

BookletChart™

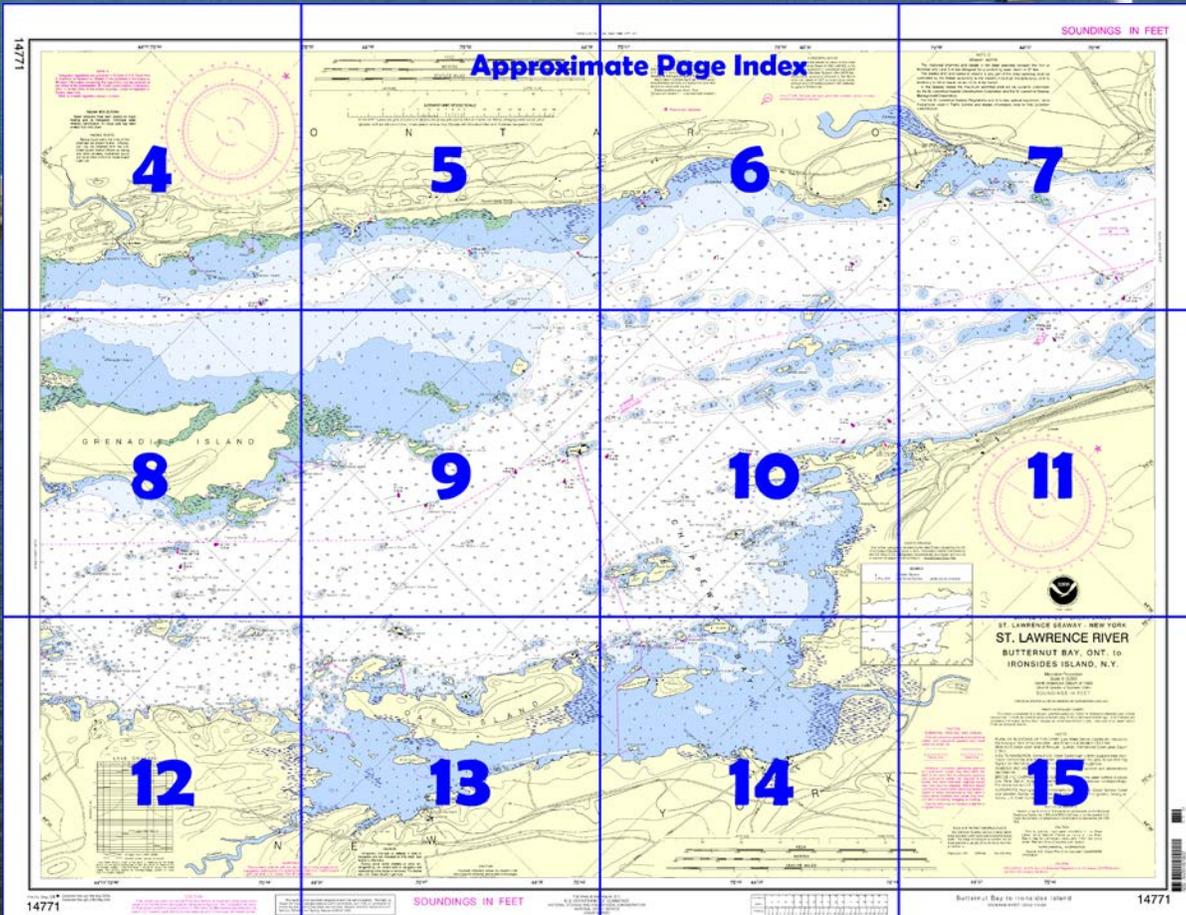


St. Lawrence River – Butternut Bay, Ont., to Ironsides Island, NY NOAA Chart 14771

*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



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

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

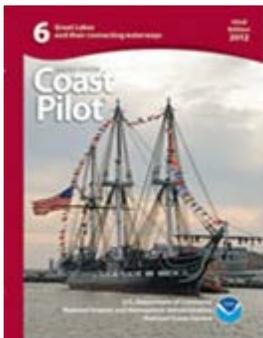
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14771>



(Selected Excerpts from Coast Pilot)

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.

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

Calling-in point.—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.)

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**.

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.

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.

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 **Jorstadt 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**.

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.

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

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

Table of Selected Chart Notes

Pump-out facilities

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

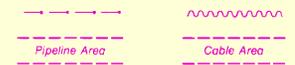
Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline 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 buried, and those that were originally buried may have become exposed. Mariners 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 trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Watertown, NY WXN-68 162.475 MHz

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.173" northward and 1.166" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

WARNING

The prudent mariner 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 6 for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

4A

Vessel Traffic Services calling-in point with numbers, arrow indicates direction of vessel movement

CAUTION

SPEED REGULATION See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Ontario is at elevation 243.3 feet. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AUTHORITIES: Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES: When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

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.

NOTE C SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.

