BookletChart™

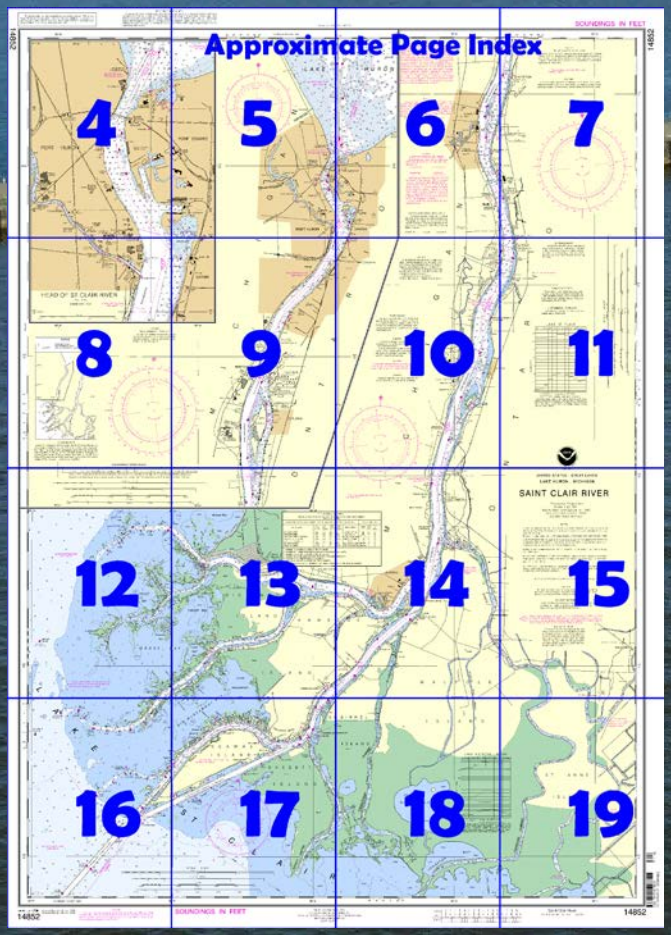
Saint Clair River

NOAA Chart 14852

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=14852

(Selected Excerpts from Coast Pilot)
St. Clair River flows S from Lake Huron and empties into the NE side of Lake St. Clair. The mouth of the river is an extensive delta providing numerous outlets into the lake.
Chenal Ecarte (also known as **The Snye** branches eastwards from St. Clair River at **Baby Point** (42°38'N., 82°30'W.), 1.8 miles NNE of Russell Island. The main route to **Wallaceburg** is via Chenal Ecarte and **Sydenham River**, which flows into Chenal Ecarte 6 miles SE of Baby Point. Consult the appropriate local authority, which is the Base Manager, Canadian Coast Guard Base, Amherstburg, Ontario, for the latest depth information.
St. Clair Cutoff Channel, the main vessel route through the St. Clair River delta, extends ENE from the N end of Lake St. Clair ship channel for about 6 miles between **Seaway Island** and Bassett Island to its junction with South Channel at the SE end of Harsens Island.
St. Clair Flats Canal extends from the N end of Lake St. Clair ship channel NE for 1.7 miles along the SW end of Seaway Island to the junction with South Channel. The canal is marked by lighted and unlighted buoys, a light, and a **041°** lighted range. **South Channel** extends from the N end of St. Clair Flats Canal along the NW side of Seaway Island and bends E along the S shore of **Harsens Island, MI** to the junction with St. Clair Cutoff Channel at **Southeast Bend.** This section is well marked by lights.
North Channel, the northwesternmost part of the St. Clair River delta, branches W from the river just N of Russell Island, flows along the N side of Harsens Island and **Dickinson Island,** and empties into the E side of Anchor Bay.
Middle Channel leads SW from North Channel between Harsens Island and Dickinson Island. The outlet in Lake St. Clair is marked by lighted and unlighted buoys. A 22-acre diked disposal area is on the W side of Harsens Island about 1.2 miles below the junction with North Channel.
Currents for the following locations in the St. Clair River are given at high water flow of 230,000 cubic feet per second (cfs), medium water flow of 188,000 cfs, and low water flow of 130,000 cfs, respectively.

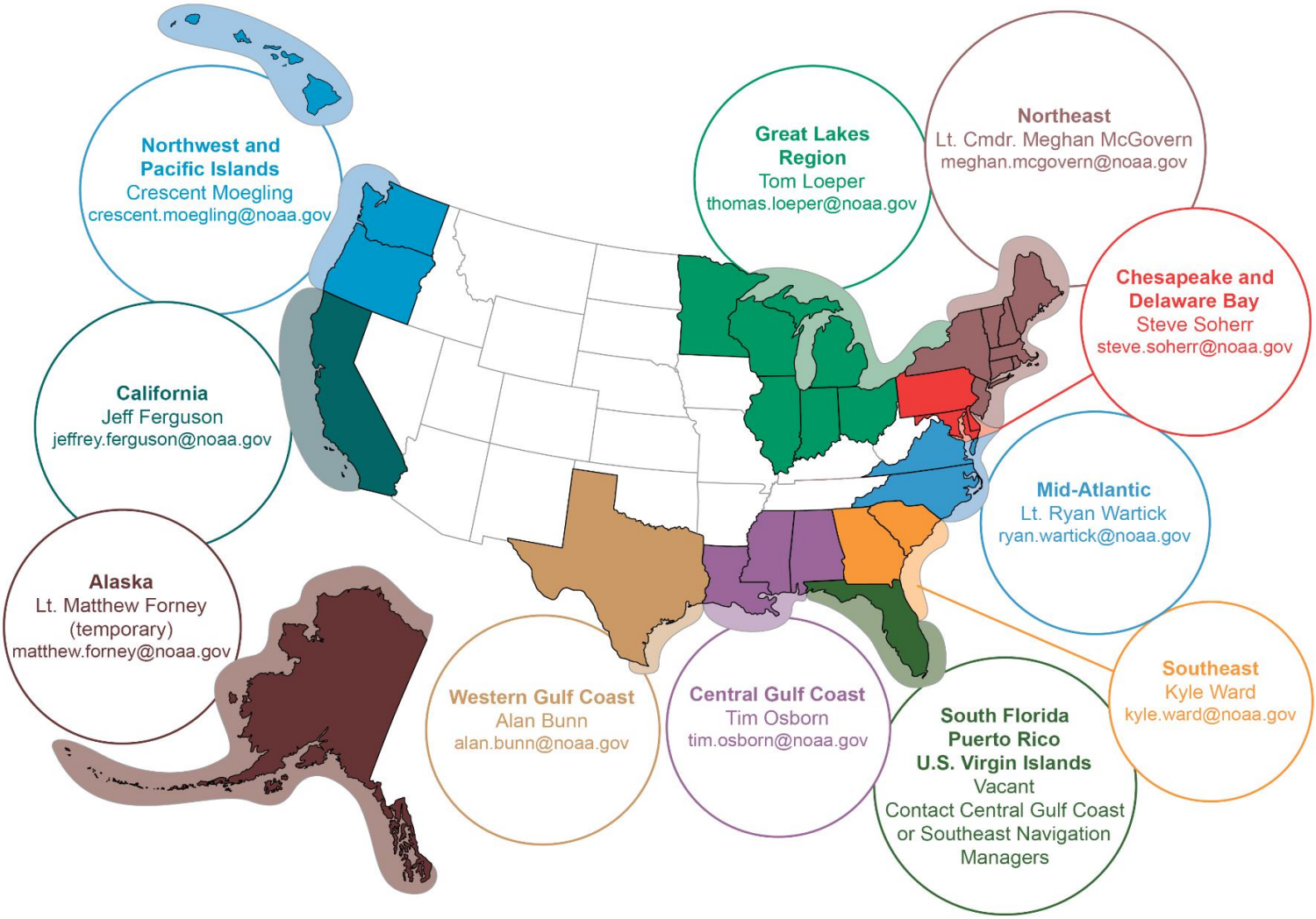
- Algonac: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- Port Lambton: 2.0 mph (1.8 knots), 1.7 mph (1.5 knots), and 1.3 mph (1.1 knots)
- Marine City: 2.0 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- St. Clair: 2.1 mph (1.9 knots), 1.8 mph (1.5 knots), and 1.4 mph (1.2 knots)
- Marysville: 1.9 mph (1.7 knots), 1.6 mph (1.4 knots), and 1.3 mph (1.1 knots)
- Point Edward: 3.9 mph (3.4 knots), 3.3 mph (2.9 knots), and 2.5 mph (2.2 knots).

