

BookletChart™



St. Lawrence River – Gananoque, Ont., to St. Lawrence Park, NY

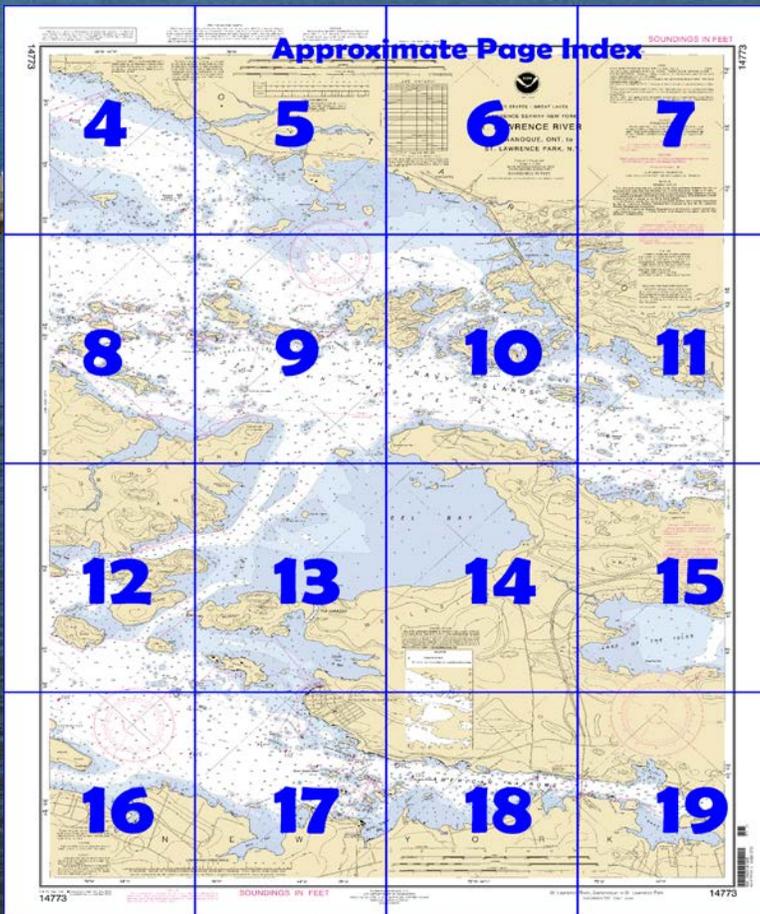
NOAA Chart 14773

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.

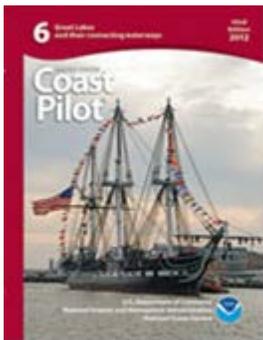
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14773>



(Selected Excerpts from Coast Pilot)

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. 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.

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.

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.

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

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.

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.

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.

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, 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. 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). 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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

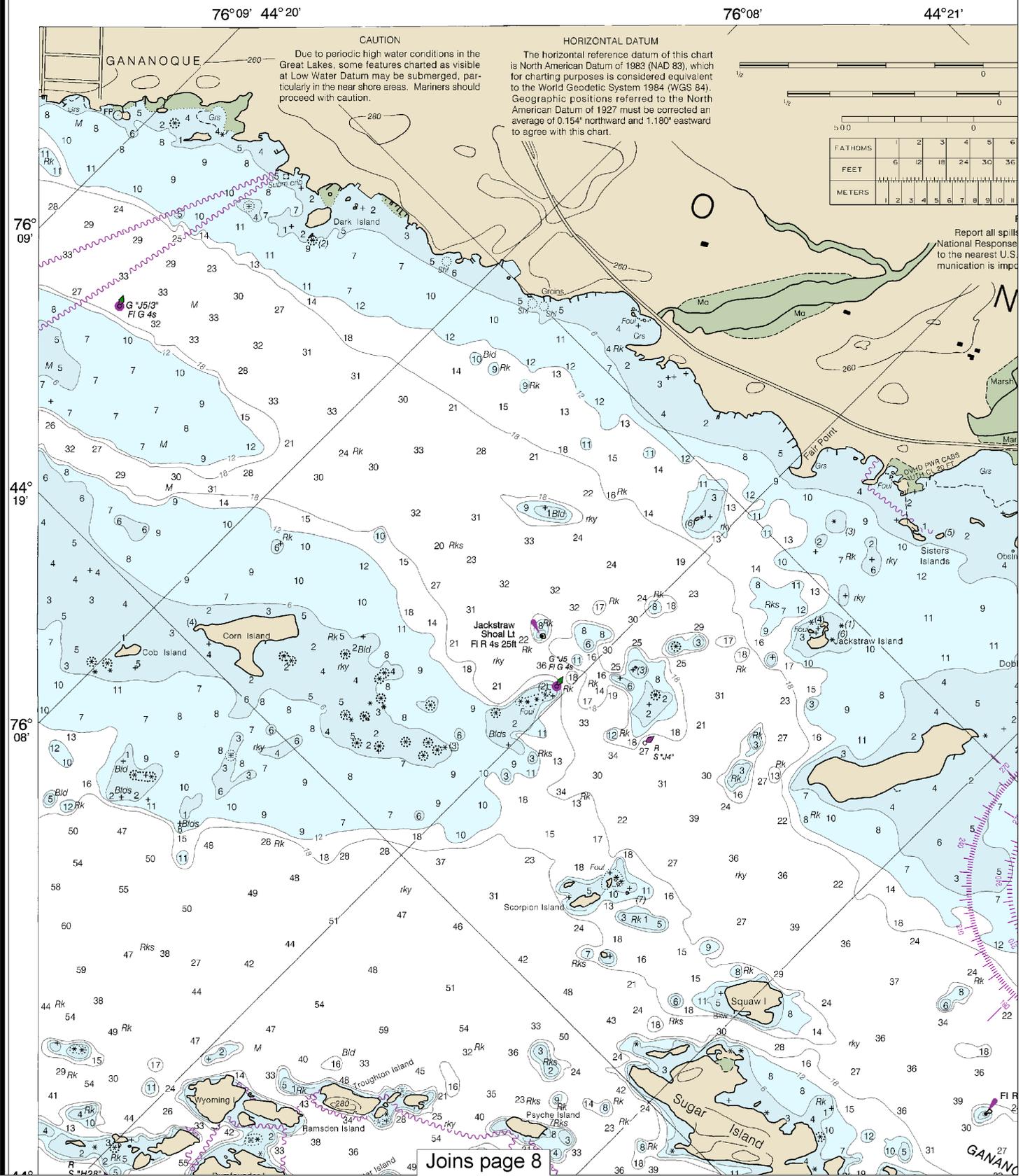
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

14773



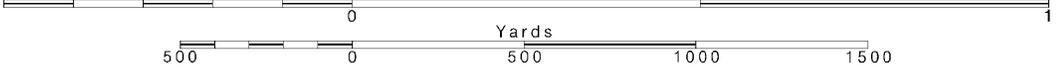
Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000

See Note on page 5.



