

St. Marys River

CHARTS U.S.: 14882, 14883, 14884;
Canadian: 2250, 2251, 2297

The outlet of Lake Superior, the St. Marys River discharges an average of 75,000 cubic feet of water per second. The tumultuous rapids here, before the river was regulated by dams and locks, inspired the name Sault Ste. Marie. The passage is relatively tame now, but the discharge still kicks up a current of up to 2 mph at narrow passes around the islands. The flow is regulated by the U.S. Army Corps of Engineers, through their management of the gates and locks at Sault Ste. Marie.

Cruising the St. Marys

There is plenty of room for small craft to share the river with the big freighters that ply this passage, but keep clear. Not only are small craft likely to be invisible from a ship's bridge, but even at their slow pace through the river, the lakers can require a couple of miles to come to a stop. As these large vessels are restricted in their ability to maneuver, it is the recreational skipper's obligation to stay clear of them. Always cross behind, and give them a wide berth.

Also, remember that changes mandated by the 9/11 terrorist attack forbid close approach to certain classes of vessels, and you may be warned off by the U.S. Coast Guard while in U.S. waters. Failure to heed their warning can lead to boarding of your vessel or other unpleasant circumstances. Boaters unfamiliar with these regulations can get further information from the USCG online at www.uscg.mil.

If you follow the most direct ship route, about 65 miles long, there is no good place to stop overnight until you reach Sault Ste. Marie, 50 miles above the river's mouth. The channels around the east side of St. Joseph and Sugar islands, while adding some 10 miles to the total distance, are much more attractive, with a number of interesting harbors. This route has a charted controlling depth of 12 feet, and the controlling fixed vertical clearance at one bridge is 35 feet (check water level reports, and adjust chart datum accordingly). This stretch skirts the North Channel and, although it is well-buoyed, it has few lighted aids and plenty of rocks. Night cruising is not advised.

Skipper's Handbook

- Distance Tables 36
- GPS Waypoints 41
- Bridges & Lock Schedules 45



DETOUR PASSAGE

NAVIGATION: Use Chart 14882. The 74-foot-high DeTour Reef Light welcomes you to the St. Marys River. The village of DeTour, four miles beyond on the west bank, is a convenient place to stock up or rest.

Although both the mainland and Drummond Island shores are quite rural, some mining and commercial installations are found here, most conspicuously on Drummond Island. DeTour is the pilot station for ships navigating the St. Marys River. A small car ferry plies back and forth between DeTour and Drummond Island; watch out as you cross its track. Beyond Point aux Frenes the river widens into Munuscong Lake, formerly called Mud Lake. Its shallow, marshy shores make for some extraordinary fishing and duck hunting. Ship traffic is separated at Neebish Island: Vessels headed upriver take the easterly course, while downriver vessels pass west of Neebish through an impressive artificial rock cut, 900 feet long and 300 feet wide.

If you follow the upriver route, you will find a government dock with low water levels just beyond the Sailors Encampment range on St. Joseph Island. You can leave the ship channel at Stribling Point to enter the small-boat channel leading either to the North Channel through St. Joseph Channel, or to Lake George and a junction with the ship channel at Sault Ste. Marie. The latter route is the one open to sailboats whose masts exceed 38 feet in height.

Neebish Island is primarily a summer resort, with a ferry connection near the head of the West Neebish Channel. A short distance beyond is another wide place in the river

