

BookletChart™

Olcott, NY, to Toronto, Ont.

NOAA Chart 14810

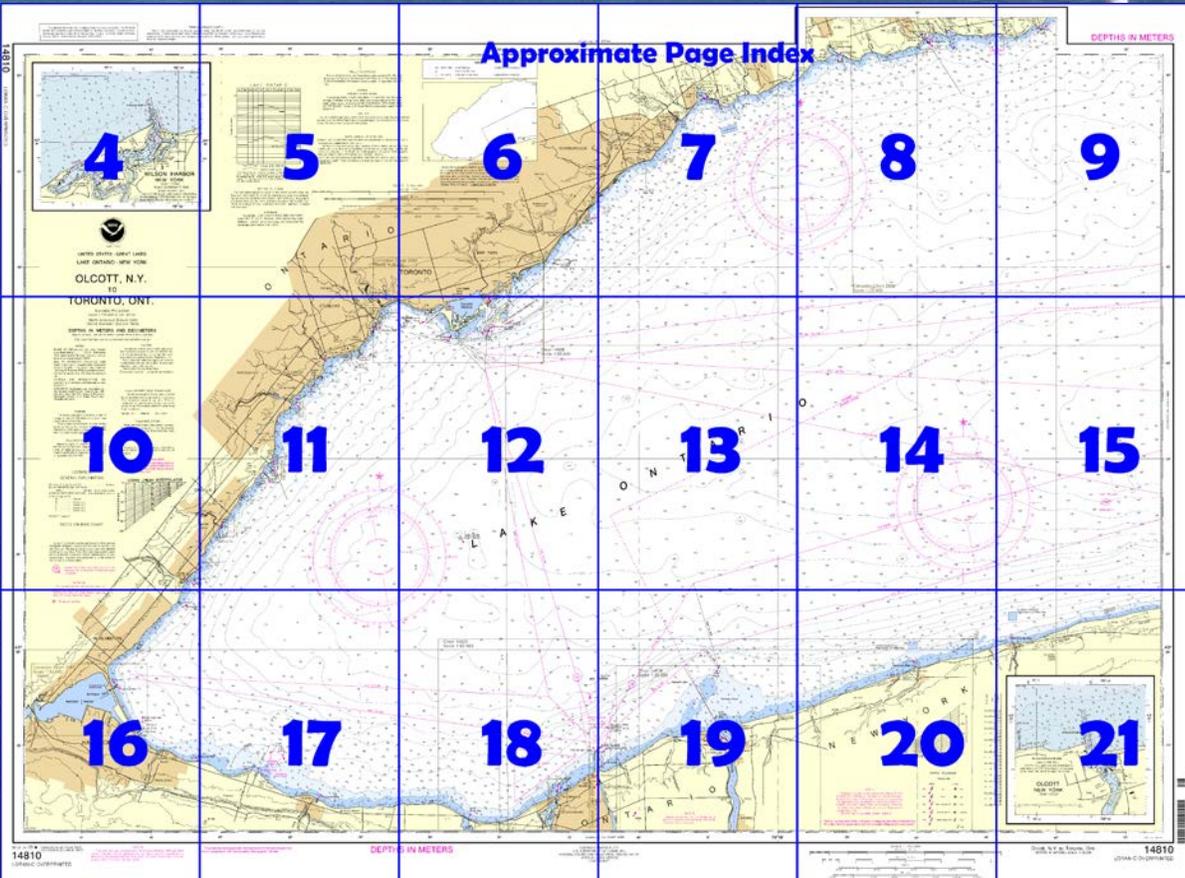


A reduced-scale NOAA nautical chart for small boaters

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.

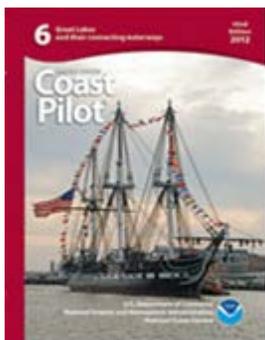
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14810>



(Selected Excerpts from Coast Pilot)

From Thirtymile Point, the shoreline trends southwest for about 12 miles to Olcott, thence about 6 miles to Wilson, and continues southwest for about 12.3 miles to the mouth of the Niagara River. From Thirtymile Point to about 2.4 miles west of Olcott, deep water is within 0.3 mile of the shore, but from the latter point to near the mouth of Niagara River, the bank extends about 0.7 mile from shore. The creek is entered from Lake Ontario

through a dredged channel between two piers. The west pier is marked by a light. In 2008, the controlling depth was 9 feet in the dredged channel. Depths of about 5 to 7 feet were available to the fixed highway bridge 0.4 mile above the entrance. The channel, however, is unstable

because of mud deposits from Eighteenmile Creek and drifting sand from the west. A rock ledge with a least depth of 11 feet is across the entrance channel 500 feet lakeward of the piers.

Several marinas in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, a launching ramp, a 30-ton mobile lift, and hull, engine, and electronic repairs. In 1977, depths of 6 to 11 feet were reported alongside the berths.

In 1981, a submerged rock was reported about 3.3 miles west of Olcott in about 43°19'56"N., 78°47'00"W.

Wilson Harbor is in the mouth of **East Branch Twelvemile Creek**, about 12 miles east of the mouth of the Niagara River. The widened mouth of the creek forms **Tuscarora Bay**, which is about 2 feet deep in its natural depth and provides good anchorage for shallow-draft vessels.

The entrance to the harbor from Lake Ontario is through a dredged channel that leads between parallel piers and thence upstream for 0.8 mile through Tuscarora Bay. The west pier is marked by a light, and daybeacons and buoys mark the channel through Tuscarora Bay. (See Notices to Mariners and latest edition of chart for controlling depths.) Several marinas in Tuscarora Bay provide berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, a 25-ton mobile hoist, and hull, engine, and electronic repairs. In 1977, depths of 4½ to 10 feet were reported alongside the berths.