The rapids section extends from 1,000 feet above to 200 or 300 feet below the Blue Water Bridge. During periods of sustained high N to NE winds on Lake Huron, velocities in the upper St. Clair River are increased.
Currents.–Vessels transiting South Channel are advised to favor the E side of the channel N of Russell Island, because the current flows strongly from the main river channel into North Channel.
Algonac is a **customs station.**
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Marine City is a **customs station.**
Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)
Caution.–Currents in the upper part of the river are considerable, at times 5 mph or more above the Blue Water Bridge and 4 mph or more for 1 mile below the bridge. Upbound vessels will experience a W set between the Blue Water Bridge and Lake Huron Cut Lighted Buoys 1 and 2. Mariners should use the lowest possible safe speed in this reach to avoid damage to wharves and moored vessels.
Caution.–An alternating one-way traffic zone is between Lake Huron Cut Lighted Buoy 1 and St. Clair/Black River Junction Light. (See **33 CFR 162.134 (c)(2),** chapter 2, for regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

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

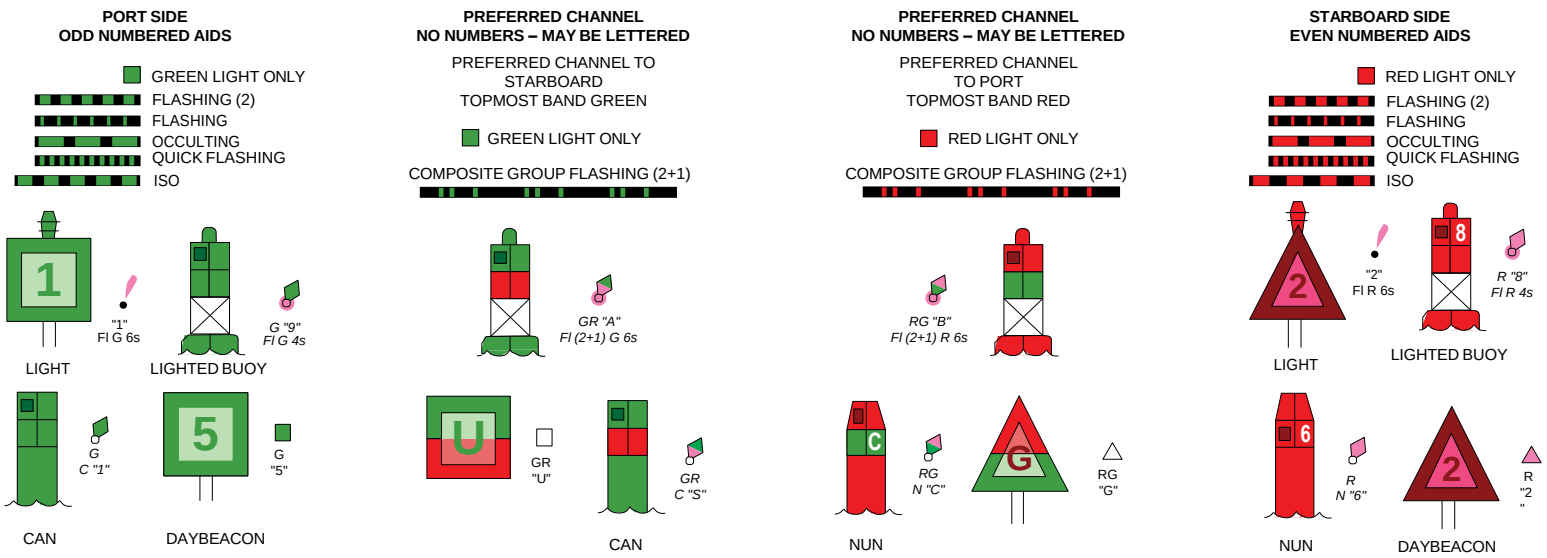
Navigation Managers Area of Responsibility



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

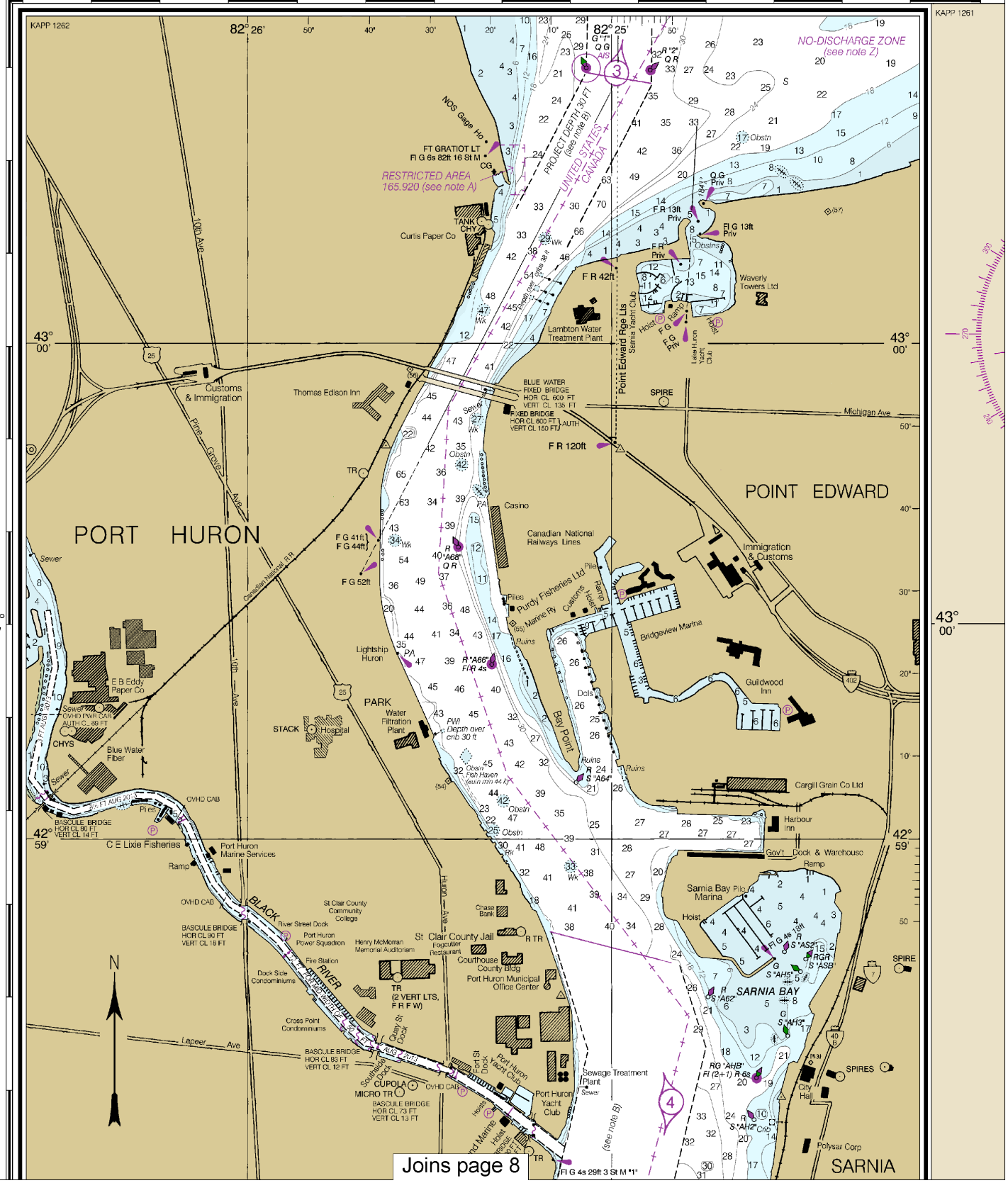
on navigable waters except Western Rivers



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*

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

14852



4

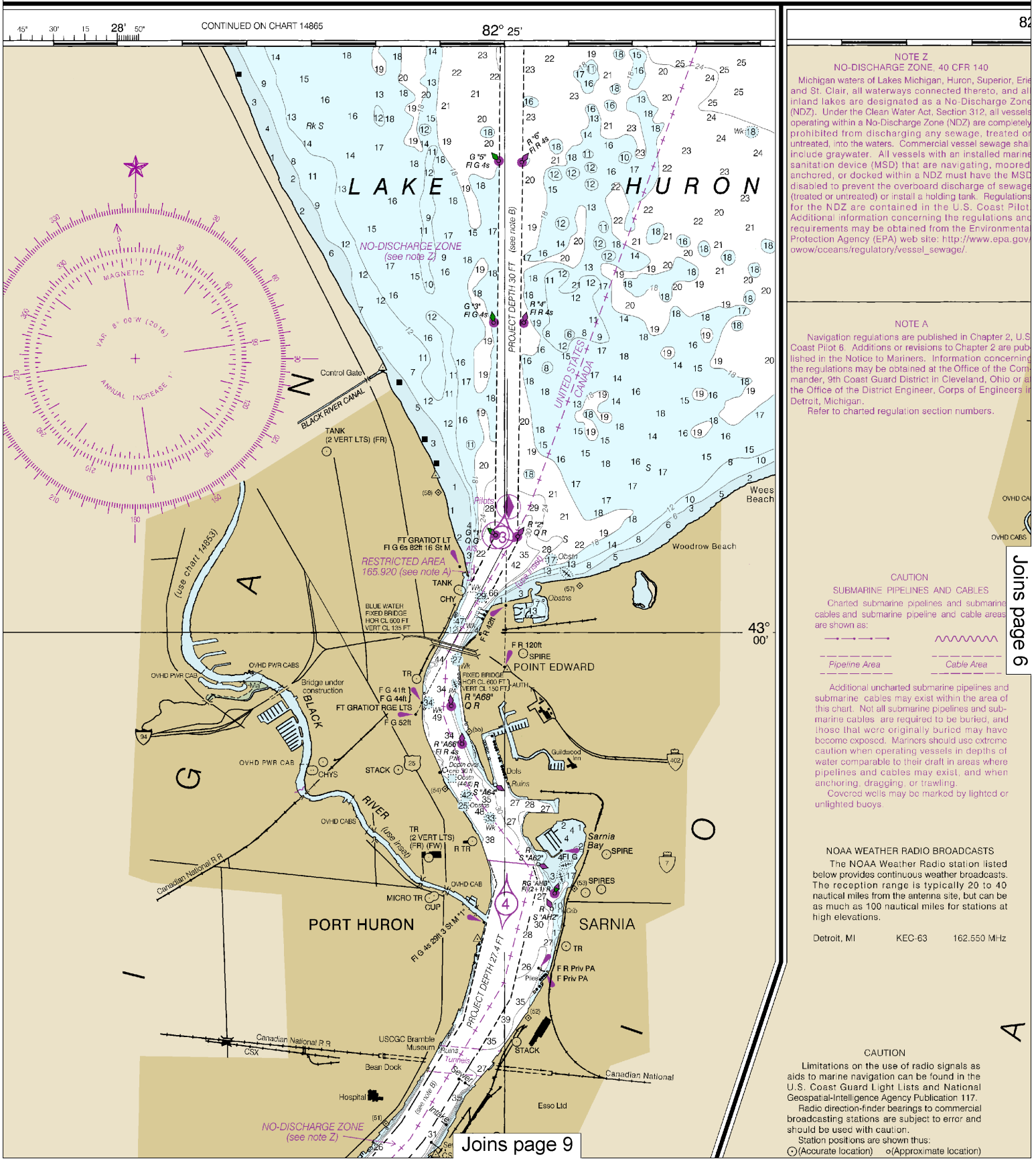
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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/.

