

LITTLE CURRENT, ONT.

On North Shore Manitoulin Island
Lying on the Waterway between the North Channel and
Georgian Bay
Clapperton Island 17 miles, McBean Harbor 17 miles, Bell
Cove 9 miles, Killarney via Lansdowne Channel 20 miles,
McGregor Bay entrance 17 miles, Frazer Bay 16 miles,
Bay Finn 14 miles.

N.C. -17	1948
Canadian Charts #2200, 2201, 2286, 2294	
Lat.	45° 59' N
Long.	81° 55' W
Mag. Var.	7° 15' W, 1940 practically stationary
Population	1500

This is the yachting center of the North Channel and northern Georgian Bay.

If approaching from the west, you will find the channel well lighted and marked. Follow the channel, red buoys on N - black on S side. See chart page 15.

The most westerly of the aids to navigation for the Little Current Channel is a light on the western end of Narrow Island. In 1947 this was in a white rectangular wood building with red octagonal lantern on west end of roof. This may be seen from all points of approach by water either from west by way of Clapperton Channel or from north by way of Wabuno Channel. The Fog Horn here is hand operated and only answers signals. Note that this light is F. White with a Red sector, Vis. 13 miles. When approaching from the west, this red sector covers the area of Foster Bank and James Foote Patch. If you see the red, you are in line with these obstructions.

On the NW corner of Picnic Island is a light Fl. G., Vis. 12 miles, unwatched. The light is on a pole with small daymark at top and a small shed at the base (1947). The Canadian Pilot Vol. II says white, which is wrong - 1947. Be certain you do not go S of Picnic Island as there are old cribs and pilings there.

The main channel is north of Narrow and Picnic Islands. Stay more than 500 feet N of Narrow Island. Low Island and Spider should be left on the SW as the channel swings SE. Spider Island Light (1947) was Fl. W. Across the channel and on the left to the north is buoy No. 20 now with a blinker. A very shallow shoal runs out west from Magazine Point. At the dock on a pole at Little Current is a F.G. light (1947).

CAUTION 1: Red Nun #30 and Black Can #29 to the NW of Picnic Island shown on Chart 2294 which we reproduce in part are reported to be south of plotted stations (perhaps temporarily). Keep red buoys to North, black to South.

CAUTION 2: The current in the channel can run in either direction, sometimes running up to 4 mph, reversing itself in 15 minutes.

NOTE: Chart No. 2294 does not show that the channel N of Goat Island is closed by fill and bridge with not more than 6 feet headroom.

DOCKS: Those to the N side of channel are coal docks. On the S side is the town wharf, of concrete with 18' of water alongside. It can be identified by warehouse and office in front of town itself. (At W end of wooden dock area water shoals).

ANCHORAGES: Stay out of the channel. There is considerable commercial & yacht traffic. A submarine cable runs from about Magazine Pt. S across channel to town.



NOTE: A Canadian Customs Official is located on the town wharf. On entering Canadian Waters and again on leaving them, it is necessary to clear with such an official although not necessarily the same one.

SERVICES:

