



St. Lawrence River Above St. Regis

(1) The **St. Lawrence River**, 744 statute miles (672.6 nm) long, is one of the principal rivers of North America and provides access for oceangoing vessels to the Great Lakes and heartland of the continent. The river flows northeast from its head in Lake Ontario, first along the United States-Canadian border, thence through the south part of Quebec Province past the cities of Montreal and Quebec before emptying into the Gulf of St. Lawrence. In its upper part, the river is wide and is filled with the Thousand Islands. Below Cornwall, ON, the river widens into Lake St. Francis, thence into Lake St. Louis, thence descends through Lachine Rapids to Montreal. Lake St. Peter, another widened section, is between Sorel and Trois Rivières. Below the city of Quebec, the river is a tidal estuary that gradually increases to a width of 90 statute miles (78.2 nm) at the mouth.

(2) This chapter describes the upper part of the river, from St. Regis, QC, upstream to Lake Ontario. No attempt has been made to mention all of the islands, shoals, winding channels and irregularities of the mainland shores which characterize the river for most of its length. Mariners are referred to the charts for delineation of the intricate details of topography and hydrography.

(3) That part of the St. Lawrence River from Montreal upstream to Lake Ontario is part of the St. Lawrence Seaway and is under the navigational control of the **Saint Lawrence Seaway Development Corporation**, a corporate agency of the United States, and the **St. Lawrence Seaway Management Corporation** of Canada. These agencies issue joint regulations covering vessels and persons using the Seaway. The regulations are codified in **33 CFR part 401** and are also contained in the Seaway Handbook, published jointly by the corporations. A copy of the regulations is required to be kept on board every vessel transiting the Seaway. A schedule of the Seaway tolls is contained in the handbook. (See St. Lawrence Seaway, chapter 3.)

(4) Vessel traffic control

(5) The Seaway portion of the St. Lawrence River is divided into four traffic control sectors, with vessel movements in each sector controlled by a traffic controller. The objective of the system is to provide safe and efficient scheduling of vessel traffic, efficient search and rescue coverage, information regarding pilot requirements to the pilot dispatch centers, marine weather broadcasts, and information on vessel location to all interested parties.

(6) The traffic control sectors in the St. Lawrence River are as follows:

(7) **Sector 1** (from Montreal to mid-length of Lake St. Francis) controlled by St. Lambert Traffic through “Seaway Beauharnois” on VHF-FM channel 14.

(8) **Sector 2** (from mid-length of Lake St. Francis to Bradford Island) controlled by Massena Traffic through “Seaway Eisenhower” on VHF-FM channel 12.

(9) **Sector 3** (from Bradford Island to Crossover Island) controlled by St. Lambert Traffic through “Seaway Iroquois” on VHF-FM channel 11.

(10) **Sector 4** (from Crossover Island to mid-length of Lake Ontario) controlled by Massena Traffic in the St. Lawrence River section through “Seaway Clayton” on VHF-FM channel 13.

(11) Complete information on the traffic control sectors and their respective calling-in points is contained in the Seaway Handbook.

(12) Channels

(13) The main vessel course through the river has been improved by dredging. Canals and locks have been constructed to bypass the rapids and to overcome the water level difference between the ocean and Lake Ontario. The controlling depth in the channels of the St. Lawrence Seaway through the river is 27 feet (8.2 meters).

(14) The maximum permissible draft in the Seaway is 26 feet (7.9 meters). The loading, draft, and speed of a vessel in transit shall be controlled by the vessel master according to the vessel’s individual characteristics and its tendency to list or squat, so as not to strike bottom. The draft shall not in any case exceed the maximum permissible draft, which will be strictly enforced. Where a vessel’s draft is in excess of the maximum permissible draft, the vessel will be delayed and the overdraft corrected before transit. The maximum permissible draft in any channel is subject to change should conditions so warrant. (For current information on permissible drafts through the St. Lawrence Seaway, consult the Seaway Notices.)

(15) The maximum overall length and extreme breadth authorized in the Seaway locks is 730 feet (222.5 meters) and 76 feet (23.2 meters), respectively. The maximum height authorized in the Seaway is 110 feet (33.5 meters) above the water. (For complete information on vessel dimension restrictions, refer to the Seaway Handbook.)

(16) Speed restrictions

(17) The St. Lawrence Seaway waters of the St. Lawrence River are a controlled speed area. The speed limits in

(35)

Structures across the St. Lawrence River					
Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet)		Information
			Low	High	
Quebec Bridge (fixed)	46°44'44"N., 71°17'16"W.	760		150	
Overhead power cables	46°44'44"N., 71°17'23"W.			157	
Pierre Laporte Bridge (fixed)	46°44'44"N., 71°17'26"W.			160	
Overhead power cables	46°44'39"N., 71°17'42"W.			147	under severe icing conditions, clearance may be reduced to 105 feet
Overhead power cables	46°19'03"N., 72°33'05"W.			147	under severe icing conditions, clearance may be reduced to 124 feet
Laviolette Bridge (fixed)	46°18'27"N., 72°33'42"W.			164	
Overhead power cables	46°03'06"N., 73°08'14"W.		167		under severe icing conditions, clearance may be reduced to 125 feet
Overhead power cables	45°39'21"N., 73°28'15"W.		177		under severe icing conditions, clearance may be reduced to 158 feet
Overhead power cables	45°34'52"N., 73°30'13"W.		176		
Jacques Cartier Bridge (fixed)	45°31'18"N., 73°31'33"W.	200	141		
Overhead power cables	45°29'46"N., 73°31'06"W.		160		
Victoria Bridge (vertical lift)	45°29'44"N., 73°31'05"W.	80	39 (down) 134 (up)		
Saint-Lambert Lock	45°29'39"N., 73°31'04"W.				
Victoria Diversion Bridge (vertical lift)	45°29'33"N., 73°31'02"W.	80	23 (down) 123 (up)		
Overhead power cables	45°29'21"N., 73°30'56"W.		151		
Champlain Bridge (fixed)	45°28'02"N., 73°30'14"W.	300	123		
Cote St. Catherine Lock	45°24'28"N., 73°33'57"W.				
Cote St. Catherine Bridge (vertical lift)	45°24'28"N., 73°34'04"W.	80			
Overhead cables	45°24'09"N., 73°37'16"W.		143		
Overhead cables	45°24'07"N., 73°37'37"W.		143		
Overhead cables	45°24'07"N., 73°37'44"W.		160		
Honore Mercier Bridge (fixed)	45°24'34"N., 73°39'32"W.	250	127		
Canadian Pacific Railroad Bridges (vertical lift)	45°24'40"N., 73°39'46"W.	250	48 (down) 128 (up)		
Lower Beauharonis Lock	45°19'00"N., 73°55'09"W.				
Overhead power cables	45°18'51"N., 73°55'14"W.		154		
Overhead power cables	45°18'50"N., 73°55'15"W.		160		
Overhead power cables	45°18'37"N., 73°55'23"W.		152		
Overhead power cables	45°18'30"N., 73°55'27"W.		155		
Upper Beauharonis Lock	45°18'13"N., 73°55'39"W.				
Penn Central Railroad Bridge (swing)	45°18'08"N., 73°55'40"W.	80	N/A		
Overhead power cables	45°14'31"N., 73°59'13"W.		170		
Overhead power cables	45°14'29"N., 73°59'15"W.		144		
Saint-Louis Bridge (vertical lift)	45°13'55"N., 74°00'11"W.	180	14 (down) 120 (up)		
Valleyfield Lift Bridge (vertical lift)	45°13'33"N., 74°06'54"W.	180	11.5 (down) 120 (up)		
Seaway International Bridge (fixed)	44°59'22"N., 74°44'22"W.	600	122		
Bertrand H. Snell Lock	44°59'16"N., 74°46'39"W.				
Overhead power cables	44°59'06"N., 74°48'00"W.		140		
Dwight D. Eisenhower Lock	44°58'46"N., 74°51'00"W.				
Iroquois Lock Bridge	44°49'57"N., 75°18'41"W.	N/A	N/A		
Iroquois Lock	44°49'52"N., 75°18'42"W.				
Ogdensburg-Prescott Bridge (fixed)	44°44'06"N., 75°27'34"W.	1,148	131		
Thousand Islands Bridge (fixed)	44°21'47"N., 75°59'00"W.	500	134		

