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Corrected to
12/2021

CEN 306



Georgian Bay

Sailing Directions



Canada

Pictograph legend



Anchorage



Current



Radio calling-in point



Wharf



Caution



Lifesaving station



Marina



Light



Pilotage

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Record of Changes

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The table below lists the changes that have been applied to this volume of Sailing Directions. This record of changes will be maintained for the current calendar year only

[illegible]

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The Second Edition of *Sailing Directions, CEN 306 — Georgian Bay, 2015*, has been compiled from Canadian Government and other information sources. In general, all hydrographic terms used in this booklet are in accordance with the meanings given in the *Hydrographic Dictionary* (Special Publication No. 32), published by the *International Hydrographic Organization*.

This edition introduces a new chapter layout and Print-on-Demand technology.

General information for the Great Lakes is grouped in one booklet: *Sailing Directions, CEN 300 — General Information, Great Lakes*. It contains navigational information and a brief description of the main port facilities as well as geographic, oceanographic and atmospheric characteristics. Booklet *CEN 300* also includes a geographical index for the Great Lakes.

The detailed description of the geographical areas is given in a series of booklets. Their limits are printed on the back cover of the booklets. **The appropriate descriptive booklet(s) should be consulted in conjunction with the *CEN 300 — General Information, Great Lakes* booklet.**

Tidal, water level and current information has been revised by the Tides, Currents and Water Level Section of the *Canadian Hydrographic Service*.

The photographs are by the *Canadian Hydrographic Service, Fisheries and Oceans Canada*.

Users' comments concerning the format, content or any other matter relating to *Sailing Directions* would be appreciated and should be forwarded to the Director General, *Canadian Hydrographic Service, Fisheries and Oceans Canada*, Ottawa, Ontario, Canada K1A 0E6



Canadian *Sailing Directions* amplify charted details and provide important information of interest to navigation which may not be found on charts or in other marine publications. *Sailing Directions* are intended to be read in conjunction with the charts quoted in the text.

Remarks

Buoys are generally described in detail only where they have special navigational significance, or where the scale of the chart is too small to clearly show all the details.

Chart references, in *italics* in the text, refer to the largest scale Canadian chart but occasionally a smaller scale chart may be quoted where its use is more appropriate.

Tidal information is not given. Any known unusual changes in water level, however, are mentioned.

Names have been taken from the Geonames database kept by *Natural Resources Canada*. Where an obsolete name still appears on the chart or is of local usage, it is given in brackets following the official name.

Wrecks are described where they are relatively permanent features having significance for navigation or anchoring.

Units and terminology used in this booklet

Latitude and longitude given in brackets are approximate and are intended to facilitate reference to the chart quoted.

Bearings and directions refer to True North (geographic) and are given in degrees from 000° clockwise to 359°. The bearings of conspicuous objects, ranges and light sectors are given from offshore. Courses always refer to the course to be made good.

Currents are described by the direction toward which they flow. **Winds** are described by the direction from which they blow.

Distances, unless otherwise stated, are expressed in nautical miles of 1852 m (6076 ft).

Speeds are expressed in knots, which means nautical miles per hour.

Depths, unless otherwise stated, are referred to chart datum. As depths are liable to change, particularly those in dredged channels and alongside wharves, it is strongly recommended that these be confirmed by the appropriate local authority.

Elevations and vertical clearances are given above chart datum.

Heights of structures, as distinct from the elevations, refer to the heights of structures above the ground.

Deadweight tonnage and mass are expressed in metric tonnes of 1000 kilograms (2204.6 pounds). The kilogram is used for expressing relatively small masses.

Numbers in brackets following the population identify the census year. The number in brackets after the name of a light or light buoy is its *List of Lights, Buoys and Fog Signals* number. Numbers in brackets following data that is subject to change is the year the data was last verified.

Time, unless otherwise stated, is expressed in local standard or daylight time. Details of local time kept will be found in chapter 3 of booklet *CEN 300 — General Information, Great Lakes*.

Public wharf is a Government wharf that is available to the public. It may be shown on older charts as “Government Wharf” or “Govt Whf”. A fee is usually charged for dockage.

Conspicuous objects, natural or artificial, are those which stand out clearly from the background and are easily identifiable from a few miles offshore in normal visibility.

Prominent objects are those which are easily identified but are not conspicuous.

Small craft is the term used to designate pleasure craft and, in general, small vessels with shallow draught.

Pictographs are symbols shown at the beginning of certain paragraphs to allow quick reference to information or to emphasize details. The Pictograph

Legend is shown on the inside front and back covers of this booklet.



For information on Government of Canada publications, regulations and services mentioned in this book, visit:

<http://www.tc.gc.ca/eng/marine-menu.htm>

References to other publications:

International Maritime Organization

Visit *https://www2.imo.org/b2c_imo/b2c/init.do* to order:

- *International Code of Signals*
- *IMO Standard Marine Communications Phrases*
- *International Aeronautical and Marine Search and Rescue Manual (IAMSAR)*

Parks Canada

- *Trent-Severn Waterway National Historic Sites of Canada Visiting By Boat:*
<http://www.pc.gc.ca/eng/lhn-nhs/on/trentsevern/visit/visit1.aspx>

St. Lawrence Seaway Management Corporation

- *<http://www.greatlakes-seaway.com/en/commercial/seaway-handbook/index.html>*

U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Service

- *U.S. Coast Pilot 6, Great Lakes:* *http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=6*
-

ABBREVIATIONS

Units

°C	degree Celsius
cm	centimetre
fm	fathom
ft	foot
h	hour
ha	hectare
HP	horsepower
kHz	kilohertz
km	kilometre
kn	knot
kPa	kilopascal
m	metre
M	International Nautical Mile
mb	millibar
min	minute
MHz	megahertz
mm	millimetre
t	metric tonne
°	degree (plane angle)
'	minute (plane angle)

Directions

N	north
NNE	north northeast
NE	northeast
ENE	east northeast
E	east
ESE	east southeast
SE	southeast
SSE	south southeast
S	south
SSW	south southwest
SW	southwest
WSW	west southwest
W	west
WNW	west northwest
NW	northwest
NNW	north northwest

Various

CCG	Canadian Coast Guard
CHS	Canadian Hydrographic Service
DFO	Department of Fisheries and Oceans, Canada
DWT	deadweight tonnage
ETA	estimated time of arrival
ETD	estimated time of departure
HF	high frequency
HW	high water
IGLD	International Great Lakes Datum
LW	low water
M	million, mega
MCTS	Marine Communications and Traffic Services
NAD	North American Datum
No.	number
SAR	Search and Rescue
U.S.A.	United States of America
VHF	very high frequency
VTS	Vessel Traffic Services

General Information

General

¹ **Georgian Bay**, close NE of Lake Huron, is separated from the main body of the lake by Bruce Peninsula, Manitoulin Island and several other islands and shoals. Georgian Bay is 110 miles long in a NW-SE direction and 48 miles wide at its widest. The NE and north shores of the bay are broken up by inlets and fringed by many islands and shoals; the SW side of the bay is generally deep and indented by several large bays. The maximum depth in Georgian Bay is 168 m (552 ft) near the north shore of Bruce Peninsula.

² The coast and adjacent islands of the southern areas of Georgian Bay, between Port Severn and Moose Deer Point ($45^{\circ}07'N$, $80^{\circ}07'W$), are part of the Canadian Shield composed of ancient Precambrian rocks of granite and gneiss. The islands and underwater rocks form a chain whose general outer limit lies 1.5 to 4 miles (2.8 to 7.4 km) off the mouths of the many rivers and inlets of the mainland shore. The islands have the characteristic appearance of the neighbouring mainland with smooth rounded surfaces facing the lake, sparsely covered with pine, spruce, birch and poplar. A small-craft route leads through these islands.

Chart datum and surveys

³ Depths and elevations refer to chart datum and thus agree with charted values. More information on chart datums is given in Sailing Directions booklet *CEN 300 — General Information, Great Lakes*.

⁴ The coverage of the Georgian Bay entrance channels and their approaches shown on *Chart 2235* is based on modern echo-sounder surveys made between 1964 and 1968. Revisory surveys of these channels were conducted in the mid-1990s.

⁵ *Charts 2243* and *2244* are based on lead line surveys but include any **dangers** discovered during the more recent work. *Chart 2245* is based on surveys carried out between 1967 and 1986. Revisory surveys using modern sonar equipment were conducted in the 1990s and 2000s.

⁶ Except for the Parry Sound area, which was surveyed by lead line in 1890 and 1891, most of the area covered by *Charts 2202* and *2203* was surveyed by echo sounder between 1954 and 1968. The area covered by *Chart 2204* was surveyed between 1961 and 1964. *Chart 2205* is based on surveys of



1964 to 1973. Revisory surveys to update these charts were conducted in the mid-2000s.

 **7 Caution.** — When navigating on *Chart 2204*, be aware that there may be differences of up to 50 metres while traversing between the main chart and the insets. Particular caution is advised when navigating in the vicinity of dangers, even when using an electronic positioning system such as GPS.

8 A strip outside the inshore small-craft route between McCoy Islands and The Chickens was surveyed by lead line near the end of the 19th century; the area covered was 5 miles (8 km) wide and extended from McCoy Islands to south of Voyageur Channel. The offshore area was surveyed in 1964.

9 In areas surveyed by lead line, there is a greater possibility of uncharted dangers than with more recent surveys, particularly away from the usual routes.

10 Real-time water level information is available for Georgian Bay at Tobermory, Collingwood, Midland and Parry Sound. For details, see the general section at the beginning of the appropriate chapter.

11 The *Vessel Operation Restriction Regulations* regulate the operation of vessels on specific bodies of water in Canada. These regulations contain schedules that set out operational restrictions such as speed limits and maximum horsepower and where certain activities, such as water-skiing, are permitted. These are generally marked by special signs or buoys.

12 Mileages shown along the small-craft route on *Charts 2202, 2203, 2204 and 2205* are given in statute miles of 5280 feet (1609.3 m). All distances in this booklet are given in nautical miles of 6076 feet (1852 m).

13 The navigation season for commercial shipping on Georgian Bay is generally from mid-April to mid-December, but prevailing ice conditions and exceptional operating requirements of the St. Lawrence Seaway may delay or advance these dates by as much as two weeks.

14 Georgian Bay has become a pleasure-craft paradise over the years. The few remaining cargo ports include Owen Sound, Midland, Parry Sound and Britt.

Aids to navigation

 **15 Caution.** — On the main shipping tracks, approaching from offshore is “upstream” for purposes of buoyage. On the small-craft route, the direction from Port Severn towards Parry Sound, Byng Inlet and Killarney is

considered to be “upstream”; the buoyage may appear to be reversed where a small-craft route meets a main shipping track.

16 Arrows shown along the small craft route on *Charts 2202, 2203, 2204 and 2205* indicate the “upstream” direction.

17 Unless described differently in the text, **buoys** on the small-craft route are port hand or starboard hand spar buoys, and **beacons** are standard port hand or starboard hand daybeacons.

18 Buoys on the main small-craft route, but not on secondary routes, are numbered in succession from Port Severn to Parry Sound, from Parry Sound to Byng Inlet, and from Byng Inlet to Killarney. The numbers are marked on the buoys and are shown on the charts where space allows.

19 Although buoys are the primary navigational aid in many sections of the small-craft route, mariners are cautioned not to rely on them always being in their correct positions.

20 More information on aids to navigation is given in the booklet the *Canadian Aids to Navigation System*, published by the *Canadian Coast Guard*, and in *Sailing Directions* booklet *CEN 300 — General Information, Great Lakes*.

21 Range beacons. — Unless described differently in the text, the range marks of **beacon ranges** along the small-craft route are standard white daymarks with a fluorescent-orange vertical stripe.

Cables

22 There are many **submerged** power and telephone **cables** around the shores and between the islands. Most cables are shown on the chart and are not described individually. (See information on **Cables** in *Sailing Directions* booklet *CEN 300 — General Information, Great Lakes*.) Newer submerged cables may not be charted. As well as checking the chart before anchoring, boaters should examine the shore for cable warning signs, telephone or power lines, and other evidence of submerged cables.

23 Several overhead cables still exist although they are being replaced by submarine cables. Overhead cables are usually charted and they are described in the text if they are on or near a small-craft route; recently installed overhead cables may not be shown on the chart or described in this text.

Hospitals

24 There are several **hospitals** on or near Georgian Bay:

Location	Name	Telephone
Collingwood	Collingwood General & Marine	705-445-2550
Lion's Head	Grey Bruce Health Services, Lion's Head Site	705-793-3424
Little Current	Manitoulin Health Centre	705-368-2300
Meaford	Grey Bruce Health Services Meaford Site	705-538-1311
Midland	Georgian Bay General Hospital, Midland Site	705-526-1300
Owen Sound	Grey Bruce Health Services, Owen Sound Site	519-376-2121
Parry Sound	West Parry Sound Health Centre	705-746-9321
Tobermory	Peninsula Medical Associates	519-596-2305
Wiarton	Grey Bruce Health Services, Wiarton Site	519-534-1260

Marina Information

25 All the marinas that could be located were contacted and asked for details of their facilities and the depths at their docks. The **marina information** listed in the Appendix is a compilation of the details reported by each marina operator. As these facilities often change from year to year, it is strongly recommended that users contact the marina operators before arrival for confirmation of depths and facilities available.

Historical background

26 The Georgian Bay area is thought to have been inhabited by First Nations peoples for some 10,000 to 15,000 years, but the first European visitors to the area were probably Étienne Brûlé in 1610 and Samuel de Champlain in 1615. Those early visitors were explorers, working with the Huron people who lived in the area. Later expeditions helped develop trade with the Hurons in exchange for beaver furs, then in 1623 French missionaries of the Recollet order arrived in the area to live and work with the Hurons.

27 In 1639, the French missionaries built themselves a separate mission on what is now called the River Wye, and in the next few years this was palisaded against the increasingly frequent raids by the Iroquois from the south. In 1649 the mission was abandoned and the remnants of the Huron nation went with the French missionaries and briefly settled on Christian Island before virtually dying out.

28 Relics of these early times are on display, along with audio-visual descriptions and legends of the Huron people, at the excellent museum near the *Martyrs' Shrine* and the 1968 reconstruction of *Sainte-Marie among the Hurons*. All these are close together near Midland and are very accessible by road or by boat.

29 The first ship on Georgian Bay was LaSalle's ship *Le Griffon*, in about 1678, which was very soon wrecked, but for the next 130 years — until the war of 1812 — the only traffic was the *canot du maître* of the French-Canadian

voyageurs. These were big canoes (12 metres in length, constructed of birchbark), each carrying about 3 tonnes of cargo with a crew of 10 or 12 voyageurs. This cargo was mainly trade goods used to exchange for furs with the First Nations of the area, and these canoes would make the voyage as far as Lake Superior or even Old Fort William.

30 A few protective forts were established during this period, such as the one at Great La Cloche Island and one later at the village now known as Toronto, and small staging posts or repair stations developed at places such as Little Current. Then in 1814, after the invaders from the United States were driven back, work was begun on a naval depot at Penetanguishene, the *Nancy* incident having shown the Nottawasaga River to be quite unsuitable for defence. In 1828, this became the only military base on the Upper Great Lakes, with a small garrison in case of any further attacks from the south.

31 The village of Penetanguishene, just south of the naval base, grew over the years with a population of French-Canadians, retired British servicemen and some tradespeople. By the time the military base was finally closed in 1856, there were several settlements and farming communities along the south shores of Georgian Bay from Port Severn to Collingwood and Owen Sound. The railway was by then beginning to push its way northward from Toronto, and the village of Manitowaning on Manitoulin Island had become established through being the meeting place where the council of First Nations chiefs accepted gifts and their annual payment from the British government.

32 Harvesting of the forests became increasingly important to the economy of Canada and by 1870 Parry Sound had become established as a village surrounding a vigorous lumbering operation, and the town of Byng Inlet was similarly flourishing farther north. Little Current was also developing as a lumber town from its beginnings as a fueling stop and trading post. With no road or rail service, these communities were dependent on the water for their supplies and for sending their timber products to the southern markets, thus a large fleet of many hundreds of sailing schooners and steamers grew into being on Georgian Bay.

33 In 1872, a new town called Midland was being laid out on the shores of a natural deep water harbour; this was to be the northern terminus of the new railway line from Toronto. The new town of Midland grew rapidly, by 1890 having a population of some 3000 people due to the prosperous combination of the local lumber mills, the railroad link south and the deep water port. Other communities on Georgian Bay found that in order to survive they, too, had to use the railroad for their timber exports.

34 During this period, other lumbering towns such as Collins Inlet and French River also flourished, both these towns having populations of about 2,000 people, but by 1900

the forests were rapidly vanishing and many of these once-busy communities were now struggling. They were finally abandoned in the 1920s.

35 Port McNicoll was first used by ships in 1912. This new port with its grain elevators, wharves and railway lines was the solution to the problem of steep grades that C.P.R. had been struggling with at its terminus at Owen Sound. From 1912 onwards, all the Canadian Pacific ships were to use Port McNicoll as their grain transfer port and terminal in the trade with Thunder Bay on Lake Superior, though other ships ran to Depot Harbour from Lake Michigan ports and Lake Superior.

36 Tourists had begun enjoying the east shores of Georgian Bay early in the nineteenth century and by 1879 guidebooks were being published praising the pleasures of the fishing at Penetanguishene, Waubaushene and Meaford, with advertisements soon appearing on behalf of local hotels and suppliers. Excursion steamers were popular, as were the numerous luxurious private yachts and summer holiday resorts. By 1900, the failing lumber industry at Little Current was being replaced by a vigorous tourist business, and elaborate summer cottages were being built among the islands and along the eastern shores of Georgian Bay. The coastal steamers that had pushed aside the hundreds of sailing schooners plying the Bay in the 1870s and 1880s were themselves soon outnumbered by the pleasure craft of these new visitors enjoying the sheltered waters of the inshore route.

37 For more information on the history of this part of Ontario, the reader is referred to such books as *Georgian Bay: the Sixth Great Lake* by James Barry, *Ghost Towns of Ontario* by Ron Brown, and *Northeastern Georgian Bay and Its People* by William A. Campbell.

Charting Georgian Bay

38 The charting of an area is done partly for strategic reasons, but the main impetus has often been the expressed needs of the seafaring community, thus no charts were necessary for Georgian Bay before the nineteenth century; the voyageurs of old knew their inshore routes from practical experience, and the area was deemed to have little strategic importance.

39 The first surveys of the islands and shores of eastern Georgian Bay were carried out in 1821 by Lt. Henry Wolsey Bayfield of the *British Royal Navy*, based at Penetanguishene. This was done for strategic reasons and to meet the needs of the small sailing craft trading in the area. In 1883, the *Georgian Bay Survey* — the forerunner of the *Canadian Hydrographic Service* — was established by the Canadian Government to survey the well-defined routes used by the

coastal steamers which were by that time working in these waters. This new survey, which was completed in 1891, went as far as the outer islands; the new charts still drew on Bayfield's earlier work for information on the inner islands and coastline.

40 The rapidly increasing numbers of pleasure craft using the inshore areas after the Second World War created a demand for more adequate charts of the area and in 1959 the *Canadian Hydrographic Service* began a detailed survey of the coastal and inshore waters. The priority was to survey and mark a sheltered route between Parry Sound and French River, and the route adopted was based on one pioneered by members of the *Great Lakes Cruising Club* and the *Georgian Bay Development Association* and by the local District Marine Agent of the Department of Transport. This new chart was to be designed especially for the use of the small boat operator and was produced in a revolutionary new format: the strip chart.

41 The first of these new-style charts was *Chart 2203*, published in 1964, followed by *Chart 2204* in 1966, *Chart 2202* in 1970, and *Chart 2205* in 1975. A narrative description of the route was also written and included as chapters in *Sailing Directions, Great Lakes, Volume 2*. The *Great Lakes, Volume 2* has since been replaced with the following *Sailing Directions* booklets: *CEN 304 — Detroit River, Lake St. Clair and St. Clair River*, *CEN 305 — Lake Huron, St. Marys River and Lake Superior*, *CEN 306 — Georgian Bay* and *CEN 307 — North Channel of Lake Huron*.

42 With the advent of ever-increasing numbers of small craft in recent years, the *Canadian Hydrographic Service* has concentrated on helping to increase the safety and pleasure of these boaters. One of the results of this effort was the publication of the first edition of the *Small Craft Guide, Georgian Bay* in 1983. *Small Craft Guide, Georgian Bay* has since been replaced with the *Sailing Directions* booklet *CEN 306 — Georgian Bay*.

43 As part of an on-going endeavour to better serve the chart user, the *Canadian Hydrographic Service* is also committed to a long-term program of converting all charts to the international metric system. The strip charts of the inshore small-craft route still use the old Imperial system with feet and statute miles, but as new charts are published the standard metric system is being brought into use.

44 One product of this program that is already available for boaters is a set of metric charts of harbours in Georgian Bay. These charts cover *Wiarton Harbour*, *Owen Sound Harbour*, *Meaford*, *Collingwood*, *Penetang Harbour*, *Midland Harbour*, *Tiffin Harbour*, and *Port McNicoll and Victoria Harbour*.

45 Each of these metric charts shows the usual bathymetry and shoreline of the area (with depths and elevations in metres) and also has an oblique aerial view of the harbour.

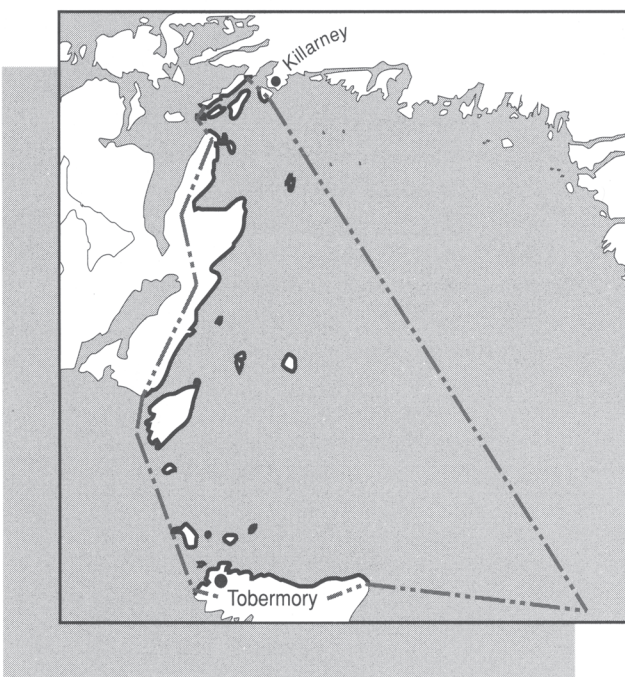
These new charts are designed to help the boater by presenting the information on a convenient sheet, but for more informa-

tion the boater should have a copy of this *Sailing Directions* booklet available for reference.

Entrance and northwest part

General

Charts 2201, 2205, 2235, 2245, 2274, 2282



1 The entrance to Georgian Bay between Bruce Peninsula and Manitoulin Island is through breaks in the rim of the Niagara Escarpment. The Niagara Escarpment itself trends northwards from the Niagara Peninsula and forms the east coast of Bruce Peninsula, crossing the entrance to Georgian Bay at Tobermory, and continuing westwards on Manitoulin Island.

2 This chapter covers the islands, channels and **dangers** in the entrance to Georgian Bay, the east coast of Manitoulin Island between Hungerford Point and Bold Point, and Lansdowne Channel. Also covered is the north coast of Bruce Peninsula between Cape Hurd and Cabot Head. The only harbour with commercial facilities is Tobermory.

3 Real-time water level information for Georgian Bay at Tobermory is available from the *Canadian Hydrographic Service Automated Water Level Gauge*, telephone number 519-596-2085. (*More information on chart datums and water levels is given in Sailing Directions booklet CEN 300 — General Information, Great Lakes.*)

4 The main traffic by commercial vessels is through Georgian Bay to the *Indusmin* quarry in Lansdowne Channel, to the Fisher Harbour bulk cargo handling facility in Frazer Bay and to the *Lafarge North America* depot in McGregor Bay. Many pleasure craft cruise the area during the summer months. The main shipping tracks are described in this chapter.

5 A regular **ferry** service between Tobermory on the Bruce Peninsula and South Baymouth on Manitoulin Island crosses the entrance to Georgian Bay. The route usually followed by the ferry is shown on *Charts 2235 and 2274*.

6 There is a yellow *Ocean Data Acquisition System (ODAS) light buoy (45137)* 32 miles NE of Tobermory.

Entrance channels

Chart 2235

7 The principal islands in the entrance to Georgian Bay are Fitzwilliam Island, Yeo Island, Lucas Island, Cove Island and Russel Island.

8 **Fitzwilliam Island** ($45^{\circ}30'N$, $81^{\circ}46'W$), lying on the north side of the entrance to Georgian Bay, rises to an elevation of 160 feet (49 m) near its NE end.

9 **Yeo Island**, 2 miles south of Fitzwilliam Island, has two summits, each 100 feet (30 m) in elevation. The NE summit, known as **Black Summit**, has steep slopes descending to the water. The north shore of the island is steep-to and has sea caves at lake level. The west shore is indented by two coves offering some shelter for small craft.

10 **Lucas Island**, 0.7 mile SE of Yeo Island, is 100 feet (30 m) in elevation.



11 **Lucas Island light** (804) is on the west side of Lucas Island; the light is visible from 040° through east and south to 229° .

12 **Cove Island** ($45^{\circ}18'N$, $81^{\circ}44'W$) lies on the south side of the entrance to Georgian Bay. **Russel Island**, 1 mile SE of Cove Island, is a high island with a steep rocky coastline; the island is densely wooded with the tree line extending down to the shore.



13 **Caution.** — **Currents** of 5 to 6 knots have been reported in the channels between Fitzwilliam Island and Bruce Peninsula after changes in a wind direction.

14 Main Channel is the major shipping route into Georgian Bay. Yeo Channel is often used by vessels bound for the eastern part of North Channel. Fitzwilliam Channel is deep but has no aids to navigation. Owen Channel is suitable for shallow-draught vessels but is unmarked. Devil Island Channel is sometimes used in good weather by shallow-draught vessels, and Cape Hurd Channel is sometimes used by small craft.



15 There is a **Sarnia Vessel Traffic Services (VTS)** calling-in point north of Cove Island for upbound and downbound vessels. For details, consult *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)*.

Main Channel to Bears Rump Island

16 **Main Channel** leads between Lucas Island and Cove Island.



17 **Caution.** — There are several shoals in Main Channel, the named ones being **West Sister Patch** (**West Sister**), **East Sister Patch** (**East Sister**) and **O'Brien Patch**, with depths of 14 to 18 feet (4.3 to 5.5 m) and **Bad Neighbour Rock**, which is dry.

18 **West Sister Shoal** starboard hand **light buoy J2** (802.5) marks the north side of the shoal. **O'Brien Patch** bifurcation **buoy TC** lies NE of O'Brien Patch but the shoalest part is 0.4 mile ENE of the buoy. The south side of Bad Neighbour Rock is marked by a **buoy**.

19 **Gig Point** ($45^{\circ}20'N$, $81^{\circ}44'W$) is the north end of Cove Island.



20 **Cove Island light** (805) is on Gig Point. There are two red and white radio towers near the light.



21 There is a small landing jetty close south of the light structure. A depth of 5 feet (1.5 m) was reported along the outer end of the jetty.

22 **Cove Island Ground** is a rocky bank, with a least depth of 26 feet (7.9 m), which extends 0.5 mile offshore between Gig Point and **Gat Point**, the west end of Cove Island.

23 **Northeast Point** is the east end of Cove Island. **Eagle Point**, midway between Gig Point and Northeast Point, is a bluff. **Eagle Cove** lies 0.5 mile south of Eagle Point.

Charts 2274, 2235



24 The open bay between Eagle Point and Northeast Point offers **anchorage** 0.5 mile from shore, with a sand and mud bottom, sheltered from south and west winds.



25 **Caution.** — Vessels anchoring here must keep clear of the **submarine cable** which crosses the bay.

26 **Tecumseh Cove**, 0.2 mile south of Eagle Cove, offers temporary shelter from most winds for small craft. The bottom in this cove is clay. The shore is steep-to and consists of boulders.



27 **Caution.** — Two **submerged cribs**, with depths of 1 and 4 feet (0.3 and 1.2 m), lie close to the south shore of Tecumseh Cove.

28 **Echo Island**, 1 mile east of Eagle Point, is 145 feet (44 m) in elevation.

29 Four keep-out **buoys**, 0.3 mile NE of Echo Island, mark a **Fathom Five National Marine Park** diving area in the vicinity of the **wreck** of the *Arabia*, which sank in 1884.

30 (*The channels south of Cove Island to Tobermory and the shores eastwards to Cabot Head are described later in this chapter.*)

Chart 2235



31 **Caution.** — **Great Barrier** lies along the NE side of Main Channel. It is 6 miles long and consists of islands, shoals and above-water and submerged rocks.

32 **Anderson Ledge** ($45^{\circ}24'N$, $81^{\circ}44'W$), **Hardie Rock**, **Gourdeau Patch**, **Tilton Reef** and **White Shingle**, which consists of mounds of stones 8 feet (2.4 m) in elevation, are named **dangers** on Great Barrier.

33 **Snake Island**, at the SE end of Great Barrier, consists of a narrow ridge of small boulders. From a distance it appears to be a long island with a clump of trees in the centre. **Snake Island Bank** extends west from Snake Island towards **Confiance Rock**.



34 **Caution.** — In reduced visibility or at night the east side of Great Barrier should not be approached to depths of less than 120 feet (37 m).

35 **Flowerpot Island** ($45^{\circ}18'N$, $81^{\circ}38'W$) is wooded and reaches its maximum elevation of 175 feet (53 m) at **The Castle**, a bluff at the NE end of the island.



36 **Flowerpot Island light** (819), on The Castle, is shown from a white tower. The light is visible on a bearing of 100° through south and west to 285° .

37 A small private **wharf** and two white houses with red roofs are 0.1 mile WSW of the light structure.



38 **Beachy Cove**, on the SE shore of Flowerpot Island, has a group of above-water rocks in its entrance. A **buoyed** channel, privately maintained, leads through these rocks into Beachy Cove where there are two **wharves** for visitors to *Fathom Five National Marine Park*. It was reported that the northern wharf has a depth of 2 feet (0.6 m) and the southern wharf has 4 feet (1.2 m) at the outer end. The wharves are maintained by *Parks Canada*.

39 **Historical note.** — Flowerpot Island derives its name from two isolated rock formations on the east shore of the island. These rocks resemble gigantic flowerpots; the northern one is 50 feet (15 m) in elevation and the southern one 35 feet (11 m) in elevation. A third flowerpot collapsed during the 19th century due to erosion around the base. Local legend indicates that this island of “flowerpots” and caves was shrouded in ancient taboos, keeping this island uninhabited.

40 **McElhinney Ground**, with a least depth of 26 feet (7.9 m), lies 0.5 mile north of Flowerpot Island.

41 **Bears Rump Island**, 1.5 miles ENE of Flowerpot Island, is low on its SW side and has a steep cliff 80 feet (24 m) in elevation at its NE end. The summit of the island, 120 feet (37 m) in elevation, is close SW of the cliff.



42 **Caution.** — **Bears Rump Shoal**, with a least depth of 7 feet (2.1 m), extends 0.2 mile SW from the island.

43 *McElhinney Ground* bifurcation **buoy TD** lies west of the feature; *Bears Rump Shoal* port hand **buoy T3** marks the SW side of the shoal.

44 **Brown Ledge**, with a least depth of 27 feet (8.2 m), lies 1.5 miles south of Bears Rump Island.

45 The usual route through Main Channel from a position of $45^{\circ}20'N$, $81^{\circ}51'W$ leads between O'Brien Patch and Gig Point, then ESE between McElhinney Ground and Flowerpot Island, then either north or south of Bears Rump Island.

Yeo Channel to Wall Island

46 **Yeo Channel** leads between Yeo Island and Lucas Island; this is the most direct passage into Georgian Bay for a vessel bound for the eastern part of North Channel. The route from a position of $45^{\circ}20'N$, $81^{\circ}51'W$ through Yeo Channel is marked by **buoys**. Some masters prefer to use Main Channel in strong westerly winds.

47 **Fagan Ground** lies 0.9 mile west of Lucas Island in the SW approach to Yeo Channel.

48 *Lucas Island* port hand **buoy J3** lies 0.3 mile west of the island.



49 **Caution.** — Shoals extend 0.1 mile SE of Yeo Island.

50 **Moorhouse Patch**, with a least depth of 29 feet (8.8 m), is 1.7 miles NE of Lucas Island in the NE approach to Yeo Channel and Lucas Channel.

51 **Lucas Channel**, the passage between Lucas Island and Anderson Ledge, is not buoyed.



52 **Lucas Reef**, with a least depth of 7 feet (2.1 m), extends 0.2 mile east from Lucas Island.

53 **Yeo Spit** extends 0.2 mile north from the NE point of Yeo Island.

54 **James Island**, 1.9 miles NE of Yeo Island, is 14 feet (4.3 m) in elevation.



55 **James Reef** is a rocky ledge, with a least depth of 4 feet (1.2 m), extending 0.5 mile SW of James Island.

56 **McCarthy Point** ($45^{\circ}28'N$, $81^{\circ}44'W$) is the SE point of Fitzwilliam Island.



57 **McCarthy Point Ledge** extends 1.7 miles SSW from McCarthy Point and ends in an isolated rocky patch with a least depth of 8 feet (2.4 m). McCarthy Point Ledge partially obstructs the NE end of Fitzwilliam Channel.

58 **Northeast Point** is 4 miles NNE of McCarthy Point.



59 A **shoal**, with a least depth of 7 feet (2.1 m), extends 0.2 mile NE from Northeast Point.

60 **Wall Island** ($45^{\circ}34'N$, $81^{\circ}41'W$) lies with its low and narrow south end 0.8 mile NNE of Northeast Point.



61 **West Flat**, an area of low above-water rocks and **shoal water**, with a least depth of 6 feet (1.8 m), extends 0.3 mile west of Wall Island.



62 **Wall Island light** (970) is on the east side of the island. The light is visible on a bearing of 192° through west and north to 020° .



63 **Caution.** — **The Wall**, with a least depth of 2 feet (0.6 m) near its south end, is a shoal extending 0.7 mile south from Wall Island and is separated from Northeast Point by **Wall Island Channel** (*a local name*).



64 **Caution.** — There may be strong **currents** in Wall Island Channel (*a local name*).

Fitzwilliam Channel

65 **Fitzwilliam Channel**, separating Yeo Island and James Island from Fitzwilliam Island, is unmarked; local knowledge is required.



66 **Caution.** — The following features lie across the SW entrance to Fitzwilliam Channel: **Manitoba Ledge**, with dry rocks and rocks awash; **Smith Rock**, with

a least depth of 14 feet (4.3 m); **McLellan Rock**, with a least depth of 7 feet (2.1 m) and **Indian Harbour Reef**.

67 **Indian Harbour Point** ($45^{\circ}26'N$, $81^{\circ}48'W$), the south end of Fitzwilliam Island, has a stone cairn on it. **Indian Harbour**, at the SW corner of Fitzwilliam Island, is sheltered only from north and east winds.

 68 **Caution.** — Massasauga rattlesnakes live on the rocky shores around Indian Harbour and appear during warm dry weather.

Owen Channel

69 **Owen Channel** leads between Fitzwilliam Island and Manitoulin Island.

 70 **Caution.** — Owen Channel is obstructed by **The Ridge**, with a least depth of 6 feet (1.8 m).

 71 **Caution.** — When approaching Owen Channel from the south, give the SW shore of Fitzwilliam Island a wide berth to clear **Emily Maxwell Reef**, with a detached 16-foot (4.9-m) underwater rock, which extends 0.9 mile offshore.

72 **Perseverance Island** is 1.4 miles NNW of Emily Maxwell Reef.

 73 **Caution.** — A chain of dangerous underwater rocks and drying rocks join the SW of Perseverance Island to Fitzwilliam Island. There is a dangerous submerged **wreck** with 6 feet (1.8 m) of water over it, about 0.3 mile north of Perseverance Island.

74 **Phoebe Point** ($45^{\circ}30'N$, $81^{\circ}49'W$) is the NW point of Fitzwilliam Island. **Channel Rock**, an islet 0.5 mile NE of Phoebe Point, lies close off the shore of Fitzwilliam Island.

 75 **Caution.** — **Ship Bank**, with a least depth of 6 feet (1.8 m), extends 1 mile NW of Phoebe Point. **Stewart Rock**, awash, lies on the NE edge of Ship Bank. There is a channel south of Ship Bank and Stewart Rock but local knowledge is required. **Little Rock**, 1 mile south of Ship Bank, lies in the SW entrance to this channel.

76 **Beach Point**, 2 miles NE of Phoebe Point, is the NE end of a long stony beach.

 77 **Caution.** — **Beach Point Flat**, with depths less than 6 feet (1.8 m), lies off this beach.

78 **Hungerford Point** ($45^{\circ}31'N$, $81^{\circ}51'W$), the south end of Manitoulin Island and the NW entrance point of Owen Channel, can be identified by its small white stony beaches.

 79 **Caution.** — Scattered underwater stones and shallow water west of Hungerford Point extend 0.4 mile offshore.

80 *(The south coast of Manitoulin Island west of Hungerford Point is described in Sailing Directions booklet CEN 305 — Lake Huron, St. Marys River, Lake Superior.)*

81 **Owen Island**, 1.2 miles east of Hungerford Point, is small and joined to Manitoulin Island by a low neck of land. The shore becomes steep to 1 mile NE of Owen Island, and

the coast 2 miles farther NE has steep slopes over 100 feet (30 m) in elevation. These steep slopes continue 5 miles NE to **Redcliff Bight**, which derives its name from a low cliff of red earth.

 82 **Caution.** — The shore of Redcliff Bight is foul. **Pope Rock**, with a least depth of 20 feet (6.1 m), lies 4.5 miles NE of Owen Island in the NE approach to Owen Channel.

83 **Little Island** lies off the north shore of Fitzwilliam Island, 2.8 miles ENE of Beach Point. The NE end of Little Island consists of a ridge of stones. The north coast of Fitzwilliam Island is low-lying at Beach Point, gradually becoming steeper and higher eastwards until at a bluff close SW of Little Island; the bluff is over 100 feet (30 m) in elevation.

 84 **Rattlesnake Harbour**, entered midway between Little Island and **Rattlesnake Point**, 0.4 mile to the east, offers sheltered **anchorage** in 12 to 21 feet (3.7 to 6.4 m), mud bottom.

 85 **Caution.** — In 1996, there were ruined sheds on Rattlesnake Point and a **wreck** close off the east shore of the point. There are deadheads along the north, east and south shores; submerged cribs lie along the west side of the harbour.

Off-lying islands and shoals

Charts 2235, 2245

86 **Club Island** ($45^{\circ}34'N$, $81^{\circ}36'W$) lies 4.2 miles northeast of Fitzwilliam Island; Club Island's west shore is stony from **South Point** to **Back Cove**.

 87 **Club Harbour**, on the east side of Club Island (see inset on Chart 2245), offers **anchorage** in 9 to 15 feet (2.7 to 4.6 m), with a rock, gravel and mud bottom.

 88 **Caution.** — In strong east winds a surge enters the harbour. The shallow west and north shores of the harbour are strewn with boulders. The holding ground is reported to be poor. The entrance is obstructed by two rocky ledges known as **North Reef**, 5 feet (1.5 m) in elevation, and **South Spit**, with a least depth of 6 feet (1.8 m).

89 **Fishery Point**, the south entrance point to the harbour, has two conspicuous mounds of gravel on it.

 90 **Caution.** — Submerged cribs lie off Fishery Point and in the SE corner of the harbour. There is a submerged **wreck** in the SE corner of the harbour.

91 **Erie Shingle**, 0.8 mile west of Club Island, is a narrow bank of small stones, the highest of which is 9 feet (2.7 m) in elevation.

 92 **Caution.** — **Erie Bank**, with a least depth of 3 feet (0.9 m), extends 1.2 miles SSW from Erie Shingle. A **buoy** marks the west side of Erie Bank.

93 **Erie Channel** leads between Club Island and Erie Bank.

94 **Lonely Island**, 4 miles east of Club Island, is wooded and 200 feet (61 m) in elevation. **South Bluff**, near the south point of the island, is a **conspicuous** steep cliff.

 95 **Caution.** — A small concrete **wharf** on the NE point of Lonely Island is in ruins.

 96 **Lonely Island light** (971) is on the summit of the north bluff.

 97 **Lonely Island West light** (972) is on the west side of the island.

Chart 2235

98 **Kilroy Patch**, with a least depth of 24 feet (7.3 m), lies 4.5 miles SSW of Club Island.

99 **Halfmoon Island** ($45^{\circ}26'N$, $81^{\circ}28'W$), 6.5 miles south of Lonely Island, is a bank of small stones with two clusters of small trees.

 100 **Caution.** — A large area of shoal water known as **Halfmoon Bank** extends 2.2 miles SW of Halfmoon Island. **West Ledge**, composed of stones with a least depth of 4 feet (1.2 m), extends 0.5 mile west of the island; **South Ledge**, with a least depth of 6 feet (1.8 m), extends 1 mile south of the island. A rock with a depth of 3 feet (0.9 m) was reported (1998) to lie 0.2 mile south of the island, at the east edge of South Ledge.

 101 **Halfmoon Island light** (822) is on the east end of the island.

102 **Flummerfelt Patch** lies 5 miles SW of Halfmoon Island.

Chart 2245

 103 **Caution.** — **Northeast Shingle** ($45^{\circ}37'N$, $81^{\circ}24'W$), 3.5 miles NE of Lonely Island, is a narrow boulder-strewn shoal with two islets and a least depth of 4 feet (1.2 m). A **buoy** marks its SW end.

 104 **Caution.** — **Grand Bank**, 7 miles NE of Lonely Island, is a large plateau of clay and rock with several dangerous shoals. **Dawson Rock**, drying 1 foot (0.3 m), lies on a shoal bank, with a least depth of 2 feet (0.6 m) at the SE edge of Grand Bank; a **buoy** marks the north side of the shoal area. **McNeil Ledge**, with a least depth of 25 feet (7.6 m), lies on the NE part of Grand Bank, 5 miles north of Dawson Rock.

 105 **Caution.** — **Riley Patch**, with a least depth of 23 feet (7 m), **Ben Back Shoal**, with a least depth of 17 feet (5.2 m), **Milligan Rock**, with a least depth of 24 feet (7.3 m), and **Tranch Rock**, with a least depth of 24 feet (7.3 m), are named shoals on Grand Bank; Grand Bank should

be avoided in heavy seas. The 120-foot (36.6-m) contour gives warning of the danger when approaching from the SE.

Tamarack Point to Cape Smith (Manitoulin Island)

106 **Tamarack Point** ($45^{\circ}37'N$, $81^{\circ}43'W$), which is the south entrance point of **Tamarack Harbour**, is low-lying. Tamarack Harbour has depths of 1 foot (0.3 m) and a rocky bottom. The land rises steeply at the inner end of Tamarack Harbour, reaching an elevation of 315 feet (96 m) at **Burnt Summit**, 1.4 miles NW of the harbour.

 107 **Caution.** — **Shallow Cove** and **North Cove**, 1.8 and 2.6 miles north of Tamarack Harbour, are foul.

108 **Rabbit Island**, 2.6 miles ENE of Tamarack Point, is wooded.

 109 **Caution.** — **Rabbit Island Bank**, with a least depth of 6 feet (1.8 m), extends 2 miles SW from the island.

 110 **Horsburgh Point**, 5.7 miles NNE of Tamarack Point, is over 100 feet (30 m) in elevation and is the south entrance point of **James Bay**. James Bay has a sandy beach and offers **anchorage** in 20 feet (6.1 m), sand bottom.

111 **Church Hill** (named on Chart 2201), 1.3 miles NNW of James Bay, is 223 feet (68 m) in elevation and identifiable by its steep slope to the NE and gradual slope to the SW.

112 **Clay Cliff**, 4.2 miles NE of Horsburgh Point, is a white clay and gravel cliff 200 feet (61 m) in elevation. With similar but lower cliffs on each side of it, this makes a **conspicuous** landmark. From Clay Cliff to **The Nest**, an isolated patch of stones 2 miles to the NNE, the shore consists of stony beaches.

 113 **Caution.** — Shoal water with depths of 1 to 2 feet (0.3 to 0.6 m) extends 0.2 mile off this stretch of coast.

 114 **Cape Smith light** (984) is near The Nest.

Cape Smith to North Channel

115 The main shipping track from Lake Huron through Georgian Bay to North Channel leads east of Cape Smith and enters North Channel north of Big Burnt Island.

116 **Cape Smith** ($45^{\circ}48'N$, $81^{\circ}35'W$), the easternmost point of **Manitoulin Island**, is prominent because of the abrupt end of a clay cliff which is 375 feet (114 m) in elevation and wooded. The shore between the cape and The Nest, 1.2 miles to the south, is densely wooded.

Offshore features

117 **Six Fathom Patch**, with a depth of 30 feet (9.1 m), lies 1.2 miles east of Cape Smith.

 118 **Caution.** — **Campbell Rock**, with a least depth of 7 feet (2.1 m), lies 2 miles NE of Cape Smith.

119 *Campbell Rock* starboard hand *light buoy J12 (983)* lies west of the **danger**.

120 **Odjig (Squaw) Island**, 4.8 miles ENE of Cape Smith, is low but prominent due to its dense growth of high trees.

 121 **Caution.** — **Azov Ledges**, two dangerous shoals SW of Odjig Island, have depths of 1 and 4 feet (0.3 and 1.2 m). Azov Ledges are separated from Odjig Island by a wide channel.

 122 **Caution.** — Shoal water extends from **Ragged Point**, on the west side of Odjig Island, and from **West Rock**, which is a bank of white limestone gravel 5 feet (1.5 m) in elevation. **North Spit** has a least depth of 7 feet (2.1 m) over rock.

123 The passage between West Rock and Odjig Island requires local knowledge.

 124 **Caution.** — A spit 1 foot (0.3 m) in elevation reaches south from **South Point**.

125 **North Point** (*not named on Chart 2245*) is the north end of Odjig Island. **Annie Rock**, near the north end of **shoal water** extending north from North Point, is 4 feet (1.2 m) in elevation.

 126 **Odjig Island Harbour** (*not named on the Chart*), on the NE side of the island, offers **anchorage** for small craft, with good shelter from all winds in 7 to 10 feet (2.1 to 3 m), mud bottom. It is reported that with local knowledge a depth of 5 feet (1.5 m) can be carried into the harbour by approaching from SE and keeping close to the point on the south side of the harbour entrance to avoid the shoals.

127 The island formerly known as **Young Squaw Island**, 0.5 mile NE of Odjig Island, is low and wooded. A sandy beach on the SW side of the island offers excellent swimming.

128 **Alec Clark Rock**, 0.6 mile NE of Young Squaw Island, is a narrow bank with a least depth of 4 feet (1.2 m). **Matheson Shoal** lies 2.3 miles ENE of Odjig Island.

129 **Papoose Island**, 4.3 miles ENE of Odjig Island, is densely wooded.

 130 **Caution.** — A dangerous rocky ledge, with a least depth of 7 feet (2.1 m), extends 0.3 mile south of Papoose Island.

131 **Gull Island** ($45^{\circ}51'N$, $81^{\circ}16'W$), 3 miles east of Papoose Island, is limestone.

 132 *Gull Island light (972.5)* is on the north end of Gull Island.

Cape Smith to Big Burnt Island

 133 **Smith Bay** extends 5 miles west from Cape Smith. Vessels can find good **anchorage** near the head of the bay in 25 feet (7.6 m), mud bottom. This is sheltered except from NE and east winds, but the bay is too open to provide quiet anchorage for small craft.

 134 **Caution.** — **Goldhunter Rock**, a circular patch of boulders with a least depth of 1 foot (0.3 m), 0.8 mile NW of Cape Smith, is the main danger in the mouth of the bay; it is marked by a **buoy**. **Doyle Rock**, having a least depth of 16 feet (4.9 m) with deep water all around, lies in the middle of the outer part of the bay.

135 **Red Cliff Flat** is a shallow bank extending 0.8 mile offshore, west of Cape Smith. Depths of 4 feet (1.2 m) lie 0.5 mile offshore. The bank near **Sturgeon Point** is 0.2 mile wide.

 136 Good **anchorage** can be found 0.7 mile NW of **West Red Cliff** in 31 feet (9.4 m), mud bottom.

137 **Nadeau Point** is on the NW shore of Smith Bay.

138 The community of **Wikwemikong** is at the head of Smith Bay. Wikwemikong has churches, a few stores, medical centre, post office, restaurants, laundromat and service stations. A paved road connects Wikwemikong with the town of Little Current and other settlements on Manitoulin Island. The community is part of the *Wikwemikong Unceded Indian Reserve*.

139 A causeway and wharf structure, in ruins, serving as a breakwater, extends 984 feet (300 m) into the bay at Wikwemikong. The outer end of this breakwater is marked by a **buoy**. There is a **launching ramp** close SW of the breakwater.

 140 *Wikwemikong Bay Marina* is on the west side of the causeway. In 1996, there was a shuttle service to local stores and to the Manitowaning golf course.

141 A **submarine pipeline** extends 0.2 mile into the bay, close SW of the breakwater and parallel to it.

142 A ruined crib, dry 3 feet (0.9 m), lies close inshore, 0.3 mile SW of the above-mentioned breakwater.

143 **Giwshkwebi Island** ($45^{\circ}51'N$, $81^{\circ}38'W$), on the north side of Smith Bay, is wooded.

 144 **Caution.** — **West Mound**, separated from Giwshkwebi Island by a narrow channel, is a gravel bank 8 feet (2.4 m) high with tall trees and some brush. A spit, composed of boulders and gravel, extends 0.3 mile to the SW. **Frank Ledge**, south of Giwshkwebi Island, is awash.

 145 **Caution.** — A shoal, with 2 feet (0.6 m) over it, and a rock drying 1 foot (0.3 m), lie north of West Mound.

 146 **Anchorage** can be found NW of Giwshkwebi Island, mud and clay bottom.

147 **East Mound**, similar in size and shape to West Mound, is connected to Giwshkwebi Island by a shallow bar. **Nobles Bank**, with 7 feet (2.1 m) over it, extends NE from East Mound. **John Ledge**, with rocks that dry 3 feet (1 m), lies north of East Mound.

 148 **Caution.** — **Pelkie Rock**, an isolated shoal with a least depth of 2 feet (0.6 m), is a danger to vessels entering Smith Bay from the north.

149 **Giwshkwebi Bay**, a shallow boat harbour 1.5 miles north of Nadeau Point, is sheltered by **Fishing Island**. From Fishing Island north to **Meshkodeyang Point** the coast is stony, shallow and broken-up, and sheltered by a group of wooded islands.

150 **Big Burnt Island**, the largest and easternmost island of this group, is wooded and has stone and boulder shores. **Gooseberry Island**, which is small and wooded, and **Hog Island** lie SW of Big Burnt Island.

 151 It is reported that small craft can find good anchorage between Hog Island and Big Burnt Island, boulder and sand bottom.

152 **Ayekwadinak Hill** is a hill covered with bushes near the north end of Manitoulin Island.

Charts 2205, 2245

East Entrance to North Channel

153 The north part of Lake Huron, north and WNW of Manitoulin Island, is known as North Channel. The east entrance to North Channel lies between Badgeley Island, to the north, and Burnt Island Bank, to the south.

154 (*North Channel is described in Sailing Directions booklet CEN 307 — North Channel of Lake Huron.*)

Chart 2205

155 **Badgeley Island** ($45^{\circ}57'N$, $81^{\circ}36'W$) is densely wooded and rises to an elevation of 370 feet (113 m) 1 mile from its NE end.

156 **Evans Point** is the SW end of Badgeley Island. **High Beach**, a conspicuous white point, is 0.5 mile east of Evans Point. **High Beach Cove** lies between the two points.

 157 **Caution.** — Drying shoals lie off High Beach and in High Beach Cove. Shallow water surrounds Evans Point.

 158 **Badgeley Island light** (987) is on the SE shore 0.5 mile east of High Beach.

 159 **Caution.** — **Burnt Island Bank** is a dangerous shoal area, with rocks awash, reaching north and east from **Northwest Burnt Island** (Chart 2245). A patch of rocks 7 feet (2.1 m) in elevation lies near the NW edge of the bank.

160 **Burnt Island Bank light buoy J13** (985) marks a 22-foot (6.7 m) patch 0.5 mile east of the bank.

161 **Bernard Rock** ($45^{\circ}55'N$, $81^{\circ}33'W$), 2.5 miles NE of Big Burnt Island, is a small, isolated, underwater rock with a least depth of 4 feet (1.2 m); it is marked by a bifurcation buoy.

162 There is a deep bay between Northwest Burnt Island and **Kanigandibe Point**, 0.9 mile to the west.

 163 **Caution.** — **Skull Point Reef**, 0.4 mile north of Kanigandibe Point, consists of shoal rocks and rocks awash; it is marked by a buoy.

164 **Bold Point** ($45^{\circ}54'N$, $81^{\circ}40'W$) is 48 feet (15 m) in elevation and densely wooded.

165 There is a deep channel 500 feet (152 m) wide between **Underhill Point**, at the west end of Badgeley Island, and **Harris Island**, the largest of three islets east of **Centre Island**.

 166 **Caution.** — **Bayfield Reef**, with a least depth of 5 feet (1.5 m), SE of Centre Island, is separated by deeper water from a wide flat extending south from the east end of Centre Island.

167 (*Anchorage in Lansdowne Channel are described later in this chapter.*)

 168 **Caution.** — On **Centre Island Bank**, which is a wide shallow rocky bank extending south from Centre Island, there is a boulder with a least depth of 2 feet (0.6 m), 0.6 mile south of the island.

169 **Centre Island Bank** starboard hand light buoy J16 (988) marks the south edge of the bank.

170 (*Features west of Bold Point and Centre Island are described in Sailing Directions booklet CEN 307 — North Channel of Lake Huron.*)

Approaches to Indusmin quarries and Killarney Bay

171 **George Island** ($45^{\circ}58'N$, $81^{\circ}31'W$) is densely wooded.

 172 **Caution.** — A rock with a depth of 22 feet (6.7 m) lies 1.5 miles south of George Island. **Petley Rock** ($45^{\circ}57'N$, $81^{\circ}31'W$), an islet off the south end of George Island, dries 3 feet (0.9 m).

173 **Sandy Cove** is a small bay near the SW point of George Island. A round bare hill on the north side of this point is 60 feet (18 m) in elevation and prominent from the south.

 174 **Caution.** — **Sandy Cove Ledge**, extending WSW from the south side of the cove, is a shallow spit with a chain of small islets up to 8 feet (2.4 m) in elevation. There is deep water west and south of the ledge but the passage between it and the shore is foul.

 175 **Sandy Cove Ledge light** (979.5) is on the west end of the ledge.

176 The west side of George Island is ragged and fringed by a rocky ledge. **George Rock**, at the west edge of the ledge, is 5 feet (1.5 m) in elevation. **Gull Roost**, 0.3 mile to the NE,

is 11 feet (3.4 m) in elevation and is the highest of the granite rocks which lie off this shore.

177 **Maxwell Point** ($45^{\circ}58'N$, $81^{\circ}34'W$), with an elevation of 20 feet (6.1 m), is the NE end of Badgeley Island (*described earlier*). The white quartzite hills on the NE side of the island above Maxwell Point are **conspicuous**; this is the quarry area of *Indusmin* and makes a good landmark for vessels approaching from the NE.

178 The passage between **Kokanongwi Island** and Badgeley Island, although deep, has patches of 17 to 26 feet (5.2 to 7.9 m) close to the usual small-craft track. The passage between **Kokanongwi Shingle** and George Island is wide and clear.

179 Killarney Bay and the *Indusmin* quarries at the NE end of Lansdowne Channel are approached from the south, either through the passage between Badgeley Island and Kokanongwi Island, or east of Kokanongwi Shingle.

180 **Twin Islands**, SSE of Maxwell Point, consist of two high rocks. These appear bare when seen from the south, but there are trees on the north side.

 181 **Caution.** — **Linter Rock**, 0.5 mile south of Twin Islands, has a depth of 9 feet (2.7 m).

182 **Badgeley Rocks**, 0.4 mile NNE of Maxwell Point, are 11 to 18 feet (3.4 to 5.5 m) in elevation and are marked by a **buoy**.

 183 Two fixed green **lights** on masts among the trees at **The Gut Dock** (*misspelled on Chart 2245*) west of Maxwell Point are private aids visible only from the east. The wharves on the north shore of Badgeley Island between The Gut Dock and Maxwell Point are private.

 184 **Caution.** — A rock awash 0.2 mile NE of Maxwell Point is marked by a red flashing **light** on a mast and by a **buoy**.

185 *Indusmin* quarries are approached through a passage between Maxwell Point and the rock awash to the NE.

 186 The passage mentioned above is indicated by *Killarney Quarries Entrance range lights*, on **Badgeley Point**, in line bearing 295° . The front light (981) and rear light (982) are located on the point between Lions Rump and Powderhouse Bay. The rear light is visible only on the line of the range.

187 The light-coloured area of abandoned quartzite quarries on Badgeley Point, 0.7 mile east of Lions Rump, is prominent from the SE.

 188 The *Indusmin* silica quarry is near the NNW point of Badgeley Island. The *Indusmin wharf*, served by a conveyor loader, has two berthing dolphins at each end, the whole being 750 feet (229 m) long and parallel to the shoreline. The depth alongside is 80 feet (24.4 m).

189 *Killarney Quarries* is a **Customs** vessel clearing station for commercial traffic.

Lansdowne Channel

190 **Lansdowne Channel** lies between Badgeley Point on the north and Badgeley Island, Centre Island and Partridge Island on the south. The small craft route through Lansdowne Channel is well-sheltered and marked by **buoys**.

 191 **Caution.** — Several rocks awash and shoal patches lie near mid-channel NW of Badgeley Island. Shoal water and shoal patches also border the channel north of Centre Island.

 192 **Caution.** — A rock, with a least depth of 5 feet (1.5 m), lies on the route in $45^{\circ}57'19.4''N$, $81^{\circ}36'45.7''W$.

193 **Lions Head** and **Lions Rump** are elevations of 458 and 475 feet (140 and 145 m) respectively, which together form a hill on Badgeley Point. Seen from the south, the hill looks like a lion lying down.

 194 **Snug Harbour**, on the north side of Lansdowne Channel and midway through it, offers well-sheltered **anchorage** for small craft in 27 feet (8.2 m), mud bottom. The harbour mouth is shallower, but with care a draught of 7 feet (2.1 m) can be carried through it by slightly favouring the west side.

 195 Medium-draught vessels can find **anchorage** north of Harris Island, which is 1 mile SE of Snug Harbour, in 33 feet (10.1 m), mud bottom. This anchorage may be approached from the south through the passage between Harris Island and Underhill Point (*described earlier in this chapter*).

196 (*Features north and west of here are described in Sailing Directions booklet CEN 307 — North Channel of Lake Huron.*)

Channels south of Cove Island

Chart 2274

 197 **Caution.** — The approach to Georgian Bay south of Cove Island ($45^{\circ}18'N$, $81^{\circ}44'W$) is dangerous due to five large and shallow rocky banks. **Northwest Bank**, extending 2 miles SW of Cove Island, has several shoal patches and a **wreck** on it. **Middle Bank**, separated from Northwest Bank by Macgregor Channel, has a few bare rocks on its eastern side. **Southwest Bank**, separated from Middle Bank by a deep channel, lies on the NW side of Devil Island Channel and has several shoal patches. **Southeast Bank**, between Devil Island Channel and Cape Hurd Channel, has a few low rocks. **Devil Island Bank** (*a local name*), separated from Southeast Bank by deep water, extends SW from Russel Island. **Devil Island**, densely wooded, is the largest island of the several on Devil Island Bank.

198 North Channel, Macgregor Channel, Devil Island Channel and Cape Hurd Channel lead through the banks between Cove Island and Bruce Peninsula.



199 **Caution.** — **Currents** of 5 to 6 knots have been reported in these channels after changes in wind direction.



200 **Caution.** — **Macgregor Channel** is not recommended because of strong currents and the lack of leading marks. **North Channel**, leading between Northwest Bank and Cove Island, is obstructed by a group of shoals across its SE end. These shoals, least depth of 2 feet (0.6 m), extend from the south end of Cove Island to Northwest Bank, making this approach to North Channel dangerous without local knowledge.

Devil Island Channel

201 **Devil Island Channel** ($45^{\circ}15'N$, $81^{\circ}44'W$) is bounded on its SE side by Southeast Bank, Devil Island Bank and Russel Island, and on its NW side by Southwest Bank, Middle Bank and the south shore of Cove Island.

202 **South Otter Island** and **North Otter Island** lie off the SE side of Cove Island. They are separated from Northeast Point of Cove Island by **Otter Island Channel** (*a local name*), which is deep but narrow.



203 **Otter Islands** (*Georgian Bay*) range **lights** (817, 818), on South Otter Island and North Otter Island, lead through Devil Island Channel on a line of $040\frac{1}{2}^{\circ}$. The front light is on the east side of South Otter Island. The rear light is on the east side of North Otter Island.

204 **Southwest Bank** port hand **light buoy** TAI (800) lies south of Southwest Bank on the line of the light range.



205 **Caution.** — **The Spur** (*a local name*), with a least depth of 9 feet (2.7 m) and marked with a **buoy**, is the western tip of Devil Island Bank; it extends 0.4 mile west of Devil Island into Devil Island Channel. **Russel Reef**, with a least depth of 8 feet (2.4 m) and marked with a **buoy**, is a shallow spit extending into Devil Island Channel from the NW end of Russel Island.

206 **White Rock**, 7 feet (2.1 m) in elevation, lies on the NW side of the channel, 0.9 mile WNW of Russel Island.



207 **Caution.** — **Greenfield Shoal**, with a rock that dries 1 foot (0.3 m) and a rock awash, lies 0.3 mile ESE of White Rock.

208 **Turning Island** lies off the south shore of Cove Island, 0.4 mile NE of White Rock.



209 **Caution.** — An area of shoals extends westward from Turning Island toward Northwest Bank.

210 The SW shore of Cove Island between **Channel Point** and Gat Point is indented by bays with small islands. **Bass Bay** (*a local name*) lies 0.8 mile NNW of Channel Point.

Gat Point Reef, with a narrow islet 4 feet (1.2 m) in elevation, lies 0.2 mile south of Gat Point.



211 **Laronde's Harbour** (formerly **Cove Island Harbour**), entered 0.3 mile NW of Turning Island, offers sheltered **anchorage** in 5 to 12 feet (1.5 to 3.7 m), mud bottom.

212 **Harbour Island**, a densely wooded dome-shaped island 0.4 mile NW of Turning Island, serves as a breakwater for Laronde's Harbour.



213 **Caution.** — **Harbour Island Reef** (*a local name*), with a large drying patch, extends west and NW from Harbour Island.



214 **Caution.** — The approaches to Laronde's Harbour, SE of Harbour Island, require care because of the nature of the bottom; there may be large uncharted boulders.

215 **Boat Passage**, the long narrow inlet 0.2 mile north of Laronde's Harbour, almost divides Cove Island into two. A portage across low-lying terrain leads from the inner end of this inlet to the east side of Cove Island, close south of Tecumseh Cove.

216 **Williscroft Island** ($45^{\circ}17'N$, $81^{\circ}43'W$) is separated from **Peters Island** (*not named on the Chart*) by a narrow channel.



217 **Caution.** — The above-described narrow channel is obstructed at both ends by rocks awash.



218 **Caution.** — The SE side of Cove Island from Peters Island to Northeast Point is fringed by a shallow ledge 400 feet (122 m) wide which has a few low rocks and many dangerous drying rocks, rocks awash and underwater rocks on it.

219 **The Gut** is a narrow rocky passage, 30 feet (9.1 m) wide, leading to the SE end of Laronde's Harbour.



220 **Caution.** — At chart datum, The Gut dries 1 foot (0.3 m).

Cape Hurd Channel to Tobermory

221 **Cape Hurd Channel**, leading from Cape Hurd to Doctor Island 3.3 miles to the NE, is suitable only for small craft. It is bounded on its NW side by Southeast Bank, Devil Island Bank and Russel Island, and on its SE side by Bruce Peninsula.

222 **Cape Hurd** ($45^{\circ}13'N$, $81^{\circ}44'W$), the west point of Bruce Peninsula, is low, flat and covered with tall poplars and pine trees.



223 **Cape Hurd light** (799) is on the NW tip of Cape Hurd. The light is visible from a bearing of 357° through north, east and south to 222° .

224 (*The coast south of Cape Hurd is described in booklet CEN 305 — Lake Huron, St. Marys River, Lake Superior.*)

225 The coast from Cape Hurd to **Long Point Reef** (*a local name*), 1.5 miles to the NE, is densely wooded with

isolated cottages. A gravel road meets the shoreline 1 mile NE of Cape Hurd light.



226 **Caution.** — The shore from Cape Hurd to Long Point is flat with shoal water and above-water rocks extending 0.3 mile offshore.

227 **Bonnet Island**, 0.2 mile NE of Long Point Reef, is 5 feet (1.5 m) in elevation and wooded.



228 **Caution.** — **Hay Bay**, entered between Long Point Reef and Bonnet Island, is full of low rocks and shoals; it is suitable only for small boats in calm weather. **Ragged Bight** is an inlet at the east end of Hay Bay.

