BookletChart™

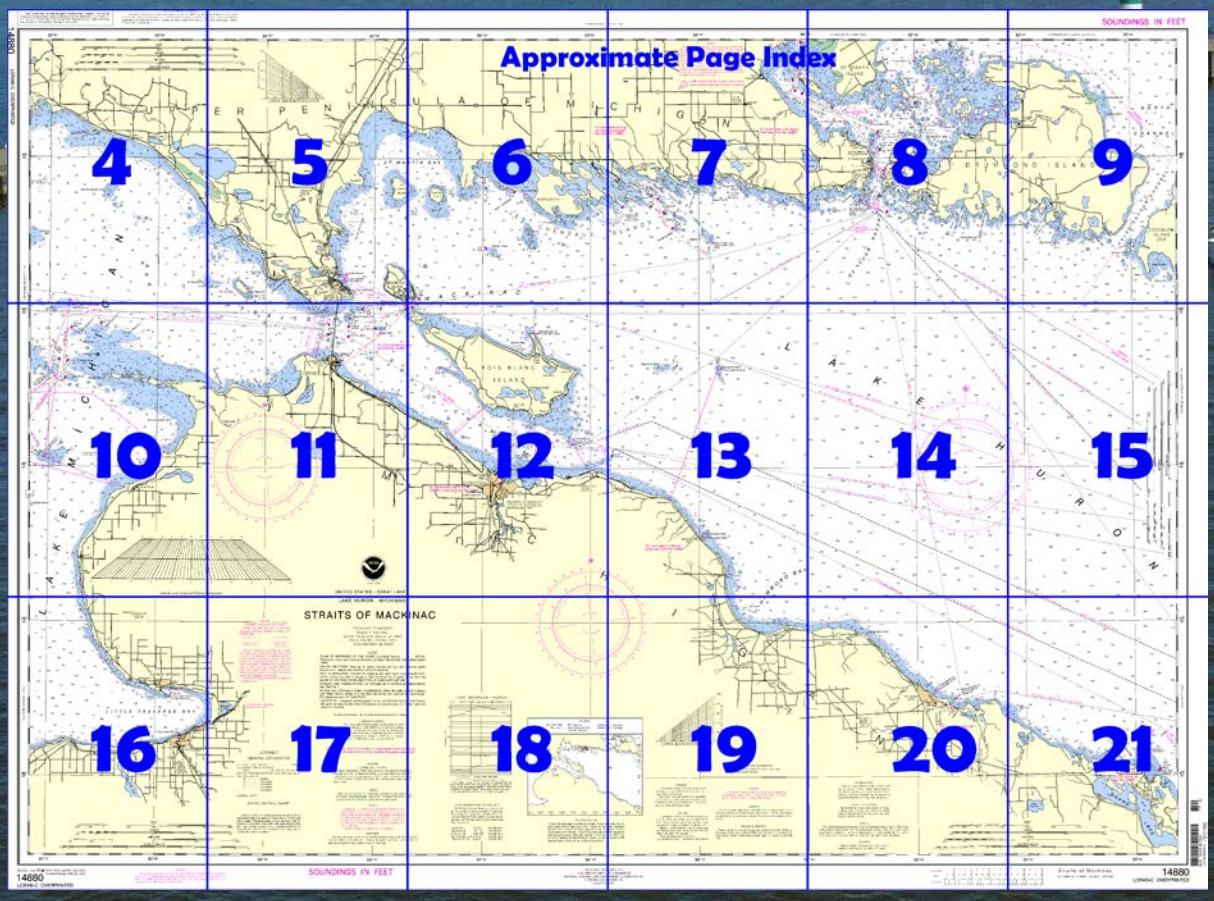
Straits of Mackinac

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

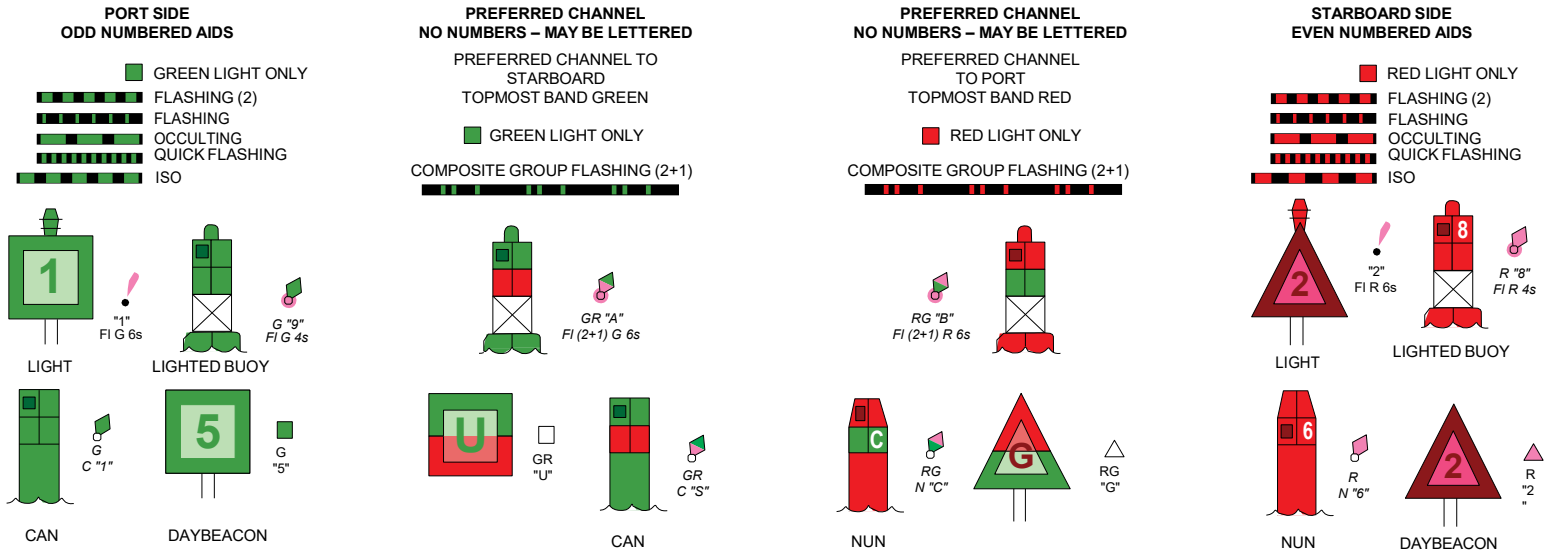
RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Manager Regions

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/

Lateral System As Seen Entering From Seaward

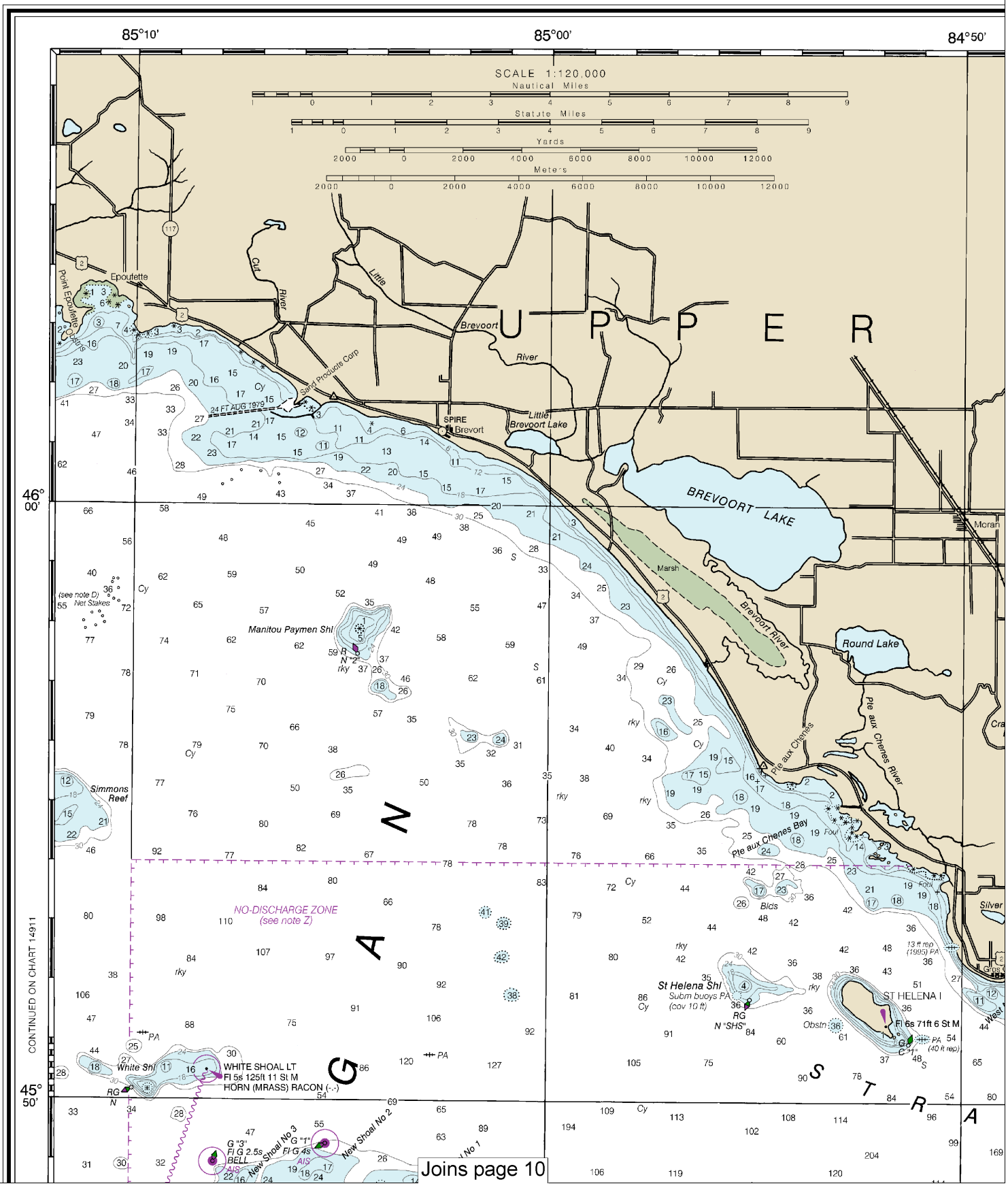
on navigable waters except Western Rivers



