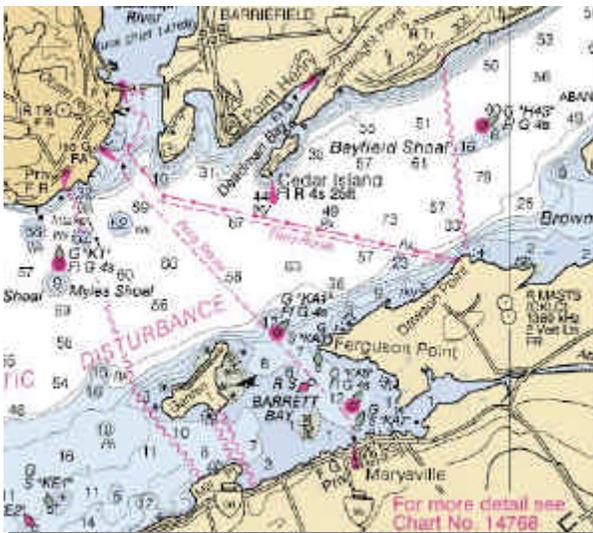


None of these images may be used for navigational purposes. Always have the full set of paper charts for the areas in which you sail – especially in waters of the St. Lawrence River and the Thousand Islands

Great Lakes Fleet **CanDependence** Cruise June 28 – July 6, 2003

The images below are of various magnification and characteristics and should not be used in navigation. They are solely to be used in finding places on your own paper or electronic charts. In following the route description, it is assumed that you have a safe, well-maintained craft that is up to date with all the safety equipment aboard. It is necessary to use your own charts in navigating these waters to prevent grounding or becoming lost in the myriad of islands that make this a magical sailing region. Images were taken from MapTech, NDI and Passport digital electronic imaging.

The CanDependence Cruise is officially 9 days long but it is not necessary to travel the entire length of the trip. You can join us at any point in the cruise and travel as long or as far as you like. To register, return the registration form by June 15th to assure that you receive a T-shirt in your size. Your only prerequisite is that you own a CD sail or power boat. You do not need to be a CDSOA member to join us in this cruise.

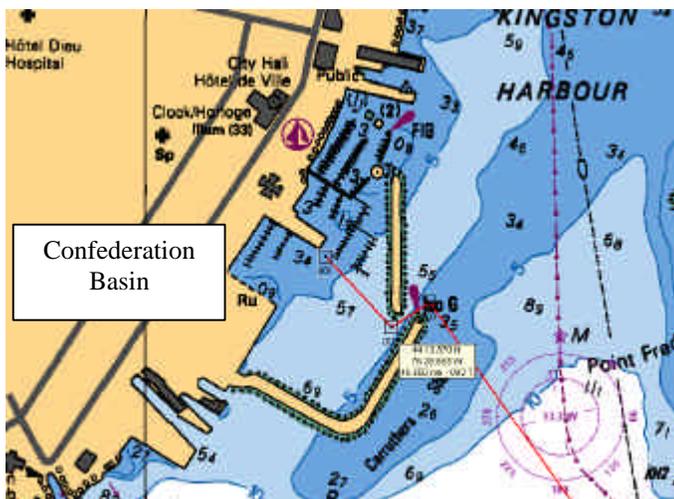


Day 1 – Travel to Kingston, Ontario

Saturday, June 28

A sailing visit to Kingston, Ontario is a sailor's delight. You can travel the globe to many interesting places and remote islands but Kingston will never be far from your idea as one of the finest. It is simply a sailor's town. It has an exciting heartbeat that lasts all day and night well into the early morning hours. Use some of the remaining time after arrival to stock your boat with supplies and last minute items that will last you for the duration of the CanDependence Cruise. And save time to reward yourself with an evening of dining all within two blocks of your boat. Kingston Brewing Company on Clarence St. is a nice sailor's pub. Frankie Pesto is a great Italian eatery around the corner. Woodenhead Pizza is simply the best pizza spot in the world. And when you're finished with dinner,