229 **Wreck Point** lies 0.5 mile NE of Bonnet Island. **China Reef** extends 0.6 mile SW from Wreck Point, greatly narrowing Cape Hurd Channel.



230 **Caution.** — **Earl Patches**, lying NW of Wreck Point on the NW side of Cape Hurd Channel, consist of two shoal areas on the eastern part of Devil Island Bank. The minimum depth on Earl Patches is 1 foot (0.3 m).

231 **Doctor Island** lies between Russel Island and Tobermory Harbour.

Tobermory

232 **Tobermory Harbour** ($41^{\circ}16'N$, $81^{\circ}40'W$), at the NW end of Bruce Peninsula, has Little Tub Harbour on its SE side and Big Tub Harbour as its SW arm. Little Tub Harbour offers shelter from all winds.

233 **Tobermory** is a picturesque community centered around Little Tub Harbour. *Tobermory Harbour* is also the name given to a **marina** facility located in Little Tub Harbour. It is a busy port of call for pleasure craft during the summer months. Tobermory has several grocery stores, motels, restaurants, and a medical clinic equipped with a **hyperbaric unit**. Servicing and supply of SCUBA diving equipment and minor machinery repairs are also available. The nearest hospitals are at Lion's Head and Wiarton.

234 Tobermory is connected by *Highway 6* to Wiarton, 80 km to the south, and from there to the cities of southern Ontario. There is a ferry service during the navigation season to South Baymouth on Manitoulin Island. The ferry *M.S. Chi-Cheemaun* can accommodate 613 passengers, 113 cars and 17 oversized commercial or recreational vehicles. The ferry makes two or more round trips daily. *Tobermory Municipal Airport*, 5 km south of Tobermory, is operated by *Municipality of Northern Bruce Peninsula*.

235 Tobermory is a **customs** vessel reporting station for pleasure craft. Several marinas offer *Canada Border Services Agency (CBSA)* telephone reporting site (TRS) service. To report, dial 1-888-226-7277. The nearest vessel clearing station for commercial traffic is at Goderich.



236 A *Canadian Coast Guard Search and Rescue Lifeboat* is based at Tobermory from the beginning of May to mid-November each year, though these dates are

subject to change (see information on *Search and rescue* in Sailing Directions booklet *CEN 300 — General Information, Great Lakes*). The base is located between *Big Tub Harbour Resort* and Lighthouse Point.

237 *Fathom Five National Marine Park*, which includes the waters bounded by lines joining Cape Hurd, Cove Island light, Bears Rump Island and Tobermory, offers an introduction to the underwater environment. A visitor centre with information on the park is open at Little Tub Harbour from May to September.

238 **Lighthouse Point** is the west entrance point of Tobermory Harbour. **North Point**, 0.4 mile NE of Lighthouse Point, is the NE entrance point of Tobermory Harbour and has houses along its north and south coasts.



239 **Lighthouse Point light** (815) is on the easternmost tip of Lighthouse Point.



240 **North Point light** (814) is on the westernmost tip of North Point.

241 **Big Tub Harbour**, entered south of Lighthouse Point, extends 0.4 mile to the WSW with a width of 300 feet (91 m). The low limestone shore drops steeply to depths of 40 feet (12.2 m), mud bottom. The head of the harbour at the west end is shallow, sand bottom. With strong NE winds it is reported that a sizeable sea enters this harbour making mooring uncomfortable.



242 **Caution.** — There are two **wrecks** at the head of the harbour; the stem of the southern wreck is visible. These wrecks are marked by white and orange **buoys**.



243 *Big Tub Harbour Resort* is on the north shore, 0.2 mile west of Lighthouse Point. Their floating wharves, 400 feet (122 m) long, with mooring rings in the rock, lie along the north shore. Dive charters operate from here.

244 **Little Tub Harbour** is 0.2 mile long and 200 feet (61 m) wide, mud bottom.



245 The ferry terminal on the west side of the entrance to Little Tub Harbour is operated by *Owen Sound Transportation Company* for the *Ontario Ferries*, an agency of the *Province of Ontario*. The **wharf** is 250 feet (76 m) long with a mooring dolphin 85 feet (26 m) NW of its NW end. The berth had depths of 18 feet (5.5 m). The public **wharf** extends 400 feet (122 m) south from the ferry terminal.



246 **Tobermory Ferry Terminal light** (816) is on the mooring dolphin on the western side of the ferry berth.



247 A concrete **wharf** and the *Ferry Dock Restaurant* are near the south end of the Public wharf. The adjacent wharf is a berth for glass-bottom tour boats. A fishery **wharf** on the east side of the harbour is 100 feet (30 m) in length.



248 The inner end of Little Tub Harbour is a steel pile retaining wall 200 feet (61 m) long. A public

TOBERMORY HARBOUR (1996)



wharf, 300 feet (91 m) long with depths of 7 to 10 feet (2.1 to 3 m), extends NE from the NW end of the retaining wall. A public **wharf** 250 feet (76 m) long extends NE from the SE end of the retaining wall. There are eight finger **wharves** along the SE side of Little Tub Harbour; five of these are for visitors.



249 **Marina** facilities at Tobermory are managed by a harbour master. All the facilities of Tobermory are near by. *Tobermory Marine*, on the highway near Tobermory, offers marine service and boat hardware.

250 *Mariner Chart Shop*, on the NW side of the harbour, is a gift shop with a line of marine supplies. *Blue Heron Company*, also based here, operates tour boats with daily cruises along the coast and around the islands and to *Fathom Five National Marine Park*. *Blue Heron Company* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

Tobermory to Cabot Head

Chart 2235

251 **Dunks Point** ($45^{\circ}16'N$, $81^{\circ}38'W$) is the NW entrance point of **Dunks Bay**. Low rocks extend offshore to the NE and for 0.7 mile to the west of this point. Dunks Bay is divided

into two parts, each with a sand bottom and offering shelter from west to NW winds. **Middle Island**, 1 mile NNW of Dunks Point, is small with deep water on all sides.

252 **Little Cove**, 1 mile east of Dunks Bay, and **Driftwood Cove**, 1.5 miles farther east, offer shelter from westerly winds. A gravel road from Little Cove leads to the main highway.



253 **Caution.** — There is reported to be a submerged **wreck** in Driftwood Cove.

254 **Overhanging Point**, 4.5 miles east of Dunks Point, has cliffs 90 feet (27 m) in elevation. There is a small cove with a stream running into it between Overhanging Point and **Halfway Rock Point**. *Bruce Peninsula National Park of Canada* meets the shore at this cove. A gravel road 1 mile inland leads to the main highway.

255 **Cave Point**, 1.5 miles ESE of Halfway Rock Point, has a cliff face 140 feet (43 m) in elevation and presents the most **conspicuous** coastal feature between Tobermory and Cabot Head. Its name comes from the small caves in the cliff face.

256 **Loaf Rock**, 2.4 miles farther ESE, is a large block of stone 50 feet (15 m) in elevation lying at the water's edge. This is one of several in the area.



257 **Caution.** — **Rocky Bay**, 7.4 miles east of Halfway Rock Point, is fronted by shoal water.

258 **Cabot Head** ($45^{\circ}15'N$, $81^{\circ}18'W$) is easily identified by its three limestone cliffs: **West Bluff**, 310 feet (94 m) in elevation, **Middle Bluff** and **Boulder Bluff**, which is 235 feet (72 m) in elevation. Boulder Bluff derives its name from the large moss-covered boulders near the edge.



259 **Cabot Head light** (826), on a low cliff near the outer end of Cabot Head, is east of **Wingfield Point**, the east entrance to Wingfield Basin.

Chart 2282



260 **Caution.** — **Cabot Head Shoal**, with a least depth of 7.8 m, is the shoalest part of a rocky shelf extending 1.3 miles NE from Cabot Head.

261 **Wingfield Basin** (see inset on Chart 2282) is a well-sheltered harbour with a mud and clay bottom.



262 **Caution.** — The entrance to Wingfield Basin, 107 m wide from shore to shore, is obstructed by a stony bar 73 m wide with deep water close to its north side. Part of the entrance channel is marked by **buoys**.



263 **Wingfield Basin range lights** (823, 824), on the south side of the basin, lead through the entrance on a line of $167\frac{1}{2}^{\circ}$. Both lights are on a point on the south shore of the basin.



264 The **wharf** on the south side of the west entrance point is private. The **wreck** of the steam tug *Gargantua* lies in the NW corner of the basin.

265 Wingfield Basin is connected to the community of **Dyer's Bay** by a gravel road which runs south along the coast.

266 (The coast south of Cabot Head is described in Chapter 3.)

Southwest and west shores

General

Chart 2201

1 This chapter covers the coast of Bruce Peninsula south and east of Cabot Head, and the coasts of Nottawasaga Bay. This area includes several towns with facilities for small craft. Collingwood and Owen Sound are the only ports with facilities for larger vessels.

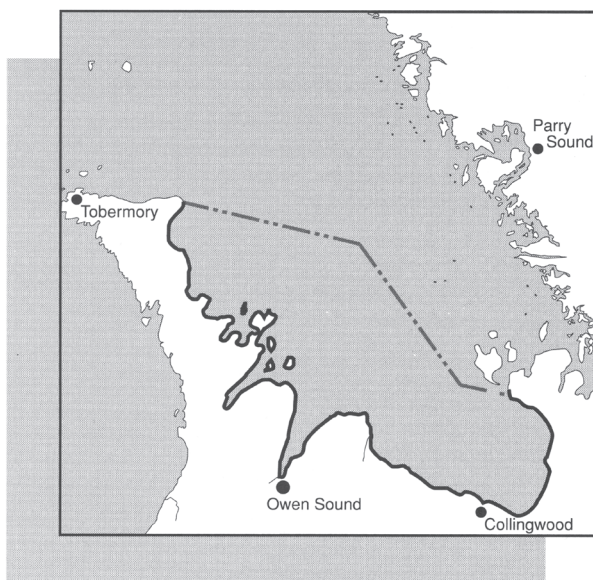
2 Real-time water level information for Georgian Bay at Collingwood is available from the *Canadian Hydrographic Service Automated Water Level Gauge*, telephone number 705-445-8737. (More information on chart datums and water levels is given in *Sailing Directions* booklet CEN 300 — *General Information, Great Lakes*.)

3 The east coast of Bruce Peninsula from Cabot Head to Delphi Point, 58 miles to the SE, is dominated by the cliffs and bluffs of the Niagara Escarpment. At Delphi Point the Niagara Escarpment trends inland and runs southward, leaving a low coastal plain; this is 6 miles wide at Collingwood. South of Delphi Point, the Niagara Escarpment reaches elevations of more than 305 m (1000 ft); this part of the escarpment is known as the *Blue Mountains* and is a popular skiing area.

4 The *Bruce Trail*, a hiking trail 770 km long, follows the crest of the Niagara Escarpment from Niagara Falls to Tobermory, which is at the NW tip of Bruce Peninsula.

5 The coast is relatively low and undulating south and east of Collingwood, fronted by some of the longest sand beaches in Ontario.

6 There is a yellow *Ocean Data Acquisition System (ODAS) South Georgian Bay light buoy (45143)* 14 miles east of Cape Croker light.



Cabot Head to Cape Croker

Chart 2282

7 (Cabot Head and the coast west of it are described in Chapter 2.)

8 **Cape Croker** (44°58'N, 80°59'W), 21 miles SE of Cabot Head, is the north tip of a prominent wooded headland. The east part of the headland is 55 m in elevation but the north end is low.



9 **Cape Croker light** (828) is on the east side of the headland.

10 A microwave tower 0.2 mile NW of Cape Croker light has an elevation of 107 m. A radio tower 2.7 miles SW of the light has an elevation of 112 m. A water tower 2.4 miles farther SW has an elevation of 62 m. All of the towers have air obstruction **lights**.

11 There are several bays and bights between Cabot Head and Cape Croker; these include Dyer's Bay, Isthmus Bay, Barrow Bay and Melville Sound.

12 **Cape Chin**, 7 miles south of Cabot Head, is a steep densely wooded bluff.



13 **Caution.** — Three shoals lie offshore in this area. **Darling Reef**, 2.5 miles NE of Cape Chin, is a narrow ridge of underwater rocks and boulders on the SW part of a shallow bank, with a least depth of 3.8 m. **Eight Fathom Patch** lies 4.5 miles east of Cape Chin. **Surprise Shoal**, 12 miles ESE of Cape Chin, is a rocky bank with two shoal spots with a least depth of 2.3 m.

14 **Surprise Shoal** port hand **light buoy T5** (827) marks the west side of the shoal.

15 **Dyer's Bay** is a bight between Cabot Head and Cape Chin.



16 **Anchorage** can be found in Dyer's Bay, 4 miles SSW of Cabot Head **light**, on a ledge, sand bottom, extending 0.2 mile from the shore.

17 The shores of Dyer's Bay are backed by a densely wooded limestone cliff, which is highest at **South Bluff** near Cabot Head. A small stream from **Gillies Lake** flows into the bay 3 miles SW of Cabot Head. Gillies Lake is reported to have the only lake trout fishing in the area.

18 The community of Dyer's Bay is a summer resort 5 miles SSW of Cabot Head. It is connected by paved road to the main highway of Bruce Peninsula.



19 A public **wharf** 73 m long, with 2.1 m of water at the outer end, and a **launching ramp** are at the south end of the community.

20 **Smokey Head**, 2.7 miles SSE of Cape Chin, is a steep, densely wooded bluff. **White Bluff**, 2.8 miles south of Smokey Head, is so named because of the bleached appearance of its limestone cliff.

21 **Lion's Head Point**, 2.5 miles farther SE, has grey limestone cliffs more than 45 m in elevation along its west side. A spit extends 0.2 mile NE from Lion's Head Point.



22 **Caution.** — **Jackson Shoal**, 2 miles NE of Lion's Head Point, is marked by **buoys** on its north and south sides.

23 **Whippoorwill Bay** and **Isthmus Bay** lie in the bight between White Bluff and Lion's Head Point.

24 A radio tower 2 miles WSW of White Bluff is **conspicuous** and has air obstruction **lights**. Another radio tower 1.3 miles SSW of White Bluff, near the shore, is grey in colour and has air obstruction **lights**.



25 **Lion's Head Harbour** ($44^{\circ}59'N$, $81^{\circ}15'W$), at the south end of Isthmus Bay, is protected on its north side by a substantial **breakwater** and a concrete Public **wharf**. A wide gravel and cobble beachhead has formed along the outer side of the wharf. The harbour is well sheltered; additional protection from NE winds is provided by a boulder **breakwater** which extends 60 m SSE from the SE end of the wharf. It is reported that the holding ground is not good in the harbour.

LION'S HEAD HARBOUR (1996)



 26 The harbour at Lion's Head is a recreational harbour administered by the *Department of Fisheries and Oceans* and operated as a **marina** by local authorities.

  27 The south side of the breakwater and Public **wharf** has marina facilities. There are floating wharves west and SW of the breakwater-wharf. Submerged cribs and **wrecks** lie in the south part of the harbour.

 28 *Lion's Head Harbour light* (825), on the east part of the Public wharf, is shown from a red and white historic lighthouse building. The light is difficult to see from offshore due to the background of village lights.

 29 A **submerged water intake** extends offshore from a building near the base of the breakwater-wharf.

30 The village of **Lion's Head**, with a population of 514 (2011), is clustered around the harbour. Lion's Head has churches, shopping, banks, motels, doctors, **hospital**, dentist, post office, restaurants, service stations, liquor and beer store, tennis, and a detachment of the *Ontario Provincial Police*. A paved road leads to *Highway 6* of Bruce Peninsula.

 31 *Lion's Head Marina* is in the north part of the harbour. Groceries, bait, tackle, motel accommodation and restaurant are near by. A municipal day-use park along the SW shore of the harbour offers a swimming beach and camping facilities.

32 **Gun Point** ($45^{\circ}00'N$, $81^{\circ}12'W$) is a cliff headland. The coast of **Barrow Bay** for 2 miles SW of Gun Point has limestone cliffs 50 m in elevation. At the SW end of the bay the coast is lower and fronted by a beach. The community of **Barrow Bay** is around a small lake in the SW corner of the bay. The lake is connected to the bay by a channel used by small craft but obstructed at times by an offshore bank of stones. Winds from the east or NE make the channel hazardous.

33 **Cape Dundas**, 4 miles SE of Gun Point, is backed by a densely wooded bluff 105 m in elevation. A television tower 1 mile inland has air obstruction **lights**.

34 **Benjamin's Point**, 4 miles east of Cape Dundas, is a light-coloured earth cliff 25 m in elevation and densely wooded. It is separated from the eastern part of Cape Croker peninsula by a broad valley.

35 **Melville Sound** is entered between Cape Dundas and Benjamin's Point.

 36 **Caution.** — **Barrier Island**, in the approaches to Melville Sound, is densely wooded and surrounded by shoal ledges.

37 **Pine Tree Point** is 2 miles SW of Benjamin's Point.

 38 **Caution.** — **Lamorandiere Bank** extends 0.7 mile SW and 0.5 mile NW of Pine Tree Point; its NW side is marked by a **buoy**.

 39 **Cape Paulett** is the north part of **Sydney Bay Bluff**, which is similar in appearance to Cape Dundas

but higher. **Hope Bay** lies west of Cape Paulett. **Anchorage** can be found near the head of Hope Bay.

 40 **Caution.** — The ruined cribs of a **breakwater-wharf** lie on the north side of the head of Hope Bay. Parts of these ruins are above water at chart datum.

41 *Cedarholme Camp* is a cottage and camp resort on the SW shore of Hope Bay.

 42 **Jackson's Cove**, near the north entrance to Hope Bay, offers sheltered **anchorage**, mud bottom.

43 **Sydney Bay**, east of Cape Paulett, has a valley in its SW corner framed between the cliffs of Sydney Bay Bluff and Jones Bluff. The south and SW shores of the bay are flat with **shoal** water extending 0.2 mile offshore. There are cottages on the south side of the bay, also a campsite and park with a boat **launching ramp**.

 44 There is good **anchorage** in the west part of the bay under the cliffs of Sydney Bay Bluff, mud bottom.

45 **Jones Bluff**, 120 m in elevation, is the northernmost of three remarkable limestone cliffs. The other two, described later, are Kings Point Bluff and Malcolm Bluff.

 46 **Caution.** — **Prairie Point** separates Sydney Bay from MacGregor Harbour and is low-lying. A shallow rocky ledge extends west from it.

 47 **MacGregor Harbour**, although smaller than Hope Bay or Sydney Bay, offers excellent **anchorage** for small craft NE of **Harbour Point** with shelter from all winds, mud bottom.

 48 **Caution.** — The **wreck** of a wooden vessel lies 15 m offshore north of Harbour Point. This wreck is 0.7 m dry at chart datum. A grassy spit and the boulder and gravel ruins of a former wharf extend south from the north end of the harbour.

49 The approach to MacGregor Harbour is marked by two **buoys**.

50 The settlement of **Cape Croker**, around the harbour, is part of the *Chippewas of Nawash Unceded First Nation Reserve (Cape Croker Indian Reserve)* and is connected to Wiarton by road.

51 **North Bay** lies east of Benjamin's Point. The head of the bay is shoal and there are a few cottages on the shore. **Cove of Cork** is a small boat harbour near the east entrance point.

52 A broad valley connects North Bay and MacGregor Harbour.

Cape Croker to Cape Commodore

53 The coast between Cape Croker and Cape Commodore, 11 miles to the SSE, includes Colpoys Bay and

three principal islands: Hay Island, White Cloud Island and Griffith Island.



54 **Hay Island**, 4 miles south of Cape Croker, is 84 m in elevation. A clay cliff at the north end of the island is 40 m in elevation. **Anchorage** can be found 0.2 mile NW of **South Point**, which is the south end of the island.



55 **White Cloud Island** lies south of Hay Island and is separated from it by a passage 1 mile wide. **Kidd Bay**, on the west side of White Cloud Island, offers **anchorage** but the water is deep to within 0.15 mile of the shore. Small craft can find anchorage closer inshore.



56 **Caution.** — A shallow rocky ledge extends 0.2 mile from **North Point**.



57 A Public **wharf** on the SE side of Kidd Bay is 30 m long and 6 m wide. It has an elevation of 2.7 m and had depths of 1.8 m in 1989. The wharf consists of three concrete cribs connected by timber decks. A fourth concrete crib, 9 m wide, lies 6 m off the end of the wharf. There are submerged ruins close north of this wharf. Another **wharf** to the north is private.



58 **Caution.** — A shoal spit, with a least depth of 1.5 m, extends 0.1 mile SW of **Kidd Point**, which is the south entrance point of Kidd Bay; it is marked by a **buoy**.

59 The SE side of the Cape Croker peninsula has steep cliffs 40 m in elevation except for the low-lying narrow isthmus abreast of MacGregor Harbour.



60 There is a concrete L-shaped Public **wharf** on the east side of the isthmus opposite MacGregor Harbour. It is 69 m long and 24 m wide at the outer end, and had depths of 2.1 m in 1987. A potable water intake **pipeline**, and intake crib with a depth of 6.3 m over it, lie close north of the jetty. The concrete wharf section extending from shore was found to be in disrepair in 2011.



61 **Anchorage** can be found just south of the wharf.



62 **Caution.** — **Port Elgin Shoal**, with a least depth of 0.6 m, lies 1.2 miles south of the above-described Public wharf, on the NW side of a small bay.



63 **Anchorage** for small craft can be found in the bay south of the **shoal**. **Little Port Elgin** is at the head, and a rock that dries 0.1 m is at the SE entrance of the bay.



64 **Caution.** — An **aquaculture** facility, established in 1998, is near **Halfway Point**, close north of Port Elgin Shoal. Mariners should avoid this area.

65 **Kings Point**, broad and not very high, is the NW entrance point to Colpoy's Bay. **Kings Point Bluff**, 1 mile inland from Kings Point, has well-defined limestone cliffs 136 m in elevation, and is separated from Jones Bluff by a valley with a small stream running through it. **Malcolm Bluff** is separated from Kings Point Bluff by a broad valley running

westward from **Gravelly Bay**. These three bluffs are the most **conspicuous** landmarks on this part of the shore.

66 **Griffith Island** ($44^{\circ}51'N$, $80^{\circ}54'W$), 1.6 miles east of White Cloud Island, is densely wooded. There is a private **wharf** on the south side of Griffith Island.



67 **Griffith Island light** (832) is on the NE side of the island.



68 **Anchorage** can be found off two reddish clay cliffs, known as **Patterson Cliffs**, on the south side of Griffith Island.



69 **Caution.** — Vessels anchoring must avoid the **submarine cable** which crosses from Griffith Island to Cape Commodore.

70 There is a clay cliff at **Cape Commodore**, 2 miles south of Griffith Island.

71 The coast between Cape Commodore and **Cameron Point**, 3.7 miles to the WNW, rises steeply to several high hills and bluffs separated by valleys. **Skinner's Bluff** is a **conspicuous** steep cliff 0.7 mile south of Cameron Point. **Esther's Bluff** lies SE of Skinner's Bluff. A valley to the SE separates these two bluffs from **Halliday Hill** and **Dodds Hill**.

72 **Pyette Hill** is separated from the high land of Halliday Hill and Dodds Hill by a valley one mile wide. A radio tower on Pyette Hill has an elevation of 311 m; it has air obstruction **lights**.

73 **Big Bay** lies between Cape Commodore and Cameron Point; the community of Big Bay, formerly known as **North Keppel**, is on its shores. There is a pay phone and a general store with groceries. There is a Boy Scout camp close west of the community.



74 The Public **wharf** at Big Bay is at the outer end of a boulder causeway which is 82 m long, 9.4 m wide and 2.1 m in elevation. The wharf is a sheet steel piling and concrete structure 29.3 m long and 2.1 m in elevation, with a concrete pierhead 20 m wide. The inner (west) sides of the wharf have rubber fenders. There are depths of 1.2 m along both sides of the wharf and 1.8 m around the outer section. The concrete **ramp** close east of the wharf is 4.3 m wide.



75 **North Keppel wharf light** (831) is on the west side of the wharf and 29.3 m from the outer end.



76 **Caution.** — The beach on each side of the wharf is stony. Heavy seas roll into the bay with a northerly wind.

77 **Keppel Township Centennial Park**, 5 km east of Big Bay, is a day-use park with picnic areas and a children's playground. This park is on the shore but there is a boulder and rock beach and no access for boaters.

78 **Colpoy's Bay** is a magnificent inlet leading SW for 8 miles from White Cloud Island, which together with Hay Island, shelters it from the heavier seas of Georgian Bay. The coasts are picturesque limestone cliffs 90 to 120 m in elevation

at the entrance to the bay, gradually lessening in height near the town of Wiarton at the head of the bay.

 79 **Gundersen Shoal**, with a least depth of 4.3 m, lies in the entrance to Colpoy's Bay and 1 mile SW of Kidd Point.

 80 The community of **Colpoy's Bay** ($44^{\circ}47'N$, $81^{\circ}08'W$) is on the west side of the bay. The Public **wharf** at Colpoy's Bay is a steel sheet piling structure 86 m long and 6.7 m wide with a pierhead 9 m wide. In 1991, there were depths of 0.3 to 2.1 m on both sides of the wharf.

 81 **Colpoy's Bay light** (829) is near the south corner of the wharf.

 82 A **wreck**, 185 m SW of the wharf, is marked by a **buoy**.

83 The community of **Oxenden** lies on the SE side of the bay opposite the community of Colpoy's Bay. The **wharf** at Oxenden is private and in ruins (1991).

 84 **Caution.** — Submerged ruins lie on the north side of the wharf and at its outer end. A concrete block with 0.3 m of water over it lies close NE of the wharf.

85 There is a small concrete boat **launching ramp** 0.1 mile NE of Oxenden.

 86 Good **anchorage** can be found near the head of the bay but there is little protection from strong northerly winds.

Chart 2283-2

Warton

87 The town of **Warton** ($44^{\circ}44'N$, $81^{\circ}08'W$), with a population of 2291 (2011), is at the head of Colpoy's Bay. Warton is noted as an agricultural centre and a resort town. The harbour at Warton is a recreational harbour administered

by the *Department of Fisheries and Oceans* and operated by local authorities.

88 Warton is a busy resort town with churches, shops, restaurants, motels, post office, hotel, bank, **hospital**, doctors, dentists, veterinarian, museum, liquor and beer store, laundromat and golf. The town is on *Highway 6* and is served by scheduled bus services. *Warton Keppel International Airport* offers charter services.

89 **Landmarks.** — There is a **conspicuous** radio tower (*Chart 2282*) with an elevation of 128 m, 2 miles NW of Warton; a microwave tower (*Chart 2282*), 0.9 mile SSW of the radio tower, has an elevation of 141 m. Both towers have air obstruction **lights**. In 2011 there were two **conspicuous** white buildings with red roofs on the SE shore, 0.9 mile NE of the Public **wharf**.

 90 A concrete **wharf** extends from the west shore 0.4 mile north of Warton; it is 210 m long. This wharf is leased to *Warton Marina*. A concrete wall extends a further 40 m from the wharf, ending at a boulder islet.

 91 **Warton light** (830) is on the boulder islet at the outer end of the wharf.

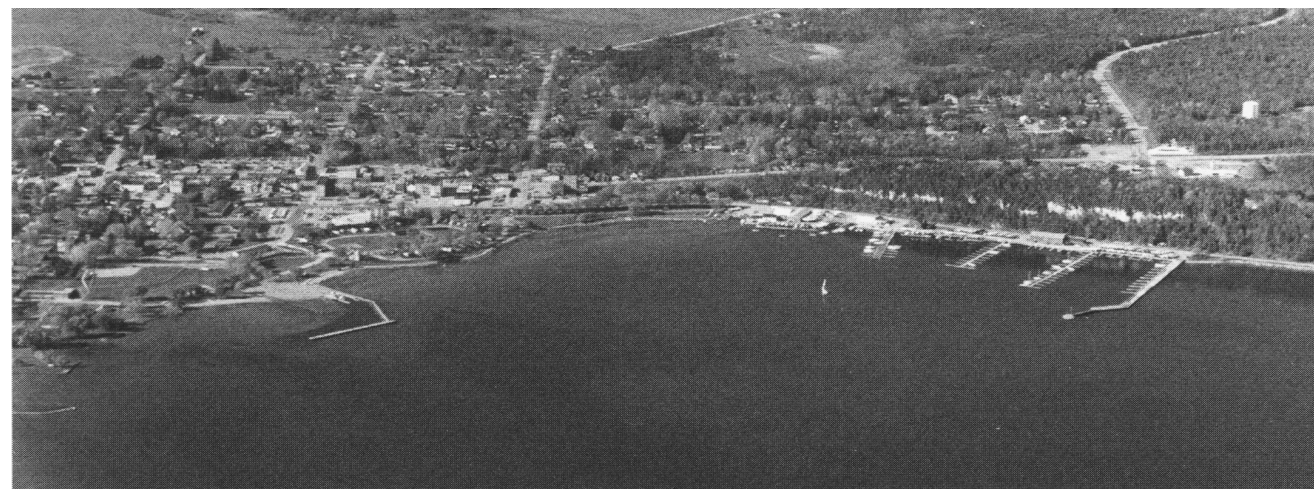
 92 **Warton Marina** is on the west shore close south of the wharf. *Warton Yacht Club* is also based here. A restaurant is nearby.

 93 A crescent-shaped Public **wharf** at the head of the bay is 220 m long and had depths of 1.2 m in 1991. The concrete **ramp** here is 8.9 m wide. This wharf is managed by the Town of Warton.

94 A **breakwater** on the east shore, 0.8 mile NE of the Public wharf, is 80 m long; it has an elevation of 1.2 m.

95 There is an aeronautical rotating **light** at *Warton Keppel International Airport*, 1 mile east of the Public wharf.

WIARTON (1996)



 96 **Caution.** — A **submerged sewer outfall**, east of the Public wharf, extends 0.2 mile offshore; the outer end is marked by a **buoy**.

 97 **Caution.** — There are several submerged and awash cribs on both sides of the Public wharf. These cribs lie up to 200 m offshore. There are three **wrecks** in the vicinity of the Public wharf; one 140 m NNW 2 m deep, another 95 m north 1.5 m deep and a third 150 m NE 2.9 m deep.

98 The facilities at the Public wharf are managed from *Bluewater Park*, which is a municipal park lying west of the wharf. Nearby, the former *Warton Railway Station* has been developed as a museum and craft shop and is a tourist information centre.

Cape Commodore to Cape Rich

Charts 2282, 2283-1, 2283-2

99 The approaches to Owen Sound lie between Cape Commodore and Cape Rich. The high hills to the south and west of Cape Commodore make good landmarks, as do Griffith Island, The Claybanks and Coffin Hill.

100 **Pyette Point** ($44^{\circ}44'N$, $80^{\circ}53'W$) is 3.7 miles south of Cape Commodore.

101 **Vail's Point**, which is the eastern entrance point to Owen Sound, lies 8 miles ESE of Cape Commodore and consists of a gravel bank 8 m in elevation. The point is mostly bare. The boulder and crib ruins of a wharf extending 50 m west from the point are above water (2011). The former end section of this wharf was 24 m long.

 102 **Vail Point Shoal** (shown on charts as *Vail's Point Shoal*), with a least depth of 0.6 m, extends 1.2 miles NW from Vail's Point.

103 *Vail Point Shoal* port hand **light buoy** T7 (839) lies 2 miles NW of Vail's Point.

104 **Coffin Hill**, a **conspicuous** feature 4 miles SW of Vail's Point, has a flat top surmounted by trees.

105 **Cape Rich** ($44^{\circ}43'N$, $80^{\circ}38'W$), in contrast to the high land 1.2 miles to the SW, is a comparatively low point. **The Claybanks** are **conspicuous** light-coloured clay cliffs 1.7 miles long with a centre part 120 m in elevation. They lie midway between Vail's Point and Cape Rich.

 106 **Caution.** — **Firing practice area.** — *Meaford Range and Training Area*, a *Canadian Land Forces* infantry and armoured vehicle range, extends from a position 1 mile west of Vail's Point to a position 3.5 miles south of Cape Rich. The range perimeter is marked by **buoys**. Mariners and fishermen are strictly forbidden to pass through, troll or anchor in the area inside the buoys when the red flag of the range is flying. It is vital to recognize and avoid this

danger area. Details of the **firing area** are given in the *Annual Edition of Canadian Notices to Mariners*.



107 **Anchorage** can be found in the bight east of Cape Rich, sandy bottom.

108 **Twelve Fathom Bank** is a broad rocky ledge extending from Cape Rich to a position 3.5 miles north of The Claybanks.

109 **Owen Sound** is a deep inlet 12 miles long entered between Cape Commodore and Vail's Point. The coast is gently sloping; the cliffs of the Niagara Escarpment, 0.7 to 3 miles inland, are **conspicuous**. The narrow coastline is densely wooded, with cottages along the shore.

110 **Presqu'ile Point** lies 2.5 miles SSW of Pyette Point.



111 **Anchorage** can be found north of Presqu'ile Point in **Gravelly Bay**, sand bottom.



112 **Sutton Point**, 1.7 miles SSW of Presqu'ile Point, is the southern end of a low gravelly cliff.

Bayview Point, 3.2 miles SSW of Sutton Point, is low and built up as a residential area. **East Linton**, midway between Sutton Point and Bayview Point, is a small residential area; a **submerged water intake** extends 0.15 mile offshore here. The coast between Sutton Point and Bayview Point is lined with cottages.



113 A **submerged water intake** with a crib at its outer end enters the sound 0.5 mile north of Bayview Point.

114 **Johnson Harbour**, on the east coast of Owen Sound 1.3 miles SW of Vail's Point, has a few cottages around its shores; a gravel road leads to it. **Coffin Cove** is a small foul bay 5 miles SW of Johnson Harbour.

115 The point, formerly known as **Squaw Point**, 3 miles SW of Coffin Cove, is low, rocky and wooded.

116 *Hibou Conservation Area*, east of the former Squaw Point on the south shore of **Paynter's Bay**, is a day use park with picnic areas, sandy swimming beach, toilets and children's playground.

Chart 2283

117 The **ramp** on the east shore 1.1 miles SSW of the former Squaw Point is of concrete. This ramp is steep and suitable only for small boats.



118 The shoal, formerly known as **Squaw Point Shoal**, is a rocky area, with a least depth of 1.7 m, extending 0.4 mile west of the point.

119 *Squaw Point Shoal* port hand **light buoy** T9 (834) marks the NW side of the shoal. Owen Sound range lights lead clear of the shoal.

Owen Sound

120 **Owen Sound Harbour** ($44^{\circ}35'N$, $80^{\circ}56'W$), at the head of the sound in the mouth of the **Sydenham River**, is

OWEN SOUND HARBOUR (1996)



a Public Harbour administered jointly by *Transport Canada* and the *Department of Fisheries and Oceans*.

121 The city of **Owen Sound**, with a population of 19 241 (2011), is the County Seat of Grey County. It has several major manufacturing industries as well as commercial and residential areas. The urban community of **Brooke** is part of Owen Sound. Owen Sound has a **hospital**. The shops and services of the city are all close to the harbour. Owen Sound is on *Highway 26* to Collingwood, and on *Highway 6* and *Highway 10*, and is served by scheduled bus services. The *Owen Sound Billy Bishop Regional Airport* is just NE of the city.

122 The best landmark is the grain elevator on the west side of the inner harbour entrance. Another good landmark is a pink-coloured condominium building on the west shore, close north of **North Basin**. Chimneys on the east side of the harbour are not conspicuous but are useful for anchorage bearings. Two silos on the east side of the inner harbour near the rear range light are prominent.



123 Good **anchorage** can be found 1 mile north of the front range light, west of the range line.



124 The inner harbour is formed by wharves on each side of a dredged area in the mouth of the Sydenham River. The *Chi-Cheemaun* ferry lays up here over the winter months.

125 A road **bridge** across the river at the south end of the harbour prevents navigation beyond this point. The bridge has a vertical clearance of 3.3 m. An **overhead power cable**, with a vertical clearance of 12.0 m, crosses the harbour close north of the bridge.

126 The **Pottawatomi River**, which enters the sound west of the inner harbour basin, is suitable only for small boats. A walkway **bridge** near the mouth of this river has a vertical clearance of 3.1 m.



127 **Owen Sound range lights**, in line bearing $195\frac{1}{2}^\circ$, are on the wharf on the east side of the inner harbour basin. The front light (836) is on the point. The rear light (837) is beside the tank farm. The range lights are visible only on the line of the range.



128 **Owen Sound Pier light** (838) is on the outer end of the west pier.



129 **Owen Sound Marina light** (835.5) is on the south end of the breakwall at the north side of the marina entrance.

130 **Owen Sound Harbour starboard hand light buoy T12** (835) marks the west side of the approach to the inner harbour.



131 A Public **wharf** extends for 1125 m along the east side of the inner harbour basin. In 1991, there were least depths of 6.4 m along the northern 500 m of this wharf, gradually shoaling to 1.5 m and less at a small craft landing near the bridge at the head of the harbour.

132 The *Parrish & Heimbecker Grain Terminal (Great Lakes Elevator Company)* **wharf** lies on the NW side of the inner harbour basin. The wharf is concrete with steel fenders. The marine leg for the elevator is fixed. The west pier and the adjacent elevator wharf had depths of 6.7 m except for a spot with 5.9 m close to the quay near the loading chute.

133 The walls on both sides of the inner part of the harbour have steel rubbing strakes.

134 The west wall near the bridge and landing steps had depths of 1.6 m, increasing to 3.4 m near its north end. This area has been developed as a landscaped walkway.

135 In 2011, the bottom of the southern part of the inner harbour basin was observed to be strewn with debris.

136 The former *Canadian National Railways* station on the west wharf north of the bridge is now the *Marine Rail Museum and Tourist Information Centre*.



137 The Municipal *West Side Boat Launch* is on the SW side of the inner harbour basin. Charter boats are also based here.

138 The facilities in the west corner of the inner harbour are private.



139 **Caution.** — Sydenham River is subject to **silting**; depths found in the harbour may be less than charted. Consult local authorities for the latest information on depths.



140 A **submerged** water intake on the east side of the harbour, 1.1 miles NNE of the front range, extends 0.35 mile offshore from a pumping station. A **submerged** sewer **outfall** on the east shore, 0.5 mile NE of the front light, extends 100 m offshore.

141 The ruins extending 200 m offshore close north of the sewer outfall consist of boulders, piles and the remains of a wooden barge.

142 Facilities for small craft are offered by a **marina** and a yacht club, both on the west shore:

143 *Georgian Yacht Club*, at North Basin, is private; most facilities are available only to yacht club members.



144 *Georgian Shores Marina* is at **South Basin**. There is a **launching ramp** here. The marina is an authorized dealer of *Canadian Hydrographic Service* charts and publications.



145 **Caution.** — Submerged piles and a submerged crib lie off the mouth of Pottawatomi River between the north end of the west pier of Owen Sound Harbour and the entrance to South Basin.



146 **Caution.** — Several submerged cribs, with depths of 0.3 m, are up to 50 m offshore in line with the south entrance point of North Basin.

147 *Coates & Best Inc.*, 883 Second Avenue, is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

148 *Kelso Beach*, a municipal day-use park extending south of *Georgian Shores Marina*, has picnic areas, children's playground, landscaped walks, a sandy beach and an open-air theatre. The *Kelso Beach Campground* is near by.

149 There is a four-lane concrete **launching ramp** on the east shore, 0.4 mile NE of the front range. The ramp is protected from the north by a boulder **breakwater**, 2.4 m in elevation, that lies close offshore. The breakwater is connected to shore by a walkway, with a vertical clearance of 1.6 m.

150 **Historical note.** — This area of the upper Great Lakes was first formally surveyed in 1815 by William Fitz William Owen and Lieutenant Henry W. Bayfield. The inlet was named "Owen's Sound" in honour of Admiral Sir Edward William Campbell Rich Owen, the explorer Owen's older brother. The founding of Owen Sound began in 1837 when Charles Rankin, a provincial land surveyor, laid out part of the future town site. In 1840 John Telfer, a crown land agent, arranged for settlers to come to the area, which was then known as *Sydenham*. In 1857, with a population of 1985, the area was incorporated as the *Town of Owen Sound*. It was incorporated as a city in 1920.

Cape Rich to Delphi Point

151 **Nottawasaga Bay**, which is the southern end of Georgian Bay, lies between Cape Rich ($44^{\circ}43'N$, $80^{\circ}38'W$) and Gidley Point, 22 miles to the east.

152 From Cape Rich to Meaford, 7 miles to the SSE, the shoreline is fringed by boulders and shallow water.

153 **Kiowana Beach** is a summer community 3.7 miles south of Cape Rich. Cottages line the waterfront from here to Meaford.

154 A gently sloping coastal plain 0.8 mile wide extends from Cape Rich to close south of Kiowana Beach. This plain is backed by steep slopes rising to an elevation of 152 m. South of here, the slopes recede inland and form the north side of a valley 4.5 miles wide. The mouth of the Bighead River and Meaford Harbour are on its south side.

155 **The Sisters**, 0.9 mile ESE of Meaford Harbour and close north of the shoreline, are three low rocks. These are used as a landmark by local fishermen when approaching Meaford Harbour from the east.

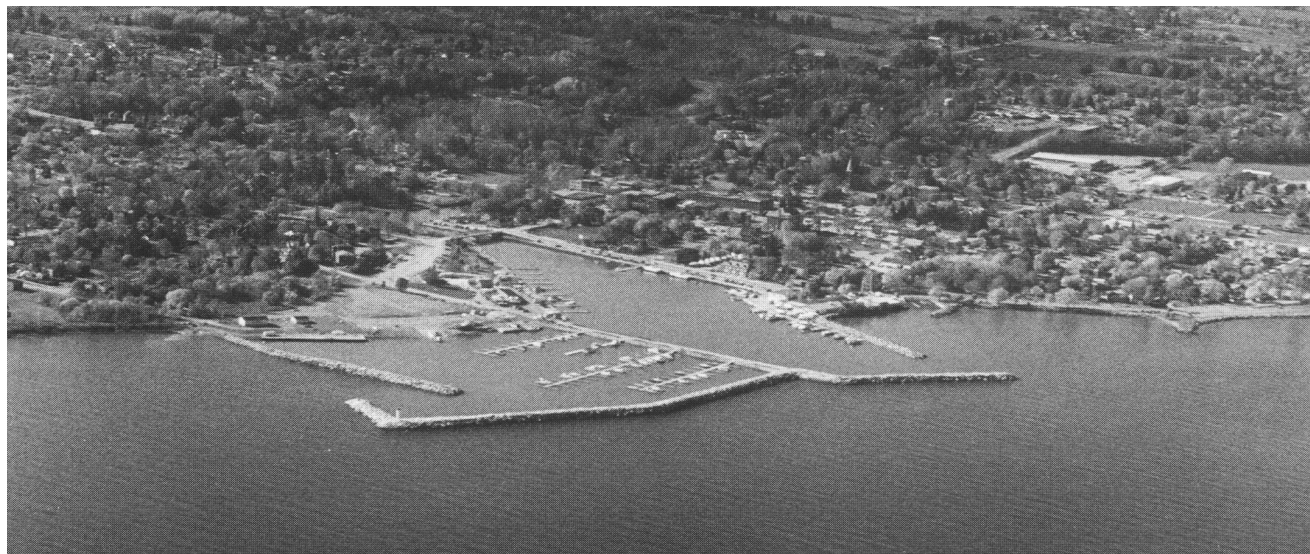
156 The shore east of Meaford is backed by a **conspicuous** clay cliff 46 m in elevation in places. For 0.5 mile inland from this cliff abreast of **Boucher Point**, which is a small stony projection, the land is flat, then rises with steep slopes to a height of over 152 m. These steep slopes separate the valley of the Bighead River on the west from the valley of the Beaver River and the town of Thornbury to the east.

157 The **Blue Mountains**, which extend to within 0.2 mile of the coast at **Delphi Point** and reach an elevation of 305 m, form the south side of the Beaver River valley. A clearing for a ski slope and chair lift marks the slopes close south of Delphi Point.

Meaford

158 The town of **Meaford** ($44^{\circ}35'N$, $80^{\circ}45'W$), with a population of 4992 (2011) following amalgamation in 2001, is on the SW side of Nottawasaga Bay 7 miles SSE of Cape Rich. The shores of Nottawasaga Bay west of Meaford consist

MEAFORD HARBOUR (1996)



of a coastal plain backed by steep slopes. The shore east of Meaford is fringed by a **conspicuous** clay cliff 45 m in elevation, backed by a ridge of higher hills.

159 Meaford is the market town and supply centre for the surrounding apple orchard region. The town is on *Highway 26* between Owen Sound and Collingwood and is served by scheduled bus services. Meaford has doctors and dentists and a **hospital**. The nearest airport is *Owen Sound Billy Bishop Regional Airport* at Owen Sound, 36 km to the west.

160 **Meaford Harbour** is a recreational harbour administered and managed by the *Town of Meaford*.

161 The harbour consists of protected areas on each side of a central **breakwater** which extends 200 m offshore at the mouth of **Bighead River**. The north breakwater extends west and east from the outer end of the central breakwater and is 415 m long with an elevation of 4 m.

162 The east part of the harbour lies between the central breakwater and a shorter breakwater extending offshore 200 m to the east.

163 A breakwater spur extends 70 m south from the east end of the north breakwater; the eastern part of the harbour is entered south of this spur. There is a **daymark** on each side of the entrance.

164 The western part of the harbour is formed by a dredged area in the mouth of the Bighead River between the central breakwater and a shorter breakwater to the west. The west side of the entrance is marked by a **buoy**. The best channel is usually the west side.

165 Entrance into Bighead River at the south end of the west part of the harbour is restricted by a road **bridge**, with a vertical clearance of 3.9 m. Another road **bridge** 0.1 mile

upstream of the river bend has a vertical clearance of 3.6 m. A steel sheet pile wall, 2 m in elevation, extends northwards from the bridge on each side of the harbour.

 166 **Caution.** — Bighead River is subject to **silting**; depths in the harbour may be less than charted.

167 A rubble **breakwater** 35 m long lies 85 m west of the west breakwater. A small public **launching ramp** lies close east of this rubble breakwater.

 168 **Meaford Breakwater light** (840) is near the west end of the north breakwater.

 169 **Meaford Harbour light** (841) is near the east end of the north breakwater.

170 A green water tower with the name “MEAFORD” is in the SW part of the town. The upper part of the tower is floodlit and has air obstruction **lights**.

 171 A *Canadian Coast Guard Search and Rescue* cutter is based at Meaford from the beginning of May to mid-November each year, though these dates are subject to change (see information on **Search and rescue** in *Sailing Directions* booklet CEN 300 — *General Information, Great Lakes*).

 172 *Cliff Richardson Boats* is close south of the west breakwater. A laundromat and licensed restaurant are near by.

173 The dockage on each side of the western part of the harbour is managed by the harbour master. Most of the wharves along the east wall of the west part of the harbour are on long-term lease.

 174 **Meaford Harbour** is the **marina** in the eastern part of the harbour.

THORNBURY (1996)



175 *Rotary Harbourside Pavilion*, on the west side of the east harbour, has picnic areas, toilets, and a pay phone as well as a shelter.

176 *Stuff to Read*, 34 Sykes Street North, is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

Thornbury

177 The town of **Thornbury** ($44^{\circ}34'N$, $80^{\circ}27'W$), part of The Blue Mountains following amalgamation in 2001, population of 2253 (2011), is at the mouth of **Beaver River**, 6.5 miles SE of Meaford. Thornbury is on *Highway 26* which serves Owen Sound and Collingwood. Thornbury has churches, shops, restaurants, laundromat, propane station, a bank, motels, doctors, dentists, veterinarian, tennis, liquor and beer store. The largest industry is the manufacture of machinery parts for the mining industry.

178 The harbour at Thornbury is a recreational harbour administered by the *Department of Fisheries and Oceans* and managed by the municipality.

179 The harbour lies on the NW side of the Beaver River mouth and is separated from it by a narrow neck of land. The harbour is protected from the NW by the west pier and by a rubble **breakwater** arm on the east side of its outer end. On the SE side of the harbour there is a rubble **breakwater** with a concrete pier extension and a north arm.

180 The channel leading to the harbour entrance is marked by **buoys**.



181 *Thornbury Sector light* (842) is at the outer edge of the rubble breakwater extending eastward from the west pier. The centre of the white sector of the light leads 204° to the harbour entrance. The green sector shows to the east of the approaches.

182 A white water tower with the name "THORNBURY" is in the SW part of the town; the tower has air obstruction **lights**.



183 *Thornbury Harbour Marina* occupies the south and east parts of the harbour. Boat rentals, bait, tackle and camping are nearby.

184 There is a **launching ramp** in the north part of the harbour and another **ramp** close west of the west pier.

185 There is a shingle and sand swimming beach west of the west pier. This is *Little River Park*, which is a day-use area with picnic tables and toilets, operated by the *Town of The Blue Mountains*.

186 *Thornbury Bayview Park*, east of the harbour, offers campsites, a ball park, tennis, picnic shelters and swimming beach.

187 *Gyles Sails and Service*, 16 Bruce Street North, is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

Approaches to Collingwood



188 **Caution.** — *Mary Ward Ledges* ($44^{\circ}34'N$, $80^{\circ}19'W$) is an area of dangerous shoal rocks in the approaches to Collingwood. The ledges extend for 6 miles NW of Nottawasaga Island and 4 miles north of Delphi Point. Other

COLLINGWOOD HARBOUR (1996)



dangers on Mary Ward Ledges include **Hiawatha Bank**, with a least depth of 2.6 m, **Rowland Bank**, with a least depth of 3.8 m and **Collins Reef** dries 0.7 m. **New Bank**, with a least depth of 5.9 m, lies north of Mary Ward Ledges. A **wreck**, in position $44^{\circ}33'37''N$, $80^{\circ}19'36''W$, dries 0.1 m.

189 **Buoys** mark the NE side of Mary Ward Ledges and **New Bank** starboard hand **light buoy TN2 (844)** marks the NE side of New Bank.

190 **Craigleith** is a small community 2.3 miles east of Delphi Point. The shore from Thornbury to Craigleith is fringed with boulders.

191 **Nottawasaga Island** ($44^{\circ}32'N$, $80^{\circ}15'W$) is low and wooded. A small L-shaped **wharf** on the SW side of the island is in ruins (1995).

192 An abandoned lighthouse is near the NW end of Nottawasaga Island.

 193 **Caution.** — **Lockerbie Rock**, with a least depth of 4.3 m, and **Laffertys Home**, with a least depth of 2.5 m, lie in the approaches to Collingwood.

194 **Lockerbie Rock** port hand **light buoy TN11 (846)** lies NW of the rock.

 195 **Caution.** — **George Rock**, with a least depth of 3 m, 0.3 mile NE of the abandoned light structure, is marked by a **buoy**.

196 **Sunset Point**, east of Collingwood Harbour, is wooded except for the outer part which is bare.

Collingwood

197 The town of **Collingwood** ($44^{\circ}30'N$, $80^{\circ}14'W$), with a population of 19 241 (2011), is at the south end of Georgian Bay on the SW side of Nottawasaga Bay. The town is built on a low-lying plain backed by part of the Niagara Escarpment known as the Blue Mountains.

198 Collingwood has several large manufacturing industries as well as being a commercial and residential area. It is the market town and supply centre for the surrounding fruit-growing region. Collingwood has a **hospital**, banks and

shopping centres. The town is on *Highway 24* and *Highway 26* and is served by scheduled bus and rail freight services. *Collingwood Regional Airport* is 7 km SE of town. The area in the SE corner of the harbour is scheduled for development as a residential and marina complex.

199 The best landmark from offshore is a grain elevator on the east side of the harbour. The NE end of the grain elevator has an air obstruction **light**.

200 There is a municipal water tower, 56 m in elevation, 1 mile SE of the elevator. The tower has air obstruction **lights**.

201 There is an aeronautical rotating **light** at *Collingwood Airport* ($44^{\circ}27'N$, $80^{\circ}10'W$), 4 miles SE of the harbour.

202 A **conspicuous** microwave tower, 438 m in elevation, with air obstruction **lights** at the top, is 6.3 miles WSW of Sunset Point. Two towers, close east, have elevations of 414 m and 421 m, respectively. They are also lighted with air obstruction **lights**.

 203 *Collingwood Shore sector light (853)* is on a crib in the harbour, and is shown from a circular tower with a white **daymark** with a vertical orange stripe. The white sector of the light leads 180° through the dredged channel. The green sector of the light shows to the east of the channel.

204 *Collingwood* starboard hand **light buoy TN12 (849)** marks the west side of the approach to the harbour; *Collingwood Harbour* port hand **light buoy TN21 (852)** marks the east side of the channel near the outer end of the eastern **breakwater**.

205 **Collingwood Harbour** is a public Harbour administered by *Transport Canada*. The harbour includes a dredged area partly protected by breakwaters, but most of the harbour is shallow.

206 The harbour and its approaches are well marked by **buoys**.

207 The NW, NE and east sides of the harbour are formed by breakwaters. The NW breakwater, L-shaped, extends offshore close SE of **Hen and Chicken Island**. The east breakwater extends 0.5 mile from the shore in a NW direction.

NOTTAWASAGA RIVER (1996)



Most of the enclosed harbour is shallow except for the dredged channels and turning basin.

 208 The grain elevator **wharf**, 325 m long with a deck elevation of 2.4 m, is on the SW side of the eastern breakwater. A mooring crib, joined to the elevator wharf by a wooden pier, has an elevation of 2.1 m. The crib, lying SE of the wharf, extends the mooring frontage to 400 m. In 1991, there were depths of 6.4 m along this berth, except for an area with 5.9 m near the NW end of the elevator. The elevator has a fixed marine leg.

209 The sheltered boat basin of *Collingwood Yacht Club* lies east of the elevator wharf.

 210 A Public **wharf** forming the SE side of the boat basin is known as *Collingwood Wharf*; this is a concrete structure with a timber fender all round. It is 80 m long and 9 m wide with a deck elevation of 2 m and depths of 5.2 m around the outer end, reducing to 2.1 m near the shore. A shelter near the outer end of this wharf is 4.6 m square.

211 A second boat basin lies SE of *Collingwood Wharf*. There are two concrete **launching ramps** in the east corner of this boat basin; these ramps are 6.7 and 4.9 m wide.

 212 A Public **wharf** 150 m long with a deck elevation of 2.4 m forms the SW side of the landfill **breakwater** SE of the boat basins. The face of this wharf has four berths fitted with rubber fenders.

213 The main berths are reported to be safe in any weather, although a considerable sea rolls in between the breakwaters. The small boat pier and SE basin are open to west and NW winds blowing from the Blue Mountains; small craft are advised against berthing in this area when such winds are expected.

 214 **Caution.** — The harbour at Collingwood is subject to **silting**; depths may be less than charted.

 215 *Cranberry Marina* is in the NW part of the harbour. Hotel, restaurant, golf course and tennis are nearby at *Cranberry Resort*.

216 A concrete Public **ramp** close south of *Cranberry Marina* is 4.3 m wide.

217 *Kaufman's Marina*, also known as *Mariners Haven*, is a private facility (closed as of January 2014) enclosed by **breakwaters** close south of *Cranberry Marina*.

218 *Collingwood Yacht Club* is private. Most facilities are available only to yacht club members.

219 *Lighthouse Point Yacht and Tennis Club*, *Ruperts Landing* and *Collingwood Rod and Gun Club*, all NW of Collingwood on the west side of White's Bay, are private.

220 *Sunset Point Park* (*Collingwood Rotary Club*), a municipal day-use facility on the waterfront east of Collingwood, has picnic areas, washrooms, snack bar, sandy swimming beach and children's playground. There is an *Enviro Park*, especially interesting for children, at *Sunset Point Park*.

221 *Harbourview Park*, a municipal day-use park on the south side of the harbour, has picnic areas, children's adventure playground and a concrete **launching ramp** 7.3 m wide.

222 *Parkway Yamaha*, in town, is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

223 The former Collingwood *Canadian National Railways Station* is now *The Collingwood Museum*.

224 **Historical note.** — The first settlers came here in the early 1840s and gave their settlement the name of *Huronario Mills*. The railway reached here in 1855, and in 1858 the settlement was incorporated as the *Town of Collingwood*.

Collingwood to Gidley Point

225 **One Tree Island** ($44^{\circ}30'N$, $80^{\circ}10'W$) (*not shown on the Chart*), attached to the shore 1.5 miles SE of Sunset Point, is 1.5 m in elevation and composed of boulders.

 226 **Caution.** — The coast between Sunset Point and **Brocks Beach**, 5 miles to the SE, has shoal boulders extending 0.4 mile offshore.

227 Between **Brocks Beach** and **Wasaga Beach**, 5 miles to the NE, the coast is lined with summer residences and motels. The sand beach here is one of the longest in Ontario.

228 **Nottawasaga River** has a depth of 0.3 m over the sand bar in the channel approaching the river mouth and 0.9 m at the mouth. The lower 4 miles of the river flows parallel to the beach.

229 The town of **Wasaga Beach**, with a population of 17 537 (2011), is a busy summer resort built along the strip of land between the river and Nottawasaga Bay. There are churches, shops, motels, hotels, restaurants, laundromats, a bank, a **Medical Dental Centre** with doctors and dentist, veterinarian, museum, liquor and beer store, golf course and tennis. *Wasaga Beach Provincial Park* is on the NE part of this long narrow neck of land.

 230 **Nottawasaga River Entrance light** (855) is on the east side of the entrance to the Nottawasaga River.

231 **Buoys** mark the entrance to the river; the channel for 3 miles from the entrance is reported to be marked by private **buoys**.

232 A speed limit provided by the *Vessel Operation Restriction Regulations* (<http://laws-lois.justice.gc.ca/eng/regulations/SOR-2008-120/page-12.html#h-17>) is enforced on the Nottawasaga River.

 233 Two road **bridges** cross the river; the first, with a vertical clearance of 3.5 m, is 1 mile inside the river mouth and the second, with a vertical clearance of 3.4 m, is 2 miles farther SW. The river above the second bridge is shoal and is navigable only with local knowledge.

234 **Nancy Island** (*not named on the Chart*), in the Nottawasaga River SW of the first bridge, was formed by sand which accumulated around the hull of the schooner *Nancy*, which was sunk by invaders during the War of 1812. The hull of the *Nancy*, raised in recent years, now stands in a museum on the island. A wooden **footbridge**, with a vertical clearance of 1.8 m, connects Nancy Island to the NW shore.

235 There is a **launching ramp** on the NW shore of Nottawasaga River, close NE of Nancy Island. This is suitable only for small boats.

 236 **Sturgeon Point Marina** is on the SE shore of Nottawasaga River near the entrance.

237 **Wasaga Marine** is on the NW shore 3 miles from the river entrance.

238 **Wasaga Beach Provincial Park**, on the peninsula near the mouth of the river, has picnic areas, washrooms, and a **launching ramp** suitable only for small boats.

239 From the mouth of Nottawasaga River to **Spratt Point**, 4 miles to the north, the wooded shoreline is mostly fringed by stones and shallow water. Spratt Point itself is also stony. Between Spratt Point and **Yarwood Point** ($44^{\circ}41'N$, $80^{\circ}00'W$), 4.5 miles to the north, the beach is sand, backed by bare sand bluffs 12 m in elevation.

 240 At Yarwood Point there is a launch **ramp** and a small **wharf**. The wharf and ramp are sheltered from Nottawasaga Bay by a **breakwater** extending SE from the point.

241 There is an aeronautical rotating **light** at *Huron Airport* ($44^{\circ}41'N$, $79^{\circ}56'W$), 2.5 miles east of Yarwood Point.

242 **Dow Bay** lies 2 miles NNW of Yarwood Point. Its shore is sand but the water is shallow, making boat landing difficult in any sea.

 243 **Caution.** — **Grandolph Bay** is NW of Dow Bay. A shoal patch, with a least depth of 0.3 m, lies 0.6 mile west of the small point between the two bays. Grandolph Bay is shallow with a bottom of stones, sand and boulders. The holding ground near shore is poor. A narrow islet, with bushes and shrubs, lies at right angles to the shore 0.5 mile off in the south half of the bay; an underwater continuation of the islet extends to within 0.3 mile of the shore. A second islet lies 0.2 mile off in the north half of the bay. This islet also has an underwater extension trending NE.

244 **Tiny Island** (*not named on the Chart*), at the NW end of Grandolph Bay, is close to shore and 3.7 miles NW of Yarwood Point. It is 7.6 m in elevation with a few buildings and some tall trees on it.

 245 A **submarine telephone cable** is laid from Tiny Island in a NE direction to the mainland.

246 **Maurice Point**, 1 mile farther WNW, is fronted by sand and shoal water. A ridge 61 m in elevation runs in a NW direction towards Gidley Point. The south end of this ridge lies north of Maurice Point and about 0.3 mile inland.

247 (*Gidley Point and the coast to the north are described in Chapter 4.*)

East shore South part

General

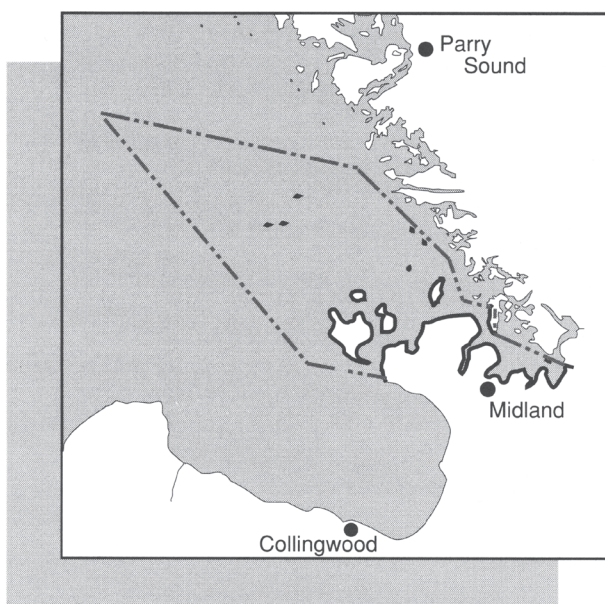
Charts 2201, 2241, 2242, 2202-1, 2202-2

1 This chapter covers the SE part of Georgian Bay from Western Islands and Christian Island to Twelve Mile Bay. Only the harbour at Midland has facilities for larger vessels. (*The inshore small-craft route between Port Severn and Twelve Mile Bay is described in Chapter 7.*)

2 Real-time water level information for Georgian Bay at Midland is available from the *Canadian Hydrographic Service Automated Water Level Gauge*, telephone number 705-526-6413. (*More information on water levels is given in Sailing Directions booklet CEN 300 — General Information, Great Lakes.*)



3 **Caution.** — Navigating by dead reckoning between Christian Island and Moose Deer Point to the east of Western Islands requires great care; strong **currents** are sometimes felt around Western Islands and north of Hope Island and west of Christian Island, even in calm weather.



Western Islands

Chart 2242

4 **Western Islands** ($45^{\circ}05'N$, $80^{\circ}18'W$) consist of two groups of small islands and rocks of Laurentian formation named North Group and South Group. These are separated by a channel 2 miles wide.

5 Western Islands lie NE of the main shipping route from Cabot Head to the ports in the SE part of Georgian Bay. These islands and shoals are **dangerous** because many of them are steep-to; soundings give little warning. Most of the islands are bare and are nesting areas for seagulls.



6 **Caution.** — Mariners should navigate by visual methods and keep a careful lookout. The water around Western Islands is comparatively clear; discolouration of the water may give some warning of underwater shoals.

7 **South Group** consists of many small bare rocky islands, the highest with an elevation of 13 m. **Double Top Island**, the SW island of the group, is bare and steep-to and

consists of two islands joined by a small concrete breakwall. Isolated shoals lie up to 0.8 mile west of the island.



8 **Western Islands light** (902) is on the west side of Double Top Island.



9 **Caution.** — A small rock 0.2 mile NE of the light is drying 0.4 m, with deep water on its west side. Depths of less than 1.8 m extend 0.2 mile NE from this rock. A larger bare rock 0.4 mile NNE of Double Top Island is 8 m in elevation. A depth of 1.5 m lies 0.5 mile NE of the light.

10 **West Rock**, 0.4 mile NW of Double Top Island, is surrounded by detached dry rocks which are steep-to. **Pool Rocks**, 0.4 mile NE of West Rock, consist of four bare rocks, the highest is 5.2 m in elevation. There are several shoals in this area.

11 **Jagged Island, Gull Island, Block Island and Thumb Rock**, the eastern islands of South Group, are bare and lie on a 20 m bank which extends 1.1 miles NE of Jagged Island and 1.3 miles SE of Thumb Rock.



12 There is little **anchorage** in convenient depths in the vicinity of Western Islands but this 20-m bank serves the purpose. The bottom is hard and there is no shelter. Small craft can find some shelter in Western Islands Harbour (*a local name*) (*described later in this section*).

13 The channel between South Group and North Group has the following features along its south side: **Deaf Man Shoal; Black Rock**, with deep water close to it; and **Southeast Rock** ($45^{\circ}03'N$, $80^{\circ}16'W$), which is a small group of islands 3.5 miles ENE of Double Top Island. The highest part of Southeast Rock is 6 m in elevation.



14 **Caution.** — Several shoals lie within 0.7 mile of Southeast Rock and an isolated shoal, with a least depth of 5 m, lies 0.4 mile NNW of Jagged Island.

15 **North Group**, 2 miles NNE of Jagged Island, consists of several small islands and many rocks and shoals; four of the islands are wooded. **Crescent Island**, with an elevation of 11.9 m, is the southernmost of a cluster of islands and above-water and submerged rocks forming the southern part of North Group. **Harbour Island**, the NW island of this cluster, has a few trees. The island immediately east is 21 m in elevation.



