

BookletChart™

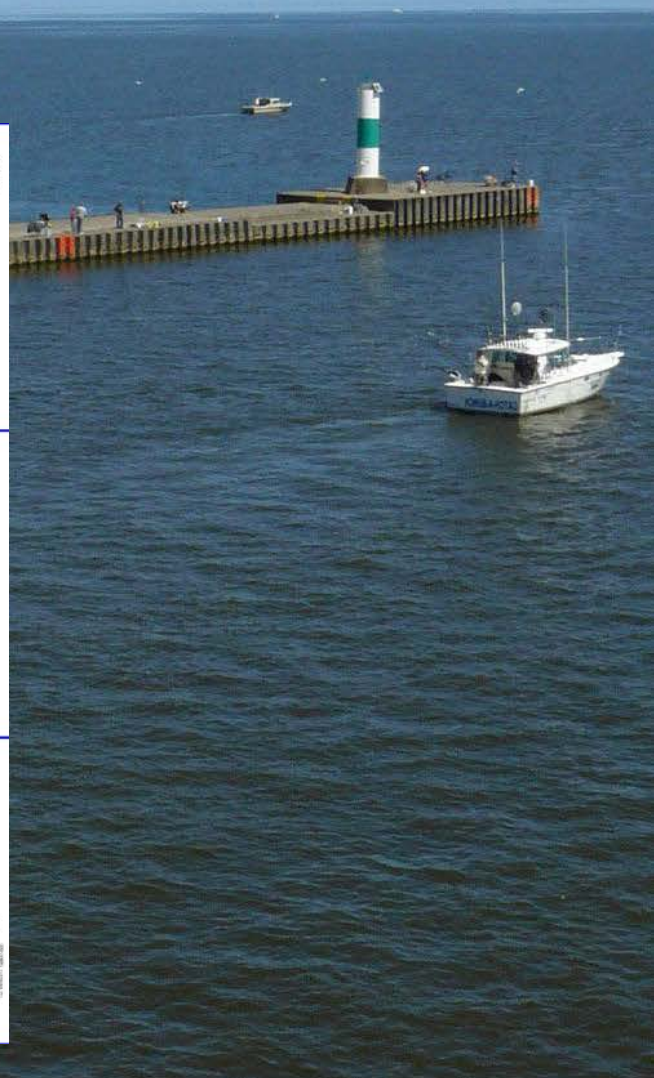
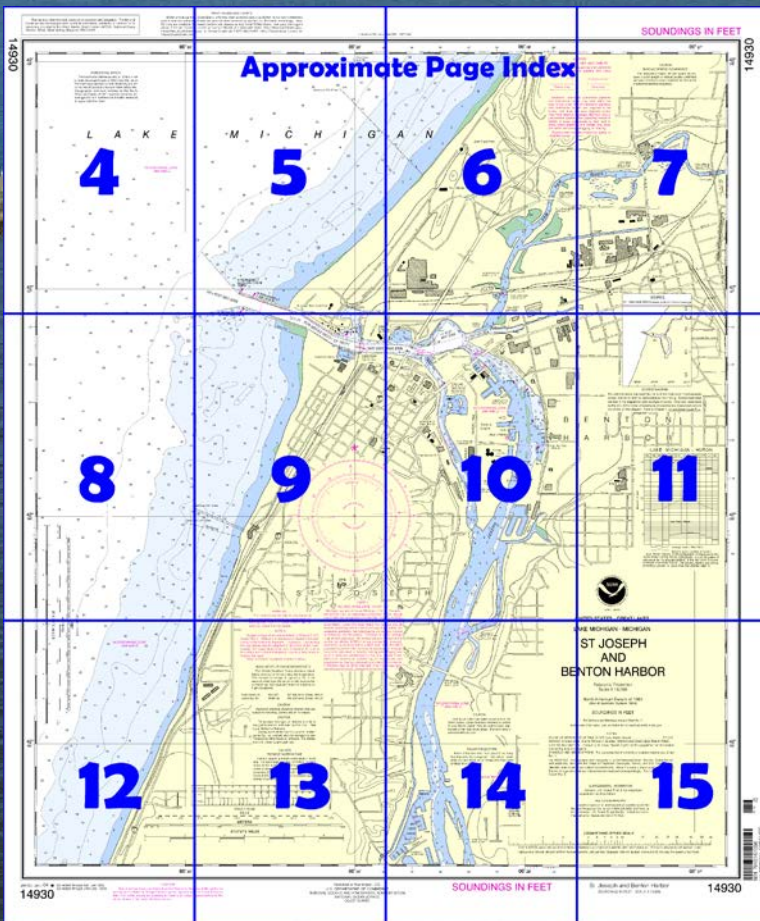


St. Joseph and Benton Harbor NOAA Chart 14930

*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=14930>.



(Selected Excerpts from Coast Pilot)

The **St. Joseph River** flows into Lake Michigan 22 miles south-southwest of South Haven and 107 miles south of Little Sable Point. The port cities of **St. Joseph, MI**, and **Benton Harbor, MI**, are on the W and east sides of the river, respectively. The principal commodities handled in the harbor are gravel and cement.

St. Joseph North Pierhead Light (42°06'55"N., 86°29'44"W.) is shown from a white cylindrical tower on the outer end

of the south pier. A sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.

Channels.—A dredged entrance channel leads from deep water in Lake Michigan between parallel piers through the mouth of St. Joseph River upstream for about 1 mile to the junction with **Paw Paw River**. The outer ends of the piers are marked by lights and the north pier has an inner light. The Federal project depths for the dredged channels in the harbor are 21 feet in the entrance and through the harbor to the junction with the Paw Paw River, thence 18 feet in the remainder of the channel to the head of the project at Riverview Drive. Turning basins on the north side of the channel just below the junction with the Paw Paw River and on the southeast side of the channel below the Twin Cities Bicentennial Bridge have project depths of 18 feet. (See Notice to Mariners and latest edition of charts for controlling depths.) Currents in the river attain velocities up to 3 mph.

Navigation should not be attempted close to the piers due to stone riprap. Mooring to the piers and revetments is prohibited. Above the dredged channel, the St. Joseph River turns south and flows between St. Joseph on the W bank and the city of Benton Harbor on the east bank. In 1980, this reach had depths of 6 to 20 feet in the best channel, generally near the east bank. Small islands near midstream in this reach are sometimes submerged during high water conditions. Depths of 2 to 3 feet can be carried for about 7 miles above St. Joseph. The river is obstructed by dams at Berrien Springs, about 22 miles above St. Joseph.

Morrison Channel cuts across the south turn in the St. Joseph River leaving the river about 1 mile above the pierheads and rejoining it about 2.5 miles above the pierheads. The channel is separated from the river channel by **Marina Island**. In 1971, Morrison Channel had a centerline controlling depth of 6 feet.

Above the dredged channel in the Paw Paw River, the crooked channel is navigable by small craft for about 2 miles to the Paw Paw Avenue bridge. In 1968, the centerline controlling depth was 1 foot.

Coast Guard.—St. Joseph Coast Guard Station, marked by a light, is near the inner end of the north pier.

Harbor regulations.—A **speed limit** of 8 mph (7 knots) is enforced in the harbor. (See **33 CFR 162.120**, chapter 2, for regulations.)

Harbor regulations for the city of St. Joseph are enforced by the **harbormaster** and copies may be obtained from City Manager, City Hall, City of St. Joseph, St. Joseph, MI 49085.

Harbor regulations for the city of Benton Harbor are enforced by the **harbormaster**, who is the chief of police. Copies of the regulations may be obtained from the Chief of Police, 200 Wall Street, Benton Harbor, MI 49022.