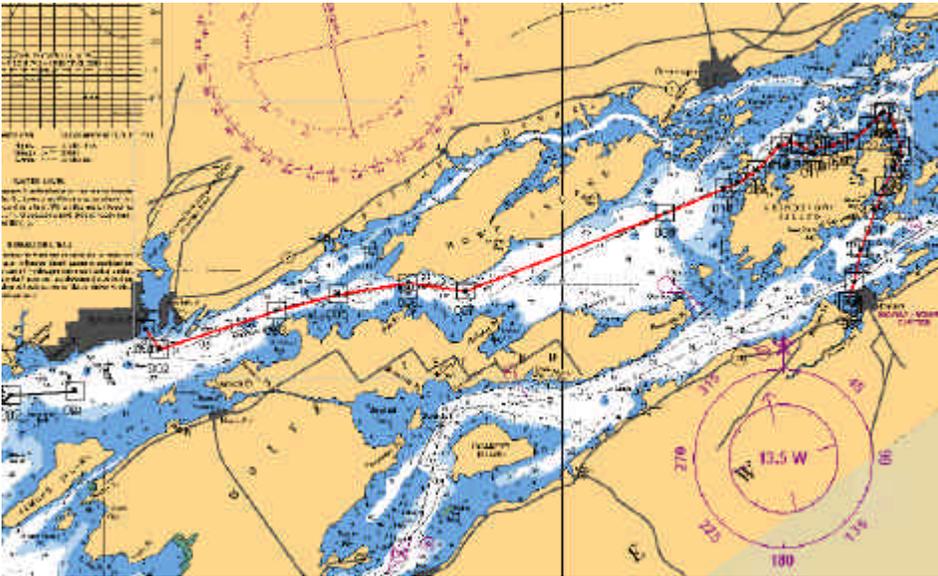
there's nothing like the home made ice cream with waffle cone from the White Mountain Ice Cream store. All of this is a block from your boat at Confederation Basin. If you need sailing hardware or gear, the Upper Deck store is right there next to the marina.



When you arrive in the afternoon and are comfortably in place in one of the 400 slips for which you had a reservation, report to customs using the free telephone at the marina lighthouse (reserve a slip as soon as possible for June 28 and for July 1 if you don't want to anchor nearby) you'll be able to do all the shopping you need within about 3 blocks from Confederation Basin. The short hike will allow you to purchase any item of human or nautical need. City Hall and Confederation Park are adjacent to the marina and can be used as the center of all your travel. Be sure to obtain advance reservations at as soon as possible. This is a popular boating weekend in Canada. Reserve a slip for June 28 and for July 1 at Kingston Confederation Basin by using their website at

<http://www.city.kingston.on.ca/residents/recreation/marinas/conf.asp> .

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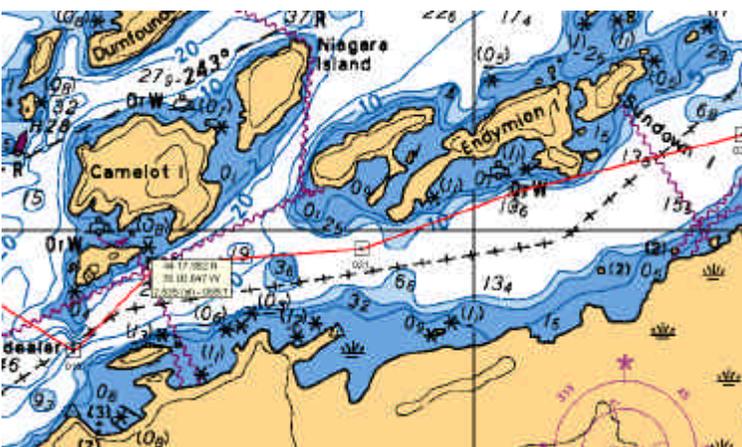
Day 2 – Kingston to Camelot and Endymion Island – 18 nm

Sunday, June 29

*All participants in the CanDependence Cruise should report to the Fleet Captain in Slip G4 at Confederation Basin Sunday morning at 8:00 am to obtain their cruising bundle, T-shirt and cruise information. If you join us later, please seek out the Fleet Captain's boat (**Mokita**) for the materials.*

Leaving Confederation Basin at the urging of the morning Kingston thermals, the basic route leads east through well-marked shoals and beautiful island parks on the Canadian Middle Channel of the St. Lawrence River. You can sail the beginning of the route to Grindstone Island and then it may be preferable to motor the remaining 3 miles through the islands and shoals. The route is well marked with navigation aids but try not to let the overwhelming beauty of the area distract you from underwater stumbling blocks.

