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
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=14773

(Selected Excerpts from Coast Pilot)

Canadian Middle Channel branches west from the main vessel course at Ironsides Island and leads through the Thousand Islands on the Canadian side of the International boundary, thence between Wolfe Island and Howe Island and into Lake Ontario in the vicinity of Kingston, ON. Channel is marked by lights and buoys. Speed limit—There is a speed limit of 9.5 knots (10.9 mph) over the ground for all vessels over 40 feet (12.2 m) in length in the Canadian Middle Channel and adjacent waters.

Above Ironsides Island, Canadian Middle Channel leads past the southwest end of Grenadier Island, thence through Raft Narrows along the mainland. The main channel through the narrows is crossed by a fixed highway bridge with a clearance of 120 feet. Above the narrows, the channel divides around Wood Island, along the north side upbound and the south side downbound. Thence the channel leads between Wallace Island and Ash Island, southwest past The Navy Islands, and through the south part of The Lake Fleet Islands to a point north of The Puncts, thence south of Leek Island and into the deep wide water between Wolfe and Howe Islands.

American Narrows (Upper Narrows) separates Wellesley Island from the U.S. mainland for about 6 statute miles (5.2 nm) from Cherry Island southwest to the upper end of Wellesley Island. The channel through the narrows is generally deep, has a least width of 450 feet (137 meters), and is well marked by lights and buoys. The channel is bordered throughout its length by small islands and shoals. The lower entrance to the narrows is marked by a 218° leading light at the village of Point Vivian, about 1 statute mile (0.9 nm) southwest of Cherry Island.

Swan Bay and Brown Bay are shallow inlets about 2.5 statute miles (2.2 nm) above Cherry Island on the southeast and northwest sides of the narrows, respectively. During summer, gasoline is available at a small marina on the northeast side of Swan Bay. In 1977, the reported depths were 3 feet (0.9 meter) in the approach and 6 feet (1.8 meter) alongside.

Thousand Islands Bridge, a suspension span with a clearance of 150 feet (45.7 meters), crosses the narrows just west of Swan Bay.

Niagara Shoal, covered 3 feet and marked on the north side by a light buoy, is on the southeast side of the narrows 1.5 statute miles (1.3 nm) above the bridge. Coming out of the narrows at the upper end of Wellesley Island, the vessel route passes southeast of Granite State Shoals, marked by a light, and northwest of Rock Island Reef, marked by a lighted buoy.

Fineview, NY, is a small settlement on Wellesley Island just below Granite State Shoals. A dock at the settlement is suitable for skiffs only because of many rocks off the end. In 1977, the reported depths were less than 2 feet (0.6 meter) alongside.

Thousand Island Park is a private summer resort at the upper end of Wellesley Island. In 1977, the dock had a reported depth of 10 feet (3 meters) alongside, but the dock approach from the river channel is narrow and obstructed by numerous rocks.

Fishers Landing, NY, is a settlement of 0.8 statute mile (0.7 nm) southeast of Fineview on the west side of Mullet Creek Bay. Marinas can provide gasoline, ice, some marine supplies, launching ramps. Forklifts can haul out craft to 5 tons for hull and gasoline engine repairs. In 2002, depths of 6 to 12 feet (1.8 to 3.5 meters) were reported available at the berths. A marina on the east side of Spicer Bay, about 1.2 statute miles (1 nm) east of Little Round Island, provides gasoline, water, ice, electricity, some marine supplies, and a launching ramp. A 12-ton fixed lift can handle 36-foot (11-meter) craft for hull and engine repairs. In 1977, the reported controlling depths were 4 feet (1.2 meters) in the approach and 5 feet (1.5 meters) alongside the berths.

Clayton, NY, is on the southeast side of the St. Lawrence River about 20 statute miles (17.4 nm) below Lake Ontario. Grindstone Island is in midriver northwest of Clayton, and Washington Island is close to shore northeast of the village. A causeway connects Washington Island to Clayton. The fixed span near the island end of the causeway has two 33-foot (10.1-meter) openings, each with a clearance of 6 feet (1.8 meters). Clayton is a customs port of entry.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Cleveland Commander
9th CG District (216) 902-6117
Cleveland, OH
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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
POLLUTION REPORTS
All oil and hazardous substances to the National Response Center via 1-800-434-4359 (24 hr) or Coast Guard Facility; if telephone communication is not possible (30 CFR 152).

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.
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.

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**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/](http://www.nws.noaa.gov/nwr/)

**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNMs 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](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](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.

NOAA’s Office of Coast Survey  The Nation’s Chartmaker