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

RCC Cleveland

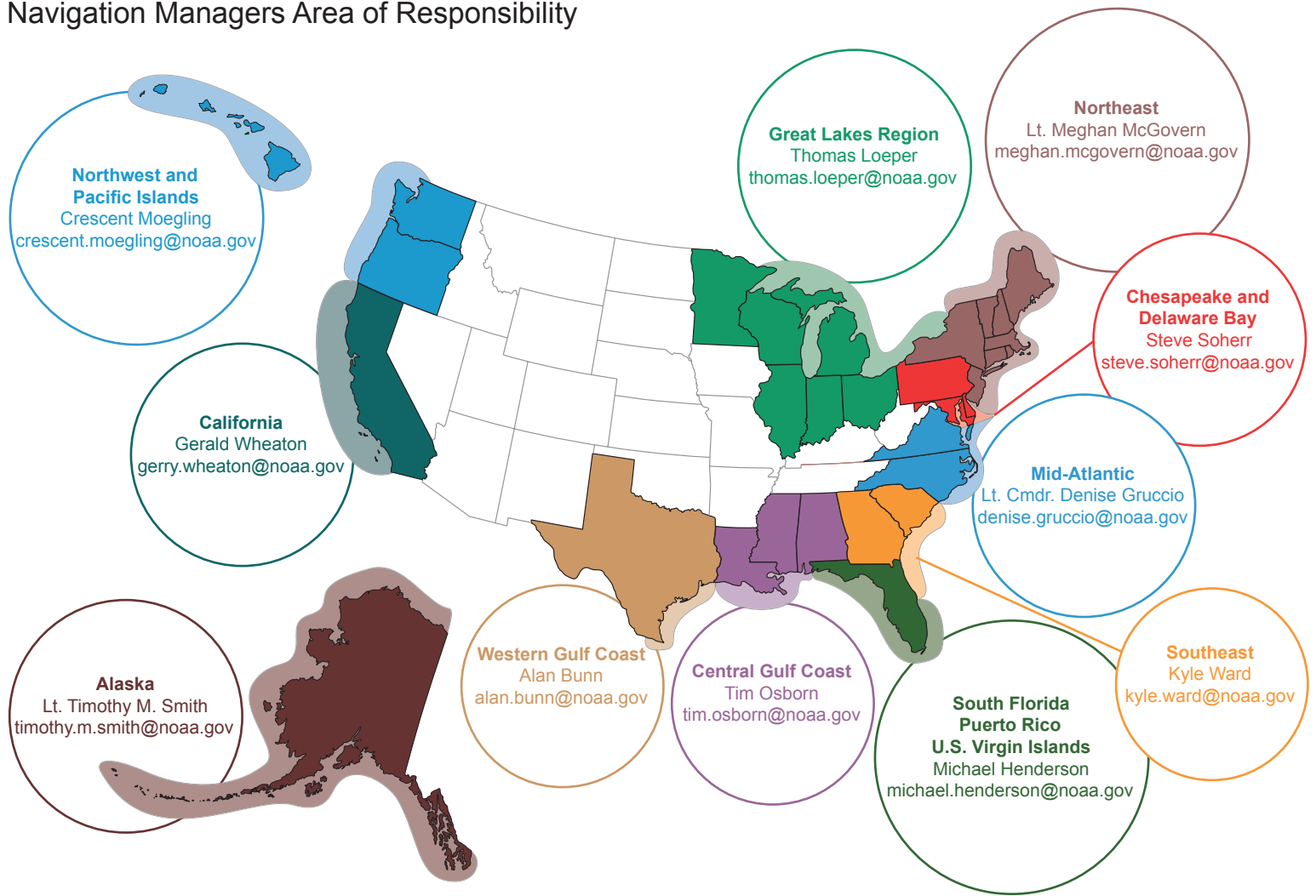
Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

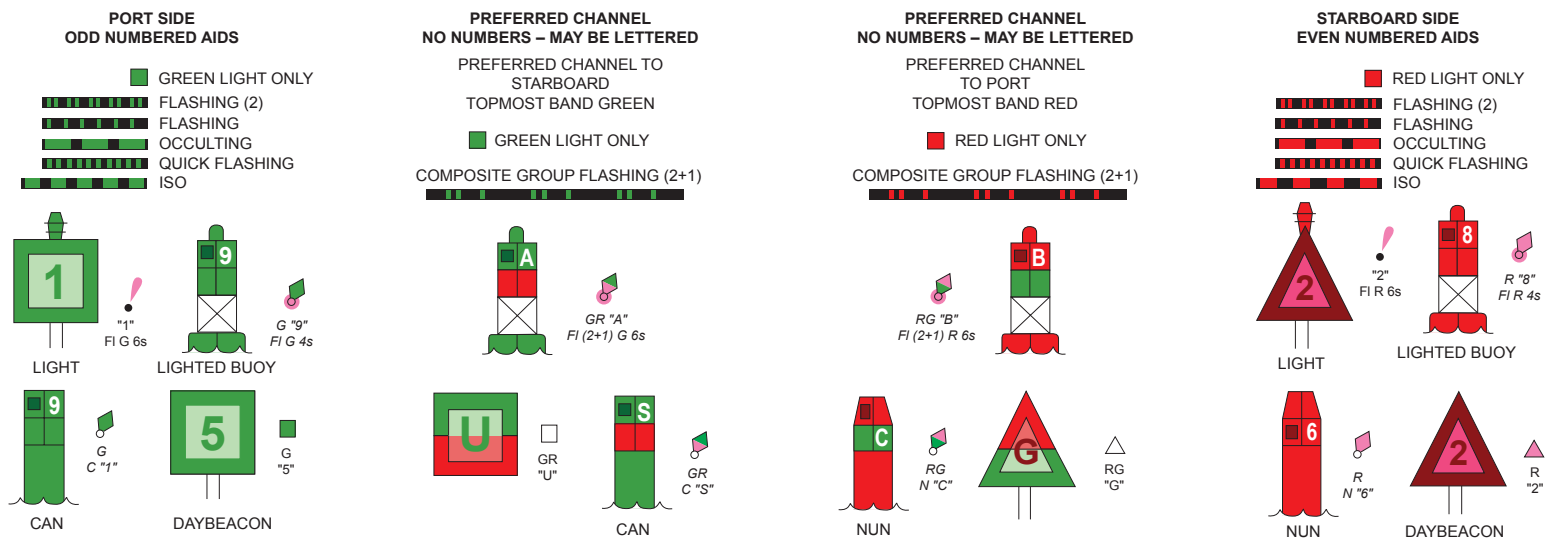
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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>

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

14930

86° 30'

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 0.141" northward and 0.060" westward to agree with this chart.