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.

Joins page 6

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 RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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.

Detroit, MI	KEC-63	162.550 MHz

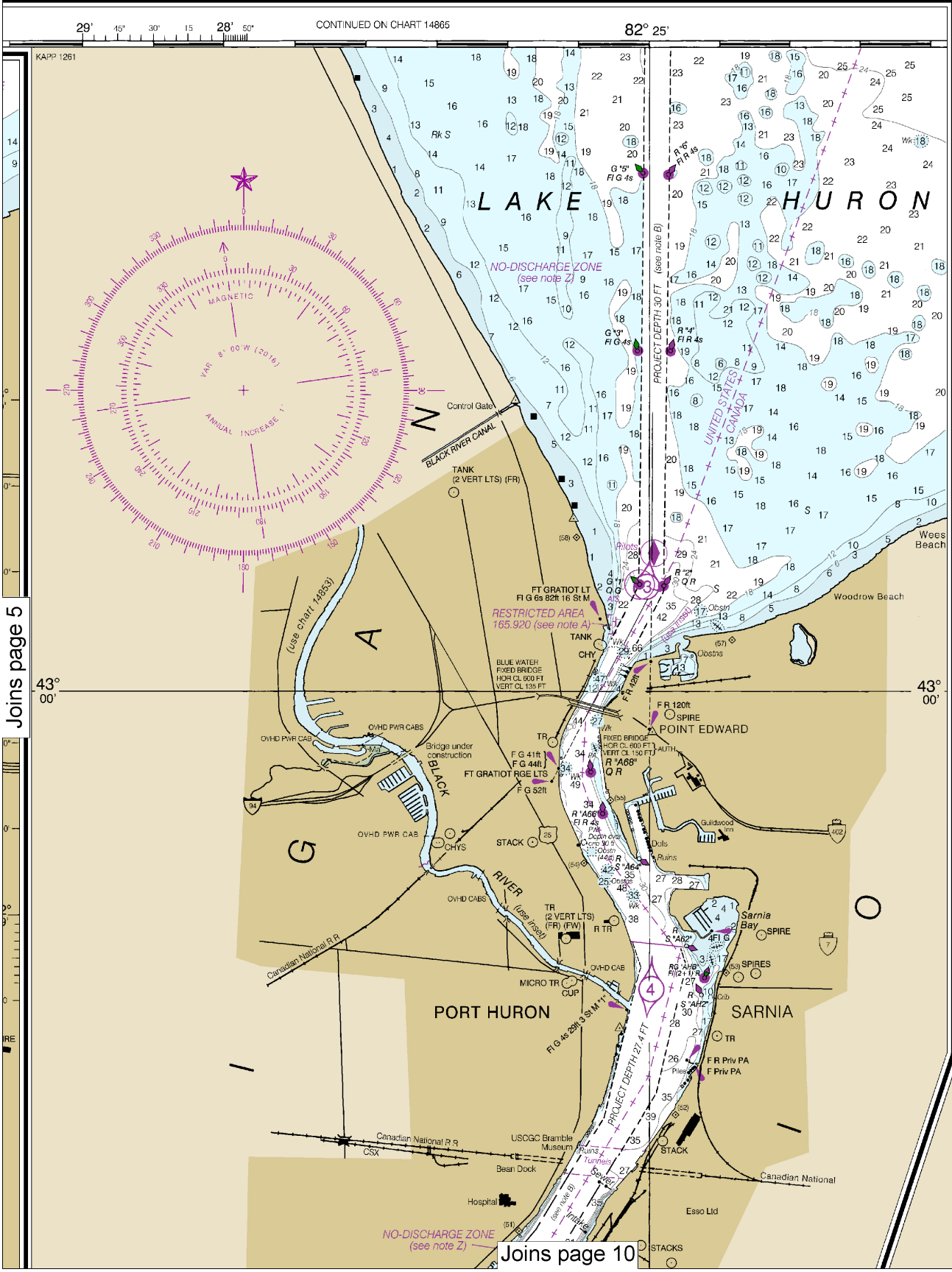
CAUTION

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)

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.



NOTE Z
NO-DISCHARGE ZONE, 4

Michigan waters of Lakes Michigan, and St. Clair, all waterways connec inland lakes are designated as a (NDZ). Under the Clean Water Act, Se operating within a No-Discharge Zone prohibited from discharging any untreated, into the waters. Commercia include graywater. All vessels with sanitation device (MSD) that are n anchored, or docked within a NDZ disabled to prevent the overboard d (treated or untreated) or install a hold for the NDZ are contained in th Additional information concerning requirements may be obtained fro Protection Agency (EPA) web site: owow/oceans/regulatory/vessel_sew

NOTE A

Navigation regulations are publis Coast Pilot 6. Additions or revisions lished in the Notice to Mariners. Inf the regulations may be obtained at th mander, 9th Coast Guard District in the Office of the District Engineer, C Detroit, Michigan.

Refer to charted regulation sectio

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Detroit, MI KEC-63

CAUTION

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

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

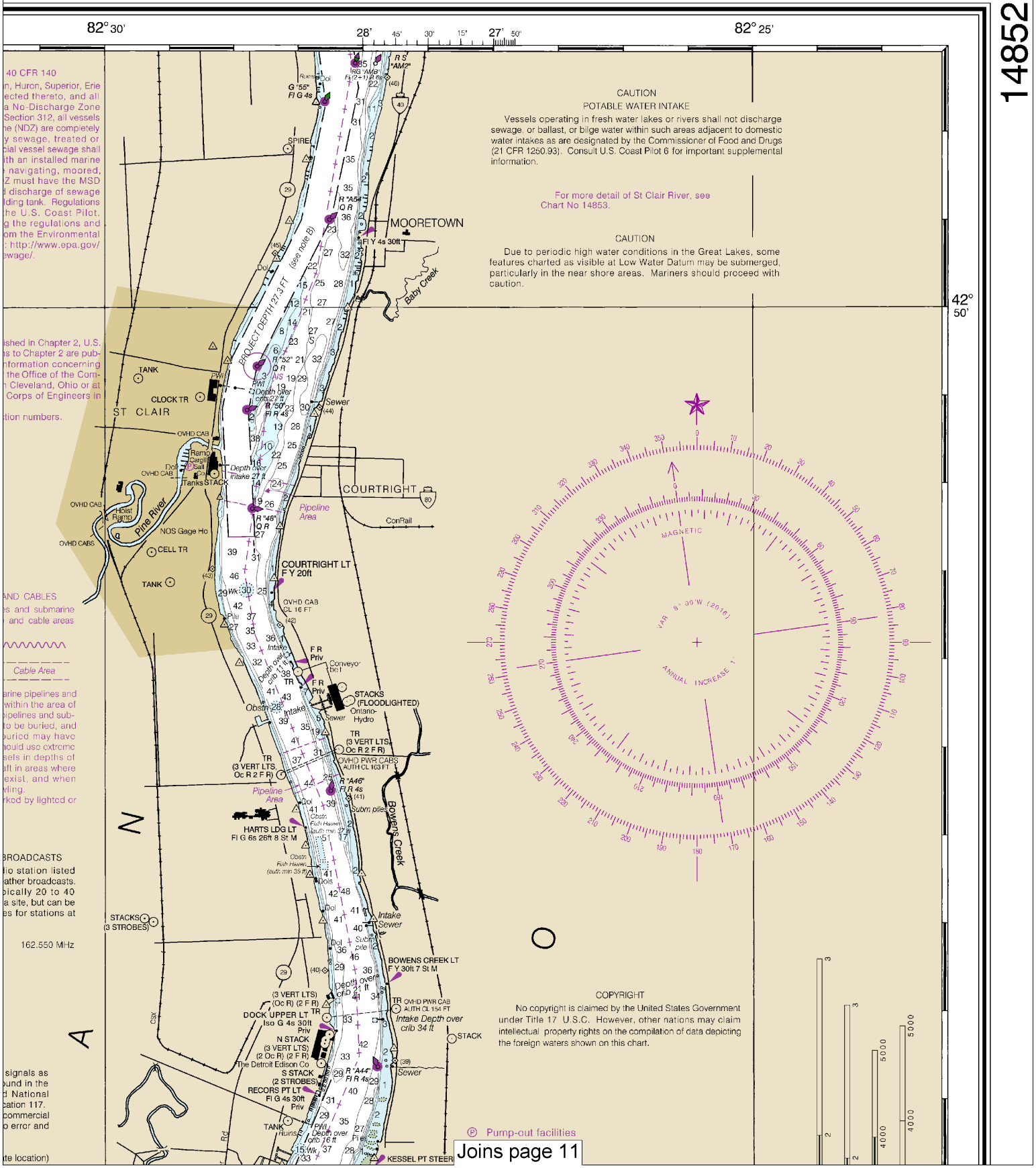
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