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*

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

14880



4

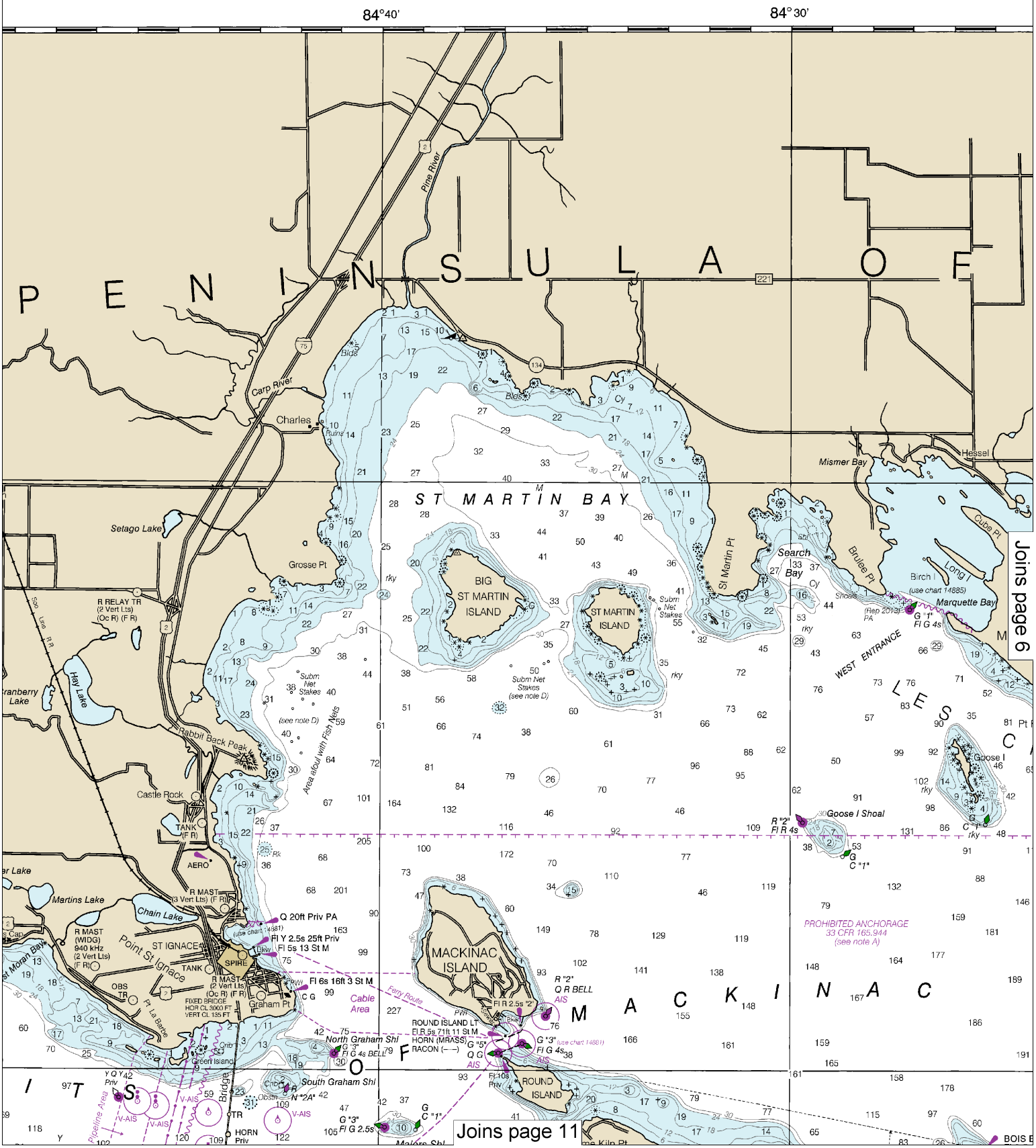
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

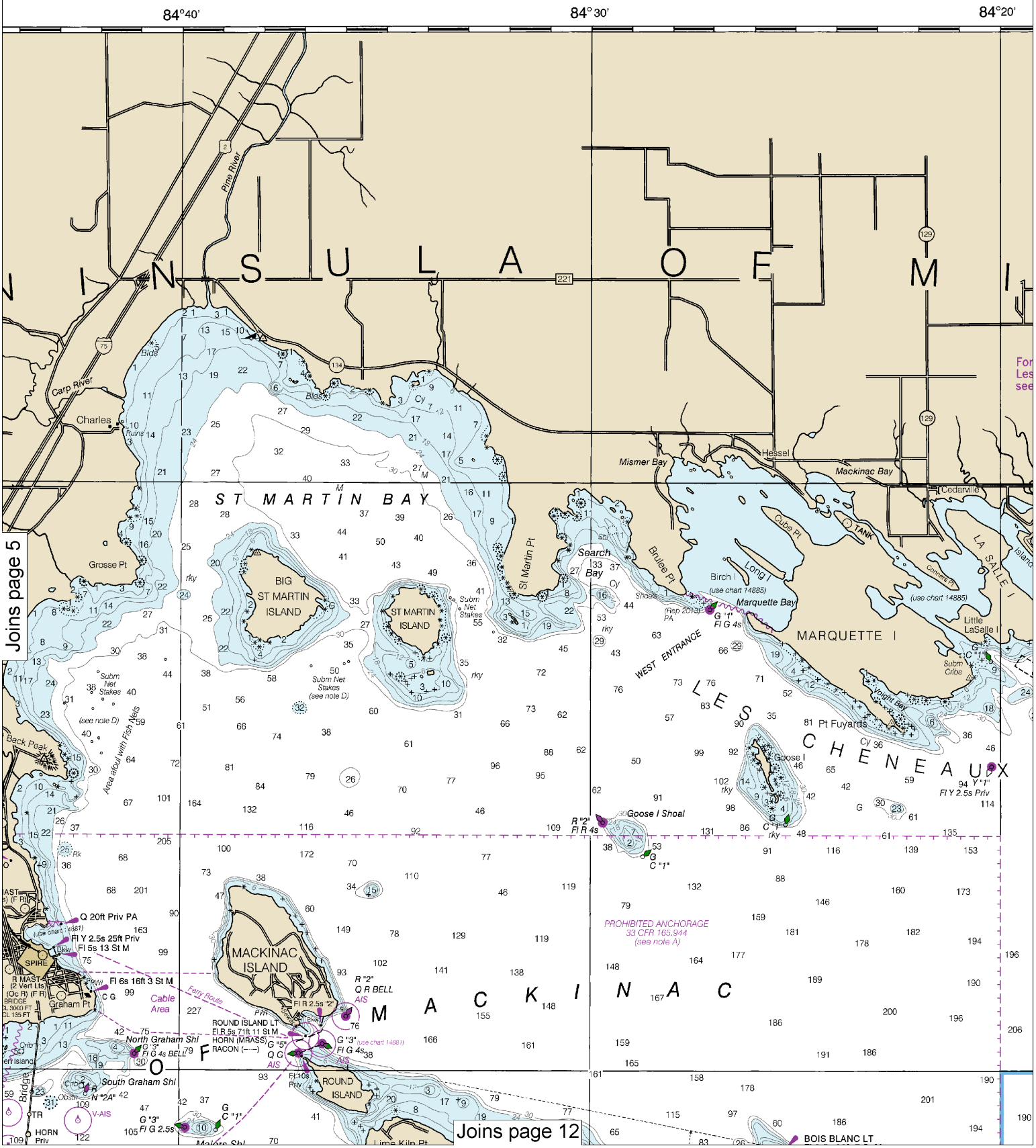
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1/2 0 1/2 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



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.



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Printed at reduced scale.

See Note on page 5.