The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Management Corporation.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

14771

44°27'75"54"

75°53'

NOTE A

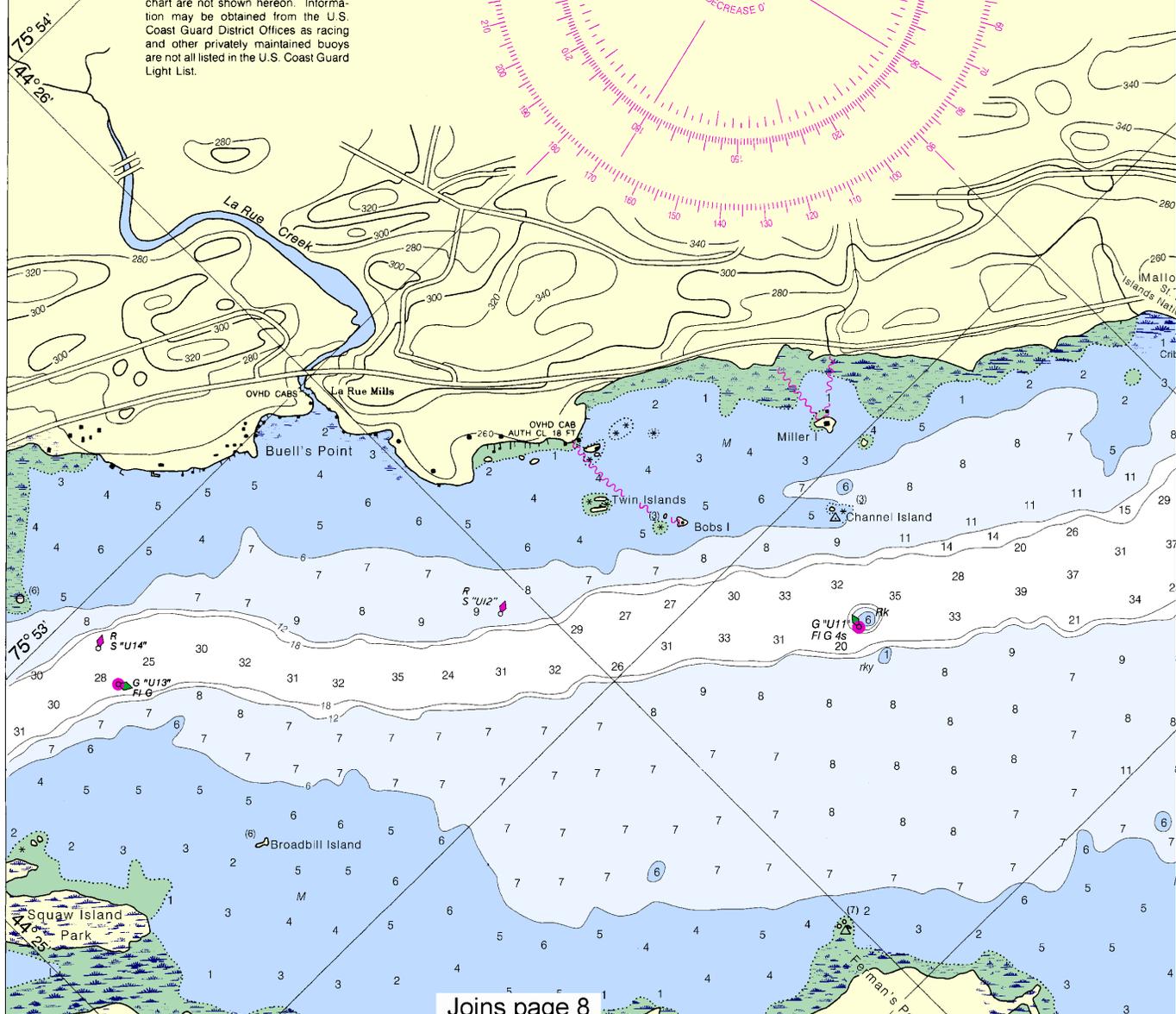
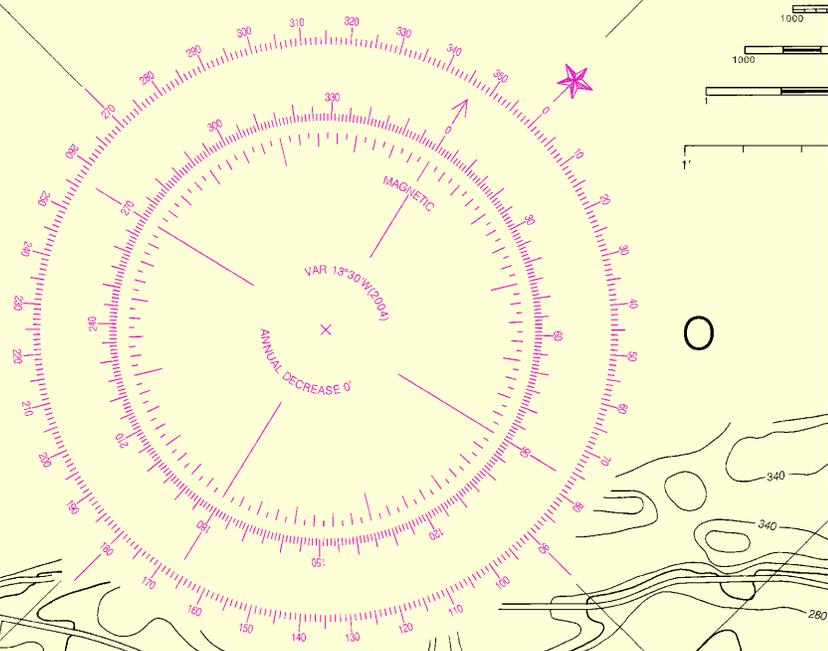
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Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.

