Canadian Sailing Directions
Gulf of St. Lawrence (Southwest Portion)

2022/08
Pictograph legend

Anchorage  Current  Radio calling-in point
Wharf  Caution  Lifesaving station
Marina  Light  Pilotage

Report discrepancies between real-world observations and descriptions in the publication

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As the CHS acquires new information, relevant changes are applied to Sailing Directions volumes in order to maintain safety of navigation. It is the responsibility of the mariner to maintain their digital Sailing Directions file by ensuring that the latest version is always downloaded. Visit charts.gc.ca to download the most recent version of this volume, with all current changes already incorporated.

The table below lists the changes that have been applied to this volume of Sailing Directions. This record of changes will be maintained for the current calendar year only.

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<tr>
<td>05/2022</td>
<td>C2/P36</td>
<td>Aids to navigation 1484 was suppressed. Aids to navigation 1483.5 was added.</td>
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<tr>
<td>05/2022</td>
<td>The entire booklet</td>
<td>The whole content of this booklets and its graphic design has been updated. The diagrams have been removed from the volume. Only the electronic charts of these diagrams remain.</td>
</tr>
<tr>
<td>05/2022</td>
<td>Index</td>
<td>The index of this booklet now referes to the page numbers instead of the paragraph numbers.</td>
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<tr>
<td>05/2022</td>
<td>C4/P227</td>
<td>Modification: “The south section of the wharf, owned by Transport Canada, is permanently closed to navigation. For safety reasons, it is forbidden to moor there.”</td>
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<td>07/2022</td>
<td>C1 / P66</td>
<td>A reference to a South Cardinal buoy was inserted.</td>
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<td>C1 / P128</td>
<td>Add a buoy.</td>
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<td>C1 / P190</td>
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<tr>
<td>07/2022</td>
<td>C1 / P191</td>
<td>Tracadie Harbour (PEI) description updated.</td>
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<td>C1 / P218</td>
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<td>C3 / P85</td>
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<td>07/2022</td>
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<tr>
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<td>C3 / P231</td>
<td>Light removed and replaced with abandoned structure.</td>
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<tr>
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<td>C4 / P84</td>
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<tr>
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<td>A light was added, harbour description amended.</td>
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<td>07/2022</td>
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Explanatory Notes

Canadian Sailing Directions expand charted details and provide important information of interest to navigation which may not necessarily be found on charts or in other marine publications. They are intended to be read in conjunction with the charts quoted in the text.

Remarks

Buoys are described in detail only where they have special navigational significance, or where the scale of the chart is too small to clearly show all the details.

Chart references, in italics, refer to the largest scale Canadian chart. Occasionally a smaller scale chart may be quoted where its use is more appropriate.

Tidal information relating to the vertical movements of the water is not given and the Canadian Tide and Current Tables should be consulted. However, abnormal changes in water level are noted.

Names have been taken from the Geonames Database kept by Natural Resources Canada and the Commission de Toponymie du Québec. Where an obsolete name still appears on the chart or is of local usage, it is given in brackets following the official name.

Wreck information is included where drying or submerged wrecks are relatively permanent features and are of navigation or anchoring significance.

Units and Terminology used in this booklet

Latitude and longitude given in brackets are approximate, and are intended to facilitate reference to the chart quoted.

Bearings and directions refer to True North (geographic) and are given in degrees from 000° clockwise to 359°. The bearings of conspicuous objects, ranges and light sectors are given from seaward. Courses always refer to the course to be made good.

Tidal streams and currents are described by the direction towards which they flow. The ebb stream is caused by a falling tide and the flood stream is caused by a rising tide. Winds are described by the direction from which they blow.

Distances, unless otherwise stated, are expressed in nautical miles. For practical purposes, a nautical mile is considered to be the length of one minute of arc, measured along the meridian, in the latitude of the position. The international nautical mile, which has now been adopted by most maritime nations, is equal to 1852 m (6076 ft).
Speeds are expressed in knots, which mean 1 nautical mile per hour.

Depths, unless otherwise stated, are referred to chart datum. As depths are liable to change, particularly those in dredged channels and alongside wharves, it is strongly recommended these be confirmed by the appropriate local authority.

Elevations and vertical clearances are given above Higher High Water, Large Tides. In non-tidal waters they are referred to chart datum.

Heights of objects, distinct from elevations, refer to the heights of the structures above the ground.

The List of Lights, Buoys and Fog Signals number is shown in brackets after the navigational aid (light, leading lights, buoy). The expression “seasonal” indicates that it is operational for a certain period during the year; mariners should consult the List of Lights, Buoys and Fog Signals to determine the period of operation. The expression “private” means that the navigational aid is privately maintained; it will not necessarily be mentioned in the List of Lights, Buoys and Fog Signals and its characteristics may change without issuance of a Navigational Warning.

Time, unless otherwise stated, is expressed in local standard or daylight time. Details of local time can be found in the Sailing Directions booklet ATL 100 — General Information.

Deadweight tonnage and masses are expressed in metric tonnes of 1000 kilograms (2204.6 pounds). The kilogram is used to describe relatively small masses.

Public wharf, owned by a government authority, is a public port facility governed by various acts and regulations. Local authorities may charge harbour, berthing and wharfage fees for use of the facility. Contact must be made with the wharfinger before using the facility.

Conspicuous objects, natural or artificial, are those which stand out clearly from the background and are easily identifiable from a few miles offshore in normal visibility.

The expression “small craft” refers to pleasure craft and small vessels with shallow draught.

Diagrams are large scale cartographic representations of anchorages, wharves or marinas. The horizontal chart datum used is the North American Datum 1983 (NAD 83). Depths are in metres and are reduced to the chart datum to which the diagram refers. Elevations are in metres above Higher High Water Large Tide.

Pictographs are symbols shown at the beginning of the paragraphs to allow quick reference to information or to emphasize details. The Pictograph Legend is shown on the inside front and back covers of this booklet.

References to other publications

**Canadian Hydrographic Service**
- Catalogue of Nautical Charts and Publications
- Canadian Tide and Current Tables

**Canadian Coast Guard**
- List of Lights, Buoys and Fog Signals
- Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, Arctic and Pacific)
- Annual Edition of s to Mariners
Abbreviations

Units

°C  degree Celsius
cm  centimetre
fm  fathom
ft  foot
h  hour
ha  hectare
HP  horsepower
kHz  kilohertz
km  kilometre
kn  knot
kPa  kilopascal
m  metre
M  million, mega
mb  millibar
min  minute
MHz  megahertz
mm  millimetre
NM  nautical mile
t  metric tonne
°  degree (plane angle)
'  minute (plane angle)

Directions

N  north
NNE  north northeast
NE  northeast
ENE  east northeast
E  east
ESE  east southeast
SE  southeast
SSE  south southeast
S  south
SSW  south southwest
SW  southwest
WSW  west southwest
W  west
WNW  west northwest
NW  northwest
NNW  north northwest

Various

A.P.A.  Atlantic Pilotage Authority
CCG  Canadian Coast Guard
CHS  Canadian Hydrographic Service
DFO  Fisheries and Oceans Canada
DWT  deadweight tonnage
ETA  estimated time of arrival
ETD  estimated time of departure
HF  high frequency
HW  high water
LW  low water
MCTS  Marine Communications and Traffic Services
NAD  North American Datum
No.  number
SAR  Search and Rescue
U.S.A.  United States of America
VHF  very high frequency
VTS  Vessel Traffic Services
Chapter 1

NW Coast of Cape Breton Island, St. Georges Bay and East and North Coasts of Prince Edward Island

Cape Breton Island — NW Coast

Chart 4022

1 From Cape St. Lawrence (47°03'N, 60°36'W) to Black Point (north of Port Hood), a distance of 73 miles, the coast is high with long stretches of precipitous cliffs rising a short distance inland to a ridge with summits of 1500 feet (457 m). The cliffs are notched at intervals by ravines and gullies where a few small rivers and streams enter the sea. The Cabot Trail, a road through the highlands of Cape Breton, follows the coast closely for much of this distance. Small fishing villages and settlements are scattered thinly along the shore, and there are a few small shallow harbours, the largest being Chéticamp Harbour, midway along this coast.

2 The steepness of the cliffs is repeated in the generally deep water offshore, with shallow water and rocks confined to within 0.5 mile of the shore, except near the few islands, river mouths, and areas where the sea and weather have eroded cliffs. There are few suitable areas for boat landings, and then only in good weather.

3 Ample offing should be allowed on this coast, particularly in autumn and early winter, when the prevailing NW winds cause a heavy onshore sea and swell.

4 There is a general set towards this coast at most times. The tidal streams are inconstant and irregular in rate and direction, and do not normally exceed 1 knot in summer.

5 The hourly surface currents forecasts for the Gulf of St. Lawrence are available on the St. Lawrence Global Observatory website at www.ogsl.ca (click on the Ocean Forecasts tab). A mariner can obtain hourly details of the direction and speed of surface currents forecasted for the subsequent 48 hours.

Chart 4363

6 Bay St. Lawrence (St. Lawrence Bay) is located east of Cape St. Lawrence, and west of the bold, rocky headland of Cape North (47°02'N, 60°25'W). The bay is open to the north, and at the head of the bay is the entrance to a small harbour.
ATL 108
Gulf of St. Lawrence (Southwest Portion)

BAY ST. LAWRENCE (2007)

Fairway light and whistle buoy VV (859), is moored 0.8 mile NNW of the entrance to the harbour. A west breakwater 90 m (295 feet) long, and an east breakwater 50 m (164 feet) long, extend from the shore to form a narrow, sheltered entrance channel 20 m (65 feet) wide. Lights (858, 858.3) are shown; one from each breakwater. The channel, with depths as shoal as 1.3 m (4 feet), runs in a SSE direction for 200 m (655 feet), before opening up to the sheltered waters of Deadmans Pond. It is reported that the best water is found on the east side of the channel, closer to the wharf face, and once clear of the channel, on a heading directly to the wharf.

A T-shaped public wharf extends from a marginal wharf on the NE shore of Deadmans Pond. The T-end is 160 m (525 feet) long, and the stem is 35 m (115 feet) long. On the outer face, depths run from 1.9 m (6 feet) at the NW end to 2.1 m (7 feet) at the SE end. On the inside face, depths are about 1.9 m (6 feet) from the SE end toward the stem. The inside NW face has depths of 1.7 to 2.2 m (5 to 7 feet), from the NW end toward the stem. A floating wharf 60 m (197 feet) long is located close east of the wharf. Two concrete surfaced launching ramps are located SE of the floating wharf. The community of Bay St. Lawrence is located around the shore of Deadmans Pond, and there is a whale-watching operation stationed there. Supplies may be obtained nearby in limited quantities.

Chart 4464

9 Cape St. Lawrence to Chéticamp Harbour. — Pleasant Bay (46°50’N, 60°48’W) is situated about 15 miles SW of Cape St. Lawrence. The harbour is entered between two stone breakwaters 40 m (131 feet) apart. A light is shown from a mast at the outer end of each breakwater (860.6, 860.9). Fairway light and bell buoy VC (860.5) is moored 0.6 mile NW of the harbour entrance. Leading lights (861, 861.1) bearing 143½° are in the approach and are shown from skeleton towers, having white daymarks with red stripes.

10 There are reported depths of 1.8 to 2.4 m (6 to 7 feet) in mid-channel in the entrance. The entrance sometimes is impassable during strong NW winds. The harbour is often quite busy during the crab fishery, which is usually held in July and August.

11 From the west side of the inner harbour, an L-shaped Public wharf extends 41 m (135 feet) to an outer end 30 m (100 feet) long. There is a least depth of 1.8 m (6 feet) along the outer face. A marginal wharf, 60 m (200 feet) long, extends along the shore to the east. There is a least depth of 1.5 m (5 feet) alongside. Fresh water, gravity fed, is available at the east end of this wharf. Another marginal wharf,
46 m (150 feet) long, extends to the west. There is a least depth of 0.6 m (2 feet) alongside. These wharves have a concrete deck. Adjacent to this, on the south side of the harbour, are floating wharves with a total length of 100 m (330 feet). There is a least depth of 0.6 m (2 feet) alongside. These wharves have a concrete deck. Adjacent to this, on the south side of the harbour, are floating wharves with a total length of 100 m (330 feet). There is a least depth of 0.6 m (2 feet) alongside.

On the east side of the inner harbour is a wharf 46 m (150 feet) long with a least depth of 0.6 m (2 feet) alongside. A floating wharf extends 25 m (82 feet) from its SW corner. Tour boats operate from this wharf, and a concrete surfaced launching ramp is located close NE. Pleasant Bay has a population of about 300.

Chart 4449

Jerome Ledge, with 0.6 m of water over it, and Caveau Shoals, with a least depth of 3.4 m, lie on the NE side of the entrance to Chéticamp Harbour.

Chéticamp Island is joined to the mainland by a narrow beach of sand and shingle at the south end. The coast of the island is a high cliff which is constantly undermined by the sea. The east side of the island, bordering Chéticamp Harbour, is low and grassy. A light (867) is shown at an elevation of 22 m, from a white tower 13.3 m high, with a red upper part, on Pointe Enragée (Enragée Point) (46°39′N, 61°02′W), the NW point of the island.

Chéticamp Harbour, between Chéticamp Island and the mainland, is suitable as an anchorage for small vessels. The harbour is subject to silting and depths may be shallower than those charted. The limiting depth in the channel is 4.6 m. The harbour is normally open from mid-April to early January. Ice usually forms about the middle of January and has been known to restrict navigation until mid-May. The population of the Chéticamp area is about 5000.

Leading lights (862, 863) bear 108° in the approach to the harbour north of Chéticamp Island. The front light is shown from a skeleton tower, while the rear light is shown from a tower. The lights are located on Caveau Point, and both lights have white daymarks with red stripes. Mariners are cautioned not to use the towers remaining from an old set of leading lights as beacons or ranges. The channel to the inner harbour is buoyed.

On the east side of the inner channel, there is a basin known as La Digue, which is managed by the Harbour Authority of Chéticamp. A marine railway lies at the head of the inner basin. A marginal wharf, 100 m long, with depths of 2.7 to 5.2 m alongside, extends west from the entrance into the inner basin. A dog-leg wharf extends 175 m from the western end of the marginal wharf, forming an outer basin. Visiting vessels are permitted to berth at La Digue, see Appendix for additional information.

A wharf, 50 m long, is located south of the basin, and a rubble breakwater-wharf 55 m long, is close SW. A fish plant wharf lies close south. It has an outer face 50 m long with a depth of 3.7 m alongside. It was in some disrepair in 2013.

Quai du phare Marina is located 0.2 mile SSW of the basin. An L-shaped wharf extends 30 m from the shore to an outer end 30 m long. There is a least depth of 2.1 m along the outer face, and 2.4 m along
the inside face. There are public washrooms. A light tower, no longer in use, is situated on shore, adjacent to the wharf.

20 *Le Quai Mathieu* is located a further 0.4 mile SSW of the basin. The *wharf* face is 21 m long with depths of 0.5 to 1.4 m alongside. There is a visitors’ centre and washrooms. A crib, in disrepair, formerly used for oil shipments, is located off the face of this wharf. **Caution** is necessary in this area.

21 A T-shaped Public *wharf* (Town Wharf) extends about 85 m from the east shore, about 0.15 mile north of the conspicuous church, and 0.6 mile SSW of the basin. The outer end is 60 m long and 10 m wide with a least depth of 4.6 m alongside. The deck of the wharf, concrete, has an elevation of 1.8 m. The wharf is flood-lit, and it is managed by the *Harbour Authority of Chéticamp*. Visiting vessels are permitted to berth here, see Appendix for additional information.

22 The most sheltered *anchorage* is off the Public wharf in 7.3 m, but there is little swinging room. Small craft can anchor anywhere in the inner harbour in good holding ground. Anchorage is not safe in strong north or NE winds. A *wreck* lies close off the west shore at a depth of 0.3 m, opposite the Public wharf.

23 *La Pointe* is the SSW extremity of Chéticamp Island. An L-shaped Public wharf forms a sheltered basin to the NE of La Pointe. The basin is 49 m wide with depths of 1 to 2.3 m. A small breakwater, south of the wharf, gives additional protection. A *light* (868) is shown from a mast on the outer end of the wharf. This facility is managed by the *Harbour Authority of Chéticamp*. The breakwater and wharf were in some disrepair in 2013, and as of 2015, the *Harbour Authority* indicates that the facility is closed.

24 The *anchorage* in the bay east of La Pointe is open to the south and west and is not considered safe after August. The holding ground is loose sand and gravel.

*Chart 4463*

25 A *tower*, with an elevation of 473 m (1553 feet) and marked by red *lights*, is situated 3.2 miles SE of La Pointe.

*Chart 4449*

26 *Grand Étang Harbour* (46°33′N, 61°03′W), protected by two rock *breakwaters*, is a secure harbour for small craft, 3.1 miles south of La Pointe. Due to continuous *siling*, depths in the harbour and approaches are subject to change. Leading *lights* (869, 870) bear 130°½ in the approach. The front light is shown from a skeleton tower while the rear is shown from a triangular skeleton tower; both lights, having white daymarks with red stripes are on the NE side of the harbour. *Lights* (868.5, 868.6)
are shown from the outer end of each breakwater at the entrance to the harbour. A conspicuous wind turbine with fixed red lights, is located 0.3 mile east of Grand Étang Harbour.

27 There are three Public wharves on the SW side of the harbour. The north wharf is 55 m long with depths of 1.4 to 1.6 m alongside. The middle wharf is L-shaped, 65 m long, with an outer end 15 m long and a depth of 1.3 m alongside. A third wharf, 55 m long, has an outer end 22 m long with a depth of 1 m at the outer end. A small wharf and launching ramp are situated on the north side of the harbour. A causeway and bridge span the head of the harbour; the bridge has a vertical clearance of 2 m. The population of Grand Étang is about 350.

28 Margaree Harbour (46°27'N, 61°07'W) is a shallow basin formed by the expanded and partially drying mouth of the Margaree River. The entrance is protected by breakwaters on each side. Due to silting, depths in the harbour and approaches are subject to change, and navigation should not be attempted without the latest local information. Lights (873.2, 873.21) are shown from masts on the outer ends of each breakwater. A bridge with a vertical clearance of 2.7 m crosses the Margaree River 0.5 mile above the entrance.

29 Leading lights (872, 873) bear 166½° in the approach, and are shown from white structures with red stripes on the SW side of the river mouth. Each structure has a red upper part and red roof. Inside the entrance, a shallow buoyed channel leads to a basin in the NE part of the harbour inside of a long rocky spit. The Public wharf has a face 48 m long with depths of 1.2 to 2.4 m alongside. Marginal wharves are situated to the NE and SW. A floating wharf, with depths of 0.9 to 1.5 m at the outer end, extends from the NE marginal wharf. The settlement of Margaree Harbour has a population of about 70.

Chart 4463

30 Whale Cove is a small bight located 1 mile SSW of the entrance to Margaree Harbour, giving good shelter in moderate weather. The head of the bight is a fine sandy beach.

31 Margaree Island (Sea Wolf Island), 8 miles SW of Margaree Harbour, of stratified sandstone, precipitous and with stunted trees, averages 50 m (164 feet) in elevation. The shore is bordered by submerged rocks. Swell rolls completely around the island, and there is also a strong tidal flow in the vicinity of the island, and between it and the mainland. Anchorage in the area is insecure with poor holding ground. Between the island and the mainland, depths run from 9 to 22 m (5 to 12 fathoms), with rock bottom and occasional sand and gravel. Margaree Island (Sea Wolf Island) light (874) is shown at an elevation of 91 m (298 feet) from a white tower 8.2 m (27 feet) high on the summit of the island (46°21'N, 61°16'W).
32 Close SE of Marsh Point, which lies 3.4 miles south of Margaree Island light, there is a breakwater-wharf 131 m (430 feet) long, with depths of 0.6 to 1.5 m (2 to 5 feet) at the SE face. This wharf and the skidway at its inner end were in a state of disrepair in 2002, and only used by local fishermen during lobster season.
The settlement of Inverness, population 1248 in 2016, is situated 7.5 miles SSW of Margaree Island (Sea Wolf Island). The twin domes of a church are conspicuous. Inverness Harbour is a small craft basin connected to the sea by a channel 18.3 m (60 feet) wide between two breakwaters. Lights (874.1, 874.12) are shown at the outer ends of each breakwater. Leading lights (874.2, 874.3), bearing 124° through the channel, are shown from skeleton towers having white daymarks with red stripes. There is a least depth of 2.1 m (7 feet) on the range leading into the basin.

A T-shaped Public wharf extends 51 m (168 feet) from the north side of Inverness Harbour. The outer face, 65 m (213 feet) long, has a least depth of 1.8 m (6 feet). The T-end has a deck elevation of 1.8 m (6 feet). Adjourning the shore is a marginal wharf with a face 44 m (145 feet) long, having a least depth of 1 m (3 feet); this wharf is used for landing and fueling by local fishermen. An L-shaped floating wharf leads 50 m (164 feet) into the harbour close west; the L-end is 20 m (66 feet) long. There are depths of 0.9 to 1.8 m (3 to 6 feet) along the sections of the floating wharf.

Chart 4462

Cape Mabou (Mabou Highlands) rises to an elevation of 1000 feet (304 m) south of Inverness and continues to the Mabou River at Green Point. Scars of clay and gypsum are visible from the cape in this area, while the remainder of the coast is precipitous.

At Finlay Point (46°08′N, 61°28′W), there is a shallow dredged channel 70 feet (21 m) wide between two breakwaters that leads into a small boat basin. There is a reported depth of 5 feet (1.5 m) in mid-channel. A Public breakwater-wharf, which dries alongside, extends 261 feet (80 m) along the east side of the west breakwater. A second wharf extends 290 feet (88 m) east along the head of the basin. There are depths of 1 to 4 feet (0.3 to 1.2 m) alongside. A floating wharf extends along the south side of the basin.

Chart 4448

Mabou Harbour, at the mouth of Mabou River, is entered through a channel with a depth of about 2 feet (0.6 m). Fairway light buoy VJ (874.51) is moored off the entrance, 0.4 mile SW of Green Point. The entrance is between two low capes of sand and grass. From the entrance to a highway bridge 3.5 miles upstream, the harbour resembles a shallow lake. Currents in the entrance are noticeable at half-tide. The bridge has a vertical clearance of 7 feet (2.1 m). There is protected small craft anchorage anywhere in the harbour. Silting occurs in the harbour and depths should be checked with the latest local information. The communities of Mabou Harbour Mouth, Mabou Harbour and Mabou have a population of about 460.
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38 A Public wharf, close inside the entrance on the north side, consists of a basin protected by two wharves. The outer face, 105 feet (32 m) long, has depths of 4 to 10 feet (1.2 to 3 m) alongside. Along the basin faces is a least depth of 4 feet (1.2 m). A privately maintained light (876) is shown at an elevation of 45 feet (14 m), from a white tower on the inner end of this wharf. A launching ramp is situated close east of the basin.

39 A Public floating wharf extends from the north side of the bridge, with sections adjacent to, and parallel to the Mabou River. There is a least depth of 6 feet (1.8 m) alongside.

St. Georges Bay — Canso Canal

Charts 4462, 4302

40 The entrance to St. Georges Bay lies between Black Point (46°02’N, 61°33’W), the SW point of Cape Breton Island, and Cape George, nearly 18 miles to the SW. Cape George is a precipitous headland rising to an elevation of 600 feet (183 m). A light (892) is shown at an elevation of 398 feet (121 m) from a white tower, 45 feet (14 m) high, on Cape George. Starboard hand light and bell buoy VU2 (891.5) is moored close NE of the cape.

41 The main shipping channel through the bay leads into the Strait of Canso at the south end of the bay. The strait is deep and without dangers. The Canso Canal allows for shipping between the Gulf of St. Lawrence and the Atlantic coast of Nova Scotia through the Canso Causeway.

42 For vessels entering or leaving St. Georges Bay, a compulsory traffic separation scheme is in effect.

43 Pilotage is compulsory in the Strait of Canso area within a line drawn from Cape Jack to Low Point in St. Georges Bay, and from Green Island to Fox Island in Chedabucto Bay (45°25’N, 61°08’W), south of the causeway.

44 Masters of vessels requesting a pilot must make arrangements through the Atlantic Pilotage Authority (APA), 12 hours tentative, 6 hours firm, before arrival at the pilot boarding station which is in position 45°41’42”N, 61°28’18”W. Pilotage arrangements can normally be made through the vessel’s local marine agent or else directly with the APA. The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

45 The master of a vessel that is to depart or move within the compulsory pilotage area must report to the APA 12 hours tentative, 4 hours firm, before the ETD.

Chart 4302

46 Overhead power cables, with a minimum vertical clearance of 41 m, span the strait 0.9 mile NW of the causeway. Quick flashing lights, visible for several miles in St. Georges Bay, are shown from the towers on both shores.

47 A submarine cable also crosses the strait close south of the overhead cable. A second submarine cable extends 0.25 mile from the Cape Breton Island shore, close NW of the canal entrance.

48 A third submarine cable traverses the Strait of Canso, close north of the causeway. A fourth submarine cable, just south of the causeway, joins the Cape Breton Island shore to the Cape Porcupine front leading light.

49 From St. Georges Bay, two sets of leading lights mark the approach to the canal. The outer lights (or Cape Porcupine leading lights) (697, 698), in line bearing 144°, are shown from towers with white daymarks having red stripes; the lights are situated on the causeway and to the SE of Cape Porcupine, south of the causeway.

50 The inner lights (or Balache Point leading lights) (701, 702), in line bearing 131½°, are shown from towers with white daymarks having red stripes, situated at the north end of the lock.
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51 **Canso Causeway and navigation lock.**—
The stone-fill causeway carries a highway, railway tracks and **overhead power cables**. The **overhead cables** cross the lock with a vertical clearance of 43 m.

52 The Canso lock, at the east end of the illuminated causeway, is 250 m long and 24.4 m wide. A swing **bridge** crosses the south approach to the lock. A traffic **light (700.5)** on the bridge operates as follows: flashing red indicates preparation of bridge opening and bridge in motion; fixed red indicates bridge is fully closed; fixed white indicates bridge is fully open. A mooring berth, 213 m long, extends from the outer end of the north approach wall, and a similar berth, 198 m long, joins the outer end of the south approach wall. Two **lights (700, 703)** are shown on masts on the outer end of each mooring berth.

53 Ships with a draft not greater than 8.5 m and not more than 224 m in length may proceed, in accordance with the **Canal Regulations**, through the lock 7 days a week, 24 hours a day, during the navigation season. Vessels with a draft greater than 8.5 m and not more than 9.1 m may proceed through the lock when tidal conditions are favourable, in the opinion of the Canal Superintendent.

54 The Canso lock is closed to navigation during the winter months. The lock usually closes in January and opens in early April. The times of closing and opening are announced in **Notices to Mariners** or **Navigational Warnings**.

55 Vessels shall enter the lock on the green signal light or on the instructions from the lockmaster, and shall leave the lock on the lockmaster’s instructions. The **lockmaster shall be contacted on VHF channel 11 (156.55 MHz) when 0.5 mile from the lock. The signal lights** are shown at each end of the lock. **The Canso Canal radiotelephone VAZ3 shall be used only when normal methods of signaling are inoperative or ineffective.**

56 Vessels over 30.5 m in length shall place an adequate number of linesmen ashoore before the bow of the vessel enters the lock to ensure that the ship will be under control while entering and manoeuvring in the lock. At the discretion of the lockmaster, ships over 153 m in length may require three linesmen.

57 Canal linesmen are not provided. If a vessel is unable to place linesmen ashoore, experienced linesmen will be provided on request to the lockmaster at least 6 hours prior to arrival at the canal approach. This service will be provided at the vessel’s expense, payable in Canadian or U.S. currency before the vessel leaves the dock. These linesmen are not canal employees, and the responsibility for their safety and the service provided lies with the vessel.
AULDS COVE (2013)

58 Aulds Cove is an inlet situated on the west side of the Strait of Canso, 0.6 mile NW of the causeway. There is a Public wharf extending 30 m to an outer end 30 m wide. The north side of the stem has depths of 0.9 to 2.7 m, and the south side 1.8 to 2.4 m. The outer end has depths of 2.1 to 2.7 m, and the inside face 1.8 m. A floating dock is attached to the south side of the stem; it has a south face 25 m long and a least depth of 1.2 m alongside. Poor shelter is reported during north seas and swells.

East Side of St. Georges Bay

Chart 4462

59 Between Heffernan Point (45°42’N, 61°28’W) and Long Point, 6.5 miles north, shallow water does not extend more than 0.5 mile from the shore, and there are no detached dangers. The land is high, and 0.5 mile inland, it rises to the summit of a ridge 850 feet (259 m) in elevation which parallels the coast as far as Long Point. The only conspicuous feature along this stretch of coast is the spire of the church at Creignish.

60 From Long Point to Big Rorys Point (Emerson Point), 7.5 miles north, shoal water with detached rocks and boulders fringe the coast to a distance of 2 miles offshore. Judique Shoals, off Campbell Point, with a least depth of 6 feet (1.8 m), form part of this foul area. Judique Bank, a rocky area with a least depth of 28 feet (8.5 m), lies 2.5 miles NW of Judique Shoals.

61 Near Judique South, there is a small boat basin at Baxters Cove. It is protected on the seaward side by a boulder breakwater and on the south side by an L-shaped Public wharf, 150 feet (46 m) long. The channel leading into the basin is not buoyed, and channel widths and depths change frequently. Caution is advised. A light (882), at an elevation of 24 feet (7.3 m), is shown from a mast having a red and white triangular daymark, at the outer end of the wharf. Three wharf faces, each about 100 feet (30 m) long, form the east side of the basin. A fourth wharf, 62 feet (19 m) long, joins the north face. Close south, a floating wharf extends 98 feet (30 m) from the east side of the basin. There are depths of 3 to 6 feet (0.9 to 1.8 m) alongside the wharves.

62 There is a Public harbour protected by two breakwaters close south of Katies Point (Kate Point). There is a reported depth of 5 feet (1.5 m) in the entrance. A concrete-decked wharf on the north side of the harbour is 200 feet (61 m) long with depths of 1 to 4 feet (0.3 to 1.2 m) alongside. The wharf is flood-lit, and power and diesel fuel are available. A floating wharf 275 feet (84 m) long lies on the west side of the harbour inside the rock breakwater; there is a least depth of 6 feet (1.8 m) alongside. The wharf on the east side is 300 feet (91 m) long with a least depth of 3 feet (0.9 m) alongside.

Chart 4448

63 Henry Island (45°59’N, 61°36’W), 2.5 miles off the Cape Breton Island coast, presents eroding cliffs along most of its shore. These cliffs are 100 feet (30 m) in elevation on the west side. There are some small coves and sandy beaches on the east side. Shallow water extends some distance from Fishery Point, its SE extremity, and a wreck lies close south of the point. A light (881) is shown at an elevation of 200 feet (61 m) from a red and white vertically striped tower, 39 feet (12 m) high, on the summit of the island.

