BookletChart™

St. Lawrence River – Ironsides Island, NY, to Bingham Island, Ont.
NOAA Chart 14772

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
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 vessels 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 are Nautical Charts?

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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/nss/searchbychart.php?chart=14772

(Selected Excerpts from Coast Pilot)

From Lone Brother Island, the vessel route continues southwest, between Ironsides Shoal on the northwest and Ironsides Island and Inner Ironsides Shoal on the southeast, thence southeast of Whiskey Island Shoal off the mouth of Goose Bay. Goose Bay is on the southeast side of the St. Lawrence River, southeast of Whiskey Island Shoal and the upper end of Grenadier Island. The bay is very shallow and has a mud bottom with rocks.

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. 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.

The following is extracted (partial) from the Canadian Sailing Directions CEN 301, St. Lawrence River, Chapter 5. It is to be noted that the units of miles are nautical miles.

Rockport is a resort community on the Canadian mainland 0.4 mile west of Tar Island light.

At the east end of Ivy Lea is an L-shaped Public wharf known as Ivy Lea Township Dock; the outer face is 35 m (115 ft) long with an elevation of 1.5 m (5 ft) and a depth of 0.7 m (2 ft). There is a launching ramp next to the Public wharf.

From Whiskey Island Shoal, the main vessel route leads southwest between the Summerland Group on the northwest and the Excelsior Group on the southeast. Deer Island, close southwest of the Summerland Group, is marked on the southeast side by a light. Above Deer Island, the vessel route passes the lower end of Wellesley Island and leads southeast of the Manhattan Group, Frontenac Shoal, and Pullman Shoal and northwest of Sunken Rock Island, Sunken Rock Shoal, and Cherry Island.

Westminster Park, NY, is a summer resort at the lower end of Wellesley Island. The wharves at the village are in ruins and submerged.

Alexandria Bay, NY, is a summer resort village on the southeast side of the river opposite the lower end of Wellesley Island. Wharves at the village are easily approached from the river. Broadway Shoal, in the approach to the village, has a depth of 13 feet (4 meters) and is marked by a buoy.

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.)

Alexandria Bay Coast Guard Station is on the southeast side of Wellesley Island about 1,000 feet west of Cherry Island. Alexandria Bay is a customs port of entry.

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.
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD
- TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT
- TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING (2)
- OCCULTING
- QUICK FLASHING
- ISO

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
Note: Chart grid lines are aligned with true north.
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Guard. 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 Commandant or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York. Refer to charted regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

Channeled submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be marked, 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.

WARNING

This 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


Pump-out facilities
Note: Chart grid lines are aligned with true north.
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.

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**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!**

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**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/](http://www.nws.noaa.gov/nwr/)

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**Quick References**

- Nautical chart related products and information — [http://www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov)
- Chart updates (LNMs and NM corrections) — [http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html](http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html)
- Coast Pilot online — [http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm](http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm)
- Tides and Currents — [http://tidesandcurrents.noaa.gov](http://tidesandcurrents.noaa.gov)
- Contact Us — [http://www.nauticalcharts.noaa.gov/staff/contact.htm](http://www.nauticalcharts.noaa.gov/staff/contact.htm)

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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.

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NOAA’s Office of Coast Survey

The Nation’s Chartmaker