

BookletChart™

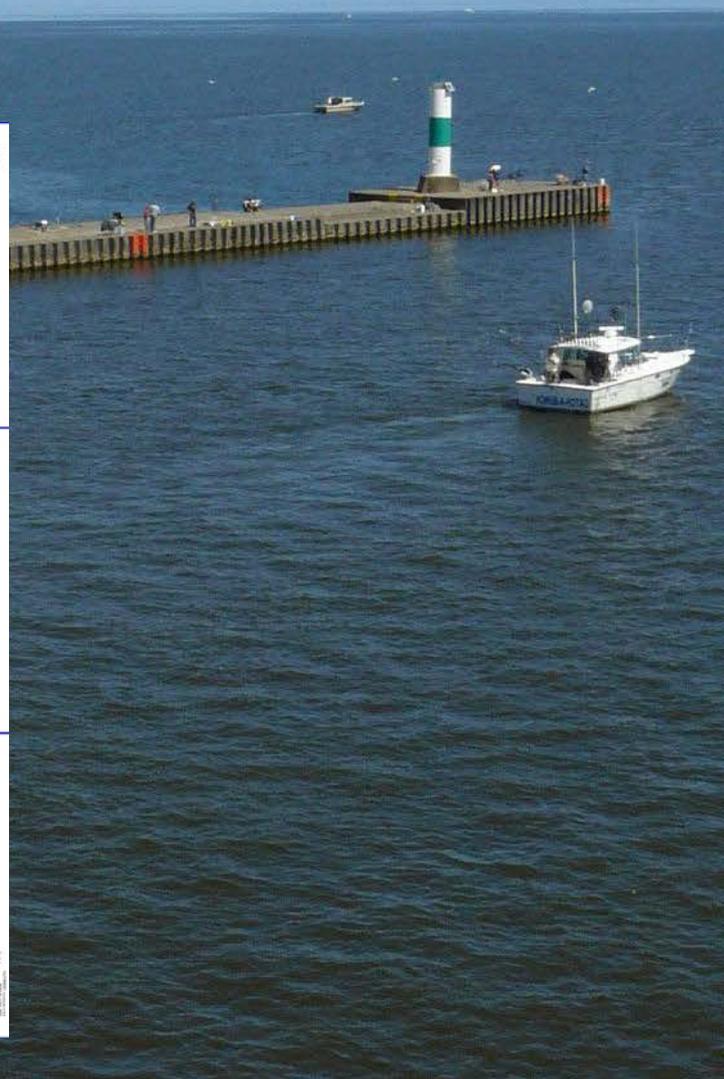
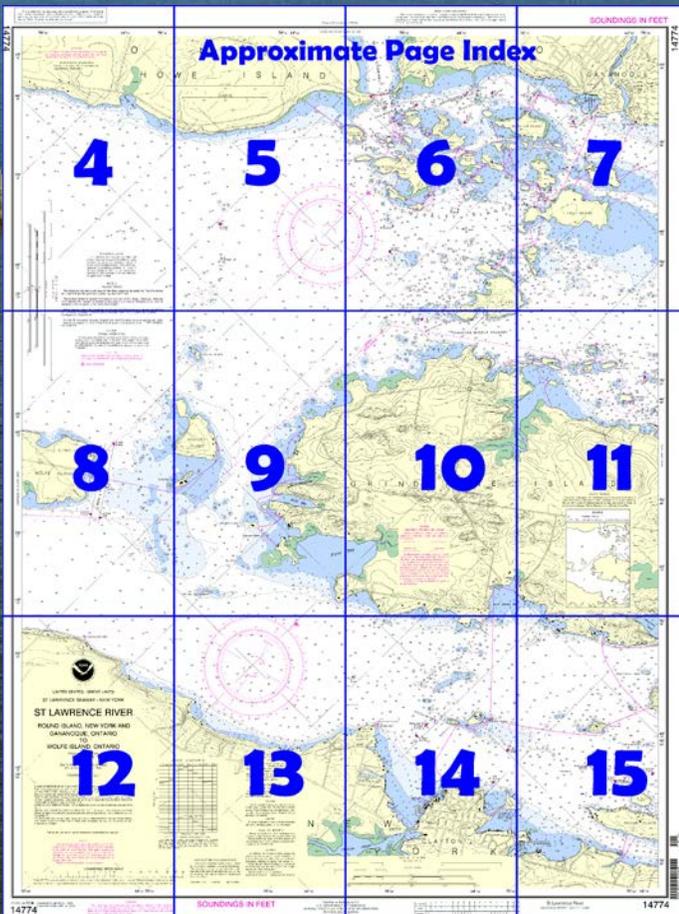


**St. Lawrence River – Round Island, NY;
Gananoque, Ont., to Wolfe Island, Ont.
NOAA Chart 14774**

*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.

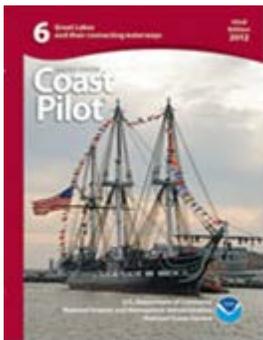
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14774>



(Selected Excerpts from Coast Pilot)
Canadian Middle Channel branches west from the main 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.
Speed limit.—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. 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.

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.

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.

The town of Gananoque 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 4.3 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.

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 river mouth. 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 which protects the basin.

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.

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.

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.

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).

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

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

Clayton is a **customs port of entry**.

**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

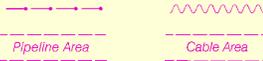
CAUTION

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.

CAUTION

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

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).

CAUTION

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

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.

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WXX-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 0.154' northward and 1.193' eastward to agree with this chart.

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.

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.

CAUTION

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

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 for details.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

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.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

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.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast 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.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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 depth of 27 feet.