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Formerly LS 116, 1st Ed., 1945 KAAP 1021

76°07'

44°22'

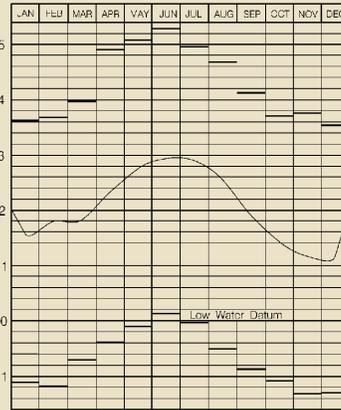
76°06'

SCALE 1:15,000
Nautical Miles

Statute Miles

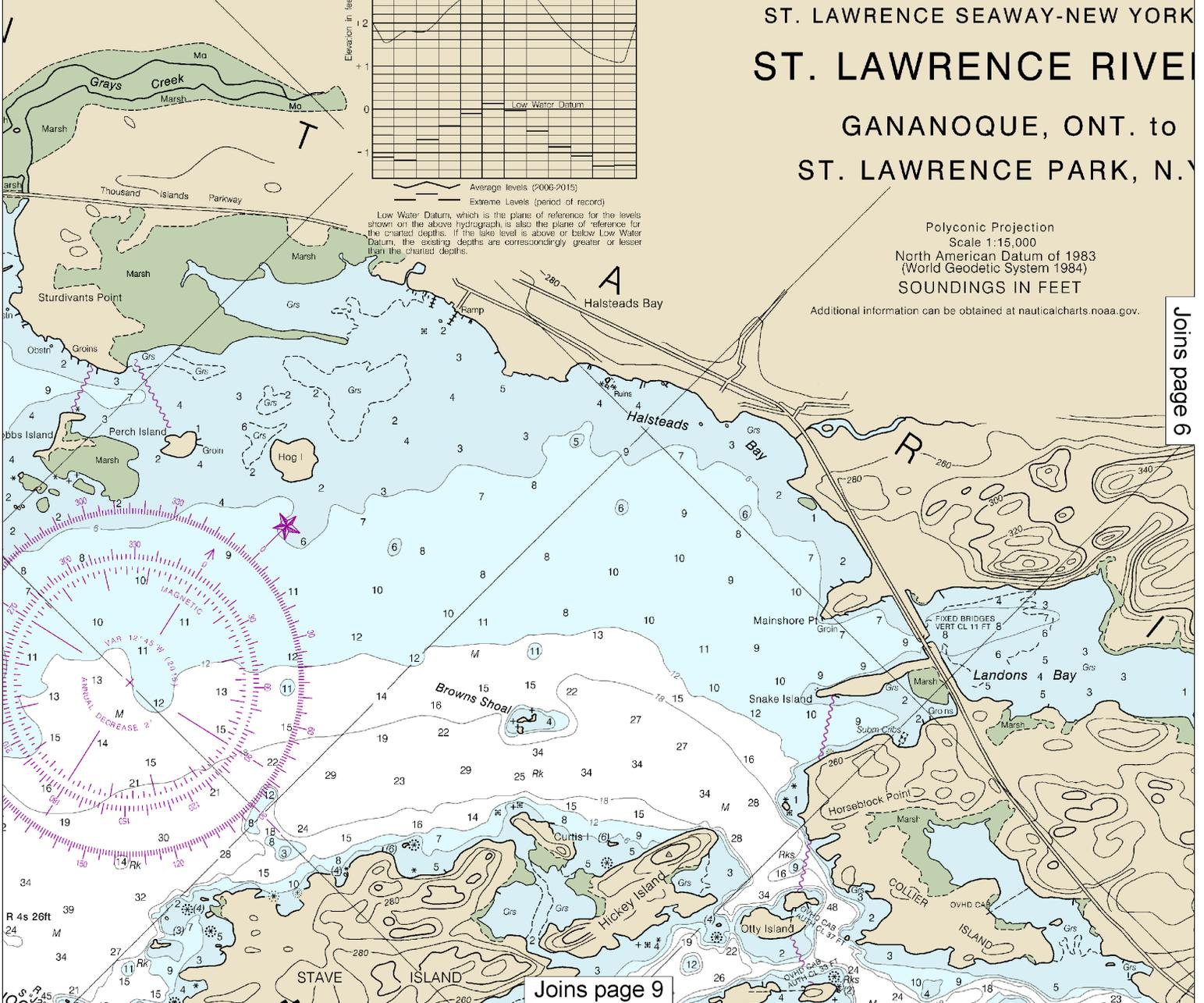
Meters

LAKE ONTARIO



POLLUTION REPORTS

ills of oil and hazardous substances to the Center via 1-800-424-8802 (toll free), or S. Coast Guard facility if telephone com- possible (33 CFR 153).



Average Levels (2006-2015)
 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.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
 ST. LAWRENCE SEAWAY-NEW YORK
 ST. LAWRENCE RIVER
 GANANOQUE, ONT. to
 ST. LAWRENCE PARK, N.Y.

Polyconic 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.

Joins page 6

Joins page 9

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°08'

44°21'

76°07'

44°22'

AL DATUM

ence datum of this chart of 1983 (NAD 83), which is considered equivalent System 1984 (WGS 84). referred to the North 27 must be corrected an ard and 1.180' eastward