Drummond Island, MI

DeTour Village, Drummond I., MI

Nearby: Grocery Store, Motel, Restaurant
Laundry, Pool, Showers
Pump-Out Station

WG

1=110V, 2=220V, B=Both, Max Amps
Lift (tonnage), Crane, Rail

Repairs: Hull, Engine, Propeller
Gas / Diesel
Floating Docks

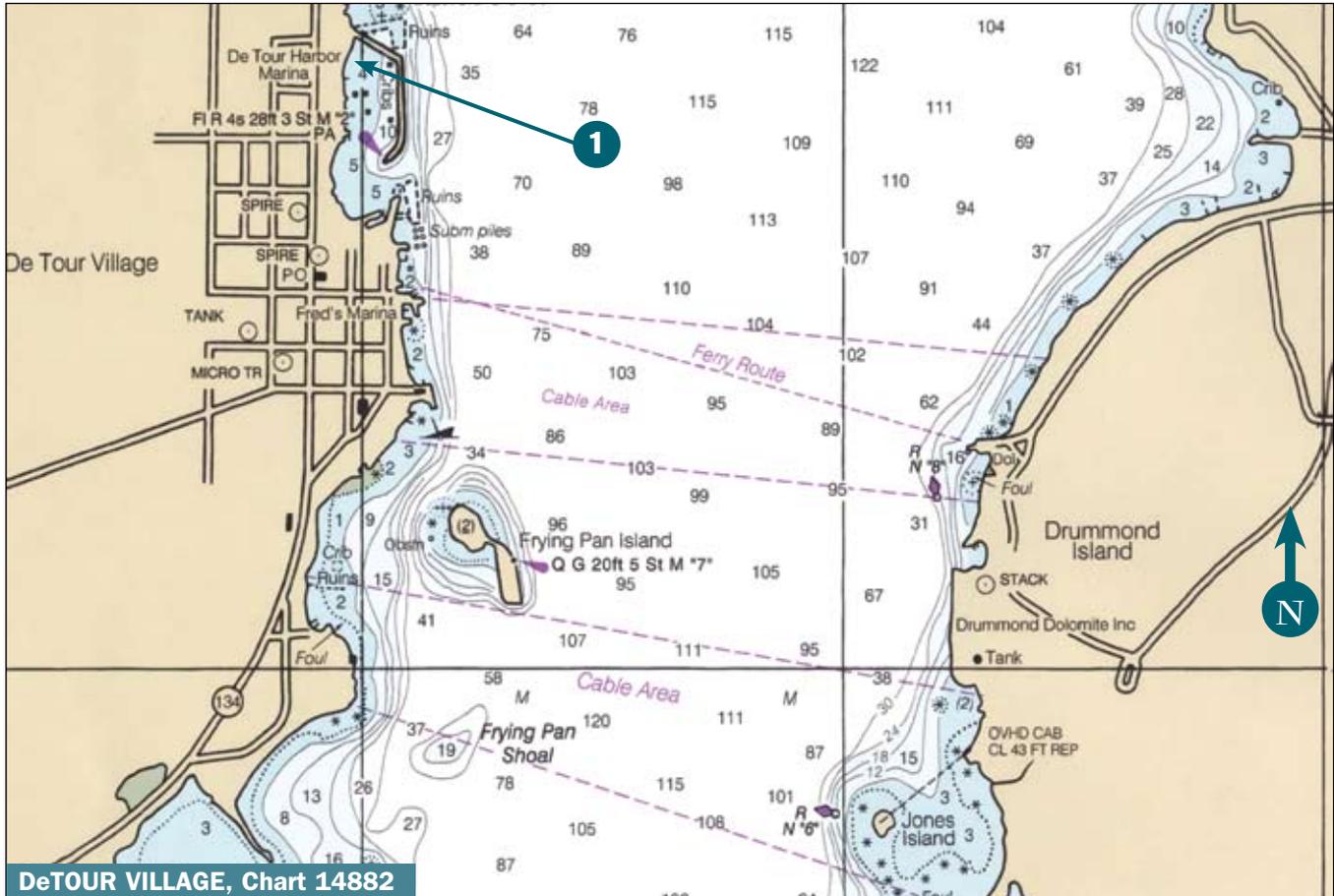
Groceries, Ice, Marine Supplies, Snacks

Approach / Dockside Depth (reported)
Transient Berths / Total Berths

VHF Channel Monitored
Largest Vessel Accommodated

DeTOUR VILLAGE, DRUMMOND ISLAND		Dockage			Supplies			Services						
1. DeTour Harbor Marina	906-297-5947	100	16	70/80	30/7	F	GD	IMS	HEP	L25	B/50	LS	P	GMR
2. Drummond Island Yacht Haven	906-493-5232	100	16	40/80	10/6	F	GD	GIMS	HEP	L70, C15	B/50	LS	P	GMR

Corresponding chart(s) not to be used for navigation. Internet Access Wireless Internet Access

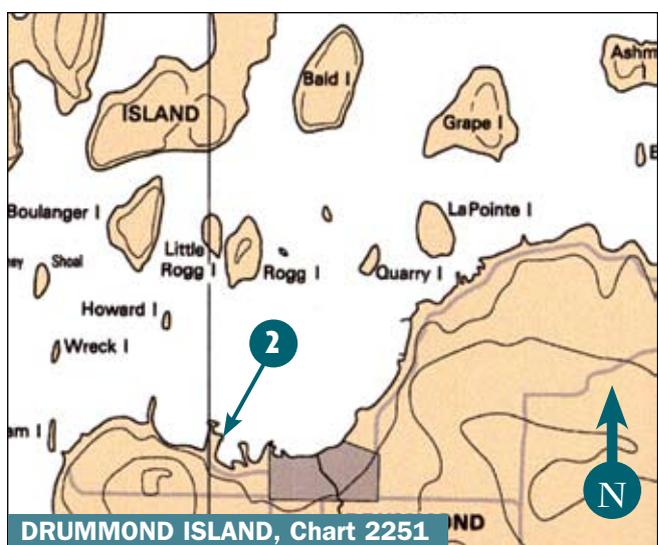


DeTOUR VILLAGE, Chart 14882

called Lake Nicolet, which is a lake only in name—it narrows again between the mainland and Sugar Island. Just past the entrance to that narrows, at Frechette Point, a side channel leads to the marina at Sault Ste. Marie. At Mission Point, where the ferry crosses to Sugar Island, the small-boat channel from the east joins the main part of the river at the twin cities of Sault Ste. Marie.