16 **Western Islands Harbour** (*a local name*), inside the cluster of islands, is small and has little space to swing at anchor. Small vessels can make fast to iron stakes set in bedrock on the north side of Crescent Island. Shelter is good but a strong **current** can run between the islands. The harbour is entered NE of Crescent Island and is approached from the SE.

17 Rocks extend west of **Long Island**. The highest of these rocks is 5.5 m in elevation.

18 **West Onetree Island** consists of two sparsely wooded islets. Above-water rocks and shoals extend 0.2 mile to the west and north.

19 **North Island** is sparsely wooded. Good landing is possible on the south side of this island.

20 **Northeast Rock** ($45^{\circ}06'N$, $80^{\circ}17'W$) consists of three rocks 2.1 to 4 m in elevation. A **shoal spit** extends 0.1 mile to the NE. A rock midway between West Onetree Island and Northeast Rock is 2.7 m in elevation.



21 **Caution.** — Between Western Islands and Ouida Rock, 4 miles to the NE, the bottom is uneven. Mariners must avoid any patches of discoloured water or other indications of underwater shoals.

Moose Deer Point to The Watchers



22 **Caution.** — Low islands and **dangerous** shoals extend 2 miles offshore between Moose Deer Point ($45^{\circ}07'N$, $80^{\circ}07'W$) (*described in Chapter 7*) and Bourke Point ($45^{\circ}04'N$, $80^{\circ}04'W$), 3.5 miles to the SSE. **Dangerous** shoals extend up to 5 miles WNW of Moose Deer Point. A radio tower on high ground, 0.3 mile east of Moose Deer Point, makes a good landmark from offshore, as does the light on O'Donnell Point (*described in Chapter 7*).

23 There are two approach channels to the inshore small-craft route; one of these leads to O'Donnell Channel and the other to Twelve Mile Bay. The route to O'Donnell Channel is marked by **buoys** but the approach to Twelve Mile Bay requires local knowledge.

24 (*These approach channels are described in Chapter 7.*)



25 **Ouida Rock** ($45^{\circ}08'N$, $80^{\circ}13'W$), with a least depth of 1.5 m, lies 5 miles WNW of Moose Deer Point. **Hans Rock** and **Waubuno Rock**, with least depths of 0.3 m and 0.4 m, respectively, lie 0.7 and 2.6 miles ESE of Ouida Rock. These three rocks are the south side of an area of rocks and shoals stretching towards the north (*described in Chapter 5*). Their distance offshore and the many other shoals and rocks make this area **dangerous**, particularly in poor visibility.

26 **Historical note.** — Waubuno Rock is named after the steamer *Waubuno* which struck a rock in 1879 near **Haystack Rock**, 1.3 miles to the NE. **Burkett Rock** is named after her master, Captain George Burkett. Other rocks in this vicinity named after victims of this disaster are **Rowland Rock**, **Harris Bank** and **Mercer Rocks** (*not named on Chart 2242*).

27 (*Twelve Mile Bay and the inshore small-craft route and inshore islands, rocks, etc. are described in Chapter 7.*)

Chart 2202-2

28 Between Bourke Point ($45^{\circ}04'N$, $80^{\circ}04'W$) and Cognashene Point, 10 miles to the SE, the only feature along the shore that can be recognized beyond a distance of 2 miles is High Rock Island, 0.1 mile SE of Bushby Point ($44^{\circ}59'N$,

79°57'W). Many shoals, reefs and low-lying islands form a barrier 3 miles offshore.

 29 **Caution.** — **Speke Bank** (45°03'N, 80°04'W) is very shoal and steep-to, with depths rising sharply from 12.3 m to 0.3 m (40 ft to 1 ft). Narrow channels with deeper water separate Speke Bank from the reefs along the south side of Gooseberry Island, and from a shallow bank to the east and from **Tottenham Shoal** and **Norman Bank** to the west.

 30 Between Gooseberry Island and American Camp Island, 2.2 miles to the SE, lies a **dangerous** area of low rocks with shoal water extending to the SW. **Percy Rock** (not shown on the Chart), the outermost **danger**, lies 1.3 miles SSW of Gooseberry Island.

Approach to the small-craft route

31 An offshore small-craft route leaves the inshore small-craft route at **O'Donnell Point** (45°05'N, 80°06'W) and passes 0.7 mile west of Percy Rock. This route, marked by **buoys**, leads in a south and SE direction and passes NE of The Watchers (described later in this chapter); it joins the main small craft route east of Giants Tomb Island (not shown on Chart 2202-2).

32 Another access to the inshore small-craft route passes between Steers Rock and Northwest Pine Island and leads south of American Camp Island.

 33 **Caution.** — **Steers Rock** (45°01'N, 80°05'W) (not shown on Chart 2202-2), at the NW end of Pine Islands (not shown on Chart 2202-2), is small and 0.6 m (2 ft) in elevation. The rock has deep water close to the south but shoals lie to the east and west.

34 **Northwest Pine Island** lies 0.7 mile SE of Steers Rock. It consists of two islands, the eastern with a few small bushes and sparsely wooded. **American Camp Island**, 2 miles NE of Steers Rock, is flat and sparsely wooded.

 35 **Dangerous** shoals lie north and south of this channel; the outer ones are **Bolger Rock** (not shown on Chart 2202-2) to the south and the shoals surrounding Steers Rock to the north.

36 **Phillimore Rock** and **Mal de Mer Bank** lie on the north side of the channel. **Hervey Rock** and **Digby Bank** border the south side.

 37 **Caution.** — Several shoals with depths of 3.7 to 4.9 m (12 to 16 ft) lie farther inshore in mid-channel, 1.7 miles ENE of Steers Rock.

 38 **Caution.** — There are few landmarks; this approach requires local knowledge.

39 **Ottley Island** (45°02'N, 80°01'W), on the south side of the inner end of the approach channel, has a clump of low trees.

40 The small-craft route from Port Severn to Parry Sound passes close west of Ottley Island but is separated from

the approach channel by a line of low, bare rocks and shoals. These extend 0.7 mile in a NNE direction from Digby Bank. The northernmost of these rocks lies 0.2 mile WNW of Ottley Island and is 0.9 m (3 ft) in elevation.

41 (The inshore small-craft route is described in Chapter 7.)

Chart 2242

Outer islands

42 **Pine Islands** (45°01'N, 80°03'W) is a string of islands and rocks 1 to 2 miles west of the islands which form the east shore of Georgian Bay. Two of the Pine Islands have trees and others have a few small bushes. Despite their distance offshore, these islands do not show up well from the west.

43 **North Wooded Pine Island** (not named on the Chart) is 7.9 m in elevation; it is covered with pine trees and looks much higher. A shallow bank connects it with Northwest Pine Island (described earlier), 0.35 mile to the NW.

 44 **Spencer Reef** is the south part of an area extending south from Northwest Pine Island. It has one dry rock and several shoals. **Gilead Rock** (not named on the Chart), 4 m in elevation, lies 0.1 mile SE of North Wooded Pine Island. A shoal spit extends 0.3 mile to the south.

Charts 2241, 2242

45 **Table Rocks** (45°00'N, 80°02'W) are bare and get their name from the flat top of the highest rock.

46 **Southeast Wooded Pine Island** is the most prominent island in the group because of its trees. Three low rocks extend 0.3 mile SE of the island, the southernmost being 6 m in elevation. Shoal water extends 0.5 mile farther SE and south.

47 **Gray Island** is separated from the chain of islands by deeper water. Three islets extend SE of Gray Island. A rock 0.1 mile NW of Gray Island is 5 m in elevation.

48 **Grieve Rock** and **Fawkes Rock**, dry rocks surrounded by shoal water, and **Anchor Rock** lie up to 1.2 miles NW and west of Gray Island. **Spain Rock** lies 1.1 miles farther NW.

 49 **Caution.** — Shallow water and **dangerous** shoals lie between Gray Island and the NE end of Giants Tomb Island, 3.3 miles to the SSE. (Giants Tomb Island is described later in this chapter.) The named **dangers** in this area are **Alfred Bank**, **Hopkins Bank**, **Roe Rock** and **Grace Bank**.

50 **The Watchers** (44°58'N, 80°04'W) lie on a wide shallow bank. There is a passage 0.5 mile wide between the shoals around this bank and those around Pine Islands, to the NE.

51 A small-craft route through the passage NE of The Watchers continues in a SE direction and leads between Turtle Rock (not shown on Chart 2242) and Eshpabekong

Island (*not shown on Chart 2242*) (*described in chapter 7*). This route is marked by **buoys** and joins the main small-craft route east of Giants Tomb Island.

52 **North Watcher Island**, the larger of The Watchers, is sparsely wooded. Spits of gravel and stones extend 0.2 mile to the SE and SW. **South Watcher Island** has a few low bushes. A low stony spit extends 0.3 mile north of the island and a detached rock 2 m in elevation lies 0.1 mile to the east. **Watcher Reef**, 2 m in elevation, 0.7 mile SW of South Watcher Island, consists of large boulders, and is marked on its west side by west cardinal **buoy M**.

53 The holding ground in the vicinity of The Watchers is poor.

54 (*The inshore islands are described in Chapter 7.*)

Christian Island to Methodist Point

Charts 2283-1, 2201

55 The main shipping route to the ports in the SE part of Georgian Bay passes NE of Hope Island and Beckwith Island and south of Giants Tomb Island ($44^{\circ}54'N$, $80^{\circ}00'W$).

 56 **Caution.** — Soundings give little warning of **dangers** in this area; the water shoals rapidly inside the 36.6 m (20-fathom) line.

57 **Christian Island** ($44^{\circ}50'N$, $80^{\circ}12'W$) is densely wooded with some farmland. Approaching from the west, there are no outstanding features other than its elevation. The SE end of Christian Island rises in a gradual slope for 3 miles and reaches an elevation of more than 46 m (150 ft). The top of the island is level for 2 miles then rises steeply to an elevation of 91 m (300 ft). The land falls as a steep bluff 1.2 miles farther north and continues as a low peninsula to its NW end.

58 **Daly Point**, the NW end of Christian Island, is low and densely wooded. **Shoals** extend up to 1 mile north and NW from Daly Point. **Quai des Roches** (*not named on Chart 2201*), 1.2 miles south of Daly Point, is a pile of boulders. Between Daly Point and Quai des Roches the shore is lined with large boulders up to 0.2 mile offshore.

 59 **Caution.** — A **wreck**, close north of Quai des Roches, has a depth of 0.7 m (2.3 ft).

60 **Blue Point** (formerly **Hayter Point**) (*not named on Chart 2201*), 2.7 miles south of Daly Point, is lined with large boulders up to 0.2 mile offshore. The point rises to an elevation of over 76 m (250 ft) and is backed by a steep, wooded bluff.

61 The open bay between Quai des Roches and Blue Point is filled with drying sand banks and with large boulders. Many shoal rocks lie up to 0.4 mile offshore.

62 **Little Christian Island** (formerly **Little Island**) (*not named on the Charts*), close offshore 2.3 miles SE of Blue Point, is 2.1 m (7 ft) in elevation and wooded. From the SE it looks like a boat under sail. A small bay 0.8 mile north of Little Christian Island has a bare sand cliff 9.1 m (30 ft) in elevation at its head.

63 The bay between Blue Point and Little Christian Island has several shoal rocks and boulders up to 0.4 mile offshore.

64 **Hope Island** ($44^{\circ}54'N$, $80^{\circ}11'W$) is densely wooded and can be identified by its sharp dark summit. This summit, 65 m (213 ft) in elevation to the treetops and visible at a great distance from the NW, is only 91 m (300 ft) from the north shore of the island. The land falls as a steep bluff from the summit to the north shore. The slope to the south coast is gradual for 0.6 mile, where it takes a sudden dip, **conspicuous** from the east.

65 **Hardhead Point** is the NW point of Hope Island. Shoal rocks extend 0.5 mile north of the point and 0.2 mile off the NW shores of the island. Shoal boulders line the north shore up to 0.6 mile offshore.

 66 **Caution.** — A **wreck**, 0.3 mile NW of Hardhead Point, has a drying height of 0.8 m (2.6 ft).
67 (*Hope Channel, passing between Christian Island and Hope Island, is described later in this chapter.*)

Chart 2241

 68 **Hope Island light** (857) is on the NE point of the island. An old light-structure behind the skeleton tower is white with a red roof. The tower of a former radio-beacon is 45 m in elevation.

 69 **Caution.** — A shoal area extends from the NE point of Hope Island to 0.3 mile north of the light structure. There is a small private **wharf** on the east side of the island close south of the light.

 70 **Lottie Wolf Rock**, with a least depth of 2 m, lies 0.7 mile NNW of Hope Island light and is marked on the north side by a **buoy**. The rock is named after the schooner *Lottie Wolf* which sank here in 1879. Two **wrecks**, one with a least depth of 5.5 m and the other with a least depth of 6.5 m, lie NE and E, respectively, of Hope Island light.

71 To pass NE of Lottie Wolf Rock, keep Motton Point and Bayly Point (*described in the next section*) in line bearing 141° .

 72 **Caution.** — **Shoal Point** is the SE point of Hope Island. A **dangerous** underwater shoal bank extends 0.7 mile east and SE of Shoal Point.

73 **Beckwith Island** ($44^{\circ}51'N$, $80^{\circ}07'W$) is densely wooded. **Little Beckwith**, the northern part of the island, is 44 m in elevation. A low narrow isthmus connects Little Beckwith and the main part of the island, which is 68 m in

elevation. Together with Hope Island and Christian Island, this is part of the *Beausoleil First Nation*.



74 The NW point of Beckwith Island is steep-to but lined with large boulders. **Motton Point** is the NE end of the island. One **conspicuous** large boulder close to the point has an elevation of 6.1 m. Another boulder has an elevation of 2 m. The east shore, from Motton Point to the head of the bay 0.7 mile to the south, is lined with large boulders. The bay mentioned above is a popular **anchorage** for small craft.

75 **Bayly Point** lies 1.8 miles SE of Motton Point.

76 Between Bayly Point and **Variation Point**, 1 mile farther south, the shore is fringed by a shoal ledge 0.1 mile wide which drops steeply into deep water. Variation Point has a sandy beach. From Variation Point to **Faith Point**, 1.2 miles to the west, the shore is gravel and small boulders. The west shore of Beckwith Island for 1 mile north of Faith Point is lined with large boulders.

77 **Giants Tomb Island** ($44^{\circ}54'N$, $80^{\circ}00'W$) derives its name from the appearance of its highest hill, named **The Tomb**. This flat-topped hill lies SW of the middle of the island and is 56 m in elevation to the top of the trees. From Western Islands this hill seems to rise suddenly from the water and resembles a tomb. The rest of the island is low and wooded; the northern part appears to have fewer trees and to be lower than the southern part. This island is part of *Awenda Provincial Park*.

78 **The Gap**, 0.3 mile south of the north end of Giants Tomb Island, nearly divides the NE end from the main SW part of the island. Boulders fringe the bay on the NW side of The Gap, and beyond them a shallow flat extends 0.1 mile then drops off to deep water.



79 **Caution.** — The west shore of Giants Tomb Island from the NNE end to **Parker Point**, 2 miles to the SW, is fringed by large boulders and shoal water, making landing unsafe in the slightest sea. The shore from Parker Point to the south end of the island is fringed by large boulders; the shallow ledge outside them is 91 m wide.

80 **Southwest Harbour**, which is a small boat cove on the west shore, has an entrance 0.1 mile wide. Depths in the entrance range from 0.3 to 0.6 m. A wide marsh lies between Southwest Harbour and the east shore of the island.



81 **Giants Tomb light** (859) is on the southern extremity of the island.



82 **Caution.** — From Southwest Harbour to south of Giants Tomb light, drying rocks, a rock awash and underwater rocks and boulders are found up to 0.2 mile offshore.

83 **Bennet Bank** lies 0.5 mile west of Giants Tomb light. The bank has several pinnacles on it, the shoalest of which is 1.8 m deep.

84 **Bennet Bank** port hand **light buoy M3** (858) lies off the SW edge of Bennet Bank on the line of Brébeuf range (described later in this chapter).

85 **Marks Point** ($44^{\circ}49'N$, $80^{\circ}05'W$) is on the mainland shore, 1.5 miles SE of Beckwith Island. The land behind Marks Point is wooded and rises in a gradual slope to an elevation of over 101 m. A gravel road follows the shoreline near the foot of the slope. There are farms on the higher land.

86 **Thunder Bay** is entered between Marks Point and **Thunder Point**, 1.2 miles to the ESE. The land on the west side and at the head of the bay rises gradually from the shore. On the east side the slope is steep and covered by trees. There are many cottages around the shores of the bay.

87 A string of private red and white **buoys** marks a swimming area around the shores of Thunder Bay. The rest of the bay is used as a water-ski area.



88 **Anchorage** can be found in Thunder Bay in depths of 5.5 to 18.3 m, but with no shelter from northerly winds.



89 **Caution.** — Vessels anchoring in Thunder Bay must avoid a **submarine power cable** which is laid across the mouth of the bay from Marks Point to a point 0.2 mile SSE of Thunder Point.



90 There is an L-shaped Public **wharf** on the west side of Thunder Bay. This wharf has an elevation of 1.8 m and is 47 m long and 3.4 m wide, with an outer section 11 m long. There is a Harbour Manager. There are depths of 2.1 m around the outer end of the Public wharf. Dockage and gasoline were available.



91 **Caution.** — Crib and boulder ruins 0.5 mile north of the Public wharf extend 81 m offshore. In 1996, these ruins were submerged by 0.1 m.

92 **Thunder Beach** is a small summer community on the south shore of Thunder Bay.

93 From Thunder Point to Stoney Point, 3.2 miles to the NE, the shore is backed by a steep, wooded slope 0.2 mile inland. Summer cottages line the shore around Thunder Point and for 1 mile to the north.

94 **Methodist Point** ($44^{\circ}51'N$, $80^{\circ}02'W$) is covered with evergreen trees and shows up as a point from the east and SW. The bay SW of Methodist Point, south of **Todd Point**, is shallow with several outlying boulders.

Hope Channel and Christian Channel

Charts 2283-1, 2241

95 **Hope Channel** ($44^{\circ}53'N$, $80^{\circ}09'W$) leads between Hope Island and Christian Island. Shoal ledges extend into the channel from both sides.

96 **Christian Channel** leads around the east side of Christian Island and between Christian Island and the mainland to the SE. The part of Christian Channel between Christian Island and Beckwith Island is deep but shoals rapidly on each side; soundings give little warning of **dangers**.

97 **Salt Harbour** (*not shown on Chart 2241*), 0.8 mile SE of Daly Point on the east side of the peninsula, is foul.

98 **Charity Point**, 2.7 miles ESE of Daly Point, is the NE end of Christian Island and is fringed with boulders. Several houses line the shore of Big Sand Bay between Daly Point and Charity Point. There is a gravel road to the village of Christian Island to the SE.



99 Small craft can find **anchorage** between the shoal water along the shore of Big Sand Bay and the 10-m contour but shelter from prevailing winds is poor.



100 **Caution.** — Between Charity Point and Mayne Point, 1.6 miles to the SE, shallow water extends up to 0.3 mile from shore and drops steeply to depths of over 30 m.

101 **Hoar Point** (*not shown on Chart 2241*), 2.2 miles NE of Daly Point, is the west end of Hope Island. The shore between Hoar Point and Hardhead Point, 0.5 mile to the NE, is fringed with boulders. Shoal rocks lie up to 0.2 mile offshore.



102 **South Point** ($44^{\circ}54'N$, $80^{\circ}11'W$), 0.8 mile west of Shoal Point, is the south end of Hope Island. There is a pile of boulders on the beach 0.2 mile west of the point. A shallow ledge projects 0.3 mile south into Hope Channel.

103 **Sandy Bay** lies between South Point and Shoal Point. There are many shoal boulders in the eastern part of the bay.

104 **Monague Point**, the east point of Christian Island, is a large wooded headland, high and rounded.

105 **Historical note.** — On Christian Island there are remains of the stone mission built by Jesuit missionaries in the summer of 1649 after the massacre of their Huron friends at *Ste. Marie* (near present-day Midland) by Iroquois invaders. Famine followed in the winter of 1649-1650. During the summer of 1650, Father Ragueneau abandoned the mission station and led the remnants of the Huron nation to safety on Île d'Orléans near Québec.

106 The islands are now inhabited by descendants of the Chippewas who settled on Beausoleil Island in 1842 and moved to Christian Island in 1856.

107 The village of **Christian Island** is on the east side of the island. This is the main community of the *Beausoleil First Nation Reserve*.

108 A passenger and car **ferry** transits between the village of Christian Island and Cedar Point, 2.3 miles to the east.



109 The Public **wharf** at Christian Island is at the south end of a causeway 168 m long. The wharf is a steel and concrete T-shaped structure 25.2 m long and 12.2 m wide. The outer section is 48 m long and 11 m wide. A **wharf**

27 m long on the NE side of the causeway is used by the Cedar Point **ferry**. A **breakwater** extends 21.3 m from the east end of each wharf. A **launching ramp** in the bay between the wharves is for the use of the ferry.



110 A privately-maintained **light** is near the east end of the Public wharf **breakwater**.

111 A microwave tower north of the wharf has an elevation of 85 m.



112 **Caution.** — An underwater **wreck** NE of the wharf is submerged 0.6 m. In 1996, a boiler lying 81 m NW of the wreck had an elevation of 2 m.

113 Between the wharf and Lighthouse Point, 2.3 miles to the SSE, the shore is sandy with a few boulders.

114 **Cedar Point** is the NW point of the mainland east of Christian Island. A steep, wooded bluff 0.2 mile inland is 3 miles long and follows the shoreline south from Cedar Point.



115 There are four **submarine cables** extending from Cedar Point; two to Christian Island, one to Hope Island light and one across Thunder Bay to Thunder Point.

116 The community of **Cedar Point** is east of the point. The nearest business centre is at Penetanguishene, 24 km to the east by paved road.

117 The nearest hospital is in Midland.



118 The Public **wharf** at Cedar Point is a steel and concrete structure 36 m long and 3.7 m wide. A **breakwater** extends 24 m NE from the outer end of the wharf. Another **wharf** 30 m east of the main wharf is 28 m long. These wharves are used by the Christian Island **ferry**. There is a small **launching ramp** in a protected bay close west of the Public wharf.



119 A privately-maintained **light** is near the NE end of the Public wharf **breakwater**.

120 **Lighthouse Point** ($44^{\circ}47'N$, $80^{\circ}09'W$) is the SE end of the long low peninsula on the south side of Christian Island. Several houses line the north shore of the point. A gravel road leads around the bay to the village of Christian Island, 2.3 miles to the north.



121 **Christian Island light** (857.5) is on the easternmost tip of Lighthouse Point.



122 **Caution.** — There are two cribs on the north side of the peninsula near the light structure; one of these dries 0.3 m at the shoreline and the other, 12.2 m offshore, is underwater 0.3 m. These cribs are the remains of a wharf.



123 **Caution.** — There are two other cribs off the north shore of the peninsula; one crib, 30 m offshore 0.15 mile WNW of the light, has a depth of 0.3 m and the other, 0.15 mile offshore 0.5 mile WNW of the light, has a depth of 0.6 m.

124 **Stoney Island** lies close offshore 0.7 mile WSW of the light at Lighthouse Point.

 125 **Caution.** — **The Bar** (*local name — not shown on the Charts*) is the broad shoal between the SE end of Christian Island and the mainland. A rock on The Bar, 0.2 mile SE of Lighthouse Point, has a depth of 1.6 m; it is marked by a **buoy**. Other rocks lie 0.2 mile off the east shore of Lighthouse Point.

 126 **Caution.** — **Campana Shoal**, 0.8 mile SSE of Lighthouse Point, is a small patch of boulders with a least depth of 2.4 m; it is marked by a **buoy**. Another shoal, with a least depth of 2.7 m, lies 0.4 mile SE of Campana Shoal.

127 **Gidley Point**, on the mainland 3 miles SE of Lighthouse Point, is low with offshore boulders and islets. There are numerous cottages around the point.

 128 **AC Marina** is a private **marina** close south of **Gidley Point**. The nearest community is **Lafontaine**, 7 km to the east, where there are a few stores and a church.

129 (*The coast south of **Gidley Point** is described in Chapter 3.*)

Methodist Point to Beausoleil Island

130 **Stoney Point** (*44°51'N, 80°00'W*), 1 mile east of Methodist Point, is not prominent. The shore from Methodist Point to Stoney Point has three sandy beaches and is fringed with boulders, as is the shore to the east. This area is part of *Awenda Provincial Park*. The higher land recedes inland to the east.

 131 **Methodist Bay**, lying between Methodist Point and Stoney Point, offers some **anchorage** for small vessels. **Ways Point** lies on the south shore of the bay.

Chart 2241

132 **Sawlog Point**, 2.3 miles ENE of Stoney Point, is wooded and not prominent. Summer cottages line the shore for 1.5 miles to the west.

133 **Sawlog Point** starboard hand **light buoy** M6 (860) marks the outer edge of a rocky shoal spit extending 0.4 mile north from Sawlog Point.

 134 **Adams Point**, 1.3 miles ESE of Sawlog Point, has several summer cottages on it. **Sawlog Bay**, lying between Sawlog Point and Adams Point, offers fair **anchorage** in depths of 12.2 m, mud bottom. The settlement of **Sawlog Bay** is on the south side of the bay.

 135 **Caution.** — Six submerged cribs of a former wharf extend in a line from the south shore of Sawlog Bay. The outermost of these cribs has a depth of 0.3 m and lies 100 m offshore in general depths of 1.5 to 2.1 m.

136 **Brébeuf Island** (*44°53'N, 79°53'W*) is small and partly wooded. Several shoals and dry rocks lie between it and Beausoleil Island.

137 A *Canadian Coast Guard Inshore Rescue Boat* is based at Brébeuf Island during the boating season. Dates are subject to change (*see information on Search and Rescue in Sailing Directions booklet CEN 300 — General Information, Great Lakes*).

 138 **Caution.** — A rock with a depth of 1.8 m lies 0.22 mile NNW of Brébeuf Island light. A rock with a depth of 1.5 m lies 0.45 mile NE of the light, in Turtle Bay.

139 **Turtle Bay** is on the west side of Beausoleil Island, NE of Brébeuf Island.

 140 **Brébeuf range beacons**, in line bearing 088°, lead south of Bennet Bank and north of the shoal spit extending off Sawlog Point. The front tower has a **light** (864) on the north side of Brébeuf Island. The rear beacon tower is on the west shore of Beausoleil Island in **Parnassus Cove**.

 141 **Caution.** — A rock with a depth of 2.8 m lies 1.35 miles in a 018° direction from Adams Point; a rock with a depth of 4.6 m lies 1.45 miles in a 033° direction from the point.

142 **Minos Bank** (*44°54'N, 79°56'W*), with several rock pinnacles, with a least depth of 0.3 m on it, lies 0.4 mile north of the Brébeuf range line.

143 **Beausoleil Island** (*44°52'N, 79°52'W*), densely wooded and prominent, rises to an elevation of 46 m. Its southern part is 30 m in elevation. Large boulders along the west shore of Beausoleil Island make landing difficult. This is the largest of the areas which form the *Georgian Bay Islands National Park* and is a game sanctuary with no private cottages.

144 Beausoleil Island is one of the last refuges of the Massasauga rattlesnake, a timid reptile which rarely comes close to people. This snake is a threatened species.

145 **Osprey Bank**, a wide bank with an islet and several **shoals**, lies west of Beausoleil Island. The west side of the north end of the bank is marked by a **buoy**. This buoy lies on the line of Brébeuf range.

146 (*The small-craft routes leading east and west of Osprey Bank are described in Chapter 7.*)

147 **Gin Islands**, 0.4 mile west of Beausoleil Island, are two pink and white rocks topped by trees. Each island has a *Georgian Bay Islands National Park* sign. Only small boats can pass between or to the east of them.

 148 **Caution.** — **Gin Rocks**, the northernmost of which is 3 m in elevation, lie 0.2 and 0.4 mile south of Gin Islands. The northern rock lies on the shallow ledge fronting Beausoleil Island; the southern rock has deeper water all around it. A shoal patch west of Gin Rocks is marked by a **buoy**.

Approaches to the inshore small-craft route

149 Three approaches to the inshore small-craft route join the main shipping route between Methodist Point and

Beausoleil Island. These are shown on the chart. One of the routes, marked by **buoys**, leads from the intersection of Brébeuf range and Port McNicoll range in a NNW direction along the east side of **Fraser Bank** and joins the inshore route near **Barnard Bank** ($44^{\circ}57'N$, $79^{\circ}57'W$).

150 The approach from the west leads NE from a position south of Giants Tomb Island into **Whalesback Channel** and the inshore small-craft route. This approach is marked as far as Whalesback Channel by a **beacon** range bearing 054° .

151 (*The inshore small-craft route and its approaches are described in Chapter 7.*)

152 **Raft Point** ($44^{\circ}54'N$, $80^{\circ}00'W$) is on the east side of Giants Tomb Island (*described earlier*), 1.3 miles NNE of Giants Tomb light. The shore between the light and Raft Point is fronted by a sand flat with depths of less than 1.8 m, dropping steeply to deep water. The shore from Raft Point to The Gap (*described earlier*), 1.6 miles farther north, is a series of wide open bays and small points, fringed by shallow water over sand.



153 **Anchorage** can be found 0.2 mile east of Giants Tomb Island, NE or south of Raft Point, in depths of 12.2 to 18.3 m, mud bottom.

Approaches to Penetang Harbour and Midland Bay

154 The route to Penetang Harbour entrance and Midland Bay is well marked by range **lights** and by **buoys**.

155 **Pinery Point** ($44^{\circ}50'N$, $79^{\circ}54'W$), 1.5 miles SSE of Adams Point, is not prominent but is well marked by a bare sand dune 12 m in elevation. Cottages line the waterfront from Sawlog Point to Pinery Point.



156 **Caution.** — A **dangerous** shoal ledge, steep-to along its outer edge, fringes the shore between Adams Point and Pinery Point. At Pinery Point it is nearly 0.4 mile wide. There are numerous drying cribs along this stretch of coast. Port McNicoll light range (*described later in this section*) leads clear of this danger.

157 **Pinery Point** starboard hand **light buoy M12** (862) marks the east end of the **shoal** shelf, and a depth of 0.8 m.

158 **Hallen Rock**, 0.6 mile SE of Pinery Point, has a least depth of 3.4 m.

159 **Watson Point** ($44^{\circ}49'N$, $79^{\circ}53'W$) and Pinery Point are the outer sides of the approach to Penetang Harbour. There are several large homes and cottages along the shoreline near Watson Point. **Sucker Creek Point**, 0.2 mile east of Watson Point, is not prominent.



160 **Sucker Creek Point light** (878) is 0.3 mile SE of the point.

161 **Beausoleil Point** is the south point of Beausoleil Island.



162 **Caution.** — A shallow sandy ledge with depths of 0.3 and 0.6 m extends 0.4 mile south and SE from Beausoleil Point. The outer edge is marked by a **buoy**.



163 **Caution.** — **Candlemas Shoal** is a patch of boulders, with a least depth of 1.3 m, 0.4 mile south of Beausoleil Point, close east of the Port McNicoll range line (*described below*).

164 **Candlemas Shoal** port hand **light buoy M13** (863) marks the SW side of the shoal.



165 **Caution.** — A shoal, with a least depth of 6.7 m, west of Candlemas Shoal, and **Ross Shoal**, with a least depth of 6.1 m, 1.1 miles to the SSE, are marked by **buoys**.

166 **Present Island** lies 0.9 mile SE of Beausoleil Point. The west part is wooded and the east side is mostly bare.



167 **Caution.** — A sandy boulder-strewn ledge extending 0.3 mile west from Present Island is marked by a **buoy**. A crib, with a depth of 0.1 m over it, lies close off the north shore. A boulder spit, dry 0.4 m, extends 125 m SSE from the SSE side of the island.



168 **Caution.** — **Langmuir Rock**, drying 0.4 m, is 550 m SE of Present Island.

169 **Snake Island**, 1.1 miles south of Present Island, is well-wooded and in two parts, the northern part being the larger. A spit extends 0.2 mile south from the island.

170 The shore from Sucker Creek Point light to **Midland Point**, 1.7 miles to the south, is lined with summer cottages and backed by high land, densely wooded. The small community of **Midland Point** is 0.7 mile SW of Midland Point.

171 **Elimere Point** ($44^{\circ}46'N$, $79^{\circ}51'W$), on the SE side of **Midland Bay**, has several houses lining the shore to the east.



172 **Port McNicoll range lights** are east of Elimere Point. The front light (866) and the rear light (867) are in line bearing $152\frac{1}{2}^{\circ}$ leading from the intersection with Brébeuf range. The front light is visible only on the line of the range.

173 Part of the main shipping route in this area is an alternate route for craft using the inshore small-craft route between Port Severn and Parry Sound (*described in Chapter 7*).



174 **Caution.** — The buoys in the main shipping channel and in the approaches to the small-craft route are marked with the approach from offshore being “upstream”. The “upstream” direction for the inshore small-craft route, however, is from Port Severn towards Parry Sound. The buoy-age system may appear to be reversed where routes meet.

Approaches to the small-craft route

175 Access routes to the inshore small-craft route leave the main shipping track NW of Ross Shoal and south of Snake Island.

176 (These access routes and the areas east of Beausoleil Island are described in Chapter 7.)



177 **Anchorage** with good holding ground can be found east of the SE side of Beausoleil Island.

Penetang Harbour

Chart 2218

178 **Penetang Harbour** is a sheltered inlet with high, wooded shores and a mud bottom.

179 The harbour at Penetang is a recreational harbour administered by the *Department of Fisheries and Oceans* and managed by municipal authorities.

180 The town of **Penetanguishene**, with a population of 9111 (2011), is on rising ground along the SE side of Penetang Harbour. It is a summer resort with several small industries. There is a regular bus service to Midland. There is a private airfield 3 km east of the town; *Huron Airpark*, south of Midland, is the main airport.

181 The town welcomes the visiting boater and has many areas of interest to the vacationer. There are trailer and camping facilities at the waterfront *Penetanguishene Rotary Park*, near the Town Dock, offering picnic areas, pavilion, sandy beach and snack bar. The 3-kilometre fitness and nature trail here is popular with joggers.

182 The town has interesting links with its historic days such as the *Penetanguishene Centennial Museum and Archives*; the 1836 garrison church of St. James-on-the-Lines, still in use; and the historic *Naval and Military Establishments at Discovery Harbour*. The town also takes pride in the fact that English and French speaking people have lived here

together in harmony since the town first began in the early 19th Century.

183 The First Nations name *Penetanguishene* has been translated to mean, “Look, it is falling sand” or “The place of the white rolling sands”, derived from a bank of sand formerly seen when entering the harbour.

184 **Whisky Island** ($44^{\circ}49'N$, $79^{\circ}55'W$), 1.5 miles SSW of Pinery Point, is wooded and surrounded by shoal water.



185 **Whisky Island light** (873) is on the NW tip of Whisky Island.

186 **Asylum Point**, 0.6 mile SW of Whisky Island, is the east entrance point to Penetang Harbour. A rubble **breakwater**, 91 m in length, extends in a NNW direction from the point.



187 **Asylum Point light** (874) is on a crib off the breakwater on the north tip of the point.



188 A **wharf** 0.2 mile SE of Asylum Point is known as *The Establishments Dock* and is reserved for day-use by visitors to the nearby Naval and Military Establishments at *Discovery Harbour*. The wharf is 31 m long, with an outer arm 20 m long, and finger wharves 9.1 m long.

189 The *Waypoint Centre for Mental Health Care*, on the high land SSE of Asylum Point, makes a good landmark. There is a water tower, with an elevation of 105 m, on the higher land SE of the Centre. The tower is 30 m in height.

190 Asylum Point light bearing 050° in line with Whisky Island light leads with a least depth of 7.9 m through Penetang Harbour entrance channel. This channel, marked by **buoys**, passes between **Northeast Shelf** and a shallow spit extending SE of **Michaud Point**.

191 A **conspicuous** memorial cross on Michaud Point commemorates Samuel de Champlain’s visit here on August 1, 1615.

PENETANG HARBOUR (1996)





192 **Black Bay**, lying NE of Michaud Point, with **Sloane Point** forming its NE end, offers good **anchorage** in 7 to 15 m, mud bottom.



193 **Caution.** — A large boulder and the remains of a stone-filled crib, both 0.6 m dry, lie 0.2 mile north of Michaud Point at the outer edge of the narrow shallow shelf which fringes the shoreline of Black Bay.

194 **Northwest Basin**, 0.4 mile west of Michaud Point, is shallow and has several small private wharves along its shoreline. A long L-shaped private **wharf** on the north shore, midway between Michaud Point and Northwest Basin, makes a good landmark. The wharf has a boathouse and flagstaff on its outer end.



195 **Northwest Basin Marina** is on the SW side of Northwest Basin.

196 **Toanche Marina** is on the south side of the basin. *Minty's Marine Service* manages the marina and does repair work.

197 **Jug City**, on the west side of Northwest Basin, is mainly a general store. There is a **launching ramp**.

198 **Magazine Island** ($44^{\circ}48'N$, $79^{\circ}56'W$), 0.15 mile off the east shore, is 3.4 m in elevation and wooded.



199 **Caution.** — A shallow spit extends north from Magazine Island. From the south end of the island a shoal spit with a dry spot at its south end extends 0.1 mile southward, almost joining a similar spit extending from the east shore. The limit of the shoal water west of the island is marked by a **buoy**.



200 Good **anchorage** with mud bottom and 274 m swinging room can be found west of Magazine Island. Sheltered **anchorage** for small craft can be found east of Magazine Island in depths of 4 to 5 m, mud bottom.

201 A famous and extensive historic site in this area is the Naval and Military Establishments at *Discovery Harbour*, carefully restored and maintained on the shore south of Asylum Point and east of Magazine Island by the *Ontario Ministry of Tourism, Culture and Sport*.

202 **Historical note.** — After the war of 1812 to 1814, when Canada successfully defended itself against invasion from the United States, this was the place chosen to establish a naval base in case of any further difficulties. Over the years 1817 to 1834 this was a thriving naval base and dock yard, and it became the main military base on the Upper Great Lakes, with an army garrison posted here from 1828 until the base was abandoned in the peaceful days of 1856.

203 **Historical note.** — Admiral Henry Wolsey Bayfield was stationed here in the years 1817-1825 where he was in charge of the Great Lakes survey, charting the coastal waters of lakes Erie, Huron and Superior. This was the forerunner of today's *Canadian Hydrographic Service*.

204 The original buildings have been largely restored or rebuilt; today there is a living historic community with naval

and military demonstrations and special displays in the Visitor Centre.

205 A feature here is the replica of the schooner *Bee* which was stationed here at the *Establishments* from 1817 to 1831. The replica now moored at the historic wharf shows some of Ontario's rich marine heritage. The tall ship *Tecumseth* joined the fleet in 1992.

206 **Shehan Point** is 0.3 mile south of Magazine Island on the east shore of the harbour. *Huron Park*, close south of Shehan Point, is a municipal day-use facility with picnic areas, sandy beach and washrooms.

207 **Tannery Point** is 0.3 mile south of Shehan Point. A shoal spit, least depth of 0.2 m, extends 0.15 mile offshore.

208 **Waitabit Point**, known locally as **Toanche Hill**, is on the west side of the harbour opposite Tannery Point.

209 **Caution.** — A shoal spit, with a least depth of 1.7 m, extends offshore from Waitabit Point and is marked by a **buoy**. Two piles, 3 m in elevation, are found close north of the **wharf**, that is near Tannery Point.

210 **Trudeau Point** is on the west shore 0.3 mile south of Waitabit Point.

211 **Caution.** — A ruined crib, drying height 0.2 m, lies off the south side of Trudeau Point.



212 **Dutchman's Cove Marina** and **Bay Moorings Yacht Club** are both at Tannery Point. *Harbour West Marina*, including *Bravo Marine*, is close south of Trudeau Point.

213 **Davidson Point**, 0.5 mile south of Trudeau Point, is low with a few bushes on its outer part but otherwise densely wooded. This forms the NW entrance point to South Basin.



214 **South Basin**, at the south end of Penetang Harbour, is shallow with mud bottom. The Public **wharves** at Penetanguishene are on its NE side, and there are two **marinas**, one on the south side of the basin and the other on the west side.



215 **Penetang Harbour range lights** are on the SE side of South Basin. The front light (875) is on the shoreline. The rear light (876) is in an open park area. The lights in line bearing 186° lead through the harbour from a position SW of Magazine Island to a position west of the Public wharf. The lights are visible only on the line of the range.



216 **Caution.** — A crib, awash, lies 80 m east of the line of the Penetang Harbour range lights 0.2 mile NE of Davidson Point. This obstruction is avoided by keeping well inside the channel, marked here by a pair of **buoys**. Other underwater cribs have been reported in South Basin.



217 **Esplanade wharf**, 0.4 mile NNE of the leading lights, is 130 m long, north and south. The northern 95 m of this **wharf** is faced with steel sheet piling; the south part has a boulder face. There is a **launching ramp** at the south end of the wharf.

218 A Public **wharf** known as the *Government wharf* is an arm 67 m long which projects west from the north end of *Esplanade wharf*. The berthing length along the north side of this wharf is 152 m. The cruise ship *Georgian Queen*, based here during the summer, offers daily sightseeing cruises.

219 A second Public **wharf**, 59 m long, extends from *Esplanade wharf*, 44 m south of *Government wharf* and parallel to it. An outer section, 101 m long, extends southward from this wharf. Six parallel floats project west from *Esplanade wharf* inside these main wharves. The longest of these floats is 41 m long.

220 Another floating **wharf**, south of the main wharves, is 65 m long and has several finger wharves with slips for visiting boaters.

221 The entrance to the basin lying between the north Public wharf and the T-section wharf is protected by floating booms. The opening between the booms is 6.7 m wide. The deck elevation of the wharves is 1.5 m.



222 Facilities for small craft are offered by several **marinas** in Penetang Harbour.

223 *Historic Port of Penetanguishene* is at the Public wharves.

224 *Dutchman's Cove Marina*, *Bay Moorings Yacht Club* and *Harbour West Marina* were mentioned earlier.

225 *Hindson Marina* is on the west side of South Basin. The wharves on the NW shore north of here are private.

226 *Beacon Bay Marina* is at the south end of South Basin.

227 *Bay Moorings Yacht Club*, *Hindson Marina*, *Beacon Bay Marina* are authorized dealers of *Canadian Hydrographic Service* charts and publications.

Midland Bay

Chart 2241

228 **Flat Point** ($44^{\circ}46'N$, $79^{\circ}49'W$) is long, low and flat. An underwater rocky spit extends 0.15 mile north from it. Summer cottages line the water front west of Flat Point.

229 **Midland Bay**, entered between Midland Point and Flat Point, has two smaller bays within it. The bay in the SW corner is **Midland Harbour** (*a local name*), covered by Chart 2221. The bay at the SE side is Tiffin Basin, covered by Chart 2222.

230 Midland Harbour has a grain elevator on its south shore. Tiffin Basin has Wye River at its head.

231 **Midland**, a town on the south and SE sides of Midland Harbour, has a population of 16 572 (2011). There are more than thirty small industries in town and it is a grain port. Midland has a **hospital** and all the facilities of a major town. The town centre is close to the docks. Midland has a regular bus service to Toronto and other major cities. *Huron Airport*, 6 km south of town, offers charter flights.

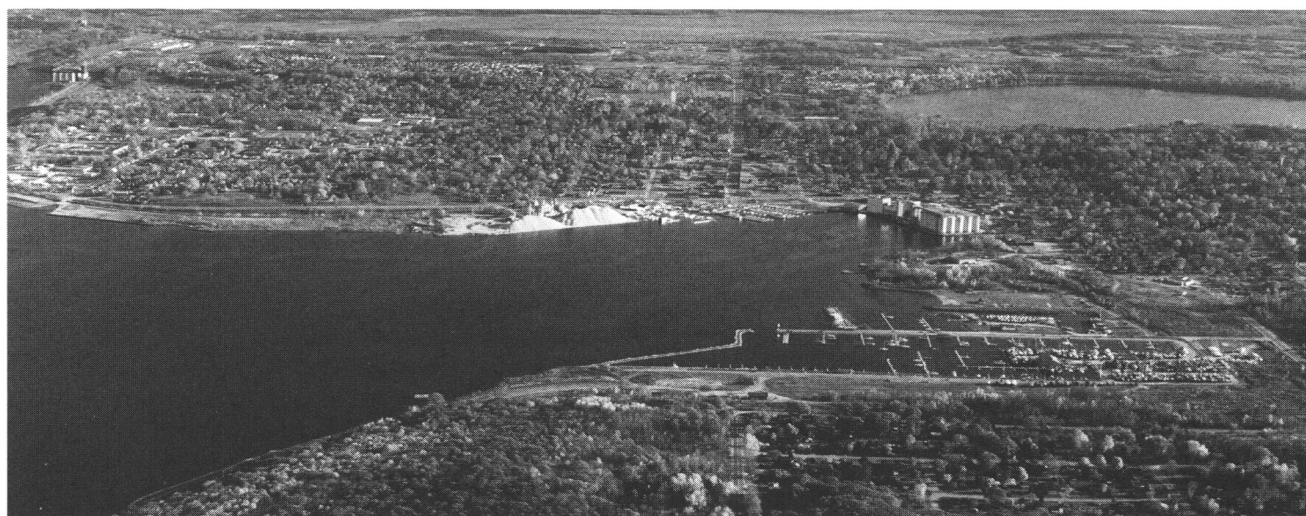
232 Midland is a Public Harbour administered jointly by *Transport Canada* and the *Department of Fisheries and Oceans*. The harbour is managed by municipal authorities; the harbour master's office is on Pier C. Ten or 11 ships carrying grain, silica or milled materials used the port in 2011.

Chart 2221

Midland

233 **Midland Bay Shoal** ($44^{\circ}46'N$, $79^{\circ}53'W$), with a least depth of 2.5 m, lies almost in the track of vessels bound

MIDLAND (1996)



for Midland. *Midland Bay Shoal* starboard hand **light buoy M20 (870)** marks the SE side of the shoal.

234 A grain elevator on the south shore at Midland makes a good landmark, as does a water tower on a hill SE of the town.



235 There is a good spacious **anchorage** in Midland Harbour SW of Midland Bay Shoal in depths of 8 to 11 m, mud bottom. Small craft can find sheltered **anchorage** west of the shoal in depths of 8 m, mud bottom.

236 Three mooring piers on the west shore of the south part of the bay make a winter berth for ships. The piers, each 10 m wide and 2.1 m in elevation, provide a berth 250 m long.



237 The *Midland Grain Elevator wharf* is on the south shore. The wharf, with a deck elevation of 2.1 m, has steel pilings and wooden rubbing fenders. *ADM Milling* is at the SE end of this wharf. The wharf has fresh water. Five ships visit here in an average season.



238 It has been reported that a **current** frequently sets off this wharf and makes docking difficult.

239 *Midland Grain Elevator*, known locally as the *Town House*, has a capacity of 74,200 tonnes of grain. The elevator has a self-unloading hopper, rated at 600 tonnes per hour.

240 Ample fresh provisions are available. Bunker and diesel fuel is brought in by road.



241 Public **wharves** for small craft are on the SE side of the harbour. Piers A, B and C are known as the *Town Dock* and have deck elevations of 1.8 m. The entrance to the berths between Piers A and B is protected by **floating booms**; the opening between the booms is 6 m wide.

242 The *Unimin wharf* extends NE from Pier D and is used as a storage area for stone and has no berthing or other facilities. On average five to six ships discharge here per year.

243 The wharf on the north shore, at the east side of the entrance to the harbour, is in disrepair (2011). A **submerged sewer outfall** lies close east of this wharf.

244 There is a mast, 9.1 m in elevation, near the outer end of Pier C. This mast is maintained by the Midland harbour master during the boating season and displays the flags of the *Weather Watch* system based on weather reports broadcast by the *Canadian Coast Guard MCTS* Centre at Sarnia.

245 The tour boat *Miss Midland*, based at the *Town Dock* during the summer, offers daily sightseeing cruises through the scenic Thirty Thousand Islands.

246 There are several municipal day-use parks in Midland. The *Ouendat Indian Village* and the *Huronian Museum*, both at *Little Lake Park*, are local visitor attractions.



247 Facilities for small craft are offered by **marinas** and a sailing club. There is also a large **marina** at Tiffin, 2 miles to the east.

248 *Midland Harbour* is operated by the *Town of Midland, Parks and Recreation Department* at the Public **wharves**. All

the facilities of the town are close to the docks. The *Southern Georgian Bay Chamber of Commerce Information Bureau* is also near here.



249 *Midland Marina* is at Pier D just north of the *Town Dock*. Snack bar and restaurant are nearby.

250 *Bay Port Yachting Centre* is on the west side of Midland Harbour. *Pete Pettersen Park*, south of *Bay Port Yachting Centre*, is a municipal day-use park with a small beach, toilets, picnic areas, and a 2-lane concrete **launching ramp**. *Bay Port Yachting Centre* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

251 *Midland Bay Sailing Club* is a private facility open only to Sailing School and Club members.

252 *Central Marine Supply Centre* is in Midland.

253 *Canadian Tire Associates Store*, *Mountainview Mall*, *Factory Recreation*, and *Central Marine Supply Centre* are authorized dealers for *Canadian Hydrographic Service* nautical charts and publications.



254 **Caution.** — In 1995, the entrance to the basin of the former location of a marina 0.6 mile NE of *Midland Harbour* was closed by a metal dam. The ruins of a pier extend 15 m offshore close east of here.

Chart 2222

Tiffin

255 **Tiffin Basin**, the SE bay within Midland Bay, has the *Wye River* at its head.

256 The Midland water tower SW of Tiffin is **conspicuous**.



257 A white and orange **buoy**, privately maintained, marks the outer end of a **submerged water intake pipeline** 0.6 mile NNW of the grain elevator.



258 A **wharf** on the west side of the basin is 161 m long with a deck elevation of 2.4 m and depths alongside of 6.4 m. This wharf has no facilities.



259 The former *Canadian National Railways Elevator wharf*, on the SW shore at the head of the basin, is 222 m-long with a deck elevation of 2.9 m and depths alongside of 6.4 m.



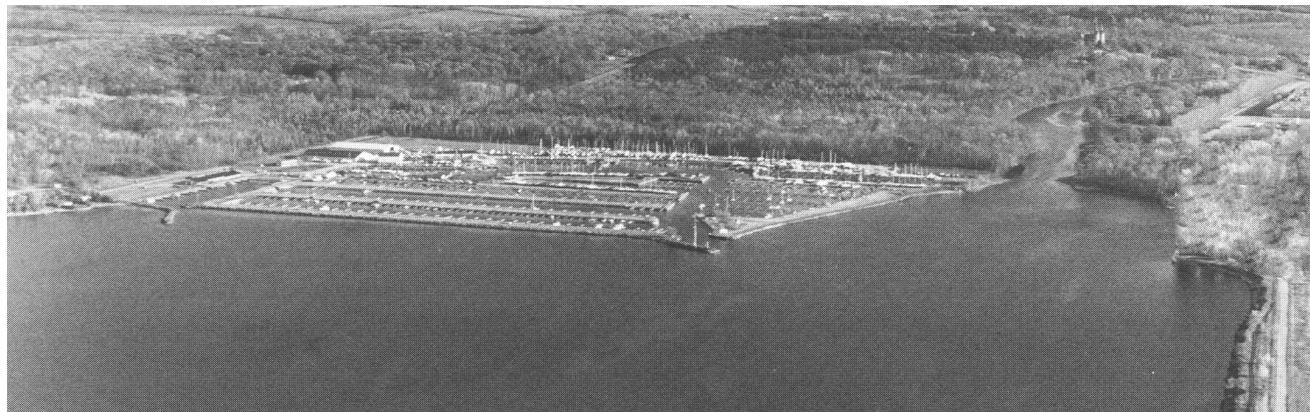
260 **Caution.** — Shoaling has been reported extending 36 m eastwards from the north end of the wharf.



261 *Wye Heritage Marina* is north of the mouth of *Wye River*. The entrance is marked by a private light **buoy**. *Wye Heritage Marina* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

262 A channel at the SE end of Tiffin Basin leads into the **Wye River**. This river has depths of 0.6 m as far as the wharves at the *Sainte-Marie Park* near the bridge 0.7 mile upstream.

TIFFIN BASIN (1996)



 263 The Public **wharves** at *Sainte-Marie Park* are on the west shore of the Wye River, 0.7 mile upstream. The main wharf is 91 m long and has several finger wharves with depths of 1.5 m. These wharves are for the use of boaters visiting the nearby places of interest. Other facilities at this park include water, toilets, picnic areas and shelters.

264 The road **bridge** close upstream of *Sainte-Marie Park* has a vertical clearance of 4.3 m at mid-channel. An **overhead** telephone **cable** with a clearance of 12 m and a **footbridge** and a railroad trestle **bridge** with clearances of 1.9 m cross the river close upstream of the road bridge.

265 There are famous tourist attractions here on the Wye River that are readily accessible by car or boat. These include *The Martyrs' Shrine*; the living-museum community of *Sainte-Marie among the Hurons* beside the river close SE of the road bridge; the adjacent *Sainte-Marie Museum*; and the *Wye Marsh Wildlife Centre*, which is an interpretive centre close south of *Sainte-Marie*.

266 *The Martyrs' Shrine*, 0.1 mile east of the road bridge, is a tall twin-spired stone church. It is visible from Tiffin Basin.

Midland Bay to Sturgeon Point

Chart 2241

267 *Flat Point* starboard hand **light buoy** MM4 (883) lies 0.3 mile NE of Flat Point.

268 **Paradise Point** is a community 0.4 mile WSW of Flat Point.

269 **Methodist Island**, 0.9 mile east of Flat Point, is densely wooded and has a few cottages on its south side. **Gore Rock**, 0.3 mile NE of Methodist Island, is marked by a **buoy**. Sturgeon Point (*described later in this chapter*) is 0.8 mile east of Methodist Island. The point and the coast to the SW are densely wooded and lined with cottages.

Chart 2223

Hogg Bay

270 **Hogg Bay (Hog Bay)**, entered between Flat Point and Methodist Island, has Port McNicoll on its west shore and Victoria Harbour on its east shore.

271 The white water tower at Port McNicoll is **conspicuous**.

272 **Bergie Point**, 0.5 mile south of Methodist Island, is low, flat and wooded. Houses line its north shore.

 273 A **submerged** water **intake** extends 110 m from the north shore of Bergie Point.

274 A ruined **breakwater** extending 0.15 mile in a SW direction from the south shore of Bergie Point is marked by *Victoria Harbour* port hand **light buoy** MV1 (884).

275 **Double Island** lies 0.6 mile west of Bergie Point. **Crescent Island** lies 0.4 mile NW of Double Island. A group of dry and submerged rocks 0.2 mile north of Double Island is marked by starboard hand **buoy** MM10.

 276 *Duncan's Marina* is 0.1 mile west of Double Island. The channel to *Duncan's Marina* is privately **buoyed**.

 277 A **submerged** sewer **outfall** 0.15 mile west of Double Island extends 0.2 mile offshore.

 278 **Caution.** — A patch of boulders of an old crib, depth of 0.7 m, lies 0.2 mile offshore, 0.5 mile south of Bergie Point.

Port McNicoll

279 The village of **Port McNicoll** was a grain port and rail terminus. Port McNicoll has churches, a few stores, post office, medical centre with doctors, liquor and beer store, restaurants, laundromat and service stations.

VICTORIA HARBOUR AND PORT McNICOLL (1991)



280 The harbour at Port McNicoll consists of a basin 183 m wide dredged into the original shoreline. A rock in the centre of the basin has a depth of 6.3 m.



281 On the NW side of the basin there is a concrete **wharf**, 1067 m long, with a deck elevation of 1.8 m. This wharf has no facilities. A housing development is under construction at this location.

282 The former *Maple Leaf Mills* elevator **wharf**, on the SE side of the basin, is 600 m long with a deck elevation of 1.7 m and a concrete face with no fenders. A section of wharf to the south is ruined. Depths of 6.6 m are found along the wharf. Water can be supplied by tanker truck.



283 **Caution.** — It has been reported that strong winds may change the water level in the harbour by 0.3 m or more in an hour, and gales from SE or NW have been known to change water levels by 0.9 m.

Victoria Harbour

284 Victoria Harbour is administered jointly by *Transport Canada* and by the *Department of Fisheries and Oceans*.

285 The village of **Victoria Harbour** is on the east side of Hogg Bay. Victoria Harbour has churches, stores, a bank, post office, library, veterinarian, restaurants, laundromat, liquor and beer store, service stations, and a medical centre with doctors and a pharmacy. The nearest hospital is at Midland, 8 km to the west.



286 There are two Public **wharves** at Victoria Harbour. The northern one is 46 m long and 7.5 m wide with an elevation of 1.7 m. It has depths of 1.4 to 3.1 m.

287 A second Public **wharf** 0.15 mile to the south is L-shaped with a pier head 19 m long and 5.3 m wide. It has depths of 0.9 to 1.2 m. There is a gravel **launching ramp** here. A **buoy** 91 m WSW of this wharf marks the outer end of a **submarine pipeline**.



288 *Queen's Cove Marina* is on the south side of Bergie Point. *Queen's Cove Marina* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

Sturgeon Point to Waubaushene

Charts 2202-1, 2241

289 **Sturgeon Point** ($44^{\circ}46'N$, $79^{\circ}46'W$), 0.9 mile east of Methodist Island, has a road and many cottages around its shores. **Sturgeon Bay** lies east of Sturgeon Point. Marshes and shoal water fringe the shores.



290 A **submarine sewer outfall** extends 0.3 mile offshore from the west side of Sturgeon Bay, 0.8 mile SSE of Sturgeon Point.

291 **Sturgeon River** is a stream which flows into the head of Sturgeon Bay. A channel into the river was privately dredged but has since silted in to the point where even small boats have trouble entering the river.

292 *Caswell's Cottages and Trailer Park*, open year round on the SW shore of Sturgeon Bay, is mainly a cottage and trailer resort. The nearest hospital and business facilities are at Midland, 13 km away.



293 **Caution.** — **Middle Ground Shoal** is a large area of drying rocks, rocks awash and shoal water which extends eastward from Sturgeon Point, with **Turning Rock** (not named on Chart 2241) at its north end.



294 *Turning Rock, Waubaushene light* (886) is on Turning Rock south of Canary Island.

295 **Waubaushene Channel** leads into Sturgeon Bay from the WNW, passing between Middle Ground Shoal and an area of rocks and shoal water which extends south from

WAUBAUSHENE (1996)



Canary Island. The channel turns sharply around Turning Rock.

296 *Sturgeon Point* starboard hand **light buoy MC4 (885)** lies 0.35 mile NE of Sturgeon Point, on the south side of Waubashene Channel. The channel is marked by **buoys**.



297 **Caution.** — There are many rocks in this area; it is wise to stay inside the marked channel.

298 Depths of 10 feet (3 m) were found in mid channel; there is less water near the edges of the channel.

299 **Matchedash Bay** ($44^{\circ}45'N$, $79^{\circ}41'W$) is shallow with many above-water and submerged rocks. Three **bridges** cross the bay; the western bridge has an overhead clearance of 14.4 feet (4.4 m); the western bridge span of *Highway 400* has a clearance of 20.7 feet (6.3 m) and the eastern bridge span has a clearance of 17.1 feet (5.2 m).

300 A **buoyed** channel into Matchedash Bay has depths of 6 feet (1.8 m).



301 **Caution.** — The **buoyed** channel passes close to the SW shore; boaters must reduce speed to avoid wake damage to the shore.



302 A Public **wharf** consisting of floating sections is secured alongside a concrete wharf along the south shore at Waubashene. The total length of the floating wharf is 128 feet (39 m).



303 *Waubashene range lights* are on two low islands in Matchedash Bay, north of the village of Waubashene. These lights, in line bearing 092° , lead through a narrow channel into the outer part of the harbour at Waubashene. The front light (890) is on an islet. The rear

light (891) is on an islet in the north part of the bay. The lights are visible on the line of the range.



304 The **lights** of *Waubashene Inner range* are in line bearing $111\frac{1}{2}^{\circ}$. The front light (892) is on a pier on a rock islet. The rear light (893) is on shore north of the westernmost bridge.

305 The community of **Waubashene** is on the south side of the entrance to Matchedash Bay. The nearest business centre is the village of Coldwater, 6 km south by paved road.

306 Waubashene has churches, post office, grocery store, motel, restaurants, service station, inter-provincial bus service, and a *Canadian National (CN)* express and freight courier service. The nearest hospital is in Midland.

307 A boulder **breakwater**, 25 feet (7.6 m) wide and 9 feet (2.7 m) in elevation, extends 220 feet (67 m) offshore on the east shore of Sturgeon Bay at Waubashene. There is an area of landfill on the east side of the causeway; a building here houses the water pump for the community. This building is green and does not show well against the background of trees and cottages.



308 A **submarine** water intake extends offshore close east of the breakwater.



309 *Pier "69" Marina* is on the south side of the bay west of the western bridge. *Pier "69" Marina* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications. The Waubashene grocery store is nearby.

310 *Bridgeview Marina* is close west of *Pier "69"* on the south side of Matchedash Bay.

311 *Duck Bay RV Resort* is a trailer park and campsite on the SE side of Matchedash Bay.

312 *Marsh's Waubaushene Marina* is at the SE end of Matchedash Bay, on the south side between the bridges. This marina is also a general store and a trailer park and campsite. A motel is nearby.

313 *Twin Bridge Marina* is on the NE side of the bay between the bridges. This marina specializes in repairs to all types of small motors.

314 *Viking Marina* is on the south shore of the bay east of the bridges.

315 *Quiet Waters Sailboats* and *Swift Georgian Bay* are on the north shore inside Matchedash Bay.

Access route from Sturgeon Bay

316 A secondary route from Sturgeon Bay allows access to the main small-craft route near **Moreau Rock** ($44^{\circ}47'N$, $79^{\circ}44'W$), which lies 1.8 miles to the NW.



317 **Caution.** — **Sweet Shoal**, with a drying rock and a rock awash, and **Mary Rocks**, with islets and drying rocks, lie 0.5 mile SE and 1 mile SSE of Moreau Rock. Both are marked by **buoys**.



318 *Mary Rocks light* (887), on the easternmost of the Mary Rocks, is shown at an elevation of 23 feet (7 m) from a mast, 21 feet (6.4 m) in height, with a red and white rectangular daymark with a black square in the centre.



319 **Caution.** — A rock 0.1 mile SSE of Mary Rocks light has a depth of 6 feet (1.6 m) and is marked by a **buoy**. A red triangular **beacon** 0.1 mile east of the rock marks the end of a spit which projects from the east shore.



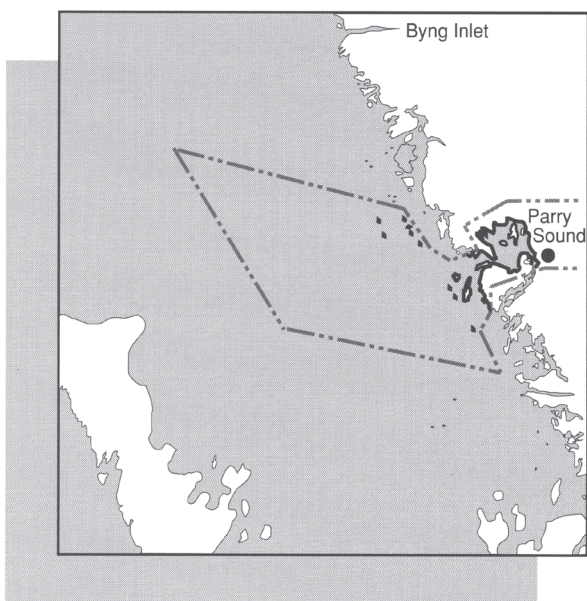
320 **Caution.** — Vessels heading north from Waubaushene must note the change in the buoyage system near Mary Rocks.

321 (*The areas north and west of Moreau Rock are described in Chapter 7.*)

East shore Central part

General

Charts 2201, 2202, 2203, 2224, 2225, 2242, 2243



1 This chapter covers the SE offshore area of Georgian Bay from Moose Deer Point ($45^{\circ}07'N$, $80^{\circ}07'W$) (see Chapter 7) to McCoy Islands, 25 miles to the NW, and the routes and approaches to Parry Sound. Also included is a description of the facilities of the town of Parry Sound, which is the most important feature in this part of Georgian Bay.

2 Real-time water level information for Georgian Bay at Parry Sound is available from the *Canadian Hydrographic Service Automated Water Level Gauge*, telephone number 705-746-6544. (More information on water levels is given in *Sailing Directions* booklet CEN 300 — General Information, Great Lakes.)

3 The offshore barrier of islands, islets, rocks and shoals along this coast is 2 to 5 miles wide. A few detached islands and shallow banks lie outside this barrier, some as much as 10 miles offshore. Inside the barrier there is a more sheltered route suitable for small craft drawing 6 feet (1.8 m) or less. (This inshore route is described in Chapters 7 and 8.)

4 The offshore barrier is penetrated by only two marked channels, both leading to Parry Sound. The main channel has a least depth of 30 feet (9.1 m) and leads eastward to Parry Sound from near Seguin Bank, which is 21 miles NW of Moose Deer Point. Waubuno Channel, which leads northwards to Parry Sound from Lone Rock, 5.5 miles WNW of Moose Deer Point, has a least depth of 22 feet (6.7 m). The passage from Waubuno Channel to Parry Sound has a least depth of 13 feet (4 m).