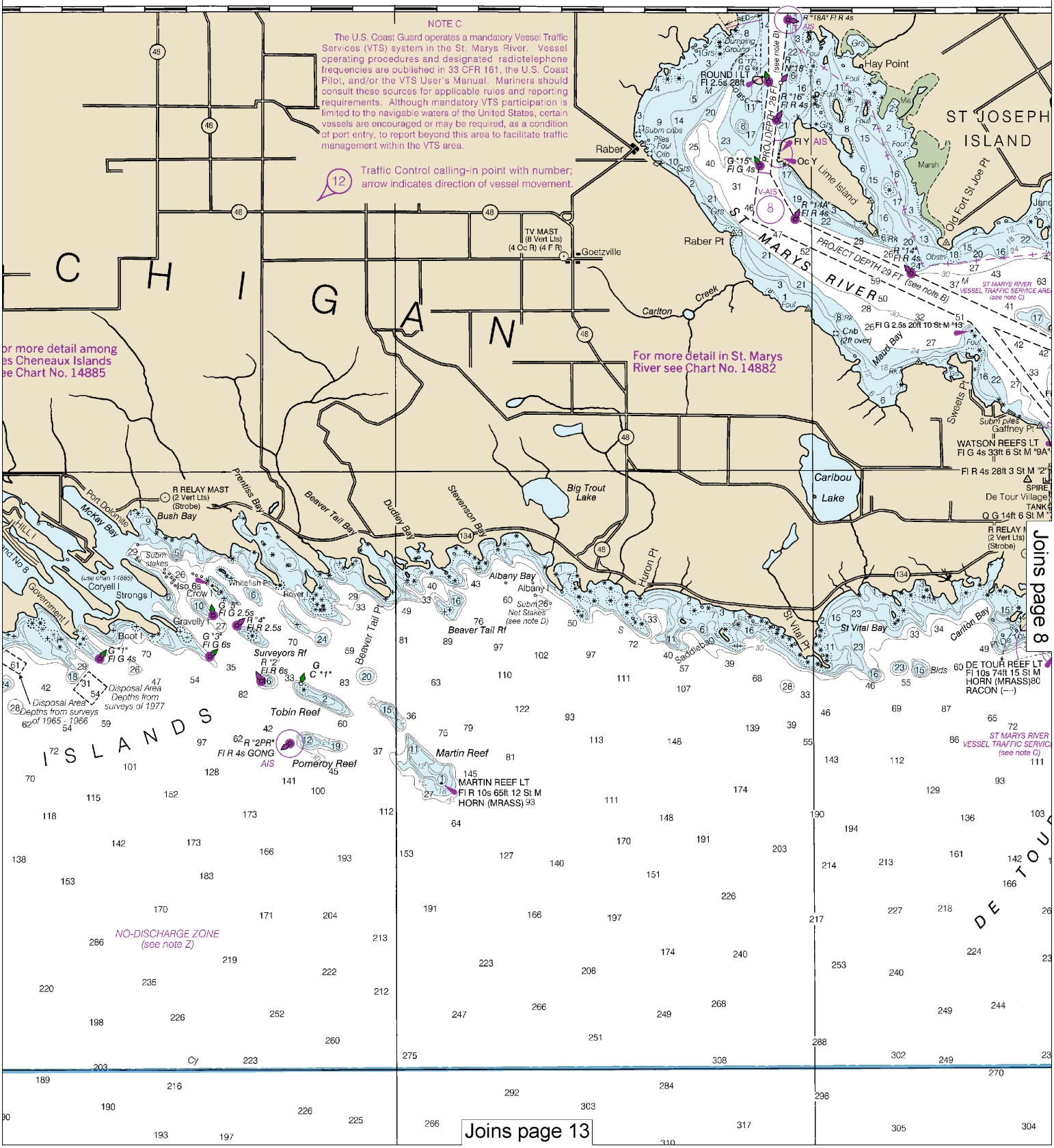
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

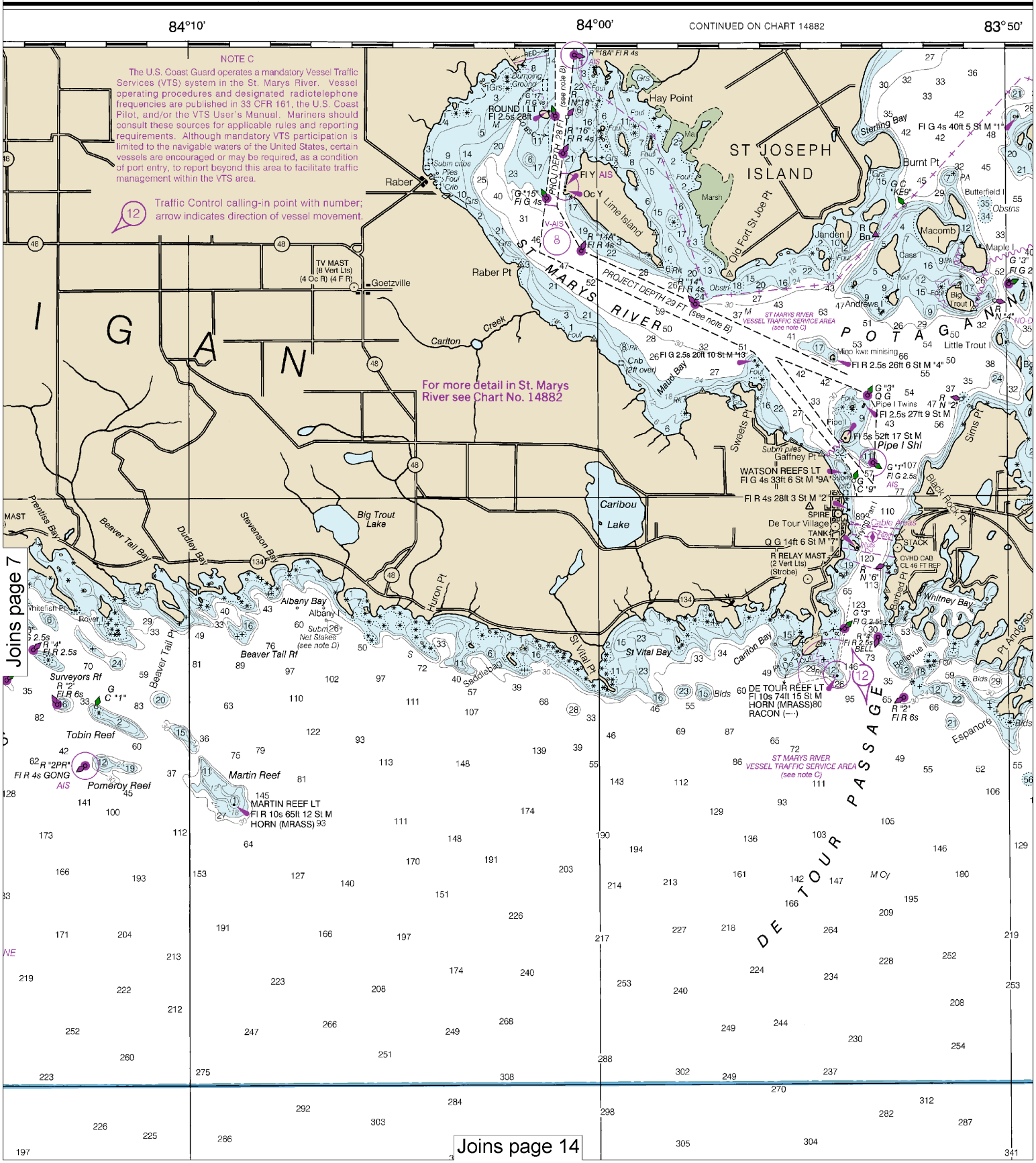
84°10'

84°00'

CONTINUED ON CHART 14882



This is the Last Edition of this chart. It will be canceled on Jul 5, 2023
34th Ed., Oct. 2019. Last Correction: 5/31/2023. Cleared through:
LNM: 2523 (6/20/2023), NM: 2623 (7/1/2023), CHS: 0523 (5/26/2023)



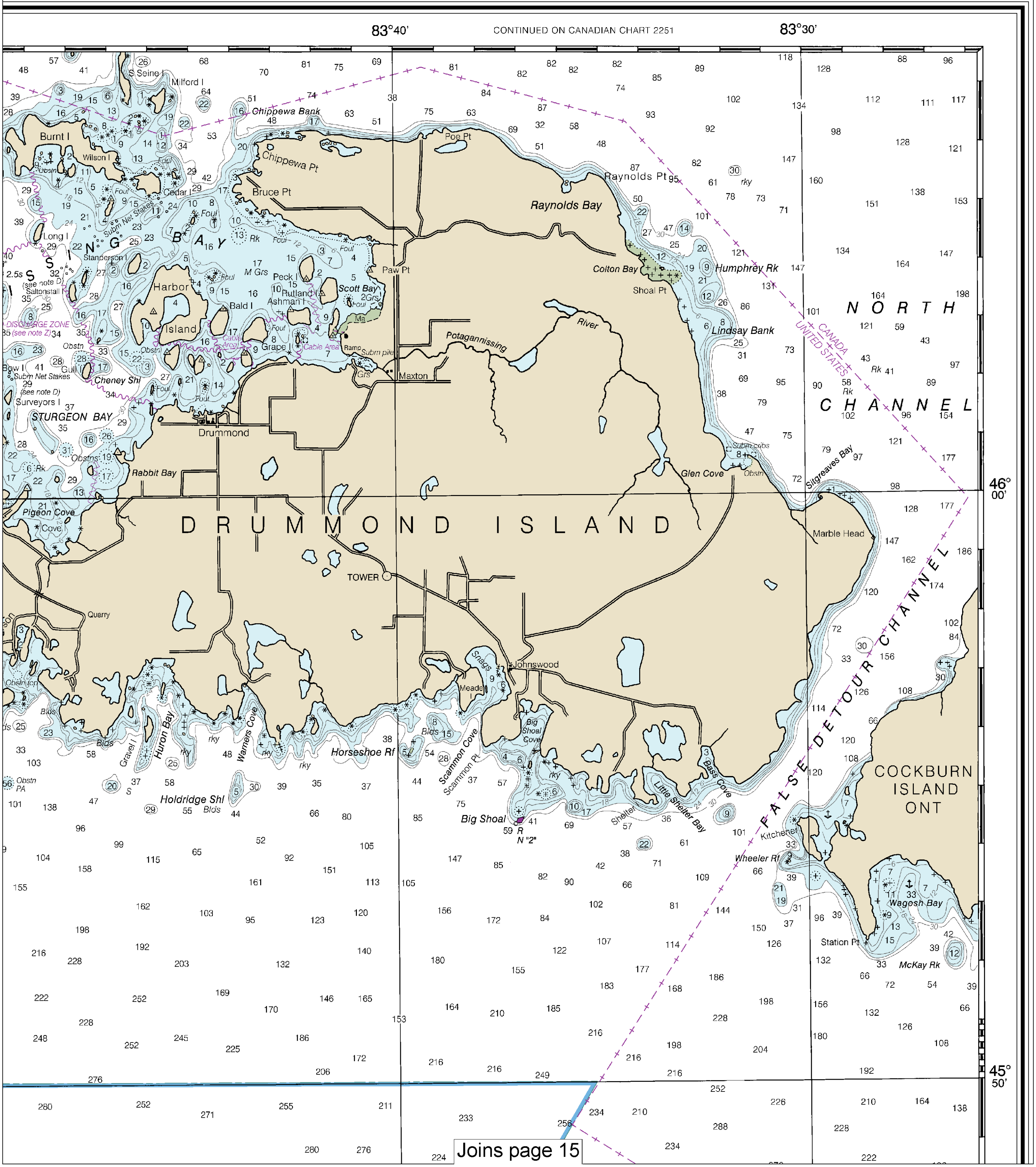
Note: Chart grid lines are aligned with true north.