U.S. waters are in accordance with **33 CFR 401**. (See the **Seaway Handbook**, chapter 3)

(18) The maximum speeds for vessels in excess of 40 feet (12.2 meters) in length are in effect in the following areas unless otherwise indicated through Seaway Notices:

(19) Upper Entrance South Shore Canal to Lake St. Louis Buoy A13, 10.5 knots

(20) Lake St. Louis Buoy A13 to Lower Entrance Lower Beauharnois Lock, 16 knots

(21) Upper Entrance Upper Beauharnois Lock to Lake St. Francis Buoy D3, 9 knots upbound and 10.5 knots downbound

(22) Lake St. Francis Buoy D3 to Lake St. Francis Buoy D49, 12 knots upbound and 13.5 knots downbound

(23) Lake St. Francis Buoy D49 to Snell Lock, 8.5 knots upbound and 10.5 knots downbound

(24) Eisenhower Lock to Iroquois Lock, 11.5 knots (10.5 knots at high water)

(25) Iroquois Lock to McNair Island Light Buoy 137A, 13 knots (10.5 knots at high water)

(26) McNair Island Light Buoy 137A to Deer Island Light 186, 11.5 knots (10.5 knots at high water)

(27) Deer Island Light 186 to Bartlett Point Light 227, 8.5 knots upbound and 10.5 knots downbound

(28) Bartlett Point Light 227 to Tibbetts Point, 13 knots (10.5 knots at high water)

(29) Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island to open waters between Wolfe and Howe Islands through the Canadian Middle Channel, 9.5 knots

(30) Port Robinson to Ramey's Bend through the Welland By-Pass, 8 knots

(31) All other canals, 6 knots.

(32)

Fluctuations of water level

(33) The water levels of the various reaches of the St. Lawrence River are fairly constant. Some variations from normal may occur at the power dams. A wind blowing constantly from one direction may cause a short-term fluctuation of up to about 2 feet (about 0.6 meter) above or below normal.

(34) When water levels at the Kingston, ON, or Ogdensburg, NY, gages fall below Low Water Datum, the traffic control stations broadcast low water warnings. These broadcasts are made every two hours until the levels return above Low Water Datum.

(36)

Currents, St. Lawrence River

(37) The current velocities in the St. Lawrence River are varied depending on the reach or channel and the time of year, e.g., spring thaws. From Montreal to Ogdensburg, NY, the maximum velocity in the navigation channels is generally about 2.3 knots. From Ogdensburg to Lake Ontario, the fall of the river is only 1 foot (0.3 meter) and the current velocity in many channels is less than 0.6 knot.

(38)

Weather, St. Lawrence River

(39) The deep, narrow St. Lawrence River Valley can channel, deflect, intensify or reduce the prevailing winds. As might be expected from the orientation of the valley, winds blow frequently from southwest and northeast, particularly strong winds. Extremes, usually from these directions, have been clocked at 40 to 60 knots. Strong northeasterlies are often generated by lows that pass to the south or those that traverse the Great Lakes region when a high lingers in the Gulf of St. Lawrence. Downriver winds, from the southwest to west, prevail in the wake of these storms. An intense storm along the Atlantic coast will usually generate north to northwest winds along the upper St. Lawrence River, which is somewhat sheltered by the hills to the north. Gales are most likely from November through April. Summer windspeeds usually average less than 9 knots; speeds of 17 knots or more occur less than 10 percent of the time. Occasional strong winds are usually associated with thunderstorm gusts. Summer winds rarely blow up river. Southwesterlies and westerlies prevail.

(40) Fog, precipitation, haze and smoke all can reduce visibilities. Fog is the most common and usually the most restrictive. Along this portion of the St. Lawrence River, fog (visibilities less than 1,100 yards (1,000 meters)) occurs on about 25 days each year, mainly from fall through spring. It often forms on cool, calm, clear nights onshore and drifts out over the water. It usually burns off by noon. Sometimes in spring, warm air moving over the cold river will create a dense, persistent fog. However, this is more common over the wider lower St. Lawrence River. Smoke from brushfires in September and October can reduce visibilities. Visibility may also be briefly restricted below 2 statute miles (1.7 nm) by rain or snow.

(41)

Ice

(42) Before the closing of the St. Lawrence Seaway and after its spring opening, some typical river ice may be encountered. Shore-fast ice begins to form in December, and its main outlines are established by early January. The formation spreads upstream from St. Regis. Drift ice is sometimes found in the shipping channels toward the end of the navigation season and the beginning of the new one. The ice begins to melt, usually in early March, near the entrance to Lake Ontario. There is a gradual clearing of shipping lanes and the whole area is normally free of ice by the end of April.

(43)

Pilotage

(44) The waters of the St. Lawrence River described in this chapter are Great Lakes designated waters. All registered vessels of the United States and foreign vessels are required to have in their service a United States or Canadian registered pilot. Registered pilots for the reach from St. Regis to Lake Ontario are supplied by the Great Lakes Pilotage Authority, Ltd., Cornwall, and the St.

Lawrence Seaway Pilots Association. (See Appendix A for addresses.) Pilot exchange points are at Snell Lock and off Cape Vincent, NY. (See Pilotage, chapter 3, and **46 CFR 401**, chapter 2.)

(45)

Canadian Hydrographic Service Chart 1433

(46) The **International boundary** between the United States and Canada extends from east and intersects the St. Lawrence River at **St. Regis, QC**, opposite the lower end of Cornwall Island, about 116 statute miles (100.8 nm) below the head of the river at Lake Ontario. In this chapter, for a detailed description of Canadian waters, consult **Canadian Sailing Directions, CEN301, St. Lawrence River**.

(47)

Chart Datum, St. Lawrence River, above Summerstown and below Snell Lock

(48) The depths are referred to the sloping surface of the river when the gage at **Summerstown, ON**, 6.5 statute miles (5.6 nm) below Cornwall Island, indicates 151.6 feet (46.20 meters) and the gage at Pollys Gut, just below Snell Lock, indicates 152.9 feet (46.60 meters). These elevations are above mean water level at Rimouski, QC, on International Great Lakes Datum 1985 (IGLD 1985). (See **Chart Datum, Great Lakes System**, indexed as such, chapter 3.)

(49) The main vessel route in this section of the river extends from Lac Saint-Francois on the north side of Ile Saint-Regis and thence between the west end of Ile Saint-Regis and the east end of **Cornwall Island**. Here the vessel route enters United States waters for the first time and in the remainder of the river follows deep water without regard to the International boundary.

(50)

Calling-in point

(51) Upbound vessels shall contact "Seaway Eisenhower" on VHF-FM channel 12 when approximately abeam of the lower end of Cornwall Island. After initial contact, vessels shall guard VHF-FM channel 12. (See the Seaway Handbook for details.)

(52) The vessel route extends along the south side of Cornwall Island to Snell Lock at the east end of Wiley-Dondero Canal.

(53)

Currents, St. Lawrence River

(54) In 1977, the following currents were determined in the area just below Snell Lock:

(55) out of Pollys Gut 1.1 to 2.4 knots,

(56) the channel between Pollys Gut and the Seaway International Bridge 1.0 to 3.4 knots,

(57) and at the bridge 2.4 to 3.4 knots.

(58) These values came from a St. Lawrence Seaway Development Corporation study.

(59) **Cornwall, ON** is a city on the north side of the river north of Cornwall Island.

(60) The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 2**. It is to be noted that the units of miles are nautical miles.

