

AUGUST 2022

RIVER TALK

RIVER SAFETY

ENVIRONMENTAL
AWARENESS

COMMUNITY SUPPORT





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President's Message



Peter Fitton

Welcome August! A month for continuing reunions on the river and enjoying the best bounty of the summer season. A great time for fellowship among family and friends and BBQ suppers with local ripened tomatoes, ripe melon, sweet corn, and zucchini ...

On Saturday July 23, after a two-year hiatus due to COVID, we gathered along the banks of the St. Lawrence River at the Thousand Islands Playhouse for the return of TIA's social event of the year kicked off by a hot breakfast with island music by Tim Hallman, and welcoming messages from Mayors Corinna Smith-Gatcke and Ted Lojko, and from MP Mark Gerretsen followed by an AGM program inside the theatre. In support of River Safety and emergency response services, TIA presented cheques to the TLTI and Clayton Fire Departments.

Featured AGM speakers were Calder Schweitzer from TIWLT, Laura Eggleston from STR, and Jana Moore, TIA Student Environmental Program Coordinator educating the audience on the thousand islands watershed land trust, on polystyrene pollution, and on TIA program initiatives under its environmental awareness mission pillar. Video coverage of the AGM event will soon be posted on the TIA website. Thank you to Director Alec Turner, AGM Committee Chair and to all organizing participants and attendees for making this event so successful – a return to the good old days!

The Cataraqui Conservation (CRCA) has initiated a 5-year review and update to its regulatory guidelines document. The proposed changes are extensive and affect what you can and cannot do with your waterfront property. This impacts not only new construction but also on repairs and replacements requiring permitting. [CLICK HERE](#) to access the CRCA website and proposed changes and select "Update – Substantive" for the summary details, and reference Appendix "U" addressing numerous issues such as no more shore docks, no staving to touch the water and no boathouse flat roof tops as decks – [read more in this issue of River Talk](#).

TIA has a mission of River Safety, Environmental Awareness, and Community Support which includes informing our membership and the community on important issues affecting the enjoyment of our river waterfront. We encourage all property owners and stakeholders to review these CRCA documents and respond to the CRCA and local politicians with constructive feedback.

See you on the river!

Allison Burchell-Robinson

First trip to the island via the water taxi put a dent in their wallet not to mention the strangeness of being on the island with no boat—a first which was not to be followed by a second. Home again, they widened the search and began the laborious process of calling each and every marina within the reach of a day trip. The news was not encouraging and summer was here. In all their years on the island, they had never been without a boat, sometimes, they had too many.

From the Editor

It all began innocently enough. The boat was old and had served its time. So they sold it or more accurately scrapped the motor and practically “gave away” the boat. We won’t buy one in the fall they thought, why tie up the capital when we have no use for a boat until next summer. Fall passed as did early winter and with spring rapidly advancing it was time to find a boat, one capable of carrying five people plus a dog and serve as a workboat when required as well as a ferry when guests arrived. No problem they thought, as they’d been down this road before. It turned out they hadn’t been down this road nor had their parents, friends or relatives. To their shock and dismay there were no boats available, that is no boats within their financial reach. New boats? Maybe next year. Old boats? Not many and most had a problem or two as in well this boat has a decided list to the starboard.

And then in a chance phone call to a marina in upstate New York, the owner mentioned that a boat was coming in, one he hadn’t even seen. It was a bigger boat than any of their previous ones with a very powerful motor. A flurry of phone calls with friends and relatives ensued. It turned out that a relative knew the area, reached out to friends and discovered one who kept his boat at that marina. A positive review and then the pictures arrived, a winner. Another long drive to test the boat and their skills ended positively. The boat has a new home and the summer had been saved. A community came together to help, support and encourage what, at the beginning, appeared to be a hopeless quest.