5 Shallow-draught vessels can join the inshore small-craft route through a channel that leads south of Haystack Rock, which is 2 miles NW of Moose Deer Point. This channel is unmarked and requires local knowledge.

6 Vessels proceeding along the coast between Moose Deer Point and McCoy Islands should stay outside the 10-fathom (18.3 m) line, but from such a distance offshore there are few identifiable land features.

Moose Deer Point to Bateau Island

Charts 2202-3, 2242

7 The coast between Moose Deer Point and Bateau Island, 13 miles to the NW, includes Waubuno Channel, which leads northwards to Parry Sound from Lone Rock.

8 Haystack Rock ($45^{\circ}08'N$, $80^{\circ}09'W$), 2 miles NW of Moose Deer Point, is a dark bare islet with two humps which are prominent from offshore, especially in the morning sun.

 9 The inshore small-craft route near Double Island, 0.6 mile ENE of Haystack Rock, can be approached from offshore through a channel passing south of Haystack Rock. Local knowledge is required because there are many unmarked **dangers** south and west of Haystack Rock. *(The inshore small-craft route and inshore islands, rocks, etc, are described in Chapter 8.)*

Chart 2242

 10 **Lone Rock** ($45^{\circ}09'N$, $80^{\circ}14'W$) is small, isolated and light coloured with an abrupt west face. Only 1 m in elevation, it appears to be awash unless the sea is calm. *Lone Rock* west cardinal *light buoy MCS (934)* lies 0.1 mile west of the rock

11 Lone Rock marks the outer end of Waubuno Channel *(described in the next section)*.

 12 **Caution.** — Between Haystack Rock and Lone Rock there are many rocks and shoals. These include **Pelican Rock**, with a least depth of 3.4 m, **Dauphine Rock**, with a least depth of 3.1 m, **Barbara Bank**, with three drying rocks of 0.9, 0.2 and 0.1 m and a least depth of 1.2 m at the north end; Hans Rock, and Ouida Rock, with a least depth of 0.3 m and 1.5 m, respectively, are described in Chapter 4.

13 **Umbrella Islands** ($45^{\circ}12'N$, $80^{\circ}15'W$), a group of wooded islands and rocks 3 miles NNW of Lone Rock, appear from a distance to be one large island.

 14 **Caution.** — **Umbrella Ledges**, lying west and south of Umbrella Islands, consist of scattered rocks and shoals with no passage between them. The outer named features are **Ricketts Reef**, with a least depth of 2.4 m, **Southwest Shoal**, with a least depth of 0.1 m and a rock, drying 0.3 m, and **Vanguard Rock**, with an islet and a least depth of 0.7 m.

 15 **Caution.** — Between Umbrella Islands and Sandy Island, 3 miles to the north, the area is filled with groups of islands, rocks and shoals, with no through passage. The principal features are **Baker Group**, consisting of bare rocks and islets and sparsely wooded islands; the southernmost of these is **Tribune Island**.

 16 **Caution.** — The outer named dangers in this area are **Esther Rock**, rocks and a ledge drying 0.7 m, **Glyn Rock**, **Hood Patch**, with a least depth of 4.7 m,

Cornwallis Rock, with a least depth of 2 m, and **Quilliam Shoal**.

17 **Sandy Island** ($45^{\circ}16'N$, $80^{\circ}16'W$), 9.1 m in elevation and densely wooded, is the largest of a group of many islands, islets and rocks on a large shallow bank which extends 4 miles to the NNW. This area is navigable only by small craft.

18 **Coote Island**, 0.2 mile south of Sandy Island, is mostly bare; the eastern part is lower and has a few trees. **Capel Rock** (*not named on the Chart*), 0.4 mile west of Coote Island, is 6 m in elevation, bare and prominent.

19 **Bateau Island**, the highest and largest of the many islands NNW of Sandy Island, is densely wooded, especially on the SW side. The abrupt edge of the tree line on this side makes it prominent as a leading mark for part of the inside channel between the Mink Islands and Franklin Island *(described later in this Chapter)*.

Charts 2225, 2242

20 Islands SW of Bateau Island include **Hoxford Island**, **Kingdon Island**, **Rumble Island** (*not named on Chart 2242*) and **Cathcart Island**, which is prominent due to its high trees.

21 **Maple Island**, sparsely wooded, is the largest of a group west of Bateau Island. Others are **Gilpin Island** and **Dearlove Island**. These three islands are not named on Chart 2242.

 22 **Caution.** — The westernmost **dangers** on the bank extending west and NNW from Sandy Island are **Beatrice Bank** (*not named on Chart 2225*), **Amelia Rock** and **Claude Rock**. **Araxes Bank** and **Victor Bank** lie west and NW of Cathcart Island, respectively.

Waubuno Channel

Charts 2225, 2242, 2202-3

23 **Waubuno Channel** leads from Lone Rock ($45^{\circ}09'N$, $80^{\circ}14'W$) to Rose Island, 10 miles to the north, and allows access from offshore to the main small-craft route at Iron Rock ($45^{\circ}16'N$, $80^{\circ}14'W$). At Rose Island, the track leads through Clarence Channel to join the main shipping track into Parry Sound. The least depth in Waubuno Channel is 22 feet (6.7 m); the least depth in Clarence Channel is 13 feet (4 m).

24 Waubuno Channel is marked by **buoys**, **beacons** and a **beacon** range but as these are unlighted it should be used only during daylight. The usual track through the channel is shown on the charts.

25 (*Note.* — *Aids to navigation in Waubuno Channel and Clarence Channel are shown on Chart 2202-3.*)

26 A vessel proceeding from Midland to Parry Sound can save 11 miles by using Waubuno Channel instead of the main channel.

Chart 2242

Lone Rock to Bald Island

27 Bald Island ($45^{\circ}14'N$, $80^{\circ}14'W$) (not named on the Chart) (described later in this section) lies 4.7 miles north of Lone Rock. (Umbrella Islands, 3 miles NNW of Lone Rock, and the west side of Umbrella Ledges are described earlier in this chapter.)



28 **Caution.** — Named features on Umbrella Ledges bordering the west side of Waubuno Channel are **Beaver Rock**, **Gladwyn Rock** and **Dehring Rock**. Dehring Rock, drying 0.5 m, is usually underwater.



29 **Caution.** — **Southeast Rock** and **Tree Island** lie on the SSE and east sides of the Umbrella Islands group, respectively. **Susan Shoal** lies 0.6 mile ENE of Tree Island.

30 **Gull Rock** ($45^{\circ}12'N$, $80^{\circ}13'W$), 3 m in elevation and bare, lies ESE of Umbrella Islands close west of the channel. Gull Rock is marked by a white rectangular **daymark**, 8.5 m in elevation, with a port hand symbol.

Charts 2202-3, 2242

31 **Sitric Rock** ($45^{\circ}11'N$, $80^{\circ}12'W$) lies 1.1 miles SE of Gull Rock at the south end of a large area of islands, rocks and shoals. This area extends south from Parry Island and forms the east side of Waubuno Channel.

32 **Caleb Island** (not named on Chart 2242), sparsely wooded, is the largest of a group of islets and rocks lying north of Sitric Rock. **Rigby Island** (not named on Chart 2242), 0.8 mile NW of Caleb Island, is 19 feet (5.8 m) in elevation and bare with a small dome-shaped top. **Sarah Island** ($45^{\circ}14'N$, $80^{\circ}13'W$), sparsely wooded, and **Sister Rock** (not named on Chart 2242) lie 1.3 and 1.9 miles north of Rigby Island, respectively.

33 The front daymark of a **beacon** range is on Sarah Island; the rear is on a low rock close SE of Sister Rock. Each beacon is a white **daymark** with an orange vertical stripe. The daymarks in line on a bearing of $358\frac{1}{2}^{\circ}$ lead from a position SSW of Sitric Rock to a position 0.4 mile south of Sarah Island.



34 **Taylor Island**, on the west side of Waubuno Channel 0.6 mile SW of Sarah Island, is round and wooded in the centre and easy to identify. **Doty Rocks** (not named on Chart 2242), 0.2 mile east of Taylor Island, are particularly **hazardous** because they are often underwater.

35 **Loxton Island** (not shown on Chart 2202-3, shown but not named on Chart 2242), sparsely wooded, lies 0.3 mile NW of Taylor Island. **Chancellor Islands**, a group of small bare islands, lie farther NW.

36 **Bald Island** ($45^{\circ}14'N$, $80^{\circ}14'W$) (not named on Chart 2242), sparsely wooded and marked by a starboard hand **daybeacon** near its west end, and **Boyd Group**, a cluster of sparsely wooded islands, lie on a shallow bank on the east side of the channel east of Chancellor Islands.



37 **Caution.** — A rock awash, marked by a **buoy**, lies 0.2 mile NW of Bald Island.

Small-craft routes

Waubuno Channel to South Channel

38 Two small-craft access routes lead from Waubuno Channel to **Turning Island** ($45^{\circ}13'N$, $80^{\circ}10'W$), at the entrance to **South Channel**. One route leads south of the Caleb Island group, the other leads north of it. (South Channel to Parry Sound is described in Chapter 8.)

39 **Southern access route.** — **Hillier Islands** ($45^{\circ}11'N$, $80^{\circ}10'W$) lie 1.4 miles SE of Caleb Island. **Hampshire Rock** and **Nicolet Rock** (not named on Chart 2242) lie west and NW of Hillier Islands, respectively. **Black Rocks**, 0.8 mile north of Hillier Islands, consist of two bare dark-coloured rocks of which the SE and larger one is saddle-shaped and marked by a port hand **daybeacon**. The southern access route leads between the Caleb Island group and Nicolet Rock, then passes SE of Black Rocks.

40 **Northern access route.** — The northern rock of the Caleb Island group, 14 feet (4.3 m) in elevation, is dark with a rough surface. **Edward Island** and **Rumbles Island** (not named on Chart 2242), both wooded, lie east of Caleb Island. The northern access route leads through a deep channel separating **William Island** ($45^{\circ}12'N$, $80^{\circ}11'W$), on the north, from the Caleb Island and Edward Island groups, on the south.

Bald Island to Iron Rock



41 **Caution.** — Shoals border the west side of Waubuno Channel as far as 1.2 miles north of Bald Island ($45^{\circ}14'N$, $80^{\circ}14'W$). Low rocks and shoals border the east side of the channel; they lie west of a string of islands which reaches north from the Boyd Group. **Apostle Island**, **Jane Island**, **Marjorie Island** and **Xile Island** form part of this string. (Note that *Apostle Island*, *Jane Island*, *Marjorie Island* and *Xile Island* are not named on Chart 2242.)

42 Sandy Island (already described) is on the west side of the channel, NW of Xile Island.

43 **Martyr Islands**, sparsely wooded, lie on a broad sand bank which fringes the east coast of Sandy Island. This bank rises abruptly from depths of 50 feet (15.2 m) or more.



44 Good **anchorage** and shelter can be found in 11 feet (3.4 m), mud bottom, north of **Harbour**

Reef (not named on Chart 2242), off the SE shore of Sandy Island. The anchorage is entered through the passage between Harbour Reef and **Keats Island** (not named on Chart 2242), taking care to avoid the low **rocks** south of Keats Island.

45 **Iron Rock** ($45^{\circ}16'N$, $80^{\circ}14'W$) (not named on Chart 2242) is on the east side of Waubuno Channel east of Sandy Island. It is 6 feet (1.8 m) in elevation and has a red and white rectangular **daymark** with a starboard hand symbol at its centre. This is the most prominent islet between Good Cheer Island to the south and Oak Island to the north.

 46 **Caution.** — **Niger Rock** (not named on Chart 2242), 2 feet (0.6 m) in elevation, is a **dangerous obstruction** 0.2 mile SSW of Iron Rock.

47 The inshore small-craft route (described in Chapter 8) leads between Iron Rock and Niger Rock to join Waubuno Channel.

Alternate route: Bald Island to Iron Rock

48 **Bath Islands** (not named on Chart 2242), a group of bare islands with some low shrubbery, lie 0.6 mile NE of Bald Island. Sister Rock (described earlier) lies SE of Bath Islands.

49 A narrow, winding channel, through which a depth of 12 feet (3.7 m) can be carried, leads between Bath Islands and Sister Rock and then east of the string of islands stretching north from Apostle Island, already mentioned. The channel passes west of a group of islands which includes **Range Island**, **Skunk Island** and **Good Cheer Island**. (Note that *Range Island*, *Skunk Island* and *Good Cheer Island* are not named on Chart 2242.)

50 A good landmark for this route is the tower of an abandoned lighthouse on an island 300 feet (91 m) WNW of Sister Rock.

51 **Campbell Rock** (not named on Chart 2242), 0.1 mile west of Good Cheer Island, has an elevation of 44 feet (13 m) and is the highest island in the area. There is deep water close to its east side, at which point are iron pins and a ringbolt to which a vessel can moor. A rock with a depth of 6 feet (1.8 m) lies midway between Campbell Rock and Good Cheer Island.

52 The usual track through this channel is shown on the charts. Local knowledge is advised.

Charts 2225, 2202-3

Iron Rock to Rose Island

53 **Sceptre Bank** ($45^{\circ}17'N$, $80^{\circ}15'W$), a ledge drying 3 feet (0.9 m) on the west side of Waubuno Channel NE of Sandy Island, is marked by a port hand **daybeacon**.

54 **Oak Island**, 0.3 mile east of Sceptre Bank, is wooded. The channel leads between Oak Island and Sceptre Bank.



55 **Wasauksing Marina and Campground** is on the SE side of the point 0.1 mile east of Oak Island. There is a swimming beach here and a fishing guide is on call. Parry Sound is 26 km away by gravel road.



56 **Caution.** — **Trent Rock**, with a least depth of 4 feet (1.2 m), lies 0.3 mile north of Oak Island and is marked by a **buoy**. **Griper Bank**, with a least depth of 8 feet (2.4 m) and a rock awash, lies 0.3 mile farther north; its NW edge is marked by a **buoy**. **Liddon Point**, 0.7 mile to the NE, can be identified by its steep, bare rock slope, **conspicuous** from the NW.

57 **Palestine Island**, wooded, is the largest and highest of a group of islands lying NNE of Sandy Island. The group includes **Dubeau Island**, **Owen Island**, **Welcome Island** and **Jones Island**.

58 There is a large white cottage with a green roof near the SW end of Palestine Island.



59 **Caution.** — The **light** near the SW end of Jones Island is the rear light of Jones Island range (described later in this chapter). This light is visible only on the line of the range.



60 Good **anchorage** can be found in 14 feet (4.3 m), mud bottom, NE of Sandy Island in the lee of Jones Island. This anchorage is best approached from the south, passing between **Ross Point** and an island, 13 feet (4 m) in elevation, lying 0.2 mile to the east. There is no approach from the west as the area between Ross Point and Jones Island is foul.

61 It has been reported that the cruise ship *Island Queen* passes through this anchorage, using the passages east of Jones Island and west of Palestine Island.

Charts 2224, 2203-1, 2225

Rose Island and adjacent channels

62 **Rose Island** ($45^{\circ}19'N$, $80^{\circ}13'W$) and **Pell Island** lie across the north end of Waubuno Channel. **Duke Island** lies SW of Rose Island between Clarence Channel and Albert Channel.

63 **Hugh Rock**, an island 0.2 mile west of Rose Island, is bare except for one tree. It is the outer of two islands on a shallow bank that extends 0.5 mile west of Rose Island. **Cameron Island** lies close to and appears to be part of the NW part of Rose Island.



64 **Caution.** — A rock ledge, drying 0.4 m (1 ft) and marked by a **buoy**, lies midway between Cameron Island and Carling Rock. (*Carling Rock*, *Nias Islands* and *Nias Rock* are described later in this chapter under "Main Channel to Parry Sound".)

65 **Clarence Channel**, which lies between Owen Island and a rock close south of Duke Island, has depths of 4 m (13 ft) over a rocky bottom. The deepest route towards Parry Sound leads through Clarence Channel and then around the west and

north sides of Rose Island to a position east of Carling Rock. The route is marked by **buoys**; the usual track is shown on the charts.

 66 **Albert Channel** has a least depth of 3 m (10 ft) over a sandy bottom, except for **Hecla Rock**, which is a **dangerous obstruction** near the middle of the channel. This rock should be kept to port when northbound.

67 **Rose Island Channel**, which passes around the south and east sides of Rose Island, has depths of 5.5 m (18 ft) or more. The narrow gut at its north entrance, however, is suitable only for craft drawing less than 1.8 or 2.1 m (6 or 7 ft). The channel through this gut is marked by **buoys** and **beacons**.

Chart 2224

 68 **Caution.** — There is a shoal, drying 0.9 m (3 ft) with a 2-m (7-ft) rock on its NW edge, on the east side of the north entrance to the above-mentioned gut. A **beacon** range, bearing 174°, on the east side of the gut, consisting of two white daymarks each with a fluorescent-orange vertical stripe, leads clear of this shoal.

 69 A **submerged** telephone **cable** crosses the channel 0.1 mile south of the narrow gut. **Submerged** power **cables** cross the channel 0.2 and 0.3 mile farther SW, respectively.

 70 There is sometimes a strong **current** in the gut.

Bateau Island to McCoy Islands

Chart 2243

71 The coastal waters between Bateau Island (45°18'N, 80°18'W) and McCoy Islands, 11 miles to the NW, include the western approach to Parry Sound which leads eastwards through the main channel from Seguin Bank.

Charts 2225, 2242, 2243

 72 **Caution.** — Between **Blizard Island** (*not named on Chart 2243*), 0.8 mile NW of Bateau Island, and Snake Island, 1.3 miles farther NW, there are many shoals and several dry rocks. These include **Bogie Rocks**, **Bentley Rock** and **Marquis Rock**.

73 **Snake Island** (45°20'N, 80°21'W) is sparsely wooded and surrounded by dry rocks and islets. The most prominent of these is **Little Snake Island**, which is wooded.

 74 **Anchorage** can be found 0.1 mile north of Little Snake Island in depths of more than 30 feet (9.1 m), mud bottom. To enter this anchorage from the main channel, keep the NW side of Little Snake Island bearing 210° in line with the SE edge of Snake Island. Small craft can find **anchorage** west of Little Snake Island.

 75 **Caution.** — **Snake Bank** is an extensive area of rocks and shoal water spreading west and NW from Snake Island. The westernmost dangers on Snake Bank are **Bayfield Rock**, with a least depth of 10 feet (3 m), usually marked by a ripple; **Cuba Rock**, with a least depth of 7 feet (2.1 m), easily seen on a clear day; **Wallace Rock**, with a least depth of 10.5 feet (3.2 m); and **Drever Rock**, with a least depth of 7 feet (2.1 m). A 1.6-foot (0.5-m) sounding is 1082 feet (330 m) NE of Wallace Rock.

 76 **Caution.** — **Clarke Rock**, with a least depth of 6 feet (1.8 m), and **Knight Shoal**, with a least depth of 12 feet (3.7 m), lie 0.9 mile west of Drever Rock. Red Rock (*described later in this section*) lies north of Clarke Rock.

Charts 2242, 2243

77 **Seguin Bank** (45°19'N, 80°31'W), 10 miles offshore, has a white limestone bottom; this makes the bank appear shallower than it is. **South Limestone Islands**, 3 miles north of Seguin Bank, are the nearest above-water features.

78 **Shannon Rock** is a small rock 4 feet (1.2 m) in elevation, 0.25 mile NNE of South Limestone Islands. **Wallis Rocks** are a cluster of granite rocks, some sparsely wooded. The middle rock has a cone-shaped mound on it 12 feet (3.7 m) in elevation.

 79 **Caution.** — **Lawrence Bank**, with a least depth of 23 feet (6.9 m), **Hankinson Bank**, with a least depth of 27 feet (8.1 m), and **South Limestone Bank** (*not shown on Chart 2242*), with a least depth of 16 feet (4.9 m), lie south and SW of South Limestone Islands, respectively.

80 **North Limestone Island**, flat and wooded, is surrounded on all sides by rocks and shoals. These include **Chesapeake Rock** (*not shown on Chart 2242*), **West Reef** (*not shown on Chart 2242*), **Midland Bank** and **City Rock**.

 81 **Caution.** — **Stalker Bank**, with a least depth of 15 feet (4.6 m), 2.7 miles WNW of North Limestone Island, is **dangerous** in a heavy sea. The light colour of the limestone bottom seen through the generally clear water in this area makes this bank appear shallower than it is. A similar shoal, with a least depth of 17 feet (5.2 m), lies 1.8 miles WSW of North Limestone Island. These two features are not shown on *Chart 2242*.

82 **Long Bank** (*not shown on Chart 2242*) lies west of the Limestone group.

 83 **Danger line.** — The corresponding eastern or western extremities of North Limestone Island and South Limestone Islands, in line, lead over Seguin Bank.

84 **Seguin Bank** port hand **light buoy P1** (904) lies near the south end of the bank.

 85 A vessel awaiting better visibility can find unsheltered **anchorage** 1 mile south of Seguin Bank in depths of 70 feet (21.3 m), clay bottom.

86 There is a passage between the shoals extending from North Limestone Island and South Limestone Islands and those fringing the McCoy Islands (*not shown on Chart 2242*) and Mink Islands to the east.

87 **McCoy Islands** (*described in Chapter 6*) and **Mink Islands** ($45^{\circ}22'N$, $80^{\circ}25'W$), with their adjoining shoals, form a chain 8 miles long. This chain, through which there is no navigable passage, makes an excellent breakwater for an inside channel. This channel (*described later in this chapter*) leads northward to Shawanaga Inlet from a position east of Red Rock.

88 **Garland Island** ($45^{\circ}25'N$, $80^{\circ}28'W$) (*not shown on Chart 2242*) is the most northern of the Mink Islands. Others in this area include **Elmtree Island**, **Goodkey Island**, **Wallbank Island** (*not shown on Chart 2242*) and **Raper Island**. All of these are sparsely wooded with rocky shores. **Green Island** lies 0.3 mile SE of Raper Island.

 89 **Caution.** — **Isaiah Rock**, **Chief Rock**, **James Rock** and **Solomon Rock** lie west of the above-mentioned islands. These, and a 16-foot (4.9-m) patch west of Solomon Rock, are the outermost shoal rocks of the Mink Islands.

Charts 2243, 2242, 2225

90 **Boucher Island** ($45^{\circ}23'N$, $80^{\circ}26'W$) is narrow and sparsely wooded. A steep bare rock, 0.2 mile to the SSW and 30 feet (9.1 m) in elevation, helps to identify it. **Heather Island** (*not named on Chart 2242*), 20 feet (6.1 m) in elevation, lies SE of this rock.

91 **Stalker Island**, the highest, at 56 feet (17 m), and largest of the Mink Islands, was once the site of a fishery.

92 **Brayne Island** (*not shown on Charts 2242 and 2243*) and **Searle Island** (*not named on Charts 2242 and 2243*) lie east of Stalker Island. Searle Island, sparsely wooded, is also known locally as **Aloma Island**.

 93 There is a private range on the south part of Searle Island. The **lights** of this range lead in towards Searle Island on a bearing of 265° .

 94 **Anchorages.** — During the survey in 1890 and 1891, the survey ship *Bayfield* frequently anchored north of the east end of Stalker Island, where there was good holding ground in 30 feet (9.1 m). *Bayfield*, 110 feet (34 m) long with a draught of 10 feet (3 m), had just room to swing with 150 feet (46 m) of chain. **Dixon Bank** and **Harbour Rocks** (*not named on Chart 2242*), two groups of dry and underwater rocks, sheltered the ship from northerly winds.

95 A larger vessel seeking shelter east of Mink Islands could anchor with the northeast point of Stalker Island bearing 250° distant 1 mile, mud bottom. This position is on the line of the leading marks for the inside channel (*described in the next section*).

96 **Old Tower Island**, the southernmost of the Mink Islands, is so named because it is the site of a former light-house. The island is bare rock; the remains of the light structure consist of rusted steel beams with an elevation of 28 feet (8.5 m).

97 Features between Stalker Island and Old Tower Island include **Virtue Island**, **Castle Island** and **Heron Island**. These three islands are not named on *Charts 2242 and 2243*.

98 **Red Rock** ($45^{\circ}22'N$, $80^{\circ}24'W$) is the SE islet of Mink Islands.

 99 **Red Rock light** (906) is shown from a **conspicuous** white concrete building on a bare rock islet. The structure is topped with a red helicopter landing pad.

Western Approach to Parry Sound

Charts 2224, 2225, 2242

100 The main channel to Parry Sound begins at Seguin Bank and leads south of Mink Islands, north of Snake Island and Carling Rock, then eastward into Parry Sound. The distance from Seguin Bank to Killbear Point, at the mouth of Parry Sound, is 16 miles, and from there to the town of Parry Sound is 6 miles. A depth of 9.1 m (30 ft) can be carried as far as Salt Point, which is at the entrance to Parry Sound Harbour. The channel into the harbour has a least depth of 6.4 m (21 ft). The usual track through the main channel is shown on the charts.

101 There are turns in the channel which could be tight for a large vessel. The master of such a vessel entering for the first time is advised to do so by daylight.

 102 **Caution.** — Inbound mariners have reported that the aids to navigation in this area may be difficult to see in morning light; the Snug Harbour ranges, in particular, may be difficult to see at sunrise.

 103 **Navigation safety call.** — Before leaving Parry Sound Harbour or when passing Red Rock ($45^{\circ}22'N$, $80^{\circ}24'W$) inbound, vessels should broadcast their position and intentions on VHF Channel 16 (156.8 MHz).

Main Channel to Parry Sound

Charts 2225, 2243

Outer Entrance

 104 **Caution.** — **Richmond Rock** ($45^{\circ}21'N$, $80^{\circ}27'W$) lies 1.6 miles WSW of Red Rock. **Lawson Rock**, and another rock close to the NE, have depths of 3 feet (0.9 m) and break in a moderate sea. These rocks lie 0.5 mile

west of Red Rock. **McGowan Rock** lies 0.2 mile SE of Red Rock.

 105 **Caution.** — **Vankoughnet Ground** lies 2 miles east of Red Rock.

106 *(A channel which leads from west of Vankoughnet Ground to Twin Sisters Island, 5 miles to the north, is described in the next section.)*

107 **Walton Islands** ($45^{\circ}22'N$, $80^{\circ}19'W$) lie 3.6 miles ENE of Red Rock.

 108 **Snug Island** and **Middle Island**, near the mainland shore NE and east of Walton Islands, protect Snug Harbour **anchorage**. There is a safe channel on both sides of Middle Island.

 109 **Caution.** — Two **submerged power cables** cross through the middle of **Snug Harbour** and out to the south end of Snug Island. Vessels using this anchorage must stay well clear of these **cables**.

 110 **Snug Harbour range lights**, in line bearing $070\frac{1}{2}^{\circ}$, lead through the outer part of the main channel from east of Seguin Bank to east of Vankoughnet Ground. The front light (909) is on the eastern part of the western Walton Island. The rear light (910) is near the south end of Snug Island. The light-structures are reported to be visible for more than 8 miles.

111 *(Small-craft facilities in the vicinity of Snug Island are described in Chapter 9.)*

 112 **Caution.** — Snug Harbour range leads over the shallow part of Seguin Bank.

113 *Parry Sound Approach* starboard hand light **buoy** P2 (905) lies 1 mile SW of Red Rock, close south of the line of Snug Harbour range. *Farr Rock* port hand light **buoy** P7 (907) lies 1.2 miles ESE of Red Rock.

114 From *Parry Sound Approach* light **buoy** inward, the main channel to Parry Sound is clearly marked by **buoys**.

Inside channel — Red Rock to Twin Sisters Island

115 A sheltered channel leads inside Mink Islands to **Twin Sisters Island** ($45^{\circ}27'N$, $80^{\circ}25'W$) (not shown on Chart 2225), in the mouth of **Shawanaga Inlet** (not shown on Chart 2225). This route is marked by **buoys**.

116 From a position west of Vankoughnet Ground, this channel leads NW between **Cook Reef**, with a least depth of 8 feet (2.4 m), and **Young Rock**, with a least depth of 3 feet (0.8 m), to a position NE of **Hudgen Rock**, with a least depth of 11 feet (3.4 m), then north to Twin Sisters Island. It is possible to carry a depth of 24 feet (7.3 m) as far as Twin Sisters Island but from there to Pointe au Baril, the small-craft route has a limiting depth of 8 feet (2.4 m).

 117 **Caution.** — Other named **dangers** on the west side of the channel are **Farr Rock** ($45^{\circ}22'N$, $80^{\circ}24'W$),

with a least depth of 8 feet (2.3 m), **Freeman Rock**, with a least depth of 15 feet (4.7 m), and **Freeman Shoal**.

 118 **Caution.** — Other named **dangers** on the east side of the channel are **Bailey Rock**, with a least depth of 4 feet (1.2 m), and **Spilsby Rock**. The SW side of Bailey Rock is marked by a **buoy**. **Franklin Island** and its associated islands and rocks lie farther east.

Charts 2242, 2243

 119 **Caution.** — **Edwards Bank**, with a least depth of 4 feet (1.2 m), **Harrison Bank** (not shown on Chart 2242), with a least depth of 4 feet (1.2 m), and **Catherine Rock** (not shown on Chart 2242), with a least depth of 4 feet (1.2 m), lie on the west side of the channel north of Hudgen Rock. On the east side lie **Hercules Bank**, awash, **Corisande Rock**, with a least depth of 4 feet (1.3 m) and **Milo Rock** (not shown on Chart 2242), with a least depth of 8 feet (2.4 m).

120 The two islands at the NW edge of the Franklin Island area are **Haggart Island** (not shown on Chart 2242) and **Oak Island**. Oak Island is marked by a port hand **daybeacon** and a large fluorescent-orange triangular **daymark** on its NW point; these are markers for the inshore small-craft route.

121 *(Twin Sisters Island and the small-craft route through Shawanaga Inlet are described in Chapter 9.)*

Chart 2225

Red Rock to Carling Rock

 122 **Caution.** — **Threestar Shoal** ($45^{\circ}21'N$, $80^{\circ}22'W$), with a least depth of 1 foot (0.3 m), lies 2 miles east of Red Rock.

123 *Three Star Shoal* starboard hand light **buoy** P10 (908) lies north of the shoal.

124 **Black Rock**, 15 feet (4.6 m) in elevation and dark in colour, lies 1.1 miles ENE of Threestar Shoal. A channel suitable only for small craft leads NE into Shebeshekong Channel from a position NW of Black Rock. *(This channel is described in Chapter 9.)*

 125 **Caution.** — **Minnie Rock**, with a least depth of 6 feet (1.8 m), **Hall Rock**, with a least depth of 10 feet (3 m), and **Middle Ground**, with a least depth of 18 feet (5.5 m), lie NE of Snake Island. **Twin Rock**, east of Middle Ground, is bare and in two parts; on the northern part is a mast, 20 feet (6.1 m) high, with a radar reflector. **Telegram Rock**, awash, lies south of Twin Rock.

126 **Gladman Rock** ($45^{\circ}21'N$, $80^{\circ}19'W$), the largest feature of a chain of islets and rocks, lies 0.6 mile NE of Middle Ground.

127 A **Racon**, identification Morse Code letter "G" (— •), operates at Gladman Rock. This racon is a winter aid; it operates only from late autumn to early spring.

128 **Gordon Rocks** ($45^{\circ}19'N$, $80^{\circ}17'W$) are bare. There is a passage between Gordon Rocks and **Evelyn Island**.

129 **Jones Island**, 1.3 miles SE of Gordon Rocks, is the western island of a group (*described earlier*) lying between Sandy Island and Rose Island.



130 **Jones Island range lights**, in line bearing 132° , lead through the main channel from the intersection with Snug Harbour range to Middle Ground. The front light (917) is on the summit of the northernmost of the Gordon Rocks. The rear light (918) is on the SW part of Jones Island. The lights are visible only on the line of the range. It is reported that the **daymarks** are visible for 6 miles.

131 At a point 0.8 mile west of Black Rock, the main channel turns sharply to the SE, on to the line of Jones Island range, and passes between **Ariel Rock** and **Arthur Orr Rock**.

132 **Ariel Rock** starboard hand light **buoy** P12 (911) and **Arthur Orr Rock** port hand light **buoy** P13 (912) mark the side of the channel near these features.



133 **Caution.** — Middle Ground is on the line of the Jones Island range; the usual track for deeper draught vessels leaves the range and passes west of Middle Ground. This is the most difficult section of the main channel.

134 **Hall Rock Shoal** starboard hand light **buoy** P16 (913), **Middle Ground** port hand light **buoy** P19 (914) and **Telegram Rock** starboard hand light **buoy** P22 (915) mark the channel near these features.

Charts 2225, 2203-1

135 **The Pancakes** ($45^{\circ}20'N$, $80^{\circ}18'W$), sparsely wooded and surrounded by shoal water, have three humps and are nearly divided into two parts at high water levels. A low rock close south of The Pancakes is marked by a red rectangular **daymark** with a port hand symbol. There is a port hand **daybeacon** on the NE point of The Pancakes.



136 Good **anchorage** can be found east of The Pancakes in 30 feet (9.1 m), mud bottom. The holding ground is better in the northern part of this anchorage.

137 **Hooper Island**, 0.8 mile SW of The Pancakes, is the northernmost island of the Bateau Island group (*described earlier*).

138 **Hooper Island Shoal** starboard hand light **buoy** P24 (916) lies south of the channel 0.3 mile NNE of Hooper Island.

139 The largest of the **Reid Islands** ($45^{\circ}19'N$, $80^{\circ}16'W$) is 17 feet (5.2 m) in elevation and sparsely wooded; the others are bare. **Borer Bank** extends NW from Reid Islands.

140 **Borer Bank** starboard hand light **buoy** P26 (919) lies south of the channel near the north edge of Borer Bank.

141 **Lyon Rocks**, SE of Reid Islands, are bare.

142 **Nias Islands**, the highest of which is 22 feet (6.7 m) in elevation and wooded with rocky shorelines; **McClelland Rock**, surrounded by small rocks; and **Nias Rocks** all lie

on the same shoal bank ENE of Reid Islands. The passage between Nias Islands and Reid Islands is not recommended.

143 **Pleasant Island**, 0.9 mile north of Nias Islands, is the largest island in the area, 53 feet (16.2 m) in elevation and densely wooded with rocky shores.



144 **Caution.** — **Beatty Island**, **Spruce Island**, **Spruce Rocks** and **Spruce Island Shoal** reach 0.7 mile south from Pleasant Island. A **conspicuous** white tower, elevation of 35 feet (10.7 m), stands on a rock north of Spruce Island Shoal.

145 The channel across Spruce Island Shoal has a least depth of 36 feet (10.9 m) but is narrow.

146 **Spruce Island Shoal** port hand light **buoy** P27 (920) and **McClelland Rock** starboard hand light **buoy** P28 (920.2) mark the channel at Spruce Island Shoal.

Charts 2203-1, 2224, 2225

147 **Carling Rock** ($45^{\circ}20'N$, $80^{\circ}14'W$) is 2.1 m (7 ft) in elevation and bare except for a few small bushes.

148 Two white **daymarks**, each with a starboard hand **daybeacon** on one side and plain white on the other face, are mounted one above the other on a steel pipe mast, 6.7 m (22 ft) high, on Carling Rock. From west of Carling Rock the starboard hand **daybeacon** is seen below a plain white **daymark**, and from east of the rock it is seen above it.

149 **Carling Rock** starboard hand light **buoy** P30 (921) lies NNE of Carling Rock.



150 **Caution.** — A small-craft route crosses the main channel near Carling Rock. Proceeding from Carling Rock towards Killarney is treated as “upstream” for purposes of buoyage on the small-craft route. For vessels travelling southbound along the small-craft route, heading to Parry Sound, the buoyage system will appear to reverse upon entering the main channel at Carling Rock. (*The small-craft route is described in Chapter 9.*)

Carling Rock to Killbear Point

151 **Whitchelo Point**, on the mainland, and **Davy Island**, which is wooded, lie on the north side of the channel north and NE of Carling Rock. **Davy Rock**, a small detached rock with 0.7 m (2 ft) over it, lies 0.2 mile south of Davy Island. There is a deep channel between Davy Island and the mainland to the north.

Chart 2224



152 **Kilcoursie Bay**, NNE of Davy Island, offers **anchorage** in depths of 11 m. This can be approached on either side of **Scott Island**, which is low and rocky with a few trees.

153 **Sister Islands** ($45^{\circ}20'N$, $80^{\circ}12'W$), densely wooded, lie on the south side of the channel 0.9 mile ESE of Davy Island. The northern island is 10 m in elevation; the southern is

14 m in elevation. There is a clear passage between the Sister Islands, and there is another channel between the southern island and Rose Island. There is good water between Rose Island and the narrow island to the west of Sister Islands.

 154 *Sister Island light* (922) is on the north side of the northern Sister Island.

155 The approach to the narrow shallow gut at the north entrance to Rose Island Channel (*described earlier*) is between Sister Islands and **Longs Island**, to the east.

156 **Cousin Island**, NE of Sister Islands, is bare on its western part but wooded on the east.

 157 *Killbear Point light* (923) is on the SW tip of **Killbear Point** (45°20'N, 80°10'W).

158 **Harold Point**, on the SW side of Killbear Point, is a **conspicuous** bare bluff of pink rock with a few trees.

159 *Killbear Provincial Park*, which includes Davy Island, Scott Island and Cousin Island as well as the whole of the Killbear Point peninsula, is a Natural Environment Park representing the eastern shore of Georgian Bay. There are seven campgrounds around the point, and park staff offer a variety of activities to introduce visitors to the flora and fauna of the area. There is a **launching ramp** on the north shore of Kilcoursie Bay.

Parry Sound (sound)

Killbear Point to Depot Harbour

160 Killbear Point is the north entrance point of **Parry Sound**.

161 **Cadotte Point**, 2.1 miles ESE of Killbear Point, marks the west entrance to Depot Harbour.

162 **Depot Island** is wooded and shelters the middle part of Depot Harbour.

163 The tower of a disused lighthouse on the SW side of Depot Island makes a good landmark for boaters approaching from the west. Painted white, it is **conspicuous** against the dark background of trees.

Depot Harbour

164 There is an entrance to Depot Harbour at both ends of Depot Island. The western and main entrance has more than 9.1 m of water in the fairway; a depth of 7 m can be carried through the eastern entrance. **Skiff Rock**, depth of 0.5 m, lies on the east side of the eastern entrance to the harbour about 0.2 mile NNE of **Supply Point**.

165 **Depot Harbour** (45°19'N, 80°06'W), so named because in past years it was the landing place of supplies for the *Wasauksing First Nation*, is well-sheltered. There is no village at Depot Harbour.



166 Good **anchorage** can be found in the eastern part of the harbour, taking care to avoid the **submerged telephone cable** shown on the chart.

167 **Anchorage** can also be found in the western arm of Depot Harbour off **Hangcliff Point** in 11.5 m. This anchorage is entered through the channel between Cadotte Point and the island to the SE.



168 **Caution.** — The latter anchorage and its approach channel are not completely sounded.



169 The main **wharf** on the north side of Depot Harbour was formerly used in the coal and ore trade. In 2006, the least depth in this area was 6.9 m. A **wharf** to the west is 274 m long and had depths of 5.8 m and an elevation of 1.8 m. In 2011, parts of this latter wharf were unsafe, with some sections of the retaining wall completely collapsed.



170 **Caution.** — It has been reported that a north wind causes a **current** in Depot Harbour. Mariners are cautioned that under these conditions a set to the south at the east end of the harbour may drift an approaching vessel away from the main wharf.



171 The Public **wharf** at the east end of the harbour SE of the main wharf is overgrown with bushes and grass and the wharf faces are in ruins with depths of 1.8 to 6.4 m and an elevation of 2.4 m.



172 **Caution.** — An **aquaculture** facility is based at the **wharf** south of Supply Point. Floating net cages marked by private **buoys** are moored close south of the Supply Point wharf and north of the east part of Depot Island.

173 The harbour is connected to the town of Parry Sound, 8 km to the NE, by partly paved road.

Killbear Point to Salt Point

174 From Killbear Point it is 3.5 miles to **Three Mile Point**, so called because of its distance from the town of Parry Sound.



175 *Three Mile Point light* (926) is on the NE tip of Three Mile Point.

176 **Two Mile Point** (45°21'N, 80°04'W) lies 1 mile east of Three Mile Point.



177 **Caution.** — **Busty Shoal**, with a least depth of 6.2 m, lies 0.3 mile NE of Two Mile Point.

178 *Busty Shoal* port hand **light buoy** P35 (926.7) marks the shoal.



179 The *Domtar Depot*, on the NE shore opposite Two Mile Point, is prominent. The **wharf**, 141 m long, has a least depth of 6.2 m and an elevation of 2.4 m. There is a concrete **launching ramp**. A rock to the east is marked by a **buoy**.

180 **Indian Creek**, south of Two Mile Point, allows access for small craft to **Hay Bay**. This is part of the *Wasauksing First Nation*.

PARRY SOUND HARBOUR FROM NW (1996)



181 **One Mile Point** lies 0.5 mile SE of Two Mile Point; **shoal water** extends NE for 0.2 mile. **Belle Bay** lies SE of One Mile Point.

 182 **Caution.** — **McKerrel Rock**, with a least depth of 3.3 m, lies 0.4 mile NE of One Mile Point. The area NE of McKerrel Rock to **Silbow Rock** and **Starkey Point** is shoal.

183 *McKerrel Rock* port hand **light buoy P37 (927)** marks the SW side of the **shoal** area around the rock.

184 A boulder **breakwater** with an elevation of 1.8 m extends out to Silbow Rock from the shore. Waubuno Beach is a public beach and swimming area east of the breakwater. There is a concrete **launching ramp** to the south of the public beach.

185 The red and white buildings of the *Canadian Coast Guard Marine Depot*, on the mainland east of McKerrel Rock, are **conspicuous**.

Approaches to Parry Sound Harbour

Parry Sound — North part

Killbear Point to Carling Bay

186 **Patterson Island** ($45^{\circ}21'N$, $80^{\circ}10'W$), a small island 1.3 miles north of Killbear Point light, is 8.2 m in elevation and wooded. Dry **rocks** and **shoal water** lie between it and the mainland.

187 **Blind Bay**, **Collins Bay** and **Loon Bay** are three inlets, each 1.2 miles long, lying NW of Patterson Island.

 188 Blind Bay, entered north of **Ouimet Point**, is an excellent harbour with no known dangers. The

shores of Blind Bay are 30 m in elevation and wooded. **Anchorage** for small craft can be found near the head of the bay.

 189 A **submarine power cable** crosses Blind Bay, passing 0.65 mile NW of **Mary Islet**.

190 Collins Bay can be entered either side of **Middle Island**; the passage on the NE side is deeper and more direct. A **rock**, drying 0.4 m, lies off the mainland point west of Middle Island. The inner part of the bay is connected to **Deep Bay** (*unsounded*) by a shallow channel.

191 Loon Bay has six islands in it, the principal ones being **Johnson Island**, 15 m in elevation; **Hailstone Island**; **Loon Island**; and two wooded islands near the head of the bay called **Giffen Islands**. There are good passages on both sides of Hailstone Island and Loon Island.

 192 **Submarine cables**, power and telephone, cross Collins Bay and Loon Bay.

 193 **Mowat Island** ($45^{\circ}22'N$, $80^{\circ}09'W$), with a pronounced summit 44 m in elevation, is the largest of a group of islands lying SE of Collins Bay and Loon Bay. **Muriel Island**, **Bar Island** and others give shelter to a snug little bay on the north side of Mowat Island.

 194 **Caution.** — A **submarine power cable** is laid along the shores of Mowat Island and across the SE part of the bay on the north side of the island.

 195 **Caution.** — The passage between Muriel Island and Mowat Island is shoal, with a least depth of 0.4 m; between Bar Island and Mowat Island there is a depth of 4.4 m. The passage SW of **Ball Island**, which is a small island east of Bar Island, has a depth of 6.7 m. A depth of 0.4 m lies close SW of Ball Island.

196 **Miller Rock** lies on a shallow spit projecting SW from Mowat Island.

197 **Spectacle Island** is 30 m in elevation and wooded. There is no passage between it and **Mahmundaug Island**, but

depths of 7.4 m can be found between a rock, drying 0.8 m, north of Spectacle Island and **Wigwas Island** by keeping closer to Wigwas Island. There is a white mast on the NE side of Wigwas Island.

198 **Green Island** is connected to Wigwas Island by a gravel bank over which there is 2.2 m of water. A deep passage leads south of Green Island and Spectacle Island and north of the Mowat Island group.

199 **Passage Island** is 4.9 m in elevation with several pine trees and a cottage. Passage Island can be passed on both sides but the south channel is easier.

200 **Horse Island** ($45^{\circ}23'N$, $80^{\circ}09'W$) is 46 m in elevation and densely wooded. The channel between it and Green Island is 91 m wide between two dry rocks.

 201 **Caution.** — **Tranch Rock**, awash, lies NE of Horse Island. It is marked by a starboard hand **daybeacon**, with an elevation of 7 m.

202 **Inez Island** is a large bare rock 9.8 m in elevation; it lies at the southern edge of a spit which extends east of Horse Island. The channel between this spit and Huckleberry Island is 229 m wide.

203 **Alves Point** ($45^{\circ}24'N$, $80^{\circ}10'W$) extends from the mainland 0.8 mile NW of Horse Island.

 204 **Alves Point light** (925) is on the SE end of the point with a red and white rectangular **daymark**. This daymark is partly obscured by trees when viewed from the south and SW.

Carling Bay

205 **Carling Bay** ($45^{\circ}24'N$, $80^{\circ}10'W$), known locally as **Smith Bay**, is a sheltered inlet in the NW part of Parry Sound.

206 Carling Bay can be entered from the south by passing west of **Goat Island** or from the east by passing north of Goat Island and **Grave Island**.

 207 Good **anchorage** for small craft can be found near the head of Carling Bay.

 208 **Caution.** — A shoal area extends from the west side of Goat Island and there is a rock, drying 0.4 m, just off the NE shore of Alves Point.

 209 **Carling Bay Marina** is at the NW end of Carling Bay. **Sunny Shore Resort** is on the east side of the bay.

210 **Harrison Landing Marina** is on the mainland NE of Goat Island.

Carling Bay to Parry Sound

211 **Huckleberry Island** ($45^{\circ}23'N$, $80^{\circ}07'W$) is wooded and 46 m in elevation. It is separated from **Wall Island** by **Hole in the Wall**, which is a remarkable cleft 34 m wide at its narrowest part and 3.4 m deep. A rock, nearly awash at the west entrance to the cleft, is marked by a port hand **daybea-**

con. There is a second port hand **daybeacon** at the north side of the east entrance to Hole in the Wall. The limit of shoal water extending south of Wall Island is marked by a **buoy**.

 212 **Caution.** — The passage NW of Huckleberry Island is obstructed by **Collins Reef** and **Dent Rock**. Collins Reef, shallow and rocky with a least depth of 1.6 m, has a port hand **daybeacon** at its NE side and a **buoy** at its west end. Dent Rock, drying 0.2 m, is marked by a **buoy**. With local knowledge, depths of 8.2 m can be carried between Collins Reef and Dent Rock, and 5.5 m between Dent Rock and the mainland.

 213 A **submarine** telephone **cable** crosses from the west side of Huckleberry Island to the mainland 0.4 mile west of **Morrison Point**. This cable passes across Collins Reef and SW of Dent Rock.

 214 There is a **Great Lakes Heritage Coast** public picnic area with a **wharf** on the north shore of Huckleberry Island.

215 A rock close east of **Pyette Point**, at the north end of Huckleberry Island, is marked by a port hand **daybeacon**.

216 **McIlray Island** is the western and lower island of the two lying north of Pyette Point; drying rocks lie west and SW of it. A depth of 5.4 m can be carried between these **rocks** and Huckleberry Island.

 217 **Sawdust Bay**, the cove at **Blair Creek**, 0.6 mile WNW of McIlray Island, offers good **anchorage** for small craft in a depth of 8.7 m off the gravel bank at the mouth of the creek.

218 The settlement of **Nobel**, 1 km NE of the ruined wharf at **McFarlane Point**, has a post office and an express office. The nearest business centre is Parry Sound, 8 km away by paved highway.

 219 **Caution.** — A **submarine** water **intake** extends 0.2 mile WSW from a point close north of **Murray Point**.

220 **Elizabeth Island** ($45^{\circ}23'N$, $80^{\circ}05'W$), 21 m in elevation and densely wooded, is separated from the east shore of the sound by **Barry's Channel**, which is a narrow channel with a least depth of 0.8 m, mud bottom. A rock with a depth of 0.6 m over it, NNW of Elizabeth Island, is marked by a **buoy**. **Mary Island** lies 0.1 mile south of Elizabeth Island.

 221 There is a Public **wharf** and a boat **ramp** on the mainland shore east of Elizabeth Island, near the north end of Barry's Channel.

222 **Partridge Island**, round and 11 m in elevation, is a prominent feature midway between Elizabeth Island and Huckleberry Island. There is deep water on both sides of Partridge Island, but an area of **shoals** and a rock, drying 0.7 m, lie close south of it.

223 **Gull Island**, an isolated rock 0.6 mile south of Partridge Island, is 6.4 m in elevation and bare.

PARRY SOUND HARBOUR FROM SOUTH (1996)



224 **Bowers Bay** ($45^{\circ}23'N$, $80^{\circ}04'W$) has two sheltered coves, **Ireland Bay** and **Felsman Bay**, at its north end. The western cove, Ireland Bay, offers good **anchorage** for small craft in 7.8 to 9.7 m. A deep channel into Bowers Bay is between **Three Tree Island** and **Duncan Point**. Three Tree Island has a yellow cottage with a silver-coloured roof which is prominent from the NW, west and south.

225 **Rocks** with depths of 1.7 m lie midway between Three Tree Island and **Robertson Island**.

226 From Duncan Point SSE to the *Domtar Depot* wharf, the shore is generally steep-to.

North Entrance to Parry Sound Harbour

227 **Salt Point** ($45^{\circ}20'N$, $80^{\circ}03'W$) is on the west side of the entrance to Parry Sound Harbour. The land close behind the point rises to an elevation of 31 m.



228 **Salt Point light** (928) is on the NE extremity of Salt Point with a red and white rectangular **daymark**.



229 **Anchorage** with good holding ground can be found NW of Salt Point in depths of more than 30.5 m, mud bottom.

230 **Bobs Point** forms the east side of the entrance to the harbour. A marina **breakwater** extends offshore from Bobs Point to enclose an area SW and south of the point.



231 **Parry Sound range lights**, in line on a bearing of $150\frac{1}{2}^{\circ}$, lead through the **buoyed** main shipping

channel. The front light (930) and rear light (931) are on the east shore opposite Rosetta Island.

Parry Sound Harbour

232 **Parry Sound Harbour** ($45^{\circ}20'N$, $80^{\circ}02'W$) is a natural deep water harbour, 1.4 miles long and 0.4 mile wide, sheltered between Parry Island and the mainland. The harbour stretches from Salt Point to Rose Point swing bridge; the main harbour facilities (*described later in this section*) are at the NE end around the mouth of the Seguin River, close to downtown Parry Sound.

233 Parry Sound Harbour is a *Public port* administered by *Transport Canada*. Parry Sound Harbour is subject to the *Public Ports and Public Port Facilities Regulations*. The dockage facilities at the Town Dock are administered by the *Parry Sound Area Chamber of Commerce* who also have an information centre there.

234 **Oak Island** and **Rosetta Island** lie in the NW part of the harbour. **Boneyard Bay** lies NW of Oak Island.

235 **Sloop Island**, in the south part of the harbour, is separated from **Jenkins Point** by a channel with depths of 1.6 m.



236 **Jenkins Point light** (932) is on the NW tip of Jenkins Point.

 237 **Caution.** — A port hand **daybeacon** on the SE end of Sloop Island is 2.7 m high, with an elevation of 4 m. A shoal, with a least depth of 1.1 m, 0.2 mile SW of Jenkins Point is marked by a port hand **daybeacon**, with an elevation of 3 m.

238 **Buffalo Point**, at the south end of Parry Sound Harbour, is the east tip of Parry Island. **Rose Point**, 0.1 mile south of Buffalo Point, is a wooded promontory.

239 A **swing-bridge**, with a vertical clearance when closed of 5.6 m, crosses the channel between Rose Point and Parry Island. The bridge is mounted on a centre pier which has an opening 18 m wide on each side. Vessels should use the opening on their own starboard hand.

240 **Bridge signals.** — This bridge generally operates between 06:00 and 22:00 from mid-April to early December. Operators of southbound craft requiring the bridge to open should stop at Sloop Island and signal *three long blasts*. Northbound craft should give the same signal, stopping off the NE point of **Isabella Island**. Vessels should hold the above positions until the bridge is open and the channel is clear.

241 Operators of craft, whose overhead dimensions are such that they do not require the bridge to be opened, should proceed carefully without signal.

 242 **Rose Point Swing Bridge lights** (933) are shown from the centre pier structure and from the bridge itself. The six red lights on the sides of the bridge move with it and indicate closed; the four green lights at the ends of the swing section come into view when the bridge is open. The lights are privately maintained.

243 (*South Channel, which leads from Rose Point to Turning Island (45°13'N, 80°10'W) (Chart 2202-3), is described in Chapter 8.*)

Town of Parry Sound

244 The town of **Parry Sound**, with a population of 6191 (2011), is at the mouth of the **Seguin River**. This is a popular resort in the summer and is well supplied with hotels, motels, banks and shopping facilities. It is the largest population centre between Barrie and Sudbury and is the base for many government services. There are two **hospitals**.

245 Parry Sound is on the *Highway 400* corridor of the *Trans-Canada Highway*, connecting with *Highway 17* at Sudbury; it is served by scheduled bus and *Via Rail* services. *Parry Sound Municipal Airport*, 24 km to the SE, is the home of *Georgian Bay Airways* with year-round sightseeing and charter flights as well as other services.

 246 A Public **wharf** at the west side of the river mouth is 275 m long. The deck elevation is 2.1 m. A berth dredged on the east side of the outer 152 m of the wharf, part of which is reserved for the *Island Queen* cruise ship, had depths of 4.4 to 6.3 m in 2006.

247 A **wharf** on the east side of the port is 152 m long with a deck elevation of 3 m. This wharf is used by commercial tanker vessels.

 248 In the spring, the heavy flow from the Seguin River causes considerable **current** at the Public wharf.

249 Diesel fuel can be supplied by tank truck at the Public wharf or at local marinas.

 250 There are several **marinas** in Parry Sound Harbour.

251 *Big Sound Marina*, at Bobs Point, and *Parry Sound Town Dock*, at the west side of the Public wharf, are authorized dealers for *Canadian Hydrographic Service* nautical charts and publications through the *Parry Sound Area Chamber of Commerce*. Approaching boaters are advised to make initial contact on VHF Channel 68.

252 *McIsaac Georgian Bay Fuels*, at the north end of the town dock, operates a fuel delivery service along the shores of Georgian Bay, ranging as far as Pointe au Baril.

253 *Parry Sound Marine* is on the east side of the river mouth. *Parry Sound Marine* is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

254 *Sound Boat Works* is on the east side of the harbour.

255 *Holiday Cove Marina* is 0.2 mile south of *Sound Boat Works*.

256 *Point Pleasant Marina* is on the south side of Jenkins Point.

257 *Georgian Bay Marina* is south of Jenkins Point.

258 *Rose Point Marina* is at the SE end of the harbour.

259 *White Squall Paddling Centre*, 12-B Bay Street, Parry Sound, is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

260 **Historical note.** — Parry Sound was built about 1860 as a village to serve the then-thriving lumber business. It is now the largest town in the area and caters to the visitor with many local attractions and events throughout the year. Parry Sound tells of having a tourism history dating back 300 years to the days when the Huron Wendat nation peoples used the area for summer hunting and fishing.

261 **Points of interest.** — Being an important resort town, Parry Sound has many features of interest to the visitor. Several of these appeal to the outdoors enthusiast, while others are more cultural.

262 *West Parry Sound District Museum*, also known as *The Museum on Tower Hill*, located next to the 29-m tall observation tower, tells something of the history of Parry Sound and its people. Exhibits include fossils found in the area and artifacts used by the early Indian peoples. Photographs and memorabilia of the pioneer settlers and the local lumber industry are also displayed.

263 *Island Queen*, a large modern tour boat, runs daily three-hour sightseeing cruises through the scenic waters of

the *30,000 Islands*. These tours generally operate from June to mid-October.

264 *Georgian Bay Airways* operates sight-seeing tours out of the Town Dock.

265 There are a dozen or more *art galleries* and craft studios in and around Parry Sound. Some of these are open during the day, others only in the evenings or by appointment.

266 *Canoeing* facilities include routes through the river and lake systems of the French, Magnetawan, Wolf, Pickerel and Key rivers to the NW of Parry Sound. Several shorter routes to the south have been graded for all levels of skill from novice to expert.

267 *Rainbow Theatre* hosts stage performances six days a week during the summer season. These shows include popular comedy and drama productions as well as special events and dinner theatre presentations.

268 There are two major wilderness hiking trails in the Parry Sound area; these are the *Seguin Trail*, which follows the route of a historic railroad, and the more challenging *Shawanaga Trail*. There are also shorter hiking trails

within the nearby *Killbear Provincial Park* and *Oastler Lake Provincial Park*.

269 *Tower Hill Lookout*, on a hill overlooking the town, is the site of a forest fire lookout station built in 1927. This 29-m tall observation tower has magnificent views in all directions and is open to the public. The tower is set in landscaped gardens with parking areas, picnic tables, and washroom.

270 *Festival of the Sound*, held during July and August each year, is a three-week festival of world-class music by internationally acclaimed performers. Presentations include concerts of modern, classical and jazz music as well as special events such as evening *Water Music Cruises* on the *Island Queen* cruise ship.

271 The *Parry Sound Area Chamber of Commerce*, open year round in the former *Canadian National Railway* station on Church Street, has a well-stocked Tourist Information Centre which also sells *Ministry of Natural Resources and Forestry* fishing maps. This is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications, and is also an agency for fishing and hunting licences.

East shore North part

General

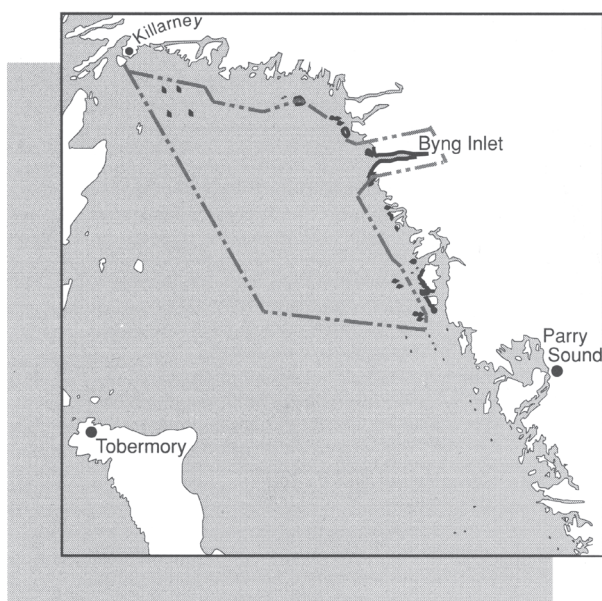
Charts 2201, 2203, 2204, 2243, 2293

1 This chapter covers the NE offshore area of Georgian Bay from McCoy Islands ($45^{\circ}27'N$, $80^{\circ}29'W$) to Bustard Islands, which lie 31 miles farther NW, and the northern offshore areas. The coastal area is protected by a fringe of islands, islets, above-water rocks and **shoals** extending 2 to 5 miles offshore; there are several **dangers** up to 9 miles offshore. An inshore small-craft route from Parry Sound to Killarney winds through the islands and rocks of the protecting fringe and is sheltered for most of its length.

2 *(The inshore route is described in Chapters 9 and 10.)*

3 Channels marked by lighted aids to navigation lead to Pointe au Baril, Byng Inlet and Bustard Rocks. A marked but unlighted channel leads to Key Harbour. Alexander Passage (shown on Chart 2243) can be entered from offshore through a channel marked by a **beacon** range but local knowledge is recommended.

4 The land in this part of Georgian Bay has few prominent features to help coastal navigation.



McCoy Islands to Pointe au Baril

Chart 2243

Outlying dangers

5 **Caution.** — **McIntosh Bank** ($45^{\circ}28'N$, $80^{\circ}39'W$) lies 6 miles west of McCoy Islands. A deep channel separates it from **Kennedy Bank**, 1 mile to the NNW, which is one of the most dangerous shoals on the east side of Georgian Bay, with a 4-foot (1.2-m) rock at its centre. Its west side is marked by a **buoy** AK. Because Kennedy Bank is steep-to on its east side, soundings give little warning to a mariner approaching from that direction.

6 *(Stalker Bank, SE of McIntosh Bank, is described in Chapter 5.)*

7 **Heart Bank**, 2.5 miles NNW of Kennedy Bank, is so named from the shape of the 60-foot (18.3-m) contour around it.

8 McCoy Islands ($45^{\circ}27'N$, $80^{\circ}29'W$) lie 3 miles offshore at the north end of Mink Islands (*described in Chapter 5*). **Big McCoy Island** and **Little McCoy Island** are wooded. **Southwest Island** is almost bare, 16 feet (4.9 m) in elevation, with a flat summit.

 9 **Caution.** — McCoy Islands are surrounded by rocks and shoals, the named ones being **Duncan Rock** and **Colin Rock**, both low and above water, **Kenneth Patches**, **Bassett Rock**, with a least depth of 5 feet (1.5 m), and **McCoy Shoal**, with a least depth of 9 feet (2.7 m). There is deep water close west of these last three features; soundings give little warning.

10 Only small boats can pass through McCoy Islands or between them and **Hertzberg Island**, to the NE.

11 Hertzberg Island and **Shawanaga Island** are the two largest islands of the many which shelter Shawanaga Inlet (*described in Chapter 5*).

12 **Black Bill Islands**, 4 miles NW of McCoy Islands, are bare rocks with an elevation of 14 feet (4.3 m) lying on a shallow rocky bank 5 miles offshore. **Southeast Rock**, 10 feet (3 m) in elevation, **Oliver Rock** and **Eagle Reef** lie on the same bank.

13 **Lookout Island** ($45^{\circ}33'N$, $80^{\circ}30'W$), 47 feet (14 m) in elevation, is densely wooded and shelters Pointe au Baril Harbour. **O'Brien Islands**, the inner and larger one being wooded and 13 feet (4 m) in elevation, are the outer two islands of a chain extending SW from Lookout Island. **Doran Rock** lies SSE of O'Brien Islands.

 14 **Caution.** — **Vail Rock**, with a least depth of 4 feet (1.2 m), **Lindsay Rock**, 5 feet (1.5 m) in elevation, **Meaford Shoal**, with a least depth of 1 foot (0.3 m), and **McKenney Reef**, with a least depth of 6 feet (1.8 m), lie on a narrow shallow spit extending 3 miles SW from O'Brien Islands. A rock, 0.15 mile south of Lindsay Rock, is 1 foot (0.3 m) in elevation.

15 Only small boats can pass between Black Bill Islands and O'Brien Islands, and no vessel should pass NE of a line joining McCoy Islands and Black Bill Islands.

Charts 2243, 2203-2

 16 **Pointe au Baril Harbour** ($45^{\circ}34'N$, $80^{\circ}30'W$) offers the only **anchorage** between Mink Islands and Byng Inlet for a mariner without local knowledge. There is also access here to the small-craft route leading through Shawanaga Inlet to Parry Sound. Although it is 4 miles longer than the offshore route, it is completely sheltered except for an open stretch between Red Rock and Snake Island. This inshore route is suitable only for shallow-draught vessels.

17 (*The inshore small-craft route is described in Chapter 9.*)

Approach channel to Pointe au Baril

18 **Pointe au Baril** is approached from WNW through a channel marked by a lighted range. The channel passes through many **shoals** and is only 450 feet (137 m) wide 1 mile from the front light structure. The range **lights**, however, are far apart and sensitive, and the two lights in line lead clear of all shoals. The least depth in the approach channel is 10 feet (3 m).

19 **Tizard Rock** starboard hand **light buoy AA2 (941)** lies at the offshore approach to Pointe au Baril on the line of the Pointe au Baril range, 2.2 miles from the front light.

 20 **Pointe au Baril range lights**, in line bearing $104\frac{1}{2}^{\circ}$, lead into Pointe au Baril from offshore and also mark part of the small-craft route. The front light (942), on the south end of the point, is shown from a white square tower. The rear light (943) is on Macklin Island (*Chart 2203-2*). The lights are visible only on the line of the range. The front light tower is **conspicuous**.

 21 The closest known **dangers** in the approaches to the channel are **Corner Rock**, on the south side, and **Triton Rock**, on the north, both with depths of 10 feet (3 m). **Challenger Rock** lies SSE of Corner Rock; **Tizard Rock** lies north of Triton Rock. Many unnamed **dangers** lie farther inshore on both sides of the channel.

22 (*The route and facilities in the area of Pointe au Baril are described in Chapter 9.*)

23 Hangdog Reef (*described in Chapter 9*) is 2 miles NNW of Pointe au Baril front range **light**. The white **daymarks** of a **beacon** range (*Chart 2203-2*) on Hangdog Point and Hangdog Reef, in line on a bearing of 042° , lead NW of Corner Rock and Meaford Shoal. The daymarks are privately maintained and are reported to be in disrepair.