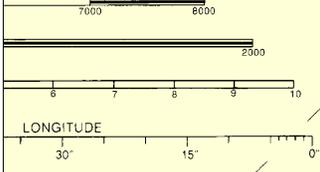


44°29'

75°51'

75°50'

44°30'



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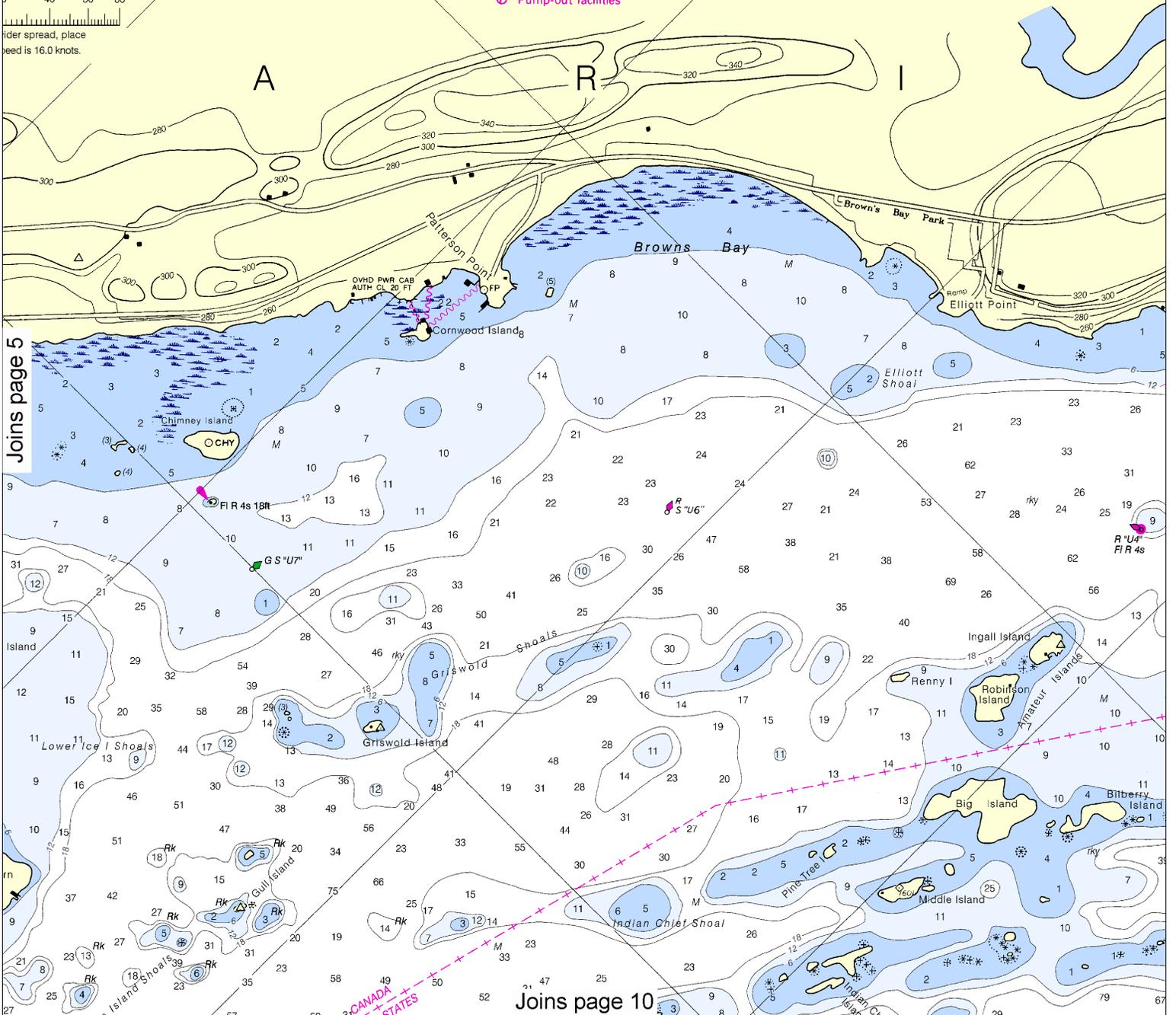
HORIZONTAL DATUM

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4A Vessel Traffic Services calling-in point with numbers; arrow direction of vessel movement

Pump-out facilities

Joins page 5



Joins page 10

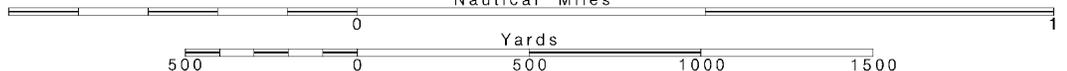
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

75°49'

44°31'

75°48'