CRCA 5-Year Review of Regulatory Guidelines for Permitting

Photo by John Street

Peter Fitton



Cataraqui Conservation (CRCA) initiated a 5-year review and update to its regulatory guidelines document: Guidelines for implementing Ontario Regulation 148/06 (Guidelines). As part of this process CRCA has posted policy document proposed changes and a comment form on its website and requested input from the public and stakeholders during a consultation period from July 4 to July 29, 2022 – [CLICK HERE](#) to access:

These proposed changes are extensive and affect what you can and cannot do with your waterfront property. This impacts not only new construction but also on repairs or replacements requiring permitting. Summaries of proposed changes can be found on the Minor Revisions Table, and the Substantive Revisions Table links below:

[CLICK HERE](#)

[CLICK HERE](#)

Examples of significant proposed changes include:

Appendix U Section 2.0 Shore Docks ... docks allowed in the flood plain but non-marine structures such as decks require flooding and erosion setbacks because decks used for seating or other non-marine related purposes presents an unacceptable level of risk ... and docks should be constructed perpendicular to the shoreline ... docks proposed to be constructed parallel to the shoreline (shore docks) that function as a deck will not be allowed subject to certain site restraints

Appendix U Section 2.0 (NEW) Dock Staving – the length of dock staving shall not extend into the water and impede the movement and flow of water

Appendix U Section 3.0 Changes to the definition of a boathouse to include ONLY a peaked or sloped roof – no flat rooftops which can also function as a deck

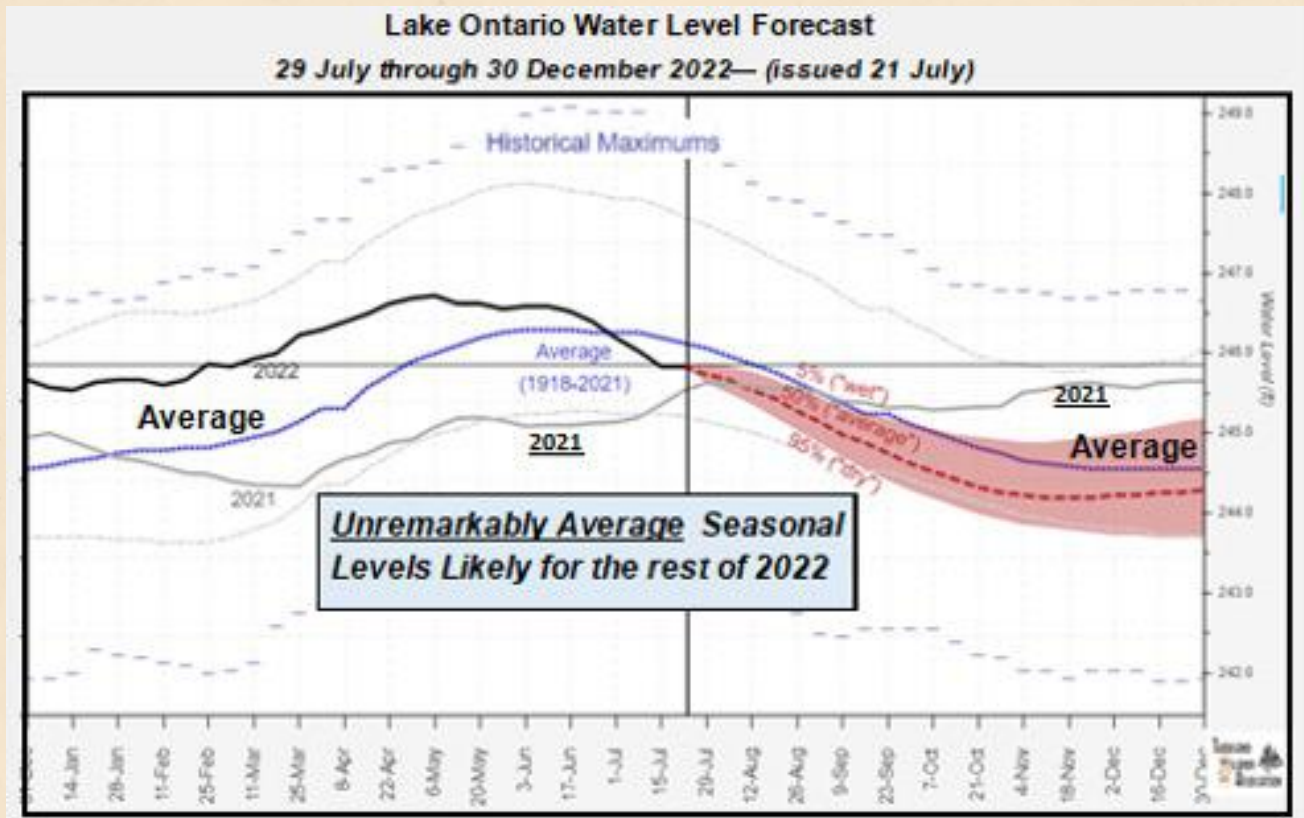
Members of the community are questioning why CRCA is becoming involved in riverfront property rights and details going beyond the CRCA flood and erosion control mandate? Although the initial public consultation period has expired, there remains time for those with concerns to voice them now with the CRCA and local politicians.