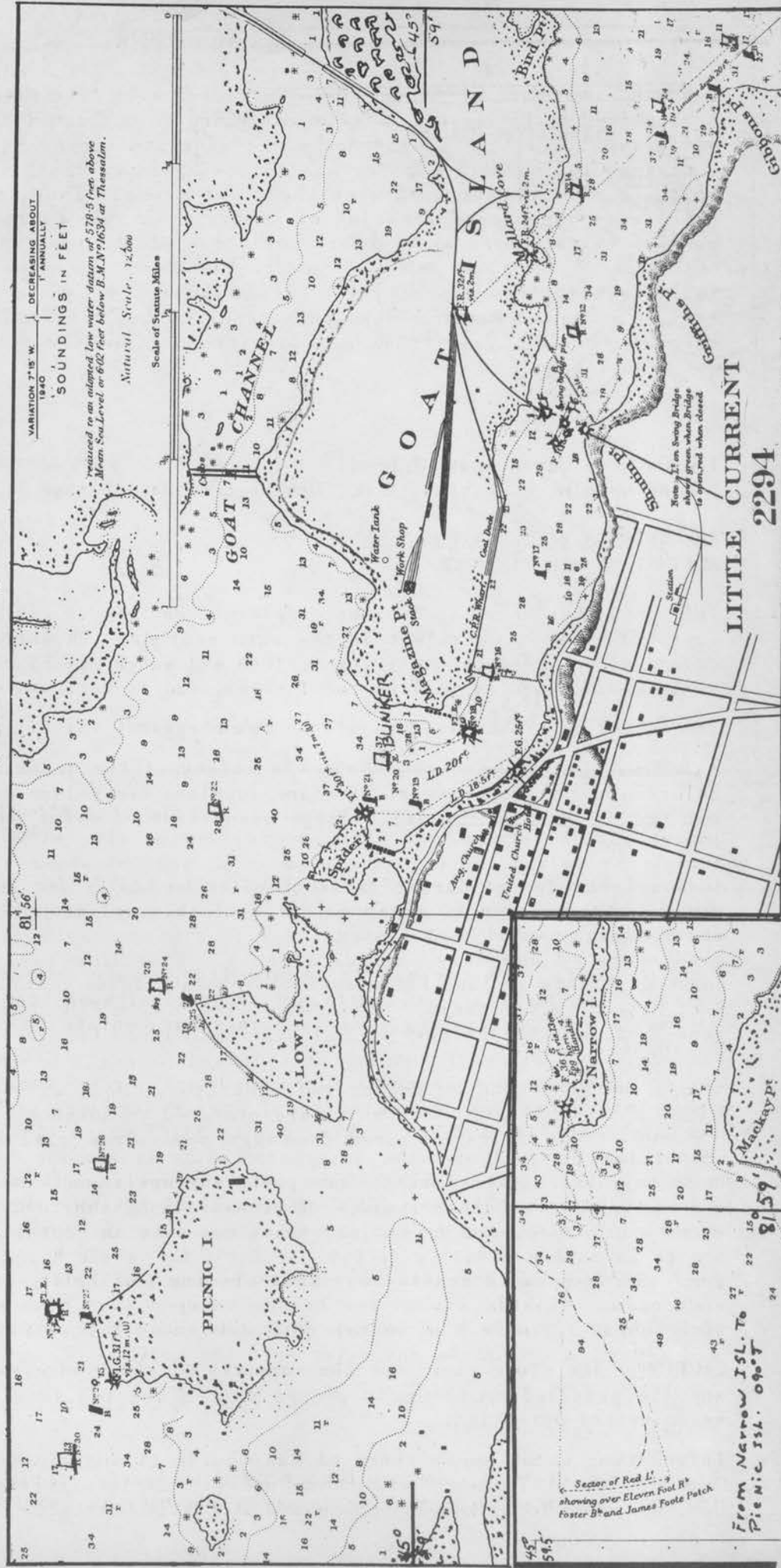
- Electricity: Town wharf 60 cycles 110 volts
- Gas & Oil: Dock pumps
- Diesel Oil: Drums by wagon - Imperial oil
- Water: (Health Caution) Fill tanks before entering channel. Water at dock is from channel, use it only with chemical purifier.

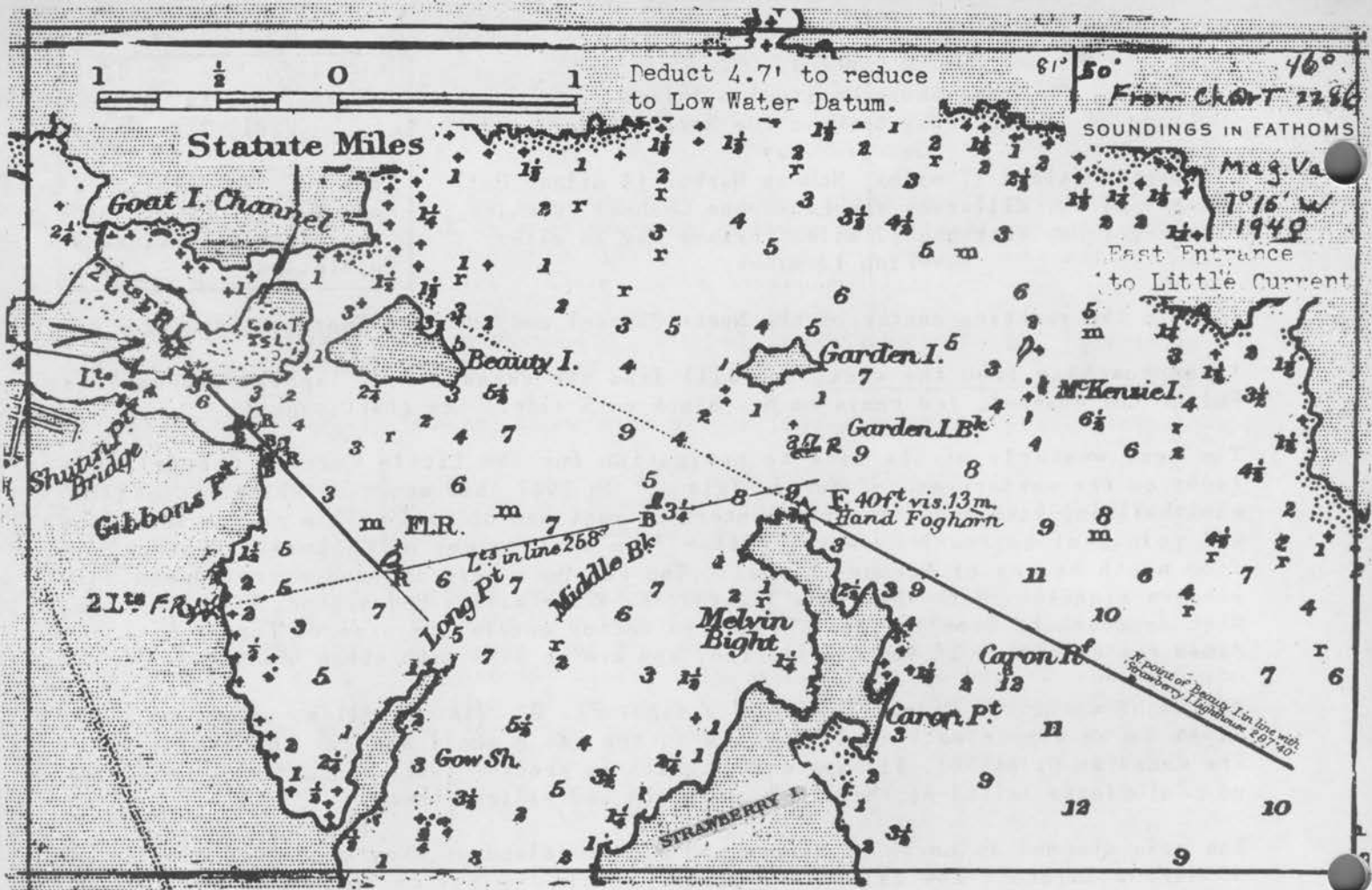
Marine Services: Morphet Boat Yard, R.R. capacity up to 35'. Can raise stern of larger boat for propeller and similar repairs. See Gore Bay report for larger railroad.

