

# BookletChart™

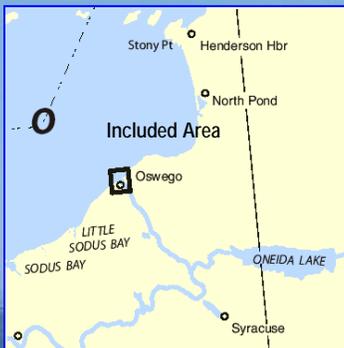
## Oswego Harbor

NOAA Chart 14813

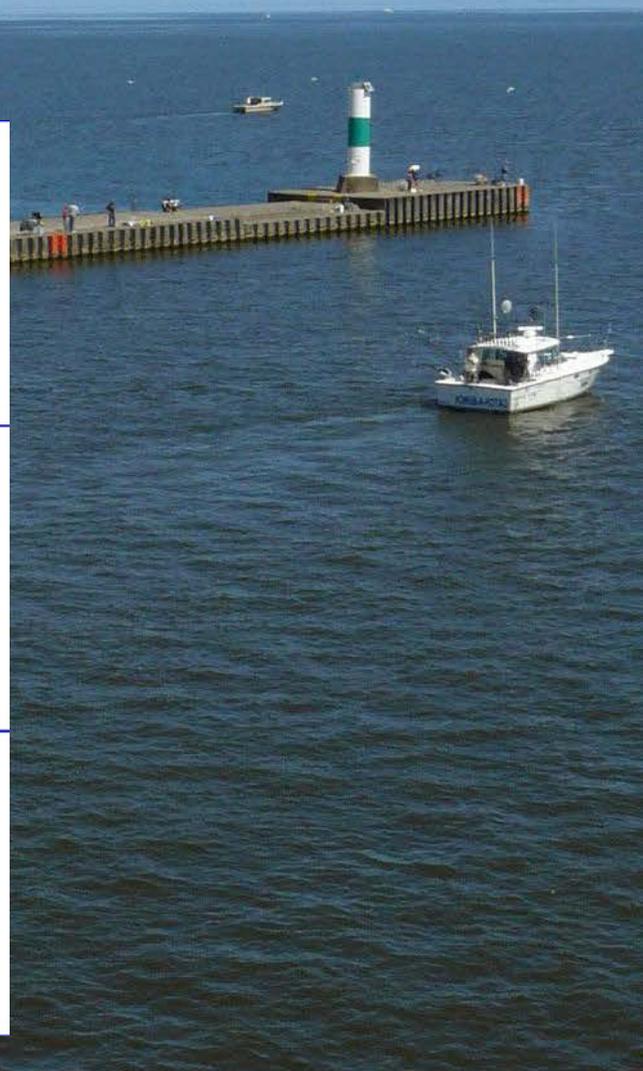
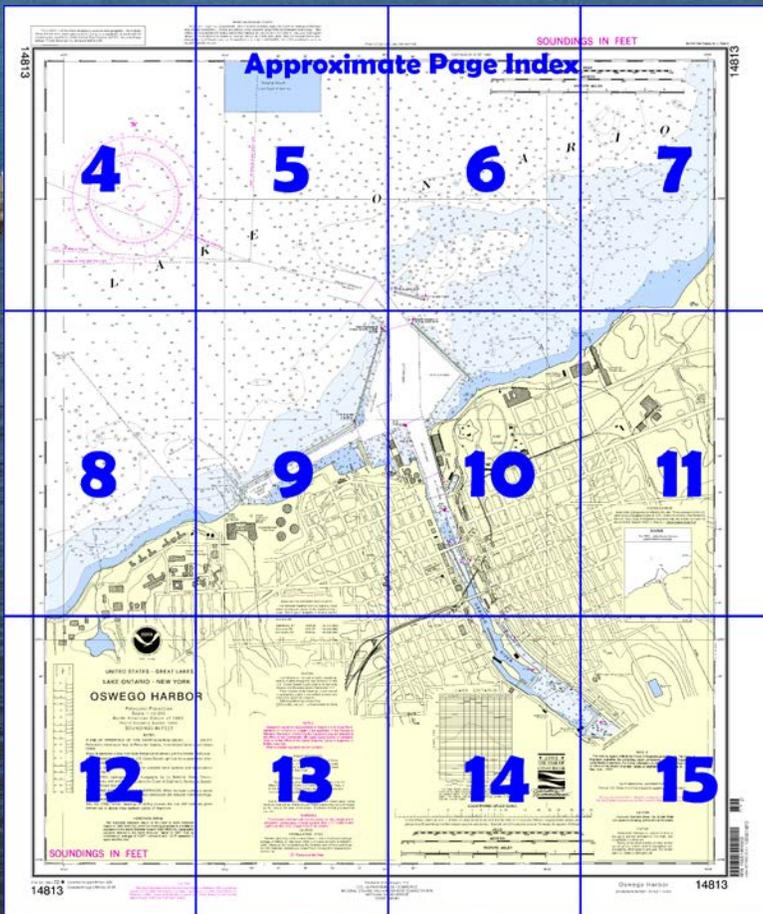


*A reduced-scale NOAA nautical chart for small boaters*

*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](http://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.

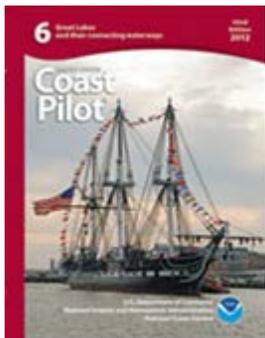
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14813>



**(Selected Excerpts from Coast Pilot)**

**Oswego Harbor**, at the mouth of the **Oswego River**, is on the S shore of Lake Ontario about 15 miles from its E end and about 45 miles S of Tibbetts Point at the head of the St. Lawrence River. The harbor serves the city of **Oswego, NY**, and is the terminus of the Oswego Canal of the **New York State Canal System**. The harbor comprises an outer breakwater harbor of refuge and an inner terminal harbor in the Oswego River. Because most of the very

severe storms are from the W and NW, with a fetch the entire length of the lake, the outer harbor is an important harbor of refuge for vessels in this part of the lake.

**Prominent features.**—The strobe-lighted stacks at the powerplant 1 mile W of the river mouth are prominent in the harbor approach.

**Channels.**—A dredged approach channel leads E from the lake S of a detached breakwater and between converging breakwaters into the outer harbor of refuge. From the outer harbor, the inner harbor extends up the Oswego River for 0.5 mile along the Oswego piers. Another channel, protected by an extension of the W breakwater, extends SW from the outer harbor along the shore to a turning basin. The breakwaters are marked by lights, and the channels by lighted and unlighted buoys. A fog signal is at the light on the west breakwater. In April 2004, the controlling depths were 23.3 feet in the approach and in the channel through the outer harbor to the mouth of the river, thence 20.0 feet in the river channel to the head of the federal project at Seneca Street. The outer harbor W of the entrance channel had depths of 11 to 16 feet (except for lesser depths in an area near the S end of the W breakwater.) The outer harbor E of the entrance channel had depths of 17 to 21 feet (except for lesser depths along the SE edge.) The channel leading SW to the turning basin had a depth of 16.1 feet, thence 15 to 20 feet in the basin.