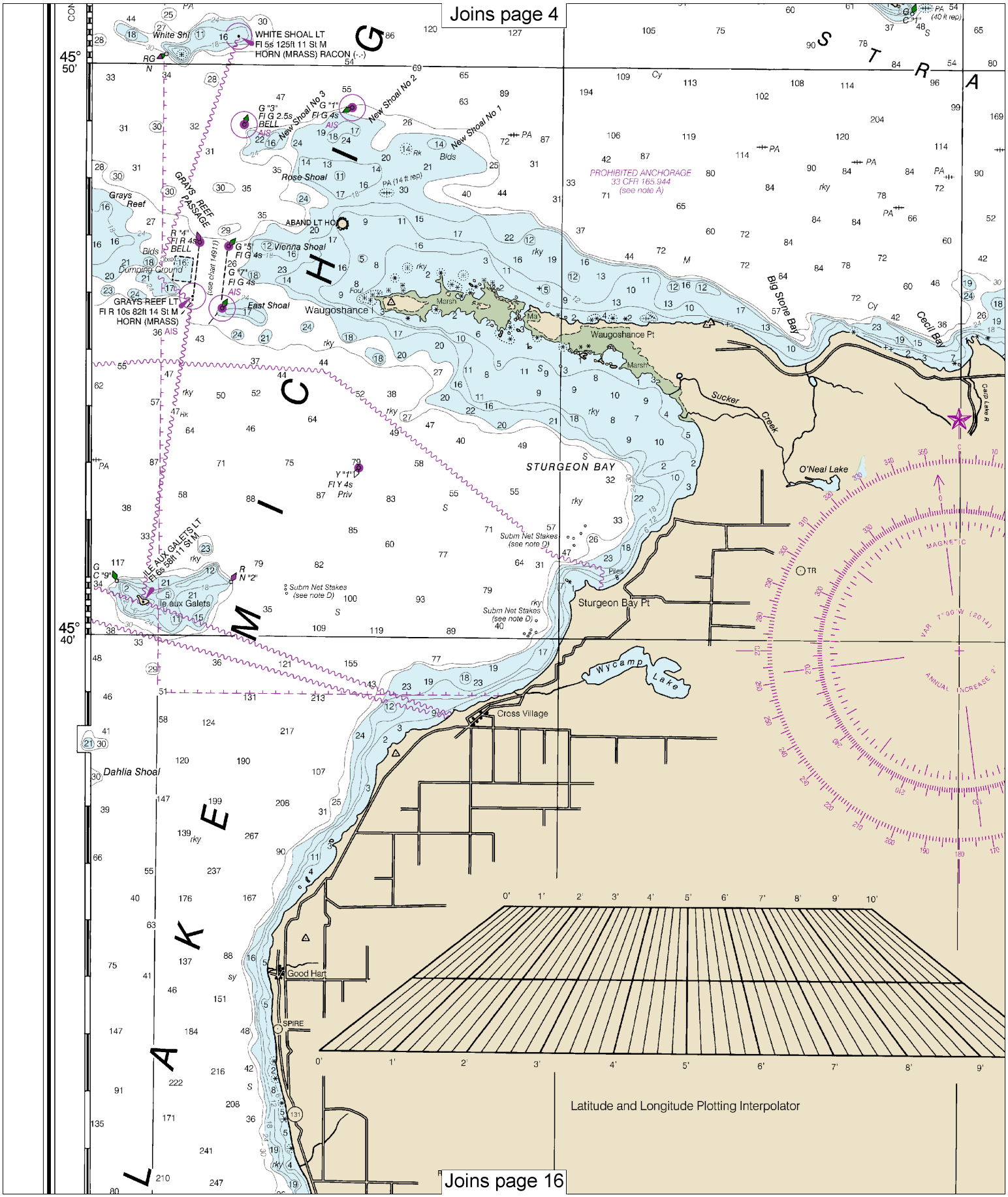
Printed at reduced scale.

See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


83°40'
CONTINUED ON CANADIAN CHART 2251
83°30'
46° 00'
45° 50'
DRUMMOND ISLAND
NORTH CHANNEL
FALSE DETOUR CHANNEL
COCKBURN ISLAND ONT
CANADA
UNITED STATES
Joins page 15
Chippewa Bank
Chippewa Pt
Bruce Pt
Poe Pt
Raynolds Pt
Raynolds Bay
Colton Bay
Shoal Pt
Humphrey Rk
Lindsay Bank
Paw Pt
Scott Bay
Peck I
Rutland I
Ashman I
Bald I
Grape I
Harbor Island
Maxton
Potagannissing River
Drummond
STURGEON BAY
Cheney Shl
Surveyors I
Rabbit Bay
Pigeon Cove
Burnt I
Wilson I
Cedar I
Milford I
S Seine I
Long I
Standerson I
Saltonstall I
Bow I
Gull I
DISCHARGE ZONE (see note Z)
Subm Net Stakes
TOWER
Quarry
Johnswood
Glen Cove
Sitgreaves Bay
Marble Head
Snags
Meade
Big Shoal Cove
Big Shoal
R N "2"
Scammon Cove
Scammon Pt
Bass Cove
Little Shelter Bay
Shelter
Horseshoe Rf
Holdridge Shl
Warners Cove
Huron Bay
Gravel I
Kitchener
Wheeler Rf
Wagosh Bay
Station Pt
McKay Rk
Cable Area
Ramp
Subm pile
Subm cribs



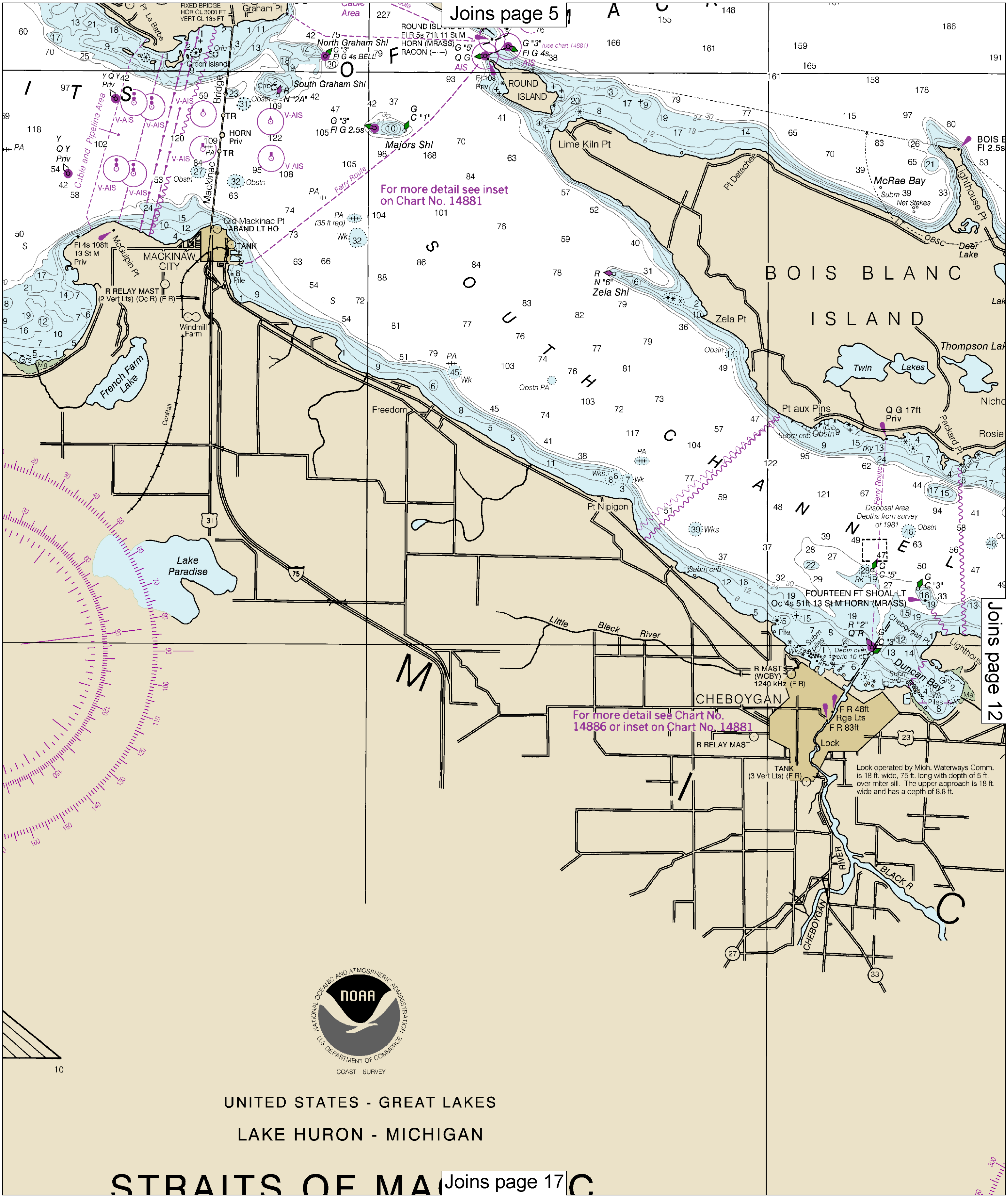
Note: Chart grid lines are aligned with true north.