Niagara River Below Niagara Falls.—The Niagara River flows from the northeast end of Lake Erie and enters Lake Ontario about 36 miles from its west end. The Lake Ontario entrance to the river is between two land points occupied by **Fort Niagara, NY**, on the E, and **Fort Mississauga, ON**, on the west. The **International boundary** between the United States and Canada generally follows a middle of the river course through the lower Niagara River.

The Niagara River, with its great volume of water and a current of about 2.2 knots, deposits considerable sediment in Lake Ontario and forms extensive shoals for a radius of about 3 miles off the mouth of the river. A bank with least depths of 5 feet extends about 0.8 mile off the east side of the entrance and is marked on its northwest side by a lighted bell buoy. **Rumsey Shoal**, with depths of 17 feet, is an unmarked detached shoal about 1.5 miles north of Fort Niagara. **Niagara Bar** extends from shore about 2 miles west of the river mouth northeast to a point about 3 miles north of the river mouth. The north part of the shoal has depths of 12 and 13 feet, but depths of 8 feet are found to about 1.5 miles offshore northwest of the river mouth. Commercial sand and gravel dredging is conducted intermittently in the area and depths are subject to change. In 1982, an obstruction covered 3 feet was reported in about 43°16'00"N., 79°05'12"W. Vessels bound between the Welland Canal and points east of the Niagara River must avoid Niagara Bar by passing north of the lighted buoy about 3.7 miles north of Fort Niagara.

The entrance to the Niagara River is marked by lighted buoys, a **149°30'** lighted range, and lights at Fort Niagara and Fort Mississauga. **Fort Niagara Light** (43°15.7'N., 79°03.8'W.), 80 feet above the water, is shown from a tower with a white and green diamond-shaped daymark on the east side of the river at the mouth.

Coast Guard Station.—**Niagara Coast Guard Station** is on the east side of the Niagara River entrance. In 1977, depths of 14 feet were reported alongside the Coast Guard wharf.

Niagara-on-the-Lake, ON, is on the west side of the mouth of the river. A **Canadian customs reporting station** is at Niagara-on-the-Lake. (See Canadian Customs, chapter 1.) The customs wharf has depths of 4 to 10 feet alongside.

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

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

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

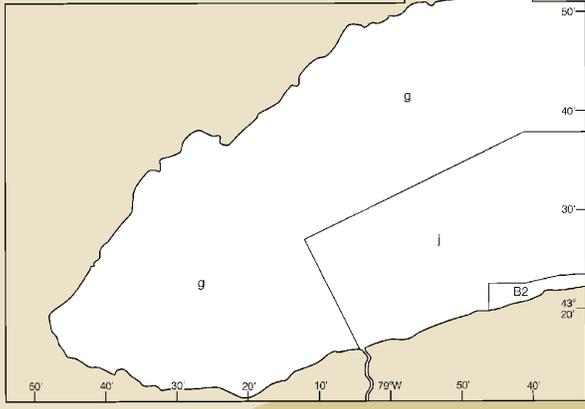
on navigable waters except Western Rivers



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>

30' 25' 20' 15' CONTINUED

SOURCE		
B2	1970-1989 NOS Surveys	partial bottom coverage
g	Canadian Surveys	
j	Pre-1974 Lake Survey Surveys	partial bottom coverage



Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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.

SUPPLEMENTAL INFORMATION

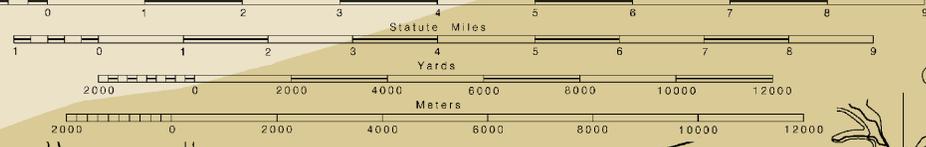
Consult U.S. Coast Pilot 6 and Canadian Sailing Directions, Great Lakes, Vol. 1 for important supplemental information.

Information concerning Canadian Nautical Charts, Sailing directions, Tide Tables, and other Government publications of interest to mariners, may be obtained on request, to the Dominion Hydrographer, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

