



CEN 308

Canadian
**Sailing
Directions**

Rideau Canal and Ottawa River

2025/08



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Sailing Directions Booklets



CEN 300 General Information, Great Lakes

B Small Craft Guide, Lake Nipissing

ATL 112 St. Lawrence River, Cap-Rouge to Montréal and Rivière Richelieu

CEN 301 St. Lawrence River, Montréal to Kingston

CEN 302 Lake Ontario

CEN 303 Welland Canal and Lake Erie

CEN 304 Detroit River, Lake St. Clair, St. Clair River

CEN 305 Lake Huron, St. Marys River, Lake Superior

CEN 306 Georgian Bay

CEN 307 North Channel of Lake Huron

CEN 308 Rideau Canal and Ottawa River

CEN 309 Trent-Severn Waterway



Pictogram Legend



Anchorage



Current



Radio calling-in point



Wharf



Caution



Lifesaving Station



Marina



Light



Pilotage

Report discrepancies between real-world observations and descriptions in the publication

Users of this publication are requested to forward information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, or other information that would be useful for the correction of nautical charts and publications affecting Canadian waters to: chsinfo@dfo-mpo.gc.ca

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Preface

This First Edition of *Sailing Directions, CEN 308 — Rideau Canal and Ottawa River*, 2003, has been compiled from Canadian Government and other information sources. In general, 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 Bureau.

This edition uses a new presentation of the description of the geographical areas.

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 area.

The geographical areas are described in a series of booklets; their limits are shown on the back cover of each booklet. For more information, consult the *Catalogue of Nautical Charts and Publications 3, Ontario/Manitoba, Including the Great Lakes*.

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

The information quoted from the *List of Lights, Buoys and Fog Signals* in the Appendix is updated monthly by the Canadian Coast Guard and is available at the Fisheries and Oceans Canada web site: <https://www.notmar.gc.ca/>

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.

References to Other Publications

Canadian Hydrographic Service

- [*Catalogue of Nautical Charts and Publications*](#)
- [*Canadian Tide and Current Tables*](#)

Canadian Coast Guard

- [*List of Lights, Buoys and Fog Signals*](#)
- [*Radio Aids to Marine Navigation \(Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, Arctic and Pacific\)*](#)
- [*Annual Edition of Notices to Mariners*](#)

Explanatory Notes

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 only where they have special navigational significance or where the scale of the chart is too small to show details.

The word “**private**”, when applied to an aid to navigation, means the aid is privately maintained and may not appear in the *List of Lights, Buoys and Fog Signals* and may be changed without warning.

Chart references, in italics in the text, normally 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; this information is available in *Canadian Tide and Current Tables*. Any known unusual changes in water level, however, are mentioned.

Names have been taken from the most authoritative source. 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 and may affect surface navigation.

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.

Tidal streams and **currents** are described by the direction towards which they flow. The **ebb** stream is caused by a

falling tide and the **flood** stream is caused by a rising tide. **Winds** are described by the direction from which they blow.

Distances, unless otherwise stated, are given in nautical miles of 1,852 m.

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

Depths, unless otherwise stated, refer 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.

All the **marinas** that could be located were asked for details of their facilities and the depths at their docks. The marine facilities 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 suggested that users contact the marina operators for confirmation of depths and facilities available.

Elevations and **vertical clearances** are given above chart datum.

Heights of structures refer to ground level. Heights of islands refer to chart datum.

Deadweight tonnage and mass are given in metric tonnes of 1,000 kilograms (2,204.6 pounds). The kilogram is used for small masses.

Where sections are quoted verbatim from *U.S. Coast Pilot 6*, the figures in square brackets [thus] after **units of measurement** are the International System of Units (SI) equivalent in nautical miles, metres or tonnes.

Numbers in brackets after population statistics is 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.

Time is given in Eastern Standard Time or Eastern Daylight Saving Time. Information on time zones is given in the 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. Many of these wharves are reserved for use by local fishing fleets or by other agencies.

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 refers to pleasure craft and, in general, to 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 cover of this booklet.

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
mb	millibar
MHz	megahertz
min	minute
mm	millimetre
NM	nautical mile
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

A.P.A.	Atlantic Pilotage Authority
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
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

Chapter 1

General Information



General

1 The waterway of canals, rivers and lakes between Ottawa and Kingston is legally known as the **Rideau Canal**: this name refers to the entire length of the waterway, which is a distance of 109 nautical miles (M).

2 The Rideau Canal, the **Carillon Canal** and the **Sainte-Anne-de-Bellevue Canal** are under the jurisdiction of the *Department of Transport* and the *Department of Canadian Heritage*; **administration** is by the *Parks Canada Agency*.

3 All vessels in the Rideau Canal, the Carillon Canal and the Sainte-Anne-de-Bellevue Canal are subject to the **Canal Regulations** and the **Historic Canals Regulations** of the *Department of Transport Act*. These Regulations concern the use and operation of the canals and are enforced by police and by local authorities; all boaters should be familiar with them before setting out. Copies of Regulations are available from the Canadian Government Publishing Centre, Supply and Services Canada, Hull, Quebec K1A 0S9, and at lock stations where charts are sold. All vessels are required to have a copy of the *Canal Regulations* on board during transit.

4 A **Canal Vessel Permit** allows passage through lock stations during normal hours of operation and may be purchased at most lock stations. The permit must be carried on the vessel during transit. Advance purchase will reduce locking time.

5 For information on **tolls and fees**, refer to the Parks Canada brochure *Heritage Canal Fees and Hours of Operation*, available at all lock stations and Area Offices and from the Rideau Canada Office, 34a Beckwith Street South, Smiths Falls, Ontario K7A 2A8.

6 More than 30 areas of the Rideau Canal have **speed limits** prescribed by the **Vessel Operation Restriction Regulations**. These areas are generally marked by signs.

7 Copies of Regulations, nautical charts and other information are available from *Friends of the Rideau*, 1 Jasper Avenue, Smiths Falls, Ontario K7A 4B5.

8 More information on regulations is given in *Sailing Directions* booklet CEN 300 — *General Information, Great Lakes*.

9 Due to the serious problem of cumulative **wash damage** to shore property caused by passing pleasure craft, “Watch Your Wake” zones have been established. These areas are marked by special signs.

10 **Depths** and **overhead clearances** quoted in this booklet refer to chart datum and thus agree with charted values. More information on chart datum is given in *Sailing Directions booklet CEN 300 — General Information, Great Lakes*.

11 The **navigation season** for the Rideau Canal and for the Carillon and Sainte-Anne Canals is normally from mid-May to mid-October. The actual opening and closing **dates** are published each year in *Notices to Mariners* and in the Parks Canada brochure *Heritage Canal Fees and Hours of Operation*.

12 Parks Canada publishes a booklet called *Boating Safely, Trent-Severn Waterway and Rideau Canal* with a lot of helpful and interesting information. All operators of vessels are advised to read it before setting out and to have a copy on board during transit.

Aids to navigation

13 In general, the Rideau Canal is not equipped for night navigation but it is well marked by **buoys** and **daybeacons**. On Ottawa River, the route usually followed by small craft is marked by **buoys**, **light buoys** and **daybeacons**. Aids to navigation are best seen on the chart and are not all described individually in the text.

14 Buoys conform to the **Canadian Buoyage System**. Unless described differently in the text, buoys are port-hand or starboard-hand spar buoys.

15 **Caution.** — Although buoys are the primary navigational aid in many sections of the small-craft route, they may not always be in their correct positions.

16 Three types of **daybeacons** are used in the Rideau Canal: *Starboard-hand daybeacons* (red triangle on a white triangular background outlined in red) and *port-hand daybeacons* (black square on white square background outlined in green) are used as channel markers on shore and on bridge piers, and a *steering daybeacon* is used to give a target for crossing longer reaches where the main channel is not clearly defined. A steering daybeacon is

diamond-shaped, white with a red perimeter, and has a red and black diamond in the centre. The steering daybeacon should be left to port or starboard when passing, as indicated by the top colour of the red and black diamond in the centre. Directional signs are also placed at intervals to indicate the main routes.

17 Upper Rideau Lake is the highest part of the Rideau system, which means that red buoys and starboard-hand daybeacons mark the starboard side of the route in the “upstream” direction from Ottawa to Newboro. Similarly, red buoys and starboard-hand daybeacons mark the starboard side in the “upstream” direction from Kingston to Newboro. The direction of the aids to navigation changes at the Newboro lock.

18 More information on aids to navigation is given in the booklet *The Canadian Aids to Navigation System*, published by the Canadian Coast Guard; in *Sailing Directions booklet CEN 300 — General Information, Great Lakes*, published by the Canadian Hydrographic Service; and in the booklet *Boating Safely, Trent-Severn Waterway and Rideau Canal*, published by Parks Canada.

Cables

19 There are many **submerged power cables** and **submerged telephone cables** in the areas covered by this booklet. They are not all described individually in the text. Most cables are shown on the chart but some are not charted. As well as checking the chart before anchoring, it is important to examine the shores for cable warning signs and telephone or power lines and other evidence of possible submarine cables.

20 There are many **overhead cables**. These cables are usually charted and they are described in the text if they are known to be on or near a small-craft route.

 21 **Caution.** — Recently installed cables and recent changes to cables may not be described in this booklet or shown on the chart.

Hospitals

22 There are several hospitals in the area covered by this booklet:

Ottawa area

Location	Name of hospital	Telephone
Gatineau	Centre hospitalier des Vallées de l'Outaouais, Pavillon De Gatineau	(819) 561-8100
Hull	Centre hospitalier des Vallées de l'Outaouais, Pavillon De Hull	(819) 595-6000
Hull	Centre hospitalier Pierre-Janet	(819) 771-7761
Nepean	Queensway Carleton Hospital	(613) 721-2000
Ottawa	Montfort Hospital	(613) 746-4621
Ottawa	The Ottawa Hospital, Civic Campus	(613) 761-4000
Ottawa	The Ottawa Hospital, General Campus	(613) 737-7777

Rideau Canal area

Location	Name of hospital	Telephone
Kemptville	Kemptville District Hospital	(613) 258-3435
Kingston	Kingston General Hospital	(613) 549-6666
Perth	Great War Memorial Hospital of Perth	(613) 267-1500
Portsmouth	Ongwanada Hospital	(613) 548-4417
Smiths Falls	Perth & Smiths Falls District Hospital	(613) 283-2330

West of Ottawa

Location	Name of hospital	Telephone
Arnrior	Arnrior and District Memorial Hospital	(613) 623-3166
Deep River	Deep River and District Hospital	(613) 584-3333
Mansfield-et-Pontefract	Centre de santé du Pontiac	(819) 683-3000
Mattawa	Mattawa General Hospital	(705) 744-5511
New Liskeard	Temiskaming Hospital	(705) 647-1088
Pembroke	Pembroke General Hospital	(613) 732-2811
Renfrew	Renfrew Victoria Hospital	(613) 432-4851
Témiscaming	Centre de santé de Témiscaming	(819) 627-3385
Ville-Marie	Centre de santé Sainte-Famille	(819) 629-2420

East of Ottawa

Location	Name of hospital	Telephone
Buckingham	CH-CHSLD de Papineau	(819) 986-3341
Hawkesbury	Hawkesbury & District General Hospital	(613) 632-1111
Laval	Cité de la Santé de Laval	(450) 668-1010
Sainte-Anne-de-Bellevue	Hôpital Sainte-Anne	(514) 457-3440

Rideau Canal

23 The NE part of the Rideau Canal begins in a narrow valley beside the Parliament Buildings at Ottawa ($45^{\circ}26'N$, $75^{\circ}42'W$), 1 M upstream of the point where Rideau River enters Ottawa River. From a set of eight locks rising from the level of Ottawa River, the Rideau Canal wends its way through the city and suburbs for a distance of 4.5 M to join Rideau River at Hogs Back locks, near Prince of Wales Falls. The route continues along Rideau River upstream to its source in the Rideau Lakes, with locks matching the different water levels along the route.

24 Upper Rideau Lake is the summit of the Rideau Canal, then at the entrance to Newboro Lake the waters begin the descent towards Lake Ontario. The route continues through a series of lakes, joining Catarauqui River at Cranberry Lake. The SW section of the Rideau Canal follows Catarauqui River and reaches the level of Lake Ontario at Kingston Harbour ($44^{\circ}14'N$, $76^{\circ}29'W$).

25 There are 10 M of artificial channels along the route; the rest of the way is through lakes and rivers. Thirty-one locks raise vessels a total of 273 feet (83.2 m) from the Ottawa River level to the summit of the waterway and another fourteen locks lower them 164 feet (50 m) to the level of Lake Ontario.

26 The Tay Canal to Perth, also known as the Tay River Branch, has two locks with a total “lift” of 25 feet (7.6 m) from the level of Lower Rideau Lake to the level of Tay River at Perth.

27 The maximum allowed **dimensions of vessels** are 90 feet (27.4 m) in length and 28 feet (8.5 m) in width. The maximum allowed **draught** through the Rideau Canal is 5 feet (1.5 m). Owing to the rounded inverted arch bottoms of certain locks, the draught of barges, scows and other craft with square flat bottoms is limited to 4 feet (1.2 m). Operators of craft whose draught exceeds 4 feet (1.2 m) must contact the Superintendent, Rideau Canal before considering passage.

28 The minimum **overhead clearance** on the Rideau Canal is 21 feet (6.4 m). Bridges on the Tay Canal at Perth have clearances of 6 and 7 feet (1.8 and 2.1 m).

29 Certain sections of tie-up walls and entrance walls at locks are designated as **approach wharves**; these are marked by a blue line. These approach wharves offer berthing space for vessels while they are waiting to be locked.

30 Vertical cables, hanging at intervals along the lock walls, are available to steady the vessel while in the lock. When in position in a lock, engines should be stopped and two lines, one at the bow and one at the stern, should be looped around the vertical cables. All ignition switches

must be turned off; all open flames and pilot lights must be extinguished; no smoking is allowed; and the bilge blower must be running throughout the lockage procedure.

31 When approaching locks or swing bridges, the **signal** to request to enter the lock or have the bridge opened is *three long blasts of five seconds duration* from a whistle, horn or siren. When approaching the LaSalle Causeway at Kingston, the signal to request the lift-bridge to open is *three long blasts followed by one short blast*.

Ottawa River

32 **Ottawa River** is the largest tributary of St. Lawrence River and is 790 M long from its source in Lac des Outaouais at $47^{\circ}39'N$, $75^{\circ}39'W$. It enters the St. Lawrence by several mouths above and below Île de Montréal. The discharge or flow of the river varies greatly during the year but sudden variations are rare. In general, the lowest stages of the river are in September and October and often continue through the winter months. The highest stages are in late May and June, due to the melting of ice and snow at the headwaters. Navigation past the city of Ottawa is obstructed by Chaudière Falls.

33 Ottawa River west and NW of the city of Ottawa is separated into sections by rapids and dam installations. Some of these individual sections of river are picturesque lakes and make good vacation areas with facilities for boaters, while others support busy saw mills, and yet others are virtually uninhabited. Though there are no locks, through navigation is feasible using the ramp installations and trailer services of the **Ottawa River Waterway** (formerly **Temiskawa Waterway**). These services allow vessels up to 30 feet (9.1 m) in length to bypass these obstacles and opens up the route from Arnprior to as far north as New Liskeard and Notre-Dame-Du-Nord at the head of Lake Timiskaming, a total distance of 270 M.

34 The north shore below Ottawa is rich in minerals. Important deposits of mica, apatite and graphite have been found and developed commercially.

35 Ottawa River is navigable from Ottawa to Lac Saint-Louis, where it meets the main shipping channel of the St. Lawrence Seaway. Locks allow passage around the Carillon and Sainte-Anne Rapids, and other channels are dredged where necessary. There is a **limiting depth** of 9 feet (2.7 m) through the locks.

 36 **Caution.** — The depths noted at wharves along the route are those found on the date indicated. Depths are subject to change each year and may not have been maintained; local authorities must be consulted for

MULTIBEAM VIEW OF MISSION POINT FROM SOUTH (2002)



information on the condition of wharves and the depth of water in the approaches and alongside.

 37 A request for assistance by Canadian Coast Guard can be addressed to the *Marine Rescue Sub-Centre (MRSC) Quebec* via any MCTS centre by telephone at 1-800-463-4393 or by radiotelephone on VHF Channel 16 (156,8 MHz). Assistance can also be requested by cellular phone by dialling *16. **It is important to note that cellular signal coverage is not available in all areas, and that the location of a cellular phone call cannot be traced.**

 38 **Caution.** — Reception or transmission of **VHF DSC radio frequencies** is markedly **degraded over land** areas. The Rideau Canal may have areas of poor or no contact with a *Marine Communications and Traffic Services (MCTS)* centre; in particular, the Ottawa River from about MacLaren's Landing to Lake Timiskaming is an area of **no MCTS coverage**. Consult Section 4 of *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, and Eastern Arctic)* for maps of VHF-DSC coverage (*this publication is available at: <http://www.ccg-gcc.gc.ca>*).

Multibeam survey of Lake Timiskaming

39 The Canadian Hydrographic Service carried out a detailed survey of the waters of Lake Timiskaming in July and August 2002. This survey was done using the best in modern technology: multibeam echo sounding, supplemented by single-beam work, positioned with great accuracy using survey-quality differential GPS (Global Positioning System). The use of modern multibeam equipment ensures 100% coverage of the lake bottom in areas where it can be used.

40 This view of the lake, looking northwards towards Mission Point and Ville-Marie, is a compilation of the multibeam survey data and gives an overview of the depth contours of the lake from Montréal River to Paradis Bay, 14 M to the north, and shows the waterfall effect of the narrows at Mission Point. The illustration in Chapter 7 shows a similar view of the waters of Opimika Narrows, overlaid on an aerial photograph of the same area.

Historical Background

The Rideau Canal

41 Before the days of the European explorers and traders, First Nations people were using Rideau River as a highway in their travels to their hunting grounds, though the explorers and traders found Ottawa River more useful as a route to the west and northwest.

42 During the 18th century, a settlement grew up around the log fort on Lake Ontario at Kingston, first under the French regime then, after 1758, under the British flag. By the Treaty of Versailles in 1783, the land south of the St. Lawrence came under the jurisdiction of the fledgling United States government and a large number of settlers living there felt that they had to move north to the more familiar, more settled ways of the British government in Canada. These people became known as United Empire Loyalists.

43 Anticipation of this influx of settlers and the need to find land for soldiers retiring from the army led to the first recorded use of the waterway route up Rideau River to the Rideau Lakes and down Cataraqui River to Kingston. This journey was made in 1783 by Lieutenant French and was an exploratory venture to report on the suitability of the region for settlement. His journey also showed that this was a feasible travel route.

44 During the war of 1812, Kingston was the principal British naval base on Lake Ontario but the only route for supplies to Kingston was up the St. Lawrence River from Québec. This route was very vulnerable to attack from both shores, with many rapids and portages to be negotiated. For this reason, Lieutenant Joshua Jebb was sent in 1816 to further explore the route between Kingston and Ottawa River to report on the possibility of it being made into a continuous waterway: such a route would allow Kingston to be supplied without relying on the St. Lawrence route. By this time there were several communities in the area, such as Burritts Rapids and Merrickville.

45 In 1823, Samuel Clowes, a civil engineer, made a survey of the route along the Cataraqui and Rideau Rivers, with a view to using a canal with locks. By this time the population of the area was reported to have reached ten thousand people, mostly United Empire Loyalists and former servicemen, in settlements such as Wright's Town (present-day Hull), Richmond, Pinheys Point, Perth and Kingston.

46 The proposed waterway was seen as being a strategic necessity as feelings were still unsettled along the border with the United States. In 1826 the decision was made: a canal was to be built with the necessary locks so that Kingston could be connected with Ottawa River by a

continuous waterway using Cataraqui River and Rideau River. The man assigned to undertake this monumental task was Lieutenant-Colonel John By of the Royal Engineers.

The Building of the Canal

47 Colonel John By arrived in Montréal from Britain in August 1826 and was soon inspecting the proposed starting point of the new canal system on the south shore of Ottawa River, across from the village of Wright's Town. Land was cleared and subdivided into lots on both sides of the narrow valley where the first locks were to be built. These lots were all soon taken up by settlers, and the community grew apace. This community was known as *Bytown* from its very early days and was the beginning of what later became the city of Ottawa.

48 The summer of 1827 saw the beginning of the actual canal construction work, with a start on a flight of locks at Bytown and on locks at the other end of the system at Kingston Mills. Soon after this, work also began at other places along the route such as Black Rapids, Smiths Falls and Newboro.

49 The work was being done entirely by hand — there were no steam shovels or bulldozers in those days — so the labour force was large. No exact count is known but estimates vary from 2,000 to 6,000 men. The work force was made up of skilled and unskilled French Canadians, Irish labourers and British artisans.

50 The men working on the Rideau Canal experienced an exhausting routine and primitive living conditions fraught with dangers such as accidents and the dreaded swamp fever (malaria), but finally in the spring of 1832 the construction was finished. The first voyage through the system was by the good ship *Pumper*, renamed *Rideau* for the occasion, leaving Kingston with Lieutenant-Colonel John By and his party on May 24, arriving at Bytown five days later.

The Protection of the Canal

51 Being so close to the uneasy frontier to the south, original plans called for small forts to be built at many strategic places along the route. These forts would serve as rallying points for local settlers as well as posts for the defence of the canal works. Due to financial restraints, only four of these blockhouses were actually built, and these were placed so as to defend the most vulnerable points of the system: Merrickville, The Narrows, Newboro and Kingston Mills. These blockhouses, built of stone with an overhanging second storey of squared timber, are still in good condition. The one at Merrickville now houses a museum to tell us of the past; the others are still used in the operation of the Canal.

52 Other defensive measures taken later included building defensible lockmaster's houses at many of the locks. These were built in the wake of the 1837 rebellion as low-cost substitutes for blockhouses and were also designed to serve as accommodation for the lockmaster and his family. Twelve of the original sixteen defensible houses still survive and some of them, such as those at Chaffeys Locks and Jones Falls, are now museums.

The Use of the Canal

53 In the early decades of the waterway, traffic passing through the locks typically consisted of freight, settlers and their goods, rafts of logs, Indian canoes, and occasional naval or military traffic. The freight was carried on barges towed by the recently introduced paddle steamers and often included cheese and other produce of the area. The lockmasters were on duty 24 hours a day and operated the locks whenever traffic arrived, day or night.

54 The freight carried on the Rideau reached a peak in about 1860, then the advent of the railroads and the use of the new St. Lawrence Seaway locks reduced the number of vessels using the waterway. The choice of Smiths Falls as a major junction of the *Canadian Pacific Railways*, however, gave the Rideau a boost as the vast amounts of coal needed by the new locomotives were best shipped to Smiths Falls by barge from Kingston.

55 This vigorous coal trade lasted well into the twentieth century but by the time the last of the coal barges ran in 1920, use of the waterway in general had declined drastically despite the increasing use of the system by pleasure craft. Since the Second World War, however, pleasure boaters in their thousands have discovered the beauty and tranquility of cruising the Rideau Canal, and the system is now enjoying its heyday, showing hospitality each summer to boaters and visitors from many lands.

56 A more detailed story of the Rideau Canal and the settlements along the route is given in such books as *Rideau Waterway* by Robert Legget and *A History of the Rideau Lockstations* by Ken W. Watson. We are also grateful to Ken Watson for his help with this present Sailing Directions booklet.

Ottawa River

57 From the earliest days of exploration and trading in Canada, Ottawa River has been an important thoroughfare, being used as a transportation route long before Champlain traced its course in 1615. This was the main highway to Georgian Bay and the Great Lakes from eastern Canada, much travelled by First Nations people and later by fur traders and voyageurs.

58 In the early days of the French regime, a fur-trading post was established at Mattawa, which was the junction of two important canoe routes. Other settlements grew at such strategic locations as Rapides-des-Joachims, Portage-du-Fort and below the Chaudière Falls at Hull.

59 Many settlements grew and prospered with the lumber industry of the nineteenth century, and with the opening of the Rideau Canal in 1832, traffic below Ottawa increased greatly. With the decline of the logging industry, however, and the advent of the railways, river freight traffic declined and virtually disappeared, taking with it the livelihood of many of the villages along Ottawa River.

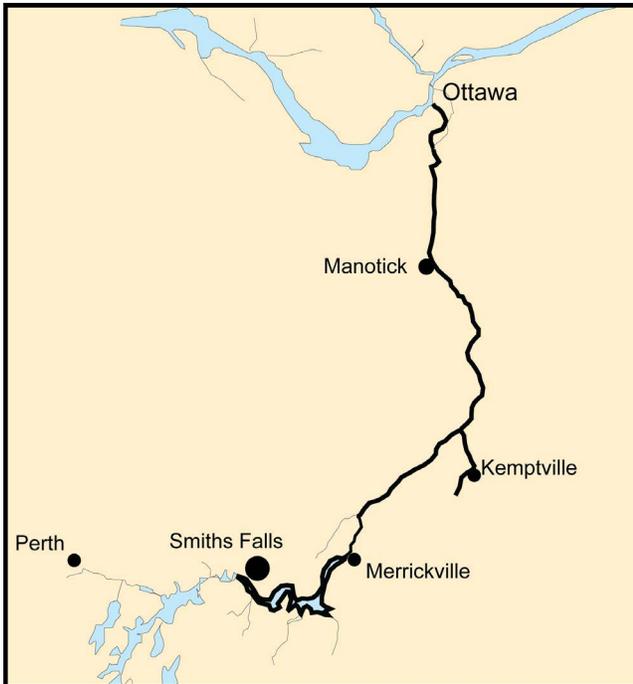
60 The tremendous increase in pleasure boating and the growth in the tourist industry since the Second World War have had their effect on the area. Villages that were dying out have revitalized and now cater to the needs of visiting vacationers, with hunting and fishing interests flourishing as well as other leisure activities such as white-water rafting. The *Trans-Canada Highway* now passes along the shore of Ottawa River, and no part of the area is far from the facilities of major towns.

Interesting and useful websites

<https://www.charts.gc.ca/>
<https://parks.canada.ca/lhn-nhs/on/rideau>
<https://tc.canada.ca/en/corporate-services/acts-regulations>
<https://parks.canada.ca/index>
<https://www.ottawariverwaterway.ca/> (Temiskawa)
www.ontario.ca/page/ministry-environment-conservation-parks
www.ontario.ca/page/ministry-natural-resources
www.rvca.ca/

Chapter 2

Rideau Canal Ottawa — Smiths Falls



General

1 This chapter describes the City of Ottawa and the stretch of river and channels from the Rideau Canal entrance on Ottawa River to the locks at Smiths Falls. This part of the Rideau system is 52 nautical miles (M) long and is covered by the three sheets of *Chart 1512*. A creek, 2 M long, leads from the main route to the town of Kemptville.

2 The main communities between the city of Ottawa and the town of Smiths Falls are the village of Manotick, the town of Kemptville and the village of Merrickville.

3 There are 17 sets of locks in this part of the route, with 29 individual locks and a total “lift” of 265.4 feet (80.8 m) from the level of Ottawa River to the level of Rideau River above Smiths Falls.

4 The minimum **overhead clearance** along the route described in this chapter is 21 feet (6.4 m) under the road bridges at The Queensway and Bronson Avenue in Ottawa, and near Manotick, near Kars and at Beckett’s Landing.

5 The Pretoria Avenue lift bridge in Ottawa has a clearance of 10 feet (3 m) when closed and 23 feet (7 m) when open. There are also several swing bridges along the route that open on request during operating hours.

6 The creek to Kemptville passes under a road bridge with an overhead clearance of 10 feet (3 m). A road bridge at Kemptville has a clearance of 6 feet (1.8 m).

The National Capital Region

7 The city of **Ottawa** (population 323,340 in 1996), at the head of navigation of the lower part of Ottawa River, is the capital city of Canada. The district of **Hull** (population 62,339 in 1996), now amalgamated with the city of Gatineau (population 100,702 in 1996), is on the other side of the river, in the Province of Quebec.

8 Ottawa is the seat of government for Canada; the stately buildings of Parliament are on a hill overlooking Ottawa River. The *National Gallery of Canada* is nearby, as is the *National Arts Centre*, which is a fine modern building on the banks of the Rideau Canal. There are forty other museums and galleries in town, such as the *Canadian Centre for Caricature*, which is part of the National Archives of Canada, with a program of exhibits of selections from the 20,000 cartoons and caricatures in the Archives.

9 Ottawa has all the facilities of a major city, including several hospitals, and is well served by scheduled airline, bus and train services; Ottawa's airport is *Macdonald Cartier International Airport*, 13 km south of the city centre. This is also a university town, hosting *Carleton University* and the *University of Ottawa*.

10 Ottawa is the home of the *Canadian Tulip Festival*, held here in May each year. During this two-week period, three million tulips are in bloom. This magnificent tradition began in 1945 with the first annual gift of 100,000 tulip bulbs by Princess Juliana of The Netherlands to the people of Canada in thanks for their help during war years and for offering safe haven to the exiled Dutch royal family. Building on this annual gift, Ottawa has become known as *The Tulip Capital of North America*.

11 **Historical note.** — The city of Ottawa had its beginnings in September 1826 when Colonel By and the Earl of Dalhousie, who was Governor General of Canada at the time, selected Entrance Bay as the starting point for the proposed new canal to Kingston. The community grew to accommodate the soldiers and workmen constructing the flight locks, then blossomed rapidly with the influx of tradesmen and settlers. Known as *Bytown* from its very early days, the name was changed to *Ottawa* and the status of city was conferred by Act of Parliament in 1855 after petitions by the residents.

12 About this same time, there was much discussion on the location of the capital of Canada: should it be Montréal or Kingston? Or should it perhaps be some other city? Queen Victoria was appealed to, and on January 1, 1858 her decision was announced: Ottawa would be the new capital of Canada.

Ottawa to Long Island

Chart 1512-1

Ottawa River entrance to Hogs Back locks

13 (*Ottawa River north of the Rideau Canal entrance is described in Chapter 8.*)

14 The **Rideau Canal** begins at **Entrance Bay**, on the SE shore of Ottawa River in the shadow of the Parliament buildings.

15 The first part of the system winds its way for 4.5 M through the city and suburbs of Ottawa, from Ottawa River to Hogs Back. Entirely artificial, this section was built to bypass the rapids of the lower Rideau River. This part of the route includes 12 locks with a total "lift" of 115 feet (35 m): a flight of eight locks at the Ottawa River entrance, a set of two Hartwells locks and two locks at Hogs Back.

RIDEAU CANAL ENTRANCE (2001)



RIDEAU CANAL, OTTAWA (2001)



16 The canal waters are maintained at a constant level during the navigation season, with minimum depths of 5 feet (1.5 m). Several **bridges** cross the canal: the least clearance is 22 feet (6.7 m) under the Queensway bridge and the Bronson Avenue bridge. The *Pretoria Bridge*, a lift bridge just south of the Queensway bridge, has a clearance of 10 feet (3 m) when closed, 23 feet (7 m) when open.

17 **Ottawa locks** (locks 1 to 8) are at the Ottawa River entrance to the Rideau Canal. These locks have a combined “lift” of 79 feet (24.1 m) from the level of Ottawa River.

 18 There is a *Parks Canada wharf* on Ottawa River near lock 1, on the south side of Entrance Bay. This wharf is for vessels awaiting lock transit and is also a berth for cruise boats.

19 **Historical note.** — This flight of 8 locks is a magnificent living monument to the engineering work of Lieutenant Colonel John By. These locks were built between 1826 and 1832 and have been in use continuously since the canal was completed, except for two periods in the 1980s to allow some major repair and rebuilding.

20 These locks show examples of the three types of manual systems that were used over the years to open the lock gates. The gate on the lower west side of lock #8 shows the original “endless chain crab” system”, which

consists of a long chain wrapped around the drum of a hand winch (the crab). The chain led through a series of pulleys down the dock wall and across the floor of the lock to the outer end of the base of the gate. This was the first mechanism used by Colonel By.

21 The “swing bar/crab system”, seen at the upper east and west gates of lock #8, was brought into use in 1835. These chains lead through pulleys to the “swing bar”, which extends from the inner end of the upper part of the lock gate. This kept the chains over the lock wall and clear of any floating debris.

22 The “push bar/crab system” used at the other locks was introduced in 1895. With this system, the chains from the hand winch move a long beam that pushes or pulls the outer upper corner of the gate.

23 The 1826 Royal Engineers’ *Commissariat* (storehouse) has been restored to the 1830-1856 period. This is the oldest stone building in Ottawa and was the first permanent structure built on the Rideau Canal. The building was originally used to store tools, provisions and supplies for the Royal Engineers and was later used in the operation of the canal. It now houses the *Bytown Museum* and has displays of artifacts relating to the Rideau Canal and the history of Bytown/Ottawa. The slides, films and exhibits here bring the history of the canal alive for the visitor.

 24 There is a **berthing wall** between the Rideau Street bridge and the *Mackenzie King Bridge*, opposite the *National Arts Centre*. This berthing wall is for vessels awaiting lock transit but part of it may be available for overnight dockage.

25 **Submerged power lines** cross the canal 200 feet (61 m) and 0.4 M south of the *Pretoria Bridge*. The cable crossings are marked by signs. **Overhead cables** across the canal have a least clearance of 35 feet (10.7 m).

26 **Dows Lake** is an artificial lake on the north side of the canal NW of the Bronson Bridge. It is beautifully landscaped, with walking paths and bicycle paths connecting with the National Capital Region's *Experimental Farm* and its arboretum, gardens, agricultural museum and exhibits.

 27 *Dows Lake Pavilion Marina*, at the NW end of Dows Lake, has easy access to downtown Ottawa. There is a restaurant, dining room and snack bar.

28 **Hartwells locks** (locks 9 and 10), 0.4 M SSW of Dows Lake, have a combined "lift" of 21.5 feet (6.5 m). *Carleton University* is nearby.

29 **Hogs Back locks** (locks 11 and 12) are 0.9 M south of Hartwells locks. This is where the Rideau Canal joins the natural course of Rideau River. Lock 11 has a "lift" of 14.5 feet (4.4 m); lock 12 is a guard lock. The **swing bridge** south of lock 12 has an overhead clearance of 10 feet (3 m) when closed.

30 **Historical note.** — Hogs Back locks are said to be so named because the torrents of water rushing over the rock ledges here reminded early settlers of their skinny pigs. Another explanation is that the name was derived from the geological term *hogback* that described the particular limestone ridge formation found here.

31 **Rideau River** is 59 M long from its source in Lower Rideau Lake (*described in Chapter 3*), to Rideau Falls, downstream of *Macdonald-Cartier Bridge*, where it empties into Ottawa River. The Rideau Canal follows the course of Rideau River from Hogs Back to Lower Rideau Lake, through 55 M of navigable route.

32 The shores of the river are generally low and thinly wooded, passing through farmland with a few cottages. There are wide areas of rushes along the shore and patches of weed reach out to the edge of the channel. Some areas, particularly near Manotick, have been developed for housing.

Hogs Back locks to Long Island

33 This 8 M of river is narrow and passes through fertile farmland, with picturesque banks fringed with trees

and fine homes. This section has a set of locks at each end and a lock in the middle.

34 **Mooneys Bay** is a deep expansion of Rideau River south of Hogs Back locks. The *Terry Fox Sports Facility* is here and there is a recreational complex with snack bar, toilets, swimming beach and children's playground. Walking paths connect with Ottawa's recreational pathway system.

  35 **Caution.** — There is an **open dam of Wales Falls**. There may be strong **currents** on the upstream side of the dam, especially at high water levels.

36 The channel south of Mooneys Bay is narrow and winding between steep wooded banks.

37 **Overhead power lines** between Mooneys Bay and Long Island have a least clearance of 33 feet (10.1 m).

38 A **submerged sewer line** crosses the river 1 M upstream of Mooneys Bay; the channel depth over the pipe is reported to be 8 feet (2.4 m). The eastern part of the sewer line is below the riverbed but the western part is 3 feet (0.9 m) above the bottom. A railway **bridge** 0.2 M farther upstream has a clearance of 33 feet (10.1 m).

39 The Hunt Club Road **bridge**, 0.6 M farther upstream, has a clearance of 61 feet (18.6 m). **Submerged pipelines** cross the river near the bridge.

40 **Black Rapids lock** (lock 13), on the west side of the river, has a "lift" of 9.2 feet (2.8 m). The **dam** stretches more than 400 feet (122 m) across the river. This dam is unusual in that it is designed for water to flow over the whole length of the dam rather than through a few sluices as is more common.

41 **Victory Hill** is a wooded point on the west side of the river south of the lock; **Black Rapids Creek** enters Rideau River from the west on the north side of the point.

42 A **submerged high-pressure petroleum pipeline** and a **submerged power line** cross the river south of Victory Hill.

 43 *Echo Lands Park*, a day-use area on the east shore 0.3 M south of Victory Hill, has picnic facilities and children's playground; there is a concrete launching **ramp** and a small wharf.

 44 **Caution.** — There is a **ski ramp** west of the route near *Echo Lands Park*.

45 There are **submerged sewer and watermain pipelines** near **Honeygables**, 1.8 M farther south.

46 *Chapman Mills Conservation Area*, on the west shore opposite Honeygables, is a *Rideau Valley Conservation Authority* day-use park with picnic facilities and hiking trails; it has canoe access.

BLACK RAPIDS LOCK (2001)



47 There is a privately operated sewage treatment plant on the west bank 1.1 M SSW of Honeygables; a **submerged sewer outfall** extends 30 feet (9.1 m) into the river.

48 **Jock River** empties into Rideau River from the west through a boulder-strewn mouth 0.2 M south of the sewage treatment plant. This river was once busy transporting logs down towards Ottawa but is now little used.

49 **Nicolls Island** and **Long Island** stretch for 3 M along the river. The islands, connected by a dam, divide Rideau River into two branches: the navigation route is to the east; West Branch Rideau River, to the west, is not navigable.

50 *Beryl Gaffney Park* is a day-use area on the west bank near the north end of Nicolls Island.

51 **Long Island locks** (locks 14, 15 and 16) are at the east side of the river near the south part of Nicolls Island; they have a combined “lift” of 25.3 feet (7.7 m). The **swing bridge** over lock 16 has a clearance of 4 feet (1.2 m) when closed.

Long Island to Becketts Landing

Chart 1512-2

52 The river along the east side of Long Island and on to Becketts Landing is called **Long Reach**.

Long Island locks to Kars

53 This eastern 8 M of Long Reach is narrow and winding but has few unmarked dangers. The navigation channel along the NE side of Long Island is difficult in places but is well marked.

54 There are four concrete **piers** in the river 1.3 M SE of Long Island locks; the channel leads between the two central piers, marked by **daybeacons**. These piers are known locally as **Whitehorse Piers**.

55 A road **bridge** 0.1 M farther SE has an overhead clearance of 21 feet (6.4 m); an **overhead power line** here has a clearance of 52 feet (15.8 m).



56 A **Public wharf** on the west shore under the bridge is 85 feet (25.9 m) long, 8 feet (2.4 m) wide and 1 foot (0.3 m) high, with depths (2001) of 7 feet (2.1 m). *Manotick Boat Access*, on the west shore on the

LONG ISLAND LOCKS (2001)



south side of the bridge, is a Public launching **ramp** and parking area. There is a municipal swimming pool nearby.

57 **Caution.** — A mid-channel **rock** 0.25 M SE of the bridge has a depth of 2 feet (0.6 m); a **rock awash** off the NE shore near here is marked by a port-hand **daybeacon**.

58 **West Branch Rideau River**, along the west and SW sides of Nicolls Island and Long Island, is entered only at its SE end: there is a dam 0.7 M from its entrance.

59 **Caution.** — This dam can be very dangerous due to undertows.

60 **Mahogany Harbour** is the local name for the 0.3 M section along the SW side of Long Island. There is a gravel launching **ramp** on the NW shore.

61 A **submerged power line** crosses West Branch SE of Mahogany Harbour.

62 The community of **Manotick**, NW of Mahogany Harbour, is partly on the mainland and partly on Long Island. Manotick has churches, banks, medical centre with doctors and dentist, shopping, post office, veterinarians, restaurants, laundromat, liquor and beer store and golf (2001).

63 **Historical note.** — Manotick had its beginnings in 1859 when Moss K. Dickinson built a mill here. The *Long Island Mill*, now known as *Watson's Mill*, began operation in 1860 with four sets of millstones driven by water-powered turbines. Within a few years, this was a thriving village.