64 Port Hood Island, 0.9 mile NE of Henry Island, is surrounded by cliffs except for a sandy beach at the head of a bay on its east side, off which a church on the island is prominent. Gypsum cliffs and detached ragged rock formations are noteworthy at the NW end of the island. Between Henry Island and Port Hood Island are shoals, with a passage marked by buoys.

65 Port Hood is the only harbour along this part of Cape Breton Island to offer some shelter for small vessels. It is sheltered from the west by Port Hood Island, Henry Island and the reefs between them, and a breakwater...
joining Port Hood Island to the mainland gives some protection from NW swell. The breakwater is partly submerged at high water, and yellow cautionary **buoys** are moored along each side.

**HENRY ISLAND LIGHT** (2005)

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**Parks Point (Spithead)**, on the SE side of Port Hood Island, and **Shipping Point (Dean Shoal)**, on the east side of the harbour, narrow the entrance but provide some protection from SW swell. Sustained south or SW gales send in a heavy swell. South and east of Parks Point (Spithead), **buoys** mark the channel into the harbour. A south cardinal light **buoy VM (882.3)** is moored 0.8 mile NNE of Parks Point (Spithead). There are depths of 18 to 35 feet (5.5 to 10.7 m) in the **anchorage**, sand and mud, but the area is small and swinging room restricted.

**The settlement of Port Hood**, population of about 700, is situated on the east side of the harbour. The red church is **conspicuous**. A smaller white church, with a spire, is situated 0.15 mile further south. The brick courthouse is **conspicuous**.

**A T-shaped wharf**, in some disrepair in 2013, extends 590 feet (180 m) from the shore at Port Hood. The outer face, 246 feet (75 m) long, has no berth. The inside face is used by residents who live on Port Hood Island. A **light (878.1)** is shown from a mast on the SW corner of the wharf.

**A breakwater** extends south from **Smith Point** on Port Hood Island. A boat basin, enclosed by three faces of total length 492 feet (150 m), and depths of 3 to 6 feet (0.9 to 1.8 m) alongside, is situated inside the breakwater. A wharf close west of the breakwater is in a state of disrepair. A privately maintained **light (877)** is shown from a
70 At Murphys Pond (Murphy Pond), north of the Port Hood breakwater, there is a boat basin for fishing craft which is protected by two breakwaters. The basin is lined with wharves. Lights (876.8, 876.9) are shown at the outer ends of each breakwater. The wharf on the east side is 110 feet (34 m) long, a launching ramp 40 feet (12 m) wide lies to the south of the wharf. The north wharf totals 590 feet (180 m) in length, including two sides of an adjoining pier. On the west side, the marginal wharf is 210 feet (64 m) long. A floating wharf, with a total length of 220 feet (67 m), adjoins the west breakwater. There is a reported depth of 6 feet (1.8 m) throughout the basin. Fresh water and electricity are available. Fairway light buoy VX (876.5) is moored one mile WNW of the entrance to the basin; port hand light buoy VX1 (876.3) is moored 0.1 mile south of the entrance.

71 Little Judique Harbour lies just north of Domhnall Ruadh Head (Cape Susan) to the SE of Henry Island. There is a sheltered small craft harbour that is entered between two breakwaters. The channel has a width of 36 feet (11 m) and there is a depth of only 3 feet (0.9 m) in the approach. A light (881.1) is shown from a mast at the outer end of the north breakwater. A Public wharf with a face 910 feet (274 m) long extends along the south side to a highway bridge; there are depths of 2 to 6 feet (0.6 to 1.8 m) alongside. A floating wharf on the north side is 110 feet (34 m) long with depths of 1 to 6 feet (0.9 to 1.8 m) alongside. Adjacent to this is a ramp and small boat haulout and storage area. A sector light (881.3) is shown from a skeleton tower having a red and white daymark, at the inner end of the south breakwater. The white sector indicates the preferred approach.

South Side of St. Georges Bay

Chart 4302

72 Havre Boucher (45°41'15"N, 61°31'30"W), about 1.5 miles west of the entrance to the Strait of Canso, is a small and shallow harbour for smaller vessels. Fairway light buoy VQ (883.4) is moored 0.8 mile NNE of the entrance. The harbour has easy access and offers good shelter. The entrance is narrow, but there is a least depth of 1.8 m along the range. Leading lights (884, 885) bear 194½° in the entrance channel, which is also marked by buoys. The lights are shown from white towers with red stripes, situated on the SW shore of the harbour. The west entrance point is a low bank of stones and small rocks.

73 The deepest water in the anchorage is 3.7 m in fair holding ground. The Public wharf is 38 m long with a T-end 62 m long. There are depths
of 2.4 to 3.4 m along the outer face, and 1.5 to 3.4 m along the inside faces. There is no berth along the stem. Electricity is available. The community of Havre Boucher had a population of 309 in 2016.

Chart 4447

74 Cape Jack (45°42′N, 61°34′W) is a prominent headland with a 60-foot (18.3-m) red sandstone cliff facing seaward. The remnants of a breakwater at Breens Pond, SW of the cape, are surrounded by very little water. The breakwater was formerly about 400 feet (122 m) long.

75 Jack Shoal extends 1 mile north of Cape Jack and should be given a wide berth in any weather. North Canso light (883) is obscured over Jack Shoal, and by keeping the light open, the shoal is cleared by more than 1 mile. Starboard hand light and bell buoy VU4 (886) is moored 1.3 miles NE of the drying portion of the shoal.

76 Linwood Harbour (Little Tracadie Harbour), small and shallow, with a drying bar across its narrow entrance, lies between Cape Blue, of limestone, and Barrios (Barrio) Head, a cliff of red sandstone.

77 Tracadie Harbour, enclosed by Tracadie Big Island (Delory Island), has a narrow entrance that has a least depth of 3 feet (0.9 m) in mid-channel; the channel is buoyed. Starboard light buoy VP2 (887.2) is moored 0.4 mile NNW of the entrance. The harbour has many small coves and islets. A breakwater extends from the east side of the entrance at Barrios Beach. A light (887) is shown at an elevation of 53 feet (16 m) from a mast 22 feet (6.8 m) high, with a red and white daymark, situated near the inner end of the breakwater. A conspicuous church lies on the south shore of the harbour at the village of Tracadie. Middle Head, the north tip of Tracadie Big Island (Delory Island), presents a bold seaward face. An overhead cable, height unknown, crosses the harbour entrance.

78 The Public wharf at Barrios Beach, 95 feet (29 m) long and 20 feet (6 m) wide, has a depth of 3 feet (0.9 m) along its three faces. The deck has an elevation of 6 feet (1.8 m). A marginal wharf, close to the north, has a face 95 feet long with a depth of 3 feet (0.9 m) alongside.

79 A private wharf, 123 feet (37 m) long and 20 feet (6 m) wide, is located on the west shore of the harbour, about 1.3 miles WSW of the breakwater. There are depths of 4 feet (1.2 m) along the south face and 5 feet (1.5 m) along the north face.

80 Bowman Head lies 2.5 miles west of Barrios (Barrio) Head, and from it, Bowman Bank covers a large area extending 2.3 miles NW from the shore. North cardinal light buoy VP (887.1) is moored toward the northern extent of Bowman Bank, 1.7 miles NNW of Bowman Head.
HAVRE BOUCHER (2013)

POMQUET ISLAND (2005)
Pomquet Island (45°39’N, 61°45’W) is wooded, 49 feet (15 m) in elevation, and composed of red sandstone. A drying reef extends off the east side and curves to the south towards Pomquet Point, leaving a narrow boat channel between the island and the point. A light (888) is shown at an elevation of 45 feet (14 m) from a white tower on the NE end of the island. Starboard light buoys VR2 and VR4 (887.75, 887.8) are moored east and southeast of Pomquet Island, respectively. Pomquet Road (local name), the bight formed to the SE, is partially sheltered by the island and reefs, and by a breakwater 615 feet (187 m) long, extending from Pomquet Point, but any anchorage is exposed to NE gales. The best anchorage is in 24 feet (7.3 m), sand, with the south end of the island bearing 353°, 0.5 mile distant.

A boat harbour at Bayfield, south of Pomquet Island, is formed by two rock breakwaters. Starboard light buoy VR8 (887.82) is moored close SE of the entrance. A light (888.5) is shown from a mast at the outside end of the north breakwater. A wharf 320 feet (98 m) long lies along the inside face of the south breakwater. An outer end of this wharf is 60 feet (18.3 m) long. There are depths of 5 to 7 feet (1.5 to 2.1 m) alongside. Across the head of the harbour is a floating wharf, 220 feet (67 m) long, with a least depth of 7 feet (2.1 m) alongside. A launching ramp, 20 feet (6.1 m) wide, lies adjacent to this.

Antigonish Harbour (45°41’N, 61°53’W) is an extensive shallow estuary that is entered through a narrow channel separating Dunns (Dunn) Beach and Mahoneys (Mahoney) Beach. Because of silting, depths in the approach to and inside the harbour are subject to change. The entrance has a limiting depth of only 3 feet (0.9 m). The flow in the entrance seldom exceeds 2 knots, except during the spring run-off. Fairway light buoy VS (889.5) is moored 0.6 mile NE off the entrance to the harbour.

Inside the harbour, the extensive mud flat surrounding Captain Island separates the channel. One channel leads west and the main channel trends SE and continues SW for 4 miles. The shores are broken into many coves and there are several islets. There is continuous silting in the harbour, and local knowledge is essential.

The town of Antigonish, population 4364 in 2016, lies at the head of the SW arm of Antigonish Harbour, 6.5 miles from the harbour mouth.

Ogdens (Ogden) Pond (45°43’N, 61°54’W), 1.5 miles north of the entrance to Antigonish Harbour, is separated from the bay by a bar through which there is a narrow boat channel with a depth of about 1.5 feet (0.4 m). There are depths of 10 feet (3 m) in the pond. There are conspicuous white cliffs close north of the entrance to the pond.

Maclsaacs (MacIsaac) Rock lies nearly 0.3 mile offshore, 1.2 miles NNE of Ogdens Pond. There is a depth of 12 feet (3.7 m) over it and it is sometimes marked by breakers.

Cribbons Point (Cribbean Head), a conspicuous cliff formed of sedimentary rock, is situated 7 miles south of Cape George. A light (890.2) is shown at an elevation of 20 m from a skeleton tower on the cliff. The harbour is protected by two rock...
CRIBBONS POINT (2013)

BALLANTYNES COVE (2013)
breakwaters. In 2008, there were depths of 1.3 m in the harbour. The Public wharf lies inside the east breakwater. It is 82 m long with an outer end 56 m long. A light (890), having a triangular red daymark, is shown from a mast on the outer end of the east breakwater. The Cribbons Point Marina with several floating finger piers and a launching ramp, has been established on the west side of the harbour. Fresh water, garbage disposal and septic pump-out facilities are available.

Ballantynes Cove lies on the south side of Cape George. The harbour is enclosed by two rock breakwaters leaving a channel 37 m wide between them. The L-shaped Public wharf is 162 m long with a spur extending 38 m from the east breakwater; the spur was in disrepair in 2013. There are depths of 1.2 to 3 m along the west face and 2.1 to 3 m along the spur faces. A light (891) is shown at an elevation of 8 m from a mast 5.2 m high on the outer end of the east breakwater. Floating wharves are located inside the west breakwater, totalling 67 m in length. There is a depth of 1.8 m in this area.

Ballantynes Cove has an active fishery, and the wharf is frequently used by yachtsmen. The Ballantynes Cove Marina operates from the above-mentioned floating wharves. The Bluefin Tuna Interpretive Centre is located in a building on shore adjacent to the Public wharf. Washrooms, showers and laundry facilities, and the Harbour Master’s Office are housed in the same building. Fresh water and electricity are available throughout the harbour, and there is septic pump-out capability. Both diesel fuel and gasoline are available.

Prince Edward Island — East Coast

Charts 4023, 4403

East Point (46°27’N, 61°58’W) is a red sandstone cliff 30 to 60 feet (9 to 18.3 m) in elevation. Tiderips are frequently present off the point.

There is good anchorage, in northerly winds, to the SW of East Point as far as South Lake, a distance of 5 miles, with moderate depths and red sand bottom. North and NW of the point, the holding ground is either loose or rocky.

East Point light (943) is shown at an elevation of 88 feet (27 m) from a white octagonal tower 64 feet (19.5 m) high, with a red peak. East cardinal light and whistle buoy NDN (942) is moored 1.7 miles NE of East Point.

Milne Bank covers a large area to the south of East Point. The bottom is of sandstone, thinly covered in places with red sand, with a least depth of 32 feet (9.7 m). The east edge of the bank is steep-to and tide rips are frequently seen when the tidal stream is flowing to the SW. In strong NE gales, the sea can be very heavy.

The tidal streams set very strongly towards and over the reef off East Point, and attain a rate of 2.5 knots between the north end of Milne Bank and East Point.
East Point to Durell Point. — The Canadian Coast Guard has completed a review of the marine aids to navigation system in the harbours and waterways between East Point to Durell Point.

The visual aids to navigation in these waters are designed to support the safe movement of marine craft until visibility is reduced to five (5) miles. When visibility drops below 5 nautical miles, mariners should reduce speed, exercise caution and ensure safe navigation by using on-board electronic navigation systems.

From East Point to Basin Head, 8 miles to the SW, the coast is formed of sand hills and beaches. South Lake is a narrow, shallow pond inside the sand dunes, with a drying outlet. Cliffs commence at Basin Head.

Basin Head Harbour (46°23’N, 62°07’W) is protected by wooden breakwaters 38 feet (11.6 m) apart. A sandbar across the entrance impedes entry, which can only be attempted at high water by boats not exceeding a 3-foot (0.9-m) draft. A foot bridge with a vertical clearance of 13 feet (4 m) connects the breakwaters, which have a least depth of 3 feet (0.9 m) along the inside faces. Beneath the bridge in mid-channel, there is a depth of 4 feet (1.2 m). Currents on the outflow from the basin are very strong. The surrounding area and beaches are a Provincial Park and a Fisheries Museum complex. A Marine Protected Area extends for 3 miles along the shore, to a distance of 0.8 mile, centred on Basin Head Harbour.

Shallop Rock, drying, lies on a reef extending 0.4 mile south from Red Point. From this point to Colville Bay, the coast is free of detached shoals, and the 10-fathom (18.3-m) line runs parallel to the shore, about 0.5 mile off. Colville Bay, at the mouth of the Souris River, provides good anchorage with offshore winds.

Souris Harbour (46°21’N, 62°15’W), on the east side of Colville Bay, is protected by a breakwater which extends about 1700 feet (518 m) from Knight Point. The Port of Souris, which consists of the infrastructure in Souris Harbour, is managed by the Souris Harbour Authority. Souris is considered the best harbour on the east side of Prince Edward Island.

The town of Souris, population 1053 in 2016, is a fishing, farming and commercial centre for northeastern Prince Edward Island. A hospital is located in the town. A ferry operates to Îles de la Madeleine year-round, as of the
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2015-2016 season. To the NE of Knight Point are two large buildings that are used as food processing plants. The water tower, 0.7 mile north of Knight Point, is conspicuous.

Pilotage is available but not compulsory. Masters of vessels requiring a pilot should make arrangements through the Atlantic Pilotage Authority (APA), 12 hours tentative, 6 hours firm, before arrival, at the pilot boarding station. The station is located 1.6 miles SSE of Swanton Point, the east entrance point to Colville Bay. Pilotage arrangements can normally be made through the vessel’s local marine agent or else directly with the APA. The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

The master of a vessel that is to depart or make a move and requires a pilot must report 6 hours prior to the ETD.

A light (947) is shown at an elevation of 89 feet (27.2 m) from a white tower, 47 feet (14.4 m) high, with a red peak, situated close SE of the inner end of the breakwater at Knight Point.

A light (948) is shown from a skeleton tower at an elevation of 34 feet (10.5 m) on the outer end of the breakwater.

Fairway light and whistle buoy NA (946) is moored 1 mile SW of Swanton Point.

The Public wharf, 850 feet (260 m) long and 140 feet (43 m) wide, lies close inside the breakwater. The shipping berth, 600 feet (183 m) long on the north side of the wharf, has depths of 17 to 20 feet (5.2 to 6.1 m) alongside, and there are depths of 15 to 17 feet (4.5 to 5.2 m) along the south side. The elevation of the deck of the wharf is 7 feet (2.1 m).

The Eastpac (Eastpack) wharf, north of the Public wharf, is 300 feet (91 m) long and 105 feet (32 m) wide at the outer face. There are depths of 10 to 12 feet (3 to 3.6 m) along the south face, and 4 to 7 feet (1.2 to 2.1 m) along the north face. A marginal wharf joins the Eastpac wharf and the Public wharf. There are depths of 12 feet (3.6 m) alongside. There are two boat haulouts and a storage adjacent to the marginal wharf.

A small craft basin, enclosing depths of 3 to 8 feet (0.9 to 2.4 m), is situated north of Eastpac wharf. The ferry terminal has two wharves; the one to the west of the boat basin has depths of 15 to 20 feet (4.5 to 6.1 m) alongside, while the wharf NW of the basin has depths of 15 feet (4.5 m) alongside.

All the wharves are lighted and fresh water and electricity are available. Fuel and diesel are available at dockside, and minor repairs can be affected. Supplies are available in Souris.

The Souris Marina is located inside the breakwater, at the landward end, south of the public wharf. There are a reported 900 feet (274 m) of floating docks, with water depths ranging from 13 to 18 feet (3.9 to 5.5 m). A 60-foot (18.3-m) vessel can be accommodated. Laundry, showers, garbage disposal, wireless Internet are available, as is access to a 35-ton travel-lift.

Lifeboat station. — Souris is the location of a Canadian Coast Guard station and a Search and Rescue cutter, the CCGS Cape Spry. The vessel is operational from about May 1 to November 30. All distress situations should be communicated to Joint Rescue Coordination Centre at Halifax (JRCC Halifax) via the Canadian Coast Guard Marine Communications and Traffic Services Centre (MCTS), or by any other available means. See inside cover or Appendix for contact information.

Chart 4403

Between Souris Head (46°20'N, 62°17'W), a wooded bluff, and Cape Spry (Spry Point), 7 miles to the SW, there are several bays separated by sharp, steep headlands and points of red sandstone.

Rollo Bay has depths of 7 fathoms (12.8 m) over sand, and is a poor anchorage with onshore winds. There are lesser depths on the west side of the bay because of silting from Fortune River.

Bay Fortune (Fortune Bay), an expansion of Fortune River inside projecting sand spits and breakwaters, is suitable for small craft and can be navigated as far as the settlement of Fortune Bridge, 2 miles upstream. The river is reported to be deep and clear of obstructions beyond a bar close inside the entrance.

The entrance, close north of Abells Cape (Cape Abell), is narrow between two wharves, with a depth of 11 feet (3.4 m) reported in mid-channel. A breakwater, in disrepair, extends east from the north wharf. The approach channel, marked by buoys, has a reported depth of 5 feet (1.5 m). Bay Fortune provides good shelter from all but persistent NE winds, which make the approach difficult.

The north wharf at the entrance is 70 feet (21 m) long. A berthing face 300 feet (91 m) long, extends east from the wharf, with depths ranging from 2 to 4 feet (0.6 to 1.2 m) alongside. On the south side, two L-shaped wharves form a boat basin. The east wharf has a face 115 feet (35 m) long with a least depth of 4 feet (1.2 m) on either side. The east face of the basin dries, as does the south face, 220 feet (67 m) long. The west L-shaped wharf has an outer face 135 feet (41 m) long with a least depth of 4 feet (1.2 m) on either side. The west face of the basin has a face 150 feet (46 m) long with depths of 4 to 7 feet (1.2 to 2.1 m) alongside.
There is a launching ramp at the SW corner of the basin. This facility is lighted, water and electricity are available.

121 **Howe Bay**, the shallow indentation SW of Rollo Bay, is entered between Howe Point and Durell Point.

Charts 4935, 4403

122 **Annandale to Graham Pond.** — The Canadian Coast Guard has completed a review of the marine aids to navigation system between Annandale to Graham Pond. This includes the harbours and waterways of Graham Pond, Sturgeon Bay, Montague River, Georgetown Harbour, Cardigan River and Launching Pond.

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123 The visual aids to navigation in these waters are designed to support the safe movement of marine craft until visibility is reduced to five (5) miles. When visibility drops below 5 nautical miles, mariners should reduce speed, exercise caution and ensure safe navigation by using on-board electronic navigation systems.

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124 **Boughton River**, which flows into Boughton Bay, expands inside projecting points to form a shallow harbour. Sand bars build up outside the entrance and sand partly fills the bay. **Cape Spry (Spry Point)**, the east entrance point to the bay, has a few detached rocks extending from it. A narrow buoyed channel, suitable only for vessels drawing less than 0.9 m (3 feet), leads into the harbour. The channel is subject to silting. A sector light (949.5) is shown from a white tower having a red and white daymark, on the north side of the entrance. The white sector indicates the preferred approach. Fairway light buoy NE (948.5) is moored 2 miles SE of Annandale Public wharf. The harbour is reported to have easy access except during SE swells. Boughton River, west of Annandale to Poplar Point, is mostly occupied by aquaculture facilities which impede safe navigation.

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125 The community of **Annandale** is situated near the point of land at the north entrance to the harbour. A small boat harbour is located there. The Public wharf, which extends south, is 79 m (260 feet) long with a least depth of 1.2 m (4 feet) alongside its berthing faces. The wharf is 40 m (130 feet) across, and there is a launching ramp at its SE corner. There is a boat basin on the east side of the wharf, with an entrance 11 m (36 feet) wide. A rock breakwater extends west and south from the stem of the wharf to form a second boat basin on the west side of the Public wharf, having an entrance 20 m (66 feet) wide. The basin on the east side, and the wharves to the west side have depths of 0.6 to 1.2 m (2 to 4 feet). A light (950.3), is shown from a mast, having a green and white daymark, on the outer end of the breakwater. Electricity and fresh water are available.
A Public wharf at Chapel Point, on the south shore nearly 3 miles above Annandale, is used primarily to service aquaculture. The wharf extends 76 m (250 feet) from the shore to an outer end 13.7 m (45 feet) long and 8.3 m (27 feet) wide, with a least depth of 0.6 m (2 feet) at the outer face.

Launching Pond (46°13’N, 62°25’W), 2.2 miles south of Annandale, is a shallow draft fishing harbour entered by a narrow channel between two breakwaters. Starboard hand light buoy NY2 (951.5) is moored 0.4 mile ESE of the entrance. The entrance channel is subject to silting and there is a depth of 1.2 m (4 feet) inside the basin. Privately maintained lights (951, 951.2) are shown at the outer end of each breakwater from steel masts. The wharf, with a continuous berth 600 m (1968 feet) long, is lighted, and electricity, fresh water, gasoline and diesel are available. The limit of navigation is the bridge, which has a vertical clearance of 0.8 m (2 feet).

Boughton Island is joined to the mainland by a sand bar, and surrounded by drying mud banks and ledges. Boughton Point, at the SE end, is a cliff of red sandstone 9 m (30 feet) in elevation. Boughton Ledge, with some rocks above water at its outer end, extends 0.6 mile from the east side of the island. The unlighted east cardinal buoy NJA is moored east of Boughton Ledge.

Boughton Island is partly wooded and there are cliffs of red sandstone 12 m (40 feet) in elevation along its NE coast. A grassy sand bar joins Panmure Head to the mainland. Panmure Ledge, with a depth of 1.5 m (5 feet) at its outer end, extends 0.6 mile east from Panmure Head.

Cardigan Bay is 3 miles wide at its entrance between Boughton Point and Panmure Head, the NE point of Panmure Island, which lies on the SW side of the bay. The bay offers good anchorage with offshore winds in 11 to 18 m (6 to 10 fathoms), mud bottom.

Panmure Island is partly wooded and there are cliffs of red sandstone 12 m (40 feet) in elevation along its NE coast. A grassy sand bar joins Panmure Head to the mainland. Panmure Ledge, with a depth of 1.5 m (5 feet) at its outer end, extends 0.6 mile east from Panmure Head.

A light (953) is shown at an elevation of 25 m (82 feet) from a white tower with a red peak, on Panmure Head. Fairway light buoy NH (952.5) is moored 0.9 mile NE of Panmure Head.

Burnt Point (Cardigan Point) divides Cardigan Bay into the Cardigan River, which flows into the head of the bay on the NW side, Georgetown Harbour, to the east and at the confluence of Brudenell River and Montague River, and Clarks (Livingstone) Bay, Sturgeon Bay, and St. Marys Bay, to the south.

Cardigan River. — MacPhee Shoal and Maitland Flat on each side constrict the river mouth, but there is a buoyed channel with a least depth of 5.5 m (18 feet) for 5 miles above Burnt Point (Cardigan Point), and small craft can proceed another 2 miles as far as the bridge at the village of Cardigan, population 269 in 2016. Aquaculture facilities are located along the shores of Cardigan River between Ferry Point and Cardigan, and caution should be exercised in navigation.
134 At Cardigan, on the south shore, the Cardigan Marina wharf is 41 m (130 feet) long at the face with alongside depths of 1.8 m (6 feet) at the outside corner. The corner of the wharf adjacent to the bridge dries. There are strong currents beneath the bridge, which has a vertical clearance of 1 m (3 feet). On the east side of the bridge are several small craft floating docks having depths of 2.1 m (7 feet). Fuel and provisions are available nearby.

Georgetown Harbour

135 Panmure Spit extends NW from Billhook Point, the NW end of Panmure Island. Cardigan Shoal, on the north side of the approach, projects south from Burnt Point (Cardigan Point); it is marked by starboard hand light buoy NH4 (953.4). There is a channel 0.2 mile wide between these dangers. The buildings of the defunct East Isle Shipyard are conspicuous from seaward.

136 Thrumcap Spit protects the harbour on the SE side and forms a bay, bounded on the west side by Gaudin Point and its projecting sand spit. Knoll Shoal, at a depth of 2.7 m (9 feet), is situated south of Thrumcap Spit; it is marked by starboard hand light buoy NH10 (954). Wightmans Point (St. Andrew Point) is situated on the SW side of the approach to Georgetown Harbour, opposite Thrumcap Spit.

137 Pilotage is available but not compulsory. Masters of vessels requiring a pilot should make arrangements through the Atlantic Pilotage Authority (APA), 48 hours tentative, 6 hours firm, before arrival at the pilot boarding station, which is located 5.2 miles east of Panmure Head. Pilotage arrangements can normally be made through the vessel’s local marine agent or else directly with the APA. The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

138 The master of a vessel that is to depart or make a move and requires a pilot must report six hours prior to the ETD.

139 Georgetown Marine Terminal is 300 m (985 feet) long and 41 m (135 feet) wide. The berth on the east side, 175 m (575 feet) from the outer end, has depths of 5.8 to 7.3 m (19 to 23) feet alongside. The berth on the west side, 168 m (550 feet) from the outer end, has depths of 8.5 to 7.6 m (27 to 24) feet alongside. There is a depth of 7.2 m (23 feet) along the seaward end of the wharf. The elevation of the deck of the wharf is about 1.5 m (5 feet). Fresh water, fuel and electricity are available.

140 The Queens Wharf (fishermans wharf) extends 175 m (575 feet) to a depth of 2.4 m (8 feet) at its outer end. An L-shaped wharf extends 68.6 m (225 feet)
east from the Queens Wharf, having an L-end 38 m (125 feet) long. This creates sheltered berthing space along the faces of
the wharf, and on a series of floating wharves close to shore.

141  East Isle Shipyard is located on the eastern end of
the Georgetown waterfront; it carried out steel and aluminum
ship building, ship repair and refit, and other heavy industrial
fabrication. The company was part of Irving Shipbuilding Inc.,
but it was defunct as of 2013. Ships to 14 m (46 feet) in length
were constructed there, and the facility has a 680-tonne marine
railway. The buildings are still there and are conspicuous.

142  The town of Georgetown had a population of 555 in
2016.

143  There is anchorage between Cardi-
gan Shoal and Knoll Shoal in depths of 8 to
9 m (26 to 29 feet), mud. The best anchorage is between
Thrumcap Spat and Gaudin Point spit, in about 9 m (30 feet),
with the outer end of Queens Wharf (fishermans wharf) in
line with the church tower; it is good holding ground. There
is good anchorage upstream near Brudenell Point. The rate
of the tidal stream is less than one knot.

144  Brudenell River and Montague River unite at
Brudenell Point. Brudenell River is navigable as far
as Brudenell Island (Brudenell Islet). 1.3 miles above the
mouth, and small craft can navigate as far as the head of
the tide, about 3 miles farther upstream. Rodd Marina oper-
ates from Rodd Brudenell River Resort, to the west of Brudenell
Island (Brudenell Islet). A floating wharf with several finger
slips extends 142 m (465 feet) from the shore, with depths of
1.2 to 1.8 m (4 to 6 feet). Electricity and fresh water are avail-
able.

145  Lower Montague, a settlement of
about 530 people, is situated on the south side
of the Montague River near its mouth. There is a Public wharf
with an outer end 24 m (80 feet) wide and a depth of 2.7 m
(9 feet) alongside. The sides of the wharf, 40 m (130 feet)
long, have depths of 0.3 to 2.7 m (1 to 9 feet) alongside. A
light (957) is shown from a mast on the NE corner of the
wharf. Electricity is available on the wharf. There is a launch-
ing ramp on the west side of the wharf, close to the shore.

146  Montague, population of 1961 in 2016, is a town
situated on both sides of the Montague River 4 miles upstream
of Brudenell Point. Montague is a fishing, farming and com-
mercial centre for southeastern Prince Edward Island. Provi-
sions and several services are available.

147  The east Public wharf has a face 104 m
(340 feet) long with a least depth of 3 m (9 feet)
alongside. A launching ramp is situated at the inner end. The
west Public wharf, 49 m (160 feet) long at the face, has a
least depth of 2.7 m (8 feet) alongside.
but the remaining portion of the wharf has a depth of 0.6 m (2 feet) alongside. The approach channel is marked by stakes and the wharf is used by shallow draft fishing vessels.

Between Panmure Head and Cape Sharp (Terras Point) (46°06'N, 62°26'W), a shoal extends about 0.6 mile offshore. Graham Ledge, situated about 0.6 mile SE of Cape Sharp (Terras Point), has a least depth of 1.6 m (5 feet). Fairway light buoy NP (958.5) is moored on the east side of Graham Ledge.

Graham Pond is a shallow draft fishermen's harbour that is entered between breakwaters 10 m (33 feet) apart. Lights (959, 960) are shown from skeleton towers at the outer end of each breakwater. A detached rock breakwater 61 m (200 feet) long, lies 30.5 m (100 feet) ENE of the north breakwater. There are depths of 0.3 to 1.2 m (1 to 4 feet) alongside the wharves inside the pond.

Caution is advised in the vicinity of Graham Pond, as a submarine cable runs from the shoreline close north of the entrance to the harbour, easterly to landfall on Cape Breton Island.

Murray Harbour. — The Canadian Coast Guard has completed a review of the marine aids to navigation system for Murray Harbour.

The visual aids to navigation in these waters are designed to support the safe movement of marine craft until visibility is reduced to five (5) miles. When visibility drops below 5 nautical miles, mariners should reduce speed, exercise caution and ensure safe navigation by using on-board electronic navigation systems.