[CLICK HERE](#) to access a River Talk News Alert Update on the subject providing more particulars on what to look at and who to contact to voice any concerns.

A request for a formal public hearing, with better CRCA announcement communications, would be a good approach for the CRCA to hear property owner concerns and for the CRCA to explain the rationale of such far reaching policy changes to serve the overall interests of the public at large.

Water Levels – Looking Close to Average as was Forecast

TIA Water Levels Committee (7/22/22) – by Barton, Stewart & White



<https://ijc.org/en/loslr/watershed/forecasts> Edits by TIA

'Data Barton' Checks on the ILOSLR Board's February 17th Forecast for July 20th

- The March 1 River Talk graphic, using the 50% average line, predicted the July 20th level to be right around 245.80'
- That's dang near spot on versus the actual of 245.83' on 7/20. Amazing Vince!!

Current Levels & the Effect of Precipitation

- Since March 1, conditions have produced results which are very average overall
- Precipitation for the Lake Ontario basin has been below average multiple months in a row, which helps explain in part why our current level is dropping quickly.
- The US Army Corps of Engineers (using US and Canada data for their basin #'s) shows precipitation as a % of average for the Lake Ontario basin since March 1:
 - March - 82%__April - 93%__May - 78%__June - 88% = **about 85% of normal**
 - Precip. (July 2021 to June 2022) was still above average, 106% with 38.35", by a full 2"
- The high outflows at the Moses-Saunders Dam and the rate of our current level drop relative to average has these two primary drivers: 1. Inflows from Lake Erie are still quite high; 2. Last year's overall above average precipitation.

Ross Stewart reports from the mid-upper St. Lawrence near Brockville that he is good with the level conditions nearby, but recognizes others are not so fortunate. For example, downstream Lake St. Lawrence has endured 5 years of very low water!

- The 50% line now calls for water levels to be just 3" off average by December. Not bad, but we know how well Mother Nature loves forecasts.
- The Board has posted **How do Changes in Outflow Affect Water Levels?** The discussion is lively. Interested? Click [HERE](#) then read the full conversation

New Life Arrives in Blinds Bay

Photo by 1000 Islands Land Trust

Janet Smith-Staples



facility with boats and docks would decimate one of the most important bays along the St Lawrence for wildlife.

As many as 53 species have been recorded in Blind including NYS Species of Concern and Species of Conservation; American eel: blackchin, blacknose, and bridle shiner as well as Eastern musk turtle and map turtle. Much has happened since letters were sent and petitions signed, and I am happy to report that the Blind Bay property in question has been purchased by Thousand Islands Land Trust (TILT) based in Clayton NY. To view the agreement & read more on the specifics of the property click [HERE](#)

Back in March, there was a lot of talk surrounding a proposed 48000 sq ft facility that was to be home to the US Customs and Border Protection Agency in Blind Bay (Fisher's Landing, NY.) It was talk that quickly turned into action as many individuals and organizations got together and petitioned to stop this proposal, including TIA. We submitted a letter on behalf of our board to government officials and shared on social media too. In my mind it was an issue that affected our shared and borderless population, the fish and wildlife.

This proposed facility would have had long lasting, devastating effects for a variety of fish and birds not the least being our beloved Muskie as Blind Bay has been one of the most prolific muskellunge spawning areas in the region and has been monitored since 1990. However a recent decline in muskellunge due to the unexpected invasive fish the round goby as well as a novel viral disease makes their preservation and continued research imperative. A 48,000 foot

It hasn't ended here either, conservation efforts continue with the aid of angler associations and conservation organizations such as Save The River, [TILT](#) and Thousand Islands Biological Station ([TIBS](#)). Recently TILT and TIBS released thousands of young muskellunge, in 34 spots on the river including Blind Bay.

Together we can make a difference and for now Blind Bay will be home for wildlife for generations to come.

[Read more](#) from the Thousand Islands Land Trust about the Agreement to protect Blinds Bay.