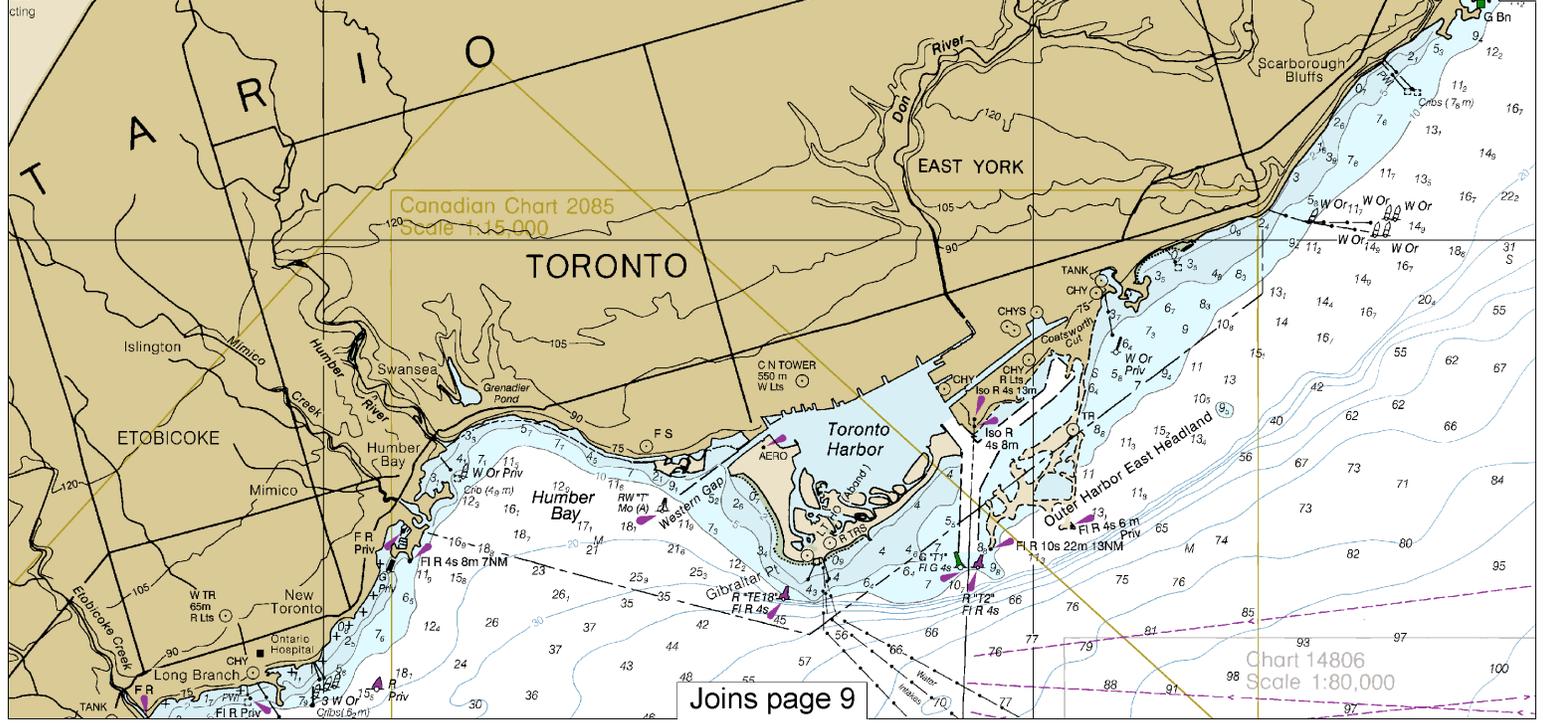
Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and 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 1:100,000 Nautical Miles



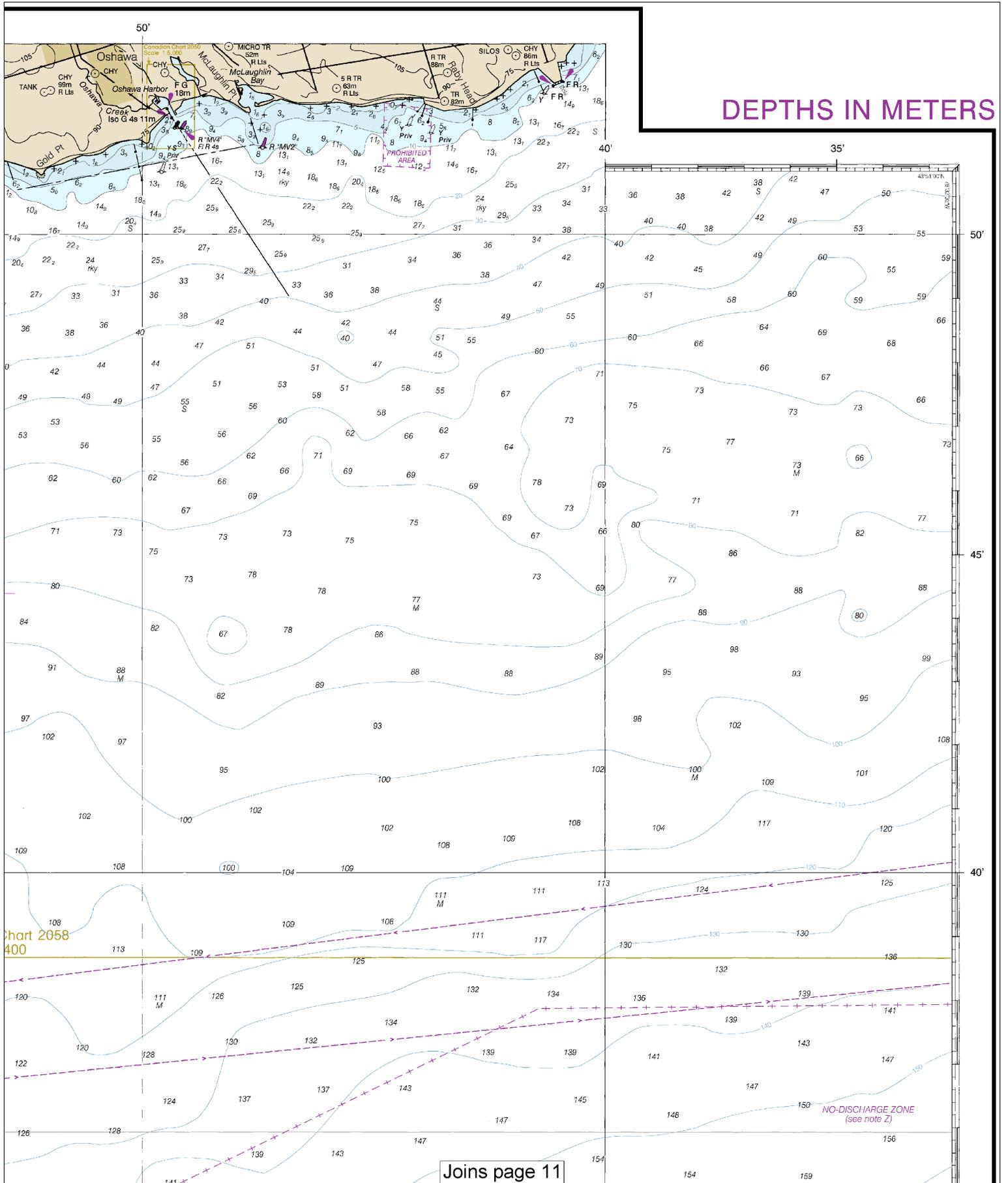
American insular geographic st be cor-to agree

front claim cting



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:142857. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





3th Ed., Jan. 2015. Last Correction: 6/6/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

OLCOTT, N.Y. TO TORONTO, ONT.