Murray Harbour is formed by the confluence of five rivers which expand into a partially drying shallow basin containing five wooded islands joined together by drying mud flats. Poverty Beach is a sand spit extending south from Irvings Cape (Cody Point) for over 1.5 miles to a location close west of Beach Point, which is a grassy spit projecting from the south side. The buoyed navigation channel runs between the two spits. A breakwater extending south from Irvings Cape is in ruins. A church spire at Murray Harbour North, 0.7 mile WNW of Irvings Cape, is conspicuous.

A sand bar, with a least depth of 2.1 m (7 feet) in the channel through it, extends to seaward for over 1 mile from the entrance. This channel is sometimes impassable in easterly winds because of the line of breakers which may extend from Irvings Cape to Murray Head.

Clay and sandstone cliffs, about 12 m (40 feet) in elevation, run west from Murray Head towards Beach Point, and south towards Cape Bear (46°00'N, 62°28'W), the SE point of Prince Edward Island.

Cape Bear light (971) is shown at an elevation of 16.6 m (55 feet) from a skeleton tower, having red and white daymarks. Close west is the former white square light structure.

Bear Reef, of sandstone and large stones, extends east from the coast between Murray Head and Cape Bear. East cardinal light buoy NN (970.4) is moored 1 mile NE of Cape Bear, close east of Bear Reef.

Leading lights (964, 965), at the entrance to Murray Harbour, lead 234° over the bar and through the channel to within 274 m (900 feet) of Beach Point. The front light is shown from a white tower with a red stripe on Beach Point. The rear light is shown from a similar tower on Penny Point. Fairway light buoy NM (961) is moored 1.3 miles NE of Beach Point.

Due to continuous sifting, depths in Murray Harbour are subject to change and aids to navigation may be moved to mark the best channel. Anchorage in the harbour is only suitable during fine weather as the holding ground, though mud, is reported to be poor. The tidal streams run at a rate of two knots off Beach Point.

Inside the harbour entrance, on the south shore, two L-shaped breakwater wharves enclose a fisherman’s basin with continuous wharf frontage along the inside faces. Sheds stand on both breakwaters and fish plants lie on the south side of the basin. The inside face of the east breakwater is 52 m (170 feet) long with
1-25

Chapter 1

NW Coast of Cape Breton Island, St. Georges Bay and East and North Coasts of Prince Edward Island

166 Murray Harbour, population 258 in 2016, is a village at the head of navigation on the South River, 2.4 miles above Beach Point, and 1 mile above Machons Point. A dredged channel, about 30 m (100 feet) wide, in two courses, leads to the Public wharf; it is staked. Leading lights (969.5, 969.6), in line bearing 233½°, are situated to the west of the village. Both lights are shown from towers having white daymarks with red stripes.

167 The Public wharf at Murray Harbour, on the NW side of the channel, is in four parts parallel to the stream: 22, 73, 55 and 61 m (72, 240, 180 and 200 feet) in length. The outer part dries at the extreme east end, and the remaining parts have depths of 0.6 to 2.4 m (2 to 8 feet) alongside. There is a concrete launching ramp adjacent to the bridge, which has a vertical clearance of 1.5 m (5 feet). Fresh water and electricity are available. The Public wharf on the opposite shore is 61 m (200 feet) long with alongside depths of 0.9 m (3 feet) near the bridge, to 2.4 m (8 feet) at the east end. Floating wharves of a small marina (Bowbridge Landing) follow the shoreline, extending 67 m (220 feet) from the east end of the Public wharf.

168 A Public wharf and fish plant are situated 0.3 mile SW of Machons Point. The wharf has two piers; the NE pier is 34 m (110 feet) long, and floating wharves extend from the end, with depths of 1.8 to 2.1 m (6 to 7 feet) alongside. The pier to the SW extends 15.2 m (50 feet) with depths of 0.6 m (2 feet) alongside the outer face. A concrete launching ramp lies between the piers. A marginal wharf face, with depths of 1.2 m (4 feet) runs 48.8 m (160 feet) NE from the stem of the larger pier. Fresh water and electricity are available.

169 Murray River is a village, population 304 in 2016, at the head of navigation on the Murray River. A Public wharf with a face 64 m (210 feet) long is situated on the south shore at the village; there is a launching ramp at the NE end of the wharf. There are depths of 1.8 m (6 feet) along the centre part of the wharf, but the east end dries, and near the highway bridge there is a depth of 0.6 m (2 feet). The bridge has a vertical clearance of 0.6 m (2 feet). An L-shaped floating wharf extends from the south shore, adjacent to the bridge. Aquaculture facilities are located along the shores of the Murray River and caution should be exercised in navigation.

170 The Mink River and the Greek River are situated on the north side of the basin; the channel through these rivers is staked. Cahoon Wharf, near the head...
of navigation on Greek River, is L-shaped with an outer end 15 m (50 feet) long and a depth of 1.2 m (4 feet) alongside.

Clows Wharf, opposite the mouth of Greek River, has an outer end 12 m (38 feet) long and a depth of 1.8 m (6 feet) alongside. The adjoining wharf has an outer end 11 m (35 feet) wide and depths of 0.3 to 0.9 m (1 to 3 feet) alongside. Several private moorings are located off the outer ends of these wharves. Fresh water and electricity are available, and there is a launching ramp situated between the wharves.

MURRAY RIVER (2013)
172  **Fishermans Bank** (46°01'N, 62°16'W), centred 8 miles east of Murray Head, is of sandstone thinly covered with stones, gravel and broken shells. The general depth over the bank is 6 to 9 fathoms (11 to 16.5 m), but there is a least depth of 4 fathoms (7.3 m).

**Prince Edward Island — North Coast**

173  From East Point to North Cape, the north shore forms a bight. The harbours are small and shallow, with narrow entrances through sand bars which become impassable in a heavy sea. All harbour entrances break in a moderate sea and in some areas it becomes impossible to locate the best channel. With few exceptions, anchorage is poor along this coast. The bottom is of red sandstone, thinly covered in places with sand and gravel, making for poor holding ground.

174  The channels through the bars are likely to be blocked or shifted by storms. Leading lights may be shifted without notice and buoys moved or lifted. The latest local information should be checked before crossing the bars or entering the harbours along this coast.

175  Between East Point (46°27'N, 61°58'W) and St. Peters Bay, 32 miles west, the coast is formed of red sandstone cliffs, with occasional short stretches of sandy beach at the mouths of small streams. Shallow water extends about 0.5 mile offshore, with the 10-fathom (18.3-m) line generally about 1 mile from the shore. The bottom is sandstone.

176  **North Lake Harbour**, 4 miles west of East Point, is a fisherman’s harbour with an entrance channel 45 feet (14 m) wide between breakwaters. Piers extend along both sides of the channel into North Lake Harbour, which are joined by a road bridge near the inner end. The piers are lighted and electricity is available. (See ENC CA576730)

177  Leading lights (1039, 1039.1), in line bearing 204½°, are shown from towers having white daymarks with red stripes in the approach to North Lake Harbour. The front light is situated on the outer end of the east breakwater. A light (1039.5), shown from a mast having two red and white daymarks, is situated on the end of the west breakwater. Fairway light and bell buoy JA (1038.5) is moored about 1 mile NE of the entrance to North Lake Harbour.

178  Two wind farms (not shown on the Chart) are conspicuous along this coast. One farm, with 10 turbines, is located 1 mile SE of North Lake Harbour. Each turbine nacelle is 393 feet (120 m) in elevation, with selected turbines marked by a fixed red light. Another wind farm, having 10 turbines, is centred around the community of Hermanville (not shown on the chart), 9 miles west of North Lake Harbour. Each of the turbine nacelles is 426 feet (130 m) in elevation and selected turbines are marked by a fixed red light.

179  **Naufrage Harbour**, 19 miles west of East Point, is a small boat basin entered between breakwaters 40 feet (12 m) apart, with a reported depth of 5 feet (1.5 m) inside the basin. A road bridge, with a vertical clearance of 11 feet (3.4 m), crosses the entrance close within the breakwaters. A light (1041.1) is shown at an elevation of 20 feet (6 m) from the bridge. The faces of a Public wharf line both sides of the harbour.

180  A light (1042) is shown at an elevation of 84 feet (25.6 m) from a white tower situated on Shipwreck Point, close west of the entrance to the harbour (46°28'N, 62°25'W).

181  A light (1040.2) is shown from a mast, having a green, white and black daymark, on the outer end of the east breakwater. A light (1040.5) is shown from a skeleton tower on the outer end of the west breakwater. Fairway light buoy JC (1040.05) is moored about 1 mile NE of Shipwreck Point.
182 St. Peters Bay, 14 miles west of Shipwreck Point, is approached over a sand bar with a depth in the channel of less than 8 feet (2.4 m), and entered between encroaching grassy sand spits which leave a narrow, shifting channel with less than 4 feet (1.2 m) in some parts. The channel takes a sharp turn to the east immediately inside the entrance. Tidal streams in the entrance run 3 to 4 knots maximum.

183 Fairway light buoy JD (1043.1) is moored 0.5 mile north of the entrance to St. Peters Bay. Owing to changing conditions within the entrance, the channel buoys may be moved to indicate the best channel. Local knowledge and the latest information are essential to enter this bay safely.

184 Within the entrance, the bay trends ESE for 7 miles. The village of St. Peters Bay (St. Peters), population 237 in 2016, is situated at the head of the bay. Four rivers and some smaller streams flow into the bay. Aquaculture sites are located in the inner sections of the bay, and are marked at each corner with a yellow cautionary buoy.

185 Two breakwaters enclose a boat basin 600 feet (183 m) long and 400 feet (122 m) wide, with a depth of 4 feet (1.2 m), at Red Head. The wharves are lighted and electricity, fresh water, diesel and gasoline are available. A light (1046.5) is shown from a mast on the outer end of the east breakwater.

186 Savage Harbour (46°25′N, 62°50′W) is situated 3.5 miles west of St. Peters Bay. There is a retaining wall on the east side of the entrance. A light (1047) is shown from a mast having a red and white daymark on the outer end of the retaining wall. Fairway light buoy JE (1046.81) is moored 0.8 mile NNE of the light.

187 Savage Harbour is mostly entered at high water during fair weather. Once inside, the harbour offers fairly good shelter from north winds, however, SE to SW winds create choppy waters. Owing to changing conditions, buoys may be moved to mark the best channel in the entrance.

188 There is a Public wharf on the west side of the harbour, 0.5 mile inside the entrance. The face parallel to the shore is 240 feet (73 m) long with a depth of 4 feet (1.2 m) alongside. A pier extends 200 feet (61 m) from the east side of this wharf to a depth of 4 feet (1.2 m). The wharf is lighted and electricity, fresh water, diesel and gasoline are available. There is a concrete launching ramp between the pier and a floating wharf 110 feet (33.5 m) to the east, the latter of which extends 220 feet (67 m) from shore.

189 Tracadie Bay, about 8 miles west of Savage Harbour, lies at the west end of a range of sand hills 50 to 60 feet (15 to 18.3 m) in elevation. A shift-
Good shelter is reported at this facility. Fresh water, electricity, diesel and gasoline are available.

Cape Stanhope (46°26’N, 63°09’W) lies 4.2 miles west of the entrance to Tracadie Bay. A light (1051) is shown at an elevation of 36 feet (11 m) from a red and white tower, 27 feet (8.2 m) high, on the cape. A fog signal of one blast every 30 seconds is sounded from a horn on the light-tower; the horn points 005°. Fairway light buoy JJ (1050.05) is moored 1.1 miles NNE of the light.

Covehead Bay, entered close west of Cape Stanhope, is navigable only by small craft as the depth in the entrance is 2 feet (0.6 m). A highway bridge with a vertical clearance of 9 feet (2.7 m) crosses the entrance. A light (1053.5) is shown at an elevation of 28 feet (8.5 m) from a mast on the highway bridge.

Close inside the bridge, on the east side, is a marginal Public wharf 544 feet (166 m) long. From the south corner of the marginal face, to the north corner, depths of 5 to 9 feet (1.5 to 2.7 m) can be found. There is a launching ramp and floating dock at the south end of the wharf. The channel into Covehead Bay is buoyed, but owing to changing conditions, the buoys may be moved to mark the best water.
The coast between Cape Stanhope and Orby Head (46°30'N, 63°20'W), a red sandstone headland 120 feet (37 m) in elevation, forms a bight where the 3-fathom (5.5-m) line is seldom less than 0.8 mile off the shore.

Rustico Bay and New London Bay. — The Canadian Coast Guard has completed a review of the marine aids to navigation system for Rustico Bay and New London Bay. This includes the harbours and waterways of Rustico Bay, Hunter River, French River, Southwest River, New London Bay and Stanley River.

The visual aids to navigation in these waters are designed to support the safe movement of marine craft until visibility is reduced to five (5) miles. When visibility drops below 5 nautical miles, mariners should reduce speed, exercise caution and ensure safe navigation by using on-board electronic navigation systems.

Rustico Bay is entered at the west end of Robinsons Island (Rustico Island) over a shifting sand bar through which there is frequent dredging. Local knowledge is necessary to enter this bay safely as there are many sand bars and eel grass patches. The bay branches into several rivers and small creeks.

Two breakwaters extend from the west side of the harbour entrance. A light (1055) is shown from a mast at the outer end of the north breakwater, which is L-shaped. A light (1057) is shown on the SE corner of the inner breakwater from a mast. A light (1056) is shown from a white tower with a red roof, situated close to the shore along the bight formed by the two breakwaters. Fairway light buoy JK (1054) is moored 0.7 mile NE of the outer breakwater.

There are a few small wharves, stages and sheds along the shore at North Rustico Harbour, situated close NW of the inner breakwater. The small boat basin at the NW side of the harbour, is reported to have hazardous underwater wharf pilings. Caution is advised.

The village of North Rustico, population 607 in 2016, lies 0.8 mile west of the harbour entrance. Along the north shore, there is a wharf with a continuous berth 1750 feet (533 m) long. A pier extends from the east end of the wharf, and a light (1057.5) is shown from a skeleton tower at the outer end of this pier. There are reported depths of 4 feet (1.2 m) in this area. Aquaculture operations are located on the Hunter River, south of North Rustico.

New London Bay, 6 miles west of Orby Head, lies at the west end of a long range of sand hills about 55 feet (17 m) in elevation. The entrance
to the bay, about 0.2 mile wide, is obstructed by a shifting sand bar with a depth over it of about 5 feet (1.5 m). The remains of a breakwater protect the entrance on the east side. Fairway light buoy *JM (1058)* is moored 0.9 mile NE of the entrance to the bay. A light (1060.01) is shown at an elevation of 43 feet (13 m), from a red and white structure on the western shore of the entrance.

204 The **Hope River, Stanley River, Southwest River** and **French River** discharge into the bay, and are navigable for short distances by small craft. Some channels in New London Bay are marked with buoys, others by stakes. **Aquaculture** operations are located along the shores of the bay, caution is advised.

205 A Public wharf is situated on the south shore of the French River at **South Landing (local name)**. Consisting of an irregular, L-shaped marginal face, depths alongside range from 5 feet (1.5 m) at the NW end to 7 feet (2.1 m) at the eastern end. A launching ramp is situated near the centre of the wharf. On the north shore, at the head of the river, there is a wharf with a depth of 5 feet (1.5 m) at the outer face.

206 A Public wharf parallels the highway bridge at the settlement of **New London**, 2 miles above the mouth of the Southwest River. It is 220 feet (67 m) long with a depth of 4 feet (1.2 m) on the SW side; there is a small inlet, with a launching ramp situated at its head.

207 The settlement of **Stanley Bridge** lies about 1 mile above the mouth of Stanley River. A sheltered inlet is formed by a breakwater 361 feet (110 m) long; a launching ramp is located at the SE corner. The shores of the inlet are lined with floating wharves, having depths of 1 to 4 feet (0.3 to 1.2 m). There is a marginal wharf face at the head of the inlet, with a depth of 5 feet (1.5 m) alongside. A floating wharf runs parallel to the river channel, having depths of 11 to 15 feet (3.3 to 4.5 m) alongside.

*Chart 4023*

208 **Cape Tryon** (46°32'N, 63°30'W), 7 miles west of Orby Head, is a conspicuous cliff of red sandstone ranging as high as 110 feet (33.5 m) in elevation. A light (1061) is shown at an elevation of 109 feet (33.3 m) from a white tower on the cape.

*Chart 4491*

209 **Malpeque Bay**, about 8 miles west of Cape Tryon, is entered through **Ship Channel**, between **Profitts Point (Cape Aylesbury)** and **Fish Island (Billhook Island)**. Many rivers and creeks flow into Malpeque Bay, and it also contains several islands.
situated close NE, and a water tower NNW of the wharf, on Lennox Island.

217 The Bideford River (Goodwood River), with a buoyed channel, extends west and NW from Sharps (Sharp) Point. An aquaculture facility, is located near the head of the river. An L-shaped Public wharf extends from the west side of the river to a depth of 3 feet (0.9 m) near the settlement of Bideford.

Charts 4023, 4491, 4492

218 The coast between Fish Island (Billhook Island) and the entrance to Cascumpec (Cascumpeque) Bay, 18 miles NW, is formed of sand dunes and beaches. Conway Narrows (The Narrows), an inside passage with very little water, drying in places, connects Malpeque Bay and Cascumpec (Cascumpeque) Bay. There are entrances through the sand dunes at Hardys Channel and Goose Harbour (Palmer Inlet). Fairway light buoy JS (1071.35) is moored about 0.6 mile ENE of the Hardys Channel entrance.

Alberton Harbour

Chart 4492

220 Alberton Harbour, at the north end of Cascumpec (Cascumpeque) Bay, just inside the entrance channel, is well sheltered and has fair anchorage depths for small vessels. The entrance is obstructed by a sand bar and is subject to considerable silt ing. As the channel through the bar constantly shifts, the leading lights and buoys may be moved to mark the best channel and the latest local knowledge is essential to enter this harbour safely. Inside the entrance, a clear channel trends SW for
ANCHORAGE IN THE CHANNEL WITHIN THE ENTRANCE IS SECURE, BUT
CONFINED, IN ABOUT 18 TO 30 FEET (5.5 TO 9.1 M) OF WATER.

225 THE T-SHAPED PUBLIC WHARF AT ALBERTON SOUTH (NORTHPORT) EXTENDS 404 FEET (123 M) FROM THE SHORE TO AN OUTER END 328 FEET (100 M) LONG WITH DEPTHS OF 6 TO 16 FEET (1.8 TO 4.9 M) ALONGSIDE. A T-SHAPED WHARF, 126 FEET (38 M) LONG, WITH DEPTHS OF 8 TO 10 FEET (2.4 TO 3 M) ALONGSIDE, IS SITUATED CLOSE NE. THE SHORT T-SHAPED WHARF, AND A BREAKWATER TO THE NE FORM A SHELTERED INLET, WHERE THERE IS A MARINA (NORTHPORT PIER MARINA). A BOAT BASIN, PROTECTED BY A BREAKWATER, IS LOCATED AT THE SW END OF THE ALBERTON SOUTH (NORTHPORT) WATERFRONT. A MARGINAL FACE AND FLOATING WHARVES, HAVING DEPTHS OF 6 FEET (1.8 M), LINE THE BASIN.

226 ALBERTON, POPULATION 1145 IN 2016, IS A TOWN ON THE NORTH SIDE OF THE HARBOUR. THERE IS A SMALL HOSPITAL IN THE TOWN. SUPPLIES MAY BE OBTAINED LOCALLY.

227 CASCUMPEC (CASCUMPEQUE BAY) IS VERY SHALLOW, WITH A MAXIMUM DEPTH OF 16 FEET (4.9 M) IN THE CENTRE SURROUNDED BY LARGE AREAS OF VERY SHALLOW WATER AND DRYING FLATS. SEVERAL RIVERS, NAVIGABLE FOR SOME DISTANCE BY BOATS, INDENT THE BAY. THE DEEPEST OF THESE IS FOXLEY RIVER, WITH A CHANNEL HAVING DEPTHS OF 10 TO 37 FEET (3 TO 11.3 M), EXTENDING ABOUT 2 MILES UPSTREAM FROM THE MOUTH. ON THE SOUTH SIDE OF GORDONS (GORDON) POINT, NEAR THE MOUTH OF THE RIVER, A T-SHAPED PUBLIC WHARF EXTENDS 230 FEET (70 M) FROM THE SHORE TO AN OUTER END 31 FEET (9.4 M) LONG WITH DEPTHS OF 2 AND 3 FEET (0.6 AND 0.9 M) ALONGSIDE. A BREAKWATER CLOSE TO THE EAST IS IN DISREPAIR.

1 MILE, AND THEN TURNS SOUTH BETWEEN OULTONS ISLAND (SAVAGE ISLAND) AND BURY HEAD (CASCUMPEQUE POINT).

221 MARINERS ARE CAUTIONED THAT UNDER CERTAIN CONDITIONS OF TIDE AND WEATHER, THE ENTRANCE CHANNEL BECOMES IMPOSSIBLE TO NAVIGATE BECAUSE OF BREAKERS. THE NORMAL MAXIMUM RATE OF THE TIDAL STREAMS IN THE ENTRANCE IS 1.5 KNOTS, BUT IN CERTAIN CONDITIONS THEY CAN EXCEED FOUR KNOTS.

222 FAIRWAY LIGHT BUOY JV (1075.05) IS MOORED 1.6 MILES ESE OF THE HARBOUR ENTRANCE.

223 LEADING LIGHTS MARK THE CHANNEL IN THE ENTRANCE AND TO THE WHARVES IN ALBERTON HARBOUR AT ALBERTON SOUTH (NORTHPORT). LIGHTS (1081, 1082) ARE IN LINE BEARING 245°. THE FRONT LIGHT IS SHOWN FROM A SKELETON TOWER HAVING A WHITE DAYMARK WITH A RED STRIPE; IT IS SITUATED NEAR A SHED NEAR THE OUTER END OF THE PUBLIC WHARF. THE REAR LIGHT IS A WHITE TOWER WITH A RED STRIPE SITUATED ON THE SHORE CLOSE TO THE WEST.

224 IN FINE WEATHER, THERE IS TEMPORARY ANCHORAGE OFF THE OUTER BAR IN ABOUT 36 FEET (11 M), SAND. THE
vately maintained light (1036.1), is shown from the north breakwater.

232 North Cape (47°03'N, 64°00'W) is a low red cliff with reefs and shallow water extending north and east. Irregular depths continue north, terminating in North Cape Reef, 4.5 miles off, and with a depth of 32 feet (9.8 m). A light (1036) is shown at an elevation of 80 feet (24 m) from a white octagonal tower 50 feet (15.3 m) high, situated on the cape. North cardinal light and bell buoy DS (1037) is moored 1.6 miles north of the cape.

233 A radio tower, elevation 271 feet (83 m), marked by lights, and several wind turbines stand on North Cape.
Chapter 2

Îles de la Madeleine

1 The Îles de la Madeleine archipelago, population 12,475 in 2016, is located in the middle of the Gulf of St. Lawrence. The region is split into two municipalities: Les Îles-de-la-Madeleine and Grosse-Île, which together form the Communauté maritime des Îles-de-la-Madeleine, part of the Province of Quebec.

2 The main group of islands is located about 50 miles NW of Cape St. Lawrence on Cape Breton Island and consists of a few islands linked by two strings of sandy ridges and beaches. The group of islands forms a 35-mile long crescent-shape protecting large shallow lagoons which can be entered through narrow channels. Île d’Entrée (47°17′N, 61°42′W) is the only exception and is also the highest island of the group, from which it is isolated.

3 The sand bars that link the main group of islands are only a few meters above sea level in some locations, while they form relatively high sand hills in other places.

4 The central region of the islands features rounded hills, often dome-shaped, 43 to 169 m in elevation. The islands are partially wooded, but their trees are small. Otherwise, the islands are covered in grass. The climate in the region is not as harsh as that of mainland Quebec, but summers are cool and humid. Rain and mists are common.

5 In fine weather, the red cliffs, green vegetation, blue sky and water, and yellow sands paint a striking picture of contrasts, quite different from any other part of the Gulf of St. Lawrence. Even in poor weather, the view is striking: remote hilltops can be seen through the rain and mist, seemingly linked by a long string of breakers masking the sand bars. In the fall, foggy weather and easterly gales are predominant.

6 Fishing and tourism drive the islands’ economy. Several laws and regulations, including the Fisheries Act, the Species at Risk Act, the Oceans Act, the Navigation Protection Act and the Canadian Environmental Assessment Act, 2012, serve to protect the fish habitat and govern the transfer of ballast water, dredging activities, dumping at sea, backfilling and the construction or removal of infrastructure. Mariners must be familiar with the permits needed and associated obligations, and must comply with the regulations.
7 De-ballasting — Vessels bound for the Îles-de-la-Madeleine or that are moored or anchored there, must comply with the Ballast Water Control and Management Regulations. Discharge of ballast water within ten nautical miles of the Îles de la Madeleine archipelago is prohibited unless the ballast water was pumped on board in a designated area off Canada’s east coast at a minimum distance of five miles from the shore. Masters should consult the document entitled A Guide to Canada’s Ballast Water Control and Management Regulations (TP 13617), published by Transport Canada.

The Department of Fisheries and Oceans (DFO) has determined that ballast water taken from:

1. any waters located west of 068°W,
2. any waters located within 10 miles of the Canadian shoreline,

may contain noxious products in such quantities or concentration that they would alter, degrade or destroy fish habitat within the Îles de la Madeleine archipelago. Therefore, only ballast water taken in areas not mentioned above may be discharged into Lagune de la Grande Entrée or within 10 miles of the Îles de la Madeleine archipelago (protected waters).

All vessels planning to de-ballast into the protected waters defined above shall, at least three days in advance, send a fully completed ballast water reporting form by e-mail to atlanticballastwater@tc.gc.ca. No release of ballast water into this protected zone may take place until authorized by a Transport Canada representative.

9.1 An ODAS light buoy (number 1411.2) marked IML-15, is anchored 25 miles WNW of Brion Island and 42 miles north of L’Étang-du-Nord.

10 Any person or vessel that contravenes these provisions is liable to severe fines under the Fisheries Act.

11 There is a regular vehicle and passenger ferry service operating between Souris (Prince Edward Island) and Cap-aux-Meules. An additional vehicle and passenger ferry service, operates seasonally between Montréal, Québec City, Gaspé and Cap-aux-Meules.

12 Current and tidal streams. — The speed and direction of the tidal streams around the Îles de la Madeleine archipelago vary considerably. They are influenced by the currents and winds of the Gulf of St. Lawrence.

13 A few miles off Île Brion and Rochers aux Oiseaux, north of the main group of islands, the current usually sets to the SE, but the flood current is encountered between the main group of islands and Île Brion. This flood current sets to the NW and breaks up into two currents where it meets Pointe de l’Est and Pointe Old-Harry – including the surrounding shoals. This deviates the current to the SW towards Île d’Entrée, nearly causing a slack in the bay between Île de la Grande Entrée and the cape Le Moine-Qui-Prie, as well as in Baie de Plaisance.

14 The other part of the tidal stream sets north of Île Brion, flowing from Pointe de l’Est to Le Gros Cap (on Île du Havre Aubert). The main part of the current sets to the SW, while the other part flows along the south shore of Île du Havre Aubert and meets the current coming from Pointe de l’Est. The currents join and gradually shift direction, while mixing with the generally weak flood currents which set to the west.

15 On the SE side of the islands, the ebb current flows strongly out of the lagoons and Baie de Plaisance, between Dune Sandy Hook and Île d’Entrée. It sets to the west along the south shore of Île du Havre Aubert, rounding the island, then sets to the NE along the north shore of the islands, between Le Gros Cap and Pointe de l’Est. Next, the ebb current sets to the NE on the sandy ridge lying about 1.2 miles NNE off Pointe de l’Est, where it meets with the main current which sets to the SE and which flows around the north side of the islands.

16 These conditions represent the general rule and are almost always present in fine weather, with occasional interruptions. The rate of these currents rarely reaches 1 knot, except close to the shore and around the points. The ebb current is usually stronger than the flood current and the westerly winds increase its speed, while the rate of the flood is increased by easterly winds. However, the meeting of the ebb currents added to the shallow depths and strong easterly winds cause a heavy and breaking sea.

17 The hourly surface current forecasts for the Gulf of St. Lawrence are available on the St. Lawrence Global Observatory website at www.ogsl.ca (click on the Ocean Forecasts link). This site provides a 48-hour forecast of the direction and speed of surface currents.

18 The tidal range is about 0.9 m during spring tides and about 0.6 m during neap tides. On the west shore of the islands, the tide is almost diurnal.

19 For more information on water levels, mariners should consult the Canadian Tide and Current Tables and the Tidal Information table shown on the charts. In addition, a network of digital water level gauges is in place along the St. Lawrence River and the Gulf of St. Lawrence, between Montreal and Cap-aux-Meules. COWLIS (Coastal and Ocean Water Level Information System), provides real-time water levels at different sites. Up-to-date information on water levels can be obtained by contacting the MCTS centres by VHF radio, calling the automated information service at 1-877-775-0790, or by visiting www.tides.gc.ca.

20 During winter, buoys are removed and some are replaced with spar buoys. For information on the positioning and removal of buoys consult the radio broadcast and/or written Navigational Warnings.
Îles de la Madeleine — East Coast

Chart 4950

21 Île de l’Est, NE of the Îles de la Madeleine archipelago, features a conspicuous isolated hill (47°37′N, 61°28′W) — also known as Cap Nord-Est, with cliffs which rise to 62 m in elevation. From a distance, one could mistake the cape as the NE end of the group of islands, because the land to the east is much lower.

22 Pointe de l’Est (47°37′N, 61°23′W), low and sandy, forms the east end of Île de l’Est. There are a few low sandy hills on the point and others further inland that reach higher elevations and form a range.

23 Pointe de l’Est National Wildlife Area (Environment and Climate Change Canada) is located near Pointe de l’Est; access regulations apply.

24 A sand bar, with a depth of 4 m, lies about 1 mile south of Pointe de l’Est. East cardinal light buoy YY (1480) is moored 2.4 miles east of Pointe de l’Est; a racon (— — •) operates from this buoy.

25 Récif Doyle — formed by pinnacles — has depths of 6.9 m and is situated 6.3 miles ESE of Pointe de l’Est. The sea very seldom breaks on the reef, other than during gales.

26 Île de la Grande Entrée features low hills and is located SW of Île de l’Est, which it connects with at Pointe Old-Harry, a narrow cape featuring moderately high red sandstone cliffs. The sandy bay which is entered between Pointe Old-Harry and Pointe de l’Est provides an anchorage sheltered from all winds except those from west to NE, through north; however, anchorage is not recommended because of the shoals lying on either side.

27 The wharf situated on the north side of Pointe Old-Harry is in ruins and its access is prohibited. Submerged boulders have been reported in the area. The hamlet of Old-Harry is located here.

28 Haut-fond Clark, with a depth of 4.9 m, lies 8.5 miles SE of Pointe Old-Harry.

29 Les Colombines, located SE of Île de la Grande Entrée, is a patch of rocky pinnacles and small areas of shallow water, with depths as little as 1.1 m.