The Conservation of Deerberry

Adam Scott



HOW TO IDENTIFY DEERBERRY

- Alternating oval shaped leaves with smooth edges and a whitened underside
- Distinctive white, bell shaped with long stalks, bloom in early summer
- Fruits July- August and are round with a greenish to bluish colour
- Can grow to 1 meter high



While identification can be tricky based on its similarities with both the blueberry and huckleberry, phone apps are surprisingly good at determining plant species. The Provincial government supports the use of the iNaturalist app as a good tool to help identify different plants and animals. With the quick photo from your phone, not only will the app prompt you with identification information, but the app also allows others to view plants & animals spotted in any location and allows comments confirming or clarifying finds.

If you are curious as to whether there are any Deerberry plants on your property, iNaturalist will record your photo along with the location pin and authorities are able to review the image and determine if a further investigation is required.

On the list of special and threatened species in the Thousand Islands, is the Deerberry. (*Vaccinium stamineum*) This woody shrub is on the endangered species list for Canada. Deerberry is only located in two regions of Canada, the Thousand Islands and the Niagara region. Although it is found in this area, it has only been discovered on 5 islands, 4 National Park islands and one private island.

Since the Deerberry has been identified as a threatened species, both the Provincial and Federal governments have been tracking the population as part of its recovery strategy. If you think you might have seen Deerberry on your property or elsewhere, you can help with the recovery of this species.

As a threatened species, if you do come across this plant, please remember that it is illegal to harm this plant in any way. This also includes trimming flowers or cutting fruits that could seed the next population.

***If a species at risk is identified on your property, you might be eligible for stewardship programs or financial incentives that will help support the recovery and protection of that species at risk and their habitats. More information can be found by contacting the Ontario Ministry of [Natural Resources](#).

In Case You Were Wondering

Alec Turner and Dave McWilliam

Is Channel 16 still working on your marine VHF radio?...The answer is yes, Channel 16 is still being monitored by Transport Canada and the US Coast Guard, but for how long? With advancements in technology DSC, (Digital Selective Calling) is gradually replacing older technologies. DSC has all of the capabilities of earlier radios and some new features. DSC radio's most noticeable feature: a red button labelled "DISTRESS". Without speaking a user can make a distress call by pressing one button on the radio, the Coast Guard (Canadian or US) and other vessels in the area are automatically supplied with your identification and location. All DSC equipped marine radios can be connected to a GPS, so your exact location and time are sent out with the distress call. This helps take the "search" out of search and rescue.

As part of moving to a VHF- DSC radio, you'll need to get an MMSI (Maritime Mobile Service Identity) number, a unique nine-digit number identifying your specific vessel. This confidential registration requires you to supply info like your name, vessel name, home port, description, contact info etc.

"Technically" as one TC representative put it, In Canada you need a Restricted Operator Certificate – Maritime (ROC-M) and if your VHF has DSC you need the DSC Endorsement too. The "technical" comment should be taken as a strong suggestion that if you don't have an ROC-M you should look into getting it. In the US a Ship Station Licence may be required depending on the size of your vessel and if you boat outside of the US.



The short answer to getting your ROC-M is to take the on-line CPS- ECP self-study course and exam for \$100. The course material is available on-line 24/7, you can move through at your own pace over 60 days. Registrants are provided a contact number & email should you have any questions and to arrange your exam. To determine your requirements in the US follow the links below as they vary.

The Maritime Radio course/Ship Station License teaches all emergency radio procedures and everyday operating techniques. This complete package will prepare you to operate your VHF properly to ensure clear communication and prepare you for any potential emergency.

[Apply for MMSI \(Canada\)](#)

[Apply for MMSI \(USA\)](#)

[ROC-M Courses \(Canada\)](#)

[Ship Station License Information USA](#)

Trumpeter, Mute and Tundra: Which Swan Species are Native to North America

Photo by John N Street

Janet Smith-Staples



I'll take "Trumpeter, Mute and Tundra for 600 please"

"What species of these 3 waterfowl are native to North America?"

If you answered, "what are Trumpeter and Tundra Swans." you would hear a ding and go on to your next category!

However, if the question was "which of these waterfowl species are you likely to see swimming by your dock" and you answered then same way – you'd hear a buzz and forgo your turn.

The reality is we are more likely to see the invasive Mute swan stoically move in and around the islands than our native Trumpeter or Tundra swan for a few reasons. Unless you're in the Arctic for the summer you won't see The Tundra Swan, and the Trumpeter Swan (while they have expanded their range in recent years) are still making their way back from near-extinction and are not as common in the 1000 islands region.

