

Above Quebec the channel has a limiting depth of 35 feet at extreme low water and a minimum width of 550 feet, with additional width up to 1,500 feet at all curves and difficult points, and additional anchorage and turning areas. Widening of the channel to a minimum width of 800 feet, commenced in 1952, is about 65 p.c. completed. This section comprises about 115 miles of dredged channel. Below Quebec the limiting depth of dredged channel, about 15 miles in length, is 30 feet at low tide, with a width of 1,000 feet. An average tidal range of 15 feet in this area provides ample depth for any vessel using the St. Lawrence route. Above Quebec, maintenance requirements as a result of silting in this dredged channel are relatively minor but below the city silting is more pronounced because of tidal action.

The ship channel is well defined by buoys and the centre marked by range lights, permitting uninterrupted day and night navigation throughout the open season from about mid-April to early December. The movements of all shipping, weather and ice conditions and obstructions to traffic throughout the St. Lawrence waterway from Fame Point, Que., to Kingston, Ont., are recorded and made available to all concerned through a series of reporting stations known as the Marine Reporting Service.

### 15.—Seasons of Open Navigation on the St. Lawrence Ship Channel, 1955-64

NOTE.—Figures from 1882 are given in the corresponding table of previous Year Books beginning with the 1934-35 edition.

Year	Channel Open, Quebec to Montreal <sup>1</sup>	First Arrival from Sea, Montreal Harbour	Last Departure for Sea, Montreal Harbour	Year	Channel Open, Quebec to Montreal <sup>1</sup>	First Arrival from Sea, Montreal Harbour	Last Departure for Sea, Montreal Harbour
1955.....	Apr. 17	Apr. 5	Dec. 16	1960.....	Apr. 14	Mar. 21	Dec. 16
1956.....	" 13	" 2	" 17	1961.....	" 11	" 27	" 22
1957.....	" 8	" 4	" 18	1962.....	" 15	" 12	" 19
1958.....	" 6	Mar. 30	" 23	1963.....	" 10	" 12	" 24
1959.....	" 13	Apr. 1	" 20	1964.....	Mar. 28	Jan. 4	" 24

<sup>1</sup> "Channel Open" means the route can be navigated although there may be floating ice in the river.

**Steamship Inspection.**—The Steamship Inspection Service was established by authority of the Canada Shipping Act. Its functions include the formulation and subsequent enforcement of regulations concerned with the approval of design of hulls, machinery and equipment of ships; inspection during construction; periodic inspection and the issue of inspection certificates; the assignment of load lines; the conditions under which dangerous goods may be carried in ships; the protection against accident of workers employed in loading and unloading ships; the prevention from pollution of Canadian territorial waters by oil from ships; control of pollution of the atmosphere by smoke emitted by ships; control of the powering, equipment and load limits of small vessels; and the certification of marine engineers. The Board also prepares correspondence courses in marine engineering for use in Marine Engineering Schools now controlled by the Department of Labour.

The Chairman and the Board of Steamship Inspection are located at Ottawa and field offices are maintained in the principal ocean and inland ports. A total of 1,762 vessels of Canadian ownership or registry, which included 466 passenger ships, and 42 vessels registered or owned elsewhere were inspected during the year ended Mar. 31, 1965.

**Pilotage.**—Pilotage service functions under the provisions of Part VI and Part VIA of the Canada Shipping Act. Wherever a pilotage district has been created by the Governor in Council, qualified pilots are licensed by the pilotage authority of the district. There are in Canada 22 pilotage districts, in nine of which the Minister of Transport is the pilotage authority (see Table 16); in each of the other districts the authority is a local body appointed by the Governor in Council. There are also three districts that are administered jointly by Canada and the United States.