(61) *The city of **Cornwall**, with a population of 45,965 (2006), is on the north shore of the St. Lawrence River, north of Cornwall Island. There are several industrial plants in the city. Cornwall has bus and rail services. Highway 401 is 3 km north of the harbour. The St. Lawrence Seaway Management Corporation has their operating headquarters in Cornwall. The distance by the Seaway channel from Montreal is 69 miles.*

(62) *The harbour at Cornwall is a public harbour administered by Transport Canada.*

(63) *The Canada Border Services Agency offers customs and immigration services in Cornwall. There is a customs **sufferance warehouse** at the port. For more information, contact the Border Information Service, at 1-800-461-9999 for service in English or 1-800-959-2036 for service in French or visit: www.cbsa-asfc.gc.ca.*

(64) *Cornwall wharf, 175 m (574 ft) long with a depth of 8.2 m (27 ft) in 2006, is 0.4 mile west of Windmill Point. This wharf is operated by Transport Canada (2008). Tugs are not normally required for berthing; with sufficient notice, tugs can be available for emergency or standby use. A transit shed on Cornwall wharf has 1,055 m² (11,360 ft²) of storage space for general cargo.*

(65) **Raquette River** flows into the south side of the St. Lawrence River near lower end of Cornwall Island. The river has depths of 12 feet (3.7 meters) at the mouth, but shoals rapidly to 2 feet (0.6 meter) and has several small islands and a submerged crib within 0.7 statute mile (0.6 nm) of the mouth.

(66)

Calling-in point

(67) Upbound vessels shall contact "Seaway Eisenhower" on VHF-FM channel 12 when about 0.5 statute mile (0.4 nm) below Seaway International Bridge. After initial contact, vessels shall guard VHF-FM channel 12. (See the Seaway Handbook for details.)

(68) **Grass River** flows into the south side of the St. Lawrence River just below the east end of Wiley-Dondero Canal. The river is navigable for about 6.5 statute miles (5.6 nm) to the junction with Massena Canal, but is obstructed by numerous boulders near the junction. The three bridges that cross the river below the junction have a least clearance of 39 feet (11.9 meters).

(69) **Wiley-Dondero Canal**, cut in part through the U.S. mainland, extends from just west of the mouth of Grass River west for about 10 statute miles (8.7 nm) past the **Long Sault Islands** to the vicinity of the **Croil Islands**. The canal, with its two locks, serves to raise vessels from the level of Lac Saint-Francois to that of Lake St. Lawrence. **Bertrand H. Snell Lock**, at the east end of the canal, has a normal lift of 45 to 49 feet (13.7 to 14.9 meters). **Dwight D. Eisenhower Lock**, 3.5 statute miles

(3 nm) west of Snell Lock, has a normal lift of 38 to 42 feet (11.6 to 12.8 meters).

- (70) A **speed limit** of 6 knots is enforced in the canal between Eisenhower and Snell Locks.

(71)

Calling-in point

- (72) Downbound vessels shall contact “Seaway Eisenhower” on VHF-FM channel 12 when approximately abeam of the central island of the Croil Islands. After initial contact, vessels shall guard VHF-FM channel 12. (See the Seaway Handbook for details.)

(73)

Currents, Wiley-Dondero Canal

- (74) Crosscurrents with velocities to 2 knots have been reported in the Wiley-Dondero Canal. These currents set northeast along the lower end of the Long Sault Islands and east-southeast at the upper end of the islands.

- (75) Standby areas for small craft awaiting transit through the locks are on the south side of the canal just west of Snell Lock and just east of Eisenhower Lock. The areas are each marked by a buoy. Mooring cells for deep-draft vessels awaiting transit are on the south side of the canal 0.9 statute mile (0.8 nm) west of Snell Lock, 1.1 statute miles (1 nm) east of Eisenhower Lock, and 1.6 statute miles (1.4 nm) west of Eisenhower Lock. Each set of mooring cells is marked at each end by a light, and all but the latter have a catwalk.

- (76) **Lake St. Lawrence** is contained by Eisenhower Lock and by two dams. **Moses-Saunders Power Dam**, 3 statute miles (2.6 nm) northeast of the lock, extends from the east end of **Barnhart Island** across the International boundary to the Canadian mainland. **Long Sault Spillway Dam** connects the mainland north of Eisenhower Lock to the west end of Barnhart Island. The dam has thirty 50-foot-wide (15.2-meter-wide) vertical gates. All vessels are cautioned not to approach either dam within 1,000 feet (about 300 meters).

- (77) **Security zones** have been established around the Moses-Saunders Power Dam and Long Sault Spillway Dam. (See **33 CFR 165.1** through **165.8**, **165.30** through **165.33**, and **165.911**, chapter 2, for limits and regulations.)

(78)

Chart Datum, St. Lawrence River, Eisenhower Lock to Iroquois Lock

- (79) Depths between Eisenhower Lock and Iroquois Lock are referred to the sloping surface of the river when the gauge above Eisenhower Lock indicates 237.9 feet (72.51 meters) and the gauge below Iroquois Lock reads 240.1 feet (73.18 meters). These elevations are above mean water level at Rimouski, QC, on International Great Lakes Datum 1985 (IGLD 1985). (See **Chart Datum, Great Lakes System**, indexed as such, chapter 3.)

- (80) A marina, part of Robert Moses State Park, is in a basin on the Northwest side of Barnhart Island. The marina is seasonal (late May through September) and can provide transient berths, a pump-out station and boat launch. A marina on the Canadian shore 2.4 statute

miles (2.1 nm) northwest has transient berths, electricity, gasoline, marine supplies, sewage pump-out, water, ice and monitors VHF-FM channels 16 and 68. A 10-ton hoist for repairs is also available.

- (81) **Massena Canal**, a former power canal, extends southeast from the St. Lawrence River near the upper end of the Long Sault Islands for 2.8 statute miles (2.4 nm) to the junction with Grass River. The canal is closed to navigation by a dam at either end. **Massena, NY**, at the junction of Massena Canal and Grass River, is the site of the field headquarters of the Saint Lawrence Seaway Development Corporation. (See Appendix A for address.)

- (82) The Coast Guard maintains a **Marine Safety Detachment** office in Massena.

(83)

Quarantine, customs, immigration and agricultural quarantine

- (84) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

- (85) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

- (86) Massena is a **customs port of entry**.

(87)

Wharf

- (88) Metropolitan Petroleum Co., Inc. receives petroleum products at a wharf on the south side of Wiley-Dondero Canal in 44°57'57"N., 74°55'05"W. The wharf has 650 feet of berthing space with dolphins and a depth of 30 feet alongside in 1977.

(89)

Canadian Hydrographic Service Chart 1434

- (90) Coming out of Wiley-Dondero Canal on the south side of Croil Islands, the vessel route turns southwest on the south side of **Cat Island** and **Cat Island Shoal**, thence north of **Wilson Hill Island**, south of **Weaver Shoal**, north of **Bradford Island**, **Crysler Shoal**, and **Goose Neck Island Shoals**, between **Doran Shoal** on the east and **Broder Island** on the west, and north of **Murphy Islands** and **Murphy Shoal** to the vicinity of Morrisburg, ON.

- (91) The light marking the north side of the Chrysler Shoal is equipped with a racon.

- (92) About 1.5 statute miles (1.3 nm) south-southwest of Chrysler Shoal, a channel leads south to a marina. The marina provides gasoline, diesel fuel by truck, water, ice, electricity, sewage pump-out, some marine supplies and a launching ramp. A 10-ton lift is available for hull and engine repairs. In 1977, depths of 4 to 8 feet were reported alongside the berths.

(93)

Calling-in point

- (94) Upbound vessels shall contact “Seaway Iroquois” on VHF-FM channel 11 and downbound vessels shall contact “Seaway Eisenhower” on VHF-FM channel 12

when approximately abeam of Bradford Island. After initial contact, vessels shall guard VHF-FM channels 11 (upbound) and 12 (downbound). (See the Seaway Handbook for details.)

(95)

Anchorage

(96) A designated anchorage is on the north side of the vessel route opposite Wilson Hill Island, between Weaver Shoal and Cat Island Shoal. The northwest limit of the anchorage is marked by lighted buoys. Mariners are cautioned against anchoring near a wreck, covered 47 feet (14.3 meters), near the west end of the anchorage.

(97) **Morrisburg, ON**, is a town on the north side of the St. Lawrence River, 17 statute miles (14.8 nm) above Eisenhower Lock.