24 The **daymarks** of a second **beacon** range (*Chart 2203-2*) are 0.3 mile WNW and 0.4 mile NNW of Hangdog Point, respectively. This second range is on the inshore small-craft route and is used by boaters entering Hangdog Channel (*described in Chapter 9*).

Pointe au Baril to Byng Inlet

Chart 2243

25 The coast between Pointe au Baril and Byng Inlet is much indented, low, and sparsely wooded. It has many islands and rocks but few identifiable features. In the northern part, depths of 4 feet (1.2 m) lie 3 miles off the outer islands. A vessel caught in thick weather should not approach to depths of less than 72 feet (21.9 m) anywhere between Pointe au Baril and Byng Inlet.

 26 Between Pointe au Baril and Alexander Passage, 5 miles to the NW, **dangerous** shoals and banks with as little as 4 feet (1.2 m) over them lie 1 mile off the outer islands. Among these **dangers** are **Haslewood Bank**, **Coghlan Reef** and **Hangdog Bank**. A vessel should not approach to depths of less than 36 feet (11 m).

Chart 2203-3

 27 **Alexander Passage** offers protected **anchorage** for shallow-draught vessels up to 150 feet (46 m) in length. The approach channel is entered between two groups of rocks named **The Brothers** and **The Sisters**. The channel is marked by a **beacon** range but local knowledge is advised because of the difficulty in obtaining a visual fix from offshore. The least depth in the approach channel is 8 feet (2.4 m).

28 **Charles Inlet** is also entered between The Brothers and The Sisters but has no good anchorage and should not be entered without local knowledge.

29 (*Alexander Passage, Charles Inlet and their approaches are described in Chapter 9.*)

Charts 2243, 2244

 30 **Caution.** — **Mercier Rock** ($45^{\circ}40'N$, $80^{\circ}37'W$), 2.1 miles NW of The Brothers, is 4 feet (1.2 m) in elevation. A large starboard hand **daybeacon** on Mercier Rock is **conspicuous**; this daymark is an aid to navigation on the inshore small-craft route. A **dangerous** shoal, awash, lies SW of Mercier Rock.

 31 **Caution.** — **Black Rock** (*a local name*), **Alberta Rock**, drying 2 feet (0.6 m), and **Athabasca Rock**, with a least depth of 2 feet (0.6 m), are offshore **dangers** south of Mercier Rock. Black Rock appears to be white due to the many birds nesting on it.

32 **Inside Head Island** is 26 feet (7.9 m) in elevation and is part of a group of islands. It is easily identified by its bare top and the growth of high bent pine trees on its SW side. This island marks the vicinity of the mouth of the **Naiscoot River**, which can be approached from the small-craft route, with local knowledge, but not from offshore. **Head Island** is the outermost island of the group. **Wolsley Rock** lies WNW of Head Island.

 33 **Caution.** — **Garnet Rocks** and **Laird Rocks**, NW of Inside Head Island, are low above-water rocks. **Augusta Rock**, with a least depth of 2 feet (0.6 m), **Sarah Rock**, with a least depth of 1 foot (0.3 m), and **Sophia Rock**, with a least depth of 1 foot (0.3 m), lie farther NW.

34 **Imperial Bank** lies 4 miles offshore, west of Head Island.

 35 **Morden Rock**, with a least depth of 4 feet (1.2 m), a **dangerous** detached rock 1.4 miles NNE of Imperial Bank, is marked by a **buoy** *AM2*.

36 The track from Black Bill Islands to Byng Inlet passes between Morden Rock and Imperial Bank. In thick weather a vessel should not approach to depths of less than 66 feet (20.1 m).

37 **Norgate Rocks**, 3 miles NW of Mercier Rock, are marked by a large starboard hand **daybeacon**.

 38 **Norgate Inlet**, lying east of Norgate Rocks, is reported to offer **anchorage** with good shelter (*see Chapter 9*). It can be entered from the small-craft route but there is no suitable passage from offshore. **Red Rock** and **McHugh Rock**, which lie north and NNW of Norgate Rocks, respectively, are both bare.

Byng Inlet and Approaches

Charts 2293, 2203-3

39 **Byng Inlet** ($45^{\circ}46'N$, $80^{\circ}39'W$), a narrow arm of Georgian Bay, is navigable by medium-draught vessels as far as Britt, which is 4 miles from the mouth of the inlet.

 40 **Navigation safety call.** — Before entering or leaving Byng Inlet, vessels should broadcast their position and intentions on VHF Channel 16 (156.8 MHz).

Magnetawan Ledges to Clark Island

41 **Gereaux Island** ($45^{\circ}45'N$, $80^{\circ}40'W$), **Duffy Island**, **Danny Island** and **Gerry Island** are in a group of islands on the south side of the entrance to Byng Inlet. Duffy Island, quite flat, is the outermost of these islands.

 42 A *Canadian Coast Guard Inshore Rescue Boat* is based at Gereaux Island light station from the end of May to the beginning of September each year, though these dates are subject to change (*see* information on *Search and rescue* in Sailing Directions booklet *CEN 300—General Information, Great Lakes*).

43 *Byng Inlet* starboard hand **light buoy** *HH2* (953) lies 3.2 miles WSW of Duffy Island on the line of the Byng Inlet range.

44 A channel with a controlling depth of 20 feet (6.1 m) and a least width of 70 feet (21 m) leads 8.5 miles from the starboard hand **buoy** *HH2* to the turning basin at Britt. It is clearly marked by **buoys**, **light buoys** and range **lights**. The usual track through the channel is shown on the charts. Because of the limited width of the channel, a mariner without local knowledge is advised to enter by daylight.

45 The main shipping track into Byng Inlet offers an excellent all-weather access route to the small-craft route from offshore.

 46 **Caution.** — **Magnetawan Ledges**, which are the outermost **dangers** on the south side of the entrance to Byng Inlet, extend WSW from Duffy Island.

Shoals of 8 to 12 feet (2.4 to 3.7 m) lie up to 2 miles WSW of Duffy Island, and shoal patches of 14 to 18 feet (4.3 to 5.5 m) lie up to 0.3 mile farther SW and west.

 47 **Caution.** — **Burton Bank**, on the north side of the channel NW of Duffy Island, is a **dangerous** shallow area on which the sea breaks in strong prevailing winds. It should be avoided by staying in depths of more than 60 feet (18.3 m) until on the line of the Byng Inlet range.

 48 **Caution.** — **Old Tower Rocks** lie 0.2 mile NNW of Duffy Island. The highest of these rocks is 13 feet (4 m) in elevation; several **dangerous** rocks lie to the NE.

 49 **Gereaux Island light** (954), on the north part of Gereaux Island, is shown from a **conspicuous** white rectangular structure.

50 A **Racon**, identification *Morse* “G” (—••), operates at Gereaux Island.

51 There is a microwave tower east of Still River, 6 miles ENE of Gereaux Island (*see Chart 2244*). The structure is reported to be radar **conspicuous** from the offshore approaches to Byng Inlet.

 52 **Caution.** — **McNab Rocks** lie on the north side of the channel north of Gereaux Island, with **Keystone Rock** at their SE end. A 5-foot (1.5-m) shoal depth was reported, about 0.1 mile WNW of the NW end of Bigwood Island.

 53 Excellent **anchorage** in 21 feet (6.4 m), mud bottom, can be found 0.25 mile NE of Keystone Rock.

 54 **Byng Inlet range lights** are on the mainland NE of Gereaux Island. The front light (957) is on a rocky point. The rear light (958) is on a high rocky point of land. The lights in line on a bearing of $074\frac{1}{2}^\circ$ lead from starboard hand **light buoy HH2** to the intersection with Clark Islands range, NNE of Gereaux Island light. The front light is visible only near the line of the range.

 55 **Caution.** — The **buoyed** channel for larger vessels leaves the range to pass south of Burton Bank.

56 **Clark Island** and **Bigwood Island** are two large islands in the mouth of Byng Inlet. **Ab Island** lies off the south side of Bigwood Island. **Ab Shoal**, with a depth of 5 feet (1.5 m), lies close north of the channel SE of Ab Island.

57 The small-craft route (*see Chapter 9*) leads between Magnetawan Ledges and Duffy Island; it joins the main shipping route at Old Tower Rocks. The small-craft route is marked by **buoys**.

 58 **Caution.** — The buoyage on the small-craft route is based on the “upstream” direction being from Parry Sound towards Byng Inlet and from Byng Inlet towards Killarney.

 59 **Clark Islands range lights** are on the south side of Clark Island. The front light (959) and the two rear lights (960) are on the steep rocky shore alongside

the channel. The lights in line, bearing 051° , lead from the intersection with Byng Inlet range to a position close south of Clark Island. The front light is visible only on the line of the range.

Clark Island to Britt

60 **Dreavers Island** lies NE of Clark Island. The route leading between Dreavers Island and Clark Island and along the north shore of Clark Island has no aids to navigation.

61 The small-craft route leading northward from Byng Inlet follows the main shipping track SE of Clark Island and Bigwood Island. It then joins the route leading northwards between Bigwood Island and McNab Rocks.

 62 **Caution.** — **Ossifrage Rock**, depth of 1 foot (0.3 m), lies 0.1 mile east of Clark Island close north of the main channel and is marked by a **buoy H31**. Another 1-foot (0.3-m) rock lies midway between Ossifrage Rock and Clark Island.

63 **Pine Tree Point** is on the north shore of the inlet 0.4 mile east of Clark Island.

64 The channel from Clark Island to Pine Tree Point has a least width of 70 feet (21 m). It is marked by a **beacon** range at its west end and a **range light** at its east end. The western range front **beacon**, on the SE shore of Clark Island, is 18 feet (5.5 m) high with an elevation of 30 feet (9.1 m); it has a white **daymark** with an orange vertical stripe. The rear beacon, near the Clark Islands range rear light, is a similar structure with a height of 17 feet (5.2 m) and an elevation of 50 feet (15 m). The beacons in line bear 256° ; the rear light of the Clark Islands range is visible on the same alignment.

 65 **Pinetree Point range lights** are on Pine Tree Point at the eastern end of this same range line. The lights are in line bearing 076° . The front light (961) is on the rocky shore close to the water and the rear light (962) is on the higher ground behind.

66 From Pine Tree Point to Britt, 3 miles farther east, the channel is **buoyed** with a least width of 100 feet (30 m). It is reported to have a least depth of 20 feet (6.1 m). The banks are generally steep-to with few shoals but vessels should stay in mid-channel.

 67 **Wright's Marina** is on the north shore 1.5 miles east of Pine Tree Point. A shuttle vehicle is available for local grocery shopping and dining out.

68 **Old Mill Island** and **Rabbit Island** lie 1.5 miles east of Pine Tree Point. **Rabbit Narrows**, the ship channel between Rabbit Island and the south shore, has depths of 21 feet (6.4 m).

 69 **Rabbit Island West End light** (963) is on the SW tip of Rabbit Island.

 70 **Rabbit Island East End light** (964) is on the SE tip of Rabbit Island.

71 **Still River** is a narrow river which enters the inlet from the north 0.7 mile ENE of Rabbit Island. A road **bridge** with a clearance of 8 feet (2.4 m) crosses the river 0.4 mile from its mouth. Depths of 6 feet (1.8 m) were found in the river entrance and as far upstream as the road bridge.

72 An **overhead cable** with a clearance of 29 feet (8.8 m) crosses Still River close SW of the road bridge.

Britt and Byng Inlet

73 The community of **Britt** is on the north shore of the inlet, west of Still River. Britt has churches, a nursing station, motel, hotel, one restaurant, grocery store, and a general store with post office and liquor store outlet. Motels and a service station are available on the highway. The nearest veterinarian, hospital and banks are at Parry Sound, 56 km away by road.

74 The community of **Byng Inlet** is on the south side of the inlet, SSE of Still River. Byng Inlet has a small general store with post office as well as a lodge resort.

75 Both settlements are connected by paved road to Trans-Canada *Highway 69* and its inter-provincial bus network. The nearest airline service is in Sudbury, 77 km to the NNW.



76 There is a Public **wharf** on the north shore, midway between Rabbit Island and Still River. This wharf is 96 feet (29 m) long, with an elevation of 6 feet (1.8 m). It has depths of 10 feet (3 m).



77 **Caution.** — A rock awash lies 095° at a distance of 410 feet (125 m) from the SE corner of this Public wharf.



78 The Public **wharf** on the south shore at the settlement of Byng Inlet is 105 feet (32 m) long parallel to shore, with an elevation of 5 feet (1.5 m). Depths of 6 to 10 feet (1.8 to 3 m) were reported along the outer side of this wharf.

79 The jetty on the south shore, SW of Rabbit Island, is in ruins.

80 The oil jetty on the north shore has berthing dolphins with elevations of 9 feet (2.7 m). This berth has depths of 23 feet (7 m).



81 The *Canadian Pacific Railway* **wharf** is a concrete structure close east of Still River. The wharf is a freestanding rectangular cell about 33 feet (10 m) wide and 82 feet (25 m) long with a catwalk to shore at each end of the cell. Depths of 18 feet (5.5 m) are nearby.

82 **Mill Pond Bay** is an open bay on the south shore close east of the community of Byng Inlet. **Gun Island** lies offshore in the east part of the bay.



83 Small craft can find **anchorage** in the cove on the north shore of the inlet 0.5 mile ENE of Gun Island.



84 *St. Amant's Waterfront Inn & Marina* is on the north shore west of Britt Public wharf. Use of the **launch ramp** is paid for here.

Head of Byng Inlet

85 A trestle railway **bridge**, clearance 21 feet (6.4 m), crosses the inlet 1.7 miles east of Britt. The inlet east of here is the **Magnetawan River**. This river connects with **Wahwashkesh Lake** (*Chart 6026*), which is part of a chain of lakes 12 miles inland.



86 **Caution.** — There are **submerged obstructions** close east of the railway bridge. Local reports suggest avoiding this **danger** by using the bridge span SE of centre. Depths of 4 feet (1.2 m) were reported here.

87 The usual route used by small craft leads along the south side of the low mid-river island that lies 0.1 mile east of the bridge.



88 *River Haven Resort* is on the north shore 0.4 mile east of the railway bridge. Hunting and fishing guides are available on call. The area is noted for its bass, pike and walleye fishing.

89 **Historical note.** — Named after the British Admiral Byng, Byng Inlet became an important centre in Canada's early industrial days due to its good natural harbour and its immense stands of fine timber.

90 Lumbering operations developed in 1866 when Gibson's sawmill was built on Mill Island (now called Old Mill Island), and mill workers built their homes on the mainland close north of the island. This early community was known as Byng Inlet North, to distinguish it from a similar community on the south shore, and grew and prospered with the building of other mills in 1871 and 1880.

91 In 1908, just as the forestry industry was waning, the *Canadian Pacific Railway* between Parry Sound and Sudbury began operations and opened a station not far from Byng Inlet. In 1910, *C.P.R.* built a large coal dock on the north shore near Still River and renamed the community Britt after a prominent *C.P.R.* official. As this community grew with the new railway business, however, the once-larger community on the south shore declined with the decline of the forestry industry.

92 Today the communities of Britt and Byng Inlet are both quiet and oriented more to the needs of the visiting vacationer than to any other industry. The main commercial traffic is oil tankers delivering oil cargoes for shipment to other communities in this part of Ontario. The coal dock is little used as the *Canadian Pacific Railway* no longer has a need for ship-loads of coal to fuel railway locomotives.

Byng Inlet to Bustard Islands

Chart 2244

93 *(The small-craft route and features inshore of those described below are described in Chapter 10.)*

 94 **Caution.** — **Flat Rock** ($45^{\circ}48'N$, $80^{\circ}44'W$), 4.2 miles NW of Gereaux Island, is the larger and western of two bare islets, 14 feet (4.3 m) in elevation. Shoal water extends south and east from it. It makes a good landmark because it is the westernmost above-water feature in the area.

 95 **Caution.** — **Porcupine Island**, 1.2 miles NW of Flat Rock, is bare and easily seen, 15 feet (4.6 m) in elevation. Dry and underwater rocks extend up to 0.5 mile to the west and south.

96 **Champlain Island** is the largest island in the area. It is low and wooded except for its south end which is a cluster of small dry rocks. It is part of a group which includes **Salisbury Island** and **Beresford Island**. The area between the islands is shoal with many low dry rocks and underwater rocks.

97 **Zachary Rock**, 0.3 mile SW of Salisbury Island, is small and low.

98 **Churchill Islands** lie north of Beresford Island.

99 Henvey Inlet, east of Churchill Islands, is navigable by small craft to its head, 4 miles inland (*see Chapter 10*). It can be entered from the small-craft route but there is no recognized passage from offshore.

100 **One Tree Island** lies west of Churchill Islands. **Solitary Rock**, 0.4 mile farther west, has above-water and underwater rocks on its north, NW, west, and SW sides.

 101 **Caution.** — **Cross Ledge** ($45^{\circ}51'N$, $80^{\circ}50'W$) and **Dingy Reef** (*a local name*) are **dangerous** rocky areas extending 3.2 miles west of Churchill Islands. **Edsall Bank**, 2.5 miles SW of Cross Ledge, is an extensive offshore area south of the approach to Key Harbour.

 102 **Caution.** — **Phantom Shoal** ($45^{\circ}48'N$, $81^{\circ}01'W$) lies 10 miles WSW of One Tree Island. An area with a depth of 31 feet (9.4 m) lies 2 miles SSW of Phantom Shoal.

 103 **Bustard Islands** ($45^{\circ}54'N$, $80^{\circ}55'W$), south of the mouths of French River, is a wide area of islands, islets, and rocks (*described in Chapter 10*). When seen from the south, the islands blend into the mainland beyond but from the west they stand out clearly. Small craft can find good **anchorage** in Bustard Islands.

104 **South Point** is the southernmost islet of the Bustard Islands group.

 105 **Caution.** — A local **magnetic disturbance** has been reported in this area.

106 **Key Harbour** ($45^{\circ}53'N$, $80^{\circ}44'W$), in the NE corner of Georgian Bay, can be entered from offshore through a channel marked by unlighted **buoys**, **beacons** and **beacon** ranges.

It is possible to carry a depth of 17 feet (5.2 m) through this channel.

107 The approach channel to Key Harbour also gives access to Northeast Passage, which leads inside Bustard Islands to French River.

108 (*Northeast Passage and the approaches to Key Harbour are described in Chapter 10.*)

Bustard Islands to Killarney

109 **Bustard Rocks** ($45^{\circ}53'N$, $80^{\circ}57'W$) lie west of Bustard Islands and 3.5 miles SW of the mouth of Main Outlet (French River). **Southwest Rock** is the outer Bustard Rock.

110 (*Bustard Rocks and the approaches to French River are described in Chapter 10.*)

 111 The bight between South Point, of Bustard Islands, and Southwest Rock is full of shoal rocks and rocks awash. Depths of 4 feet (1.2 m) lie 0.4 mile SSW of South Point.

 112 **Caution.** — **Belize Rock** lies 0.4 mile SSW of Southwest Rock. There are several other shoal rocks in this area. Local knowledge is needed to make the passage between these shoal rocks and Southwest Rock, which should not be rounded nearer than 1 mile in a heavy sea. In thick weather, a vessel should stay in depths of more than 55 feet (16.8 m).

113 There is no inshore channel west of Bustard Rocks. The small-craft route leads offshore along the coast and enters Beaverstone Bay west of The Chickens.

114 As well as Main Outlet (French River), the shore is indented by three other mouths of French River: Bad River Channel, Fort Channel and Voyageur Channel. Of these, Bad River Channel and Fort Channel are navigable by small craft.

115 (*The above channels and coastal features are described in Chapter 10.*)

116 **Seven Fathom Bank** ($45^{\circ}50'N$, $81^{\circ}11'W$), 10 miles WSW of Bustard Rocks, has a least depth of 31 feet (9.4 m).

Chart 2245

117 The principal features in the north end of Georgian Bay are Philip Edward Island and George Island. **Philip Edward Island** ($45^{\circ}59'N$, $81^{\circ}18'W$), large with a broken shoreline, is separated from the mainland by Collins Inlet and Beaverstone Bay. George Island ($45^{\circ}58'N$, $81^{\circ}31'W$) is separated from the mainland by Killarney Channel. **Killarney Ridge**, 2.5 miles north of George Island, is visible for many miles.

118 **Historical note.** — Philip Edward Island and Collins Inlet were both named after Admiral Bayfield's midshipman assistant, Philip Edward Collins.

- 119  **Caution.** — An area extending up to 3 miles south of Philip Edward Island is uncharted.

Offshore islands

- 120 **Gull Island** ($45^{\circ}51'N$, $81^{\circ}16'W$), 6 miles south of Philip Edward Island, is limestone.



- 121 **Gull Island light** (972.5) is on the northernmost part of Gull Island.



- 122 **Caution.** — Papoose Island, 3 miles west of Gull Island, is densely wooded. A **dangerous** rocky ledge extends 0.3 mile to the south. Matheson Shoal, with a least depth of 16 feet (4.9 m), lies 2 miles WSW of Papoose Island.

- 123 *(The areas west of here are described in Chapter 2.)*

- 124 **Green Island** ($45^{\circ}55'N$, $81^{\circ}19'W$), which is a limestone island 3.8 miles NW of Gull Island, is so named because its trees contrast with the nearby bare rocks and islets. The north end of the island is a gravel point. **Steele Rock** lies west of Green Island. **Single Rock**, 8 feet (2.4 m) in elevation, lies farther WSW.

- 125 **Scarecrow Island**, 1.7 miles west of Green Island, is a wooded island of limestone gravel. **Scarecrow Island Bank** extends south and SW from Scarecrow Island.

- 126 **Scarecrow Island** starboard hand **light buoy DE2** (972.8) lies 0.2 mile SW of Scarecrow Island Bank.

- 127 **Smooth Rock**, 0.3 mile north of Green Island, is 23 feet (7 m) in elevation and is the southernmost of the rocks of Laurentian formation. It is so named because of its almost polished surface. A rock, 1 foot (0.3 m) in elevation, lies 0.2 mile to the NE but on other sides of Smooth Rock the water is deep, and there is a clear channel between it and Green Island.

- 128 Beaverstone Bay, approached east of Green Island, allows access to the east end of Collins Inlet. The small-craft route between Byng Inlet and Killarney leads through here.

- 129 *(Beaverstone Bay and approaches and Collins Inlet are described in Chapter 10.)*



- 130 **Caution.** — The area north of Smooth Rock is mostly uncharted and should not be entered without local knowledge.

- 131 **Southwest Hawk Island** ($45^{\circ}55'N$, $81^{\circ}20'W$), steep-to on its west and SW sides, is the farthest SW of the group known as **Hawk Islands**.

- 132 **Le Haye Rock** is small and drying.

- 133 **West Fox Island** ($45^{\circ}57'N$, $81^{\circ}22'W$), 1.2 miles NW of Le Haye Rock, is the southernmost island of **The Foxes** group. West Fox Island is 85 feet (26 m) in elevation and wooded; dry rocks lie 0.2 mile to the SE and SW. Other islands include **Martins Island** and **East Fox Island**.

- 134 This area is becoming increasingly popular with kayakers and canoeists.



- 135 **Caution.** — **Nicholson Rock** and **The Triangle**, the latter formed by one dry rock and two rocks with 2 feet (0.6 m) over them, lie SSW and SW, respectively, of The Foxes. **The Brothers**, two rocks 10 feet (3 m) in elevation, lie 0.6 mile west of The Foxes. Underwater rocks, known as **Harty Patches**, least depth of 1 foot (0.3 m), and **Alexander Rock**, least depth of 3 feet (0.9 m), lie farther west and WSW, respectively.

- 136 **Red Rock**, 2.4 miles west of The Foxes, is easily identified, being detached, small, bare, red and 16 feet (4.9 m) in elevation. Except for its NW side, Red Rock is steep-to. **Halkett Rock**, drying 1 foot (0.3 m), lies ENE of Red Rock. **The Long Rocks**, NNE of Red Rock, are **Celtic Rocks** and **Mocking Bird Island**, both bare.

- 137 *(The western entrance to Collins Inlet and the approaches to Killarney Channel are described in Chapter 10.)*

Inshore Route

Port Severn to Twelve Mile Bay

General

Charts 2202, 2241

1 The routes described in this chapter are covered by four of the five sheets of small-craft *Chart 2202*. Note that as these are strip charts aligned with the main direction of the route, north is not “up”. The access routes west and NW of Beausoleil Island are best seen on *Chart 2241*.

2 *(The offshore areas, covered by Charts 2241 and 2242, are described in Chapter 4.)*

3 **Caution.** — On the small-craft route, the direction from Port Severn towards Parry Sound is considered to be “upstream” for purposes of buoyage. On main shipping tracks, the approach from offshore is considered to be “upstream”; the buoyage system may appear to be reversed where a small-craft route meets a main shipping track. *(See information on Aids to navigation in Sailing Directions booklet CEN 300 — General Information, Great Lakes.)*

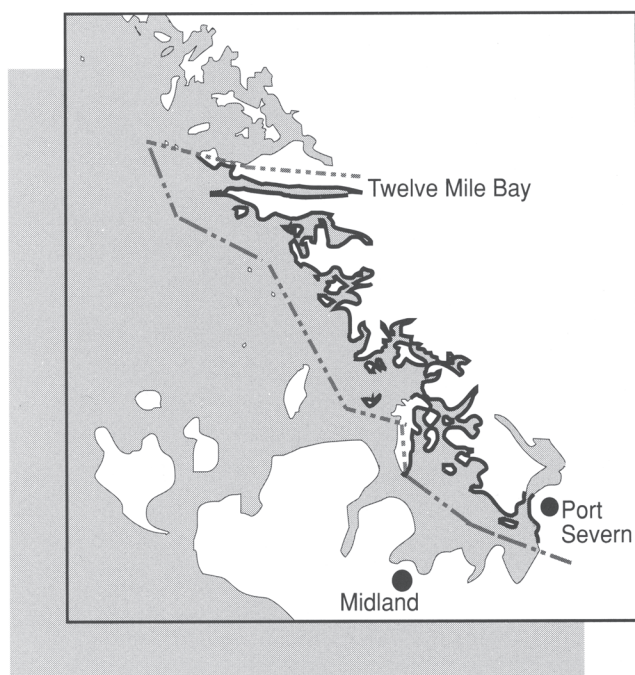
4 The small-craft route from Port Severn to Twelve Mile Bay covers a distance of 30 miles with a least depth of 6 feet (1.8 m). Except for the two sections described below, this route leads through sheltered waters.

5 The section between Newton Islands, which is 13 miles NW of Port Severn, and Peacock Island, 7 miles farther NW, is open to westerly winds and seas. The section between Bourke Point, 21 miles NW of Port Severn, and Copperhead Island, 6 miles farther NW, has several exposed stretches. Shelter can be found within a few miles of these areas.

6 **Caution.** — The section of the route that leads inshore of Quarry Island, which is 4 miles NW of Port Severn, is not suitable for craft drawing more than 5 feet (1.5 m). It can be avoided by following alternate routes.

7 It is possible to join the small-craft route from offshore between Port Severn and Twelve Mile Bay, using access routes with least depths of 6 feet (1.8 m), at places mentioned in this chapter.

8 Small craft heading northwards can avoid many miles of the inshore route by following the main shipping track as far as the intersection of Brébeuf range and Port McNicoll range (*Chart 2241*) and continuing along the **buoyed** route which leads east of Eshpabekong Island. This route joins the main small-craft route north of Barnard Bank.





9 *Georgian Bay Islands National Park* includes nearly fifty islands or parts of islands between Port Severn and Moose Deer Point, which is 30 miles to the NW. The park, shaded brown on *Chart 2202*, offers facilities ranging from day-use picnic areas to campsites with flush toilets. Many of these park sites are suitable only for small boats but some have **wharves** where larger craft can berth overnight.

10 For more information contact the Superintendent, *Georgian Bay Islands National Park*, 901 Wye Valley Rd., Box 9, Midland, Ontario L4R 4K6.

Trent-Severn Waterway

11 The **Trent-Severn Waterway**, which is a series of rivers and lakes between Port Severn and Trenton, can be entered through a lock at Port Severn. Its system of dams, locks and artificial channels allows small-craft with a draught of 5 feet (1.5 m) to travel the distance of 210 miles to Lake Ontario.

12 The *Canadian Hydrographic Service* publishes small-craft charts of the Trent-Severn Waterway. This pleasure craft route is described in detail in the *Trent-Severn Waterway Small Craft Guide*, which is also published by the *Canadian Hydrographic Service*.

13 **Historical note.** — This route between Georgian Bay and Lake Ontario was already being well used by the First Nations people when Champlain passed this way in 1615. In those days people paddled canoes along the open stretches of river and lake with many portages to get from river to river and around some of the rapids along the route.

14 The forestry industry that followed the early Loyalist settlers north from Lake Ontario found the waterway convenient for transporting rafts of logs and soon began pressing for development to solve the problem of the rapids. Along with pressure from other groups and the need for a route to the Upper Lakes safe from the ever-present military threat to the south, this resulted in a scheme to develop the whole system. Work began in 1833 with the construction of a lock at Bobcaygeon.

15 In its early stages, the Waterway developed as a series of unconnected sections; the opening of the new lock in 1920 at Couchiching made the final connection. The forestry industry had moved on by this time, and the threat of military invasion had faded, but the pleasure boater had appeared in increasing numbers.

16 Today the waterway sees more visitors than the early planners could ever have imagined. With its 43 locks and one marine railway, boaters can move in ease along the waters of the 210 miles between Georgian Bay and Lake Ontario.

Port Severn to Tomahawk Island

Chart 2202-1

17 The south end of Little Lake empties into **Severn Sound**. Midland Bay, Hogg (Hog) Bay and Sturgeon Bay are large inlets on the south side of the sound; the small-craft route follows the north side of Severn Sound.

18 From Port Severn to Tomahawk Island, which is 9 miles to the NW, the small-craft route winds through the islands and shoals which border the mainland shore covering a total distance of 12 miles (19 km). The channel is narrow in places but except for the section described below it is not difficult to navigate.



19 **Caution.** — The section of the route between Hill Bank and Turning Rock that leads inshore of Quarry Island is particularly narrow and tortuous and has channels that are difficult to locate; it is not considered suitable for craft drawing more than 5 feet (1.5 m).

20 The community of **Port Severn** (44°48'N, 79°43'W) is on both sides of the south end of Little Lake at the entrance to the Trent-Severn Waterway. There is a dam across the south end of Little Lake here; a lock allows passage for small vessels entering the Waterway.

21 Port Severn has a church, bank (open only on Fridays), post office, liquor and beer store, motels, hotel, restaurants, service stations, golf, tennis and a few stores. The nearest business centre and medical facilities are at **Coldwater**, 13 km SSE by paved road, and the nearest **hospital** is at Midland.



22 The Public **wharf** is SW of the lock and is 2 feet (0.6 m) high and 90 feet (27 m) long, with depths of 6 to 11 feet (1.8 to 3.4 m).



23 **Caution.** — Underwater boulders lie west of the wharf and extend out from shore parallel to it, making the inner side of the wharf difficult to approach.



24 There is another Public **wharf** NW of the lock. This wharf is 2 feet (0.6 m) high, 100 feet (30 m) long and 10 feet (3 m) wide, with depths of 6 to 10 feet (1.8 to 3 m).

25 Both Public wharves are administered by *Parks Canada*. Fees are charged for dockage.

26 **Lock 45** at Port Severn, with a lift of 12 feet (3.7 m), offers access to the western end of the Trent-Severn Waterway. Maximum permissible vessel dimensions for the lock are: draught, 6 feet (1.8 m); length, 84 feet (25.6 m); beam, 23 feet (7 m).

27 (*The small-craft route through the Trent-Severn system to Trenton on Lake Ontario is described in the Small Craft Guide, Trent-Severn Waterway.*)

28 Two **overhead cables** cross the lock. The vertical clearance is 39 feet (11.9 m).

PORT SEVERN (1996)



29 **Caution.** — The buoyage on the Trent-Severn Waterway side of the lock is the reverse of that on the Georgian Bay side; when proceeding upstream from Port Severn, red **buoys** and **beacons** should be kept to starboard.



30 *Port Severn Boat Cruises*, offering two hour sightseeing cruises daily during the summer, is based above the lock at Port Severn. Pay phone, groceries, snack bar and licensed dining room are nearby.

31 *S. R. Boat Sales* is on the east shore south of the lock.

Port Severn to Moreau Rock

32 From lock 45 to Moreau Rock, which lies 1.2 miles to the SW, the route leads under the *Highway 400 bridge*, which has a vertical clearance of 30 feet (9.1 m) and through a narrow channel which curves through a wide shallow bay. The channel is marked by **buoys** and **beacons**.

33 An **overhead** telephone **cable**, vertical clearance 53 feet (16.2 m), crosses the channel 40 feet (12.2 m) north of the *Highway 400* bridge.



34 Between lock 45 and the *Highway 400* bridge, the **current** is normally about two knots but is stronger in the spring and after heavy rains.

35 **Tug Channel Rock**, which is almost bare and marked by a port hand **daybeacon**, and **Murray Island**, which has a cottage and a similar **beacon**, lie on the east side of the channel. **Picnic Point** and **Picnic Rock** lie on the west side of the channel; Picnic Rock is marked by a starboard hand **daybeacon**.

36 Port bifurcation **buoy C**, 0.25 mile SW of Murray Island, marks the junction with a secondary route leading through Sturgeon Bay.

37 **Moreau Rock** ($44^{\circ}47'N$, $79^{\circ}44'W$), very small and 8 feet (2.4 m) in elevation, is marked by a starboard hand **daybeacon**. A small rock awash, marked with a **buoy**, lies 0.1 mile SSW of Moreau Rock.

Access route — Waubauskene — Sturgeon Bay

38 A secondary route from the vicinity of Waubauskene, 2 miles to the SE, offers access to the main small-craft route near Moreau Rock. (*This secondary route is described in Chapter 4.*)



39 **Caution.** — Boaters approaching Port Severn from Sturgeon Bay or Waubauskene should be aware that buoyage on the secondary route is based on an approach from offshore and is the reverse of the buoyage on the main small-craft route in this area.

Moreau Rock to Hill Bank

40 **Green Island** ($44^{\circ}47'N$, $79^{\circ}45'W$) and the mainland opposite it and **Potato Island** are low and mostly wooded with marshy shorelines.

41 From Moreau Rock, the route leads westward between Green Island and the mainland and winds through a channel between Green Island and Potato Island, then leads west for 2 miles to Hill Bank. The channel, marked by buoys,

POTATO ISLAND CHANNEL (1996)



is narrow, especially the section between Green Island and Potato Island.

 42 **Caution.** — Two rocks awash lie in mid-channel 0.1 mile WSW of Moreau Rock. The usual route passes north of these rocks.

43 **Potato Island Channel** has depths of 6 feet (1.8 m); it is only 50 feet (15 m) wide. Rocks and stones are piled along its edges.

 44 **Caution.** — Extra care is required in Potato Island Channel, particularly at the sharp turns.

45 There is a **beacon** range 0.2 mile SW of Potato Island; the front beacon has an elevation of 20 feet (6.1 m), the rear 30 feet (9.1 m). These beacons in line mark the western section of the channel as far as Hill Bank.

Charts 2202-1, 2241

46 **Chapelle Rock**, 0.9 mile west of Potato Island, is the largest of a group of above-water rocks lying north of the channel. Most of the area between the channel and the mainland is foul, filled with islets, rocks and shoals.

47 **Hill Bank** ($44^{\circ}48'N$, $79^{\circ}48'W$) has two pinnacles with depths of 4 and 6 feet (1.2 and 1.8 m). The north side of Hill Bank is marked by **buoy CC**.

48 A secondary small-craft route from the vicinity of Midland Bay joins the main small-craft route at **buoy CC**.

 49 **Caution.** — Buoyage on the main shipping routes leading into Midland Bay, Hogg (Hog) Bay and Sturgeon Bay, and the secondary small-craft routes leading into Severn Sound from the main shipping routes, is based on approach from offshore. This is the reverse of the buoyage on the main small-craft route in this area. (*Routes into Midland Bay, Hogg (Hog) Bay and Sturgeon Bay are described in Chapter 4.*)

Hill Bank to Turning Rock

50 Turning Rock lies 3.5 miles NNW of Hill Bank.

51 **Moore Point** ($44^{\circ}49'N$, $79^{\circ}48'W$) is dark-coloured and prominent. There is a starboard hand **daybeacon** on a rock close west of the point. The large bay to the NNE is full of above-water rocks and shoals; local knowledge is advised.

52 **Quarry Island** ($44^{\circ}50'N$, $79^{\circ}49'W$), 1 mile NW of Moore Point, is 52 feet (16 m) in elevation and well-wooded. It can be identified by its distance from the shore and its dark appearance.

53 From Hill Bank the route leads north, passing round Moore Point and across the mouth of the bay to the NNE, then winds through the islets and shoals between Quarry Island and the mainland. The route is marked by **buoys** and **beacons**. The distance along the route from Hill Bank to Turning Rock is 4 miles.

54 A **beacon** range close west of Moore Point leads from Hill Bank **buoy** to a position 0.3 mile south of Moore Point.



55 **Caution.** — The section of the route between Moore Point and Turning Rock that leads inshore of Quarry Island has a least depth of 6 feet (1.8 m) but has channels that are narrow, tortuous and difficult to locate. This section is not considered suitable for craft drawing more than 5 feet (1.5 m). An alternate route between Hill Bank and Turning Rock, passing outside Snake Island and Present Island, is easier and only 1.5 miles longer.

56 **Flat Rock Bank** lies north of Moore Point.



57 **Caution.** — A rock close east of the track near the south edge of Flat Rock Bank has a depth of 4 feet (1.2 m).

58 The route passes from midway across Flat Rock Bank for a distance of 0.4 mile to a position close north of a rock 3 feet (0.9 m) in elevation marked by a port hand **daybeacon**.



59 **Caution.** — A shoal at the edge of the bank close east of the track near the above-mentioned rock and beacon has a depth of 3 feet (0.9 m).

60 A rock 0.2 mile ENE of Quarry Island is 6 feet (1.8 m) in elevation and marked by a port hand **daybeacon**.



61 **Caution.** — A rock awash lies 300 feet (91 m) NNW of the afore-mentioned beacon; this rock lies close to the direct line between the buoys north and south of it.



62 **Caution.** — The channel around the mainland shore NE of Quarry Island is difficult and bordered by above-water rocks and shoals. Although it is marked by **buoys**, the channel does not always lead directly from buoy to buoy.

63 **Turning Rock** (44°51'N, 79°50'W), small and flat, is near the SE end of Roberts Island; it marks the turn into the channel to Honey Harbour.



64 **Turning Rock (Honey Harbour) light** (894) is on a shallow ledge close east of Turning Rock.

Access Routes to Turning Rock and Big Dog Channel

65 **Beausoleil Island** (44°52'N, 79°52'W) is 5 miles long and 1 mile wide; it is the largest island in the SE part of Georgian Bay. It is densely wooded and prominent, rising to a maximum elevation of 150 feet (46 m). Its southern part is 100 feet (30 m) in elevation. This is the largest of the areas of the *Georgian Bay Islands National Park* and is a game sanctuary with no private cottages.

66 This island is one of the last refuges of the Massasauga rattlesnake, which is a timid reptile that rarely comes close to people. A threatened species (and therefore

given special protection), this snake is unlikely to be encountered; if it is seen it should not be harassed or threatened.

67 On the eastern slope of Beausoleil Island near the Public **wharf** (*described later in this section*), there is a large cleared area visible for several miles. The southern half of the east coast of the island is mostly sandy.

68 **Roberts Island**, 0.7 mile east of Beausoleil Island, has many cottages on it and is sparsely wooded.

69 *Roberts Island* fairway **light spar buoy MK** (895) is moored south of Roberts Island, 0.8 mile east of Beausoleil Island.

70 A secondary small-craft route which leaves the main shipping track from Midland Bay south of Beausoleil Island leads NE for 2 miles to *Roberts Island* fairway **light spar buoy MK**, then divides. One branch passes south of Roberts Island and offers access to the main small-craft route at Turning Rock, the other leads between Roberts Island and Beausoleil Island, then through Big Dog Channel, joining the main small-craft route at Honey Harbour. This second route is not suitable for craft drawing more than 4 feet (1.2 m).

71 A draught of 6 feet (1.8 m) can be carried without difficulty along the route to Turning Rock, making this route useful to boaters wishing to avoid the section of the main route (*previously described*) that leads inshore of Quarry Island. (*The secondary routes and main shipping tracks south of Roberts Island fairway light spar buoy MK are described in Chapter 4.*)



72 **Caution.** — Buoyage on both of these access routes is based on approach from offshore towards Parry Sound (*described in paragraph 3*). The buoyage appears to reverse at the junction of the outbound main shipping channel and the secondary small-craft route south of Beausoleil Island.

73 **Papoose Bay** is on the SE side of Beausoleil Island. A line of above-water rocks and shoals extends 0.2 mile east from the point at the north end of the bay. The channel through the shoals is marked by two **buoys**. The Public wharf on Beausoleil Island is approached through this **buoyed** channel. The secondary route from *Roberts Island* fairway **light spar buoy MK** to Big Dog Channel also leads through it and then through the channel (*described below*) which lies west of Roberts Island.



74 North of Papoose Bay there is a Public **wharf** 200 feet (61 m) long and 5 feet (1.5 m) in elevation with depths of 10 to 14 feet (3 to 4.3 m) along the face and 3 feet (0.9 m) along the sides. A few buildings behind the wharf help to identify it.

75 A **wharf** north of the Public wharf is reserved for *Parks Canada* use; this wharf can be identified by the large low building and small red shed on it.

76 A **wharf**, *Tobey Dock*, north of the *Parks Canada* wharf is 250 feet (46.2 m) long; it consists of floating sections

10 feet (3 m) wide. The main wharf has several finger wharves 40 feet (12.2 m) long; these are used by visitors to the *Cedar Spring* campsite.

77 The area at the *Tobey Dock* is for day-use and has picnic tables, fireplaces, shelter, children's playground and a comfort station. There is also a visitor centre with a theatre for interpretive shows. There are cabins here also.

78 There are also nine campgrounds on the island with a total of 120 campsites and ten cabins. The largest is *Cedar Spring*, north of *Tobey Dock*, which has 36 campsites, six rustic cabins, piped water, showers, flush toilets, kitchen shelters, stoves, fireplaces and picnic tables. Cedar Spring campground also has wheelchair-accessible washrooms and new composting toilets. All other campsites and docking areas have pit privies or composting toilets.



79 **Anchorage** with good holding in sand can be found along the east coast of the island, south of **Thumb Point**.



80 **Caution.** — A **submerged power cable** crosses to the SW part of Roberts Island from a point close north of the Beausoleil Island Public wharf, north of Papoose Bay. Boaters anchoring north of the Public wharf must keep clear of the cable area.

Access route to Turning Rock



81 **Caution.** — A shoal with depths of 1 to 6 feet (0.3 to 1.8 m) lies 0.2 mile south of Roberts Island.

82 The access route leading NE from *Roberts Island* fairway **light spar buoy MK** leads south of Roberts Island and through a **buoyed** channel north of the above-mentioned shoal. It then joins the main small-craft route SE of Turning Rock.

Access via Big Dog Channel

83 A **buoyed** channel between Beausoleil Island and Roberts Island leads north into Beausoleil Bay and offers access to the west end of Big Dog Channel.

84 **Beausoleil Bay** ($44^{\circ}53'N$, $79^{\circ}51'W$), lying between Beausoleil Island and **Little Beausoleil Island**, is almost landlocked.



85 In **Ojibway Bay** (not named on Chart 2241), in the NW part of Beausoleil Bay, a floating T-shaped **wharf** is available for overnight berthing. The outer face is 144 feet (44 m) long with a depth alongside of 7 feet (2.1 m), and similar depths in the approaches. There is a day-use park here with picnic areas, fireplaces and a shelter.

86 **Big Dog Channel**, which leads from the SE corner of Beausoleil Bay, was originally dredged to a depth of 7 feet (2.1 m) over a width of 24 feet (7.4 m). An underwater rock, with a least depth of 2 feet (0.6 m), is near the west end of

the channel. The channel is marked by **buoys**. The secondary route leads through this channel to Honey Harbour.



87 A rock with a drying height of 1 foot (0.3 m) lies close to the north side of the west end of Big Dog Channel.

Turning Rock to Tomahawk Island

88 Between Turning Rock and Tomahawk Island, 4 miles to the NNW, the route passes through the channels of Honey Harbour. This part of the small-craft route includes the busiest boating areas of Georgian Bay; boaters are reminded to operate their craft with consideration for other people.

89 Several sections of these waterways have speed limits under the *Vessel Operation Restriction Regulations*; the speed limits are enforced by police agencies.

Turning Rock to Honey Harbour

90 **Picnic Island**, 0.1 mile east of Roberts Island, has many cottages. There is a general store off the west shore of the island, joined to it by a pier. The channel west of the building is less than 100 feet (30 m) wide.



91 **Caution.** — Several **submarine cables** cross the channel between Picnic Island and Roberts Island.

92 The mainland shore east of Roberts Island, from **Wolverine Beach** to Honey Harbour, is well built up with cottages.

93 From Turning Rock, the main small-craft route leads north along the east shore of Roberts Island and between it and Picnic Island to Honey Harbour, a distance of 1.6 miles. The channel is marked by **buoys** and **beacons**.



94 **Caution.** — The channel is narrow in places and traffic can be heavy.

95 Close NW of Picnic Island the channel is again less than 100 feet (30 m) wide where it passes between two rocks. There is a port hand **daybeacon** with an elevation of 13 feet (4 m) on the rock to the west; a starboard hand **daybeacon** with an elevation of 16 feet (4.9 m) is on the rock to the east.

96 *Picnic Island Resort* is a cottage resort and general store on Picnic Island.



97 *Paragon Marina* is open year round on the east shore of a sheltered bay on the NE side of Picnic Island. *Picnic Island Resort* and *Paragon Marina* are authorized dealers for *Canadian Hydrographic Service* nautical charts and publications.

98 *North Shore Water Taxi* has its facilities at the northern end of the same bay. There is also a **launching ramp** here.

99 *Honey Harbour Towne Centre* is a large general store and post office near the shore at the NE end of the bay. *Parks Canada* has offices and private dockage at the north end of the bay.

HONEY HARBOUR FROM NORTH (1996)



100 *Bayview Marine Resort* is a cottage and trailer park 0.3 mile SE of Picnic Island.

101 *Delawana Inn*, on the point of land 0.3 mile north of Picnic Island, is a resort hotel. The hotel is open to the public but most other facilities are available only to registered guests.

Honey Harbour

102 The name **Honey Harbour** ($44^{\circ}52'N$, $79^{\circ}49'W$) is given both to the community and to the stretch of water north of it between the mainland and **Mermaid Island**. This is a popular summer vacation area.

103 **Inner Channel** (*not named on Chart 2241*), between **Royal Island** and Honey Harbour, has a navigable width at one point of only 25 feet (7.6 m).

104 Royal Island was once the site of a large resort hotel; only the foundations remain.



105 **Anchorage** can be found NW of Royal Island; west of Mermaid Island; and in Honey Harbour.

106 In 2011, the community of **Honey Harbour** had churches, post office, liquor and beer store, a bakery, a few stores and a library. The nearest medical facilities are at the village of Coldwater, and the nearest hospitals are at Midland and Orillia, both 50 km away by road.



107 Facilities for boaters are offered by several marinas around Honey Harbour.

108 *Brandy's Island Marina* is located near the intersection of the main small-craft route near Turning Rock. *Honey Harbour Boat Club's Marina* and *Nautilus Marina* are open all year on the south shore of Honey Harbour. *Honey Harbour*

Boat Club's Marina is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

109 *Gerry's Marina* specializes in custom-welded aluminum boats, marine repairs and some salvage work. A public **launching ramp** is near by.

110 *Honey Harbour Small Motors* is on the north shore of the sheltered inlet on the south side of Honey Harbour. *Village Marina*, on the north shore farther up the same inlet, specializes in engine and out-drive repairs.

111 *Georgian Bay Water Taxi* is on the south side of the same inlet. There is a **launching ramp** here.

112 **South Bay** is a large sheltered inlet lying east of Honey Harbour.



113 **Caution.** — **Overhead cables** cross some of the waters of South Bay. Many more **cables** are **submerged**, some of them not yet on the chart. Boaters are cautioned not to anchor or fish near any cables, usually signed at both shore ends.



114 *South Bay Cove Marina* is 2.2 miles east of the main channel and 0.5 mile east of **Jacks Rock** (*not named on Chart 2241*).

115 *Georgian Bay Landing* is in the east arm of South Bay.

116 *South Harbour Marina* is NE of **Cow Island**.

117 **North Bay**, a sheltered inlet lying north of Honey Harbour, is reached through a channel passing north of Mermaid Island, and also through Deer Island Channel (*described later*).

Honey Harbour to Tomahawk Island

118 From Honey Harbour to Tomahawk Island, 2.5 miles to the NNW, the route leads through **Main Channel**, which leads between Little Beausoleil Island and Beausoleil Island, to the west, and Mermaid Island, Deer Island, the mainland and Tomahawk Island, to the east.

119 **Deer Island** ($44^{\circ}53'N$, $79^{\circ}50'W$) has many cottages along its shores.

 120 **Caution.** — The section of the channel south and west of Deer Island is restricted by ledges and shoal water on both sides. The east side of the south entrance to this part is marked by a starboard hand **daybeacon** on a rock, 10 feet (3 m) in elevation, 0.1 mile NE of Little Beausoleil Island. There is a **buoy** near the middle of the NE shore of Little Beausoleil Island.

 121 **Caution.** — **Little Dog Channel**, which leads from Main Channel to Beausoleil Bay, was dredged to a width of 35 feet (11 m). A survey in 1981 found a depth of 3 feet (0.9 m). **Minnehaha Point** (*not named on Chart 2241*) is on the west shore just north of Little Dog Channel. **Dangerous** rocks off Minnehaha Point are marked by **buoys**.

122 **Deer Island Channel**, which leads along the NE shore of Deer Island to North Bay, is narrow and not buoyed; local knowledge is advised.

123 **Tomahawk Island** is 50 feet (15 m) in elevation and wooded. There is a port hand **daybeacon** on **Spero Point** (*not named on Chart 2241*), which is across the channel from Tomahawk Island at the entrance to **Frying Pan Bay**.

 124 Two National Park **wharves** in Frying Pan Bay are available for overnight berthing. Both wharves are T-shaped; the outer faces are 60 feet (18 m) long with depths of 7 feet (2.1 m). There is a day-use park here, with picnic areas, fireplaces and a shelter.

Tomahawk Island to Twelve Mile Bay

Chart 2202-2

 125 Between Tomahawk Island and Twelve Mile Bay, the route covers a distance of 20 miles, half of which is open or partly open to westerly winds and seas. There is an open section between Townsend Island, 5 miles NW of Tomahawk Island, and Peacock Island, 8 miles farther NNW, and there is a partly open section between Bourke Point, 2.5 miles WNW of Peacock Island, and Twelve Mile Bay, 2.5 miles farther NW. Fresh to strong winds in these open stretches can cause **dangerous** sea conditions.

126 Access to the main route between Tomahawk Island and Twelve Mile Bay can be made at Penetang Rock, which is 1.8 miles WNW of Tomahawk Island; at Kindersley Island,

0.8 mile farther WNW; at Peacock Island, 10.5 miles NNW of Kindersley Island; and at The Sow, 4 miles farther NW. (*These access routes are described later.*)

Charts 2202-2, 2241

Tomahawk Island to Penetang Rock

127 The channel is wide and deep NW of **Ardilaun Island** ($44^{\circ}54'N$, $79^{\circ}51'W$).

 128 **Ardilaun Island light** (896) is on the eastern-most end of the island.

129 **Thompson's Island** lies 0.5 mile NW of Ardilaun Island. A depth of 5 feet (1.5 m), 0.1 mile SE of Thompson's Island, is marked by a **buoy**. A starboard hand **beacon** on a rock west of Thompson's Island faces SE and NW.

 130 **Caution.** — There is an isolated rock with a depth of 1 foot (0.3 m) 0.2 mile NW of the NW tip of Thompson's Island.

131 **Penetang Rock** ($44^{\circ}55'N$, $79^{\circ}53'W$), on which there is a starboard hand **beacon**, is so named because it is the point at which vessels bound for Penetanguishene via Minnicognashene Island leave the main route.

Musquash Channel

132 A secondary route through Musquash Channel meets the main route near Penetang Rock. **Musquash Channel**, which leads for a distance of 3.5 miles from Gull Rock, 0.5 mile west of Penetang Rock, to an open bay north of Bone Island, has depths of 32 feet (9.8 m).

133 **McLeod Island** ($44^{\circ}55'N$, $79^{\circ}54'W$), 0.3 mile NW of Penetang Rock, can be identified by its thick growth of dark trees. **Manitou Point** (*not named on Chart 2241*), 0.1 mile farther NW, is bare and flat. **Buller Island** (*not named on Chart 2241*), 0.1 mile NE of McLeod Island, is 21 feet (6.4 m) in elevation and wooded, and stands out clearly once McLeod Island is abeam.

 134 Good **anchorage** can be found in 25 feet (7.6 m) of water in the bay entered between Manitou Point and **Portage Point** (*not named on Chart 2241*).

135 **Wabeck Island** is wooded. **Wabeck Rock** (*not named on Chart 2241*), with a depth of 3 feet (0.9 m), lies 0.1 mile SE of Wabeck Island. **Anchorage** can be found anywhere inside the 30-foot (9.1 m) line on the bank SE of Wabeck Island, clear of Wabeck Rock.

136 **Arthur Island** ($44^{\circ}56'N$, $79^{\circ}53'W$), which lies NE of Wabeck Island, is 52 feet (16 m) in elevation and densely wooded except on its higher eastern half.

 137 **Caution.** — **Otonabee Shoal** (*not named on Chart 2241*), a shoal area awash SE of Arthur Island, is marked by a **buoy**.

138 **Bather Island**, 0.6 mile SE of Arthur Island, is 34 feet (10 m) in elevation; **Lambert Island**, close to the east, is 72 feet (22 m) in elevation.

139 **Ship Island** (*not named on Chart 2241*), 0.2 mile east of Arthur Island on the east side of the channel, is a narrow and wooded small peninsula connected by a small isthmus on the NW shore of **Big Ship Island**.

140 The shores between Lambert Island and Ship Island are steep and partly wooded.

141 **Bone Island** ($44^{\circ}56'N$, $79^{\circ}51'W$) is the large irregular-shaped island which forms the east side of Musquash Channel north of Big Ship Island. Bone Island is well-wooded over most of its area.



142 **Sugar Island** (*not named on Chart 2241*), 0.4 mile north of Ship Island, is 17 feet (5.2 m) in elevation. A rock 300 feet (91 m) south of Sugar Island has a depth of 3 feet (0.9 m). **Sugar Bay**, to the ENE, offers good **anchorage**.

143 **Delasco Island**, SW of Sugar Island, is 22 feet (6.7 m) in elevation and sparsely wooded. A **shoal** 225 feet (69 m) SSW of Delasco Island has a least depth of 2 feet (0.6 m).

144 **Sweatman Island**, on the west side of the channel, is high and densely wooded with dark pines.



145 **Caution.** — A rock midway between Delasco Island and Sweatman Island has a depth of 6 feet (1.8 m). **Conns Shoal** (*not named on Chart 2241*), midway between Sweatman Island and Sugar Island, has a depth of 5 feet (1.5 m).



146 **Mitawanga Island**, NE of Sweatman Island, is 67 feet (20 m) in elevation; it is nearly bare on top and wooded in its lower parts. **Brown Bay**, entered north of Mitawanga Island, offers good **anchorage** in depths of 30 to 46 feet (9.1 to 14 m).

147 **Jones' Point** (*not named on Chart 2241*) is the west end of the long peninsula extending north and west from Bone Island. Rocks with a depth of 3 feet (0.9 m) extend SW from Jones' Point.

148 **Brown Head**, rising to 52 feet (16 m), is prominent. **Longuissa Point**, to the NE, is 62 feet (19 m) in elevation and rocky with bushes and low trees. **Wales Rock** (*not named on Chart 2241*), 300 feet (91 m) off the east shore of the point, has a depth of 3 feet (0.9 m).

149 The ruins on the north shore of the bay north of Longuissa Point are the remains of Muskoka Mills, long since deserted.



150 **Caution.** — The narrow channel along the NE side of Longuissa Point has a least depth of 2 feet (0.6 m), there are many rocks and ledges; local knowledge is essential.

151 **Gwetchewan Island** (*not named on Chart 2241*), 0.3 mile south of Longuissa Point and close to Bone Island, is small and wooded.



152 Operators of small craft report good **anchorages** at the head of **Longuissa Bay**; in the area between Gwetchewan Island and the north shore of Bone Island; and at the head of the long inlet in Bone Island entered 0.3 mile south of Gwetchewan Island.

Charts 2241, 2202-1, 2202-2

Access routes to Penetang Rock and Kindersley Island

153 Secondary routes leading from west of Beausoleil Island meet the main small-craft route at Penetang Rock and at Kindersley Island, which is 0.8 mile WNW of Penetang Rock. A route from the west using Whalesback Channel also offers access to the main route at Kindersley Island and at Penetang Rock. These routes are best seen on *Chart 2241*, though they are also shown on *Chart 2202, sheets 1 and 2*.

154 Small craft heading northwards can avoid these difficult sections by following a **buoyed** route which leads east of Eshpabekong Island (*Chart 2241*) and joins the main small-craft route north of Barnard Bank.

Minnicog Channel



155 **Caution.** — **Osprey Bank** ($44^{\circ}52'N$, $79^{\circ}54'W$), 0.6 mile west of Beausoleil Island, is a large area of shoals with a rock awash in its northern part. The west side of the north end of the bank is marked by a **buoy**. This buoy lies on the line of Brébeuf range (*described in Chapter 4*).

156 Two access routes to the inshore small-craft route leave the main shipping track west of Beausoleil Island. The preferred route leads west of Osprey Bank then NW through Minnicog Channel.

157 **Minnicog Channel** (*not named on the Charts*) leads from Mohawk Rock to the NE end of the passage between Minnicognashene Island and Governor Island, 1 mile to the NNW. The channel passes through the narrow passage SE of Smooth Island. There are several shoal rocks in this area and between Smooth Island and Minnicognashene Island. The section of the channel past Mohawk Rock is marked by Minnicognashene Island **light** range.

158 **Minnicognashene Island** ($44^{\circ}54'N$, $79^{\circ}54'W$), which is the largest island in this area, is 19 m (62 ft) in elevation; it seems higher because it is densely wooded with high trees. A shallow area extends 0.1 mile west from the SW side of the island. The SSW tip of Minnicognashene Island appears to be an islet at high water levels. A shallow rock, marked by a **buoy**, lies 61 m (200 ft) SW of the tip of the island.

159 **Governor Island**, marked by a port hand **day-beacon** on its east shore, and **Keating Island** lie NW of Minnicognashene Island.

 160 **Caution.** — A **submerged telephone cable** crosses from the west side of Minnicognashene Island to the SE point of Governor Island.

161 **Smooth Island**, a long low island 0.2 mile SW of Minnicognashene Island, is wooded and has three cottages. Several rocks and small islands extend from the SE end of Smooth Island, and dry rocks extend 0.6 mile from its NW end.

 162 **Caution.** — **Mohawk Rock**, 0.4 mile south of Minnicognashene Island and 0.2 mile SE of Smooth Island, has a depth of 1.2 m (4 ft).

 163 **Minnicognashene Island range lights** are on the south side of the island. The lights, in line bearing 004°, lead west of Mohawk Rock and through a channel SE of Smooth Island. The front light (897) and the rear light (898) are in the middle part on the southern shore.

 164 **Caution.** — The least depth on the range is 3 m (10 ft) but a slight drift to the east will put a vessel into the shallow area of Mohawk Rock.

 165 **Caution.** — Vessels taking shelter in the small bay on the south side of Minnicognashene Island should keep at least 46 m (150 ft) off the east side of the south tip of the island so as to avoid the rocks awash in this area.

 166 **Caution.** — There is a large shoal area 0.2 mile ENE of Smooth Island, directly on the line of the Minnicognashene Island range lights. Boaters using Minnicog Channel must not delay the turn along the SW side of the island. Boaters can best avoid the shoal area by passing closer to the south tip of the island before making the turn.

Access via Payette Island

167 **Payette Island** (44°53'N, 79°53'W) is the NW end of Beausoleil Island and lies 0.5 mile SE of Minnicognashene Island.

 168 **Caution.** — The eastern access route leads east of Osprey Bank and close west of Payette Island. This route has unmarked **dangers** on both sides and requires local knowledge.

169 **Talbot Islands**, 0.15 mile NE of Minnicognashene Island, are 6.7 m (22 ft) in elevation and densely wooded. **Gull Rock**, 0.3 mile NW of Talbot Islands, is 3 m (10 ft) in elevation. It is bare except for one tree and a cottage with a flagpole.

 170 **Caution.** — **Submerged cables** cross from Gull Rock to the NE side of the largest of the Talbot Islands.

171 **Gin Islands** (not shown on Chart 2202), 0.4 mile west of Beausoleil Island, are two pink and white rocks topped by trees. Each island has a *Georgian Bay Islands National*

Park sign. Only small boats can pass between or to the east of them.

172 The access route leads west of Gin Islands and up the east side of Osprey Bank and west of the **shoals** off **Brébeuf Island** (44°53'N, 79°53'W). It then passes through a channel which leads close west of the west end of Beausoleil Island and Payette Island, and continues NW and north to pass east of Minnicognashene Island and west of Talbot Islands.

 173 A *Canadian Coast Guard Inshore Rescue Boat* is based at Brébeuf Island during the boating season. Dates are subject to change (see information on *Search and rescue* in Sailing Directions booklet CEN 300 — *General Information, Great Lakes*).

174 **Brébeuf range lights** (described in Chapter 4) indicate part of the main shipping track from the west.

 175 **Caution.** — The part of the route which passes between Osprey Bank and Brébeuf Island is **unmarked** and bordered by **dangerous shoals**. This route should not be used except in good weather and with local knowledge.

176 A starboard hand **daybeacon** close NW of the south end of Payette Island has an elevation of 4.9 m (16 ft). A **shoal** 0.1 mile west of this beacon has a depth of 1.2 m (4 ft) and is marked by a **buoy**. Other **buoys** mark other **dangers** north of here.

 177 **Caution.** — A **rock awash** lies 0.1 mile WNW of the above-mentioned starboard hand daybeacon.

178 **Lost Bay** is 0.2 mile south of Payette Island. There are depths of 1.5 m (5 ft) in the bay.

 179 **Caution.** — Lost Bay has not been sounded.

 180 **Caution.** — A **shallow bank** extends west from the NW Talbot Island towards the track.

Charts 2202-2, 2241

Penetang Rock to Maxwell Island

181 From Penetang Rock (described earlier), the route leads through **Muskoka Landing Channel**. Maxwell Island is on the SW side of Muskoka Landing Channel.

182 **Hotchkiss Rock** (44°55'N, 79°54'W), 0.2 mile WSW of Penetang Rock, is small and 4 feet (1.2 m) in elevation.

183 **Kindersley Island**, 0.6 mile NW of Hotchkiss Rock, is 24 feet (7.3 m) in elevation and wooded with one cottage. It is **conspicuous** because of its light colour. A port hand **daybeacon** marks low above-water rocks 300 feet (91 m) north of the island.

 184 **Kindersley Island light** (899), at the east point of the island, is shown at an elevation of 30 feet (9.1 m) from a circular mast, 23 feet (7 m) high, with a red and white rectangular **daymark** with a black square in the centre.

185 Small islands on the NE side of Muskoka Landing Channel opposite Kindersley Island include **Pudding Island**

(not named on Chart 2241), which is bare, and **Glacis Island** (not named on Chart 2241), 21 feet (6.4 m) in elevation and well-wooded. **Burnt Island** lies NE of these islands. **Long Point**, which is the SW part of Burnt Island, is over 40 feet (12.2 m) in elevation.

186 The **beacon** on the NW part of Long Point is the rear mark of an offshore **beacon** range (described in the next section).

187 **Ava Island**, on the SW side of the channel NW of Kindersley Island, is high and sparsely wooded. The northern section of the same island, known as **Maxwell Island**, is 22 feet (6.7 m) in elevation. A narrow passage close SE of Ava Island allows access to the small-craft route.

188 Alternate routes leading from Minnicog Channel (previously described) and from Whalesback Channel offer access to the main route through a narrow passage, marked by two **buoys**, between Kindersley Island and a string of rocks to the SE.

Chart 2241

Access via Whalesback Channel

 189 **Caution.** — **Turtle Rock** (44°56'N, 79°58'W), 0.4 mile east of the north end of Giants Tomb Island, is 3.7 m in elevation with a few shrubs on it and is surrounded by shoal water.

 190 **Caution.** — **Eshpabekong Island**, 0.6 mile ENE of Turtle Rock, is bare except for a few bushes. Several other islands lie to the SE. This area has many rocks and shoals and should be avoided.

191 A small-craft route leading between Turtle Rock and Eshpabekong Island is marked by **buoys**. This route continues in a NW and north direction and joins the main small-craft route at O'Donnell Point.

 192 **Caution.** — This otherwise deep route has a least depth of 1.9 m east of Turtle Rock.

 193 **Caution.** — **Indian Belle Rock**, 2.2 miles ENE of Giants Tomb Island light, dries 0.1 m and is marked by a **buoy**. A shoal rock, least depth of 3.8 m, lies 0.3 mile NW of Indian Belle Rock. **Bakewell Rock**, least depth of 2.5 m, lies 0.9 mile NNE of Indian Belle Rock. **Fraser Bank**, which lies east of Bakewell Rock and Indian Belle Rock, has several islets and many shoal rocks.