Joins page 4

Mercator Projection
Scale 1:100,000 at Lat. 43°30'

North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN METERS AND DECIMETERS
Depths contour interval 10 meters (under 10 at 2 and 5 meters)

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

NOTES

PLANE OF REFERENCE OF THIS CHART
(Low Water Datum) 74.2 m 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. 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.

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.

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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 1250.33). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

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

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

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/



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.



Pump-out facilities

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)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcast. 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.

Buffalo, N.Y. KEB-98 162.550 MHz

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

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

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale National Ocean Service and Canadian charts are shown thereon and are not repeated on this chart.

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 6 for details.

NOTE B

Vessels are warned that it is dangerous to anchor or stop in a Firing Danger Area while practices are taking place.

35'

30'

25'

Chart 2086
Scale 1:100,000

Joins page 12

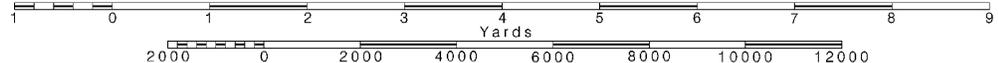


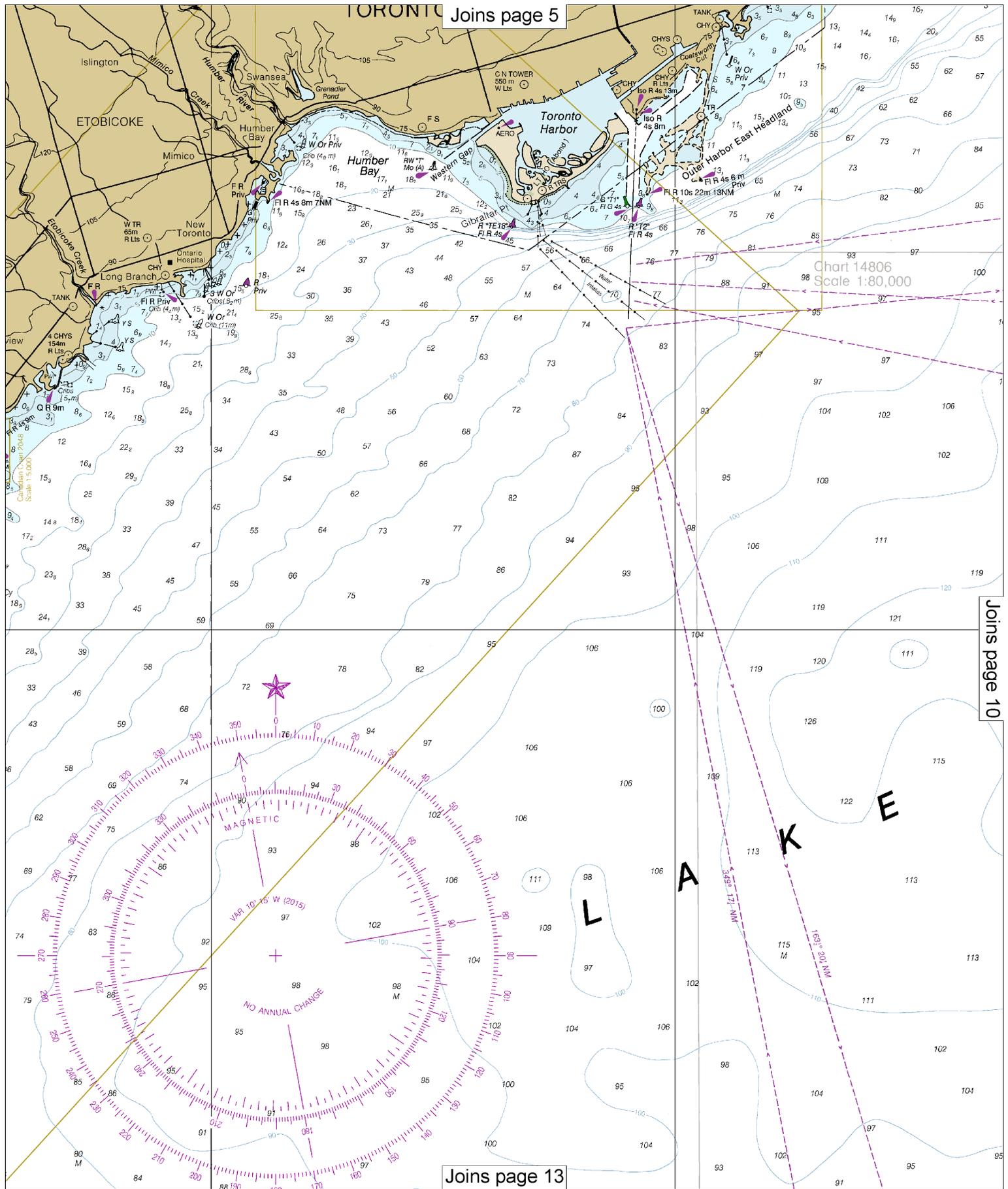
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