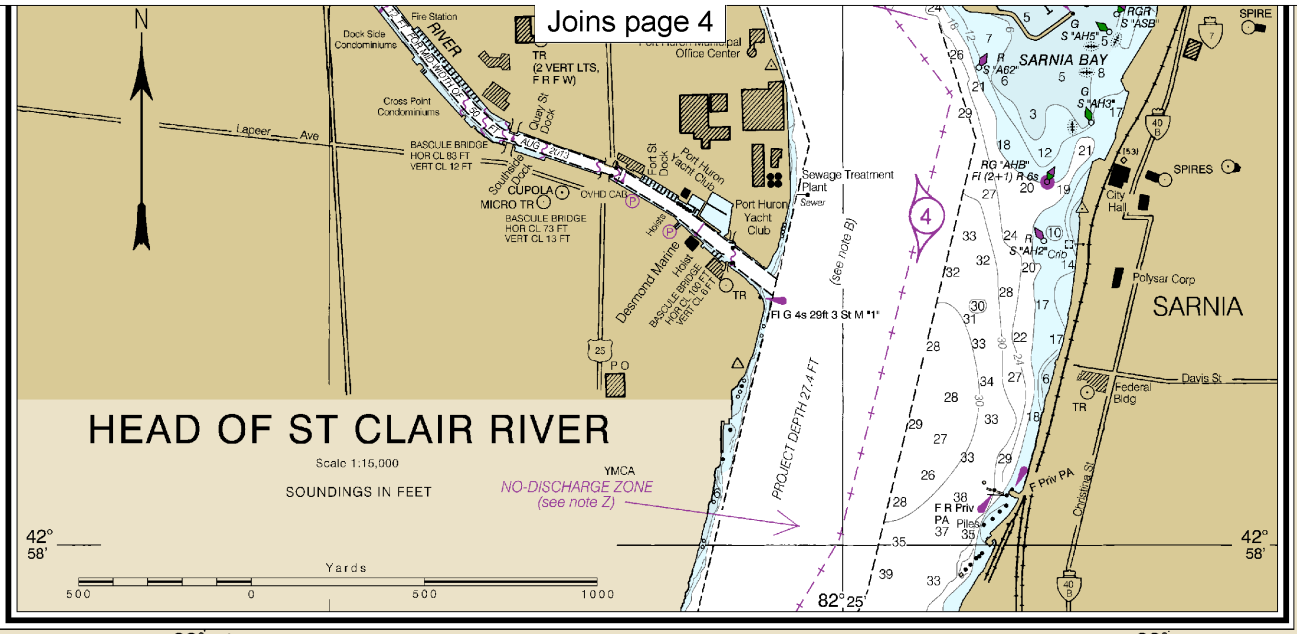
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 11

Joins page 4



82° 35'

82° 30'

CAUTION

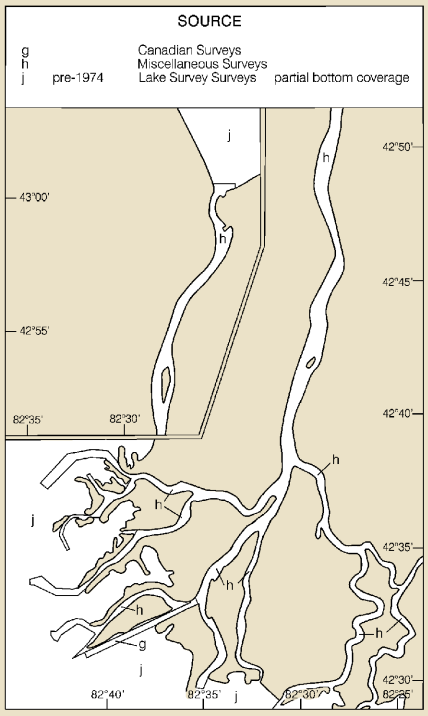
BASCULE BRIDGE CLEARANCES

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

42° 55'

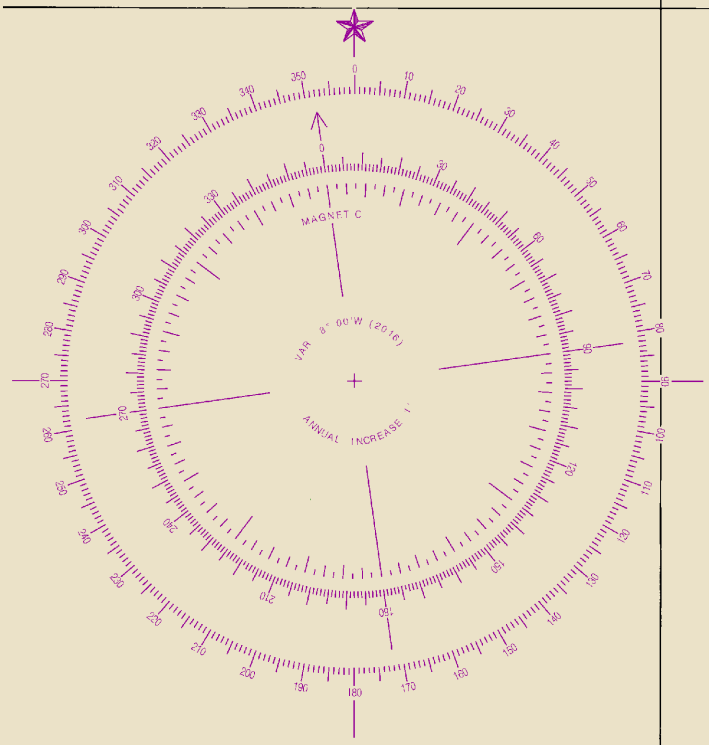
54'

53'



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.



SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Statute Miles

1 ½ 0 1 2 3

1000 0 3000 4000 5000

Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

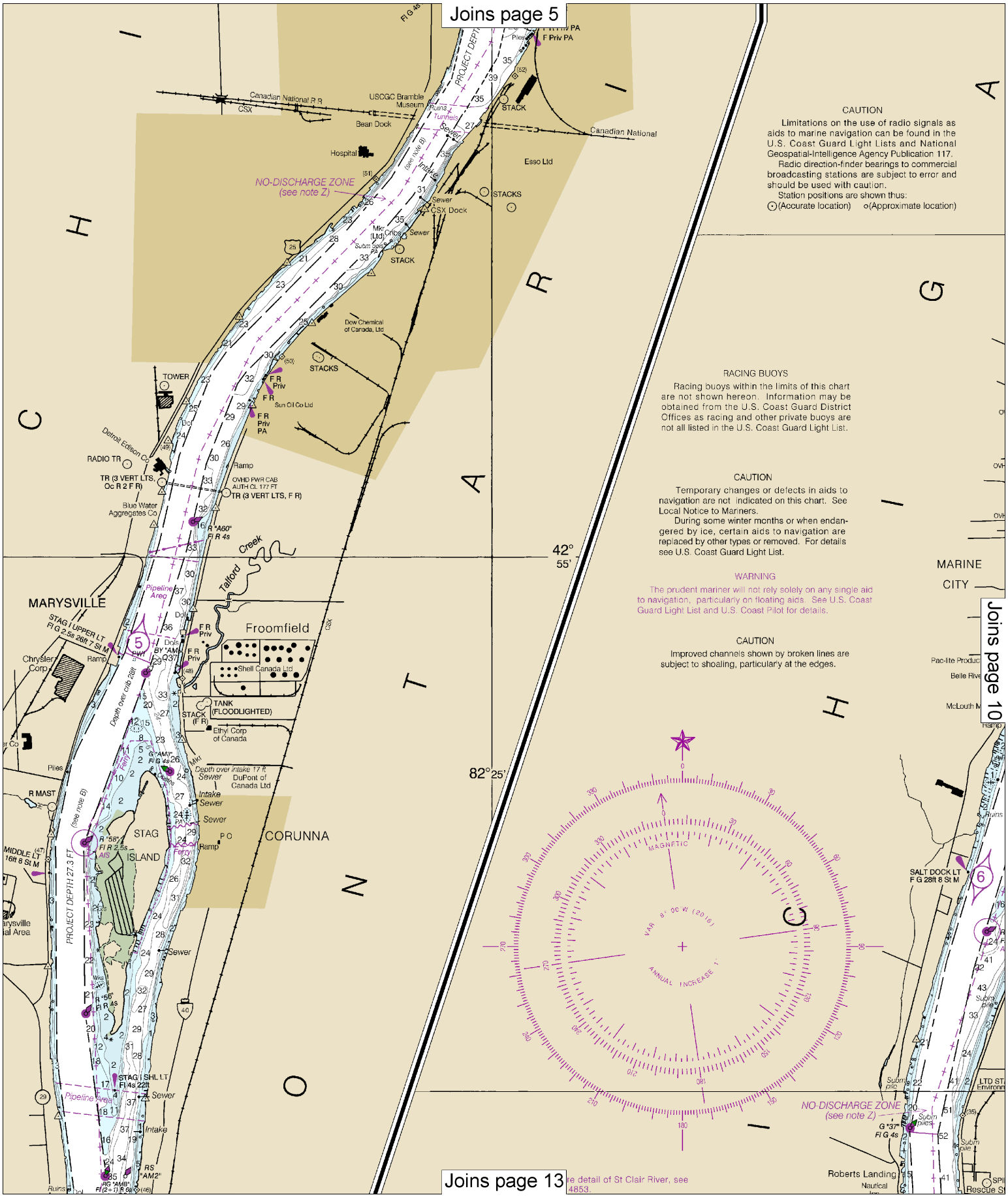
Nautical Miles

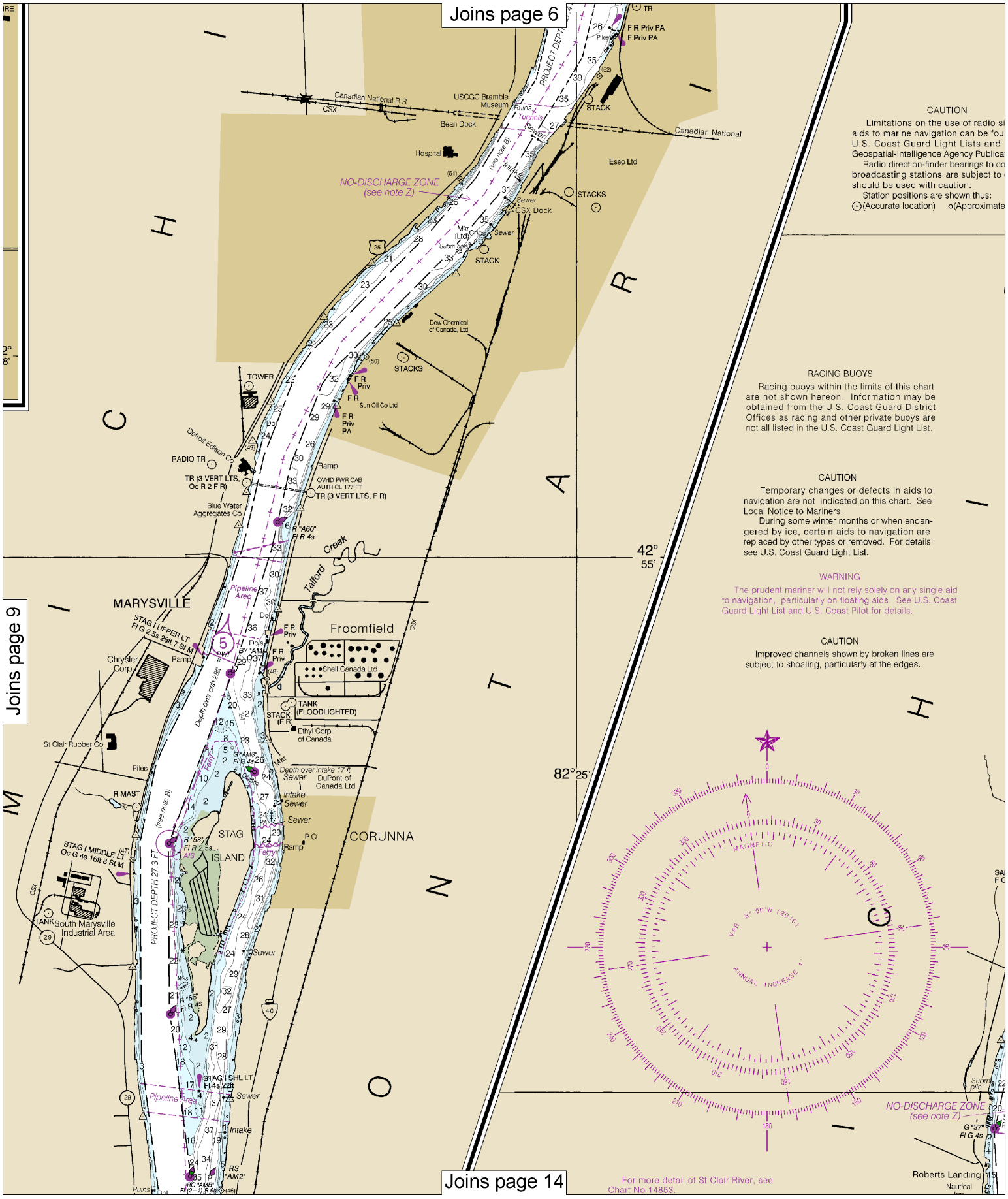
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
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)
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.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CHANNEL
ONTARIO
MARYSVILLE
Froomfield
CORUNNA
MARINE CITY
STAG ISLAND
Canadian National R R
CSX
USCGC Bramble Museum
Bean Dock
Hospital
Canadian National
Esso Ltd
STACK
STACKS
NO-DISCHARGE ZONE (see note Z)
CSX Dock
Sewer
Intake
Dow Chemical of Canada, Ltd
TOWER
F R Priv
Sun Oil Co Ltd
Detroit Edison Co
RADIO TR
TR (3 VERT LTS, Oc R 2 F R)
OVHD PWR CAB AUTH CL 177 FT
TR (3 VERT LTS, F R)
Blue Water Aggregates Co
R "A60" Fl R 4s
Talford Creek
Pipeline Area
STAG / UPPER LT Fl G 2.5s 26ft 7 St M
Chrysler Corp
Ramp
Depth over crib 28ft
Shell Canada Ltd
TANK (FLOODLIGHTED)
STACK (F R)
Ethyl Corp of Canada
Depth over intake 17 ft
DuPont of Canada Ltd
Piles
R MAST
(see note B)
R "58" Fl R 2.5s
MIDDLE LT 16ft 8 St M
PROJECT DEPTH 27.3 FT.
Ferry
P O
R "56" Fl R 4s
STAG / SHL LT Fl 4s 22ft
RS "AM2"
RG "AMB" Fl (2+1) R 6s
Joins page 13
Joins page 10
42° 55'
82° 25'
MAGNETIC
VAR 8° 00' W (2016)
ANNUAL INCREASE 1'
SALT DOCK LT F G 28ft 8 St M
Roberts Landing
Rescue St
LTD ST Environm
Submarine pipes
G "37" Fl G 4s
For detail of St Clair River, see 4853.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 7

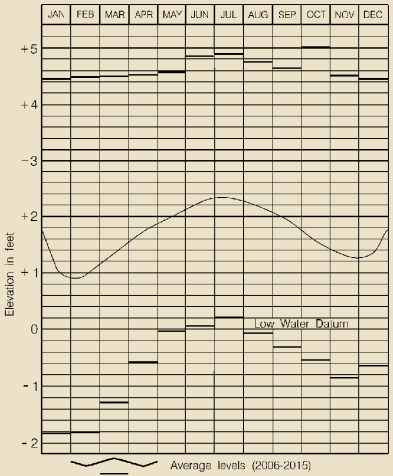
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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

Pump-out facilities

SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters

LAKE ST. CLAIR



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

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

SAINT CLAIR RIVER

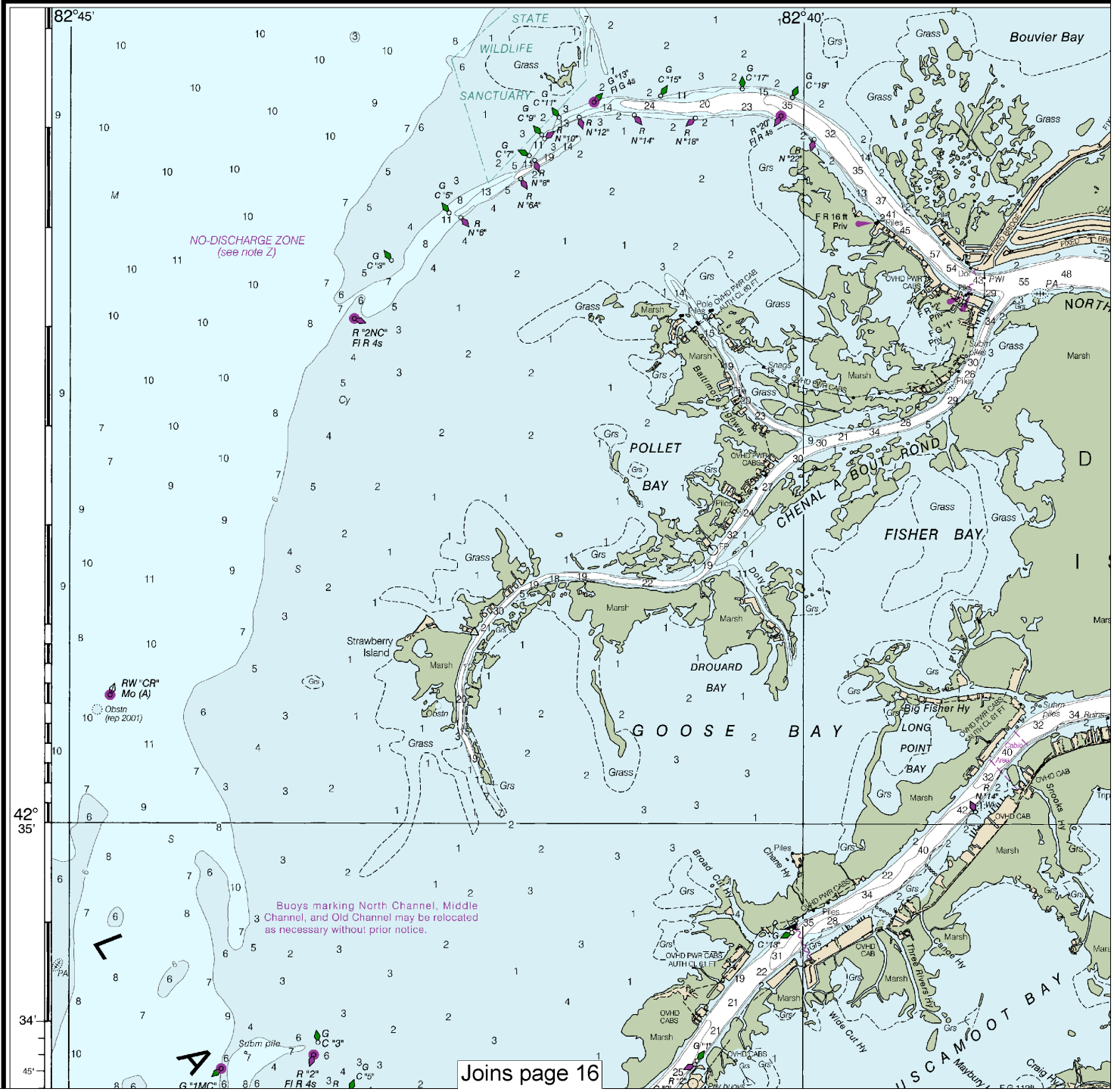
Joins page 15

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.