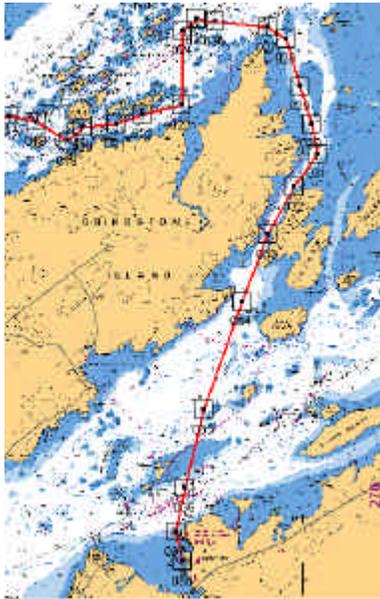
Camelot (L 44°18.00N, Lo 76°06.65W) and Endymion Islands (L 44°18.08N, Lo 76°05.96W) are both maintained parks in the St. Lawrence River Island Park System. They are located north of Grindstone Island (<http://www.fastline.gc.ca/SLINP/slindx.htm>) and provide dockage and/or mooring for a fee. If you bring your dinghy to the island and touch the shoreline you will be assessed a park fee. Swimming to the island will incur no fee but be careful of the sharp zebra mussels adhering to rocks in the shallow areas. These islands are idyllic playgrounds and are maintained and patrolled by Canadian Park Police.



Whether we stay at Camelot or Endymion will depend upon how many boats are anchored in the designated anchorages when we arrive as well as how many boats are in our group. We can split the party and stay at both islands, which are 0.5 nm apart. If there are too many boaters in the area, we will still have time to make way to Clayton.

The waters in the region are crystal clear and it is easy to see how your anchor sets by looking through the water. Be mindful of how other boaters anchor their boats to avoid problems if the wind pipes up. Some boaters employ both bow and stern anchors. These are well-sheltered islands and the holding ground is good. Stay out of the channel since boat traffic may be encountered at night.

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Day 3 – Camelot/Endymion Island to Clayton, NY – 7.1 nm

Monday, June 30

Leaving Camelot and Endymion under power, head northeast and then north to take buoy H25G (L 44°18.82N, Lo 76°05.26W) to starboard about 0.8 nm NNE of Endymion Island. Continue east and then south past Canoe Point and Picnic Point keeping in the channel. Pass Picton and Bluff Island to port and head SSW to Clayton. Follow your charts in this area closely to avoid islands and shoals.

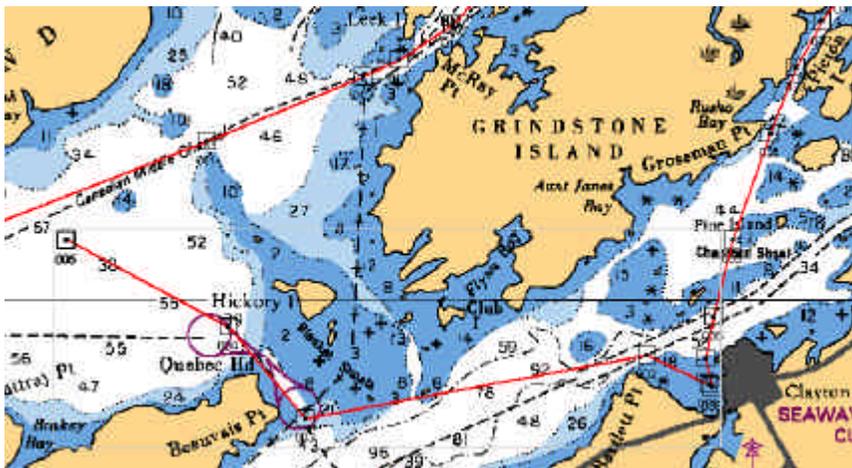
It is hoped that we can arrive at the Municipal Dock in Clayton (L 44°14.23N, Lo 76°05.44W) in time for lunch. There is no charge for docking for a period of three hours. Just after lunch is a nice time to visit the Antique Boat Museum (~\$8.00) (http://www.abm.org/site%20map/site_map.htm) that is adjacent to the dock. It is a well-known and enjoyable museum full of regional boating artifacts of the past in this very popular and opulent area. The region was the playground and vacation area of industrial VIP's during the days