In November 1983, a large anchor was reported lost in the W part of the outer harbor in about 43°28'03"N., 76°31'04"W.

A 7-foot spot depth is off the E face of the Port of Oswego Authority Grain Wharf at the W side of the mouth of the river in about 43°27'53"N., 76°30'53"W. Caution is advised.

Mooring vessels to the breakwaters, and anchoring in the outer harbor where it will interfere with navigation, are prohibited.

**Oswego Coast Guard Station** is on the S side of the outer basin 0.2 mile W of the mouth of Oswego River.

**Supplies.**—Some marine supplies and provisions are available at Oswego. Tank trucks deliver diesel oil to most wharves.

**Wrights Landing Marina** (43°27.5'N., 76°31.1'W.) is in the outer harbor about 1,200 feet W of Port of Oswego Authority Grain Wharf. Over 40 berths, sewage pump-out, and launching ramps are available. In April 1985, depths of 8 feet were reported alongside the berths. A marina on the E side of the river 0.3 mile above the mouth provides transient berths, gasoline, diesel fuel, electricity, water, ice, sewage pump-out, marine supplies, a 12-ton hoist, and hull and engine repairs. In 1991, depths of 10 feet were reported alongside the berths. Launching ramps are also available in the W part of the outer harbor.

**Danger.**—It is reported that during flood river conditions currents in the river attain velocities up to 5 mph (4.3 knots).

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

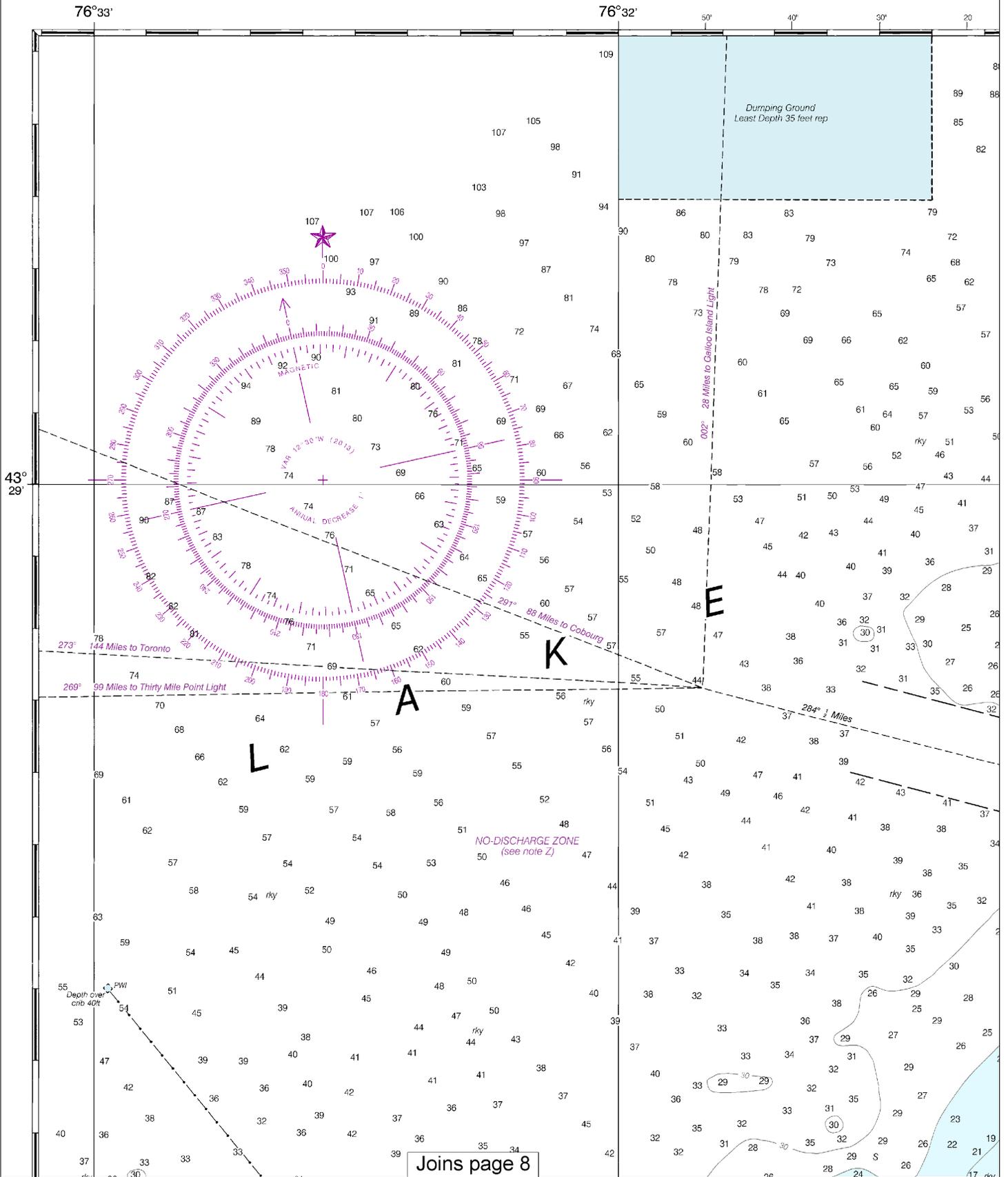
## Lateral System As Seen Entering From Seaward