NOTE C SEAWAY NOTES

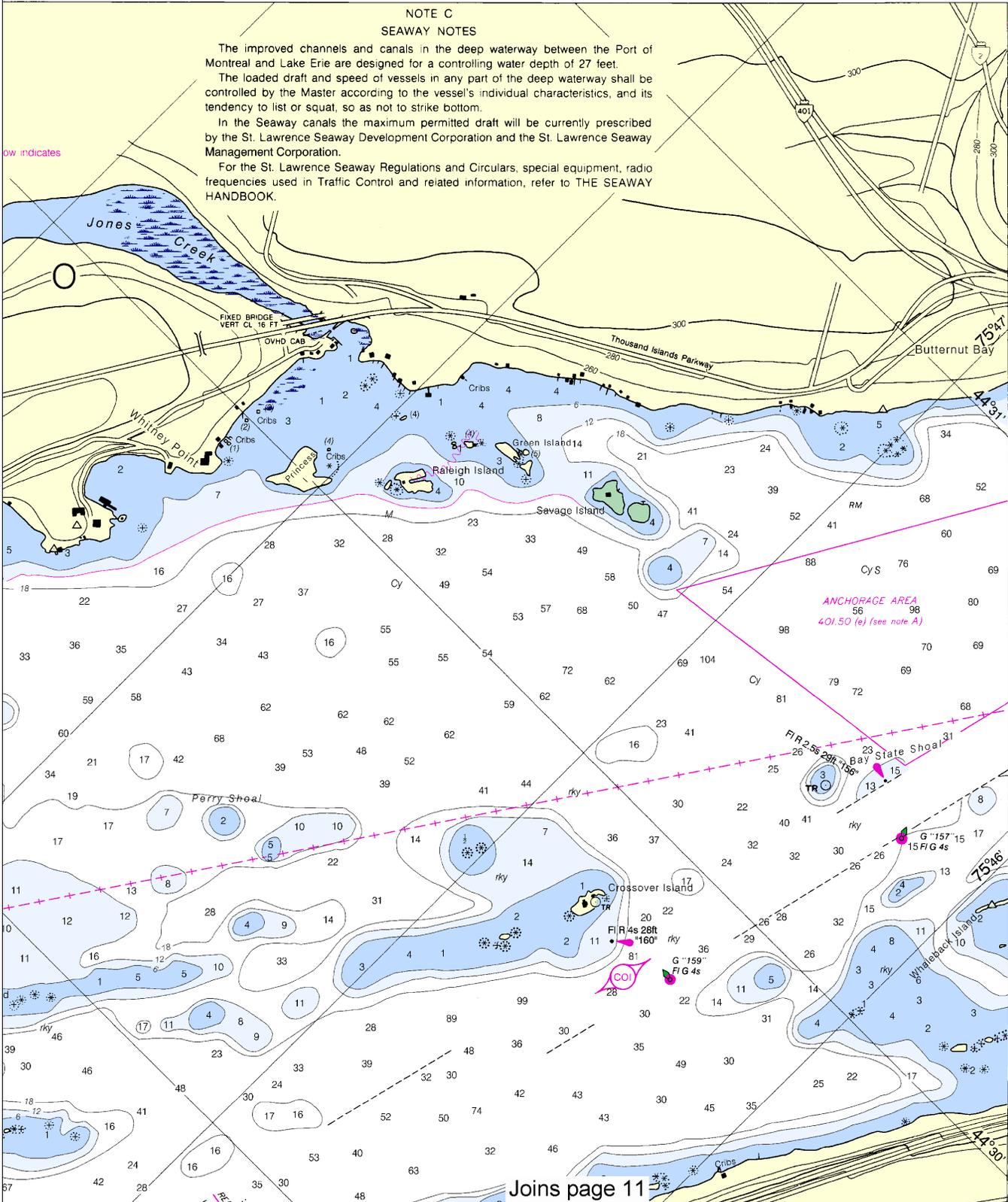
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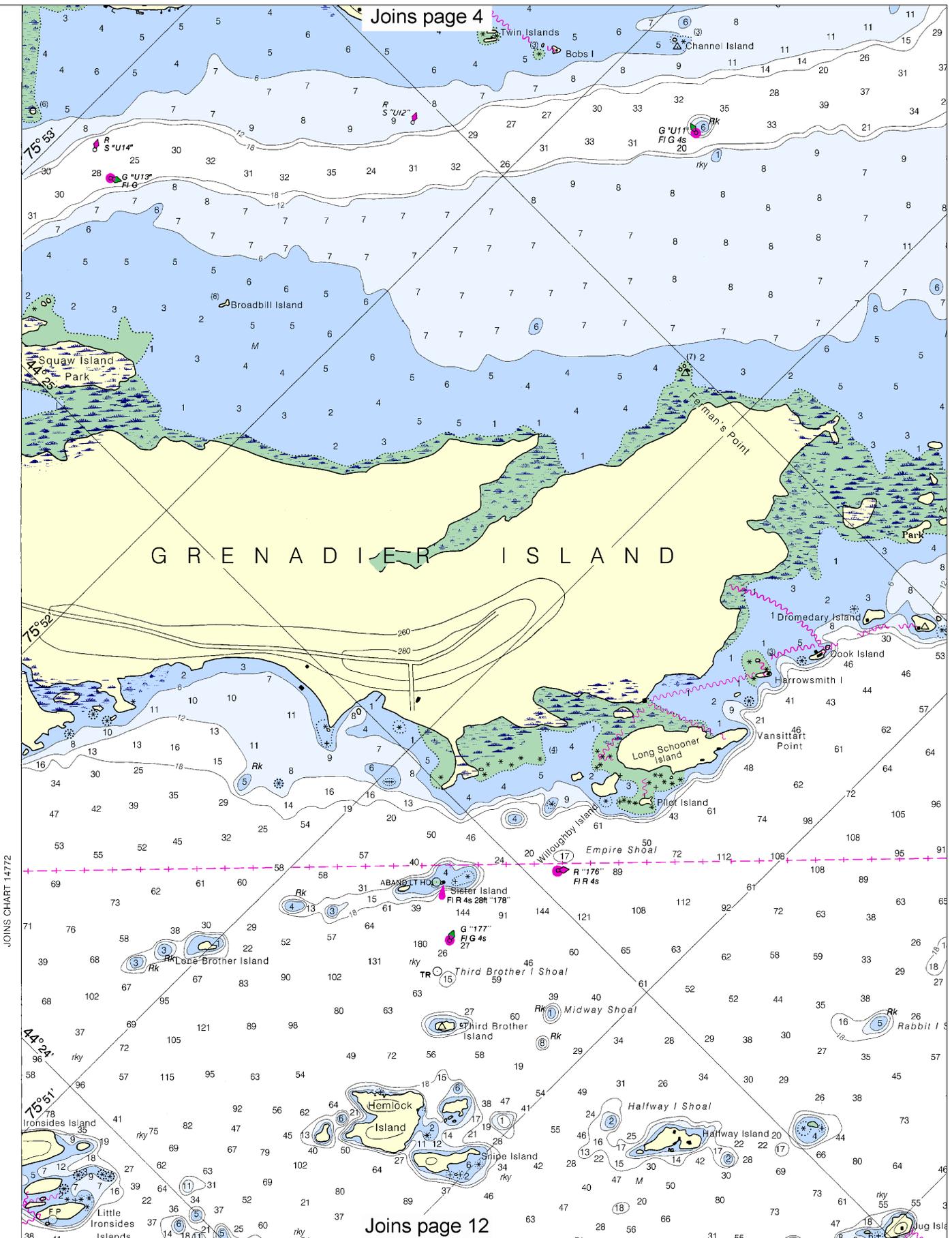
low indicates