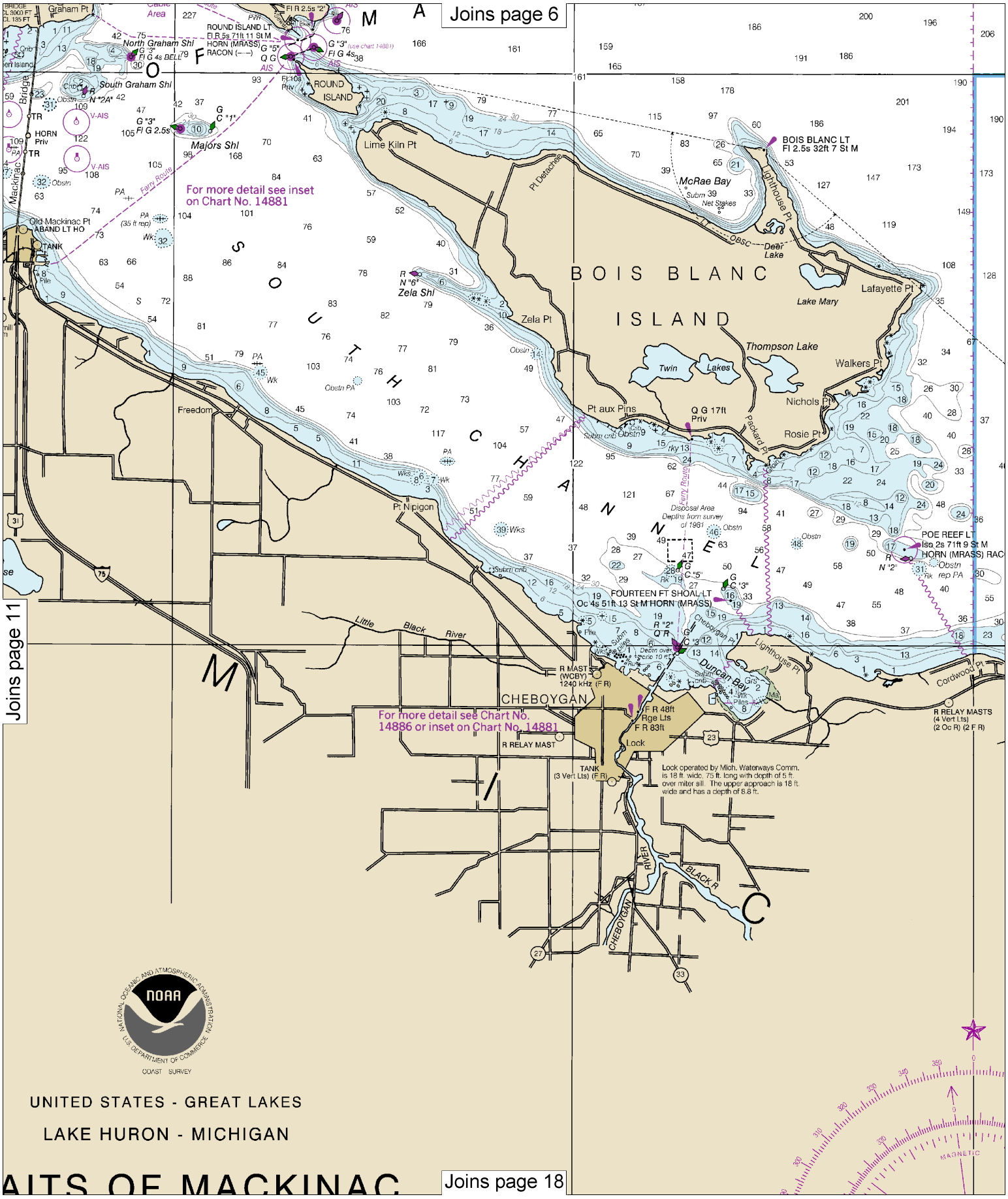
Printed at reduced scale.

See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


Joins page 5
Joins page 12
Joins page 17
Graham Pt
Green Island
North Graham Shl
South Graham Shl
Majors Shl
ROUND ISLAND
Lime Kiln Pt
Pt Detachee
McRae Bay
Lighthouse Pt
Deer Lake
BOIS BLANC
ISLAND
Thompson Lake
Twin
Lakes
Zela Shl
Zela Pt
Pt aux Pins
Packard Pt
SOUTH CHANNEL
For more detail see inset on Chart No. 14881
Old Mackinac Pt
ABAND LT HO
MACKINAW CITY
McGulpin Pt
Mackinac Bridge
Cable and Pipeline Area
Ferry Route
French Farm Lake
Windmill Farm
R RELAY MAST (2 Vert Lts) (Oc R) (F R)
Freedom
Pt Nipigon
Lake Paradise
Little Black River
FOURTEEN FT SHOAL LT Oc 4s 51ft 13 St M HORN (MRASS)
Disposal Area Depths from survey of 1981
Duncan Bay
CHEBOYGAN
R MAST (WCBY) 1240 kHz (F R)
For more detail see Chart No. 14886 or inset on Chart No. 14881
R RELAY MAST
TANK (3 Vert Lts) (F R)
F R 48ft Rge Lts F R 83ft
Lock
Lock operated by Mich. Waterways Comm. is 18 ft. wide, 75 ft. long with depth of 5 ft. over miter sill. The upper approach is 18 ft. wide and has a depth of 8.8 ft.
CHEBOYGAN RIVER
BLACK R
UNITED STATES - GREAT LAKES
LAKE HURON - MICHIGAN
STRAITS OF MA C



STRAITS OF MACKINAC

12

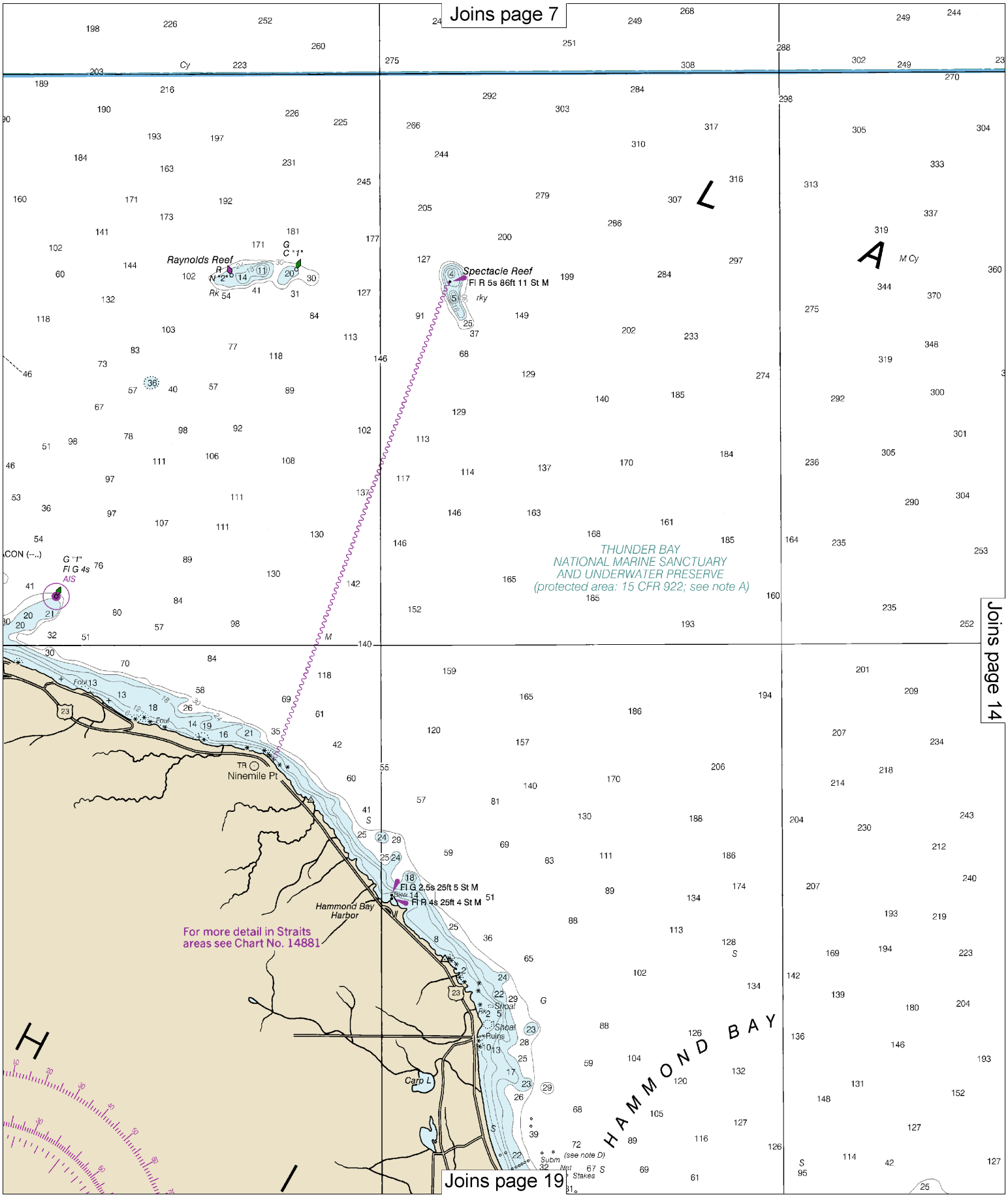
Note: Chart grid lines are aligned with true north.