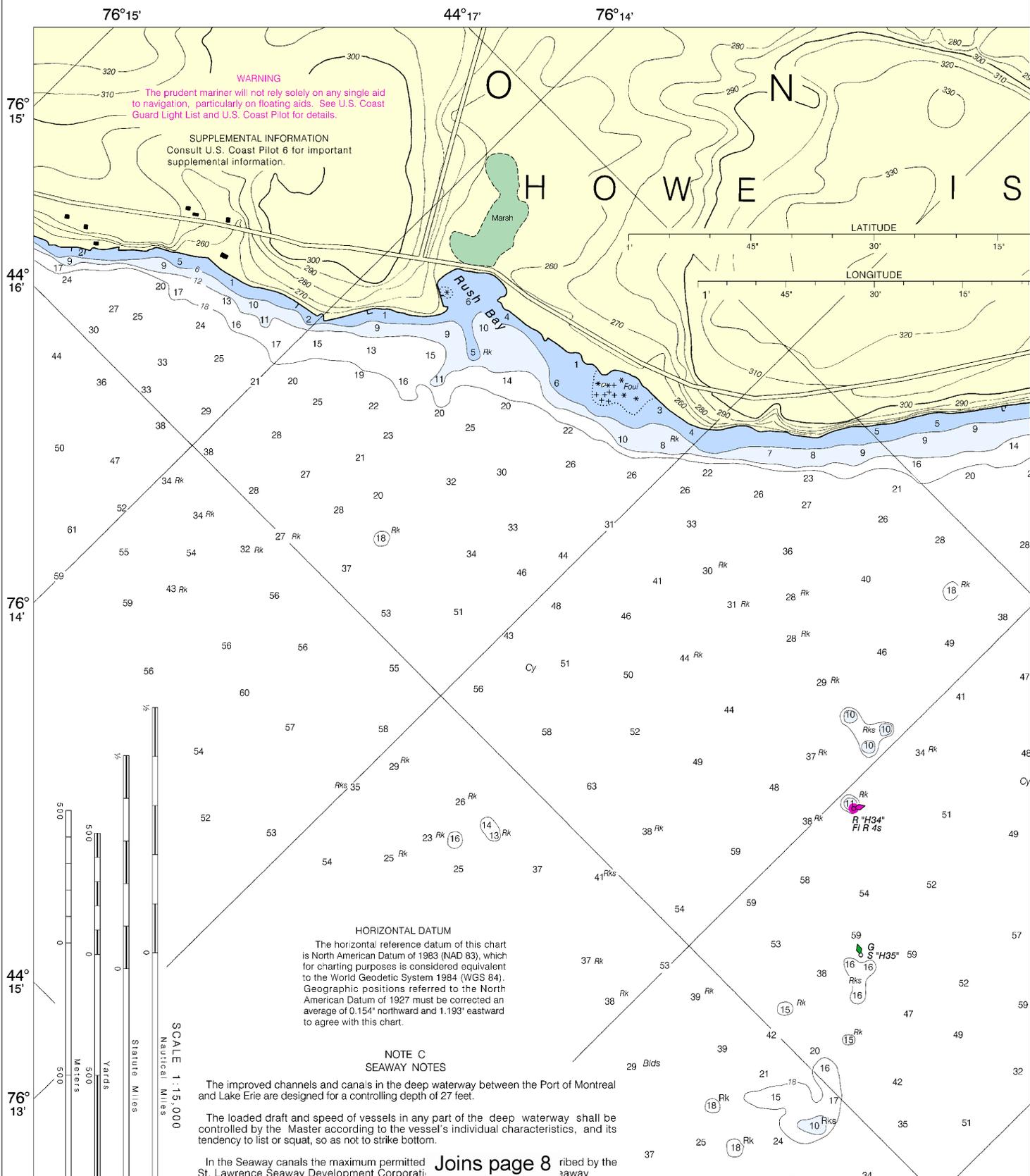
The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

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.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282

14774



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Note: Chart grid lines are aligned with true north.

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

See Note on page 5.



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.