All the Mute Swans in North America descended from swans imported from Europe from mid 1800s through early 1900s. Someone decided they were a nice addition to large estates, city parks, and zoos. Flash forward to today and we have huge populations of Mute Swans on both sides of the river, and it seems they are here to stay.

Regardless, most people love seeing these impressive creatures, whether gliding by with their cygnets and longtime mate or watching them take flight, or perhaps you hear that distinct sound and look up as they fly in tandem overhead. All impressive.

They also have impressive appetites too. One study found that they can eat up to 8 pounds of underwater vegetation a day. Oh, and that black knob at the base of the beak can help us tell the difference between the males and females – but only during mating season... the male's knob will swell. During the rest of the year, it's very hard to tell them apart. Go figure.

One thing for certain, male or female give them plenty of space when they're nesting as they can be extremely aggressive and will attack if you wander to close to a nest or chicks.

For more information regarding all the swans mentioned here click to The Cornell Lab website ["All About Birds"](#)

Keeping our Waterways and Shorelines Clean

Jana Moore



Not only is trash that escapes to waterways and shorelines aesthetically unappealing, but it also creates a wide range of problems within the ecosystem through the decrease in water quality, and the endangerment of plants and animals as plastic debris can be mistaken for food or be inadvertently ingested while feeding or swimming.

Plastic waste is particularly concerning because of its tendency to persist in the environment and its widespread production, use, and disposal. Plastics do not biodegrade, and instead break down into microplastics which are less than 5mm in size, becoming nearly impossible to clean up once in the environment. These contain, or absorb toxic chemicals and can present toxicological risks to organisms that ingest them, including humans.

The river clean ups are eye opening events that remind us how much garbage and plastic gets left behind, especially when it begins to break down in the environment. The breakdown process of plastics and garbage goes on for forever, continually breaking down until it is no longer visible to the naked eye, and becomes a part of our soil, air and water.

Please join us to help keep our river and waterways clean!

Want to learn more?

[Click Here](#)

[Click Here](#)

[Click Here](#)

The trash free river clean up is an initiative that we have partnered with Save the River in an ongoing effort to keep the shore lines of the upper St. Lawrence river 'swimmable, fishable and drinkable, now and for generations to come. Last summer, a TFRCU was held and we held one this summer on June 11, where both of which were extremely successful. If you missed either of these clean ups, don't worry! There will be a bi-national trash- free river clean up on August 20th at various locations between Gananoque and Rockport from 9am-12pm. If this sounds like something you would be interested in, check out our [website for more information](#), and for the registration form.

Believe it or not, but there is an extensive amount of trash that gathers on shorelines, and in marinas, most of which comes from land based activities. It is extremely easy for trash to blow out of overfilled trash bins, and blow directly into waterways, or might wash into a storm drain and travel through the stormwater system, which in some cases, leads directly into waterways.

Meet Our Sponsors

Kehoe

MARINE CONSTRUCTION



Photo by Kehoe Marine Construction

For many of you who travel the 1000 Islands Parkway you have likely noticed the improvements occurring at Kehoe Marine. In October, we took over the Williams Marina site and started our redevelopment work. On the water side we have re-purposed some of our docks and leased others to Pecks Marina. On land we have removed the old Williams office and we're now wrapping up construction of our new Kehoe Marine office. This will provide our administrative staff with a new home as well as a much more attractive and functional space for clients to drop in and see us and our product line. Our mechanics are happy to be moving into a bigger brighter space so that they can continue to keep our fleet in top shape.