JOINS CHART 14770

Joins page 11

Joins page 4



JOINS CHART 14772

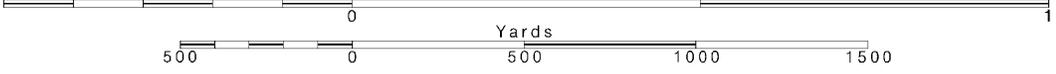
Joins page 12

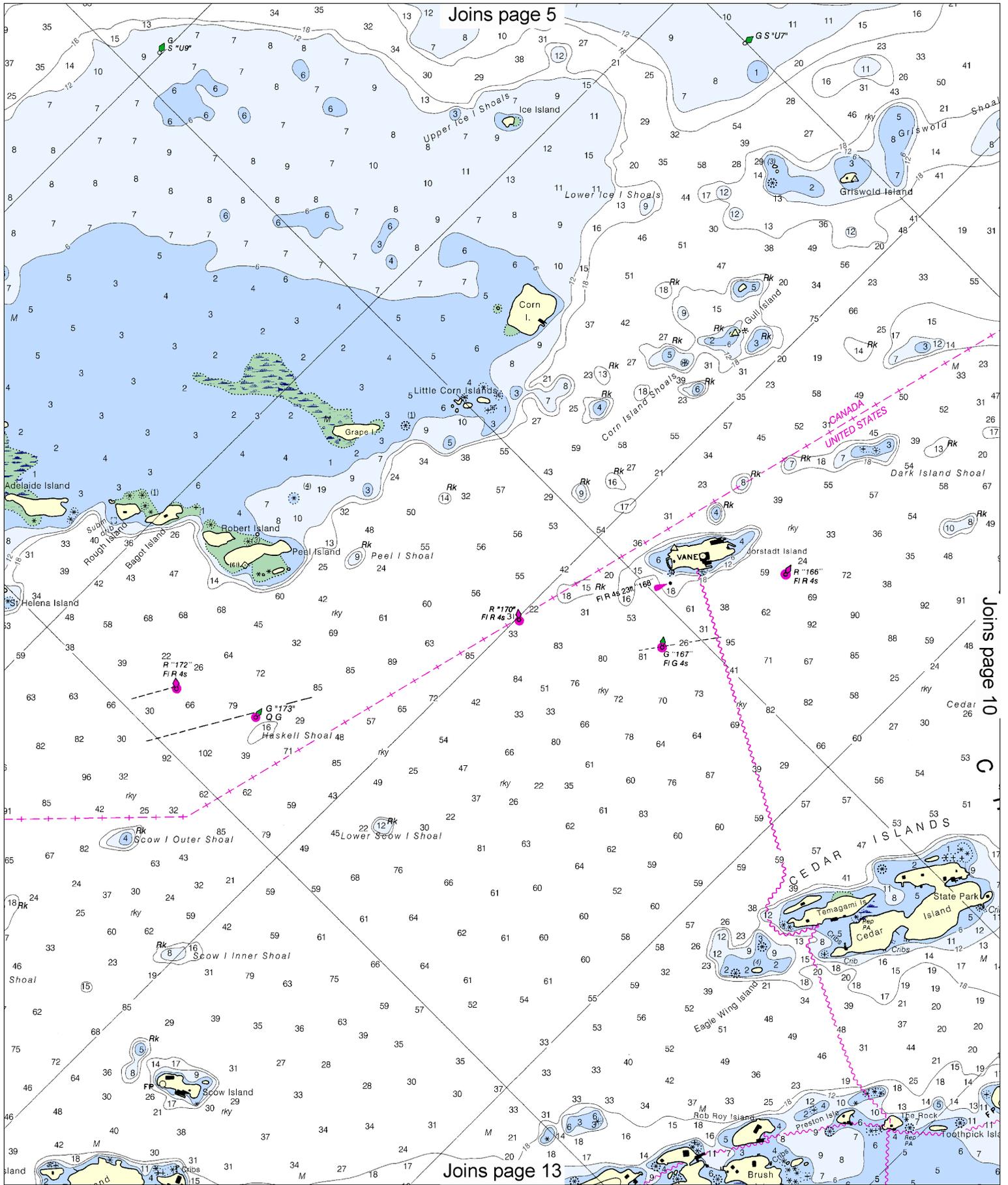