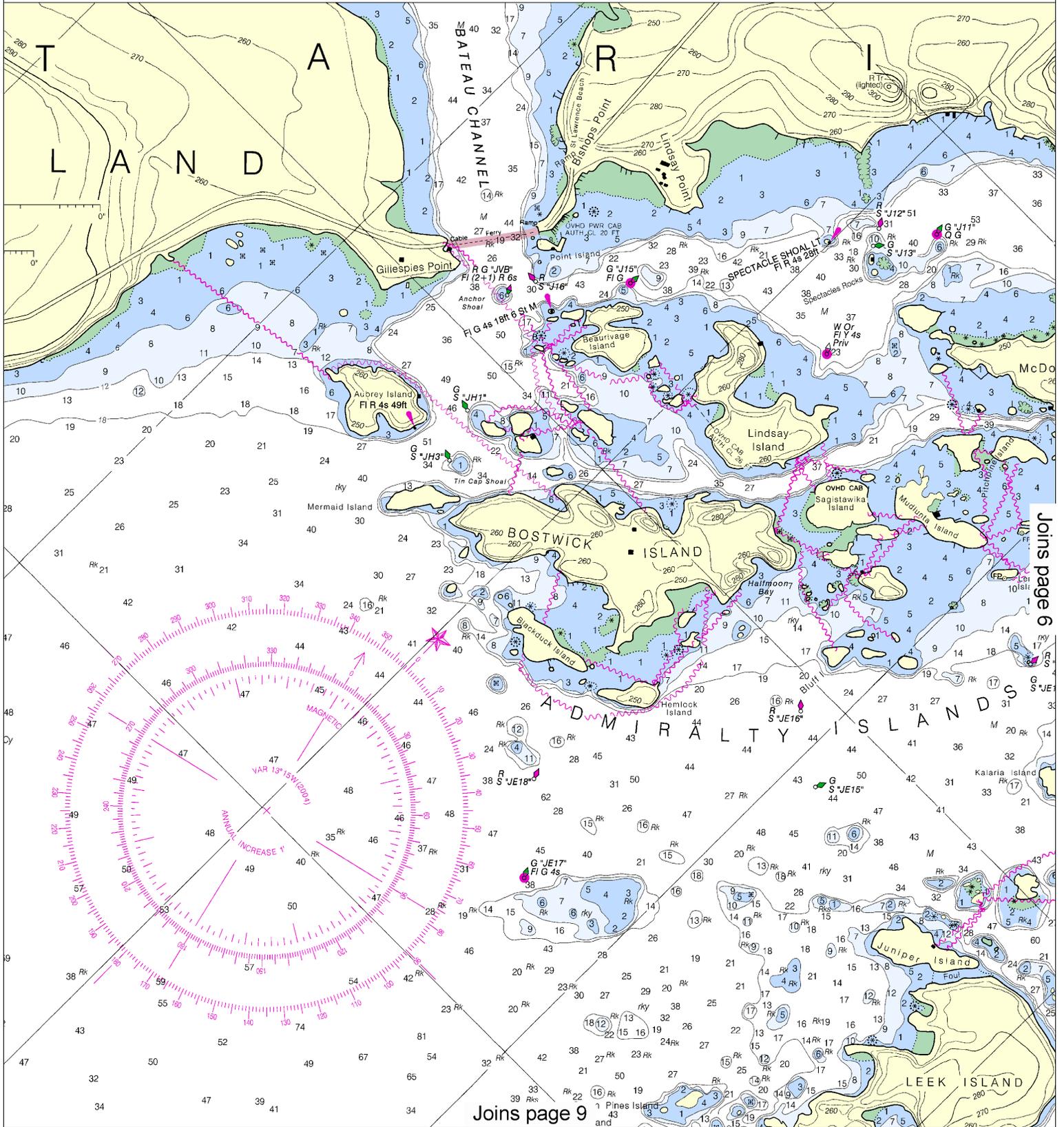
Formerly LS 117, 1st Ed. 1945 KAPP 1022

76°13' 44°18'

CONTINUED ON CANADIAN CHART 1420

76°12'

44°19'



Joins page 9

Joins page 6

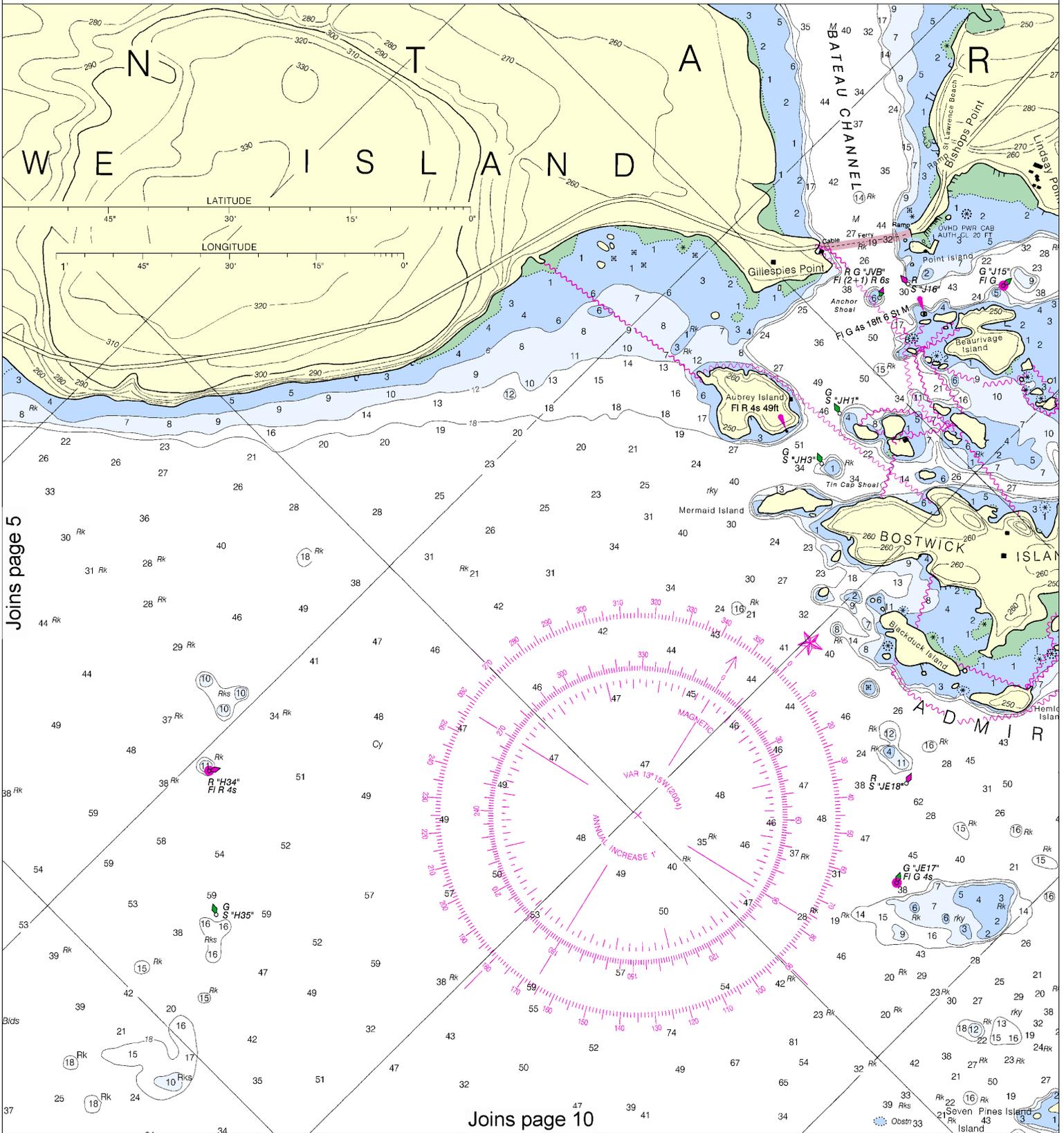
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



76°13' 44°18'

CONTINUED ON CANADIAN CHART 1420

76°12'



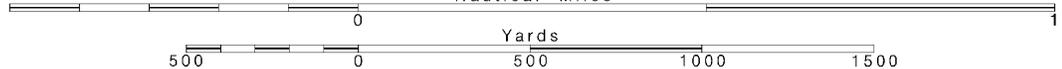
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Joins page 10