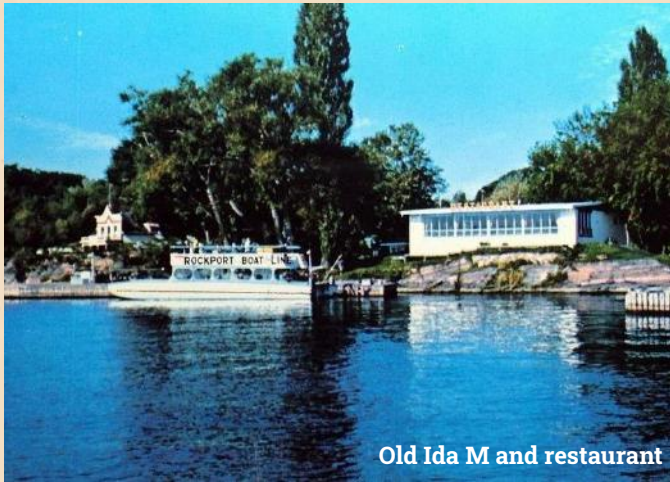
Kehoe Marine Construction is also pleased to announce its recent acquisition of 50 Dark Island Lane, which has been home to Thousand Islands Marine Construction dating back to 1972. We wish to congratulate John & Brenda Bishop and wish them the best in their retirement. Watch for John's 1944 tug STEELHEAD travelling on the St. Lawrence River, now rebranded as part of the ever-expanding Kehoe fleet. Our goal is to use this site to improve service to all our clients in the Gananoque area.

Maintaining our fleet of tugs and barges takes a commitment in both time and money. Maintaining our dock system does too. We know that there is a cost to maintenance, and we plan for it. We want our clients to be able to enjoy their shoreline for many years to come and we want to remind everyone that maintenance costs are an investment in prolonging the life of your waterfront. If you have the time, many items can be addressed by yourself – greasing lifts, checking deck boards etc. Sometimes ice and high or low water happen, and sometimes the task is a bit bigger. We can help with that. We urge our clients to be proactive and fix the little problems before they become big problems.

We wish everyone a safe and happy summer on the water.

Look for us on the web at www.kehoemarine.com on Facebook at Kehoe Marine Construction Instagram@kehoemarineconstruction

Meet Our Sponsors: Rockport Boathouse and Boatline



Old Ida M and restaurant

Built in 1830, the Boathouse was originally a general store. The Boathouse Tavern was once the home of Louise Cornwall and eventually became the Cornwall Boarding House.

The Cornwall store now the Boathouse Restaurant was the sight of a log trading post. There was originally a storehouse extending over the veranda area and below there was a large enclosed boathouse. The false front was added in 1901. The post office was at the Cornwall store from 1874 to 1907. Louise Cornwall ran the store and boarding house until 1936.

After receiving approval for the first liqueur license in the Township, Henry and Terry Muller changed the name to Terry's Tavern. It was also a time when ladies were not welcome in the tavern without a male escort.

Over the years there have been several people who ran the Boathouse for a brief time.

More recently the Prohaska family ran the Boathouse Country Inn for 20 years, until February 2008 when they decided to retire.

The ownership of the Boathouse Country Inn & Tavern is now shared by Rockport Boat Line's investors; Craig Callen-Jones, Robert Tennant and Ted Fobert and the Scott Family.

You will likely see these proud owner's on their visits to Rockport. The management of the Boathouse Country Inn is carried by a team of leaders with Kathleen Allen, President and General Manager, at the helm.

Scenic tours of the 1000 Islands have been operating since the late 1800's when steamboats plied the waters from the docks in Rockport.

Rockport Boat Line was founded in 1954 by George Fletcher and George Houck. In the early 1960's the company was purchased by Grant Lucy and was run by the Lucy family until 1989. At that time there were 2 tour boats, the Ida M and the Ida M II, named after his wife.

In 1989 the company was sold to local investors and operated by the Huck family. In 1994, the ownership of Rockport Boat Line was restructured and the official company name was changed to Rockport Boat Line (1994) Limited.

In 2005 Rockport Cruises introduced a third new vessel to its fleet featuring elegant dining options, adding to the existing scenic cruises and castle tours.

In 2007 the company purchased the neighboring resort property known as The Boathouse Country Inn. This quaint, historic property offers waterfront accommodations, patio dining and the historic Cornwall's Pub.

In 2011 the company replaced their former 140 passenger vessel with a 200 passenger double decker tour boat. In 2017 Rockport Cruises introduced the Canada Spirit, a fourth new vessel to its fleet. The Canada Spirit proudly displays the colours of the Canadian flag showcasing what it truly means to be proud Canadians.

The management of Rockport Cruises has been carried by a team of leaders with Kathleen Allen, as President and General Manager since 1997.