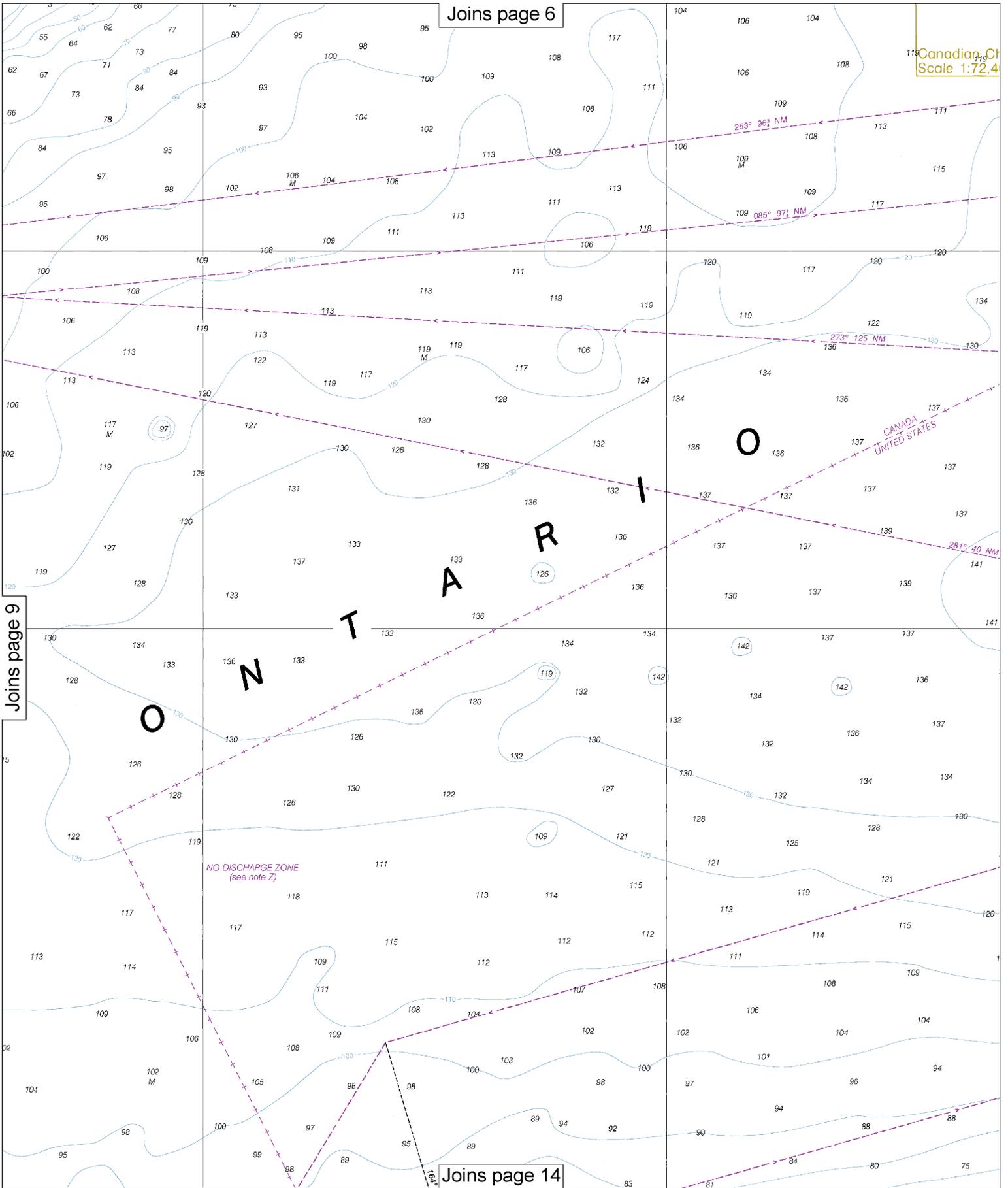


Joins page 5

Chart 14806
Scale 1:80,000

Joins page 10

Joins page 13



Joins page 9

Joins page 14

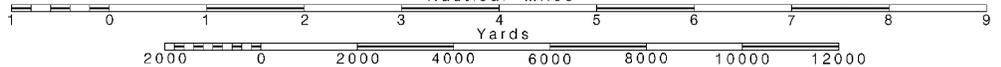
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