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

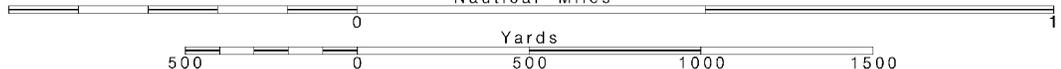
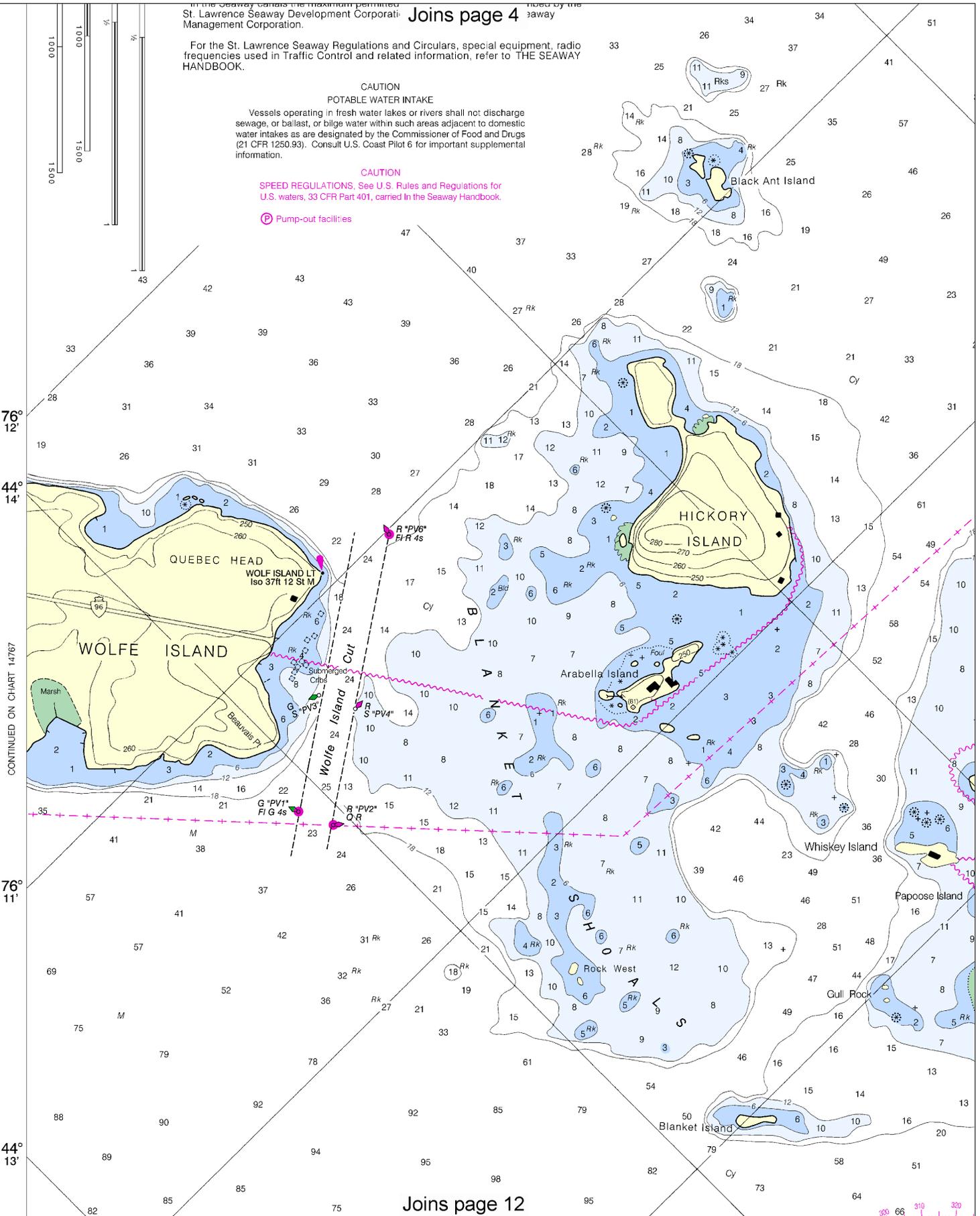
For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

CAUTION
POTABLE WATER INTAKE

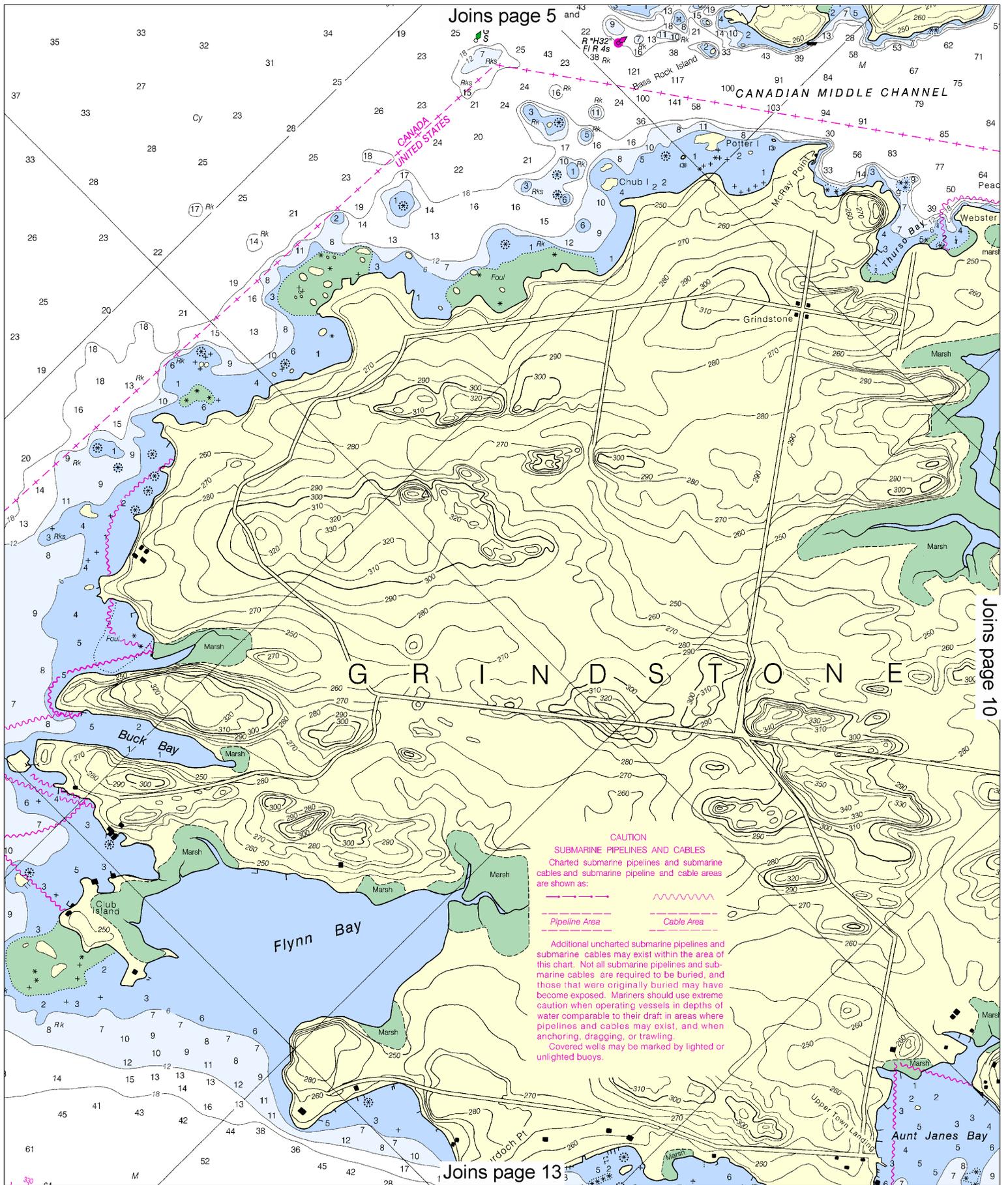
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