before income taxes were collected.

You can spend the night at the dock for a reasonable fee or anchor in French Bay just off the docking area. This is a popular boating and fishing area and there will be plenty of boats traveling to and fro on the bay. In addition, the Main Shipping Channel for the St. Lawrence River is at the mouth of the bay (1/4 mile away) where large tankers and commercial ships can be seen and felt as they travel up or down river. At night, these supertankers are well-lit on their decks and resemble floating islands moving up or down the river.

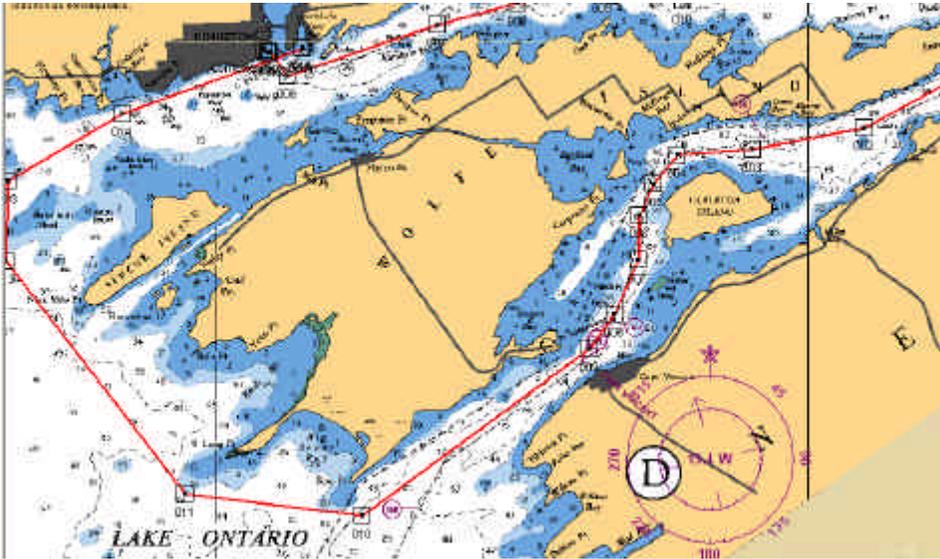
Day 4 – Clayton to Deadman Bay (Kingston Harbor) – Long route (36 nm) or short route (19 nm)

Tuesday, July 1



There are two routes that can be taken in sailing back to Kingston Harbor and Deadman Bay – the short way or the long way. It depends on the wind as to which one you'll take. Taking the north side of Wolfe Island and backtracking the route taken Monday to Kingston would be the short way both in time and mileage. On a good day, the trip would take about 4-5 hours. After leaving Clayton and French Bay, travel upstream (SW) for 2 miles and then head NW through Quebec Head (Wolfe Island Cut) (L 44°14.00N, Lo 76°10.60W) and into the waters traveled on Monday. Sailing W 16 nm will take you to Kingston once again and Deadman Bay (L 44°14.00N, Lo 76°26.95W).