64 *Dickinson Square Conservation Area* is a historic location in the heart of Manotick, developed and maintained by the *Rideau Valley Conservation Authority*. A highlight here is *Watson's Mill*, a fine example of early Ontario mill architecture. Still in working order, it is open to visitors during the summer. For details, visit the RVCA web site: <https://www.rvca.ca/>.

65 A **submerged power cable** crosses Rideau River 0.3 M SSE of Long Island.

66 **Collins Point** is on the west shore 1 M SE of Long Island.

67 **Caution.** — A shallow bank extends into the channel from the east shore 0.4 M south of Collins Point: depths of 2 feet (0.6 m) lie as much as 350 feet (107 m) offshore.

MANOTICK (2001)



68  *Manotick Marina* is on the west shore 0.5 M SSE of Collins Point. *Kelly's Landing* gas bar and restaurant is on the east shore 0.4 M farther SSE; there is dockage for boaters visiting the restaurant and patio.

69 A road **bridge** near $45^{\circ}10'N$, $78^{\circ}38'W$ has an overhead clearance of 22 feet (6.7 m); a **submerged power line** crosses the river at the bridge.

70  *Hurst Marina* is on the east side of the river just north of the bridge; this marina is reported to have the largest indoor boat showroom in Eastern Ontario and specializes in sales and service of boats and motors and repairs of all kinds. There is a licensed restaurant here.

71 **Sanders Island**, on the east shore 0.4 M SSW of the bridge, is wooded. The shallow waters east of the island are thick with weeds.

72  *Long Island Marine*, on the NW shore opposite Sanders Island, offers free local ground transportation for their overnight guests.

73 The community of **Kars** ($45^{\circ}09'N$, $78^{\circ}38'W$) is on the west shore. There is a general store (2001).

74  The **Public wharf** at Kars is 87 feet (27 m) long, 23 feet (7 m) wide and 1 foot (0.3 m) high with

depths (2001) of 7 feet (2.1 m) along the outer face. There is a substantial concrete launching **ramp** on the north side of the wharf.

75 **Submerged cables** cross the river at the Kars Public wharf and 0.2 M to the SW.

Kars to Becketts Landing

76 This southern 8 M section of Long Reach is wide and open but there are several isolated **shoals** in mid-river.

77  **Caution.** — Shallow water extends out into the river from both shores.

78 *W. A. Taylor Conservation Area* is on the east shore 1 M SSE of Kars. This is a *Rideau Valley Conservation Authority* day-use park with some dockage, a double concrete launching **ramp**, picnic tables and a hiking trail. Depths are 2 to 3 feet (0.6 to 0.9 m).

79 **James Island**, 0.7 M farther upstream, is low-lying and wooded. The lodge and wharf charted on the east shore north of James Island are private.

80 **McGahey's Bend** is the bend in the river 1 M south of James Island; a private airfield NW of here has an active sailplaning club.

KARS (2001)



KEMPTVILLE CREEK (2001)



81 A **submerged natural gas pipeline** crosses at McGahey's Bend. A **submerged power cable** and a **submerged pipeline** cross the river 0.3 M farther upstream, near **McDermott Drain**; the wharf near the NW end of the pipeline is private, as are the two larger wharves on the SE shore south of here.

82 *Baxter Conservation Area*, developed and maintained by the *Rideau Valley Conservation Authority*, is on the NW shore opposite McDermott Drain. This is a day-use park with interpretive centre, hiking trails, picnic areas, toilets, a shelter and a sandy beach. This facility is noted for its nut grove and wild flower gardens.

83 A double road **bridge** 1 M SW of McDermott Drain has an overhead clearance of 22 feet (6.7 m). **Submerged cables** cross the river 0.4 and 0.6 M farther upstream.

 84 *Pirate Cove Marina*, on the SE shore 0.9 M south of the bridge, specializes in sales and service of boats and motors.

85 **Kemptville Creek** enters Rideau River from the SSE 1.8 M upstream of the bridge. It is navigable by shallow-draught boats for 2 M to the town of Kemptville but the channel is not maintained. The creek passes under a road **bridge** with an overhead clearance of 10 feet (3 m). A **bridge** at Kemptville has a clearance of 6 feet (1.8 m).

86 The shallow bank extending out into the channel at the east side of the entrance to Kemptville Creek is overgrown with weeds and bushes: this looks like dry land most of the year.

 87 **Caution.** — There is a **rock**, dry 1 foot (0.3 m), at the west edge of the entrance to Kemptville Creek. This rock is usually awash or submerged and difficult to see.

88 The town of **Kemptville** (population 3,272 in 1996) has churches, banks, doctors, dentists, veterinarian, shopping, liquor and beer store, restaurants, motels, hotel and a hospital (2001).

89 A **submerged sewer outfall** extends into the channel from the SE shore of Ottawa River 0.5 M SW of Kemptville Creek.

90 *Rideau River Provincial Park* is on the NW side of Rideau River 0.7 M west of Kemptville Creek. This is a recreation park consisting mostly of reforested farmland, with a pleasing mixture of deciduous and coniferous trees. The park is laid out to accommodate visitors of all kinds, with both overnight and day-use areas. There is a launching **ramp**. The stores and facilities of Kemptville are 5 km to the south.

91 The two wharves charted on the north shore east of the park are private.

92 The community of **Becketts Landing** ($45^{\circ}03'N$, $75^{\circ}41'W$) is on the north shore. There are no facilities here accessible to the boater.

93 A **bridge** 0.4 M east of Becketts Landing has a clearance of 22 feet (6.7 m). The wharves charted on the south shore are private.

94 A **submerged power line** crosses the river at Becketts Landing. Two wharves charted on the south shore east of the cable are private.

Becketts Landing to Smiths Falls

Chart 1512-3

Becketts Landing to Burritts Rapids

95 The 7 M stretch of river between the bridge east of Becketts Landing and Burritts Rapids is narrow and winds in a SW direction between low islands and overgrown mud banks. Only the navigation channel itself is free of weeds but the track is well marked.

96 **Libby Island**, 0.4 M south of Becketts Landing, is a large low island, almost surrounded by shallow water overgrown with weeds. The SE side of the island is connected to the shore by causeways.

97 **Barnes Island** is off the SE shore 0.9 M SW of Libby Island. **The Catchall** is a bay on the SE side of the main channel 1 M farther upstream. This bay is nearly filled by a wide overgrown bank and low islands.

98 There is an unmaintained gravel launching **ramp** on the SE shore between Libby Island and Barnes Island.

99 An **overhead power line** 0.4 M upstream of The Catchall has a clearance of 34 feet (10.4 m).

100 **Burritts Rapids lock** (lock 17), on the SE side of the river, has a "lift" of 9 feet (2.7 m).

101 **Historical note.** — Burritts Rapids lock was built at the lower end of Oxford Snie, which was a dry ravine that acted as a flood channel. Using snies in this way allowed the lock to be built in the dry channel with the water still flowing in the original river channel.

102 There is a general store SE of the Burritts Rapids lock: along the "Tip to tip trail" footpath, it is 1 km from the lock.

103 The community of **Burritts Rapids** is west of the lock. The **swing bridge** here has a clearance of 10 feet (3 m) when closed.

BURRITTS RAPIDS (2001)



104 An **overhead cable** at the swing bridge has a clearance of 50 feet (15.2 m).

105 There is an unmaintained gravel launching **ramp** on the south shore west of the swing bridge.

106 **Historical note.** — The village of Burritts Rapids was founded by Colonel Stephen Burritt, who built his log house here in 1793 and operated a sawmill. He also opened the first Post Office in the district and was a member of Upper Canada’s first Parliament.

Burritts Rapids to Merrickville

107 The 5 M stretch of river between the swing bridge at Burritts Rapids and the locks at Merrickville trends generally in a SSW direction and has few unmarked dangers. There are dam and lock installations at Andrewsville and at Clowes lock. The route near Merrickville lies between shallow mud banks overgrown with weeds but is well marked and should present no difficulty to the prudent boater.

 108 **Caution.** — There is an **open dam** 0.5 M SW of Burritts Rapids. This dam is built across the northern channel of the Rideau; the route leads through the south channel.

109 **Andrewsville** is a community on the west shore 3 M upstream of Burritts Rapids. There are no facilities for boaters.

110 **Historical note.** — Andrewsville was once a thriving village with a population of over 200 people and several mills but now has only a few homes and some ruins to show where the busy village used to be.

111 A **canal** along the east side of the river at Andrewsville is 0.5 M long. This canal bypasses a dam and rapids.

112 There are **shallows** on each side of the north entrance to the bypass canal. There are two **cribs**, dry 3 feet (0.9 m), one on each side of the entrance.

113 **Nicholsons locks** (locks 18 and 19), on the bypass canal, have a combined “lift” of 14.5 feet (4.4 m).

114 A **swing bridge** at lock 19 has a clearance of 12 feet (3.7 m) when closed. An **overhead power line** 250 feet (76.2 m) south of the bridge has a clearance of 43 feet (13.1 m).

115 **Historical note.** — The stone blockhouse was built in 1838 in case of insurrection and was later used as a house for the lockmaster. Nicholsons locks are named after Robert Nicholson, a Loyalist who bought land here in 1826 and whose descendants still live in the area.

CLOWES LOCK (2001)



116 **Clowes lock** (lock 20), on the west side of the river 0.4 M SW of Nicholson's locks, has a "lift" of 7.6 feet (2.3 m).

117 The dams at Andrewsville and at Clowes lock are designed so that water flows over the whole length of the dam.

118 **Historical note.** — This lock is named after James Clowes, a contractor who worked on the canal and had a stone quarry near here.

119 *McGuigan's Cemetery*, across the river from Clowes lock, is an early pioneer burial ground that predates the construction of the canal. This historic site can be visited after obtaining permission from the owner of the land. This is one of the earliest burying grounds in eastern Ontario; it has been restored by the *Merrickville and District Historical Society*.

120 The village of **Merrickville** (population 1,027 in 1996) is on the south side of Rideau River. Merrickville has churches, a bank, medical centre with doctor and dentist, post office, shopping, restaurants, liquor and beer store and a museum.

121 A railroad **bridge** 0.3 M NE of Merrickville has a clearance of 39 feet (11.9 m).

122 **Historical note.** — Merrickville began with a log house built by William Merrick in 1796 near the sawmill

he had started in 1794. By the time the Rideau Canal was being built, the community already had a population of 50 and flourished with the business brought by the canal work. By 1860, with a population of over 1,000, Merrickville had many mills, factories and foundries and incorporated as a village. Several of the fine old homes of Merrickville date from this era and are still in good condition.

123 Some of the original mill buildings can be seen on the island north of the locks.

124 The *Merrickville blockhouse*, on the south side of the upper lock, is one of four small blockhouses built to protect canal works from attack by possible invaders from the United States. The invasion never came and the blockhouse was used as a house for the lockmaster and his family until being restored and used as a museum.

125 The *Blockhouse Museum* is designed to show the construction details of the building and also to display artifacts dating back to the early days of the canal and the life of the early settlers. This museum is operated by the *Merrickville Historical Society*.



126 *Ayling's Boatyard* is a year-round marina and boat-building works on the north side of the river north of lock 22. All the facilities of Merrickville are nearby.

MERRICKVILLE (2001)



127 The **Merrickville locks** (locks 21, 22 and 23) are separated by small basins and have a combined “lift” of 24.7 feet (7.4 m). The **swing bridge** at the east entrance of lock 23 has a clearance of 9 feet (2.7 m) when closed; **overhead power lines** here have a clearance of 35 feet (10.7 m).

128 **Submerged sewer and water pipelines** cross the river downstream of the east entrance to the locks.

129 The western approach to the Merrickville locks is through a sheltered **canal** 0.25 M long.

130 North of the canal, and protected along its west side by an embankment, is a sheltered basin known locally as **The Pond** or **Merrickville Harbour**.

 131 There is dockage at floating **wharves** (*not shown on the chart*) at the SE corner of The Pond, with depths (2001) of 7 feet (2.1 m). These wharves are operated by *Parks Canada*.

132 There is a launching **ramp** on the south shore near the west entrance of the Merrickville canal cut. This is at the *Lion's Park*.

133 A **submerged power line** crosses the channel 300 feet (91.4 m) west of the entrance to the canal cut.

Merrickville to Edmonds lock

134 This 10 M section of the waterway follows the meandering path of the river, with a lock at Kilmarnock. The river is wide and shallow with farmland on each side. From Merrickville to Gemmells Point, a distance of 5 M, the river is less tortuous than it is farther north but there are shallow mud banks and occasional deadheads on both sides.

135 The river and both shores for 2 M west of Merrickville is a **bird sanctuary**. Signs are posted on both sides of the river to indicate the limits of the sanctuary.

 136 *Riverside Campground* is on the NW shore 3.2 M upstream of Merrickville. *Montague Boat Access Area* is on the NW shore 0.1 M farther upstream; there is a gravel launching **ramp** and a small wooden pier with a depth (2001) of 2 feet (0.6 m).

137 **Gemmells Point** ($44^{\circ}52'N$, $75^{\circ}54'W$), on the south side of the river, is the NW tip of a broad peninsula between two wide shallow bays; the two bays are filled with weeds and deadheads. A small wharf charted at Gemmells Point is private.

138 **Wolford Chapel** is on a prominent point of land on the south shore 0.8 M west of Gemmells Point. Four **silos** on a farm at Wolford Chapel are prominent.

KILMARNOCK (2001)



139 *Kilmarnock Estates* is a private campground on the east side of the point.

140 **Kilmarnock Island**, large, high and wooded, is joined to the mainland by **dams**. The channel leads through a cut at the north end of the island.

141 **Kilmarnock lock** (lock 24), midway along the cut at the north end of the island, has a “lift” of 2 feet (0.6 m). The **swing bridge** over the lock has a clearance of 6 feet (1.8 m) when closed; the **overhead power line** here has a clearance of 40 feet (12.2 m).

142 The few houses of the community of **Kilmarnock** are on the north side of the river, north of the lock. There is a garage and general store (2001).

143 A **submerged pipeline** and a **submerged telephone cable** cross the river 0.2 M SE of Edmonds lock.

Edmonds lock to Smiths Falls

144 This 2 M section of the route includes Edmonds lock (lock 25) and Old Slys locks (locks 26 and 27), with a total “lift” of 25 feet (7.6 m). The NE shore has several private homes but to the SW there is low open land fringed with trees that overhang the water in places. This part of Rideau River is narrow and winding but the route is well marked.

145 **Edmonds lock** (lock 25) has a “lift” of 9 feet (2.7 m). A **shoal** extends 300 feet (91 m) from the SE

entrance point; there is a depth of 2 feet (0.6 m) at the SE end of the shoal.

146 There is a concrete launching **ramp** on the west shore south of the lower approach wall.

147 **Otter Creek**, wide, shallow and not navigable, enters the river 0.2 M west of Edmonds lock. The **bridge** across the mouth of the creek has a clearance of 3 feet (0.9 m); the **overhead cable** here has a clearance of 6 feet (1.8 m).

148 A **radio tower** on the west side of the river 0.4 M NW of Edmonds lock is 300 feet (91 m) high; it has air obstruction **lights**.

149 **Caution.** — There is a **rock awash** in the middle of the channel 0.5 M NW of Edmonds lock. This rock is at the east tip of a shallow spit extending from a low unnamed island SW of the route. There is a **tree stump** on the north side of this shallow spit. The track leads north of these dangers.

150 **Old Slys locks** (locks 26 and 27) have a “lift” of 16 feet (4.9 m).

151 The eastern approach to the Old Slys locks is through a sheltered **canal** 0.2 M long. An **overhead cable** SE of the entrance to the canal cut has a clearance of 26 feet (7.9 m). A railway **bridge** across the canal just below the locks has a clearance of 30 feet (9.1 m).

EDMONDS LOCK (2001)



OLD SLYS LOCKS (2001)



SMITHS FALLS (2001)



152 **Caution.** — Shallow water extends into the canal from the NE shore near the SE entrance to the approach channel, and from the SW shore SE of the rail bridge.

153 The **swing bridge** at the west end of the locks has a clearance of 6 feet (1.8 m) when closed. A **submerged gas pipeline** crosses the western approach to Lock 27.

154 **Historical note.** — These locks are named after William Sly, who settled here in 1798. His barn and home were on the north shore near the present location of the locks.

155 **Sly Rock**, in midstream 0.2 M west of Lock 27, has a depth of 2 feet (0.6 m). The track leads north of this danger.

156 **Lower Reach Park** is on the south shore opposite Sly Rock. This park has two floating wharves each 80 feet (24.4 m) long with depths (2001) of 5 to 10 feet (1.5 to 3 m). This park has been developed by the town of Smiths Falls and as well as dockage, there are picnic tables, a shelter and a children's playground. *Heritage House Museum* is beside the road east of here, as is the *Smiths Falls Curling and Squash Club*.

157 There is a **submerged pipeline** 0.35 M NW of Lock 27.

Smiths Falls

158 The town of **Smiths Falls** (population 9,131 in 1996) spreads out on both sides of Rideau River 52 M from Ottawa. The town welcomes visitors and offers the widest selection of facilities between Kingston and Ottawa. As well as a wide variety of stores and services, Smiths Falls has a major hospital.

159 **Historical note.** — The history of Smiths Falls dates back to 1784 or 1786 when the grant of land was originally made by the crown to Thomas Smyth, a United Empire Loyalist. Smyth, however, did little with the land until 1823 when he built a small dam and a saw mill; Abel Russell Ward, who bought the land in 1825, is credited with being the actual founder of the town. The construction of the canal was the first major boost to the area, with several mills and other industries being founded and prospering. Later, the *Canadian Pacific Railway* gave the town another boost when it selected Smiths Falls as its major junction in eastern Ontario.

160 Many buildings built by the early town fathers have survived, and the Ward family's own home has been acquired by the city and is now the *Heritage House Museum*. The house has been furnished in the style of 1867-1875, and various other exhibits are also featured throughout the year.

161 The present home of the Parks Canada Rideau Canal office and the *Rideau Canal Museum* in downtown Smiths Falls is one of the most interesting early buildings of the town: this was *Wood's Mills*, a grist mill and granery built by Alexander Wood in 1887. The building has been restored and the adjacent granery rebuilt as it was in 1887. This was the site of the mill built by Abel Ward around 1830 to replace his original mill that was removed to make way for the canal.

162 Smiths Falls welcomes visitors, and there are also two golf courses and many other activities.

163 **Smiths Falls Combined Lock** (lock 29A), 0.7 M WNW of Lock 27, has a “lift” of 26 feet (7.9 m).

164 The original Smiths Falls flight locks 28, 29 and 30 have not been used since 1977 but have been preserved to show how the locks were built and how they work. The overhead clearance under the Beckwith Street bridge at Lock 30 is only 12 feet (3.7 m); the clearance under the same bridge over the downstream approach to Lock 29A is 26 feet (7.9 m).

165 A **submerged power line** and two **submerged pipelines** cross the channel upstream of Lock 29A.



166 *Victoria Park* is on the south side of the basin west of Lock 29A. The stores and facilities of the town are nearby, as are motel, snack bar and licensed restaurant. The dockage along the south side of the basin has depths (2001) of 6 to 8 feet (1.8 to 2.4 m). There is a swimming beach. Boat hardware, bait and tackle are available nearby at *Centennial Park* (2001).

167 **Smiths Falls Detached Lock** (lock 31), 0.25 M west of Lock 29A, has a “lift” of 8.5 feet (2.6 m).

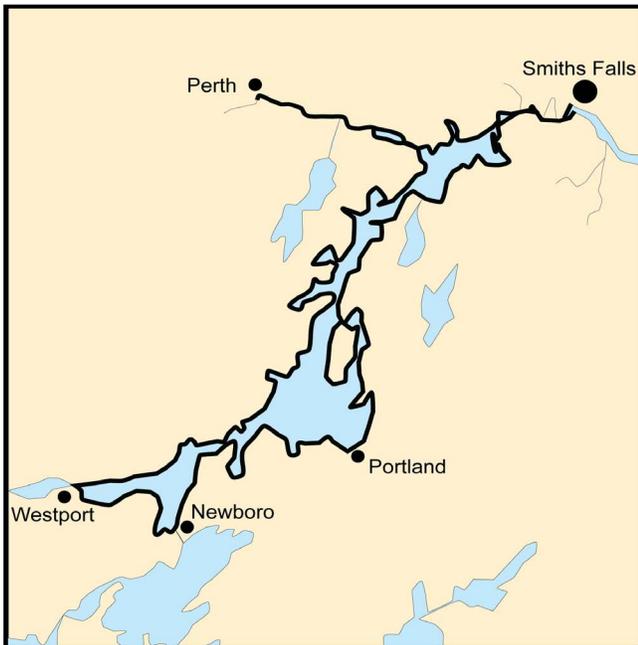
168 The Abbott Street **swing bridge**, at the east entrance to the lock, has a clearance of 7 feet (2.1 m) when closed. There is a **storm sewer outlet** on the south shore east of the bridge. The **overhead power line** here has a clearance of 42 feet (12.8 m).



169 **Overnight dockage**, with depths (2001) of 5 to 7 feet (1.5 to 2.1 m), is available along the south side of the basin west of lock 31. There is a concrete launching **ramp** on the north shore of this basin.

Chapter 3

Rideau Canal Smiths Falls — Newboro Lock



General

1 This chapter describes the route from Smiths Falls to the summit of the waterway on Upper Rideau Lake at Newboro lock, 407 feet (124 m) above Geodetic Datum. The Tay River Branch to the town of Perth is also described in this chapter. These parts of the route are covered by sheets 1 and 2 of *Chart 1513* and include a total of 23 nautical miles (M) of small-craft routes.

2 The town of Perth is 6 M NW of the main route at the NW end of the Tay River Branch. The community of Portland is 4 M SE of the main route on Big Rideau Lake. The village of Westport is 3 M west of the main route on Upper Rideau Lake.

3 The minimum **overhead clearance** along the main route described in this chapter is 22 feet (6.7 m) under the bridge at Rideau Ferry. There are also several swing bridges along the route that open on request during operating hours. The bridge across the Tay Canal at Beveridge Locks has a clearance of 22 feet (6.7 m). Bridges on the Tay River Branch at Perth have clearances of 5 and 7 feet (1.5 and 2.1 m).

4 There are two locks in this part of the main route. These locks give a total “lift” of 7.6 feet (2.3 m) from the level of the Rideau River above Smiths Falls to the level of Upper Rideau Lake. There are two more locks on the Tay River Branch; these locks have a total “lift” of 25 feet (7.6 m) to the level of the Tay River at Perth, which is 429.5 feet (130.9 m) above Geodetic Datum.

 5 **Caution.** — It is at Newboro lock that the “hand” of buoys and daybeacons changes as the direction of the route changes from upstream to downstream. *See Aids to navigation* in Chapter 1.

Smiths Falls to Rocky Narrows

Chart 1513-1

6 (*Smiths Falls and its facilities are described in Chapter 2.*)

7 These sections describe the route through rivers and canals and through Lower Rideau Lake and Big Rideau

SMITHS FALLS FROM WEST (2001)



Lake. Also described is the Tay Canal from Lower Rideau Lake to Tay River and on to Perth, 6 M NW of the main small-craft route.

Smiths Falls to Poonamalie lock

8 This 2-M section follows the river from the locks at Smiths Falls to Poonamalie Cut.

9 A white **water tower** in a park area ENE of the Abbott Street bridge at Smiths Falls is prominent; it is 184 feet (56 m) high.

10 The bascule rail bridge at the west approach to Smiths Falls is part of a disused railway system. This bridge is kept in the raised position. If lowered, it has a clearance of 9 feet (2.7 m).

11 **Historical note.** — This railway bridge is an unusual Scherzer rolling-lift bridge, built by the *Canadian Northern Railway* in 1914. The bridge has been designated as a National Historic Site.

12 The shores along this part of the route are mainly low and marshy, fringed with trees in places. The navigable channel is winding and narrow between shoals extending from both banks. Named features are **The Swale, Goulds Point, Johnsons Point, Johnsons Bay, Lousy Creek** and **Beech Island**.

13 A **submerged pipeline** crosses the route between Johnsons Point and Goulds Point.

14 **Poonamalie Cut** is a dredged channel that leads south of Rideau River.

15 **Poonamalie lock** (lock 32), midway along Poonamalie Cut, has a “lift” of 6 feet (1.7 m).

16 An **overhead power cable** near the west end of the Poonamalie Cut has a clearance of 53 feet (16 m). There is a small waste weir at **Minnow Creek** (*not named on the chart*), 0.2 M west of Poonamalie Lock.

Poonamalie lock to Stonehouse Island

17 **Kellys Bay** and **Garvins Bay** are 0.2 M west of Poonamalie Cut. **DeSalvos Point** is on the east side of the river 0.5 M farther SW.

18 *Poonamalie Landing*, on the north shore on the east side of Garvins Bay, is private.

19 The open area SW of DeSalvos Point includes several low-lying wooded islands fringed with rushes and weed growth. Except for the navigation channels, the area is shallow with weeds, stumps and deadheads.

20 **Hunter Rock**, 0.3 M SSW of DeSalvos Point, is 2 feet (0.6 m) high.

21 **Caution.** — Hunter Rock is especially dangerous at high water levels as it may be awash or submerged.

22 **Bacchus Island** ($44^{\circ}53'N$, $76^{\circ}05'W$), 0.4 M SSW of DeSalvos Point, is low-lying and joined to the mainland

POONAMALIE LOCK (2001)



by a **causeway**. The island is wooded, with several private cottages and wharves along its west side. **Bacchus Marsh** lies SE of Bacchus Island.

 23 **Caution.** — Passing boaters are reminded to maintain a careful slow speed so as to avoid causing wash damage.

24 **Slab Island**, parallel to and west of Bacchus Island, is wooded. **Cheese Boat Shoals** is a wide area of shoal water south of Slab Island.

25 **Mud Cut**, a former dredged channel through the marshes NW of Slab Island, is suitable only for small boats; it is reported to be shallower than charted.

MUD CUT (2001)



BEVERIDGE BAY (2001)



26 **Caution.** — **Power-driven vessels** are prohibited in Mud Cut.

 27 **Caution.** — The NE parts of the embankment on each side of Mud Cut are submerged.

28 **Sand Island**, 0.4 M SW of Slab Island, is low and covered with bushes and trees.

29 **Lower Petty's Point** ($44^{\circ}52'N$, $76^{\circ}05'W$), **Petty's Bay**, **Covells Island** and **Petty's Point** are on the south shore south of Slab Island and Sand Island. The wharves along the shore of Petty's Point are private. **Briggs Island**, 0.2 M west of Sand Island, is low and sandy with bushes.

30 A wide shallow and drying bank extends from Sand Island and Petty's Point and around Briggs Island; **Voyageurs Shoal** is on the north part of this bank. The area NW of Petty's Point is foul with weeds, stumps and deadheads.

31 **Lower Rideau Lake**, the first of the long chain of lakes known collectively as the **Rideau Lakes**, lies west and SW of Briggs Island. This is the shallowest of the Rideau Lakes.

32 **Stonehouse Island**, in the middle of the northern part of Lower Rideau Lake, is low and wooded. **Stonehouse Point** is the south end of the island.

33 **Morris Rock** and **Enterprise Shoal** are isolated dangers in the middle of the lake, 0.3 M south and 0.4 M SW of Stonehouse Island.

Tay River Branch to Perth

34 **Beveridge Bay**, a shallow open bay on the NW side of Lower Rideau Lake, is entered between **Stuarts Point** ($44^{\circ}52'N$, $76^{\circ}08'W$) and **Chisamores Point**. Private homes and cottages fringe the shores of the bay.

35 The secondary route to Perth leaves the main small-craft route in the middle of Lower Rideau Lake, south of Stonehouse Island. This secondary route leads into Beveridge Bay either NE or SW of Enterprise Shoal. The channel to Perth, known as **Tay River Branch**, has a least depth of 4 feet (1.2 m) as far as **Tay Basin** at the town of Perth, 6 M to the WNW.

36 **Tay River** empties into Lower Rideau Lake north of Stonehouse Island. Tay River is 50 M long and drains several lakes to the NW. **Tay Canal**, entered at the head of Beveridge Bay, joins Tay River 1 M to the NW.

37 The entrance to Tay Canal in Beveridge Bay is marked by **buoys** and by a pair of **daybeacons** but is otherwise difficult to see.

38 **Beveridges locks** (locks 33 and 34) are part of the Tay Canal system. Lock 33, 0.1 M NW of the entrance to the Tay Canal, has a “lift” of 12 feet (3.7 m); Lock 34, 0.3 M farther NW, has a “lift” of 13 feet (4 m).

39 A road **bridge** across the canal between the two Beveridges locks has a clearance of 22 feet (6.7 m). The next **bridge**, the *Highway 43* bridge at Perth, 4 M to the NW, has an overhead clearance of 7 feet (2.1 m); the **bridge** at Beckwith Street, 0.3 M farther on, has a clearance of 5 feet (1.5 m).

40 **Overhead power lines** along this section of the route have a least clearance of 26 feet (7.9 m).

41 There is a **bird sanctuary** on the south shore near **Jebbs Creek**. This is the *Perth Wildlife Reserve*.



42 *Last Duel Park*, on the south shore of Tay River 0.1 M SE of the *Highway 43* bridge, is a municipal campground operated by the town of Perth. The **Public wharf** here is 120 feet (37 m) long and 3 feet (0.9 m) high with a finger wharf at each end; the western finger is 60 feet (18.3 m) long and the eastern finger is 40 feet (12.2 m) long. The wharves have depths (2001) of 2 to 4 feet (0.6 to 1.2 m). There is a concrete launching **ramp** at the east end of the wharf.

43 **Historical note.** — *Last Duel Park* is the place where Canada’s last known fatal duel took place. This was the occasion when two young law students fought a pistol duel on June 13, 1833, an act commemorated by an engraved stone in the nearby cemetery. The pistols are on display at the *Matheson House Museum*.

44 The town of **Perth** (population 5,886 in 1996) is a busy resort town and is well supplied with stores and other facilities for visitors.



45 The **Public wharf**, along the NW wall of the basin between the Drummond Street bridge and the Gore Street bridge, is 250 feet (76.2 m) long; it has an elevation of 4 feet (1.2 m) and depths (2001) of 5 feet (1.5 m). There is a floating fountain marked by white lights, 155 feet (47.2 m) east of the south end of this wharf. The floating wharf along the SW side of the basin is 150 feet (45.7 m) long and has depths (2001) of 6 feet (1.8 m).

46 *Avenue to the Future* is an interpretive exhibit on the west side of the basin. This display tells the story of the Tay Canal.

47 **Historical note.** — Perth has its beginnings in 1816 when Scottish settlers and soldiers returning from the 1812 war arrived here to take up grants of land. By 1823, Perth had several stores, churches, taverns, a courthouse and a jail, and was established as the capital of the Bathurst District. When the Rideau Canal was completed in 1832, the merchants of Perth had the Tay River dredged and

built locks so that the town could have access to the Rideau Canal trade. These locks were abandoned in 1865: the present Beveridges locks were built between 1883 and 1887.

48 With the opening of the second Tay Canal in 1887, this offered a much easier route to the main waterway at Rideau Ferry. Many steamers and boats of all kinds offered trips through the canal, making this one of the busiest parts of the whole system.

49 The town of Perth has many links with its historic past, and several interesting walking tours have been developed to help visitors enjoy the history of the town.

50 The *Matheson House Museum*, near the town centre, is a fine house built in 1840. This was the home of one of Canada’s first Senators and has been restored and furnished in the style of 1840. It also houses artifacts and collections from Perth’s past. Matheson House has been declared a *National Historic Site*.

Stonehouse Island to Rideau Ferry

51 **Naud’s Point** is on the SE shore 0.9 M south of Stonehouse Island. **Miller’s Bay** is at the south end of the lake; the wharves charted along the shores of the bay are private.

52 *Rideau Ferry Yacht Club Conservation Area*, developed by the *Rideau Valley Conservation Authority*, is on the west shore 0.6 m south of Stuarts Point. This is a day-use park with picnic tables, a shelter, toilets, sandy beach and a concrete launching **ramp**.

53 **Hog Island** ($44^{\circ}51'N$, $76^{\circ}08'W$), at the SW end of Lower Rideau Lake, is low and wooded; it is surrounded by shallow water and almost joined to the north shore. **Frost Point** is on the south shore south of Hog Island.

54 **Olivers Rock**, south of the route 0.2 M SE of Hog Island, has a depth of 4 feet (1.2 m).

55 The community of **Rideau Ferry** is on the north side of the narrows that connects Big Rideau Lake and Lower Rideau Lake. Rideau Ferry has a store, accommodation and restaurant (2002).



56 The **wharf** at Rideau Ferry is 160 feet (48.8 m) long with reported depths (2002) of 5 feet (1.5 m). Dockage is available for visitors.

57 A **submerged cable** is laid from the SW end of the wharf to Hog Island.

58 A highway **bridge** at Rideau Ferry has an overhead clearance of 22 feet (6.7 m). This bridge is illuminated at night. There is a **submerged power line** west of the bridge.



59 *The Shipwreck at Rideau Ferry*, east of the bridge near the wharf, is a licensed restaurant and

RIDEAU FERRY (2001)



patio with weekend entertainment; there is a store nearby. *Rideau Ferry Marine* is on the north shore 300 feet (91 m) west of the bridge. *Rideau Ferry Harbour* (formerly *Safari Marine*) is on the north shore 0.2 M west of the bridge, at the entrance to **Coutts Bay**; this marina specializes in motor repair and maintenance. *Maple Crest Motel & Cabins* is in a bay on the south shore east of the bridge.

Rideau Ferry to Rocky Narrows

60 This 4-M stretch of the route leads through the NE part of **Big Rideau Lake**. This is a narrow body of water, quite clear with few hidden dangers near the route.

61 There are “hazard” buoys in many parts of Big Rideau Lake. These private aids to navigation are reported to be maintained by the *Big Rideau Lake Association*.

62 **Cedar Point** ($44^{\circ}50'N$, $76^{\circ}10'W$), **Davidsons Point** and **Bests Point** separate four bays on the east side of the lake: these bays are **Jacklins Bay**, **Davidsons Bay**, **Bests Bay** and **O’Mearas Bay**. **Maggie May Shoal** is a drying spit extending northwards east of Davidsons Point. The shores are thickly wooded with a few cottages. The wharves charted along the shores of Jacklins Bay and Davidsons Bay are private.

63 **Ferguson Island**, low, wooded and lined with cottages; **Rothwells Island**; **Rose Island**; and **Fairclough Island** lie along the middle of the lake. **Elswood Rock**,

between Ferguson Island and Rothwells Island, has a depth of 1 foot (0.3 m).

64 **Submerged power lines** cross from Fairclough Island to Davidsons Point.

65 There are several **shoals** and **reefs** NW of the route: **Rideau Queen Rock**, 1 foot (0.3 m) dry; **Rideau King Rock**, 5 feet (1.5 m) of water; and **Swan Rock**, awash, lie 0.2 to 0.4 M north and NW of Fairclough Island. **Pumper Rock**, 0.5 M SSW of Fairclough Island, is a reef with a depth of 2 feet (0.6 m).

66 **Star Island** ($44^{\circ}48'N$, $76^{\circ}12'W$), in the middle of the route 1 M SSW of Bests Point, is small and wooded.

67 The route leads east of Fairclough Island and Star Island.

68 **Adams Lake**, an inlet entered 0.4 M NNW of Star Island, is sheltered on all sides but is deep and offers no good anchorages. **Submerged telephone cables** cross the entrance to Adams Lake. The facilities here are private.

69 **Rocky Narrows** ($44^{\circ}47'N$, $76^{\circ}12'W$) is a deep channel joining the two parts of Big Rideau Lake.

70 **Murphys Point** is the NW entrance point of Rocky Narrows.

71 *Murphys Point Provincial Park* is on a peninsula on the west side of Rocky Narrows bounded by **Nobles Bay** to the north and **Hoggs Bay** to the south.

72 There are **overhead power lines** at the entrance to Hoggs Bay; the least clearance is 35 feet (10.7 m).

 73 **Caution.** — Power driven vessels are prohibited in Hoggs Bay.

74 There is a launching **ramp** on the north side of the narrow shallow entrance channel to Hoggs Bay. Nobles Bay and Hoggs Bay are both well sheltered from all sides but mostly too deep for anchoring. There are several small boat-in campsites on the Nobles Bay and Rocky Narrows sides of *Murphys Point Provincial Park*.

Rocky Narrows to Newboro

Chart 1513-2

Rocky Narrows to Narrows lock

75 This 7-M section of the main small-craft route leads along the western shore through the SW part of **Big Rideau Lake**. A secondary route leads to Portland, 4 M SE of the main track.

76 (*Portland and its approaches are described in the next sections.*)

77 There are many islands and shoals in the SE part of Big Rideau Lake; the SW part of the lake is wide and deep and mostly free of unmarked dangers.

78 **Tar Island** ($44^{\circ}46'N$, $76^{\circ}13'W$), off the eastern shore 1.5 m SSW of Rocky Narrows, is high and wooded.

79 *Tar Island light buoy NPA (401.1)* lies 0.3 M west of Tar Island. A secondary route to Portland (*described in the next section*) leaves the main route near this buoy.

80 **Long Island** is a large group of islands 0.7 M SSW of Tar Island. The waters separating the many parts of Long Island have been designated a **fish sanctuary**. **Turnip Island** lies 0.1 M north of the Long Island group.

81 **Muskrat Hole**, on the NW shore 0.8 M west of the Long Island group, is a shallow bay with a narrow entrance.

82 **Trout Island** ($44^{\circ}43'N$, $76^{\circ}15'W$) is in the middle of the lake 0.8 M SW of the Long Island group. **Baby Trout Island** is off the east side of Trout Island. These islands are wooded and are joined by a shallow sandbank.

83 **Submerged power cables** cross from Trout Island SSW to the mainland.

84 **Donovans Point** is a low headland on the south shore 0.6 M SW of Trout Island.

85 *Trout Island light buoy NPB (401.2)* lies 0.7 M WSW of Trout Island. A secondary route to Portland

(*described in the next sections*) leaves the main route near this buoy.

86 **Sand Island**, in the middle of the reach at the west end of Big Rideau Lake, is thickly wooded. The usual route leads north of Sand Island.

87 A **submerged power cable** crosses between the north end of Sand Island and the mainland to the west.

88 **Hudson Bay** is entered 0.5 M south of Sand Island.

 89 *Waterways Campground* is a cottage and trailer park on the SE shore of Hudson Bay. *Rideau Mac Resort* is an all-season cottage resort in a small bay on the south shore west of Hudson Bay.

90 **McNamees Point** ($44^{\circ}42'N$, $76^{\circ}17'W$) and **Tracys Point** are at the west end of Big Rideau Lake. **Narrows Bay**, entered between McNamees Point and Tracys Point, is the approach to Narrows lock.

91 A **submerged power cable** crosses Narrows Bay 400 feet (122 m) east of the lock approach wall.

92 **Narrows lock** (lock 35) has a “lift” of 3 feet (0.9 m) from the level of Big Rideau Lake. The **swing bridge** at Narrows lock has a clearance of 5 feet (1.5 m) when closed.

93 **Historical note.** — Big Rideau Lake and Upper Rideau Lake were originally one lake with the same water level. The dam and causeway at Narrows lock were built to raise the water level of the western part of the lake. By doing this, Colonel By and his engineers were able to save considerable rock excavation at Newboro and this in turn saved the lives of the many workmen who would otherwise have succumbed to the dreaded swamp fever (malaria) while doing the extra excavation work.

Northern approach to Portland

94 The track to Portland from Rocky Narrows leaves the main route near *Tar Island light buoy NPA (401.1)*, 0.3 M west of Tar Island, and leads through the eastern part of Big Rideau Lake.

 95 **Colonel By Island** is the south central part of Long Island (*described earlier in this chapter*). This island was once a private estate known as **Livingston Island**. The dockage and other facilities at Colonel By Island are operated by *Parks Canada*, including 11 permanent mooring buoys.

 96 The **Public wharf** charted on the mainland east of Long Island is known locally as the **Willis Wharf**. This wharf is 30 feet (9.1 m) long, 20 feet (6 m) wide and 1 foot (0.3 m) high, with depths (2001) of 6 feet

NARROWS LOCK (2001)



(1.8 m). The wharves on each side of Willis Wharf are private.