DRUMMOND ISLAND

NAVIGATION: Use Chart 14882. Drummond Island, which is part of the state of Michigan and roughly 20 miles long and 12 miles across at its widest, is much like its neighbors, Cockburn and Manitoulin islands. Along the low shores of the southern (Lake Huron) side, the



DRUMMOND ISLAND, Chart 2251

bays are fringed with off-lying reefs and boulders. Only two of these indentations, Whitney Bay and Scammon Cove, are identified by an offshore buoy for safe entrance. In heavy seas, neither should be attempted by anyone unfamiliar with the route.

One and a half miles east of DeTour Reef Light, red nun buoy "2" indicates the easiest approach into Whitney Bay. Simply head north from the buoy until the deepwater passage between Arnold and Bellevue islands opens up. Then pass midway between them into the bay. If upbound on the St. Marys River, you need not go all the way to the nun. Head for it on a course from Crab Island Shoal lighted bell buoy, and when passage between the two islands opens abeam, turn in. A good spot to lie is behind Arnold and Fisher islands, but you can choose from among several others, provided you do not object to a few rocks and shoal spots.

At the other end of Drummond Island, about 14 miles east of Whitney Bay, Scammon Cove is somewhat less populated. On your way, make sure to give a wide berth to the charted, but unmarked reefs making out from Espanore and Gravel islands, and if your draft exceeds 5 feet, watch out for Hoidridge Shoal. At the red nun marking Big Shoal, a course of 334 degrees true will carry you past Scammon Point toward Meade Island, but take care not to exceed that course, or you will be too close to the rocks of Big Shoal. When the harbor opens up between the island and the point, enter down the middle, and anchor east of Meade Island. With a strong southwest wind and sea, you might encounter a surge here.

Continuing east, be sure to give Big Shoal its due respect as you head for False DeTour Channel, the international border. The east side of Drummond Island is steep-to, and no fully-protected harbors are available for more than 30 miles from Scammon Cove around the island to Potagannising Bay. In that bay, the wooded islands offer the pleasing prospect of sheltered anchorages in a number of places. Most of the hazards, but not all, are marked by buoys. A favorite anchorage is in the landlocked cove of Harbor Island. A lovely wooded anchorage spot with steep hills, the island is owned by the Nature Conservancy, to be preserved forever wild. Otherwise, Potagannising Bay is a well-developed summer colony of attractive homes. The islanders habitually come ashore at the marina near the village, which supplies full services, including a marine supply store and laundry, to residents and transients. A walk around the bay brings you past the Drummond Island Museum to a well-stocked general store. More shopping and a restaurant are less than a mile beyond.

DeTour Village, located on the west side of the DeTour Passage just north of Frying Pan Island, attracts cruisers headed both into and out of the North Channel. There is not a lot of action here, but for many, that is the main attraction. The museum, the DeTour Reef Light south of the village, a few pubs and a casino shuttle provide additional diversion. The village is not a Customs port; go to Drummond Island for clearance.

Dockage: Drummond Island Yacht Haven offers complete facilities, including gas and diesel fuel, pump-out services, shore power, water, washrooms, showers, marine repairs and haul-out, a laundry and a ship supply chandlery. The facility also offers SCUBA tank refill service, something not easily found outside of Little Current, Tobermory or Sault Ste. Marie. There is a U.S. Customs office on-site. A grocery store, a bakery and the post office are nearby. Another grocery store and a hardware store are farther out (you will need transportation; a rental car is available at the marina).

DeTour Harbor Marina in DeTour Village offers at least 6 feet of depth, with 9 feet or better at the gas docks. They can accommodate up to 75 transient boaters to 100 feet in length. Gas, diesel, power, water, pump-out service, showers, ice and Internet facilities are available here. A marine store, repairs and haul-out round out the facilities.

■ ST. JOSEPH ISLAND AND CHANNEL

NAVIGATION: Use Chart 14882. The International Boundary skirts the north side of Potagannising Bay; you will cross it on your way to St. Joseph Island at flashing green "1" off Burnt Island Reef. Here, vessels coming directly from the main ship channel of the St. Marys River will join you. Head north from Squaw Island to follow the border through the channel between Pirate and Cass islands and their neighbors. In recent years, a number of changes have been made to the buoys here, so make sure your chart is up to date.

Milford Haven

The highway bridge on the north side imposes the 35-foot height limit to the circumnavigation of St. Joseph Island. There are a number of nice harbors tempting you to prolong your stay before you get to the bridge, even if you must then turn around and retrace your passage.

Dockage: Whiskey Bay Resort and Marina can handle transients to 35 feet with a draft of less than 5 feet. Call ahead on VHF Channel 68 to ascertain that dockage is available and the depth in the slip. You can also get gas, ice, do your laundry and use a public phone here.