Transportation: C.P.R.R. daily except Sunday, to Soo and Sudbury
 Boat - Owen Sound to Soo
 Bus - Greyhound System
 Air - Gore Bay T.C.A. emergency landing field for small planes.

ADDITIONAL SERVICES INCLUDE:

- Bank of Montreal
- Manitoulin Frosted Foods
- Ice - N. Loosemore
- Doctors - C.R. Young and A.J. Henry
- Dentist - W. G. Alston
- 2 Drug Stores - 4 Groceries
- Mansion House Hotel
- St. Joseph's Hospital
- 4 Restaurants - 5 Taxis
- Telegraph office - long distance phone
- Grant Turner's Store





If approaching from the east, you will find the channel well lighted and marked with buoys. It is recommended that you follow the channel. If approaching from E of Strawberry Island, note that course is between Strawberry Island Light and Red Spar on southern edge of Garden Island Bank. Garden Island is bare limestone 9' high. Light on Strawberry Island is on N end of that island F.W., Vis. 13 miles, 40' high white square tower, red lantern, dwelling attached (1947). The Fog Horn here is hand-operated and only answers signals. From this passage take course 258°T on range of lights in line known as Gibson Point Lights. This range is about 5/8 miles S of Gibson Point itself. This range (1947) with F.R. lights, Vis. 4 miles, passes just S of red steel float (Fl.R.) known as Gibson Point Float Light which is at intersection of Gibson Point and Goat Island Ranges. Gibson Point Range Rear has a white, square wood triangular top with black stripe down center - front has white wood slatted daymark, black vertical stripe down center. Leave Float Light to N and take Goat Island Range Lights in line 317°T which (1947) are F.R., Vis. 2 miles. Goat Island Range Rear has a lantern on white triangular day mark - Front Range lantern on white square wood daymark. This range runs between spars marking dredged channel close to Gibson Point. Red Spars to NE side, Black to SW. After passing third black spar, the bridge to W should bear about 290°T. Head for it. The swing bridge is marked (1947) with F.W., F.R., F.G. White lights mark each side of opening. Swing-span is mounted by light showing red when passage is closed, and green when open. Whistle signal for bridge to open -- 3 blasts. On the Little Current dock, about 1/2 mile W of bridge on S side, is a F.G. (1947) light on a pole.

CAUTION: The stone pier, for the supports of the bridge swing when it is open, does not lie parallel to the axis of the current, which is often strong and varies in velocity and direction.

Information about north shore of Manitoulin Island prepared with help of our Port Captain, Grant Turner, who runs by far the most interesting store in the North Country. For local knowledge see him at Little Current.