97 **Big Island**, 0.7 M SSE of Colonel By Island, is a wooded island with two prominent humps. There are many smaller islands between Colonel By Island and Big Island. **Briton Bay** is a long inlet entered 0.5 M NE of Big Island.

 98 *Briton Bay Marine Service* is on the west shore at the north end of Briton Bay.

99 **Cow Island** ($44^{\circ}43'N$, $76^{\circ}12'W$), 0.2 M SE of Big Island, is a smaller wooded island surrounded by shallow water.

100 **Rams Point** is on the south shore 0.6 M SSW of Cow Island. **Ralphs Island** is off the NW shore of Rams Point.

101 Many **submerged power lines** cross the channel in this area, connecting Big Island and Long Island to other islands and to the mainland to the east, SE and south.

102 **Gull Shoal**, 0.2 M WSW of Cow Island, has a rock 4 feet (1.2 m) high. **Grape Island** and the smaller **Indian Island** lie 0.3 M SW and SSW of Cow Island.

103 **Tower Island**, 0.1 M north of Rams Point, is low and thinly wooded. Tower Island has several buildings on it and there is a small tower at its east end.

104 *Tower Island light buoy NPC (401.3)* is moored 0.1 M NE of Tower Island. Two parts of the secondary small-craft route converge at this buoy.

105 A **rock** 0.2 M ENE of Tower Island has a depth of 6 feet (1.8 m).

106 **Grape Point** is an island 0.2 M east of Ram Point. **Cruiser Cracker**, 0.1 M offshore and 0.3 M SE of Grape Point, is a well-named isolated rock with 4 feet (1.2 m) of water over it. A boulder reef 0.3 M ENE of the Cruiser Cracker has a depth of 1 foot (0.3 m).

107 **Amis Point** ($44^{\circ}42'N$, $76^{\circ}12'W$) is on the south shore 0.3 M SSE of Cruiser Cracker.

108 **Sheep Island**, 0.3 M NE of Amis Point, is a long low partly wooded island with cottages and private wharves on its north and south shores. **Sheep Island Shoal**, awash, is at the end of a shallow spit extending SW from Sheep Island.

Portland

109 The community of **Portland** is near the SE corner of Big Rideau Lake. Portland has churches, a medical centre, a bank, two stores, antique shops, post office, restaurants, service station, liquor and beer store (2001). The *Bastard & South Burgess Fire Department* depot here

is the Portland Branch of the *Township of Rideau Lakes Fire Department*. The *Rideau Lakes Environment and Information Centre* is in Portland. The nearest dentist is in Newboro; the nearest hospital is at Smiths Falls, 27 km away.



110 The **Public wharf** at Portland is a concrete structure 100 feet (30 m) long and 3 feet (0.9 m) high; a timber outer section is 105 feet (32 m) long and 18 feet (5.5 m) wide. Depths (2001) are 6 feet (1.8 m), with 8 to 11 feet (2.4 to 3.4 m) around the outer section. This is the *Portland Community Dock*.

111 **Mill Bay**, on the east side of Portland, is a shallow cove open to NW winds. **MacDonalds Bay** is on the east shore 0.7 M NE of Mill Bay.



112 *Len's Cove Marina* is south of Amis Point; this marina specializes in repairs to motors. *Len's Cove East Pier* is SW of the Public wharf. *Bayview Yacht Harbour*, on the SE side of Mill Bay, specializes in sales and service of a full line of powerboats.

113 *Portland Bay Conservation Area*, developed by the *Rideau Valley Conservation Authority*, is an area of parkland on the east side of Mill Bay. This is a day-use park with picnic tables, a shelter, toilets and a visitor information booth (2001).

114 There is a public launching **ramp** on the east shore of MacDonalds Bay; a small day-use park here has toilets. This is a *Big Rideau Wetland* lookout, with a boardwalk along the shore through an area of marshland (2001).

Western approach to Portland

115 The track to Portland from Narrows lock leaves the main route 0.5 M NE of Sand Island, at *Trout Island light buoy NPB (402.1)*, and leads in an ESE direction past Donovans Point.

116 **Sherwoods Bay**, **Sherwoods Point** and **Murphys Bay** are along the south shore east of Donovans Point.

117 **Grindstone Island** and **Plum Island** ($44^{\circ}43'N$, $76^{\circ}14'W$), 0.2 M off the south shore 1 M east of Donovans Point, are low and wooded.

118 A **submerged power cable** crosses to the mainland from Plum Island and Grindstone Island.

119 **Sheldons Point** is a low headland on the south shore south of Grindstone Island. **Kish Point** is the north end of an island close to shore 0.5 M east of Sheldons Point. **Sheldons Bay**, **Cedar Cove** and **Green Bay** lie between Sheldons Point and Kish Point.

120 Rams Point, previously mentioned, lies 0.4 M east of Kish Point.

121 (*The western approach to Portland joins the northern approach, described earlier, near Tower Island light buoy NPC, 0.1 m NE of Tower Island.*)

Narrows lock to Westport and Newboro

122 **Upper Rideau Lake** is an open lake 4 M long east to west. At 407 feet (124 m) above *Geodetic Datum*, this is the highest part of the Rideau Canal. The lake is bounded on the north by **Westport Mountain**, an escarpment running the whole length of the lake. This lake makes a good cruising area.

123 From Narrows lock, the main route leads for a distance of 3.3 M through the eastern part of Upper Rideau Lake to a canal leading to Newboro. A secondary route (*described in the next section*) leads to Westport, 3 M west of the main track.

124 **Carty Point** is on the east shore 0.6 M SW of Narrows lock.



125 *Narrows Lock Campground* is on the south shore west of the lock; *Little Rideau Lakes Cottages* is a cottage resort at Carty Point.

126 **The Sisters Islands**, off the north shore 0.6 M west of Carty Point, are three wooded islands.

127 **Big Island** ($44^{\circ}41'N$, $76^{\circ}19'W$), 0.7 M SW of Carty Point, is thickly wooded. **Loon Island**, 0.2 M SW of Carty Point, and **Round Island**, 0.1 M NNE of Big Island, are wooded.

128 **Big Shoal** is a dangerous reef 0.2 M off the east shore 0.2 M south of Big Island. **Snake Island** is on the east part of Big Shoal. Although only 4 feet (1.2 m) high, Snake Island is easily seen because there is a low tree on it (1983).

129 Along the shore SSE of Carty Point are **Mooneys Bay**, **Moore's Bay**, **Stedmans Bay**, **Stedmans Point**, **Pipers Bay** and **Pipers Point**.



130 *Sunset on the Rideau* is a cottage resort on the NE shore of Stedmans Bay.

West arm of Upper Rideau Lake and approach to Westport

131 **Second Island** ($44^{\circ}41'N$, $76^{\circ}21'W$), in the middle of the west arm of Upper Rideau Lake, is low and partly cleared. Shoal water extends north and south from the island; a **rock** 0.1 M to the NNE has a depth of 2 feet (0.6 m).

132 From Narrows lock, the track to Westport leaves the main route and leads between Round Island and The Sisters Islands, then follows the north shore to the channel into Westport.

PORTLAND (2001)



133 From McNallys Bay, the track to Westport leaves the main route and leads well north of Second Island, joining the track north of Second Island.

 134 **Caution.** — An unmarked **rock** 0.1 M WSW of Second Island has a depth of 1 foot (0.3 m).

135 **Blairs Point** is on the south shore south of Second Island.

136 **First Island**, 0.2 M off the south shore 0.9 M WSW of Second Island, is low and thickly wooded and surrounded by shallow water. **Roes Point**, near the SW end of Upper Rideau Lake, is low and wooded with open farmland behind it.

 137 *Upper Rideau Resorts* is on the south shore at First Island; there is a golf course nearby. *Sunnyside Campground* is on the south shore 0.4 M ESE of Blairs Point.

138 *Foley Mountain Conservation Area*, developed by the *Rideau Valley Conservation Authority*, is on the north shore east of Westport. This park is open year round and is noted for its interpretation trails and educational programs. There is a sandy beach.

Westport

139 The village of **Westport** (population 683 in 1996) is at the west end of Upper Rideau Lake. Westport has churches, a bank, a medical centre, a pharmacy, several stores, motel, hotel, post office, library, restaurants, laundromat, liquor and beer store, a museum, golf and tennis (2002). There is a small municipal airport.

  140 The **Public wharf** at Westport is along the west side of a long island 60 feet (18.3 m) off the mainland shore. Berthing space is 330 feet (101 m) long with depths (2001) of 6 feet (1.8 m); power and water are available. This is *Westport Harbour*. Dockage for two hours is allowed for the convenience of boaters shopping and dining in the village. The concrete arch of a **footbridge** connecting the island wharf and the shore has a clearance of 9 feet (2.7 m); the overhead cable here has a clearance of 23 feet (7 m). There is dockage for small vessels south of the footbridge.

 141 There is a small gravel launching **ramp** and a **wharf** 43 feet (13.1 m) long, with depths (2001) of 4 feet (1.2 m), on the mainland shore at the foot of Bedford Street.

 142 *Len Manser's Marine* is on the mainland shore. *Grahams Marine* is in the village. *The Cove* is a motel and restaurant near the wharf, and there is other local accommodation. *Murphy's Barber Shop* sells bait and tackle (2002).

143 **Historical note.** — Westport had its beginnings with sawmills built here in 1828 and 1829 during the construction of the locks and canals. A grist mill, wharves and a post office followed; when the *Brockville, Westport and Sault Ste. Marie Railway* was built in 1882, the community had a population of 700. Westport incorporated as a village in 1903; the year 2004 will be marked by special events celebrating their first century.

144 The *Rideau District Museum* is housed in the original 1850s carpenter and blacksmith's building and has

WESTPORT (2001)



displays of early homestead and household artifacts as well as early clothing and pioneer goods. The museum also has the original wooden “Sally Grant” statue of Justice that adorned the Brockville courthouse for more than a hundred years. Another major feature is the original fully equipped 19th Century blacksmith’s shop.

Approach to Newboro

145 **McNallys Bay** (*44°40’N, 76°20’W*), the south arm of Upper Rideau Lake, is entered between Pipers Point and **McBrides Point**.

146 Inlets on the west side of McNallys Bay have rocks and weeds but the only offshore danger in the bay itself is **Drummers Shoal**, 0.2 M offshore west of the track. Drummers Shoal is a patch of **rocks awash** and an **islet**

3 feet (0.9 m) high. The bay is shallow south of this shoal, deep to the north.

147 There is a gravel launching **ramp** on the west shore 0.2 M south of McBrides Point.

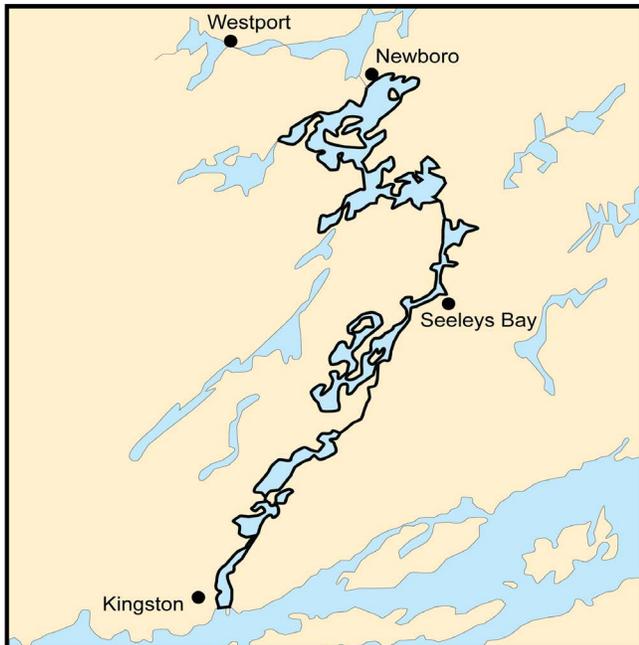
148 A narrow winding **canal** 0.8 M long leads from McNallys Bay to the lock at Newboro. The channel is barely 50 feet (15.2 m) wide in places: slow speed and extra care are required.

149 Several **overhead power cables** cross the canal; a road **bridge** 0.4 M south of the canal entrance has a clearance of 27 feet (8.2 m).

150 (*Newboro lock and the facilities at Newboro are described in Chapter 4.*)

Chapter 4

Rideau Canal Newboro — Kingston



General

Chart 1513

1 This chapter describes the stretch of rivers, lakes and connecting canals between Newboro and LaSalle Causeway at Kingston. This section of the Rideau Canal includes 33 nautical miles (M) of small-craft route and is covered by three of the sheets of *Chart 1513*.

2 The ridge south of Upper Rideau Lake is the high point of the land between Ottawa and Kingston: this is where the watershed slopes towards Ottawa River on one side and towards Lake Ontario on the other.

3 Chaffeys Locks and Seeleys Bay are the only villages between Kingston and Newboro.

4 There are 14 locks between the summit of the waterway above Newboro and Kingston. These locks have a total “lift” of 162 feet (49.4 m).

 5 **Caution.** — Upper Rideau Lake is the highest part of the Rideau Canal. It is at Newboro lock that the “hand” of buoys and daybeacons changes as the direction of the route changes from upstream to downstream. *See Aids to navigation* in Chapter 1.

6 The minimum **overhead clearance** along the main route covered by this chapter is 22 feet (6.7 m) under a road bridge near Upper Brewers (Brewers Mills) locks, and under a highway bridge near Kingston Mills. There are also several swing bridges along the route that open on request during operating hours.

7 There are several **fish sanctuaries** in this area. Sanctuaries may be designated from time to time in addition to those shown on the charts: before fishing it is wise to check with local authorities regarding sanctuaries and open seasons.

Newboro to Jones Falls

Chart 1513-3

8 There are dam and lock installations at Chaffeys Locks, at Davis Lock, and at Jones Falls. These give a total “lift” of 78 feet (23.8 m) from the level of Whitefish Lake ($44^{\circ}31'N$, $76^{\circ}14'W$) to the level of Newboro Lake.

NEWBORO (2001)



Newboro

9 The village of **Newboro** ($44^{\circ}39'N$, $76^{\circ}19'W$) (population 291 in 1996) lies east of the narrow canal that connects Upper Rideau Lake and Newboro Lake. Newboro has churches, a bank (open on Monday, Wednesday and Friday), medical centre with doctor and dentist, two stores, several craft and antique shops, restaurant, liquor and beer store, post office and a hotel (2001).

10 **Historical note.** — Benjamin Tett opened a store in 1833 and the community soon became the centre of the local agricultural and lumber trade. Other industries coming later included two iron ore mines. Newboro incorporated as a village in 1876 and is thus one of the oldest in Ontario; several interesting buildings dating from this period are still standing. The blockhouse was built in 1833.

11 **Newboro lock** (lock 36) is at the south end of the canal from Upper Rideau Lake; the approach walls to the lock are on the NNW shore of Newboro Lake. The lock has a “lift” of 7.7 feet (2.3 m).

 12 The approach wall on the east side of the lock is designated as the **Public wharf**.

 13 *Newboro Dock* is a small-craft harbour on the north shore of Newboro Lake 450 feet (137 m) east of the Public wharf. It consists of 2 parallel floating

wharves 150 feet (46 m) and 128 feet (39 m) long connected at the inshore end by a floating wharf 90 feet (27 m) long. Several finger wharves 16 feet (4.9 m) long form slips on the inner side of this harbour. There are depths (2001) of 5 to 6 feet (1.5 to 1.8 m). Dockage for two hours is allowed for the convenience of boaters shopping and dining in the village. There is a concrete launching **ramp** and a small day-use park with picnic tables and a sandy beach.

14 There are two resorts at Newboro, both on the north shore of Newboro Lake: *Stirling Lodge* is 0.1 M east of Newboro lock; *The Poplars Resort* is 300 feet (91 m) farther east.

Newboro lock to Chaffeys Locks

15 This part of the route trends southwards through Newboro Lake, Clear Lake and Indian Lake. The route is clear and well marked except for Elbow Channel, between Newboro Lake and Clear Lake, where there is a deceptive 90° turn.

16 **Newboro Lake**, 2.5 M long along the route, makes an interesting cruising area; it is picturesque with many wooded islands, rocky wooded shores and sheltered inlets. The bottom, however, is irregular with many rocky **shoal** areas. The lake is joined at its west end to several smaller

ELBOW CHANNEL (2001)



lakes and includes areas of **fish sanctuaries**. With care, boaters can navigate safely through the islands along the NW shore as far as **Bedford Mills** ($44^{\circ}36'N$, $76^{\circ}24'W$), 4 M to the west of the main track, with a limiting depth of 3 feet (0.9 m).

17 **Scott Island**, filling most of the SW side of Newboro Lake, is high and wooded. **Foley Island** ($44^{\circ}37'N$, $76^{\circ}19'W$) lies 0.1 M north of Scott Island. **Foley Island Channel**, between Foley Island and **Kilburn Island**, is full of stumps and deadheads.

18 The main small-craft route crosses Newboro Lake from north to south.

19 A string of islands stretches SW across the lake from **Mackay Island** ($44^{\circ}39'N$, $76^{\circ}18'W$) to **Fingerboard Island**, 1 M SSW of Newboro. **Whitehall Island**, 0.3 M SSE of Fingerboard Island, is a small wooded island surrounded by shoal water. The route passes west of these two islands, skirting the shoal spit that extends 200 feet (61 m) off Fingerboard Island.

20 **March Rock**, 0.2 M SW of Fingerboard Island, is a dangerous reef with a depth of 3 feet (0.9 m). **Green Island** and **Shadow Island** lie 0.5 and 0.6 M south of Fingerboard Island. Shadow Island is low and wooded.

Shadow Rock, 0.1 M NNE of Shadow Island, is an isolated reef with a depth of 2 feet (0.6 m). The route passes east of these features.

21 Other dangerous **shoals** near the track are a 2-foot (0.6 m) rock 0.1 M SSE of Whitehall Island and a 4-foot (1.2 m) spot north of Green Island.

22 **Goat Island** is a high wooded island near the south end of Newboro Lake. There are several dangers close to the track near this island; most of these are marked by **daybeacons** or **buoys**.

23 A **rock awash** and a **shoal** with a depth of 6 feet (1.8 m) lie 0.2 and 0.1 M north of Goat Island; the route passes east of these two dangers. The route leads between Goat Island and a **rock awash** 0.1 M to the east.

 24 **Caution.** — The apparently open water west and SW of Goat Island is shallow with weeds and is reported to conceal deadheads.

25 **Elbow Channel**, between Scott Island and the mainland to the east, is a natural passage 80 feet (24 m) wide with a depth of 6 feet (1.8 m); it connects Newboro Lake and Clear Lake. There is a sudden sharp turn at the NW approach to this passage, where the route turns to lead south of Goat Island; the entrance to Elbow Channel from

CHAFFEYS LOCK (2001)



the north is concealed until the track has rounded this turn. The approach from Clear Lake is open and straight.

26 **Caution.** — The difficulties of the sharp turns at the NW end of Elbow Passage are compounded by a 3-foot (0.9 m) **shoal** extending NW from the mainland and a 4-foot (1.2 m) **shoal** extending SE from Goat Island.

27 **Clear Lake** is deep with few shoals. The many wharves charted along the eastern shore of the lake are private. The inlets at the west end of the lake are shallow and weedy.

28 **The Isthmus** ($44^{\circ}36'N$, $76^{\circ}19'W$), which is the eastern end of the south side of Scott Island, is a long wooded peninsula along the south side of Clear Lake. A short narrow passage between the east end of The Isthmus and the mainland has depths of 6 feet (1.8 m).

29 A passenger and automobile **ferry** crosses the narrow passage at the east end of The Isthmus. A **submerged power cable** also crosses here, and there are other **submerged power lines** south of the entrance to the passage.

30 **Indian Lake**, lying south of The Isthmus, is a deep and open body of water with few islands or shoals; there is some shelter at the west end of the lake. The shores are well wooded and scenic.

31 **Guard Island**, west of the route 0.1 M south of The Isthmus, is a tree-covered islet. **Rocky Island** is off the east shore 0.6 M farther SSW. Guard Island and Rocky Island are marked by port-hand **daybeacons**.

32 **Caution.** — A **shoal** with a depth of 3 feet (0.9 m) reaches into the channel from the east side of Rocky Island. There are 5-foot (1.5 m) **shoals** along the shore to the SSE and a 6-foot (1.8 m) **shoal** just west of the track 0.2 m SSE of Rocky Island.

33 **Benson Creek**, along the south side of Scott Island, connects Indian Lake with **Benson Lake** to the west, and to **Mosquito Lake**. Boaters can, with care, pass through Benson Creek and Mosquito Lake to join Newboro Lake through **Bedores Creek** ($44^{\circ}37'N$, $76^{\circ}22'W$) but local knowledge is necessary.

34 **Indian Lake Marina & Campground** is near the NE end of the east shore of Indian Lake. Repair services at the marina are by *Franklin's Marine*. The wharves charted SW of here are private.

35 A narrow passage at the south end of Indian Lake leads to Opinicon Lake; this passage is 0.4 M long.

36 **Submerged power cables** cross the north part of the narrow passage. A former railroad **bridge** near the north end of the passage has a clearance of 30 feet (9.1 m);

this bridge is now part of the *Cataraqi Trail* of the *Trans-Canada Trail System*.

37 **Chaffeys lock** (lock 37) is in the south part of the passage. The minimum depth along the track is 6 feet (1.8 m) above the lock and 5 feet (1.5 m) below it. The lock has a “lift” of 10.7 feet (3.3 m). A **swing bridge** across the lock opens as required; the clearance when closed is 6 feet (1.8 m).

38 The settlement of **Chaffeys Locks** is east of the locks. The nearest village is Elgin, 11 km to the NE by road.

39 **Historical note.** — Chaffeys Locks is named after Benjamin and Samuel Chaffey, who built several mills here in the 1820s. By 1827, this was a busy community with stores and a distillery. The mills were removed during the building of the canal but a later grist mill, now a private cottage, can be seen SW of the lock.

40 The original stone lockmaster’s house, overlooking the locks, has been restored by Parks Canada and is now a museum operated by the *Chaffeys Lock and Area Heritage Society*. The museum has a short video presentation and exhibits showing the history of the area.

 41 *Brown’s Marina and Store* is on the SE side of the channel 0.2 M above lock 37. This marina

specializes in all types of engine repair. *Simmons Lodge* and *Dorothy’s Fishing Lodge* are east of *Brown’s*.

Chaffeys Locks to Jones Falls

42 This 6-M stretch of the Rideau Canal includes some of the most scenic cruising in Ontario. The main small-craft route from Chaffeys Locks passes through Murphys Bay and the eastern part of Opinicon Lake and continues through Sand Lake and Eel Bay to the narrow and twisting passage to Jones Falls. There are locks at Davis lock and at Jones Falls.

43 **Murphys Bay** (*44°35’N, 76°19’W*) is a wide shallow area south of Chaffeys locks; there are several wooded islands around its perimeter.

 44 *The Opinicon Resort Hotel* is on the north shore of Murphys Bay east of the approach to Chaffeys Locks; *Franklin’s Roadside Marina* is 0.5 M farther east.

 45 **Opinicon Lake**, south of Murphys Bay, is an open stretch of water 3.5 M long with several wooded islands. This lake offers good cruising with few dangerous shoals. Several sheltered areas make good temporary **anchorages** with depths of 5 to 12 feet (1.5 to

DAVIS LOCK (2001)



BIRCH ISLAND (2001)



3.7 m) and good fishing, though in many places there are thick weeds closer to shore.

46 **Davis lock** (lock 38), at the midpoint of a narrow channel leading SE from Lake Opinicon, has a “lift” of 9 feet (2.7 m). The nearest services are at the village of Elgin, 9 km to the NE by road.

 47 **Caution.** — **Shoal water** extends into the channel from shore on both sides of the route in both the NW and SE approaches to the lock.

48 **Historical note.** — The lockmaster’s house at Davis lock was restored in 1999 and is now the best example of the original 1840s defensible lockmaster’s houses.

49 **Sand Lake** ($44^{\circ}34'N$, $76^{\circ}16'W$), east of Davis lock, is an open body of water fringed with trees and sprinkled with islands large and small. The lake has few unmarked dangers and makes good cruising. Bass and pike fishing are reported to be good.

50 **Elliott Bay** is an inlet on the west side of the lake; **Robinson Point** is the north entrance point of Elliott Bay.

51 **Birch Island** lies along the south side of Sand Lake. Depths west of Birch Island are reported (2001) to be less than charted.

52 **Papoose Island**, a rocky island with a few small trees; **Eclestone Island**; and **Birch Rock**, awash, lie NW of Birch Island.

53 **Ransier Island** and **Signboard Island** lie north of Birch Island. Signboard Island, so named because of a **beacon** on it, is a thinly wooded islet surrounded by shoal water.

54 **Lost Chicks**, **Chicken Island** and **Freed Island**, thickly wooded, lie NE of Birch Island. Shallow water around Freed Island is partly marked by two **buoys**.

55 From Robinson Point, the usual route leads south of Papoose Island and Signboard Island.

56 **Powells Bay** is the NE part of Sand Lake; **Oliver Point** lies along the south side of Powells Bay. **Freemans Bay** lies north of Powells Bay. **Mustard Point** and **Eagle Point** lie between Powells Bay and Freemans Bay.

 57 There are two cottage resorts on the NE shore of Powells Bay: **Battams Camps** is 0.3 M east of Mustard Point; **Sand Lake Campground** is east of **Battams**. The nearest services are at the village of **Elgin**, 3 km away by road. Elgin has churches, pharmacy, bank, hardware store, grocery, liquor and beer store, laundromat, post office and service stations (2001).

58 There is a municipal swimming beach on the SE shore of Powells Bay, 0.5 M ENE of Oliver Point. This is part of the **South Crosby Park**, also known as **Sand Lake Park**, of the **Township of Rideau Lake**. This is a day-use area with picnic tables and children’s playground. Powerboats are not allowed to approach the shore.

59 **Eel Bay** lies south of Birch Island. Eel Bay is reported to be good for bass and pike fishing.

60 **Submarine cables** cross the route at the NE end of Eel Bay, passing from the east point of Birch Island to **Kellys Point**, on the mainland to the east, and also from the mainland south of Kellys Point to the shore on the south side of the route.

 61 **Sand Lake Marine**, known locally as **Glover's Marina**, is on the mainland on the south side of Kellys Point. This marina specializes in motor maintenance.

62 **The Quarters** is a narrow winding passage leading south from the east end of Eel Bay. This part of the route has two places where the passage is barely 80 feet (24 m) wide between rocky tree-lined shores; it also has two sharp bends.

 63 **Caution.** — The Quarters must be navigated with extreme care as approaching boats will be unseen and there is little room to avoid dangerous situations.

64 **Historical note.** — The Quarters was the location of the military officers' quarters while the dam and the locks were being built at Jones Falls. Malaria was a serious

problem during the construction: about two thirds of the 260 workers here became sick. With their quarters on the high land above the actual canal works, however, the officers expected to suffer less from the disease.

65 The **bridge** at the south end of The Quarters has a clearance of 23 feet (7 m); **overhead cables** here have a least clearance of 52 feet (15.8 m).

66 **Jones Falls locks** (locks 39, 40, 41 and 42), 0.5 M south of The Quarters, are separated by a turning basin: lock 39 is north of the basin and flight locks 40, 41 and 42 are SE of the basin. Lock 39 has a "lift" of 13.7 feet (4.2 m) to the level of Sand Lake; the flight locks have a combined "lift" of 44.7 feet (13.6 m).

67 The small community of **Jones Falls** ($44^{\circ}33'N$, $76^{\circ}14'W$) is SE of the locks. Jones Falls has a hotel, snack bar, small motel, pay phone and a general store with groceries and fishing tackle (2001).

 68 **Hotel Kenney**, on the downstream side of the locks at Jones Falls, is a resort hotel with swimming pool and gift shop; fishing guides are on staff. **Shangri-La Lodge and Marina** is 0.1 M farther south. The nearest services are at the village of Elgin, 8 km away by road.

JONES FALLS, UPPER (2001)



JONES FALLS, LOWER (2001)



69 **Historical note.** — The dam at Jones Falls was a major engineering feat in its day and together with the locks was vital to the operation of the waterway. For this reason, the area was prepared for defence after the rebellion of 1837 and provided with a wooden guardhouse; then in 1841 a defensible lockmaster's house was built of stone in a strategic position on high ground overlooking the locks. Such houses were designed to be low-cost substitutes for blockhouses as well as being accommodation for the lockmaster and his family. Originally built with four rooms, many of the 16 lockmaster's houses built along the canal later had their gunslits filled in and a second storey added. Twelve of these lockmaster's houses survive and some are preserved as museums, such as this one at Jones Falls.

70 The canal works at Jones Falls are well worth a leisurely visit; trails lead to the impressive stone dam, which was the highest in North America when it was built in 1830, and to the lockmaster's house and the blacksmith's forge. This house and forge have been restored and are preserved as living museums, complete with a blacksmith working in the style of 1843.

Jones Falls to Cranberry Lake

Chart 1513-4

71 There are no locks along this 8-M stretch of the waterway but there is a swing bridge to negotiate at Brass Point. This bridge opens only during Parks Canada operating hours; the clearance when closed is 4 feet (1.2 m).

Jones Falls to Seeleys Bay

72 **Whitefish Lake** ($44^{\circ}31'N$, $76^{\circ}14'W$), lying south of Jones Falls, is an irregular triangular-shaped stretch of water 2.5 M long with well wooded and rugged shores.

 73 **Caution.** — At the north end of Whitefish Lake, the route passes through a shallow bay.

Gosling Islet, dry 2 feet (0.6 m), and **Goose Island**, dry 3 feet (0.9 m), are in the north part of the bay and there are **shoals** of 3 and 4 feet (0.9 and 1.2 m). The route passes between Gosling Islet and Goose Island and west of the two shoals.

74 **Hog Island** is a large wooded island almost filling the northern part of Whitefish Lake. **Jenny Point** is on the west shore opposite the south part of Hog Island.

SEELEYS BAY (2001)



75 **Chop Rock**, awash, and **Pork Islet** lie 0.1 M south of Hog Island. **Pork Islet** is a bare rock 5 feet (1.5 m) high.

 76 **Caution.** — Depths east of **Chop Rock** are reported to be less than charted (2001).

 77 **Morton Bay**, entered 0.2 M SE of **Pork Islet**, is a 1.3 M long inlet connected to the east side of **Whitefish Lake** by a narrow passage. **Morton Bay** offers a very beautiful and sheltered **anchorage**, mud bottom.

78 **Sisters Islands** are two low wooded islands in the middle of **Whitefish Lake**. These islands are surrounded by shallow water. **Judas Island** lies NE of **Sister Islands**.

79 The small-craft route skirts the shallow waters along the western shore of **Hog Island** and passes west of **Pork Islet** and between the **Sister Islands**.

80 **Red Rock** is an island 0.6 M south of **Sisters Islands**, off the west shore of **Whitefish Lake**.

81 **Murphys Narrows** connects **Whitefish Lake** and **Little Cranberry Lake**.

82 From **Sister Islands**, the route leads east of **Red Rock** and enters **Murphys Narrows**.

 83 **Caution.** — The 1.5 M of route winding southward from **Whitefish Lake** to **Seeleys Bay** has

depths of 7 feet (2.1 m) but is narrow. There are **shoals** on both sides of the track.

 84 **Caution.** — A **rock** with a depth of 2 feet (0.6 m) extends from the east shore into the channel midway along **Murphys Narrows**.

85 **Broad Head** is a bare rounded point on the east side of the channel 0.6 M south of **Murphys Narrows**.

86 The channel is 300 feet (90 m) wide between **Haskins Point** and **Hewitt Island**, 0.4 M SW of **Broad Head**.

87 A **submerged cable** crosses between **Haskins Point** and **Hewitt Island**.

Seeleys Bay

88 **Seeleys Bay** extends 0.5 M SE from **Little Cranberry Lake** at **Hewitt Island**.

89 The community of **Seeleys Bay** is near the head of the bay. **Seeleys Bay** has churches, a weekday medical clinic with doctors, a bank, fire hall, post office, liquor and beer store, restaurant, and grocery and hardware stores (2001). A motel and service station are on the highway.

 90 The **Public wharf** at **Seeleys Bay** is the *Hayden Stanton Memorial Wharf*. It is in two

BRASS POINT (2001)



sections with a total length of 280 feet (85.3 m) and finger wharves on both sides. The first section is a timber deck on stone cribs, extending 150 feet (45.7 m) from shore; the floating wharf of the second section continues at an angle from the first section. There are depths (2001) of 6 to 9 feet (1.8 to 2.7 m). There is a concrete launching **ramp** on the east side of the wharf; this ramp is reported to be the best ramp between Portland and Kingston. There is a small day-use park and a pay phone. Groceries are available nearby. The *Rideau Runner* water taxi and tour service is based here.

91 There is also dockage at *Seeleys Bay and District Centennial Park*, on the south shore 0.1 M east of the Public wharf. The wharf here is 103 feet (31.4 m) long with depths (2001) of 4 feet (1.2 m). This is a municipal park with picnic areas, shelters, ballpark and children's playground. A brick boathouse at the east end of the wharf is private.

 92 **Caution.** — A **shoal** 100 feet (30.5 m) ENE of the head of the Public wharf has a depth of 1 foot (0.3 m).

 93 **Caution.** — There is a drying **rock** in depths of 7 feet (2.1 m) 280 feet (85.3 m) in a 322° direction from the head of the Public wharf. At high water levels this rock may be awash or submerged.

 94 *Rideau Breeze Marina* is on the west shore of Seeleys Bay near Haskins Point; *Pleasantview Cottages* is on the west shore 0.2 M SE of Haskins Point; *Sunny Acres Resort & Marina* is on the south side of an inlet 0.2 M farther SSE.

Seeleys Bay to Cranberry Lake

95 The main part of **Little Cranberry Lake** (44°29'N, 76°15'W), entered between Haskins Point and Hewitt Island, is a 2-M long narrow stretch of water, very picturesque with many inlets and wooded shores. The channel, though well marked, is difficult in places.

96 **Mountneys Island**, in the middle of the narrows 0.3 M WSW of Haskins Point, is small and wooded and surrounded by shallow water. The route passes NW of this island; the channel is narrow with depths of 6 feet (1.8 m). **Beacon Point** is on the west shore 0.6 M farther SW.

97 **Brass Point** is a rocky wooded promontory that projects into the channel. A low road bridge crosses the route here; a **swing bridge** section near the west shore opens on request during Parks Canada operating hours. This swing bridge has a clearance of 4 feet (1.2 m) when closed.

 98 **Caution.** — A **submerged power cable** is laid from a point on the west shore just north of the Brass Point bridge to a point on the NW shore 0.6 M north

of the bridge. Much of this cable lies near the track marked on the chart.

99  *Knapp's Brass Point Camping* is a cottage resort and campground on the west shore south of the swing bridge.

100 **Cranberry Lake**, lying SW of Brass Point, is 4 M long. The lake is connected at its SW end to **Dog Lake**, which also connects with **Cranesnest Lake** to the NW. **Long Reach** connects the two parts of Dog Lake.

101 Cranberry Lake and Dog Lake make interesting and scenic cruising grounds for the prudent boater. This area is also noted for its good pike and bass fishing.

102 **Track Island**, 0.5 M SW of Brass Point, is small and wooded with shallow water on all sides. **Big Island** and **Tiny Island** lie 0.5 M farther SW. Two unmarked **shoals**, with depths of 5 and 6 feet (1.5 and 1.8 m), lie SW of Tiny Island. The route passes between Big Island and Tiny Island.

103  *Cranberry Park* is on the SE shore east of Track Island. *Elm Lodge* is a fishing camp on the NW shore at **Burnt Hills**.

104 **Beaupre Island** ($44^{\circ}26'N$, $76^{\circ}19'W$) is a large wooded island in the central part of Cranberry Lake. **Sister**

Islands are two islets at the NE edge of the shallow weedy area extending north and east from **Beaupre Island**.

105 The route passes east of **Sister Islands** and west of an unnamed islet 0.1 M to the east.

106  **Caution.** — Unmarked **rocks** with depths of 3 feet (0.9 m) lie close east of the channel.

107  *Melody Lodge & Marina* is on the west shore of Cranberry Lake 0.6 M SW of the SW tip of **Beaupre Island**. *Burnt Hills Lodge* is a cottage resort on the SE shore of Long Reach.

Cranberry Lake to Kingston

Charts 1513-4, 1513-5

108 This part of the Rideau Canal is through **Catarqui River**, which is 15 M long from its source in **Cranberry Lake** to **LaSalle Causeway** ($44^{\circ}14'N$, $76^{\circ}28'W$). There are dam and lock installations at **Brewers Mills**, at **Washburn**, and at **Kingston Mills**. They give a total "lift" of 76 feet (23.2 m).

THE ROUND TAIL (2001)



BREWERS MILLS (2001)



Chart 1513-4

Cranberry Lake to River Styx

109 Along this stretch of river, a distance of 3.9 M, the channel has least depths of 5 feet (1.5 m). There are locks at Brewers Mills and at Washburn.

110 **The Round Tail**, a point on the SE shore of Cranberry Lake, is the NW entrance point to Cataraqui River. **Court of the Duke** is the west bank of the river SW of The Round Tail.

 111 **Caution.** — There are **dangerous rocks** in the middle of the river entrance at The Round Tail and along Court of the Duke. These areas are marked by port-hand **daybeacons**.

 112 **Caution.** — There is a dam on the east branch of the river 0.6 M SW of The Round Tail; the route from the north makes a sharp turn and enters the west branch.

113 **Upper Brewers locks** (locks 43 and 44), at **Brewers Mills**, have a combined “lift” of 18 feet (5.5 m).

114 The road **bridge**, 0.2 M downstream of Upper Brewers locks, has a clearance of 27 feet (8.2 m); an **overhead cable** here has a clearance of 35 feet (10.7 m).

115 The river widens 1 M SSW of Brewers Mills and the route passes through narrow channels dredged through low islands; both banks of these channels are densely wooded. The river south of the islands appears to be an open lake but the area is shallow and weed infested.

116 **Lower Brewers lock** (lock 45), in a narrow passage on the east side of the river at **Washburn**, has a “lift” of 13 feet (4 m).

  117 **Caution.** — There is a considerable **crosscurrent** below this lock due to discharge from the falls and from the dam close west of the lock.

118 The **overhead cable** north of the lock has a clearance of 46 feet (14 m); the **overhead cable** south of the lock has a clearance of 40 feet (12.2 m).

119 South of Washburn, the route enters a narrow stretch of Cataraqui River through low-lying open land. The shores consist of clay banks fringed by rushes on both sides and overhung by trees that grow to the water’s edge.