Anchorage: The best anchorage on this side of St. Joseph Island is at Milford Haven. The long, narrow bay affords good protection in a bucolic setting. Its easy entrance is marked by a flashing red light on Koshkawong Point, and depths exceed 10 feet almost to the far end. The harbor is on both U.S. Chart 14882 and Canadian Chart 2251. There are also anchorages in the bays just to the north, in Lyn Cove and on the northwest side of Beef Island.

Bruce Mines

NAVIGATION: Use Chart 14882. Continuing counterclockwise around St. Joseph Island, pass between the red and green light buoys marking O'Donnell Bank and North

Bruce Mines, ON

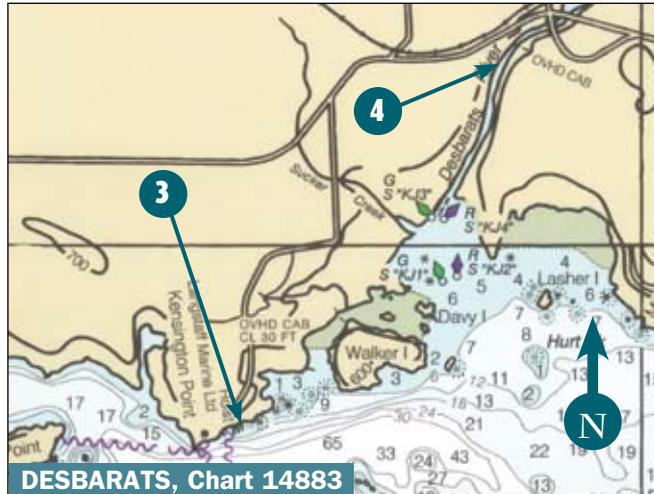
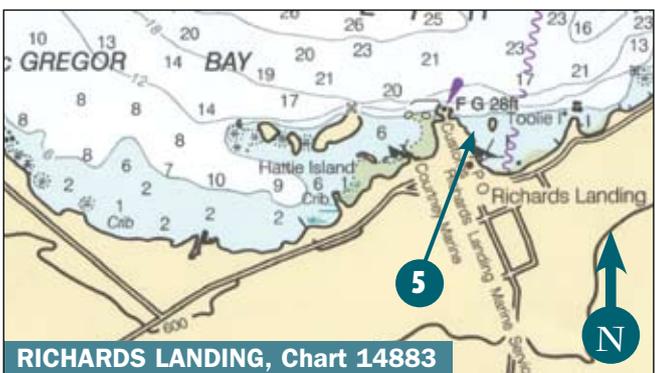
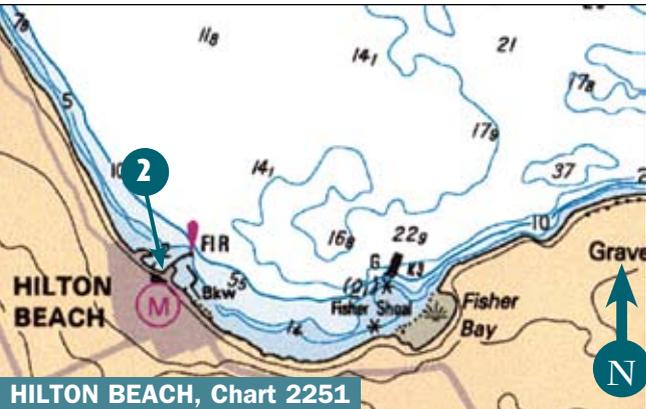
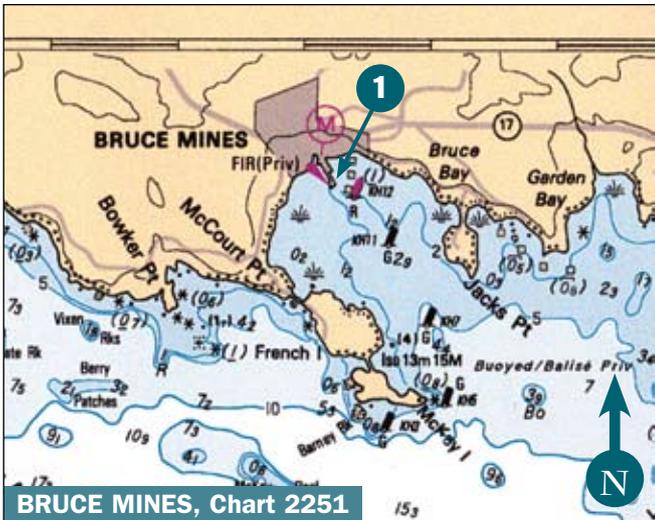
Bruce Mines to Richards Landing, ON



