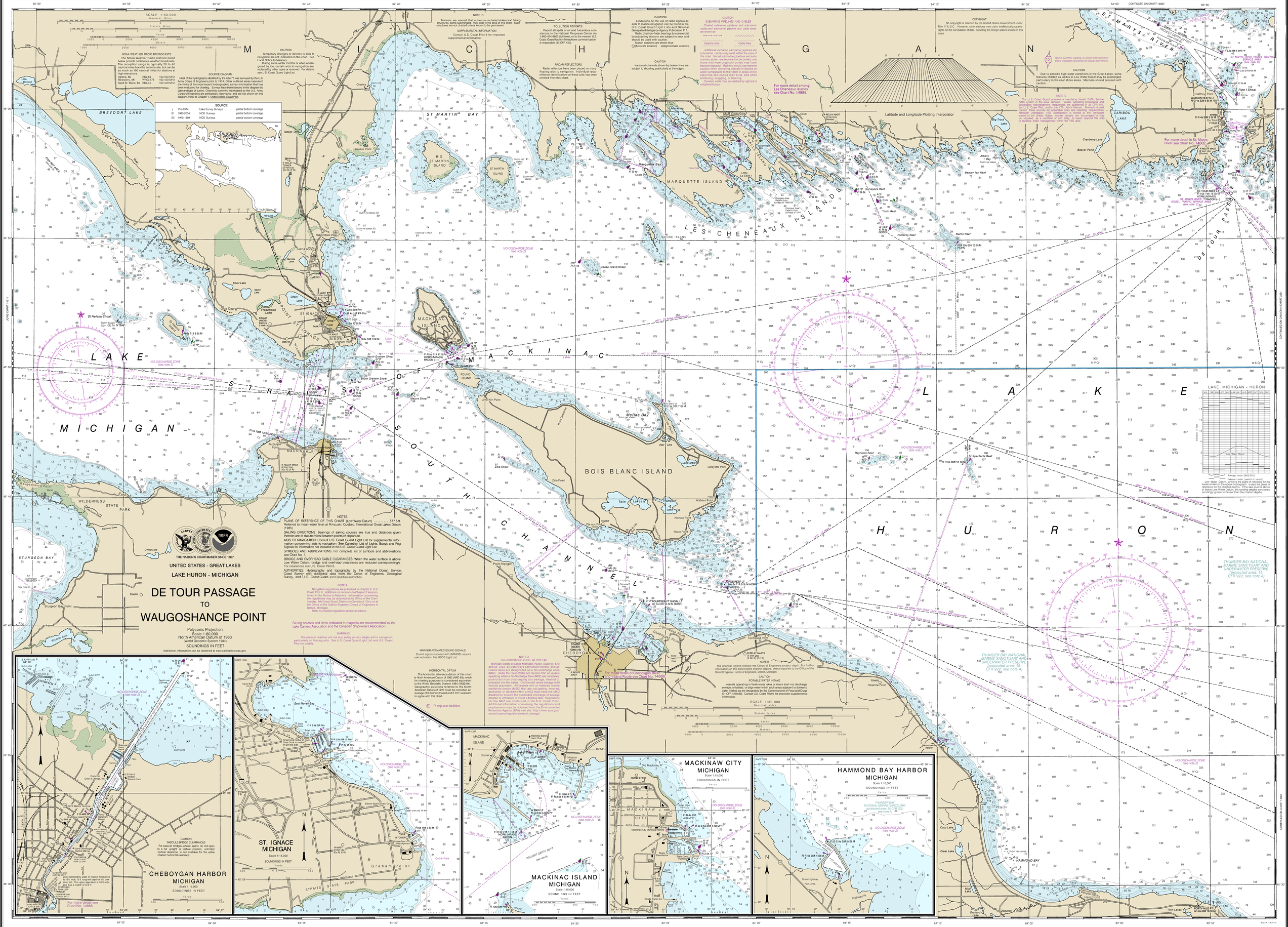
Formerly LS 80, 1st Ed., 1967 NAPP 1334

SOUNDINGS IN FEET



SCALE 1:80,000

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	KXI-83	162.550 MHz	
Newberry, MI	WNG-578	162.400 MHz	
Sault Ste. Marie, MI	XSG-74	162.500 MHz	

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" 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.

SOURCE

I	Pre-1974	Lake Survey Surveys	partial bottom coverage
B1	1990-2004	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage

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.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, were observed during the survey of this chart. Such structures are not charted unless known to be permanent.

SUPPLEMENTAL INFORMATION

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

POLLUTION REPORTS

Report all visible 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).

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

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

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

Station positions are shown thus:
⊙(Accurate location) ⊙(approximate location)

CAUTION

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

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 navigating in these areas or in water comparable to that depth in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

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NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in the area denoted. Vessel reporting procedures and designated radiotelephone frequencies are published in 33 CFR 161. Due to the high volume of vessel traffic in the Detroit-Windsor corridor, these sources for applicable noise and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, foreign vessels are encouraged to map, be available, be in position of port entry, no report beyond this area to indicate traffic management and the VTS area.

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.

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. 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, and U.S. Coast Guard and Canadian authorities.

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.

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.

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

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 0.040" northeast and 0.131" westward to agree with this chart.

NOTE 2

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 be retained on board, or be discharged ashore or into a 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/regulations/vessel_sewage.

Pump-out facilities

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

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.

SCALE 1:80,000

Nautical Miles
Statute Miles
Yards
Meters

NOAA WEATHER RADIO BROADCASTS

SOURCE DIAGRAM

SOURCE

NOTES

MARINER ACTIVATED SOUND SIGNALS

HORIZONTAL DATUM

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a vertical upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

LAKE MICHIGAN - HURON

Average levels (2003-2012)

Elevation in feet

Lake Level Datum

Lake Level Datum is the plane of reference for the charted depths. If the lake level is above or below the Lake Level Datum, the depths will be correspondingly greater or lesser than the charted depths.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

DE TOUR PASSAGE TO WAUGOSHANCE POINT

SOUNDINGS IN FEET

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
Additional information can be obtained at nauticalcharts.noaa.gov.

CHEBOYGAN HARBOR MICHIGAN
Scale 1:15,000
SOUNDINGS IN FEET

ST. IGNACE MICHIGAN
Scale 1:15,000
SOUNDINGS IN FEET

MACKINAC ISLAND MICHIGAN
Scale 1:10,000
SOUNDINGS IN FEET

MACKINAW CITY MICHIGAN
Scale 1:15,000
SOUNDINGS IN FEET

HAMMOND BAY HARBOR MICHIGAN
Scale 1:10,000
SOUNDINGS IN FEET

34th Ed. Jun. 2014
14881

Last Correction: 12/15/2015. 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.

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

SOUNDINGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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FATHOMS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
METERS	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

De Tour Passage to Waugoshance Point
SOUNDINGS IN FEET - SCALE 1:80,000