30 Starboard hand light buoy Y8 (1481) is moored off Les Colombines, 3.2 miles SSE of Pointe Old-Harry.

31 Banc Goodwin, with a depth of 5.8 m, lies 6.6 miles SSE of Pointe Old-Harry.

Chart 4954

32 Havre de la Grande Entrée is the largest of the inner lagoons, extending SW to Île du Cap aux Meules.

33 The village of Grande-Entrée is located on the east side of the entrance to Havre de la Grande Entrée. There is a post office and fresh water is available. There is a medical clinic in Grosse-Île.

34 The charted depths are obtained by recurrent dredging. Owing to continuous silting and the shifting sandy shoals, mariners should expect to find less water than charted in some locations and should exercise extreme caution when entering the harbour. The depths and widths of the channel leading to Mines Seleine (Grosse-Île) wharf also vary. Mariners should expect to find less water in some locations. For the latest information on depths contact the Mines Seleine harbour authority at 418-985-2931. A combination of the flood current,
good visibility and fine weather conditions are essential to enter the harbour. **Pilotage** is available but not compulsory at Havre de la Grande Entrée. Tug assistance can be obtained at Cap-aux-Meules by contacting the Mines Seleine harbour master. The leading **lights** and **buoys** may be moved to mark the best channel.

35. **Two conspicuous towers**, standing at 40 m each and marked with red **lights**, are used for mining activities, are situated 0.6 mile north of Mines Seleine wharf. They are visible from the harbour’s entrance approaches. A telecommunication **tower**, marked with red **lights**, is situated on top of La Grosse Île.

36. The cape features a **light** (1484) with a fluorescent-orange daymark and a black stripe, shown from a mast. A **spoil ground** is located close NW of the leading line.

37. The section of the Public wharf at **Pointe de la Grande Entrée** west of the **launching ramp** is in **ruins**. A fish plant is situated SE of the wharf. Two boat basins are entered close east of the wharf. The harbour is managed by the harbour authority **Administration Portuaire du Havre de Pêche de Grande-Entrée**. (See ENC CA579084)

38. **Grosse Île sector light** (1485.5) (privately maintained) featuring an orange and black daymark, is on the southern part of the island; the white sector, showing an arc of 10 minutes, is centered on the bearing 034°04′. The white sector leads through **Chenal de la Grande Entrée**, passing close west of Île du Chenal.

39. Leading **lights** (private) (1486, 1486.1), in line bearing 287°, are located at about 0.5 mile west of Mines Seleine wharf.

40. **Mines Seleine wharf** is linked to the NW shore of the harbour by a **causeway** and catwalk measuring 380 m long and 10 m wide. The wharf is used primarily for loading salt used for road de-icing. On average, 1.4 M tonnes of salt are handled yearly. An abandoned **submarine cable** links the wharf’s inner end to Île Seleine.

41. Several **aquaculture** facilities, marked with yellow cautionary **buoys**, are located in Havre de la Grande Entrée; **caution** is advised in the vicinity of the aquaculture facilities.

**Chart 4950**

42. **Île Shag** (47°29′N, 61°42′W) is a small sandstone island, 18 m in altitude, lying close offshore about 7 miles SW of Île de la Grande Entrée.

43. An ODAS seasonal **buoy** MPO is moored close SE of Île Shag.

44. A **wind turbine**, 54 m in altitude and marked with a red **light**, stands close to the shore, 1.8 miles WSW of Île Shag.

45. **Buttes Pelées** (47°24′N, 61°46′W), on Île du Havre aux Maisons, about 11 miles SW of Île de la Grande Entrée, are **conspicuous**; they form cliffs which, on the east side, rise to an elevation of 108 m and are greyish-white with a reddish aspect at their base.

46. A **breakwater**, extending from the shore for 77 m to the east, is situated at **Dune-du-Sud**.

47. A decommissioned lighthouse, a white **tower** with a red upper part, is situated on the cape **Le Moine-Qui-Prie** (47°23′N, 61°46′W) which forms the SE end of Île du Qui-Prie aux Maisons.

48. **Butte Ronde**, a **conspicuous** hill of 102 m in elevation and featuring a cross on its summit lies close north of Le Moine-Qui-Prie.
Offshore dangers. — Chaîne Échouerie, a fishing ground composed of rocky pinnacles with a least depth of 2.1 m, extends east from Île du Havre aux Maisons. Récif Alright is a reef extending east from Chaîne Échouerie; a starboard hand light buoy Y12 (1487) is moored close east of the reef.

La Perle is a reef lying about 8 miles ESE of Le Moine-Qui-Prie. The reef is composed of rocks and has a least depth of 2.9 m. It is always dangerous to approach the reef since even a moderate sea breaks on it strongly. Starboard hand light buoy Y16 (1512) is moored on the east side of the reef.

Several aquaculture facilities are situated NNE and east of La Perle, and SE of Le Moine-Qui-Prie. These facilities are marked with yellow cautionary buoys and caution should be exercised in the vicinity.

Pointe-Basse, a hamlet located 0.7 mile west of Le Moine-Qui-Prie, shelters a fishing harbour. The harbour is formed by a breakwater-wharf and a breakwater. The wharf, 105 m long with an elevation of 1.6 m, has a 60-m section perpendicular to the wharf. There is also a spur wharf, 45 m long which is extended by a floating wharf 25 m long. Another floating wharf 25 m long iabuts the inside of the breakwater situated at the outer end of the wharf. A launching ramp is at the inner end of the west breakwater. A light (1495.5) marks the outer end of the west breakwater. The harbour is managed by the harbour authority Administration Portuaire de Pointe-Basse et Pointe-aux-Loups. (See ENC CA579102)

 Depths from the dredged areas shown on the Pointe-Basse diagram are obtained from recurrent dredging. Owing to continuous silting mariners should expect to find less water in some locations. For the latest information on depths it is recommended to check with the local authority.

Artificial reefs, with depths of 2.1 m, have been installed 0.9 mile WSW of Pointe-Basse wharf.

Havre aux Maisons is located on the west end of Île du Havre aux Maisons. The harbour is entered through a narrow buoyed channel; the buoys in the channel may be moved at any time to mark the best channel. Owing to continuous silting, the limiting depth inside the harbour may be less in some places.

A fixed highway bridge, with a vertical clearance of 6.3 m, links Île du Cap aux Meules...
and Île du Havre aux Maisons. The channel under the bridge is marked with lights and leads into Lagune du Havre aux Maisons. There are piles under the bridge, west of the channel. Overhead cables, with a least vertical clearance of 5.9 m, are 0.2 miles upstream from the bridge. Anchorage is prohibited on either side of the overhead cables area owing to the presence of submarine cables that cross the channel. A crib is located on the west side of the channel immediately downstream from the overhead cables. An outfall pipe extends from the shore just upstream from the overhead cables; a submerged crib, with a depth of 8.9 m, is located at the outer end of the outfall pipe. Another submerged crib, with a depth of 5.1 m, is 50 m NNW of the previous crib. A crib in ruins, drying 1 m, is on the west shore immediately upstream from the overhead cables.

Caution. — Owing to current, wind and wave dynamics, the shoreline in the area of the bridge may be changed. There are piles close upstream of the bridge.

Inside Lagune du Havre aux Maisons and near Pointe à Mounette there are wharves in ruins, a marina (Club nautique du Chenal) protected by two breakwaters, and a launching ramp. See the Appendix for marina facilities.

A small harbour, formed by two breakwaters, is located in Fatima, NNW of Pointe à Richard (47°24′N, 61°52′W). The harbour provides shelter to the wharf Quai du Cap-Vert, a marina and a launching ramp. A buoyed channel that leads through Lagune du Havre aux Maisons provides access to the facilities. Fuel is available.
There are several aquaculture facilities in Lagune du Havre aux Maisons. These facilities are marked with yellow cautionary buoys and caution should be exercised in the vicinity.

Port de Cap-aux-Meules

Chart 4956

Île du Cap aux Meules is located close SW of Île du Havre aux Maisons. The coast of the island is lined with cliffs in several areas that steadily gain elevation to form the conspicuous peak of Butte du Vent, situated in the centre of the island. Cap aux Meules, 45 m in elevation, is a conspicuous grey sandstone point situated near the centre of the island’s east coast. There is a lookout on the cape.

Towers marked with red lights, conspicuous from seaward, are situated 0.6 miles north of Cap aux Meules.

The village of Cap-aux-Meules, located near the cape, is the islands’ administrative centre. Facilities in Cap-aux-Meules include a hospital, post office, shipyard, several businesses, mechanical workshops, hull repair shops, electronics, grocery and hardware stores, and accommodations. Ferries for vehicles and passengers link the island to Île d’Entrée, and to the mainland via Souris (Prince Edward Island) and Montreal. There are also ferry and cruise ship terminals. Îles-de-la-Madeleine Airport is located on Île du Havre aux Maisons.

Port de Cap-aux-Meules is a harbour that features, in its NE section, a large basin protected by wharves and a breakwater and open year-round. Pilotage services are available upon request by contacting CTMA. Tugs of 500 to 750 HP are available from CTMA Dragage & Remorquage at 418-937-7018.

Leading lights (1497, 1498), in line bearing 330°, featuring fluorescent orange daymarks with a black vertical stripe, are situated on the jetty that extends in a SE direction. A light (1496.5) is shown from a mast and marks the outer end of the breakwater.

The north, west and south sides of the basin are fringed by wharves. The NE part of the harbour has two wharves used by the ferries; a dolphin is linked to the west wharf. Mariners must refer to the current chart to know the depths along the wharves. In the northern part of the harbour, there is a 7-m wide slipway equipped with a 100-tonne capacity travel lift. Electricity, fresh water and diesel are available at the wharves. The bulk of the handled goods are petroleum products and miscellaneous cargo.

A seasonal floating wharf, used as a landing pier for cruise ship shuttles, is attached to the spur wharf in the SW part of the basin.

An 89-m long wharf equipped with a Ro-Ro ramp is situated on the south side of the harbour. The 180-m long jetty extends in a SE direction. The decks of the wharves/jetties have the following elevations: 1.8 m (south wharf), 2.3 m (jetty extending in a SE direction), 2.6 m (ferry wharf located north of the basin) and 1.3 m for the other wharves. An outfall pipe extends 82 m from the shore, close to the east breakwater’s inner end.

Oil tankers must obtain assistance from tugs to access the harbour. A cathodic protection system to control corrosion is in operation at the Cap-aux-Meules commercial wharf and at the two wharves used for the ferries. When berthing at these wharves specific operating procedures must be observed to prevent damage to vessels. Pre-
authorization from the harbour master must be obtained prior to performing diving work. For more information, as well as directives to follow, contact the Harbour Master at 418-986-3785 or 418-937-7635. Schedule B of Practices and Procedures for Public Ports published by Transport Canada (www.tc.gc.ca) states the following: “Oil tankers and ships involved in a towing operation shall not enter/depart/maneuver within the limits of the Public Port of Cap-aux-Meules when the speed of the wind is greater than 20 knots.”

Port de Cap-aux-Meules also has a second basin in the SW part which is protected by breakwaters. There is a 150-m long Public wharf, with floating wharves, which forms the north side of the basin. A marina (Club nautique de Cap-aux-Meules) is situated in the SE part. See the Appendix for marina facilities. A seasonal light (1498.5) is shown from a mast and marks the SW end of the south breakwater, at the entrance to the basin. This part of the harbour is managed by the harbour authority Administration portuaire du Havre Polyvalent de Cap-aux-Meules.

A Canadian Coast Guard seasonal search and rescue station operates from Cap-aux-Meules. Requests for assistance can be addressed at any time to the Marine Rescue Sub-Centre (MRSC Quebec) via a Coast Guard Radio Station by VHF radio on channel 16 (156.8 MHz) or on the 2182 kHz frequency, by digital selective calling (DSC) frequency, by telephone at 1-800-463-4393, or by cell phone by dialing *16, which will establish a direct contact with the closest MCTS centre. It should be noted that it is not possible for the Canadian Coast Guard to trace the origin of calls made using a cell phone and that some areas do not have cellular coverage.

Ice. — Shore-fast ice usually begins to form in mid-December and its concentration increases in the approach to Port de Cap-aux-Meules a month later. Generally, the ice cover decreases to mere tenths in mid-April and this whole area is clear of ice by mid-May.

Chart 4950

Pointe de l’Échouerie is situated 1.5 miles SSW of Cap-aux-Meules.

Le Gros Cap, the SE end of Île du Cap aux Meules, forms a high ledge 18 m in elevation. A tower, 49 m in elevation and marked with red lights, is situated 2 miles WNW of Le Gros Cap.

Rocks, awash, extend up to 25 m off Le Gros Cap and breakers occur in the vicinity.

Île du Havre Aubert is the SW island of Îles de la Madeleine and is linked to Île du Cap aux Meules by two sandy ridges, which protect a large and shallow lagoon.

There are conspicuous towers on the island. Les Demoiselles (47°14′N, 61°52′W) are two conspicuous rounded hills of 69 m and 82 m in elevation, which provide good landmarks in the approach to Havre Aubert from the NE. The north face of the highest of the two hills shows dark red cliffs. An illuminated cross, 53 m in elevation, dominates the hill situated 0.2 mile east of Les Demoiselles.

Baie de Plaisance, which can be entered between Île du Havre Aubert and Île du Cap aux Meules, is the best roadstead of the Îles de la Madeleine archipelago and the only one where vessels can find shelter during the summer months; easterly gales are very
uncommon during this period. However, when anchoring in this bay, mariners should be extremely cautious during easterly gales.

Chart 4957

79. There is good anchorage with a depth of 8 m, sandy clay bottom, with Cap Gridley (47°14′N, 61°50′W) bearing SSW, 0.7 mile distant. The cape, which displays grey sandstone cliffs on its NE side, forms the NW entrance point to Havre Aubert. Larger vessels can anchor further offshore in depths of 9 m.

80. There are artificial reefs, with depths of 4.5 m, located 1.4 miles NW of Cap Gridley. Their purpose is to enhance the marine environment by restoring and improving marine productivity and biodiversity.

81. The submerged ruins of a jetty, extending 136 m from the shore, are situated close west of Pointe Shea.

82. Havre Aubert is entered between Cap Gridley and the tidal sandy flats to the SE. The very narrow entrance channel is buoyed. A sector light (1505.5), with a white and red daymark, is situated on the south side of Havre Aubert near Pointe à Fox. The white sector leads into the entrance channel. Remains of a wharf, composed of concrete blocks protecting a point, are situated 95 m south of Cap Gridley.

83. The village of Havre-Aubert has a post office and several restaurants, shops, an aquarium and a museum. There is a medical clinic in the village of Bassin.

84. A Public wharf, 160 m long with an elevation of 1.4 m, borders the entrance channel. A cathodic protection system to control corrosion is in operation at the wharf. When berthing at this wharf specific operating procedures must be observed to prevent damage to vessels. For more information, as well as directives to follow, mariners should contact the harbour authority Administration Portuaire de l’Île du Havre-Aubert at 418-937-2858. A small basin is adjacent to the Public wharf; there are floating wharves and a launching ramp nearby. Refer to the chart for depth information. Another wharf, 100 m long, forms the NW side of the basin; water and power are available. Owing to continuous silting mariners should expect to find less water in some places.

85. A marina (Club nautique Les plaisanciers du Havre) has a 111-m long jetty and is situated in the NW part of Havre Aubert. Floating wharves are adjacent to the jetty. See the Appendix for marina facilities. The entrance channel to the marina is buoyed (privately maintained) and subject to silting. For the latest information on depths, boaters should contact the Harbour Master.

86. There is good anchorage for small craft in Havre Amherst and there are private mooring buoys.

87. Ice. — Shore-fast ice usually begins to form in mid-December and its concentration increases in the approach to Havre Aubert a month later. Generally, the ice cover decreases to mere tenths in mid-April and the whole area is clear of ice by mid-May.

Chart 4950

88. Île d’Entrée (47°17′N, 61°42′W) is the highest island of the Îles de la Madeleine archipelago and the only inhabited island that is separated from the main group. Big Hill (47°17′N, 61°42′W) — unnamed on the chart — is the summit of Île d’Entrée rising to an elevation of 169 m. The
east coast of Île d’Entrée is composed of red cliffs, ranging from 50 to 100 m in elevation between Cap Blanc and Cap Noir. La Cormorandière is a conspicuous red sandstone rock, close off the island’s NE shore.

89 A light (1511) is shown from a tower on top of a cliff at La Black Head, situated at the NE end of Île d’Entrée.

A decommissioned lighthouse, in the form of a white tower and a red upper section, is situated on Pointe de la Light, on the south side of Île d’Entrée.

90 The village of L’Île-d’Entrée is situated on the west side of the island. There is a post office and medical clinic. A seasonal vehicle and passenger ferry service operates between the island and Île du Cap aux Meules.

91 Two breakwaters form a harbour close to the village. A Public wharf, protected by a breakwater to the SW, has a 90-m long east face; the ferry uses the first 38 metres at the north end of the wharf. There are also floating wharves and a launching ramp. The north end of the west wharf is reserved for the ferry and features a loading ramp. Seasonal lights (1510.3, 1510.6), situated on the outer end of each breakwater, mark the entrance to the harbour. The harbour is managed by the harbour authority Administration Portuaire de l’Île d’Entrée. (See ENC CA579168)

92 On the L’Île-d’Entrée diagram, the depths shown in the dredged areas were obtained from recurrent dredging. Owing to continuous silting mariners should expect to find less water in some places. For the latest information on depths it is recommended to check with the local authority.

93 La Passe, with a depth of 5 m, is a narrow buoyed channel passing between Île du Havre Aubert and Île d’Entrée. Owing to silting, depths in La Passe may be less than shown on the chart. An abandoned submarine cable extends between the Public wharf at L’Île-d’Entrée and the NE end of Dune Sandy Hook (47°16′N, 61°47′W). A group of drying rocks, named La Digue, on which breakers occur, are NE of the starboard hand light buoy YM12 (1508).

Îles de la Madeleine — South and West Coasts

95 The south coast of Île du Havre Aubert — between Dune Sandy Hook and the lagoon Le Bassin, situated nearly 5 miles WSW — is formed by sand dunes and beaches with shoal water extending 0.5 to 1 mile offshore. The shore becomes high and steep 1.5 miles west of the entrance of Le Bassin.

96 A decommissioned lighthouse, a white tower with a red upper section, is situated on top of Cap du Sud (47°13′N, 61°58′W).

97 Aquaculture facilities, marked with yellow cautionary buoys, are situated within Le Bassin.

98 There is an anchorage — sheltered from winds NW to NE, through north — off the entrance to Le Bassin, with depths of 10 to 15 m, sand bottom.

99 Anse à la Cabane is a small bight between Cap du Sud and Le Gros Cap, 1.4 miles to the west. It offers a safe anchorage during NE winds; the best anchorage is in the middle of the bay, about 0.8 mile offshore, with depths of 10 to 15 m, sand bottom.

100 There is a fishing harbour at L’Anse-à-la-
Cabane (Millerand) close NW of Cap du Sud. A breakwater extends easterly from the L-shaped Public wharf, 103 m by 135 m. Another breakwater protects the SE side of the harbour; the channel between the two breakwaters is 59 m wide. There is a launching ramp and a fish plant at the wharf. The harbour is managed by the harbour authority Administration portuaire de l’île du Havre-Aubert. (See ENC CA579170)

101 On the L’Anse-à-la-Cabane diagram, the depths shown in the dredged areas were obtained from recurrent dredging. Owing to continuous silting mariners should expect to find less water in some places. For the latest information on depths it is recommended to check with the local authority.

102 A seasonal light (1499.3) is shown from a mast on the outer end of the SE breakwater. Another seasonal light (1499.35) is shown from a mast on the east outer end of the breakwater adjacent to the wharf.

103 Fond Georges, a shoal with a depth of 15.5 m, is situated 12.1 miles SE of Île du Havre Aubert.

104 Le Corps-Mort is an island situated about 7.5 miles west of Île du Havre Aubert; it is rocky, steep and resemble a pyramid when seen from the east or west, but when seen from the north or south, it looks like a horizontal human body.

105 A reef extends one mile SE from the east extremity of Le Corps-Mort. Soundings give little warning as you approach Le Corps-Mort, as the depths remain fairly even. A shoal area, with a depth of 15.9 m, is situated 5.1 miles SSW of Le Corps-Mort.

106 West Coast of Île du Havre Aubert. — The coast between Le Gros Cap and the hamlet of L’Étang-des-Caps presents red cliffs rising to an elevation of nearly 30 m. Shoal water extends up to 0.5 mile off this part of the coastline and the bottom is uneven. The ruins of two jetties extend from the shore about 2.1 miles NNW of Le Gros Cap.

107 West Coast of Île du Cap aux Meules. — Île aux Goëlands is situated close off the SW extremity of Île du Cap aux Meules; the island is small and rocky, rising to an elevation of 19 m. Cap à Savage (47°22′N, 61°58′W) — unnamed on the chart — situated close NE of Île aux Goëlands, is steep and rocky. An above-water wreck and submerged ruins lie close to the extremity of Cap à Savage.

108 Anse de l’Étang du Nord is a cove entered between Cap à Savage and Cap à Fidèle, 0.5 mile to the north. In the cove there are three breakwaters protecting a fishing harbour. One of the breakwaters extends perpendicularly 120 m SE from the north breakwater. Seasonal lights (1491.1, 1491.2, 1491.3), shown from masts, mark the end of each breakwater and light buoys mark the entrance channel. The south breakwater has collapsed. There are submerged rocks on either side of the riprap. The village of L’Étang-du-Nord has a post office, restaurants, accommodation and tourism services are also available.

109 There are two Public wharves in Anse de l’Étang du Nord; one wharf can accommodate a few small craft with authorization from the port authority. There is also a marina (Marina L’Étang-du-Nord) and a launching ramp in Anse de l’Étang du Nord. See the Appendix for marina facilities. The first wharf, 200 m long with a deck elevation of 1.3 m, extends along the north breakwater. A floating wharf, 70 m long, is situated along the breakwater extending in a SE direction. The second wharf,
with its west face encased in stone, extends 130 m with a perpendicular section at its inner end. This harbour is managed by the harbour authority Administration du Havre de pêche de L’Étang-du-Nord. (See ENC CA579147)

A decommissioned lighthouse, a white tower and a red upper section, is situated on top of Cap du Phare (47°23′N, 61°58′W). Submarine telecommunication cables run from the shoreline, northwesterly to landfall on the mainland at L’Anse-à-Beaufils in the Gaspésie region (Quebec). Mariners must consult the chart to locate the cables and are cautioned against anchoring near them.

**Offshore dangers.** — The Récifs du Cheval Blanc are reefs lying about 5 miles west of Île aux Goëlands, forming a group of pinnacles nearly 183 m in diameter on which the sea breaks and with a least depth of 3.4 m.

Pierre du Gros Cap, lying 4 miles NW of Cap du Phare, is a reef with a least depth of 6.2 m; the sea breaks over the reef only in heavy weather.

**Îles de la Madeleine — NW and North Coasts**

Between Cap du Phare and Cap de l’Hôpital, 3.3 miles to the NE, the coast of Île du Cap aux Meules is rocky and generally composed of red sandstone cliffs. A breakwater extends offshore for about 90 m near Anse de l’Hôpital (unnamed on the chart). An above-water wreck lies on Dune du Nord, 5.5 miles NE of Cap de l’Hôpital.

The coast between Cap de l’Hôpital and Île aux Loups, about 10 miles to the NE, is formed by sand dunes and sandy beaches. Île aux Loups is composed of sandstone cliffs.

There is a 46-m long Public breakwater-wharf at Pointe-aux-Loups. There is a launching ramp. South of the wharf there is a 190-m long breakwater extending in a NW direction. The harbour is managed by the harbour authority Administration Portuaire de Pointe-Basse et Pointe-aux-Loups. (See ENC CA579220)

A light (1491.5) shown from a mast is at the outer end of the north breakwater.

Owing to continuous silting mariners should expect to find less water in some locations. For the latest information on depths it is recommended to check with the local authority.

The coast between Île aux Loups and Cap du Dauphin, which is at the north end of La Grosse Île and situated 9.5 miles to the NE, is composed of sand dunes and sandy beaches. Cap du Dauphin forms a steep bluff. However, the highest elevation, 93 m, is at the SW end of La Grosse Île.

Récif Glawson, with a depth of 11.2 m, lies 5.3 miles west of Cap du Dauphin, at the east end of a rocky shoal.

Two conspicuous towers, 40 m high, marked with red lights and used for mining activities, are situated 1.4 miles WSW of Cap du Dauphin; the towers can be seen from any
area north or west of La Grosse Île. A telecommunication tower, marked with red lights, is situated on top of La Grosse Île.

121 The harbour at Grosse-Île-Nord, protected by two breakwaters, is situated on the east side of Cap du Dauphin. There is a 100-m long wharf in the north part of the harbour, as well as floating wharves and a launching ramp. Another breakwater, detached from the shore, is 121 m NNE off the harbour entrance; this breakwater is 175 m long. (See ENC C4579101)

122 A seasonal light (1481.6) is shown from a mast on the outer end of the south breakwater. A second light (1481.3) marks the outer end of the north breakwater. Cautionary light buoy YGR (1481.2) is moored just to the north of the north breakwater. Starboard hand light buoy YG2 (1481.1) is moored at the entrance of the dredged area leading to the harbour.

123 Depths from the dredged areas shown on the Grosse-Île-Nord diagram are obtained from recurrent dredging. Owing to continuous sifting mariners should expect to find less water in some locations. A sand bar, running in an east-west direction, with a depth of 1.3 m in places, lies NE of the harbour entrance. For the latest information on depths, it is recommended to check with the local authority.
however, its lower part is closed (former lighthouse structure). A **conspicuous** telecommunication **tower** stands on top of Rocher aux Oiseaux. Other historic buildings around the former lighthouse structure can still be seen.

133 A **rocky shoal** extends between Île Brion and Rochers aux Oiseaux. Even though the least depth over the shoal is 10.3 m, a swell forms over this ridge and groundings have occurred. Mariners are advised against sailing over the shoal.

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124 The coast between Cap du Dauphin and Pointe de l’Est, composed of sand dunes and sandy beaches, curves over a distance of 6 miles. With NE winds the sea heaps up and waves swell, making navigation in this area hazardous. East of Cap du Dauphin there is an **anchorage**, sheltered from south winds, with a good holding ground and sand bottom.

125 Île Brion (47°47′N, 61°28′W), situated 9 miles north of the main group of islands, is composed of layers of red sandstone, red clay and gray sandstone. The rock forming the cliffs projecting over a large part of the shore is soft and brittle. Wave erosion, combined with bad weather has formed caves and grottos in the cliffs. The peninsula at the east extremity is connected to the island only by a narrow drying sandy run.

126 The island is partly covered by stunted trees. The highlands also present a large vegetated green area. The cliffs on the north side of the island are much higher than those on the south side, which are indented by several small coves. The island’s highest point is situated in the NE part. Île Brion is an ecological reserve and access regulations apply to this protected area.

127 A **light** (1479) is shown from a white tower on **Cap Noddy**, which is the west end of the island.

128 There is an **anchorage** sheltered from north winds 1 mile offshore in the roadstead situated SE of Île Brion in depths of 10 m, sand bottom. In fine weather and when the wind blows from the south, there is an **anchorage** off the bay indenting the north shore of the island. A **wreck**, in 7.3 m of water, lies north of Île Brion, north of the bay.

129 **Rochers aux Oiseaux** is a group of rocks lying 10.5 miles ENE off Île Brion; the rocks are composed of red sandstone affected by wave erosion. In general, the cliffs around the rocks rise vertically. Northern gannets and other seabirds nest on all the ridges and in each crack in the cliffs. **Rochers-aux-Oiseaux Migratory Bird Sanctuary (Environment and Climate Change Canada)** is also located in this area and access regulations apply to this protected area.

130 **Rocher aux Oiseaux**, 40 m in elevation, is the SE rock of the group. **Rocher aux Margaulx** is smaller and lower; it is divided into three hummocks linked to each other at the base. **Breakers** occur about midway between Rocher aux Oiseaux and Rocher aux Margaulx.

131 A **light** (1478), on top of Rocher aux Oiseaux (47°50′N, 61°09′W), is shown from a skeleton tower
Chapter 3

Northumberland Strait

Confederation Bridge

Chart 4023

1 Northumberland Strait separates Prince Edward Island from the coast of Nova Scotia and New Brunswick, and is about 160 miles long. The navigable breadth of the narrowest part, Abegweit Passage, off Cape Tormentine (46°07'N, 63°46'W), is 5.5 miles.

2 The hourly surface currents forecasts for the Gulf of St. Lawrence are available on the St. Lawrence Global Observatory website at www.ogsl.ca (click on the Ocean Forecasts tab). A mariner can obtain hourly details of the direction and speed of surface currents forecasted for the subsequent 48 hours.

3 Dense fogs seldom occur in Northumberland Strait. The prevailing SW wind of summer loses much of its moisture in passing over the land of Nova Scotia and becomes a warm dry wind off its northern coast.

4 The Anchorage Regulations prohibit anchorage in a two mile wide area crossing the Northumberland Strait to safeguard submarine power cables. The limits of the area extend from the vicinity of Cape Bruin, New Brunswick (46°11'N, 63°59'W), to Fernwood, P.E.I. A number of submarine cables cross Northumberland Strait close SE of the Confederation Bridge. These extend from the New Brunswick shore around Cape Tormentine to land near Port Borden, P.E.I.; some also land along the shore close west of Bells Point. This is not an official cables area, and is not covered under the Anchorage Regulations. Caution is advised.

5 Mariners are requested to exercise caution when navigating near the ferry crossing between Caribou Harbour and Wood Islands. Ferries, when either approaching or leaving a terminal and when operating at reduced speeds, are not as manoeuvrable as other vessels. Vessels fitted with radiotelephone should make use of bridge-to-bridge communications in compliance with good navigational practices.

6 The Confederation Bridge crosses the Northumberland Strait joining Jourimain Island, New Brunswick, and Borden Point, Prince Edward Island, 6.9 nautical miles distant. The Northumberland Strait Vessel Traffic Services Zone has been established to facilitate traffic through the
Northumberland Strait. For additional information, consult the Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg Arctic and Pacific).

7 The bridge is composed of 44 concrete navigation spans. Pier 1 is the easternmost above water on the Prince Edward Island side, and Pier 44 is the westernmost above water on the New Brunswick side.

8 For important information concerning navigation in the approaches to and under the Confederation Bridge, consult the Guidelines for Navigation Under The Confederation Bridge (https://www.tc.gc.ca/eng/marinesafety/tp-tp13681-menu-625.htm).

9 It has been reported that during summer, in the early evening and early morning, the piers of the Confederation Bridge become surrounded by fog across its entire length. In the evening, bridge superstructure could cool more quickly than the surrounding air, and heat would be conducted away from the piers to cool the surrounding air to below the dew point. In the morning, the bridge could take longer to heat in the upper levels and conduct heat away from the piers to cool the surrounding air to below the dew point.

Cape George to Pictou Harbour

Chart 4404

10 The coast between Cape George and Merigomish Harbour, 27 miles SW, is bold and free of off-lying dangers. The land rises to a ridge 2 to 3 miles inland and reaches a summit of 335 m, 3.5 miles south of Arisaig Point.