Nearby: Grocery Store, Motel, Restaurant
 Laundry, Pool, Max Amps
 Pump-Out Station
 1=110V, 2=220V, B=Both, Crane, Rail
 Lift (tonnage), Engine, Propeller
 Gas / Diesel
 Repairs: Hull, Engine, Snacks
 Groceries, Ice, Marine Supplies
 Floating Docks
 Approach / Dockside Depth (reported)
 VHF Channel Monitored
 Largest Vessel Accommodated

BRUCE MINES TO RICHARDS LANDING		Dockage				Supplies			Services				
1. Bruce Mines Marina	705-785-3201	65	68	18/36	6/5	F	GD	IM		1/30	S	P	
2. Hilton Beach Marina	705-246-2291	80	68	35/	15/8		GD	GIMS		1/30	LS	P	R
3. Holder Marine	705-782-6251	35			/5		G	MS	HE				
4. Desbarats Municipal Docks		20		12/	/6								
5. Richards Landing Municipal Marina	705-246-0254	100	68	30/	/5		GD	IS		1/50	LS	P	

Corresponding chart(s) not to be used for navigation.  Internet Access  Wireless Internet Access



Seine Island. Leaving the red spar buoy beyond the red light well to port, turn northward for an unobstructed run of 12 miles to Bruce Mines, the first harbor on St. Joseph Channel (Canadian Charts 2250 and 2251).

McKay Island

NAVIGATION: Use Chart 14882. As you cruise St. Joseph Channel, notice that the buoys are placed leading toward Sault Ste. Marie. Reds are on the starboard side as you head west and north. Since few of the buoys are lighted, travel is not advised after dark. In this passage the rocky grandeur of the North Channel shows itself again as the channel narrows between bluffs. The 18-mile stretch ahead from

McKay Island to the main channel of the St. Marys River beckons you to linger.

Leaving Bruce Mines, cross toward the St. Joseph Island side of the channel to avoid the shoal area off the north shore; some isolated, unmarked rocks are among the otherwise adequate depths. The red spar on McKay Rock is not always easy to locate; it is farther offshore than it looks on the chart.

When leaving Bruce Mines, note that the route north of St. Joseph Island is restricted to vessels of less than 35 feet in height due to the bridge at Twynning Island.

Dockage: A light on McKay Island shows the way to Bruce Mines Marina. Follow the green spars in. The chan-



Hilton Beach. (Not to be used for navigation.) WATERWAY GUIDE PHOTOGRAPHY

nel has depths of 10 feet or better. Village shopping is convenient, with a restaurant at the top of the roadway leading to the marina, tennis courts and an interesting historical museum up the road. The liquor and beer stores, groceries, gift shops, bank, post office, library and the medical center are all within walking distance of the marina.

Hilton Beach

Hilton Beach, the first harbor on Drummond Island, has a marina protected with breakwalls. A small sand beach is next to the dock, and a general store is a short walk away. You will also find restaurants and a grocery store. St. Joseph Island is a farming and summer vacation community that for some years hosted the CL14 and CL16 regatta. Unfortunately, this regatta was cancelled in 2007. For these clearing into Canada from the U.S., call CANPASS at 888-226-7277.

Dockage: Hilton Beach Marina has 175 slips, including transient facilities capable of handling vessels to 80 feet and 10-foot draft. Docks have shore power and water, and the marina offers gas and diesel fuel, propane, showers and pump-out facilities. Charts, both United States and Canadian, are available here as are other marine supplies, and the marina is equipped for wireless Internet.

Portlock Harbour/Dawson Island

NAVIGATION: Use Chart 14882. Beautiful Portlock Harbour is directly across the channel from Hilton Beach. A course of 030 degrees true from the Hilton Beach light leads you to the pair of spar buoys that mark the approach to Portlock. From there, a series of daybeacons directs

you between Colby Island and Woodman Point into the anchorage. Local craft and shoal-draft boats reportedly negotiate the passage between Dawson and Coatsworth islands, but cruising boaters should return to the main channel the way they came in.

Dockage: Holder Marine, located at Kensington Point, does not offer dockage except in emergencies, but does have gas, propane refills, repairs, washrooms and a public phone and fax.

Anchorage: Despite the sizable summer cottage community here, seclusion can be found behind Portlock and Little Belford islands, or farther in, east of Dawson Island's Wurtele Point.

You can enter the lovely anchorage on the northwest side of Dawson Island farther on from where the main channel curves up between Portlock Island and Campement D'Ours Island. A course of 060 degrees true from Graveyard Point on Campement D'Ours will lead you to it.

Desbarats River

NAVIGATION: Use Chart 14883. While in this part of the well-buoyed and beacons channel, consider a side trip up the Desbarats River in your dinghy. Graveyard Point is the departure point, and the buoyed river entrance lies just east of the high eastern end of Walker Island. Mind the rock off the little island by Walker Island, and leave all of that well to port.