L A K E M I C H

NO-DISCHARGE ZONE
(see note Z)

22 FEET JUL 2014

11 FEET APR-MAY 2015

N PIERHEAD LT
Fl 2.5s 31ft 12 St M
HORN 8

N PIER INNER LT
Iso Es 53ft 7 St M

S PIERHEAD LT
Iso R 6s 25ft 7 St M

St Joseph River Yacht Club

Waterfront Marina

Joins page 8

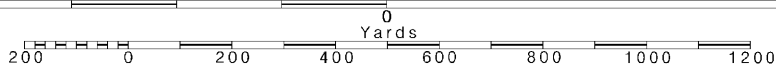
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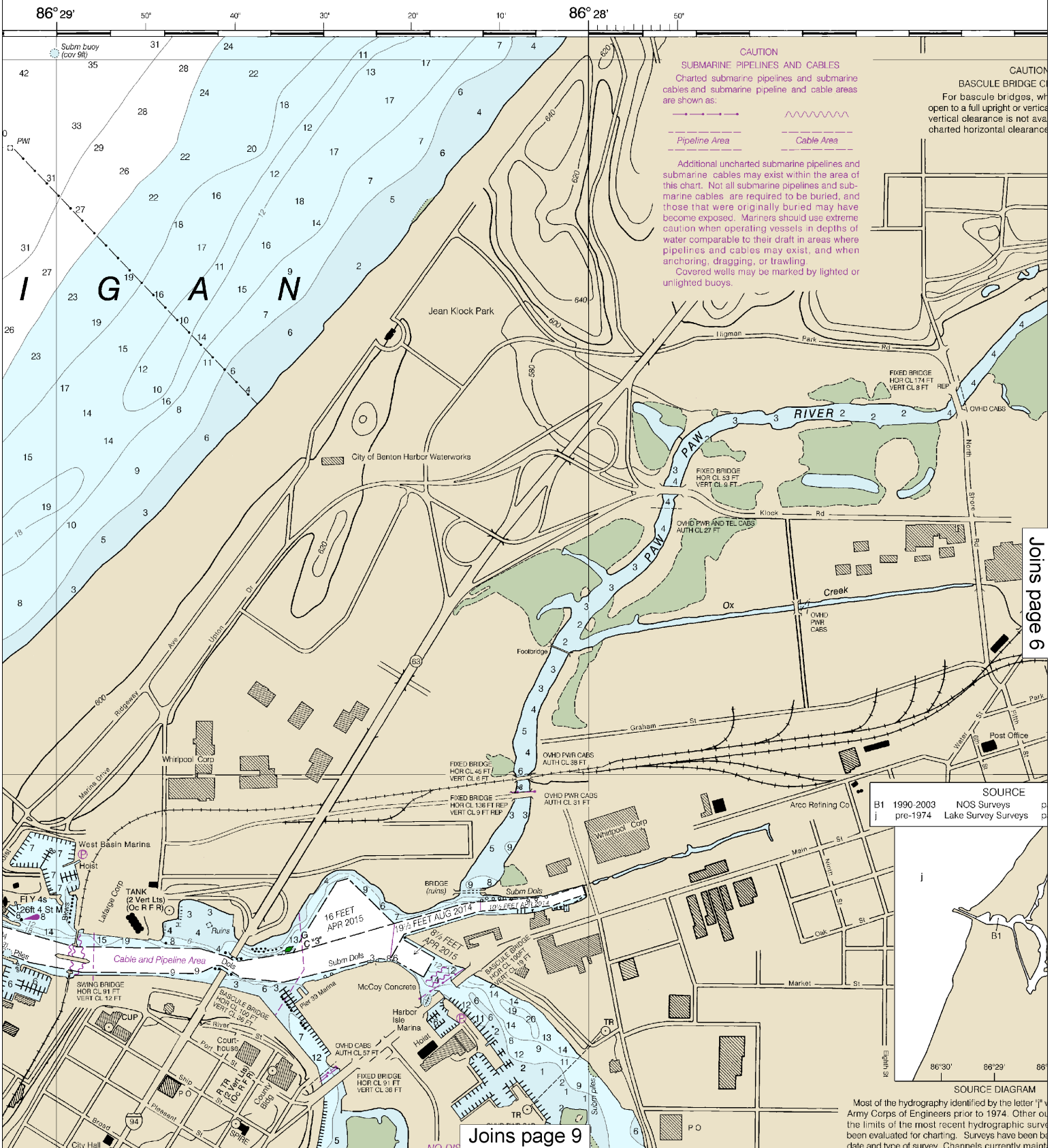
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

For navigation. The National Hydrographic Office, or comments for this chart (N/C52), National Ocean Service.

Formerly LS 758, 1st Ed., July 1909 KAPP 1486

86° 30'

86° 29'

HORIZONTAL DATUM
Reference datum of this chart is the datum of 1983 (NAD 83), which is considered equivalent to the datum of the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1927 must be corrected an amount of 0.060' northward and 0.060' westward from this chart.

A K E M I C H I G A N

NO-DISCHARGE ZONE
(see note Z)

Joins page 5

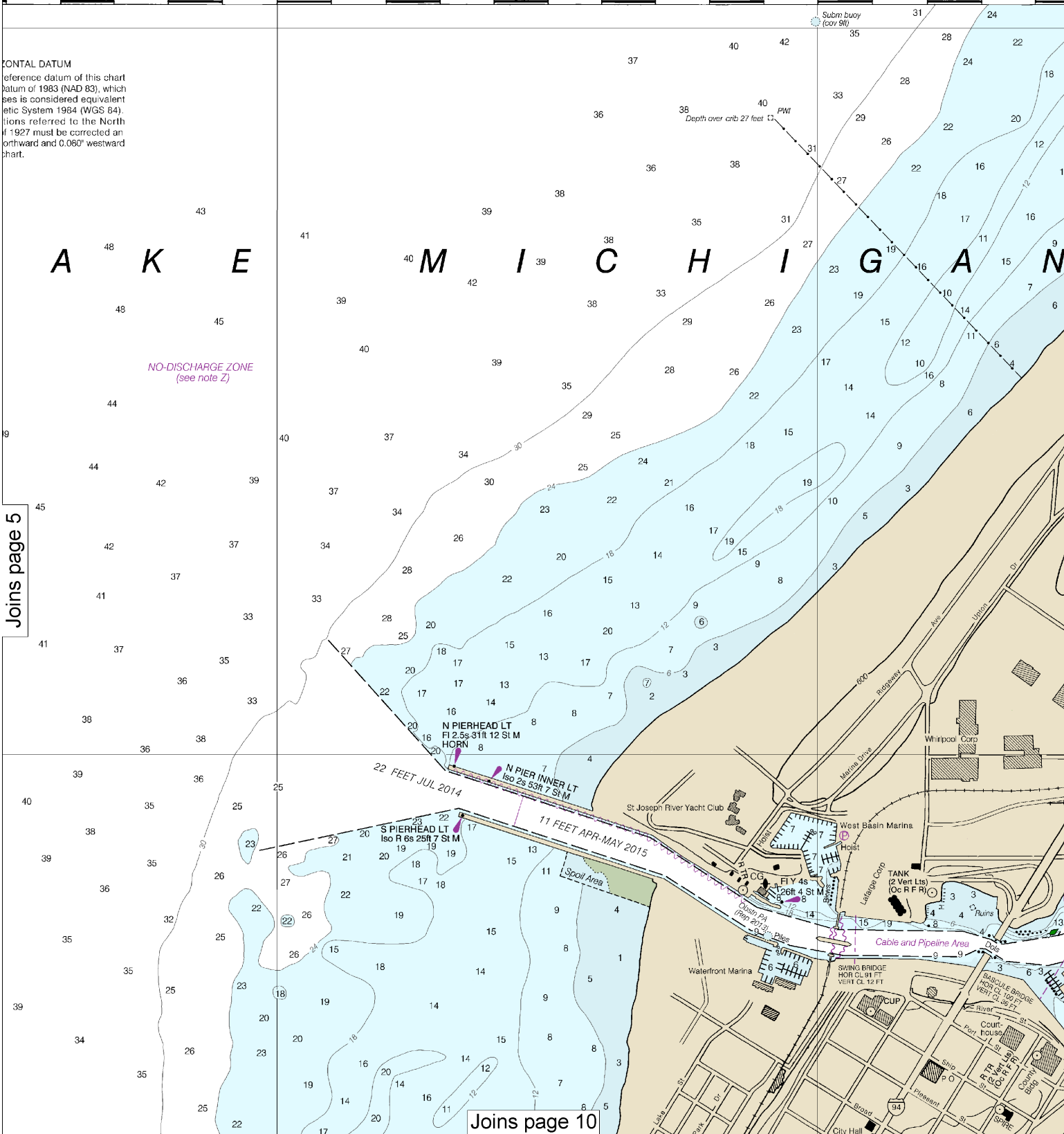
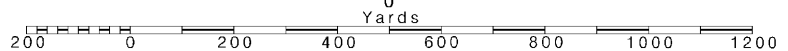
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.

