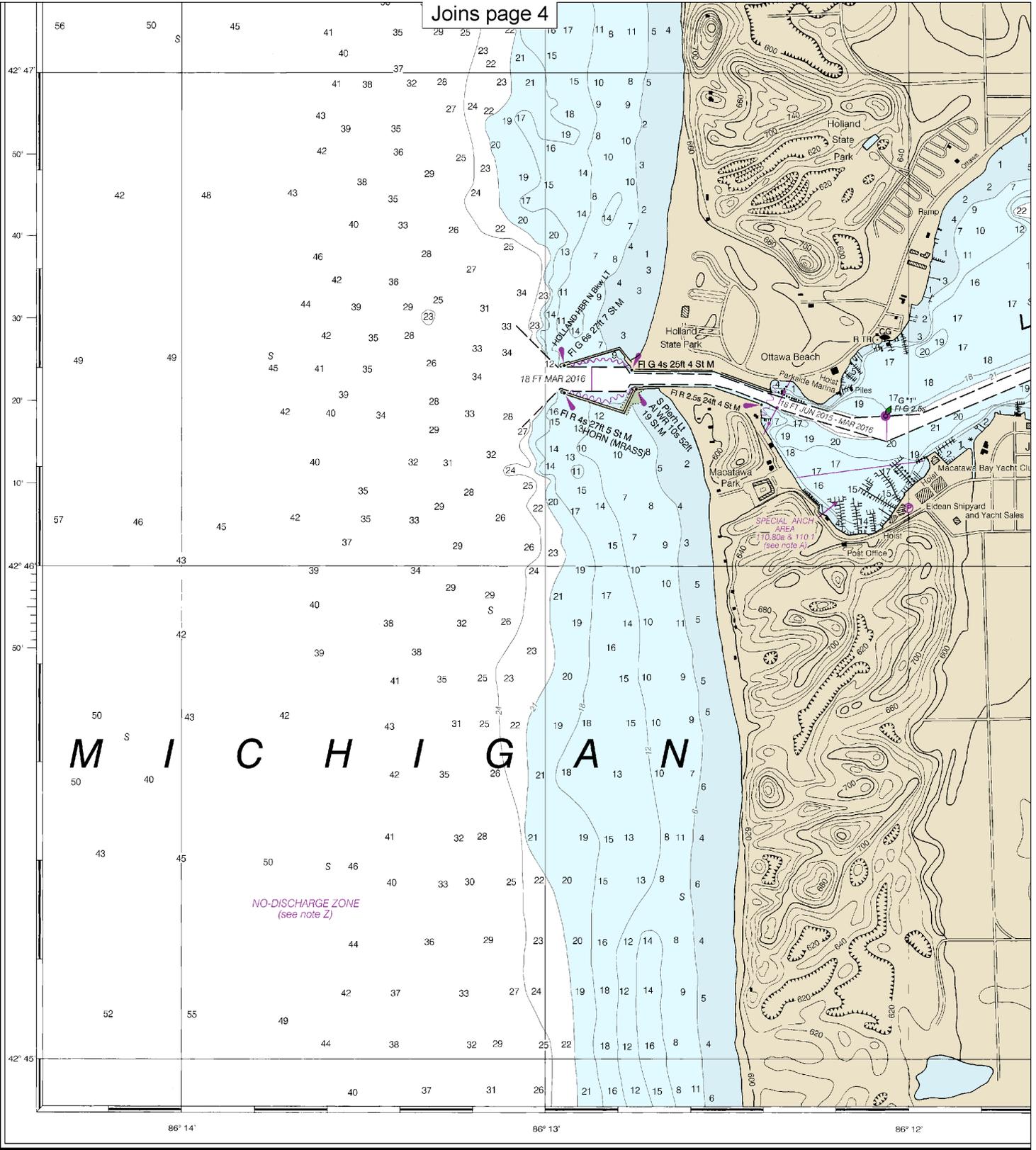
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Coast Pilot

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Joins page 11

Last Correction: 6/21/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



24th Ed., Nov. 2015

14932

Last Correction: 6/21/2016. 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.