11 There is a Public wharf at the community of Livingstone Cove, 3.5 miles west of Cape George. The east face of the outer section, 21 m long, has a least depth of 1.2 m alongside. The east face of the inner section, 52 m long, has depths up to 1.8 m alongside. The adjoining marginal wharf has depths up to 0.6 m alongside, and there are shoaler depths in the approach. Livingstone Cove offers no shelter during westerly winds and only fair shelter from northerly winds. A light (892.5) is shown from a mast on the outer end of the Public wharf.

12 Malignant Cove, 10 miles SW of Cape George, has a small stream at its head, and is a good landing place for boats. Sugarloaf Hill, 196 m in elevation, lies 1 mile inland. Frenchmans Barn is a conspicuous rock formation 2 miles SW of Dunn Point, the SW point of Malignant Cove.

13 There is a small boat harbour on the west side of Arisaig Point, 2.6 miles SW of Dunn Point. A breakwater 147 m long, extending from the point, has berthing space on its east side in depths of 0.6 m
to 1.2 m. A light (894.1) having a green and white daymark, is shown from a skeleton tower at the outer end of the breakwater. A second L-shaped wharf extends 85 m from the shore on the SE side of the harbour; the L-end is 40 m long. A light (894.2) having a red and white daymark, is shown from a mast at the outer end of the wharf. There are two floating wharves extending from the inside face. A marginal wharf, 29 m long, and a launching ramp, 7.3 m wide, lie at the head of the harbour. There is a depth of 0.6 m alongside the marginal wharf. A conspicuous white building, built to resemble a lighthouse, is situated close NW of the harbour at Arisaig.

A rock breakwater, 74 m long and 12 m wide, is situated close east of the outer breakwater. The white steeple of the church at the community of Arisaig is conspicuous. A wind farm, comprised of 27 turbines, is visible for miles in the area of Lismore. The turbines are centered on a location atop Browns Mountain, 3.5 miles SE of Lismore. Each turbine is marked by a white strobe light for daytime, and a fixed red light for nighttime visibility.

Big Merigomish Island, 150 feet (46 m) in elevation, is composed of clay and sandstone with thin seams of coal visible at Coal Point, where the cliffs are 35 feet (11 m) in elevation. A sand dune 2.5 miles long connects the east end of the island to the mainland.

At the community of Lismore, 5.4 miles SW of Arisaig Point, two breakwaters, 37 m apart, form a very active fishing harbour. Sand bars sometimes obstruct the entrance. The east breakwater, 194 m long, has an L-end 46 m in length. The east face of the breakwater is a Public wharf with a berth 192 m long and depths of 0.6 to 1.2 m alongside. A light (896) is shown from a mast on the outer end of the east breakwater. A light (896.1) is shown from a mast on the outer end of the west breakwater. Another light (895) is shown from a skeleton tower, having a red and white rectangular daymark, situated on the shore near the wharf.}

A conspicuous wind farm, comprised of 27 turbines, is visible for miles in the area of Lismore. The turbines are centered on a location atop Browns Mountain, 3.5 miles SE of Lismore. Each turbine is marked by a white strobe light for daytime, and a fixed red light for nighttime visibility.

Chart 4445

Big Merigomish Island, 150 feet (46 m) in elevation, is composed of clay and sandstone with thin seams of coal visible at Coal Point, where the cliffs are 35 feet (11 m) in elevation. A sand dune 2.5 miles long connects the east end of the island to the mainland.

The entrance to Merigomish Harbour (45°39’N, 62°27’W) lies at the west end of Big Merigomish Island, between Kings Head and Merigomish Point. The buoys channel between the shoal banks is only 700 feet (213 m) wide and, at the entrance to the inner harbour between Savage Point and Dulse Rocks, it narrows to 300 feet (91 m). The tidal streams at this point frequently run at a rate of 5 knots, but within the harbour, the rate is generally less than 1.5 knots.

The harbour extends 5 miles to the east within Big Merigomish Island, and also 4 miles SW up a bay containing many islands, coves and precipitous headlands. Several small streams enter the harbour. Good small craft anchorage is available in the harbour, however, there are a few aquaculture sites. A submarine
20 A T-shaped Public wharf is situated 0.3 mile NE of Savage Point. A marked channel, narrow and shallow, leads from abreast of Savage Point to the wharf. The outer face is 80 feet (24 m) long with a least depth of 4 feet (1.2 m) alongside. A floating wharf, 55 feet (17 m) long, extends from the east end of the wharf. It has a least depth of 5 feet (1.5 m) alongside.

21 A wharf, 110 feet (33.5 m) long and 29 feet (8.8 m) wide, with a depth of 2 feet (0.6 m) at the outer end, is situated 0.4 mile SSE of Hardwood Point. There is no berth on the north side, while the inner portion dries.

22 Little Harbour, 3 miles west of Merigomish Harbour, is entered between Roy Island and Black Point and is only suitable for small boats. Narrow, intricate channels lead through drying flats into shallow inner basins with only a few small pools where the depths are from 6 to 10 feet (1.8 to 3 m). Several aquaculture sites are reported to be established in the harbour. Roy Ledge, a rocky shoal with a least depth of 11 feet (3.4 m), lies 0.3 mile north of Roy Island.

23 Between Little Harbour and the entrance to Pictou Harbour, the coast is lower and shoal water extends farther offshore. Roaring Bull Point presents a low cliff to seaward, marked by a conspicuous red patch. A reef of sandstone extends 0.3 mile NE from the point and terminates in a rock drying 4 feet (1.2 m). Chance Harbour, to the SE of the point, is nearly dry at low water.

24 A Public wharf used by fishing vessels is situated at the point close west of Roaring Bull Point; it is protected by a rock breakwater. The wharf is 291 feet (89 m) long and 20 feet (6 m) wide with depths of 3 to 4 feet (0.9 to 1.2 m) along the south face of the outer section. This section is decked, and the deck has an elevation of 4 feet (1.2 m). The inner portion has floating docks extending alongside for 170 feet (52 m).

25 Mackenzie Head, 2 miles west of Roaring Bull Point, is a sharp pointed cliff of clay and sandstone 12 m in elevation. Mackenzie Shoal is a rocky bank with a least depth of 4.3 m, extending from 0.6 to 0.8 mile NE of Mackenzie Head. Vessels should not pass south of this shoal.

26 Pictou Road, between Mackenzie Head and Logans Point, although open to NE winds, affords...
good anchorage in 9.1 m, clay and mud, 1 mile north of Mackenzie Head.

27 Macdonald Reef extends 0.4 mile east of Logans Point, with a rock drying 0.1 m near its outer edge. Starboard hand light buoy SP6 (911.5) is moored close east of Macdonald Reef. The 5 m contour line runs almost parallel to the coast, about 0.35 mile offshore to Cole Point, a clay and sandstone cliff 9.1 m in elevation, from which Cole Reef extends 0.4 mile.

Chart 4938

28 Pictou Harbour is entered from Pictou Road between Lowdens Beach and Lighthouse Beach. About 2 miles inside the entrance, the harbour expands into three arms, the mouths of East River of Pictou, Middle River of Pictou, and West River of Pictou. A causeway blocks the entrance to the West River of Pictou and Middle River of Pictou. The harbour is usually closed by ice from the beginning of January to mid April.

29 Pictou Harbour is a Public Harbour administered by the Department of Transport. The harbour includes all navigable waters west of a line joining Roaring Bull Point (45°40'48"N, 62°34'30"W) to Logans Point (45°42'54"N, 62°38'20"W); (chart 4404).

30 The town of Pictou, population 3186 in 2016, stands on the north shore of the harbour and on the slope of a ridge rising to 61 m. A spur of this ridge forms Battery Point. The most conspicuous building is the Catholic church, of red brick with a spire, situated near the summit of a hill east of the town. A large blue water tower is also conspicuous. A very tall chimney, marked with strobe lights, has been constructed at the power plant in the vicinity of Stonehouse Point and is reported to be visible from seaward.

31 The least depth in the channel, over the bar, is 6.7 m. Within the bar, depths of 7.5 to 12 m extend nearly to the causeway. The channel is buoyed.

32 Leading lights (903, 904), in line bearing 262°, lead over the bar. The front light is shown from a white square tower having a red stripe, and a red upper portion. The rear light is shown from a skeleton tower having a white daymark with a red vertical stripe. The lights are situated on the north shore about 0.7 mile west of Lighthouse Beach. The leading lights are remotely activated by VHF Radio. To activate: depress radio microphone switch 5 times within 5 seconds, on VHF channel 65A (156.275 MHz). The lights will activate for 30 minutes, and if additional time is required, this
procedure can be repeated. A light (906.4) is shown from a skeleton tower with a red and white daymark at the NW end of Lighthouse Beach. Fairway light buoy SJ (900.5) is moored 1.4 miles ENE of Cole Point.

Pilotage is available but not compulsory. As the channel over the bar is only 122 m wide, with tidal streams sometimes attaining a rate of 2.5 knots, pilotage is recommended for those without local knowledge. Within the harbour, tidal streams of about 0.5 knot can be expected.

Masters of vessels requiring a pilot should report via any coastal radio station their ETA to Pilots Pictou, 12 hours before arrival at the pilot boarding station. The station is located 1.8 miles NNE of Roaring Bull Point (Chart 4404). Arrangements for a pilot are normally made through the vessel’s local marine agent, or else directly with the Atlantic Pilotage Authority (APA). The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

The master of a vessel that is to depart or make a move and requires a pilot must report four hours prior to the ETD.

A wharf (Pier C), is 198 m long with depths of 5.7 to 8.3 m along the east side and 6.3 to 8.2 m along the outer 137-m length of the west side. There is a freight shed on the wharf. Pier C is operated as a Public port and is privately operated by Straitline Stevedoring Ltd., Pictou, N.S.

Pier B, next westward, has a depth of 5.2 m at the outer end and 2.4 to 3.4 m along the sides. A small marina is operated from this pier, at Town Point. It also serves as a base for a seasonal Inshore Rescue Boat, operated by the Canadian Coast Guard.

West of Pier B is a wharf in a state of disrepair. Close west of this, is the Northumberland Fisheries Museum wharf.

At Pictou Landing, on the south side of the harbour, two L-shaped Public wharves extend 105 m from the shore, to form an enclosed boat basin. Two lights (905.4, 905.5) are shown at
the entrance to the basin. A floating wharf 60 m long lies at
the head of the basin, with depths of 2.1 m alongside. Depths
inside the west wharf range from 1.5 to 4 m. Inside the east
wharf, depths range from 2.1 to 3.3 m. There are berths along
the outer (eastern) face of the east wharf, with depths ranging
from 1.5 to 2.4 m. A launching ramp is located close west
of the basin; adjacent is a breakwater 25 m long, and there
are submerged ruins of a wharf extending from the breakwa-
ter NNW for 75 m.

An abandoned submarine cable crosses the harbour close north of Seaview Point to the opposite shore near Moodie Point. Another abandoned cable is laid from the NW end of Lighthouse Beach to a position near Moodie Point. A wreck lies on the bottom at 6 m, on the edge of the main channel, 0.7 mile west of Christie Point. There is also an underwater pipeline extending 680 m from Norway Point, to a private light buoy.

Aecor Atlantic Industrial Inc. operates a ship repair facility at Battery Point. The marine railway has a capacity of 4000 tonnes. The east wharf is the load-out wharf and the west wharf is the outfit wharf. The outfit wharf is 213 m long with a limiting depth of 4 m alongside.

The usual anchorage is to the east of the Pictou wharves in 10.3 to 12.1 m, mud. Anchorage is prohibited in the area within a radius of 305 m from the inner end of the marine railway.

Water and diesel oil are available at the quay. A fresh water line is laid onto Pier C; electrical power is available. Provisions and fuel are easily obtained in the town.

At Campbell Point, 0.45 mile NE of Battery Point, the Pictou Marina is entered between two breakwaters about 23 m apart. There is a depth of about 1.5 m in the entrance and 1.8 m alongside the floating wharves. Haulout services, repairs, gasoline, marine hardware, fresh water and limited overnight berthing are available.

Hector Quay Visitors Marina operates in summer at the west end of Pictou Harbour. A replica of the ship Hector is located there, along with an interpretive centre. There are 25 berths with a reported minimum depth of 2.4 m. There is also water and power, showers and laundry, and a pump-out. Fuel and provisions are available nearby. A light (906.6), privately maintained, is shown at the outer end of the floating wharf.

The East River of Pictou is navigable from Pictou to New Glasgow, a distance of 6.5 miles, and is entered close east of Abercrombie Point. The narrow channel is marked by leading lights and buoys which may be moved to suit the conditions prevailing.

The channel from the river entrance to Trenton, a distance of 4.5 miles, is in three long reaches which avoid many of the curves and bends in the stream. The charted depth in the first two reaches, as far as Stonehouse Point, is 3.3 m, and 2.9 m in the third reach. Silting takes place and the latest local information should be obtained before navigating the river. Aquaculture sites are reported to exist in the shallow areas outside the main channel.

A large power plant is situated on Stonehouse Point. A causeway and bascule bridge cross the river at the point. The bridge has a vertical clearance of 7.6 m in the closed position. Close above the bridge, overhead power cables, with a vertical clearance of 21 m, cross the channel. The eastern channel is not recommended, owing to its proximiy to the power plant and generating equipment; the western channel is buoyed. There are three conspicuous smokestacks at the power plant — two are 92 m in elevation and have red and white stripes, while the other is 157 m in elevation and marked by white strobe lights.

Norway Point is located WSW of the Pictou wharves. Port hand light buoy SJ19 (905.6), lies 0.5 mile SE of Norway Point, and marks the entrance to a narrow channel in the first reach of the river. The second reach, marked by buoys, trends toward a location just north of Stonehouse Point, where the third reach begins. The river is buoyed as far as Trenton.

Both Trenton, population 2474 in 2016, and New Glasgow, population 9075 in 2016, are towns
having several factories. A submerged pipeline ends in the channel about 91 m SSW of the south end of Trenton.

Riverfront Marina operates from the wharf at New Glasgow and is managed by the town; it is situated just below the bridge. The wharf is 114 m long with a depth of 2.1 m alongside. Several floating piers adjoin to the north having a least depth of 1.3 m. A launching ramp is located close north of these piers. A nearby visitor centre has showers and washrooms. Electricity, pump-out and garbage disposal are available. Fuel and supplies are available locally. Opposite the marina, additional floating wharves extend 120 m north of the road bridge, along the west bank of the river. The effective limit of navigation is the bridge, with 1.8 m of vertical clearance.

Pictou to Cape Tormentine

Pictou Island, nearly 8 miles NE of the entrance to Pictou Harbour, is composed of clay and sandstone and is 46 m in elevation near its centre. The north side is wooded and the coast is formed of low cliffs. A submarine cable runs from Roger Point, low and sandy, to Widow Point, on the mainland. A reef extends 0.5 mile from East End, the east extremity of the island. Deep water lies north and south of this reef and vessels should not pass close on either side, especially with a flood or west-going stream. Pictou Banks extend from the west end of Pictou Island for
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three-quarters of the distance across the channel towards the mainland. Pictou Island has a population of about 45.

A light (899.5) is shown from a skeleton tower with red and white banded daymarks on the SE point of the island. A light (897) is shown from a similar tower, having red and white banded daymarks on West End.

A detached breakwater lies about 0.3 mile SW of East End.

A boat basin, having two wharves protected by breakwaters, is situated on the south side of the island, 0.7 mile east of West End. There is reportedly very little water in the basin between the breakwaters, and the wharves are primarily used by fishing boats. A light (898) is shown from a mast, having a black, white and green daymark, on the outer end of the west breakwater. Another light (898.5) is shown from a mast, having a red and white daymark, on the east breakwater. A third light (899) is shown at an elevation of 10.8 m from a white tower, situated close NW of the west breakwater.

Middle Grounds, a chain of rocky patches with a least depth of 2.6 m, cover a part of Pictou Banks about midway between West End, Pictou Island and Gull Point, the NE end of Caribou Island. A wreck with 7.9 m of water over it lies 1 mile west of Middle
Grounds. The superstructure has been removed and it lies in an east-west direction. The maximum height of the wreck above the seabed is 3 m. A light (918) (45°46'N, 62°41'W) is shown at an elevation of 12.6 m, from a white square tower on Gull Point.

57 Caribou Channel lies between the SW end of Pictou Banks and the reefs extending from Munroes Island and Caribou Island. Caribou Harbour is situated between the mainland, with Caribou Island to the north and Munroes Island on its east side. A dredged channel, subject to continual silting, lies between Caribou Island and Munroes Island and is used by a ferry service to Prince Edward Island. The ferries operate between May and December.

58 The inner, dredged channel is buoyed, with the depth reported to be maintained at 4.6 m. Starboard hand light and bell buoy SP2 (919) is moored about 0.7 mile NNE of Gull Point. Port hand light and bell buoy SS1 (913) is moored 0.45 mile north of Munroes Island; a racon (— — •) operates from this buoy.

59 The ferry terminal at Caribou consists of two ferry berths, with wharves having an elevation of 3.2 m. Fishermen’s Wharf extends 70 m from the east side of the ferry terminal; this wharf is 6 m wide and has a least depth of 1.2 m alongside. There is a least depth of 0.9 m alongside the wharves in the basin close to the south. Close to the east is a breakwater which protects an L-shaped floating wharf, with depths of 1.5 to 2.1 m alongside. Boats can secure to the ferry wharf for a distance of 30 m to the north of Fishermen’s Wharf where there is a least depth of 2.1 m.

Chart 4405

60 The coast between Caribou West Gully and Cape John, 15 miles west, is nearly straight and unbroken, with shallow water extending 0.4 mile off it. Low cliffs of clay and sandstone, with a maximum elevation of 50 feet (15 m), predominate. There is good landing for boats in fine weather.

61 Toney River, population of about 100, is an active shallow draft fishing harbour 5 miles west of Caribou West Gully. The inner harbour is entered between two breakwaters which extend north from two Public piers. Between these piers, the channel is 39 feet (12 m) wide with a depth of 3 feet (0.9 m).

62 The west breakwater, rock, is the longer breakwater. A light (919.7) is shown from a mast on the outer end of the west pier. Port hand light buoy SU1 (919.6) is moored 0.25 mile north of the wharf.

63 The inner harbour has a concrete pier on its east side, and several floating wharves on the west side. There is a launching ramp and floating wharf at the head of the harbour.

64 MacDonals Cove is a small bight with a sandy bottom, 4 miles west of Toney River. A sand beach extends along the length of the cove. An L-shaped concrete breakwater-wharf extends from the west side of the
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shown at an elevation of 11.9 m, from a skeleton tower near the centre of the island. The SE edge of Amet Island Shoals is marked by starboard hand light buoy UA2 (920.5).

Waugh Shoal, 2 miles WNW of Amet Island, is a rocky bank with a least depth of 3.4 m towards the north, steep-to part of the shoal.

Saddle Island, wooded and low, is joined at low water to the north side of Malagash Point, the west entrance point of Amet Sound. Washball Reef runs out 1 mile from the east end of the island, with Washball Rock, awash, 0.4 mile from the island.

John Bay is clear of detached shoals. The head of the bay is encumbered by sandy shoals, drying out 1 mile at the mouth of River John. A bar across the river mouth has a depth of 0.3 m, and a staked channel leads as far as the bridge at the settlement of River John, population of about 320. The bridge has a vertical clearance of 3.2 m. Long Point is located 2.6 miles SSE of Cape John, across John Bay. A conspicuous wind turbine is visible close south of the point.

There are two L-shaped rock breakwaters that protect a small boat basin on east side of Reef Point, 0.5 mile south of Cape John. A marginal wharf 61 m long is located at the head of the basin, with a launching ramp and a floating wharf 72 m long, situated close east. There are least depths of 1.5 m at the marginal wharf, and 2.1 m at the floating wharf. Two private lights (921.2, 921.21) are shown at the entrance to the boat basin.

Brule Harbour, on the SE side of the settlement of Brule Point, is shallow with the greater part consisting of drying mud flats and weeds. Weatherbies Spit, and the drying flats extending 0.5 mile SE from the spit, provide some protection for small craft. All that remains of the wharf at Brule are above-water pilings.

Brule Shoals, 1 mile north of Weatherbies Point, with a least depth of 2.7 m, parallel the shore for 1 mile.

Barrachois Harbour is entered between Peninsula Point and Chambers Point by a narrow channel with a depth of about 4 m. Jollimore Reef, drying 0.6 m at the outer end, extends 0.3 mile NW from Peninsula Point; port light buoy UD3 (920.6) is moored at the western extent of the reef. Middleground Shoal, with a least depth of 1.5 m, lies in the entrance to the harbour. The harbour contracts to a very narrow channel about 1 mile south of Chambers Point, with depths of 0.2 to 2.4 m, and turns SE near a highway bridge, having a vertical clearance of 1.5 m. A small Public wharf lies on the west side of the channel below the bridge.

Sunrise Shore Marina has been constructed on the south shore of Barrachois Harbour at Waldegrave, close east of the highway bridge. A man-made harbour cove. This breakwater-wharf is in disrepair and no longer in use, however, it provides some shelter from the NW for small boats.

Skinners Cove, 3.5 miles east of Cape John, is a shallow draft fishing harbour protected by two breakwaters 46 feet (14 m) apart, with a depth of 1 foot (0.3 m) between them. A light (920.1) is shown from a skeleton tower with a red and white rectangular daymark, on the outer end of the west breakwater.

Chart 4497

Cape John (45°48'N, 63°08'W), with steep sandstone cliffs 12 to 15 m in elevation, is the east entrance point to Amet Sound, which affords good anchorage for vessels of moderate size. The entrance is divided by Amet Island Shoals and Waugh Shoal into three passages. John Bay, Brule Harbour, Barrachois Harbour and Tatamagouche Bay all lie at the inner end of the sound. The passages into the sound are complicated by erratic tidal streams.

Amet Island presents sandstone cliffs on every side. It is flat and grassy on top, about 6 m in elevation, and is constantly diminishing in size from erosion. Reefs and shoals surround the island. Amet Island Shoals extend 4 miles east, and 2 miles SE of the island, and there are depths of 0.3 m, 1 mile from the island. Eastern Peak, at a depth of 4.3 m, lies 3 miles NE of the light. A light (921) is shown at an elevation of 11.9 m, from a skeleton tower near the centre of the island. The SE edge of Amet Island Shoals is marked by starboard hand light buoy UA2 (920.5).

Waugh Shoal, 2 miles WNW of Amet Island, is a rocky bank with a least depth of 3.4 m towards the north, steep-to part of the shoal.

Saddle Island, wooded and low, is joined at low water to the north side of Malagash Point, the west entrance point of Amet Sound. Washball Reef runs out 1 mile from the east end of the island, with Washball Rock, awash, 0.4 mile from the island.

John Bay is clear of detached shoals. The head of the bay is encumbered by sandy shoals, drying out 1 mile at the mouth of River John. A bar across the river mouth has a depth of 0.3 m, and a staked channel leads as far as the bridge at the settlement of River John, population of about 320. The bridge has a vertical clearance of 3.2 m. Long Point is located 2.6 miles SSE of Cape John, across John Bay. A conspicuous wind turbine is visible close south of the point.

There are two L-shaped rock breakwaters that protect a small boat basin on east side of Reef Point, 0.5 mile south of Cape John. A marginal wharf 61 m long is located at the head of the basin, with a launching ramp and a floating wharf 72 m long, situated close east. There are least depths of 1.5 m at the marginal wharf, and 2.1 m at the floating wharf. Two private lights (921.2, 921.21) are shown at the entrance to the boat basin.

Brule Harbour, on the SE side of the settlement of Brule Point, is shallow with the greater part consisting of drying mud flats and weeds. Weatherbies Spit, and the drying flats extending 0.5 mile SE from the spit, provide some protection for small craft. All that remains of the wharf at Brule are above-water pilings.

Brule Shoals, 1 mile north of Weatherbies Point, with a least depth of 2.7 m, parallel the shore for 1 mile.

Barrachois Harbour is entered between Peninsula Point and Chambers Point by a narrow channel with a depth of about 4 m. Jollimore Reef, drying 0.6 m at the outer end, extends 0.3 mile NW from Peninsula Point; port light buoy UD3 (920.6) is moored at the western extent of the reef. Middleground Shoal, with a least depth of 1.5 m, lies in the entrance to the harbour. The harbour contracts to a very narrow channel about 1 mile south of Chambers Point, with depths of 0.2 to 2.4 m, and turns SE near a highway bridge, having a vertical clearance of 1.5 m. A small Public wharf lies on the west side of the channel below the bridge.

Sunrise Shore Marina has been constructed on the south shore of Barrachois Harbour at Waldegrave, close east of the highway bridge. A man-made harbour cove. This breakwater-wharf is in disrepair and no longer in use, however, it provides some shelter from the NW for small boats.

Skinners Cove, 3.5 miles east of Cape John, is a shallow draft fishing harbour protected by two breakwaters 46 feet (14 m) apart, with a depth of 1 foot (0.3 m) between them. A light (920.1) is shown from a skeleton tower with a red and white rectangular daymark, on the outer end of the west breakwater.
has been dredged to a reported depth of 2.1 m. There are 65 small craft berths, boat storage and launching facilities. The area is lighted. Fuel, water and electricity, laundry facilities, showers, garbage disposal and wireless Internet are available. The entrance channel is about 15 m wide with a reported depth of only 0.6 m. Arriving or departing 3 hours from high or low tide is reported to be the safest procedure.

76 Tatamagouche Bay affords good anchorage with soft mud bottom everywhere for shallow draft vessels. The head of the bay shoals rapidly and McNab's Bay is nearly all dry.

77 Malagash Public wharf near Blue Sea Corner has an L-end 82 m long; there are no berths along the stem. There is a depth of 0.6 m in the basin formed by the wharf. A light (921.1) is shown from a skeleton tower on the SE corner of the wharf.

78 Waughs (Waugh) River is approached through a very narrow channel through drying mud flats. There is reported to be a depth of 1.5 m as far as the bend of the river near the village of Tatamagouche. The channel is buoyed.

79 Treen Bluff, 1.5 miles west of Saddle Island, is a low cliff, with Treen Reef extending 0.5 mile north from it to a depth of 3.1 m. Gravois Point, 2.5 miles west of Treen Bluff, is the highest part of the clay and sandstone cliffs in the vicinity.

Chart 4402

80 Wallace Harbour, at the mouth of the Wallace River, has depths of 14 to 30 feet (4.3 to 9.1 m) in a narrow channel between drying mud flats. In the outer approach, the channel is buoyed for a passage south of Oak Island Bar, sand, and then NW through Ship Bar, to enter Ship Channel. Fairway light buoy UH (921.3) is moored 1 mile east of Oak Island Bar.

81 Oak Island Bar has a least depth of 7 feet (2.1 m), sand, while Ship Bar has a least depth of 14 feet (4.3 m). A sector light (924) is shown from a white tower on the south side of the harbour at Macfarlane Point. The white sector leads through Ship Channel, which is buoyed. Tidal streams attain a rate of 1.5 knots in the
entrance. The ebb is a little stronger in spring from the snow run-off.

82 Within the harbour, drying flats of stiff, red clay lie on each side of the channel. The land on the south shore rises gradually to the summit of a ridge, 400 feet (122 m) in elevation. A drying middle ground, 0.5 mile west of Palmer Point, further narrows the channel width to 300 feet (91 m). From nearly abreast of the middle ground, a narrow channel leads south and east through the drying flats of Lazy Bay, which has gypsum cliffs 30 feet (9.1 m) in elevation at its head. A conspicuous abandoned lighthouse stands on the north shore of Wallace Harbour, about 0.6 mile WNW of Palmer Point.

83 There is an L-shaped Public wharf at the settlement of Wallace on the south side of the harbour. There is a least depth of 11 feet (3.4 m) along the 140-foot (43-m) outer face; the wharf extends 394 feet (120 m) from shore. A light (925.1) is shown from a skeleton tower on the outer end of this wharf. A bridge, with a vertical clearance of 13 feet (4 m), crosses the river at Betts Point, 0.5 mile west of the wharf. Wallace has a population of about 250.

84 Anchorage is available, 18 to 36 feet (5.5 to 11 m), mud, inside the harbour entrance close west of Palmer Point, where the channel is 750 feet (229 m) wide. Fairly safe anchorage may be found in 19 to 27 feet (5.8 to 8.2 m), mud, west of the port hand light buoy UH5 (921.6), off Hortons (Horton) Bank.

85 Fox Harbour, between Mullins Point and Mackenzie Point, consists of a channel through drying flats of red clay and weeds. The entrance is obstructed by a bar with a depth of 1 foot (0.3 m).

Charts 4405, 4406

86 The coast between Mackenzie Point and Pugwash Point (45°52’N, 63°40’W) is unbroken and composed of clay and sandstone cliffs about 50 feet (15 m) in elevation, rising inland to a ridge 150 feet (46 m) in elevation.

Chart 4498

87 Pugwash Road, at the confluence of Pugwash River and River Philip, lies between Pugwash Point and Lewis Head. Reefs extending from both points reduce the usable area of the road and caution is necessary in the approach. Pugwash Reef dries out for nearly 0.5 mile from Pugwash Point, and its western extent is marked by west cardinal light buoy UN (925.6). Lewis Reef runs north 3 miles from Lewis Head, with patches of 5 and 7 feet (1.5 and 2.1 m). Ballast Ground, 2.5 miles NE of Lewis Head, has patches with 11 and 12 feet (3.4 and 3.7 m); the east edge of the shoal is marked by starboard hand light buoy UK2 (925.2). Fishing Point (local name) is 0.4 mile SW of Pugwash Point. A conspicuous radio tower, about 330 feet (101 m) in elevation, is situated about 2.5 miles SSW of this point, though not shown on Chart 4498.
The channel from Pugwash Road into the harbour is marked by leading lights and buoys. Mariners are cautioned that due to shifting sand, the depths in the approaches to Pugwash Harbour may vary considerably from those shown on the chart. There is frequent dredging in Pugwash Road.

The outer leading lights (939, 940), in line bearing 205°, are shown from skeleton towers having white daymarks with red stripes, situated in the vicinity of Bergmans Point (Bergeman Point).

Leading lights (927, 928), in line bearing 160°, lead through Pugwash Road. These are shown from skeleton towers having white daymarks with red stripes, situated on the south shore of Pugwash Road, midway between Fox Point and Biglow Point (local name).

Leading lights (931, 932), in line bearing 086°, lead across Pugwash Bar. These are shown from skeleton towers having white daymarks with red stripes, situated on the east shore of Pugwash Road, close north of Stevens Point.

Leading lights (935, 936), in line bearing 350°, lead into the entrance to Pugwash River. These are shown from skeleton towers having white daymarks with red stripes, and are situated to the east of Fishing Point.

Pugwash Harbour, in the entrance to Pugwash River, is small but sheltered. The channel is difficult and the tidal streams run up to two knots in the entrance. Just within Page Point is a small basin formed by the bend of the river where currents can run up to 4.5 knots. The navigation season is from April to December.