(98) The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 3**. It is to be noted that the units of miles are nautical miles.

(99) The village of **Morrisburg** is on the north shore opposite the **Murphy Islands** (44°54'N., 75°11'W.), which are wooded.

(100) The United Church **spire**, near the shore, and the **water tower**, 50 m (164 ft) in elevation, behind the town, are **conspicuous**.

(101) Morrisburg Town Dock, at Morrisburg, is an L-shaped Public **wharf** that extends 23 m (75 ft) from the shore with an end section 33 m (108 ft) long. The wharf had depths of 2.1 m (7 ft) in 2006 and offered dockage and concrete **ramps**.

(102) Morrisburg Town Dock is a Canada Border Services Agency telephone reporting site for pleasure craft; to report, dial 1-888-226-7277.

(103) Morrisburg Boat Docks Park, east of the Public wharf offered washrooms, picnic tables, tennis courts, pay phone, drinking water, showers, children's playground and supervised swimming beach (2006).

(104) From Morrisburg, the vessel route continues southwest between **Canada Island** and **Clark Island Shoal**, thence follows close to the Canadian shoreline around the north side of **Ogden Island** and continues southwest for about 4 statute miles (3.5 nm) to Iroquois Lock.

(105)

Currents, St. Lawrence River

(106) In 1976, currents in the main channel in the Ogden Island reach were determined to be from 2.4 to 2.7 knots. The current sets north immediately east of Canada Island. An east set into Little River may be felt at the upper end of Ogden Island.

(107) **Waddington, NY**, is a village on the south side of **Little River**, the channel of the St. Lawrence River south of Ogden Island. The village wharf had a reported depth of 27 feet alongside in 1977.

(108)

Calling-in point

(109) Upbound vessels shall contact "Seaway Iroquois" on VHF-FM channel 11 when approximately abeam of the upper end of Ogden Island. After initial contact, vessels shall guard VHF-FM channel 11. (See the Seaway Handbook for details.)

(110) **Iroquois, ON**, is a village on the northwest side of the river about 7 statute miles (6.1 nm) above Morrisburg and 13 statute miles (11.3 nm) below Ogdensburg. **Iroquois Dam**, just above the village, extends from **Rockway Point** on the United States shore to **Harkness Island** on the Canadian side. The 2,700-foot-long (823 meter-long) dam is a buttressed gravity structure with 32 openings, each with a vertical-lift gate. **Iroquois Lock**, with a lift of 0.5 to 6 feet (0.1 to 1.8 meters), is between the west side of Harkness Island and Iroquois Island and provides a passage around the dam.

(111) Small pleasure craft may, at their own risk, pass through the portals of Iroquois Dam when the gates are fully open. A minimum overhead clearance of 8½ feet (2.6 meters) is provided through sluice No. 28 for downbound passage and through sluice No. 30 for upbound passage. The piers of sluice No. 28 are painted with the standard red and black channel markings on the upstream side of the dam, and the piers of sluice No. 30 are marked similarly on the downstream side of the dam.

(112) **Caution**—Although the dam is usually operated in a fully open position, some or all of the gates may be closed or partially closed without prior notice. The Seaway Authority advises that small craft passing through the dam sluices are outside of the Authority's jurisdiction and that it is not responsible for any damage resulting from the use of these facilities.

(113)

Chart datum, St. Lawrence River above Iroquois Dam

(114) Depths above Iroquois Dam are referred to the sloping surface of the river when the gage above Iroquois Lock indicates 240.3 feet (73.24 meters) and Lake Ontario is at Low Water Datum, elevation 243.3 feet (74.2 meters). These elevations are above mean water level at Rimouski, QC, on International Great Lakes Datum 1985 (IGLD 1985). (See **Chart Datum, Great Lakes System**, indexed as such, chapter 3.)

(115)

Canadian Hydrographic Service Charts 1434, 1435

(116) The upbound channel coming out of Iroquois Lock is marked by a **205°48'** leading light on **Sparrowhawk Point**. The vessel route leads south of **Toussaint Island**, thence north of **Galop Island**, **Chimney Island** and **Chimney Point** to Ogdensburg, NY. **Old Galop Canal**, now closed to navigation, follows the Canadian shore from just below Iroquois Lock upstream for about 7 statute miles (6.1 nm). **North Channel**, the upper entrance to

Old Galop Canal, is north of Chimney Island, between **Drummond Island** and **Spencer Island**.

(117)

Currents, St. Lawrence River

(118)

River currents between Iroquois and Ogdensburg are generally about 2 knots. The current has a north set at the upper end of Galop Island and an east set just below Ogdensburg-Prescott Bridge. In 1976, currents between **Cardinal, ON** and **Chimney Point** were determined as follows:

(119)

August 2.3 to 3.1 knots,

(120)

November 2.4 to 3.1 knots,

(121)

December 1.7 to 2.8 knots.

(122)

Two small marinas on the U.S. shore behind Galop Island provide gasoline, diesel fuel, water, ice, electricity, some marine supplies, launching ramps and repairs to trailerable craft.

(123)

Calling-in point

(124)

Downbound vessels shall contact "Seaway Iroquois" on VHF-FM channel 11 when approximately abeam of the lower end of Galop Island. After initial contact, vessels shall guard VHF-FM channel 11. (See the Seaway Handbook for details.)

(125)

Ice booms

(126)

An ice boom extends from the southwest end of Galop Island across the navigational channel during the non-navigation season. The 400-foot (122-meter) section across the channel is marked by lights. The connected logs that form the boom are anchored to the river bottom through a series of anchors and cables that extend about 500 feet (about 150 meters) upstream. The ice boom may be opened when required for movement of vessels. Other ice booms with similar anchorages, but not across the navigation channel, are on the west side of Chimney Point and between the U.S. mainland and Galop Island.

(127)

The Ogdensburg-Prescott International Bridge, a suspension span with a clearance of 131 feet (40 meters) across the ship channel, crosses the St. Lawrence River 10 statute miles (8.7 nm) above the Iroquois Lock. The north and south piers of the bridge are equipped with a racon.

(128)

In December 1980, a ship's anchor was reported about 0.5 statute mile (0.4 nm) above the Ogdensburg-Prescott Bridge in about 44°43'48"N., 75°28'03"W.

(129)

Lower Lakes Terminal

(130)

The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 3**. It is to be noted that the units of miles are nautical miles.

(131)

The Port of Prescott (44°44'N., 75°28'W.), on the northwest shore 0.5 mile upstream of the bridge, is a major trans-shipment point for grain. This terminal at one time was administered and operated by Ports Canada as the Lower Lakes Terminal; it is now administered by the

Township of Edwardsburg/Cardinal. The Port Manager is available at 1-613-925-4228. In 2007, 42 ships used the port.

(132)

The Port of Prescott is a Canada Border Services Agency commercial vessel reporting site. For more information, contact the Border Information Service, at 1-800-461-9999 for service in English or 1-800-959-2036 for service in French, or visit: cbsa-asfc.gc.ca.

(133)

The grain elevator, a long narrow structure with wharves on both sides, has a capacity of 154,020 tons of grain. Railway car loading facilities are at the inshore end of the elevator. The railway yard has space for 125 cars.

(134)

There is a fluorescent-orange rectangular daymark on the southeast side of the grain elevator.

(135)

Self-unloading vessels, only, can discharge grain products or bulk cargoes at the port.

(136)

The unloading berth, slip "B", on the north side of the elevator, is 398 m (1,306 ft) long, with a depth of 7.9 m (26 ft). There is a hopper for receiving grain discharged by ships. The loading berth, slip "A", on the south side of the elevator, is 282 m (925 ft) long and had a depth of 7.6 m (25 ft) in 1992. This berth is equipped with eleven spouts for loading grain. There is also berthing space for vessels waiting to load or unload. The wharves have an elevation of 2.7 m (8.8 ft). For the loading of railway cars or trucks, there are four elevator legs with a capacity of 476 tonnes per hour.

(137)

There is an open stockpile area of 5,580 m² (60,060 ft²) north of the Harbour Front Dock, opposite unloading slip "B", for the storage of salt and nitrates. There is an open stockpile area of 2,415 m² (25,990 ft²) south of Port Dock, opposite slip "A".