 194 **Caution.** — **Boucher Rock**, least depth of 0.7 m, lies 0.6 mile NE of Bakewell Rock. A shoal rock lies 0.2 mile SSE of Boucher Rock. These two rocks are marked by **buoys**. **Myrtie Bank**, with dry rocks, lies 0.4 mile to the east.

195 The area from Boucher Rock NW to Eshpabekong Island has no usable passage.

196 **The Whalesback**, 0.3 mile SW of Ava Island, is a bare rock 3 m in elevation with steep sides and a round top. It is the most northerly of the islands and rocks named

Whalesback Islands. Deep water lies close NE of these islands and rocks.

197 There is a port hand **daybeacon** on The Whalesback.
198 **Whalesback Channel**, entered north of The Whalesback, leads NE of Whalesback Islands and Governor Island. A group of rocks, marked by a **buoy**, lies on the north side of the channel 0.1 mile NE of The Whalesback. These rocks are steep-to but reduce the width of the channel to 213 m.

199 Small craft heading northwards can avoid this difficult section by following the **buoyed** route which leads east of Eshpabekong Island and joins the main small-craft route north of Barnard Bank.

200 **Beacon range.** — A white **daybeacon**, elevation of 9.1 m, on an islet close NW of Ava Island, is 5.2 m high and has an orange vertical stripe. A **daybeacon**, elevation 12.2 m, on Long Point, is 6.7 m high and has an orange vertical stripe. These daybeacons in line bearing 054° lead from SE of Giants Tomb Island light to the western entrance of Whalesback Channel.

 201 **Caution.** — This range line leads close north of Bakewell Rock and close south of Boucher Rock.

202 The inshore small-craft route is entered through the **buoyed** passage close SE of Kindersley Island or between Gull Rock and Hotchkiss Rock.

 203 **Caution.** — There is an isolated rock with a depth of 0.9 m on the north side of the channel, 0.2 mile west of Gull Rock. Two shoal rocks lie 0.4 mile west of Gull Rock on the south side of the channel.

Charts 2202-2, 2241

Maxwell Island to Red Rock

204 From Maxwell Island, the route continues through Muskoka Landing Channel to Newton Islands, then NW to Red Rock, which is a total distance of 3 miles. The route NW of Newton Islands is open to winds and seas from SW through west to NW.

205 **Long Point Island**, 0.1 mile east of Maxwell Island, is 17 feet (5.2 m) in elevation. It is so called from its long, low, bare point stretching southward. There is a starboard hand **beacon** at the south end of this point.

 206 **Caution.** — A shoal between Long Point Island and Maxwell Island has a depth of 3 feet (0.9 m); it is marked by a **buoy**. The channel here is less than 300 feet (91 m) wide.

 207 **Caution.** — Speed should be reduced in this area to reduce wash.

 208 **Caution.** — **Hewis Rocks** (not named on Chart 2241), **Kennebeck Island** and **Birchall Island** (not named on Chart 2241), the last being 21 feet (6.4 m) in elevation and prominent, lie on the NE side of Muskoka Landing Channel. A shoal area extends west from Birchall

Island. Two shoals, marked by a **buoy**, lie 450 feet (137 m) farther west on the west side of the channel. The channel here is 225 feet (69 m) wide.

209 **Freddy Channel**, entered SE of Birchall Island, leads along the north side of **Portage Island** to Musquash Channel. Freddy Channel is narrow with a least depth of 4 feet (1.2 m); local knowledge is advised.

 210 **Caution.** — There is a speed limit of 9 km per hour (5 knots) for Freddy Channel from the NW end of Kennebeck Island and **Wabena Point** to **Franceville**.

 211 **Caution.** — **Submerged cables** cross Freddy Channel.

212 **Aberdeen Island** ($44^{\circ}56'N$, $79^{\circ}56'W$), on the SW side of Muskoka Landing Channel, is 22 feet (6.7 m) in elevation and well-wooded with pine, poplar and birch. **Cupid Island** (*not named on Chart 2241*), close ENE of Aberdeen Island, is small and almost bare. A port hand **daybeacon** on Cupid Island has an elevation of 18 feet (5.5 m). A stone monument commemorating the visit of Samuel de Champlain in 1615 is 8 feet (2.4 m) high.

213 **Cognashene Point**, across the channel from Aberdeen Island, is bluff, forested and steep-to with several cottages built on it.

214 A starboard hand **daybeacon** on Cognashene Point has an elevation of 20 feet (6.1 m); a starboard hand **daybeacon** on a rock to the NW has an elevation of 14 feet (4.3 m). A rock awash 300 feet (91 m) WNW of the second beacon is marked by a **buoy**. **Waubanoka Island** lies 0.2 mile NW of Cognashene Point.

  215 Good **anchorage** can be found in the large bay north of Cognashene Point, but **dangers** in the bay are not marked.

216 The channel which leads from the above-mentioned bay to **Cognashene Lake** is marked by painted iron bars set in the rocky shore. The limiting depth in this channel is 3 feet (0.9 m).

 217 **Caution.** — **Hangdog Channel** (*not named on Chart 2241*), NE of **Hangdog Island**, at the NW end of the bay, has many unmarked **dangers**; local knowledge is essential.

218 **Townsend Island**, 0.4 mile NW of Cognashene Point, is 24 feet (7.3 m) in elevation with a few small bushes. It can be identified by a long bare rocky slope on its west side and a yellow cottage on its SW side. In 1990, this cottage was **conspicuous** and made a good landmark from Giants Tomb Island.

219 **Newton Islands** ($44^{\circ}56'N$, $79^{\circ}56'W$), a group of islands west and SW of Townsend Island, are bare except for a few bushes. This is the northernmost group of islands on the west side of Muskoka Landing Channel.

 220 **Newton Islands light** (900) is on the northern end of the easternmost island.

 221 **Caution.** — From Newton Islands to Red Rock, 2 miles to the NW, and for a further 5.5 miles to Peacock Island, the route is exposed to westerly winds and seas.

222 **High Rock Island** ($44^{\circ}59'N$, $79^{\circ}57'W$), 2 miles north of Newton Islands, is the only **conspicuous** feature along this section of the route; it can be recognized at a distance of 5 miles by its elevation of 58 feet (17.7 m), bluff shape and dark trees.

223 **Campion Island**, 0.6 mile SE of High Rock Island, is useful as a mark for a natural range which leads south of Split Rock (*described later*). Because the north side of the island is densely wooded and the south side is higher and bare, the island can be distinguished from the rest of the shore at a distance of 2 miles.

 224 **Caution.** — Many above-water and under-water rocks border the SW side of the channel between Newton Islands and Red Rock. These include **Barnard Bank**, least depth of 2 feet (0.6 m), **Judd Bank**, least depth of 2 feet (0.6 m), **Mather Rock** and **Donald Rocks**. **Monkhouse Bank**, with an eight-foot (2.4-m) sounding near the route, lies on the NE side of the channel opposite Barnard Bank. **Rickord Rocks** (*not named on Chart 2241*) and **Warwick Rocks** (*not named on Chart 2241*) are two groups among many above-water and shoal rocks which lie on the NE side of the channel east of Red Rock. All of these are bare.

225 Barnard Bank is marked by a **buoy** CMG. A small-craft route leaves the inshore route north of this buoy and leads southward (*Chart 2241*). This route crosses the access route SW of The Whalesback and continues southward to join the main shipping track west of Beausoleil Island.

226 **Red Rock**, 0.5 mile WSW of High Rock Island, is 13 feet (4 m) in elevation. The moss on the rock gives it a reddish or orange colour, hence the name. A white circle with a red centre is painted on the rock.

 227 **Red Rock (Go Home Bay) light** (901) is on the SE side of a bare rock islet.

Go Home Bay

228 A route which branches from the main route 0.1 mile south of Red Rock leads through a narrow channel into Go Home Bay.

229 **Go Home Bay** ($44^{\circ}59'N$, $79^{\circ}56'W$), which is an almost land-locked basin 1.4 miles NE of Red Rock, is a good refuge in adverse weather. This is a popular vacation area.

230 **Historical note.** — Go Home Bay is said to be so named because the Native peoples used this route when going home to their winter villages from the summer fishing grounds.

231 The channel into Go Home Bay leads between **Woore Rocks** (*not named on Chart 2241*) and **Foreman**

Islands, which are 0.4 mile NNE of Red Rock, and through **Bushby Inlet**.

232 **Bushby Point** (*not named on Chart 2241*) is at the SE entrance point to Bushby Inlet, close north of High Rock Island (*previously described*). **Biolog Island** lies in the south part of Bushby Inlet.

233 The channel into and through Bushby Inlet is marked by **buoys** and **beacons**.



234 **Anchorage** can be found in the northern part of Bushby Inlet; local knowledge is advised because **dangers** off the route are not marked.



235 **Pig Island** is on the east side of Go Home Bay. A **wharf** on the mainland shore north of Pig Island is for the use of members of the *Madawaska Club*.



236 **Caution.** — There is an isolated rock, drying 1 foot (0.3 m), in the channel close NE of Pig Island. Boaters are cautioned to avoid this rock by favouring the Pig Island side of the channel.

237 **Inner Bay** (*not named on Chart 2241*) is entered through a narrow passage at the NE end of Go Home Bay. **Go Home River** (*not named on Chart 2241*) enters the NE end of Inner Bay through **The Narrows** (*not named on Chart 2241*).



238 **Caution.** — A **submerged power cable** crosses the bay that lies on the NW side of Go Home River, SW of The Narrows.

239 **Devils Elbow Channel** leads from the west part of Go Home Bay to **North Go Home Bay** (*not named on Chart 2241*). Depths of 5 feet (1.5 m) were found in the channel. Parts of this channel are very narrow and tortuous.



240 **Caution.** — This channel is **dangerous** for boaters without local knowledge and for boats over 20 feet (6.1 m) in length.

Red Rock to Kerr Island

241 The main route from Red Rock to Kerr Island, which is 3.3 miles to the NNW, leads west of Splitrock Island and Galbraith Island (*not named on Chart 2241*) and is exposed to Georgian Bay weather. (*A sheltered route through Monument Channel is described later in this section.*)

242 **Felix Rock** ($44^{\circ}59'N$, $79^{\circ}58'W$), one of several low bare rocks lying 0.5 mile NNW of Red Rock, is marked by a **buoy**.

243 **Cecil Island**, 0.3 mile north of Felix Rock, is mostly bare but has a few shrubs and low trees. **Valentine Rocks**, 0.3 mile WNW of Felix Rock, are bare. A 7-foot (2.1 m) patch 0.1 mile NE of Valentine Rocks is marked by a **buoy**.

244 **Split Rock** (*not named on Chart 2241*), 1 mile NNW of Felix Rock, is the SSE end of an area of islands and rocks. There are a few trees on Split Rock. A brown cottage and a white flagstaff make it easy to identify. **Splitrock Island** and **Galbraith Island** (*not named on Chart 2241*) are larger islands reaching NNW from Split Rock.



245 **Caution.** — The islands west of Split Rock are low and bare. Many rocks and shoals extend to the SW and west.

246 **Delf Island**, 0.5 mile west of Split Rock, is 15 feet (4.6 m) in elevation with a few trees and is marked by a starboard hand **beacon**. **Morris Island** (*not named on Chart 2241*) lies 0.2 mile NNW of Delf Island. **Single Rock**, 0.3 mile west of Delf Island, stands out as its name suggests but is bare and only 8 feet (2.4 m) in elevation.

247 The **buoyed** channel passes NE of **Bolster Bank**, **Superior Shoal** and Single Rock, but SW or west of the other islands, rocks and shoals described above.

Chart 2202-2



248 **Caution.** — **Kerr Island** ($45^{\circ}01'N$, $80^{\circ}00'W$), 16 feet (4.9 m) in elevation, is small and bare. A shoal with depths of 2 and 6 feet (0.6 and 1.8 m) lies 225 feet (69 m) WSW of the island and is marked by a **buoy**. The route leads between Kerr Island and this shoal.

249 There is a **beacon** range on Kerr Island; the front beacon has an elevation of 19 feet (5.8 m), the rear 28 feet (8.5 m). These beacons, in line bearing 343° , indicate the route from abeam of Morris Island.



250 **Caution.** — **Nicholson Spit** and **Gibson Reef** lie 0.3 mile SE and 0.3 mile SSW, respectively, of Kerr Island; the channel leads between them.

Monument Channel

251 **Monument Channel** ($45^{\circ}00'N$, $79^{\circ}59'W$) offers a more sheltered route from Felix Rock to Kerr Island.

252 The route through this channel leaves the main route at Felix Rock, leads west of Cecil Island and east of Split Rock and Splitrock Island, then curves around the east and north sides of Galbraith Island to rejoin the main route at Kerr Island. The channel is winding in places but is well marked by **buoys** and **beacons**.



253 **Caution.** — A rock with a depth of 2 feet (0.6 m) lying 0.3 mile SE of Split Rock is marked by a **buoy**. A starboard hand **beacon** on a rock 0.2 mile east of Split Rock has an elevation of 11 feet (3.4 m).

254 There is a **beacon** range on the SE part of Galbraith Island. The beacons, in line bearing 337° , lead from abeam of Cecil Island to a position 0.2 mile SSE of the front range beacon.



255 **Caution.** — Between Galbraith Island and **Starr Island**, to the east, there are many islets, rocks and shoals. A channel through this section has a depth of 8 feet (2.4 m) but is only 50 feet (15 m) wide.

256 **Bernadette Island** lies north of Galbraith Island. **Entrance Island**, at the west entrance to Monument Channel, is bare and marked by a starboard hand **daybeacon**.

257 There are **overhead cables** nearby but none crosses the route.



258 **Anchorage** can be found in the NW part of the bay between Bernadette Island and Starr Island.

259 The range beacons on Kerr Island (*described in the previous section*) are prominent when seen in profile from Monument Channel.

Kerr Island to Peacock Island

260 From Kerr Island to Peacock Island, which is 2 miles to the NNW, the route is protected only by shoals and a few low bare islets which give little shelter. (*A more sheltered route through Indian Harbour is described later in this section.*)

261 **The Teat Rocks** ($45^{\circ}01'N$, $80^{\circ}01'W$), 0.2 mile NNW of Kerr Island, are so called from the shape of the eastern rock, which is **The Teat**. A white flagstaff and a concrete house on the largest of these rocks are **conspicuous**. The channel leads midway between The Teat Rocks and **Allen Rocks**, which are 0.1 mile to the SW.

262 There is a port hand **daybeacon** on one of the eastern Allen Rocks.



263 **Caution.** — A rock 300 feet (91 m) ESE of this beacon is 5 feet (1.5 m) in elevation; it is difficult to see at summer water levels. A rock 200 feet (61 m) east of the beacon is 1 foot (0.3 m) in elevation; it is generally underwater at summer water levels.

264 **Spray Rock**, 0.7 mile NW of Kerr Island, is 8 feet (2.4 m) in elevation. Being steep-to on its west side it takes little sea to cause spray. There is a starboard hand **daybeacon** on the rock and a **buoy** to the SSW.

265 **One Tree Island**, 0.2 mile north of Spray Rock, has bushes and low trees but no conspicuous tree. A rock 4 feet (1.2 m) in elevation lies 0.2 mile NW of One Tree Island; there is a starboard hand **daybeacon** on this rock.



266 **Caution.** — Ottley Island ($45^{\circ}02'N$, $80^{\circ}01'W$), 0.3 mile NNW of One Tree Island, has a clump of trees on it. A line of rocks and shoals extends 0.3 mile north of the island; the north end is marked by a **buoy**.



267 **Caution.** — The offshore side of the channel from Allen Rocks to Ottley Island is bordered by a crescent of banks, rocks and shoals. Two of these are **Addington Bank** and **Digby Bank**, both awash. Low rocks on the west side of the channel, 0.15 mile NW of Ottley Island, are marked by a **buoy**.

268 **American Camp Island**, 0.6 mile NW of Ottley Island, is 12 feet (3.7 m) in elevation and flat and partly forested. **Peacock Island**, 0.2 mile to the NE, is 17 feet (5.2 m) in elevation and well-wooded. Many rocks and islets lie off its eastern shore.

269 The channel through the rocks and islets east of Peacock Island is marked by **buoys** and also by a **beacon** range on the south side of King Bay (*described in the next*

section), which is 0.8 mile NNE of Peacock Island. The range **beacons** are in line on a bearing of 003° .

270 **Access route** (*Chart 2242*). — A channel which passes south of American Camp Island allows access from off-shore; it joins the small-craft route between Ottley Island and Peacock Island. (*This access route is described in Chapter 4.*)

Indian Harbour

271 Another route, with a least depth of 9 feet (2.7 m) and more sheltered than the main route, leads from Kerr Island into **Indian Harbour** ($45^{\circ}02'N$, $80^{\circ}01'W$), 1 mile to the north, and meets the main route SE of Peacock Island.

272 One Tree Island (*previously described*) and **Gunn Island** lie in the south approaches to Indian Harbour, which is sheltered on the west and NW by **Bands Island**, 22 feet (6.7 m) in elevation, and **Steers Island**. **Black Rock**, 12 feet (3.7 m) in elevation with low bushes, lies off the west shore of Steers Island.

273 A flagstaff on the NNE side of Bands Island makes a useful mark when approaching the north entrance to Indian Harbour. A rock cairn 6 feet (1.8 m) high, built in the form of a hitch-hiker, stands on the NE tip of Bands Island, east of the flagstaff.

274 The south approach to Indian Harbour is narrow and winding but is clearly marked by **buoys** and **beacons**.

275 There is a **beacon** range south of Bands Island; the **beacons** in line on a bearing of 346° lead through the channel between One Tree Island and Gunn Island.



276 **Caution.** — A rock, drying 2 feet (0.6 m), lies 300 feet (91 m) ESE of One Tree Island and close west of the beacon range line. This rock is often awash or underwater at summer water levels.



277 Good **anchorage** can be found in Indian Harbour; a fair anchorage can be found off the north entrance to the harbour.



278 **Caution.** — The arm extending east from Indian Harbour and the passage east of Steers Island have not been sounded; they are reported to be full of shoals.

Peacock Island to Bourke Point

279 From Peacock Island to Bourke Point, 2 miles to the WNW, the route leads north through Big David Bay and then west through a channel between the mainland shore and the string of islands and above-water rocks which border it. This section is mostly sheltered.

280 **Big David Bay** ($45^{\circ}03'N$, $80^{\circ}01'W$), with **King Bay** at its northern end, lies between Steers Island and **King Point**, which is 0.6 mile north of Peacock Island.

281 **Miners Creek**, at the NE end of Big David Bay, leads into **Alexander Bay** and **Tadenac Bay**.

282 **Crozier Island**, close NE of Peacock Island, is 12 feet (3.7 m) in elevation and forested. **Gillespie Island**, 0.3 mile farther NE, is small and bare.

283 Several islands lie between Peacock Island and the mainland shore to the north: **Alexander Island**, prominent because of its elevation of 27 feet (8.2 m); **Wawataysee Island**, 18 feet (5.5 m) in elevation with some bare rock; **Geraldine Island**, 22 feet (6.7 m) in elevation and forested; and **Wood Island**, 13 feet (4 m) in elevation and forested.



284 **Caution.** — A rock 200 feet (61 m) east of Wood Island dries 1 foot (0.3 m) and is marked by a port hand **daybeacon**; a rock 0.2 mile to the SE with a depth of 5 feet (1.5 m) is marked by a **buoy**.



285 Fair **anchorage** can be found in Big David Bay NE of King Point, or west of Gillespie Island, or SE of Wawataysee Island.

286 The land north and west of King Bay is part of the *Moose Deer Point First Nation*.



287 **King Bay Marina** is in the NW corner of King Bay. This is also a trailer park. The nearest medical facilities are at Mactier, 32 km away by road.

288 **Historical note.** — The members of the *Moose Deer Point First Nation* are mostly Potawatomi people who first came here in the second half of the 19th Century from Walpole Island after having been forced out of their fertile homelands in the United States. On arriving here in Georgian Bay, they called this land *Ma-ta-bic*, which means “bare rock” in the Ojibwa language, because it was so bare; the present-day dense stands of timber have grown since then.

289 The three areas of the First Nations lands were officially established in 1916. The Band took the name of *Moose Deer Point* from the remarkable rock formation on the southwest side of King Bay. In certain lights the rock here is a good likeness of the heads of a moose and a deer, both creatures being of great importance to the Native people.

290 The Band built their village school in 1917 and at the same time laid out the two tracts on Twelve Mile Bay for their agricultural use. The western tract is mostly private; the eastern tract has a major full-service marina (*described later in this chapter*).

291 **Ward Island**, on the north side of the channel 0.5 mile west of Wood Island, is a high bare rock surmounted by trees, as seen from the west, but well-wooded when seen from the east. The mainland shore between Ward Island and Bourke Point is no higher than 27 feet (8.2 m) and is well-wooded with a shoreline of bare rock.

292 **Middle Rock**, 300 feet (91 m) SW of Ward Island, is round and smooth; it is marked by a port hand **daybeacon**.



293 **Caution.** — A rock with a depth of 6 feet (1.8 m) lies close north of the channel, 0.1 mile NW of Middle Rock.

294 West of Middle Rock, **Fairlie Island**, on the south side of the channel, is small and wooded; **Tully Island**, on the north side, is 12 feet (3.7 m) in elevation and densely wooded. Low rocks south and WSW of Tully Island are marked, respectively, by a starboard hand **daybeacon** and a **buoy**. The channel passes south of both of these marks.

295 **Niblett Island**, west of Tully Island, is 32 feet (9.8 m) in elevation and densely wooded except for its west half which is bare. It stands out distinctly against the shore.



296 **Caution.** — A rock, drying 1 foot (0.3 m), lies north of the route midway between Niblett Island and Tully Island.

297 **Band Island**, 27 feet (8.2 m) in elevation and wooded, and **Calvin Island**, mostly bare rock with a few low trees and bushes, lie on opposite sides of the channel west of Niblett Island.



298 Good **anchorage**, with mud and sand bottom, can be found in the bay north of Niblett Island, although a surge may be felt in fresh SW winds. It is reported that secure **anchorage** can be found farther north in the same bay; this can be reached through the long, narrow, unmarked channel entered east of Band Island, taking care to avoid the **rocks awash** in its entrance.



299 **Caution.** — There is a **submerged power cable** crossing the centre of the bay north of Niblett Island.

300 **Bourke Point** ($45^{\circ}04'N$, $80^{\circ}04'W$), low and densely wooded, is not prominent. There is a starboard hand **daybeacon** on the south end of the point.

301 **Gooseberry Island**, 0.1 mile south of Bourke Point, is 17 feet (5.2 m) in elevation and partly wooded. It is **conspicuous** when seen detached from the mainland shore. There is a port hand **daybeacon** on its north side.



302 **Caution.** — A rock awash is 300 feet (91 m) off the north shore of Gooseberry Island; it is marked by a **buoy**.

Bourke Point to Twelve Mile Bay

303 From Bourke Point, the route leads through islets and shoals bordering the shore to O'Donnell Point, which is 1.7 miles to the NW, and then to Twelve Mile Bay, 0.6 mile farther north. This section is almost entirely exposed to westerly winds and seas.

304 **Tryon Island** ($45^{\circ}04'N$, $80^{\circ}05'W$), 0.6 mile NW of Bourke Point, is the most prominent feature between Bourke Point and O'Donnell Point; it is the highest bare island in the area. It is the rear mark of a natural range (*described later in this section*).



305 **Caution.** — On the SW side of the channel, **Clarke Rock**, 0.3 mile SW of Bourke Point, is 13 feet (4 m) in elevation. A shoal 0.6 mile NW of Clarke Rock is

marked by a **buoy**, and farther NW a shallow spur which extends NE from **The Sow** is also marked by a **buoy**. The Sow is a bare pink-coloured rock.



306 **Caution.** — Unmarked **dangers** SE of The Sow include **Pawsey Rocks**, which are two bare islets, and a shoal with depths of 1 foot (0.3 m).

307 On the east side of the channel, **Spohn Spit**, with a least depth of 3 feet (0.9 m) 0.4 mile WNW of Bourke Point, is marked at its west end by a **buoy**. There are starboard hand **daybeacons** on **Gahan Rock** and **The Pig**, which gets its name from the appearance of a large boulder on it.



308 **Hatch Island**, part of *Georgian Bay Islands National Park*, 0.15 mile NE of The Pig, is 22 feet (6.7 m) in elevation and covered with pines. **Anchorage** with poor shelter can be found SE of the island.

309 **Deer Island**, 1 mile west of Hatch Island, is 28 feet (8.5 m) in elevation and can be recognized by the shape of its trees: pines with straight bare trunks and flat tops, which appear detached from the trees on shore. The pines are denser towards the north end of the island.

310 **Gillford Rocks**, ENE of Deer Island, are low with a few small bushes. A rock 0.4 mile ESE of Gillford Rocks dries 3 feet (0.9 m); it is marked by a **buoy**.

O'Donnell Channel and Approaches

Charts 2202-2, 2242



311 **Caution.** — O'Donnell Point ($45^{\circ}05'N$, $80^{\circ}06'W$) rises to an elevation of 25 feet (7.6 m) 0.5 mile inland and is well-wooded to near its end. Rocks, shoals and islets surround the point.

312 A bare island 0.3 mile east of Gillford Rocks and 0.1 mile south of O'Donnell Point is 12 feet (3.7 m) in elevation.



313 **O'Donnell Point light** (902.5) is on the west tip of the bare island.

314 The **buoyed** channel, which leads close west of O'Donnell Point, is narrow and winding.

Chart 2242



315 **Caution.** — **Whyte Reef** ($45^{\circ}05'N$, $80^{\circ}07'W$), 0.4 mile SSE of Deer Island, is a shoal with several dry rocks. A rock, drying 0.6 m (2 ft), lies 0.2 mile NW of Whyte Reef.



316 **Caution.** — **Seaman Bank**, awash, lies 0.2 mile south of Whyte Reef.

317 A route which leads between Deer Island and Whyte Reef allows access from offshore to the small-craft route north of The Sow.

318 Access to the small-craft route is also possible through **O'Donnell Channel** (*not named on Chart 2242*), which approaches O'Donnell Point from the south. This approach is marked by **buoys**.

319 **Leading marks.** — The summit of Tryon Island touching the north end of The Sow on a bearing of 102° leads through the passage between Deer Island and Whyte Reef into the northern part of O'Donnell Channel. The inshore small-craft route is entered north of The Sow. Take care to identify these islands correctly; from a distance The Sow is barely visible and Tryon Island blends into the background.

Charts 2202-3, 2242

320 **Jacques Island** ($45^{\circ}06'N$, $80^{\circ}06'W$) and **Bowes Island** (*not named on Chart 2242*) lie 0.4 mile north of O'Donnell Point on the south side of the entrance to Twelve Mile Bay.

321 The small-craft route leads east of the small island close east of Jacques Island; the channel is marked by **buoys**.

Approaches to Twelve Mile Bay

322 **Loon Island** ($45^{\circ}07'N$, $80^{\circ}06'W$) (*not named on Chart 2242*) is a peninsula connected to the mainland by a strip of land 200 feet (61 m) wide which is known as **Loon Portage** (*not named on Chart 2242*). Loon Island separates **Moon Bay** (*not named on Chart 2242*), to the north, from Twelve Mile Bay. **Moose Deer Point** is the west end of Loon Island.

323 A radio tower on high ground, 0.3 mile east of Moose Deer Point, has an elevation of 108 feet (32.9 m); this tower is **conspicuous** and makes a good landmark.

324 Moose Deer Point and a chain of islands extending 1.7 miles to the west form the north side of the entrance to Twelve Mile Bay. **Mercer Rocks** (*not named on Charts 2202-3 and 2242*), 1.7 miles west of Moose Deer Point, are two rocks with an elevation of 3 feet (0.9 m); these are the outermost islands of the chain. The SW sides of these rocks are steep-to.

325 **Channel Rock**, 0.4 mile SE of Mercer Rocks, is the SE and highest of a group of bare rocks. Deep water lies close east of this rock.

326 **Maxwell Rock** (*not named on Chart 2202-3*), 1.7 miles SW of Moose Deer Point, is 10 feet (3 m) in elevation; this is the outermost island on the south side of the approach to Twelve Mile Bay.



327 **Caution.** — Maxwell Rock is surrounded by **dangerous** rocks.

328 **McQuade Island**, 0.3 mile SE of Channel Rock, has a few bushes on it. This island is part of *Georgian Bay Islands National Park*. A shallow spit extends 0.2 mile NW from the island, narrowing the channel between McQuade Island and Channel Rock. The islands between McQuade

Island and Moose Deer Point are close together and from offshore appear as one headland.

329 **Armstrong Rock** (*not named on Charts 2202-3 and 2242*), drying 2 feet (0.6 m), lies 0.2 mile south of McQuade Island. **Minnie Rock** (*not named on Chart 2202-3*) and **Haha Rock** lie 0.5 mile to the SE.



330 **Caution.** — The approach to Twelve Mile Bay is between Maxwell Rock and McQuade Island. The water is generally deep but there are many scattered shoals; access to Twelve Mile Bay and the inshore small-craft route requires local knowledge.

Chart 2202-3

331 **Milligan Island** (*45°06'N, 80°07'W*), 1 mile ESE of McQuade Island, is rocky and 15 feet (4.6 m) in elevation with a few clusters of trees. The inshore small-craft route passes close to the east. **Manitou Gap**, the narrow passage west of Milligan Island, is not recommended.

332 **Passage Island** lies 0.5 mile SSW of Milligan Island. **Bass Group**, a cluster of islands and rocks with a few small trees, lies 0.5 mile farther south.

333 **Eagar Rock** (*misspelled Eager Rock on the Chart*), awash, and two other small rocks, each 1 foot (0.3 m) in elevation, lie 0.2 mile north of Passage Island. **Hood Reef** lies in mid-channel, 0.7 mile east of Eagar Rock.

Charts 2202-2, 2202-3, 2202-5

334 **Twelve Mile Bay** is long and narrow. Its rocky shores are densely wooded and rise to an elevation of 75 feet (23 m).



335 Excellent **anchorage** can be found at the head of Twelve Mile Bay.



336 The bay SE of the island close east of Bowes Island offers good **anchorage**. It is entered through the narrow passage on its north side, taking care to avoid the shoal water surrounding an islet 4 feet (1.2 m) in elevation. There is deep water close to the west shore of the channel.



337 **Caution.** — A rock in the eastern part of the bay dries 1 foot (0.3 m); it is underwater at summer water levels.



338 There is a Public **wharf** and **launching ramp** on the south side of Twelve Mile Bay, 2.5 miles east of Bowes Island. The concrete portion of the wharf extends 50 feet (15 m) from shore and is 30 feet (9.1 m) wide with an elevation of 3 feet (0.9 m). There are depths of 15 feet (4.6 m) around the outer end of the wharf. The floating wharf extending east from the main wharf is 90 feet (27.4 m) long; it has depths of 2 feet (0.6 m) at the eastern end to 11 feet (3.4 m) at its western end. A paved road connects with *Highway 400*.

Chart 2202-5

339 **Gordons Bay** is on the south shore, 3.4 miles east of Bowes Island.



340 **Moose Deer Point Marina** is in Gordons Bay. A campground is near by. The nearest medical facilities are at Mactier, 35 km away by road. *Moose Deer Point Marina* is an authorized dealer for *Canadian Hydrographic Service* charts and publications.



341 **Caution.** — There are **dangerous** rocks off the entrance to Gordons Bay; these are marked by **buoys**.

Inshore Route Twelve Mile Bay to Parry Sound

General

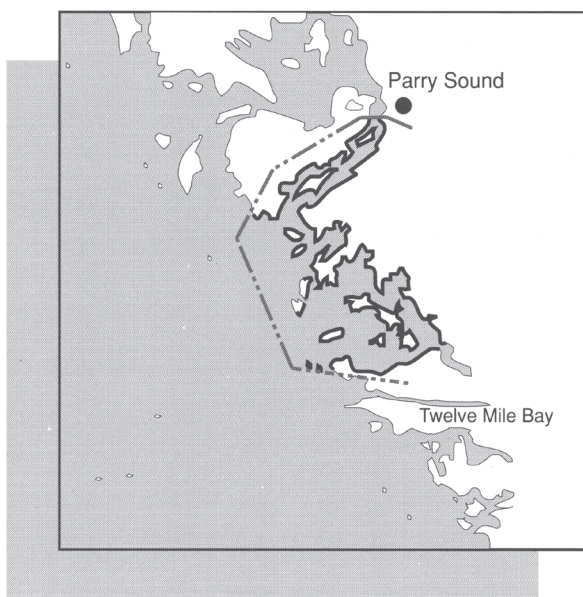
Chart 2202

1 The small craft route from Twelve Mile Bay to Parry Sound covers a distance of 18 miles with a least depth of 6 feet (1.8 m), leading mainly through sheltered waters.

2 The routes described in this chapter are covered by three of the five sheets of small-craft *Chart 2202*. These are strip charts aligned with the main direction of the route; north is not “up”. The offshore areas are covered by *Charts 2225 and 2242*.



3 **Caution.** — On the small-craft route, the direction from Port Severn towards Parry Sound is considered to be “upstream” for purposes of buoyage. On main shipping tracks, the approach from offshore is considered to be “upstream”; the buoyage system may appear to be reversed where a small-craft route meets a main shipping track. (See information on *Aids to navigation* in *Sailing Directions* booklet *CEN 300 — General Information, Great Lakes*.)



Twelve Mile Bay to Turning Island

Chart 2202-3

4 The small-craft route from Twelve Mile Bay to Turning Island covers a distance of 8 miles. It is sheltered except for the 3 mile stretch between Lanoka Island and Copperhead Island.

5 Access to the route from offshore can be found at Twelve Mile Bay; at Double Island; and at Turning Island. Routes to Parry Sound leave the main route near Turning Island.

6 (Twelve Mile Bay and its approaches are described in Chapter 7.)

Twelve Mile Bay to Fryingpan Island



7 **Caution.** — The small-craft route from Twelve Mile Bay to Fryingpan Island, 4 miles to the NNW, winds through a large group of islands, rocks and shoals and then crosses the mouth of a large bay. Much of this section is exposed to winds and seas from the west.

8 The narrow channel through the islands and shoals east and NE of Milligan Island is marked by **buoys** and **beacons** and is 50 feet (15 m) wide. Depths of 10 feet (3 m) are found in this channel.

9 A radio tower on higher ground, 0.3 mile east of Moose Deer Point, is useful as a mark for boaters passing northwards through the above-mentioned channel.



10 **Jubilee Island**, 0.2 mile NW of Milligan Island, has a **conspicuous** white house on it. **Starvation Bay**, east of Jubilee Island, offers good **anchorage**, mud bottom.

11 **Lanoka Island** lies 0.2 mile north of Jubilee Island. The route leads through a channel, marked by **buoys** and **beacons**, between Lanoka Island and the islands and above-water rocks to the east.

12 **Cone Island**, 0.1 mile NW of Lanoka Island, is sharp-topped, smooth and bare.

13 Moose Deer Point ($45^{\circ}07'N$, $80^{\circ}07'W$), 0.3 mile ENE of Lanoka Island, is the western end of Loon Island. (*Moose Deer Point and Loon Island are described in Chapter 7.*)

14 **Smooth Island**, 0.5 mile NNW of Moose Deer Point, is 22 feet (6.7 m) in elevation and bare.



15 **Caution.** — **Haight Rock**, awash, 0.1 mile SW of Smooth Island, and two detached shoal rocks, 6 feet (1.8 m) and 4 feet (1.2 m) deep, respectively, lying WNW and NW of Smooth Island, are marked by **buoys**.

16 **Menimmenis Island**, 0.3 mile north of Smooth Island, is easily recognized from the north by the high, steep, bare face of its north point. The route leads between Menimmenis Island and an unnamed island, 13 feet (4 m) in elevation, 0.1 mile to the west.

17 A port hand **daybeacon** is on the NE side of the unnamed island. The top of this beacon has an elevation of 25 feet (7.6 m) and a height of 21 feet (6.4 m). This beacon is a major navigational aid for vessels approaching from the north.

18 **Track Island**, 0.1 mile WNW of the unnamed island, is 17 feet (5.2 m) in elevation and wooded.



19 **Caution.** — **McCurry Rocks** lie 0.2 mile NE of Track Island. There is a starboard hand **daybeacon** on a rock 0.1 mile south of McCurry Rocks. A rock with a depth of 1 foot (0.3 m) 0.1 mile SW of McCurry Rocks is marked by a **buoy**. The route leads between the beacon and the buoy.

20 **Double Island** lies 0.6 mile NW of McCurry Rocks; being detached and 34 feet (10 m) in elevation and in two parts, both wooded, it is easy to identify. The route leads east of Double Island and Copperhead Island, and west of **Moseley Island**, 25 feet (7.6 m) in elevation with a few trees, **Snow Island**, which is bare, and **Gaviller Island**, which is 30 feet (9.1 m) in elevation.



21 **Caution.** — A **submarine cable** crosses the channel between Copperhead Island and Gaviller Island.

22 **Haystack Rock**, 0.6 mile west of Double Island, is a dark, bare islet 14 feet (4.3 m) in elevation with two humps which are **conspicuous** from offshore, especially in the morning sun.



23 **Copperhead Island** lies 0.6 mile north of Double Island. Good **anchorage** in 18 feet (5.5 m), mud bottom, can be found in **Copperhead Harbour**.



24 **Caution.** — Boaters planning to anchor in Copperhead Harbour must avoid the **submarine cables** in this area.

25 **Jumbo Island**, 0.2 mile NW of Copperhead Island, has a white elephant painted near the water line on its NE side.

26 Access to the main route SE of Copperhead Island is offered by an approach route from offshore which leads south of Haystack Rock and north of Double Island.

27 **Fryingpan Island** ($45^{\circ}10'N$, $80^{\circ}08'W$) is 30 feet (9.1 m) in elevation, flat and wooded. **Heath Point** is the north end of the island. **Jewell Point**, the SE end of the island, is marked by a port hand **daybeacon**. **Barrel Point** is the east tip of the island; a sign on the point reads "Wellington Point".

28 **Fryingpan Harbour** is an inlet on the east side of Fryingpan Island.



29 **Barrel Point light** (903) is on the point on the east side of Fryingpan Island.

30 The channel between Fryingpan Island and **Sans Souci Island**, to the NE, is marked by **buoys**. **Ellen Pearce Island**, which is the SW end of Sans Souci Island, is 40 feet (12 m) in elevation; there is a **conspicuous** flagstaff on its SSW shore.



31 **Sans Souci**, a summer colony on Fryingpan Island NW of Barrel Point, has a seasonal post office and a store. There is a Public **wharf** with four piers, each 60 feet (18 m) long, and an L-shaped section 50 feet (15 m) long. There are also several small piers with depths of 13 feet (4 m) at their outer ends.

32 A stone cross 8 feet (2.4 m) high near Sans Souci commemorates Samuel de Champlain and René Sieur de La Salle.



33 *Le Blanc's Sans Souci Marina* is on the west shore of Fryingpan Harbour. *Henry's Fryingpan Island Restaurant* is 0.1 mile NNW of the wharf.

34 *Deer Horn Lodge* is an American Plan resort on **Deer Horn Island**, 1 mile ESE of Barrel Point light. A fishing guide is on call.

35 **Sheep Head Bay** lies 0.4 mile east of Sans Souci Island. There is an official garbage disposal site on the west shore near the north end of the bay.

FRYINGPAN ISLAND FROM EAST (1996)



Charts 2202-3, 2202-5

Moon Island area

36 **Moon Island** is a large irregularly shaped island 2 miles ESE of Fryingpan Island. The area near Moon Island offers outstanding cruising in attractive surroundings. The shores in many places are steep-to, making it possible to secure alongside.



37 There are many well-sheltered **anchorages** with good holding ground.

38 Two secondary routes lead into the Moon Island area from Fryingpan Island. The northern route divides into two branches; one leads to Ruddy Island, the other to Miron Island. The southern route leads to Sharpe Island. These routes are mostly unmarked but there are several **buoys**, **beacons** and private aids.

39 **Route to Ruddy Island.** — The northern route leads ENE from Barrel Point and past Anker Pint Islet to **Emerald Island** ($45^{\circ}11'N$, $80^{\circ}06'W$) where it splits, one branch leading NE past **Kinnear Island** to **Ruddy Island**, the other leading SE to Miron Island (*described later in this section*).

40 **Caution.** — A rock with a depth of 4 feet (1.2 m) lies off the east shore of Sans Souci Island, 450 feet (137 m) SSW of **Rosalie Island**. A second rock, with a depth of 3 feet (0.9 m), lies 0.1 mile south of Rosalie Island.

41 The channel at **Anker Pint Islet** is marked by a starboard hand **daybeacon** and a port hand **daybeacon**.

42 **Caution.** — The boulders 0.2 mile NE of Emerald Island are likely to be awash or underwater at summer water levels.

43 There are depths of 4 feet (1.2 m) in the entrance to **Jenner Bay**, west of Kinnear Island.

Chart 2202-5

44 **Pennsylvania Island** is 0.6 mile SE of Kinnear Island. **Monette Point** is the NE end of Pennsylvania Island. A rock, with a depth of 2 feet (0.6 m), lies south of Monette Point.

45 There is a prominent microwave tower near the SW end of Pennsylvania Island. This tower has an elevation of 150 feet (45.7 m) and a height of 132 feet (40.2 m).

46 **Route to Miron Island.** — From Emerald Island, the SE branch of the secondary route leads between Pennsylvania Island and **Crooked Island**, then along the south shore of **Vanderdasson Island** and eastward to **Miron Island**.

Chart 2202-3

47 **Route to Sharpe Island.** — The southernmost route to the Moon Island area leads ESE from Fryingpan Island for 5 miles to a position NE of **Sharpe Island** ($45^{\circ}08'N$, $80^{\circ}03'W$).

48 From Fryingpan Island, this route passes between **Rawbone Island** and Gaviller Island, between **Yankanuck Island** and **Stone Island**, then south of **Alice Island**.

49 On the south side of **Somerset Island**, which is close north of Alice Island, there is a large house with a television tower; this tower has air obstruction **lights**.

50 **Wahsoun Island**, higher and wooded, lies north of Somerset Island. A microwave tower in the SW part of the island is 299 feet (91.1 m) in elevation and prominent.

51 **Caution.** — From Alice Island, the route passes between unmarked shoals and close north of a **buoy** marking a 3-foot (0.9-m) spot 0.2 mile east of Alice Island.

 52 **Caution.** — The route passes north of **Jesso Island** and **Iona Island** and then winds its way between **Coltman Island** and **Carlotta Island**. The channel here is surrounded by unmarked **dangers** and requires particular care.

 53 **Caution.** — There are numerous **submarine power cables** in this area.

Fryingpan Island to Turning Island

54 From Fryingpan Island to Turning Island, 2.4 miles to the NNW, the route follows sheltered and clearly marked channels through a large group of islands.

55 **Totten Island** ($45^{\circ}11'N$, $80^{\circ}08'W$), 46 feet (14 m) in elevation, close west of Sans Souci Island, and **Wildgoose Island**, which has a wild goose in flight painted on its south face, are two of several islands lying close east of the route. **Bonnet Island**, **Denton Island**, 34 feet (10 m) in elevation, and **Ajax Rock**, bare and conical, lie west of the route.

56 There are starboard hand **daybeacons** on **Bull Rock**, which is SSW of Totten Island, and on the SW point of Wildgoose Island; there is a port hand **daybeacon** on Ajax Rock.

 57 **Caution.** — **Buoys** are moored close east of a rock with a depth of 2 feet (0.6 m) lying 0.15 mile NW of Bull Rock, and close ENE of a rock with a depth of 3 feet (0.9 m) lying 450 feet (137 m) SE of Ajax Rock.

58 **Ajax Island**, **Leonard Island**, **Tyrone Island**, **Bernice Island**, **Gauge Islands**, and several others, lie in a group NW of Ajax Rock. There is a port hand **daybeacon** at the east end of Gauge Islands; the route passes north of it.

 59 The area between Bernice Island and Tyrone Island offers **anchorage** in 30 feet (9.1 m), mud.

60 **Round Island**, elevation of 26 feet (7.9 m), and **Chamberlain Island**, elevation of 31 feet (9.4 m), lie NE and north of Gauge Islands, respectively.

61 The main route through South Channel to Parry Sound (*described later in this chapter*) leads east of Round Island and Chamberlain Island.

62 **Turning Island** ($45^{\circ}13'N$, $80^{\circ}10'W$) is 26 feet (7.9 m) in elevation.

 63 **Turning Island (South Channel) light** (935) is on the SW extremity of the island.

64 **Spider Point** and the mouth of **Spider Bay** are 1.1 miles ENE of Round Island. Three secondary routes leading eastward into Spider Bay (*Chart 2202-5*) leave the main route between Fryingpan Island and Turning Island.

 65 **Caution.** — Spider Bay offers good cruising but **dangers** in it are not marked; local knowledge is essential.

Southern approach to Turning Island

66 **McBrien Island**, 0.3 mile SW of Turning Island, is a prominent wooded island 30 feet (9.1 m) in elevation.

 67 **Caution.** — A rock with a depth of 2 feet (0.6 m), lying 0.2 mile south of McBrien Island, is marked by a **buoy**.

68 The two **Black Rocks**, 0.6 mile SSW of McBrien Island, are dark-coloured. The SE rock is larger and shaped like a saddle; it is marked by a port hand **daybeacon**.

69 **Access routes.** — A secondary route from offshore near **Lone Rock** ($45^{\circ}09'N$, $80^{\circ}14'W$) (*Chart 2242*) offers access to the main route and to South Channel at Turning Island. This route leads east of Black Rocks and McBrien Island. A secondary route that joins this route between Black Rocks and McBrien Island leads from Waubuno Channel.

South Channel

70 **South Channel** ($45^{\circ}14'N$, $80^{\circ}09'W$), which separates **Parry Island** from the mainland to the SE, leads from Turning Island to Rose Point at the SE end of Parry Sound Harbour, a distance of 9.5 miles. From Turning Island to the town of Parry Sound by South Channel is 7 miles shorter than by Long Sault channel and Waubuno Channel.

 71 **Caution.** — South Channel is clearly marked but because of restricted channel widths and sharp turns it is considered unsuitable for small craft more than 60 feet (18 m) long or drawing more than 7 feet (2.1 m).

72 South Channel can be entered from three points on the main small-craft route. The main route into the channel leaves 0.5 mile SE of Round Island; other routes leave SW of Turning Island and west of Scovell Island. South Channel can also be entered by a route which leaves the secondary route into Spider Bay (*previously described*). This last-mentioned route to South Channel has no aids to navigation.

73 **Buoys and beacons** in South Channel are placed for approach from offshore; red buoys and beacons are kept to starboard when inbound to Parry Sound.

Round Island to Flossie Island

74 Round Island and Chamberlain Island (*both previously described*) lie 0.5 mile SE of Turning Island. **Prow Island** and **Bernyk Island** lie north and NE of Chamberlain Island; **Lent Island**, **Gash Island** and **Cameron Island** lie north and NNW of Chamberlain Island, respectively.

75 There is a prominent microwave tower, 154 feet (46.9 m) in elevation, near the NE end of Lent Island.

 76 **Caution.** — There is a port hand **daybeacon** on the east shore of Round Island. A shoal close east of Round Island is marked by a **buoy**. The channels east of

Chamberlain Island and between Gash Island and Lent Island are marked by **buoys**. There are two port hand **daybeacons** on the east shore of Gash Island. On Prow Island, a diamond-shaped sign with a black arrow points towards the route between Chamberlain Island and Bernyk Island.

77 **Beauty Island** ($45^{\circ}14'N$, $80^{\circ}10'W$) is 0.9 mile NNE of Turning Island.



78 **Beauty Island light** (936) is on the NW point of the island.

79 There is a starboard hand **daybeacon** on a mast on the south side of the island, with an elevation of 17 feet (5.2 m), which lies close south of Beauty Island.

80 The main route into South Channel leads east of Round Island, between Chamberlain Island and Bernyk Island, then between Gash Island and Lent Island, entering South Channel SW of Beauty Island.

Alternate routes

81 **Scratch Island**, 32 feet (9.8 m) in elevation, **Rice Island** and **Blower Island** lie 0.7 mile north of Turning Island. An alternate route into South Channel leaves the main route SW of Turning Island and leads between Rice Island and Scratch Island. Another route leads west of Scovell Island and **Consolation Island** then between Rice Island and Blower Island. Consolation Island has a starboard hand **daybeacon** on its NW point; a shoal close to the north is marked by a **buoy**.

82 Another route to Parry Sound leads through **Indian Dock Channel**, entered north of Beauty Island. This channel, so named because of the wharf-like appearance of its rocky shores, has a least depth of 1 foot (0.3 m) and is suitable only for small boats.



83 **Caution.** — A depth of 1 foot (0.3 m), 0.3 mile north of Beauty Island light in the middle of the entrance to Indian Dock Channel, is marked by a **buoy**.

84 **Shasha Island**, 43 feet (13 m) in elevation, and **Amanda Island** lie on the west side of South Channel NNE of Beauty Island; **Sanger Island**, 33 feet (10 m) in elevation, **Ryders Rock** and **Flossie Island** are on the east side.



85 **Caution.** — A low, above-water rock surrounded by shoal depths midway between Shasha Island and Sanger Island has a port hand **daybeacon** on it; there are starboard hand **daybeacons** on Ryders Rock and on Flossie Island. The limit of shoal water extending SW from Flossie Island is marked by a **buoy**.

86 A secondary route which meets the main route south of Flossie Island leads east and then south to the mouth of Spider Bay (*previously described*). This secondary route requires extra care; there are no aids to navigation.

87 No **overhead cables** cross the main or secondary routes in this area but there are many nearby.

Charts 2202-3, 2202-4

Flossie Island to Leisur Lee Point

88 **Maud Island** ($45^{\circ}15'N$, $80^{\circ}09'W$), 0.5 mile north of Flossie Island, is 56 feet (17 m) in elevation. **Holder Point**, on the mainland east of Maud Island, has a starboard hand **daybeacon** on its west end.



89 **Anchorage** can be found east of Holder Point in **Redner Bay**, and in the cove on the west side of the channel north of Amanda Island.



90 **Caution.** — A **submerged power cable** is laid from the east side of Redner Bay to the SW tip of **MacArthur Point** and continues to the south side of an open bay on the NE side of Amanda Island. Boaters planning to use the above-mentioned anchorages must avoid this cable.



91 **Hillis Bay**, which is 1 mile SE of Amanda Island, just off the secondary route to Spider Bay, offers several good **anchorages**, taking care to avoid the **submarine cables** and the rock, drying 1 foot (0.3 m), near the centre of Hillis Bay.

Chart 2202-4

92 **Lamb Island**, 0.3 mile NE of Maud Island, is 11 feet (3.4 m) in elevation; there is a summer home on it and a large white anchor on its east shore. There is a port hand **daybeacon** at the east end of the island. A footbridge between Lamb Island and **Lowndes Island** has a vertical clearance of 7 feet (2.1 m).

93 The route leads between Lamb Island and **Sloan Island**, close to the SE, then passes south of a point, with a port hand **daybeacon**, which projects south from McLaren Island. There is a white diamond-shaped sign at the north end of Sloan Island.

94 **McLaren Island** ($45^{\circ}16'N$, $80^{\circ}07'W$) is large, high and densely wooded. South Channel leads along the south and SE shores of this island for 3 miles. The mainland shore SE of McLaren Island is also high and densely wooded.

95 There is an official garbage disposal site on McLaren Island, at the NE end of the sheltered inlet that extends 0.5 mile to the NE from Lamb Island. This is the *Seven Mile Garbage Disposal Site*. **Buoys** mark the entrance channel.

96 The channel at **Devils Elbow** is only 75 feet (23 m) wide with a depth of 10 feet (3 m). **Minnie Island** lies on the north side of the elbow.



97 **Caution.** — Reduce to slow speed at Devils Elbow and be alert for traffic from the opposite direction, which is not visible around the elbow.

98 The channel between Devils Elbow and Seven Mile Narrows is well marked with **buoys** and **beacons**.

99 **Craganmor Point**, 0.6 mile east of Devils Elbow, has summer cottages on it.

100 There are **overhead cables** in this area although none crosses the route.



101 *Craganmor Point Resort* is on the south shore of Craganmor Point.



102 **Kineras Bay** offers good **anchorage**, taking care to avoid the **submarine cable**.



103 **Caution.** — A **submerged power cable** is laid across Kineras Bay from the west side to the SE side, and from there continues in a north and then an ENE direction to pass through Seven Mile Narrows and SE of Manchip Island to Leisur Lee Point. Boaters planning to anchor in Kineras Bay must avoid this cable.



104 **Caution.** — **Seven Mile Narrows** is 48 feet (15 m) wide at its narrowest part, with a mid-channel depth of 9 feet (2.7 m). There are shoals on each side.



105 *Seven Mile Narrows light* (936.5) is on the west side of the cut.

106 Between Seven Mile Narrows and Five Mile Narrows, which is 1 mile to the NE, the channel is wide and deep.

107 **Five Mile Narrows** ($45^{\circ}16'N$, $80^{\circ}06'W$), 50 feet (15 m) wide at its narrowest part, lies between **Milton Island** and **Hawkins Point** near the east end of McLaren Island.

108 A **buoy** marks the channel west of Milton Island; there is a starboard hand **daybeacon** on the north point of the island.



109 *Five Mile Narrows light* (937) is on the west side of Milton Island.



110 **Caution.** — Speed should not exceed 4.4 knots in Five Mile Narrows. "No wake" signs are posted at each end.

111 The channel that runs between Milton Island and **Manchip Island** is suitable only for small boats.

112 **Leisur Lee Point** is on the mainland 0.5 mile NE of Five Mile Narrows. The channel narrows to 150 feet (46 m) where it passes between Leisur Lee Point and the island lying midway between the point and McLaren Island. There is a starboard hand **daybeacon** on the shore NE of Leisur Lee Point.



113 *McLaren Island East light* (938) is on the SE shore of the small island NW of Leisur Lee Point.



114 **Caution.** — **Anchorage** can be found in the inner part of **Nutter Bay**, ESE of Leisur

Lee Point. This bay should be entered with care; the depth of 7 feet (2.1 m) in the narrow entrance is only 15 feet (4.6 m) wide between boulders.

115 There is an official garbage disposal site on the north shore at the east end of Nutter Bay. This is the *Five Mile Garbage Disposal Site*.

Leisur Lee Point to Rose Point

116 From **Gell Point** ($45^{\circ}17'N$, $80^{\circ}05'W$), which is the east end of McLaren Island, to the SE point of **Isabella Island**, 1.4 miles to the NE, the channel is wide and deep.



117 **Caution.** — A **submerged power cable**, described earlier, is laid from Leisur Lee Point in a SW direction and passes SE of Manchip Island. Another **submerged power cable** is laid from Leisur Lee Point in a NE direction and then SE of **St. Helens Island** and NE to the west end of **Luck Island**. From there, the cable continues in a northerly direction to Three Mile Gap light and to the west side of Channel Island and through Two Mile Narrows and ESE to shore at the NE entrance point of the Boyne River. Boaters are cautioned to avoid these cables.

118 **Dunroe Island**, 0.3 mile ENE of Gell Point, is densely wooded and has a starboard hand **daybeacon** on its NW point.



119 **Five Mile Bay** is an inlet along the north side of McLaren Island. A secondary route, which meets the main route NW of Dunroe Island, leads from Indian Dock Channel, previously described, through Five Mile Bay. **Anchorage** can be found in many coves along the north shore of the inlet.

120 **Three Mile Gap**, 0.9 mile NE of Dunroe Island, lies between the SE point of Isabella Island, which has a port hand **daybeacon** on it, and a small island 0.1 mile to the ENE.



121 **Caution.** — A rocky spit with depths of 1 foot (0.3 m) extends 300 feet (91 m) in a NE direction from the shore near the **beacon**. The outer end of this spit is marked by a **buoy**.



122 *Three Mile Gap light* (939) is on the western tip of the small island mentioned above.

123 **Galt Island** and **Channel Island**, and an islet between them with a wooden pole on it, lie on the east side of the channel NE of Three Mile Gap.



124 **Caution.** — The narrow section of the channel 0.5 mile NE of Three Mile Gap is marked by **buoys**. Cribs, almost awash, lie on each side of the south end of this narrow section.

125 **Two Mile Narrows**, between **Handy Point**, which is the north end of Channel Island, and Isabella Island, has a least width of 45 feet (14 m). It is lined on both sides by boulders 10 feet (3 m) in elevation.



126 **Caution.** — Approaching traffic may be hidden by Handy Point.

127 The south entrance to the narrows and the section of the channel north of Handy Point are both marked by **buoys**. There is a starboard hand **daybeacon** on a rock, drying 2 feet (0.6 m), on the east side of the south entrance to the narrows.

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128 Another route, suitable only for small boats, leads through a channel east of Channel Island. This channel is very narrow and has a limiting depth of 2 feet (0.6 m).



129 An alternate route leads through **Menominee Channel**, which lies between Isabella Island and Parry Island. The section of this channel SW of Isabella Island is 30 feet (9.1 m) wide with a least depth of 2 feet (0.6 m) and suitable only for small boats. **Anchor-age** can be found north of Isabella Island, with care to avoid **submarine cables**.

130 **Rose Point**, a wooded promontory 0.5 mile north of Two Mile Narrows, is the southern boundary of Parry Sound Harbour.



131 **Glenn Burney Marina** is 0.3 mile SE of Rose Point. The *Glenn Burney Lodge*, close by, offers accommodation, meals, boat rentals and a guide service. Camp Tapawingo, a YWCA summer camp, is south of Glenn Burney Marina.

132 A swing **bridge** across the channel between Rose Point and Parry Island has a vertical clearance when closed of 18 feet (5.6 m). The bridge is mounted on a centre pier which has an opening 60 feet (18 m) wide on each side. Vessels should use the opening on their starboard hand.

133 **Bridge signals.** — This bridge operates between 06:00 and 22:00 during the boating season. Operators of craft needing the bridge to open should stop at **Sloop Island** if from the north, or off the NE point of Isabella Island if from the south, and signal *three prolonged blasts*. Small craft should then wait until the bridge is open and the channel is clear.

134 Operators of craft, whose overhead dimensions are such that they do not require the bridge to be opened, should proceed cautiously without signal.



135 **Rose Point Swing Bridge lights** (933) are shown from the bridge itself and from the centre pier structure. At each end of the centre pier is a red light, and there are also red lights mounted on the sides of the bridge. These lights swing with the bridge and indicate closed; green lights at the ends of the swing section come into view when the bridge is open.

136 (*Parry Sound Harbour is described in Chapter 5.*)

Southwest Approach to Parry Sound

Chart 2202-3

137 From Turning Island (*45°13'N, 80°10'W*) to Iron Rock, 4.4 miles to the NW, the route follows Long Sault channel through the islands and rocks off the south shore of Parry Island. At Iron Rock the route joins the much wider Waubuno Channel and follows it to Rose Island, 3 miles to the north.

Turning Island to Iron Rock



138 **Caution.** — **Powys Rock**, with a depth of 3 feet (0.9 m), lies 0.4 mile NNW of Turning Island and 0.1 mile SE of **Scovell Island**.

139 A bifurcation (junction) **buoy** marks the SE side of Powys Rock. This buoy is kept to starboard when northbound on the main small craft route, and kept to port when northbound on the secondary route through South Channel that leaves the main route at Turning Island. An alternate route to South Channel leaves the main route west of Scovell Island and leads close west of Consolation Island. (*South Channel is described earlier in this chapter.*)

140 An islet 0.2 mile WSW of Powys Rock is marked by a **buoy**. The main route leads between this buoy and Scovell Island and then enters Long Sault channel.

 141 The channel known as **Long Sault** leads from **Campbell Island**, 48 feet (14.6 m) in elevation, 0.2 mile west of Scovell Island, to **Larry Island**, 26 feet (7.9 m) in elevation, 2.5 miles to the NW. It is tortuous and narrow but clearly marked by **buoys** and **beacons**. Speed in the channel should be reduced to minimize wash.

142 An alternate route, marked by **buoys**, leaves the main route through Long Sault west of **Jacks Island** ($45^{\circ}14'N$, $80^{\circ}12'W$) and rejoins it SE of Larry Island.

143 **Kathleen Island**, close south of Jacks Island, has a white pyramidal slatwork **beacon** with a black top (*not shown on the Chart*) on its NE point. There is a port hand **daybeacon** on the NW shore.

144 **Bent Tree Island** lies 200 feet (61 m) east of Kathleen Island.

 145 **Caution.** — A **submarine power cable** crosses the channel between Bent Tree Island and the island 0.1 mile to the SE.

146 **Ramsay Point**, which is 0.2 mile SE of Larry Island, and the area to the north and east of it are high and densely

wooded. **Copegog Island** and **Moonlight Island** are 0.3 mile east of Ramsay Point.

 147 **Caution.** — There is a rock, depth of 5 feet (1.5 m), in the middle of the channel 0.1 mile north of Moonlight Island.

  148 Good **anchorage** has been reported in the bay south of **Cecilia Island**, which is 0.2 mile SE of Ramsay Point; in **Kwekwekijiwan Bay**, entered NE of Copegog Island; in the channel between Copegog Island and Cecilia Island; and in the bay SE of Moonlight Island. These anchorages should be approached with care because **dangers** are not marked.

149 **Good Cheer Island**, 0.1 mile west of Larry Island, is 22 feet (6.7 m) in elevation at its west end. A group of islands ranging in elevation from 6 to 46 feet (1.8 to 14 m) extends 0.7 mile to the south.

150 **Begley Rocks**, which are bare, and **McDivitt Island**, which is wooded, lie north of Good Cheer Island. There is a port hand **daybeacon** on the NE side of McDivitt Island.

151 **Iron Rock** ($45^{\circ}16'N$, $80^{\circ}14'W$), 6 feet (1.8 m) in elevation, is marked by a starboard hand **daybeacon**. Being detached, the rock is easily identified. The route leads between Iron Rock and **Niger Rock**, 0.2 mile to the SSW, and then through Waubuno Channel. Niger Rock, drying 2 feet (0.6 m), is marked by a **buoy**.

 152 **Caution.** — Niger Rock and Waubuno Channel are buoyed for approach from offshore.

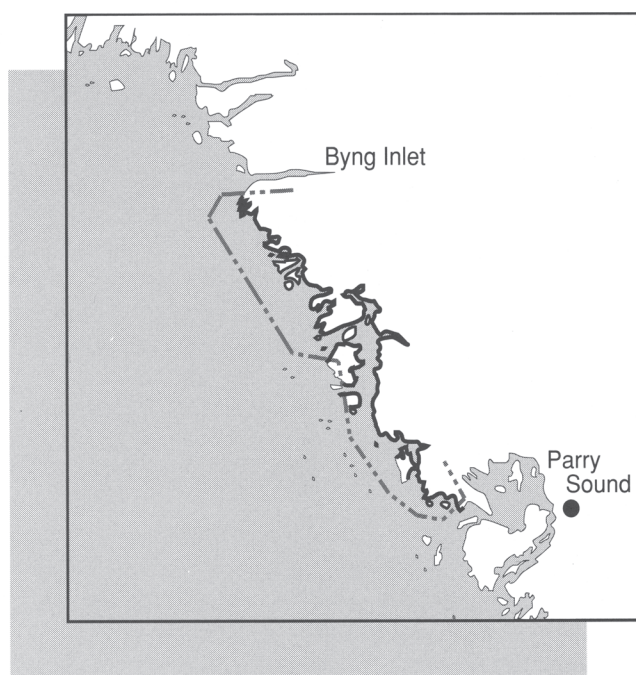
  153 **Hulett Bay**, 0.7 mile east of Iron Rock, and **Caswell Bay**, north of **Kumfort Island**, offer good **anchorages**. These bays should be entered with care; **dangers** are not marked.

154 (*Waubuno Channel is described in Chapter 5.*)

Inshore Route Parry Sound to Byng Inlet

General

Charts 2203, 2242, 2225, 2243



1 The small-craft route between Carling Rock, at the entrance to Parry Sound, and Byng Inlet, 34 miles to the NW, covers a distance of 58 miles with a least depth of 5 feet (1.5 m). It is sheltered except for a short stretch west of Pointe au Baril, which is 18 miles NW of Carling Rock, and a section between Alexander Passage, 6 miles NW of Pointe au Baril, and Byng Inlet, 10 miles farther NW, which is completely open to Georgian Bay weather.

2 The routes described in this chapter are covered by the three sheets of small-craft *Chart 2203*. These are strip charts aligned with the main direction of the route; north is not “up”. The offshore areas are covered by *Charts 2225, 2242 and 2243*.

3 Access from offshore to the part of the small-craft route described in this chapter is possible at Parry Sound, at Pointe au Baril, at Alexander Passage and at Byng Inlet.

 4 **Caution.** — On the small-craft route, the direction from Parry Sound towards Byng Inlet is considered to be “upstream” for purposes of buoyage. On main shipping tracks, the approach from offshore is considered to be “upstream”; the buoyage system may appear to be reversed where a small-craft route meets a main shipping track. (See information on *Aids to navigation* in *Sailing Directions* booklet *CEN 300 — General Information, Great Lakes*.)

 5 **Caution.** — Canoe Channel, 3 miles NW of Carling Rock, is not suitable for small craft over 40 feet (12 m) in length. The section of the route from Pointe au Baril to Byng Inlet is not suitable for small craft over 40 feet (12 m) in length that draw more than 4 feet (1.2 m), although smaller craft can find least depths of 6 feet (1.8 m) throughout.