WASHBURN (2001)



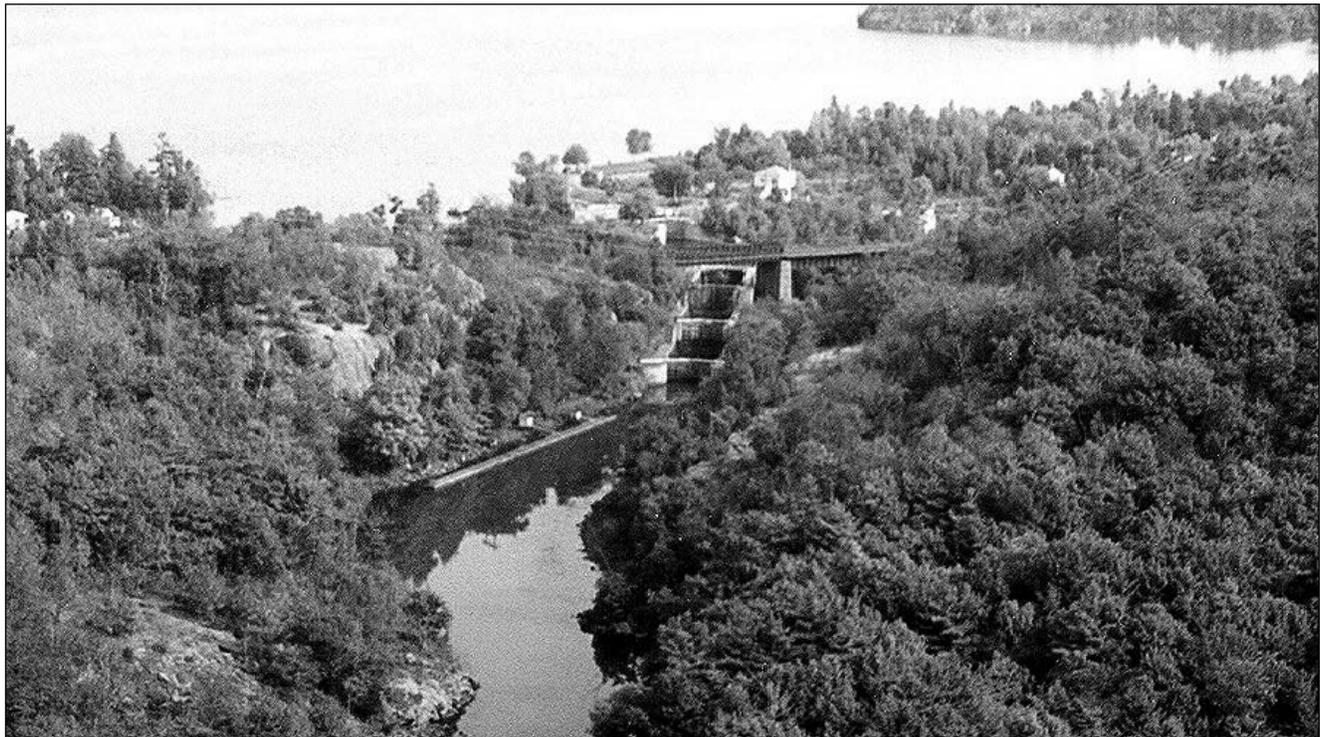
HARRIET POINT AND ISLE OF MAN (2001)



KINGSTON MILLS, UPPER (2001)



KINGSTON MILLS, LOWER (2001)



KINGSTON MILLS (2001)



Chart 1513-5

River Styx to Kingston Mills

120 **River Styx** and **Colonel By Lake** are two wide shallow expanses of water formed when the dam at Kingston Mills was built to raise the level of this part of Cataraqui River. The route is well marked by buoys and presents little difficulty to the prudent boater. The only difficult area is the narrow section between Charon Point and Harriet Point, where the channel passes between wooded banks with sharp turns, obscuring approaching vessels.

 121 **Caution.** — There are **stumps** and **deadheads** on both sides of the track between Washburn and Kingston Mills.

122 **Hughes Point** ($44^{\circ}21'N$, $76^{\circ}23'W$) is a wooded point of land projecting northward into River Styx. A **water tower**, 195 feet (59 m) high, and a **chimney**, 209 feet (64 m) high, on the SE shore 1.3 M east of Hughes Point are prominent; these are part of the *Joyceville Institution*.

123 **Caution.** — A **boulder breakwater**, elevation 1 foot (0.3 m), extends 150 feet (45.7 m) offshore at Hughes Point.

124 **Charon Point**, 2.6 M SW of Hughes Point, is the west tip of **Isle of Man**. The wharf charted on the NE side of Charon Point is private. Charon Point is the NE entrance

point to a narrow passage 0.5 M long joining River Styx and Colonel By Lake.

 125 **Caution.** — Great care is necessary in the passage between River Styx and Colonel By Lake due to approaching vessels being concealed by the tree-lined banks.

126 A **submerged high-pressure petroleum pipeline** and a **submerged natural gas pipeline** cross the route near Charon Point.

127 **Harriet Point**, 0.4 M south of Charon Point, is at the north end of Colonel By Lake.

 128 **Caution.** — A **shoal** with a depth of 3 feet (0.9 m) reaches 300 feet (91 m) south from Harriet Point.

129 **Caseys Island** is the east end of a peninsula extending offshore on the west side of Colonel By Lake.

 130 **Caution.** — A **rock** east of the channel 0.3 mile south of Caseys Island has a depth of 2 feet (0.6 m); this rock is on the north part of the isolated 6 foot (1.8 m) shoal shown on the chart.

131 **Esther Head** is on the east shore 1 M SSW of Harriet Point.

 132 *Rideau Acres Camping Resort* is on the east shore 0.4 m NE of Esther Head; this resort has banquet facilities and a small store.

133 The community of **Kingston Mills** is on a high point on the south shore of Colonel By Lake. Cataraqui River enters a narrow cut on the east side of the bay east of the high point.

134 **Kingston Mills locks** include a single lock (lock 46) with a “lift” of 9.8 feet (3 m) and a set of 3 locks in flight (locks 47, 48 and 49) with a combined “lift” of 35.2 feet (10.7 m). These four locks raise vessels from the level of Cataraqui River to the level of Colonel By Lake.

135 The **swing bridge** across lock 46 has a clearance of 8 feet (2.4 m) when closed; the **railroad bridge** across lock 47 has a clearance of 34 feet (10.4 m).

 136 **Caution.** — **Rough weather** on Colonel By Lake can develop quickly, creating heavy waves at the upper approach wall of lock 46.

  137 **Caution.** — **Crosscurrents** below lock 49 may set vessels onto the lower approach wall of lock 49. These currents are due to the outflow from a powerhouse east of the locks.

138 **Historical note.** — Kingston Mills is the part of the waterway closest to the United States border and was thus the most vulnerable to attack by raiders. For this reason, this was selected as the site for one of the four blockhouses built for the defence of the canal works. The blockhouse was built in 1832 and was occupied by militia at the time of the rebellion of 1837; at one point there was a garrison of some 45 men. This blockhouse had major restoration work in 1980-81 and is now furnished in the style of 1843.

Kingston Mills to Kingston

139 This 3.8-M section of the route to the south end of the Rideau Canal at **LaSalle Causeway** follows the natural course of Cataraqui River through wide marshy areas.

140 The **Macdonald-Cartier Freeway** (Highway 401) **bridge**, 0.5 M SE of Kingston Mills lock, has an overhead clearance of 22 feet (6.7 m). At times of extreme high water levels, this clearance may be reduced by several feet.

141 The northern part of the route, between Kingston Mills locks and the highway bridge, is bordered by rocky banks 80 feet (24 m) high; the southern part of the route is through dense weeds with shallow water close to the track. The route is narrow and shallow but well marked.

142 **Barkers Point** is on the east shore 2.4 M south of Kingston Mills. The **Waaban Crossing** is a 1.2 kilometre double lane road bridge running East and West across the Cataraqui River just North of Barkers Point. **Bells Island** is in mid-lake on the west side of the route 0.4 M south of Barkers Point.

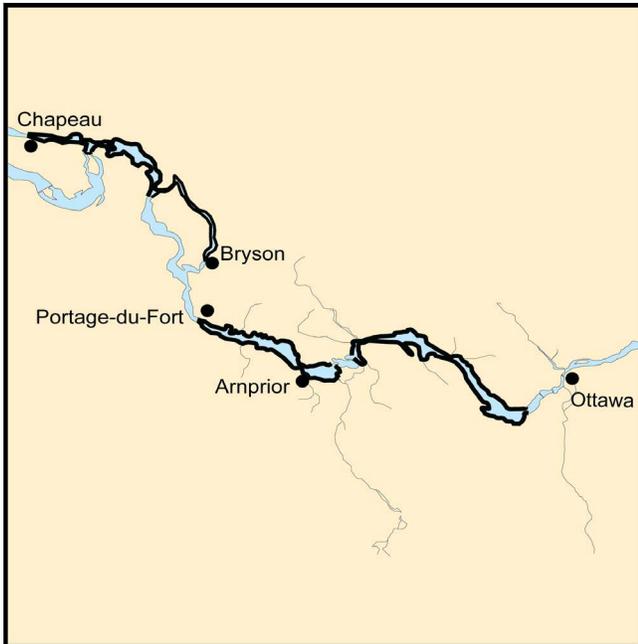
143 A **submerged power cable** and two **submerged watermain pipelines** cross Cataraqui River south of Bells Island.

 144 **Rideau Marina (Kingston)**, on the east shore 0.1 M south of Barkers Point, specializes in repair and maintenance of motors and hulls. **Music Boats**, on the west shore of the river opposite Barkers Point, specializes in building and repair of wooden boats; **Canadian Awning and Canvas Products** is here. **Kingston Marina** is on the west shore 0.2 M NW of the LaSalle Causeway; **Metalcraft Marine**, specializing in aluminum ship construction, is here.

145 (*Kingston and Kingston Harbour are described in Sailing Directions booklet CEN 301 — St. Lawrence River; Montréal to Kingston.*)

Chapter 5

Upper Ottawa River Ottawa — Île Marcotte



General

1 This chapter covers four parts of Ottawa River above Deschênes Rapids at Ottawa. These areas are individual waters separated by rapids or dam installations and are not connected by locks. As discussed in the text, some of these areas have good launching ramps for the visiting boater and well-equipped marinas while others have no facilities for passing boaters and are difficult to use due to a lack of good launching ramps.

2 Though there are no locks, through navigation is feasible using the ramp installations and trailer services of the **Ottawa River Waterway**. These services allow vessels up to 30 feet (9.1 m) in length to bypass the rapids and dams and navigate as far north as New Liskeard and Notre-Dame-Du-Nord, at the head of Lake Timiskaming.

3 Each *Ottawa River Waterway* ramp installation is described individually in the text.

4 The areas described in this chapter are covered by *Charts 1550, 1551 and 1552*.

 5 Boaters are advised to use **caution** when approaching dams from either an upstream or downstream direction. Most dam installations have ice booms, debris booms and security booms though they might not all be charted.

Ottawa to Chats Falls

Chart 1550

6 (*The city of Ottawa and its facilities are described in Chapter 2.*)

Britannia Bay to Breckenridge

7 This section of Ottawa River is 10 nautical miles (M) long and 0.9 M wide; the SE part is **Lac Deschênes**. **Deschênes Rapids** ($45^{\circ}23'N$, $75^{\circ}48'W$) prevent navigation east of here.

8 **Britannia Bay** is a wide bay at the SE end of Lac Deschênes. A ridge of **shoal water** extends across Britannia Bay with depths of 1 foot (0.3 m) in the eastern part and depths of 4 feet (1.2 m) to the west.

BRITANNIA BAY (2001)



9 *Britannia Yacht Club*, at the NE end of Britannia Bay, is open only to yacht club members.

 10 *Britannia Yacht Club range lights* (1296.5, 1296.6) lead clear of a **shoal area** extending 0.3 M off the north shore 1.3 M to the west.

11 *Britannia Yacht Club light* (1296.7) is on the south side of the yacht club entrance.

 12 **Caution.** — There are several isolated cribs and **piles** offshore NNW of *Britannia Yacht Club* and there are dangerous **rapids** and unpredictable currents to the north.

13 **Graham Bay** ($45^{\circ}21'N$, $75^{\circ}50'W$) is at the south corner of Lac Deschênes.

 14 *Nepean Sailing Club* is in a basin enclosed by substantial breakwaters on the south shore at Graham Bay.

 15 *Stillwater Park (Graham Bay) light* (1297) is on the east end of the north breakwater.

16 *Andrew Haydon Park*, a municipal day-use park with landscaped picnic areas, lies along the SE shore of Graham Bay. This park also has bicycle and walking paths, a children's adventure playground, and a bandshell with weekly summer concerts by local performers. *Dick Bell Park* lies along the shore west of *Andrew Haydon Park*.

17 **Shirleys Bay** is a wide shallow bay on the SW shore.

18 **Beatty Point** is a low rocky point at the east end of Shirleys Bay. **Shoals** extend off Beatty Point. **Innis Point** is on the NW side of Shirleys Bay. **Haycock Island** and **Chartrand Island** lie across the west part of the bay; a breakwater connects these islands to the south shore.

 19 **Caution.** — There is a *Department of National Defence* firing range along the SW and west shores of Shirleys Bay and along the shore for 1.6 M NW of Innis Point. This is a **restricted area**; entrance is prohibited.

20 The town of **Aylmer** ($45^{\circ}24'N$, $75^{\circ}51'W$) (population 34,901 in 1996), on the NE shore 1.8 M north of Beatty Point, offers all the facilities of a large town. The silver roof and **spire** of the church at Aylmer make a good landmark.

 21 *Marina d'Aylmer* is enclosed by breakwaters. Motel accommodation is nearby.

 22 *Aylmer Marina West light* (1299.5) is on the south end of the west breakwater.

23 **Submerged water intakes** west of the marina extend 0.4 M offshore.

24 **Aylmer Island** ($45^{\circ}24'N$, $75^{\circ}53'W$), in the middle of the river 1.3 M west of Aylmer, is 20 feet (6.1 m) high. This island is surrounded by shoal water.

 25 *Aylmer Island light buoy* (1299.2) is 0.9 M to the east.

GRAHAM BAY (2001)



AYLMER (2001)



PINHEY POINT (2001)



26 There is a wide shoal area opposite Aylmer, with **rocks awash** 0.7 M SSE of Aylmer Island and depths of 2 feet (0.6 m) 0.3 M farther SSE.

27 **Pinhey Point** is a narrow hook of land on the SW shore 3.7 M NW of Aylmer Island.

 28 Good sheltered **anchorage** for small craft can be found in the small bay south of Pinhey Point in depths of 7 to 9 feet (2.1 to 2.7 m), mud bottom.

29 **Historical note.** — Pinhey Point is named after Hamnett Kirkes Pinhey, a retired businessman and merchant who was granted land here in 1820. He was later a member of the Legislative Assembly. His house can still be seen, as can the ruins of St. Mary's Church, a stone church he built in 1827, and other buildings. The estate is now owned and managed by the City of Kanata.

30 **Baie de Breckenridge** is on the NE shore 2.5 M NNW of Pinhey Point. There is a **rock**, dry 1 foot (0.3 m), 0.15 M offshore in the west part of the bay. The community of **Breckenridge** is 0.4 M east of the bay.

Breckenridge to MacLaren's Landing

31 This 10 M section of Ottawa River is wide and open with few unmarked shoals.

32 **Île Allen** ($45^{\circ}29'N$, $76^{\circ}01'W$) is a low rocky island in mid-river 1.6 M WNW of Baie de Breckenridge.

 33 *Twelve Mile Island light* (1301.3) is on the south part of Île Allen.

34 **Baskin's Beach** is on the south shore 0.9 M SE of Île Allen.

 35 *Port of Call Marina* is on the SW shore 0.5 M east of Baskin's Beach.

 36 *Armitage Marina West light* (1299.9) is on the outer end of the middle pier at *Port of Call Marina*. A **daybeacon** on a square skeleton tower marks the outer end of the SE breakwater.

37 The nearest community is **Dunrobin**, 8 km to the SW. Dunrobin has a church, a store, post office, veterinarian, restaurants and service stations (2001).

38 **Constance Shoal**, a shallow bank in mid-river 1 M NW of Île Allen, has **rocks awash** and depths of 1 to 5 feet (0.3 to 1.5 m). There is also **shoal water** between Constance Shoal and the north shore.

39 **Stony Point** is on the south shore 1.2 M west of Île Allen. **Sand Point** is 1.3 M NW of Stony Point. **Horseshoe Bay** is on the south side of Stony Point.

QUYON (2001)



40 **Constance Bay** ($45^{\circ}29'N$, $76^{\circ}04'W$) is a sandy bay entered between Sand Point and Stony Point. A **submerged cable** crosses Constance Bay from Horseshoe Bay.

 41 **Caution.** — There are **rocks awash** in the middle of the bay and there are other **rocks awash** 0.3 M north of Stony Point. **Shoal** water extends 0.5 M NW of Stony Point.

 42 *Sandhills light (1302)* is on a crib on the south shore 1 M NW of Sand Point.

43 **Baie Noire** is on the north shore 1.4 M NE of Sand Point.

 44 **Caution.** — There are many rock **crib** structures and submerged **logs** in the area between Baie Noire and **Pointe Cornu**, on the north shore 3.2 M to the west.

45 **Buckham's Point** is on the south shore 1.3 M SE of Pointe Cornu. **Crown Point** is on the south shore south of Pointe Cornu.

46 **Buckham's Bay**, entered between Buckham's Point and Crown Point, is a narrow inlet on the south shore of the river. The bay is 1.4 M long and 0.1 M wide and is lined with private cottages. **Submerged power and communications cables** cross Buckham's Bay.

47 **Île Mohr**, in the middle of the river 0.6 M WSW of Pointe Cornu, is a low wooded island. The island is

divided into two by a shallow stream and is surrounded by shallow water. The route passes well south of Île Mohr.

 48 The bay on the south side of Île Mohr offers a good temporary **anchorage** in depths of 9 to 15 feet (2.7 to 4.6 m), sand and mud bottom.

49 **MacLaren's Landing** is on the south shore 0.6 M SW of Île Mohr.

MacLaren's Landing to Chats Falls

50 The stretch of Ottawa River from MacLaren's Landing to the generating station dam at **Chats Falls** ($45^{\circ}28'N$, $76^{\circ}14'W$) is 5 M long. The north and east parts are clear with few obstructions but there are many submerged cribs in the SW part.

 51 **Caution.** — Safety zones have been established on both the upstream and downstream sides of Chats Falls generating station; these are marked by **keep-out buoys**.

52 **McKay's Waterfront** is on the south shore 1 M west of MacLaren's Landing. The wharf charted on the north shore north of McKay's Waterfront is private. **Woolsey Narrows/Défilé Woolsey** is the channel west of McKay's Waterfront.

53 An **overhead power line** across Woolsey Narrows has a clearance of 125 feet (38 m).

MADAWASKA RIVER AND ARNPRIOR (2010)



54 A **submarine** outfall pipe is on the north side of **Défilé Woolsey**, 1214 feet (370 m) west of the aforementioned overhead cables.

55 The community of **Quyon** is 2.6 M west of MacLaren's Landing. Quyon has churches, bank, general store, doctor, dentist, hotel, post office, laundromat, restaurants, service stations and beer store (1989).

 56 The Quyon **Public wharf** is 44 feet (13.4 m) long with depths (1989) of 4 to 5 feet (1.2 to 1.5 m). There are floating **wharves** on the west side of the Public wharf.

57 A passenger and car **ferry** crosses the river at Quyon.

58 **Alexandra Island** is on the east side of the river 2 M south of Quyon. **Kedey's Island** is a long, low, wooded island SE of Alexandra Island.

59 **Overhead cables** across the channel at the west end of Kedey's Island have a clearance of 67 feet (20.4 m).

60 The community of **Fitzroy Harbour** is 0.9 M SE of Alexandra Island. Fitzroy Harbour has churches, 2 stores, pay phone, post office and a service station, and a small municipal day-use park with picnic facilities and children's playground (2001). The nearest town is Arnprior, 24 km away by road.

 61 The **Public wharf** at Fitzroy Harbour is a concrete structure 84 feet (25.6 m) long, 6 feet (1.8 m) wide and 4 feet (1.2 m) high with depths (1989) of 1 to 2 feet (0.3 to 0.6 m). There is a concrete launching **ramp** on the south side of the wharf.

62 *Fitzroy Provincial Park*, on the east side of the river north of Fitzroy Harbour, is a recreation park with camping, picnic areas, showers, pay phone, beaches and a launching **ramp**.

63 A **submarine cable** crosses between the mainland at Fitzroy Harbour and the eastern end of Kedey's Island.

64 The generating station dam at Chats Falls is 0.4 MSW of Alexandra Island.



65 **Caution.** — There is **turbulence** in the area downstream of Chats Falls dam.

Chats Falls to Chenaux and Portage-du-Fort

Chart 1551

66 Chats Falls to Portage-du-Fort is a distance of 22 M. The middle 10 M of this section of Ottawa River is wider; this is **Lac des Chats**.



67 **Caution.** — Safety zones have been established on both the upstream and downstream sides of Chats Falls generating station; these are marked by **keep-out buoys**.

Chats Falls to Arnprior

68 **Blackhead Island** ($45^{\circ}28'N$, $76^{\circ}18'W$) is a wooded island in the middle of the waterway at the NE end of Lac des Chats. Shallow water extends between this island and the shore of **Morris Island** to the SE.

69 The 2.5 M stretch between Blackhead Island and Chats Falls dam is strewn with shoals and islands, large and small, and log booms.

70 **Marshall Bay**, 1.2 M south of Blackhead Island, is a wide weed-filled bay where **Mississippi River** enters from the SE. With a limiting depth of 4 feet (1.2 m) through Marshall Bay, small boats with local knowledge can navigate 1.5 M up Mississippi River to the settlement of **Galetta**. **Overhead power lines** across the river have a clearance of 24 feet (7.3 m).

71 The white square structure of a former light on the NE shore of Lac des Chats 0.5 M SE of Blackhead Island is a good landmark; it shows well against the dark background of trees.

72 **Arnprior Island** ($45^{\circ}27'N$, $76^{\circ}21'W$), in the middle of the lake 2.5 M west of Blackhead Island, is a small island with low bushes.



73 **Arnprior Island light** (1304) is on Arnprior Island.

74 **Rafting Point**, on the south shore 0.8 M south of Arnprior Island, is the east entrance point of **Madawaska River**.



75 **Caution.** — A wide **shoal** extends offshore NE of Rafting Point; there are depths of 1 foot (0.3 m), with weeds, 0.4 M offshore.

76 Madawaska River is navigable for 0.5 M inside Rafting Point; rapids and a dam prevent further access. A

SAND POINT WHARF (2001)



submerged power line crosses the river 0.35 M south of Rafting Point.

 77 **Caution.** — A **shoal** area in mid-river 800 feet (244 m) south of Rafting Point has a depth of 2 feet (0.6 m).

Arnprior

78 The town of **Arnprior** (population 7,113 in 1996) is on the west shore of Madawaska River; the community of **Chats Haven** is on the east shore. There are several private wharves along both sides of the river.

79 Arnprior has all the facilities of a busy town, including a hospital, dentists, motels, museum and shops of all kinds. Arnprior is on the *Trans-Canada Highway*. The *Arnprior and District Memorial Hospital* and *Primary Health Care Centre* are on a street near the waterfront.

80 Arnprior is the SE end of the *Ottawa River Waterway*. During the summer months, small vessels can enter the Ottawa River at Arnprior and use *Ottawa River Waterway* ramp installations to bypass the dams farther up the river. This allows pleasure craft to navigate up as far as Lake Timiskaming and the towns of Ville Marie, Haileybury, New Liskeard and Notre-Dame-du-Nord, some 500 km to the NW.

81 Each *Ottawa River Waterway* ramp installation is described individually in the text.

82 **Historical note.** — Arnprior had its beginnings in 1851 when Daniel McLachlin, owner of a grist-mill and sawmill at Bytown (Ottawa), purchased 400 acres of disused land at the mouth of the Madawaska River and laid out a town plot. Arnprior was incorporated as a village in 1862.

 83 *Arnprior Public Marina* is on the west side of Madawaska River, 0.25 M south of Rafting Point.

 84 There is a **Public wharf** on the west side of Madawaska River, just south of the marina. This wharf is of timber crib construction and extends out into the river, with finger wharves on the south side. Depths at the outer end are reported (2002) to be 12 feet (3.7 m).

 85 *H2O Marine Centre* is on the east shore of Madawaska River. This marina specializes in repairs to all types of small motors. All the facilities of Arnprior are nearby. *Chats Lake Yacht Club* is on the east shore north of the marina.

Arnprior to Îles Kennedy

86 A **breakwater** on the south shore of Lac des Chats, 0.2 M west of Rafting Point at the site of the former

Arnprior Public wharf, is 89 feet (27 m) long. The beach east of the breakwater is a municipal swimming area.

87 *Robert Simpson Park*, a landscaped municipal day-use **park** near the breakwater, has children's playground, picnic areas, summer snack bar and toilets as well as the swimming beach (2001).

88 **Sandy Beach** and **Sandy Hook** are communities on the south shore west of Arnprior.

89 **Pointe Ross** ($45^{\circ}28'N$, $76^{\circ}23'W$) is on the north shore 1.7 M NW of Sandy Beach. An area of shoals and small wooded islands lies off the east shore north of Pointe Ross. There are no safe passages through this area.

 90 **Caution.** — The SW shoreline opposite Pointe Ross was used as a log booming ground. The log booms and buoys have been removed, though the cribs may still lie 0.1 M offshore. Water-saturated logs may frequently float to the surface in this area.

 91 **Sand Point wharf** ($45^{\circ}29'N$, $76^{\circ}26'W$), on the SW shore, is a **Public wharf**. It is a sheet-steel piling structure 80 feet (24 m) long and 70 feet (21 m) wide at the outer end of a boulder causeway. There are depths (2001) of 5 to 6 feet (1.5 to 1.8 m) along the sides of the wharf and 6 to 10 feet (1.8 to 3 m) at the outer end. This wharf is 6 feet (1.8 m) high and is not suitable for small craft. There are submerged **cribs** with depths of 1 and 2 feet (0.3 and 0.6 m) at the outer edge of a shallow bank east of the wharf.

 92 *Sand Point light* (1305) is near the south corner of the wharf.

93 Sand Point church, 0.5 M WNW of the wharf, is not visible from offshore.

94 **Rhoddys Point**, on the south shore 1.2 M WNW of Sand Point wharf, is lined with cottages and sandy beaches.

95 **Baie Norway** is an open bay on the north shore 1.5 M NNE of Sand Point wharf. The bay is best entered from the west as a string of small islands and shoals stretches across the mouth of the bay from the shore to the east.

96 The community of **Norway Bay** has a church, a general store, a hotel and a snack bar (2001).

 97 The Norway Bay **Public wharf** is 800 feet (244 m) offshore, along the west side of the outer end of a landscaped causeway. The wharf is a floating structure 337 feet (103 m) long with depths (2001) of 5 to 8 feet (1.5 to 2.4 m). Overnight docking is not allowed at this wharf. There is a concrete launching **ramp** on the east side of the causeway. The east side of the outer end of the causeway is a popular swimming area. There is a **rock awash** 240 feet (73 m) offshore east of here.

NORWAY BAY (2001)



98 *Graham Henderson Boat Storage* is in the village. Propane, picnic areas and camping are available nearby (2001).

99 **Île Lighthouse** ($45^{\circ}30'N$, $76^{\circ}29'W$) is a wooded island 1 M WNW of Rhoddys Point. Shoal water extends north of the island and a separate shoal 0.1 to 0.2 M NNW of the island has depths of 1 and 2 feet (0.3 and 0.6 m) over rock.

 100 **Caution.** — There are several **shoals** around a small wooded island 0.4 M NE of Île Lighthouse. The worst of these shoal spots are depths of 2 feet (0.6 m) lying 0.2 M SE and 0.2 M north of the island, and a depth of 1 foot (0.3 m) at the north end of a shallow ridge extending 500 feet (152 m) north from the island.

101 **Îles Kennedy**, 1.7 M WNW of Île Lighthouse, is a group of small wooded islands in mid-river surrounded by shallow water. The route passes south of the islands.

Îles Kennedy to Chenaux Island

102 This 4 M long area has several wooded islands along its northern shores; the southern shores consist of wide bays.

103 **McCrearys Point**, 1.5 M west of Îles Kennedy, is on the south shore at the mouth of **Bonnechere River**. A shallow bank with depths of 1 to 3 feet (0.3 to 0.9 m) extends 0.2 M offshore.

104 **Île Boom** ($45^{\circ}32'N$, $76^{\circ}34'W$) is a substantial wooded island 0.8 M NNW of McCrearys Point. A shallow bank extends NW and SE from Île Boom.



105 **Baie Sand (Baie Féline)** is an open bay on the north shore west of Île Boom. Baie Sand offers good temporary **anchorage** in depths of 8 to 11 feet (2.4 to 3.4 m), mud bottom, but the middle of the bay is obstructed by **submerged cribs**.



106 **Caution.** — There are **boom anchors** and **submerged cribs** south of the SW end of Île Boom as well as in Baie Sand.

107 The settlement of **Sand Bay**, on the NE side of Baie Sand, has a **ramp** but no other facilities (2001).

108 A **submerged cable** crosses the river from Sand Bay to the SW end of Île Boom and on to the SW shore at **Castleford**.

109 **Île Elliott**, 1.4 M west of Île Boom, is the largest of a group of islands filling this part of the river. **Chenaux Island**, SW of Île Elliott, is high and wooded. There are channels between these islands but they are narrow and dangerous.

Chenaux Island to Portage-du-Fort

110 This 4 M section of Ottawa River below the Île Limerick dams is picturesque with shores lined with trees. **Buoys** and **daymarks** mark a route.



111 **Caution.** — This section of the river is hazardous due to **fast water** and many **logs** and **deadheads**.

112 **Île Reid**, in the middle of the channel 1 M NW of Chenaux Island, is a wooded island with smaller islands to

PORTAGE-DU-FORT (2001)



the NW and SE. There are navigable channels on both sides of Île Reid; the route to the west is easier to negotiate.

113 **Caution.** — A **submerged crib** lies 0.15 M NNW of the NW tip of Île Reid; this crib has a depth of 1 foot (0.3 m).

114 **Caution.** — **Rocks** off the west shore 0.1 M west of the NW tip of Île Reid are 2 and 3 feet (0.6 and 0.9 m) high.

115 **Île Limerick** and **Petite île Limerick** divide the river into three parts, closed off by hydro electric dams at the NW end of the islands.

Portage-du-Fort

116 The village of **Portage-du-Fort** (45°36'N, 76°40'W) (population 289 in 1996) is on the mainland shore at the NE end of the dams. Portage-du-Fort has churches, a store, a hotel and a post office (2001).

117 The **Public wharf** at Portage-du-Fort is below the dam at a former landing place east of Île Limerick. The wharf is timber, 4 feet (1.2 m) high, with depths (2001) of 8 feet (2.4 m).

118 There is a concrete **ramp**. This is an *Ottawa River Waterway* installation. During the summer months, small vessels can be trailered from this ramp for a distance of 12.5 km to a similar ramp at Bryson, on Chenal du Grand Calumet. This allows pleasure craft to reach the villages of Campbell's-Bay and Fort-Coulonge and to continue up the river to the *Ottawa River Waterway* installation at Îles-aux-Allumettes (Chapeau), 34 M to the NW.

119 **Historical note.** — Nicholas Vigneau, a French scout, landed here in 1611 on his way to Allumette Island with a party of Algonquin Indians, and later traders on their way to Fort-Coulonge also landed here to begin the long portage to Bryson, then known as Havelock. The name *Portage-du-Fort* may come from this being the portage towards Fort-Coulonge and may be a pun on *Portage-of-the-strong* due to the rigors of the long portage over rough terrain.

120 A small community grew here over the years to serve the needs of the passing travellers, then in the 1830s the first sawmill was built and soon after that it became the northern terminus for the river steamers.

121 The area was surveyed in 1844 and laid out as a village. Two fine stone churches built in the 1850s are still in use today, though most of the village was destroyed in a fire in 1914. The monument near the landing place commemorates the visit of Lady Head, who toured the upper Ottawa River in a bark canoe in September 1856. Lady Head was the wife of Sir Edmund Head, the Governor of the Province of Canada.

Portage-du-Fort to Île Marcotte

Chart 1552-1

Portage-du-Fort to Chute du Grand Calumet and Bryson

122 The 8 M of Ottawa River between the Île Limerick dams and the dam at Bryson is **Lac du Rocher Fendu**.

BRYSON (2001)



The river channels leading into Lac du Rocher Fendu are obstructed by rapids; Lac du Rocher Fendu itself is obstructed by numerous cribs. This stretch is not navigable by pleasure craft.

Chart 1552-2

Bryson to Lac Coulonge

123 This 20 M stretch of Ottawa River is narrow and winding, with many shoal areas.

124 There are **buoys** and **daybeacons** along the route.

125 The village of **Bryson** ($45^{\circ}41'N, 76^{\circ}37'W$) (population 753 in 1996) is on the east side of the river 0.7 M north of the dam. **Bryson** has a church, public health clinic, post office, a small store, a restaurant, motels and hotels (2001).

 126 The **Public wharf** at Bryson is 67 feet (20.4 m) long along the shore and has three floating finger wharves, each 45 feet (14.8 m) long with depths (2001) of 7 to 10 feet (2.1 to 3 m). There is a small municipal day-use **park** with picnic tables; this is the *Le Piché Memorial Park*. The small ship mounted in the park is a retired tug, much used in the days of the logging industry.

127 There is a concrete launching **ramp**, 16 feet (4.9 m) wide, near the wharf. This is an *Ottawa River Waterway* installation. During the summer months, small vessels can be trailered from this ramp for a distance of

12.5 km to a similar ramp at Portage-du-Fort, below the dam on Lacs des Chats. This allows pleasure craft to continue down the river to the town of Arnprior, 17 M to the SE.

128 The road **bridge** across the river 0.2 M north of Bryson has an overhead clearance of 38 feet (11.6 m).

 129 **Caution.** — Part of an old bridge buttress lies downstream of the road bridge; the swept depth over this **obstruction** is 8 feet (2.4 m). There are two **cribs** in mid-channel 0.1 M downstream of the Bryson wharf; one crib is awash and the other has a swept depth of 3 feet (0.9 m).

130 South of Bryson, there is a drying **shoal** in mid-stream and an area of fast water.

131 **Île Griffin** ($45^{\circ}42'N, 76^{\circ}36'W$) is 1.1 M upstream of Bryson bridge. A **submarine cable** crosses the river at **Grand-Calumet**, 1.5 M farther north.

132 Shallow water extends into mid-channel from the east shore opposite the Grand-Calumet church. The ramp on the west shore at Grand-Calumet is a former ferry ramp.

133 **Caution.** — A **wharf, in ruins** and submerged 4 feet (1.2 m), is on the east shore, 0.4 mile north of the former ferry ramp at Grand-Calumet.

134 The village of **Campbell's Bay** ($45^{\circ}44'N, 76^{\circ}36'W$) (population 874 in 1996) is on the east shore of the river 3.6 M upstream of Bryson. Campbell's Bay has churches, a bank, several stores, police, hotels, doctor,

CAMPBELL'S BAY (2001)



dentist, post office, pharmacy, small restaurant, service stations, tennis and a swimming pool (2001).

 135 There is a concrete **ramp**, 16 feet (4.9 m) wide, and a **Public wharf** at Campbell's Bay. The wharf is 84 feet (25.6 m) long along the shore and 3 feet (0.9 m) high with depths (2001) of 3 to 4 feet (0.9 to 1.2 m).

136 *Campbell's Bay Cyclopark*, near the Public wharf, has a pay phone, tennis courts, ball park and children's playground (2001).

137 There is a wide drying bank off the west shore opposite Campbell's Bay. This area dries 1 to 2 feet (0.3 to 0.6 m) but is often submerged.

138 A disused **submarine cable** crosses the river at Campbell's Bay.

139 **Pointe du Grand Marais** ($45^{\circ}50'N$, $76^{\circ}42'W$) is a low wooded point of land on the south side of the river 7 M NW of Campbell's Bay. **Chenal du Grand Calumet** is the stretch of river from Campbell's Bay to Pointe du Grand Marais.

 140 **Caution.** — The river turns sharply around Pointe du Grand Marais; approaching vessels may be concealed.

141 An **overhead power line** across the river on the west side of Pointe du Grand Marais has a clearance of 43 feet (13.1 m).

142 **Le Grand Marais**, a bay north of here, is an overgrown area of marsh and weeds.

 143 There are twin concrete launching **ramps** on the west shore at **La Passe** ($45^{\circ}49'N$, $76^{\circ}46'W$). A timber **wharf** between the ramps has depths (2001) of 2 feet (0.6 m) around its outer end.

144 The pickerel, pike, bass and muskellunge fishing is good in this area, and there are trout lakes nearby.

145 A narrow channel leads south and SE of **Île Frost** to the village of **Fort-Coulonge** ($45^{\circ}50'N$, $76^{\circ}44'W$) (population 1,716 in 1996); it is entered on the east shore 2 M north of the entrance to Chenal du Grand Calumet.

146 Fort-Coulonge has churches, banks, medical centre, doctors, pharmacy, several stores, motels, hotels, post office, restaurants, laundromat and service stations (2001).

147 **Historical note.** — Louis d'Ailleboust, Sieur de Coulonge, stayed near here in the winter of 1694-95 and established a trading post that he called *Fort Coulonge*. This was taken over by the *North West Company* in 1760 and then by the *Hudson Bay Company* in 1821. In the 1840s, George Bryson had a busy sawmill in this area. The house George Bryson built in 1854 has been restored and is now home to the municipal library.

148 Another point of interest near here is *The Red Bridge*. This is a covered bridge built across Rivière Coulonge in 1898.

ÎLE FROST AND FORT-COULONGE (2001)



Charts 1552-2, 1552-3

Lac Coulonge

- 149 **Lac Coulonge** ($45^{\circ}53'N$, $76^{\circ}50'W$) is 4 M long and 1 M wide.
- 150 There are **buoys** on Lac Coulonge.

Chart 1552-2

 151 At **Davidson**, on the north shore at the east end of Lac Coulonge, there is a concrete launching **ramp** and a **wharf** 60 feet (18.3 m) long, 16 feet (4.9 m) wide and 2 feet (0.6 m) high. Depths are (2001) 4 feet (1.2 m).

152 **Pointe Sèche** and **Pointe à la Lumière** are the two ends of a peninsula on the NE side of the lake.

Chart 1552-3

- 153 **Mont Devonshire** is a prominent hill on the north shore.
- 154 **Henessys Bay** is a sheltered bay entered 1 M SW of Mont Devonshire. There are many private cottages and wharves around the bay.

 155 *Nangor Resort* is on the SE side of Henessys Bay.

Lac Coulonge to Île Marcotte

156 **Pointe Murphy** ($45^{\circ}54'N$, $76^{\circ}56'W$) is on the north shore 4 m west of Mont Devonshire. **Baie Murphy**

is on the west side of Pointe Murphy. **Spotswood** is a small community on the south shore 0.7 M east of Pointe Murphy.

 157 *Laurentian View Resort* is a hunting and fishing cottage resort at Spotswood.

158 **Île Reid** ($45^{\circ}53'N$, $76^{\circ}56'W$), **Île Fitzpatrick** and **Île Marcotte** lie south of Baie Murphy, at the north end of the eastern part of Lower Allumette Lake. **Rapides Paquette** and **Chenal Paquette** lie east of Île Fitzpatrick and Île Marcotte. Due to numerous rocks and fast water, this route is usable only with local knowledge.

Chenal de la Culbute

159 The 9 M stretch of Ottawa River around the north side of **Île aux Allumettes** is **Chenal de la Culbute**. It is virtually undeveloped with few cottages. The only public facilities are at Chapeau. Chenal de la Culbute is entered east of Pointe Murphy.

160 There are **buoys** and **daybeacons** on Chenal de la Culbute.

161 *Pont de Waltham* crosses Chenal de la Culbute 0.4 M north of Pointe Murphy. The **bridge** has a clearance of 30 feet (9.1 m); **overhead cables** west of the bridge have a clearance of 48 feet (14.6 m).

162 The channel is SW of the centre of the bridge and is split by a bridge pier. Up bound and down bound traffic each keep to starboard of the pier. There is a general store and pay phone on the highway 0.2 km east of the bridge.

L'ILES-AUX-ALLUMETTES (CHAPEAU) (2001)



163 There is a concrete **wharf** on the north shore 0.25 M NW of *Pont de Waltham*. The wharf is 45 feet (13.7 m) long along the shore and 1 foot (0.3 m) high with depths (2001) of 4 feet (1.2 m). There is a concrete launching **ramp**, 16 feet (4.9 m) wide, at the east side of the wharf.

164 *Waltham Municipal Wharf light (1306.1)* is shown from the wharf.

165 **Lac Lynch** is at the eastern end of *Chenal de la Culbute*, 1.2 M west of *Pont de Waltham*.

L'Îles-aux-Allumettes

166 The village of **Chapeau** ($45^{\circ}55'N$, $77^{\circ}05'W$) (population 442 in 1996), on the south shore 7 M west of *Pont de Waltham*, has a church, two general stores, a bank, public health clinic, hotel, post office, restaurants and a service station (2001).