SCALE 1:15,000
 Nautical Miles



Statute Miles



Meters

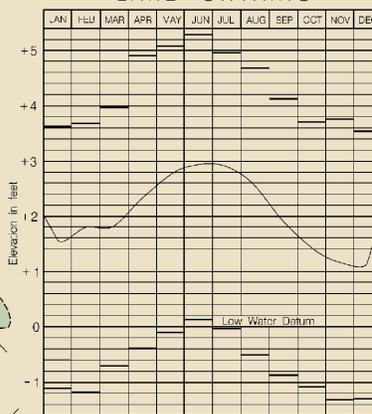


FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

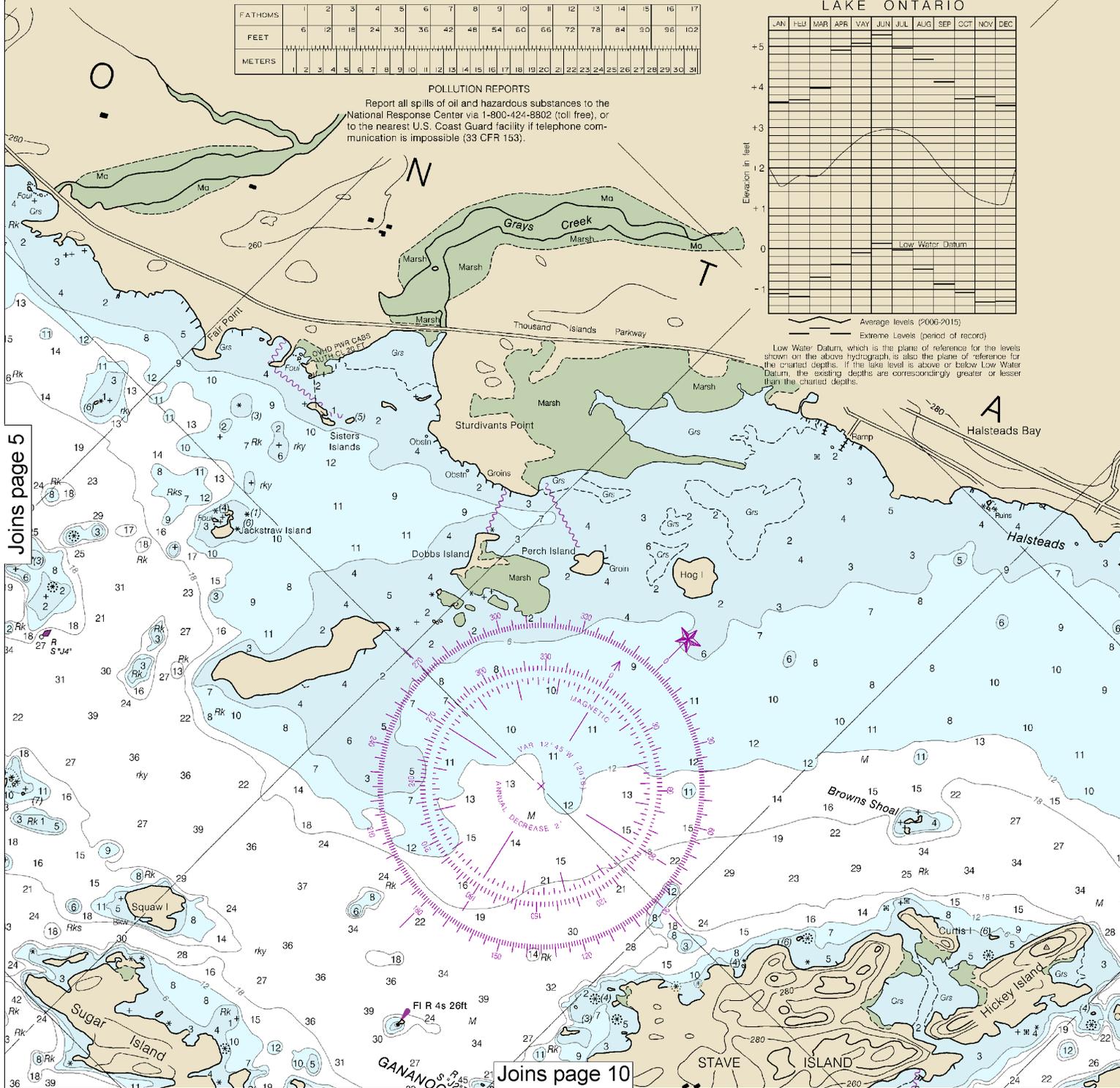
POLLUTION REPORTS

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).

LAKE ONTARIO



Average levels (2006-2015)
 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.



Joins page 5

Joins page 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.



76° 06'

76° 05'

44° 23'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

ST. LAWRENCE SEAWAY-NEW YORK

ST. LAWRENCE RIVER

GANANOQUE, ONT. to

ST. LAWRENCE PARK, N.Y.

Polyconic 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.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
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.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
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 Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

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.

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

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

Pump-out facilities

SUPPLEMENTAL INFORMATION

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

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.

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.

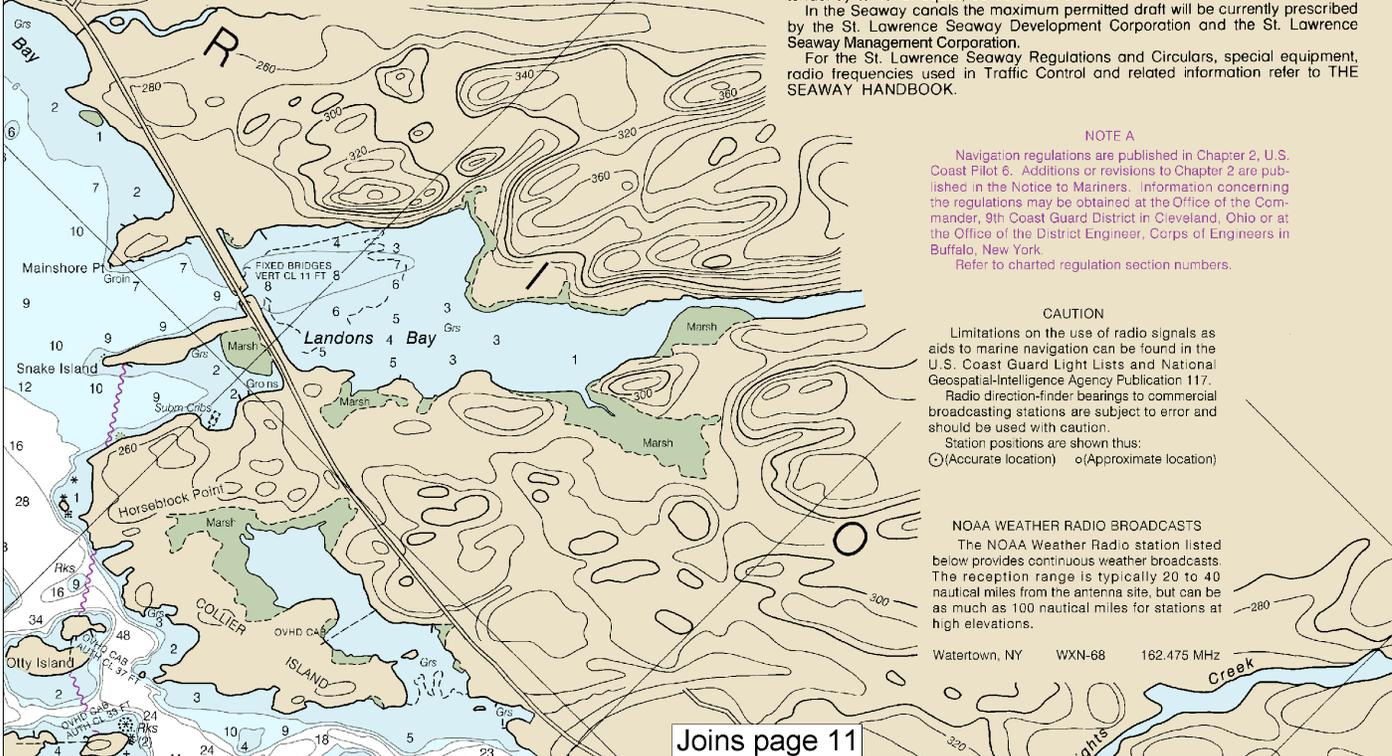
CAUTION

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)

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.