Pilotage is compulsory. Masters of vessels bound for Pugwash shall report via any coastal radio station their ETA to Pilots Pugwash, 12 hours before arrival at the pilot boarding station, which is situated 2 miles north of Pugwash Point. Pilotage arrangements can normally be made through the vessel’s local marine agent, or else directly through the Atlantic Pilotage Authority (APA). The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

The master of a ship that is to depart or move within the compulsory pilotage area must report to Pilots Pugwash four hours before the ETD.

Pugwash, population of 736 in 2016, lies on the east side of the harbour. There is a small hospital in the village. The K+S Windsor Salt Company wharf at Oxley Point is 478 feet (146 m) long on the west face, with a depth of 24 feet (7.3 m) alongside. The south face, 489 feet (149 m) long, has a depth of 20 feet (6 m) alongside, and shoals to 15 feet (4.5 m) at the eastern end. A depth of 11 feet (3.3 m) lies mid-channel, 305 feet (93 m) SW of the eastern corner. The deck of the wharf has an elevation of 8 feet (2.4 m). A conveyor loading tower is conspicuous from the approaches to the harbour. Fresh water can be obtained by tank truck. Fuel and diesel are available. Tug assistance is obtained from local fishermen.

A Public wharf extends from the west shore of the river. Used by fishermen, it is 200 feet (61 m) long and 40 feet (12 m) wide, with a reported depth of 21 feet (6.4 m) at the outer end. There is a marginal face 105 feet (32 m) long, adjacent, and the wharf has a deck elevation of 4 feet (1.2 m). Close north is a small private marina, with floating docks.

A bridge with a vertical clearance of 12 feet (3.7 m) crosses Pugwash River, east of the Salt Company wharf. Several rock cribs of a former bridge extend across the river close west of the bridge. The least depth over the cribs is 1 foot (0.3 m). A channel, 60 feet (18 m) wide and with a depth of 16 feet (4.9 m), leads between two cribs about 300 feet (91 m) south of the old bridge abutment on the north side of the river. Boats can proceed upstream for several miles above the bridge.

A bridge, with a vertical clearance of 9 feet (2.7 m), crosses the river at Port Philip. Underwater obstructions from an old bridge are situated close downstream of the bridge. These are not marked and make the channel hazardous; local knowledge is essential.

Chart 4406

There is a Public wharf at Northport, on the Shinimicas River, near the river mouth. The wharf, which is situated adjacent to the highway bridge, has a total length of 85 m. The south portion, 41 m long, has depths of 0.6 to 0.9 m alongside. The north end of the north portion lies to the south of the bridge. The bridge has a vertical clearance of 0.9 m, and there is an overhead cable close downstream of the bridge. The narrow channel through mud flats is buoyed, and has a reported depth of 0.3 m. Fairway light buoy UP (940.3) is moored 0.25 mile NE of the entrance to the channel. A concrete launching ramp is located across the river from the Northport wharf.
Baie Verte, between Coldspring Head and Indian Point, 9 miles north, is completely open to east winds. There is an abandoned lighthouse on Coldspring Head (45°58'N, 63°52'W). Aggermore Rock, with 5.2 m of water over it, lies 4 miles NNE of Coldspring Head. Laurent Shoal, with depths of 4.9 m, lies close NW of Aggermore Rock.

Spear Shoal, of sand and sandstone, lies 2 miles south of Indian Point, with Heart Shoal extending west of Spear Shoal. Both have least depths of 2.4 m.

Tidnish River enters the bay on the south side, 7.5 miles west of Coldspring Head. There is a narrow boat channel, with depths of 0.6 to 2.1 m, through flats of mud and weeds. Starboard hand light buoy XA2 (1085) marks the entrance to the channel, and the channel is marked by stakes as far as the bridge, about 2 miles above the entrance. On the east bank, about 0.4 mile below the bridge, there is a boat launching area.

Gaspereau River flows into the head of the bay on the north side. Fort Monckton Point (46°03'N, 64°04'W) is situated at the west entrance to the river. There is a depth of 0.6 m in the boat channel to the bridge at Port Elgin, population 408 in 2016. There is a Public wharf 71 m long, parallel to the channel on the north bank, with a depth of 0.6 m alongside, situated about 1.2 miles from the entrance to the channel. A bridge has a vertical clearance of 1.2 m. Small boats can proceed as far as another bridge 0.2 mile further upstream. A third bridge is situated close west, with fourth bridge 0.3 mile beyond that.
Cape Tormentine (46°07’N, 63°46’W) is the site of an abandoned terminal of the discontinued ferry service to Prince Edward Island, situated at the village of Cape Tormentine.

Tormentine Reef lies 2.7 miles east of Indian Point and part of it dries. Rock Reef, an extensive rocky area, lies between Tormentine Reef and Indian Point. Port hand light and bell buoy X5 (1089) is moored 3.7 miles east of Cape Tormentine.

The ferry terminal pier extends about 0.4 mile from the shore and then divides into two arms which form a docking basin. Access to the outer arm of the ferry terminal pier is restricted as of 2013, and that portion of the pier declared unsafe. Two detached breakwaters, each 0.1 mile long, lie in a NNE/SSW direction, about 0.1 mile SE of the outer ends of the pier arms. Starboard hand light buoy XD4 (1095.1) is moored north of the northern breakwater, and port hand light buoy XD5 (1096) is moored NW of the southern breakwater.

A light (1091.5) is shown from a skeleton tower, having green, white and black daymarks, at the NE end of the northern detached breakwater. A light (1090) is shown from a white square tower at the outer end of the outer pier. Another light (1094) is shown from a mast on the outer end of the inner pier.

A Public wharf, 91 m long, extends at right angles from the inner arm of the ferry docking basin. The wharf has a depth of 1.2 m alongside. A breakwater, situated close to the south, forms a basin for small craft, and a fueling dock is located on the SW side of the basin. A light (1094.6) having a green, white and black daymark, is shown from a mast on the outer end of this breakwater.

Submarine cables are laid across Northumberland Strait between the former ferry terminal and Amherst Cove (PEI). Vessels are cautioned against anchoring near these cables.
Cape Bear to Charlottetown

Chapter 4404

113 North side of Northumberland Strait. — The south coast of Prince Edward Island, from Cape Bear to Wood Islands, is formed of sandstone cliffs, in some places 12 to 15 m in elevation. There are few beaches or landings and no harbours along this very exposed stretch of coast.

Charts 4405, 4483

114 Wood Islands are separated by the dredged channel leading to the ferry terminal. They present sandstone cliffs to seaward, and the west island is joined to the main coast by a long sand bar with dunes upon it. A light (976) is shown at an elevation of 72 feet (22 m) from a white square tower 52 feet (16 m) high on the south side of the island.

115 The terminal for the Wood Islands-Caribou ferry lies in the enclosure between the islands and the connecting sand bar and road. Guard piers, each 600 feet (183 m) long, protect the entrance channel which is 200 feet (61 m) wide. Lights (975, 975.1) are shown at the outer ends of the guard piers from skeleton towers, with port and starboard daymarks, respectively. Starboard light buoy NS2 (972.5) is moored about 1000 feet (305 m) south of the east guard pier.

116 The approach to the ferry dock is 480 feet (146 m) wide and dredged to a limiting depth of 14 feet (4.3 m). Owing to continuous silt, local knowledge is required. There are two ferry berths. On the east side of the ferry wharf, there is a small craft harbour with wharves having depths of 4 to 12 feet (1.2 to 3.7 m) alongside. This is the preferred fishing harbour on the SE part of Prince Edward Island. Fresh water is available. The community of Wood Islands has a population of about 200.

117 Two submarine cables (telecommunication) are laid across Northumberland Strait between Wood Islands and Caribou West Gully, Nova Scotia.

118 There is good anchorage in NW winds within 1 mile east of Wood Islands in depths of 18 to 54 feet (5.5 to 16.5 m).

Chart 4405

119 Indian Rocks (45°56'N, 62°47'W) lie parallel to the coast between Wood Islands and Bell Point, 3.3 miles further west, with their south edge being 1.5 miles offshore. The water is deep close south of these rocks, and breakers and rips are almost always present on the drying part. Tidal streams in deep water close outside Indian Rocks frequently run at three knots. Starboard hand light and whistle buoy N8 (977) is moored 2 miles SW of Indian Rocks.
The channel between Indian Rocks and the shoal water inshore is 0.5 mile wide, but depths are irregular and tidal streams strong and it should only be used by small craft.

Bell Point is a sandstone cliff 32 feet (10 m) in elevation. Bell Point Reef extends 0.7 mile south of the point. The outer edge of the reef is steep-to and should be given a wide berth.

Belle River, 1 mile NW of Bell Point, has a small tidal harbour with a drying bar at the mouth. There are ruins of breakwaters on each side of the entrance, and ruins of wharves within the harbour. A fish plant is located on the SE bank of the river.

Stuart Point (Stewart Point) lies close west of Belle River and, from it, Rifleman Reef extends 2 miles SW. The soundings off Rifleman Reef are very irregular and deep water close to it gives no warning of the presence of the reef. It should be given ample clearance.

Flat River, 2.5 miles NW of Stuart Point (Stewart Point), is only suitable for small boats. Shoal water extends 1 mile SW from Big Point (Jenyns Point), the SE entrance point of Flat River.

Pinette Point. The river has a dangerous bar at its entrance, which dries in places. There is a channel over this bar with a reported depth of 5 feet (1.5 m). Considerable silting has been reported in the approaches to the river; local knowledge is required.

Pond Point is on the shore north of the entrance to Pinette River. The channel upriver is buoyed.

McAuley Wharf (local name), about 1 mile above Pinette Point, has depths of 3 to 7 feet (0.9 to 2.1 m) along its east side, which is 275 feet (84 m) long. A breakwater extends east and south of the wharf to form a sheltered inlet.

A Public wharf is situated on the south side of the bridge at Selkirk Point, near the settlement of Pinette. The west face, parallel to the channel, is 125 feet (38 m) long with depths of 4 to 10 feet (1.2 to 3 m) alongside. The east face is 100 feet (30 m) long, but was in some disrepair as of 2013. The bridge between these wharves has a vertical clearance of 5 feet (1.5 m).

Hillsborough Bay, 7 miles wide at the entrance, between Point Prim (Prim Point) on the SE side and St. Peters Island to the west, opens into a broad expanse of water with many shoals and rocks. The NE part of the bay is seldom used by shipping, except for local fishermen, and its navigation should not be attempted without local knowledge.

A deep channel leads from the middle of the bay to Charlottetown, the principal harbour and capital of Prince Edward Island.

East side of Hillsborough Bay. — Point Prim (Prim Point) presents low sandstone cliffs 10 to 15 feet (3 to 4.5 m) in elevation to seaward. Prim Reefs extend 2.5 miles west from the point. A light (983) is shown at an elevation of 68 feet (20.7 m) from a white circular tower 61 feet (18.6 m) high on Point Prim (Prim Point) (46°03'N, 63°02'W). Starboard hand light buoy C2 (984) is moored off the west end of the reefs.

Orwell Bay, the SE arm of Hillsborough Bay, leads to Orwell River, Vernon River and Seal River. From Cameron Island, near the north side of Point Prim (Prim Point), the foreshore increases in width until it stretches halfway across Orwell Bay.

Boats can ascend Vernon River, through a channel marked by stakes, as far as Vernon Bridge, where there is a small floating wharf on the west side of the river. There is a staked boat channel up Orwell River for more than 1 mile.

Pownal Bay is shallow and exposed to west winds. A large part of it dries, but there is some shelter for small craft near its head.
Governors Island, in the middle of Hillsborough Bay, low and partly wooded, is surrounded by shoals, reefs and foul ground. Governors Shoals extends SW from the island for 2.5 miles, with many rocks and hazards. A submerged crib, with 1 foot (0.3 m) of water over it, lies 1 mile SW of the island, and Fitzroy Rock, with 20 feet (6.1 m) of water over it, lies nearly 2 miles SW of the south point of Governors Island. Astyanax Rock, with a drying height of 2 feet (0.6 m), lies 0.4 mile NNW of the NW point of Governors Island.

Alexandra Bay (Squaw Bay), NE of Governors Island, provides good anchorage for small vessels, in depths of 9 to 15 feet (2.7 to 4.6 m), mud. Several conspicuous radio towers are situated to the NNW of Alexandra Point (Squaw Point). There is a charted safety zone for a land-based firing range to the SW of Alexandra Point (Squaw Point), caution is advised.

West side of Hillsborough Bay. — St. Peters Island is of moderate height and fronted on the east side by cliffs of red clay and sandstone 35 feet (11 m) in elevation. The central part of the island is wooded. St. Peters Shoals extend up to 2 miles off the island and St. Peters Island Bar, drying 1 to 4 feet (0.3 to 1.2 m), joins the island to Rice Point to the NW. St. Peters Spit dries for over 1 mile from the NE end of the island. The spit is marked by east cardinal light buoy CJB (983.5). The unlighted south cardinal buoy CIA is moored to the south of St. Peters Island. A light (1007) is shown at an elevation of 67 feet (20.6 m) from a white tower with a red upper part on the SE side of the island.

St. Peters Road, to the north of the island, is sheltered by the island and spit, but with depths of 9 to 15 feet (2.7 to 4.6 m) it is only suitable as a small vessel anchorage. A spire 0.2 mile inland from Bacon Point, on the north shore, is conspicuous.

Bacon Cove, at the SW end of St. Peters Road, dries at low water. A buoyed channel, dredged to a reported depth of 4 feet (1.2 m), leads to Nine Mile Creek Wharf, an L-shaped Public wharf on the south side of the cove. The wharf has an outer L-end 130 feet (40 m) long with depths of 1 to 3 feet (0.3 to 0.9 m) alongside; it is protected by a breakwater 290 feet (88.4 m) long, close SW. A light (1006) is shown from a mast, having a red and white daymark, on the outer end of the wharf.

Charlottetown, the principal port and capital of Prince Edward Island, possesses a fine natural landlocked harbour, situated at the confluence of three rivers: Hillsborough River, North River and West River. The city, population 69,325 in 2016, has beautiful parks and fine public buildings, and is built mainly to the west of Hillsborough River, at its junction with North River. The principal exports are agricultural products. There is a Canada Border Services Agency office in Charlottetown. A seasonal Inshore Rescue
At the entrance to the harbour, between Seatrout Point and Blockhouse Point, is reduced to a navigable width of 0.2 mile by steep-to shoals extending from both shores. A light (993) is shown at an elevation of 18.3 m from a white square tower 12.6 m high, on Blockhouse Point.

The channel leads between Battery Point, on the east, and Canceaux Point, on the west side, into the broad basin of Charlottetown Harbour. Leading lights (996, 997), in line bearing 197½°, are shown from white towers with red stripes on the south shore of Warren Cove, and as a back-range, lead toward the waterfront.

The tidal streams run at a rate of 2.5 knots at the entrance to the harbour and 1.7 knots off the wharves. The streams continue about 15 minutes after high and low water on the shore.

The twin steeples of the Cathedral are conspicuous and easily identified. Two other spires are also prominent. A chimney, 63 m in elevation and with red lights, is conspicuous. A radio tower, 80 m in elevation and also with red lights, is situated 0.8 mile west of Blockhouse Point. A large hotel on the Charlottetown waterfront is very prominent.

There is good anchorage in depths of 5.4 to 15.9 m in the area where the three rivers meet. The usual anchorage is off the wharves where the channel is more than 0.2 mile wide with depths of 11.9 to 18.4 m. There is a fuel unloading dolphin located near the centre of the river, 0.2 mile WSW of the centre of the bridge. An underwater pipeline runs north from the dolphin to the shore. Caution is advised.

The Port Charlottetown Marine Terminal is 240 m long with an outer face 183 m long with depths of 11.8 to 13 m alongside at the south berth. The east berth has depths ranging from 5.9 to 7.7 m. Water and oil pipelines are laid onto the wharf.

Mariners are advised that the two mooring bollards adjacent to both the east and west sides of the Port Charlottetown Marine Terminal are used for mooring purposes only, and not winching.

Close west is a floating wavebreak which protects the cove west of the marine terminal, including berths of a private marina.
The former Canadian Coast Guard marine depot wharf (Queens Wharf) is 107 m long and 91 m wide with a depth of 8.8 m at the outer face.

The Quartermaster Marina is situated at Peake’s Wharf, close NE of the former Coast Guard wharf. There are 175 berths alongside floating piers with reported depths of 1.2 to 5.2 m alongside. Vessels of up to 17 m in length may be accommodated. Full marina services, including fuel, pump-out, showers and laundry are available.

The Charlottetown Yacht Club is situated close west of the former Coast Guard wharf. There are several floating wharves with depths of 0.6 to 4.9 m alongside. Full marina services are available.

Fuel, fresh water and provisions are easily obtained in Charlottetown. Small repairs can be made by local machine shops. Air service is available from Charlottetown Airport, which is located 4 miles north of the waterfront. There is a regional hospital located in Charlottetown.

Hillsborough River is navigable for small vessels for several miles above the bridge at Charlottetown. There is a vertical clearance of 4 m under the bridge, which is lighted and has daymarks at the southern approach. The ruins of the former bridge abutments remain in the river. North River and West River are obstructed by causeways about 3 miles above their entrances into the harbour. There is a passage for small craft through the causeways. In West River, the passage is only useable at high water slack. With a rising and falling tide, dangerous tide rips can develop.

Charlottetown to Summerside

Charts 4405, 4406

From St. Peters Island to Black Point, 9 miles WNW, the coast is unbroken, except for the small indentation of Canoe Cove. The ruins of a detached breakwater, which dries 3 feet (0.9 m), lie at the entrance to the cove. Small boats can obtain some shelter. A conspicuous television tower, 1070 feet (326 m) in elevation and with red lights, is situated 4 miles NNW of Canoe Cove.

Inman Rock, with a reported least depth of 4 feet (1.2 m), and Inman Reef, with 21 feet (6.4 m), lie 0.8 mile SW and 1.5 miles SSE of Black Point, respectively.

Victoria Harbour (46°12’N, 63°29’W) is a small shallow harbour off the mouth of East Branch Westmoreland River (Westmorland River). The harbour is entered between MacIvor’s Point (Brocklesby Head), situated 2.4 miles WNW of Black Point, and Tryon Shoals. Tryon Shoals dry for over 1.5 miles from the shore. The 3-fathom (5.5-m) line lies 2 miles south of Tryon Head. Starboard hand light buoy N14 (1014) is moored south of Tryon Shoals, 2.5 miles south of Birch Point.

CHARLOTTETOWN HARBOUR (2005)
The village of Victoria, population 119 in 2001, is situated at the mouth of the river. There is a Public wharf 400 feet (122 m) long with depths of 4 to 6 feet (1.2 to 1.8 m) along the east face and 5 to 8 feet (1.5 to 2.4 m) along the west face. A light (1008.2) is shown from a mast, having a green, white and black daymark, on the outer end of the wharf.

A causeway and bridge span the East Branch Westmoreland River (Westmorland River) about 350 feet (107 m) east of the wharf. The bridge has a vertical clearance of 6 feet (1.8 m). A public beach is located 0.2 mile SE of the bridge.

The approach to Victoria Harbour is marked by buoys. Fairway light buoy NX(1009.11) is moored 1 mile south of Cameron Point. A beach, comprised of mud and sand, lies on the eastern side of the approach; the NE extent of Tryon Shoals lie on the western side. Both the beach and shoals are submerged at high tide.

Victoria Harbour is entered east of Pauls Bluff, through a narrow, buoyed channel. Owing to changing channel conditions, the buoys may be moved to suit the best channel. A tower, resembling a light structure is situated in the village of Victoria.

Tidal streams in the anchorage are weak and irregular, but sometimes reach 1.5 knots for short periods along the edge of the shoals and in the entrance.

Between Tryon Head and Bells Point, 4.5 miles west, the coast is indented by three drying coves separated by bluff points.

Chart 4905

Port Borden is the site of an abandoned terminal for the discontinued ferry service between New Brunswick and Prince Edward Island. The adjacent community of Borden-Carleton had a population of 724 in 2016. The community is the terminus of the Confederation Bridge, which crosses the Northumberland Strait from New Brunswick to Prince Edward Island. Fuel and supplies are available in Borden-Carleton.

The harbour is formed by a pier extending SE from Borden Point. A breakwater attached to the outer end of the pier runs for 122 m in a SW direction. A light (1017.5) is shown from a white tower on the outer end of this pier. A detached breakwater, running in a NE-SW direction, lies 0.1 mile SE of the outer end of the pier. A light (1015) is shown from a mast at the SW end of the breakwater.

A Public wharf, 230 m long with an L-end 18 m long with a depth of 1.3 m alongside, is situated on the north side of the harbour. An F-shaped wharf extends 400 m from shore near Amherst Point. The wharf was formerly used in the construction of the Confederation Bridge.
Charts 4406, 4905

170 Between Borden Point and Seacow Head, a low flat point, 6 miles NW, the coast is indented with several coves divided by points of red sandstone and clay cliffs. This portion of the coast is known as Sevenmile Bay. There is anchorage for small craft, with offshore winds, in fine weather outside of the area described below. A light (1018) is shown at an elevation of 27 m from a white tower 18 m high, on Seacow Head.

171 A privately maintained light is shown from two masts, with a no anchorage symbol, on the shore of a cove 1 mile east of Seacow Head (46°19'N, 63°49'W). See the information at the beginning of this chapter.

172 Bedeque Bay, shallow and open, contains Summerside Harbour and Sunbury Cove. Shallow water extends across the mouth of the bay from Seacow Head and continues along the coast to Cap (Cape) Egmont, 15 miles distant. Ives Point, a peninsula extending into the bay on the north coast, is fronted by the extensive Miscouche Bank, which dries for nearly 1.5 miles south of the point. A conspicuous radio tower, with red lights, is situated on the east side of Ives Point.

173 The approaches to Summerside Harbour lie between the east end of Miscouche Bank and the shoals extending from the east side of Bedeque Bay off Salutation Cove. There is safe summer anchorage in 6 m, sand and clay, but open to southerly winds. The shoals and land on both east and west sides of the anchorage prevent heavy seas when the winds are from other directions. Fairway light buoy DE (1018.3) is moored 2 miles NW of Seacow Head. Port hand light buoy DE1 (1018.18) is moored 2.44 miles SW of MacCallums Point.

174 MacCallums Point, 3.5 miles north of Seacow Head, is faced by sandstone cliffs 8 m in elevation. The land rises to 15 m inland. A private residence with a structure resembling a lighthouse, is located on the NW portion of the point.

175 A breakwater extends from MacCallums Point to the outer end of Indian Spit. A light (1020) is shown at an elevation of 14 m, from a white octagonal tower 12.9 m high, on an octagonal concrete pier at the outer end of the breakwater (46°23'N, 63°49'W).

176 Summerside Harbour is entered through a narrow dredged and buoyed channel which commences about 0.8 mile west of MacCallums Point and leads NE and ENE into the harbour. The channel is reported to be maintained to a depth of 6.7 m. The depth in the turning basin at the end of the channel is reported to be 6.4 m. Siltation and infilling is known to occur in Summerside Harbour; lights and buoys may be moved to mark the best channel. Shoaler depths than charted may be found. Caution is advised.
Summerside, population 16,587 in 2016, is situated on the north side of the harbour. The principal exports are agricultural and fish products. Customs services are available indirectly from a designated central office. Canada Border Services Agency can be contacted by telephone at 1-800-461-9999, or via email: contact@cbsa.gc.ca. Navigation is year-round with icebreaker support. Summerside is the location of a Canadian Coast Guard station and a Search and Rescue cutter, Cap Nord. The operation is seasonal, running from April to December.

Pilotage is available but not compulsory. Masters of vessels requiring a pilot should make arrangements through the Atlantic Pilotage Authority (APA), 48 hours tentative, six hours firm before arrival at the pilot boarding station, which is situated about 3 miles west of Seacow Head. Pilotage arrangements can normally be made through the vessel’s local marine agent, or else directly with the APA. The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

The master of a vessel that is to depart or move and requires a pilot must report to the APA six hours before the ETD.

Leading lights (1018.1, 1018.2), in line bearing 029°, are used in the outer approach. Both lights are shown from white square towers having white daymarks with red stripes, situated on the north shore of Bedeque Bay, west of the town. Leading lights (1021, 1022), bearing 072°, are used in the main channel. The front light is shown from a skeleton tower having a white daymark with a red stripe near the outer end of the Public wharf. The rear light is shown at an elevation of 24.8 m, from a white square tower with a red stripe, situated on the shore.

The red building of the Prince Edward Island Tax Centre is a prominent landmark. To the west of this building is a conspicuous blue water tank. To the east of this building is a conspicuous blue water tank, which is situated 1.2 miles north of the Public wharf. A conspicuous red and white tower, 31 m in elevation, marked by red lights, is located on the top of a building about 0.1 mile north of Queen’s wharf. A radio mast, 58 m in elevation, marked by red lights, is located nearly 2 miles ENE of Queen’s wharf.

The Public wharf is 350 m long. There are reported depths of 4.2 to 7.3 m alongside. The elevation of the deck of the wharf is 1.2 m. A water main is laid onto the wharf, and there is a heated shed.

Holman wharf, 135 m long and 22 m wide, has depths from 1.5 to 2.4 m along the outer 90 m length on its east side. The approach depth is 2 m, but there is a depth of 1.9 m 50 m east of the outer end of the wharf. A marginal wharf with a least depth of 0.9 m joins Holman wharf to the Public wharf.

Queen’s wharf, L-shaped and extending from shore 130 m, lies close west of Holman wharf. There is a least depth of 1.2 m along the east side of the wharf.

The Summerside Yacht Club lies close east of the Public wharf. A breakwater gives good shelter for small craft in depths of 1.6 to 2.6 m along several floating piers. A light (1022.5) is shown on an elevation of 5.3 m from a skeleton tower having a red and white rectangular daymark, with a red triangle in its centre, on the outer end of the breakwater. The light is visible from 269°.
through west and north to 029°. The Summerside Yacht club operates a full service marina, and monitors VHF channels 16 and 68. There is a launching ramp at the SE corner of the sheltered basin.

Fuel and diesel oil can be obtained by tank truck. Fresh provisions are readily available.

Ice. — The average thickness attained by level shore-fast ice at Summerside is 56 cm with a record maximum thickness of 73 cm (1977). Break-up normally begins during the first week of April with the harbour clear of ice by the fourth week of April. Freeze-up usually begins after the middle of December with a solid ice cover forming before the end of the month. Two to five weeks variation in break-up and freeze-up can occur.

The harbour channel turns to the SE just off the Public wharf and a narrow channel over 5.8 m deep extends for 1.5 miles, between Holman Island and McDonald Point, towards the shallow mouth of Dunk River. Wilmot River dries at its mouth on the east side of Summerside Harbour.

187

Sunbury Cove nearly dries, leaving only a narrow channel through the flats, suitable only for small boats. The twin spires of Miscouche church are conspicuous from the cove.

From the west point of Bedeque Bay to Cap (Cape) Egmont, shoal water extends off the coast for 1.2 miles to the 5 m contour line. Fifteen Point is identified by the conspicuous twin spires at Mont-Carmel (Mount Carmel), close to the point. The ruins of a breakwater, drying 0.9 m, lie about 0.1 mile offshore and 0.5 mile west of Fifteen Point.

Cap (Cape) Egmont is a prominent sandstone cliff 15 m in elevation. A light (1024) is shown at an elevation of 19.8 m from a white square tower 12.4 m high on the cape (46°24’N, 64°08’W). Starboard hand light buoy DG2 (1024.5) is moored 0.25 mile west of Cap (Cape) Egmont.

Egmont Bay, between Cap (Cape) Egmont and West Point, is an open bight 17 miles across. There is good anchorage with offshore winds, but vessels should not approach inside the 10-m line.

At Fishing Cove, about 0.5 mile north of Cap (Cape) Egmont, there is a Public wharf 160 m long. A breakwater extends south from the end of the wharf for 138 m. A light (1025.5) is shown from a mast on the outer end of this breakwater. A second breakwater extends to the west for 122 m from the shore, forming an enclosed boat basin with depths of 0.6 to 1.2 m. A light (1025) is shown from a mast on the outer end of this breakwater.

Canoe Gully (local name), entered 1.5 miles north of Red Head, is a narrow, shallow channel between sand bars which leads to a boat basin at the mouth of Haldimand River. Rapid silting takes place and the depth in Canoe Gully is only 0.3 m. Inside the boat basin, there are reported depths of 0.3 to 1.2 m between two L-shaped Public wharves. Fairway light buoy DH (1023) is moored off the
entrance to Canoe Gully, and the channel into the Gully is buoyed.

196 The channel is buoyed within Canoe Gully, leading to the wharves. The lights (1026, 1027) are in line bearing 106°, and are shown from skeleton towers, having white daymarks with red stripes. A light (1027.31) is shown from a mast, having a green and white daymark, on the outer end of the outer Public wharf.

197 Enmore River and Percival Bay are situated at the head of Egmont Bay. They are approached by very narrow, intricate channels through partly drying flats of sand, clay and oyster beds, extending 1.5 miles from the shore. Fairway light buoy DJ (1027.45) is moored off the entrance to Enmore River. The channel is buoyed west of Moores Point. There is an L-shaped Public wharf with a depth of 0.6 m at the end, situated to the SW of Moores Point. A concrete launching ramp is located at the base of the wharf.

198 The entrances of Brae River, 4.2 miles NW of Grande Digue Point, and Wolfe Inlet, on the north shore of Egmont Bay, are obstructed by drying sand bars.

Charts 4905, 4906

199 West Point consists of sand hills 3.7 m in elevation. A privately maintained light (1029) is shown at an elevation of 20 m, from a square tower with black and white bands, on the sand beach at West Point (46°37′N, 64°23′W).

CAP (CAPE) EGMONT LIGHT (2005)

200 West Spit, of sand over sandstone, covered in places with only a few metres of water, runs 3.5 miles NW from West Point. It nearly joins West Reef, a narrow rocky ridge with a least depth of 5.5 m, lying 3.5 miles offshore at its north end. The narrow passage between West Reef and West Spit should not be attempted as the soundings are irregular and the tidal streams strong, sometimes reaching a rate of 2.5 knots. The streams cause a heavy sea when running against the wind. Starboard hand light and whistle buoy D8 (1030) is moored on the west side of the reef.

201 A breakwater-wharf and a breakwater extend from the shore east of West Point and form a boat harbour with a depth of 1.2 m. There is a continuous berthing face of 200 m within the harbour, and a concrete launching ramp is situated at the NE corner. A light (1028.2) having a red and white daymark with a green square in the center, is shown from a skeleton tower on the outer end of the breakwater-wharf. The West Point Marina is operated from this harbour.

202 From an area 1 mile north of West Point, to Cape Wolfe, there is a conspicuous wind farm. There are 55 turbines dispersed along the shore. None display daytime lights, and some are marked with fixed red lights at night, to delineate the extents of the wind farm.

Chart 4906

203 NW coast of Prince Edward Island. — From Cape Wolfe, 6 miles north of West Point, the coast trends NE for 27 miles to North Cape. Red clay and sandstone cliffs, with stretches of sandy beaches, prevail along this shore. It is prudent to remain to seaward of the 20 m contour line when passing along this portion of the coast.