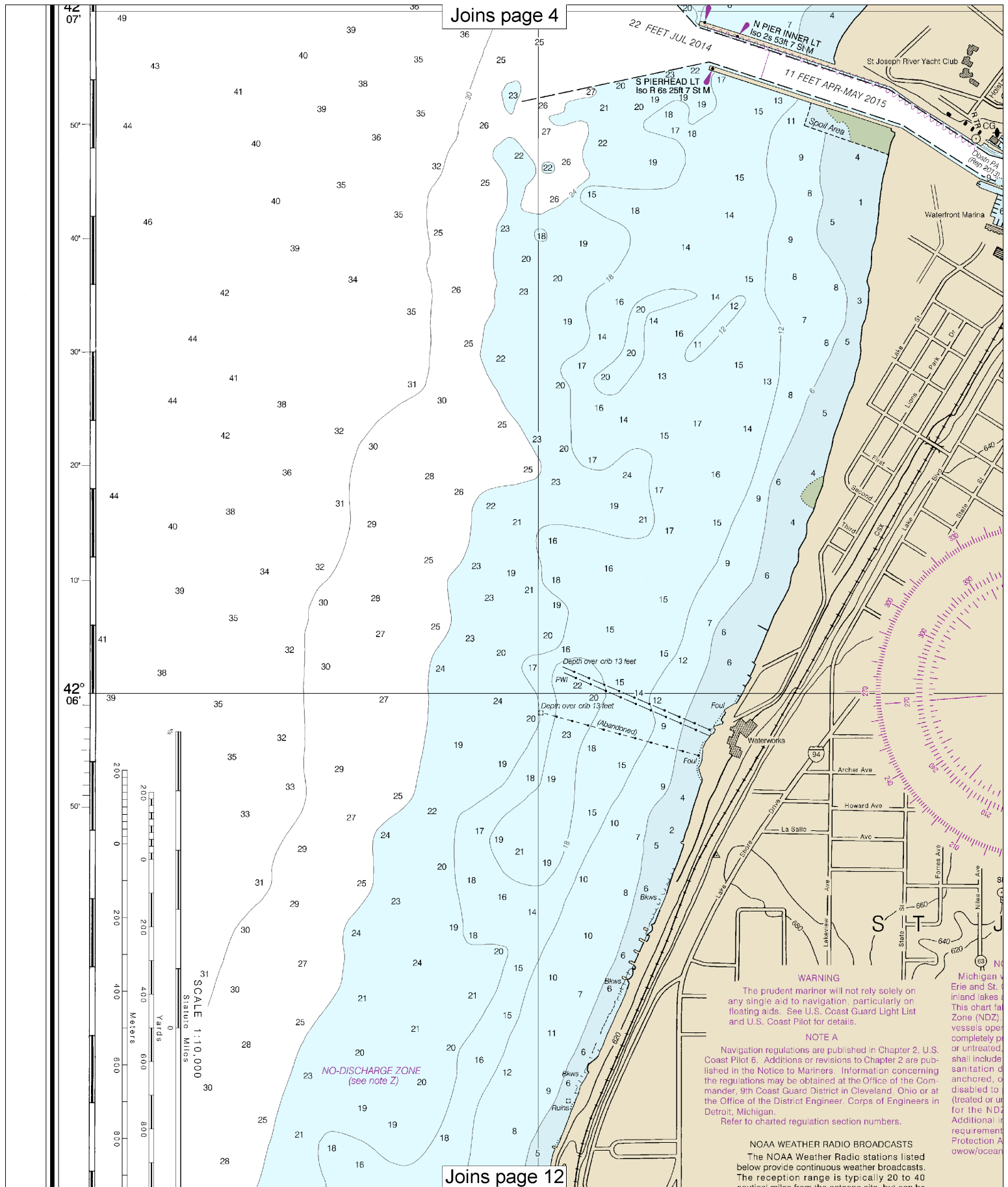


SOUNDINGS IN FEET

14930



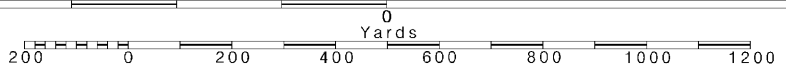
Joins page 11



Note: Chart grid lines are aligned with true north.

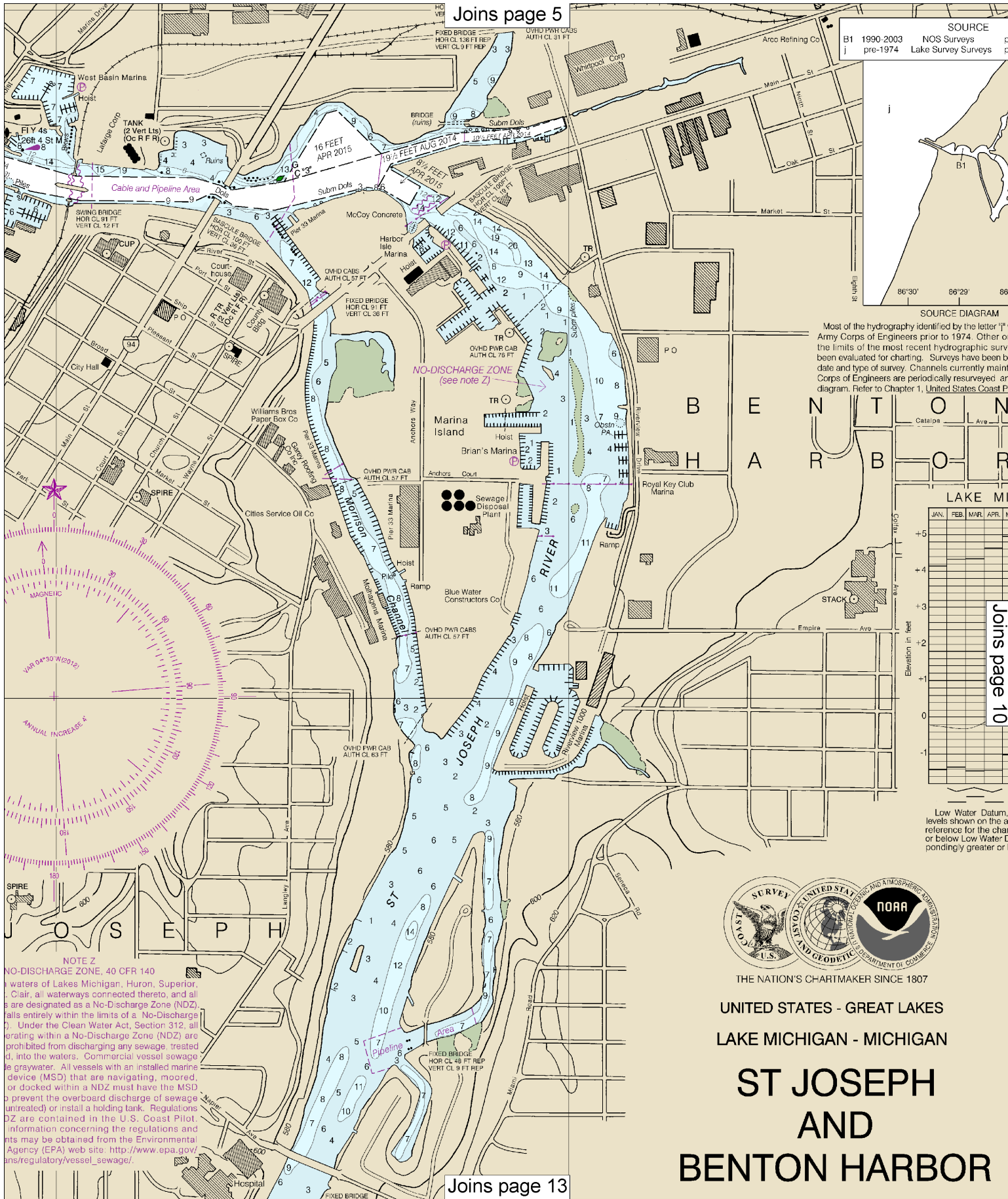
Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