Joins page 8

SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters

82°35' 82°30'



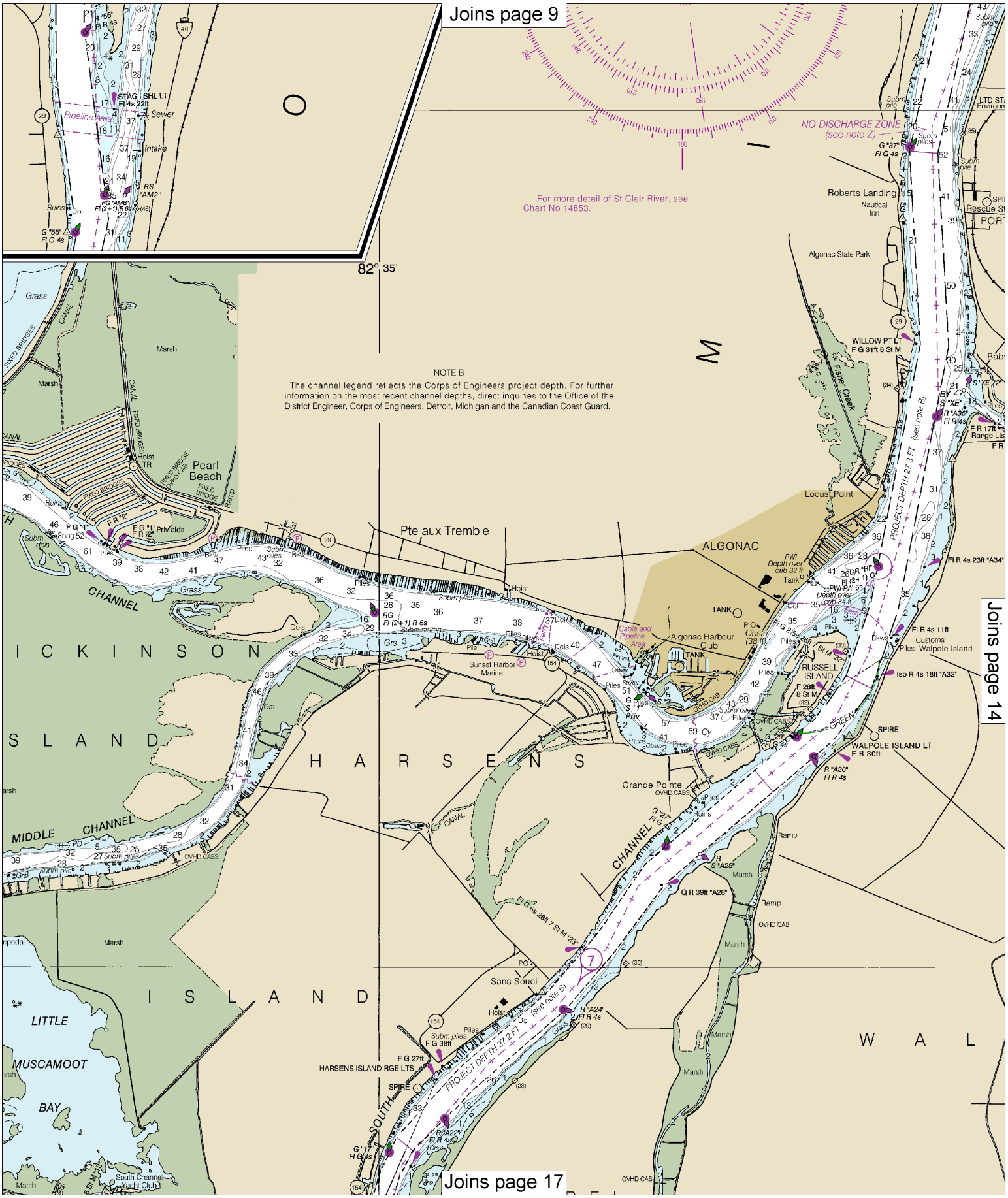
Joins page 16

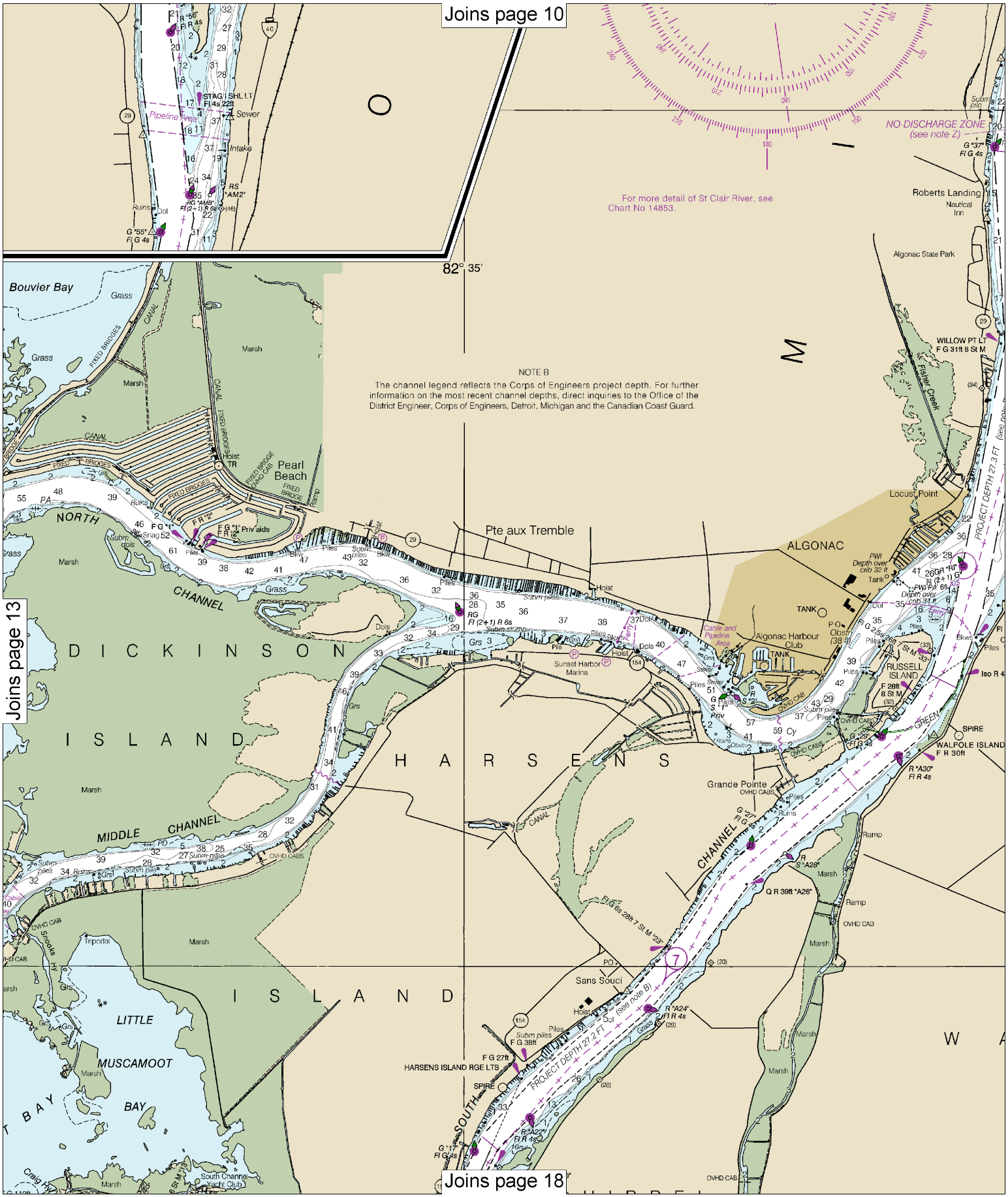
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards


Joins page 9
For more detail of St Clair River, see Chart No 14853.
82° 35'
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 and the Canadian Coast Guard.
NO-DISCHARGE ZONE (see note Z)
Roberts Landing
Nautical Inn
Algonac State Park
WILLOW PT LT F G 31ft 8 St M
Fisher Creek
PROJECT DEPTH 27.3 FT (see note B)
Locust Point
ALGONAC
Pte aux Tremble
Pearl Beach
CHANNEL
Algonac Harbour Club
TANK
Sunset Harbor Marina
RUSSELL ISLAND
Iso R 4s 18ft "A32"
Fl R 4s 11ft
Customs
Piles Walpole Island
Fl R 4s 23ft "A34"
WALPOLE ISLAND LT F R 30ft
R "A30" Fl R 4s
GREEN
SPIRE
Grande Pointe
CHANNEL
MIDDLE CHANNEL
Q R 39ft "A26"
Fl G 6s 28ft 7 St M "23"
Sans Souci
R "A24" Fl R 4s
PROJECT DEPTH 27.2 FT (see note B)
HARSENS ISLAND RGE LTS
F G 27ft
F G 38ft
SOUTH CHANNEL
G "17" Fl G 4s
R "A22" Fl R 4s
LITTLE MUSCAMOOT BAY
South Channel Yacht Club
Joins page 17
Joins page 14
I C K I N S O N
I S L A N D
H A R S E N S
I S L A N D
W A L
O
M



14

Note: Chart grid lines are aligned with true north.