167 The road **bridge** crossing the channel at Chapeau has an overhead clearance of 15 feet (4.6 m).

168 An **overhead power line**, with a clearance of 25 feet (7.6 m), crosses the channel on the east side of the bridge.

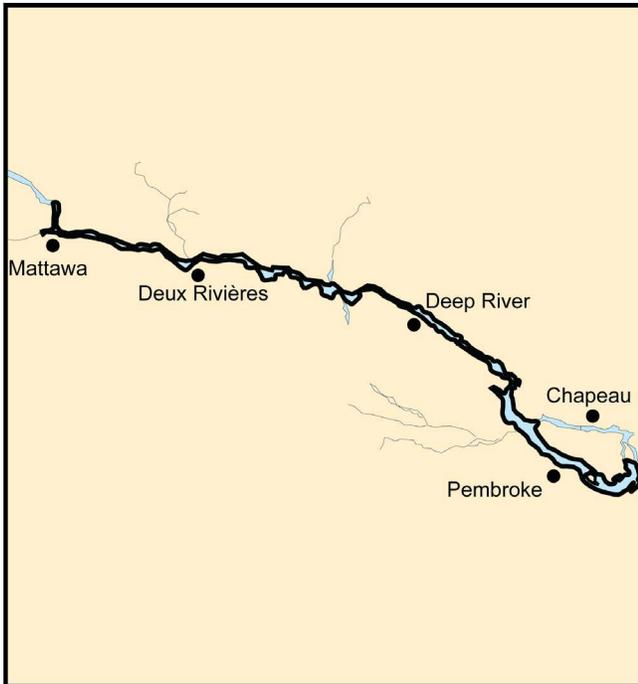
169 There is a **Public wharf** and a concrete launching **ramp** on the south shore 0.2 M west of the bridge. The wharf is 2 feet (0.6 m) high and has (2001) depths of 2 feet (0.6 m).

170 On the south shore 0.5 M east of the bridge, there are two floating wharves and a concrete launching **ramp**, 16 feet (4.9 m) wide; the floating finger **wharves**, on each side of the ramp, have depths of 4 to 6 feet (1.2 to 1.8 m). There is a small day-use **park** with picnic tables and a toilet.

171 This is an *Ottawa River Waterway* ramp installation. During the summer months, small vessels can be trailered from this ramp for a distance of 12 km to a similar ramp at Desjardinsville, on Lac des Allumettes. This allows pleasure craft to reach the towns of Pembroke and Deep River and to continue up the river to the *Ottawa River Waterway* installation at Rapides-des-Joachims, 35 M to the NW.

Chapter 6

Upper Ottawa River Île Marcotte — Otto Holden Dam



General

1 This chapter covers three parts of Ottawa River; these areas are individual waters separated by rapids or dam installations and are not connected by locks. As discussed in the text, some of these areas have good launching ramps for the visiting boater and well-equipped marinas while others have no facilities for passing boaters and are difficult to use due to a lack of good launching ramps.

2 Though there are no locks, through navigation is feasible using the ramp installations and trailer services of the **Ottawa River Waterway**. These services allow vessels up to 30 feet (9.1 m) in length to bypass the rapids and dams and navigate as far north as New Liskeard and Notre-Dame-Du-Nord, at the head of Lake Timiskaming.

3 Each *Ottawa River Waterway* ramp installation is described individually in the text.

4 The areas described in this chapter are covered by *Charts 1553 and 1554*.

5 Boaters are advised to use **caution** when approaching dams from either an upstream or downstream direction. Most dam installations have ice booms, debris booms and security booms though they might not all be charted.

Île Marcotte to Balmer Bay

Chart 1553-1

Île Marcotte to Île Morrison

6 **Lower Allumette Lake** ($45^{\circ}47'N$, $76^{\circ}57'W$), lying around the southern part of **Île aux Allumettes**, is horseshoe-shaped, 9 nautical miles (M) long and 1 M wide. There are many cottages along most of the shoreline of this lake but the only facilities are at Westmeath, at the east end of the lake. Most of Lower Allumette Lake is wide and open, making a good cruising area.

7 **Île Marcotte** and **Hog Island** ($45^{\circ}51'N$, $76^{\circ}55'W$) are at the north end of the eastern part of Lower Allumette Lake. **Île Lighthouse** is a small island west of Île Marcotte. An abandoned **lighthouse** on the island is in disrepair but makes a good landmark from the south (2001).

8 A narrow passage leads east of Île Lighthouse but with depths of 1 foot (0.3 m) in places, it can be used only by small boats or canoes with local knowledge. A passage east of Île Marcotte and Hog Island is obstructed by rapids.

9 The community of **Westmeath** has churches, a bank, general store, post office and service station (2001).



10 A boulder **causeway** at Westmeath extends 0.1 M offshore; it is 1 foot (0.3 m) high at its outer end. There is a concrete launching **ramp** on the south side of the causeway and a floating **wharf** 30 feet (9.1 m) long.



11 *Cedar Grove Cottages* is on the east shore 2.3 M north of Westmeath. *River's Edge Tours* is a lodge with guiding, boating and white water rafting tours.

12 **Pointe Kelly** is a low point of land on the SE corner of Île aux Allumettes. **Sand Point** is a low bare point of land on the SE side of the lake, opposite Pointe Kelly.



13 **Caution.** — **Shoal water** off Sand Point reaches NW across the lake. A ridge of **rock** on a shallow bank 0.3 M offshore dries 4 feet (1.2 m). A **rock** 0.4 M NNW of Sand Point dries 1 foot (0.3 m). **Boulders** with depths of 1 and 2 feet (0.3 and 0.6 m) lie up to 0.6 M NW of Sand Point, 0.4 M SW of Pointe Kelly.

14 An unmarked passage between Pointe Kelly and Sand Point has depths of 8 feet (2.4 m).

15 **Sullivan Point** is a long low point of land on the west shore reaching into the lake. The point is wooded and lined with private cottages. Shallow water extends ESE from the point, with depths of 2 feet (0.6 m) as far as 0.4 M offshore.

16 **Île Morrison**, at the NW end of Lower Allumette Lake, is a large high island with steep slopes, well wooded. There is no passage north or south of Île Morrison.

17 The NW part of the lake is obstructed by many old **cribs** in a group reaching 1.5 M SE from Île Morrison and farther SE along the north shore. The two outermost cribs have been swept to a depth of 5 feet (1.5 m) but most of the others are 1 or 2 feet (0.3 or 0.6 m) above or below water.

18 **Bridges and overhead power cables** with clearances of 14 to 43 feet (4.3 to 13.1 m) cross from Île Morrison to **Cotnam Island** and to the mainland to the NE and SW.

Île Morrison to Pembroke

19 This SE part of **Lac aux Allumettes**, 8 M long, is deep and open with few islands or shoals.

20 The north shore west of Île Morrison is low and wooded with many private cottages. Shallow water extends 0.2 to 0.4 M offshore.



21 **Caution.** — **Rocks** with depths of 1 and 3 feet (0.3 and 0.9 m) lie 0.4 M west of the north tip of Île Morrison.

22 Two **radio towers** at **Pleasant View**, on the south shore 1.1 M NW of Cotnam Island, have an elevation of 182 feet (55.5 m). There is a **submerged pipeline** at **Cedar Beach**, 0.7 M farther NW.

PEMBROKE (2001)



Pembroke

23 The city of **Pembroke** ($45^{\circ}49'N$, $77^{\circ}07'W$) (population 14,177 in 1996) is on the south shore of the lake. The town is on the *Trans-Canada Highway* and is served by *Canadian National* and *VIA Rail*. *Pembroke Airport* has scheduled and charter services. There is a hospital and a medical clinic in Pembroke, and the town is well served by churches, banks, municipal facilities and shops of all kinds.

24 Pembroke is known as *Canada's Capistrano*. From June to early September each year, this is home to Canada's largest mixed flock of swallows, the size of the flock having reached 115,000 (August 1983). This offers a major spectacle of swallow migration.

 25 The **Public wharf** at Pembroke is a sheltered harbour enclosed by breakwaters.

 26 *Pembroke breakwater light* (1306.7) is on the north side of the harbour entrance at the west end of the outer breakwater.

 27 *Pembroke Marina* is a municipal facility in the harbour. Motel and licensed restaurant are nearby. *Riverside Tent & Trailer Park* is at *Pembroke Riverside Park*, west of the marina.

 28 **Caution.** — There are many **cribs** on both sides of the approaches to Pembroke. Some of these cribs are submerged.

Pembroke to Île D'Arcy

29 There is a **seaplane base** on the SW shore 1 M west of Pembroke. **Submerged pipelines** extend into the lake here.

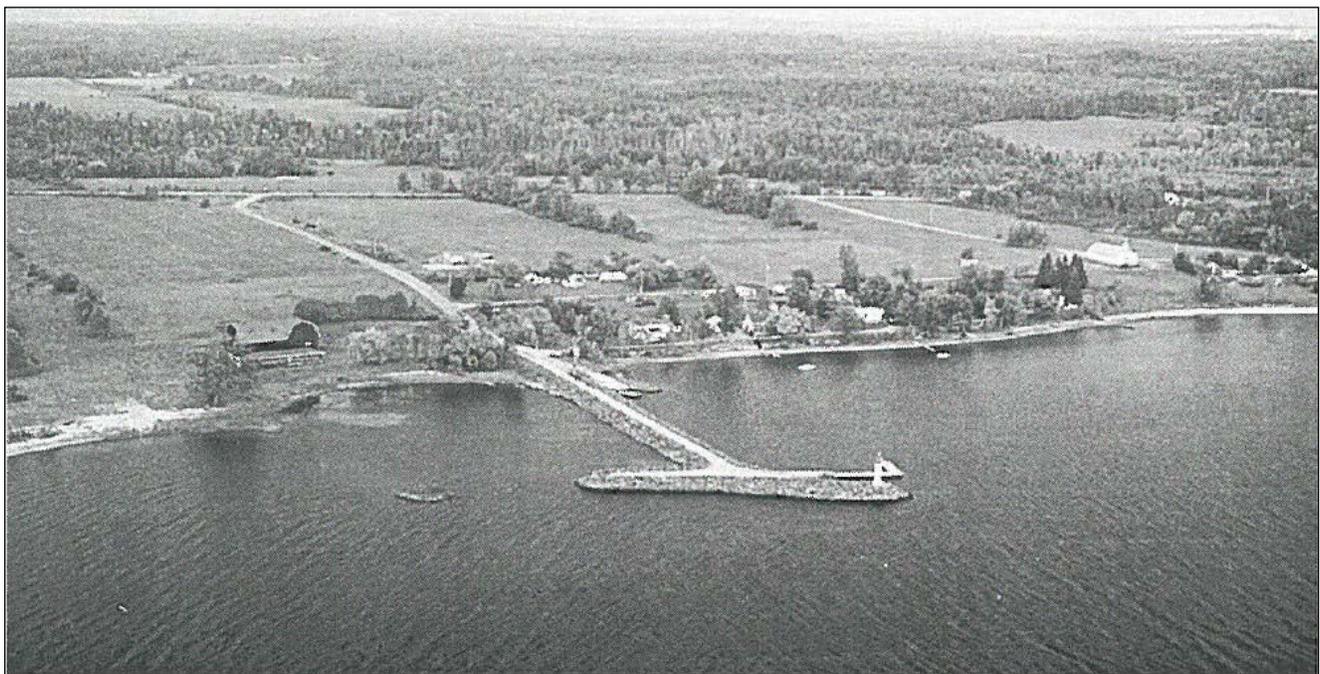
 30 The community of **Desjardinsville** is on the NE shore 1 M north of Pembroke. The **Public wharf** is on the east side of the outer end of a causeway that extends 600 feet (183 m) offshore; the wharf is 36 feet (11 m) long and 12 feet (3.7 m) wide with depths (2001) of 5 feet (1.5 m). There are two launching **ramps** on the east side of the causeway: one is at the inshore end, the other is at the outer end. There is a small day-use **park** with picnic tables and toilets.

31 The outer wharf and ramp is an *Ottawa River Waterway* installation. During the summer months, small vessels can be trailered from this ramp for a distance of 12 km to a similar ramp at Chapeau, on *Chenal de la Culbute*. This allows pleasure craft to reach *Lac Coulonge* and the next section of the river down towards *Fort-Coulonge*, *Campbell's Bay* and *Bryson*, 34 M to the SE.

 32 **Caution.** — There is a submerged concrete block off the NW corner of the wharf; this **obstruction** has a depth of 3 feet (0.9 m).

 33 *Desjardinsville light* (1307) is near the SE end of the breakwater.

DESJARDINSVILLE (2001)



34 A white church on higher ground in an open area east of the wharf and a black barn with a red roof west of the wharf make good landmarks.

35 An abandoned **submarine cable** crosses Lac aux Allumettes between Pembroke and Desjardinsville.

36 **Cushing Island** ($45^{\circ}51'N$, $77^{\circ}09'W$), in the middle of the lake 2 M NW of Pembroke, is a low partly wooded island. A smaller island 0.2 M SE of Cushing Island is 14 feet (4.3 m) high. These two islands are surrounded by shallow water.

 37 **Caution.** — **Shoals** 0.25 and 0.4 M SE of Cushing Island have depths of 1 and 2 feet (0.3 and 0.6 m). A boulder **shoal** extends 0.1 M west and SW from Cushing Island; a depth of 1 foot (0.3 m) near the outer end of this shoal is close NE of the track.

38 **Pointe Murphy** and **Pointe Kennedy**, on the NE shore north of Cushing Island, are low and wooded. The shores are lined with private cottages.

 39 **Caution.** — **Reefs awash** lie 0.5 M SE and 0.7 M SSE of Pointe Kennedy.

40 **Île Leblanc** ($45^{\circ}52'N$, $77^{\circ}11'W$) is a large, low, wooded island on the NE side of the waterway 1.8 M NW of Cushing Island. It is virtually part of the east shore. Shallow water extends NW from Île Leblanc.

41 **Passage Lower** is the channel SW of Île Leblanc.

 42 **Passage Lower light** (1308) is on the SW side of Île Leblanc.

 43 **Pine Ridge Park & Resort** is a cottage resort and campground on the west shore 0.4 M SW of **Passage Lower light**. The nearest town is Pembroke, 8 km to the SE.

 44 **Caution.** — There is a **rock awash** 0.2 M NE of the resort.

45 **Île D'Arcy**, on the east side of the route north of Île Leblanc, is low and wooded.

Chart 1553-2

Île D'Arcy to Deep River Islet

46 This area, which is the NW part of **Lac aux Allumettes**, is 9 M long and mostly 1.4 M wide and strewn with islands large and small. This makes an interesting cruising ground. The east shore of the lake is mostly sandy beaches lined with private cottages in the north and more broken up with rocks in the south.

 47 **Caution.** — There are many **obstructions** in Lac aux Allumettes.

48 **John Joe Island**, 1.7 M NW of Île D'Arcy, is one of a string of islands across the lake. It is low and wooded.

 49 **Petawawa light** (1306.5) is on the SE side of an island 0.15 M NNE of John Joe Island.

 50 **Petawawa Point** is 1 M NW of John Joe Island. A **Public wharf** on Petawawa Point is 50 feet (15.2 m) long and 7 feet (2.1 m) wide; there is a launching **ramp**.

 51 **Caution.** — Many **shoals** with depths of less than 4 feet (1.2 m) lie SE and east of Petawawa Point.

52 **Indian Point** ($45^{\circ}56'N$, $77^{\circ}16'W$) extends into the lake from the south shore 1.1 M NW of Petawawa Point. **Fraser Island**, **Pink Island** and **Short Turn Island** reach NE from Indian Point. Short Turn Island is rocky and wooded.

 53 **Caution.** — There is an **obstruction** 400 feet (122 m) SE of the light and there are **rocks** 100 feet (30 m) NE and south of the light.

 54 **Petawawa Marina** is in a sheltered bay 0.8 M SSW of Short Turn Island. This is the home of **Petawawa Yacht Club**. **Eagle Marine**, also based here, is a repair and service centre.

55 The route past John Joe Island, Petawawa Point and Short Turn Island is narrow in places and passes near several dangerous **shoals**.

56 The town of **Petawawa**, south of the lake 16 km NW of Pembroke, is a busy resort town with banks and shopping malls. The **water tower** at Petawawa shows above the trees and makes a good landmark for boaters.

57 **Indian Landing** ($45^{\circ}56'N$, $77^{\circ}18'W$) is 1.1 M west of Indian Point, on the SW side of **Lamure Bay**.

58 A ruined wharf SE of Indian Landing is private. **Submerged pipelines** extend into the lake on each side of the ruined wharf.

 59 **Caution.** — The boulder-fill breakwater and causeway 0.2 M east of Indian Landing is a **restricted area**; this is part of **Canadian Forces Base Petawawa**.

60 **CFB Petawawa Military Museum** and the **Canadian Airborne Forces Museum** are at **Canadian Forces Base Petawawa**. Exhibits and films trace the history of **CFB Petawawa** since it was established in 1905, and of the Airborne Forces since their beginnings in the Second World War.

 61 The community of **Fort William** ($45^{\circ}57'N$, $77^{\circ}16'W$), on the east shore of Lac aux Allumettes, has a **Public wharf** at the outer end of a short causeway. The wharf is concrete, 24 feet (7.3 m) wide, with depths (2001) of 4 feet (1.2 m) along the outer face. There is a concrete launching **ramp**, 16 feet (4.9 m)

FORT WILLIAM (2001)



wide, on the south side of the wharf. There are rock ledges east of the wharf and a fine sandy beach to the west.

 62 *Fort William light (1309)* is shown from the north side of the outer end of the wharf.

63 The west shore north of Indian Landing has long stretches of sandy beach separated by **Gust Point, Wegner Point, Antler Point, Black Point** and **Clement Point**, which are sandy spits projecting into the lake.

64 Islands west of the route in the north part of Lac aux Allumettes include **Oak Island, Shoal Island, Irving Island, Gibraltar Island** and **Davis Island**.

 65 **Caution.** — There is reported to be a **boom anchor** near the north end of Davis Island and another between Oak Island and Shoal Island.

66 **Pointe Malin** is a low promontory, almost an island, on the east shore at the north end of the lake. Pointe Malin separates **Baie Downey** and **Baie Meehan**. **Pointe Mackey** is on the south side of Baie Meehan.

 67 **Caution.** — There is a **rock shelf**, dry 2 feet (0.6 m), off Pointe Malin. This rock is difficult to see and is often awash or submerged.

68 **Deep River Islet** ($46^{\circ}01'N$, $77^{\circ}17'W$) is a rocky island off the west shore. The river turns sharply to trend NW.

 69 *Deep River Islet light (1311)* is on the summit of the islet.

 70 **Caution.** — A **rock** 200 feet (61 m) south of Deep River Islet has a depth of 1 foot (0.3 m).

Deep River Islet to Balmer Bay

71 This 8 M stretch of Ottawa River trends in a NW direction. The hills to the NE are higher than those on the SW side.

72 **Pointe à l'Oiseau**, on the NE side of the river 1.5 M NW of Deep River Islet, is a steep rocky promontory, well treed. The shore west of this point is steep with an area of cliffs; to the east it is flatter.

 73 **Caution.** — A gravel **shoal** 0.1 M offshore 0.2 M ESE of Pointe à l'Oiseau has a depth of 1 foot (0.3 m).

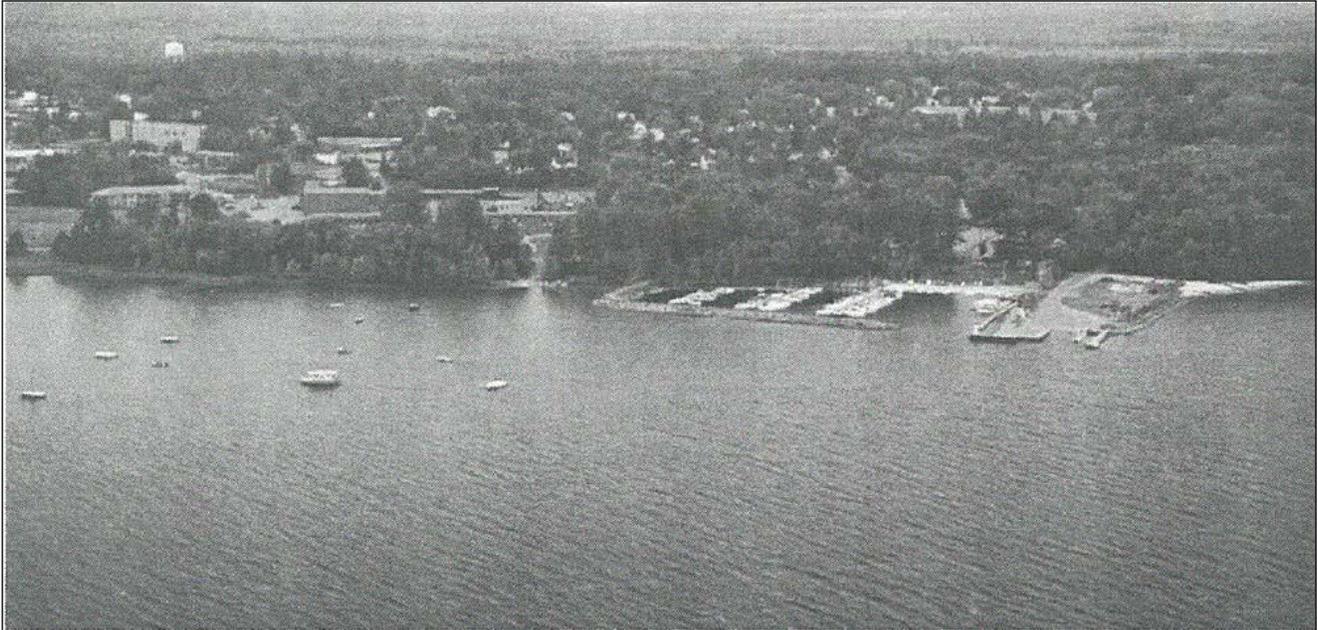
74 **Pointe au Baptême** is a sand spit extending from the SW shore 1.8 M WNW of Pointe à l'Oiseau.

75 **Historical note.** — Pointe au Baptême, or *Baptism Point*, is so called because this is the place where the early missionaries camped and baptized their converts.

76 The most conspicuous feature along this part of Ottawa River is the *Chalk River Research Centre* complex on the SW side of the river 1 M WNW of Pointe au Baptême. The research centre has two main buildings and several water towers and chimneys, some of which are visible from the Deep River Islet turn, 4.4 M to the SE, and make good **landmarks**.

77 **Submerged pipelines** extend into the river along the shore near the research centre.

DEEP RIVER (2001)



78 **McQuestin Point**, a promontory on the SW shore 0.9 M NW of the research centre, is low and partly wooded.



79 *McQuestin Point light (1312)* is on the point.



80 **Caution.** — A rock off the NW shore 0.3 M east of *McQuestin Point light* has a depth of 4 feet (1.2 m).

81 **Balmer Bay** is on the south shore 3 M WNW of McQuestin Point.

Balmer Bay to Rapides-des-Joachims

Chart 1553-3

82 The southern part of this 12 M section of the river is 0.6 M wide; the northern part is 0.2 M wide. There is good pickerel and pike fishing in the river and trout fishing in nearby lakes.

Balmer Bay to Deep River

83 **Pointe Schyan** ($46^{\circ}06'N$, $77^{\circ}26'W$), on the north shore north of Balmer Bay, is the south entrance point of **Rivière Schyan**. Pointe Schyan is lined with summer cottages and surrounded by shallow water. The river is closed by rapids near its mouth.

84 **Caution.** — An approach to Pointe Schyan requires local knowledge as **obstructions** and submerged **cribs** lie up to 0.2 M offshore.

85 **Caution.** — There are shallow rock-strewn shelves up to 0.25 M wide along both shores NW of Pointe Schyan.

Deep River

86 The town of **Deep River** ($46^{\circ}06'N$, $77^{\circ}30'W$) (population 4,491 in 1996) is on the SW shore. Deep River is on the *Trans-Canada Highway* and is served by scheduled provincial bus services. There is a private airfield.

87 Deep River has churches, banks, doctors, dentists, a general hospital, a veterinarian, hotels, motels, shopping, restaurants, laundromat, liquor and beer store, golf and tennis. Deep River also has many active service clubs and organizations.

88 **Historical note.** — The town of Deep River has close ties with the *National Research Council* laboratories at Chalk River, being established in 1944 as the residential area for the people employed there. Originally a company town, Deep River incorporated in 1956 and has grown and developed with a life and vitality of its own.

89 The harbour at Deep River is a sheltered basin enclosed by rubble breakwaters extending out from shore.

There is a day-use park with picnic tables and a children's playground.

 90 The **Public wharf** is at the outer end of a rubble causeway and landfill area on the north side of the harbour. The wharf is 5 feet (1.5 m) high, with depths (2001) of 7 feet (2.1 m) along the outer face. There is a concrete launching **ramp** 31 feet (9.4 m) wide; a floating wharf on the north side of the ramp has depths (2001) of 2 to 4 feet (0.6 to 1.2 m).

 91 *Deep River Harbour light (1313)* is near the SE corner of the Public wharf, at the north side of the entrance to the harbour.

 92 *Deep River Marina* is in the basin south of the Public wharf. Visitors are welcome (2001) to use the facilities of the *Deep River Yacht and Tennis Club*, which is also based here. Motel accommodation, groceries, snack bar and licensed restaurant are nearby.

93 During the summer months, regattas are held in the waters off Deep River; race marker **buoys** are established each year as required.

94 The ramp charted 0.1 M south of Deep River Public wharf is in disrepair (2001).

 95 **Caution.** — There are **rocks awash** NW of the Public wharf and **shoals** of 2 feet (0.6 m) near the 6-foot (1.8 m) contour SE of the wharf. Several dangerous **rocks** lie up to 0.2 M offshore for 1.2 M SE of Deep River.

96 *Lamure Beach*, on the south shore 0.5 M SSE of the Public wharf, is a municipal day-use park with a sandy beach, children's playground, toilets, first-aid post and picnic area (2001).

Deep River to Rapides-des-Joachims

97 **Pine Point, Point Alexander, McFarlanes Point, and Baird Point** are prominent points along the SW shore west of Deep River. These points are low and partly wooded, lined with sandy beaches and some summer cottages.

 98 *K/O Lodge* is a hunting and fishing lodge on the waterfront 0.2 M east of Baird Point; there is a shuttle service to the *K/O Dining Lounge* on Sullivan Lake. *North Star Association*, 0.2 M farther east, is a private resort. *Ryan's Campsite and Gifts* is a family campground on the SW shore 0.1 M west of Baird Point. The resort has trout ponds and a wildlife museum. The resort's store on the highway offers bait, tackle, a line of Canadian gifts, ice, snack bar and pay phone (2001).

99 **Fraser Landing** is a low area on the north shore 1.7 M NW of Baird Point. The river narrows NW of Fraser Landing.

 100 **Caution.** — There is an **obstruction** 0.2 M offshore south of Fraser Landing. This obstruction is a moored deadhead. There may be other such obstructions.

101 **Meilleurs Bay** is on the south shore 2 M west of Fraser Landing.

 102 *Pinecrest Lodge* is a four-season cottage resort on the south shore 0.5 M east of Meilleurs Bay. The nearest town is Deep River, on the highway 13 km to the south.

103 **Point Stewart** ($46^{\circ}11'N$, $77^{\circ}39'W$) is 1 M NW of Meilleurs Bay.

104 The generating station on the south shore 0.7 M WNW of Point Stewart is prominent; the tall red and white **chimney** is a good landmark from the SE.

105 **Stoney Point**, on the SW shore 1.7 M NW of Point Stewart, is where two branches of the river meet; each branch is navigable for 1 M but local knowledge is necessary due to shoals and rapids. **Lac McConnell**, 2.2 M long and unsounded, is a continuation of the west branch. The branch to the SW is closed by the *Des Joachims Generating Station* dam.

Rapides-des-Joachims

106 The community of **Rapides-des-Joachims** ($46^{\circ}12'N$, $77^{\circ}41'W$), 10 M NW of Deep River, has a church, a store, hotel, service station and summer snack bar (2001).

 107 The **Public wharf** is 3 feet (0.9 m) high and has several floating finger wharves with depths (2001) of 9 feet (2.7 m). There are two concrete launching **ramps**.

108 There is an *Ottawa River Waterway* ramp installation at the Public wharf. During the summer months, small vessels can be trailered from this ramp for a distance of 2 km to a similar ramp at the east end of Holden Lake, above the Des Joachims dam. This allows pleasure craft to continue up Holden Lake to Deux Rivières and Mattawa, 45 M to the NW, and the *Ottawa River Waterway* installation at the Otto Holden dam.

109 *Esso des Joachims* is a service station and store on the road near the Public wharf; this is also an agency for liquor and beer. *Bradley Air Services* offers charter and sightseeing flights (2001).

110 **Historical note.** — Rapides-des-Joachims (or *Swisha* as it is known locally) was an early *Hudson Bay Company* post and mission station. By 1871, the community had grown to become the centre of a busy lumbering industry.

RAPIDES-DES-JOACHIMS (2001)



Rapides-des-Joachims and Rolphton to Otto Holden dam

Chart 1554

111 The section of Ottawa River from Rapides-des-Joachims and Rolphton to the Otto Holden dam, 48 M to the WNW, is called **Holden Lake** and offers scenic cruising along unspoiled wooded shores. The entire route can be navigated by small craft but there are few facilities except those at Mattawa.

112 The communities along Holden Lake are all on the south shore on Highway 17, which is the *Trans-Canada Highway*.

Chart 1554-1

Rolphton to Maraboo Lake

113 The north shore along this 13.5 M section of Holden Lake is steep and thickly wooded. The south shore is less steep and consists of a series of open bays with wooded shores and a few creeks.

114 **Rolphton**, on the highway 4 km south of Rapides-des-Joachims, is 0.5 km inland at the SE corner of Holden Lake. Rolphton has a motel, variety store, pay phone, restaurant, laundromat and service station (2001).

115 There is an *Ottawa River Waterway* ramp installation north of Rolphton, on the NE shore above the Des Joachims dam. There is a small day-use **park** with picnic tables and toilets.

116 During the summer months, small vessels can be trailered from this ramp for a distance of 2 km to a similar ramp at Rapides-des-Joachims, below the dam. This allows pleasure craft to continue down the next section of the river, to the towns of Deep River and Pembroke, 35 M to the SE, and the *Ottawa River Waterway* installation at Desjardinsville.

117 **Marsh Lake Point** ($46^{\circ}11'N$, $77^{\circ}45'W$) is on the south shore 2.4 M west of Des Joachims dam.

 118 *Marsh Lake Point light* (1314) is on a small island 0.1 M off the point.

119 A dam, 1.0 mile north of Marsh Lake Point, separates Holden Lake from the head of Lac McConnell.

DES JOACHIMS DAM FROM WEST (2001)



The dam has a keep out area marked by private buoys. The remainder of the north shore is broken only by rivers entering from the north.

120 **Mackey Bay** is a wide open bay 1.7 M WSW of Marsh Lake Point. The south shore of the bay consists of open land with clumps of trees.

121 There is a microwave tower 0.3 mile inshore from the head of Mackey Bay.

122 **Mackey Creek**, on the south shore west of Mackey Bay, is deep but narrow and winding. Being wooded on both sides, the entrance to the creek is difficult to find from offshore.

 123 *Lakeview Trailer Park and Campsite* is on the west side of Mackey Creek near the highway.

 124 There is a **Public wharf** and a launching **ramp** on the east side of Mackey Creek near the highway; the wharf is 9.8 m long, 2.4 m wide and 1 m high with a depth of 0.7 m at the outer end (2001). There is a small day-use park with picnic tables and a toilet.

125 **Mackey Point** is on the south shore 3.6 M west of Marsh Lake Point. **Driftwood Bay** is a wide open bay SW of Mackey Point.

 126 *Mackey Point light (1315)* is 0.4 M east of Mackey Point.

127 A rock that dries 0.1 m, 0.2 mile ESE of *Mackie Point* light, is marked with a buoy.

128 **Rivière Dumoine**, on the north shore north of Mackey Point, is sheltered and tranquil.

129 *Driftwood Provincial Park*, 0.4 M SW of **Mackey Point**, is a recreation park with a launching **ramp**, picnic sites, camping, pay phone and water.

 130 *Pine Valley Resort and Morning Mist Campground* are cottage resorts on the west shore of Driftwood Bay.

 131 *Stonecliffe light (1316) (46°13'N, 77°54'W)* is on a rock off the south shore 2.8 M WNW of Mackey Point.

 132 The Stonecliffe **Public wharf** is along the shore 0.4 M ESE of the light. The wharf is concrete, 7.6 m long and 0.7 m high, with depths (2001) of 0.4 m. There is a concrete launching **ramp**. The wharf 0.3 M to the SE is private.

133 The community of **Stonecliffe** is 0.4 km inland, on the *Trans-Canada Highway*.

134 *Yates General Store*, on the highway at Stonecliffe, has gasoline, pay phone, groceries, post office, maps and ice, and is an LCBO Agency store (2001). Hotel and restaurant are nearby. The interprovincial bus service stops here.

135 **Maraboo Lake (46°14'N, 78°00'W)**, 5 M WNW of Stonecliffe light, is south of the south shore.

Chart 1554-2

Maraboo Lake to Deux Rivières

136 This 12.5-M stretch of Holden Lake continues in a NW direction. The NE shore is higher and steeper than the SW shore.

137 **Maraboo Point** ($46^{\circ}15'N$, $78^{\circ}01'W$) is a wooded point on the south shore.

 138 *Bissett Bay Point light* (1317) is on Maraboo Point.

139 *Powell Creek light* (1318) is on the south shore 0.6 M SSW of Maraboo Point. This light makes a good leading mark for vessels approaching from upriver.

140 **Bissett Bay** ($46^{\circ}14'N$, $78^{\circ}04'W$) lies 2 M west of Maraboo Point. **Rocher Capitaine Island** is a large island across the mouth of Bissett Bay.

141 **Bissett Creek** is a small community at the SW end of Bissett Bay. The community is on the *Trans-Canada Highway* but has no facilities (2001).

142 **Deerhorn Rock** ($46^{\circ}16'N$, $78^{\circ}09'W$) is one of a group of rocks and islets in the middle of the river 6 M WNW of Maraboo Point. The route leads north of Deerhorn Rock: there is shallow water between Deerhorn Rock and the south shore.

 143 *Deerhorn Rock light* (1319) is on Deerhorn Rock.

144 A **footbridge** with a clearance of 2.1 m joins Deerhorn Rock and the next small island to the south; there is a concrete helicopter-landing pad on this island.

145 **Moose Bay** is on the south shore 2 M west of Deerhorn Rock.

Deux Rivières

146 The community of **Deux Rivières** ($46^{\circ}15'N$, $78^{\circ}17'W$) is on the south shore of Holden Lake 4 M west of Moose Bay. On the highway at Deux Rivières there is a general store and service station, pay phone, post office and hotel (2001).

147 Low wooded islands in mid-river at Deux Rivières are joined to the south shore by a causeway and a road.

 148 *Deux Rivières light* (1320), 0.3 M NE of the causeway, is on the NW side of the largest wooded island.

 149 *Lacroix Park* is a small day-use **park** on a small bay near the south shore on the east side of the causeway. There is a concrete launching **ramp** and a timber **wharf** 13 m long, 2.4 m wide and 0.6 m high with depths (2001) of 1.5 m around the outer end. There are picnic tables and toilets.

 150 *Antler's Kingfisher Lodge* is on the SE mainland shore 0.5 M east of the causeway. *Hilltop Cottages* is a cottage and trailer park on the south shore 0.4 M west of the causeway.

Deux Rivières to Bald Rock

151 **Rivière Maganasipi** ($46^{\circ}16'N$, $78^{\circ}18'W$) enters Holden Lake NNW of Deux Rivières. The NE shore is less steep west of Rivière Maganasipi; the higher hills are farther back from the river.

 152 **Bear Point**, on the south shore 1.4 M west of Deux Rivières, is low and wooded.

153 *Bear Point light* (1321) is on the point.

 154 **Caution.** — A **rock**, submerged 0.3 m, is in a position 0.3 M north of *Bear Point light*. This rock is in general depths of 1.2 m.

155 **Bald Rock** ($46^{\circ}17'N$, $78^{\circ}22'W$) is the name given to a group of partly wooded rocky islands extending from the NE shore 2.8 M NW of Bear Point.

 156 *Bald Rock light* (1322) is on the SW islet of Bald Rock.

Chart 1554-3

Bald Rock to Mattawa

157 The shores along this 14.5 M section of Holden Lake are thickly wooded. The NE shore is higher and steeper than the SW shore.

158 **Santa Island**, 4.8 M west of Bald Rock, is a low island, thickly wooded with tall trees. The cribs charted east of Santa Island have bushes and low trees growing on them (2001).

 159 **Caution.** — There are **obstructions** and **cribs** upstream and downstream of Santa Island.

160 There are no facilities at **Klock**, 0.3 M west of Santa Island.

Mattawa

161 The town of **Mattawa** ($46^{\circ}19'N$, $78^{\circ}43'W$) (population 2,281 in 1996) is on the SW side of Holden Lake at its junction with Mattawa River. Mattawa has churches, hospital, pharmacy, doctors, dentist, banks, post office, several stores, motels, hotels, restaurants, laundromat, liquor and beer store, golf and a museum (2001).

162 Approaching from the east, the first view of Mattawa is of the hospital and church of St. Anne, prominent on the hillside overlooking the town.

DEUX RIVIÈRES (2001)



163 The Mattawa railway **bridge**, crossing Holden Lake at **Fortin Point**, has a clearance of 6.5 m; the channel under the bridge is marked by **daybeacons**.

164 The point of land on the south shore 0.1 M west of Fortin Point is **Explorer's Point**. This was used as a camping ground by the early voyageurs and traders and is the site chosen for the original *Hudson Bay Company* post.

 165 The **Public wharf** at Mattawa is in a sheltered bay on the west side of Explorer's Point. There are two main floating wharves and several finger wharves with depths of 1.8 m or more (2001). There is a concrete launching **ramp** 3.8 m wide.

166 A **submerged power line** crosses to Fortin Point from a position west of the Public wharf.

167 **Mattawa River** is entered between Fortin Point and Explorer's Point. The road **bridge** across Mattawa River has a clearance of 4 m. Two **submarine cables** cross the Mattawa River upstream of the road bridge.

168 **Historical note.** — There was fur trading here at the junction of two major canoe routes in the early days of the French regime, then during the 1820s and 1830s men from the *Hudson Bay Company* post at Fort-Coulouge came here to trade. The *Hudson Bay Company* established a permanent post

in 1837, calling it *Mattawa House*. This later became a general supply store with a community growing up around it.

169 The community incorporated the Town of Mattawa in 1884 and built a substantial town hall the following year. By 1894, the town had a population of 1,780 with 6 hotels and many other businesses as well as its own *Mattawa Electric Light and Power Co.* Some 7,000 lumberjacks worked in the areas north and west of here; Mattawa was their base of operations.

170 Summer excursion day trips on the *Timber Train* give a good flavour of 19th Century lumberjack country. This excursion train follows the original *Moccasin Line* railway through the forests of the Laurentian hills from Mattawa to Témiscaming.

171 The *Mattawa and District Museum at Explorer's Point Park* is housed in a fine log building. This building was opened in 1984 and has displays of pioneer and Indian artifacts that tell the history of the area. The museum is operated by the *Mattawa Historical Society* and also hosts special exhibitions on occasion.

172 Perhaps the most famous landmark in this part of the Ottawa valley is the group of three white crosses overlooking the town from the hillside on the north side of

MATTAWA (2001)



the river. These crosses are thought to have been originally erected in 1686 by the Sieur de Troyes.

 173 *Mattawa Waterfront* is the municipal marina at the Public wharf. *Ron's Garage* and a variety store and ice cream parlour are near the Public wharf. *Mattawa Sports & Marine* is in town.

174 *Mattawa Adventure Camp*, on the SW shore 0.9 M east of Fortin Point, is a family fishing and hunting resort. *Valois Motel & Restaurant* is on Holden Lake 0.5 M SE of Fortin Point; there is a gravel **ramp** and dockage for visitors to the motel and restaurant. *Mattawa Lions Park* is a day-use park west of *Valois Motel*.

175 *Mattawa Island Conservation Area*, on an island near the mouth of Mattawa River, has a sandy beach and tennis and other sports facilities. *Sid Turcotte Park*, a cottage resort and campground on the SE shore of Mattawa River, has children's playground, games room and sandy beaches.