(138)

Caution—In 1994, there was a submerged obstruction 23 m (75 ft) east of the northeast corner of the jetty on the south side of slip "A". This obstruction is a pile or metal object, submerged by 7.7 m (25 ft).

(139)

Pilots and tugs are available for berthing at the Port of Prescott; pilots require four hours notice.

(140)

Canadian Hydrographic Service Chart 1435

(141)

Ogdensburg, NY, is a town and harbor on the southeast side of the St. Lawrence River about 42 statute miles (36.5 nm) above Snell Lock and 62 statute miles (53.9 nm) below Lake Ontario. The harborfront is separated from the main river channel by an extensive shoal bank. The **Oswegatchie River** enters the St. Lawrence River near the upper end of the harbor.

(142)

Channels

(143)

Entering from the St. Lawrence River, the upper entrance to the harbor is through a dredged channel leading to the mouth of the Oswegatchie River, thence upstream to just below the third highway bridge. The harbor's lower entrance is through the turning basin at the east end of the harbor and thence through the city-front

channel to the mouth of the Oswegatchie River. The channel limits are marked by lighted and unlighted buoys.

- (144) In 2014, the controlling depths were 17 feet (5.2 meters) in the upper (west) entrance channel to the mouth of the Oswegatchie River, thence 17 feet (5.2 meters) in the city-front channel to the junction with the upper entrance channel, with lesser depths to 13 feet (4 meters) along the edges, and 15 feet (4.6 meters) in the Oswegatchie River channel to the project limit below the third highway bridge. The lower (east) entrance channel has a project depth of 19 feet (5.8 meters) to East Entrance Lighted Buoy 4, however, the local port authority has deepened and widened the channel to their dock. General depths of 19 to 21 feet (5.8 to 6.4 meters) were available in the turning basin with lesser depths along the south edge.

- (145) **Caution**—Ruins of a ferry pier extend from shore on the west side of the upper entrance channel.

(146)

Bridges

- (147) Fixed highway bridges crossing Oswegatchie River 0.6, 0.63 and 0.7 statute mile (0.5, 0.55 and 0.6 nm) above the entrance have a least clearance of 8 feet (2.7 meters).

(148)

Quarantine, customs, immigration and agricultural quarantine

- (149) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

- (150) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

- (151) Ogdensburg is a **customs port of entry**.

(152)

Wharf

- (153) **Ogdensburg Bridge and Port Authority Marine Terminal:** (44°42'32"N., 75°29'11"W.); 1,250-foot face; 27 feet alongside; deck height, 8-10 feet; 75,000 square feet covered storage; three open storage areas with a 120,000-ton capacity; two portable electric conveyers; water and electrical shore-power connections; receipt and shipment of general and bulk cargo; owned and operated by Ogdensburg Bridge and Port Authority.

(154)

Supplies

- (155) Diesel oil, water, provisions and some marine supplies are available at Ogdensburg.

(156)

Small-craft facilities

- (157) Marinas at Ogdensburg can provide transient berths, gasoline, water, ice, electricity, pump-out facility, marine supplies and launching ramps.

(158)

Ice boom

- (159) An ice boom extends from shore just above Ogdensburg across the river to Prescott, ON, during the non-navigation season. A 400-foot (121.9 meters) section

across the navigation channel is marked by lights. The connected logs that form the boom are anchored to the river bottom by a series of anchors and cables that extend about 500 feet (152.4 meters) upstream. The ice boom may be opened when required for movement of vessels.

- (160) **Prescott, ON**, is a town on the northwest side of the river opposite Ogdensburg.

- (161) The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 3**. It is to be noted that the units of miles are nautical miles.

- (162) *The town of Prescott, with a population of 4,180 (2006), is on the northwest shore 3 miles upstream of the suspension bridge. Prescott has rail and bus services. By the Seaway channel, Prescott is 110 miles from Montréal.*

- (163) *The Canada Border Services Agency (CBSA) has an office in Prescott. For more information, contact Border Information Service, at 1-800-461-9999 for service in English or 1-800-959-2036 for service in French, or visit: www.cbsa-asfc.gc.ca.*

- (164) *A ruined ferry slip fronts a landfill area at the east end of the Prescott waterfront.*

- (165) *Sandra S. Lawn Harbour Marina, west of the landfill area, had depths of 2.1 m (7 ft) in 2006 and offered dockage with power and water; pump out, picnic area, pay phone, showers, laundromat, ice, gasoline and diesel fuel and monitored VHF Channel 68. This marina is an authorized dealer for Canadian Hydrographic Service nautical charts and publications.*

- (166) *Prescott Heritage Harbour light (312.5) is at the south side of the entrance to the marina.*

- (167) *A wreck, submerged 10.5 m (34 ft), is close offshore at the west end of the marina breakwater.*

- (168) *In Prescott, the blockhouse of Fort Wellington, elevation 29 m (95 ft); the Anglican Church spire, elevation 55 m (180 ft); and a water tower with an elevation of 61 m (200 ft) are conspicuous. A grey silo with a red and white top, elevation 45 m (148 ft), is southwest of the town.*

- (169) *Along the waterfront, west of the marina, are a breakwall and a wharf owned by the town. The breakwall is 66 m (216 ft) long, with an elevation of 1.8 m (6 ft). There were depths of 3.4 to 5.8 m (11 to 19 ft) along the face (2006). From early May until late September, pleasure craft can berth at this breakwall. The wharf called Prescott Town Dock, is for the use of pleasure craft. The wharf is 76 m (249 ft) long with a deck elevation of 1.8 m (6 ft). There were depths of 5.2 to 7.3 m (17 to 24 ft) along the face (2006).*

- (170) *Sandra S. Lawn Harbour Marina and Prescott Town Dock are Canada Border Services Agency telephone reporting sites for pleasure craft; to report, dial 1-888-226-7277.*

- (171) *The Canadian Coast Guard (CCG) maintains a base in Prescott. There is a Marine Communications and Traffic Services (MCTS) centre, dockage for several small to medium CCG vessels and a work area with several warehouse buildings.*

(172) *At the Prescott Canadian Coast Guard base there are two wharves, each 100 m (328 ft) long with an elevation of 1.8 m (6 ft). There were depths of 4.6 to 5.8 m (15 to 19 ft) at the outer face of the downstream wharf and 3.4 and 5.5 m (11 to 18 ft) at the outer face of the upstream wharf; the basin between the two wharves had depths of 1.8 to 3.7 m (6 to 12 ft) in 2006. There is a buoy storage and repair depot and a helicopter hangar near the downstream wharf.*

(173) *The shore property for 305 m (1,001 ft) upstream of the Canadian Coast Guard base is the municipal Centennial of Confederation Prescott Community Park. Facilities include an excellent concrete launching ramp, picnic area, swimming pool, river-side swimming area, tennis courts, children's playground, drinking water and showers (2006).*

(174) *Caution—Mariners and small-craft operators are cautioned that the wash from passing ships may cause an uncomfortable surge at the Prescott wharves.*

(175) *Caution—The testing of various aids to navigation may be heard and seen in the vicinity of the Prescott Canadian Coast Guard base. Mariners should not confuse aids being tested with the standard channel aids.*

(176) *A submerged water intake 0.16 mile upstream of the Canadian Coast Guard Base extends 90 m (295 ft) offshore; the crib at the outer end has a depth of 5.2 m (17 ft).*

(177) *Prescott Anchorage, with 8 anchorage areas, is in the river upstream of Prescott.*

(178) *Anchorage is prohibited in a cable area, 0.5 mile wide, that extends across the river from Prescott to Ogdensburg, northeast of the anchorage area.*

(179) *Above Ogdensburg the river is deep and wide for about 10.5 statute miles (9.1 nm) to the **Three Sisters Islands**, and the vessel route follows a general midriver course. **Catamaran Shoal**, covered 12 feet (3.7 meters), is marked on the north side by a buoy about 8 statute miles (7 nm) above Ogdensburg. At the Three Sisters Islands, the vessel route extends between **McNair Island** and **North McNair Shoal**. The shoal has a least depth of 14 feet (4.3 meters) and is marked on the south side by a buoy.*