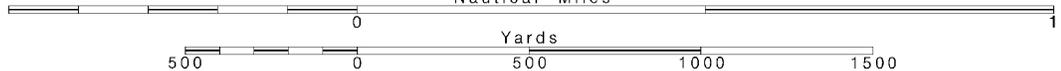


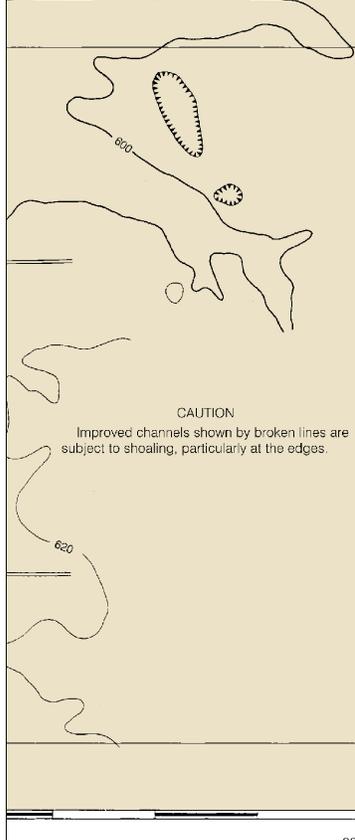
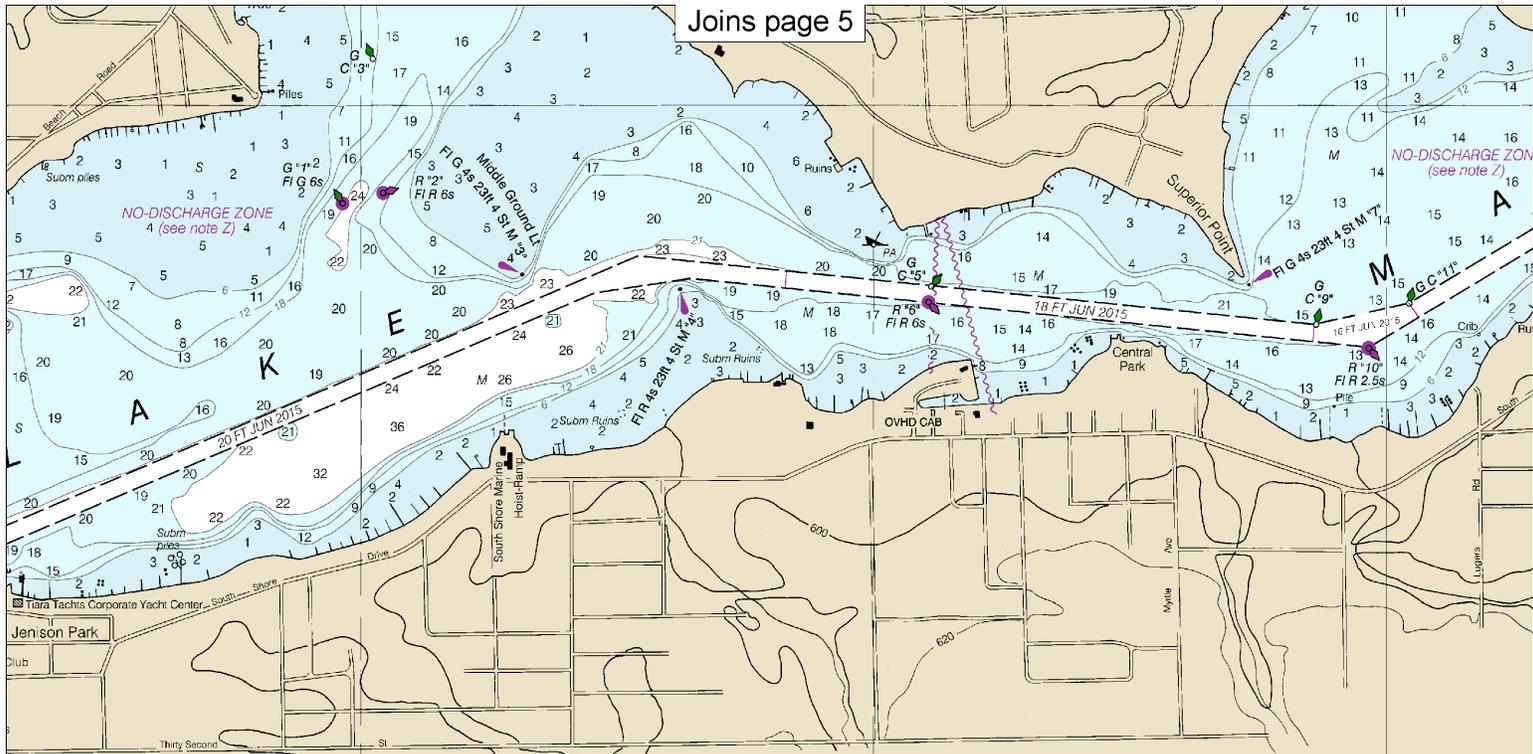
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