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>

14813



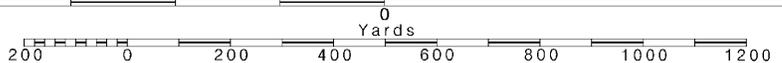
Joins page 8

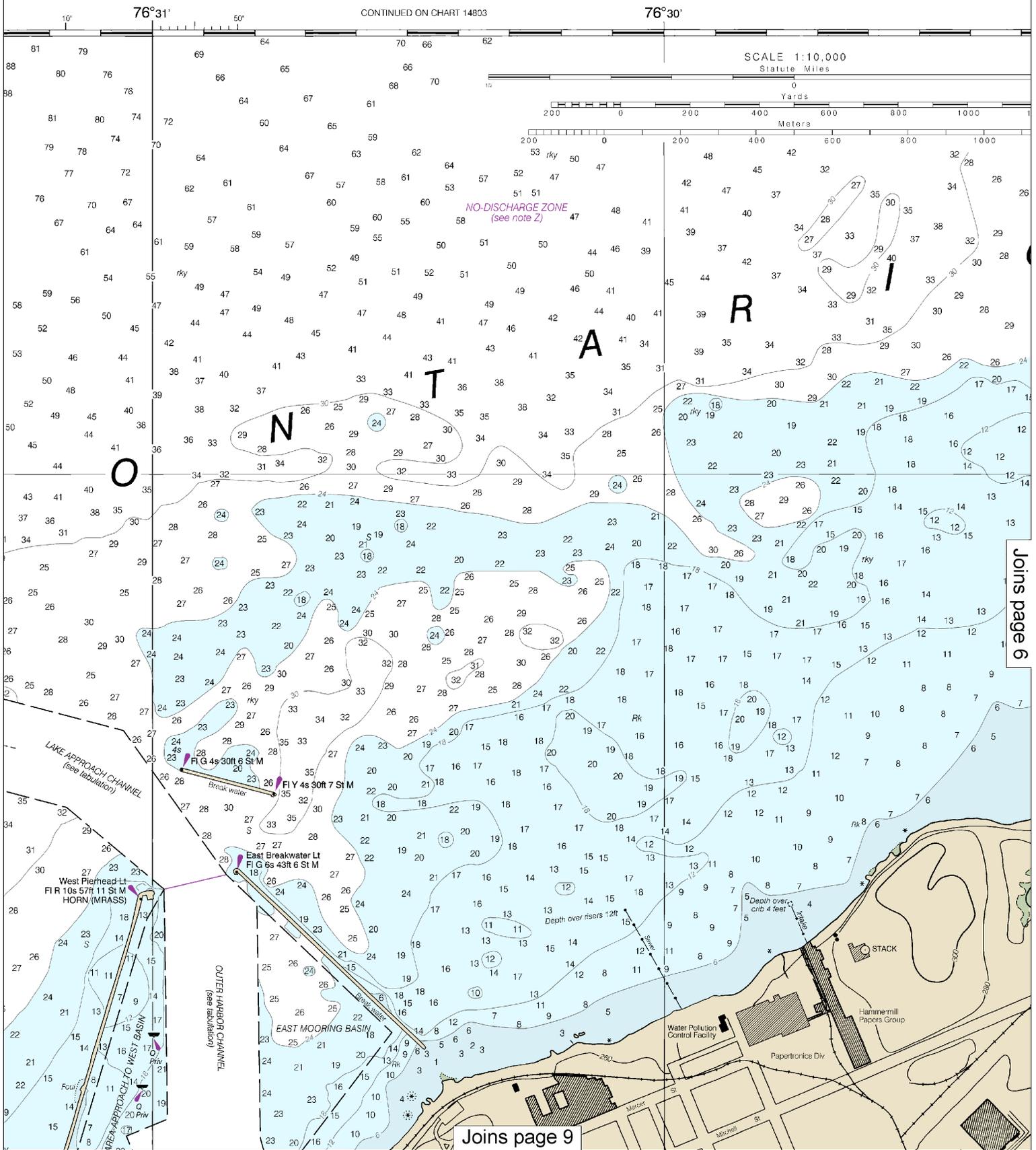
4

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.



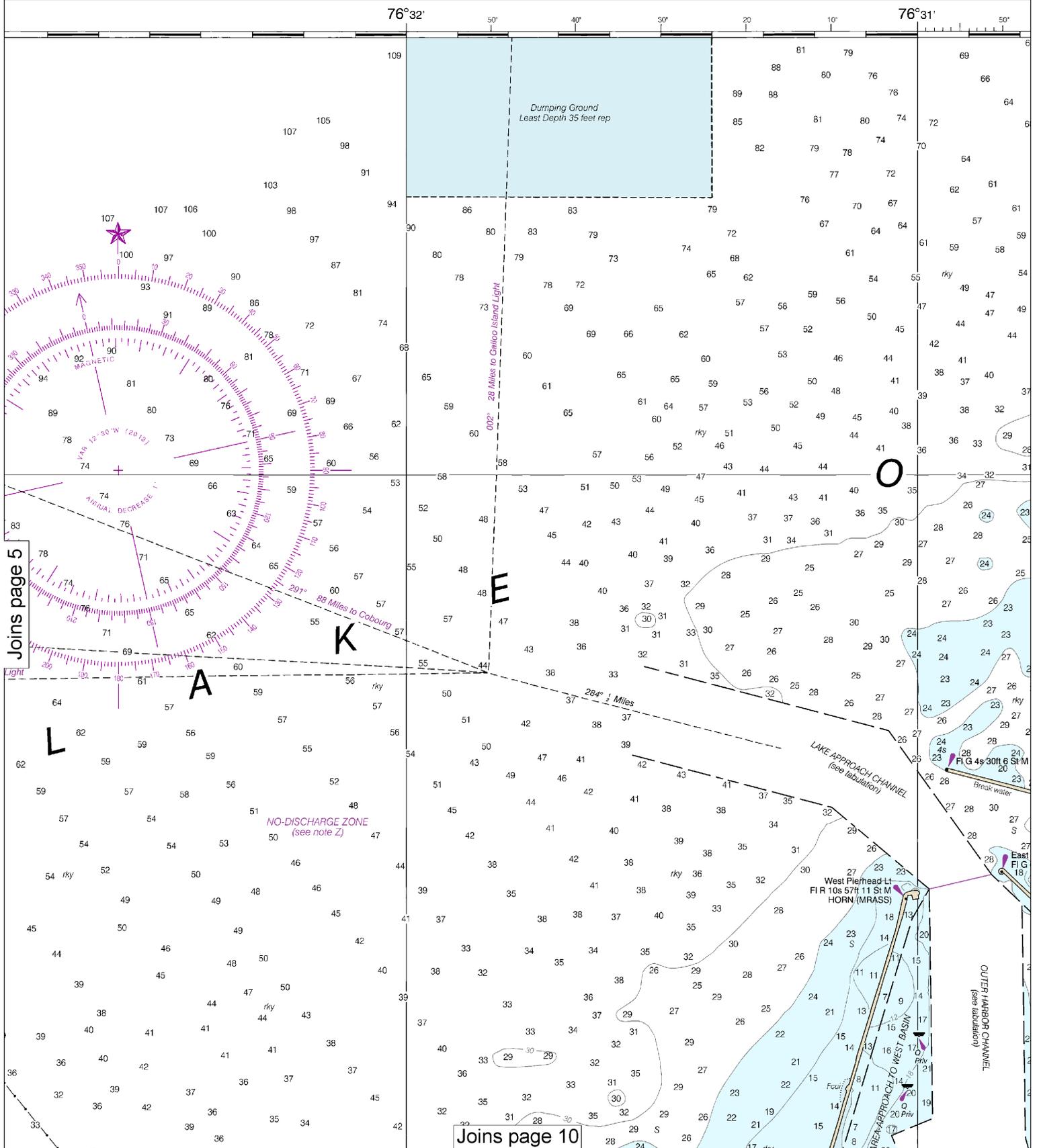


Joins page 6

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.





Joins page 5

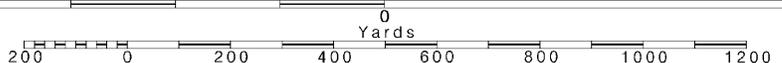
Joins page 10



Note: Chart grid lines are aligned with true north.

