BookletChart™

Upper Niagara River
NOAA Chart 14832

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.


(Selected Excerpts from Coast Pilot)
Niagara River above Niagara Falls—At its east end, Lake Erie becomes comparatively narrow and has its outlet in the Niagara River. From the head of the river, it is about 20 miles to the falls and rapid of American Falls and Horseshoe Falls. About 5 miles below the head, the river is divided into two channels by Strawberry Island and Grand Island. Tonawanda Channel and Niagara River Channel, the U.S. channels, lead to the east of these islands, and Chippawa Channel, the Canadian channel, leads to the west of these islands. At the lower end of Grand Island, the channels rejoin and lead for about 3.5 miles to the falls.

The International boundary between the United States and Canada follows a general middle of the river course in the upper Niagara River from the head of the river downstream to the head of Grand Island where the river forks around the island. The boundary then follows Chippawa Channel and is generally less than 1,000 feet off the west shore of Grand Island until Chippawa Channel and Niagara River Channel join at the northwest end of Grand Island. The boundary again follows a general middle of the river course around the south side of Goat Island and over Niagara Falls.

Chart Datum, Upper Niagara River—Depths and vertical clearances under overhead cables and bridges in the Niagara River from its confluence with Lake Erie to the head of navigation, the turning basin at Niagara Falls, NY, is as follows: from Lake Erie to the Black Rock Canal Lock is the Low Water Datum of Lake Erie, 569.2 feet (173.5 meters); from just below the Black Rock Canal Lock to the south end of Grand Island is the sloping surface of the river, when the water surface just below the lock is at 564.4 feet (172.03 meters) and the Huntley Station gauge (at Niagara Mohawk Power Corporation plant) reads 563.8 feet (171.85 meters); from the south end of Grand Island to the south end of Tonawanda Island is the sloping surface of the river, when the Huntley Station gauge reads 563.8 feet (171.85 meters) and the gauge at Tonawanda Island reads 563.4 feet (171.73 meters); from the south end of Tonawanda Island to the turning basin at Niagara Falls, NY, is the sloping surface of the river, when the gauge at Tonawanda Island reads 563.4 feet (171.73 meters) and the gauge at Power Plant Intakes reads 561.5 feet (171.13 meters). All elevations are above mean water level at Rimouski, QC, on International Great Lakes Datum 1985 (IGLD 1985).

Fluctuations of Water Level—Variations in Lake Erie levels above or below Low Water Datum are reflected in Niagara River levels. The amount of the variation ranges from the full Lake Erie variation at the head of the river and gradually diminishes downstream to the vicinity of Chippawa, ON, just above Niagara Falls.

From Lake Erie, the fall of the Niagara River is about 10 feet to the head of the upper rapids near the junction with the Welland River. Just below the Welland River entrance, about 1.2 miles east of Goat Island, the Niagara waters begin their rapid descent to the level of Lake Ontario through the rapids above the falls, the great falls themselves, and the rapids below the falls.

Currents—For about 1.7 miles, from its head to just above Peace Bridge, the river is wide, shallow, and rocky, and the current is from 2 to 3 mph. Just above the Peace Bridge, the river becomes a narrow gorge for about 2 miles to the lower end of Squaw Island. In the upper part of this gorge, the river is shallow, and the currents are about 8 mph at low to mean river stages and 9 mph at high stages. In the lower part of the gorge, the river is deeper and somewhat wider.

In 1986, with water level at 4.8 feet above low water datum, speed of the current was 7.7 to 9.7 knots. Currents just below the International Bridge have speeds of 4 mph at low to mean river stages and 4.75 to 5 mph at high stages. In Tonawanda and Chippawa Channels, the currents vary from 1 to 4 mph.

Channels—Black Rock Canal is the recommended route from Lake Erie to facilities in the Niagara River below Squaw Island. The channel formerly dredged in the open river west of Bird Island and Squaw Island has shoaled to depths of 10 feet or less. Great care should be exercised in navigating this section 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

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.

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
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.
UPPER NIAGARA RIVER
Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nautical.charts.noaa.gov.

NOTES:

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) Depths are referred to the
sloping surface of the river when Lake Erie is at elevation 568.2 feet.
Reflected to mean water level at Burlington, Quebec, International Great Lakes Datum (1955).
SAILING DIRECTIONS: Bearings of sailing courses are true and distances given therein 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. See Canadian List of Lights, Buoys 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

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 of 1984 (WGS 84). Geographic positions referred
to the North American Datum of 1983 must be converted an average of 0.019" northward and 0.709" eastward to
agree with this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

SUSTAINABLE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipelines and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of
this chart. Not all submarine pipelines and submarine cables are required to be located, and those
that were originally buried may have become exposed. Movers should use extreme caution when operating vessels in depths of
water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or traveling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING

POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge
sewage, or ballast, or by-pass water within such areas adjacent to domestic
water intakes as are designated by the Commissioner of Food and Drugs
(21 CFR 1250.95). Consult U.S. Coast Pilot 6 for important supplemental
information.

The public notice 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 data.

Pump-out Facilities

SCALE 1:30,000
Nautical Miles

0 1 2
0 1000 2000 3000 4000

1000 2000 3000

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.

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
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- 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

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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