LAKE MICHIGAN - HURON

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
+5												
+4												
+3												
+2												
+1												
0												
-1												

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:

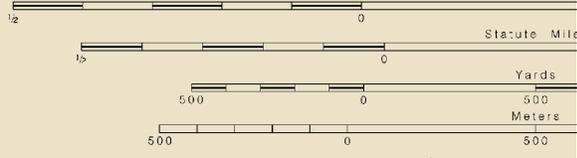
Pipeline Area
 Cable Area

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.

NOAA WEATHER BUOY
 The NOAA Weather Buoy reception range extends to 100 nautical miles from the buoy. The buoy is located at West Olive, MI. (See NOAA Chart 13180 for details.)

WARNING
 The prudent mariner will not rely on this chart for navigation, particularly on float Guard Light List and U.S. Coast Pilot.

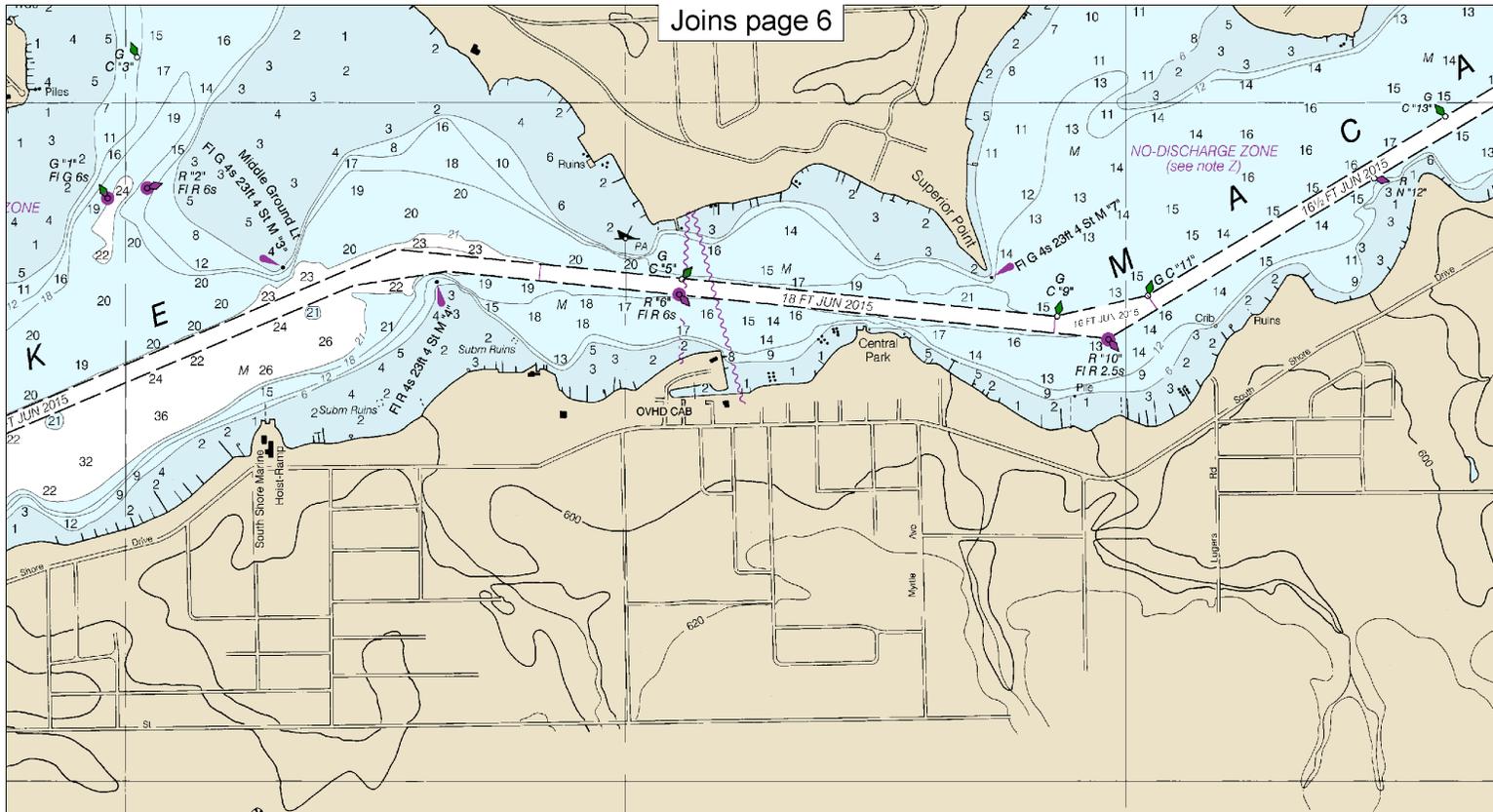
SCALE 1:15,000
 Nautical Miles



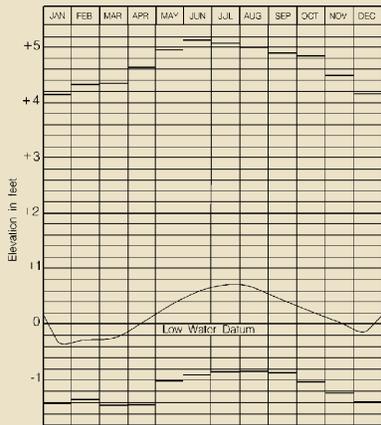
86° 11' 86° 10' 50' 40' 30' 20' 10' 86° 09' 50'

SOUNDINGS IN FEET

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

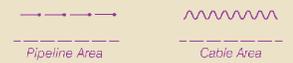


LAKE MICHIGAN - HURON



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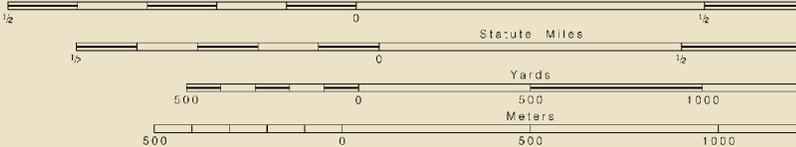


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NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Grand Rapids, MI KIG-63 162.550 MHz
West Olive, MI WXN-99 162.425 MHz

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



by broken lines are
y at the edges.