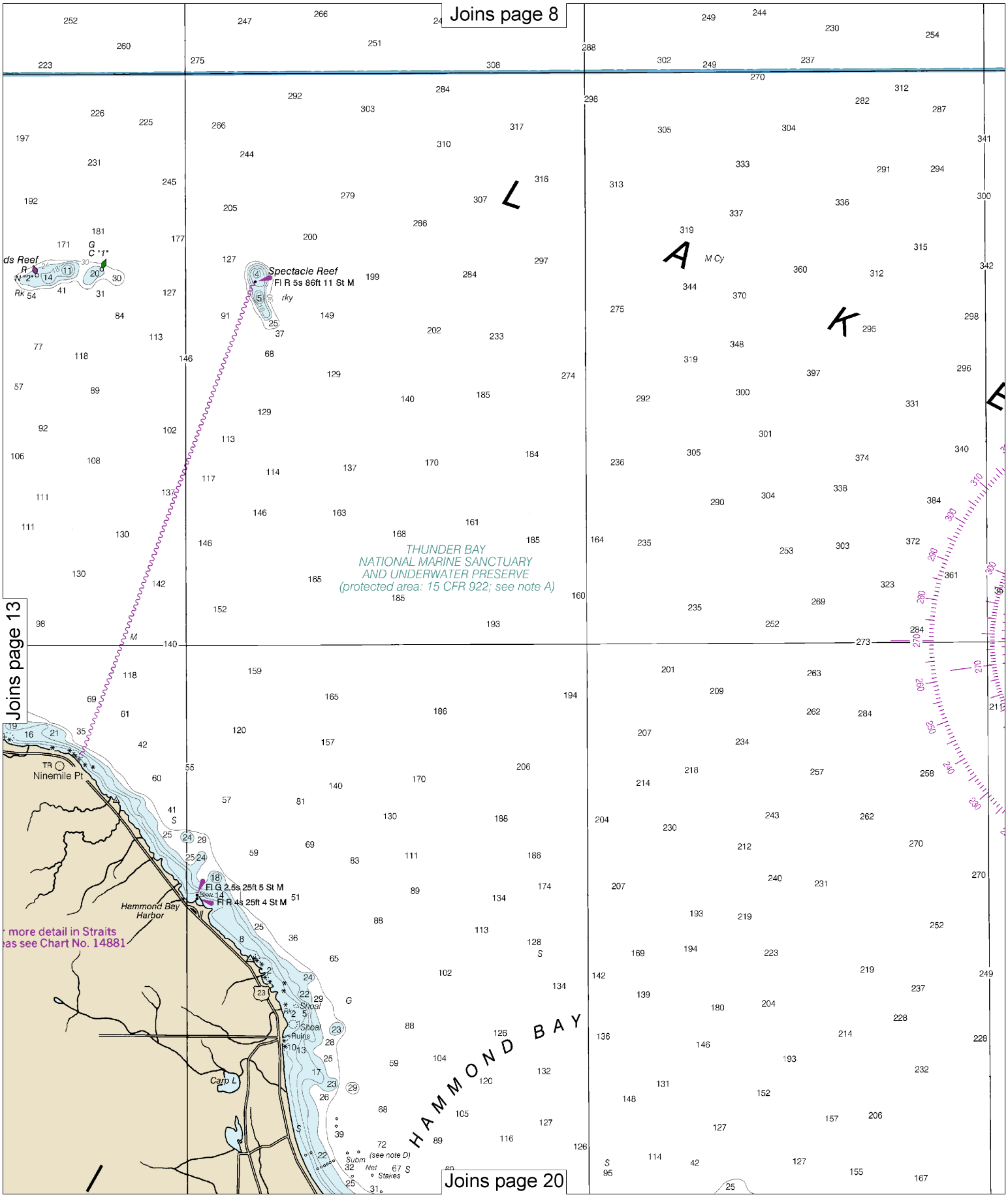
Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 7
Raynolds Reef
Spectacle Reef
Fl R 5s 86ft 11 St M
THUNDER BAY
NATIONAL MARINE SANCTUARY
AND UNDERWATER PRESERVE
(protected area: 15 CFR 922; see note A)
Fl G 4s
AIS
TR
Ninemile Pt
Fl G 2.5s 25ft 5 St M
Fl R 4s 25ft 4 St M
Hammond Bay
Harbor
For more detail in Straits
areas see Chart No. 14881
Shoal
Ruins
Carp L
HAMMOND BAY
Joins page 14
Joins page 19



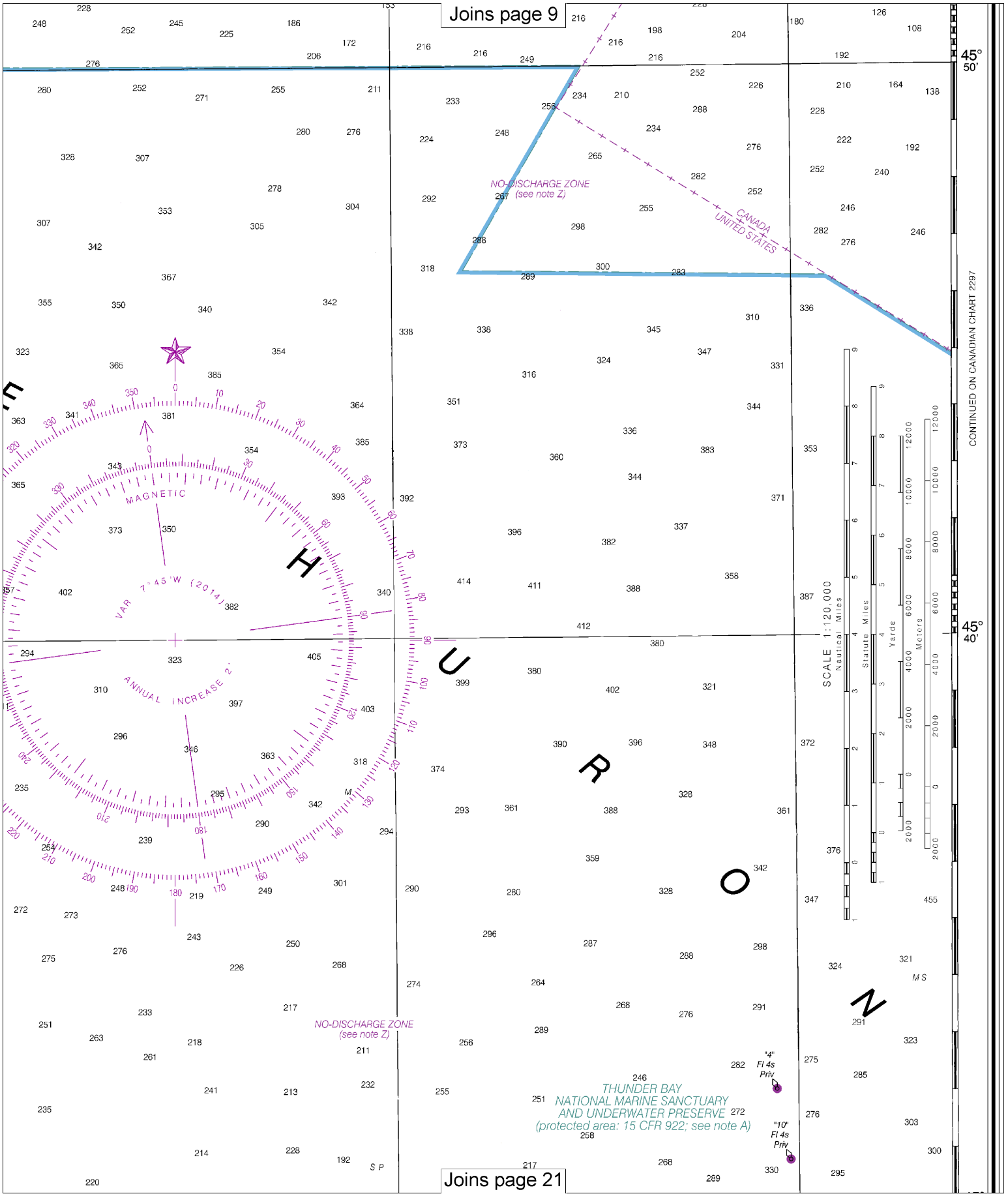
Note: Chart grid lines are aligned with true north.

