Lower Niagara River
NOAA Chart 14816

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=14816

(Selected Excerpts from Coast Pilot)

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.

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.

At the prevailing stages during the navigation season, a depth of about 13 feet may be carried into the river by closely following the lighted range. An alternate approach is on course 187°, avoiding the E edge of Niagara Bar and leaving the lighted bell buoy marking the bank off Fort Niagara close aboard to port, and then swinging for the river when on the lighted range.

Once inside the river, an unobstructed channel with depths of 30 to 70 feet leads to Lewiston at the foot of the rapids below Niagara Falls, about 7 miles above the mouth.

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

Niagara-on-the-Lake, Ont., is on the W 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.

A small-craft basin immediately S of the customs wharf provides gasoline, diesel fuel, sewage pump-out, a 25-ton marine railway, a 20-ton hoist, and hull and engine repairs. Depths of 2 to 5 feet are reported in the basin. Mariners are cautioned that strong winds tend to raise or lower the water level in the basin by as much as 2 feet.

Anchorage.—A special anchorage is on the east side of the river at Youngstown. (See 33 CFR 110.1 and 110.85, chapter 2, for limits and regulations.)

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

Quarantine is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Youngstown is a customs port of entry.

Anchorage.—A Canadian anchorage area is on the west side of the river about 2 miles above the mouth.

Lewiston, NY, on the east side of the river about 7 miles above the mouth, is the head of navigation on the lower Niagara River. In 2000, the town landing had a large 300-foot dock with a reported depth of 8 feet alongside. A launch area and transient slip area was also available at the landing.

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.

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

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

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- FLASHING 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)
- 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
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. 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.

**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/nrne.shtml
- Chart and chart related inquiries and comments — http://ocsdata.nce.noaa.gov/ids/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
- 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

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.