Campement D'Ours Island

NAVIGATION: Use Chart 14883. Backtracking for a moment, before following the main channel northwest



Richards Landing. (Not to be used for navigation.) WATERWAY GUIDE PHOTOGRAPHY

around Campement D'Ours (Bear's Den) Island, you might want to look at its southeast side. From the lighted buoy on Plummer Bank, a course of 280 degrees true should carry you safely between Middle Bank and Canoe Point into Gawas Bay between Campement D'Ours and St. Joseph islands. There are quite a few cottages on the mainland side, but Campement D'Ours Island is wooded and natural, and you can anchor under its lee.

Anchorage: Perhaps the favorite anchorage in St. Joseph Channel lies in the uninhabited, cliff-sided bay formed by Campement D'Ours, Sapper and Picture islands. The water is very deep, but shoals gradually in the notch cut into Campement D'Ours. Here, a tall-masted sailboat transiting St. Joseph Channel must turn back, because the 35-foot vertical clearance bridge spans the channel two miles beyond.

Other anchorages in this area include one opposite Picture Island behind Killaly Point in Anderson Bay; west of Weller Island alongside Copper Island; or in the small bay of Campement D'Ours Island east of Picture Island.

Richards Landing

NAVIGATION: Use Chart 14883. Vessels able to pass under the Twyning Island Bridge, or those coming from the west into McGregor Bay, can enter Richards Landing, with provisioning a short walk away from the marina. The easterly approach to the bridge through Wilson Channel is a rather narrow one, but it is well-buoyed and enlarged on the chart, so there should be no trouble making it in. Heading south and west, follow the range at 233.5 degrees true. It

is a 2.5-mile run from here to Richards Landing, the major town on St. Joseph Island. Richards Landing has Canadian craft and import shops, a hospital, a library, a liquor store, tennis court and several restaurants.

The main part of the St. Marys River is a few miles beyond Richards Landing, but first you must thread the trickiest part of St. Joseph Channel. The tight passage off Boulanger Point is well-buoyed, but a strong current from the St. Marys River can complicate piloting. Make sure you have enough power to overcome it, but not so much that you zip through the hazardous narrows too fast to avoid the rocks and shoals.

Dockage: Richards Landing Municipal Marina offers 30 transient slips, gas, diesel and pump-out service. Clark's Cove Marina has some transient space available, along with pump-out.

Lake George

NAVIGATION: Use Chart 14883. At Harwood Point on Sugar Island, a narrow, but well-buoyed channel leads between Sugar and East Neebish islands into Lake George. The lower end of Lake George is very shallow, and the entire channel is suitable only for shallow-draft boats, however, a buoyed channel leads into deep water from which a course of 025 degrees true leads to the exit channel at the other end. Larger vessels should stay with the shipping channel for the run to Sault Ste. Marie. There are no marina facilities here.



Sault Ste. Marie. (Not to be used for navigation.) WATERWAY GUIDE PHOTOGRAPHY

SAULT STE. MARIE

Sault Ste. Marie, Ontario and Sault Ste. Marie, MI started out as twins in the 18th century, but since then the Canadian Sault has developed into an important industrial city, much larger than its Michigan sister. In recent years, however, changes in the steel industry have led to a decline in Sault Canada's fortunes. On the positive side for boaters, the city has put extra effort into promoting tourism and, as a result, there is much to attract the cruising boater.

NAVIGATION: Use Charts 14883 and 14884. Coming from the North Channel, boats with overhead clearances of less than 35 feet can follow St. Joseph Channel under the Twynning Island Bridge. All other vessels must travel south of St. Joseph Island.

If you are traveling from Lake Huron, the commercial shipping lanes of DeTour Passage and up the west side of St. Joseph Island offer one route, with minimum depths in the channel of nearly 30 feet. Otherwise, you can head south of St. Joseph Island to take the St. Joseph Channel to the island's north and east (keeping in mind the 35-foot height restriction).

If you are traveling through the locks, note that the Canadian locks (preferred by pleasure boaters) will be out of your line of sight until past the Roberta Bondar Marina on the Canadian side. The lighted range (109 degrees true) on Bayfield Rock is for commercial vessels entering or leaving the U.S. locks.

Upbound (traveling west) vessels must follow the commercial shipping lanes to the east of Neebish Island; downbound vessels travel on the west side. There is plenty of depth in the channel, but very little outside of it, and it is narrow, so pay attention. Keep a close watch for freighters throughout this area.

Dockage: The entire Sault harbor is a vigorously enforced No-Wake Zone. The Coast Guard is here, so boaters are advised to adhere to the regulation.

On the Michigan side, the municipal Kemp Marina is just west of the museum ship Valley Camp, a large steamer with an orange stack, on the U.S. side before the Coast Guard base. If you need to contact the marina, use VHF Channel 09, rather than VHF Channel 68, preferred in Canada. Keep the currents in mind here, especially when the wind is blowing strong from the west. Kemp Marina offers transient slips on floating docks, water, shore power and gas and diesel fuel.