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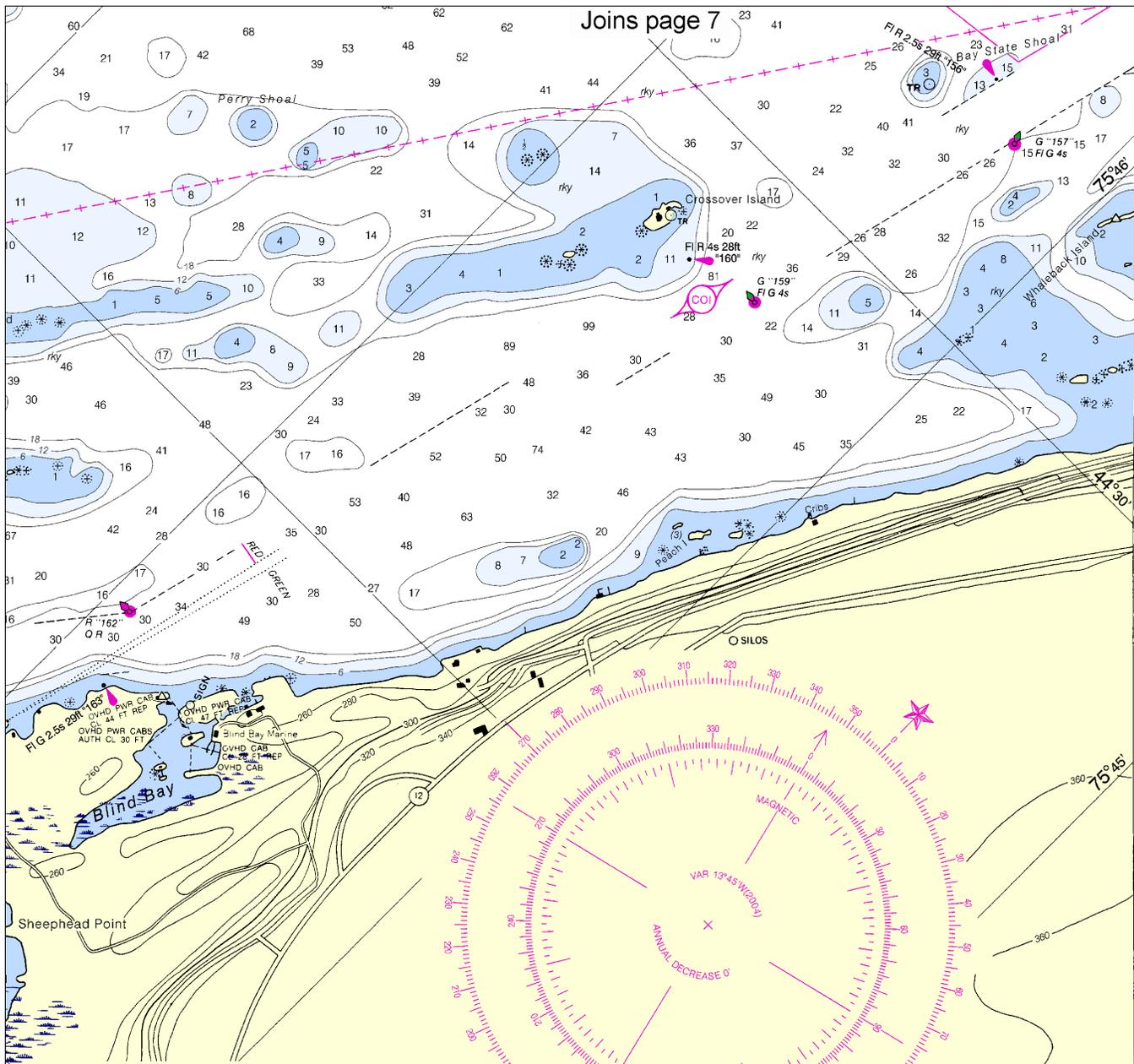
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000