(180) **Calling-in point**

(181) *Downbound vessels shall contact "Seaway Iroquois" on VHF-FM channel 11 when about 1.5 statute miles (1.3 nm) below Catamaran Shoal. After initial contact, vessels shall guard VHF-FM channel 11. (See the Seaway Handbook for details.)*

(182) **ENC - Chart - *1435**

(183) ***Morristown, NY**, is a village and small-craft harbor on a small inlet on the southeast side of the river opposite the Three Sisters Islands. A dredged basin just off the public dock had depths of 5 to 9 feet in 2023.*

(184) **Small-craft facilities**

(185) *A public dock and launching ramp are on the east side of the inlet. In 1977, a depth of 10 feet (3 meters) was reported alongside the dock. Two marinas at Morristown provide transient berths, gasoline, diesel fuel by truck, water, ice, electricity, sewage pump-out, some marine supplies and a launching ramp. A 5-ton mobile lift is available for hull and gasoline engine repairs.*

(186) **Brockville, ON**

(187) *The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 3**. It is to be noted that the units of miles are nautical miles.*

(188) *The city of **Brockville**, with a population of 21,957 (2006), is on the northwest shore 10 miles southwest of Prescott. The downstream limit of the harbour is 0.1 mile southwest of McNair Island; the upstream limit is near **Smith Island** and **Refugee Island** (44°34'N., 75°42'W.). Brockville has bus and rail services. By the Seaway channel, Brockville is 119 miles from Montréal.*

(189) *The Canada Border Services Agency (CBSA) has an office in Brockville. For more information, contact the Border Information Service, at 1-800-461-9999 for service in English or 1-800-959-2036 for service in French, or visit: www.cbsa-asfc.gc.ca.*

(190) ***Blockhouse Island**, connected to the mainland by a causeway at its northeast end, is a municipal park. **Tunnel Bay** is the inner end of the basin protected by Blockhouse Island.*

(191) *A submerged water intake 0.3 mile northeast of Blockhouse Island extends 220 m (722 ft) offshore.*

(192) *The Blockhouse Island jetty (44°35'N., 75°41'W.) extends southwest from Blockhouse Island. A Golden Hawk aerobatic jet plane mounted on a pedestal on Blockhouse Island jetty is prominent. Brockville Public wharf, on the Blockhouse Island jetty, is 142 m (466 ft) long and had depths of 0.6 to 3 m (2 to 10 ft) in 2006. Facilities included dockage with power and water, picnic area, pay phones and ice.*

(193) *A conspicuous town clock tower, elevation 42 m (138 ft), is north of Blockhouse Island. A conspicuous water tower 0.75 mile northwest of the Public wharf has an elevation 74 m (243 ft).*

(194) *The stretch of river from Brockville upstream to Lake Ontario is thickly strewn with large and small islands known as the **Thousand Islands**. No attempt is made here to mention each island and shoal in the group. The nautical charts are the best guide and are a necessity for navigating any portion of this stretch.*

(195) ***Brockville Narrows** is a partially dredged reach about 3 statute miles (2.6 nm) long that extends upstream from just above Brockville. The channel leads close to the Canadian shore through a group of islands that fill the river from bank to bank. The channel that parallels Brockville Narrows close to the New York shore is not*

suitable for deep-draft vessels. Numerous shoal spots of less than 2 feet (0.6 meter) are between the New York shore and the main channel.

(196)

Currents

(197) In 1976, currents in Brockville Narrows were determined to be from 1.3 to 2.4 knots.

(198)

**ENC -
Chart - *1435**

(199) Coming out of Brockville Narrows, the vessel route extends southwest between **Cole Ferry Shoal** and **Cole Shoal**. This reach is marked at the lower end by a **036°55'** lighted range. At **Whaleback Shoal**, about 3 statute miles (2.6 nm) above Brockville Narrows, the vessel route turns south southwest for 2.5 statute miles (2.2 nm) on the east side of **Bay State Shoal** and **Crossover Island**. This reach is marked by a **013½°** lighted range and by Chippewa Point Directional Light at the lower and upper end, respectively.

(200)

Anchorage

(201) A designated anchorage marked by buoys is on the west side of the vessel route abreast the turn at Whaleback Shoal.

(202)

Calling-in point

(203) Upbound vessels shall contact "Seaway Clayton" on VHF-FM channel 13 and downbound vessels shall contact "Seaway Iroquois" on VHF-FM channel 11 when approximately abeam of Crossover Island. After initial contact, vessels shall guard VHF-FM channels 13 (upbound) and 11 (downbound). (See the Seaway Handbook for details.)

(204) A natural deepwater channel marked by lights and buoys leads southwest from the turn at Whaleback Shoal and roughly follows the Canadian shore north of **Grenadier Island**.

(205) **Oak Point, NY**, is a small summer resort on the southeast side of the river 2.4 statute miles (2.1 nm) above the upper end of Brockville Narrows. Boats drawing not more than 6 feet (1.8 meters) can land here, but caution is advised to avoid the shoals and small islands in the landing approach.

(206) **Blind Bay** is a small inlet just east of Chippewa Point Directional Light. A sign marks the east side of the entrance. Several overhead cables with a reported least clearance of 28 feet (8.5 meters) cross the entrance channel. In 1977, a reported depth of 4 feet could be carried along the north shore to a marina in the northeast corner. Some marine supplies and gasoline engine repairs are available.

(207)

**ENC -
Chart - *1436**

(208)

From Blind Bay, the vessel route follows a series of short reaches across the mouth of Chippewa Bay and passes northwest of **Superior Shoal**, southeast of **Dark Island**, northwest of **Haskell Shoal**, thence southeast of Grenadier Island on the southeast sides of **Empire Shoal** and **Sister Island Shoal**, northwest of **Third Brother Island**, and southeast of **Lone Brother Island**.

(209)

Chippewa Bay, on the southeast side of the river, is enclosed by **Chippewa Point**, **Cedar Island** and **Oak Island**. The bay is filled with numerous small islands, rocks and shoals; local knowledge is advised. **Chippewa Bay, NY**, a village on the east side of the bay, can be reached by boats drawing 4 feet. **Schermerhorns Landing**, 2.5 statute miles (2.2 nm) southwest, has a marina with gasoline, water, ice, electricity, some marine supplies and a launching ramp. A 5-ton forklift can haul 21-foot (6.4-meter) boats for hull and gasoline engine repairs.

(210)

**ENC -
Chart - *1437**

(211) From Lone Brother Island, the vessel route continues southwest, between **Ironsides Shoal** on the northwest and **Ironsides Island** and **Inner Ironsides Shoal** on the southeast, thence southeast of **Whiskey Island Shoal** off the mouth of Goose Bay.

(212)

Goose Bay is on the southeast side of the St. Lawrence River, southeast of Whiskey Island Shoal and the upper end of Grenadier Island. The bay is very shallow and has a mud bottom with numerous rocks.

(213)

**ENC -
Charts - *1436, *1437, *1438, *1439**

(214)

Canadian Middle Channel branches west from the main vessel course at Ironsides Island and leads through the Thousand Islands on the Canadian side of the International boundary, thence between Wolfe Island and Howe Island and into Lake Ontario in the vicinity of Kingston, ON. The channel is marked by lights and buoys.

(215)

Speed limit

(216) There is a speed limit of 9.5 knots (10.9 mph) over the ground for all vessels over 40 feet (12.2 m) in length in the Canadian Middle Channel and adjacent waters.

(217)

Above Ironsides Island, Canadian Middle Channel leads past the southwest end of Grenadier Island, thence through **Raft Narrows** along the mainland. The main channel through the narrows is crossed by a fixed highway bridge with a clearance of 120 feet. Above the narrows,

the channel divides around Wood Island, along the north side upbound and the south side downbound. Thence the channel leads between **Wallace Island** and **Ash Island**, southwest past **The Navy Islands**, and through the south part of **The Lake Fleet Islands** to a point north of **The Punts**, thence south of **Leek Island** and into the deep wide water between Wolfe and Howe Islands.

