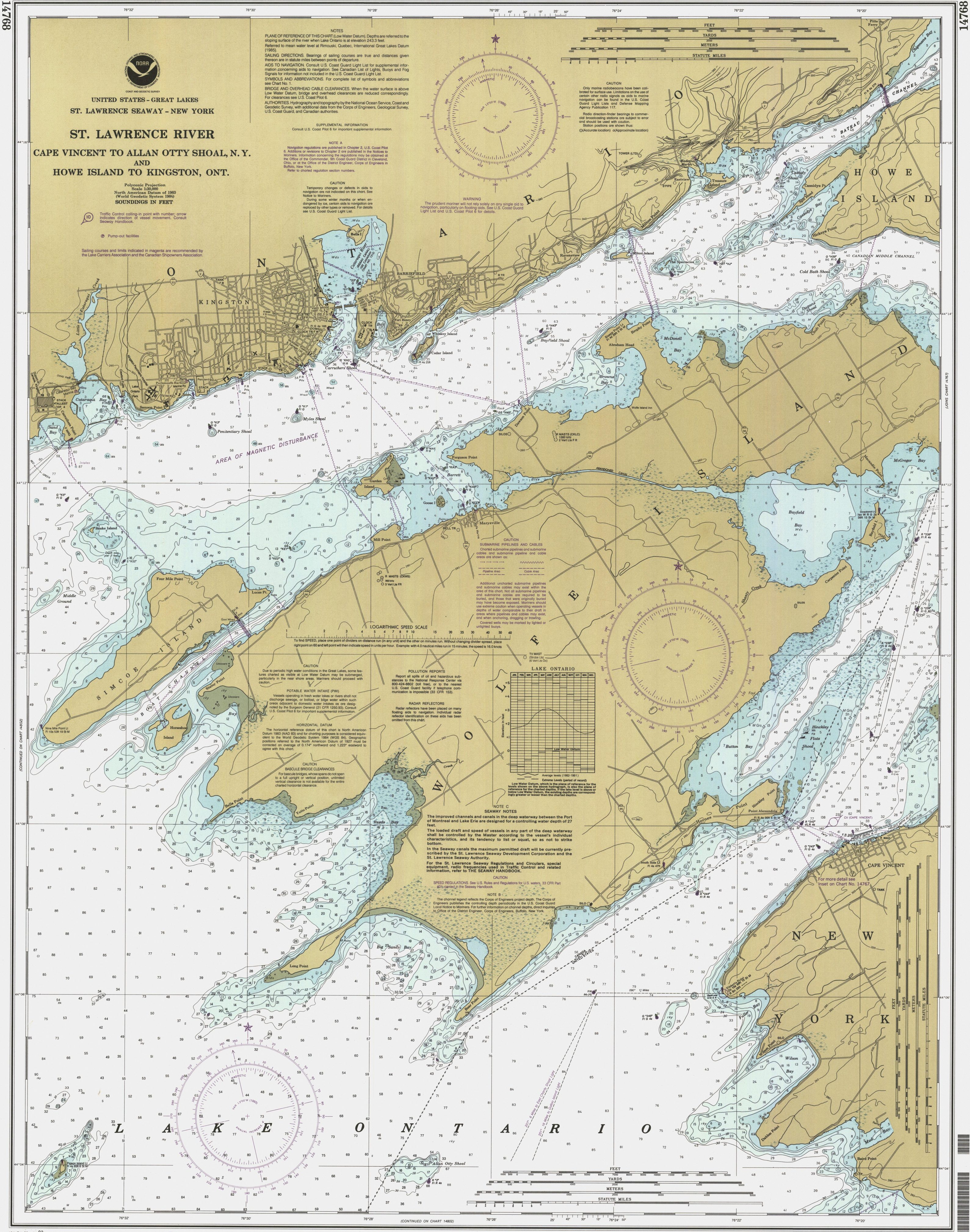
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Coast and Geodetic Survey (N/CG22), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3233.