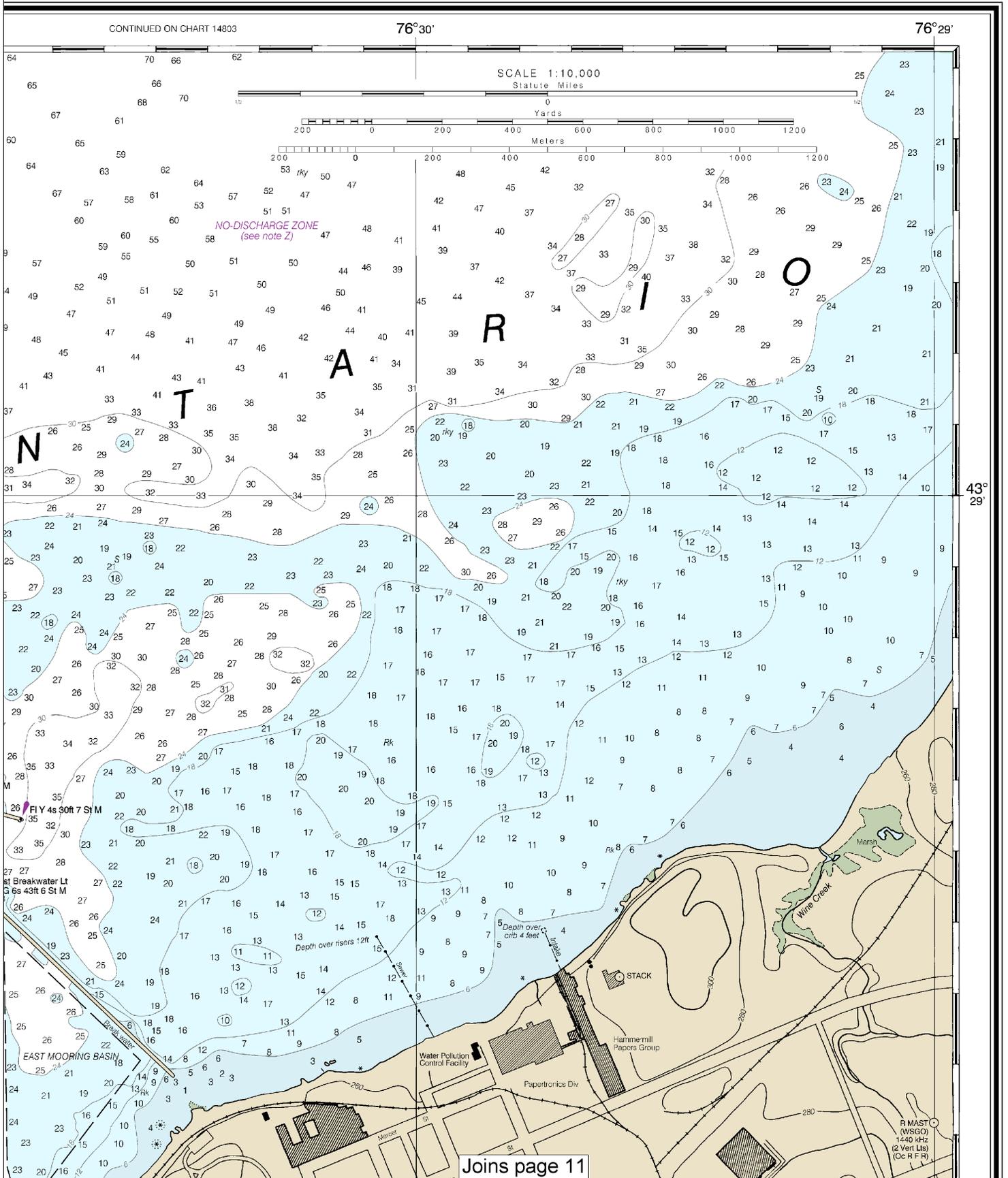
Printed at reduced scale. — SCALE 1:10,000 —  
Nautical Miles

See Note on page 5.