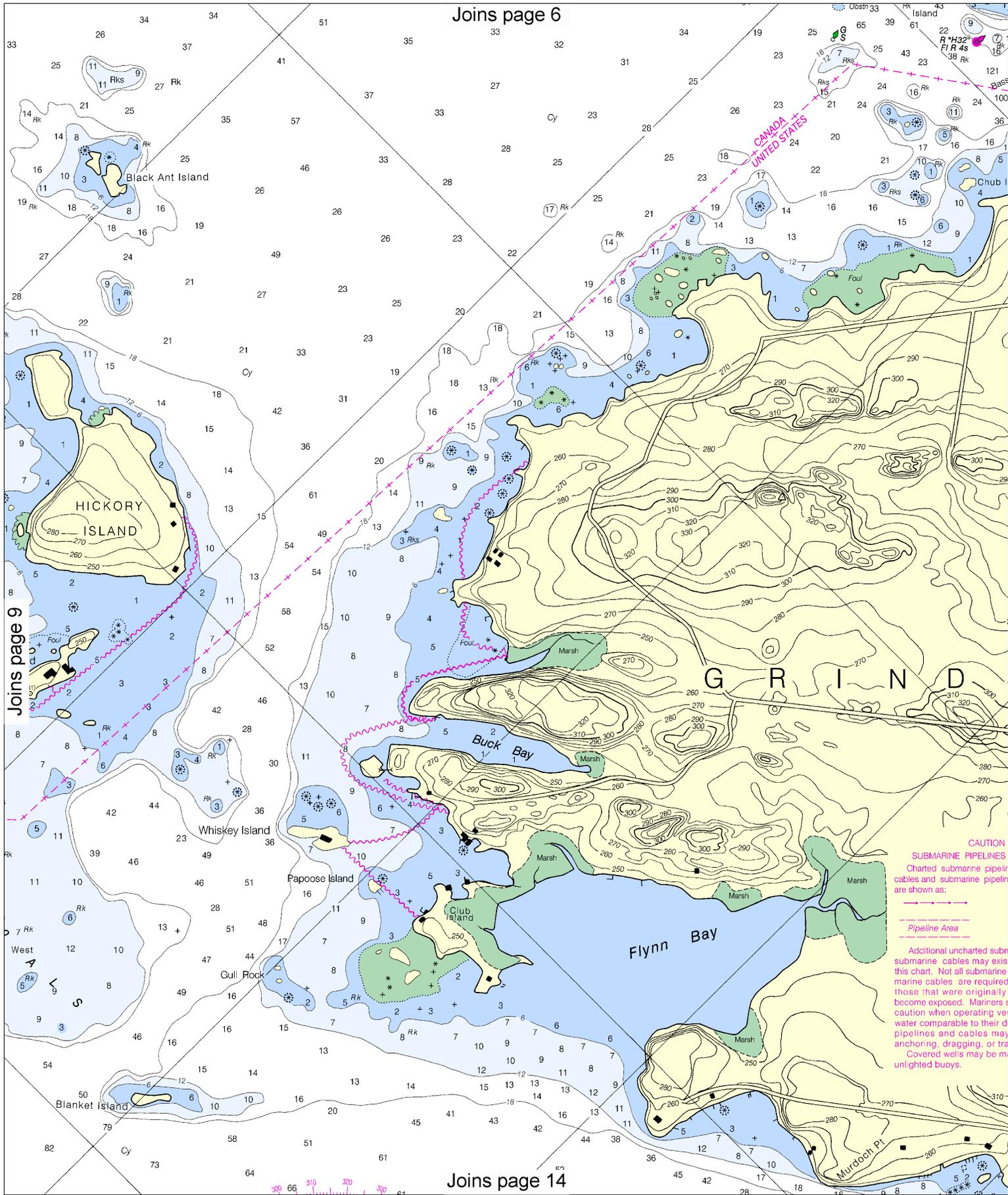
CAUTION
SPEED REGULATIONS, See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

P Pump-out facilities



Note: Chart grid lines are aligned with true north.





CAUTION
SUBMARINE PIPELINES
 Charted submarine pipeline cables and submarine pipelines are shown as: — — — — —
 Pipeline Area — — — — —
 Additional uncharted submarine cables may exist in this chart. Not all submarine marine cables are required to be marked; those that were originally marked but have since become exposed. Mariners should exercise caution when operating vessels in this area, as water depths may be comparable to their draft. Pipelines and cables may be exposed, and may be damaged by anchoring, dragging, or trawling. Covered wells may be marked with unlighted buoys.

