

CLAPPERTON ISLAND  
(Harbour Island, including  
NC 21 A, Logan Bay and  
NC 21 B, Beattie Bay.)

Little Current, NC 17, 16 miles.  
Mudge Bay, Kagawong NC 15, 7 mi.  
Gore Bay, NC 14, 13 mi.

Clapperton Island and its well-protected harbour stands invitingly in the path of sailors going east or west in the North Channel. Two passages are open to the skipper, the Main Passage, to the north of Clapperton and the Clapperton Channel, which passes to the south of the island, with Manitoulin on its southerly side.

**MAIN PASSAGE:** - Skippers coming from the west along the north shore of Manitoulin Island, or coming down from the north, that is Benjamin Island or the McBean Channel, who elect to use the Main Passage, will find the easterly side of Clapperton the more open approach to Clapperton Channel. Except for Robertson Rock the passage is wide open, with plenty of water. Robertson Rock, lying just north of the northerly end of Clapperton is lighted with a float light (1016, U.S. Light List) flashing red, at the easterly edge of the rock. (See chart detail, page 3 of this report). Wrecks, below surface, lie in from  $1\frac{1}{4}$  to 9 fathoms of water just to the northwest of this rock. In sailing down the easterly side of Clapperton Island shoal water will be found extending easterly off Logan Island (NC 21 A of this report) marked by a lighted buoy, flashing white, in 21 feet of water (1014 U.S. Light List).

**FROM THE NORTH,** if the skipper elects to sail down the westerly side of Clapperton Island, he should hold well off the island, outside of Griffin Bank, Courtney Bank, Miall Patch, North Shoal down to and including Middle Bank, taking note of Western Reef, with  $1\frac{3}{4}$  fathoms of water lying west of Courtney Bank.

**CAUTION:** - Skippers making the passage through Clapperton Channel from the WEST with Harbour Island as a destination must bear in mind that they are SAILING DOWN TO SEA and must leave BLACK SPARS on the STARBOARD hand, RED SPARS on the left hand side. HOWEVER, in changing course to the north, midway of the passage to make the approach to Harbour Island, the skipper is now ENTERING FROM THE SEA, and must leave the RED SPAR on his STARBOARD SIDE. If approaching Harbour Island FROM THE EAST normal practice will prevail throughout the channel, BLACK SPARS TO PORT.

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(On the right, a view of Clapperton Harbour, looking Northeast, with one of the docks, and service buildings of the Harbour Island Club, available to cruisers.)

NC-21		1953
Chart	Canadian	2287
Latitude	46° 00'	N
Longitude	82° 14'	W
Mag. Var. (1953)	6° 40'	W
Ann. Change, decreasing		1'
Services	Fuel, Water, etc.	
Lights	1014 through 1017	
	including Beverly Island Light	
Fog Signals		Yes
Marine Railway		No



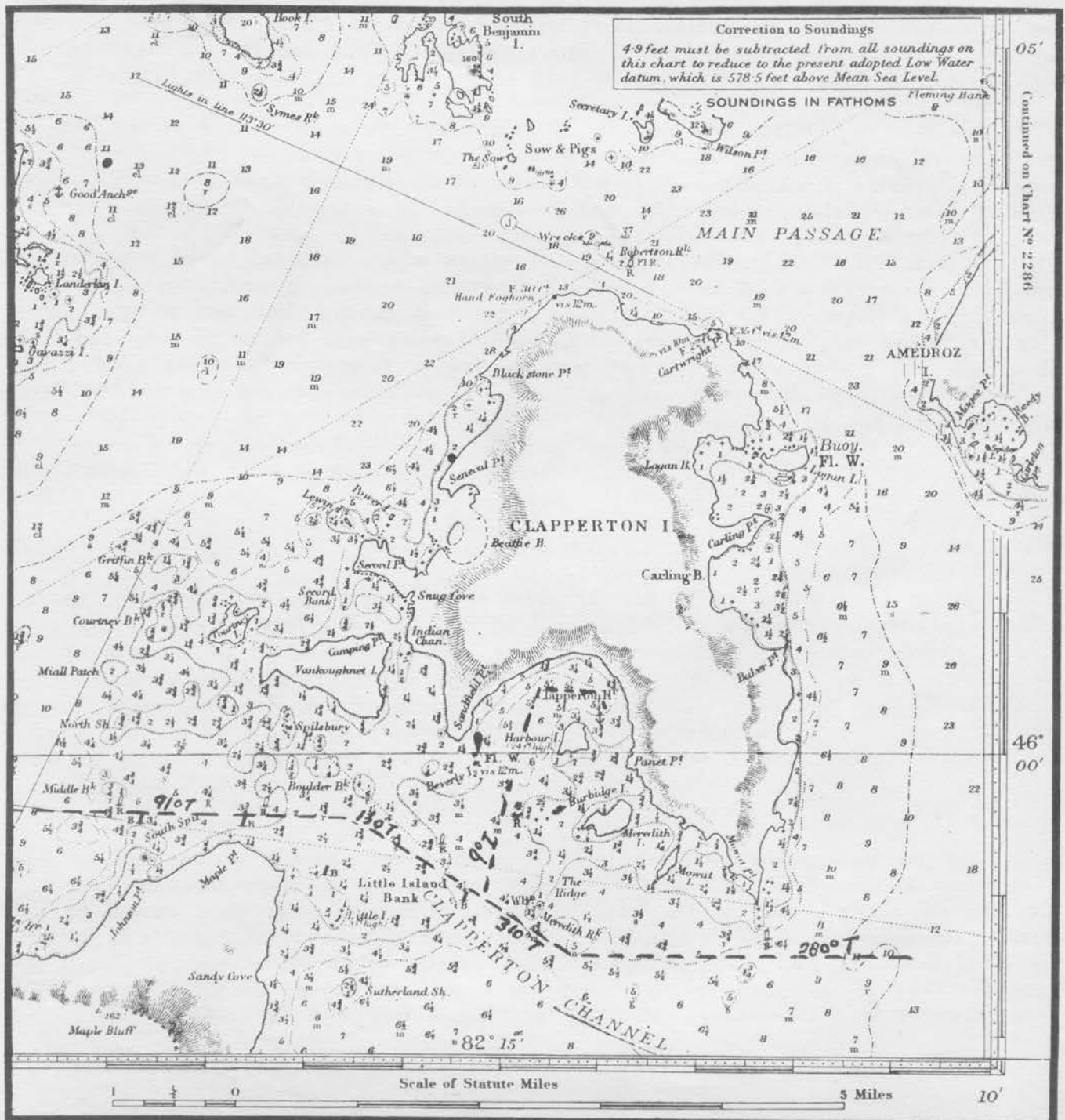
APPROACHES: - FROM THE WEST: Pick up the first Red and Black Spars, just north of Johnson Point, on a course  $91^{\circ}$  True, holding for about one and three-quarter miles, or until Vankoughnet Island bears well abeam on the port, then change to  $130^{\circ}$  True and hold for about one and one-quarter miles, or until the third Red Spar has been left about one-quarter mile astern of the port quarter, when the skipper can come around to a course of  $9^{\circ}$  True and sail north, leaving the Red Spar just to the west of Burbidge Island on the STARBOARD SIDE, and the flashing White Light, on Beverly Island (flashing white, once every 12 seconds) to Port. This light is mounted on a white beacon, and a long white arrow has been erected for day guidance of skippers. Continue Northly rounding Harbour Island, easterly, thence southerly, to the anchorage off the Harbour Island Club.