204 There are few ponds and shallow inlets where boats can obtain shelter, but they are entered through narrow, nearly drying channels in the sandy beaches which shift in heavy weather and sometimes are completely blocked.

205 At Howards Cove, near Seal Point, 1.5 miles NE of Cape Wolfe, there are two breakwaters forming a small boat harbour. There is a least depth of 1.2 m in the harbour entrance and 0.6 to 1.2 m along the faces of the wharves inside the harbour. A light (1032) is shown at an elevation of 14 m from a white tower with a red peak, situated on the shore behind the head of the harbour. A light (1031) is shown from a skeleton tower, with a red and white daymark having a red triangle in its centre, on the outer end of the south breakwater. A light (1031.5) is shown from a mast on the outer end of the west breakwater. Starboard hand buoy DN2 (1027.6) is moored 0.5 mile west of Seal Point.
206  **Miminegash Harbour**, at the entrance to **Miminegash Pond**, 12 miles NE of Cape Wolfe, has **breakwaters** protecting its entrance channel. A **light** *(1033.5)*, shown from a skeleton tower having green and white daymarks, is at the outer end of the north breakwater. The channel leads to an inner boat basin, lined with **wharves**. **Miminegash Reef**, a nearly drying ledge of rocks, runs parallel to and 0.5 mile off the shore at the entrance to the pond. Fairway light **buoy DP** *(1032.05)* is moored to the north of Miminegash Reef. The reef is marked by an east cardinal light **buoy DPB (1032.35)*, and a south cardinal light **buoy DPA (1032.45)*. (See ENC CA576729)

207  A boat basin is situated at **Skinners Pond**, about 6.5 miles NE of Miminegash Pond. A **breakwater** extends in a westerly direction, protecting an inner entrance, which is flanked by a **pier** to the north, and a **breakwater-wharf** to the south. Depths of 0.8 m can be found in the entrance channel with 1.2 m inside the basin. There is an almost continuous wharf face lining the boat basin. A **light** *(1035.5)* is shown from a mast on the north breakwater; another **light** *(1035)* is shown from a mast on the outer end of the south breakwater-wharf. A **launching ramp** is located in the NE corner of the basin.

### Cape Tormentine to Point Escuminac

*Charts 4406, 4905*

208  **Jourimain Island**, joined to the mainland by sand bars and marshes, appears as two islands when seen from
a distance. Marshes and drying flats bisect the island. The tower of a disused light, white, octagonal and 15.5 m high, is situated on Cape Jourimain at the NE end of the island (46°09'N, 63°48'W).

209 The SE end of Sand Reef lies 1 mile NE of the outer pier of the former Cape Tormentine ferry terminal. The reef extends NW from this point for 2 miles to Jourimain Rocks, with less than 1.8 m over them. The area between Jourimain Rocks and Cape Jourimain is very shallow and foul.

210 Gunning Point is the north tip of Jourimain Island. Jourimain Shoal, a shoal patch drying 0.3 m, lies 0.8 mile NW of Gunning Point.

211 There is a Public breakwater-wharf 4.5 miles west of Gunning Point, at Botsford, but there is a depth of only 0.3 m at the south face of the irregularly shaped structure which is 232 m long. At the inner east end, there is a launching ramp and a marginal wharf 39.6 m long. A light (1097) is shown from a skeleton tower on the outer end of the breakwater-wharf.

212 A privately maintained light is shown from two masts, with a no anchorage symbol, on the shore near Murray Corner (46°10'N, 63°57'W). See the information at the beginning of this chapter.

213 Little Shemogue Harbour is completely filled with drying flats, except for a narrow, shallow boat channel leading to a small rock breakwater. A boat haulout slip is located at the inner end of the breakwater on the south side. There is extensive aquaculture occurring at the head of Little Shemogue Harbour.

214 Shemogue Harbour, mostly filled with drying mud flats, has a narrow, shallow buoyed channel leading to a small boat anchorage.

Chart 4905

215 At the community of Petit-Cap, 2 miles NW of the entrance to Shemogue Harbour, there is an irregularly shaped Public breakwater-wharf, 253 m long. At the outer part, formed by two L-ends, is a U-shaped basin with a depth of about 1.5 m. The outer L-end is 57 m long. There is a launching ramp in the basin. Lights (1099.5, 1100) are shown from skeleton towers on the outer ends of the breakwaters.

216 Cap Pelé (46°14'N, 64°16'W), 4.5 miles WNW of Petit-Cap, is 12 m in elevation. The settlement of Bas-Cap-Pelé, part of the village of Cap-Pelé (Cap Pelé), population 2425 in 2016, is located at the cape. A church tower in the village, 1.5 miles SW of the cape, is conspicuous from seaward.

217 At Cap-Pelé (Cap Pelé), there is a Public breakwater-wharf with a U-shaped outer end. The main stem is 175 m long with two outer sides 65 and 46 m in length. A breakwater extends from shore to enclose a basin. A launching ramp is situated at the inner end of the breakwater-wharf. A light (1101) is shown on the shore south of the breakwater-wharf, from a skeleton tower with a red and white daymark. Another light (1100.5) is shown from a skeleton tower on the outer end of the breakwater-wharf. Water intake pipes extend from shore near the two fish plants close east of the wharf.

218 L’Aboiteau, a pond, lies 1.5 miles west of Cap Pelé. The channel in the approach, and in the entrance between two breakwaters, is 11 m wide, and has a least depth of 1.5 m. The west breakwater is 85 m long. The east breakwater is 42 m long, and its south end joins a marginal wharf which follows the shore to the SSE. Floating wharves extend from shore at the end of the marginal wharf. A launching ramp is located at the south end of the pond. The west side of the pond dries. A light (1102) is shown from a skeleton tower on the outer end of the east breakwater. Fuel is available, and supplies can be obtained in small quantities.

219 There is a Public wharf at Robichaud, between the mouths of the Aboujagane River and the Kouchibouguac River, which enter the sea about 1 mile east of Pointe aux Bouleaux. This wharf is about 120 m in length with an L-end 105 m long with a depth of 1.3 m along the inner face. The wharf is protected by a rock breakwater. A light (1103) is shown from a pipe swing pole, having a red and white daymark, on the western edge of the
wharf. Another light (1103.5) is shown from a mast on the eastern extremity of the wharf. A small boat haulout is located on the east side of the wharf. There is a second wharf, 76 m long with a depth of 1.5 m, on the east side of Kouchibouguac River, adjacent to the highway bridge. The wharf appeared to be in some disrepair in 2013. Starboard hand light buoys XK2 and XK6 (1102.3, 1102.5) are moored 0.35 mile NNW of the wharf at Robichaud.

Charts 4905, 4909

220 Shediac Bay (46°16’N, 64°30’W) is shallow, with depths of 6 m in most of the area of the bay. It is only suitable for small draft vessels. Shediac Island occupies much of the bay. The passage west of the island has very little depth, with only 0.3 m of water in the narrowest part. There are staked oyster beds in the passage.

221 Shediac River flows into the bay west of Sheddac Island. A staked channel leads to a small wharf situated close east of a highway bridge crossing the river at Sheddac Bridge.

222 Sheddac Harbour has a least depth of 2.7 m between Pointe du Chêne, on the mainland, and Snake Point, the south end of Sheddac Island. The head of the harbour, south of Sheddac Island, has depths of 1.5 to 3 m in the centre, with good anchorage and shelter for small craft. Sheddac Harbour is generally closed by ice from the first week of December to early April.

223 The Scoudouc River flows into Sheddac Harbour at its southern extremity. A staked channel passes under a highway bridge, which has a clearance of 2.4 m.

224 Medea Rock, at a depth of 2.1 m, lies about 2 miles NE of Pointe du Chêne. Zephyr Rock, 1 mile west of Medea Rock, has 2.4 m of water over it. Chêne Bank extends 0.6 mile north from Pointe du Chêne. It is reported that the best approach is from the north by following the leading lights, beacons and buoys, which lead through the best channel. Medea Rock and the shoals south of it make the approach from the east dangerous, except for small craft.

225 Leading lights (1107, 1108) lead through the north channel. These are shown from white square towers with red stripes, situated on the north part of Pointe du Chêne. Fairway light and bell buoy XN (1105) is moored at the outer end of the north channel into Sheddac Bay, 2.9 miles NE of the wharf at Pointe du Chêne. Buoys lead through the north channel into the inner channel and Sheddac Harbour.

226 Caution. — Lights, buoys and beacons may be moved to suit changing conditions. The channel is only 0.1 mile wide off the NW edge of Chêne Bank; lighted buoys mark the channel into the harbour. The deeper part of the harbour is unsafe in NE gales experienced in autumn and swells may also enter the harbour at high water in a NE summer storm.

Chart 4909

227 The Public wharf at the village of Pointe-du-Chêne has an outer face 150 m long with depths of 3.3 to 5.2 m alongside. The elevation of the wharf deck is 0.9 m. Southwest Pier, with an earth deck, extends from the south side of the Public wharf. Submerged and above water ruins extend more than 30 m off the outer end of the pier.

228 A boat basin, protected by the Public wharf and entered through a narrow gap between boulder breakwaters on the north side, has depths of 0.8 to 2.5 m. Inside this basin, Pointe-du-Chêne Yacht Club operates a marina. There are 125 berths, and full marina services are available. A launching ramp is located on the west side of the basin. A light (1110.5) shown from a skeleton tower having a red and white daymark, is situated on the north end of the Public wharf. A light (1111.1) is shown from a mast having a red triangular daymark, on the outer end of the breakwater extending east from the Public wharf.

229 The Canadian Coast Guard seasonally operates an Inshore Rescue Boat from the wharf at Pointe-du-Chêne.

230 A channel, dredged to a depth of 1.5 m, leads to a boat basin and Public wharf at the town of Sheddac, population 6664 in 2016, 1 mile SW of Pointe-du-Chêne. The boat basin is protected by an L-shaped boulder breakwater, 2.4 m in elevation, and a sunken barge close off the outer end of the Public wharf. A light (1111.5) is shown from a mast, having a green and white daymark, on the outer end of the breakwater. The Public wharf has a depth of 0.9 m on its west side. Sheddac Bay Yacht Club and marina operates from the basin. There are 162 berths for small craft.

231 Cap de Caisse (46°19’N, 64°31’W) is situated on the north side of Sheddac Bay, about 2.5 miles NNE of Sheddac Island. Grande Digue Bank (local name), with a least depth of 3.7 m, extends 2 miles NE from Cap de Caisse. A former light structure is visible on the cape.

232 A boat harbour is situated about 0.4 mile south of Cap de Caisse. The opening into the basin is 16 m wide. A light (1112) is shown from a skeleton tower on the outer end of the north breakwater-wharf. There are depths of 0.3 to 1.5 m along the inside faces of the north and south Public breakwater-wharves. The north breakwater-wharf, L-shaped, extends 80 m from shore, to an L-end 40 m long. The south breakwater-wharf extends 105 m
from shore. A **launching ramp**, 6.7 m wide, is located at the head of the boat harbour.

**Cocagne Harbour** (46°21'N, 64°35'W) is very shallow and suitable only for small craft; local knowledge is essential. The harbour is sheltered by **Cocagne Island** and a series of sand bars, partly dry at low water, which stretch from the north end of the island to the mainland. The island is 18 m in elevation and wooded. Fairway light **buoy XT (1113.01)** is moored 1.7 miles ENE of the island.
CHAPTER 3
Northumberland Strait

234  Leading lights (1116, 1117) lead through the entrance channel. The front light is a white square tower with a red stripe, and the rear light has a white daymark with a red stripe. These are situated on the south side of the mouth of Cocagne River. The channel is buoyed and staked. A bridge, with a vertical clearance of 2.5 m, crosses the river at the head of the harbour. The river is navigable for boats several miles upstream.

235  The settlement of Cap-de-Cogne is situated on the peninsula on the east side of the harbour. Two breakwaters form a small boat basin having depths of 0.6 to 1.6 m, situated almost 1 mile SW of Pointe aux Renards. On the north side of the boat basin is a marginal wharf 60 m long, from which floating wharves extend 85 m south. A Public wharf is located on the east side of the basin. A light (1114) is shown from a skeleton tower with a red and white daymark having a green square in its centre, on the south end of the outer breakwater. A full service marina, the Cocagne Cape Marina, operates from this boat basin.

236  The settlement of Côte-d’Or is situated on the west side of the harbour. There is a wharf in ruins and several buildings of a fish plant located at the point. A water intake pipe extends 175 m NW of the wharf in ruins.

237  The Cocagne Marina is situated on the north side of the Cocagne River, close upstream of the highway bridge which has a vertical clearance of 2.5 m. An L-shaped breakwater, protecting the marina, extends 145 m from the shore, with an L-end 192 m long. It is a full service marina, with 65 berths. Supplies are available locally.

238  Buctouche Outer Bar extends 7 miles north from abreast of Cocagne Island, parallel to the coast. Depths run from 3 to 5.8 m. North Patch is at the NE end.

239  The settlement of Cormierville is situated 1 mile NW of Cocagne Island. A breakwater extends in an easterly direction to form a protected boat harbour. An L-shaped Public wharf, with an outer end 72 m long, extends from the shore close north. There are several small piers extending from the main wharf and adjacent wharf faces. There are depths of 0.9 to 1.4 m alongside these wharves. The channel leading to the wharf has a depth of 0.6 m. A light (1118.5) is shown from a skeleton tower on the wharf.

240  Dune de Buctouche, a partially grass covered narrow isthmus of sand and clay, extends 5.5 miles in a SE direction from the mainland, north of the mouth of Buctouche River, and forms a shallow bay inside it. Much of this bay is filled with extensive flats of mud and eel grass which nearly dries at low water. This bar is subject to continual change due to the action of sea and wind. Buctouche Road, within Buctouche Outer Bar, is only 0.6 mile across at its widest and deepest part, where a depth of 6 m can be found. In spite of some shelter from seaward provided by Buctouche Outer Bar, it is a very exposed anchorage.

241  A light (1122) is shown at an elevation of 11 m from a white tower, on the south end of the Dune de Buctouche (46°28’N, 64°37’W). East Cardinal light buoy XVA (1119.2) is moored 0.8 mile, ESE of the light on the dune.

242  Saint-Thomas-de-Kent is a settlement on the SE side of the entrance to Buctouche Harbour. An L-shaped Public wharf is situated at Crossman Point (local name), 1.7 miles SE of Dixon Point. The wharf extends 126 m from the shore to an outer face 109 m long with a depth of 0.9 m alongside, and there is a launching ramp at the base of the wharf. A light (1119.5) is shown from a skeleton tower on the outer end of the wharf.

243  Buctouche Harbour and Buctouche River. — South of the end of Dune de Buctouche, there is a narrow buoyed channel leading through the shoals to the town of Buctouche, population 2361 in 2016, about 5 miles from the entrance. A white coloured water tower, 62 m in elevation, is situated in the town and is conspicuous from seaward. A church, with a spire having an elevation of 53 m, is situated close west of the Public wharf. A hospital is located at Sainte-Anne-de-Kent, about 5 miles from Buctouche.

244  A buoyed channel leads through Baie de Buctouche to Buctouche Harbour, west of Dune de Buctouche. Dixon Point is on the south side of Buctouche Harbour, Pointe à Jérôme is on the north side. The inner channel is very narrow in places; caution is advised.

245  Priest Point, with a low sandy spit extending SW, lies on the north side of the inner channel.

246  Caution is advised with regard to the numerous aquaculture installations which line Buctouche Harbour.

247  A Public wharf 67 m long with a depth of 6.7 m alongside is situated on the north side of the Buctouche River, just below the highway bridge. The elevation of the deck of the wharf is 1.2 m. At the south end, there is a boat launching ramp.

248  Buctouche Marina (Sawmill Point Boat Basin) lies on the north side of the harbour, 0.4 mile NE of the highway bridge. A breakwater 220 m long protects several finger piers. It is a full service marina.

Chart 4905

249  Saint-Édouard-de-Kent is a community situated about 6 miles NW of Dune de Buctouche. An L-shaped breakwater-wharf encloses a boat basin with depths of 1.2 m. A light (1126) is shown from a
skeleton tower, having a red and white daymark, on the outer end of the wharf.

250 **Rivière Chockpish**, 2.6 miles north along the coast from Saint-Édouard-de-Kent, affords shelter to boats in the shallow river mouth. **Breakwaters**, 12 m apart, form the entrance into the river, where there is a depth of 1.1 m. A light (1127) is shown from a mast on the outer end of the north breakwater. A second light (1127.2) is shown from a mast, having a green, white and black daymark, on the outer end of the south breakwater.

251 Two marginal Public wharves are situated below the highway bridge — one on each side of the river. A launching ramp is located at the west end of the wharf on the south shore. A floating wharf runs along the shore, close SE of the highway bridge.

**Chart 4909**

252 **Richibucto Cape** (46°40′N, 64°43′W) is a sandstone and clay cliff 9 m in elevation, situated 13 miles north of Dune de Buctouche. A light (1128) is shown at an elevation of 18 m, from a white square tower on the cape.

253 At Richibucto Cape, there is a small boat basin with an entrance 23 m wide at the SE corner of the breakwaters enclosing the basin. A light (1129) is shown from a mast on the outer SE end of the breakwater. The basin is divided into two parts by a centre pier 61 m long, and there are marginal wharves around its perimeter. There are depths of 1.3 to 1.8 m in the basin. Gasoline and diesel fuel are available and a launching ramp is situated at the inner end of the harbour. Silting occurs in the harbour and approach channel, and local knowledge is essential.

254 **Richibucto River** enters Northumberland Strait 5.5 miles NW of Richibucto Cape. The entrance, **Richibucto Gully**, lies between two sand spits, **North Richibucto Dune** and **South Richibucto Beach**, each several miles in length and with sand dunes over 9 m in elevation. The buoyed channel over **Richibucto Bar** is narrow and shifts with the action of gales and ice. Local knowledge is essential and local pilots are available. Fairway light and bell buoy Q (1131) is moored 2 miles from the entrance to Richibucto River.

255 Within the entrance, **Richibucto Harbour** widens into an expanse of nearly drying mud and weeds. On the north side, a shallow bay leads to lagoons lying within North Richibucto Dune, and on the south side, within South Richibucto Beach, is **Baie du Village**, with **Indian Island** dividing the two. **Aquaculture** installations are common in the bays, coves and along the shoreline of this area. **Caution** is advised.

256 **Richibucto**, a town with a population of 1266 in 2016, is situated on the west side of the river, 3.5 miles from the entrance. The buoyed channel leading to the wharves from the entrance is intricate and marked by leading lights.
Owing to changing conditions, the leading lights and buoys are moved to mark the best channel.

257 The first leading lights (I142, I143), in line bearing 046°, are situated on the west side of North Richibucto Dune. The lights are shown from skeleton towers, having red daymarks with white vertical stripes.

258 The second leading lights (I145, I146), in line bearing 065½°, are situated on the west side of South Richibucto Beach. The lights are shown from skeleton towers having red daymarks with white vertical stripes.

259 The third leading lights (I151, I152), in line bearing 227½°, are situated in Richibucto. The lights
are shown from skeleton towers having white daymarks with red vertical stripes.

260 The Public wharf at Richibucto is 229 m long at the outer face, parallel to the channel, with depths of 4.3 to 6.2 m alongside. The elevation of the deck is 2.1 m. A light (1152.5) is shown from a mast having a green, white and black daymark, at the north end of the wharf. Inside the wharf is a protected boat basin with depths of 0.7 to 2.1 m.

261 The full-service Richibucto Marina is located along the west shore of the above-mentioned boat basin. There are 60 berths at a series of floating wharves.

262 Forbes wharf, a Public wharf used by fisherman, is situated close south of the main wharf. It extends 135 m from the shore to an outer end 40 m wide. There are depths of 1.4 m along the north face, 3.8 m at the outer end, and 1.5 m along the south face. A launching ramp is located on the south side. Fresh water is available.

263 Close south of Forbes wharf is a second protected boat basin, sheltered by a floating wave break. Floating wharves are located in the basin, with depths of 1.3 to 2.5 m alongside. A marginal wharf and a fuel dock are located along the western shore, having depths of 1.3 m alongside. A light (1141) is shown from a mast having a green, white and black daymark, on the north end of the outermost floating wharf, at the entrance to the basin.

264 A narrow channel, buoyed in places, leads through Northwest Branch of Richibucto Harbour. Pointe de l’Église extends from the south shore. A marina is operated from a small craft basin formed between a breakwater and a small L-shaped wharf, situated on the west side of the point. The entrance to the basin has a limiting depth of 1.2 m. There are several small finger jetties.

Chart 4906

265 Between Richibucto Gully and Pointe de Pruche, almost 16 miles to the north, the water is shallow and foul for a considerable distance offshore. The coast is low, with sand bars and beaches enclosing extensive shallow lagoons, through which rivers flow. NE gales send a heavy swell to the shore.

266 Kouchibouguacis River discharges into Baie de Saint-Louis. Goulet de Terre-Noire is the main entrance to the lagoon from seaward. Fairway light buoy XX (1152.8) is moored about 1 mile ENE of the entrance to Goulet de Terre-Noire. Buoy marks the channel, but the depth over the bar and into the lagoon is variable, with less than 0.9 m in places.

267 At Cap-de-Saint-Louis, about 1.5 miles up the Kouchibouguacis River, there is a small craft basin that is used by shallow draft fishing vessels.

268 Kouchibouguac River, after flowing for more than 1 mile through an extensive nearly drying lagoon named Kouchibouguac Bay, enters the sea through sand bars at Little Gully. The sand bar at the entrance, with a depth of about 0.5 m, frequently shifts in easterly gales. The
channel is at all times narrow and intricate, and should not be attempted without local knowledge. It is reported that there may be unmarked rocks in the channel through Kouchibouguac Bay; caution is advised.

269 On the north side of the entrance to the Kouchibouguac River, at the entrance to the lagoon, there is a Public wharf at Loggiecroft. At the eastern extreme, there is an L-shaped breakwater-wharf extending 65 m from the shore to an outer end 24 m long with a reported depth of 1.2 m alongside. A marginal face, having a launching ramp in its centre, runs 125 m to the SW, with depths of 1.2 to 1.7 m. Close SW, there are three floating wharves, each about 45 m long, which extend from the shore.

270 The entrance to Rivière au Portage, about 5 miles SW of Pointe de Pruche, offers a shallow harbour for small boats. The channel into the lagoon at the river mouth has a depth of 0.4 m.

271 At the settlement of Pointe-Sapin, 1 mile SW of Pointe de Pruche, there is a harbour for fishing boats. Siltation is known to occur around Pointe-Sapin, caution is advised. The entrance into the basin between two breakwaters is 21 m wide. A detached breakwater is located about 76 m to the south of the east breakwater. A light (1161.2) is shown from a skeleton tower, having a red and white daymark, at the outer end of the east breakwater. Another light (1162.3) is shown from a skeleton tower, having a green and white daymark, on the SW corner of the east breakwater. A third light (1159.5) is shown from a skeleton
tower, having a red and white daymark, situated on the SW end of the detached breakwater. (See ENC CA576727)

A sector light (1159.6) is shown from a skeleton tower to the NE of Pointe-Sapin harbour. The white sector indicates the preferred approach.

The church at the village is conspicuous.

The coast between Pointe de Pruche and Point Escuminac, 6 miles to the north, is low, and shallow water extends some distance from it. Sapin Ledge (local name), with a least depth of 3.7 m, lies 2 miles east of Pointe de Pruche. Port hand light buoy X25 (1161.5) is moored east of the ledge.
Chapter 4

Gulf of St. Lawrence — West shore
Point Escuminac to Cap Gaspé

Miramichi Bay

Charts 4024, 4911, 4912

1 Miramichi Bay, 14 miles wide at the entrance, is separated from Miramichi Inner Bay by a chain of low, sandy and partly wooded islands which stretch across the bay in a broken curve from south to north shores. Miramichi Bar, of sand, extends off these islands to a maximum distance of three miles seaward, with very little water over it in places. From the outer bar, narrow and shifting channels wind 26 miles through the inner bay and Miramichi River to the ports of Chatham and Newcastle.

2 Tides and tidal streams. — Because of the shallow nature of the bay, estuary and river, local weather conditions can at times cause observed water levels to differ from those predicted in the Canadian Tide and Current Tables by up to plus or minus 0.5 m, or more. Differences of more than 1 m may sometimes occur.

3 Tidal streams typically have rates of 1 to 1.5 knots in the outer bay, but can increase up to 2 to 3.5 knots or more in the narrows between islands. With respect to tides, both the rate and direction of the streams can be greatly affected by winds.

4 Pilotage is compulsory in all navigable waters within a line drawn from Pointe Morin (47°13′N, 65°06′W) to the north end of Portage Island, then on a bearing of 114° to 47°07′30″N, 64°47′W, and then on a bearing of 191° to Point Escuminac light.

5 Between April 16 and December 10, masters of vessels bound for ports within the compulsory pilotage area must report via any coastal radio station their ETA to Pilots Miramichi at least 12 hours before arrival at the pilot boarding station, which is located three miles NNE of Point Escuminac.

6 Between December 11 and April 15, pilots for Miramichi board at the southern Strait of Canso boarding station in position 45°24′N, 61°01′W. Masters of vessels must report their ETA to Pilots Cape Breton at least 24 hours before arrival at the pilot boarding station.

7 The master of a vessel that is to depart or move within the compulsory pilotage area must report to Pilots Miramichi 4 hours before the ETD.
Caution. — Due to increased infilling, buoys may not provide the degree of accuracy required by mariners navigating the Miramichi River system. Various Navigational Warnings are in effect regarding depths in the area. Further commercial usage of this channel in its current condition is solely at the discretion of vessel masters who are requested to exercise extreme caution and monitor for the issuance of new NotShips.

Ice. — Miramichi Bay and Miramichi River are open to navigation all year round, however, ice may hinder navigation during the winter months. Icebreaker assistance is available if required.

Caution. — Canadian Armed Forces air-to-air firing area CYD 705 lies off the north approach to Miramichi Bay. For other details, consult the annual edition of Canadian Notices to Mariners.

Buoys, leading lights and beacons may be moved or altered to suit the changing conditions in the channels. Silting takes place in the fairway and depths may vary from those shown on the chart.

Aquaculture. — The waters in and around Miramichi Bay, as well as its coves and shorelines, sustain many aquaculture operations. Mariners are cautioned that these can present surface dangers and underwater hazards, both of which can result in fouling.

Chart 4911

South shore of the outer bay. — Point Escuminac (47°04'N, 64°48'W) is a low sandstone cliff, wooded on top. Escuminac Reef extends north and east from the point. Point Escuminac light (1163) is shown at an elevation of 22 m from a white hexagonal tower. The light is obscured between the bearings of 110° and 120°. A fog signal of two blasts every minute is sounded from a horn situated close to the light. Two radio towers, 80 and 40 m in elevation, stand close W and SW, respectively. Port hand light and bell buoy X31 (1162) is moored 2.8 miles north of Point Escuminac.

The village of Escuminac has a Public boat harbour with two boat basins, formed by wharves and breakwater-wharves. A light (1165.9) is shown from a mast at the western end of the outer breakwater. A second light (1165.8) is shown from a skeleton tower having red and white daymarks, on the end of the wharf close south of the outer breakwater. There is a marginal wharf and launching ramp at the southern edge of the south boat basin. Depths in the boat basins range from 0.6 to 1.9 m.

Huckleberry Gully, the main entrance to Baie Sainte-Anne, lies 6 miles west of Point Escuminac between Huckleberry Island, 10 m in elevation and partly wooded, and Preston Beach. The channel is marked by buoys and has a least depth of 0.3 m. The channels
within Baie Sainte-Anne are staked or buoyed, but they are narrow, shallow and intricate.

17 There are ruins of a wharf at the community of Baie-Sainte-Anne, on the SE side of the bay. The twin spires of the church in the community are conspicuous.

18 There is a launching ramp situated at the highway bridge at the mouth of Eel River, at the south end of Baie Sainte-Anne.

19 There is an L-shaped Public wharf at the settlement of Hardwicke near the NW side of Baie Sainte-Anne. It is situated close below the highway bridge crossing the French River. The outer face is 56 m long and 10 m wide with a depth of 0.9 m alongside. A launching ramp is located close west of the stem of the wharf, and there are floating wharves to the east. The channel is staked as far as the bridge.

20 Ship Channel is the deepest passage leading to Miramichi Inner Bay. The dredged channel, marked by buoys and leading lights passes between Miramichi Bar and Fox Island. The Lump is a shoal at the SE end of the channel. Spit Shoal extends from the NW end of Fox Island.

21 Portage Island Channel joins the north part of Ship Channel. Fairway light buoy ME (1173.91) is moored at the entrance to Portage Island Channel.

22 Ship Channel is entered at its south end over Outer Bar. Fox Island South leading lights (1170.5, 1170.6), in line bearing 248½° and shown from skeleton towers having red daymarks with black stripes on the south end of the island, mark this approach.

23 Strong tidal streams, with rates as high as 3.5 knots, are known to flow in and out of Miramichi Bay, between Portage Island and Fox Island.

24 The navigation channel in Miramichi Bay is buoyed, but mariners must refer to up-to-date navigation products, as there are frequent aids to navigation changes in this area.

Charts 4911, 4912

25 Miramichi Inner Bay — Channels. — The main entrance to the inner bay leads between Fox Island and Portage Island and follows across Horse Shoe Bar and Grand Dune Flats, towards the estuary of Miramichi River. Oak Channel and Sheldrake Channel lead into the river. A yellow steel pile, 4 m in elevation, is situated 0.2 miles west of the NW end of Fox Island.

26 Horse Shoe Bar range beacons, in line bearing 044½°, are situated on the south end of Portage Island. A day beacon, having rectangular daymarks visible at 2.5 miles, is also situated on the south end of Portage Island.

27 Grand Dune Outer leading lights (1187, 1187.1), bearing 102°, and Grand Dune Flats leading lights (1196, 1197), bearing 282°, are in coincidence through the Grand Dune Flats channel. The Grand Dune Flats lights are situated on the mainland west of Grand Dune Island. The front light of the Grand Dune Outer leading lights is situated on a pier south of the NW end of Fox Island. The rear light is situated in the centre of the island. All lights are shown from skeleton towers having red daymarks with black stripes.

28 South shore of Inner Miramichi Bay. — Bay du Vin provides good anchorage for small vessels, in 5.6 m, mud, west of Bay du Vin Island. An obstruction, a wooden pile with a depth of 4 m over it, lies 1.6 miles NW of the SW end of the island.

29 Bay du Vin Harbour, on the south side of Bay du Vin Island, is sheltered from all winds, and the small anchorage area is deep. Strong tidal streams, with a rate at times in excess of 4.5 knots, flow through the harbour. Gardiner Spit, of sand, extends north from Point Gardiner into the harbour.

30 A sector light (1191) is shown at an elevation of 9.5 m from a skeleton tower with a red and white rectangular daymark, situated on the south side of the island opposite Point Gardiner. The white sector indicates the preferred channel from the SW.

Chart 4912

31 Bay du Vin River, in the SE corner of the bay, has depths of 1.2 to 1.8 m in the entrance. There is a Public wharf with a depth of 0.9 m alongside, at the bridge about 0.5 miles above the river mouth.