# SOUNDINGS IN FEET

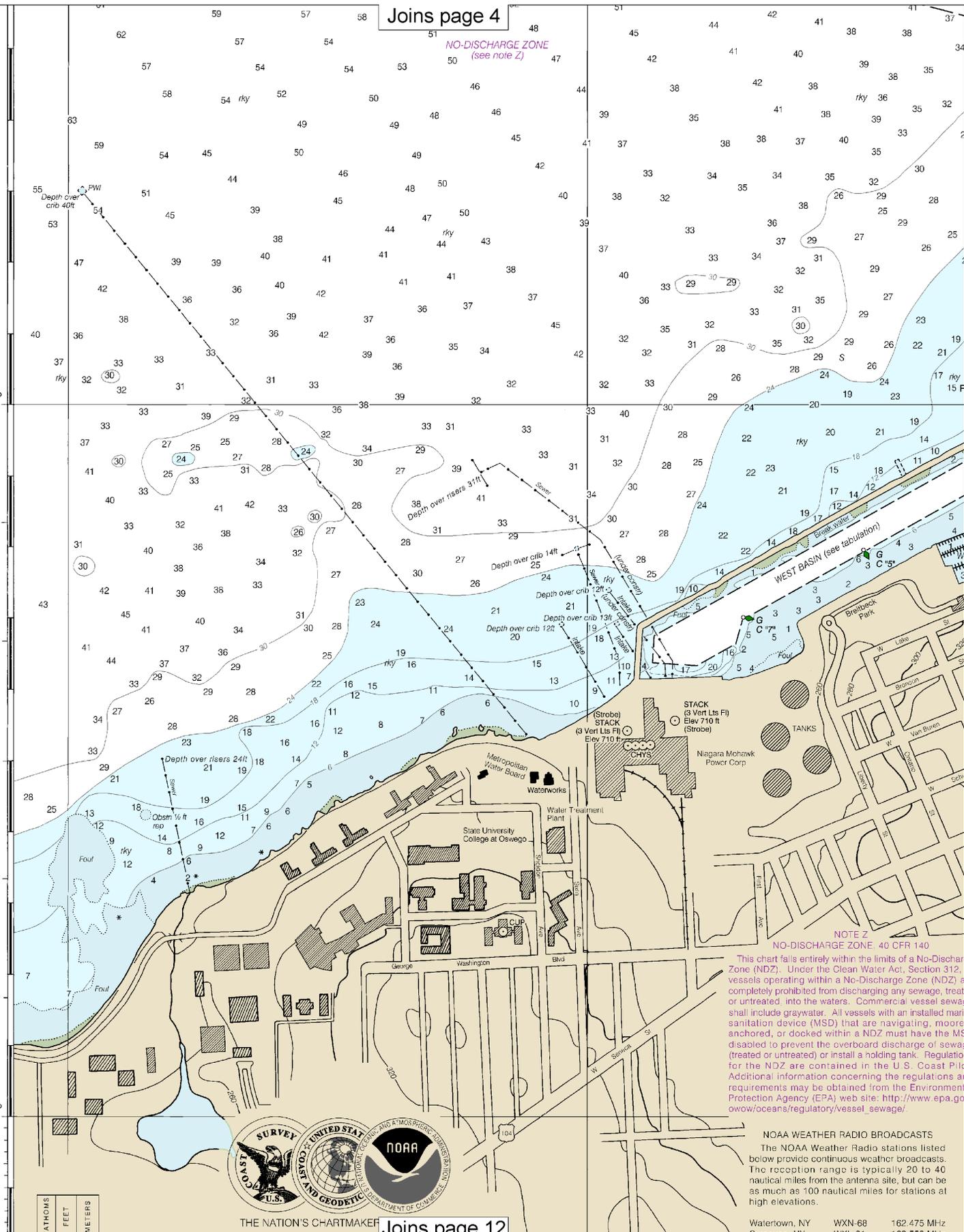
14813



NO-DISCHARGE ZONE  
(see note Z)

43° 28'

43° 27'



NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treat 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. Regulation 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/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/)

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.

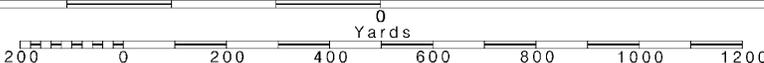
Watertown, NY	WXN-68	162.475 MHz
Syracuse, NY	WXL-31	162.550 MHz



Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





OSWEGO HARBOR CHANNEL DEPTHS  
 TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 20  
 CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DAT

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE
LAKE APPROACH CHANNELS	26.2	26.2	26.0	23.8	8
OUTER HARBOR CHANNEL	22.6	24.4	22.9	19.4	8
WEST BASIN	10.8	14.9	12.8	1.2	8
LOWER OSWEGO RIVER CHANNEL	23.3	23.2	23.2	19.9	8
UPPER OSWEGO RIVER CHANNEL	17.8	20.1	19.8	16.9	8

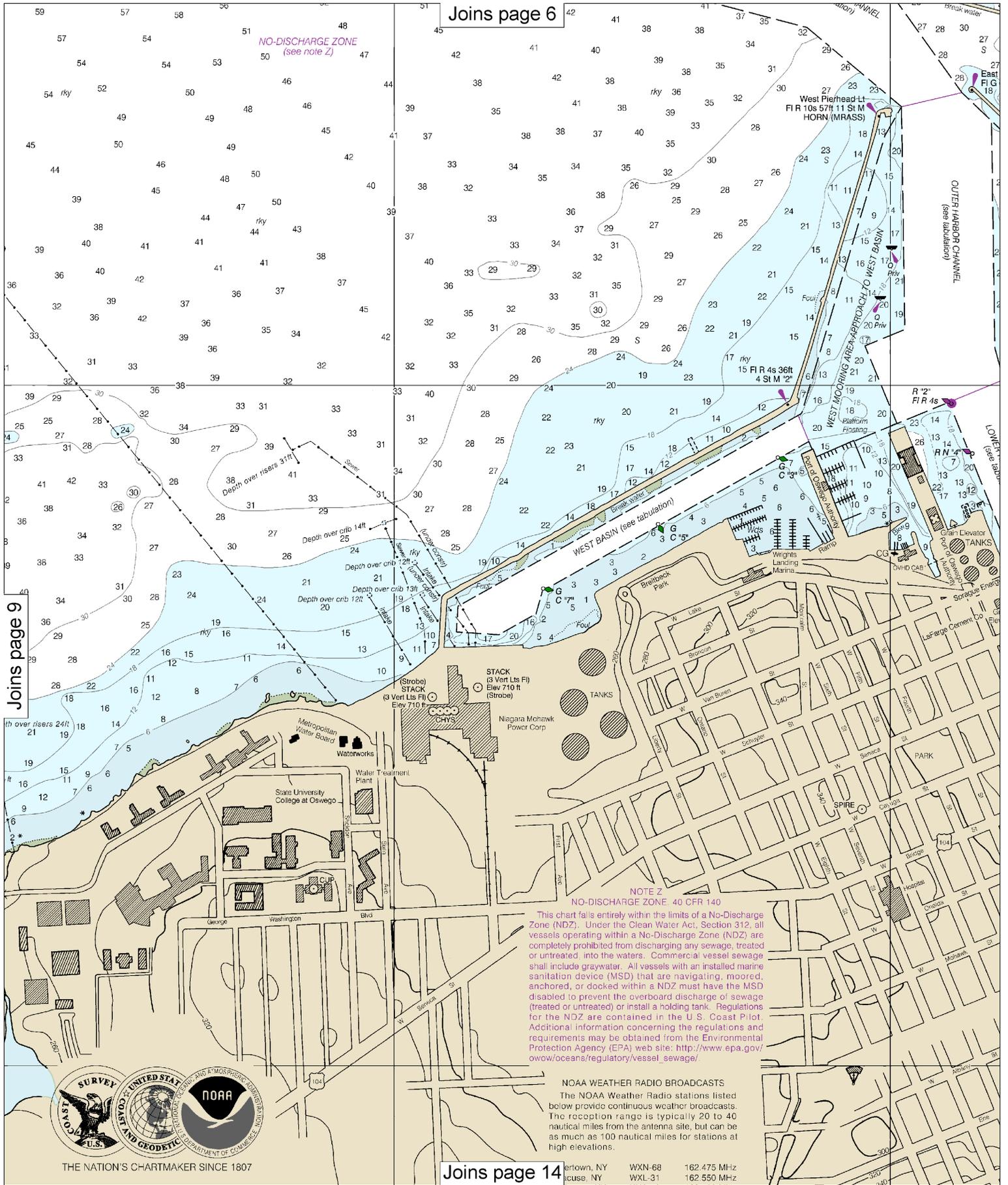
A. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 27 FOOT CONTOUR IN LAKE ONTARIO  
 B. IRREGULARLY SHAPED, SEE PROJECT CONDITION DRAWINGS.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE

Joins page 10

SOURCE: Most of the hydrography identified on this diagram is from surveys conducted by the U.S. Army Corps of Engineers prior to 1974. The U.S. Army Corps of Engineers are shown on this diagram. Refer to Chapter

SOURCE: j Pre-1974 Lake S partial bottom

76°33'	76°32'	76°31'
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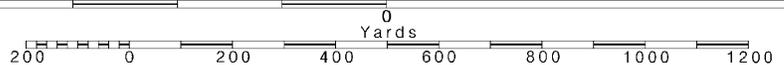