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If there's enough wind, then sailing the south side of Wolfe Island and then north to Kingston would be the long, upstream but scenic route. This is the Main Shipping Channel and you may pass several large tankers and international ships. It is quite well marked with navigation aids past Cape Vincent and into Lake Ontario. Once past Wolfe Island to the north, the course will be W and then NW to FIG K9 at (L 44°10.20N, Lo 76°35.86W). From there head NE to Kingston Harbor and Deadman Bay (L

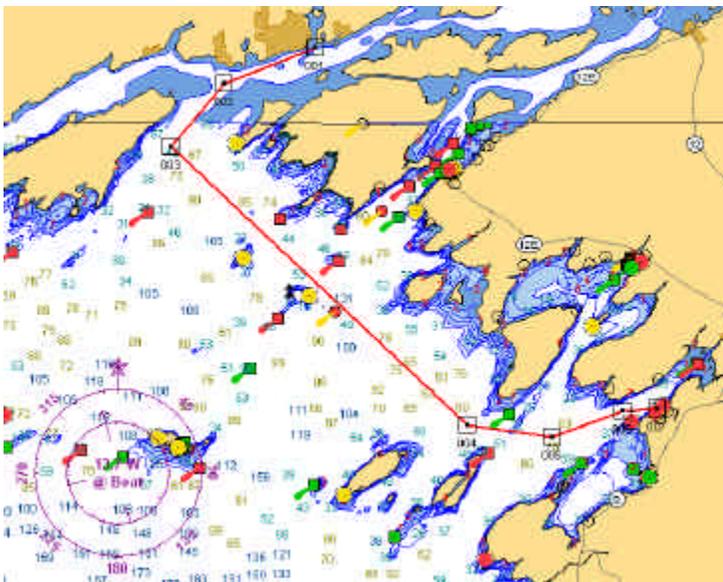
44°14.00N, Lo 76°26.95W) using navigational aids and avoiding shallow areas. The trip could take 9-10 hours since upstream travel is required.

From Deadman Bay, it is a 1.3 nm dinghy ride to Confederation Basin. There are day docks to use for a few hours to grab supplies or an ice cream at the White Mountain Ice Cream store. Later that evening, we will be treated to a fireworks display in honor of Canada Day, the national independence holiday in Canada. If you prefer to obtain a slip at Confederation Basin, make your reservations early as this is a popular weekend in the area. You will be right in the center of all the festivities. A nice place to be but crowded on this weekend.



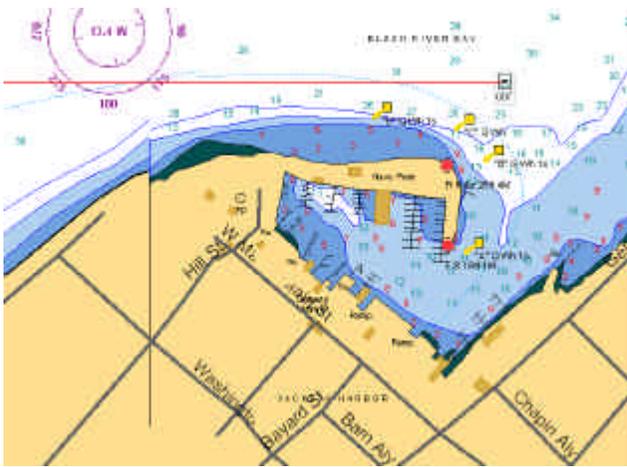
Day 5 – Deadman Bay to Sackets Harbor, NY – 35 nm

Wednesday, July 2



Leaving Kingston, pass through the Lower Gap west of Kingston Harbor and enter Lake Ontario once again. Pass Simcoe Island on your port and from FIG K9 at (L 44°10.20N, Lo 76°35.86W), it is 16.5 nm to a waypoint NE of Galloo Island (L 43°57.26N, Lo 76°21.96W). From then, follow an easterly heading to Sackets Harbor (L 43°56.95 N, Lo 76°07.27W). We can find a slip at Navy Point Marina (<http://www.navypointmarine.com/marina.htm>) in Sackets Harbor or anchor in the harbor.

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Sackets Harbor is a pretty place during the summer and has many activities. It is also a good half-way mark to use in heading across the lake. If the day is especially nice for sailing and it's early enough, it might be a better idea to head directly to Oswego for the evening. It's always a better choice to pick the good sailing days for crossing Lake Ontario.