On the Canadian side, the Roberta Bondar Municipal Marina (named after Canada's first female astronaut) is the one transient facility in Sault Ste. Marie, Ontario. The former site, Bellevue Marine Park, is now a public facility for local boaters and although emergency tie-ups are permitted, there is no transient dockage. With 450 feet of dock face, the Roberta Bondar marina offers 38 transient slips to 80 feet and 10-foot draft, power, water, showers, laundry, gas and diesel fuel, pump-out service, ice, nautical charts, chart books, cruising guides and other marine products. The marina, also a Canadian Customs entry point, is near downtown, close to shopping, restaurants and entertain-

Sault Ste. Marie, ON, MI

Sault Ste. Marie, ON, MI

WG

Nearby: Grocery Store, Motel, Restaurant
 Pump-Out Station
 Laundry, Pool, Showers
 Max Amps

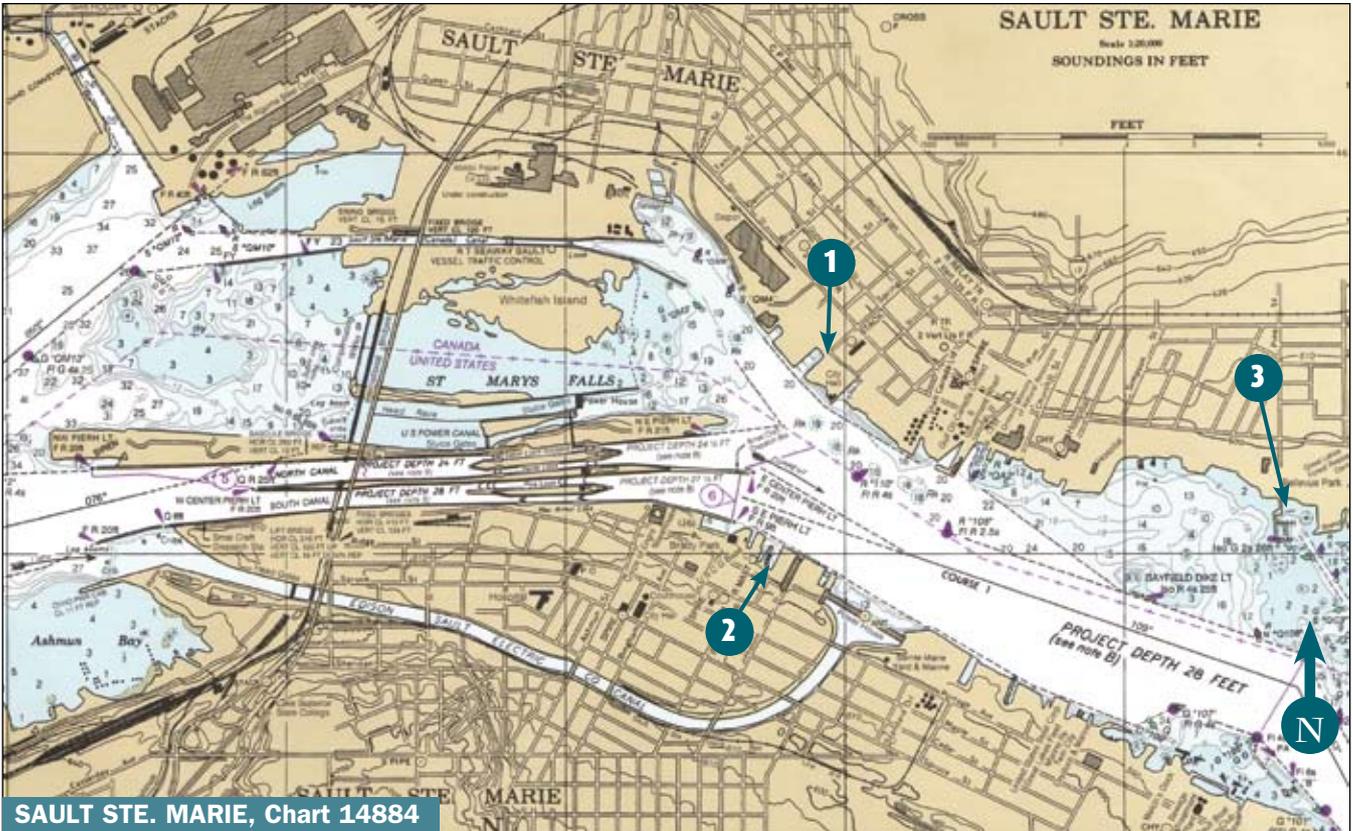
Lift (tonnage), Crane, Rail
 1=110V, 2=220V, B=Both

Repairs: Hull, Engine, Propeller
 Gas / Diesel
 Floating Docks
 Groceries, Ice, Marine Supplies, Snacks

Approach / Dockside Depth (reported)
 VHF Channel Monitored
 Largest Vessel Accommodated

SAULT STE. MARIE		Dockage				Supplies		Services					
1. Roberta Bondar Transient Marina	705-759-5430	150	68	57/	/10	GD	IS			1/30	LS	P	GMR
2. George Kemp Downtown Marina	906-635-7670	110	45	58/	/10	GD	IS			1/30	LS	P	
3. Bellevue Marine Park	705-759-2838	40	68/09	/171	8/8	F	GD	I		1/30	S	P	GMR

Corresponding chart(s) not to be used for navigation. Internet Access Wireless Internet Access



SAULT STE. MARIE, Chart 14884

ment. Americans entering Canada can also use a direct telephone to Customs. Note that this marina opens in June and closes on Labor Day.