Joins page 5

SOURCE	
B1	1990-2003 NOS Surveys
j	pre-1974 Lake Survey Surveys

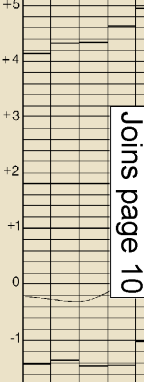


SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" is from the Army Corps of Engineers prior to 1974. Other than the limits of the most recent hydrographic survey, the limits of the most recent hydrographic survey have been evaluated for charting. Surveys have been evaluated for date and type of survey. Channels currently maintained by the Corps of Engineers are periodically resurveyed; an annual diagram. Refer to Chapter 1, United States Coast Pilot.

B E N T O N H A R B O R

LAKE MI



Joins page 10

Low Water Datum levels shown on the chart are for reference for the chart or below Low Water Datum, depending on the chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
 The waters of Lakes Michigan, Huron, Superior, and St. Clair, and all waterways connected thereto, and all waters that fall entirely within the limits of a No-Discharge Zone (NDZ), are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels navigating within a No-Discharge Zone (NDZ) are prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage is prohibited. All vessels with an installed marine sewage pump-out device (MSD) that are navigating, moored, or docked within a NDZ must have the MSD operating to prevent the overboard discharge of sewage (untreated) or install a holding tank. Regulations are contained in the U.S. Coast Pilot. For information concerning the regulations and rules, information may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/ans/regulatory/vessel_sewage/.

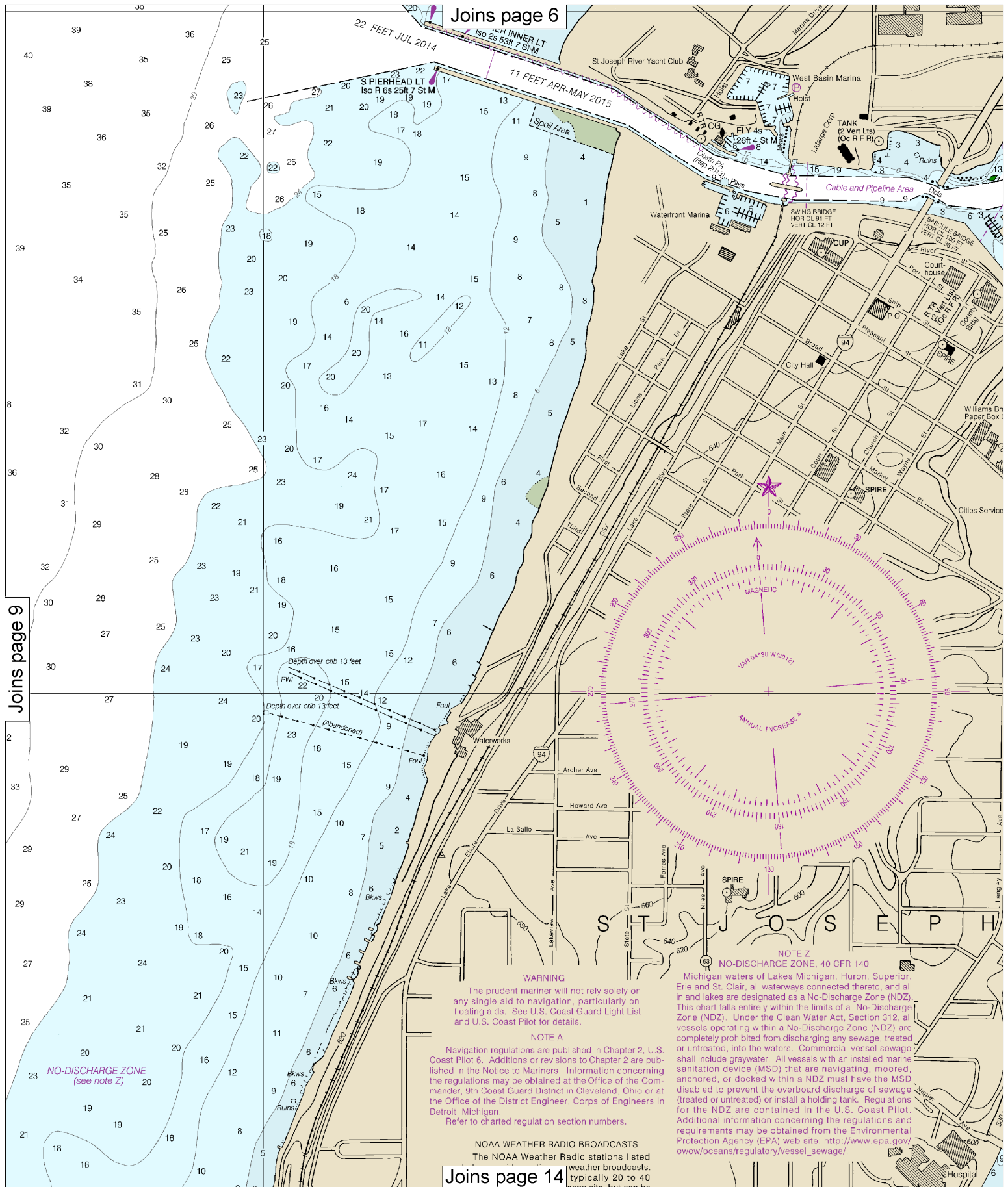


THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
 LAKE MICHIGAN - MICHIGAN

ST JOSEPH AND BENTON HARBOR

Joins page 13



Joins page 6

Joins page 9

Joins page 14

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.

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). 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/owow/oceans/regulatory/vessel_sewage/.

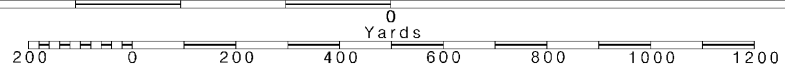
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed in the Notice to Mariners typically broadcast on 20 to 40 MHz, but can be

10

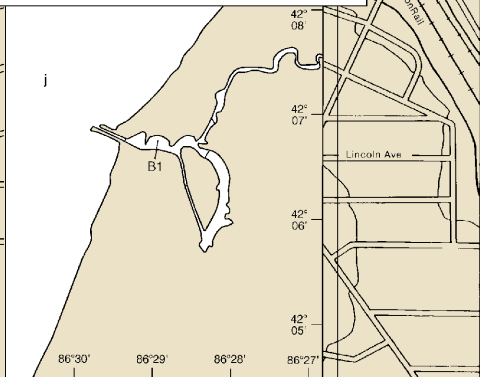
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.