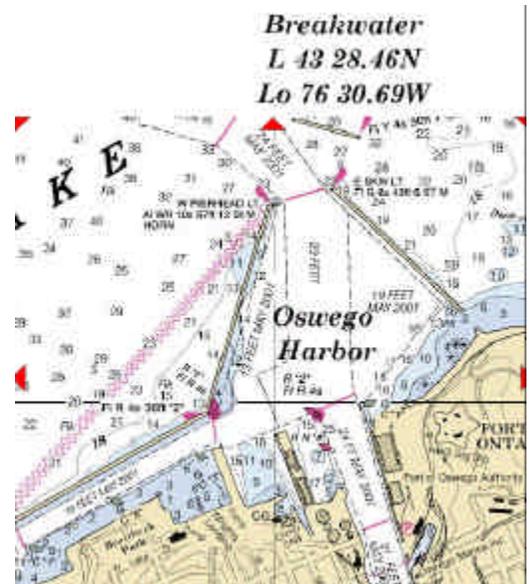
Day 6 – Sackets Harbor to Oswego, NY – 44 nm Thursday, July 3



Leaving Sackets Harbor, head west back out into the lake passing north of Galloo Island. Head SW until arriving at “3” FIG 4s at (L 43°53.73N, Lo 76°28.55W). From there it is 25.1 nm to the break-water entrance at Oswego (L 43°28.46N, Lo 76°30.69W). If the normal winds are in play, it should be a nice reach to Oswego.

If weather conditions are not conducive to sailing, use the day as a layover day and stay in Sackets Harbor. Crossing the lake in high winds is not comfortable, especially if there has been wind for a couple of days. The long fetch from the western part of Lake Ontario can produce large, rolling waves.

When approaching the breakwater, there may be larger waves because of reflections off the breakwater. Take care when entering the channel. When at the end of the channel, head west (right) and go to Oswego Maritime Foundation docks.



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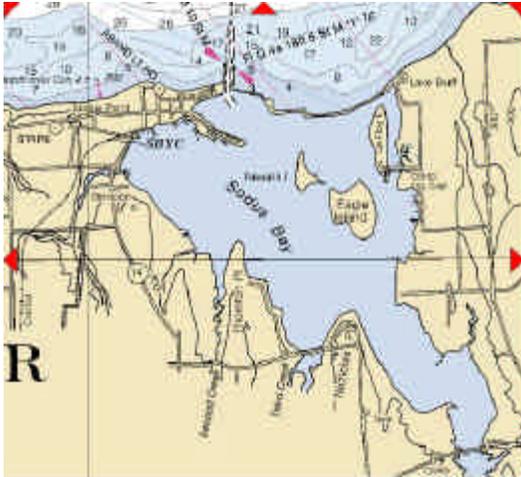
Day 7 – Layover Day

Friday, July 4

This day may have been used before this date due to weather conditions.

Days 8-9 – Oswego to Thornton Cove (Sodus Bay, NY) – 25.7 nm

Saturday and Sunday, July 5-6



Sodus Bay is 23.3 nm WSW of Oswego. The entrance to the breakwater is ¼ mile off the shoreline and is located at **L 43°16.65N, Lo 76°58.38W**. Once through the breakwater, it is important to follow the channel buoys and keep “6”Q Wh R 1s 16ft 7M well off your starboard to avoid the shallow mud and marshes. After passing the point of land starboard 1/4 nm after “6”Q Wh R, come to course 193T (205M) to head for Thornton Cove, 1.0 nm away.



Sunday, July 6, has been reserved for a group barbeque/luncheon at Sodus Bay Yacht Club. Some special awards and presentations will be given to participants who have traveled with us at some or all of the CanDependence Cruise. The meal will be provided by the Sodus Bay Yacht Club (**L 43°16.06N, Lo 76°58.75W**) and CDSOA and will be served at 1:00 pm. The cost of this luncheon is still being worked out and will be noted here when available.

After the luncheon, participants will continue on their journey or remain in Sodus Bay for the evening. Once you visit the area you may want to give it another day. This is a nice sailing area with a pretty shoreline.