Bellevue Marine Park offers gas and diesel fuel, pump-out service, water and a public phone. Downtown dockage is also available (without services) at the Holiday Inn.

For those traveling on into Lake Superior, there are no marinas above the locks for quite some distance.

GOIN' ASHORE:
SAULT STE. MARIE, ON

Sault Ste. Marie's attractions include the Canadian Bushplane Heritage Centre, the Ermatinger Old Stone House, the museum ship Norgoma, the Sault Canal National Historic Site, a municipal fish hatchery, the Great Lakes Forest Research Centre, the Art Gallery of Algoma, Algoma Central Railway excursions into the trackless wilderness and the Sault Ste.

Marie Museum. The Agawa Canyon rail tour is especially recommended if you have the time.

ADDITIONAL RESOURCES

Tourism Sault Ste. Marie, 800-461-6020
www.saulttourism.com

NEARBY MEDICAL FACILITIES
 Sault Area Hospital, 969 Queen St. E.,
 Sault Ste. Marie, ON P6A 2C4
 705-759-3434, www.sah.on.ca

Locking Through

To avoid the large commercial vessels using the American locks, most recreational boaters use the Canadian locks, rebuilt between 1995 and 1997, which have a usable length of 215 feet, a width of 54 feet and a minimum draft

of 9 feet. Tour boats berth on the south side of the lock wall. All other recreational vessels use the north side.

The lock tenders also prefer that recreational boaters use the Canadian locks, which are faster and easier. If you are simply locking through the Canadian side, there are no Customs issues involved and no fee.

NAVIGATION: Use Chart 14884. Boats transiting the Canadian locks will come to the Limit of Approach, a red triangular sign with “L/A” inscribed in white letters. Do not proceed past this point. The Limit of Approach for upbound vessels is located on the north pier, 425 feet below the downstream gates. The Limit of Approach for downbound vessels is located on the north pier, 278 feet above the upstream traffic lights. Once at the Limit of Approach, watch the traffic lights for the signal to proceed. After all vessels exiting the lock have cleared the L/A, the lock tender will signal you to proceed. Once in the lock, recreational vessels should be secured to one of the plastic-coated cables on the north side of the lock wall. The vessel’s crew must attach the vessel’s lines to these cables and control the vessel’s movement as it is raised or lowered in the lock. Vessels may moor at the Sault Canal to visit the National Historic Site. Tie up to one of the piers outside the Limit of Approach, and hail the lock tender on VHF Channel 14 for further instructions. Its call sign is “VDX 23, Canadian Canal.”

If you are coming to the locks via the American side, the St. Marys River from DeTour to the Sault harbor is clearly marked with buoys, daybeacons and range lights. Do not wander outside the shipping lanes as the water thins out rapidly.

Coming upbound (west) from the Mud Lake (Munuscong) junction buoy, the upbound channel is to starboard

and behind Neebish Island; turn to port at the south tip of Sugar Island into Lake Nicolet. From Lake Nicolet, proceed upriver to the Sault harbor, past the Coast Guard base and on to the locks.

Be aware of the various currents in this part of the river. The rapids do not have as much effect as the strong currents often found at the inlets of both the Michigan and Ontario power canals, especially on the lower side. Because these are two of the busiest miles of Waterway in the world, and somewhat complicated ones at that, you should be thoroughly familiar with the text of the Coast Pilot. Study the chart carefully in advance.

Once past the locks, you have another 15 miles of river cruising before you enter Lake Superior between Gros Cap and Point Iroquois. The American shore is not especially scenic, but as you round Point aux Chenes, where the river widens, the bold hills and bluffs of the Canadian Algoma country come into view. If it is too late in the day to cross Whitefish Bay at the entrance to Lake Superior, or if the weather should deteriorate, two anchorages are available to you. One is behind Pointe aux Pins on the Ontario side, five miles above the locks. The other, 11 miles beyond the locks, is in Waiska Bay. Most of the bay is shallow, and a dangerous submerged railroad bed runs across it, but you can tuck up immediately behind the northeast peninsula at Bay Mills to find good shelter and holding in about 10 feet of water. A marina for small boats of shallow draft is in the northwest corner of the bay.

Cruising Options

To continue on to Lake Superior, refer to the “Lake Superior” chapter of this Guide. ■

Sunset in Sault Ste. Marie, Ontario Canada.

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