



**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 for complete information.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 6 for important supplemental information.

**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 1983 must be corrected an average of 0.154' northward and 1.192' eastward to agree with this chart.

**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.

**CAUTION POTABLE WATER INTAKE**  
Vessels operating in fresh water lakes or rivers shall not discharge sewage or bilge, or ridge water where such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 129.55). Consult U.S. Coast Pilot 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.

**CAUTION PUMP-OUT FACILITIES**

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**CAUTION SUBMERGED PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should exercise 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 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 POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6602 (hot line) or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**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)

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additional regulations are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th 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.

**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.

**NOTE B**  
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**UNITED STATES - GREAT LAKES**  
**ST LAWRENCE SEAWAY - NEW YORK**  
**ST LAWRENCE RIVER**  
**ROUND ISLAND, NEW YORK AND**  
**GANANOQUE, ONTARIO**  
**TO**  
**WOLFE ISLAND, ONTARIO**  
Polyconic Projection  
Scale 1:115,000  
North American Datum of 1983  
(World Geodetic System 1984)  
**SOUNDINGS IN FEET**

**LAKE ONTARIO**

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average Level (2006-2015)	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5
Green Level (open or closed)	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5
Low Water Datum (which is the plane of reference for the levels shown in the lower hydrographic section)	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5
High Water Datum (which is the plane of reference for the levels shown in the upper hydrographic section)	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5

**PLANE OF REFERENCE OF THIS CHART** (Low Water Datum) 243.3 ft  
Referred to mean water level at Timonville, Quebec, International Great Lakes Datum (1985)  
**SOUNDING 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. 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  
**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, U.S. Coast Guard, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.  
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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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, spot heights indicated as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the widges.

**CAUTION**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6602 (hot line) or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**  
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