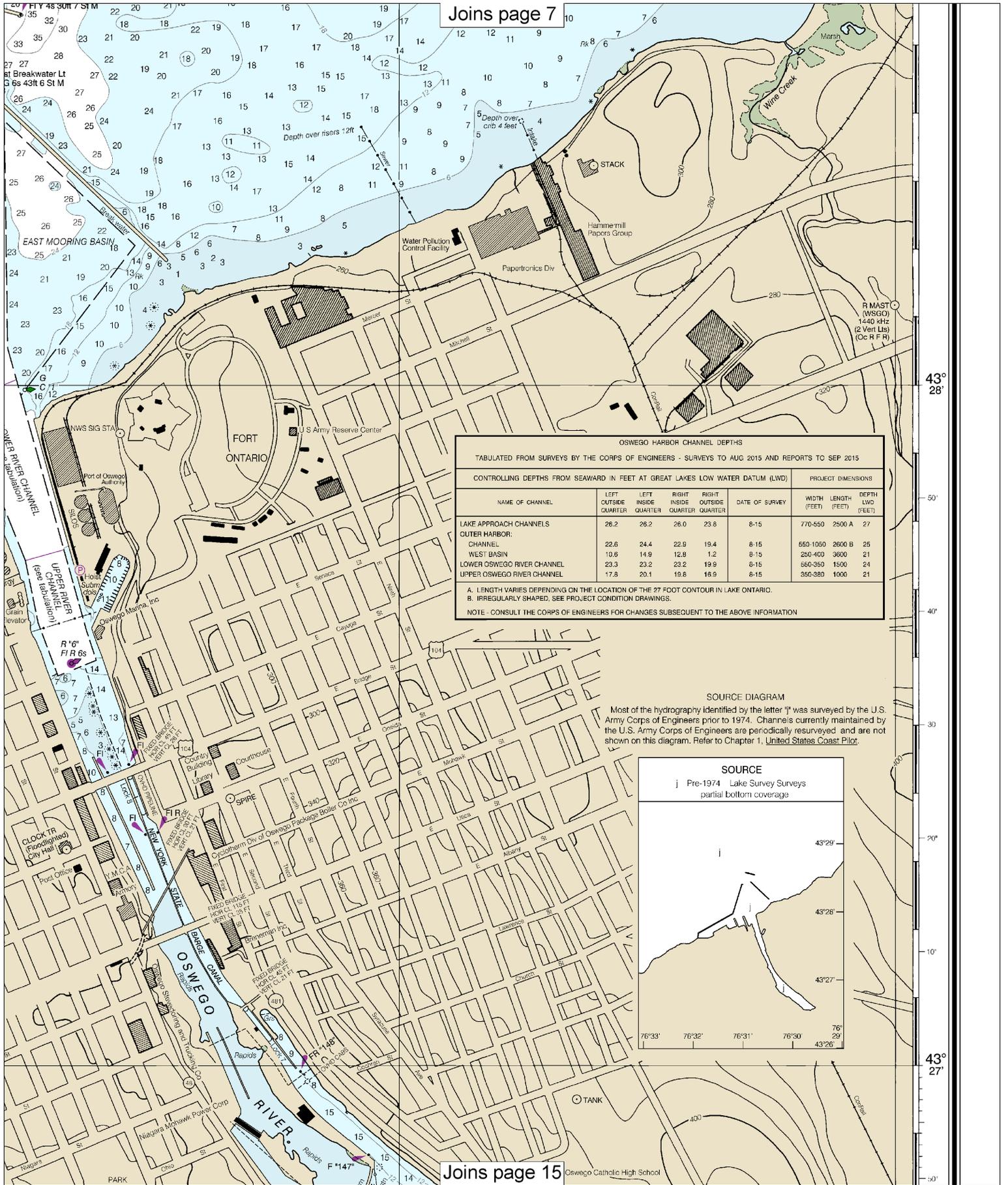
**10**

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





**OSWEGO HARBOR CHANNEL DEPTHS**

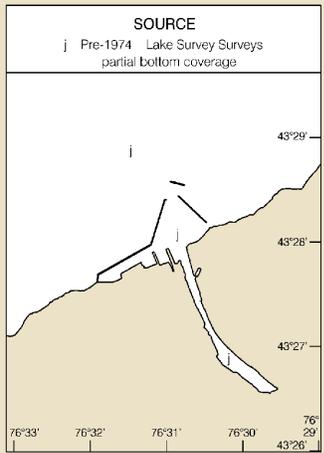
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO AUG 2015 AND REPORTS TO SEP 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
LAKE APPROACH CHANNELS	26.2	26.2	26.0	23.8	8-15	770-550	2600 A	27
OUTER HARBOR:								
CHANNEL	22.6	24.4	22.9	19.4	8-15	550-1050	2600 B	25
WEST BASIN	10.6	14.9	12.8	1.2	8-15	250-400	3600	21
LOWER OSWEGO RIVER CHANNEL	23.3	23.2	23.2	19.9	8-15	560-350	1500	24
UPPER OSWEGO RIVER CHANNEL	17.8	20.1	19.8	16.9	8-15	350-380	1000	21

A. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 27 FOOT CONTOUR IN LAKE ONTARIO.  
 B. IRREGULARLY SHAPED, SEE PROJECT CONDITION DRAWINGS.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

**SOURCE DIAGRAM**

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. 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.



43° 28'

50'

40'

30'

20'

10'

43° 27'

50'

Joins page 8

NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140

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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.

Watertown, NY	WXN-68	162.475 MHz
Syracuse, NY	WXL-31	162.550 MHz
Rochester, NY	KHA-53	162.400 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 Geodetic 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)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot. Additions or revisions to Chapter 2 are published in the National Geodetic Agency's Notices to Mariners. Information concerning the regulations may be obtained from the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers, Buffalo, New York.

Refer to charted regulation section numbers.

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.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the nearest Coast Guard facility if telephone communication is impossible (see U.S. Coast Pilot 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Pilot 153 for details.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not take on board sewage, or ballast, or bilge water within such areas adjacent to water intakes as are designated by the Commissioner of Food and Drug Administration (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplementary information.

Ⓟ Pump-out facilities



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES  
LAKE ONTARIO - NEW YORK

# OSWEGO HARBOR

Polyconic Projection  
Scale 1:10,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft. Reduced to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).  
Plane of reference in New York State Barge Canal above Lock 8 is Normal Pool Level.  
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.  
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.  
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.  
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



SOUNDINGS IN FEET

# 14813

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](http://nauticalcharts.noaa.gov).