176 *Samuel de Champlain Provincial Park* is on Mattawa River 14 km west of Mattawa. This is home to the *Canadian Ecology Centre* and is a natural environment park, noted for its *Kag Trail*, which shows something of the

life led by the early Sorcerer or Nipissing native peoples. The park also has campgrounds and a launching **ramp**.

177 *Mattawa River Provincial Park* extends westwards from *Samuel de Champlain Provincial Park*. This park includes part of the original route used by the native peoples and early traders and offers historical adventure for the canoeist.

178 *Algonquin Provincial Park* lies 25 km south of Mattawa. Established in 1893, this is the oldest Provincial Park in Ontario and one of the largest in Canada. The park has many designated zones, ranging from Wilderness through Nature Reserve and Historic to Recreation and Utilization, that have been set aside to help manage and protect its resources.

179 The Mattawa area is noted for its good pickerel, pike, bass and muskellunge fishing and also for its moose, deer and bear hunting.

180 Local firms, with their tour boats based at *Mattawa Waterfront*, specialize in all-inclusive guided fishing and sightseeing tours on Holden Lake between Deux Rivières and the Otto Holden dam. Local firms also offer guided

OTTO HOLDEN DAM (2001)



hunting in the remote forest areas north and west of Mattawa. The availability of these tours depends on the dates of the open seasons.

Mattawa to Lac la Cave

181 There is a generating station dam across the river 3.7 M north of Mattawa. This is the *Otto Holden Generating Station* dam (46°23'N, 78°44'W). **Lac la Cave** is the part of Ottawa River above the dam.

182 The stretch of Holden Lake between the town of Mattawa and the Otto Holden dam is a fine cruising area with tree-lined shores.

183 **MacDonald Bay** and **Antoine Creek** are on the west shore 1.7 M north of Mattawa.

184 From the north, a patch of bare rock on the hillside on the east shore opposite MacDonald Bay looks like a moose head. This is known locally as **Moose Rock**.

185 There is an *Ottawa River Waterway* ramp installation on the west shore 0.6 M below the Otto Holden dam, 3 M north of Mattawa. During the summer months,

small vessels can be trailered from this ramp for a distance of 2.5 km to a similar ramp just above the dam. This allows pleasure craft to reach Lac la Cave and the *Ottawa River Waterway* installation at Témiscaming, 27 M to the NW.

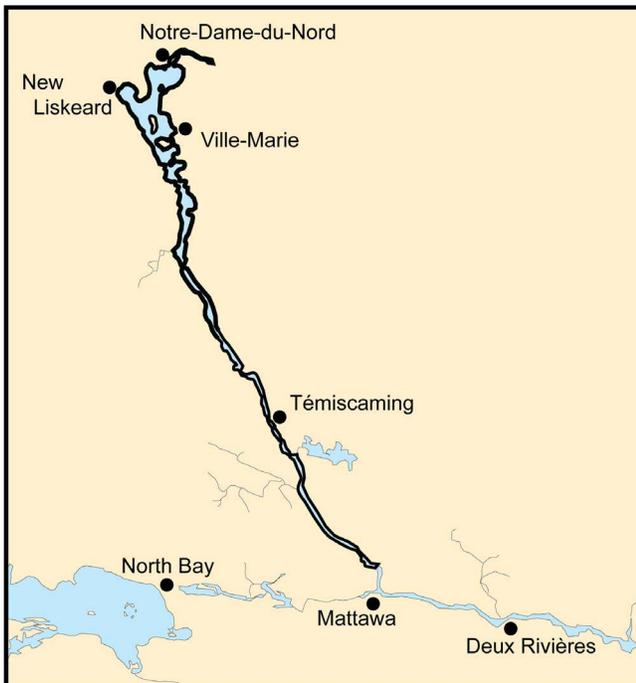
186 There is a yellow signboard on the NE shore 0.5 M SE of the dam. This signboard makes a good steering mark for vessels approaching from the SW. There is a similar sign on the west shore 0.1 M north of the *Ottawa River Waterway* ramp.



187 **Caution.** — The current below the dam can change suddenly and without warning; vessels are not allowed to enter the area north of the signboards.

Chapter 7

Upper Ottawa River Lac la Cave and Lake Timiskaming



General

1 This chapter covers two parts of Ottawa River, separated by a dam at Témiscaming.

2 Although there are no locks, through navigation is feasible using the ramp installations and trailer services of **Ottawa River Waterway**. These services allow vessels up to 30 feet (9.1 m) in length to bypass the dam and navigate as far north as New Liskeard and Notre-Dame-Du-Nord, at the head of Lake Timiskaming.

3 Each *Ottawa River Waterway* ramp installation is described individually in the text.

4 The areas described in this chapter are covered by *Charts 1555 and 1556*.

 5 Boaters are advised to use **caution** when approaching dams from either an upstream or downstream direction. Most dam installations have ice booms, debris booms and security booms though they might not all be charted.

Lac la Cave

Chart 1555

6 **Lac la Cave**, which stretches between the Otto Holden dam and Témiscaming ($46^{\circ}43'N$, $79^{\circ}06'W$), is 27 nautical miles (M) long and 0.2 to 0.4 M wide. This is a picturesque area: the shores are steep and tree-covered with little sign of development.

7 The town of Mattawa is reported (2001) to install a safety boom across the lake above the dam each year.

 8 **Caution.** — There is little shelter from the prevailing NW **winds**. The steep shores of the lake have a funneling effect, sometimes creating strong squalls.

9 An **overhead cable** at the south end of the lake near the dam has a clearance of 15 m.

10 There is an *Ottawa River Waterway* ramp installation on the west shore 0.1 M north of the Otto Holden dam. During the summer months, small vessels can be trailered from this ramp for a distance of 2.5 km to a similar ramp 0.6 M below the dam, on Holden Lake. This allows pleasure craft to reach the town of Mattawa and

OTTO HOLDEN DAM FROM NORTH (2001)



to continue down the river to the *Ottawa River Waterway* installation above the Des Joachims dam, 48 M to the SE.

11 **Wilson's Landing** is 3 M NW of the Otto Holden dam; there are no facilities. There is a small timber wharf and a small concrete and boulder ramp at **Smiths Landing**, 1.4 M farther NW, but these are difficult to use at low water levels (2001).

12 **Caution.** — A rock in midlake near $46^{\circ}27'N$, $78^{\circ}52'W$ has a depth of 0.9 m.

13 The **obstructions** charted near $46^{\circ}38'N$, $79^{\circ}02'W$ are used from time to time to moor a log boom.

14 There is a group of three islands in the middle of the lake near $46^{\circ}40'N$, $79^{\circ}04'W$. These islands are low and wooded with shallow foul waters between them and the western shore. South of these islands, the lake is deep and makes a good cruising area, being mostly free of shoals.

15 The northern end of Lac la Cave is deep and clear of shoals but may be difficult at times for pleasure craft due to floating debris from the paper mill.

16 The community of **Thorne** is on the west shore near the north end of Lac la Cave. There are no facilities.

17 The overhead cable with a clearance of 11 m shown on the chart as crossing the lake at Thorne has been removed.

18 The chimneys and the stockpile of sawdust at the *Tembec* pulp and paper mill, on the east shore at the north end of the lake, are conspicuous.

19 There is a generating station dam across the river at *Témiscaming* ($46^{\circ}42'N$, $79^{\circ}06'W$). This is the *Barrage du Lac-Témiscamingue*. The dam is built from each shore to an island in the middle of the river.

20 There is an *Ottawa River Waterway* ramp installation just below the dam, on the island in the middle of the river near the midpoint of the dam. During the summer months, small vessels can be trailered from this ramp for a distance of 1.5 km to a similar ramp on the east shore 0.3 M above the dam. This allows pleasure craft to reach Lake Timiskaming and the towns of Ville Marie, Haileybury, New Liskeard and Notre-Dame-du-Nord, 60 M to the NNW.

Témiscaming to Pointe Chabot

Chart 1556-2

Témiscaming

21 The town of **Témiscaming** ($46^{\circ}43'N$, $79^{\circ}06'W$) (population 3,130 in 2002) is north of the north end of

TÉMISCAMING FROM SE (2001)



TÉMISCAMING FROM NW (2001)



Lac la Cave, NE of the *Barrage du Lac-Témiscamingue*. Facilities include churches, hospital, doctors, dentist, banks, shopping, motels, hotels, post office, restaurants, laundromat, liquor and beer store, service stations, an arena and the *Canadian Pacific Railroad* museum (2002). There are guided tours to *Tembec Inc.*, which is a major *Canadian Forest Products* company.

22 Two **radio towers** NE of the dam make good landmarks.

23 **Lake Timiskaming**, meaning “Place of deep water” in Algonquian, is the part of Ottawa River above the generating station dam. Once in Lake Timiskaming, small craft can cruise 60 M of this magnificent water body and visit the towns of Ville-Marie, Haileybury, New Liskeard and Notre-Dame-du-Nord.

24 **Caution.** — There is little shelter from the prevailing NW winds. The steep shores of the lake have a funnelling effect, sometimes creating strong local winds and squalls with heavy seas.

25 There is an *Ottawa River Waterway* ramp installation on the east shore 0.3 M above the dam. During the summer months, small vessels can be trailered from this ramp for a distance of 1.5 km to a similar ramp just below the dam, on the island in the middle of the river near the midpoint of the dam. This allows pleasure craft to reach Lac la Cave and the *Ottawa River Waterway* ramp installation at Otto Holden dam, 27 M to the SE.

Témiscaming to Chenal Opimica

26 North of the town of Témiscaming, much of the shoreline consists of sheer vertical walls of rock, varying in colour in places, and hills rising to 100 to 180 m. Despite the steepness of the cliffs, trees have taken root on the rock faces.

27 A **safety boom** is reported (2002) to be installed each year across the lake above the dam.

28 **Témiscaming Municipal Marina** is on the east shore 0.4 M north of the dam. There is an abandoned brick building and a ruined wharf on the east shore north of the marina; these are relics of a former power station.

29 **Colton Narrows**, 0.6 M long, are entered 1.1 M NNW of Témiscaming. There is reported to be a quiet **anchorage** with depths of 2 to 13 m, mud bottom, in the inlet east of Colton Narrows.

30 The 6 M of lake NW of Colton Narrows is 0.2 to 0.3 M wide. The shoreline on both sides is rock with areas of rock and boulders, rising in places to perpendicular cliffs 60 m high and thickly wooded.

31 **Caution.** — There is a **submerged crib** 0.1 M off the east shore 1.9 M NNW of Colton Narrows; this crib has a depth of 0.7 m.

32 A white cottage on the west shore 2.4 M NNW of Colton Narrows makes a good landmark.

33 **Caution.** — There is a **rock awash** 0.1 M off the east shore 4.2 M NNW of Colton Narrows.

34 **Pine Tree Point** ($46^{\circ}49'N$, $79^{\circ}10'W$) is on the west shore 5.7 M NNW of Colton Narrows. The tree line is lower near the point.

35 **Baie Thompson**, also known as **Baie Giguere**, is on the east shore 1 M north of Pine Tree Point. There are sandy beaches around the bay.

36 **Pointe Opimica** ($46^{\circ}50'N$, $79^{\circ}11'W$) is on the north shore 1 M NW of Pine Tree Point; there is a **wharf**, 30 m long, at the south end of the point.

POINTE OPIMICA (2001)



MULTIBEAM SOUNDING DATA OF OPIMIKA NARROWS, OVERLAID ON AN AERIAL PHOTOGRAPH (2002)



 37 A small sheltered bay east of Pointe Opimica is reported to offer good **anchorage** with depths of 4 to 12 m, sand bottom.

 38 **Caution.** — There are 3 **cribs** off the SE tip of Pointe Opimica; the highest is 3 m high.

39 **Historical Note.** — In 1883, Joseph Jodouin built a rest house here. A Post Office was opened later, and this became a depot for logging operations. In 1983, the Province of Quebec declared this a historic site. Most of the buildings are in disrepair (2002).

40 From Pointe Opimica, the channel trends west and NW through **Opimika Narrows**. The west side of the narrows is high rock and wooded; the east shore is low with a few cottages. Two creeks flow into Opimika Narrows: **Ruisseau Marsac**, also known as **White Creek**, on the east shore; and **Green Creek** on the west shore.

 41 A concrete launching **ramp** on the NE shore 1 M WNW of Pointe Opimica is 3 m wide. North of the ramp is a **wharf** 11 m long and 2 m wide. The road leading to the ramp is gravel. *Dépanneur Mansel* is at the head of a narrow bay north of the ramp; there is a T-shaped **wharf** for their clients. There are sand banks on each side of the entrance to the bay.

42 **Chenal Opimica** is a narrow passage at the NW end of Opimika Narrows.

Chenal Opimica to Grand Campment Bay

43 North of Chenal Opimica, the lake is 0.5 to 0.8 M wide. The east side of the lake is shallow with sand bottom. A **sand bar**, marked by private **buoys**, reaches 0.3 M north of the NE entrance point of Chenal Opimica. **Baie Hoonan** is on the east shore 0.3 M NE of Chenal Opimica; there are cottages around the bay.

 44 **Caution.** — A **rock** 0.3 M NW of the NE entrance point of Chenal Opimica has a depth of 1.5 m.

 45 **McLaren's Point** ($46^{\circ}51'N$, $79^{\circ}14'W$) is on the west shore 0.9 M NW of Chenal Opimica. **McLaren's Bay** lies south of McLaren's Point; there are sandy beaches and cottages around the bay. McLaren's Bay is reported to offer good **anchorage** in depths of 1.5 to 3 m, mud and sand bottom. **Opimika Creek** flows into McLaren's Bay.

46 North of McLaren's Point, the west shore is sandy with rock areas and thickly wooded. **Ottertail Creek** is 2.2 M NW of McLaren's Point. The west shore north of Ottertail Creek is rocky, steep and thickly wooded.

 47 **Caution.** — There are **boulders**, 0.7 m high, in the middle of the entrance to Ottertail Creek.

48 **Pointe Ouellette** is on the east shore 0.8 M NNE of McLaren's Point.

 49 **Caution.** — There are **boulders**, 0.5 to 0.8 m high, 0.1 M west of Pointe Ouellette.

50 **Pointe Antoine** is 0.7 M NW of Pointe Ouellette. The shoreline is sandy with cottages nestled among the trees; north of Pointe Antoine, it is sandy with high sand bluffs. Marked by private **buoys**, the east shore is shallow all the way from Baie Hoonan to a point 0.6 M north of Pointe Antoine.

 51 **Caution.** — There is a patch of **rocks** in midlake 485 m SW of Pointe Antoine; these rocks, 0.3 to 0.8 m high, are the remains of a former light structure.

 52 There is a private **light**, flashing yellow, on a **crib** 0.1 M offshore 0.2 M SE of Pointe Antoine; the crib is 0.6 m high.

53 **Pointe McMartin** (*46°54'N, 79°16'W*) is on the east shore 2.6 M NW of Pointe Antoine. Cottages on the sandy beach at Pointe McMartin make good landmarks for vessels travelling north. The shoreline north of Pointe McMartin consists of high cliffs. **Ruisseau Lost** is on the east shore 1.4 M NW of Pointe McMartin.

54 The deepest sounding in Lake Timiskaming is a depth of 209 m in midlake 4.1 M NW of Pointe McMartin.

 55 **Grand Campment Bay** (*46°59'N, 79°21'W*) is on the west shore 5.7 M NW of Pointe McMartin. This bay has sandy beaches and offers good **anchorage** in depths of 1 to 3 m, sand bottom.

Grand Campment Bay to Pointe Martel

56 Both shores north of Grand Campment Bay are sheer walls of rock, wooded.

 57 **Buffalo Rock** (*47°01'N, 79°22'W*) is on the west shore 2.1 M NW of Grand Campment Bay. The mouth of a creek on the north side of Buffalo Rock offers sheltered **anchorage** with sandy beaches; the entrance has depths of 0.6 m; there are shallow **boulders** on the north side of the entrance. Part of the west shore north of Buffalo Rock is sheer cliff, brownish in colour, wooded.

58 There is a small waterfall on the east shore opposite Buffalo Rock, though it is often hidden by overhanging trees.

59 **Nagle Bay** is 1 M NW of Buffalo Rock. This bay has steep banks of sand. The shore north of Nagle Bay is high and cliffy. The eastern shore opposite Nagle Bay is steep and thickly wooded with a patch of high cliff, black in colour.

60 **Pointe Topping** (*47°03'N, 79°23'W*) is on the east shore 1.4 M north of Nagle Bay; there are private wharves, a cottage and a log house on the point. The mouth of **Rivière**

Kipawa is on the south side of Pointe Topping. The white water of the river gushes over boulders on its way into Lake Timiskaming. The fishing is reported to be good here.

61 Both shores north of Rivière Kipawa are rocky, steep and thickly wooded, with a steep sand bluff on the east shore 1.4 M NW of Pointe Topping.

62 **Baie à Baptiste**, on the eastern shore 1.7 M NW of Pointe Topping, is a small bay with low rocky shores; both shores north of Baie à Baptiste are high rock and thickly wooded.

 63 **Pointe Martel** (*47°06'N, 79°26'W*) is on the east shore 2.2 M north of Baie à Baptiste. The bay on the south side of Pointe Martel offers a quiet **anchorage** with depths of 1.9 to 3.5 m, mud bottom.

 64 **Caution.** — A **rock** in the middle of the mouth of this bay is 0.6 m high.

Pointe Martel to Pointe Chabot

65 The route between Pointe Martel and the narrows at Mission Point, 11 M to the north, has few offshore dangers and makes good cruising but the area is subject to squalls and strong winds due to the funnelling effect of the steep shores. North of Mission Point, the lake is wider and more open.

66 North of Pointe Martel, the lake is 1.3 M wide. There are pink cliffs, wooded, on the east side. **Heenan Bay** (*47°07'N, 79°27'W*), on the west side, has wooded sandy shores and is shallow. A long sand spit reaches across the north and NE sides of Heenan Bay; **Sandbar Island** is the SE end of this spit. The north end of the bay rises to form **Beaver Mountain**.

 67 **Caution.** — There are **cribs** south, east and north of Sandbar Island; some of these cribs are submerged.

68 The shoreline north of Sandbar Island is low and wooded to the mouth of the **Matabitchuan River**, 0.6 M to the north.

69 **Montreal River** (*47°08'N, 79°27'W*) is on the west shore 1 M north of Sandbar Island. The river is closed by a hydro-electric dam near its entrance. There is reported (2002) to be a **safety boom** across the river entrance.

70 North of Montreal River, the lake is 1 M wide. Both shores are steep and wooded. On the east side, the shoreline changes to boulders, backed by high and wooded hills. There are gentle slopes farther north with several cottages.

71 **Ruisseau Cresson** is on the east shore 2 M NE of Montreal River. There is a small wooded **island** 0.2 M offshore 0.4 M SW of Ruisseau Cresson.

 72 **Caution.** — A **rock** 200 m south of this small wooded island has a depth of 0.9 m. There are two **rocks** 0.1 M offshore in the mouth of a small bay 0.2 M SE of the island; these rocks have depths of 1.7 and 2.3 m. A **rock** 0.1 M off the east shore 0.3 M north of Ruisseau Cresson is 0.4 m high.

73 There is a wooded island 0.1 M off the east shore 0.8 M north of Ruisseau Cresson; there are **boulders** off the NE shore of the island. North of here, the east shore is boulders and wooded, becoming rolling clay hills farther north.

74 **Baie Verhelst** ($47^{\circ}12'N$, $79^{\circ}25'W$) is on the east shore 2 M north of Ruisseau Cresson. **Rivière Lavallée** enters the SE corner of Baie Verhelst; a road **bridge** near the mouth of the river has a clearance of 5.4 m.

 75 There is a Public launching **ramp** on the north shore of Baie Verhelst; a **Public wharf** west of the ramp is 11 m long; there is an L-shaped floating **wharf** east of the ramp.

76 **Baie Lavallée** lies north of Baie Verhelst. There is a wooded **island** in the middle of the bay, 0.4 M offshore.

 77 **Caution.** — An offshore **rock** in the north part of Baie Lavallée is 0.8 m high.

 78 **Maidens Bay** is on the west shore 4.5 M north of Montreal River; the steep wooded shore is lower here. **Maidens Creek** runs into the bay. *Maiden Bay Camp* is a cottage resort on the north side of the mouth of the creek. There is a gravel launching **ramp** near here.

79 **Island Point** ($47^{\circ}13'N$, $79^{\circ}27'W$) and **Pointe Dunn**, which is also known as **Pointe Quinn**, are on each side of the lake 0.5 M north of Maidens Bay. A bare rock **island** off Island Point is 3.7 m high. The steep shoreline continues north of Island Point. Pointe Dunn is high and wooded.

80 **Rocher à l'Original** is a point on the east shore 1.3 M NE of Pointe Dunn. **Baie l'Africain** (formerly known as **Moose Bay**) lies between Pointe Dunn and Rocher à l'Original. The bay has rolling clay fields gently sloping up towards high land beyond. **Ruisseau l'Africain** is a river entering the NE corner of Baie l'Africain; a highway **bridge** 0.1 M from the mouth of the river has a clearance of 4 m.

 81 **Caution.** — **Rocks** in the SW part of Baie l'Africain have depths of 0.3 and 0.7 m.

82 A communications **tower** on **Mont Bruno**, 1.4 M NE of Rocher à l'Original, makes a good landmark.

83 **Rochers aux Goélands** ($47^{\circ}14'N$, $79^{\circ}26'W$), in the middle of the lake 0.4 M north of Pointe Dunn, are two large bare rock islands; these are also known as **Gull Rock**

Islands. The southern island is 5.2 m high; the northern is 4.2 m high.

 84 **Caution.** — There are other **rocks**, some submerged, near Rochers aux Goélands.

85 A bare rock **island** 0.5 M NW of Rocher à l'Original is 2.9 m high. East of this bare rock island, the shoreline is boulders and wooded with a few cottages. The eastern shore for 2 M north of here is wooded cliffs.

86 **Pointe à la Barbe** ($47^{\circ}15'N$, $79^{\circ}27'W$) is on the west shore 1.9 M north of Island Point. The shoreline is steep and wooded. There is a large pile of grey gravel on the shore on the south side of the point; this makes a good **landmark** from the south.

 87 **Caution.** — An offshore **rock** in the bay SW of Pointe à la Barbe has a depth of 0.3 m.

 88 The NE side of Pointe à la Barbe is reported to offer good **anchorage** close to shore, sand bottom, though with a steep drop off a little farther out.

89 There is a wooded island off the west shore north of Pointe à la Barbe; there is a red cottage with a black roof on the east part of the island (2002). The shore of the bay west of the island is low and wooded, and there are high cliffs along the north shore of the bay. There is a trailer park on the west side of the bay.

90 A point on the west shore 1.3 M NNW of Pointe à la Barbe is high and wooded. In the bay north of this point, the hills slope down towards sandy beaches along the shore. There are cottages around the bay and a trailer park on the NW shore.

91 There is a high wooded bluff on the east shore 1.4 M NNE of Pointe à la Barbe; **Petite rivière Blanche** enters the east shore south of this bluff. There are depths of 1.2 m in the river as far as *Pont de la Petite-Rivière*, which is a **bridge** 0.9 M from the entrance. The bridge has a clearance of 5.6 m.

 92 **Baie Laperrière** is on the east shore north of the bluff. There are sandy beaches and cottages along the east and north shores of the bay. The bay offers good sheltered **anchorage**, protected from north winds.

93 **Mission Point** ($47^{\circ}17'N$, $79^{\circ}28'W$), on the west shore 2.1 M NNW of Pointe à la Barbe, is low, with sand, gravel and boulders.

94 **Historical note.** — In 1864, Mission Point was the headquarters for Oblate priests travelling to Abitibi, Kipawa, Temagami and Matachewan to work with the Algonquin people. There were residences here for the priests and the Grey Nuns, along with a school, a hospital and a church.

95 **Pointe Témiscamingue** is on the east shore opposite Mission Point. The shore north of Pointe Témiscamingue is boulders and gentle slopes with a sandy beach. Pointe Témiscamingue is the site of *Fort Témiscamingue*, a former *Hudson Bay Company* post.

 96 *Restaurant-bar La Bannik*, on the north shore of Baie Laperrière 0.4 M east of Pointe Témiscamingue, has dockage for visitors to the restaurant.

97 **Passé Opatciwanak** is the passage between Mission Point and Pointe Témiscamingue; it is less than 0.2 M wide.

98 Three communication **towers** 1.1 M NNE of Pointe Témiscamingue make good landmarks.

99 **Historical note.** — *Fort Témiscamingue* is a National Historic Site of Canada, recalling thousands of years of Algonquin presence and the history of the former trading post. Erected by a French merchant on Anicinabeg lands in 1720, *Fort Témiscamingue* was at a major crossroads along the *Hudson Bay Company* fur trading route. The post flourished, with houses, warehouses and barns. The fur traders later gave way to lumberjacks and missionaries. By 1920, the buildings were in disrepair and they were later removed.

100 The site is now managed by *Parks Canada*. The interactive exhibit *Obadjiwan* here offers a great cultural experience in a natural environment and richly illustrates the Amerindian, French and British presence in past years. Guided and self-guided tours are available during the summer. There are costume and animation workshops, special activities, picnic areas and a supervised beach.

101 The shore of the bay NW of Mission Point is rocky with boulders; the west part of the bay has a sandy beach with cottages. This area is known as **Camp Lorrain** or **Church Camp**. The shore along the north part of the bay is exposed white sand banks that can be seen at a distance; north of the bay, the shore is high, steep and wooded.

102 There is an island 0.1 M offshore 0.7 M WNW of Mission Point; the island is wooded with boulders on its south part. NW of the island, there are **rocks** and an **islet** 2.1 m high.

 103 **Caution.** — From the narrows at Mission Point to New Liskeard and Notre-Dame-du-Nord, 18 M to the north, the lake is wider with no protection from prevailing NW winds. **Strong winds** and **heavy seas** can develop quickly, causing dangerous conditions for all vessels.

104 **Pointe des Cèdres**, on the east shore 1.2 M north of Mission Point, is high and thickly wooded. On the north side of the point are steel buildings in disrepair; these are the remains of a quarry operation. **Pointe Chabot** ($47^{\circ}19'N$,

$79^{\circ}27'W$) is 0.8 M NE of Pointe des Cèdres. The shore between Pointe des Cèdres and Pointe Chabot is farmland with gentle slopes. **Baie au Sable** is on the south side of Pointe Chabot.

Pointe Chabot to Notre-Dame-du-Nord

Chart 1556-1

 105 **Caution.** — This part of the lake has little protection from the prevailing NW winds. **Strong winds** and **heavy seas** can develop quickly, creating dangerous conditions for all vessels.

Pointe Chabot to Île Mann

106 The west shore is straight and steep and wooded; the east shore has large islands and bays with farmland and high hills beyond.

107 **Paradis Bay** ($47^{\circ}20'N$, $79^{\circ}32'W$) is on the west shore 3 M WNW of Pointe Chabot. North of Paradis Bay there are sand bluffs and a few cottages; north of these bluffs there are high wooded cliffs. **Latour Creek** empties into Paradis Bay.

108 **Pointe au Vin** ($47^{\circ}20'N$, $79^{\circ}30'W$), formerly known as **Pointe au Vent**, is a steep rounded bluff, wooded, on the east shore 1.6 M NW of Pointe Chabot. **Baie des Pères** lies between Pointe Chabot and Pointe au Vin; the north shore of Baie des Pères is steep and wooded.

109 The town of **Ville-Marie** ($47^{\circ}20'N$, $79^{\circ}26'W$) (population 2,920 in 2002) is on the east shore of Baie des Pères. This is the Judicial Seat of the District of Témiscamingue. The town offers shopping, restaurants, post office, bank, church, motels, dentist, liquor and beer stores, and the *Centre de santé Saint-Famille* hospital (2002). Places of interest include the *Maison du colon* historic site, the Town Hall and the *Salle Augustin-Chénier* cultural centre.

110 Three communications **towers** in the east part of the town and a **tower** 2 M NE of Pointe au Vin make good landmarks from offshore.

 111 *Marina de Ville-Marie* is a municipal marina. *Centennial Park*, near the marina, is a day-use park with picnic tables. All the facilities of the town are nearby.

112 **Cours d'eau Rannou** is a river entering the NE side of Baie des Pères; a road **bridge** near the mouth of the river has a clearance of 9.3 m. **Cours d'eau Scrive** enters the east side of the bay.

VILLE-MARIE (2001)



113 **Île des Soeurs** ($47^{\circ}21'N$, $79^{\circ}29'W$) is a small wooded island 1.2 M north of Pointe au Vin.

 114 **Caution.** — A rock off the NW shore of Île des Soeurs is 0.8 m high.

115 There is a steep wooded bluff on the mainland 0.4 M NE of Île des Soeurs. **Baie Faure** lies NE of the bluff; the SE shore of the bay is steep.

116 **Île du Collège** ($47^{\circ}23'N$, $79^{\circ}31'W$), a high wooded island 2.5 m wide, lies off the east shore 1 M NW of Île des Soeurs. The east shore of Île du Collège is high and rocky, sloping down towards **Île du Finlandais**, a wooded island off the SE tip of the island.

 117 A **causeway** at the east end of Île du Collège crosses to the mainland. There is a concrete Public launching **ramp** and a small floating **wharf** on the north side of the east end of the causeway; there are depths of 1 m in the approaches to the ramp. There is a gravel launching **ramp**, suitable only for small boats, on the mainland shore 0.1 M SE of the causeway. The mainland is steep and wooded.

118 **Île Oster** ($47^{\circ}24'N$, $79^{\circ}32'W$) and **Île Brisseau** lie off the north shore of Île du Collège. Both these islands are wooded with rock and boulder shores. **Baie Trépanier** and **Baie Joanne** are on the mainland shore NE of Île Brisseau. There are a few cottages along this shore. The rocky shoreline north of here is steep and wooded.

 119 **Caution.** — A rock 0.15 M offshore in the middle of Baie Joanne has a depth of 0.2 m.

120 **Martineau Bay** ($47^{\circ}23'N$, $79^{\circ}35'W$) is on the west shore 1.3 M west of Île du Collège. There are a few cottages along the shore. A creek empties into the bay. The shore north of Martineau Bay is sheer cliff walls; the highest cliff is **Devil Rock** ($47^{\circ}24'N$, $79^{\circ}35'W$), rising to 91 m.

121 **Historical note.** — An interesting feature at Devil Rock is mining tunnels that were chiselled into the face of the cliff near the waterline during the silver rush in the 19th Century.

 122 **Bucke Park** is a trailer park and campground in a small bay 2.3 M NW of Martineau Bay. There is a Public launching **ramp** here. There is a 3-km hiking trail to the summit of Devil Rock.

 123 **Île Mann** ($47^{\circ}25'N$, $79^{\circ}33'W$), formerly known as **Bryson Island** or **Burnt Island**, is a large island in the middle of the lake 1.5 M NNW of Île du Collège. The island is rocky and thickly wooded. At the south end of the island, a gravel spit reaches eastward; there is reported to be good **anchorage** in the bay NE of this gravel spit in depths of 1.7 to 2.4 m, mud bottom.

 124 **Caution.** — A rock 0.1 M offshore 0.4 M NE of the anchorage is 1.1 m high; a rock 0.1 M offshore in the mouth of a bay 1.2 M farther north is 1 m high.

BUCKE PARK (2001)



Île Mann to New Liskeard

125 **Pointe Piché** ($47^{\circ}27'N$, $79^{\circ}32'W$) is on the east shore 1.2 M NE of Île Mann; the shoreline here and to the north is steep and wooded.

126 **Farr Island** ($47^{\circ}26'N$, $79^{\circ}36'W$), off the west shore 1.7 M west of Île Mann, is wooded. There are dry **rocks** north and south of the island. A gravel **shoal** west of Farr Island has a depth of 0.9 m. **Farr Creek** is on the west shore 0.3 M NW of Farr Island. The shoreline north of Farr Creek is sand and boulders.

127 The town of **Haileybury** ($47^{\circ}27'N$, $79^{\circ}38'W$) (population 5,000 in 2002) is on the west shore 1.5 M NW of Farr Island. There are dentists and a medical clinic; the *Temiskaming Hospital* is 8 km NW of town. There is a bus service to North Bay and Toronto.

128 The Cobalt **water tower** and 5 communications **towers** 3.5 M SW of Haileybury make good landmarks from offshore. A microwave **tower** 0.2 M inland and 0.8 M NW of Farr Island and a silver-coloured church **steeple** and the green **spire** of the District Court House are conspicuous. High powered water jets at an enclosed swimming area at the north end of the marina can be seen from offshore.

 129 *Tri-Town Motorsports Marina* and *Haileybury Marina* are marked by privately

maintained **lights**. *Haileybury Marina* has north and south basins; there is a seaplane berth in the south basin.

130 **Historical note.** — This is a charming District Town with many fine homes. The district flourished during the Cobalt mining boom and present-day attractions include the *Haileybury Heritage Museum*, the *Haileybury Public Library*, the *Temiskaming Art Gallery*, Northern College (Haileybury School of Mines Campus), and a golf course. The District court house and land registry are in town.

131 The town of **Cobalt**, 8 km SW of Haileybury, has several attractions including the *Cobalt Mining Museum*, the *Bunker Military Museum*, the *Cobalt Coleman Fire Museum* and walks along the *Heritage Silver Trail*.

132 There is a small bay on the west shore 2.1 M NW of the Haileybury marinas; **Dickson Creek** enters the SW shore of the bay. There is a **rock awash** 0.1 M offshore on the north side of the entrance to the bay. Near the shore south of the bay, a particleboard factory, painted yellow with high piles of saw-dust at its north end (2002), has a conspicuous **chimney**. The plant's pump house is at the shoreline.

133 There is a wooded island 0.1 M offshore 0.4 M north of Dickson Creek. *Edgewater Motel*, on the mainland shore west of the wooded island, has a wharf and a gravel **ramp** for their patrons.

HAILEYBURY (2001)



134 **Wabi Bay** is the NW part of Lake Timiskaming. **Wabi Creek** ($47^{\circ}30.5'N$, $79^{\circ}40'W$) is a river at the head of the bay; a **bridge** 0.2 M from the mouth of the river has a clearance of 4.7 m. East of Wabi Creek the shoreline is low and built-up with homes; the shoreline along the NE side of the bay is boulders and wooded.

135 **Historical note.** — Wabi Bay and Wabi Creek are named after the Algonquin family *Wabikigic* who had a cabin at the mouth of the river.

136 **New Liskeard** ($47^{\circ}30'N$, $79^{\circ}40'W$) (population 5,500 in 2002) is on the NW shore of Wabi Bay. This is the largest town in Timiskaming District. With its thriving retail and service community, New Liskeard has become the business centre of the region. The town has fine homes, churches, post office, banks, restaurants, shopping, motels, doctors, veterinarian, golf and museums (2002). The *Temiskaming Hospital* is 3 km SW of town. The *Earlton-Timiskaming Regional Airport*, 30 km NW of town, offers flights to Toronto and other towns. *Temiskaming Treasure Tours* offer guided tours. There is an excellent waterfront, with a long beach and boardwalk.

137 Two communications **towers** west of Wabi Bay and a church **spire** and a communications **tower** in New Liskeard make good landmarks from offshore. On closer approach, a white marina building with blue roof shows well (2002).



138 The entrance to *Barry's Waterfront Marina* is marked by a privately maintained **light**; there is a

Public launching **ramp** north of the light. *Maille's Marine* is west of the ramp. The tour boat *Lady Belle II*, operated by *Ontario's North Tours*, is based at a wharf on the east side of the mouth of Wabi Creek; there is also a concrete Public launching **ramp** here.

New Liskeard to Notre-Dame-du-Nord



139 **Dawson Point** ($47^{\circ}29'N$, $79^{\circ}37'W$), formerly known as **Wabi Point**, is the south end of the peninsula that forms the east side of Wabi Bay. A T-shaped wharf at Dawson Point is private. Impressive cream-coloured limestone cliffs east of here are evidence of an ancient sea bed. The east point of the peninsula, 2 M NE of Dawson Point, is known locally as **Windy Point**; the shoreline north of Windy Point is high and thickly wooded. The slight bay on the north side of Windy Point is reported to offer good **anchorage**, gravel bottom, sheltered from west winds.

140 **Île du Chef** ($47^{\circ}30'N$, $79^{\circ}32'W$), on the east shore 1.5 M ENE of Windy Point and 3.2 M north of Pointe Piché, is wooded. The mainland SE of Île du Chef is thickly wooded.

141 A long rounded point reaches into the lake 0.8 M east of Île du Chef; a bare rock **island** off the north end of the point is 3.2 m high. **Ruisseau Abbica** and **Rivière à la Loutre** ($47^{\circ}31'N$, $79^{\circ}29'W$) are on the south shore east of the point. The shoreline is low with mud banks and is wooded.

NEW LIKESARD (2001)



APPROACH TO RIVIÈRE DES OUTAOUAIS (2001)



142 North of Île du Chef lies a large shallow bay ($47^{\circ}32'N$, $79^{\circ}32'W$): **Sutton Bay** is the west part; the east part is **Baie Paulson**. **Casey Mountain** is a prominent hill north of Sutton Bay. A church **steeple** north of Baie Paulson in Notre-Dame-du-Nord makes a good landmark.



143 **Caution.** — There are **deadheads** in Sutton Bay and Baie Paulson as well as other areas of the lake.

144 **Sutton Creek** enters the low and marshy NW corner of Sutton Bay 3.7 M north of Windy Point. There is a trailer camp 0.1 M NE of Sutton Creek. A high rock east of here is

NOTRE-DAME-DU-NORD (2001)



known locally as **Waugh's Rock**; farther east, the shoreline becomes low and marshy with sand bottom and sandy shoreline. **Blanche River** ($47^{\circ}34'N$, $79^{\circ}32'W$) enters the north shore 2 M east of Sutton Creek. **Rempnoux Island**, also known as **Île Rempnoux**, is in the mouth of Blanche River; **Chenal du Diable** is a passage along the NE side of the island.

145 **Rivière des Outaouais**, known locally as **Rivière des Quinze**, enters the north shore of Baie Paulson 1 M east of Blanche River; **Pointe Millar** ($47^{\circ}34'N$, $79^{\circ}30'W$) is the east side of the river entrance. There are sandy banks along the west shore of the river. **Pont Desjardins Bridge**, a road bridge 1.2 M from the mouth of the river, has a clearance of 5.4 m. There is **dockage** on the west shore north and south of the bridge. **Barrage de la Première-Chute** is a hydroelectric dam farther up the river.

 146 **Marina Tête-du-lac** is on the east side of Rivière des Outaouais.

147 A mud and rock bank 0.2 M SW of Pointe Millar has a depth of 0.6 m. Private **buoys** are reported (2002) to mark a channel past here.

148 **Historical note.** — Rivière des Quinze was so named by the early voyageurs in honour of the number of

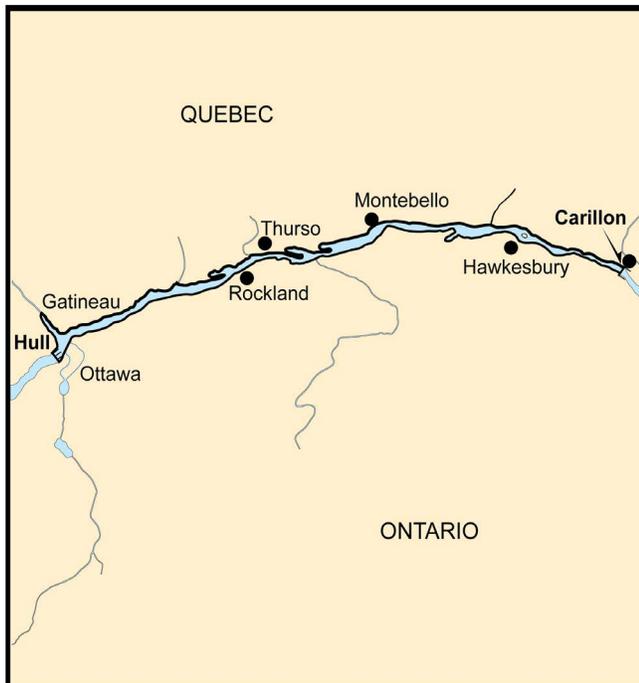
portages between Lake Timiskaming and Lac des Quinze, a few miles to the east.