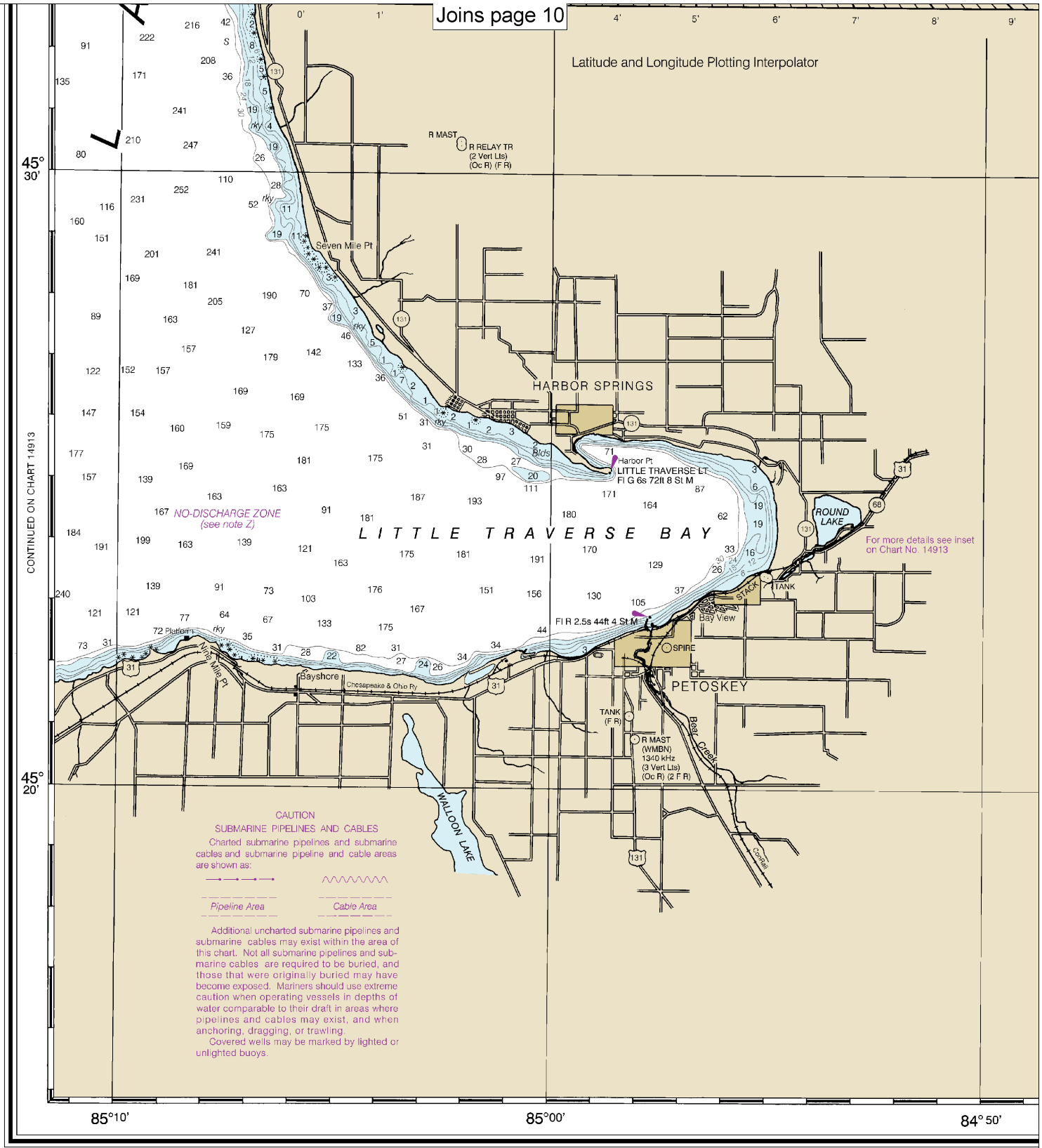
Printed at reduced scale.

See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13


Joins page 9
NO-DISCHARGE ZONE (see note Z)
CANADA
UNITED STATES
45° 50'
CONTINUED ON CANADIAN CHART 2297
MAGNETIC
VAR 7° 45' W (2014)
ANNUAL INCREASE 2'
SCALE 1:120,000
Nautical Miles
Statute Miles
Yards
Meters
HURON
NO-DISCHARGE ZONE (see note Z)
THUNDER BAY
NATIONAL MARINE SANCTUARY
AND UNDERWATER PRESERVE
(protected area: 15 CFR 922; see note A)
"4" Fl 4s Priv
"10" Fl 4s Priv
45° 40'
Joins page 21



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.

14880

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.

This is the Last Edition of this chart. It will be canceled on Jul 5, 2023

34th Ed., Oct. 2019. Last Correction: 5/31/2023. Cleared through:
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YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

Joins page 11

10'

COAST SURVEY

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).....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, 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

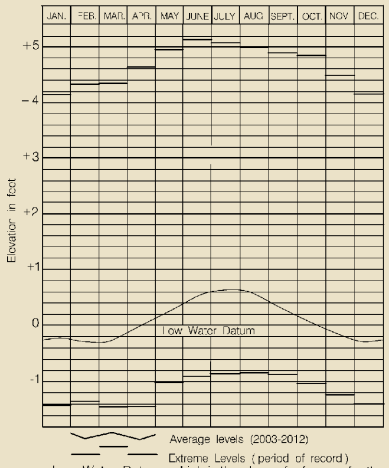
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the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

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

Joins page 18

85°10' 85°00'

84° 40' 84° 30'

SOUNDINGS IN FEET

Joins page 12

COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

AITS OF MACKINAC

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

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OF REFERENCE OF THIS CHART (Low Water Datum).....577.5 ft.
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OLS 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, dditional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and lian authorities.

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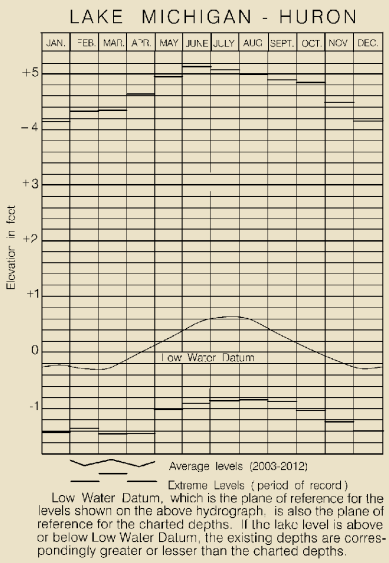
NO-DISCHARGE ZONE, 40 CFR 140

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/.

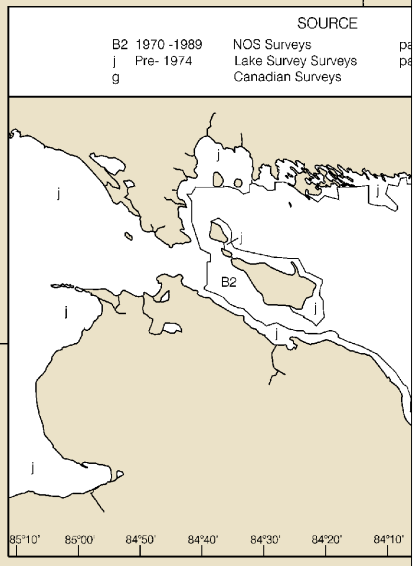


Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

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



SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" Army Corps of Engineers prior to 1974. Other o the limits of the most recent hydrographic surv been evaluated for charting. Surveys have been b date and type of survey. Channels currently maint Corps of Engineers are periodically resurveyed ar diagram. Refer to Chapter 1, United States Coast P

Joins page 17

84° 40' 84° 30' 84° 20'

NDINGS IN FEET

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Note: Chart grid lines are aligned with true north.

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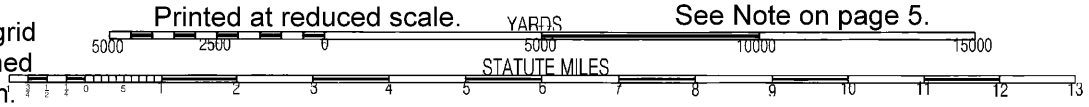
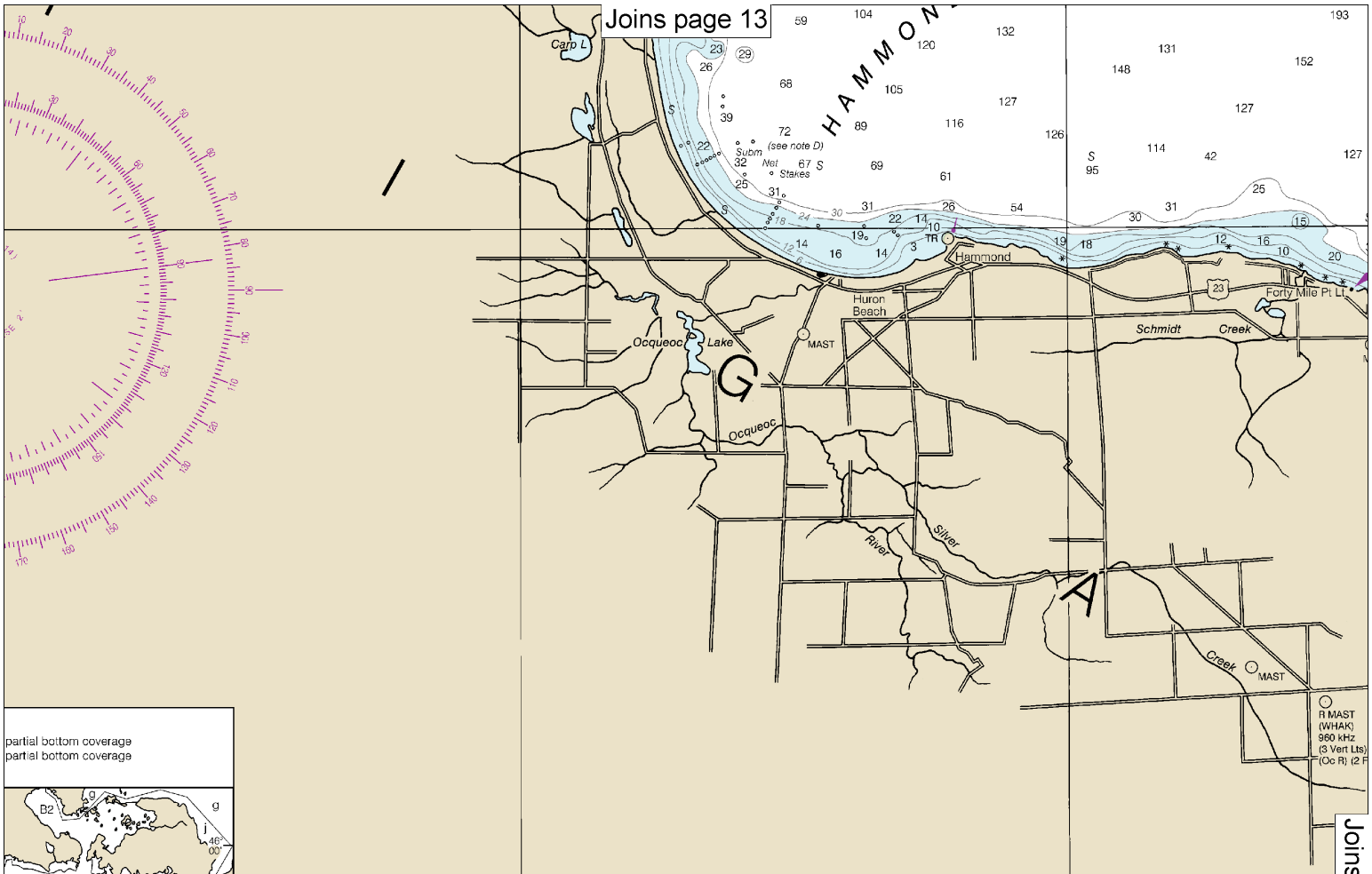


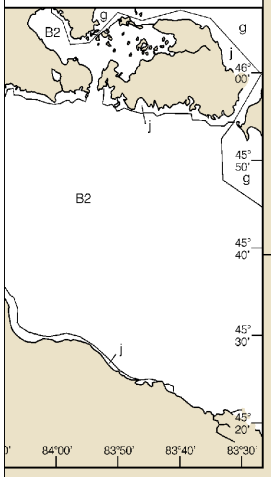
See Note on page 5.