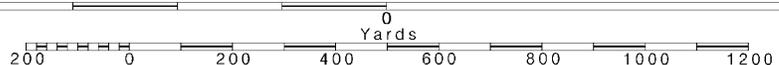
22nd Ed., Dec. 2013. Last Correction: 5/2/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

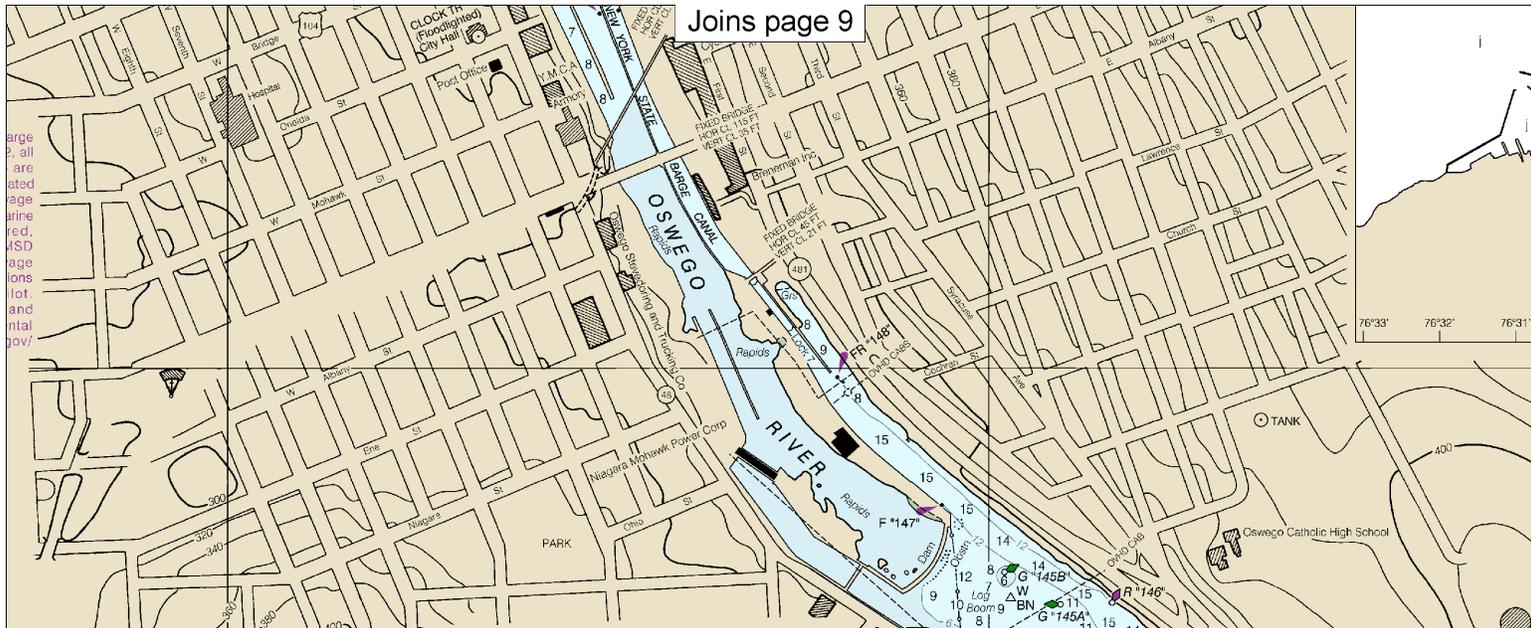
# 12

Note: Chart grid lines are aligned with true north.

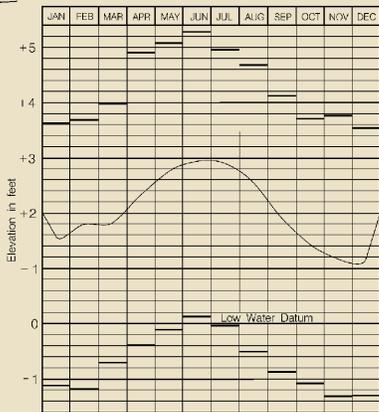
Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.





LAKE ONTARIO



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.

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 0.247" northward and 1.213" eastward to agree with this chart.

MARINER ACTIVATED SOUND  
OSWEGO HARBOR WEST PIER  
(MRASS) Horn is activated by key  
on VHF-FM Ch 83A

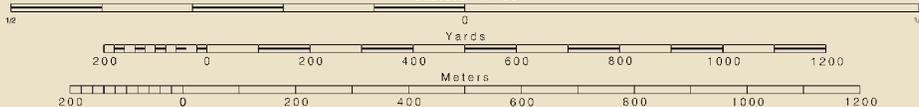
SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 6  
supplemental information.

Sailing courses and limits indicated in magenta  
mandated by the Lake Carriers Association and  
Shipowners Association.

CAUTION  
Improved channels shown by broken  
subject to shoaling, particularly at the end

CAUTION  
Temporary changes or defects in  
navigation are not indicated on this chart  
Local Notice to Mariners.  
During some winter months or when  
affected by ice, certain aids to navigation  
replaced by other types or removed. For  
see U.S. Coast Guard Light List.

SCALE 1:10,000  
Statute Miles



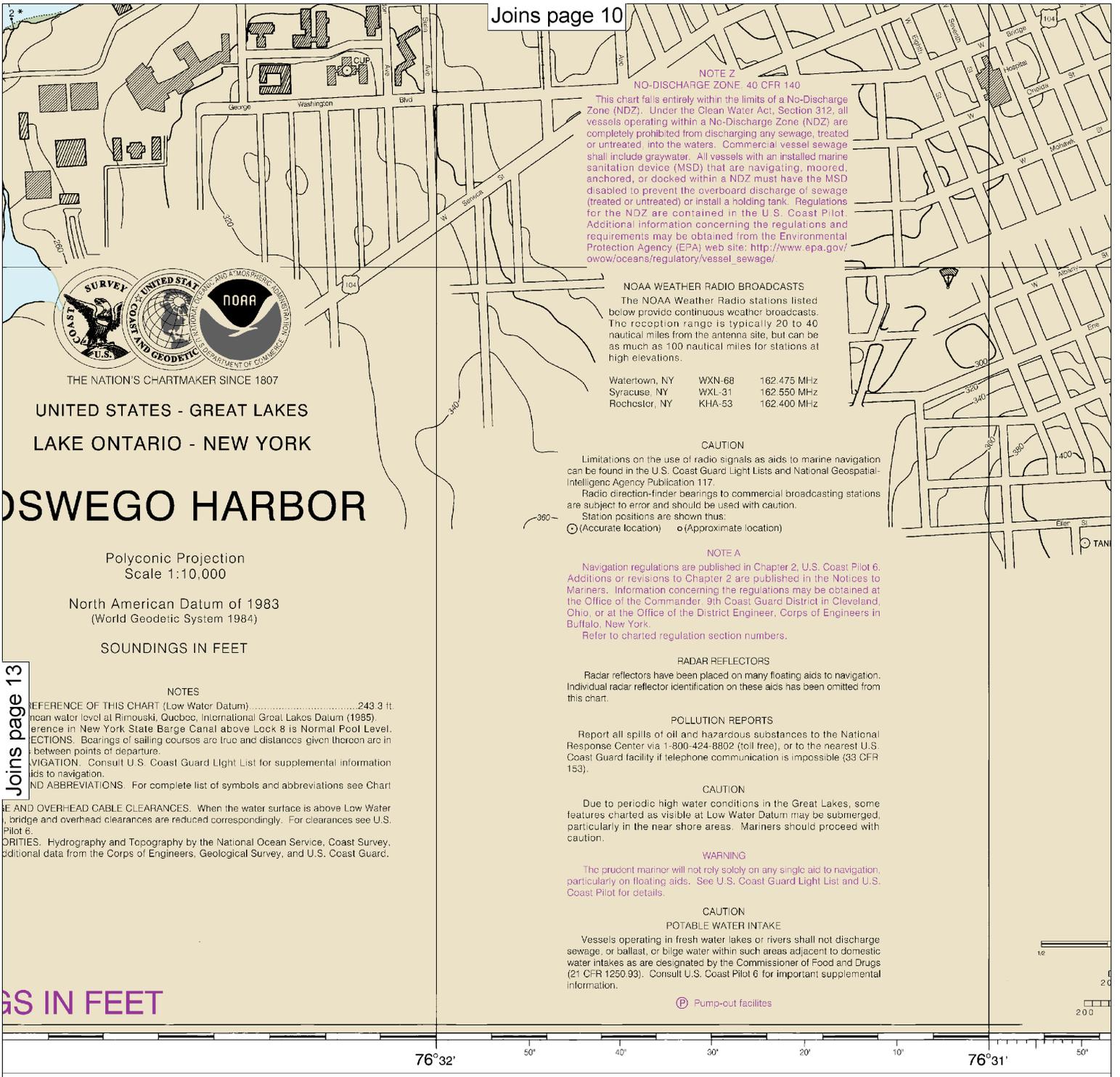
76°31'