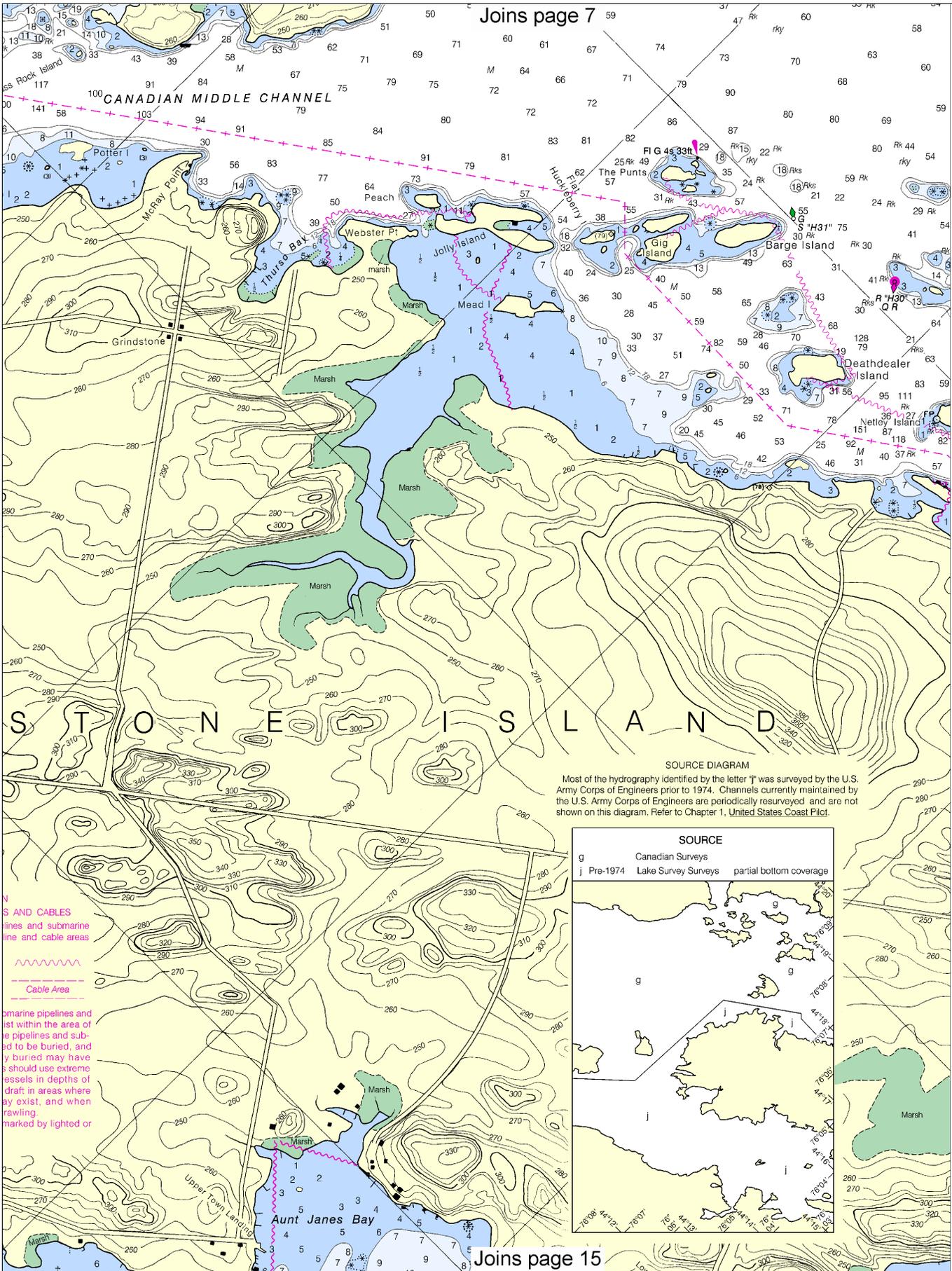
10

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.





JOINS CHART 14773

76° 06'

44° 17'

