BookletChart™

Buffalo to Erie
NOAA Chart 14838

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 rapids 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.

Caution.—The canal generally has a slight current downstream. During rapidly rising or high water in Lake Erie, there is a strong crosscurrent at the south end of Bird Island Pier.

Buffalo Harbor is at the east end of Lake Erie, where the lake converges to an open and comparatively shallow bay about 8 miles across north and south and is subject to great storms from the southwest. The lake discharges into the Niagara River at the northeast corner of this bay. The city of Buffalo, NY, is along the E lakeshore and the east bank of the head of the Niagara River. Buffalo River meanders through the city from east to west and enters the lake near the head of the Niagara River.

From Stony Point at the south end of Buffalo Harbor, the shoreline trends south for about 3.5 miles and is obstructed by shallow patches extending 1 mile offshore.

Dangers.—Numerous unmarked detached shoal spots with depths less than 30 feet are in the E end of Lake Erie, in the approaches to Buffalo Harbor and the Niagara River. Waverly Shoal, with a least depth of 10 feet, is 1.9 miles west-southwest of Buffalo Harbor Light. Depths of 18 feet extend about 0.4 mile North and 1 mile South from the shallowest part of the shoal.

Unmarked 20-foot shoals are 1.4 and 2.6 miles southwest of Buffalo Harbor Light. An artificial reef is 1.9 miles south-southeast of Buffalo Harbor Light in about 42°50'41"N., 78°53'27"W.

Presque Isle (42°10.4'N., 80°04.8'W.) is a peninsula forming nearly landlocked Erie Harbor. The peninsula is connected to the mainland by a narrow neck at the west end and broadens as it curves around to the northeast and east. The entrance to Erie Harbor is on the south side of the east end of the peninsula.

Erie Harbor, about 78 miles southwest of Buffalo, is in Presque Isle Bay, enclosed from the lake by Presque Isle. The bay opens to the east and is about 4.5 miles long and 1.5 miles wide. Erie Harbor, serving the city of Erie, PA, is in the southeast part of the bay.

Anchorages.—Good anchorage is in the center of Presque Isle Bay in depths of 12 to 22 feet, mud bottom. Local regulations prohibit vessels from anchoring in any channel or mooring to channel markers and buoys. Vessels over 100 feet long or over 50 tons are prohibited from anchoring within 500 feet of the city water intake or sewer pipelines. The city water intake extends northwest across Presque Isle Bay and is marked by buoys.

Dangers.—An unmarked submerged pier, covered 1 to 2 feet, extends about 2,000 feet from shore 0.8 mile southsoutheast of Erie Harbor Pierhead Light.

Harbor Regulations.—Harbor Regulations are established by the Erie-Western Pennsylvania Port Authority and enforced by the harbormaster. A speed limit of 3 mph (2.6 knots) is enforced in the East and West Canal Basins and within 300 feet of the shoreline, and 5 mph (4.4 knots) elsewhere in the harbor. Copies of the regulations may be obtained from the Port Authority Office, 17 W. Dobins Landing, Erie, PA 16501, telephone 814–455–7557.

Published by the National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

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

RCC Cleveland Commander (216) 902-6117
9th CG District Cleveland, OH
Lateral System As Seen Entering From Seaward

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

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- Preferred Channel to Port
- Topmost Band Red

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/
Note: Chart grid lines are aligned with true north.
Noaa Weather Radio Broadcasts

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 500 nautical miles for stations at high elevations.

Chicago, IL
KCTC 980 kHz

Buffalo, NY
KGBT 960 kHz

Dunkirk, NY
KEZE 550 kHz

The effect of tidal action on the Great Lakes is often quite pronounced. Markings may be submerged or may become visible with only a slight change in tide level.

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Radar Reflectors

Radar reflectors have been placed on many lighthouses and buoys to aid in navigation. Individual radar reflector identification on these aids has been omitted from this chart.

This chart was developed within the framework of international specifications in cooperation with the Canadian Hydrographic Service. Production was assisted by computer and machine engraving techniques.

Dunkirk Harbor
New York
Scale 1:15,000
SOUNDINGS IN FEET

Buoy to Erie

SOUNDINGS IN FEET - SCALE 1:100,000

14838

15
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.ncd.noaa.gov/idrs/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
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

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.