76°30'

673.3 X 558.5 mm

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

Oswego Harbor  
SOUNDINGS IN FEET - SCALE 1:10,000



**NOTE Z**  
**NO-DISCHARGE ZONE 40 CFR 140**  
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 Station positions are shown thus:  
 ○ (Accurate location)    ◐ (Approximate location)

**NOTE A**  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices 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.

**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.

**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).

**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.

**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**  
**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.

Ⓟ Pump-out facilities



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES  
 LAKE ONTARIO - NEW YORK

**OSWEGO HARBOR**

Polyconic Projection  
 Scale 1:10,000

North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FEET

Joins page 13

**NOTES**  
 REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft.  
 Mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).  
 Reference in New York State Barge Canal above Lock 8 is Normal Pool Level.  
**DEVIATIONS.** Bearings of sailing courses are true and distances given thereon are in miles between points of departure.  
**NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information and aids to navigation.  
**ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.  
**UNDER-CABLE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum and bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.  
**REFERENCES.** Hydrography and Topography by the National Ocean Service, Coast Survey, and additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOUNDINGS IN FEET

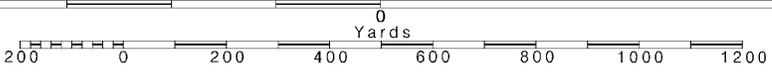
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticcharts.noaa.gov](http://nauticcharts.noaa.gov).

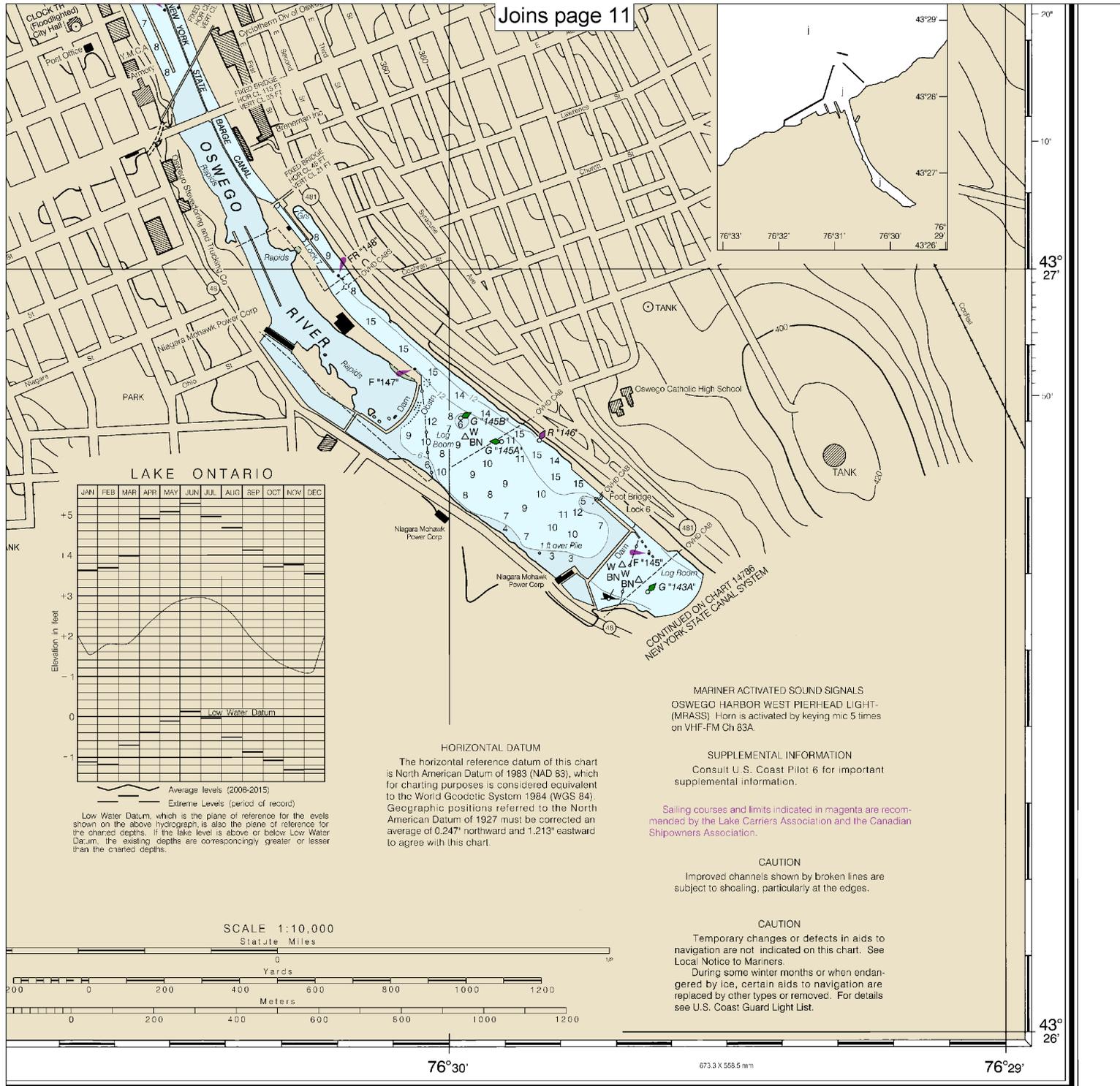
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 NATIONAL OCEAN SERVICE  
 COAST SURVEY

Last Correction: 5/2/2016. Cleared through:  
 016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.





# Oswego Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

# 14813



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](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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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.