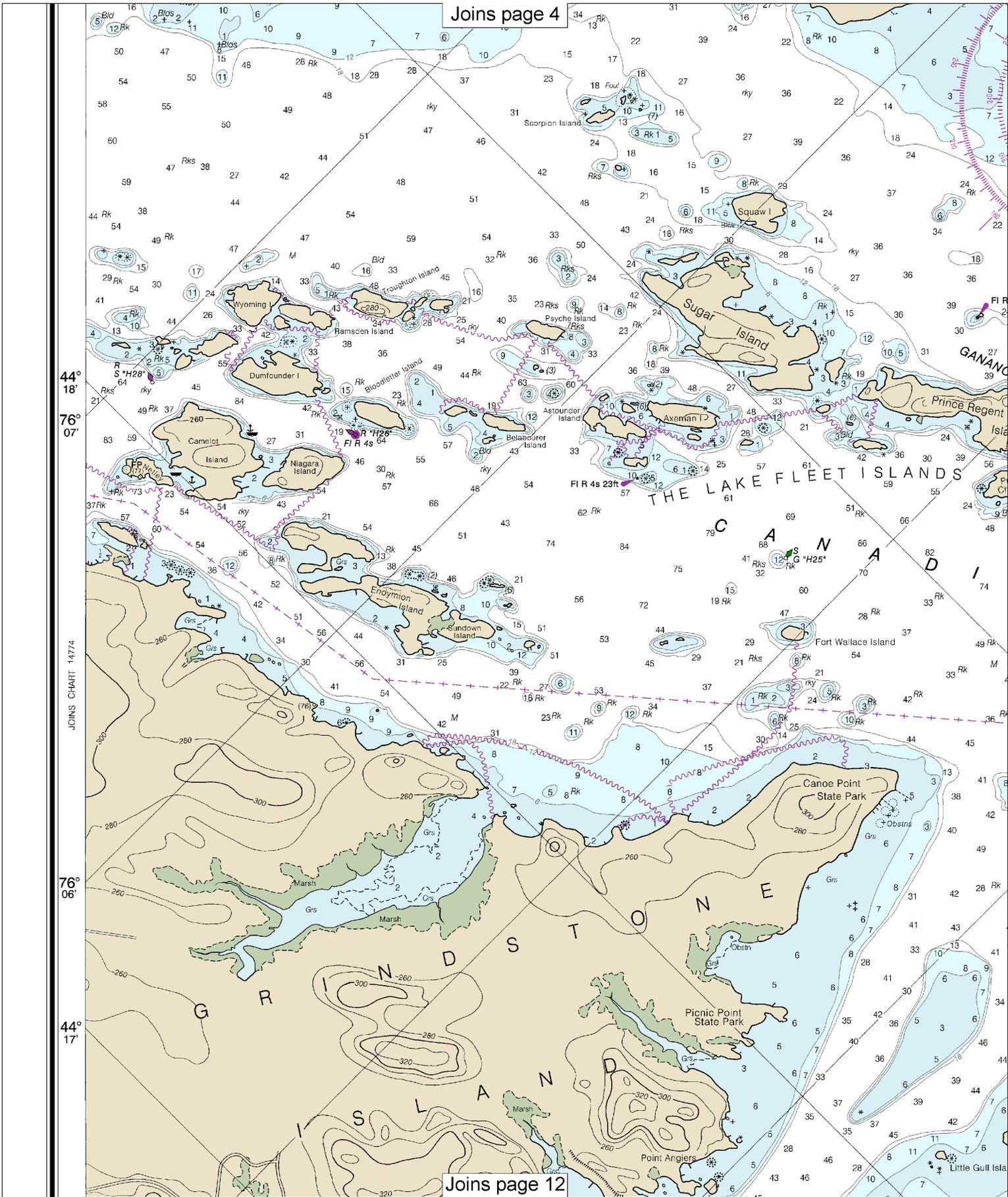
Watertown, NY WXN-68 162.475 MHz



Joins page 11



Joins page 4



Joins page 12

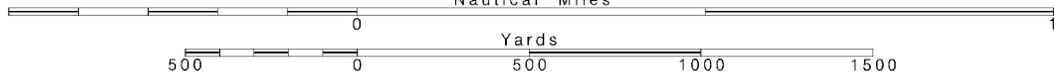


Note: Chart grid lines are aligned with true north.

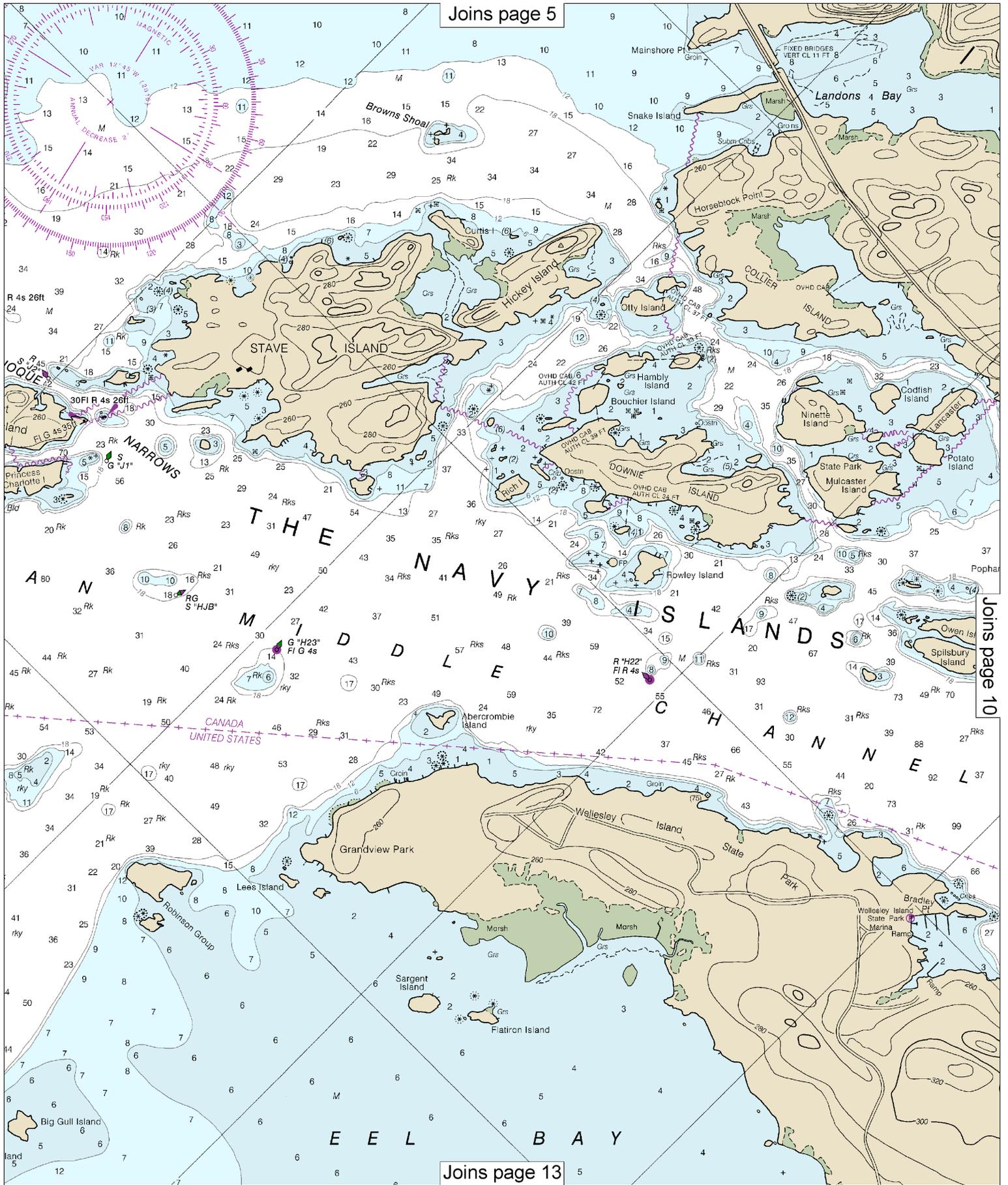
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