Carling Rock to Twin Sisters Island

Charts 2203-1, 2225, 2243

6 Between Carling Rock ($45^{\circ}20'N$, $80^{\circ}14'W$) and Twin Sisters Island, which lies 10 miles to the NW, the small-craft

route has a least depth of 6 feet (1.8 m) and is well-sheltered over most of its length.

Alternate routes

7 Canoe Channel can be avoided by following a route which leads south of Kewis Island (*not named on Chart 2203-1 and named Squaw Island on Chart 2225*).

8 Canoe Channel and the winding section of the route NW of Canoe Channel can be avoided by following the main shipping track from Carling Rock to Arthur Orr Rock, 4.7 miles to the WNW, then following an access route which leads NNE past Black Rock to meet the main small-craft route NW of Snug Island. This alternate route is best seen on *Chart 2225*.

9 The small-craft route between Carling Rock and Twin Sisters Island (*not shown on Chart 2225*) can be avoided by following the route which leaves the main shipping track near Vankoughnet Ground (*not shown on Chart 2203-1*), 1.3 miles NW of Arthur Orr Rock, and leads inshore of Mink Islands (*Chart 2242*). This route, which has depths of more than 24 feet (7.3 m), is less sheltered and more direct than the small-craft route; it is not usually used unless visibility is good.

10 (*The main shipping track is described in Chapter 5.*)

Carling Rock to Snug Island

11 From Carling Rock (*described in Chapter 5*), the main small-craft route leads inshore of Pleasant Island and through Canoe Channel then northwards through the islands in the mouth of Shebeshekong Channel to Snug Island.

 12 **Caution.** — **Eagle Rock**, 0.5 mile NNW of Carling Rock, is at the outer end of a spit which extends WSW from **Whitchelo Point**. Eagle Rock dries 3 feet (0.9 m). A rock with a depth of 2 feet (0.6 m) lies 0.1 mile to the SW. The small-craft route leads between the **buoys** marking these features.

 13 **Caution.** — **Cyril Point** lies 0.2 mile north of Eagle Rock; dry rocks and a shoal ledge extend SW from Cyril Point.

14 **Pleasant Island**, 0.9 mile NW of Carling Rock, is the largest island in the area and is well-wooded with rocky shores. A boulder spit marked by a **buoy** extends NE from **Laird Point**, which is the NE end of the island.

 15 **Caution.** — Care should be taken to avoid the shoal ledge off Cyril Point; it lies on the direct line between the **buoy** off Eagle Rock and the **buoy** off Laird Point.

16 **Walsh Islands**, in **St. Aubyn Bay** north of Cyril Point, are wooded. The channel into **Pengallie Bay**, to the north, is **buoyed**.



17 **Killbear Marina** is on the east side of Pengallie Bay.



18 A Public **wharf** at the north end of Pengallie Bay is a floating structure 30 feet (9.1 m) long and 1 foot (0.3 m) in elevation. There are depths of 3 feet (0.9 m) at the outer end of the wharf.

19 **Pleasant Point**, on the mainland north of Pleasant Island, is marked by a starboard hand **beacon**.

20 **Canoe Channel**, which is 40 feet (12.2 m) wide, lies between **Kewis Island** ($45^{\circ}21'N$, $80^{\circ}17'W$) (*not named on Chart 2203-1 and named Squaw Island on Chart 2225*) and the mainland. The channel is well marked by **buoys** and **beacons** but is not suitable for small craft over 40 feet (12.2 m) in length.

21 A water tower, 74 feet (22.6 m) in elevation and dark in colour, is just visible above the trees on the east shore of Kewis Island; a white boathouse close east of it is **conspicuous** from the east. The boathouse in line with the water tower on a bearing of 264° leads along the route between Pleasant Island and Kewis Island.

22 The mainland point ENE of Kewis Island is marked by a starboard hand **daybeacon**.



23 **Anchorage** with good shelter can be found in the bay on the NE side of Kewis Island.

24 **Jane Island**, sparsely wooded, lies in the western approaches to Canoe Channel; the main route leads around the south and west sides of the island. Another **buoyed** route, with depths of less than 6 feet (1.8 m), leads between Jane Island and the mainland. **McLeod Island**, 0.2 mile west of Jane Island, is sparsely wooded.

25 **Canoe Channel bypass.** — Canoe Channel can be avoided by using a less-sheltered route that follows the main shipping track from Carling Rock (*not shown on Chart 2243*) to Spruce Island Shoal (*not shown on Chart 2243*) and then leads between The Pancakes and Kewis Island (*not named on Chart 2203-1 and named Squaw Island on Charts 2225 and 2243*) to meet the main small-craft route SW of Jane Island. (*The main shipping track is described in Chapter 5.*)

 26 **Caution.** — Buoyage on the main shipping track is based on an approach from offshore; this is the reverse of the buoyage on the small-craft route in this area.

 27 **Caution.** — **Pratt Shoal**, 0.25 mile NE of The Pancakes, and a shoal with a depth of 4 feet (1.2 m) 0.5 mile NNW of The Pancakes are marked by **buoys**.

28 The bypass route leading west of the 4-foot (1.2 m) rock and through the shoals south and SSW of Jane Island is indicated by a **beacon** range on **Ketcheson Island** and **Chain Island** (*not named on Chart 2243*), which are NNW of Jane Island.



29 **Caution.** — Shoal banks lie on both sides of the channel; extra care is advised to stay on the range line.

30 The main small-craft route follows the range along the west side of Jane Island to the intersection with a **beacon** range on the mainland east of Ketcheson Island. This second range leads across the mouth of **Fitzgerald Bay**.



31 **Anchorage** with some shelter can be found in Fitzgerald Bay. **Overhead cables** cross each of the three coves around the bay.

32 The channel NW of Fitzgerald Bay is narrow and marked by a port hand **daybeacon** on an islet and by **buoys**. A low rock 0.2 mile north of Ketcheson Island is marked by a port hand **daybeacon**.



33 **Snug Island** and **Middle Island** (*not named on Chart 2243*) protect **Snug Harbour** and **Snug Haven**. The **anchorage** here is well-sheltered. There is a safe channel on both sides of Middle Island.



34 **Caution.** — Two **submarine cables** are laid through the middle of Snug Harbour and out to the south end of Snug Island. Small craft using this anchorage are cautioned to stay well clear of these cables.

35 *Snug Harbour range lights* (*described in Chapter 5*) lead through the outer part of the main channel on the way to Parry Sound.



36 The small settlement of **Snug Harbour**, at the head of the harbour, is connected by road to the town of Parry Sound, 25 km to the east. There is an L-shaped Public **wharf** 190 feet (58 m) long; the outer section is 51 feet (16 m) long.



37 *Gilly's Snug Harbour Restaurant and Marine* is on the north side of the head of the harbour. This marina specializes in sales of fresh and smoked fish and is noted for its prize-winning smoked fish. A campground is nearby.

38 An access route from offshore follows the main channel to Parry Sound. It leaves the main channel 0.4 mile NE of Threestar Shoal (*not shown on Chart 2203-1*) and joins the small-craft route NW of Snug Island. (*The main channel to Parry Sound is described in Chapter 5.*)

SW access to Shebeshekong Channel

39 **Black Rock** ($45^{\circ}22'N$, $80^{\circ}20'W$), 0.9 mile SW of Walton Islands, is dark in colour and 15 feet (4.6 m) in elevation. **Cataract Rock**, 0.5 mile north of Black Rock, is 5 feet (1.5 m) in elevation. A rock 0.1 mile SW of Cataract Rock dries 2 feet (0.6 m) and is marked by a **buoy**.



40 **Caution.** — **Phoebe Rocks**, 0.5 mile NNE and NE of Black Rock, are small islands and shoals. **Savage Rocks** lie NW of Phoebe Rocks off the south coast of **Franklin Island**. **Cracroft Rock**, 0.2 mile NE of Savage Rocks, is 5 feet (1.5 m) in elevation.

41 The passage between Savage Rocks and Franklin Island is **unmarked**.

42 **Peachey Island** (*not named on Chart 2243*), 0.3 mile north of Walton Islands, is 10 feet (3 m) in elevation and mostly bare but with a clump of low trees near its centre. **Horsley Island** (*not named on Chart 2243*) lies off the SE side of Franklin Island, 0.2 mile NW of Peachey Island.

43 A **beacon** range, in line on a bearing of 024° , indicates the route west of Black Rock to a position SE of Savage Rocks; the front beacon is on a rock close SE of Franklin Island and the rear is on Horsley Island. From Savage Rocks, the route leads west of Cracroft Rock and east of Horsley Island to meet the main small-craft route north of Peachey Island.

Snug Island to Galna Island

44 There is a starboard hand **daybeacon** on the west point of Snug Island. Two **buoys** mark the entrance to an inlet on the NW side of the island.

45 From Snug Island to Galna Island, 2.7 miles to the NNW, the route leads through **Shebeshekong Channel**, which is the passage between Franklin Island and the mainland.



46 **Anchorage** can be found in **Regatta Bay** (*not named on Chart 2243*), which is a sheltered inlet WNW of Horsley Island. The channel into Regatta Bay is marked by a port hand **beacon** on a drying rock 0.1 mile NNE of Horsley Island and by **buoys**.



47 **Caution.** — A rock, drying 2 feet (0.6 m), lies off the south shore of Regatta Bay entrance. This rock is generally underwater at summer water levels.



48 There are two floating **wharves** on the south side of Regatta Bay. The wharf near the entrance is 27 feet (8.3 m) long with depths of 1 foot (0.3 m); the other wharf, parallel to the shore, is 65 feet (19.8 m) long with depths of 4 feet (1.2 m).

49 *Franklin Island Picnic Site*, on the SE side of Regatta Bay, is a day-use park.

50 **Burritt Point**, which is the SE end of Franklin Island, is wooded but has a smooth, bare, rocky shoreline. There is a port hand **beacon** on a low rock close east of the point.

Charts 2203-1, 2243

51 **Ireland Point** lies 0.2 mile NE, and **Thistle Island** (*not named on Chart 2243*) 0.6 mile north, of Burritt Point. A low rock 0.1 mile NNW of Thistle Island is marked by a starboard hand **beacon**. **Loon Island** (*not named on Chart 2243*) lies 0.25 mile farther NNW.

52 The channel from Burritt Point to Loon Island is marked by **buoys**.

53 The narrowest part of Shebeshekong Channel leads from Loon Island to Galna Island. This channel, marked by **buoys**, has a width of 90 feet (27 m) in its narrowest section off **Frances Point**.

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54 **Narrows Island** (named *Long Island* on Chart 2243) is NE of Frances Point. **Sparks Island** (not named on Chart 2243) is NW of Frances Point. The route turns west at **Tennant Point**, which is on the mainland.

 55 **Caution.** — Several **dangerous** shoals lie off the west shore of Narrows Island.

56 **Galna Island** ($45^{\circ}25'N$, $80^{\circ}20'W$) is 18 feet (5.5 m) in elevation and bare except for a few trees. There is a port hand **beacon** on the NW part of the island.

 57 **Galna Point light** (940) is on a crib on a **shoal** 0.1 mile east of Galna Island.

58 The route leads east of Galna Point light and then turns through ninety degrees to pass north of the island.

59 **Dillon's Point** (not named on Chart 2243) and the small settlement of **Dillon** are on the mainland shore 0.4 mile NE of Galna Island.

 60 There are two Public **wharves** at Dillon, with depths of 3 to 5 feet (0.9 to 1.5 m). The longer wharf is 145 feet (44 m) long, and the other, close to the north, is 60 feet (18 m) long. There is a concrete **launching ramp** between the two wharves.

 61 **Dillon Cove Marina and Resort** is near the Public wharf. This marina specializes in all types of engine repairs. A fishing charter service is also based here.

62 **Long Bay** (not named on Chart 2243) and the arm of **Shebeshekong Bay** east of Dillon have not been surveyed.

Galna Island to Twin Sisters Island

63 From Galna Island, the route leads through the west arm of Shebeshekong Channel for 2.5 miles to Oak Island, then NNW for 1.1 miles to Twin Sisters Island.

 64 **Caution.** — A rock awash 0.5 mile west of Galna Island is marked by a **buoy**. Farther west, a shallow spit which projects into the channel from the south and a rock ledge extending south from **Hoppner Island** (not named on Chart 2243) are each marked by a **buoy**.

 65 **Caution.** — **Miner Rocks**, some of which are awash, 0.4 mile west of Hoppner Island, are marked by a **buoy**.

66 **Dick Island** (not named on Chart 2243) is on the south side of the route, 0.9 mile west of Galna Island.

67 **Oak Island**, 0.9 mile west of Miner Rocks, marks the west entrance to Shebeshekong Channel. There are port and starboard hand **daybeacons** on the NW point of the island. A private starboard hand **beacon** is near the port hand **daybeacon**. **Duett Rock**, which lies ENE of Oak Island, is marked by a **buoy**.

 68 **Caution.** — **Milo Rock**, with a least depth of 8 feet (2.4 m), 0.4 mile NW of Oak Island, is marked by a **buoy**.

69 **Twin Sisters Island** ($45^{\circ}27'N$, $80^{\circ}25'W$), which lies in the south entrance to Shawanaga Inlet (not named on Chart 2203-1), is almost divided into two parts of equal height and appears to be two islands at summer water levels. There are several dark brown buildings with green roofs on the south Twin Sisters Island. A port hand **daybeacon** is near the SE end of the island. A private starboard hand **daybeacon**, with a

black circle in its centre, is near the port hand daybeacon. The route leads between Twin Sisters Island and **Keegan Rock**.

Twin Sisters Island to Bayfield Inlet

Charts 2203-2, 2203-3, 2243

70 Bayfield Inlet lies 11 miles NNW of Twin Sisters Island; the distance along the small-craft route is 19 miles. Except for a short stretch west of Pointe au Baril, which is 8 miles NW of Twin Sisters Island, the route is well-sheltered.

 71 **Caution.** — The route from Pointe au Baril to Bayfield Inlet, and from there to Byng Inlet, follows channels which are narrow and tortuous. Although it is possible for smaller vessels to find depths of 6 feet (1.8 m) throughout the route, this section is not suitable for vessels over 40 feet (12 m) long that draw more than 4 feet (1.2 m). Such vessels are advised to proceed offshore between Pointe au Baril and Byng Inlet. (*The offshore route is described in Chapter 6.*)

72 Access to this section of the route from offshore is possible at Pointe au Baril.

Charts 2203-2, 2243

Twin Sisters Island to Turning Island

73 From Twin Sisters Island to Turning Island, 4.6 miles to the north, the route leads through **Shawanaga Inlet** which is broad and sheltered, offering good cruising for sailing craft. Off the route in this inlet there are several detached **dangers** which are not buoyed, but the route itself is straightforward and clearly marked.

74 **Hertzberg Island** and **Shawanaga Island** are two large islands on the west side of Shawanaga Inlet.

 75 **Caution.** — **Jack Reef**, 0.4 mile NE of Twin Sisters Island, has a depth of 2 feet (0.6 m) and is marked by a **buoy**.

76 **Callady Rock** is on the west side of Shawanaga Inlet 0.7 mile NNW of Twin Sisters Island; **McCormick Island**, 15 feet (4.6 m) in elevation, lies 0.2 mile farther NNW.

  77 **Anchorage**, with perfect shelter except for a little sea from the south, can be found 0.2 mile south of Callady Rock in 24 feet (7.3 m), mud bottom. If northbound out of this anchorage, take care to avoid the **shoals** east of McCormick Island.

78 **Green Island**, 2 miles north of Jack Reef, is densely wooded and **conspicuous** from the south.

 79 **Caution.** — **McIntyre Shoal**, **Orlebar Rock** and **Kerr Rock**, with a least depth of 8 feet (2.4 m), lie near the channel between Jack Reef and Green Island.

80 The coast on the east side of Shawanaga Inlet, south of Green Island, is 30 to 50 feet (9.1 to 15 m) in elevation and wooded with bare patches near the shoreline.

81 **Green Island Bank** ($45^{\circ}30'N$, $80^{\circ}24'W$), with a least depth of 4 feet (1.2 m), 0.25 mile NW of Green Island, is marked by a **buoy**.

82 **Anchor Island** lies 0.5 mile west of Green Island. Being level, with a few clumps of trees, it is easily identified.

 83 **Caution.** — **Josephine Rocks**, and a rock with a depth of 1 foot (0.3 m) 0.1 mile ESE of them, lie 0.5 mile north of Anchor Island.

 84 The bay between Anchor Island and Josephine Rocks offers good **anchorage** in 25 feet (7.6 m), mud bottom.

 85 On the shore of Shawanaga Island, 0.3 mile west of Josephine Rocks, there is a *Ministry of Natural Resources and Forestry* picnic site. This is a day-use area with picnic facilities and a small **wharf**.

86 **Grave Island** (*not named on Chart 2243*), a prominent island 0.8 mile NNE of Josephine Rocks, is sparsely wooded. There is a port hand **daybeacon** on its SE shore. The island lies near mid-channel. Dry rocks extend westwards towards **Olive Island** (*not named on Chart 2243*) and **Hopewell Island** (*not named on Chart 2243*).

 87 **Caution.** — **Jane Rock** (*not named on Chart 2243*), 0.3 mile south of Grave Island, has a depth of 1 foot (0.3 m). **Mary Rock** (*not named on Chart 2243*), with a least depth of 9 feet (2.7 m), lies SE of Jane Rock.

88 **Lloyd Island** (*not named on Chart 2243*), 0.15 mile NE of Grave Island, is in two parts, both bare except for some low shrubbery. There is a starboard hand **daybeacon** on the SW part of the island.

89 **Chowne Island** (*not named on Chart 2243*), 0.35 mile north of Grave Island, is small and well-wooded; a white painted cairn on its eastern tip is 5 feet (1.5 m) in elevation. **Nadeau Island**, which is the NE part of Shawanaga Island, lies north and NW of Chowne Island. Nadeau Island has an elevation of 48 feet (15 m). A cluster of islets lies off its NE shore and a shallow spit projects to the NE. The boiler of a **wreck** marked by a port hand **daybeacon** lies at the outer end of the spit. The route passes between this beacon and Turning Island, which is 0.2 mile to the ESE.

90 **Turning Island** ($45^{\circ}32'N$, $80^{\circ}24'W$), small with a few trees and bushes, marks the turning point between Shawanaga Inlet and Middle Channel. The island is **conspicuous** from as far as Carey Rocks, 1.6 miles to the WNW.

 91 **Caution.** — **Turning Rocks**, a group of dry and shallow rocks, spread NE from Turning Island.

 92 **Turning Island light** (951.5) is on the SW tip of the island.

93 (A secondary route which meets the main route at Turning Island is described later in this chapter.)



94 **Mosley Island** (not named on Chart 2243), small and bare, lies 0.5 mile SE of Turning Island at the SW entrance to a bay. A small **wharf** and store at **Shawanaga Landing**, at the SE corner of the bay, belong to the *Shawanaga First Nation Reserve*.

Turning Island to Pointe au Baril

95 From Turning Island, the main route leads NW through Middle Channel to Sedgewick Point (not named on Chart 2243), then NW and WNW through Haggart Narrows (not named on Chart 2243) and Pointe au Baril Channel to Pointe au Baril. The channel NW of Sedgewick Point is narrow and winding.

96 Several boat channels in this area are marked by private **buoys** and **beacons** placed by the *Pointe au Baril Islanders' Association*. Most of these channels are shallow and suitable only for small boats.

97 **Mackey Island** (45°32'N, 80°24'W) (not named on Chart 2243) lies 0.5 mile NW of Turning Island. An islet with a starboard hand **daybeacon** lies off the SW point of Mackey Island. **High Pine Island** (not named on Chart 2243) lies on the SW side of the channel opposite Mackey Island.

98 **Middle Channel** (not named on Chart 2243) leads from Mackey Island to **Empress Island**, 2.2 miles to the west.



99 The bight between High Pine Island and **Stairs Island** (not named on Chart 2243) to the WNW offers good **anchorage** in 30 feet (9.1 m), mud bottom.

100 **Pollard Island** and **Emerald Island** (not named on Chart 2243), which are on the north side of Middle Channel opposite Stairs Island, are wooded.

101 **Jergens Island** (45°33'N, 80°26'W) lies 0.4 mile WNW of Pollard Island.



102 **Caution.** — Detached shoal spots with depths of less than 6 feet (1.8 m) lie NE and SW of Jergens Island. **Pym Rock** (not named on Chart 2243), SW of Jergens Island, is 40 feet (12 m) square and 3 feet (0.9 m) in elevation; it is marked by a starboard hand **daybeacon**.



103 *Jergens Island light* (948) is on the SE tip of the island.



104 **Caution.** — **Rigg Rock** (not named on Chart 2243), on the south side of the channel 0.5 mile south of Jergens Island light, has a depth of 7 feet (2.1 m). **Carey Rocks** lie 0.3 mile west of Rigg Rock. A rock awash 0.1 mile east of Carey Rocks is marked by a **buoy**.



105 **Caution.** — **Ripple Rock** (not named on Chart 2243), 0.3 mile west of Carey Rocks, has a depth of 1 foot (0.3 m) and is marked by a **buoy**. This **dangerous obstruction**, almost in the centre of the channel, should be avoided by keeping closer to **Duke Rock**, 0.1 mile to the NW, which is small, round and 7 feet (2.1 m) in elevation.

106 **Sultan Rock** (not named on Chart 2243), south of Duke Rock, is small and bare. There are starboard hand **daybeacons** on the north side of the channel opposite Sultan Rock and on **Sedgewick Point** (not named on Chart 2243), 0.2 mile to the west. A stone cross on Sedgewick Point commemorates Samuel de Champlain's canoe voyage here in 1615.

107 **Passage Island** (not named on Chart 2243) is small and in two parts with a few trees; a low rock close to the NE is marked by a **buoy**. The channel between this rock and Sedgewick Point is narrow.



108 **Caution.** — A rock 0.1 mile NW of Passage Island has a depth of 5 feet (1.5 m); it is marked by a **buoy**.

109 The south side of the channel is marked by a port hand **daybeacon** east of **Underwood Island**.

110 **Haggart Point** (not named on Chart 2243) has a starboard hand **daybeacon** on it. The stretch of channel between Sedgewick Point and Haggart Point is known as **Haggart Narrows** (not named on Chart 2243).

111 **Dundurn Island** (not named on Chart 2243) is 0.1 mile west of Passage Island.



112 **Caution.** — A channel wider and deeper than that described above leads south of Passage Island and Dundurn Island then turns north to pass east of **Abbott Island** (not named on Chart 2243). When using this channel, take care to avoid the rocky **spit** which projects SW from Dundurn Island, and a 1-foot (0.3 m) shoal NE of Abbott Island.



113 **Ojibway Island** (not named on Chart 2243), south of Passage Island, is the site of the *Ojibway Club*, which is a private resort open in July and August. There is a coin-operated radiotelephone here in July and August. Depths of 2 feet (0.6 m) are found at the resort.

114 Private **buoys** mark a passage through a shoal between Ojibway Island and Passage Island.



115 **Caution.** — **Lauder Islands** (45°33'N, 80°28'W) (not named on Chart 2243) lie 0.1 mile NW of Haggart Point; a rocky ledge projects into the channel from the north and west shores of the northern island and a shallow spit, marked by a **buoy**, extends from its NE corner of the north island. A rock 3 feet (0.9 m) in elevation at the NE side of the ledge is marked by a port hand **daybeacon**; there is a starboard hand **daybeacon** on a point close to the north. The channel between the beacons is narrow.

116 **Bogart Island** (not named on Chart 2243), with a starboard hand **daybeacon** at its west end, and **Burnt Island** (not named on Chart 2243), which has a port hand **daybeacon** on its NE point, lie on opposite sides of the channel 0.4 mile NNW of Lauder Islands.

117 **Mayne Island** (not named on Chart 2243) lies 0.3 mile north, and **Richards Island** 0.3 mile NW, of Bogart Island.

 118 **Caution.** — A rock 0.1 mile south of Mayne Island is 6 feet (1.8 m) in elevation and marked by a starboard hand **daybeacon**. Isolated rocks south of Mayne Island are marked by private **buoys**. There is a port hand **daybeacon** on the east end of Richards Island. A private **buoy** marks a shoal area on the north side of Richards Island.

119 **Raspberry Island** (*not named on Chart 2243*), 0.1 mile north of Richards Island, is bigger than its neighbours. The route leads between Raspberry Island and an unnamed island to the SW.

120 There is a starboard hand **daybeacon** on the south side of Raspberry Island and a port hand **daybeacon** on the north side of the unnamed island.

121 **Oldfield Island** (*not named on Chart 2243*) and **Macklin Island** (*not named on Chart 2243*) lie 0.2 mile west and SW of Raspberry Island on the south side of the channel. The light on Macklin Island is the rear light of Pointe au Baril light range (*described later*).

 122 **Caution.** — Rocks and shoals border the south side of the channel for 0.3 mile west of Oldfield Island, the westernmost of these being **Johnny Rock** (*not named on Chart 2243*).

123 **Pike Bay** is a cove in the mainland shore north of Johnny Rock. The former site of a marina in Pike Bay is private. Pike Bay is not completely sounded.

124 **Double Island** (*not named on Chart 2243*), 0.2 mile WNW of Johnny Rock, consists of two islets; there is a port hand **daybeacon** on the north point of the eastern islet. There is a **buoy** 170 feet (52 m) east of the beacon.

 125 **Caution.** — A rock awash 150 feet (45.7 m) north of Double Island is marked by a **buoy**; the channel passes between this rock and the island. There is a private **buoy** SE of Double Island.

126 **Pointe au Baril** ($45^{\circ}34'N$, $80^{\circ}30'W$) achieved importance because of its safe approach channel from offshore leading to the sheltered waters of Shawanaga Inlet. (*Pointe au Baril lighthouse and range are described in a later section of this chapter: "Pointe au Baril to Hangdog Reef".*)

127 **Lookout Island**, whose summit, near its NE end, is 47 feet (14.3 m) in elevation, shelters Pointe au Baril Channel.

Turning Island to Tonches Island

128 From Turning Island, a secondary route leads north through Shawanaga Inlet for 2 miles to Burnt Island, then NW through Kitsilano Channel (*not named on Chart 2243*) to Marjorie Point, which is the NE point of Tonches Island. Here it meets a secondary route (*described later*) which leads from Pointe au Baril to Pointe au Baril Station.

 129 **Caution.** — **Mackey Shoal** (*a local name*) ($45^{\circ}32'N$, $80^{\circ}24'W$), with a depth of 6 feet (1.8 m), lies close west of the route midway between Turning Island and Mackey Island.

130 **Button Rocks** (*not named on Chart 2243*), **Bellavista Island** (*not named on Chart 2243*), **Rathlyn Island** and **Burnt Island** lie on the west side of the channel north of Mackey Island. **O'Connor Rocks** and several unnamed islands lie east of the channel.

 131 **Caution.** — Four shoals with depths of 1 to 4 feet (0.3 to 1.2 m) lying east of Bellavista Island, Rathlyn Island and Burnt Island, are marked by private **buoys**.

 132 **Caution.** — There is a rock, with a depth of 5 feet (1.5 m), on the track 0.2 mile NNE of Bellavista Island.

133 **Rogers Island** lies close west of Burnt Island on the south side of an unsounded bay.

 134 **Rogers Island light** (949) is privately maintained and is on a rock 4 feet (1.2 m) in elevation close north of the island.

135 **Kitsilano Channel** (*not named on Chart 2243*) separates **Barclay Island**, on its NE side, from Burnt Island, **Tonches Island**, **Winona Island** (*not named on Chart 2243*) and others on its SW and west sides. The channel is narrow between Winona Island and **Kitsilano Point** (*not named on Chart 2243*), which is the SSW point of Barclay Island.

136 **Marjorie Point**, the north tip of Tonches Island, is at the NW end of Kitsilano Channel at the junction with Pointe au Baril Channel.

Pointe au Baril to Pointe au Baril Station

137 **Pointe au Baril Channel** is the secondary route which leads from Pointe au Baril to Pointe au Baril Station. This channel is quite direct and is sheltered through its length, leading past Castor Island, Pollux Island and Tonches Island, then through Brignall Banks Narrows and Sturgeon Bay to Pointe au Baril Station. The least depth in the channel is 8 feet (2.4 m).

 138 **Caution.** — **Pirie Rocks** (*not named on Chart 2243*), **Castor Island** (*not named on Chart 2243*) and **Pollux Island** (*not named on Chart 2243*) border the south side of the channel 1 mile ENE of Pointe au Baril. Shoals extend NW from Castor Island and NE from Pollux Island.

 139 **Castor Island light** (946) is on a rock close north of the island.

140 The channel north and NE of Castor Island and Pollux Island is marked by **buoys**.

141 **Pavis Island** and **Puswawa Island** (*not named on Chart 2243*) are 0.4 and 0.6 mile east and ENE of Pollux Island, respectively; a line of islets and above-water rocks lies between them and the small-craft route.

 142 **Pavis Island light** (950) is privately maintained and is on a crib 6 feet (1.8 m) in elevation NW of Pavis Island.

143 A rock 10 feet (3 m) in elevation, about 0.2 mile ENE of *Pavis Island light*, is marked by a private starboard hand **beacon**. The route leads north of this beacon and the light.

144 There is a flagstaff on the north shore about 0.4 mile NNE of *Pavis Island light*.

145 Shallow channels in this area suitable for small boats are marked by private **buoys** and **beacons**.

146 **Poplar Island** (*not named on Chart 2243*) lies 1.2 miles ENE of *Pavis Island light*; the route passes north of the island.



147 *Poplar Island light* (952) is on the NW side of the island.

148 Kitsilano Channel (*previously described*) joins Pointe au Baril Channel at Marjorie Point, 0.8 mile east of Poplar Island.

149 **Brignall Banks Narrows** is the 1 mile section of Pointe au Baril Channel which extends NE from the intersection with Kitsilano Channel to **Sturgeon Bay**.



150 *Brignall Narrows light* (945) is near the SW end of the narrows east of **Klokaloo Point**.



151 **Caution.** — An **overhead cable** crosses the entrance to the inlet along the NE side of Barclay Island.



152 *Payne Marine* operates a **marina** on the SE shore near the east end of Brignall Banks Narrows.

153 **Opechee Island** (*not named on Chart 2243*) and **School House Island** (*not named on Chart 2243*) are two islands of a group in Sturgeon Bay, NE of Brignall Banks Narrows; the route leads between them.



154 **Caution.** — Shoal ledges projecting from the east and west shores of Opechee Island are marked by **buoys**.



155 *Opechee Island light* (947) is on the south side of the island.



156 **Caution.** — Most of Sturgeon Bay has not been sounded.



157 *Sturgeon Bay Provincial Park* is at the north corner of Sturgeon Bay. This is a Recreation Park with facilities such as some dockage, **launching ramp**, camping and toilets.

158 *Sturgeon Bay Marine* is near the Provincial Park.

159 A narrow inlet leads 1 mile east from the SE side of Sturgeon Bay. The floating piers of a **marina**, 0.5 mile inside this inlet on the north side, are marked with private **lights**.

160 The community of **Pointe au Baril Station**, at the head of the narrow inlet, is on the *Trans-Canada Highway* and the *Canadian Pacific Railway*.

161 The *Pointe au Baril Chamber of Commerce* operates a *Tourist Information Centre* on the highway at the entrance to the community. This is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications, and

also carries fishing licenses, camping permits and topographic maps.

162 Pointe au Baril Station has churches, post office, hardware and grocery stores, liquor and beer store, a medical clinic, motels and restaurants. Garbage disposal is provided for its members by the *Pointe au Baril Islanders' Association*, and there are washroom facilities in the replica lighthouse on the town wharf. The nearest hospital, dentist and veterinarian are at Parry Sound, 43 km away by road.



163 Public **wharves** extend along the south side of the narrow inlet, with depths of 8 feet (2.4 m) near the outer end of the 160-foot (48.8-m) long main wharf, reducing to 4 feet (1.2 m) at its inner end, 1 foot (0.3 m) farther along the wharf, and dry (at chart datum) near the bridge across the head of the inlet. A floating **wharf** 200 feet (61 m) south of the main wharf extends 150 feet (46 m) from shore.



164 There are several **marinas** at Pointe au Baril Station.

165 *Desmasdons Boatworks* has two locations on the north side of the inlet.

166 *C & S Marine* is on the north shore NE of the Public wharf.

167 *Beacon Marine* is on the south side of the inlet, south of the Public wharves. *Beacon Marine* is an authorized dealer for *Canadian Hydrographic Service* charts and publications. Groceries are available near by. *B & B Services* is farther west on the south side of the inlet. This firm specializes in building and construction work.

168 *Silverwood Fishing Lodge*, on the east side of the bay lying SE of Opechee Island, is a package-plan resort with no facilities available to the passing boater.

Pointe au Baril to Hangdog Reef

169 The 4-mile section of route between Pointe au Baril and Hangdog Reef, 2.3 miles to the NW, is sheltered except for the stretches rounding Nares Ledge and Hangdog Reef.

170 The coastline is low, sparsely wooded and broken. There are many islands, above-water and underwater rocks and no prominent features.



171 **Caution.** — The controlling depth through this section is 6 feet (1.8 m) but the channels are narrow and twisting; it is not recommended for small craft over 40 feet (12 m) long that draw more than 4 feet (1.2 m). The worst parts of this section can be avoided by using a route (*described later*) that passes offshore between Nares Ledge and the outer approaches to Hangdog Reef ($45^{\circ}35'N$, $80^{\circ}32'W$).



172 **Caution.** — **Armstrong Rocks** and **Minnie Rock** (*a local name*) (*not named on Chart 2243*) lie on opposite sides of the channel, 0.5 mile WNW of Pointe au Baril. **Nares Ledge** (*not named on Chart 2243*), west of Minnie Rock, projects SW from **Nares Point**. The channel leads between Nares Ledge and a shoal to the SW.

POINTE AU BARIL STATION (1996)



 173 *Pointe au Baril range lights*, bearing $104\frac{1}{2}^\circ$, lead into Pointe au Baril from offshore (see Chart 2243) and also indicate the small-craft route between Pointe au Baril and Nares Ledge. The front light (942) is on the south end of the point. The rear light (943) is on Macklin Island. The lights are visible only on the line of the range. The front light-tower is **conspicuous** from offshore.

174 Bifurcation (junction) **buoy A** is moored 0.1 mile SW of Nares Ledge. The inshore small-craft route turns sharply around this buoy; the alternate offshore route (described in the next section) continues on to Tizard Rock starboard hand light **buoy AA2**.

175 The route from the SW end of Nares Ledge to the group of above-water rocks lying west and NW of Nares Point is indicated by a **beacon** range on islets 0.15 mile NW of Nares Point. The beacons in line bear $024\frac{1}{2}^\circ$; each beacon is white with an orange vertical stripe.

 176 **Caution.** — **Buoys** mark the channel through the above-mentioned group of rocks; after passing these rocks, take care to avoid the rock drying 1 foot (0.3 m) and the 4-foot (1.2-m) shoal spot on the south side of the route north of Nares Point.

177 **Umwah Island** (not named on Chart 2243) lies 0.3 mile NNE, and **Hangdog Point** lies 1.1 miles north of Nares Point.

 178 **Caution.** — The inshore route between Umwah Island and a position south of Hangdog Point is marked by **buoys** and **beacons** but is narrow and winding. Slow speed and particular care are advised at **Shoal Narrows** (a local name) (not named on Chart 2243), which is close north of Umwah Island, at **Leith Island** (not named on Chart 2243), 0.3 mile farther north, and in the stretch of channel south of Hangdog Point.

 179 **Nares Inlet**, entered south of Leith Island, is reported to offer good **anchorage** in several locations but has not been sounded.

 180 *Springhaven Lodge* is at the head of Nares Inlet.

181 The **beacon** on the island west of Leith Island consists of two white circles with red centres painted on a rock, one facing east and the other west.

 182 **Caution.** — **Hangdog Reef** extends SW from Hangdog Point. The channel south of the shoal is marked at its mid-point by a pair of **buoys**. There is a starboard hand **daybeacon** on the SW part of the shoal; the SW end is

marked by a **buoy**. Another **buoy** close SE of here marks a shoal on the south side of the route.

183 The route makes a sharp turn of almost 130° around the buoy at the end of the shoal area and enters Hangdog Channel on the line of a **beacon** range. The front beacon of this range is 0.3 mile NW, and the rear 0.3 mile NNW, of Hangdog Point.

 184 **Caution.** — Boaters rounding Hangdog Reef from the east must not overshoot the beacon range when making the sharp turn around the SW end of Hangdog Reef; low rocks and islets close NW of the channel are often underwater at summer water levels.

 185 **Caution.** — Take care not to mistake a private **beacon** range close north of Hangdog Reef for the range described above. The private range has been reported to be in a state of disrepair and should not be used for navigation on the small-craft route.

Offshore route — Nares Ledge to Hangdog Reef

186 An alternate route leads offshore between the Pointe au Baril range line and the outer approaches to Hangdog Channel. This outer route has few turns and avoids the most difficult parts of the inshore small-craft route.

 187 **Caution.** — **Hangdog Bank** (45°36'N, 80°34'W) is a wide area of shoal water and islets lying NW of Hangdog Reef. An area of **dangerous** shoals and drying rocks also lies SW of Hangdog Reef. The offshore route passes between this second shoal area and Hangdog Bank.

188 *Tizard Rock* starboard hand **light buoy AA2** (941) (45°34'N, 80°33'W) lies on the line of Pointe au Baril range 2.2 miles from the front light. This buoy marks the outer end of the offshore approach to Pointe au Baril.

189 The outer approach to Hangdog Channel, entered from the direction of *Tizard Rock light buoy AA2*, is marked by **buoys**.

190 The approach from Pointe au Baril follows the range out to *Tizard Rock light buoy AA2* then makes a turn to 020° to enter the **buoyed** channel. From there the track continues ENE to pick up the **beacon** range (*described above*) leading into Hangdog Channel.

 191 **Caution.** — Great care is necessary to avoid the drying rocks close to the NW side of the channel.

Charts 2203-3, 2243

Hangdog Reef to Bayfield Harbour

192 This section of the route is sheltered and follows a well-marked channel, known as Hangdog Channel, through the islands and above-water and underwater rocks lying east of Hangdog Bank.

193 **Hangdog Channel** leads from Hangdog Reef past **Isle of Pines** (45°36'N, 80°32'W), 0.9 mile to the north, to

Bayfield Harbour, which is 2 miles farther north along the route. The channel is narrow and winding. It is marked by **buoys** and **beacons**.

 194 **Elm Tree Island** (*not named on Chart 2243*) lies 0.4 mile NW of Isle of Pines. **Gibraltar Island** lies 0.7 mile NE of Elm Tree Island. On the north shore of Gibraltar Island there is a *Ministry of Natural Resources and Forestry* picnic site. This is a day-use area with picnic facilities and a small **wharf**.

 195 The basin on the west side of the channel 0.5 mile NE of Elm Tree Island is reported to offer **anchorage** in 24 feet (7.3 m), mud bottom.

 196 **Caution.** — This basin, as well as most of Bayfield Inlet, is only partly sounded.

197 **Bayfield Inlet** is the whole of the island-filled area bounded by Hangdog Channel on the south and Alexander Passage on the north. Most of the islands have cottages on them and there is much small-craft traffic.

198 **Bayfield Inlet** is also the name of the community on the north shore near the head of the inlet.

Bayfield Harbour

199 A secondary route leads north of Gibraltar Island through Bayfield Harbour to the community of Bayfield Inlet, which is at the NE end of the harbour. A rock drying 1 foot (0.3 m) and a shoal depth of 5 feet (1.5 m) lie on the south side of this route off the north shore of Gibraltar Island.

 200 A floating Public **wharf** at Bayfield Inlet is 16 feet (4.9 m) square with a 20-foot (6.1-m) long tie-up section, also floating. Depths of 2 to 3 feet (0.6 to 0.9 m) are found at this wharf. There is a gravel **launching ramp** NNE of the wharf, and private **wharves** lie to the east.

 201 *Bayfield Boat Club*, private, is 0.3 mile NE of Gibraltar Island. *Thompson Marine* is open all year 0.5 mile farther east. This firm has a large floating crane and specializes in salvage work.

Bayfield Harbour to Byng Inlet

202 The small-craft route from Bayfield Harbour to Byng Inlet covers a distance of 14 miles. It is sheltered as far as The Brothers, 3 miles WNW of the NW end of Gibraltar Island, but from there to Duffy Island, 7 miles farther NNW, it is completely exposed to westerly winds and seas. This open stretch is not recommended unless weather and visibility are good.

203 Access from offshore is possible at The Brothers in the mouth of Alexander Passage; local knowledge is advised. Access at Byng Inlet is not difficult; the route follows the main shipping track which is well-marked by aids to navigation.

204 It is possible to leave the route and proceed offshore through a channel which leads south of Laird Rocks, which are 4.3 miles NW of The Brothers, but local knowledge is necessary.

Bayfield Harbour to The Brothers

 205 **Alexander Passage** extends from Bayfield Harbour to The Brothers. **Big Burnt Island** is on the north side of the passage; **Meneilly Island** and a large group of small islands and above-water and underwater **rocks** border the south side. There are many cottages and small **wharves** on the islands; speed should be reduced to minimize wash.

 206 **Caution.** — Areas near the passage have not been sounded.

207 **Beacons** and a **buoy** mark a dog-leg in the channel 0.1 mile NE of Meneilly Island.

 208 **Anchorage** can be found in the cove NE of the beacons in depths of 9 feet (2.7 m).

209 **Ragged Point** (*not named on Chart 2243*) and **Harbottle Island** ($45^{\circ}38'N$, $80^{\circ}34'W$) (*not named on Chart 2243*) are on the north side of the passage NNW of Meneilly Island.

 210 **Caution.** — **Harbour Reef** (*not named on Chart 2243*), consisting of several shoal rocks, lies in the middle of the passage WSW of Ragged Point. The channel between Harbour Reef and **Dart Rock** (*not named on Chart 2243*), close to the SW, is 210 feet (64 m) wide and is marked by **buoys**.

 211 **Anchorage** can be found in the area south of Ragged Point in 18 feet (5.5 m), mud bottom.

212 **Snap Rock** (*not named on Chart 2243*) is on the south side of the passage west of Harbour Reef. **Sylvia Rock** (*not named on Chart 2243*) lies on the north side of Alexander Passage near the entrance. These rocks are marked by **buoys**.

213 There is a **beacon** range on the NW side of Meneilly Island. This range, on a bearing of $102\frac{1}{2}^{\circ}$, indicates the channel from east of Harbour Reef to a position close west of Sylvia Rock.

 214 **Caution.** — **North Reef** (*not named on Chart 2243*), with a depth of 4 feet (1.2 m), and **South Reef** (*not named on Chart 2243*), with drying rocks of 2 and 3 feet (0.6 and 0.9 m), are on each side of the entrance to Alexander Passage. The passage between these shoal areas is marked by **buoys**.

 215 **Caution.** — **The Brothers** ($45^{\circ}38'N$, $80^{\circ}35'W$), a group of above-water and underwater rocks and islets, lie west of South Reef. The channel passes between The Brothers and **The Sisters**, a group of similar rocks and islets. Both groups are often underwater at summer water levels.

216 A **buoy** 0.3 mile WNW of The Brothers marks the outer end of the approach to Alexander Passage.

217 The front daymark of a **beacon** range is on North Reef; the rear is on the south side of **Francis Island**, to the ESE. The beacons, in line on a bearing of 103° , lead towards North Reef from the **buoy** 0.3 mile WNW of The Brothers. This beacon range also indicates a route, with a least depth of 8 feet (2.4 m), which leads 3 miles farther WNW to the 10-fathom (18.3 m) line (*Chart 2243 or 2244*), offering access from offshore to Alexander Passage. Local knowledge is advised because of the difficulty in obtaining a visual fix from offshore.

218 **Charles Inlet**, north of Alexander Passage, extends NE for 2 miles where it is joined to the Naiscoot River (*described below*) by a shallow boat channel. **Jarrad Island** (*not named on Chart 2243*) lies in the mouth of the inlet. Charles Inlet has not been sounded.

Charts 2203-3, 2243, 2244

The Brothers to Gereaux Island

219 The route between The Brothers and Gereaux Island, 7 miles to the NNW, is marked by **buoys** and **beacon** ranges.

 220 **Caution.** — This part of the route is exposed to Georgian Bay weather. Above-water and underwater rocks and shoals lie close to the channel on both sides and there are many depths of 6 to 9 feet (1.8 to 2.7 m) which could be **dangerous** in heavy seas. This route should not be used unless weather and visibility are good.

221 If the weather or visibility deteriorates, shelter can be found in Norgate Inlet ($45^{\circ}42'N$, $80^{\circ}37'W$), and it is reported that a safe channel leads offshore south of Laird Rocks, which are 0.8 mile south of Norgate Rocks.

 222 **Caution.** — **Mercier Rock** ($45^{\circ}40'N$, $80^{\circ}37'W$), 2.1 miles NW of The Brothers, is 4 feet (1.2 m) in elevation. A large starboard hand **daybeacon** on the rock is **conspicuous**. **Black Rock**, darkish in colour, and many above-water and underwater rocks and shoal spots lie east of the route between The Brothers and Mercier Rock; **Alberta Rock**, **Athabasca Rock** and other **dangers** lie on the west side. A **dangerous** shoal, awash, lies SW of Mercier Rock.

223 There is a **beacon** on a small island 0.4 mile SSE of The Brothers. This beacon, kept on a bearing of 143° , should be used to transit from Mercier Rock to the **buoy** WNW of The Brothers. The beacon consists of an orange trapezoidal **daymark** mounted on a pole.

 224 **Caution.** — The mouth of **Naiscoot River**, east of Mercier Rock, is obstructed by underwater **rocks**. A narrow entrance channel with a least depth of 7 feet (2.1 m) passes close to a **rock** 6 feet (1.8 m) in elevation on the south side of the entrance. Local knowledge is advised as there are many unmarked **dangers** in the approaches. Naiscoot River has not been sounded.

225 **Inside Head Island** ($45^{\circ}40'N$, $80^{\circ}37'W$), which is the largest of a group of islands, is 26 feet (7.9 m) in elevation and easily identified by its bare top and the growth of high bent pine trees on its SW side. **Head Island** is the outermost of these islands.

226 **Norgate Rocks** ($45^{\circ}42'N$, $80^{\circ}39'W$), 2.5 miles NW of Head Island, are marked by a large fluorescent-orange rectangular **daymark**; it is visible for more than 3 miles.



227 **Caution.** — **Laird Rocks**, 6 feet (1.8 m) in elevation, and other **dangers** lie 0.8 mile south of Norgate Rocks. The route leads along the NE side of Laird Rocks. **Dangerous** shoals lie on both sides of the route between Laird Rocks and Duffy Island, 3.2 miles to the NNW.

228 **Route offshore.** — From a position 0.7 mile SE of Laird Rocks, it is reported that a course of 270° leads offshore and clear of **dangers**, passing 0.4 mile south of **Morden Rock**, which is marked by a **buoy** (*Chart 2243 or 2244*). This route is useful to the operator of a seaworthy craft wanting to leave the inshore route because of deteriorating weather or visibility, but it has not undergone a detailed survey.



229 **Norgate Inlet** is reported to offer **anchorage** with good shelter but has not been sounded. The entrance channel passes north of **Raft Island** and north of the rock awash lying north of **Bourchier Islands**. Raft Island is

bare; Bourchier Islands are wooded. From offshore the group resembles a point of land.

230 **Red Rock** and **McHugh Rock** ($45^{\circ}43'N$, $80^{\circ}40'W$), both bare, lie north and NNW respectively of Norgate Rocks. **Sarah Rock** (*not named on Continuation A of Chart 2203-3*) is 0.8 mile west of Norgate Rocks. **Note:** *Chart 2203-3 (Continuation A)* shows a depth of 4 feet (1.2 m) yet *Charts 2243 and 2244* show a depth of 1 foot (0.3 m).

231 From Laird Rocks, the main small-craft route leads NW to a position close east of Sarah Rock. From there, the route turns NNE to pass inshore of Magnetawan Ledges and west to Duffy Island. The route joins the main shipping channel to Byng Inlet near Old Tower Rocks (*not named on Charts 2243 and 2244*). An alternate small-craft channel leads between Danny Island (*not named on Charts 2243 and 2244*) and Duffy Island. This route turns sharply to pass east of Gereaux Island and joins the main shipping channel near Keystone Rock. The small-craft routes are well-marked with **buoys**; **dangers** lie very close to the track in places.



232 **Caution.** — Strong west winds can make these routes impassable.

233 (*Byng Inlet and its approaches are described in Chapter 6.*)

Inshore Route Byng Inlet to Killarney

General

Charts 2204, 2205, 2244, 2245

1 From Byng Inlet to Killarney, 41 miles to the WNW, the small-craft route covers a distance of 56 miles with a limiting depth of 5 feet (1.5 m).

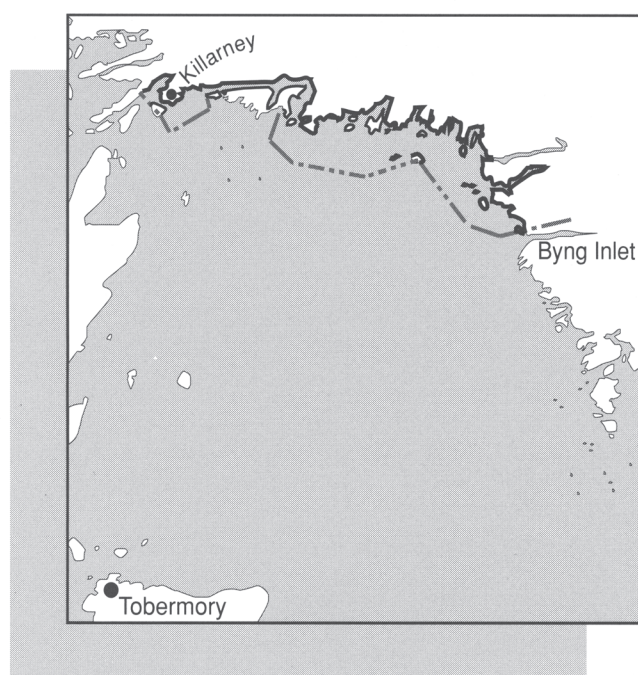
2 The routes described in this chapter are covered by the four sheets of small-craft *Chart 2204* and by *Chart 2205*. Mariners should note that as these are strip charts aligned with the main direction of the route, north is not “up”. The offshore areas are covered by *Charts 2244* and *2245*.

 3 **Caution.** — When navigating on *Chart 2204*, be aware that there may be differences of up to 50 metres while traversing between the main chart and the insets. Particular caution is advised when navigating in the vicinity of dangers, even when using an electronic positioning system such as GPS.

4 **Access points.** — The small-craft route described in this chapter can be joined from offshore at Byng Inlet, Key Harbour, Northeast Passage, French River, Beaverstone Bay and Killarney. Except for Beaverstone Bay, where local knowledge is recommended, the approach routes are well marked by navigational aids.

 5 **Caution.** — On the small-craft route, the direction from Byng Inlet towards Killarney is considered to be “upstream” for purposes of buoyage. On main shipping tracks, the approach from offshore is considered to be “upstream”; the buoyage system may appear to be reversed where a small-craft route meets a main shipping track. (See information on *Aids to navigation* in *Sailing Directions* booklet *CEN 300 — General Information, Great Lakes*.)

6 The section of the route between Bustard Islands, 12 miles NW of Byng Inlet, and Beaverstone Bay, 12 miles farther WNW, leads 1 to 3 miles offshore and is completely open to Georgian Bay weather. The 4-mile stretch ENE of Killarney is open to southerly winds and seas. Apart from a few short stretches, the rest of the route leads through sheltered waters.



Byng Inlet to Key Harbour

Charts 2204-1, 2244

7 The small-craft route from the entrance to Byng Inlet to the entrance to Key Harbour covers a distance of 12 miles (the distance between the settlements is 15 miles). Some parts of the route between Lamondin Point, at the mouth of Byng Inlet, and Champlain Island, 4 miles to the NW, are open to westerly winds and seas, but from there to Key Harbour the route is sheltered.

Clark Island to Champlain Island

8 The small-craft route leading northwards from Byng Inlet follows the main shipping track SE of Clark Island and Bigwood Island, and then joins the route leading between Bigwood Island and McNab Rocks and continues through the western part of **North Channel** ($45^{\circ}46'N$, $80^{\circ}39'W$). The eastern part of North Channel, north of Bigwood Island and Clark Island, has no aids to navigation. (*The main shipping track is described in Chapter 6.*)

9 **Buoys and beacons** mark **dangers** on the route east and NE of McNab Rocks. The north end of McNab Rocks is marked by an orange pyramidal **beacon** and a port hand **daybeacon**; the beacons are side by side. The orange beacon is **conspicuous** from east and NW. A 5-foot (1.5-m) shoal depth was reported in 2012, about 0.1 mile WNW of the NW end of Bigwood Island.

10 **Lamondin Point**, which is on the north side of North Channel, is irregular and wooded. Many above-water rocks and islets lie SE of the point, and others extend NW to **Lombiere Island**. This section of the route is open to Georgian Bay weather.

11 The islands and above-water rocks NW and west of Lombiere Island include **Cunninghams Island**, wooded, **Potvin Point**, low and wooded and actually an island, and **Silent Island**, low and bare.

12 **Cunninghams Channel** (*not named on Chart 2244*), although narrow, is clearly marked by **buoys** and **beacons**.

 13 **Caution.** — The sharp turn 0.2 mile NE of the channel requires great care; the two islets close east of the turn are low and are submerged at summer water levels.

14 **Golden Sword Island** lies 0.4 mile north of Cunninghams Island. A white arrow is painted on the rock face on the SW side of Golden Sword Island.

 15 Good **anchorages** have been reported along the NE side of Golden Sword Island; 0.5 mile to the east in the northern part of **Black Bay**; and in the basin NE of the island 14 feet (4.3 m) in elevation with a **beacon** on it SE of Golden Sword Island.

 16 **Caution.** — These anchorages have not been sounded.

 17 **Caution.** — **Cedar Island**, 0.6 mile NW of Golden Sword Island, has shoals and shoal depths SW and west of it which break in heavy weather. The route circles east and north of this island and the group of islands close to the east.

 18 **Caution.** — This section of the route leads through waters which are not completely sounded.

19 **Sandy Bay**, which extends 1.5 miles east from Cedar Island, gets its name from a shallow sand ledge which extends well out into the NE end of the bay. This sand ledge is difficult to see. A surge is felt in the bay in strong west winds. Sandy Bay is only partly sounded.

20 **Laramie Bay** (*not named on Chart 2244*), NNE of Cedar Island, has not been sounded; this bay and its approaches are reported to be foul.

21 **Kantos Point**, 0.9 mile NW of Cedar Island, is the SW end of the mainland. The route west of the point is difficult.

22 **Champlain Island** ($45^{\circ}49'N$, $80^{\circ}44'W$), 0.7 mile west of Kantos Point, is the largest island in this area. It is low and wooded except for its south end which is a cluster of small dry rocks.

Champlain Island to Key Harbour

23 Between Champlain Island and the approaches to Key Harbour, which is 4 miles to the north, the route leads through a large group of islands, islets and above-water rocks; these give good shelter. The mainland in this area is flat and low; the islands are sparsely wooded.

 24 **Rogers Island** and **Churchill Islands** ($45^{\circ}51'N$, $80^{\circ}46'W$) are the largest of the group lying north and west of Champlain Island. Excellent **anchorage** can be found in the cove off the SE part of Rogers Island. This cove has not been completely sounded.

 25 **Caution.** — **Rogers Gut** (*not named on Chart 2244*), entered north of Champlain Island, is narrow; in places it is not wide enough for two small craft to pass. The **buoyed** channel has a depth of 6 feet (1.8 m).

26 **Bekanon Island** (*not named on Chart 2244*), at the north end of Rogers Gut, is marked by two starboard hand **daybeacons**. The northern beacon is larger than usual. There is a reported shoal depth (2012) of 2 feet (0.6 m) about 0.4 mile east of Bekanon Island.

27 A route through **Free Drinks Passage** (*not named on Chart 2244*), east of Rogers Gut, is not marked.

28 **Henvey Inlet**, entered east of Rogers Island, extends inland for more than 5 miles. With care, depths of 7 feet (2.1 m) can be found to the head of the inlet but it is not completely sounded.

29 The areas around Henvey Inlet are part of the *Henvey Inlet First Nation Reserve*. A Native village near the head of the inlet is 5 km by gravel road from the settlement of **Bekanon** (*not shown on Chart 2204-1*), which is served by a paved highway and a railway.



30 Good **anchorage** can be found in Henvey Inlet. Three anchorages reported are: close NE of the narrows 2 miles east of Bekanon Island; in the cove 0.7 mile farther east; and 1 mile farther up the inlet in **The Flower Pot** (*not named on Chart 2244*).

31 **Burnt Island**, 0.6 mile north of Bekanon Island, is low and partly wooded.

32 A vessel bound for Bustard Islands can save 2 miles by using a channel that leads from Burnt Island to Britton Rock, 3.4 miles to the WNW, passing north of Churchill Islands and south of Elgin Rock, Cherry Island, Guano Rock and Sibald Rock. This channel has not been sounded; local knowledge is essential.

33 The main small-craft route towards Key Harbour leads through a narrow channel which passes west of the group of islands and above-water rocks extending north from Burnt Island to **Mann Island**, which is the largest of the group. The channel is bordered to the west by a similar group of islands and above-water rocks of which the northernmost is **Bigsby Island** ($45^{\circ}53'N$, $80^{\circ}46'W$), 26 feet (7.9 m) in elevation.



34 **Caution.** — The southern part of the channel is indicated by two **beacon** ranges; one is 0.2 mile NNW of Rogers Island, the other SSE of Bigsby Island. A **buoy** marks each end of this part of the channel. The route north of here is marked by **beacons** and **buoys**. Many unmarked shoals border the channel.

35 The main route to French River curves westwards NE of Bigsby Island; a secondary route joins the main shipping track into Key Harbour.

Chart 2244

Offshore approach to Key Harbour

36 **Southeast Rock** ($45^{\circ}52'N$, $80^{\circ}51'W$), 5 miles WSW of Key Harbour, is isolated, bare and smooth. **Perkins Rock** lies 0.4 mile to the SSE. Bustard Islands lie to the NW. (*Bustard Islands are described later in this chapter.*)



37 **Frances Smith Shoal**, 1 mile SE of Southeast Rock, is the NW part of a **dangerous** rocky bank which is 2 miles long in a NW-SE direction and more than a mile wide. There are two patches of dry stones, 1 and 2 feet (0.3 and 0.6 m) in elevation, near its north end, as well as rocks awash. In thick weather, this shoal should not be approached to a depth of less than 48 feet (14.6 m).

38 The approach route to Key Harbour from offshore leads between Perkins Rock and Frances Smith Shoal. The outer end of the approach channel is marked by a **buoy** moored

1 mile SSW of Southeast Rock. The least depth on the route into Key Harbour is 17 feet (5.2 m).



39 **Caution.** — **Ruel Shoal** ($45^{\circ}53'N$, $80^{\circ}50'W$), **Bray Reef** (*not named on Chart 2244*) and **Britton Rock**, which dries 1 foot (0.3 m), lie close to the channel. **Sibald Rock** and **Guano Rock** lie SE of Britton Rock; **Counts Bank** (*not named on Chart 2244*), 0.3 mile east of Britton Rock, has a depth of 12 feet (3.7 m).

40 **Dead Island** ($45^{\circ}53'N$, $80^{\circ}48'W$) is densely wooded but shows bare rock when seen from offshore.

41 **Historical note.** — At one time Dead Island was used as a burial ground by Native peoples from the mainland. The dead were wrapped with some of their belongings and either placed high in the trees or buried under piles of stones as protection from wild animals.

42 A bare islet and **Dead Island Reef** lie south of Dead Island. **Lash Island** and **Pratt Island**, which is 11 feet (3.4 m) in elevation, are east of Dead Island.



43 **Caution.** — **Wicksteed Rock**, SSE of Dead Island, has a depth of 12 feet (3.7 m). **Pratt Reef**, 0.2 mile SE of Pratt Island, has depths of 1 and 3 feet (0.3 and 0.9 m). Rocks with depths of 3 and 4 feet (0.9 and 1.2 m) border the route NE and SW of Pratt Reef.

Charts 2204-1, 2244

44 **Murray Rocks**, ESE of Guano Rock, are a group of small islands and above-water rocks; **Cherry Island**, the southeastern and largest of the group, is 12 feet (3.7 m) in elevation; **Elgin Rock**, close to the SE, is similar in size and elevation.

Charts 2204-1, 2204-2, 2244



45 **Caution.** — **Keefer Islands**, 1 mile SE of Dead Island, consist of six islets; the highest is 10 feet (3 m) in elevation. A shoal, with two rocks awash, extends NW from the islands towards the channel. **Alwin Rock**, with a least depth of 11 feet (3.4 m), and **Hanna Bank**, with a least depth of 8 feet (2.4 m), border the route NE of Keefer Islands.

46 **Dokis Island**, a large island on the north side of the channel, can be identified by the bare steep slope at **Dokis Point** (*not named on Chart 2244*), which is its south end. **Wedge Island** (*not named on Chart 2244*), 0.4 mile east of Dokis Point, is the highest of a group of four islets on the north side of the channel. Mann Island (*described in the previous section*) lies south of Wedge Island.



47 **Caution.** — **Phillips Shoal** (*not named on Chart 2244*), south of the route NE of Mann Island, has a least depth of 10 feet (3 m).

48 The approach channel leads north of Britton Rock, Murray Rocks, Keefer Islands, Bigsby Island and Mann Island, and south of Dead Island, Dokis Island and Wedge

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Island. The channel is marked by **buoys** near the intersections of **beacon** ranges.

49 The front **daymark** of a **beacon** range is on Dead Island; the rear is on Lash Island. These beacons, in line on a bearing of $058\frac{1}{2}^\circ$, lead from the fairway **buoy** to the intersection with Keefer Islands **beacon** range.

50 The front beacon of a **beacon** range is on the highest of the Keefer Islands; the rear is on an islet south of Bigsby Island. These beacons, in line on a bearing of 092° , lead from Dead Island beacon range to Dokis Island beacon range.

51 There are two **beacon** ranges at the south end of Dokis Island; each of the four **beacons**, white with an orange vertical stripe, is mounted on a mast. The beacons of the NE-SW range, in line on a bearing of 043° , lead from the Keefer Islands beacon range to close SW of Dokis Island; the beacons of the east-west range, in line on a bearing of 277° , lead from south of Wedge Island into Key Harbour.

 52 **Anchorage** for larger vessels can be found NE of Hanna Bank, between Bigsby Island and Dokis Island, in depths of 60 feet (18 m).

Key Harbour and Key River

53 **Key Harbour** ($45^\circ53'N$, $80^\circ44'W$), at the mouth of **Key River**, is midway between Byng Inlet and the mouth

of French River. It was once an active port with thousands of tons of iron ore and coal being handled each year, but the railway is abandoned and only ruins of the wharves remain.

54 **Historical note.** — When the *Moose Mountain* mine near Sudbury began producing iron ore in the early 1900s, Key Harbour was the most accessible place with a natural deep-water harbour, and in 1908 a large timber wharf was built here for the shipment of iron ore. In 1910, the *Canadian Northern Ontario Railway* (later part of the *Canadian National Railway*) built a wharf here to supply coal for their trains serving northern Ontario, and shiploads of coal arrived here each summer to be stockpiled near Sudbury.

55 This vigorous coal trade continued until the 1940s. The iron ore shipments were discontinued in 1916 when the new wharf at Depot Harbour was brought into use. The iron ore wharf was dismantled and sold for scrap in the 1920s.

Chart 2204-2

56 The small settlement of **Key River** is near the head of Key River at the *Highway 69 bridge*, which has a vertical clearance of 16 feet (4.9 m). The principal **dangers** in the lower 2 miles of the river are marked by **buoys** and **beacons**.

57 An **overhead** telephone **cable** with a vertical clearance of 17 feet (5.2 m) crosses Key River close downstream of the *Highway 69* bridge.



58 *Key Harbour Lodge* is on the north shore at the mouth of Key River. *Diamond Key Lodge* is a fishing camp south of the harbour entrance. *E. Aalto's Place*, farther to the south, specializes in major boat and engine repairs. A tug boat is based here.



59 *Key Marina* is 8 miles up Key River on both sides of the *Highway 69* bridge. There is also a large general store here with souvenirs, hand crafts and a line of outdoor clothing. Fishing and hunting guides are available locally. *Camp Doré* is a housekeeping cottage resort on Key River close west of *Highway 69*. The village of Britt is 15 km south of here on *Highway 69*.

Key Harbour to French River

Charts 2204-2, 2244

60 The main small-craft route between Key Harbour and the mouth of the French River, 8 miles to the WNW, leads through Northeast Passage. A 3-mile section is open to winds and seas from the SW.

61 This section of the small-craft route can be reached from offshore by following the Key Harbour main shipping track as far as Britton Rock, then following the secondary route that leads NW to join the main route south of The Shirt Tails. (*The main shipping track is described in Chapter 6.*)

62 An alternate and completely sheltered route to French River leaves the main small-craft route 3.5 miles west of Key Harbour and winds inshore of Outer Fox Islands and other islands and islets fringing the shore. This route (*described later in this chapter*) is not suitable for vessels more than 40 feet (12 m) in length.

