Chaumont, Henderson and Black River Bays
NOAA Chart 14811

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=148

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

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

Selected Excerpts from Coast Pilot

Point Peninsula (44°00′N, 76°15′W), an almost detached body of land about 6 miles long and 3 miles wide, is joined to the mainland on its NW side by a narrow neck. Shoaling extends as much as 1.2 miles off the W side and around the S end. A lighted buoy 1 mile S of the SW end of the peninsula marks the S side of the shoaling. Between the SE side of the peninsula and Pillar Point on the mainland opposite, a deep channel extends NE to Chaumont and Guffin Bays. The channel has depths greater than 30 feet except for a shoal with depths of 22 to 28 feet which generally parallels the SE end of the peninsula.

Chaumont Bay, about 20 miles by deep water from Tibbetts Point, is separated from Lake Ontario by Point Peninsula and the adjoining mainland point. It is a large and well-protected area with depths of 18 to 30 feet of water to within 0.4 mile of shore, except for shoals in the SW end and shoals extending about 1.5 miles SE from Three Mile Point on the N side of the bay. The bay provides good anchorage, mud bottom. Three Mile Bay, N.Y., is a village at the N end of Three Mile Bay, a small bay on the N side of Chaumont Bay. In 1977, the reported controlling depth through the bay to the village was 3 feet, thence 2 feet to and in the marina. Gasoline, ice, marine supplies, a launching ramp, and limited repairs are available. The Chaumont River flows through the village and into Chaumont Bay on the NW side of Independence Point. A fixed highway bridge at the mouth of the river has a clearance of 20 feet, and an overhead telephone cable on the N side of the bridge has a clearance of 22 feet. The pier remains of a railroad bridge 0.1 mile NE provide a horizontal clearance of 50 feet.

Black River Bay, opening about 6 miles E of the SW end of Point Peninsula, is entered between Everleigh Point on the N side and Horse Island on the S side. The bay is about 1 mile wide and extends NE for about 5.5 miles. The water is deep through the bay and close to the shore except for a very shallow expanse filling the upper 1.5 miles. Black River enters at the head of the bay. A depth of about 5 feet can be carried through the shallows and between the submerged ruins of breakwaters at the mouth of the river upstream to the village of Dexter, about 1 mile above the mouth. The channel is marked by private lighted and unlighted buoys that are shifted to mark the best water.

Sackets Harbor, N.Y., is on the SE side of Black River Bay, about 22 miles by water from Tibbetts Point. The harbor, about 7 acres in extent, is protected on the N side by Navy Point. Lights on the N side of Horse Island and on Navy Point mark the approach to the harbor. In 1976, the controlling depth in the entrance E of Navy Point was 9 feet. In 1977, the harbor basin had a reported controlling depth of 9 feet except for shoaling to 2 feet in the W end. Good anchorage is available with sand, mud, gravel, and rock bottom, taking care to avoid anchoring over the submarine cable in the SE part of the basin. Private mooring buoys extend 082° from Navy Point for approximately 80 yards. A seasonal Coast Guard station is on the S side of the basin. Several marinas at Sackets Harbor provide gaso—line, diesel fuel, water, ice, electricity, sewage pump—out, marine supplies, launching ramps, mobile lifts to 25 tons, a mast-stepping crane, and hull and engine repairs. In 1977, depths of 3 to 15 feet were reported alongside the facilities. Bass Island and Gull Island are on a very small bank that extends 0.2 mile NE from Bass Island and 0.5 mile SW from Gull Island. The deep channel between the shoals off Horse and Bass Islands, about 0.7 miles wide, is the NE entrance to Henderson Bay.
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

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

PREFFERED 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)
- FLASHING 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
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 pretreated, into the waters. Commercial vessel sewage disposal systems are prohibited. 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 onboard discharge of sewage (treated or pretreated) in the vicinity of the NDZ. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the U.S. Environmental Protection Agency (EPA) web site: http://www.epa.gov/water/marine/pollution/ndz/ndz.html.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. Scale: 1:90,000. See Note on page 5.
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. 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.
For complete list of symbols and abbreviations, see Chart No. 1, Buoys and Oversea Cable Clearances. When the water surface is below Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearance see U.S. Coast Pilot 6.

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

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or polluted, or brackish water within such close distance to domestic water intakes as are designated by the Commissioner of Food and Drugs (31 CFR 1250.8). Consult U.S. Coast Pilot 6 for important supplemental information.

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U.S. DEPARTMENT OF COMMERCE

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

NATIONAL OCEANIC SERVICE

COAST SURVEY

NOAA encourages users to submit inquiries, discrepancies or comments about the chart at http://www.nauticalcharts.noaa.gov/contactchart.html.
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.

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
Chart and chart related inquiries and comments — http://ocsdata.nco.ncdf.noaa.gov/ids/inquiry.aspx?frompage=ContactUs
Chart updates (LNW and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNW_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 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

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.