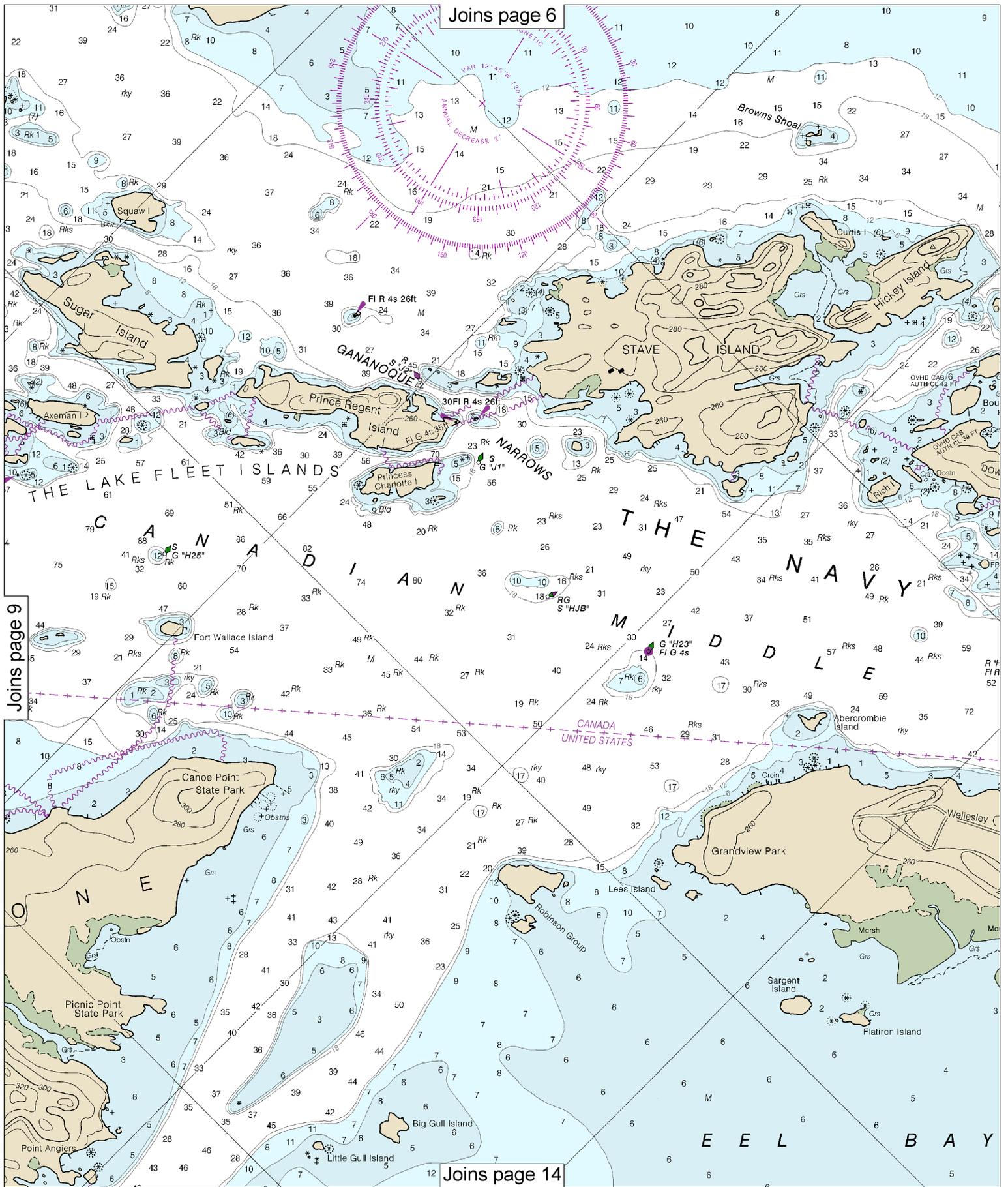


Joins page 5



Joins page 10

Joins page 13



Joins page 6

Joins page 9

Joins page 14

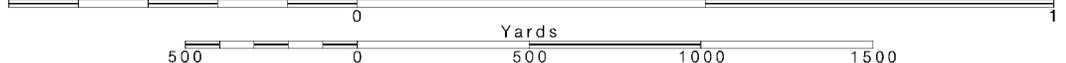
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



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○ (Accurate location) ○ (Approximate location)

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 WXXN-68 162.475 MHz

44° 22'

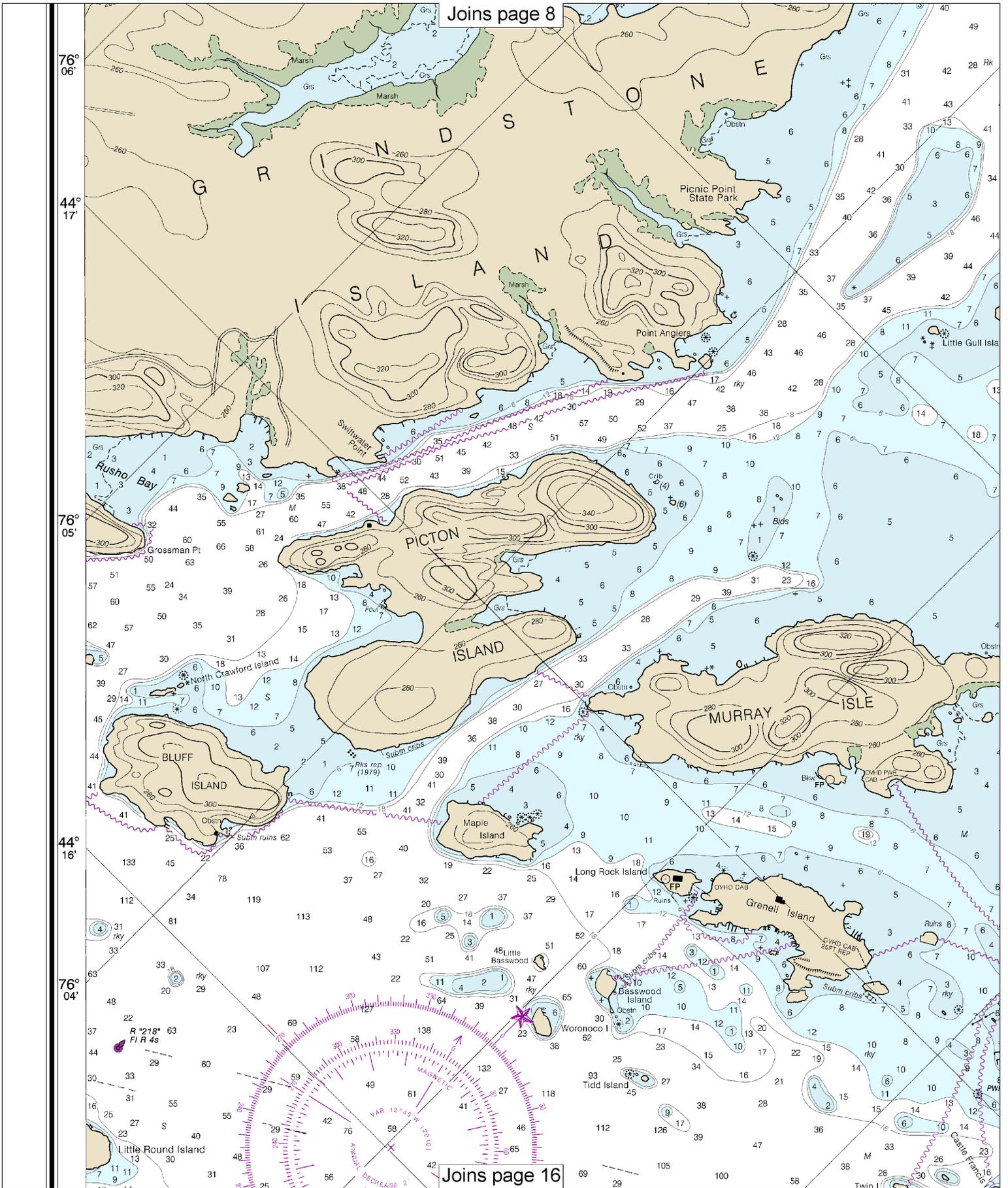
76° 02'