Meet Our Sponsors

HUCKS MARINE & RESORT

133 Years & Counting at Hucks

The story of Hucks began in 1889 when Fred Huck relocated to Rockport and began a boat-building business with his wife Ellen Slate. They bought the site that would become the marina in 1905 and it was there that Fred designed and manufactured the Invictus one and two-cylinder engines and compatible wooden boats and the famous St. Lawrence River Skiffs. By the end of WWII Ed and Cassie Huck were operating the marina and the Scenic Lodge and Cabins. The marina has passed down through generations to Jerry and Morris Huck to the fourth generation including Scott & Heather (Huck) MacCrimmon, Peter & Jody (Huck) Johnston and Graeme Sifton.

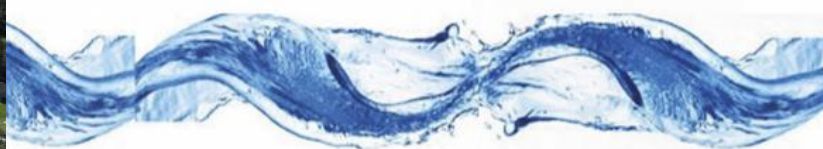
Today, Scott and the new members of the ownership team, Mark Dalton and Nathan Sheaff, recognize that the success in over a century of business for this historic marina is due to the hard work of all those who came before them. In 2019, they announced a new name, Hucks Marine & Resort and their commitment to provide a first-class destination delivering experiences Beyond Boating. Subsequent investments include redevelopment of the marina and a future residential community.

As a full-service marina, Hucks is known to offer the finest products including Boston Whaler, Tiara Yachts, Limestone Boats, Manitou Pontoon, Stanley and Sea-Doo. With 180 marina slips, Hucks continues to attract boaters from Brockville, Kingston, Ottawa, Toronto and Montreal, the U.S.A. and customers from around the world. New boaters' services are available in the Johnston Building, and include a year-round showroom, state-of-the-art fitness facility, deluxe showers, laundry facilities, sauna and a steam room. Hucks' sister company ParkStor, a premium indoor heated storage facility located just 1 km east of the marina offers space for boats and other vehicles on a seasonal and monthly basis.

In 2021 the Gerald H. Huck Riverfront Building opened to offer 3 new fuel docks, a retail store, Center Stage, as well as a Riverfront Cafe, Cassie's, that are open to the public. At Centre Stage you'll find unique boating apparel and accessories, water toys and chandlery supplies while Cassie's serves lunch, charcuterie, coffee, gelato and more on Riverview patio. Hucks employs over 30 full time employees and is open 50 weeks a year and 7 days a week during the season. In addition, Hucks hires approximately 12 local high school and college students for summer employment and is a proud sponsor of numerous local events.

Scott & the Crew at Hucks invite you to stop by and celebrate another fun and safe boating season with them.

For more info, visit hucks.ca





TIA Thanks Our ADMIRAL Sponsors



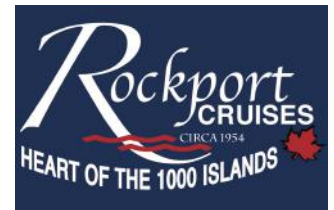
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Captain Level \$150

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- ❖ A social media mention on **TIA** Social Media
- ❖ Your hyperlinked business logo on the **TIA** sponsorship webpage

Admiral Level \$500

- ❖ A One-Year Business membership to **TIA**
- ❖ 1 or more social media mentions on **TIA** Social Media
- ❖ Acknowledgement during **TIA**'s Annual General Meeting
- ❖ Your hyperlinked business logo on the **TIA** sponsorship webpage
- ❖ Your hyperlinked business logo in our scrolling banner at the top of all **TIA** webpages
- ❖ Hyperlinked logo in all **TIA** River Talk publications (Our digital newsletter published 8 times per year)
- ❖ Invitation to submit an article about you, your business or your passion for the 1000 Islands for inclusion in a **TIA** River Talk Edition

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Sponsorship and Membership help support our Flagship program- the placement of nearly 200 Shoal Markers each summer in Canadian waters



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www.thousandislandsassociation.com/membership

Photo by John N. Street

Thousand Islands Association (TIA)

Due to seasonality, varying water levels, vandalism and equipment failure, the Thousand Islands Association (TIA) disclaims any liability for the absence of any of its shoal markers from time to time.

The Thousand Islands Association (TIA) is a not for profit organization that is proactive in addressing safety on the river, promoting environmental preservation and supporting the interests of the Community for the benefit of the 1000 Islands region of the St. Lawrence River.

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TIA's Three Pillars

River Safety

Environmental Awareness

Community Support