149 The town of **Notre-Dame-du-Nord** ($47^{\circ}36'N$, $79^{\circ}29'W$) (population 1,250 in 2002) is on Rivière des Outaouais. The town offers a medical clinic, dentist, museums, churches, banks, post office, boardwalk along the river, restaurants and motels. The nearest hospitals are *Temiskaming Hospital*, 3 km SW of New Liskeard, and the *Centre de santé Saint-Famille* in Ville-Marie. A popular and unique event is the *Rodéo du camion/Truck Rodeo*, held on a midsummer weekend every year since 1981.

150 **Historical note.** — Notre-Dame-du-Nord was one of the earliest settlements of the Algonquin people and was known by early traders as “Tête du Lac” or “Head of the Lake”. It was also known as North Temiskaming. Logs harvested in the forests north of here were floated down Rivière des Outaouais and gathered at the mouth of the river in rafts to be towed to Île du Chef and from there down to McLaren's Bay.

Chapter 8

Ottawa River Ottawa — Carillon



General

1 This chapter describes Ottawa River and the navigable parts of its tributaries between Ottawa and the lock at Carillon. The route, with 62 nautical miles (M) along the main track and 11 M of secondary routes, is covered by *Chart 1515* and *Chart 1514*.

2 The main communities along the route are Ottawa, Gatineau, Rockland, Thurso and Hawkesbury.

3 The **limiting depth** along the main shipping route is 3 m at Long Sault Bank near Grenville. The **vertical clearances** are 13.4 m under the *Alexandra Bridge*, which links Gatineau to Ottawa, 15 m under the *Long-Sault Bridge*, which links Grenville to Hawkesbury and 12.8 m under the fixed gantry at the downstream entrance of Carillon lock.

 4 **Caution.** — There may be floating logs and other debris on Ottawa River. These logs float low in the water and are difficult to see. Collision with one of these logs will cause severe damage or the total loss of a small vessel.

Ottawa to Becketts Creek

Chart 1515

Ottawa to Île Kettle

5 (*The city of Ottawa and the National Capital Region are described in Chapter 2.*)

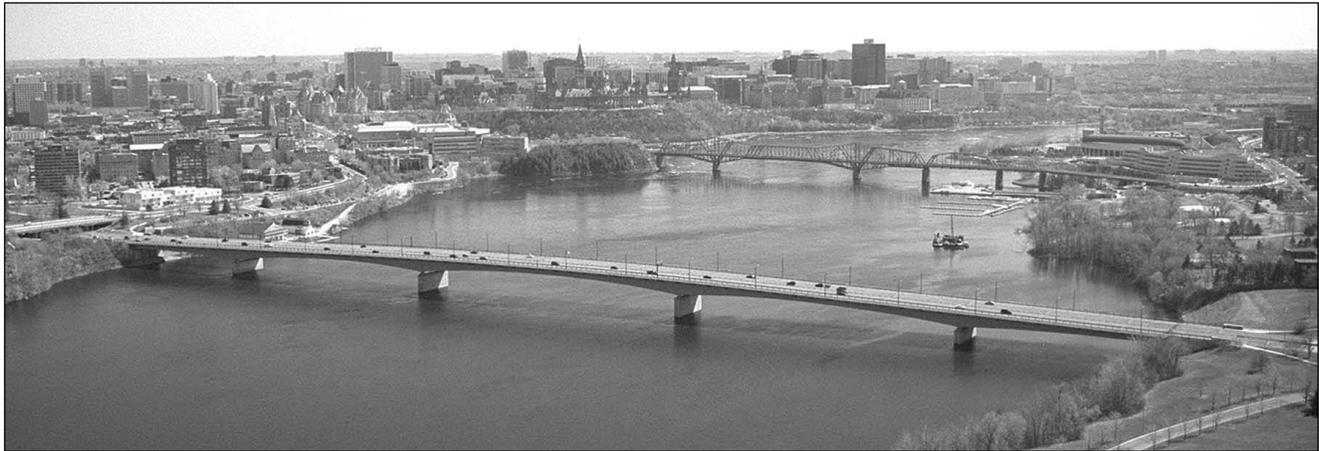
6 This 2.8 M of river leads NNE and east from the middle of the built-up area of Ottawa-Hull.

7 The Rideau Canal enters the SE shore of Ottawa River at **Entrance Bay**, on the NE side of the Parliament buildings.

8 (*The Rideau Canal is described in Chapters 2, 3, and 4 of this booklet.*)

 9 There is a Parks Canada **wharf** on the south side of Entrance Bay, near lock 1 of the Rideau Canal. This wharf serves as a pre-lockage berth as well as a berth for cruise boats. It may be used for overnight dockage by small craft waiting to enter the canal.

MACDONALD-CARTIER BRIDGE AND ALEXANDRA BRIDGE FROM NORTH (2001)



10 Two highway **bridges** cross the river at Ottawa: *Alexandra Bridge* with a clearance of 13.4 m between the **lights** (1296.49, 1296.491) marking the channel under the main span at **Nepean Point**, 0.2 M north of Entrance Bay, and *Macdonald-Cartier Bridge* 0.4 M farther north. The latter bridge has a main span 75 m wide; the clearance is 16 m between the **lights** (1296.46, 1296.47) marking the channel; the bridge is illuminated at night.

11 The *Canadian Museum of Civilization* is on the west side of Ottawa River, SW of *Alexandra Bridge*; a floating visitor's **wharf** along the shore is 33 m long. Floating wharves along the east shore, downstream of *Alexandra Bridge*, are private.

12 **Île Hull** is in mid-river 0.3 M upstream of *Alexandra Bridge*. There are two **sewer outfalls** on the north shore north of Île Hull.

13 The Hull district **public wharf** is immediately downstream of *Alexandra Bridge*, on the west side of the river. This irregular shaped wharf extends 120 m from shore and has a three-level landing pier 53 m wide with depths of 2.4 m. There is a **launching ramp** on the north side of the wharf. Many tour boats make a stop-over at this wharf.

14 *Club de yachting Portage Champlain* is on the north side of the Public wharf.

15 **Rideau River** empties into Ottawa River over **Rideau Falls**, on each side of **Green Island**, on the SE shore 0.3 M below *Macdonald-Cartier Bridge*.

16 **Rivière Gatineau** enters Ottawa River from the NW 0.7 M farther downstream. A highway

bridge over Rivière Gatineau 0.3 M from its entrance has a clearance of 5.5 m. A **Public wharf** at **Pointe-Gatineau**, on the north shore east of the bridge, has a frontage of 32 m and depths (1998) of 2 to 4 m. *Halte nautique Gatineau* is 0.2 M downstream of the Public wharf; their floating **wharves** are along the shore. A **submarine cable** and two **submerged pipelines** cross Rivière Gatineau near the bridge. A second highway **bridge**, 0.7 M upstream of the first bridge, has a clearance of 10 m.

17 *Marina du Casino du Lac-Leamy* is south of **Lac Leamy**; access is by Gatineau River and Lac Leamy; four private **light buoys** (1296.40, 1296.41, 1296.42, 1296.48) in the river mark the approach. Two **bridges** across the channel have a clearance of 6.2 m. **Signal lights** indicate priority of passage: the entrance channel is only 12 m wide and vessels are not allowed to stop.

18 *Rockcliffe Boathouse Marina* is on the south shore of Ottawa River east of the mouth of Rivière Gatineau. *New Edinburgh Club* is a private sailing club east of here.

19 **Pointe Duval**, 2.1 M downstream of *Macdonald-Cartier Bridge*, is the WSW end of **Île Kettle**. The main channel is SSE of the island. A **submerged pipeline** crosses the river 0.4 M SW of Pointe Duval.

Île Kettle to Becketts Creek

20 This 11.5 M of river trends east and NE. Parts of the south shore are developed with residential areas but the north shore is mainly overgrown marshes.

RIDEAU FALLS (2001)



MOUTH OF RIVIÈRE GATINEAU (2001)



MASSON WHARF (2001)



21 The low marshland along the north shore is the western part of a wide area of alluvial flats that borders the river from here to Montebello ($45^{\circ}39'N$, $74^{\circ}57'W$). These flats were formed by silt from Ottawa River and its tributary rivers: Gatineau, du Lièvre, Blanche and Petite Nation. The flats are separated by long bays running parallel to the main river and are popular shooting grounds. The steeper slope farther north is the prehistoric bank of the river. During high water periods in May and June, the flats and parts of the neighbouring lowlands are flooded, as are parts of the south shore such as areas above and below the town of Rockland ($45^{\circ}33'N$, $75^{\circ}18'W$) and near the mouth of South Nation River ($45^{\circ}34'N$, $75^{\circ}06'W$).

22 *Rockcliffe Boat Club* is situated on the south shore, 1.3 M east of Pointe Duval. The *National Aviation Museum* is south of here. Six private information **light buoys** (1295.82 , 1295.84 , 1295.86 , 1295.88 , 1295.90 , 1295.92), form a corridor abreast of the Boat Club, indicating a no wake zone.

23 The city of **Gatineau** (population 226,000 in 2002) is on the north shore opposite Île Kettle. In January 2002, Aylmer, Buckingham, Gatineau, Hull and Masson-Angers amalgamated and became the new city of Gatineau. A large *Bowater paper mill* near the shore in Gatineau is conspicuous; there are **sewer outfalls** here and to the west.

 24 There is a **Public wharf** and launching **ramp** on the north shore in the SE part of Gatineau.

The wharf has a frontage of 3.8 m and a depth (2013) of 0.8 m along the face; the ramp is 8.8 m wide. A **channel** to the wharf joins the main route east of Île Kettle.

 25 *Marina Kitchissippi* is 0.5 M WNW of the east end of Île Kettle.

26 **Upper Duck Island** and **Lower Duck Island**, separated by a narrow area of shallow water, are both thickly wooded. The main route leads north of the islands.

27 **Battures Green** is a shoal on the main route north of Lower Duck Island; a steel **crib** on a shoal 150 m south of the route is marked by *light buoy H435 (1295.1)*.

28 A **water tower** on the mainland 0.3 M south of Lower Duck Island is prominent and has red air obstruction **lights**. Two **water intakes** extend into the river here.

29 **Green's Creek** is on the south shore 0.6 M east of Lower Duck Island.

 30 A **marina** (*Marina Leblanc*) with a launching ramp is situated on the north shore, NNW of the mouth of Green's Creek. A private buoyed channel leads to the marina. The floating wharves are protected by an L-shaped breakwater in the SW and a second breakwater in the NE. A private **light** is shown on the extremity of each breakwater; see the Appendices for a list of services. There is a **seaplane base**.

31 The community of **Hiawatha Park** is on the south shore 1 M NE of Green's Creek. A **chimney** and a **building** here are conspicuous.

CUMBERLAND (2001)



32 **Battures Way** is a shallow sand bank 1.3 M NE of Hiawatha Park; the main route leads SE of Battures Way. **Chenal Way** is a narrow passage NNW of Battures Way. A **submerged pipeline** crosses the river 0.8 M SW of Battures Way.

 33 **Petrie Islands** ($45^{\circ}30'N$, $75^{\circ}30'W$) border the south shore and are heavily wooded. In the NE part of the islands there are recreational tourism facilities including a long beach. There is also a marina (*Marina Oziles*) located along one of the channels that runs between the islands; for further information on facilities consult the Appendix.

 34 **Caution.** — Wide **shoal areas** extend north into the river from Petrie Islands.

35 **Rivière du Lièvre** enters Ottawa River from the north 2 M ENE of Petrie Islands.

36 **Masson-Angers** is on Rivière du Lièvre 1.3 M from its mouth. The *Papier Masson* **paper mill** on the west bank, with a **chimney** and a **water tower**, is conspicuous from Ottawa River. A double **water tower** farther to the NE is also conspicuous. There is a hospital in **Buckingham**, 5 km north of Masson-Angers.

37 On the south shore of Ottawa River, opposite Rivière du Lièvre, there is a day-use conservation area park with picnic tables and a gravel launching **ramp**.

38 **Overhead power cables** 0.3 M east of Rivière du Lièvre have a clearance of 23 m.

 39 The private **wharf** on the north shore 0.9 M east of Rivière du Lièvre is connected by road. There is a frontage of 27 m with depths (1993) of 3.9 m.

 40 A **ferry**, making frequent crossings, joins year long the sector of Masson and the city of Ottawa (Cumberland sector). A seasonal ice boom is placed between December 15 and March 31 and removed as soon as ice conditions allow for navigation. The mobile ramps are reserved for the sole use of the ferry. **Submerged pipelines**, no longer in use, follow the ferry route. A public launching **ramp** is situated immediately west of the wharf.

41 The community of **Cumberland** ($45^{\circ}31'N$, $75^{\circ}25'W$) is on the south shore 0.8 M east of Rivière du Lièvre. This well-cared-for village has churches, stores, doctor, post office, restaurant, service stations, tennis and a museum (2002).

 42 The **Public wharf** at Cumberland has an outer face 28 m long and depths (1993) of 2.2 to 4.4 m. A ramp on the east side of the wharf is reserved for the use of the ferry.

43 *Cumberland Township Museum*, 1 km east of the village, is open from May to October. This museum is a representation of a pioneer village, restored and furnished as in earlier times. The buildings include a schoolhouse, a 19th Century log house, a village church and the original railway station from the village of Vars. The church is sometimes used for weddings. Occasional concerts are held at a bandstand.

44 **Becketts Creek** is on the south shore 2 M east of Cumberland.

ROCKLAND (2001)



Becketts Creek to Papineauville

Becketts Creek to Wendover

45 This 11 M of river trends NE and east. There are marshy flats along most of the north shore and parts of the south shore.

46 *Ottawa River Shore Camping Site* is a campground and trailer park on the south shore 0.3 M east of Becketts Creek.

47 **Gariepy Marsh**, along the south shore east of Becketts Creek, is a wide area of weeds and bushes filling most of **Baie Lafontaine**. Small craft with local knowledge can pass along the shore south and east of the marsh but the area is much beloved by hunters and is best avoided.

48 The town of **Rockland** ($45^{\circ}33'N$, $75^{\circ}18'W$) (population 8,517 in 2001) is 3.1 M ENE of Becketts Creek. Rockland has churches, banks, stores, medical centre with doctors and dentist, motel, hotels, post office, restaurants, laundromat, service stations, golf and tennis (2002). A church **spire** is prominent.

 49 The **Public wharf** along the shore at Rockland is 28.4 m long, with two concrete launching **ramps**, each 7.2 m wide; there are floating **wharves** on each side of the ramps (2002).

50 A **submerged pipeline** extends offshore at the wharf; a **submerged power cable** and a **submerged telephone cable** cross the river NE of the wharf.

 51 *Marina Outaouais*, protected by breakwaters, is on the south shore 0.1 M SW of the Rockland Public wharf.

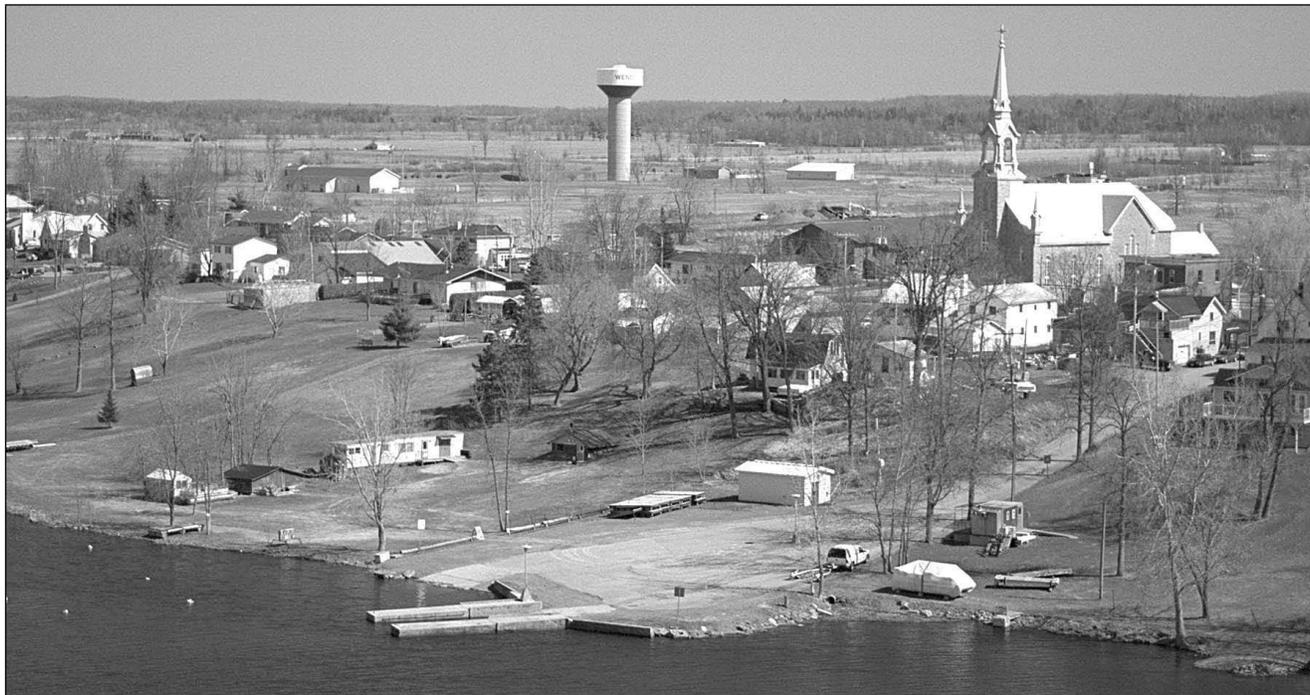
52 **Clarence Creek** is on the south shore 0.9 M east of Rockland.

53 A **submerged pipeline** extends from the south shore at Clarence Creek. A **submerged water intake** extends from the north shore at **Rivière Blanche**, 1.6 M farther downstream; the **crib** at the outer end has a depth of 6 m.

54 The town of **Thurso** ($45^{\circ}36'N$, $75^{\circ}15'W$) (population 2,436 in 2001) is on the north shore. Thurso has churches, bank, a general store, hotels, medical clinic with doctors and dentist, post office, restaurants, service stations, golf and tennis (2002). A **water tower** in the west part of Thurso is conspicuous.

  55 The **Public wharf** at Thurso is a jetty protected by rocks (2001). A seasonal **cable ferry**, connecting Thurso and Clarence Island, offers an interprovincial service between two landing piers. A sign has been installed on the ferry to signal the ferry cable that guides the ferry and that obstructs the waters immediately

WENDOVER (2001)



in front and behind the ferry. Mariners should not cross in front or behind the ferry when it is moving.

56 The shores, islands and islets east of Thurso are part of **Parc national de Plaisance**. The Thurso wharf, which is almost entirely covered with rocks, also offers a docking area for the recreational shuttles towards **Baie Dubé** ($45^{\circ}35'N$, $75^{\circ}07'W$) and Parc national de Plaisance.

57 **Clarence Island**, 2 m high and overgrown with trees and bushes, is in mid-river opposite Thurso. There is a cut through Clarence Island; an **overhead power cable** is near its south end. A **causeway** with a **bridge** joins the west end of Clarence Island to the south shore; a passage under the bridge has a clearance of 3.7 m. The embankment of the causeway reduces the width of the passage; a white **light** on each side of the underside of the bridge indicates the channel.

58 A **submerged power cable** crosses to Clarence Island from the south shore.

59 A ruined wharf on the south shore is private (2002).

60 **Parker Island**, in mid-river 0.4 M east of Clarence Island, is low lying and wooded. The main route leads north of the island.

61 **Îles Thurso**, 1 M east of Parker Island, are thickly wooded. **Île Fer à Cheval** and **Île Dubé** are two of the Îles

Thurso. The channel narrows as it passes north of Île Fer à Cheval and SW of Île Dubé. A passage north and east of Île Dubé is not marked.

62 The community of **Wendover** is on the south shore SE of Île Dubé. Wendover has a church, general store, bank, hotel, post office, restaurant and service station (2002). A **water tower** and the church **spire** are conspicuous.

 63 The **Public wharf** at Wendover consists of two parallel timber cribs 13.2 m long, 2.4 m wide and 1 m high; there are depths (1989) of 1.5 m at the outer end of the wharf. A concrete launching **ramp** between the cribs is 4.4 m wide; there is another ramp just east of here.

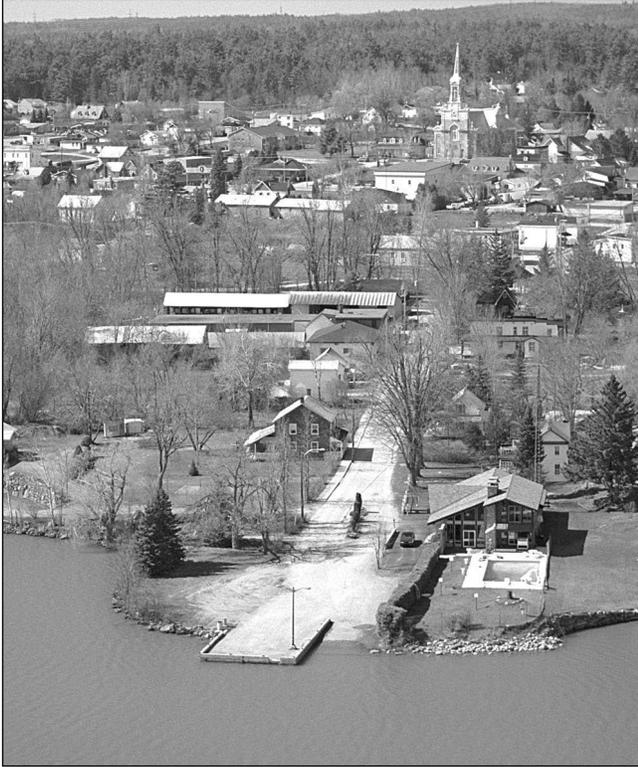
64 A **submerged water intake** extends 100 m offshore at the Wendover wharf; the **crib** at the outer end has a depth of 5 m. A **submerged pipeline** 0.25 M to the east extends 270 m offshore.

Wendover to Papineauville

65 The 5 M of river east of Wendover trends generally ENE past wide areas of weed and marsh.

66 **South Nation River** ($45^{\circ}34'N$, $75^{\circ}06'W$) enters Ottawa River from the SE 1.1 M east of Wendover. This river is navigable for 2.2 M to the *South Nation Provincial Park*, which is a day-use park with picnic tables. The five

PAPINEAUVILLE (2001)



piers crossing the river 1.5 M from the mouth are the remains of an early railroad bridge.

 67 A **marina** (*Camping Boat Docking Alain Viau*) is on the south shore near the mouth of South Nation River. Another marina, *South Nation (Marina de Wendover)*, is 1.2 M from the mouth of South Nation River.

68 **Rivière de la Petite Nation** enters the north shore of Ottawa River opposite South Nation River. A narrow channel leads 1.1 M up Rivière de la Petite Nation. The large area of channels, bays, islands, islets and wetlands, east and west of Rivière de la Petite Nation, is part of Parc national de Plaisance. Access regulations apply to these protected areas between Thurso and Papineauville. Recreational shuttles criss-cross the channels in Parc national de Plaisance. Launching **ramps** are also available.

69 **La Grande Presqu'île**, along the north shore of Ottawa River east of Rivière de la Petite Nation, is a wide alluvial flat, overgrown with trees and bushes. **La Petite Presqu'île** lies along the north side of La Grande Presqu'île. A **bridge** between La Grande Presqu'île and the eastern end of La Petite Presqu'île has a clearance of 2.1 m. An **overhead cable**, with a vertical clearance of 5.2 m, is 150 m west of the bridge.

Papineauville to L'Original

Chart 1514

Papineauville to Montebello

70 A narrow channel between the east end of La Grande Presqu'île and a smaller island to the east leads NNW into Baie de la Pentecôte and Papineauville.

71 The town of **Papineauville** (population of 2,137 in 2010) is on the north shore of Baie de la Pentecôte. The shores, islands and islets west of Papineauville are part of Parc national de Plaisance.

 72 The **Public wharf** at Papineauville is 9 m long and 0.8 m high with depths (2014) of 0.8 to 1.8 m. There is a launching **ramp** east of the wharf. Two **submerged power cables** cross from the Papineauville wharf to La Grande Presqu'île.

 73 A **marina** (*Club nautique de Papineauville*) is situated 0.5 M west of the public wharf.

74 The community of **Treadwell** ($45^{\circ}36'N$, $75^{\circ}01'W$) is on the south shore of Ottawa River. The Treadwell **Public wharf** is 40 m long, along the shore; there is a launching **ramp**.

75 A **submerged power cable** crosses from a position east of the Treadwell wharf to **Chabot**, on La Grande Presqu'île.

76 From Treadwell to Montebello, the river trends NE for 4.4 M. The south shore is wooded with open cultivated areas; the north shore is a wide area of alluvial flats.

77 **Ruisseau du Lac Georges** enters the south shore 1.5 M NE of Treadwell. A road **bridge** across Ruisseau du Lac Georges has a clearance of 3.7 m; a **submerged telephone cable** and an **overhead power cable** with a clearance of 9.2 m cross at the bridge. **Lac Georges**, on Ruisseau du Lac Georges 0.4 M SE of Ottawa River, is a shallow sheltered lake 1.2 M long.

78 **Île Aroussen** lies NW of the route 0.6 M NE of Ruisseau du Lac Georges. **Île Sainte-Rosalie** is south of the route 1 M farther NE. **Miller Island**, near the south shore 0.25 M NE of Île Sainte-Rosalie, is 5 m high; there is a **water intake** on the NW side of the island. A **causeway** and an **overhead cable** connect the island to the south shore. *Presqu'île Condominiums*, on Miller Island, is a private complex.

79 A **submerged sewer outfall** NE of the Miller Island causeway extends 250 m from shore.

80 *The Chateau Montebello*, on the north shore opposite Miller Island, is a 204-room log chateau. Built in the 1930s, this is the world's largest log structure. Facilities

MONTEBELLO (2001)



include swimming pool, golf course, tennis, horseback riding, an Anglican church and the *Papineau Manor Museum* (2002).

 81 *Club nautique du Château-Montebello* is in a basin south of the chateau. There is a conspicuous **dome** 0.25 M NE of the marina.

82 The village of **Montebello** ($45^{\circ}39'N$, $74^{\circ}56'W$) (population 1,039 in 2001) is on the north shore. Montebello has churches, doctors, dentist, motels, hotels and stores (2002). A church **spire** is conspicuous.

 83 The **Public wharf** at Montebello is encased with stone on its east and west faces; there is a **conspicuous** disused lighthouse. A launching **ramp** is located at the end of the wharf. The marina *Parc récréo-touristique de Montebello* is on the west side of the Public wharf; for more information on marina facilities, consult the Appendix. A **submerged sewer outfall** extends 265 m SE from the east side of the wharf.

Montebello to L'Original

84 This 10.2 M of river is straight and clear with few unmarked dangers. The western part is 0.2 M wide, becoming 0.3 M wide near Fassett and 1.2 M wide east of Pointe McTavish, where the river passes Baie de L'Original. Both shores are wooded with many private homes and cottages.

85 The community of **Lefavre** is on the south shore 1.5 M east of the Montebello wharf. Lefavre has a church, stores, hotel, post office, restaurant, library and service stations (2002). The church **spire** is conspicuous. The nearest dentist, medical facilities and banks are at Alfred, 12 km to the south by road; the nearest hospital is at Hawkesbury.

86 A small wharf 0.25 m NW of Lefavre church is in ruins (2002).

 87 A **Public wharf**, formed by cribs, is 0.3 M east of Lefavre church; it has a depth (2014) of 1.2 m alongside the outer end of the cribs. There is a **launching ramp**. A floating **wharf**, 37 m long and 2.4 m wide with depths (2014) of 1.2 to 1.9 m on both sides, is west of the outer end.

88 A **submerged water intake** west of the Public wharf extends 120 m offshore; the **crib** at the outer end has a depth of 11.7 m.

89 A **ferry** crosses the river 0.3 M east of Lefavre wharf.

90 The municipality of **Fassett** (population 483 in 2001) is on the north shore 0.8 M east of Lefavre wharf. Fassett has a church, hotel and restaurant (2002); the church has a conspicuous **belfry**.

 91 A **jetty** at Fassett is protected by rocks (2001); there are floating **wharves** and a launching **ramp** at the outer end.

 92 **Caution.** — An **obstruction**, with a depth of 1 m, lies 115 m SE of the outer end of the jetty. Another **obstruction**, with a depth of 0.9 m, lies 65 m SSE of the jetty.

93 The Fassett **marina**, located in the village of Fassett, is 0.3 m east of the public wharf and has floating pontoons.

94 **Pointe McTavish** is on the north shore 2.8 M east of Fassett. A ruined **crib**, with a depth of 0.5 m, is 100 m east of Pointe McTavish.

 95 **Baie de l'Original** ($45^{\circ}37'N$, $74^{\circ}44'W$) offers little shelter from NW winds. **Pointe Filion** is

FASSETT (2001)



at the west end of Baie de l'Original; **Pointe de Laviolette** is at the east end. **Baie des Atocas**, entered south of Pointe Filion, offers sheltered **anchorage** in depths of 2 to 5.2 m, clay bottom; there is shoal water on both sides of the entrance.

96 A **submerged pipeline** extends from the south shore 0.4 M SSE of Pointe Filion. A **rock** 0.3 m west of Pointe de Laviolette has a depth of 1.8 m.

97 **Pointe à Legault** is on the north shore 1.6 M ENE of Pointe Filion.

98 The community of **Pointe-au-Chêne**, 0.6 M WNW of the point, is a popular summer resort; there is a conspicuous **church**.

99 The village of **L'Original** ($45^{\circ}37'N$, $74^{\circ}42'W$) (population 2,033 in 2001) is on the south shore east of Pointe de Laviolette. L'Original has a church, store, bank, motels, doctor, post office, restaurants, service station and tennis (2002). The **church** in the village and a **water tower** 0.6 M to the east are conspicuous.

 100 There is a **Public wharf** at the outer end of a causeway that extends 170 m offshore. The wharf consists of two timber cribs 2.4 m wide and 9 m long; there are depths (2014) alongside 0.6 to 1.7 m. A launching **ramp** between the cribs is 4.9 m wide. Two floating **breakwaters**

east of the wharf are marked by cautionary **buoys**; the passage between the breakwaters is marked by **daybeacons**.

 101 **Caution.** — A rock awash lies 225 m ENE of the wharf.

 102 *Marina de L'Original* is on the east side of the Public wharf.

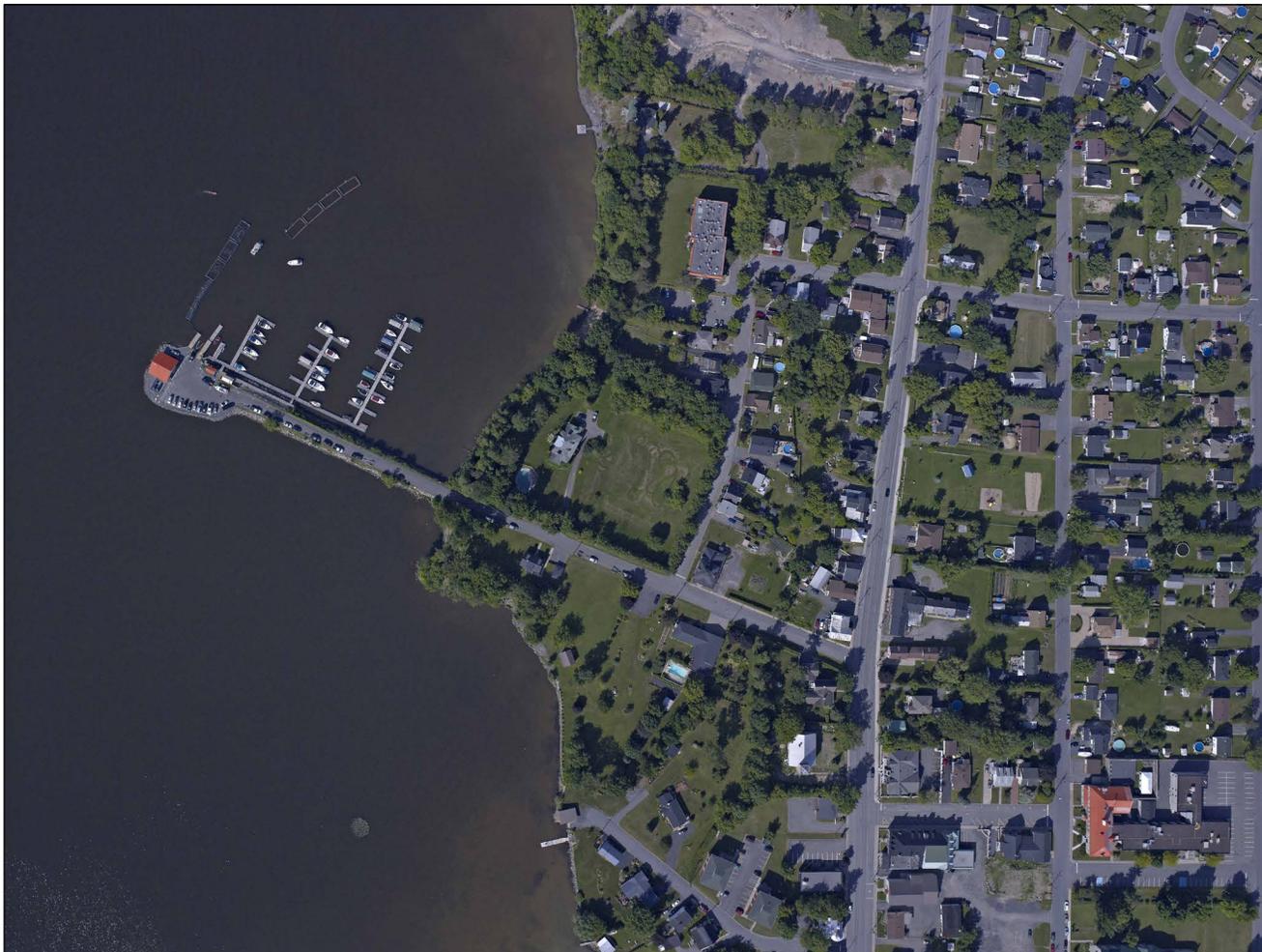
103 **Historical note.** — The earliest settlers were already here by 1791, then 5 years later Nathaniel Treadwell acquired land in this area and built two mills and opened roads. By 1812, a small community was flourishing, named *L'Original* after the local moose; in 1876 it was incorporated as a village.

L'Original to Carillon

L'Original to Hawkesbury

104 This 4.5 M of river trends east and SE. The main route passes south of a wide weedy area at Baie Grenville ($45^{\circ}38'N$, $74^{\circ}37'W$). The limiting depth on the route is 3 m on the north side of Long Sault Bank, 1 M SE of Baie Grenville.

L'ORIGINAL (2012)



105 **Rivière Rouge**, on the north shore opposite L'Original, is not navigable due to shoals and rapids.

106 **Grants Point**, on the south shore 2 M ENE of L'Original, is a wooded promontory. **Shoals** with depths of 1.2 to 1.5 m extend 0.1 M offshore. The **cribs** charted 200 m west of Grants Point are 2 m high but are not noticeable from offshore.

107 A **submerged power cable** crosses the river near the cribs west of Grants Point. Another **submerged cable** crosses the river 0.4 M farther west; the **ruins** at the north end of this cable are the remains of an abandoned wharf.

108 The village of **Calumet** (population 554 in 2001) is on the north shore opposite Grants Point. There is a prominent church **steeple** in the village.

109 There is a wide weedy area in the south part of **Baie Grenville**, 0.8 M east of Grants Point; the buoyed route leads south of this area. The shore around the north

side of the bay is low and marshy, with wooded slopes beyond.

110 The village of **Grenville** (population 1,315 in 2001) is on the NE shore 1.8 M east of Grants Point. Grenville has churches, bank, shopping centre and stores, hotels, post office, restaurants and service stations (2002).

111 **Canal de Grenville** is closed to all navigation; ruins and fixed bridges obstruct the passage. A **conspicuous** disused lighthouse and a launching **ramp** are located NW of the village. The submerged **ruins** extending offshore 0.2 M NNW of Grenville are the remains of a former wharf.

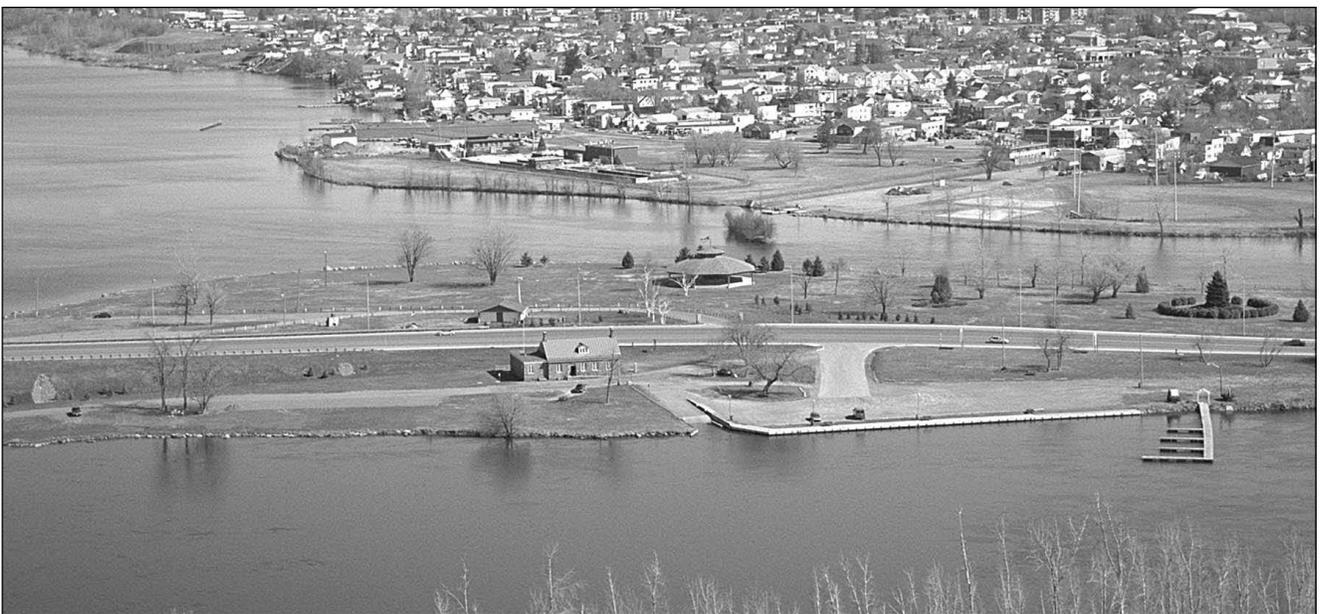
112 **Long Sault Bank** and **Hamilton Island** lie in mid-river south of Grenville; the route leads north and NE of these features. The area east of Hamilton Island is foul: it is obstructed by the ruins of a bridge.

113 The town of **Hawkesbury** ($45^{\circ}37'N$, $74^{\circ}36'W$) (population 10,300 in 2002) is on the south shore south of

LONG-SAULT BRIDGE FROM SE (2001)



ÎLE DU CHENAIL (2001)



Grenville. Hawkesbury has a hospital and all the facilities of a busy town. A church **spire** is conspicuous, as is a red and white television **tower** with two legs 1 M SE of the church. There is a conspicuous blue **tank** 0.3 M WNW of the television tower.

114 The **Long-Sault Bridge**, formerly **Perley Bridge**, is a **highway-bridge** linking **Île du Chenail**, at Hawkesbury, and the north shore at Grenville. The bridge is illuminated, buoyed, and has an overhead clearance of 15 m.

115 Two **submarine cables** (telecommunication), encased in cast iron pipes, are laid on the bottom of the river between Grenville and Hawkesbury. The cables extend from the shore east of the Long-Sault bridge in Grenville in a SW direction to 0.5 mile east of the *Golden Anchor Marina* in Hawkesbury. Anchorage prohibited signs are posted at the cable entry points on each side of the Ottawa River.

116 There is a **Public wharf** on the west side of Île du Chenail; the wharf is 72 m long and 1.5 m high with depths (1989) of 0.9 to 2.4 m, reducing to dry at

CHUTE-À-BLONDEAU (2001)



CARILLON LOCK FROM NW (2001)



the SW end. A launching **ramp** at the NE end of the wharf is made of concrete planks. There are also picnic areas here.