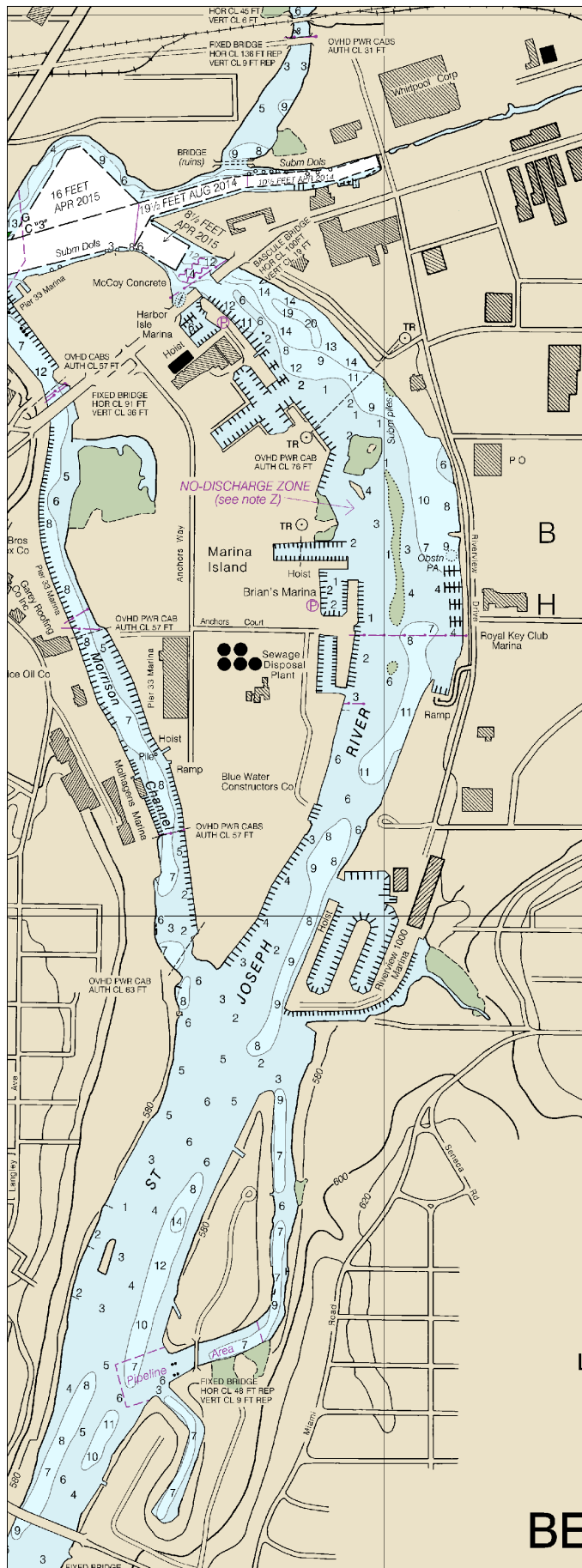


SOURCE			
B1	1990-2003	NOS Surveys	partial bottom coverage
j	pre-1974	Lake Survey Surveys	partial bottom coverage



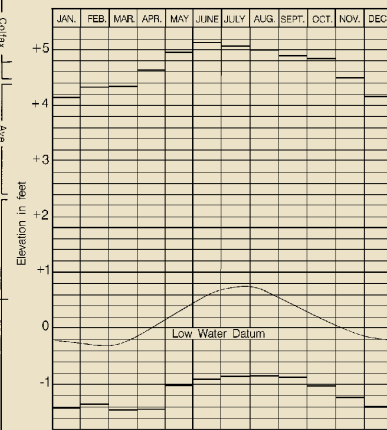
SOURCE DIAGRAM

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.



BENTON HARBOR

LAKE MICHIGAN - HURON



Average levels (2002-2011)
 Extreme Levels (period of record)
 Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

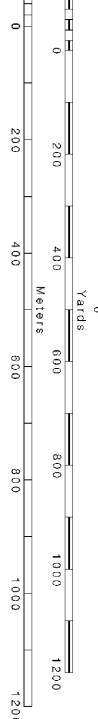


THE NATION'S CHARTMAKER SINCE 1807

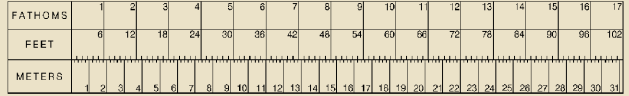
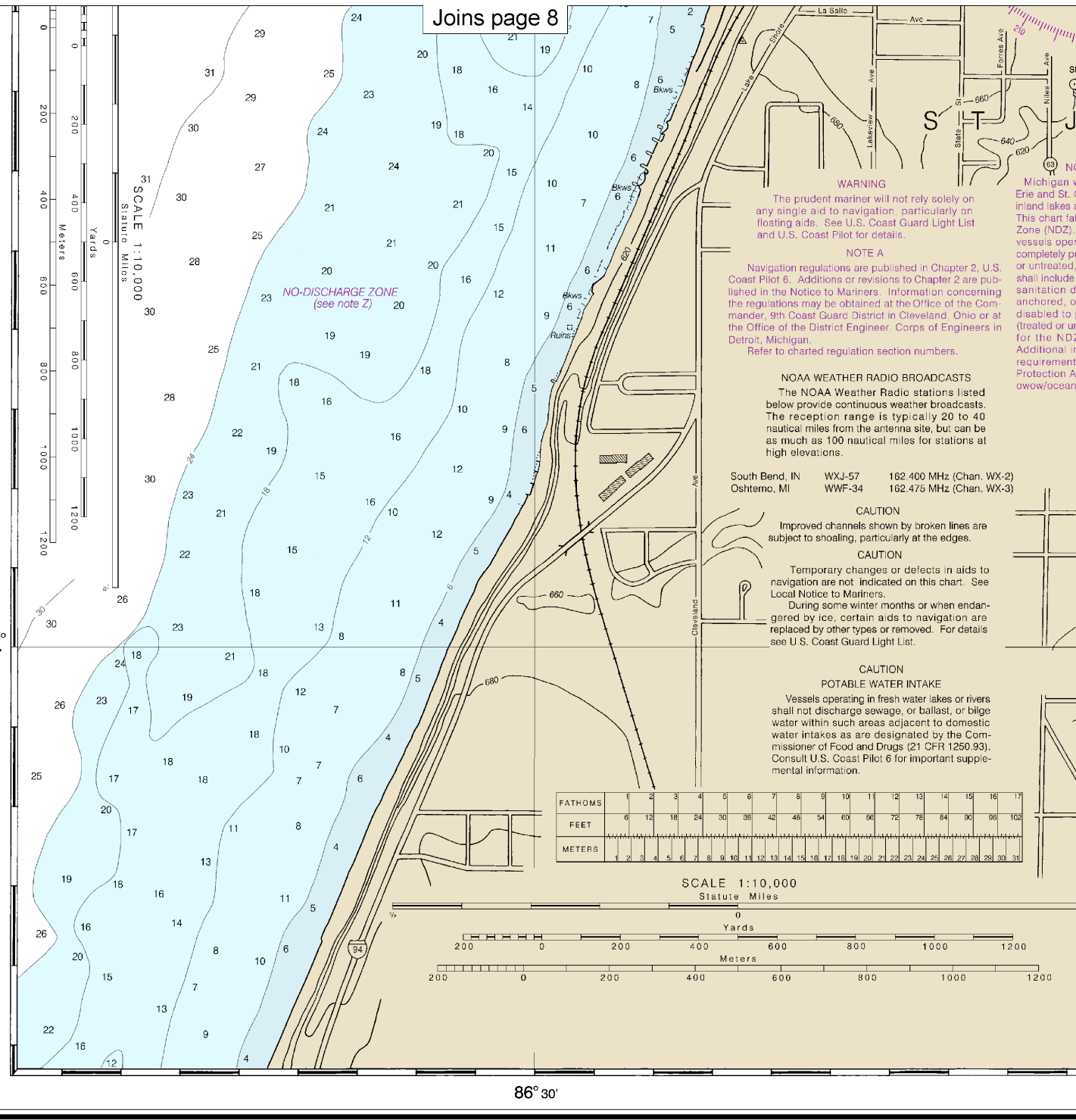
UNITED STATES - GREAT LAKES
 LAKE MICHIGAN - MICHIGAN