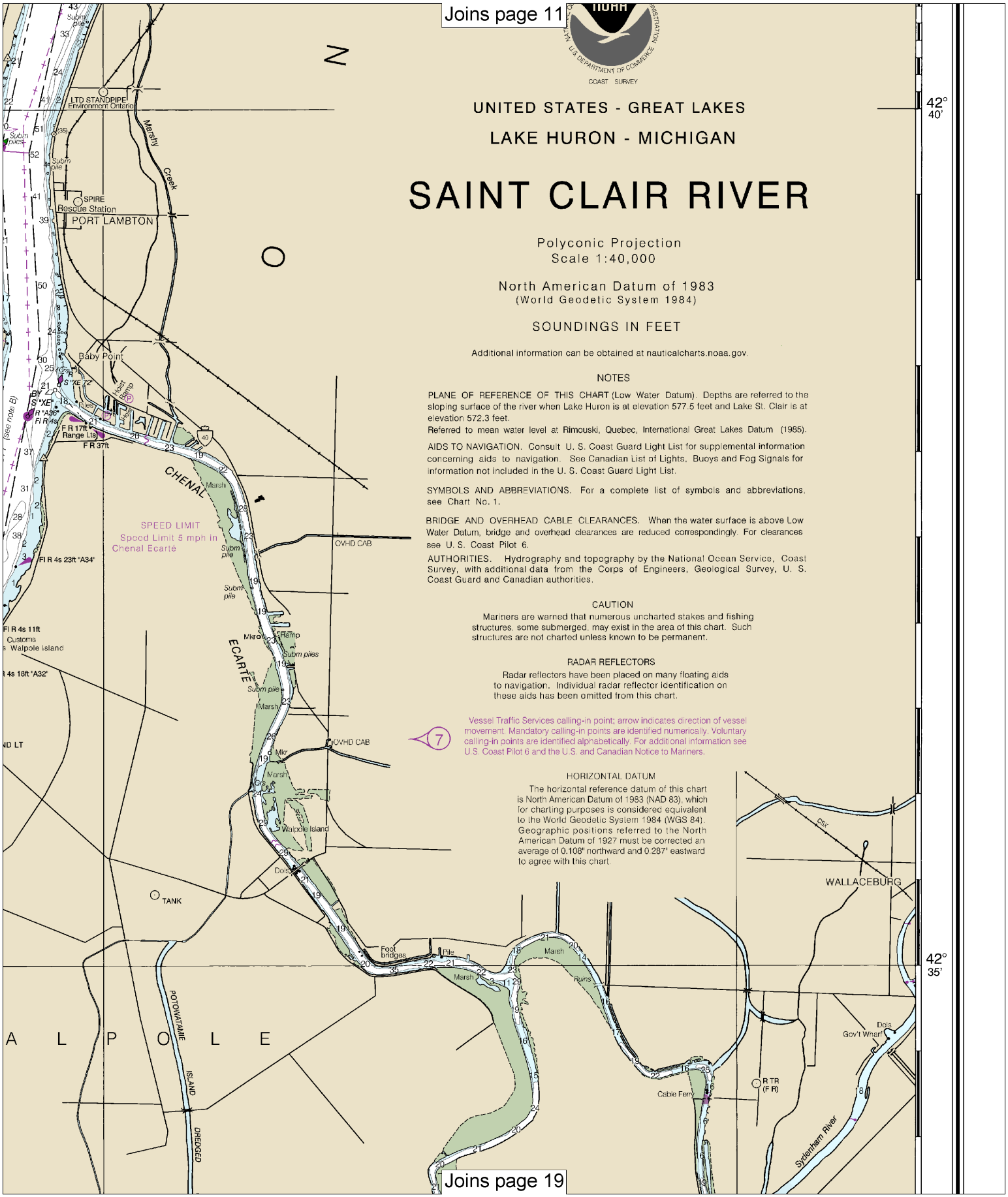
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

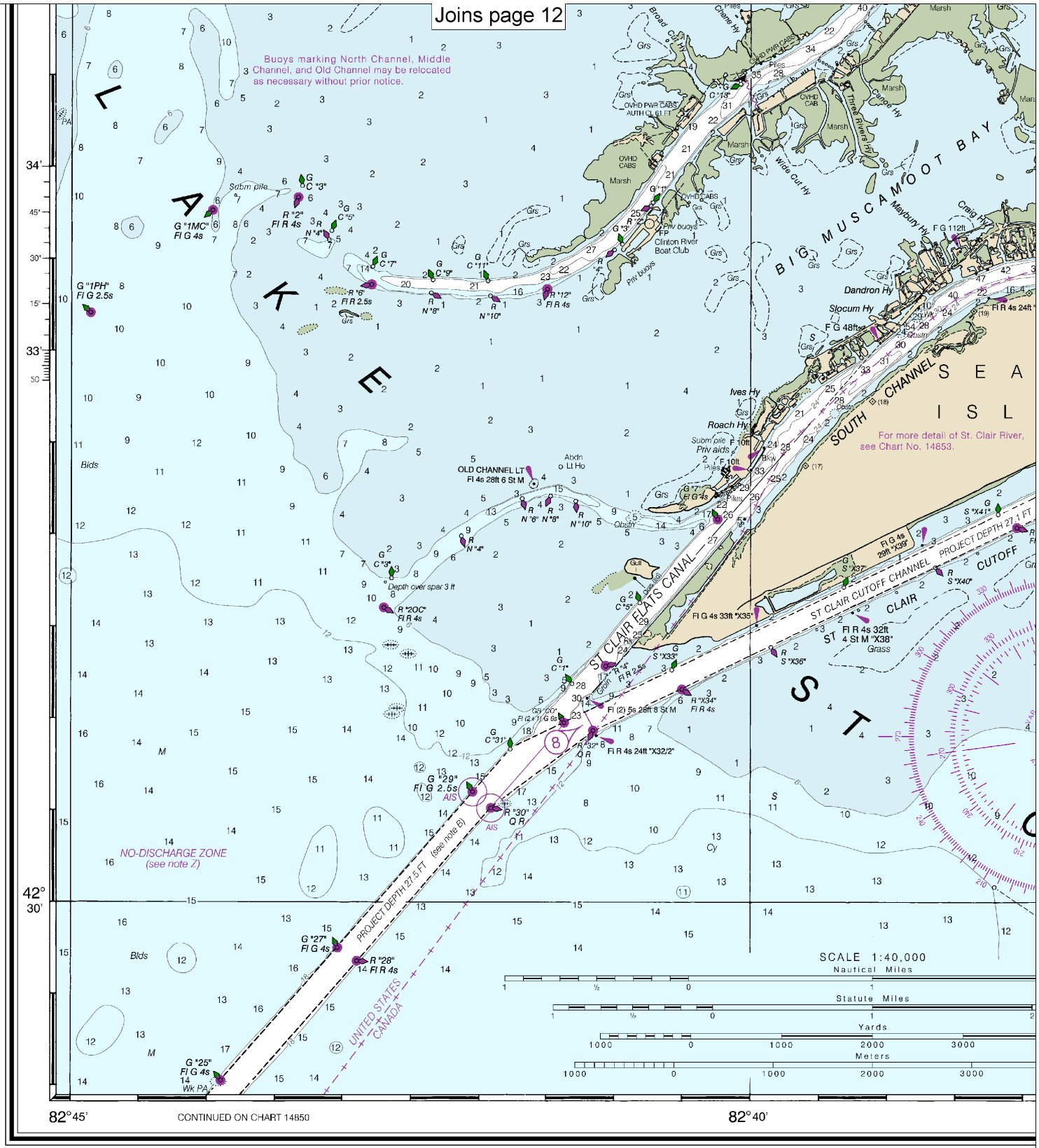
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11



Joins page 19



14852

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.

SOUN

47th Ed., Aug. 2016. Last Correction: 10/25/2017. Cleared through:
LNM: 4317 (10/24/2017), NM: 4317 (10/28/2017), CHS: 0917 (9/29/2017)

Note: Chart grid lines are aligned with true north.

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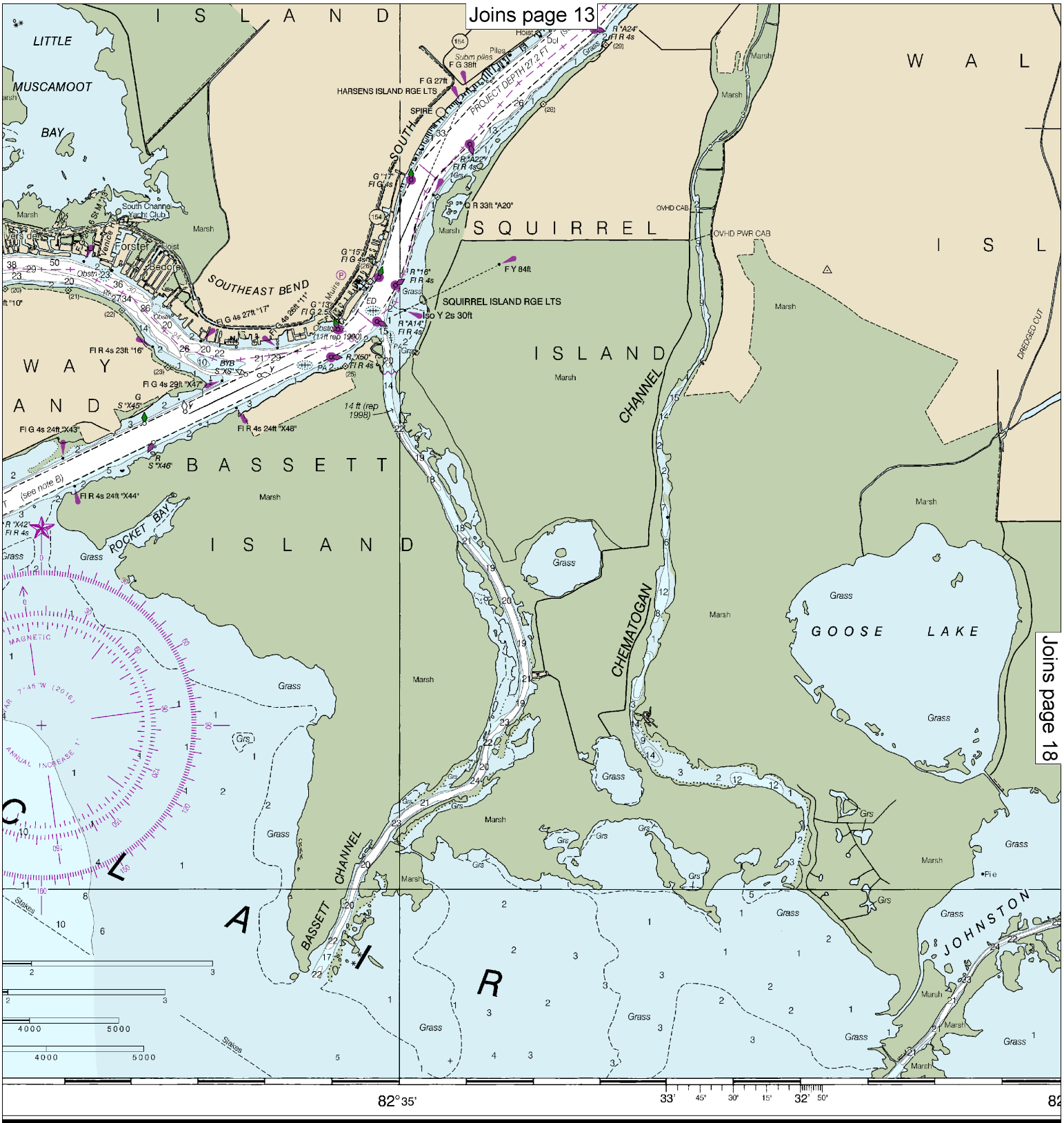
Yards: 1000 0 1000 2000 3000 4000 5000