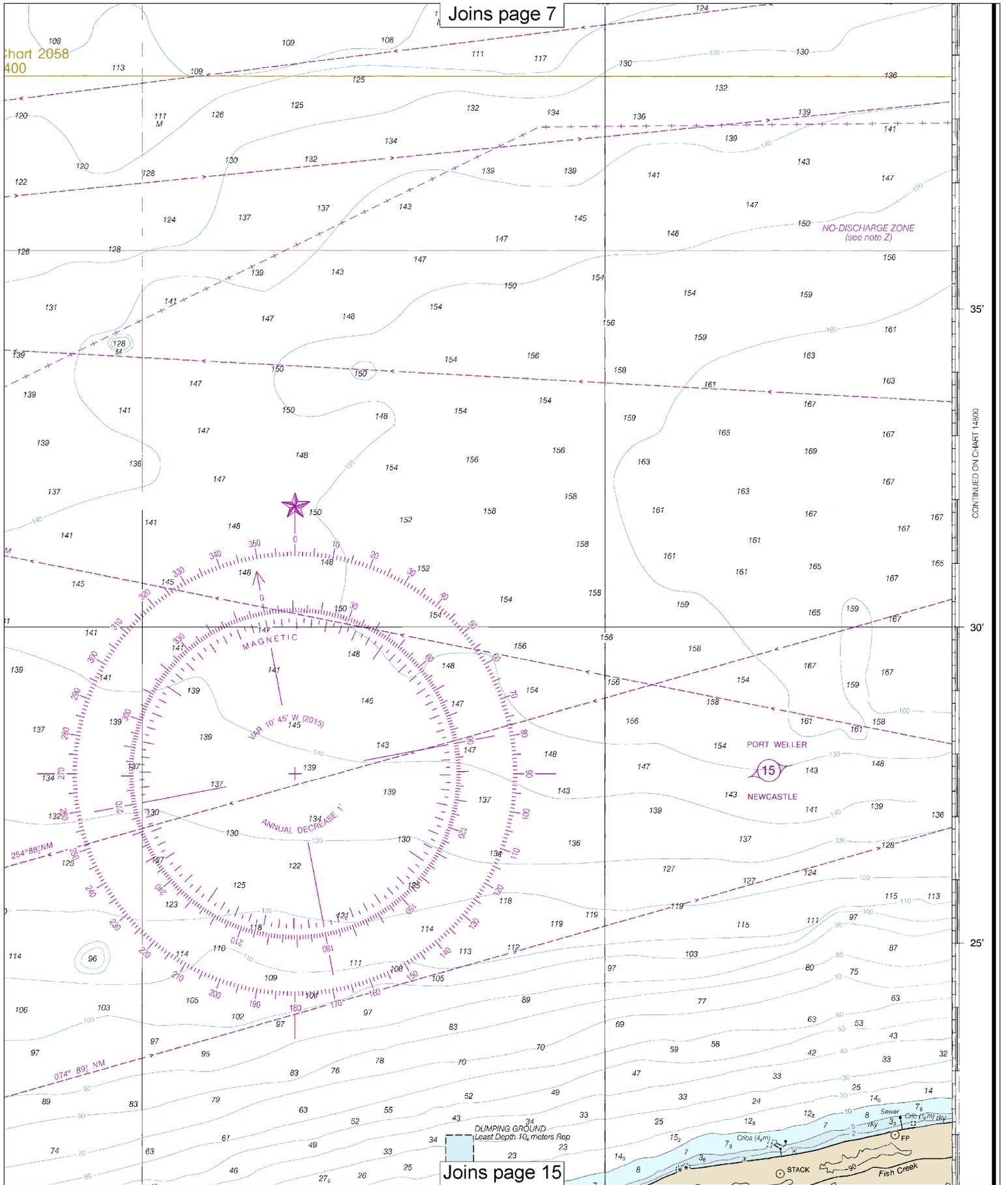


Chart 2058
400

Joins page 7

CONTINUED ON CHART 14800

Joins page 15

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/

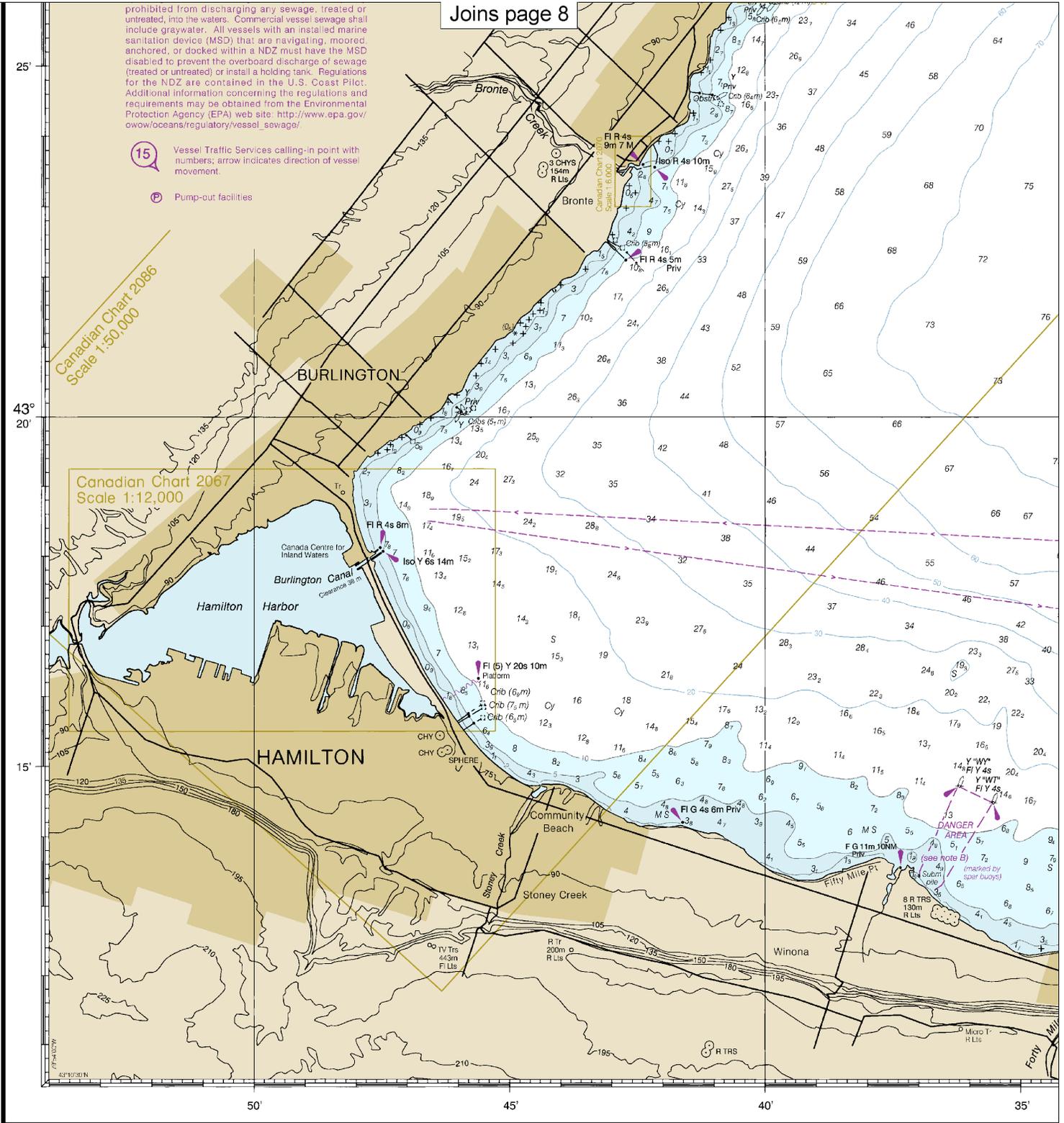
15

Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

Pump-out facilities

Canadian Chart 2086 Scale 1:50,000

Canadian Chart 2067 Scale 1:12,000



14810

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, discuss about this chart at <http://www.nauticalcharts.noaa.gov>

6th Ed., Jan. 2015. Last Correction: 6/6/2016. Cleared through: LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