ST JOSEPH AND BENTON HARBOR

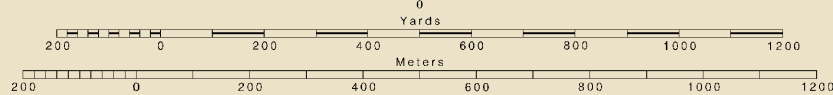
Joins page 15



SCALE 1:10,000
Statute Miles



SCALE 1:10,000
Statute Miles



42° 05'

86° 30'

26th Ed., Nov. / 12
14930

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.

Publ
U.S. DEPT
NATIONAL OCEANIC
AND
ATMOSPHERIC

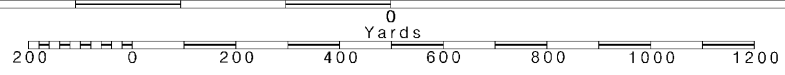
Last Correction: 8/19/2015. Cleared through:
LNM: 3215 (8/11/2015), NM: 3415 (8/22/2015), CHS: 0715 (7/31/2015)

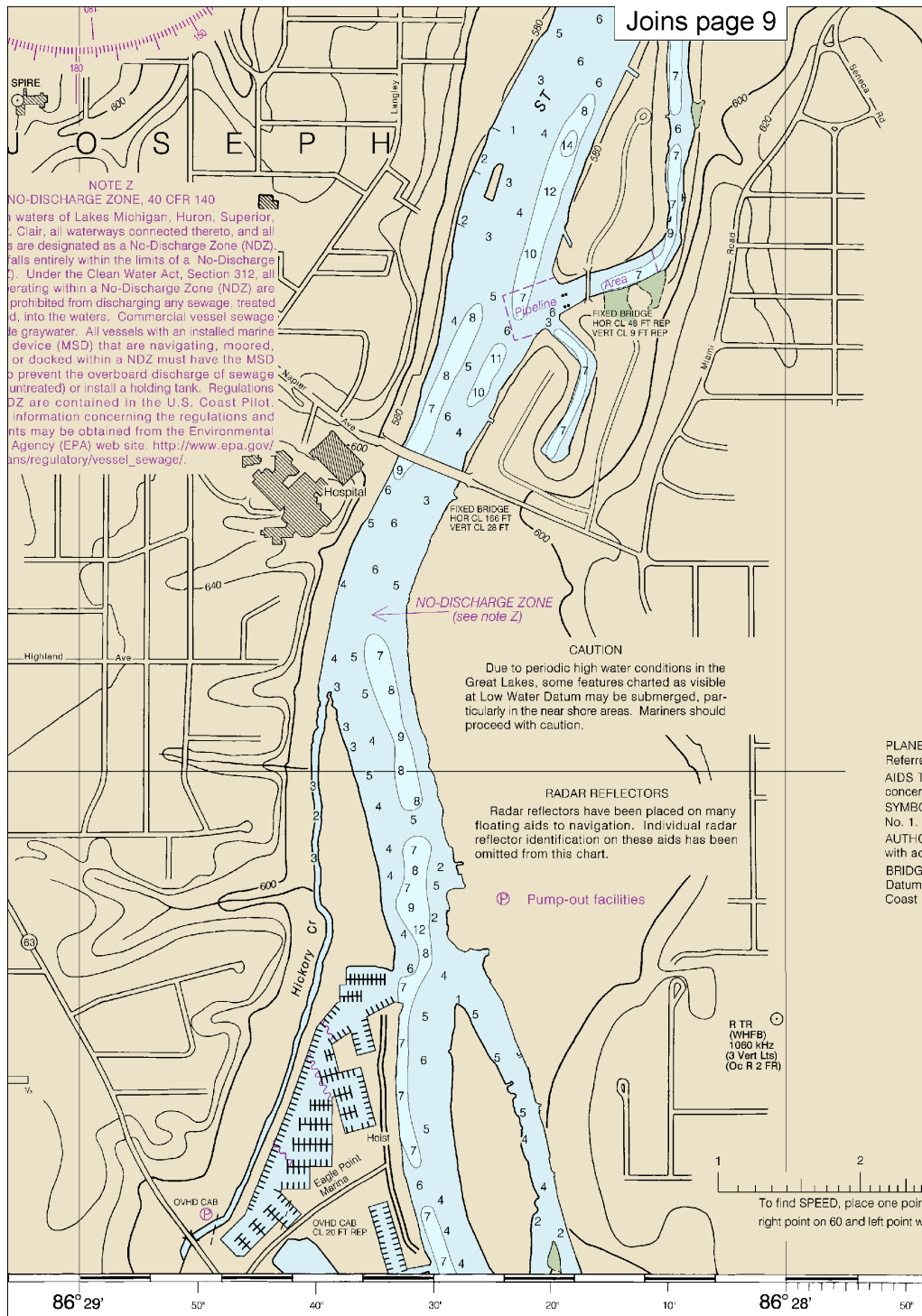
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE MICHIGAN - MICHIGAN

ST JOSEPH AND BENTON HARBOR

Polyconic Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5
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.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast and Geodetic Survey, and U.S. Coast and Geodetic Survey.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see Chart No. 6.

SUPPLEMENTAL INFORMATION

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

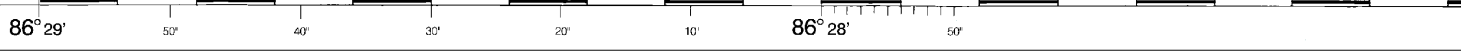
POLLUTION REPORTS

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).