76° 01'

44° 21'

JOINS CHART 14772

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine



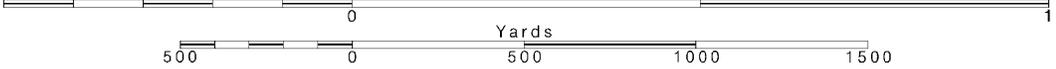
12

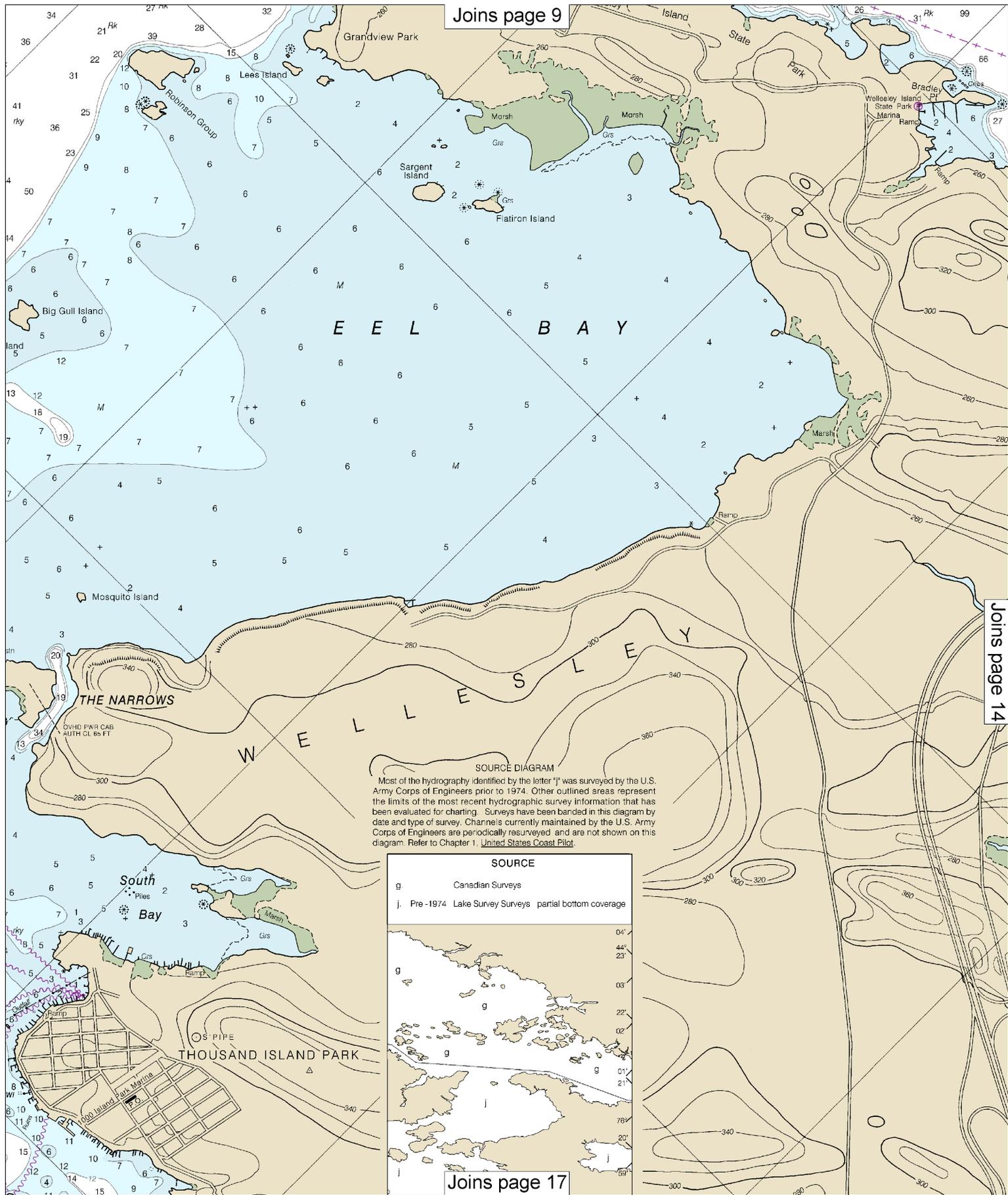
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