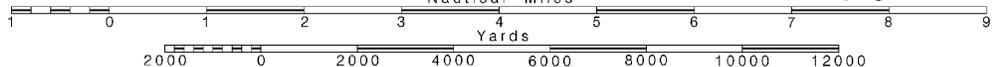
12

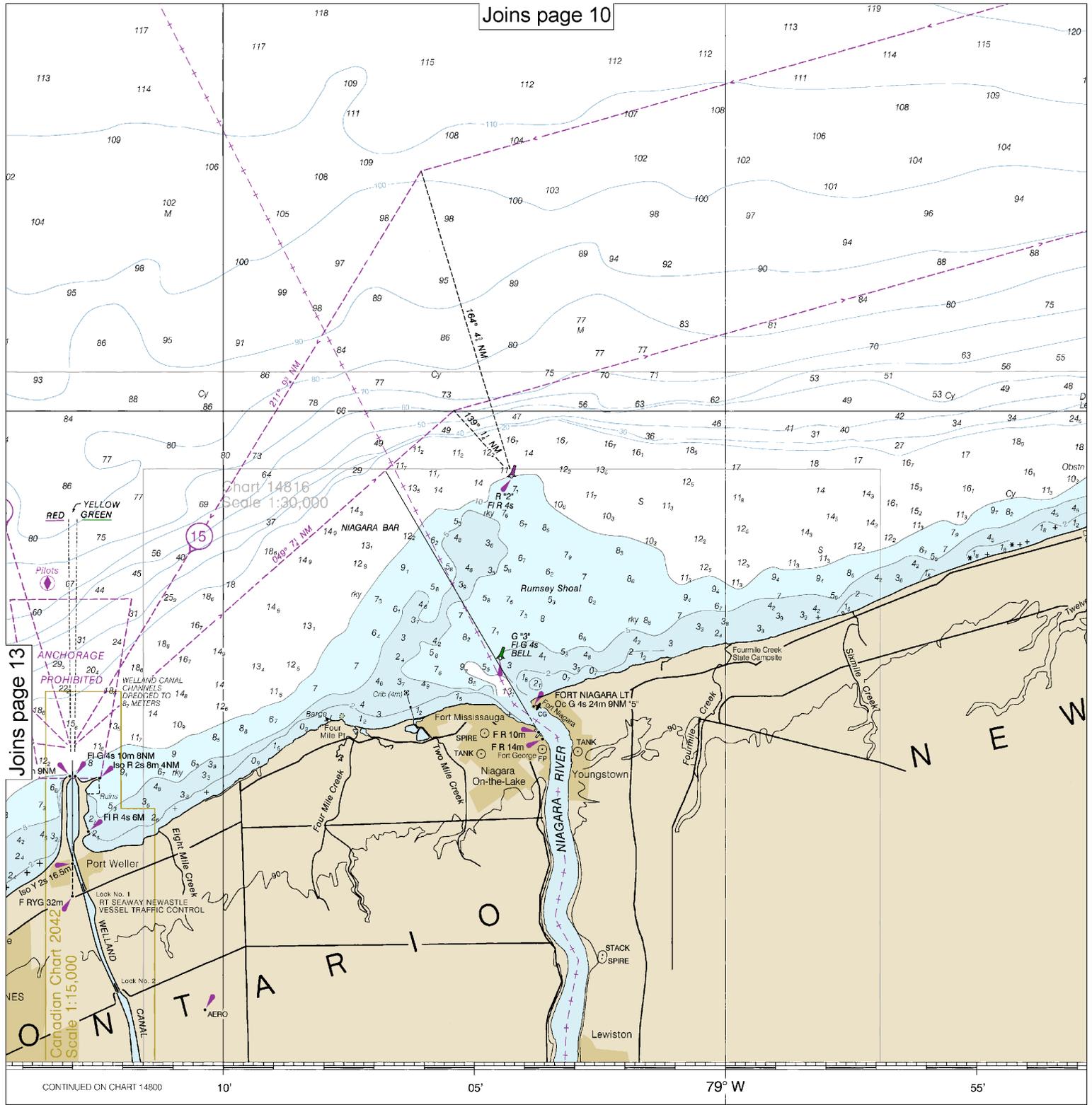
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000 Nautical Miles

See Note on page 5.



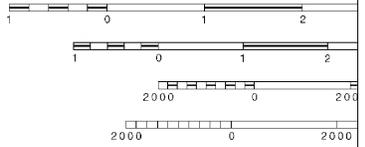


Joins page 13

Canadian Chart 2042
Scale 1:15,000

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

This chart was developed within the framework of international specifications in cooperation with the Canadian Hydrographic Service.