(218)

ENC - Chart - *1437

(219) The following is extracted (partial) from the **Canadian Sailing Directions CEN 301, St. Lawrence River, chapter 5**. It is to be noted that the units of miles are nautical miles.

(220) **Rockport** is a resort community on the Canadian mainland 0.4 mile west of Tar Island light.

(221) At Rockport, a public **wharf** 30 m (98 ft) long and 6.1 m (20 ft) wide, with a deck elevation of 1.8 m (6 ft), extends in a southwest direction from the south end of the waterfront. There are depths of 2.1 to 2.7 m (7 to 9 ft) at the outer end of this wharf. There is a public boat launching **ramp** north of the wharf. The L-shaped former Public **wharf** north of the ramp is condemned and fenced off.

(222) **Ivy Lea**, part of Leeds and the Thousand Islands Township, is a summer resort on the Canadian mainland 0.5 mile north-northwest of Ash Island.

(223) At the east end of Ivy Lea is an L-shaped public **wharf** known as Ivy Lea Township Dock; the outer face is 35 m (115 ft) long with an elevation of 1.5 m (5 ft) and a depth of 0.7 m (2 ft). There is a launching **ramp** next to the public wharf.

(224)

ENC - Chart - *1438

(225) **Gananoque, ON**, is a town at the mouth of **Gananoque River**, about 12 statute miles (10.4 nm) west of Rockport and 18 statute miles (15.6 nm) east of Kingston.

(226) The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 5**. It is to be noted that the units of miles are nautical miles.

(227) The town of Gananoque, with a population of 5,285 (2006), is built along both sides of the Gananoque River. A swing bridge crosses near the mouth of the river, and a road bridge crosses 0.3 mile upstream. The swing bridge has a vertical clearance of 4.4 m (14 ft) when closed; it is opened only on application to the town authorities. Between the two bridges, the stream is 45 m (148 ft) wide with wooden wharves along both shores. The shore east

of the town to Sturdivants Point, 2.5 miles away, rises to an elevation of 12 m (40 ft).

(228) A public **wharf**, with a total length of 177 m (581 ft) and an elevation of 1.8 m (6 ft), extends southwest along the shore from the mouth of the river.

(229) Gananoque Municipal Marina, on the north shore west of the Gananoque river, had depths of 0.7 to 2.6 m (2 to 9 ft) in 2006 and offered dockage with power and water, pump out, **ramp**, picnic area, pay phone, showers, laundromat, ice, and a free shuttle to the facilities in Gananoque, most of which are within walking distance. The entrance to the basin is between a headland to the east and the east end of a combined breakwater and boom that protects the basin.

(230)

ENC - Charts - *1439, *2017

(231) **Kingston Harbour**, serving the city of **Kingston, ON**, is on the north side of the head of the St. Lawrence River at the mouth of **Cataraqui River**.

(232)

Rideau Waterway

(233) The Rideau Waterway connects the Ottawa River at **Ottawa, ON**, with the head of the St. Lawrence River at Kingston. From Ottawa, the waterway follows the **Rideau River** upstream to its source in the **Rideau Lakes**, a distance of 123.5 statute miles (107.3 nm). For description of the Rideau Waterway consult **Canadian Small Craft Guide, Rideau Waterway and Ottawa River**.

(234)

ENC - Chart - *1437

(235) From Whiskey Island Shoal, the main vessel route leads southwest between the **Summerland Group** on the northwest and the **Excelsior Group** on the southeast. **Deer Island**, close southwest of the Summerland Group, is marked on the southeast side by a light.

(236) Above Deer Island, the vessel route passes the lower end of **Wellesley Island** and leads southeast of the **Manhattan Group**, **Frontenac Shoal** and **Pullman Shoal**, and northwest of **Sunken Rock Island**, **Sunken Rock Shoal** and **Cherry Island**.

(237) **Westminster Park, NY**, is a summer resort at the lower end of Wellesley Island. The wharves at the village are in ruins and submerged.

(238) **Alexandria Bay, NY**, is a summer resort village on the southeast side of the river opposite the lower end of Wellesley Island. Wharves at the village are easily approached from the river. **Broadway Shoal**, in the approach to the village, has a depth of 13 feet (4 meters) and is marked by a buoy.

(262)



(239)

Quarantine, customs, immigration and agricultural quarantine

(240) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(241) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(242) **Alexandria Bay Coast Guard Station** is on the southeast side of Wellesley Island about 1,000 feet west of Cherry Island.

(243) Alexandria Bay is a **customs port of entry**.

(244)

Small-craft facilities

(245) Small bays at either end of the village have anchorage for boats drawing 6 to 11 feet (1.8 to 3.4 meters). The 460-foot (140-meter) village dock, about 0.25 statute mile (0.2 nm) northeast of Cherry Island, had a reported depth of 7 feet (2.1 meters) alongside in 1977. Marinas at Alexandria Bay provide gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies and launching ramps. Mobile lifts to 60 tons and a 15-ton marine railway that can handle 80-foot (24.4 meter) craft are available for hull, engine and electronic repairs. Machine shops can repair shafts up to 3-inch diameter.

(246)

**ENC -
Chart - *1437**

(247) **American Narrows (Upper Narrows)** separates Wellesley Island from the U.S. mainland for about 6 statute miles (5.2 nm) from Cherry Island southwest to the upper end of Wellesley Island. The channel through the narrows is generally deep, has a least width of 450 feet (137 meters) and is well marked by lights and buoys. The channel is bordered throughout its length by small islands and shoals.

(248) The lower entrance to the narrows is marked by a **218°** leading light at the village of Point Vivian, about 1 statute mile (0.9 nm) southwest of Cherry Island.

(249)

Currents

(250) In 1976, currents from Alexandria Bay to Point Vivian were determined to be from 1.2 to 1.5 knots. In 1976, the current at the Thousand Islands Bridge was determined to be 2.8 knots.

(251) In 1977, it was reported that the river current often reaches 2 knots in the entrance to the narrows from about 0.3 to 0.8 statute mile (0.3 to 0.7 nm) above Cherry Island and thence 1.5 to 2 knots southwest to Swan Bay.

(252) **Swan Bay** and **Brown Bay** are shallow inlets about 2.5 statute miles (2.2 nm) above Cherry Island

on the southeast and northwest sides of the narrows, respectively. During the summer, gasoline is available at a small marina on the northeast side of Swan Bay. In 1977, the reported depths were 3 feet (0.9 meter) in the approach and 6 feet (1.8 meter) alongside.

(253) **Thousand Islands Bridge**, a suspension span with a clearance of 150 feet (45.7 meters), crosses the narrows just west of Swan Bay.

(254) **Niagara Shoal**, covered 3 feet and marked on the north side by a lighted buoy, is on the southeast side of the narrows 1.5 statute miles (1.3 nm) above the bridge. Coming out of the narrows at the upper end of Wellesley Island, the vessel route passes southeast of **Granite State Shoals**, marked by a light, and northwest of **Rock Island Reef**, marked by a lighted buoy.

(255) **Fineview, NY**, is a small settlement on Wellesley Island just below Granite State Shoals. A dock at the settlement is suitable for skiffs only because of many rocks off the end. In 1977, the reported depths were less than 2 feet (0.6 meter) alongside.

(256) **Thousand Island Park**, is a private summer resort at the upper end of Wellesley Island. In 1977, the resort dock had a reported depth of 10 feet (3 meters) alongside, but the dock approach from the river channel is narrow and obstructed by numerous rocks.

(257) **Fishers Landing, NY**, is a settlement 0.8 statute mile (0.7 nm) southeast of Fineview on the west side of **Mullet Creek Bay**. Marinas can provide gasoline, ice, some marine supplies and launching ramps. Forklifts can haul out craft to 5 tons for hull and gasoline engine repairs. In 2002, depths of 6 to 12 feet (1.8 to 3.5 meters) were reported available at the berths.