Aerial View Clapperton Island and Passages, and Harbour Island.  
Photo courtesy Canadian Government.

FROM THE EAST: - Pick up the Red Spar which lies off Mowat Point, sailing a course of  $280^{\circ}$  True for about one and three-quarter miles or until the White pyramidal beacon (unlighted, 1952) on Meredith Rock is well on the Starboard quarter bow. Come around Meredith Rock to a course of  $310^{\circ}$  True until the Red Spar to the west of Burbidge Island and the Flashing White Lighted Beacon on Beverly Island, marking the channel to the North have been well opened; thence come to a course of about  $90^{\circ}$  True and sail northerly in good water until the anchorage opens up on the right hand, thence swinging easterly and southerly to the anchorage.

ANCHORAGE: - Harbour Island is the most northerly of the group of islands in Clapperton Harbour. It is 24 feet high, wooded and about 30 acres in extent. The north and west sides of the island are steep to. From the southwest extremity of the island a bar extends across to Panet Point, with shoal water. Elsewhere in the harbour up to





30 feet of water will be found. The Harbour Island Resort and Club maintains buoys in the anchorage and dockage space along shore. Three docks are available for cruisers carrying up to 12 feet of draft. Up to 1953 the Club has made no charge for use of docks and buoys and hopes to continue this practice. The club plans construction of stall type of docks to accommodate 25 boats..

SERVICES: - The Harbour Island Club is equipping the docks with chlorinated water lines and electric plug-in services for 110-120 volt, 60 cycle, AC current. A General Electric heavy duty battery charging service is available. GAS AND OIL are available through synthetic hose lines and felt strainers. DIESEL FUEL: It is hoped that tank capacity will be available for the 1953 season. PROVISIONS: Water, ice, groceries, milk, butter, meat, vegetables, fresh bread, films, some drugs, candy bars, cigarets, artificial and live bait, outboard boats, motors, guides, fishing and hunting licenses all are available at area prices.

Meals are available, with children under 12 at half price. The Club has a beverage license. Cottages are available at \$6 per person per night. Showers are usually available for cruisers without the necessity of renting a cottage. Cottages have showers, flush toilets, hot and cold running water.

COMMUNICATIONS: - The Club has a radio-telephone service, keyed into Kagawong, Manitoulin Island. The Club can be reached from your cruiser, if equipped with radio-telephone, via Rogers City, thence by land lines to Kagawong. Mail and telegraph service via Kagawong. Communications will be held pending your arrival or forwarded on instructions. The Club maintains its own ferry service to Kagawong. Seaplane service is available, usually on 30 minutes notice. The Club is maintained and operated by Harold Hutchings and his wife, Jamesie.

Report compiled by Tom Richards, Port. Capt.  
Harold Hutchings, Drs. George Mack and Gordon Calder.

#### LOGAN BAY ---- NC 21 A

Logan Bay, with 6 to 12 feet of water on the east side of Clapperton Island offers a shelter harbour from all but easterlies. Pick up the Flashing White Buoy off Logan Island, pass well to the south of it and enter on a line 50 yards north of Carling Point, then bear to the left. The northern part of the bay is quite shoal. CAUTION: A rock lies under water just North of Carling Point. This appears to be the only obstruction to the entrance. A rock also lies just to the south of Carling Point, in line with Baker Point. Complete information needed on this Bay.

#### BEATTIE BAY ---- NC 21 B

Beattie Bay on the west side of Clapperton Island offers a shelter harbour from everything but westerlies. Approach it with caution. It has not been surveyed by the Canadian Government. Stay to the north of Power Island and enter on a course of 120° True a bit south of Senecal Point. Then swing south and tie to the east side of the little island in the bay. The lighthouse keeper usually keeps his boat here. There is room for three or four boats to lie abreast here, with a reported depth of four to five feet of water. Full soundings of this bay and Logan Bay will be welcome.

Reports by Drs. George Mack and Gordon Calder.