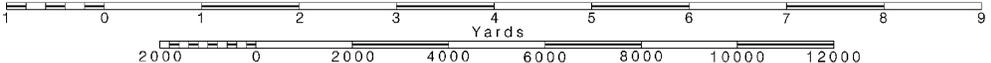
14

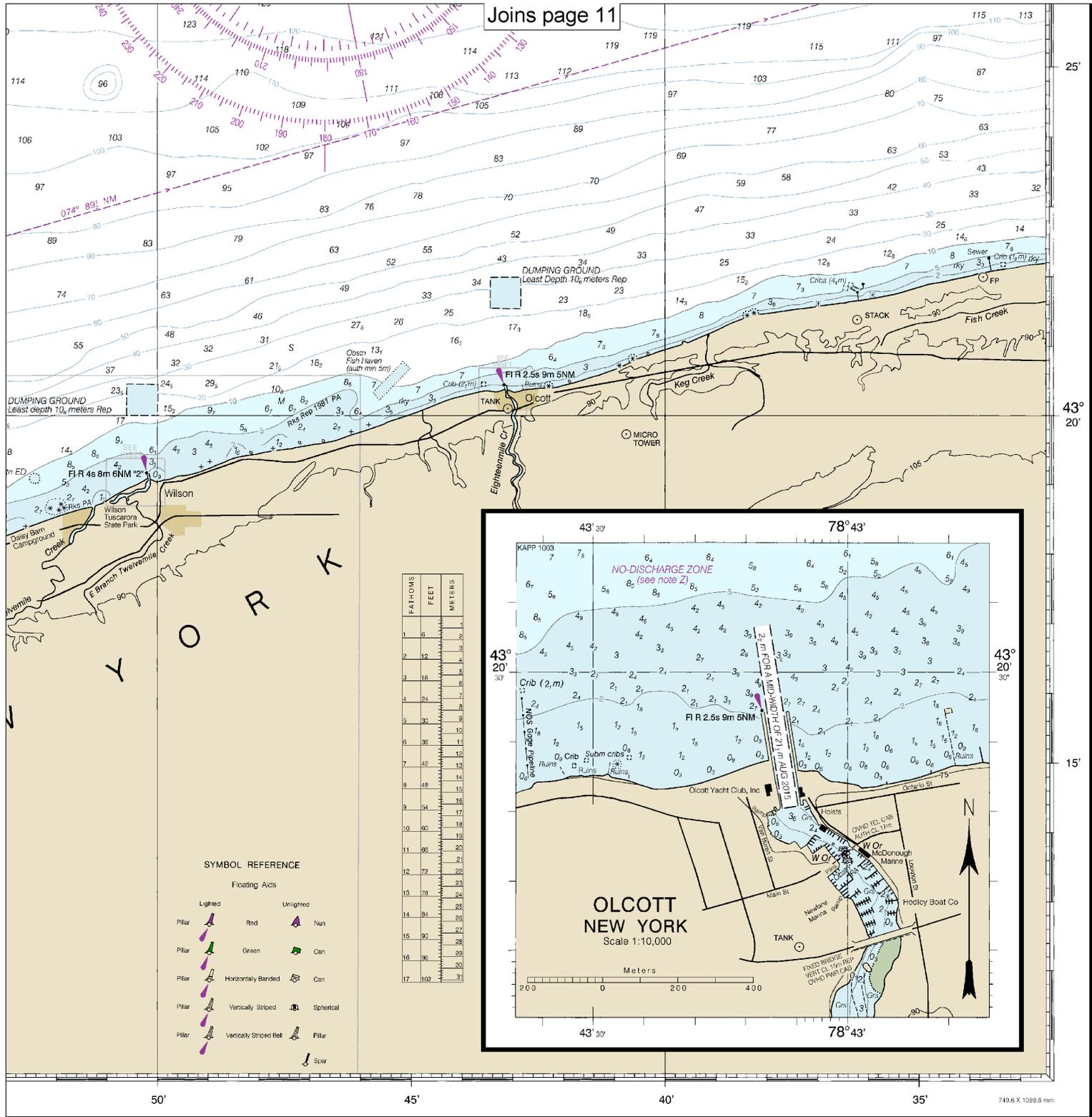
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.

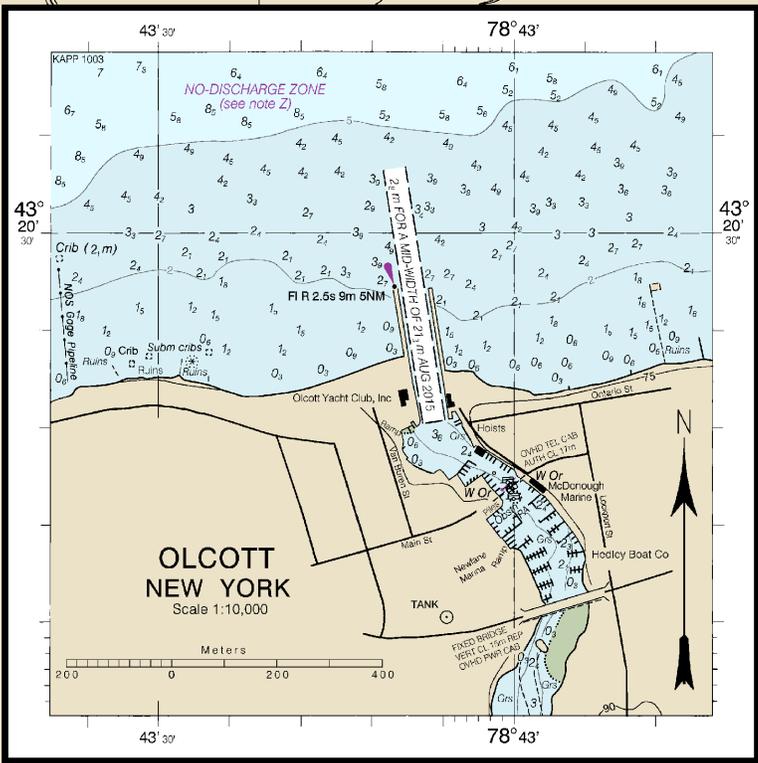




FATHOMS	FEET	METERS
1	6	1.1
2	12	2.1
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

SYMBOL REFERENCE

- Floating Aids
- | | | |
|----------------|----------------------------|---------------|
| Lighted Pillar | Red Pillar | Unlighted Nun |
| Lighted Pillar | Green Pillar | Unlighted Can |
| Lighted Pillar | Horizontally Banded Pillar | Unlighted Can |
| Lighted Pillar | Vertically Striped Pillar | Spherical |
| Lighted Pillar | Vertically Striped Ball | Pillar |
| | | Spar |



SCALE 1:100,000

Nautical Miles

Stature Miles

Yards

Meters

Olcott, N.Y. to Toronto, Ont.

DEPTHS IN METERS - SCALE 1:100,000

14810



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

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

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

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

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

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

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

Distress Call Procedures

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

HAVE ALL PERSONS PUT ON LIFE JACKETS!



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

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

Quick References

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



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.