BookletChart™

Sturgeon Point to Twenty Mile Creek
NOAA Chart 14823

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

Included Area

Approximate Page Index

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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=14823

(Selected Excerpts from Coast Pilot)

**Between Sturgeon Point (42°41.4’N., 79°02.9’W.) and Silver Creek, about 12 miles southwest, the hydrography is less regular. West of Big Sister Creek, about 2 miles from Sturgeon Point, an unmarked boulder ledge with a least depth of 3 feet extends 2 miles offshore. Cattaragus Creek is about 9.5 miles southwest of Sturgeon Point. A dredged entrance channel leads between two breakwaters and through the creek to a railroad bridge about 0.8 mile above the mouth. The ends of the breakwaters are marked by lights. In 2009, the controlling depth was 3.1 feet at the midchannel to about 42°34’03”N., 79°08’00”W., thence shoaling to bare to the head of the project. The channel inside the breakwaters is narrow and unmarked with numerous turns; mariners are advised to seek local knowledge before transiting the creek. Several marinas in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, towing, and launching ramps. Mobile lifts to 20 tons are available for hull and minor engine repairs. In 1977, depths of 2 to 10 feet were reported alongside the berths. Between Cattaraugus Creek and Silver Creek, a stony ledge extends 1.5 miles from shore. From Silver Creek, the shoreline trends generally southwest for 10 miles to Dunkirk, and shoal water extends about 0.8 mile offshore.**

**Dunkirk Harbor**, about 35 miles southwest of Buffalo Harbor, is in an indentation of the shore between Battery Point on the east and Point Gratiot on the west. The harbor serves the town of Dunkirk, NY. An unmarked dumping ground with a least reported depth of 35 feet is 1 mile northeast of Point Gratiot.

**Dunkirk Light** (42°29.6’N., 79°21.2’W.), 82 feet above the water, is shown from a white square tower on Point Gratiot.

**Channels.**—The harbor is entered from Lake Erie through a dredged entrance channel northeast of Point Gratiot. The channel leads southeast between a pier on the west and a detached breakwater on the east to the harbor basin off the Municipal Pier. The pier and breakwater are marked on the channel ends by lights, and the channel limits are marked by buoys. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

Two small-craft harbors on the east and west sides of the Municipal Pier are protected by breakwaters; the breakwaters are marked by lights at the entrances. In 2008, depths of 2 to 5 feet were available in the E basin and 3½ feet in the W basin with shoaling to less than one foot near the western end.

**Anchorages.**—Because of the rock bottom, anchorage in the harbor is poor. The shallow water does not permit mooring to the breakwater.

**Dangers.**—Vessels entering the harbor should hold to the E to avoid the shoals along the southwest side of the channel. As there is no breakwater protection on the east side, the harbor is subject to severe wave action from E storms.

**Small-craft facilities.**—In 1977, it was reported that the Dunkirk Public Dock at the foot of Central Avenue was in an unsafe condition and was no longer being used by commercial vessels. Persons desiring to load or unload cargo at the dock should contact the harbormaster or the city engineer for additional information. The dock has water and electricity available for transient small craft. In 1977, depths of 5 to 8 feet were reported along the north end of the east face. Small-craft facilities southwest of the city dock provide gasoline, diesel fuel, water, sewage pump-out, marine supplies, and a launching ramp. Mobile lifts to 1½ tons are available for emergency hull and minor engine repairs.

Between Gratiot Point and Van Buren Point (42°27.4’N., 79°25.0’W.), 4.3 miles southwest, a rocky bank with less than 20 feet of water extends 1 mile from shore. From Van Buren Point, the shoreline trends southwest for about 12 miles to Barcelona Harbor. The shore is clear to within 0.7 mile except just west of Van Buren Point where depths to 19 feet extend 1.2 miles off.

**Barcelona Harbor**, just east of the mouth of Chautauqua Creek, is about 17 miles southwest of Dunkirk. Although it is not protected from east winds or strong winds from any direction, it is sometimes used as a harbor of refuge by light-draft vessels.

**U.S. Coast Guard Rescue Coordination Center**

24 hour Regional Contact for Emergencies

<table>
<thead>
<tr>
<th>RCC Cleveland</th>
<th>Commander</th>
<th>9th CG District</th>
<th>(216) 902-6117</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Cleveland, OH</td>
<td></td>
</tr>
</tbody>
</table>
Lateral System As Seen Entering From Seaward

PORT SIDE
ODD NUMBERED AIDS

- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING QUICK FLASHING ISO
- TOPMOST BAND GREEN
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD

PORT SIDE
EVEN NUMBERED AIDS

- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING QUICK FLASHING ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT

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

To make suggestions, ask questions, or report a problem with a chart, go to https://www.nauticalcharts.noaa.gov/customer-service/assist/
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. 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.
UNITED STATES - GREAT LAKES
LAKE ERIE - NEW YORK  PENNSYLVANIA

STURGEON POINT
TO
TWENTYMILE CREEK

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1994)
SOUNDINGS IN FEET

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on fathoming aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-434-8802 (toll-free), or to the nearest U.S. Coast Guard District Office; immediately inform the Local Pollution Control Office; and report to the nearest EPA Regional Office.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum): 589.2 ft.
Reference to mean water level at Hiram, Quebec, International Great Lakes Datum (1955).
SAILING DIRECTIONS. Bearings and distances given therein are in statute miles between points of departure.
AIMS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buos, 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.
Bridge and Overhead Cable Clearances. When the water surface is above Low Water Chart datum and overhead clearance is reduced correspondingly. For clearances see U.S. Coast Guard Light List.

SOURCES
Rd 1970-1989 NOS Surveys partial bottom coverage
j Pre-1974 Lake Survey Surveys partial bottom coverage

The Nation's Chartmaker Since 1807

NOAA
Note: Chart grid lines are aligned with true north.
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/

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!

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.ncoa.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

Twitter — 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.