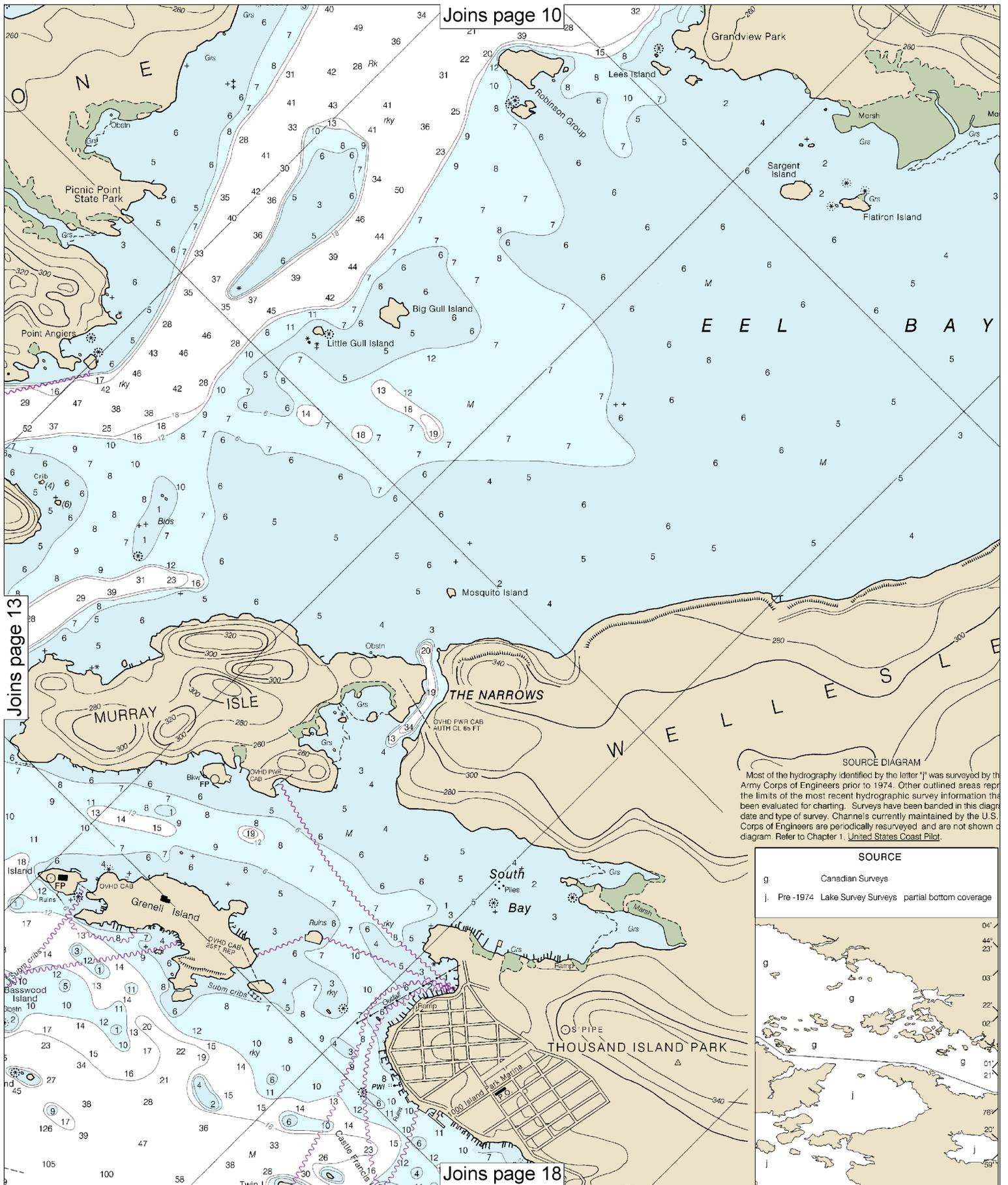




SOURCE DIAGRAM
 Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. 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

The source diagram is a smaller-scale version of the chart, showing the geographic distribution of survey data. Areas labeled 'g' correspond to Canadian surveys, and areas labeled 'j' correspond to pre-1974 Lake Survey surveys. The diagram includes a coordinate grid with latitude markings from 01' to 04' and longitude markings from 78° 20' to 78° 59'.



Joins page 11

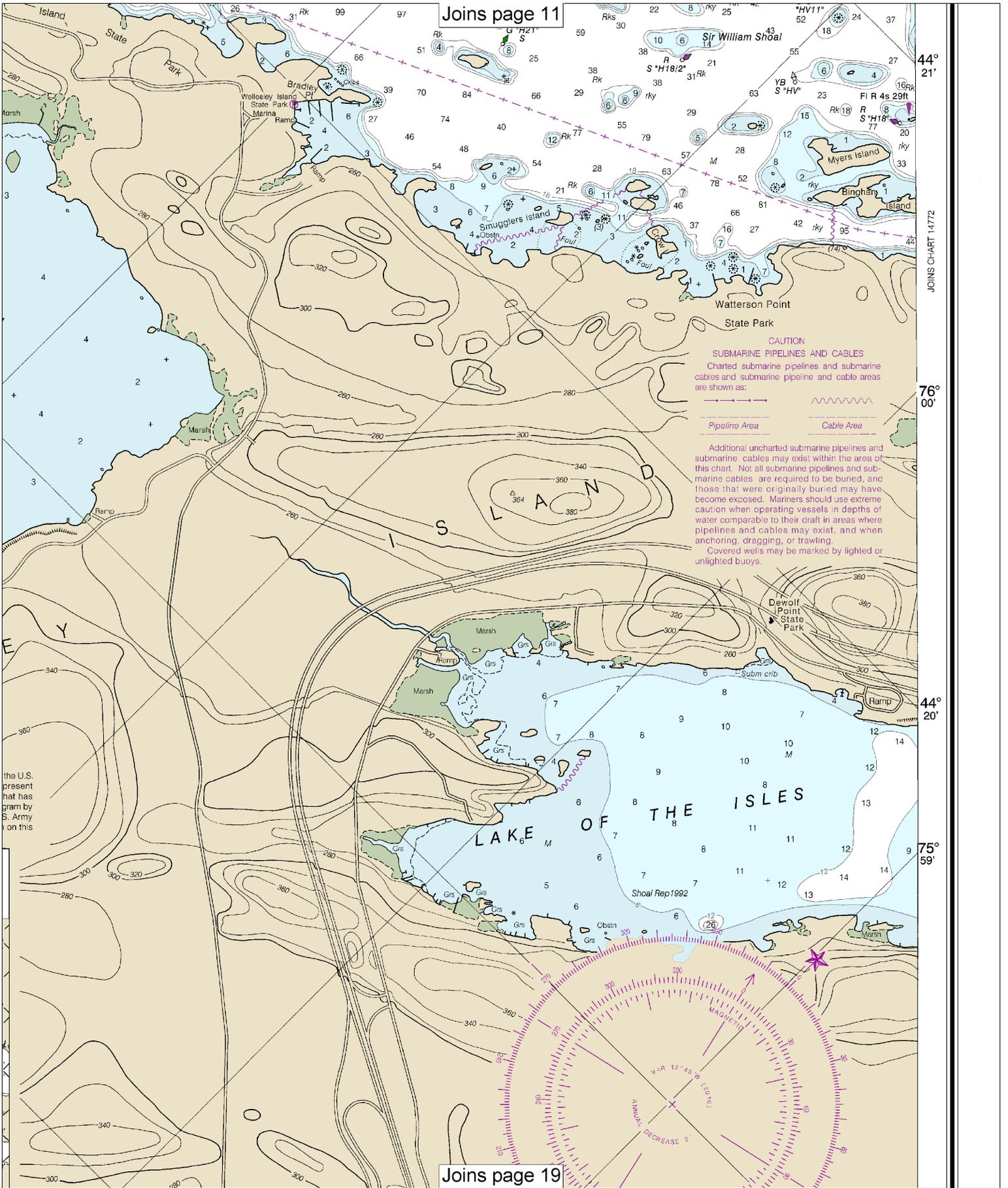
44° 21'

JOINS CHART 14772

76° 00'

44° 20'

75° 59'