117 *Hawkesbury Confederation Park*, on the eastern part of Île du Chenail, has a gravel launching **ramp**, picnic areas and toilets. *La Maison de l'Île*, on Île du Chenail west of the highway, presents summer exhibitions of work by Canadian artists and is also the *Chamber of Commerce Tourist Information Centre*.

118 A **submerged pipeline** extends into the river 0.3 M SE of *Long-Sault Bridge*.



119 *Golden Anchor Marina* is on the south shore 0.4 M SE of the bridge. There are offshore **rocks** east and north of the marina.

Hawkesbury to Carillon

120 The river trends in an ESE direction for 9.5 M and is 0.2 to 1 M wide; this is **Lac Dollard-des-Ormeaux**. The shores are mostly wooded, with a few private homes and cottages. The south shore in the eastern part is low and marshy.

121 Two **submerged telephone cables** cross the river 0.9 M ESE of *Long-Sault Bridge*. There are **shoal patches** and a rock **awash** 0.2 M off the south shore 0.2 M farther ESE.

122 **Stevens Shoal** is a wide bank south of the route. The coast road along the shore south of here is on a causeway across shallow bays.

123 The community of **Greece's Point** ($45^{\circ}36'N$, $74^{\circ}30'W$) is on the north shore. A **submerged cable** crosses the river west of Greece's Point.

124 The deepest spot in Ottawa River is a sounding of 97 m SE of Greece's Point.



125 *L'Escale de l'Anse-à-Martha* is in a sheltered bay on the north shore 1 M east of Greece's Point.

126 The community of **Chute-à-Blondeau** is on the south shore of the river 1.5 m ESE of Greece's Point. Chute-à-Blondeau has a church, post office and general store (2002); the church **spire** is conspicuous.

127 The **Public wharf** at Chute-à-Blondeau is 10 m long and 3.7 m wide and 1.2 m high with depths (1985) of 0.6 m. There is a launching **ramp** east of the wharf. There are floating **wharves** adjacent to the ramp.

128 The ruins charted on the south shore 0.8 M SE of Chute-à-Blondeau are the crib and boulder remains of a wharf.



129 *Camping municipal de Brownsburg-Chatham*, on the north shore 1.2 M east of Chute-à-Blondeau, is a camp and trailer park with a concrete launching **ramp**.

130 *Carillon Power House*, at *Barrage de Carillon*, is a hydro-electric installation at the east end of Lac Dollard-des-Ormeaux. The dam is illuminated at night.

131 **Carillon lock**, at the NE end of the dam, has a "lift" of 19 m. The lock chamber is 56.6 m long and 13.4 m wide and can accept vessels up to 54.8 m long. There are four floating mooring bitts inside the lock so that mooring lines of normal length can be used. The available width of the lock chamber is reduced to 11.8 m by a floating timber structure to which small vessels can secure. There is a depth of 2.7 m over the lock sills, which is also the limiting depth in the **Carillon Canal** south of the lock.

132 The west **approach wall** to Carillon lock, on the NW side of the upstream entrance to the lock, is 122 m long; there is a **log boom** on the east side of the entrance.



133 *Carillon lock (Upper Entrance) light (1256)* is at the WNW end of the approach wall. Red and green **signal lights** on the SW side of the lock face upstream and downstream.

134 A **fixed gantry** at the downstream entrance to the lock has a vertical clearance of 12.8 m.

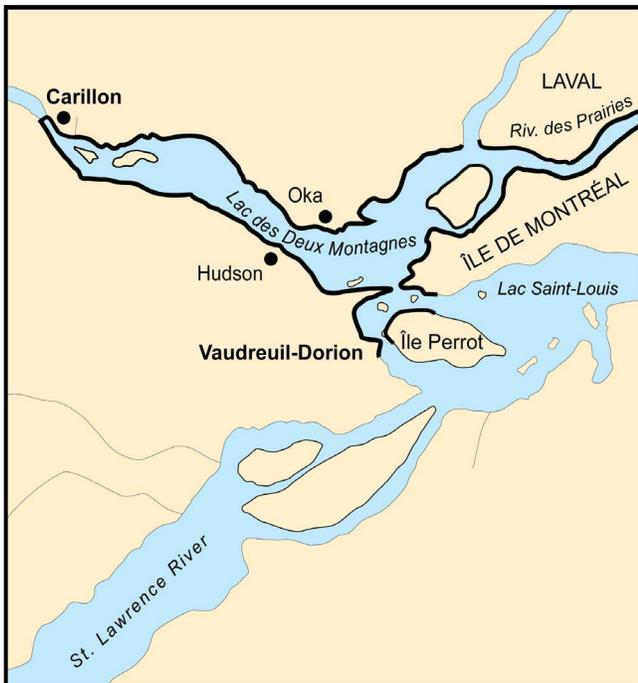


135 **Caution.** — There may be drifting or submerged logs and other debris on Ottawa River. These logs float low in the water and are difficult to see. Collision with one of these logs will cause severe damage or the total loss of a small vessel.

Chapter 9

Ottawa River

Carillon — Sainte-Anne-de-Bellevue and Laval



General

1 This chapter describes the area from Carillon lock to Sainte-Anne-de-Bellevue, at the SW tip of Île de Montréal, and Laval, at the NE end of Lac des Deux Montagnes. This area is covered by *Chart 1510* and *Chart 1430* and includes 26 nautical miles (M) along the main route and 13 M of secondary route. There is also a brief description of Rivière des Prairies (*Chart 1509*).

2 The main towns are Hudson, Vaudreuil-Dorion and Sainte-Anne-de-Bellevue.

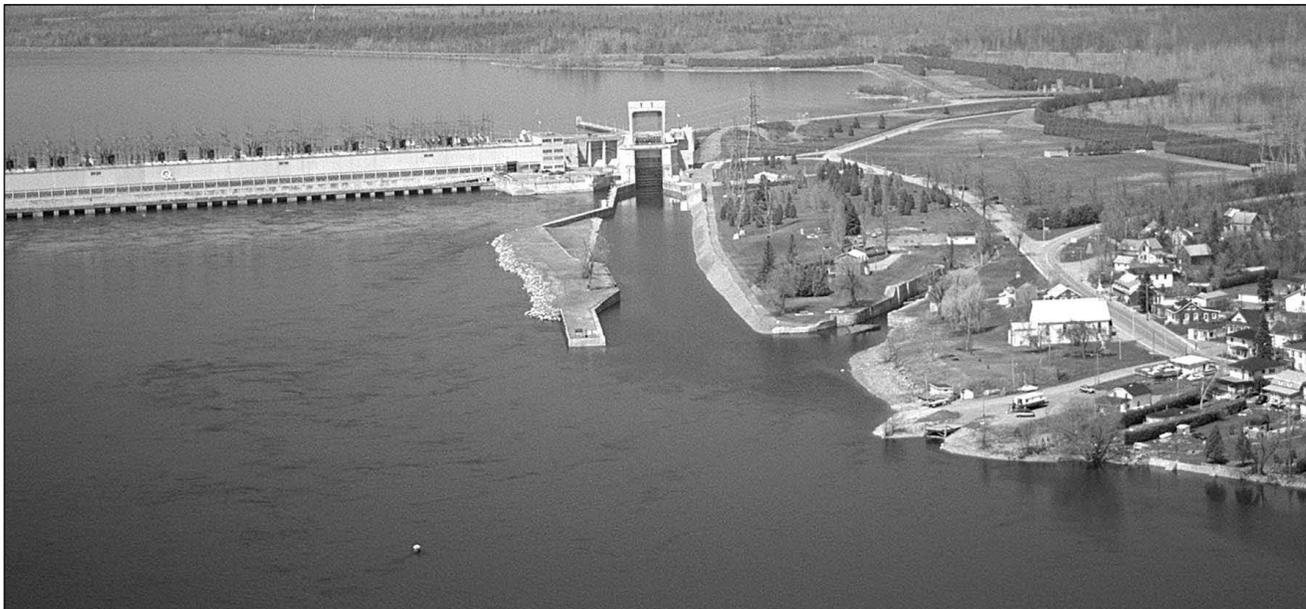
3 The depths are variable along the shipping routes; please refer to the chart. The sectors having a **limiting depth** are: the shipping route leading from the Île-aux-Tourtes bridge to the Sainte-Anne-de-Bellevue lock, and the shipping route in the Baie de Vaudreuil leading to the Dorion bridges.

4 The **vertical clearances** along the main shipping route are the following: 12.8 m under the fixed gantry at the downstream entrance of Carillon lock; 13 m under *Pont de l'Île-aux-Tourtes* ($45^{\circ}25'N$, $73^{\circ}59'W$); and 13 m under the bridges at Sainte-Anne-de-Bellevue. The secondary shipping route SW of Île Perrot to Lac Saint-Louis has a vertical clearance of 4.6 m under the bridges at Dorion. The bridges over the shipping route through Rivière des Prairies have vertical clearances of 6.7 m SSE of Île Pariseau, 5.8 m at *Pont Lachapelle* and 3.8 m opposite Île Perry ($45^{\circ}33'N$, $73^{\circ}42'W$).

 5 **Caution.** — There may be drifting or submerged logs and other debris on Ottawa River. These logs float low in the water and are difficult to see. Collision with one of these logs will cause severe damage or the total loss of a small vessel.

6 **Speed limit.** — In Lac des Deux Montagnes, the maximum speed for small craft operators, at any time, is 5.4 knots (10 km/h) within 50 metres of the shore of the Island of Montréal and the north shore of Île Bizard. Outside the area referred to above, the maximum speed between 9:00 pm and 7:00 am, in any water body around the Island of Montréal, is 13.5 knots (25 km/h).

CARILLON CANAL FROM SE (2001)



Carillon lock to Lac des Deux Montagnes

Chart 1510

Carillon lock to Île de Carillon

7 (Carillon lock is described in Chapter 8.)

8 The 5.3 M of river from the lock at Carillon to Île de Carillon trends SE and is 0.2 M wide with few dangers. The shores are mostly wooded and there are many cottages.

  9 **Caution.** — Currents vary with the flow from Carillon dam and may reach 1½ knots.

10 **Carillon Canal**, 0.3 mile long and 15 to 24 m wide, leads from the downstream entrance of Carillon lock which is at the NE end of Carillon dam. There is a depth of 2.7 m over the lock sills; the vertical clearance is 12.8 m under the fixed gantry at the downstream entrance of Carillon lock. **Overhead power cables** across the canal have a vertical clearance of 15 m.

 11 An **approach wall** on the SW side of the canal downstream of the lock entrance is 122 m long.

12 **Historical note.** — The first Carillon Canal was opened in 1854. The entrance lock of the original canal has been preserved and can be seen north of the lower end of the present lock. The *Collector's House* (1842-43) was the home of the collector who levied tolls on barges using the canal. The house has been restored and is now a museum.

13 Red and green **signal lights** on the SW side of the lock face upstream and downstream.

 14 **Carillon Lock (Foot of Lock) light** (1255) ($45^{\circ}34'N$, $74^{\circ}23'W$) is at the south end of a dyke on the SW side of the downstream canal entrance.

15 The village of **Carillon** (population 266 in 2001) is on the north shore on the downstream side of Carillon lock. Carillon has a church, store, snack bar and hotel (2002).

16 There is a launching **ramp** 0.1 M SE of the Carillon canal entrance.

17 **Récif Fortune**, in mid-river SW of Carillon, is a dangerous area of **rocks awash**.

18 The village of **Pointe-Fortune** (population 457 in 2001) is on the south shore opposite Carillon. Pointe-Fortune has a church, post office and restaurant (2002); the church **spire** is conspicuous.

19 The wharf at Pointe-Fortune is in ruins.

20 A car **ferry** crosses between Carillon and Pointe-Fortune; the ferry is situated 0.2 M downstream of the lower entrance of the Canal de Carillon. A **water intake** and a **sewer outfall** extend offshore 0.1 M downstream of the Carillon ferry wharf.

21 There are marine facilities and several floating wharves extending from the shore at Pointe-Fortune.

22 **Overhead power cables** 2.3 M downstream of Carillon have clearances of 20 and 23 m. A submerged **pipeline** crosses the river directly under the overhead cables.

POINTE-FORTUNE (2001)



MOUTH OF RIVIÈRE DU NORD (2001)



 23 **Pointe Larocque** is on the west shore 2.8 M SSE of Carillon Canal entrance; **Pointe Brazeau** is 0.3 M farther SSE. **Baie Brazeau**, lying between the two points, offers anchorage.

24 The entrance to **Rivière du Nord** is on the east shore 0.5 M east of Pointe Brazeau. Rivière du Nord is navigable by small craft as far as **Saint-André-D'Argenteuil**, 2.5 M upstream. An overhead power cable

SAINT-ANDRÉ-D'ARGENTEUIL (2001)



across the mouth of Rivière du Nord has a clearance of 13 m. There are two **overhead cables** and a **submarine cable** farther upstream.

 25 The village of **Saint-André-D'Argenteuil** (population 1,425 in 2001) has a church, bank, doctor, several stores, hotel, post office, restaurant, service stations and golf (2002). A **Public wharf** just downstream of the village is 15.3 m long; there are floating **wharves** and a paved launching **ramp**.

 26 *Marina Rivière-du-Nord* is at the riverside in Saint-André-D'Argenteuil.

27 *Marina Trans Canada Camping* is on the SW shore of Ottawa River opposite the mouth of Rivière du Nord. A private **light** marks the extremity of the floating wharves.

28 A **submarine cable** crosses Ottawa River east of Rivière du Nord.

29 **Presqu'Île Robillard** and **Île Jones** are along the north shore east of Rivière du Nord. **Baie de Carillon** lies north of Presqu'Île Robillard. The community of **Pointe-au-Sable** is on the NE side of the bay; there are launching **ramps**. Presqu'île Robillard is an ecological reserve and an access regulation applies to this protected area.

30 **Pointe Séguin**, **Pointe des Jules** and **Pointe au Sable** are on the south shore, south of Presqu'Île Robillard. **Baie de Rigaud** is SW of Pointe des Jules; **Île Rita** is in the mouth of the bay.

31 **Rivière Rigaud** is entered between Pointe des Jules and Pointe au Sable. Rivière Rigaud is navigable by small craft as far as the municipality of **Rigaud** (population 6,095 in 2001). Two **bridges** and two **overhead**

cables across the river have a clearance of 7.3 m. A **bridge** at Rigaud has a clearance of 4.6 m. Rigaud has a church, store, bank, motel, medical clinic, post office, restaurant, service stations and tennis (2002).

32 **Île de Carillon** ($45^{\circ}31'N$, $74^{\circ}17'W$), in mid-river 5 M SE of Carillon, is 2.4 M long and 0.7 M wide. The **buoyed** channel leads north of the island. The main route, north of Île de Carillon, is narrow due to a wide **shoal bank**. Île de Carillon, and the bay and the smaller islands to the east, is a **Migratory Bird Sanctuary**.

33 A **submerged power cable** crosses the river north of Île de Carillon.

Lac des Deux Montagnes — Western part

34 **Lac des Deux Montagnes** is the part of Ottawa River from Île de Carillon to Pointe Cadieux and on to Laval. This area is 2.5 M wide in places and 16 M long. The route follows the open reaches of Ottawa River in an ESE direction for 12 M. There are dangerous shoals but most of them are well marked.

 35 **Caution.** — There may be drifting or submerged logs and other debris on Lac des Deux Montagnes. These logs float low in the water and are difficult to see. Collision with one of these logs will cause severe damage or the total loss of a small vessel.

Île de Carillon to Île aux Tourtes

36 **Baie du Fer à Cheval** ($45^{\circ}31'N$, $74^{\circ}16'W$), at the east end of Île de Carillon, is overgrown with weeds and

SAINT-PLACIDE (2001)



bushes, joining up with **Île Paquin**. **Îles Pelley**, off the east end of Île de Carillon, are connected by an overgrown area of weeds and appear to be one island separated from Île Paquin by a narrow stretch of water. This is a **Migratory Bird Sanctuary**.

 37 **Île au Foin** is a wooded island in mid-river 0.9 M ESE of Îles Pelley. The route passes well north of here to avoid the wide **shallow bank** that surrounds the island. **L'Anse**, SSW of Île au Foin, offers **anchorage**.

38 The municipality of **Saint-Placide** (population 1,537 in 2001) is on the north shore 1.8 M east of Île de Carillon. Saint-Placide has a church, general store, post office, restaurants and service stations (2002); the church **spire** is conspicuous.

 39 The **Public wharf** at Saint-Placide is on the east side of the outer part of a causeway; the south and west sides of the causeway are protected by boulders. There are floating **wharves** and a launching **ramp**. A timber section of **wharf** south of the ramp is 10 m long, 3 m wide and 2.1 m high. A private **buoyed** channel leads to the main shipping route. A **submerged pipeline** extends offshore immediately upstream of the wharf.

40 **Baie de Saint-Placide** is a wide bay stretching eastward from Saint-Placide. The shore of the bay is wooded with several prominent private homes and cottages. There are **shoals** of 0.6 and 0.9 m 1 M offshore.

POINTE AUX ANGLAIS (2001)



41 **Pointe aux Anglais** ($45^{\circ}30'N$, $74^{\circ}10'W$), the SE point of Baie de Saint-Placide, is wooded. **Baie des Indiens** lies west of the point; **Île à Ritté** is in the SE part of the bay. There are several **dangerous rocks** and **shoals** near Île à Ritté.

 42 *Pointe aux Anglais light* (1245) is a private aid on a concrete structure on a drying shoal 0.25 M off the point.

 43 *Club de voile des Laurentides* is at Pointe aux Anglais; private **lights** mark the **breakwaters**. *Yacht Club de Pointe-aux-Anglais*, 0.6 M east of Pointe aux

Anglais, is protected by **breakwaters**; private **leading lights** and **buoys** mark the approach.

44 The community of **Choisy** is on the south shore 1.8 M WSW of Pointe aux Anglais; the wharf here is in ruins.

45 **Battures du Corbeau**, in the middle of the river 1 M SSE of Pointe aux Anglais, is a stony **shoal**. **Haut-fond d'Hudson**, 0.5 M farther SE, is overgrown with weeds and bushes.

46 The town of **Hudson** (population 4,796 in 2001) is on the south shore 2.6 M SE of Pointe aux Anglais, with hills behind. Hudson has churches, banks, shopping centre, motel,

HUDSON (2001)



OKA (2001)



VAUDREUIL-SUR-LE-LAC (2001)



hotel, medical centre with doctors and dentist, pharmacy, post office, restaurants, service stations, golf and tennis (2002).



47 The **public wharf** at Hudson has a face 30 m long with a depth (2008) of 1.8 m alongside the outer end. An **outfall pipe**, immediately east of the public wharf, extends from the shore in a northeasterly direction for a distance of 260 m. A basin situated WNW of the wharf is sheltered by an L-shaped pier which is extended by a floating wharf; there is a private **light** on the SE end of the floating wharf. *Club nautique de Hudson* is located in the west part of the basin.



48 There is a **light** on the outer end of a pier, 40 m long, 0.1 M NW of the Public wharf.



49 **Pointe Parsons** is a tree-covered point on the south shore 0.7 M east of the Hudson Public wharf. **Anchorage** can be found SE of Pointe Parsons.

50 **Pointe d'Oka** is on the north shore 1.4 M east of Pointe Parsons. **Baie d'Oka** lies east of the point. A microwave **tower** 1.8 M NNE of Pointe d'Oka is 146 m high; it has air obstruction **lights**.

51 The municipality of **Oka** (population 3,194 in 2001) has a church, bank, several stores, pharmacy, doctors, dentist, post office, restaurants, hotel, service stations, golf and tennis (2002).



52 The **Public wharf** at Oka is a boulder-crib structure 76 m long and 24 m wide at the outer end, with depths (1985) of 1.5 m. A launching **ramp** on the NE side of the wharf is 6.1 m wide. A church near the wharf has a conspicuous **spire**.



53 *Marina d'Oka*, 0.15 M WNW of the Oka Public wharf, is enclosed by **breakwaters**. Privately maintained **lights** mark the entrance.

54 **Historical note.** — *Oka Monastery* is 2.6 M NE of Oka and 1 M inland. This monastery had its beginnings in 1872 when monks of the Cistercian order came to Canada from France and founded the *Cistercian Abbey de La Trappe d'Oka (Notre-Dame-du-Lac)* here. The monks brought their cheese-making skills and recipes with them. From these traditional beginnings developed the line of Oka cheeses available throughout Canada and still made by hand in the old way here at the Oka monastery.

55 A seasonal **ferry** crosses the river frequently between a landing pier with a mobile ramp situated west of the Oka public wharf and a landing pier with a mobile ramp, situated on the south shore, in the **Como** area.

56 A **submerged pipeline** crosses 0.7 M to the ESE, from Baie d'Oka to **Pointe Boyer**.

57 **Pointe Cavagnal**, on the south shore 1.3 M SE of Pointe d'Oka, is prominent. The ruins charted on the

north side of Pointe Cavagnal are the remains of a crib and boulder wharf. The shore is lined with private homes and cottages.

58 A **submerged pipeline** crosses the river from Pointe Cavagnal to the NE shore at **Pointe aux Bleuets**.

 59 **Caution.** — There are dangerous offshore **shoals** near the route east of Pointe Cavagnal; most of these are marked by **buoys**.

 60 **Anse de Vaudreuil** is an open bay SE of Pointe Cavagnal; the shore of the bay is lined with cottages. The bay offers **anchorage** in depths of 2.1 to 2.7 m, mud bottom. A better **anchorage** with shelter from NW winds would be found in Baie d'Oka in depths of 1.8 m, mud bottom.

61 The village of **Vaudreuil-sur-le-Lac** (population 893 in 2001) is on the SE shore of Anse de Vaudreuil. There are no stores or other facilities in the village (2002).

 62 *Club nautique Deux-Montagnes* is at Vaudreuil-sur-le-Lac; it is protected by a **breakwater** and **floating breakwaters**. There are privately maintained **buoys** at the entrance; these are moved as required each year.

 63 A *Canadian Coast Guard* seasonal **rescue station** operates from Vaudreuil-sur-le-Lac. Requests for assistance can be addressed at any time to the *Marine Rescue Sub-Centre (MRSC Québec)* via a *Coast Guard Radio Station* by VHF radio on channel 16 (156.8 MHz), by digital selective calling (DSC) frequency or by telephone 1-800-463-4393. Owners of certain cell phone models may also dial *16 which will establish a direct contact with a *MCTS Centre*. **It should be noted that it is not possible**

for the *Canadian Coast Guard* to trace the origin of calls for those using their cell phone and that some areas do not have cellular phone signal coverage.

64 A tall solitary office building 0.3 M SW of the yacht club makes a good **landmark**.

 65 **Île Cadieux** is a long island NE of Vaudreuil-sur-le-Lac, connected to the south shore by a bridge. **Pointe Cadieux** ($45^{\circ}26'N$, $74^{\circ}01'W$) is the NE end of Île Cadieux. **Baie de l'Île Cadieux**, SE of Île Cadieux, offers **anchorage** in depths of 1.8 m, mud bottom.

66 *Pont de l'Île-aux-Tourtes* is a *Trans-Canada Highway* bridge at the south end of Lac des Deux Montagnes, 1.5 M SE of Pointe Cadieux. This bridge crosses from **Île aux Tourtes** ($45^{\circ}25'N$, $74^{\circ}00'W$) to **Île Girwood** and **Île de Montréal**. The main span is 81 m wide and has a clearance of 13 m. **Lights** on the bridge mark the limits of the main channel.

67 A **submerged pipeline** crosses from Île aux Tourtes to Île de Montréal.

Île aux Tourtes to Sainte-Anne-de-Bellevue

Chart 1430

68 A narrow buoyed channel leads from *Pont de l'Île-aux-Tourtes* to Sainte-Anne-de-Bellevue ($45^{\circ}24'N$, $73^{\circ}57'W$) and the Sainte-Anne Canal.

 69 *Club de voile de Senneville* is on the NE shore 0.3 m east of Île Girwood.

70 The town of **Sainte-Anne-de-Bellevue** (population 5,062 in 2001) is at the SW end of Île de Montréal. **Rapides de Sainte-Anne** are not navigable due to **shoals** and rocks.

PONT DE L'ÎLE-AUX-TOURTES FROM SE (2001)



SAINTE-ANNE-DE-BELLEVUE FROM WEST (2001)



71 Fixed **bridges** (highway and railway) cross at Sainte-Anne-de-Bellevue from Île de Montréal to **Île Bellevue**, **Île Claude** and **Île Perrot**. The bridges have a vertical clearance of 13 m over the channel where the lock is situated and of 9.4 m over **Rapides de Sainte-Anne**.

72 **Sainte-Anne-de-Bellevue lock**, near the NW end of **Canal Sainte-Anne**, allows vessels to transit a water level difference of 0.9 m between Lac des Deux Montagnes and Lac Saint-Louis. The lock is 54.9 m long and 11.9 m wide; it has a depth of 2.7 m over the sills. There are **ramps** upstream and downstream of the lock.

 73 The seasonal Sainte-Anne-de-Bellevue **leading lights** (1227, 1228), in line bearing 127°, lead, from the NW, into the Sainte-Anne Canal. The front light is on the NE approach wall of the canal upstream entrance.

 74 Sainte-Anne-de-Bellevue **Public wharf** is on the north shore 400 feet (122 m) east of the downstream entrance of the lock. The wharf is 120 feet (37 m) long and 5 feet (1.5 m) high with a depth of 6 feet (1.8 m).

75 A **buoyed** channel leads SE from the Sainte-Anne Canal and passes between two dykes at **Pointe de Brucy** to lead around a wide area of **drying rock** and shingle.

 76 *Pointe de Brucy light* (1225) is on the north end of the west dyke, 0.4 M SE of the Sainte-Anne-de-Bellevue lock.

77 **Pointe Madore** and **Baie Madore** are on the south shore 0.9 M ESE of Pointe de Brucy. **Pointe Caron** is on the north shore 1.1 M east of Pointe de Brucy.

78 A **submerged pipeline** 0.5 M east of Pointe Madore extends 0.3 M in a NW direction into the lake; the outer end is marked by a private **buoy**.

 79 *Marine Ste-Anne* is on the north shore east of the Sainte-Anne-de-Bellevue Public wharf; there is also a launching **ramp**. *Marina Allard* is south of Île Bellevue. *Marina de l'Île Perrot* is on the SW side of Baie Madore. *Club nautique de l'Île Perrot* is 0.5 M east of Baie Madore.

 80 *Baie d'Urfé Yacht Club* is on the north shore at Pointe Caron; there are two privately maintained **lights** at the entrance. *Baie d'Urfé Boating Club* is on the north shore 0.3 M NE of Pointe Caron.

SAINTE-ANNE CANAL FROM SE (2001)



81 (The areas east of Pointe Caron are described in *Sailing Directions* booklet CEN 301 — *St. Lawrence River, Montréal to Kingston.*)

88 The community of **Dorion**, on the south shore of Baie de Vaudreuil, is part of the town of Vaudreuil-Dorion.

Île aux Tourtes to Vaudreuil-Dorion

VAUDREUIL (2001)

82 A secondary **buoyed** route leads from *Pont de l'Île aux Tourtes* to the Dorion bridges, situated SSE.

83 **Baie de Vaudreuil**, south of the highway bridge, is mostly shallow with islands. Île Avelle, Île Hiam and Île Wight are part of an ecological reserve and an access regulation applies to this protected area. The shores of Baie de Vaudreuil are dotted with cottages and summer residences.

84 From the south end of Baie de Vaudreuil, Ottawa River flows west and south of Île Perrot into Lac Saint-Louis.

85 The community of **Vaudreuil**, on the west shore of Baie de Vaudreuil, is part of the town of **Vaudreuil-Dorion** (population 19,920 in 2001). Vaudreuil has a church, bank, doctors, dentists, a shopping centre and several stores, post office, restaurants, laundromat, service stations and a museum (2002).



 86 The **Public wharf** at Vaudreuil has a pierhead 20 m long and 2.4 m high with depths (1989) of 0.9 to 1.2 m. There is also a launching **ramp** and a landscaped municipal park with picnic tables.

87 Two **submerged pipelines** extend from shore 0.3 mile SE of Vaudreuil wharf.

89 A **submerged cable** crosses the secondary route at Dorion. **Overhead power cables**, with a vertical clearance of 8.5 m, cross from the SW shore to Île Bélique, which is situated SW of the secondary route.

90 Two **bridges**, one railroad, one highway, cross from Île Perrot to Dorion; the highway bridge is *Pont Taschereau*. These bridges have clearances of 4.6 m.

 91 **Caution.** — **Rocks awash** extend 10 m into the channel from the bridge piers.

 92 **Caution.** — The **rapids** in the channel south of the Dorion bridges can be dangerous; the route is narrow and winding between drying banks and **rocks awash**. The route is marked by **buoys** but they may be moved out of position by the fast water.

93 An **overhead power cable** at the north end of **Île aux Pins**, 0.4 M south of the bridges, has a clearance of 20 m.

94 **Pointe Foster** and **Pointe la Roche** are on each side of the river 1 M south of the Dorion bridges. **Pointe Boyer** and **Pointe Pincourt** are 0.6 M farther SE.

95 An **overhead power cable** 0.4 M SE of Pointe Boyer has a clearance of 16 m; there are air obstruction **lights** on the towers.

 96 The **current** in this part of the route sets SSE at ½ knot.

97 **Pointe à Valois** and **Pointe au Renard** are on each side of the river 2.2 M SSE of the Dorion bridges. There is a launching **ramp** on the north shore 0.25 M east of Pointe au Renard.

 98 **Caution.** — **Shoals awash** and **rocks** with depths of 1 foot (0.3 m) reach northwards and across the river from the south shore at Pointe à Valois. The channel between Pointe à Valois and Pointe au Renard is narrow and difficult; local knowledge is required.

99 **Pointe au Sable** is on the north shore 1.1 M ESE of Pointe au Renard.

100 **Pointe des Cascades** is on the south shore 1.8 M SE of Pointe au Renard. **Canal de Soulanges**, at Pointe des Cascades, is closed to navigation. The white **tower** of a former lighthouse on the north side of the canal entrance is conspicuous.

 101 *Marina de Pointe-des-Cascades* is on the north side of Pointe des Cascades. The marina entrance is marked by privately maintained **lights** and **buoys**.

102 The secondary small-craft route continues into Lac Saint-Louis.

103 (*The areas SE of Pointe des Cascades are described in Sailing Directions booklet CEN 301 — St. Lawrence River, Montréal to Kingston.*)

Lac des Deux Montagnes — Northeast part

Chart 1510

 104 **Caution.** — There may be drifting or submerged logs and other debris on Lac des Deux Montagnes. These logs float low in the water and are

DORION BRIDGES FROM SOUTH (2001)



difficult to see. Collision with one of these logs will cause severe damage or the total loss of a small vessel.

Île aux Tourtes to Laval-sur-le-Lac

105 Depths are variable along this shipping route; please consult the chart. The sectors having a **limiting depth** are the route SE of Pointe au Calumet ($45^{\circ}30'N$, $73^{\circ}58'W$) and also the route NNE of Pointe aux Carrières ($45^{\circ}31'N$, $73^{\circ}54'W$).

106 **Île de Montréal** and **Île Bizard** ($45^{\circ}30'N$, $73^{\circ}54'W$) are on the SE side of the lake; **Île Jésus** is at the NE end. A **water tower** (not shown on the chart) on the summit of Île Bizard is conspicuous.

107 Dangerous offshore **rocks, islets** and **shoals** near the route north and NE of Pointe Cadieux include **La Barque**, **La Goélette** ($45^{\circ}28'N$, $73^{\circ}59'W$), **Le Petit Rocher** and others; most of these dangers are marked by **buoys** or **light buoys**. Parc national d'Oka, situated NW and NE of Pointe aux Bleuets on the north shore of Lac des Deux Montagnes, has a launching **ramp**. The shores, channels, bays and wetlands are part of Parc national d'Oka and access regulations apply to these protected areas. Private **buoys** also mark a swimming area in the sector.

108 **Sewer outfalls** extend offshore 0.9 M and 1.4 M ENE of Pointe aux Bleuets; a submerged **crib** at the outer end of the eastern outfall has a depth of 3.8 m.

109 A **buoyed** channel leads NE from Pointe Cadieux through the NE arm of Lac des Deux Montagnes to a point NE of Pointe aux Carrières. From this point, the buoyed channel leads eastward to Laval-sur-le-Lac and on to Rivière des Prairies, farther east.

110 **Rapides de Cap-Saint-Jacques** are at the SW end of Île Bizard. This is one of the two upstream entrances to Rivière des Prairies from Lac des Deux Montagnes but is not navigable due to **shoals**.

111 **Pointe au Calumet** ($45^{\circ}30'N$, $73^{\circ}58'W$) is on the NW shore 4.3 m NE of Pointe Cadieux. A concrete **seawall** 1.1 m long stretches along the NW shore in a SW direction from Pointe au Calumet; there is a concrete launching **ramp** near the midpoint of the seawall and another **ramp** near its SW end.

 112 **Caution.** — There is reported (1996) to be a **wreck awash** 300 m offshore 1.2 m SW of Pointe au Calumet. Another **wreck** has been reported (2002) 0.4 M SW of the same point.

113 The municipality of **Pointe-Calumet** (population 5,604 in 2001) has a church, bank, doctor, a few stores, post office, restaurants and service stations (2002).



114 **Marina de Pointe-Calumet** is 1.2 M SW of Pointe au Calumet, near the SW end of the seawall. **École de voile Sansoucy** is 0.2 M north of Pointe au Calumet. **Marina Au Quai Du Capitaine** is 0.6 M NNE of Pointe au Calumet.

115 **Pointe aux Carrières**, 0.9 M SW of Laval-sur-le-Lac, is the NW point of Île Bizard.

116 The community of **Laval-sur-le-Lac** ($45^{\circ}31'N$, $73^{\circ}53'W$), at the SW end of Île Jésus, is part of the city of **Laval** (population 343,005 in 2001).



117 **Caution.** — **Currents** of $1\frac{1}{2}$ knots have been recorded in the area between Pointe aux Carrières and Laval-sur-le-Lac.

118 **Club de yacht Laval-sur-le-Lac** is at the entrance to Rivière des Prairies.

Rivière des Prairies

Chart 1509

119 **Rivière des Prairies**, an outlet of Ottawa River, flows eastwards between Île de Montréal on the south and Île Jésus on the north. It flows each side of Île Bizard but only the northern entrance, at Rapides Lalemant, is navigable.

120 **Rivière des Milles Îles**, another outlet of Ottawa River, flows north of Île Jésus; its entrance is closed by **Rapides du Grand Moulin** and by a dam.

Rivière des Prairies — NE branch

121 **Rapides Lalemant** are in the west part of Rivière des Prairies, north of Île Bizard. This is one of the two upstream entrances to Rivière des Prairies from Lac des Deux Montagnes but the only one navigable.



122 **Caution.** — This is an area of shallow and fast water; buoys may be moved out of position by the current.

123 A seasonal **cable ferry** has frequent shuttles between landing piers that are close to each other, downstream of Rapides Lalemant. It is held by an **overhead cable** with a vertical clearance of 9.5 m and propelled ahead with the shear force of the water.

124 **Île Bigras** and **Île Pariseau** are the largest of a group of islands at the east end of Rapides Lalemant. Navigation north of these islands is not feasible due to **drying rocks** and **rocks awash** and low **overhead clearances**.

125 **Île Verte** and **Île Ronde** lie south of Île Bigras.

Rivière des Prairies — SE of Île Bizard

126 A small-craft route leads south and SW between Île Bizard and the mainland of Île de Montréal. The route passes SW of Île Verte and Île Ronde and west of **Île Barwick**, 0.3 M farther south. There are launching **ramps** on the east side of the river but there are no other public facilities.

 127 **Currents** of 3 and 4 knots have been recorded west and south of Île Ronde.

 128 **Caution.** — The route from Île Bigras to Île Barwick is narrow and difficult; local knowledge is required.

 129 *Pont Jacques-Bizard* is a **bridge** across the shipping route SE of the residential district of **L'Île-Bizard** and has a vertical clearance of 6.0 m. There are several **sewer outfalls**, **pipelines**, a **water intake** and **submarine cables** in this area. An **ice boom** is deployed annually from November to about May in the area of **Île Jasmin** ($45^{\circ}30'N$, $73^{\circ}51'W$) 0.9 mile downstream of *Pont Jacques-Bizard*. Private yellow **buoys** are moored to mark this full length obstruction in the river; during the summer a private **light buoy** remains in position. Notification of the ice boom deployment date in the fall and its removal in the spring is made through *Notices to Shipping*.

130 Rapides de Cap-Saint-Jacques, south of the west end of Île Bizard, are not navigable due to **shoals** and **rapids**.

Rivière des Prairies — East of Île Pariseau

131 A railway **bridge** across the route at Île Pariseau has a clearance of 6.0 m.

132 **Rapides du Cheval Blanc** ($45^{\circ}31'N$, $73^{\circ}50'W$) are east of Île Pariseau.

 133 **Caution.** — This is a shallow area strewn with dangerous rocks. **Leading lights** mark a very narrow channel through the rapids. Take note that the leading lights are lighted during the day and not lighted at

night. This channel is also **buoyed** but buoys may be moved out of position because of the current.

  134 **Caution.** — Owing to the narrow channel and very strong **currents**, Rapides du Cheval Blanc are considered dangerous to navigation. Vessels are advised not to meet in this area. Downbound vessels have priority.

 135 The river is navigable by small craft as far as the *Barrage de la Rivière-des-Prairies*, a dam 10.2 M downstream. There are several **water intakes**, **sewer outfalls**, **submarine cables** and a **pipeline** in this section of the river. An **ice boom** is deployed annually from November to about May 0.2 mile upstream of *Pont Lachapelle* ($45^{\circ}32'N$, $73^{\circ}44'W$). Private yellow **buoys** are moored to mark this full length obstruction in the river. Notification of the ice boom deployment date in the fall and its removal in the spring is made through *Notices to Shipping* and *Notices to Mariners*.

136 *Pont Louis-Bisson*, a highway **bridge** across the route at **Saraguay**, has a clearance of 8.5 m.

137 *Pont Lachapelle*, a highway **bridge** 2.2 M farther east, has a clearance of 5.8 m. *Pont Médéric-Martin*, a highway **bridge** 0.8 M farther east, has a clearance of 12 m. A railway **bridge** at **Laval-des-Rapides**, 0.7 M farther downstream, has a clearance of 3.8 m.

138 *Pont Viau*, a road **bridge** at the NE end of **Rapides du Sault au Récollet**, has a clearance of 8.3 m. *Pont Papineau-Leblanc*, a highway **bridge** 1.2 M farther north, has a clearance of 6.6 m. The dam across the river 0.8 M NE of this bridge is the *Barrage de la Rivière-des-Prairies*.

 139 *Marina Commodore* is on the west shore between *Pont Viau* and *Pont Papineau-Leblanc*, 1.4 M upstream of the *Barrage de la Rivière-des-Prairies*.

140 (*The part of Rivière des Prairies east of the Barrage de la Rivière-des-Prairies is described in Sailing Directions booklet ATL 112 — St. Lawrence River; Cap-Rouge to Montréal and Rivière Richelieu.*)

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 (*include number*): _____
Liferafts: _____ 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 Time of Arrival: _____
Stopover Point: _____ Number of People on Board: _____

Search and Rescue Telephone Number: _____

APPENDICES

CEN 308: Rideau Canal and Ottawa River

A-2

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 (In Canada) 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 (Région de Terre-Neuve-et-Labrador) 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.

Other References

Information for the Protection of Right Whales:

<https://www.dfo-mpo.gc.ca/fisheries-peches/commercial-commerciale/atl-arc/narw-bnan/index-eng.html>

Meteorological data:

<https://www.canada.ca/en/services/environment/weather.html>

Marine Forecasts and Warnings for Canada:

https://weather.gc.ca/marine/index_e.html

Current Predictions (Data Viewer by DFO - MSDI Dynamic Current Layer):

<https://gisp.dfo-mpo.gc.ca/apps/dataviewer/?locale=en>

Customs:

<https://www.cbsa-asfc.gc.ca/travel-voyage/pb-pp-eng.html>

SAR:

[Search and rescue \(ccg-gcc.gc.ca\)](https://www.ccg-gcc.gc.ca)

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