See Note on page 5.



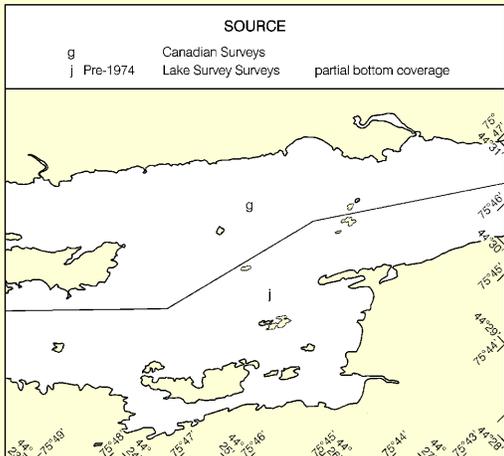




Joins page 7

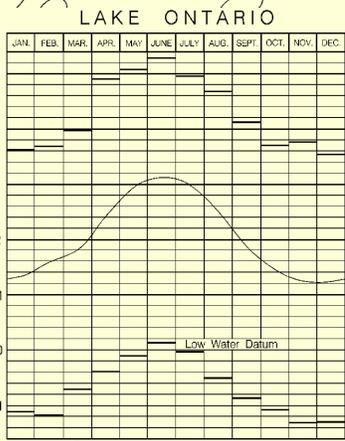
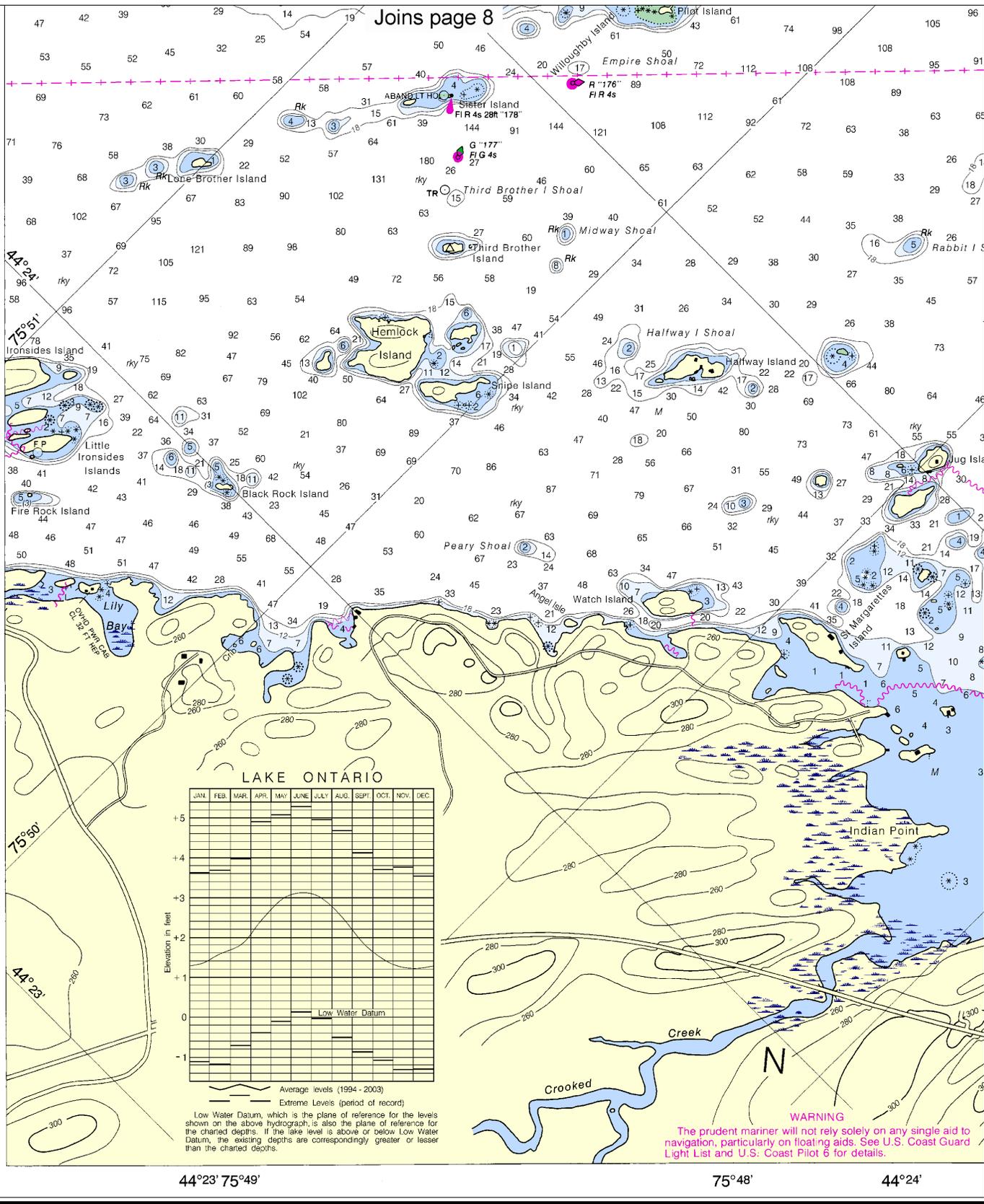
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UNITED STATES - GREAT LAKES
 ST. LAWRENCE SEAWAY - NEW YORK
ST. LAWRENCE RIVER
 BUTTERNUT BAY, ONT. to
 S ISLAND, N.Y.

JOINS CHART 14772



Average levels (1994 - 2003)
 Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

17th Ed., May/04 ■ Corrected through NM May 22/04
 Corrected through LNM May 4/04