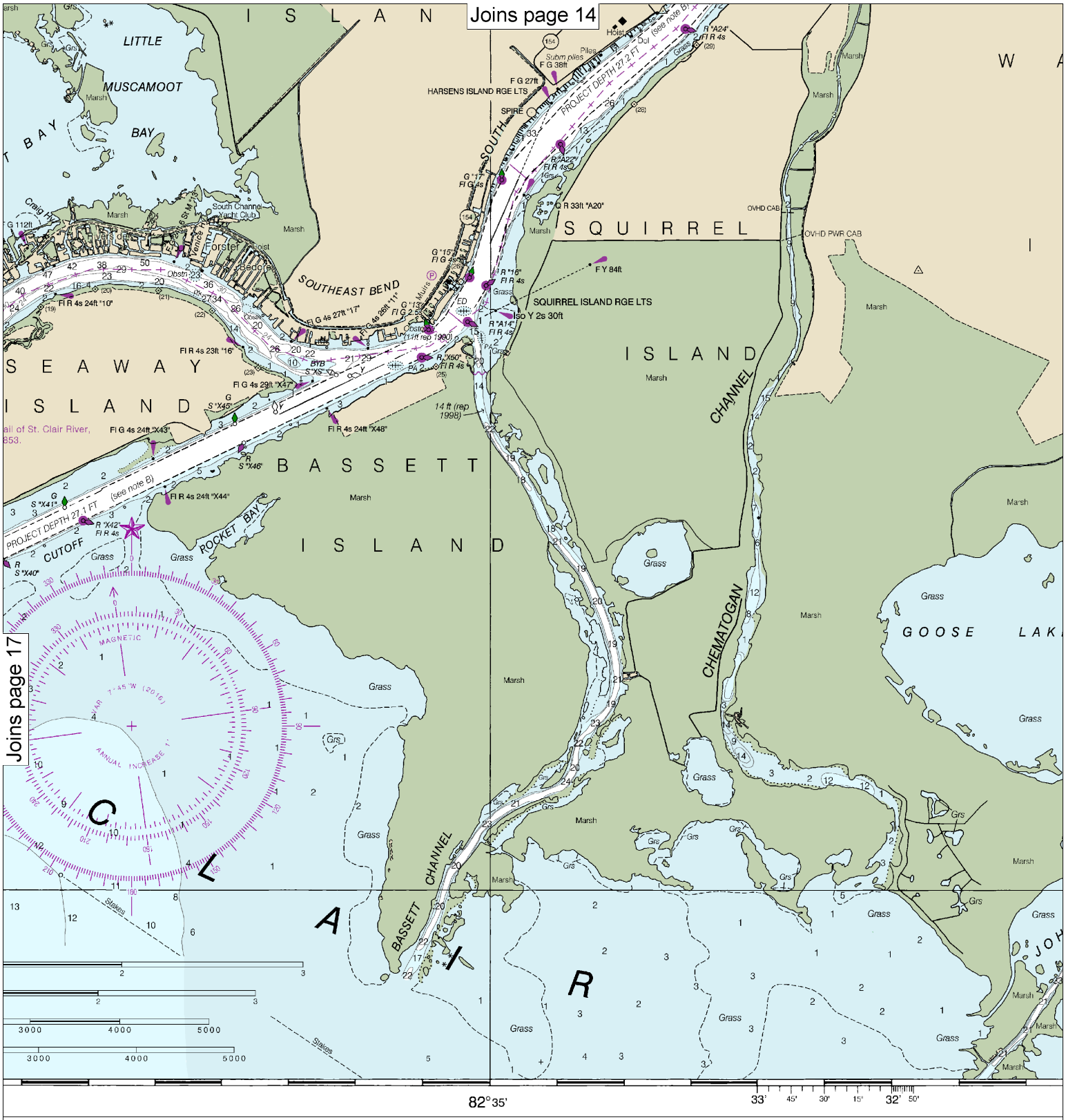
See Note on page 5.



NDINGS IN FEET

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

FATHOMS	
FEET	
METERS	



SOUNDINGS IN FEET

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NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

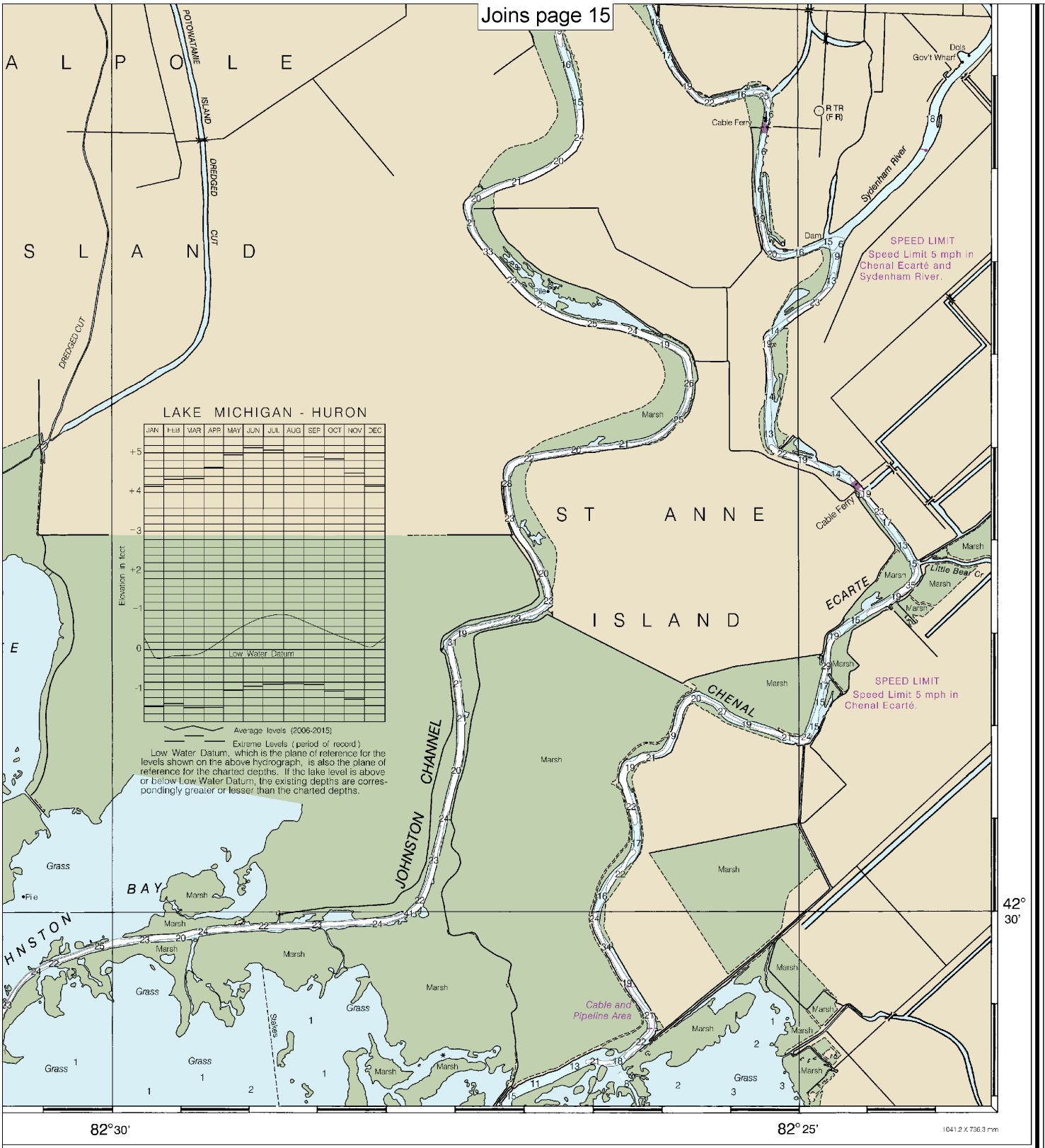
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15



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

Saint Clair River

SOUNDINGS IN FEET - SCALE 1:40,000

14852

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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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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