(258)

ENC - Chart - *1437

(259) Above American Narrows, the vessel course is through a wide area of generally deep water. The route passes northwest of **Little Round Island** and **North Colborne Island**, marked by a light, thence southeast of **Chapman Shoal**, marked by a light and racon, and thence between **Washington Island** to southeast and **Calumet Island** to northwest.

(260) A marina on the east side of **Spicer Bay**, about 1.2 statute miles (1 nm) east of Little Round Island, provides gasoline, water, ice, electricity, some marine supplies and a launching ramp. A 12-ton fixed lift can handle 36-foot (11-meter) craft for hull and engine repairs. In 1977, the reported controlling depths were 4 feet (1.2 meters) in the approach and 5 feet (1.5 meters) alongside the berths.

(261) **Clayton, NY**, is on the southeast side of the St. Lawrence River about 20 statute miles (17.4 nm) below Lake Ontario. **Grindstone Island** is in midriver northwest of Clayton, and Washington Island is close to shore northeast of the village.

(263) A causeway connects Washington Island to Clayton. The fixed span near the island end of the causeway has

two 33-foot (10.1-meter) openings, each with a clearance of 6 feet (1.8 meters).

(264)

Quarantine, customs, immigration and agricultural quarantine

(265) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(266) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(267) Clayton is a **customs port of entry**.

(268)

Small-craft facilities

(269) The deep water of the river extends to within a short distance of the wharves at Clayton, at which there are depths up to 24 feet (7.3 meters). The city dock reported depths of 4 to 20 feet (1.2 to 6.1 meters) alongside in 1977. The dock has a 2-hour mooring limit. The municipal dock, marked at the outer end by a private light, is at the foot of Mary Street. In 1977, depths of 4 to 20 feet were reported alongside. Submerged ruins are on the south side at the inner end of the dock. Water and electricity are available.

(270) Several marinas at Clayton and on Calumet Island provide gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies and launching ramps. Lifts to 30 tons and a 50-ton marine railway that can handle 65-foot (19.8-meter) craft are available for hull, engine and electronic repairs. Mast-stepping service is available at Calumet Island.

(271) Above Clayton and Calumet Island, the vessel course passes southeast of **Calumet Shoal**, marked by a light, and thence north of **Bartlett Point**. A light is close off the point. A 16-foot spot is marked by a buoy about 0.5 statute mile (0.4 nm) west-northwest of Bartlett Point.

(272)

ENC - Chart - *1438

(273) About 3 statute miles (2.6 nm) above Bartlett Point, the International boundary passes between the west end of Grindstone Island and the east end of Wolfe Island and thence follows close to the south shore of Wolfe Island into Lake Ontario.

(274) Between the upper end of Grindstone Island and **Hickory Island**, an unmarked channel of natural deep water leads from the main vessel route north to connect with Canadian Middle Channel. The channel is bordered closely by islands, rocks and shoals.

(275) The following is extracted from **Canadian Sailing Directions CEN301, St. Lawrence River, chapter 4**.

(276) **Wolfe Island Cut**, close off the east end of Wolfe Island, is a dredged channel connecting the Seaway channel and the open water between Wolfe and Howe Islands. This channel, 140 meters (459 feet) wide, has a depth of 6.1 m (20 feet) in its southeast entrance; the channel is marked by **buoys and light buoys**.

(277) *A submerged power cable crosses Wolfe Island Cut from Wolfe Island to Arabella Island and continues on to Hickory Island. A submerged telephone cable also crosses the cut from Wolfe Island to Arabella Island.*

(278) *Wolfe Island light (378), is on Quebec Head (44°14'N., 76°11'W.), which is the northeast end of Wolfe Island.*

(279)

ENC - Charts - *1438, *1439

(280) **Wolfe Island** is a large irregularly shaped island that extends from the broad entrance of the St. Lawrence River at Lake Ontario downriver for about 18 statute miles (15.6 nm). The island is about 6 statute miles (5.2 nm) wide at the head of the river; downstream it diminishes in width and is indented by numerous bays.

(281) From Bartlett Point, the vessel course continues southwest for about 6 statute miles (5.2 nm), passing southeast of the lower end of Wolfe Island and northwest of the light that marks **Linda Island**. A shoal with a least depth of 11 feet (3.4 meters) is marked at the north end by a lighted buoy 0.9 statute mile (0.8 nm) west of Linda Island. Near this shoal the course turns west, parallel to the Wolfe Island shore, and is marked at the west end by a directional light on **Bayfield Island**.

(282) There is a **general anchorage area** northeast of Carleton Island — see **33 CFR 110.1** and **110.209**, chapter 2, for limits and regulations.

(283) A marina on the east side of **Millen Bay**, 2.8 statute miles (2.4 nm) southwest of Linda Island, provides transient berths, gasoline, water, electricity, some marine supplies, a launching ramp and minor repairs. In 1977, the reported controlling depths were 5 feet (1.5 meters) in the approach and 2 to 10 feet (0.6 to 3 meters) at the berths.

(284) The vessel course turns south between **Carleton Island** on the east and **Carpenter Point** on the west and is marked at the lower end by a **013°20'** lighted range on **Irvine Point**. **Hinckley Flats Shoal**, on the west side of this reach, is marked on the east side by two lighted buoys. **Feather Bed Shoal**, on the east side of the channel, is marked by a lighted buoy.

(285) **Cape Vincent, NY**, is a village and small-craft harbor on the south side of the St. Lawrence River about 3 statute miles (2.6 nm) below Lake Ontario. A dredged channel leads along the city front on the St. Lawrence River. The channel is protected by a 1,380-foot-long (420-meter) breakwater that parallels the shore; the ends of the breakwater are marked by lights.

(286)

Quarantine, customs, immigration and agricultural quarantine

(287) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(288) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

(289) Cape Vincent is a **customs port of entry**.

(290)

Harbor regulations

(291) (See **33 CFR 207.610**, chapter 2, for harbor regulations.)

(292)

Small-craft facilities

(293) Deep water can be carried to the docks in the harbor, and vessels up to 10-foot (3-meter) draft can be accommodated. Marinas in the harbor provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, some marine supplies and a launching ramp. Mobile lifts to 16 tons are available for hull, engine and electronic repairs.

(294)

Ferry

(295) Automobile and passenger ferries operate seasonally from Cape Vincent to Point Alexandria on Wolfe Island.

(296) **Point Alexandria** (44°08'12"N., 76°21'18"W.) is at the outer end of **Hornes Point**, a jutting peninsula at the southeast end of Wolfe Island opposite Cape Vincent. A ferry pier is at Point Alexandria.

(297)

Calling-in points

(298) Upbound and downbound vessels shall contact "Seaway Clayton" on VHF-FM channel 13 when approximately abeam of Point Alexandria. After initial contact, vessels shall guard VHF-FM channels 16 (upbound) and 13 (downbound). (See the Seaway Handbook for details.)

(299) A lighted buoy in about 44°07'10"N., 76°22'36", marks the outer edge of a 19-foot shoal. **Bear Point** (44°05'42"N., 76°26'36"W.), at the head of the St. Lawrence River, is the southernmost point of Wolfe Island. A buoy 0.6 statute mile (0.5 nm) south-southwest of the point marks the outer edge of a shoal with depths of 11 feet. **Big Sandy Bay** and **Reeds Bay**, on the southwest side of Wolfe Island, are separated by **Long Point**. A shoal extends 1.3 statute miles (1.1 nm) west-southwest from Long Point and is marked near the outer end by a buoy. **Horseshoe Island** is off **Staley Point** at the northwest end of Wolfe Island.

(300) Above Cape Vincent, the vessel course extends southwest for about 4 statute miles (3.5 nm) to the waters of Lake Ontario. **Tibbetts Point Light** (44°06'02"N., 76°22'14"W.), 69 feet above the water, is shown from a white conical tower on the New York shore at the head of the St. Lawrence River. **Tibbetts Point Traffic Lighted Buoy** is about 1.8 statute miles (1.6 nm) west of the light.

(301) There is a **general anchorage area** southwest of Tibbetts Point — see **33 CFR 110.1** and **110.209**, chapter 2, for limits and regulations.