Joins page 13



Joins page 20

partial bottom coverage
partial bottom coverage



i" was surveyed by the U.S.
outlined areas represent
rvey information that has
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intained 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 labe
user activation. See U

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.

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) o(Approximate location)

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 BU

Racing buoys within the
are not shown hereon. In
obtained from the U.S. Co
Offices as racing and othe
not all listed in the U.S. Coa

RADAR REFLE

Radar reflectors have be
floating aids to navigation
reflector identification on th
omitted from this chart.

NOTE B

The channel legend reflects the Corps of E
information on the most recent channel depth
District Engineer, Corps of Engineers, Detroit, Mi

CAUTIO

Improved channels shown
subject to shoaling, particula

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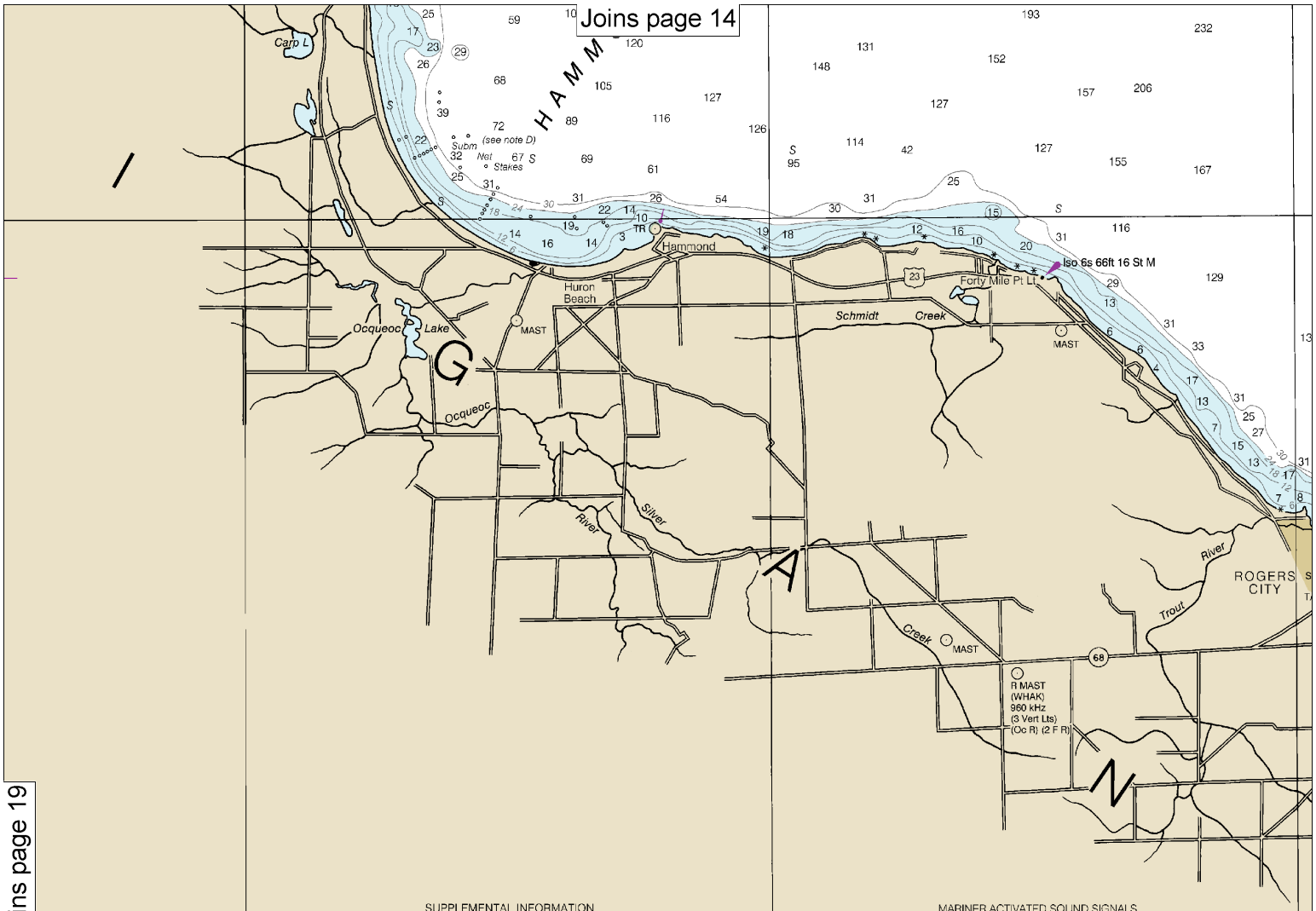

SUPPLEMENTAL INFORMATION

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MARINER ACTIVATED SOUND SIGNALS

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

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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°

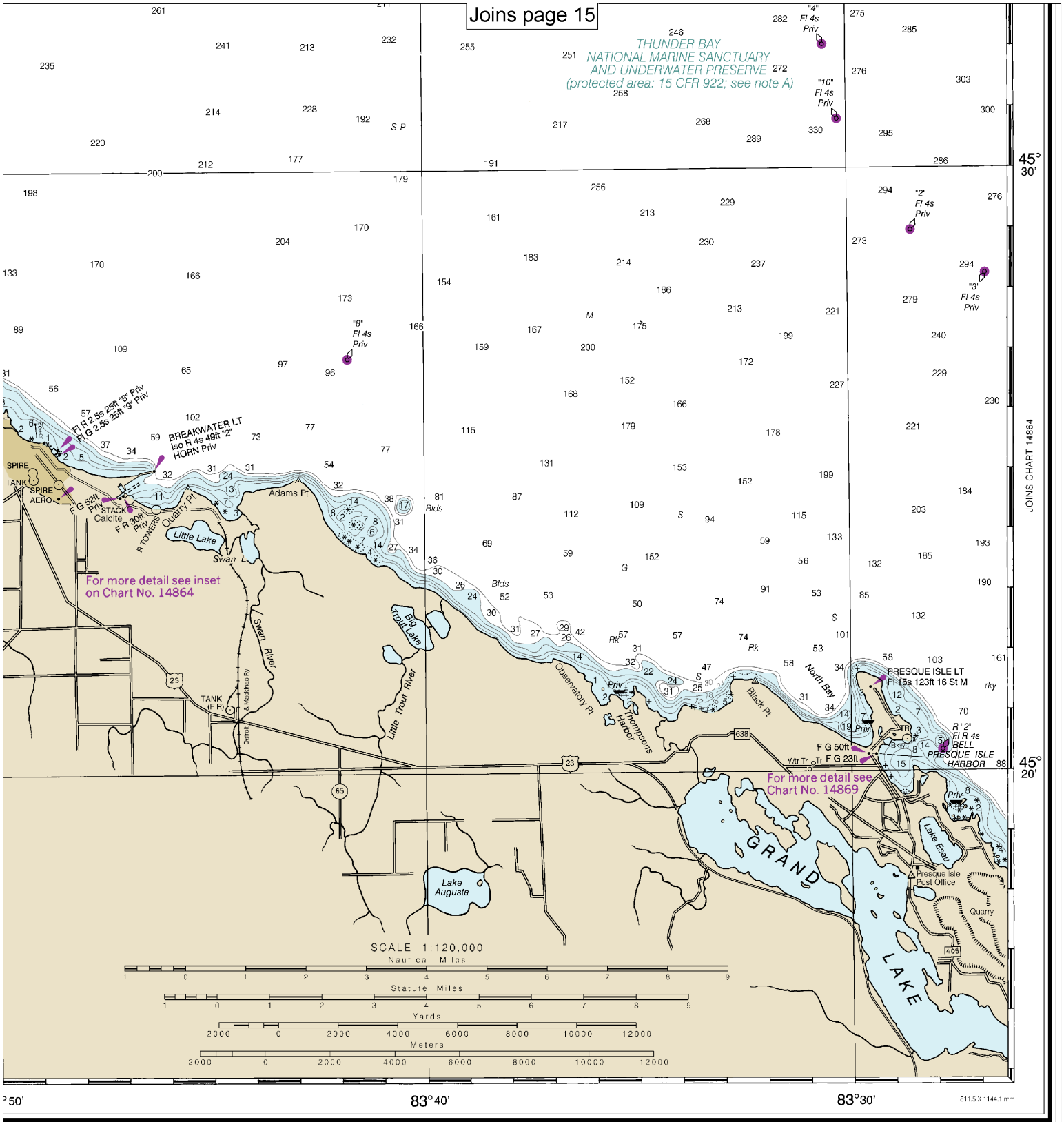
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 0 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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**
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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 Hurrican 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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