63 An alternate route from Key Harbour to Northeast Passage follows the main shipping track south of Dead Island as far as Britton Rock, then leads NW to meet the main small-craft route south of The Shirt Tails.



64 **Caution.** — The direction from Key Harbour towards French River is “upstream” for purposes of buoyage. The main shipping track into Key Harbour is **buoyed** for approach from offshore and is thus the reverse.

Bigby Island to Northeast Passage

65 At Key Harbour, in the NE corner of Georgian Bay, the trend of the coast changes almost 90° from north-south to east-west. The shore west of Key Harbour, mostly low and wooded, is much indented by many inlets forming the mouths of Pickerel River. The lower reaches of these inlets are cruised by small craft but have not been sounded.

66 From a position north of Bigsby Island, the small-craft route leads south of Dokis Point and north of Lash Island and through **Dead Island Channel** (*not named on Chart 2244*), which lies along the north side of Dead Island. The channel is marked by **buoys** and **beacons**.



67 On the east shore of Dead Island there is a *Ministry of Natural Resources and Forestry* picnic site. This is a day-use area with picnic facilities and a small **wharf**.



68 **Caution.** — **The Shirt Tails** (45°54'N, 80°50'W), 1 mile WNW of Dead Island, include many islets, above-water rocks and shoals. Several of the rocks and islets are underwater at summer water levels.



69 **Caution.** — There is a **beacon** range on two points of the mainland shore 0.45 mile NNW of Dead Island. The beacons, in line on a bearing of 049½°, lead SE of The Shirt Tails from Northeast Passage and between shoal rocks which lie close to the route.

70 A secondary route leaves the main small-craft route at a point 0.6 mile WNW of Dead Island. This secondary route (*described later in this chapter*) leads east and north of Outer Fox Islands and joins the main route near Lefroy Island (45°56'N, 80°54'W).

Northeast Passage

71 **Northeast Passage** extends from One Tree Island (45°51'N, 80°47'W) to French River, leading north of Frances Smith Shoal (*not shown on Chart 2204-2*), Gull Rocks and Bustard Islands. The small-craft route through the NW part of the passage is well **buoyed**. The section of the passage between The Shirt Tails and Bustard Islands is open to southerly winds and seas.



72 **Caution.** — The islands on the mainland side of Northeast Passage are low, flat, and wooded, with no outstanding features. The outer shoals break in most seas.

73 The route meets the main small-craft route into French River (*described later in this chapter*) at the west end of Northeast Passage.



74 **Caution.** — **Southeast Rock** (45°52'N, 80°51'W), isolated and smooth, and **Gull Rocks**, a group of bare rocks and islets, lie on the south side of the passage. **Goldwin Rock** and **Bagot Rock**, with 3 feet (0.9 m) over them, lie 0.7 mile NE and 0.7 mile NNW, respectively, of Southeast Rock. **Black Rock**, 0.4 mile NW of Gull Rocks, is darkish, detached and easily identified. A rock with a depth of 5 feet (1.5 m) lies close to the route 0.2 mile north of Black Rock. The rock is marked by a **buoy**.

Bustard Islands

75 **Bustard Islands** (45°53'N, 80°54'W), south of the NW end of Northeast Passage and south of Main Outlet

(French River), are an extensive broken-up group of islands, islets and above-water rocks. They are composed, like the neighbouring mainland shores, of gneiss with occasional dark veins of hornblende character. When seen from the south, the islands blend into the mainland but from the west they stand out clearly.

 76 **Caution.** — Local magnetic disturbance has been reported in this area.

77 **Northeast Island, Tie Island, Tarpot Island** (*not named on Chart 2244*), **Meaford Island** (*not named on Chart 2244*) and **Twin Islands** (*not named on Chart 2244*) of the Bustard group form the south side of Northeast Passage. The west side of Tarpot Island is a steep bluff 35 feet (11 m) in elevation; this is the highest land in the group. **Camel Rocks** (*not named on Chart 2244*), 10 feet (3 m) in elevation, lie west of Twin Islands.

 78 **Caution.** — **Burke Shoal**, least depth of 5 feet (1.5 m), **Hall Rock**, least depth of 6 feet (1.8 m), **Minnie Rock**, least depth of 9 feet (2.7 m), and **Queen Reef**, least depth of 3 feet (0.9 m), all marked by **buoys**, lie north of the above-mentioned islands, close north of the small-craft route.

 79 Good **anchorage** can be found in the bay west of Northeast Island; this is entered through the passage that leads along the south shore of the island. Larger small craft can find **anchorage** south of Twin Islands in **The Gun Barrel**, which can be entered east of Twin Islands or west of Camel Rocks.

Charts 2204-3, 2244

80 **Ridout Islands**, 0.4 mile west of Twin Islands, are wooded. There is a navigable channel between Camel Rocks and **James Island** (*not named on Chart 2244*) of the Ridout Islands. A **buoy** lies 0.2 mile NW of Ridout Islands.

 81 **Bustard Islands Harbour** (*not named on Chart 2244*) offers **anchorage** with good protection in all winds. This harbour is entered south of Meaford Island and **France Island** (*not named on Chart 2244*), with a sharp turn around the east end of **Pearl Island** (*not named on Chart 2244*).

Charts 2204-2, 2244

Alternate route — The Shirt Tails to Lefroy Island

82 A secondary route leaves the main small-craft route near the port hand **buoy** east of The Shirt Tails ($45^{\circ}54'N$, $80^{\circ}50'W$). This secondary route leads through inshore channels to Lefroy Island, which is 4.5 miles to the NW in the mouth of Main Outlet (French River). It is marked by **buoys** and **beacons**.

 83 This route is pretty, with attractive secluded coves which offer good **anchorage**. It has many narrow passages and sharp turns and is not suitable for small craft

over 40 feet (12.2 m) in length, or for any vessel that does not manoeuvre easily.

84 **Outer Fox Islands** ($45^{\circ}54'N$, $80^{\circ}50'W$), an extensive group of islands, above-water rocks and shoals, fill the large bay SW of **Fox Island**. The route circles east and north of Outer Fox Islands. The channel east of **Dorés Run** (*not named on Chart 2244*), south of Fox Island, is narrow and twisting.

 85 Operators of small craft have reported finding good **anchorage** south of **Finger Island** (*not named on Chart 2244*), which is 0.3 mile west of Dorés Run, and in **Fox Bay** to the north.

 86 **Caution.** — Great care is necessary in these waters; they have not been sounded and the water is almost opaque, making shoal water difficult to see.

87 **Dock Island** lies 1.5 miles WNW of Dorés Run. The route passes north of it.

 88 **Georgian Bay Fishing Camp** is a group of white buildings with red roofs on the NW side of the larger island 0.2 mile SSW of Dock Island. Fishing guides are available locally.

89 **Obstacle Island** is 0.7 mile NW of Dock Island at the mouth of **Eastern Outlet (French River)** ($45^{\circ}56'N$, $80^{\circ}52'W$).

 90 **Caution.** — **Parting Channel**, on the SE side of Obstacle Island, is the narrowest and most difficult section of the route; it is not wide enough for two small craft to pass and should be navigated slowly and with extra care. The turn around the northern tip of Obstacle Island should also be made slowly and carefully.

91 This secondary route joins the main route to Main Outlet (French River) south of Lefroy Island, 1.1 miles WNW of Obstacle Island.

French River

92 **French River**, which drains from Lake Nipissing, 45 miles to the ENE, flows into Georgian Bay through five mouths: Eastern Outlet, Main Outlet, Bad River Channel, Fort Channel and Main Channel. Most of the islands and mainland shore are part of *French River Provincial Park*.

93 **Historical note.** — This river was part of the canoe route between St. Lawrence River and the west which was used by First Nations people for thousands of years before the arrival of European explorers. The route led up Ottawa River and Mattawa River to Lake Nipissing, down French River to Georgian Bay, then westward through North Channel to Lake Superior. Champlain travelled this route as far as Georgian Bay in 1615; it is believed that the first European to do so was Étienne Brûlé, sent there by Champlain in 1610.

94 With the formation of the Northwest Company in 1784, French River became part of a 3000-mile fur-trade canoe route between Montréal and Fort Chipewyan on Lake

Athabasca. This was the only way for passengers and mail to cross Canada until the coming of the railroad in the 1880s.

95 From 1875 to 1922, Main Outlet (French River) was the site of the busy forestry industry port of *French River*, with a population of 2000. The only remains of this town are ruins and two cemeteries.

Main Outlet (French River)

96 **Lefroy Island** ($45^{\circ}56'N$, $80^{\circ}54'W$) lies at the mouth of **Main Outlet (French River)**, which extends 2 miles to the NNE.

97 **Bluff Point**, 25 feet (7.6 m) in elevation, and **Loaf Rock** (*not named on Chart 2244*) lie 0.2 mile NE of Lefroy Island. **The Creek** (*not named on Chart 2244*), 0.5 mile farther north, has depths of 12 feet (3.7 m), gradually shoaling to its head.



98 **French River Inner light** (968) is on the east side of Lefroy Island.

99 **Middle Reef** (*not named on Chart 2244*), east of Lefroy Island, is marked by a port hand **daybeacon**. The usual channel leads east of Middle Reef, between it and the above-water rocks west of **Sabine Island**.



100 **Caution.** — Middle Reef is only 4 feet (1.2 m) in elevation and can be submerged at summer water levels.

101 The west coast from Lefroy Island to **Brock Island** (*not named on Chart 2244*), 0.6 mile to the north, is cliffy and 20 to 30 feet (6.1 to 9.1 m) in elevation.



102 **Caution.** — A rock awash lies north of Brock Island. **Green Island** (*local name – not named on the chart*) is 0.35 mile farther to the NNE. Islets and above-water rocks extend SSW from it; a 4-foot (1.2 m) shoal to the SSE is marked by a **buoy**.



103 The stranded **wreck** in the bay SE of Green Island is visible; it has an elevation of 6 feet (1.8 m) and is marked by a starboard hand **daybeacon**. The condition of this daybeacon is unknown. The stranded **wreck** east of Green Island has an elevation of 3 feet (0.9 m).



104 **Camp McIntosh**, on the west shore of the river 0.5 mile NNE of Green Island, is an American Plan cottage resort specializing in fishing holidays.



105 The pool SE of **Macdougall Bay** (*not named on Chart 2244*) offers good **anchorage** below **Dalles Rapids**.

French River to Beaverstone Bay

Charts 2204-3, 2244

106 Beaverstone Bay is 12 miles west of Main Outlet (French River); the distance along the route is 18 miles. From

Lefroy Island, the small-craft route leads SW to Bustard Rocks, west and WNW for 12 miles to Rooster Reef, then NE into Beaverstone Bay. The route from Bustard Rocks to Rooster Reef lies 1 to 3 miles offshore; it is completely open to Georgian Bay weather. Operators of small craft should not attempt this passage unless weather and visibility are good.



107 **Caution.** — The direction from Bustard Rocks towards Beaverstone Bay is “upstream” for purposes of buoyage. The channel from Lefroy Island into French River is **buoyed** for approach from offshore. The buoyage will appear to reverse, at Lefroy Island, for eastbound small craft entering Main Outlet (French River).



108 **Caution.** — Because of the uneven bottom, there may be uncharted above-water rocks or shoals, particularly at the outer limits of sounded areas. The water is opaque, which makes rocks difficult to see.

SW approach to French River

109 **Bustard Rocks** ($45^{\circ}53'N$, $80^{\circ}57'W$) lie west of Bustard Islands (*previously described*) and 3 miles SW of the mouth of Main Outlet (French River). They consist of a string of rocks and islands, bare except for a few bushes. **Southwest Rock** is the outer islet; **Perley Rock**, 0.4 mile to the WSW, has a depth of 4 feet (1.2 m) and is marked by a **buoy**. **Castle Island** (*not named on Chart 2244*), in the NE part of the group, is 26 feet (7.9 m) in elevation.

110 **Beacon ranges.** — There are three white square towers with red tops on Bustard Rocks. When approaching the Bustards from the south, the middle and highest tower, 30 feet (9.1 m) high, will first come into line with the NE tower and then with the WSW tower, both of which are 20 feet (6.1 m) high. The towers are **conspicuous** for many miles, especially in the afternoon sun.



111 **Bustard Rocks light** (966) is shown from the middle tower at an elevation of 48 feet (14.6 m).

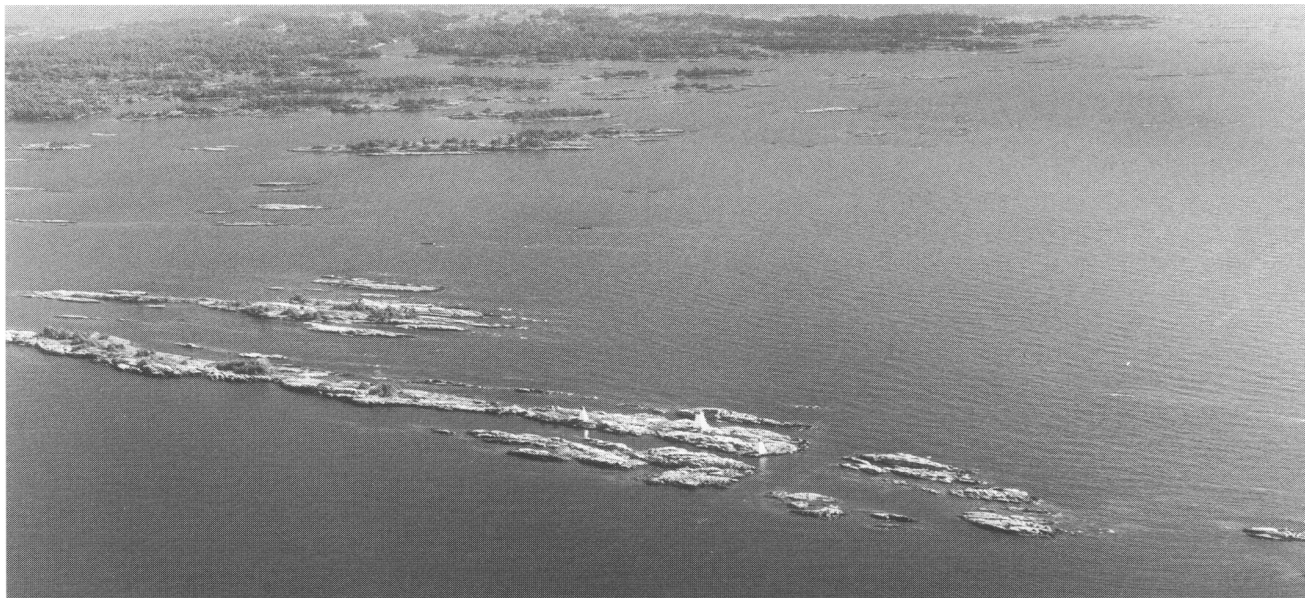


112 **Caution.** — **McLean Shoal**, 2 miles NE of Bustard Rocks **light**, has a depth of 5 feet (1.5 m) and is marked by a **buoy**. **Turnaway Rock** (*not named on Chart 2244*), 0.2 mile to the north, is 4 feet (1.2 m) in elevation and bare.



113 **Caution.** — The entrance channel to French River leads between McLean Shoal and **Northwest Bank**, a **dangerous** and shallow rocky ledge which extends 1 mile SW from Turnaway Rock. **Depot Island** (*not named on Chart 2244*), off the west shore 0.5 mile NNE of Turnaway Rock, is 8 feet (2.4 m) in elevation. **Seymour Rock** (*not named on Chart 2244*), **Borrone Rock** (*not named on Chart 2244*), which is 3 feet (0.9 m) in elevation, and **Cherokee Rocks** lie east of the channel. Borrone Rock and Cherokee Rocks are marked by **daybeacons**. Lefroy Island (*described earlier*) lies 0.4 mile north of Cherokee Rocks.

BUSTARD ROCKS FROM NW (1996)



 114 Larger small craft can find **anchorage** in 24 feet (7.3 m), mud bottom, along the NW shore NNE of Depot Island.

115 **Sand Bay**, west of Main Outlet (French River), has not been sounded.

Bustard Rocks to Rooster Reef

116 From Bustard Rocks, the route leads WSW for 1.6 miles on Bustard Rocks beacon range (*described earlier*) then westwards to a position south of Grondine Rock, and then WNW to a position SW of Rooster Reef. This route is marked by **buoys**. The offshore area is deep and clear of known **dangers**, the nearest being Gull Island (*Chart 2244*), 15 feet (4.6 m) in elevation, which is 6 miles WSW of Grondine Rock.

 117 **Caution.** — This part of the route, passing 1 to 3 miles offshore, is exposed; it is not suitable for small craft unless weather and visibility are good.

118 The mainland in this area is low, flat and densely wooded, with bare rock shores. With the possible exceptions of White Rock and Hen Island (*described below*) there are no outstanding features.

 119 **Caution.** — The coastline from Bustard Rocks to Rooster Reef is broken, with many rocks and islets and fringed by dangerous ledges, shoals, and shoal areas. The coast is indented by three mouths of the French River: Bad River Channel, Fort Channel and Voyageur Channel.

120 Bad River Channel and Lodge Channel, which is its west branch, are navigable by small craft.

121 **Bad River Channel**, 2 miles NW of Bustard Rocks, offers the best shelter between Main Outlet (French River) and Beaverstone Bay. It is the middle mouth of the five through which French River flows into Georgian Bay. This channel should not be used unless the visibility is more than 2 miles and the beacons of the entrance range can be seen clearly.

122 **Bad River Point** ($45^{\circ}55'N$, $80^{\circ}59'W$), on the west side of the Bad River Channel entrance, is an island but from offshore appears to be a point of land.

 123 **Caution.** — **Mary Grant Rock**, 0.4 mile south of Bad River Point, is surrounded by a group of shoal rocks. A deep channel lies between this group and another group 0.1 mile to the NW.

124 There are two range beacons on islets on the west side of the entrance to Bad River Channel. These **beacons**, in line on a bearing of 018° , lead into the outer part of the entrance.

125 The channel past Mary Grant Rock is marked by **buoys**. A mid-channel **buoy** lies 1.1 miles SSW of Mary Grant Rock, close to the line of the beacon range.

 126 **Caution.** — Shoal water extends east from the north end of Bad River Point; the route leaves the range at the mid-point of the island to avoid the shoal area. The shoal bank is marked by **buoys**.

 127 **Anchorage** can be found in the basin at the head of the channel SE of **Devil Door Rapids** ($45^{\circ}56'N$, $80^{\circ}58'W$). There is good holding, mud bottom, except for the area in line with the rapids where the bottom has been scoured by the current. It is possible to moor directly to the rock shore in several places.

128 More than 30 miles of channels lead through Bad River Channel and **Western Channel (French River)** (*not named on Chart 2204-3*) and connect with the upper reaches of **Pickrel River** (*not named on Chart 2204-3*). Local knowledge is essential, but with care this area offers many miles of sheltered cruising and good fishing.



129 Resorts on the upper reaches of these waterways near *Highway 69* have some facilities for boaters.
130 *Hartley Bay House and Marina* is a cottage resort on **Hartley Bay** (*not shown on Charts 2204-3 and 2244*), 12 miles up the Bad River Channel outlet and 9 miles from *Highway 69*.

131 *Cedar Village Pickrel River Marina* and *Smith Marine* are on Pickrel River at *Highway 69*, 12 km north of Key River.

132 **Lodge Channel** is entered SE of **Temple Rocks**, which are 0.9 mile west of Bad River Point. An area of above-water rocks and shoal water lies SE of Temple Rocks; **Emery Reef**, with rocks awash, lies to the SW. There are isolated shoal rocks in the area between Emery Reef and **Isabel Rock**, 0.6 mile to the SSW, which has a depth of 7 feet (2.1 m). Isabel Rock is marked with a **buoy**.

133 There is a **beacon** range on Temple Rocks. The **beacons**, in line on a bearing of $334\frac{1}{2}^\circ$, lead to a position 0.2 mile short of the front beacon. The beacons stand out clearly when seen from SE.



134 **Maitland Bank** ($45^\circ55'N$, $81^\circ02'W$), 1 mile west of Lodge Channel, is a **dangerous** area of above-water rocks and shoals. **Pring Reef**, 1.5 miles to the SW, has a depth of 3 feet (0.9 m); a rock 0.5 mile NE of Pring Reef has a depth of 1 foot (0.3 m).

135 **Fort Channel** is not marked but with care can be entered in fine weather with the sun over the shoulder to provide the best conditions for seeing shoals.

136 **White Rock**, at the NE end of **White Rock Ledge** between the mouths of Fort Channel and Voyageur Channel, consists of five small bare rocks, one of which is dark in colour in contrast to the highest, at 13 feet (4 m) which is lighter than the adjacent coast. This lighter colour makes it stand out in a region which has few identifiable features.

137 **Voyageur Channel**, the French River outlet followed by the old canoe route to the west, is not suitable for navigation.



138 **Point Grondine** ($45^\circ55'N$, $81^\circ08'W$), 2.6 miles west of White Rock, is low, flat and shelving. **Grondine Rock**, 0.9 mile to the south, is marked by *Grondine Rock light* (965). Grondine Rock and Point Grondine are reported to be the only features in this area which show up well on small-craft radar. **Simpson Rock**, SE of Grondine Rock, has a depth of 3 feet (0.9 m).



139 **Caution.** — **The Chickens**, a wide area of above-water rocks and shoals, extends SW from the

mainland between Point Grondine and Popham Point, to the west. **Hen Island**, at the east end of The Chickens, can be identified by its stand of cedar trees and as the highest island in the group.



140 The bay east of Hen Island offers **anchorage** with some shelter from SW winds behind a rocky shoal extending SE from Hen Island.



141 **Caution.** — **Rooster Reef**, at the west end of The Chickens, is awash. **Moreland Bank**, 0.9 mile WSW of Rooster Reef, has a depth of 13 feet (4 m) (*Charts 2244 and 2245*).

Charts 2204-3, 2244, 2245

Approaches to Beaverstone Bay

142 The entrance to Beaverstone Bay is through the islands lying between **Popham Point** ($45^\circ56'N$, $81^\circ12'W$) and **Midshipman Point**, 1 mile to the NNW. A hill 0.2 mile NW of Midshipman Point is 50 feet (15 m) in elevation, with a bald pink top, and helps to identify the entrance.



143 **Sugar John Bay**, lying north and NE of Popham Point, offers **anchorage** with good shelter in its eastern part; care is necessary because it is not completely sounded.

144 **Hincks Island** and **Brassey Island** lie 0.4 mile and 1 mile, respectively, WSW of Midshipman Point. Brassey Island, bare pink granite and 25 feet (7.6 m) in elevation, is easily identified.



145 **Caution.** — **Sly Boots**, a dangerous detached rock 0.5 mile SW of Brassey Island, dries 1 foot (0.3 m); it is submerged at summer water levels.

146 **Deer Island** is 0.4 mile NW of Hincks Island. An orange **daybeacon** on an unnamed island 0.1 mile west of Hincks Island marks the east side of the entrance to **Deer Island Bay**. The bay is not surveyed and has several shoals, one with a least depth of 3 feet (0.9 m), in the approaches.

147 **Hamilton Island**, 1 mile west of Brassey Island, is one of the most prominent features in this area because of its elevation of 63 feet (19 m).



148 **Caution.** — Rocks with depths of 4 feet (1.2 m) 0.2 mile south of Hincks Island are separated by a narrow channel from a shoal to the south. Both are marked by **buoys**.

149 There are many islands, islets, above-water rocks and shoals in the mouth of Beaverstone Bay. These include **Toad Island**, south of Midshipman Point and easily identified from offshore; **North Rock** (*not named on Charts 2244 and 2245*) and **South Rock** (*not named on Charts 2244 and 2245*), 5 feet (1.5 m) in elevation, bordering the channel north of Toad Island; and **MacFarlane Island** (*not named on Charts 2244 and 2245*), a small island east of Toad Island.

 150 **Caution.** — **McDonald Shoal**, with a least depth of 11 feet (3.4 m), lies midway between Sly Boots and Rooster Reef.

151 The former route into Beaverstone Bay south of Toad Island has been abandoned and is no longer marked by **buoys** or **beacons**.

 152 The wider and easier route between Hincks Island and Toad Island is marked by **buoys**. This channel is entered between McDonald Shoal and Sly Boots.

 153 The **buoyed** channel leads NE between the **shoals** and islets SE of Hincks Island and those NW of Toad Island, then passes between North Rock and South Rock to the open water in Beaverstone Bay.

 154 A **buoy** 0.1 mile NE of the NE tip of Toad Island marks an isolated **shoal** with a depth of 2 feet (0.6 m).

Beaverstone Bay to Killarney

Chart 2204-4

155 From the south end of Beaverstone Bay to Killarney, 13 miles to the west, the small-craft route covers a distance of 23 miles, all but 4 miles of which lead through the sheltered waters of Beaverstone Bay, Mill Lake and Collins Inlet.

156 Access to this route from offshore is possible at Beaverstone Bay and at the west entrance to Collins Inlet.

157 The direction from Beaverstone Bay towards Killarney is “upstream” for purposes of buoyage.

Beaverstone Bay

158 **Beaverstone Bay** ($45^{\circ}58'N$, $81^{\circ}11'W$), protected on the west by **Philip Edward Island**, is a fine sheltered bay 4 miles long and 2 miles wide with more than eighty islands, large and small. There are scattered **shoals** at the south end of the bay; the north end is shallow with mud and weeds. Elsewhere, clear of the islands, the bottom is generally even and of mud. Beaverstone Bay is known for its excellent pike and walleye fishing.

159 **Historical note.** — Philip Edward Island, Collins Inlet and Midshipman Point were all named after Admiral Bayfield's midshipman assistant, Philip Edward Collins.

 160 **Caution.** — Rock pinnacles in Beaverstone Bay are difficult to see; there may be uncharted rocks, particularly off the usual track.

161 **Two Pines Island**, 1 mile NE of Toad Island, with a **beacon** on it, could once be identified by its two prominent pine trees; in 1987 there was only one pine tree still standing, with some other smaller trees and bushes on the south side of the island. This island helps to identify **Square Rock**, a

detached rock 0.1 mile to the WNW, which is bare and 9 feet (2.7 m) in elevation and used as a landmark.

 162 **Caution.** — Rocks with depths of 2 and 3 feet (0.6 and 0.9 m) lying east of the route 0.2 mile south of Two Pines Island are marked by a **buoy**. A rock with a depth of 6 feet (1.8 m) lies on the route 0.35 mile SW of Two Pines Island.

163 **Nobles Island**, SE of Two Pines Island, is the site of a former fishing camp named *Beaverstone Lodge*. The lodge site and its buildings are now part of a private resort. A water tower on the island is visible only from close-up or from the SW.

164 The route through Beaverstone Bay is clearly marked by **buoys** and **beacons**.

 165 **Caution.** — The channel at the head of Beaverstone Bay, north of **Sheep Island**, is marked by ‘Warning – Low Water’ **buoys** but is very narrow. The channel has depths of 6 feet (1.8 m).

 166 **Caution.** — The channel north of Sheep Island is subject to silting; depths may be less than shown on the chart.

167 There are several deadheads in the shallow areas east of Sheep Island and NW of **Beaverstone River** ($45^{\circ}59'N$, $81^{\circ}09'W$). The red bluffs of Philip Edward Island west of Sheep Island are **conspicuous**.

168 **Historical note.** — The busy village of *Beaverstone Bay* once thrived in the area near the mouth of Beaverstone River but died out with the decline of the forestry industry. Few traces of this village can now be found, but the settlement established at the NNE corner of Beaverstone Bay by the Paterek family in the late 1800s still exists and is still occupied by the same family.

 169 **Anchorage** can be found NE of Nobles Island; NW of **Barto Island**, which is close north of Square Rock; on the west side of **Burnt Island**, which is 0.7 mile north of Square Rock; in **Muskrat Bay**, 0.8 mile NE of Nobles Island, where shallow-draught small craft can secure to ring bolts in the rock; near **Half Sphere Island**, SW of Sheep Island; and west of Sheep Island.

East part of Collins Inlet

170 The east part of **Collins Inlet** ($46^{\circ}00'N$, $81^{\circ}11'W$) is bordered by rock cliffs.

171 The ruins of the town of *Collins Inlet* are on the north shore 2 miles west of Beaverstone Bay. Once a busy forestry industry town with a population of 2000, it was abandoned around 1920. East of the settlement, on the north shore of the inlet, there is a group of old pilings; this is the remains of the town wharf.

172 *Mahzenazing River Lodge*, near the old settlement, is a hunting and fishing lodge with guide service.

173 **Mill Lake**, which lies between the east and west parts of Collins Inlet, is a fine cruising ground for small craft.

174 **Edward Island**, at the north end of the lake, has buildings and a wharf; these are private. **Turtle Rock**, 0.3 mile to the south, is marked by a port hand **beacon**. **Muskie Island**, which is at the north side of the entrance to the western part of Collins Inlet, is marked by a starboard hand **daybeacon**; there is a port hand **daybeacon** on the south side of the entrance.

 175 **Caution.** — **Dangerous** rocks, drying 3 feet (0.9 m), lie 250 feet (76.2 m) SSE of the last-mentioned beacon.

 176 Good **anchorages** with mud bottom can be found around Mill Lake; the area SW of **Green Island** is popular.

West part of Collins Inlet

177 From Mill Lake, Collins Inlet continues westwards for 7 miles along the north shore of Philip Edward Island. The sides of the inlet are cliffs of gneissic rock, pinkish in colour and up to 40 feet (12 m) in elevation, rising to 50 feet (15 m) farther inland. The entire area is densely wooded with a few cottages perched on the bluffs.

 178 **Caution.** — The 2-mile stretch west of Mill Lake is narrow and winding with shallow areas projecting from both shores. A blind bend 0.9 mile west of Muskie Island requires extra care.

 179 At **Turning Island**, 5.6 miles west of Mill Lake, the inlet widens; the channel through the islands west of here is marked by **beacons**. Good **anchorage** can be found SW of Turning Island, taking care to avoid the rock awash in the mouth of the bay SW of the island.

180 **South Point** ($45^{\circ}59'N$, $81^{\circ}24'W$), low and rocky with low trees, is the west end of Philip Edward Island.

  181 **Caution.** — From here to Killarney, 4 miles to the WSW, the route is open to south and SW winds and seas; strong winds cause a heavy surge and unpredictable **currents**.

Charts 2204-4, 2245

Western entrance to Collins Inlet

182 Local knowledge is recommended to approach the west entrance to Collins Inlet from offshore; there are no good landmarks.

183 **One Tree Island** ($45^{\circ}59'N$, $81^{\circ}25'W$), 26 feet (7.9 m) in elevation and bare except for a few bushes, is marked by a port hand **daybeacon**. With this beacon on its highest point, this island makes a good mark for boaters approaching from the west. The channel through the dangers north and west of the island is marked by **buoys**.

184 **Flat Rock** and **Pinch Island**, 21 feet (6.4 m) in elevation, lie WNW and NW of One Tree Island, respectively. Flat Rock is bare, Pinch Island is fringed with trees.

 185 **Flat Rock light** (973) is on the easternmost point of the rock.

 186 **Caution.** — A line of above-water rocks and shoals extends from One Tree Island to South Point, 0.6 mile to the ENE. Although there are passages through these features, local knowledge is recommended.

187 (*The islands and above-water rocks south and SW of One Tree Island are described in Chapter 6.*)

Killarney

Charts 2204-4, 2205, 2245

188 **Red Rock Point** ($45^{\circ}58'N$, $81^{\circ}29'W$) is on the north side of the east entrance to Killarney Channel.

 189 **Killarney East light** (974) is on Red Rock Point east of **Thebo Point** (*not named on Chart 2245*).

190 A **fog horn** pointing 150° sounds one blast every 30 seconds. This fog horn is user-activated. Mariners requiring the horn to be turned on can activate it by clicking a radio microphone five times in a five-second period on VHF Channel 19. The horn can be activated with 1-watt power at a range of 3 miles and will operate for 30 minutes. The horn can be re-activated as required.

191 **George Island**, on the south side of Killarney Channel, is high. **Northeast Point** is the south side of the east entrance to Killarney Channel. The settlement of Killarney is not visible from offshore.

192 **Entrance Rocks** (*not named on Chart 2245*), both bare, **Pancake Rock** (*not named on Chart 2245*) and **Jackman Rock**, least depth of 4 feet (1.2 m), lie on the south side of the entrance channel, off Northeast Point.

193 **Jackman Rock** port hand **light buoy** E1 (975) lies NE of the rock.

194 **Killarney Harbour** consists of **Killarney Channel**; it offers good shelter from all winds. The harbour can be entered at either end; the east entrance is deeper.

 195 There is good **anchorage** in the harbour with ample swinging room for small craft.

 196 **Caution.** — A **submerged** water intake **pipeline** extends into the channel from the north shore at a **cable** area 0.7 mile from the east entrance; the crib at the outer end of the pipeline has a depth of 11 feet (3.4 m) and is marked by a private **buoy**. A private water **pipeline** is laid in a 145° direction from the north shore to a building on the west side of **Bayfield Bluff** (*not named on Chart 2245*).

197 **Cameron Cove** (*not named on Chart 2245*) is a shallow bay on the north side of the east end of the harbour;

KILLARNEY CHANNEL FROM EAST (1996)



Thebo Cove (not named on Chart 2245), also shallow, is east of Cameron Cove.



198 There is a Public **wharf** with a **launching ramp** behind it and there are many private wharves along the north shore of Killarney Channel.

199 The settlement of **Killarney**, population 505 (2011), is on the north side of the channel. Killarney has a church, a bank, stores, motels, hotels, liquor store and LCBO outlet, restaurants, post office, nursing station and a museum. There is a small airfield and a bus service to Sudbury.

200 The nearest hospital is at Little Current, 24 miles to the west by water. Little Current is also the nearest business centre. The distance by road to the hospital at Sudbury is 110 km.

201 There are many facilities for boaters:



202 **Killarney Mountain Lodge**, a resort in the east part of the community, also has a **ramp** for wheel-equipped seaplanes and operates an air/ground radio on the standard **UNICOM** frequency of 122.8 MHz. Hunting and fishing guides are on call. The resort is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

203 **Pitfield's General Store** and **Killarney Marine and Rigging** are on the north shore. **Channel Marina** is a private marina with camping supplies and local crafts and is an authorized dealer for *Canadian Hydrographic Service* nautical charts and publications.

204 **The Quarterdeck**, a crafts and souvenir store near the Public wharf, carries a line of yachting needs. **Mr. Perch** and **Herbert Fisheries**, also near the Public wharf, are noted for their perch and white fish, fresh and cooked.

205 **Sportsman's Inn** operates a full-service **marina** on the north side of the channel, as well as a marine railway and dockage on the south shore. **Sportsman's Inn** is an authorized dealer of *Canadian Hydrographic Service* charts and publications. **Gateway Marine & Storage**, an authorized dealer of *Canadian Hydrographic Service* charts and publications, is close east of **Sportsman's Inn**.

206 **Roque's Marina** is on the western end of the channel.

Charts 2205, 2245

Killarney Channel west entrance

207 **Fish Point**, at the NW end of George Island, is depicted as two islets. It is so named because it was the place where fishermen of Killarney left their fish refuse.



208 **Caution.** — The channel NW of Fish Point passes between **Ann Long Bank** and **Double Island Ledges**, which is a dangerous patch of above-water rocks marked by a **buoy**.

209 **Ann Long Bank** port hand **light buoy E11** (979) lies NW of the bank.

210 **Double Island** ($45^{\circ}59'N$, $81^{\circ}32'W$), in two parts, is wooded and almost surrounded by low above-water rocks.

There are many rocks between it and **Partridge Island**, to the NE, which appears to be almost two islands.



211 *Killarney Northwest light* (978) is at the south end of Partridge Island.

212 **Le Haye Point**, on the north side of the west entrance to Killarney Channel, is the SW tip of the mainland. An islet, 11 feet (3.4 m) in elevation, lies close west of Le Haye Point and an islet, 6 feet (1.8 m) in elevation, lies 300 feet (91 m) farther west. The channel here is 210 feet (64 m) wide.

213 A channel, marked by **buoys**, leads to Le Haye Point from SE of Double Island.

214 The direction from Killarney towards Little Current is “upstream” for purposes of buoyage.

215 **Lobster Point** lies 0.5 mile north of Le Haye Point. **Little Island** (*not named on Chart 2245*), 15 feet (4.6 m) in elevation, lies 0.2 mile NNE of Le Haye Point.



216 *Killarney West Entrance light* (976) is on the islet close west of Le Haye Point.

Killarney Bay

217 **Killarney Bay** includes all the waters NW and north of George Island.

218 There is a red and white microwave tower 0.7 mile NE of Killarney. This tower is 230 feet (70 m) high; it is

reported to be **conspicuous** from Killarney Bay. There is another tower, 184 feet (56 m) high, close NE.

219 **Sheep Island** and **Pine Island**, which is the largest island in Killarney Bay, lie NE of Partridge Island.



220 **Caution.** — A **submerged telephone cable** crosses Killarney Bay from the east shore of Sheep Island north and then WNW to the mainland shore. **Submerged telephone cables** lie close to shore on both sides of the bay near Sheep Island.

221 An **overhead cable** with a vertical clearance of 25 feet (7.6 m) crosses between Partridge Island and Sheep Island.



222 **Covered Portage Cove**, on the NW side of Killarney Bay, is a beautiful land-locked harbour with excellent **anchorage** for small craft in 4 to 5 feet (1.2 to 1.5 m), mud bottom. Rocks awash off the south entrance point are marked by a **buoy**.



223 **Caution.** — **Portage Cove**, 1.5 miles SW of Covered Portage Cove, is reported to have many boulders. **Dangerous** rocks lie in the shallow entrance to the inner end of the cove; access is possible only by small boats with local knowledge.

224 (*The areas SW of Ann Long Bank and Portage Cove are described in Chapter 2.*)

Sail Plan

Adapted from Transport Canada Publication TP 511E.

Fill out a sail plan for every boating trip you take and file it with a responsible person. Upon arrival at your destination, be sure to close (or deactivate) the sail plan. Forgetting to do so can result in an unwarranted search for you.

Sail Plan

Owner Information

Name: _____

Address: _____

Telephone Number: _____ Emergency Contact Number: _____

Boat Information

Boat Name: _____ Licence or

Registration Number: _____

Sail: _____ Power: _____ Length: _____ Type: _____

Colour _____ Hull: _____ Deck: _____ Cabin: _____

Engine Type: _____ Distinguishing Features: _____

Communications

Radio Channels Monitored: HF: ☐ VHF: ☐ MF: ☐

MMSI (Maritime Mobile Service Identity) Number: _____

Satellite or Cellular Telephone Number: _____

Safety Equipment on Board

Lifejackets and PFD's (include number): _____

Liferafts (include type and colour): _____ Dinghy or Small Boat
(include colour): _____

Flares (include number and type): _____

Other Safety Equipment: _____

Trip Details — Update These Details Every Trip

Date of Departure: _____ Time of Departure: _____

Leaving From: _____ Heading To: _____

Proposed Route: _____ Estimated Date and

Stopover Points (include date and time): _____ Time of Arrival: _____

Number of People on Board: _____

Search and Rescue Telephone Number: _____

The responsible person should contact the nearest Joint Rescue Coordination Centre (JRCC) or Maritime Rescue Sub-Centre (MRSC) if the vessel becomes overdue.

Act smart and call early in case of emergency. The sooner you call, the sooner help will arrive.

JRCC Victoria (British Columbia and Yukon) 1-800-567-5111

+1-250-413-8933 (Satellite, Local or out of area)

727 (Cellular)

+1-250-413-8932 (fax)

jrcvictoria@sarnet.dnd.ca (Email)

JRCC Trenton (Great Lakes and Arctic) 1-800-267-7270

+1-613-965-3870 (Satellite, Local or Out of Area)

+1-613-965-7279 (fax)

jrcctrenton@sarnet.dnd.ca (Email)

MRSC Québec (Quebec Region) 1-800-463-4393

+1-418-648-3599 (Satellite, Local or out of area)

+1-418-648-3614 (fax)

mrscqbc@dfo-mpo.gc.ca (Email)

JRCC Halifax (Maritimes Region) 1-800-565-1582

+1-902-427-8200 (Satellite, Local or out of area)

+1-902-427-2114 (fax)

jrcchalifax@sarnet.dnd.ca (Email)

MRSC St. John's (Newfoundland and Labrador Region) 1-800-563-2444

+1-709-772-5151 (Satellite, Local or out of area)

+1-709-772-2224 (fax)

mrscsj@sarnet.dnd.ca (Email)

MCTS Sail Plan Service

Marine Communications and Traffic Services Centres provide a sail plan processing and alerting service. Mariners are encouraged to file Sail Plans with a responsible person. In circumstances where this is not possible, Sail Plans may be filed with any MCTS Centre by telephone or marine radio only. Should a vessel on a Sail Plan fail to arrive at its destination as expected, procedures will be initiated which may escalate to a full search and rescue effort. Participation in this program is voluntary. *See Canadian Radio Aids to Marine Navigation.*

Table of marina facilities *



Name and location	Latitude, Longitude Telephone	Depths in feet	Berths • total	Berths • visitors	Electricity, water	Gasoline, diesel, propane	Sewage pump out, pump	Motor/hull repairs	Holds/cabin/marine railway	Waste stepper	Boat/motor rentals	Garbage disposal	Toilets, showers, laundry	Groceries, ice, snack bar	Restaurant, dining room	Marine supplies, bait, tackle	Water taxi	Pay phone	Picnic area, camping	VHF channels	Authorized chart dealer	Wireless internet
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CHAPTER 2

Wikwemikong Bay Marina Manitoulin	45°48'16"N 81°42'32"W 705-859-2850	6-8	56	36	EW	GDP	SR					✓	TSL	IS		BT		✓	P	68	✓	
Big Tub Harbour Resort Tobermory	45°15'25"N 81°40'33"W 519-596-2219	37	30	10	EW	GD	S					✓	TS	IS	RD			✓	P	68		
Tobermory Harbour Tobermory	45°15'20"N 81°39'47"W 519-596-2731	7-9	45	40	EW	GDP	SR				✓	✓	TSL	GIS	RD	BT		✓	P	68		
Mariner Chart Shop Tobermory	45°15'20"N 81°39'51"W 519-596-2250																				✓	
Tobermory Marine Tobermory	45°14'12"N 81°38'28"W 519-596-2654							M				BM										

CHAPTER 3

Lion's Head Marina Lion's Head	44°59'21"N 81°15'09"W 519-793-4060	15	125	30	EW	GD	SR			✓		✓	TS	I				✓	PC	68	✓	
Cedarholme Camp Melville Sound	44°54'12"N 81°09'27"W 519-534-1208	0	10	6	W		R				BM	✓	TSL	GIS		BT		✓	PC			
Warton Marina Warton	44°44'54"N 81°08'21"W 519-534-1301	6-9	250	25	EW	GD	SR	MH	22 t	✓		✓	TS	I	R	M		✓	PC	68	✓	
Bluewater Park Warton	44°44'40"N 81°08'08"W 519-534-1400	2					R					✓	TS					✓	PC			
West Side Boat Launch Owen Sound	44°34'28"N 80°56'38"W 519-376-9890	1-2	19	19			R	M				✓	TL	IS		BT		✓	P	68		
Georgian Shores Marina Owen Sound	44°35'05"N 80°56'43"W 519-371-3999	9	400	40	EW	GD	SR	MH	54 t	✓		✓	TSL	GIS	RD	M		✓	P	68	✓	
Cliff Richardson Boats Ltd. Meaford	44°36'36"N 80°35'23"W 519-538-1940	6	30	5	EW	GDP	SR	MH	30 t	✓		✓	TSL	I	R	M		✓				
Meaford Harbour Meaford	44°36'35"N 80°35'12"W 519-538-5975	9	179	15	EW		SR					✓	TSL	I				✓	P	68		
Thornbury Municipal Harbour Thornbury	44°33'52"N 80°27'05"W 519-599-6317	9	250	30	EW	GD	SR			✓		✓	TS	I				✓	PC	68		
Cranberry Marina Collingwood	44°30'34"N 80°13'58"W 705-444-1251	6	115	10	EW	GD	SR	MH	15 t		B	✓	TSL	I	RD	B		✓	P	68	✓	
Sturgeon Point Marina Wasaga Beach	44°32'06"N 80°00'30"W 705-429-2934	4	100	15	EW	G	R	MH	4 t			✓	T	I		M		✓	P		✓	
Wasaga Marine Wasaga Beach	44°30'45"N 80°01'38"W 705-429-2100	4-9	70	10	EW	G	SR	MH	7 t			✓	T	GI		MBT		✓	P		✓	

CHAPTER 4

AC Marina (private) Gidley Point	44°44'49"N 80°07'06"W 705-533-2024	3-4	90	5	W	G	SR	M	18 t	✓		✓	T			M		✓		68		
Jug City Penetanguishene	44°44'28"N 79°57'00"W 705-549-3655	3				G	R						T	GIS		BT		✓				
Northwest Basin Marina Penetanguishene	44°48'27"N 79°56'56"W 705-549-2655	5	115	8	EW		S	MH	12 t				TS	I		M				68		
Dutchman's Cove Marina Penetanguishene	44°47'21"N 79°56'07"W 705-549-2641	3-9	12	20	EW		S	H	27 t	✓		✓	TS	I				✓	PC	68		
Bay Moorings Yacht Club Penetanguishene	44°47'15"N 79°56'15"W 705-549-6958	12-15	321	50	EW	GD	SR	MH	50 t	✓		✓	TSL	I	RD	M		✓		68	✓	
Harbour West Marina Penetanguishene	44°46'58"N 79°56'41"W 705-549-9378	5	160	20	EW	G	SR	MH	27 t			✓	TS	I		MB			C	68	✓	

* The information was reported in 2011 by the individual marina operators.

Table of marina facilities *



Name and location	Latitude, Longitude Telephone	Depths in feet	Berths • total	Berths • visitors	Electricity, water	Gasoline, diesel, propane	Sewage pump out, ramp	Motor/hull repairs	Holds/cabin/marine railway	Waste stepper	Boat/motor rentals	Garbage disposal	Toilets, showers, laundry	Grill/coffee, ice, snack bar	Restaurant, dining room	Marine supplies, bait, tackle	Water taxi	Pay phone	Picnic area, camping	VHF channels	Authorized chart dealer	Wireless internet
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CHAPTER 4 (continued)

Historic Port of Penetanguishene Penetanguishene	44°46'17"N 79°56'17"W 705-549-7777	6	80	30	EW			SR						TS	IS	R		✓	✓	P	68	✓
Hindson Marina Penetanguishene	44°46'17"N 79°57'14"W 705-549-2991	6	486	20	EW	GD		SR	M				✓	TSL	I		M		✓	P	68	✓
Bravo Marine Services Penetanguishene	705-549-9220								MH													
Beacon Bay Marina Penetanguishene	44°46'01"N 79°56'58"W 705-549-2075	6-8	330	20	EW	GD		S	MH	40 t	✓			TSL	I		M		✓	P	68	✓
Midland Harbour Midland	44°45'11"N 79°53'22"W 705-526-4610	20	38	14	EW								✓	TSL	IS	R				P	68	✓
Midland Marina Midland	44°45'13"N 79°53'13"W 705-526-4433	6-20	97	4	EW	GD		SR	MH	17 t	✓		✓	TS	I		B			P	68	✓
Bay Port Yachting Centre Midland	44°45'35"N 79°53'40"W 705-527-7678	8-20	432	20	EW	GD		S	MH	31 t	✓		✓	TSL	I		M		✓	P	68	✓
Central Marine Supply Centre Midland	705-526-4088																M					✓
Wye Heritage Marina Tiffin	44°44'59"N 79°51'16"W 705-526-0155	7-8	1050	100	EW	GD		SR	MH	36 t	✓		✓	TSL	GIS	R	MB		✓	P	68	✓
Crate's Port McNicoll Marina Port McNicoll	44°45'19"N 79°47'47"W	5	60	20	EW			R					✓	T		R				P		
Duncan's Marina Port McNicoll	44°45'23"N 79°48'02"W 705-534-7311	5	100	10	E			SR	M				✓	TS					✓	P		
Queen's Cove Marina Victoria Harbour	44°45'11"N 79°46'48"W 705-534-4100	8	285	24	EW	GDP		SR	MH	32 t	✓		✓	TSL	I	R	M		✓	P	68	✓
Pier 69 Marina Waubaushe	44°45'25"N 79°42'09"W 705-538-2867	3	65	5	EW	G		R	M			BM	✓	TS	I		MBT	✓	✓	P	68	✓
Marsh's Waubaushe Marina Waubaushe	44°45'24"N 79°42'12"W 705-538-2285	7	100	10	EW			R	M			BM	✓	T	GIS	R	MBT		✓	P		
Twin Bridge Marina Waubaushe	44°45'29"N 79°42'02"W 705-538-2295	5	25	2				R	M						I							
Viking Marina Waubaushe	44°45'36"N 79°41'51"W 705-538-2504	3	20	1	E			SR	M				✓	T						PC		
Bridgeview Marina Waubaushe	44°45'30"N 79°42'13"W 705-737-7584	3	60	2	EW			SR					✓	TS	I		M		✓	P	68	✓

CHAPTER 5

Wasauksing Marina & Campground Waubuno Channel	45°17'23"N 80°13'25"W 705-746-7212	6-12	72	30	EW	GP		R	MH			BM	✓	TS	GI		MBT	✓	✓	PC		
Carling Bay Marina Carling Bay	45°24'20"N 80°10'11"W 705-342-5451	3	100	40	EW	GP		SR	MH		✓		✓	TS	GIS		MB	✓	✓	P		
Harrison Landing Marina Nobel	45°23'59"N 80°08'57"W 705-342-5572	2-7	100	0	EW	GP		R	M			BM		T	I		MB	✓	✓			
Big Sound Marina Parry Sound	45°20'15"N 80°02'25"W 705-746-7642	20	120	120	EW								✓	TSL	I				✓	P	68	✓
Parry Sound Town Dock Parry Sound	45°20'16"N 80°02'11"W 705-746-7373	17	20	20	EW			S					✓	TS	I	R		✓	✓		68	✓
Mclsaac Georgian Bay Fuels Parry Sound	45°45'20"N 80°02'12"W 705-746-2129	6-7	16	0	W	G																

* The information was reported in 2011 by the individual marina operators.

Table of marina facilities *



Name and location	Latitude, Longitude Telephone	Depths in feet	Berths • total	Berths • visitors	Electricity, water	Gasoline, diesel, propane	Sewage pump out, pump	Motor/hull repairs	Holds/cabin/marine railway	Waste sepper	Boat/motor rentals	Gearage disposal	Toilets, showers, laundry	Groceries, ice, snack bar	Restaurant, dining room	Marine supplies, bait, tackle	Water taxi	Pay phone	Picnic area, camping	VHF channels	Authorized chart dealer	Wireless internet
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CHAPTER 5 (continued)

Parry Sound Marine Parry Sound	45°20'24"N 80°01'55"W 705-746-5848	11-17	150	0	EW	GDP	SR	MH	11 t		BM	✓		I		MBT	✓			68	✓	
Sound Boat Works Parry Sound	45°19'45"N 80°02'09"W 705-746-2411	9-16	86	40	EW	GD	SR	MH	6 t	✓	BM	✓	TSL	I		M			P	68		
Holiday Cove Marina Parry Sound	45°19'33"N 80°02'00"W 705-746-2250	9-17	100	10		G	R	M				✓					✓					
Point Pleasant Marina Parry Sound	45°19'15"N 80°02'20"W 705-746-9671	22	183	10	EW	G	SR	MH	5 t	✓		✓	TS	I		B	✓	✓	PC	68		
Georgian Bay Marina Parry Sound	45°19'08"N 80°02'18"W 705-746-9559	10	70	5	EW	G	R	M				✓	T	I		M	✓			68		
Rose Point Marina Parry Sound	45°18'58"N 80°02'23"W 705-746-8410	22	0	0		G	R	M	8 t					T	I	B		✓				

CHAPTER 6

Wright's Marina Britt	45°46'06"N 80°35'09"W 705-383-2295	7-12	95	25	EW	GDP	SR	MH	18 t		BM	✓	TSL	I	R	MBT	✓	✓	P	68	✓	
St. Amant's Waterfront Inn & Marina Britt	45°46'20"N 80°34'01"W 705-383-2434	12	50	30	EW	GD	SR				BM	✓	TSL	GIS	R	MBT	✓	✓	PC	68	✓	✓
River Haven Resort Britt	45°46'32"N 80°30'19"W 705-383-2426	2	50	10	EW	G	SR				BM	✓	TSL	GIS	R	BT	✓	✓	PC			

CHAPTER 7

S.R. Boat Sales Port Severn	705-538-0500	4	20	5	EW	GD	SR	MH	32 t			√	TS	I		M					
Picnic Island Resort Honey Harbour	44°51'50"N 79°49'38"W 705-756-2421	12	40	0	W	GDP	SR				BM	√	T	GIS		MBT		√	C	68	√
Paragon Marina Honey Harbour	44°51'51"N 79°49'18"W 705-756-2402	3-5	212	12	EW	G	SR	MH	30 t			√	TS	I		M		√	P	68	√
Bayview Marine Resort Honey Harbour	44°51'33"N 79°48'57"W 705-756-2482	4-7	66	10		G	R	M	10 t		BM	√	TS	I		MBT		√	P		
Honey Harbour Boat Club's Marina Honey Harbour	44°52'22"N 79°49'13"W 705-756-2411	7	150	0	E	G	SR	MH	16 t		BM		T	I		MBT	√	√		68	√
Nautilus Marina Honey Harbour	44°52'25"N 79°49'02"W 705-756-5534	27	220	4	EW	GD	SR	MH	5 t			√	TS	IS	RD	M	√	√	P		√
Honey Harbour Small Motors Honey Harbour	705-756-3034	5	65	2	E	G	R	M				√	T	I		MB	√				
Village Marina Honey Harbour	44°52'15"N 79°48'51"W 705-756-2706	5-7	100	6		G	R	MH	12 t			√	T	I		MBT					
South Bay Cove Marina Honey Harbour	44°52'00"N 79°43'42"W 705-756-3333	6	120	30	EW	GDP	SR	MH	15 t			√	TSL	I	R			√	P	68	√
Georgian Bay Landing Honey Harbour	44°52'35"N 79°46'22"W 705-756-2495	3-5	170	2	E	G	R	MH				√	T	I			√	√	P		
South Harbour Marina Honey Harbour	44°52'46"N 79°46'52"W 705-756-8180	4	70	5	EW		R	M													
Brandy's Island Marina Honey Harbour	44°51'10"N 79°48'56"W 705-756-9900	8	120	10	EW		SR	MH			BM	√	TS	I			√	√	PC	16,68	
King Bay Marina King Bay	45°03'57"N 80°01'13"W 705-375-2464	5-12	75	5		GP	SR				BM	√	T	GIS		MBT	√	√			
Moose Deer Point Marina Twelve Mile Bay	45°04'51"N 80°00'05"W 705-375-5155	1-12	300	5	EW	GP	SR	MH	18 t		BM	√	TL	GIS		MBT	√	√			√

* The information was reported in 2011 by the individual marina operators.

Table of marina facilities *



Name and location	Latitude, Longitude Telephone	Depths in feet	Berths • total	Berths • visitors	Electricity, water	Gasoline, diesel, propane	Sewage pump out, ramp	Motor/hull repairs	Holds/cabin/marine railway	Waste stepper	Boat/motor rentals	Garbage disposal	Toilets, showers, laundry	Groceries, ice, snack bar	Restaurant, dining room	Marine supplies, bait, tackle	Water taxi	Pay phone	Picnic area, camping	VHF channels	Authorized chart dealer	Wireless internet
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CHAPTER 8

Le Blanc's Sans Souci Marina Fryingpan Island	45°10'28"N 80°08'13"W 705-746-5598	30	0		W	GD	SR	MH			BM	√	T	GI		MBT	√	√		68		
Henry's Fish Restaurant Fryingpan Island	45°10'27"N 80°08'14"W 705-746-9040	9	45	45	EW	G						√	TS	I	R		√	√	PC			
Deer Horn Lodge Deer Horn Island	45°10'05"N 80°06'29"W 705-746-5793	17	4	4	EW						BM		TS		RD		√					
Craganmor Point Resort South Channel	45°15'14"N 80°07'17"W 705-746-5774	3-6	16	2							BM		T	GIS	R	BT	√	√				
Glenn Burney Marina Parry Sound	45°18'42"N 80°02'22"W 705-746-6215	9-17	240	0	EW	G	SR	MH	13 t		BM		T	I		MB	√	√				

CHAPTER 9

Killbear Marina Peggallie Bay	45°21'22"N 80°14'18"W 705-342-5203	4	120	20	EW	GDP	SR	MH	20 t	√		√	TS	GI	RD	MB	√	√	P	68	√	
Gilly's Snug Harbour Rest. & Marine Snug Harbour	45°22'29"N 80°17'57"W 705-342-5552	2	8	8	EW	G	SR					√		GI	RD	MBT	√	√	C	68	√	
Dillon Cove Marina and Resort Dillon	45°25'36"N 80°19'27"W 705-342-5431	4	48	3	EW	GP	R	MH	4 t		BM	√	TS	GIS		BT	√	√	PC	68		
Ojibway Club Ojibway Island	45°32'09"N 80°27'24"W 705-366-5085	12	60	0		G							T	GIS		B	√					
Payne Marine Brignall Banks Narrows	45°35'07"N 80°24'35"W 705-366-2296	12	80	12	EW	G	R	MH	9 t		BM	√	TS	GIS		MBT	√	√	PC	68	√	
Sturgeon Bay Marine Sturgeon Bay	45°37'26"N 80°25'08"W 705-366-2913	3-11	72	6	W	G	R	M			BM	√	TS	GI		MBT	√		PC			
Desmasdons Boatworks Pointe au Baril Station	45°35'45"N 80°23'03"W 705-366-2581	5	0	0	W	GP	R	M			BM			I		MBT	√	√				
Beacon Marine Ltd. Pointe au Baril Station	45°35'35"N 80°22'42"W 705-366-2394	2-3	70	0		G	R	M					T	I		M		√			√	
Springhaven Lodge Nares Inlet	45°36'22"N 80°29'05"W 705-366-2374	2-5	40	4	EW	GP	R				BM		T	GI	D	BT	√	√	P			
Bayfield Boat Club (private) Bayfield Harbour	45°37'24"N 80°30'37"W 705-366-2220	0-12	50	8		GP	R	MH	45 t		B	√	T	GI		MBT	√	√	P	68		
Thompson Marine Bayfield Harbour	45°37'24"N 80°30'03"W 705-366-2235	5-9	100	5	E	GD	R	MH	40 t		BM	√	TS	I		MBT	√	√		16,68		

CHAPTER 10

Key Harbour Lodge Key Harbour	45°53'22"N 80°43'46"W 705-383-2841	12	18	6	EW	G					BM		S	GI	D	BT	√	√	P			
Diamond Key Lodge Key Harbour	45°53'08"N 80°44'16"W 705-383-2842	12	10	0	E						BM			I		BT	√			16		
Key Marina Key River	45°53'37"N 80°53'37"W 705-383-2308	3-12	150	5	EW	GP	R	M	11 t		BM	√	TSL	GIS	R	MBT	√	√	P			
Camp Doré Key River	45°53'39"N 80°34'03"W 705-383-2428	10	60	10		G	R				BM		TS	I		B	√					
Georgian Bay Fishing Camp near Dock Island	45°54'59"N 80°51'52"W 705-383-2810	12	25	6	W	G					BM	√	TS	GI	D	BT	√	√		68		
Camp McIntosh French River	45°57'49"N 80°53'31"W 705-383-2840	5	20	0		G					BM	√	TS	GIS	D	BT	√					
Killarney Mountain Lodge Killarney	45°58'13"N 81°30'23"W 705-287-2242	13	30	30	E	GD	SR				BM	√	TSL	I	D	BT		√	P	68	√	
Pitfield's General Store Killarney	45°58'12"N 81°30'37"W 705-287-2822	13	0	0	EW	GP							TL	GI				√				

* The information was reported in 2011 by the individual marina operators.

Table of marina facilities *



Name and location	Latitude, Longitude Telephone	Depths in feet	Berths • total	Berths • visitors	Electricity, water	Casoline, diesel, propane	Sewage pump out, pump	Holds/hull repairs	Holds/cabin/marine ramway	Waste sepper	Boat/motor rentals	Garbage disposal	Toilets, showers, laundry	Groceries, ice, snack bar	Restaurant, dining room	Marine supplies, bait, tackle	Water taxi	Pay phone	Picnic area, camping	VHF channels	Authorized chart dealer	Wireless internet
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CHAPTER 10 (continued)

Killarney Marine & Rigging Killarney	45°58'15"N 81°30'45"W 705-287-2230	9	40	0	EW		R	MH	45 t	✓		✓	TS			M				68		
Channel Marina Killarney	45°58'15"N 81°30'45"W 705-287-2326	5	16	0	W				4 t		BM					BT	✓					
Killarney Auto & Marine Killarney	45°58'21"N 81°30'39"W 705-287-2222							MH														
Sportsman's Inn Killarney	45°58'16"N 81°30'54"W 705-287-2411	17	60	60	EW	GDP	SR	M			BM	✓	TSL	GIS	R	MBT	✓	✓	P	68	✓	
Gateway Marine & Storage Killarney	45°58'16"N 81°30'49"W 705-287-2333	7	30	10	EW	P		M				✓	TSL	IS		MBT				68		
Roque's Marina Killarney	45°58'20"N 81°31'01"W 705-287-9900	10	38		EW		R		16 t	✓									PC			

* The information was reported in 2011 by the individual marina operators.

- Abbott Island**, C9/P112
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Ab Island, C6/P56
Ab Shoal, C6/P56
Adams Point, C4/P134
Addington Bank, C7/P267
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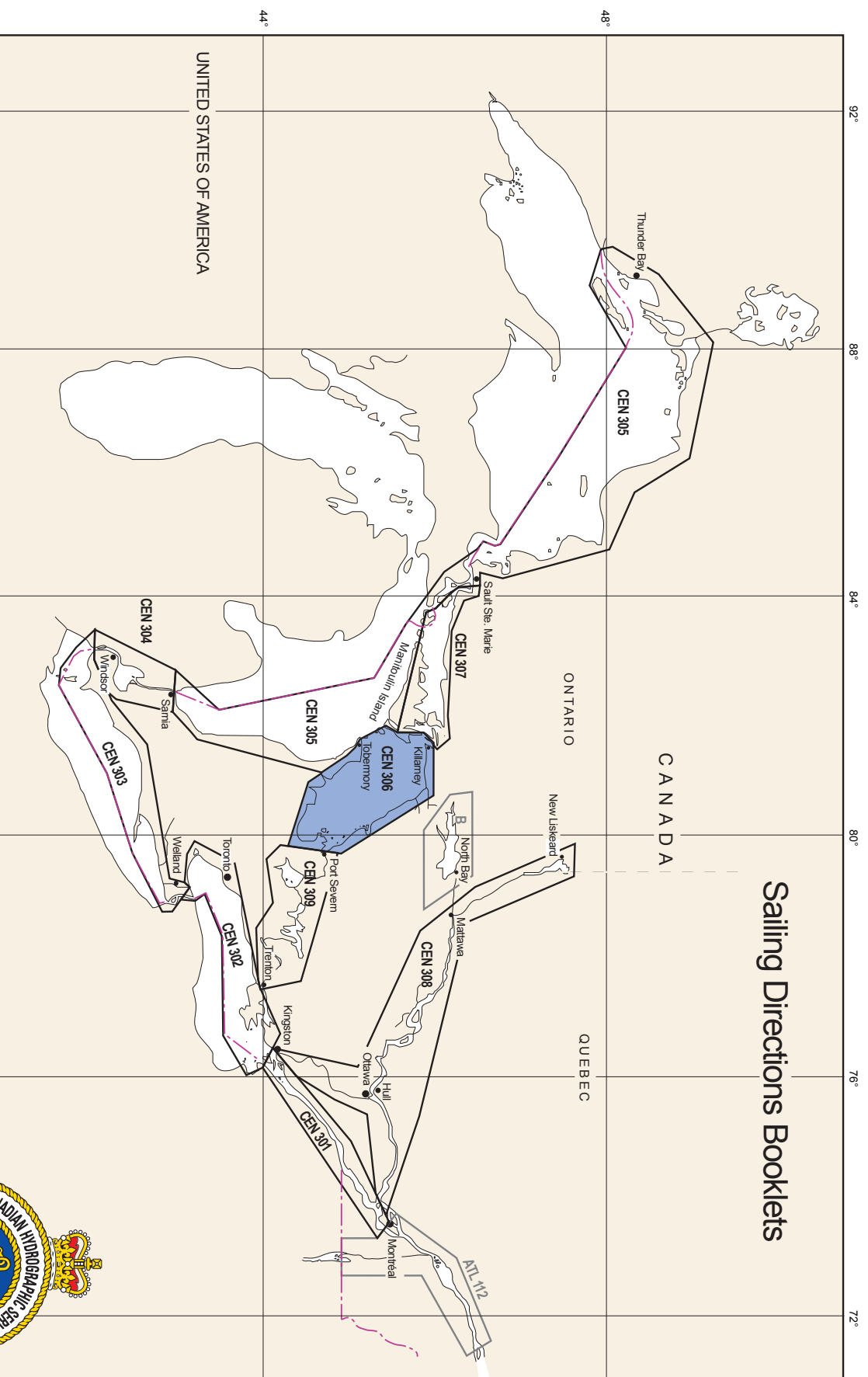
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