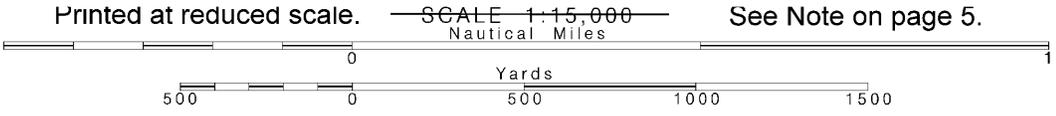
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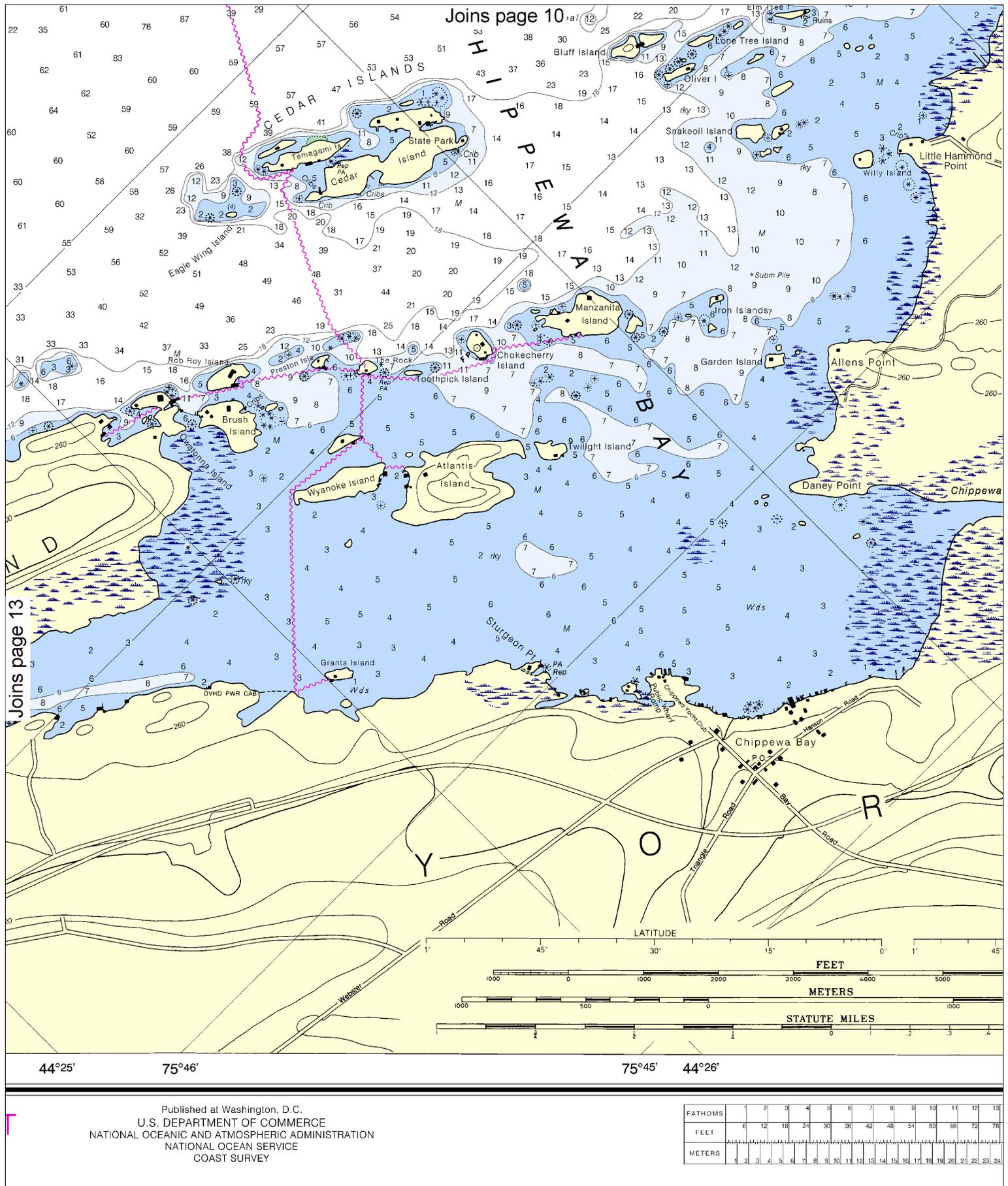
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency, the Canadian Ministry of Transport and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to print on a standard 8 1/2" x 11" sheet. Ocean Service encourages users to submit comments for improving this chart to the Chief, Marine Chart Service, NOAA, Silver Spring, Maryland 20910

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Note: Chart grid lines are aligned with true north.





Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.

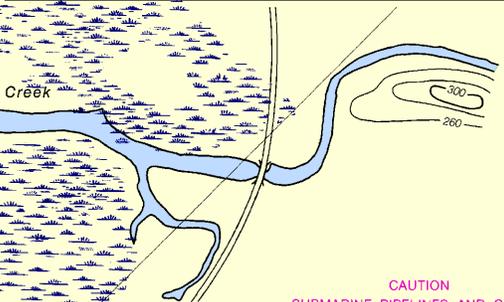
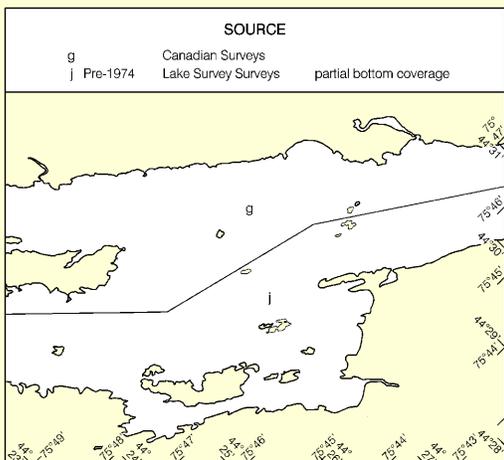


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SOURCE

g Canadian Surveys
j Pre-1974 Lake Survey Surveys partial bottom coverage



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Watertown, NY WXN-68 162.475 MHz



UNITED STATES - GREAT LAKES
ST. LAWRENCE SEAWAY - NEW YORK
ST. LAWRENCE RIVER
BUTTERNUT BAY, ONT. to
IRONSIDES ISLAND, N.Y.

Mercator Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Ontario is at elevation 243.3 feet. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

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.

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BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

POLLUTION REPORTS

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CAUTION

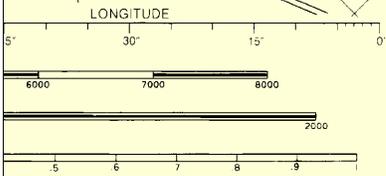
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

SPEED REGULATION See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.



75°44'

44°27'

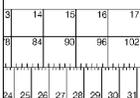
75°43'

44°29'

75°44'

75°43'

44°28'



Butternut Bay to Ironsides Island

SOUNDINGS IN FEET - SCALE 1:15,000

14771





EMERGENCY INFORMATION

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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.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 Weather Service — <http://www.weather.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 @nauticalcharts



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