PIPELINES AND CABLES
 lines and submarine
 line and cable areas


 Cable Area

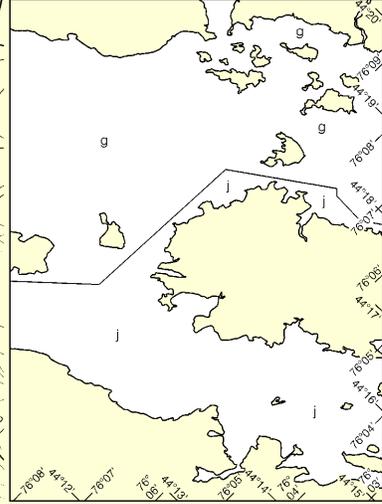
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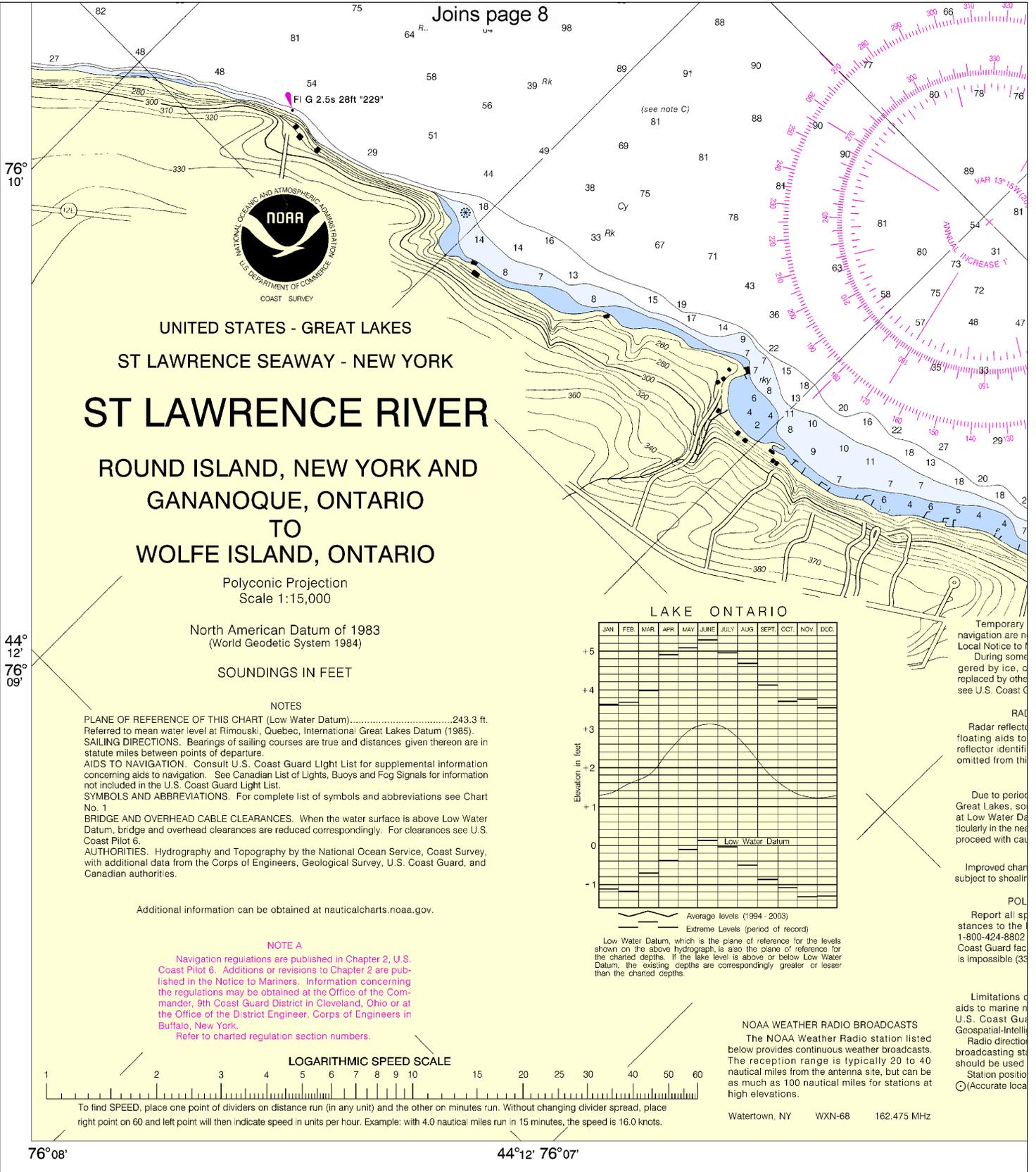
SOURCE DIAGRAM

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.

SOURCE

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





17th Ed., Jul./04 ■ Corrected through NM Jul. 10/04
Corrected through LNM Jun. 22/04

14774

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency 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.

SOUNDINGS IN FEET

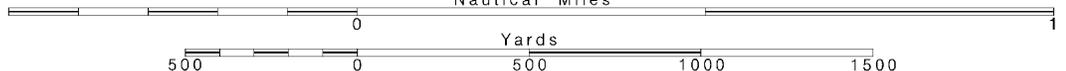
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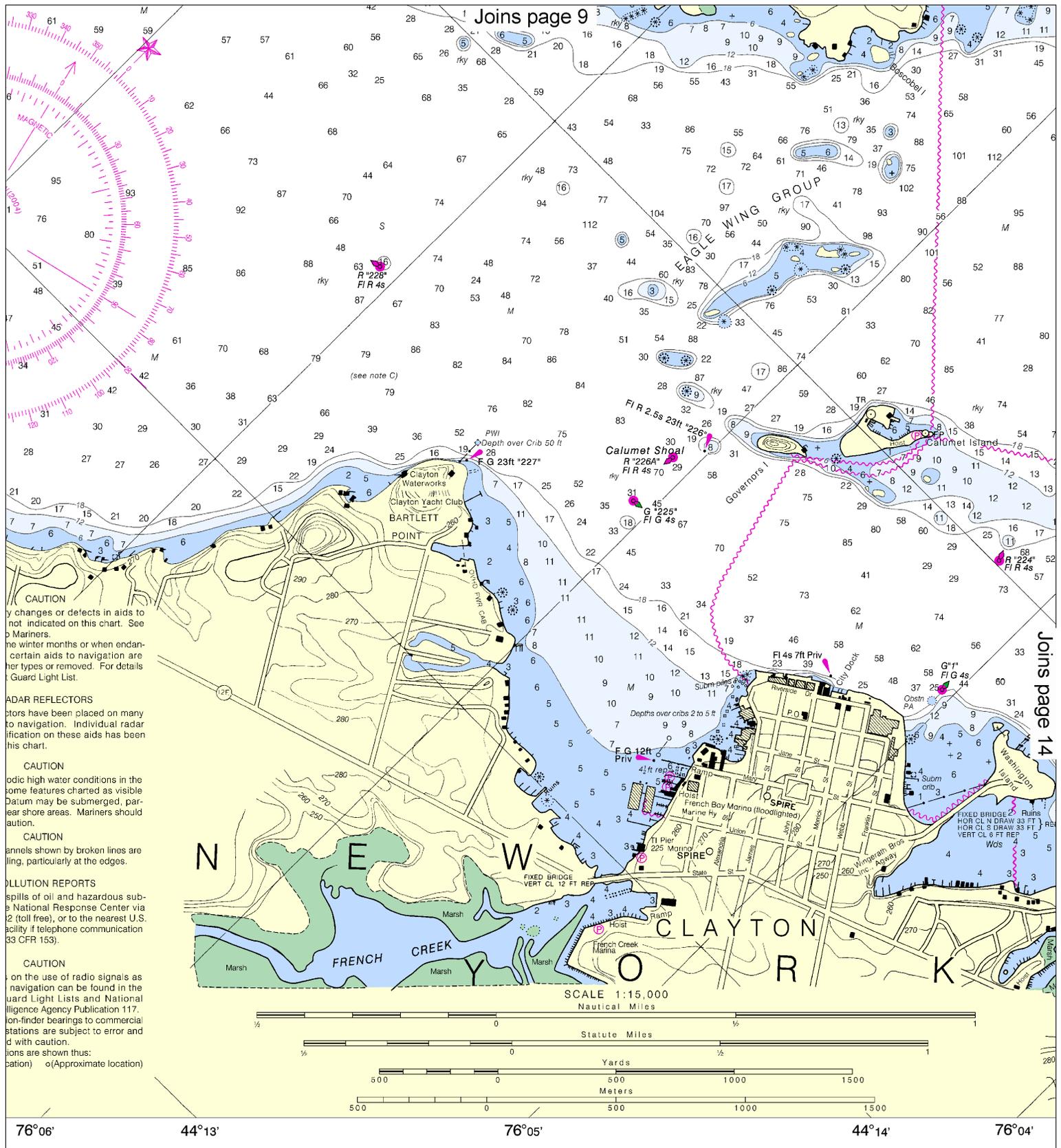
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