LOGARITHMIC SPEED SCALE



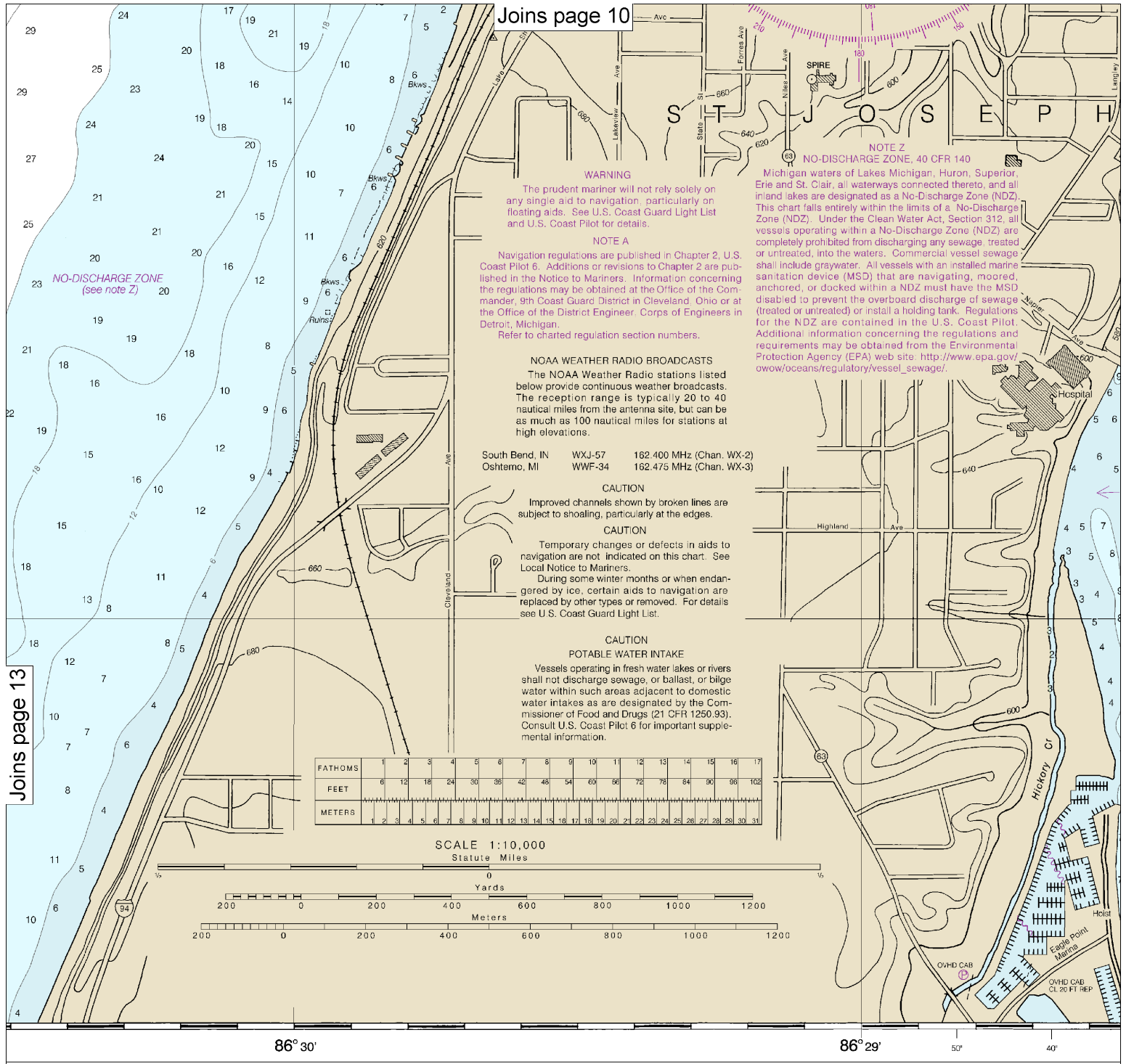
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing the right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the



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

SOUNDINGS IN FEET

St. Joseph and Benton Harbor
SOUNDINGS IN FEET - SCALE 1:10,000



Joins page 13

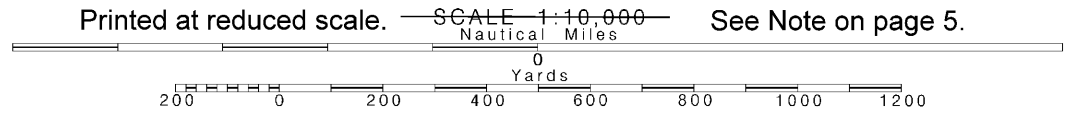
CAUTION
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015. Cleared through:
, NM: 3415 (8/22/2015), CHS: 0715 (7/31/2015)

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

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE MICHIGAN - MICHIGAN

ST JOSEPH AND BENTON HARBOR

Polyconic Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

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

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.

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.

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.

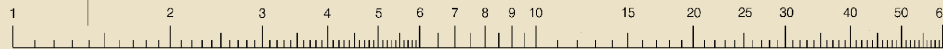
SUPPLEMENTAL INFORMATION

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

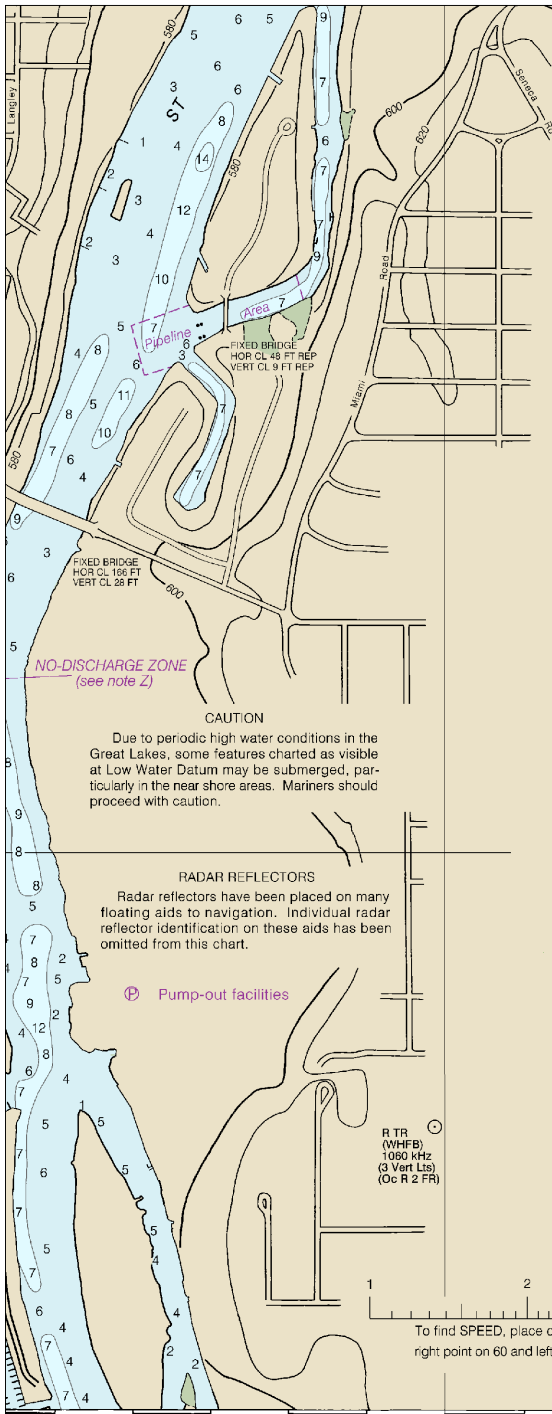
POLLUTION REPORTS

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).

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



NO-DISCHARGE ZONE
(see note Z)

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.

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.

Pump-out facilities

R TR
(WHFB)
1090 KHz
(3 Vert Lis)
(Oc R 2 FR)

42° 05'

30° 20' 10' 86° 28' 50'

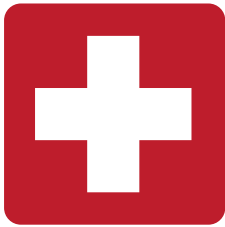
86° 27' 659.8 X 680.0 mm

SOUNDINGS IN FEET

St. Joseph and Benton Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

14930





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

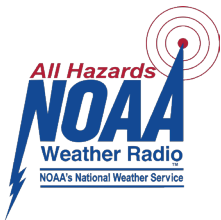
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

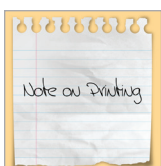
<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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