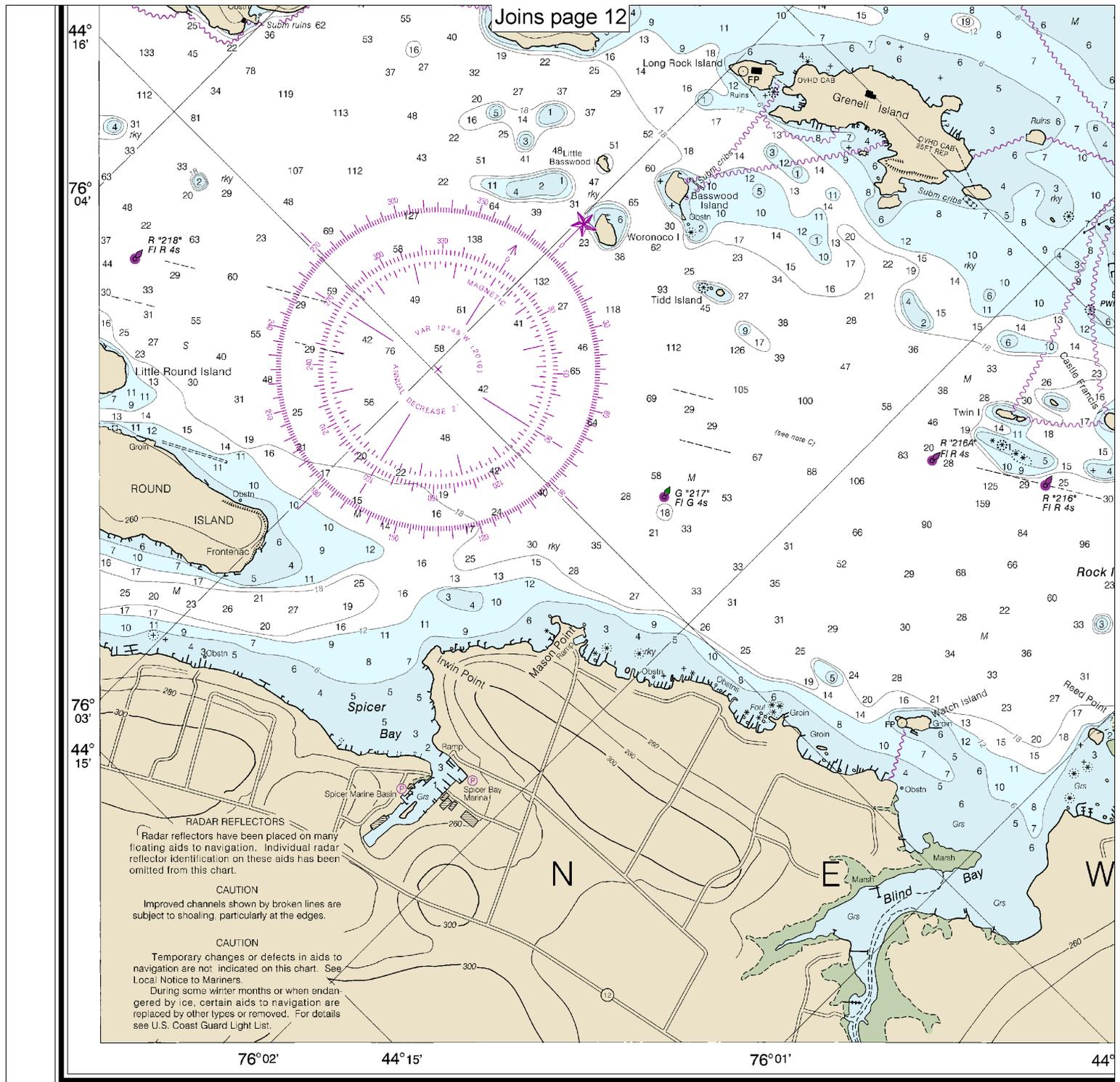
CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 Pipeline Area
 Cable Area

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 craft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
 Covered wells may be marked by lighted or unlighted buoys.

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Joins page 19



14773

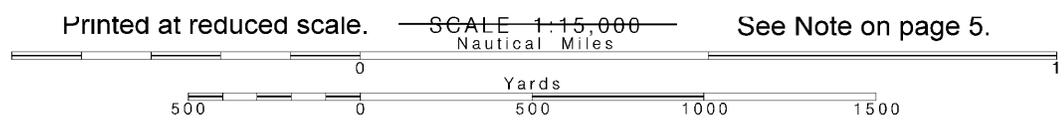
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN

17th Ed., Sep. 2004. Last Correction: 4/21/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

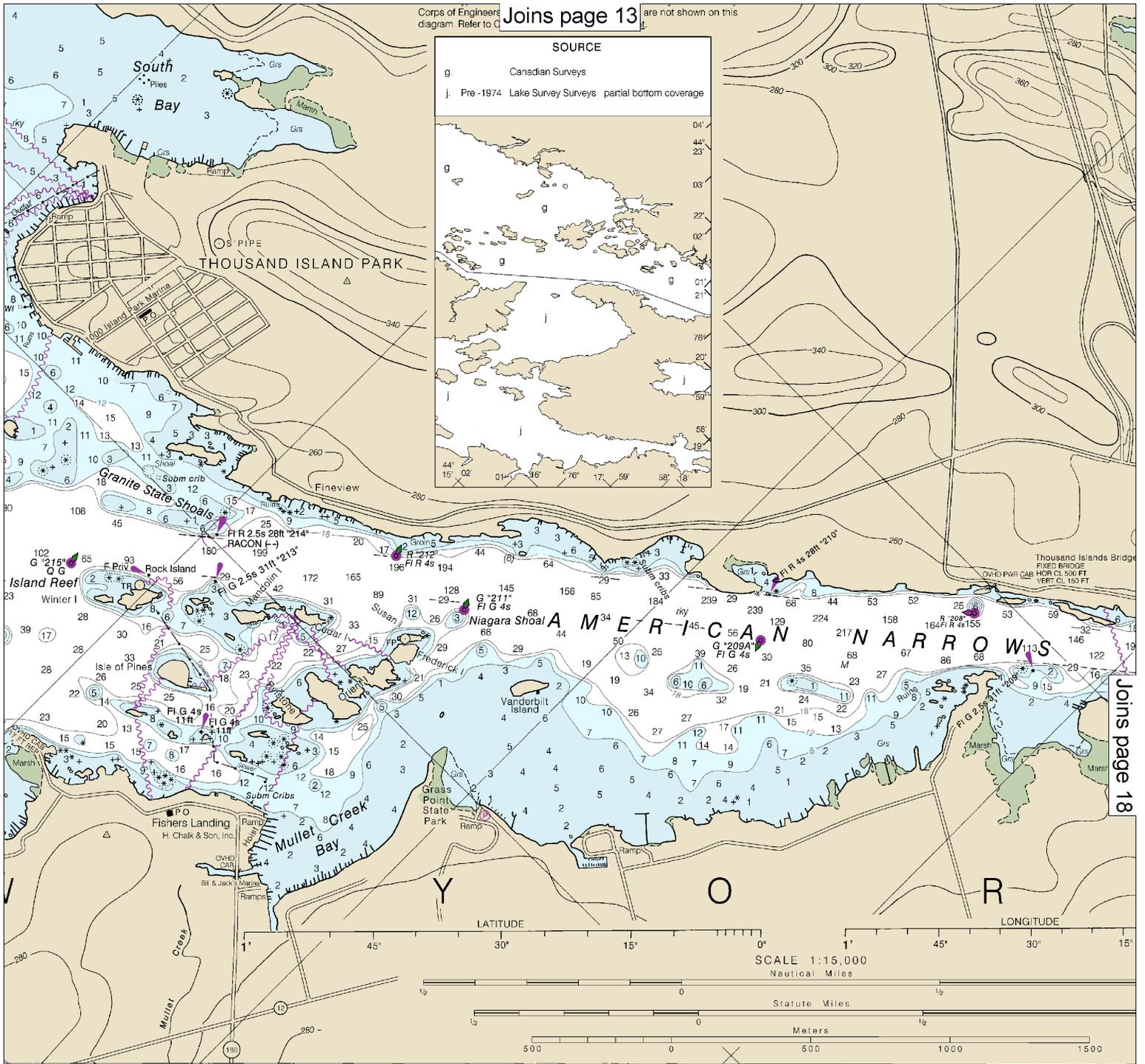
16

Note: Chart grid lines are aligned with true north.



SOURCE

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



1°16' 76°00' 75°59' 44°17'

N FEET

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

St. Lawrence



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.