CAUTION
 Changes or defects in aids to navigation not indicated on this chart. See Notices to Mariners.
 In winter months or when endangers certain aids to navigation are removed. For details see Notices to Mariners.

CAUTION
 Radar reflectors have been placed on many aids to navigation. Individual radar reflector information on these aids has been placed on this chart.

CAUTION
 Periodic high water conditions in some features charted as visible low water may be submerged, particularly in shore areas. Mariners should exercise caution.

CAUTION
 Channels shown by broken lines are shoals, particularly at the edges.

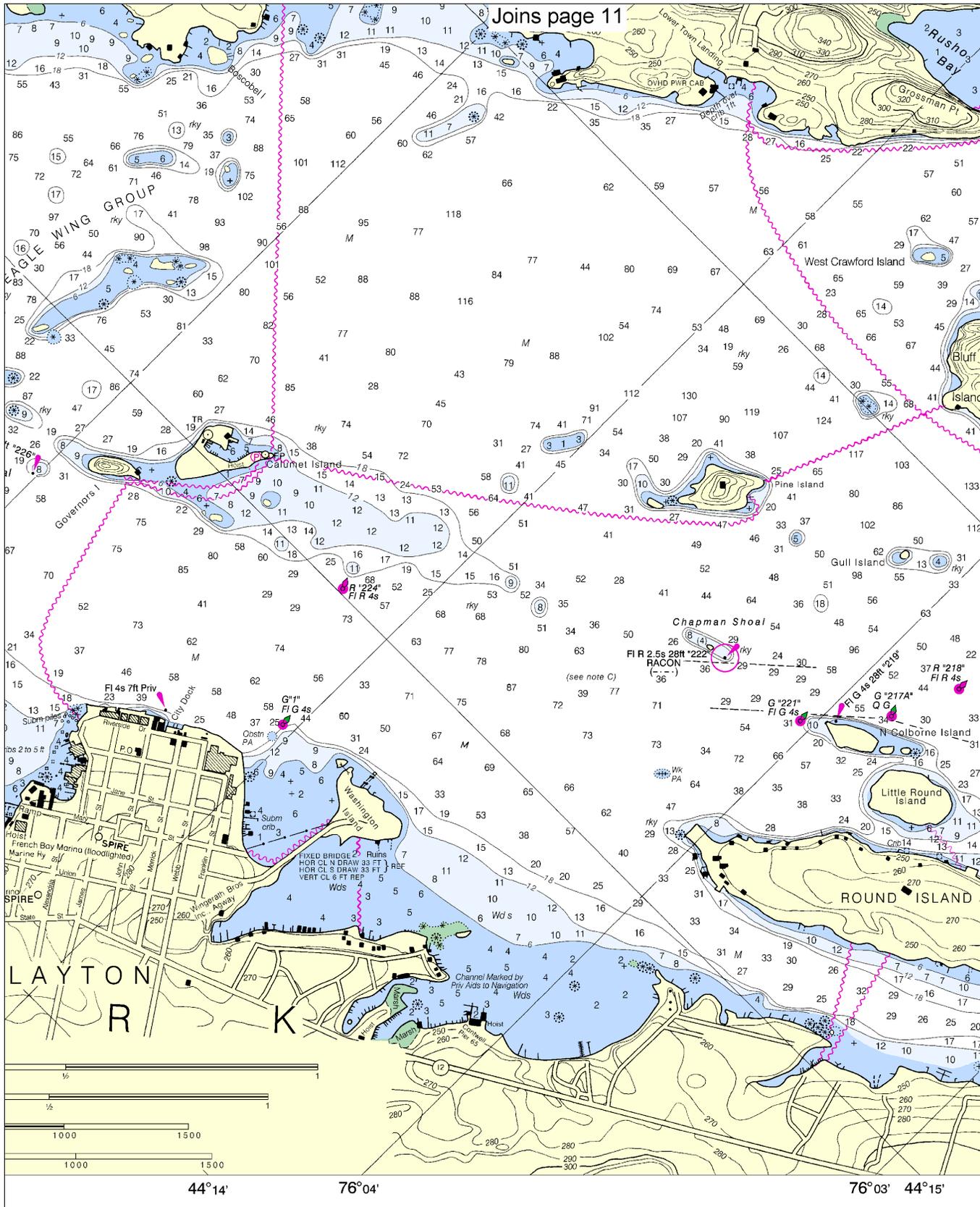
POLLUTION REPORTS
 Spills of oil and hazardous substances should be reported to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard office if telephone communication is not possible (see 33 CFR 153).

CAUTION
 Bearings on the use of radio signals as aids to navigation can be found in the Notices to Mariners and National Oceanic and Atmospheric Administration Publication 117. Bearings on-finder bearings to commercial stations are subject to error and should be used with caution.
 Bearings are shown thus:
 () (Approximate location)

EET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



Joins page 11

76° 05'

44° 16'

76° 04'

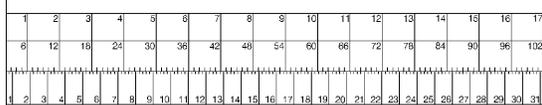
76° 03'

44° 14'

76° 04'

76° 03'

44° 15'



St Lawrence River
SOUNDINGS IN FEET - SCALE 1:15,000

14774



ED. NO. 17

NSN 7642014010646
NGA REFERENCE NO. 14XHA14774

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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.