INGS IN FEET

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
FFFT	6	12	18	24
METERS	1	2	3	4



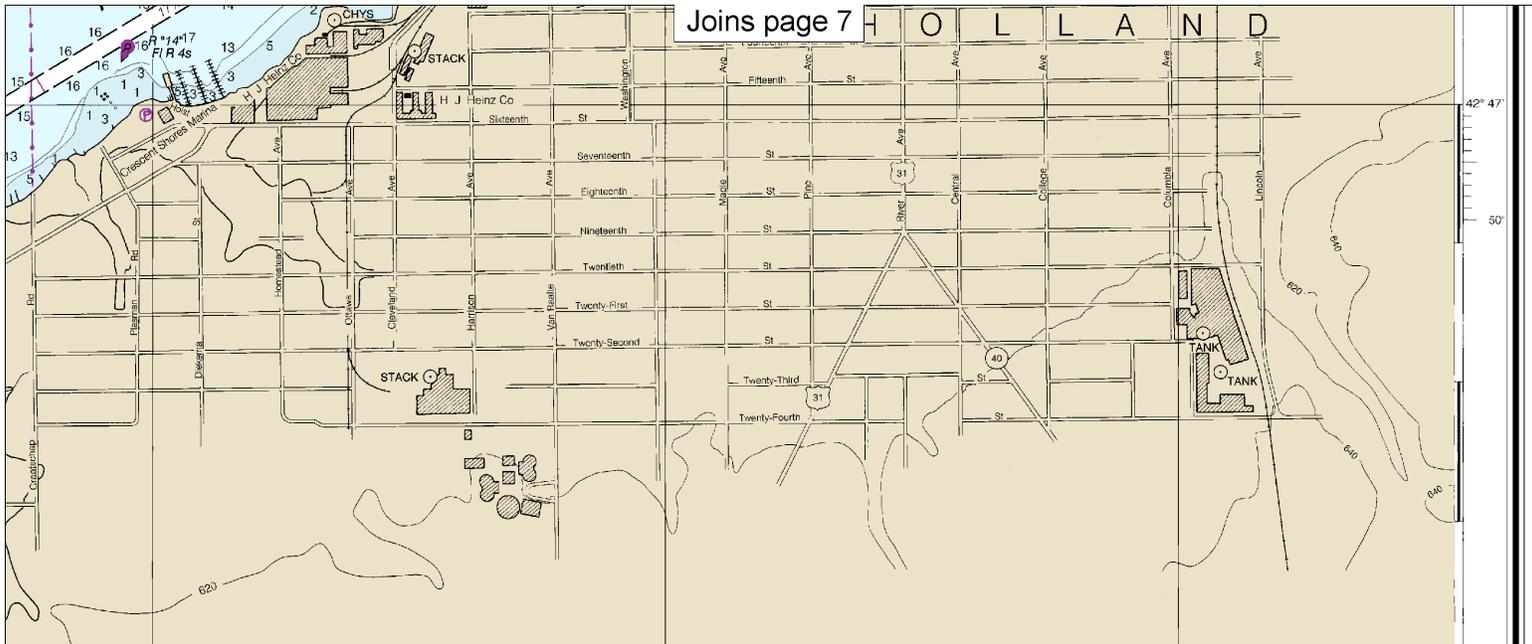
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES-GREAT LAKES
LAKE MICHIGAN-MICHIGAN

HOLLAND HARBOR

Polyconic Projection
Scale 1:15,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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).

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.

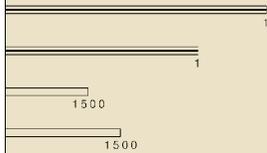
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

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.

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/coww/oceans/regulatory/vessel_sewage/.



86° 08'

86° 07'

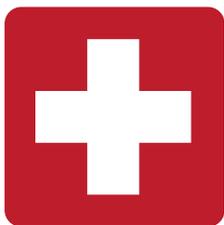
86° 06'

539.5 X 911.2 mm



Holland Harbor
SOUNDINGS IN FEET - SCALE 1:15,000

14932



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.