Formerly LS-18, 1st Ed., July 1938

SOUNDINGS IN FEET

Nautical Chart Catalog No. 4, Panel E


76°32'
76°30'
76°28'
76°26'
76°24'
76°22'
76°20'
44°16'
44°14'
44°12'
44°10'
44°08'
44°06'
44°04'
FEET
YARDS
METERS
STATUTE MILES
KINGSTON
BARRIEFIELD
Cataraqui River (RIDEAU CANAL) (SEE CANADIAN CHART NO. 1513)
Bells I
Fort Henry
Point Henry
Deadman Bay
Cartwright Point
Whiskey Island
Cedar Island
Carruthers Shoal
Point Frederick Shoal
Portsmouth Harbour
Samson Point
Cataraqui Bay
Sand Bay
Little Cataraqui Creek
Penitentiary Shoal
Myles Shoal
AREA OF MAGNETIC DISTURBANCE
Bayfield Shoal
Milton Point
Milton Island
Ravensview
The Spectacles
Eastview
Treasure Island
Madoma Marsh
Cassidy Shoal
Cassidys Pt
Cassidys Bay
Spit Head
Hickeys Point
BATEAU CHANNEL
Chipmans Bay
Pitts Ferry
H O W E I S L A N D
CANADIAN MIDDLE CHANNEL
Cold Bath Shoal
Dugans Shoal
Chub Point
Oak Point
Abraham Head
Brophy Point
McDonell Bay
Browns Bay
Wolfe Island Inn
Dawson Point
Ferguson Point
Barrett Bay
Garden Island
Goose I
Marysville
Mill Point
Snake Island
Middle Ground
Four Mile Point
Lucas Pt.
S I M C O E I S L A N D
BOAT CHANNEL
Staley Point
Sand Bay
Horseshoe Island
Nine Mile Point Lt
Bells Point
Yotts Point
Reeds Bay
Long Point
Big Sandy Bay
Bear Point
W O L F E I S L A N D
McGregor Bay
Macandie Point
Bayfield Bay
Bayfield I.
Carpenter Point
Shanty Creek
Button Bay
Hinckley Flats Shoal
Hinckley Point
Point Alexandria
Hornes Point
South Side Lt
IRVINE PT RANGE
Feather Bed Shoal
Roxy I.
CV (CAPE VINCENT)
CAPE VINCENT
For more detail see Inset on Chart No. 14767
N E W Y O R K
Tibbetts Point
Fuller Bay
Wilson Point
Wilson Bay
Dablon Point
Mud Bay
Baird Point
CANADA
UNITED STATES
207° 8 Miles to East Charity Shoal Light
201° 16 Miles to Galloo Island Light
Allan Otty Shoal
Pigeon Island Lt
L A K E O N T A R I O
O N T A R I O
VAR 13°00'W (1993) ANNUAL INCREASE 3'
MAGNETIC
(JOINS CHART 14767)
(CONTINUED ON CHART 14802)
LOGARITHMIC SPEED SCALE
LAKE ONTARIO
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
Elevation in feet
Low Water Datum
Average levels (1982-1991)
Extreme Levels (period of record)

UNITED STATES - GREAT LAKES
ST. LAWRENCE SEAWAY - NEW YORK

ST. LAWRENCE RIVER

CAPE VINCENT TO ALLAN OTTY SHOAL, N. Y. AND HOWE ISLAND TO KINGSTON, ONT.

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Traffic Control calling-in point with number; arrow indicates direction of vessel movement. Consult Seaway Handbook.

Ⓟ Pump-out facilities

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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).

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. 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, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION

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

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices 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

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.

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.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping 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) o(Approximate location)

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 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.

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots

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.

POTABLE WATER INTAKE (PWI)

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 Surgeon General (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and 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 0.174" northward and 1.223" eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

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

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.

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 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 Authority.

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

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

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Buffalo, New York.

19th Ed. May 29/93

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center, the Canadian Ministry of Transport and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST AND GEODETIC 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 18 19 20 21 22 23 24 25 26 27 28 29 30 31

(St. Lawrence River)
SOUNDINGS IN FEET - SCALE 1:30,000

ED. # 19
DMA STOCK # 14XHA14768