32 Black River flows into the SW corner of the bay. A narrow and twisting channel, marked by stakes, has a depth of about 1.8 m as far as a bridge which is in ruins. Caution is advised, as the ruins remain in the river.

Miramichi River

33 The passage to Miramichi River from Miramichi Inner Bay continues through Middle Ground and Oak Channel. A maximum speed limit of 7 knots is in effect for the Miramichi River above port hand light buoy M37 (1199), which is moored south of Oak Point (47°07’N, 65°16’W).

34 Anchorage grounds are scarce for large vessels because of the narrow channel in most parts of the river. Good anchorage grounds lie off the SW part of Portage Island in Miramichi Inner Bay. Vessels
should wait in this anchorage for good weather before proceeding inward or outward.

35 **Moody Point** leading lights (1198.8, 1198.9), in line bearing 257°½, are shown from skeleton towers having red daymarks with black stripes, situated on the north shore near Moody Point.

36 **Oak Channel** leading lights (1200, 1201), in line bearing 223°, are shown from skeleton towers having red daymarks with black stripes, situated on the south side of the river west of Napan Bay.

37 **Oak Point** leading lights (1202.5, 1202.6), astern bearing 024°, are shown from skeleton towers having red daymarks with black stripes, situated on the north shore in the vicinity of Oak Point.

38 **Grant Beach** leading lights (1207, 1208), in line bearing 278°, lead through Sheldrake Channel. Both lights are shown from skeleton towers having red daymarks with black stripes, situated on the north shore.

39 **Lower Newcastle** leading lights (1209.5, 1209.6), in line bearing 256°½, are shown from skeleton towers having red daymarks with black stripes, situated on the north shore.

40 **St. Andrews Bank** leading lights (1208.8, 1208.9), in line bearing 248°, are shown from skeleton towers having red daymarks with black stripes.

41 **Leggett Shoal** leading lights (1209.7, 1209.8), are in line astern bearing 043°½. The front light is shown from a mast, and the rear light is shown from a skeleton tower. Both lights have red daymarks with black stripes, and are situated on the north shore near Lower Newcastle.

42 **Millbank** leading lights (1212.5, 1212.6), in line bearing 252°½, are shown from skeleton towers having red daymarks with black stripes, situated on the north shore of the river, NW of Middle Island.

43 **Middle Island** is joined to the south shore by a causeway, and restricts the channel to the north side of the river.

44 The wharf at **St. Andrews Point** is L-shaped with an L-end 60 m long. There are depths along the L-end of 0.9 to 1.5 m. The outer end is foul and there is no berth along the stem. A launching ramp lies close to the SW.

45 There is a privately owned T-shaped wharf on the north shore below Millbank, with a least depth of 5.8 m along the 105 m outer face. The elevation of the deck of the wharf is 1.2 m.

46 The community of **Chatham** stretches along the south bank of the river, commencing above Middle Island and extending along the shore for about 1.5 miles. In 2016, Chatham had a population of 511. There is sufficient channel width off the town for anchorage.

47 **Tidal streams.** — The average duration of the flood tide at Chatham is 5 hours 45 minutes, and the ebb, 6 hours 40 minutes. The average rate of the flood
stream is 1 knot, and that of the ebb, 2 knots. At times the rate may be greater.

A bridge with a vertical clearance of 35 m crosses the river 1.7 miles upstream of Middle Island. The width between supporting piers on each side of the channel is 152 m. The channel under the span is marked by lights. The supporting piers are marked by lights (1215.5, 1215.6). A submarine cable is laid across the river, close upstream of the bridge.

The former NB Power oil wharf, 0.5 miles SW of Middle Island, is derelict.

The Chatham Marine Terminal at Chatham, 0.4 miles upstream of the NB Power wharf, has a berth 170 m long, with a least depth of 7 m alongside. The wharf deck has an elevation of 1.8 m. There is a warehouse on the wharf. Charted ruins extend from the SW end of the wharf, caution is advised.

Station Wharf Marina, 0.4 miles upstream of the Chatham Marine Terminal, has a wharf face 136 m long with a least depth of 6.7 m alongside. It is a full-service marina; there are several finger piers, including a number for transient boaters.

Chatham is a parish of the larger Miramichi city area. Miramichi had a population of 27,523 in 2016. Fuel and fresh water are available at most wharves and marinas in this area, and fresh provisions are plentiful. Marine engine and boat repair services are available.

Miramichi River above Chatham. — Wright Bank, commencing just above the bridge and extending upstream for about 2.7 miles in the centre of the river, separates the river into two channels. The deeper, buoyed channel lies on the south side of the river.

A wharf formerly used for shipping cement is situated 0.4 miles SW of the bridge, on the south side of the river. It is 67 m long with a least depth of 5.7 m alongside. The elevation of the deck of the wharf is 0.9 m. In 2013, this wharf appeared to be inactive.

There is a wharf adjacent to a paper mill, situated on the south side of the river, 1.1 miles SW of the bridge. It is 104 m long with depths of 5.5 to 7.3 m alongside. The elevation of the deck of the wharf is 1.5 m.

The Miramichi Boating and Yacht Club lies on the north side of the river, at Douglastown. There is a small craft harbour formed within the ruins of an old wharf with 30 berths and a reported depth of 2 m within the harbour.

On the north bank of the river, at the western end of Wright Bank, is the indentation of French Fort Cove. Close SW is the city of Newcastle, also part of the Miramichi city area. The area has an airport and a hospital.
MIRAMICHI BOATING AND YACHT CLUB (2005)

MIRAMICHI — NEWCASTLE MARINE TERMINAL (2005)
The Morrissey Bridge, near Newcastle, has a swing span which formerly allowed a channel width of 24.4 m. The bridge is dilapidated, and is closed to vehicle traffic, and the swing span is not functioning. The bridge has a vertical clearance of 2.4 m when closed. A submarine cable and an overhead power cable, vertical clearance of 30 m, cross the river close south of the bridge. For safety reasons, a vessel passing under this cable must maintain a clearance of at least 3.7 m.

A highway bridge, with a clearance of 6 m, crosses the river at Strawberry Point, 0.4 miles south of the Morrissey Bridge. This bridge and the Morrissey Bridge restrict navigation on the Miramichi River south of Newcastle to very small recreational craft.

The Newcastle Marine Terminal, situated below the bridge at Strawberry Point, has a length of 310 m and a least depth of 8 m alongside. Depths of less than 8 m are situated along the south 30 m face of the wharf. A depth of 4 m lies close off the north end of the wharf. The deck has an elevation of 2 m. A wooden retaining wall, with a depth of 4 m, lies close off the north end of the wharf. The oil tanks stand adjacent to this wall. The Newcastle Marine Terminal is operated by the Miramichi Port Committee.

Ritchie Wharf Park is located 0.2 miles downstream of the Newcastle Marine Terminal. There are floating wharves, having depths of 3 to 3.6 m alongside. Park facilities, shops and services are accessible on shore.

The Northwest Miramichi River and the Southwest Miramichi River, separated by Beaubeards Island, are extensions of the river south of Strawberry Point. Both rivers are marked by buoys.

A forest products wharf, on Southwest Miramichi River, is the only serviceable wharf of any size above Strawberry Point. The adjacent plant was closed as of 2013, and the wharf appeared inactive at that time. The wharf is 215 m long with a least depth of 5.8 m alongside. The elevation of the deck of the wharf is 1.8 m. The channel to the wharf has a least depth of 4.6 m, but this should be checked with local authorities, and before any attempted use of the wharf. A submerged outfall pipe extends into the channel from the north end of the wharf.

Portage Gully, with a shallow buoys channel, leads between Portage Island and the sand bars of Neguac Beach into Miramichi Inner Bay and Neguac Bay. In places the channel depth is less than 1.6 m.

The Public wharf at Lower Neguac is roughly L-shaped, and has a berthing face 61 m long, on the north side. A rock breakwater extends 130 m south from the inner end of the wharf. The depth in the approach is about 1.4 m. A light (1230) is shown from a skeleton tower with a red and white daymark on the west side of the wharf.

At the village of Neguac, population 1684 in 2016, there is an L-shaped Public wharf with several small spurs extending from it. The main stem is 235 m long and the outer end 160 m in length. A boat haulout is located on the south side of the main stem. A rock breakwater protects a floating wharf to seaward. A light (1229) is shown from a mast having red and white rectangular daymark, with a red triangle in its centre, on the outer end of the breakwater.

The church spires at Neguac and Burnt Church Point are conspicuous. A radio tower, 165 m in elevation and marked by red lights, is situated 1.4 miles NW of Neguac.

Burnt Church Public wharf is situated 1.25 miles SW of Burnt Church Point. The usable outer section is about 103 m long with an L-end 62 m long. A light (1228) is shown from a skeleton tower on the outer end of the wharf.

Miramichi Bay to Miscou Island

Charts 4911, 4912

North shore of Miramichi Bay. — Neguac Beach commences as drying sand bars 0.5 miles north of the tip of Portage Island, and becomes a low island of sand dunes extending to the mainland, enclosing the partly drying Neguac Bay.
Charts 4906, 4024

72 Tabusintac Bay \((47°21'N, 64°57'W)\) is enclosed by sand dunes and beaches. The shape and position of the sand bars off the bay are subject to continual change. A channel leads into the bay, however, it often becomes sand-blocked and dries. Starboard hand light and bell buoy \(TA2\) \((1238)\) is moored south of the entrance, and starboard hand light buoy \(TA2/2\) \((1238.05)\) is moored close east of the entrance. Tabusintac River flows into the bay, and depths in the staked channel leading to it increase to as much as 5.5 to 9.1 m. The channel is narrow and intricate, and suitable only for small boats; local knowledge is essential. The tidal stream flows 10 miles up the Tabusintac River, which runs through undulating country with occasional steep banks of sandstone up to 30 m in elevation.

73 At McEacherns Point \((47°20'N, 64°58'W)\), on the north side of the river near the mouth, there is a small craft basin between two Public wharves. The entrance is 18 m wide. The north wharf, L-shaped, has an outer end 55 m long. The south wharf is a dog-leg and 94 m long. Fuel pumps are located near the inner end of the south wharf. A light \((1238.7)\) is shown from a mast at the SE corner of the south wharf.

74 At the community of Tabusintac, 2 miles above the river mouth, there is a highway bridge that restricts river navigation beyond this point. Below the bridge is a U-shaped floating wharf, with a concrete launching ramp at the north end.

75 There is a small wharf in ruins at Bayshore \((47°23'N, 64°56'W)\), on the west side of Tabusintac Bay, about 2 miles NNE of the river entrance.

76 The entrance channel to Big Tracadie River \((47°29'N, 64°52'W)\) is used by local fishing boats. A light \((1239)\) is shown from a mast on the south side of the entrance.

77 At Val-Comeau, there are two Public wharves on the south bank of the Big Tracadie River. The main wharf is T-shaped with an outer face 89 m long. A light \((1239.8)\) is shown from a skeleton tower on the outer end of this wharf. A breakwater-wharf close west has a marginal face 56 m long, and has floating wharves extending from its outer end. A light \((1239.85)\) is shown from a mast on the outer end of the breakwater-wharf. (See ENC CA576726)

78 Baie de Tracadie, separated from the sea by long sandy beaches, is shallow and nearly dry in parts. The entrance channel, through Tracadie Gully, is buoyed. At the town of Tracadie-Sheila, population 3184 in 2016, there is a Public wharf with an outer end 55 m long and a depth of 1.5 m alongside. A light \((1244.9)\) is shown from a skeleton tower on the wharf. A conspicuous church
with twin spires stands in the town; a water tower stands 0.4 miles WSW of the church.

79 The floating wharves of a private marina (Marina de Tracadie), are located close north of the Public wharf. A decorative lighthouse is located onshore, adjacent to the marina.

80 The entrances and channels to Val-Comeau and Tracadie are used by local fishermen. The sand bars and shallow channels shift with every storm. While buoyed, no attempt should be made to enter either gully without recent knowledge of conditions.

Chart 4486

81 Pokemouche Gully (47°40′N, 64°47′W) is about 0.1 miles wide between sand bars. The shifting sand generally leaves a narrow channel with a depth of 1 foot (0.3 m) into the gully, and depths of 3 to 4 feet (0.9 to 1.2 m) further in; the channel is marked by buoys. Local knowledge of prevailing conditions is essential. At Inkerman, within Baie de Pokemouche, there is an L-shaped Public wharf situated on the east side of the river close downstream of the highway bridge crossing the Pokemouche River. The wharf is 226 feet (69 m) long with an outer face 75 feet (22.8 m) in length. A light (1246.8) is shown from a pipe swing pole on the outer end of the wharf.

82 Petit-Pokemouche Gully is situated 2 miles NNE of Pokemouche Gully.

Chart 4920

83 Shippegan Gully, the south entrance to Baie de Shippegan (Shippegan Harbour), has a partly drying sand bar which shifts in heavy gales, but there is a dredged channel for small craft. Breakwaters have been constructed to improve the channel. Local knowledge is essential to enter the gully.

84 A light (1254) is shown at an elevation of 15.6 m, from a tower situated on Shippegan Beach to the NE of the entrance to the gully. A light (1250.5), having a green, white and black daymark, is shown from a mast at the south end of the west breakwater. Fairway light buoy TJ (1248) is moored about 0.8 miles SE of the entrance to the gully. A racon operates from this buoy. The approach and the channel within are marked by buoys, but owing to changing conditions, they may be moved to mark the best channel.

85 Inside the curved breakwater, there is a marginal Public wharf, floating wharves and a launching ramp. There is a charted depth of 0.3 m in the channel leading to the wharf.

86 Tidal streams. — The flood stream sets south, the ebb stream north, and the turn of the flow
occurs at about half tide in Baie de Shippegan (Shippegan Harbour). Slack water normally lasts for 10 minutes. The flood is somewhat stronger than the ebb, with the maximum rate in either direction being about 5 knots at spring tides in the south entrance.

Charts 4486, 4913

87 Île Lamèque — East side. — Rocky patches, with depths of little more than 12 feet (3.7 m) over them, extend to 1 mile off some parts of this shore, and breakers occur to about 1.5 miles offshore in bad weather. Miscou Island is situated close north of Île Lamèque, separated from it by narrow channels. Wilson Bank extends about 2.5 miles offshore from the east side of Miscou Island.

Chart 4913

88 The village of Sainte-Marie-sur-Mer is situated 5.5 miles NE of Shippegan Gully. A boat basin for fishing craft, about 91 by 145 m, is protected on the north and east sides by a breakwater and L-shaped wharf, and on the south side by a breakwater and a wharf. The entrance is 17 m wide. There are reported depths of 0.6 to 1.5 m in the basin. A light (1262), having a red and white daymark, is shown from a skeleton tower on the outer end of the breakwater. Another light (1262.3) is shown at an elevation of 12.7 m, from a skeleton tower inland, west of the basin. A launching ramp is situated at the inner end of the south wharf.

89 Fox Dens Gully, situated 12.5 miles NE of Shippegan Gully, separates Fox Dens Beach from Île Lamèque, and is a shallow entrance used by local fishermen into Miscou Harbour. A light (1262.8) is shown at an elevation of 4.5 m from a skeleton tower on the south end of Fox Dens Beach. A narrow channel runs 0.4 miles south to an L-shaped Public wharf at the SE corner of Miscou Harbour. The channel is used by small boats only, and has a limiting depth of 0.2 m. The wharf is 138 m long and 38 m wide at the outer end with a depth of 1.2 m alongside. A light (1262.9) is shown from a mast, having a red and white triangular daymark, on the outer end of the wharf. A marginal wharf, boat haulout and another wharf are situated adjacent to the wharf. An L-shaped breakwater protects the facility. This area is subject to rapid silting.

90 Miscou Gully, about 1.5 miles north of Fox Dens Gully, separates Fox Dens Beach from Miscou Island, but the entrance is very shallow and is reported to be unnavigable.

Chart 4486

91 Birch Point, the NE end of Miscou Island, is a sandstone face about 10 feet (3 m) in elevation, with trees growing out to the point.

92 A light (1264.7) is shown at an elevation of 80 feet (24.5 m) from a white octagonal tower, on Birch Point. A racon (— • —) operates from this light.

93 Northwest Miscou Point, with a grassy sand hill marking it, is fronted by shoals extending for 3 miles to the 5-fathom (9.1-m) line. The north end of Miscou Island is fronted by steep sandy beaches. West cardinal light and whistle buoy EB (1265) is moored about 1 mile NW of Northwest Miscou Point.

94 Miscou Banks extend for 22 miles NE of Miscou Island. The shoalest part of the banks lies NE of Birch Point.

Chart 4024

95 An ODAS light buoy (1037.6), marked IML-6, is moored 26 miles ENE of Shippegan Gully and 43 miles north of North Cape (Prince Edward Island).
Chaleur Bay

Chart 4486

96 Chaleur Bay, the largest bay in the Gulf of St. Lawrence, is deep and free of detached shoals, except near its shores. It gradually becomes shallow towards the west end of the bay.

97 The bay is named and noted for its milder climate in comparison with the weather outside in adjacent parts of the gulf. Fogs, which are frequent outside the bay, seldom enter far into the west of the bay, though rain and mist will accompany easterly gales.

98 The south shore is generally low, but there are cliffs of 100 feet (30 m) in elevation between Caraquet and Bathurst. The north shore, with a range of hills running parallel to the coast, just a few miles inland, has summits exceeding 1700 feet (518 m) in elevation. The main features of both shores are the red cliffs of sandstone and shale, with intervening sandy beaches.

99 Tidal streams are regular within the bay, and the rate seldom amounts to 1 knot. Off the mouth of the bay, the streams are erratic both in rate and direction, especially over the Miscou Banks. The tidal range is of about 2.9 m during spring tides and of about 1.4 m during neap tides. For more information on the water levels, see the Canadian Tides and Current Tables and the tidal table on the charts. The most recent information on water levels can be obtained at any Marine Communications and Traffic Services (MCTS) Centre over the VHF, or by phoning the automated information service at 1-877-775-0790, or at www.charts.gc.ca.

Additionally, the hourly surface currents forecasts for the Gulf of St. Lawrence are available on the St. Lawrence Global Observatory website at www.slgo.ca. (Ocean Forecasts tab). A mariner can obtain hourly details of the direction and speed of surface currents forecasted for the subsequent 48 hours. During winter, buoys are removed and some are replaced by spar buoys; please refer to the radio and/or published Navigational Warnings for more information on the mooring and removal of buoys.

Chaleur Bay — South Shore — Miscou to Heron Island

Chart 4913

101 Miscou Flat, of sandstone, with less than 5.5 m over it 2 miles offshore, extends west of Miscou Island. West cardinal light buoy EAE (1266) marks the western extremity of Miscou Flat.

102 Shippegan Flat, of sandstone, partially and thinly covered with sand, has a least depth of 0.9 m over it. It extends 5 miles west from Black Point, the NW extremity of Île Lamèque. A light (1275) is shown at an elevation of 17.6 m from a skeleton tower with a red and white rectangular daymark on Black Point.

103 Miscou Harbour is entered from the west through Miscou Channel, which is less than 0.2 miles wide at one part. The buoyed channel lies between steep-to shoals. Submarine cables cross the harbour entrance.
MISCOU HARBOUR — NORTH SIDE (2013)

MISCOU HARBOUR — SOUTH SIDE (2013)
Fairway light buoy EA (1267) marks the approach to the channel. The harbour is entered by passing under the Miscou Island bridge, which joins the communities of Little Shippegan and Miscou Harbour. The bridge has a centre navigation span of 161 m, with a clearance of 16 m. Abandoned submarine cables are located close east of the bridge. Owing to changing conditions, the buoys may be moved to mark the best channel into the harbour.

Close east of Harper Point, at Miscou Harbour, an L-shaped Public breakwater-wharf extends 225 m SSE from the shore. Floating wharves extend west from the wharf. A marginal face and launching ramp are located at the head of the boat basin formed by the breakwater. A boat storage and service area is located on the west side of the wharf near its inner end. A light (1274.1) is shown from a mast, having a green and white daymark, on the west side of the entrance to the boat basin. Another light (1274.2) is shown from a mast, having a red and white daymark, on the outer end of the breakwater-wharf.

There is a boat basin on the opposite shore at Little Shippegan. An L-shaped Public wharf is protected by an irregular breakwater to the NW. A marginal face and launching ramp are situated at the south end of the boat basin. A light (1273.5) is shown from a mast, having a green, white and black daymark, on the outer end of the wharf.

Petite-Rivière-de-l’Ile lies in a small drying bay 1.3 miles SW of Black Point. Local knowledge is necessary to navigate the shallow channel through the drying flats.

Shippegan Channel, leading to Baie de Shippegan (Shippegan Harbour) from the north, is deep, but the buoyed passage is narrow between the steep-to shoals, and there are several turns, marked by leading lights. Smaller bays and inlets branch off from Baie de Shippegan (Shippegan Harbour) and the town of Shippegan lies at the head of the bay. Owing to changing conditions, the leading lights and buoys may be moved to mark the best channel. There may be less water than charted, local knowledge is essential. Baie de Shippegan and Shippegan Channel are frozen over between the middle of December and the middle of April.

The Baie de Shippegan, and the adjacent bays and inlets, are festooned with aquaculture operations and installations. Caution is advised with regard to navigation and anchoring.

Fairway light and whistle buoy EG (1276.2) is moored on the alignment line of the outer leading lights, about 5 miles to seaward of the Pointe de Petite-Lamèque front light. A racon (— — •) operates from this buoy.

The outer leading lights (1277, 1278), in line bearing 151°, are shown from skeleton towers having black daymarks with red stripes, situated on the north side of Pointe de Petite-Lamèque. These lights lead over the edge of the shoal on the west side of Shippegan Channel, with a least depth of 7.6 m.

Pointe à Marcelle leading lights (1283, 1283.1), in line bearing 194°, are shown from skeleton towers having black daymarks with red stripes, on the SE end of Pokesudie Island.

A navigation beacon is situated on Pointe à Peinture.

Pointe à Bernache lights lead through the central part of Baie de Shippegan. Leading lights (1286.3, 1286.4), in line bearing 179½°, are shown from skeleton towers having black daymarks with red stripes, situated NW of the town of Shippegan.

Baie de Shippegan (Shippegan Harbour) West Entrance leading lights (1287, 1288), in line bearing 154½°, lead into the harbour. The front light is shown from a skeleton tower having a white daymark with a red stripe on the outer end of the centre wharf at the town, the rear light is shown from a similar tower near the west end of the causeway.

Chart 4920

Shippegan, a town of 2603 in 2011, has cold storage and fish plants, and a peat moss plant. A conspicuous church spire has an elevation of 25 m. The town is a commercial fishing centre, and the waterfront is busy, with many wharves and a large boatyard.

A causeway connects Île Lamèque to the mainland close south of the wharves. A lift bridge in the causeway has a raised clearance of 12 m and a channel width of 12 m; the closed clearance is 2.7 m. The bridge operator can be contacted on VHF channel 17 (156.85 MHz). It is reported that the radio communication with the bridge operator is only effective within 1 km of the lift bridge. Abandoned submarine cables cross Baie de Shippegan (Shippegan Harbour) close south of the causeway, and a submerged pipeline extends 0.35 miles NE from shore near the marina.

Three L-shaped wharves and a rock breakwater extend from the shore west of the bridge to form three basins. The entrance to the centre basin is about 52 m wide, and the entrance to the south basin, about 45 m wide. An ice plant stands on the centre wharf. A marginal wharf, between the centre and north wharves in the centre basin, is 146 m long with a depth of 3.2 m alongside. There is a depth of 2.7 m at the outer end of the south wharf.
A light (1291.5) is shown from the outer end of the north wharf.

119 Lifeboat station. — Canadian Coast Guard lifeboat Cap Breton (call sign CGYY) is stationed at a wharf adjacent to the SW side of the causeway. It operates within a 50 mile radius from its base and is operational from about May 1 to November 30. All distress situations and calls for assistance should be communicated to JRCC Halifax via the nearest coastal radio station or by any other available means (see inside cover).

120 A marina is operated by New Brunswick Aquarium and Marine Centre from the basin north of the north wharf. It is protected by a rock breakwater. There are 100 berths, fuel, showers, laundry, dining facilities and wireless Internet. Marine supplies and repair services are available locally, and a Travel-lift is accessible. The entrance channel to the marina has reported depths as shoal as 0.4 m, and depths of 0.4 m can be found in the basin.

121 Savoy Landing is situated at the NE end of the causeway. On the west side of the causeway is a wharf 150 m long with a depth of 1.4 m at the outer end. A light (1292) is shown from a skeleton tower on the outer end of the wharf.

Chart 4913

122 Baie de Petite-Lamèque, on the NE side of Baie de Shippegan, is shallow but there is anchorage off the mouth. The remains of a wharf, with submerged ruins extending from it, are situated on the north side of the bay.
LAMÈQUE (2013)

123 Baie de Lamèque, the NE arm of Baie de Shippegan, south of Baie de Petite-Lamèque, is a good harbour in all winds.

124 The town of Lamèque, population 1285 in 2016, is situated at the head of the bay. A conspicuous orange water tower, 47 m in elevation, is situated about 1 mile NE of the harbour. There is a hospital in the town.

Chart 4920

125 A buoyed channel leads through Baie de Lamèque into a basin.

126 The harbour at Lamèque consists of two basins formed by three Public wharves. A breakwater extends SW from the outer face of the north wharf; a light (1301) is shown from a mast having a green, white and black daymark, at the outer end of the breakwater. The south basin has berths 100 m long on its south and east sides, with depths of 5.5 m alongside. A light (1296.1) is shown from a mast having a red and white daymark, on the east side of the entrance to the south basin. The north basin has berths with depths of 2.9 to 4.2 m alongside. A fish processing plant lies adjacent to the north side of the north basin. A launching ramp is located close east of the south wharf.

Chart 4913

127 Saint-Simon Inlet, on the west side of Baie de Shippegan and south of Pokesudie Island, affords sheltered anchorage in 6 to 9 m. There are ruins of a wharf on the south side of Baie Saint-Simon-Nord.

128 Caraquet Harbour extends along the south shore of Chaleur Bay, west of Pokesudie Island. The harbour is well sheltered, protected from the north by Caraquet Island and its surrounding shoals, and the drying sands extending SE from Pointe de Maisonnette, 3 miles west of Caraquet Island. Baie de Caraquet, enclosed by Pointe de Maisonnette, is wide but shallow. In 2016, the town of Caraquet had a population of 4248, and the village of Bas-Caraquet had a population of 1305.

129 Pilotage is available but not compulsory. Masters of vessels requiring a pilot should report via
any coastal radio station their ETA to Pilots Caraquet, 12 hours before arrival at the pilot boarding station which is located 5 miles north of Pokesudie Island. Pilotage arrangements can normally be made through the vessel’s local marine agent or else directly with the Atlantic Pilotage Authority (APA). The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

The master of a vessel that is to depart or make a move and requires a pilot must report four hours prior to the ETD.

Ice. — The average thickness attained by undisturbed fast ice is 78 cm, with a record maximum of 92 cm measured in 1977. Ice begins to develop across the approaches usually during the later half of December and clears during the first week of April.

Caraquet Channel, the east entrance channel, is narrow and crooked between the steep edges of Caraquet Shoal and Pokesudie Shoal, but it is buoyed and marked by leading lights, and has a least depth of 5.3 m until abeam the east end of Caraquet Island. A second entrance channel, though shallow, lies close west of Caraquet Island; it is also buoyed. A light (1322) is shown at an elevation of 22.3 m from a skeleton tower having a white rectangular daymark on the west end of Caraquet Island.

Fisherman Ledge, 2.5 miles north of Caraquet Island, consists of rock and stones with a least depth of 3.7 m near the middle. Fisherman Channel, between this ledge and the shoals and ledges extending from Caraquet Island, has charted depths of 7.6 to 12.5 m, but should not be used for passage by vessels of any size.

Caraquet leading lights (1310, 1311), are in line bearing 227°. The front light is shown from a white tower with a red stripe, the rear light is shown from a skeleton tower having white daymark with a red stripe, situated to the east of Stoke Point.

Middle Caraquet leading lights (1313.2, 1313.3), in line bearing 244°, are shown from skeleton towers having red daymarks with white stripes, situated near Pointe d’Herbe. A conspicuous water tower, 66 m in eleva-
tion and marked by red lights, stands 0.6 miles SSW of the rear light.

Stoke Point leading lights (1314.2, 1314.3) lead 094° from the west entrance, and are shown from skeleton towers having red daymarks with white stripes, at Stoke Point.

Pointe à Brideau is situated close west of the boat basins at Caraquet.

Chart 4920

At Bas-Caraquet, near Stoke Point, there is a Public breakwater-wharf extending 300 m from the shore to an outer end 35 m long. The breakwater-wharf is in ruins; caution is advised. A marine service centre and marine railway are situated close west of the breakwater-wharf. The buildings to the south are reported to be conspicuous from seaward. Close west of the marine railway, there is a Public wharf 250 m long with an L-end and a spur extending to the west. The L-end is 46 m long with depths of 3.9 m along the outer face and 3.5 m along the inner face.

The Public wharf at Middle Caraquet, together with a breakwater extending from its outer L-end and a breakwater to the east, form a basin for small craft where the Marina de Bas-Caraquet operates. There is a depth of 2.2 m in the entrance, but there are shallower depths inside the basin. Lights (1314, 1314.1) are shown on the outer ends of each breakwater, from a skeleton tower and a mast, respectively. A launching ramp is situated at the SE corner of the boat basin.

At Caraquet, a rock breakwater, the main Public wharf (Young wharf), and the eastern breakwater-wharf form four basins. The centre basin is almost bisected by a Public wharf which extends 95 m from the shore into the basin. Oil tanks and a conspicuous fish plant are located at the inner end of Young wharf. The wharf is roughly T-shaped, and has a 270 m long stem, with an outer portion 300 m long. Lights (1319, 1319.1) are shown from a mast and a skeleton tower respectively, at the outer ends of the entrance to each basin. The breakwater at the western end of the west basin extends to Pointe à Brideau, and protects several floating docks of a small marina. A light (1319.5) is shown from a mast having a red and white triangular daymark, on the northern end of the breakwater. Lights (1319.6, 1319.7) are situated on either side of the entrance to the marina, within the basin. A submarine pipeline extends from shore in the centre basin, through the entrance and in a NE direction for a total of 440 m.

Caraquet is a regional centre, and there are supplies and services readily available. A large hospital is located along the Caraquet waterfront. The Collège communautaire de Nouveau-Brunswick has a campus in Caraquet, offering courses in fisheries. It is located close west of the wharves, along the waterfront.

Chart 4913

At Pointe de Maisonnette, the Public wharf was in ruins in 2013. A large sand dune (Dune de Maisonnette) and sandy shoal, extend 2.5 miles SE from the point.

Chart 4486

Low sand hills extend along the coast from Pointe de Maisonnette for 3 miles to the west. Sandstone cliffs, about 100 feet (30 m) in elevation, then commence and continue for the next 25 miles to Bathurst Harbour. A light (1324) is shown at an elevation of 56 feet (17 m) from a skeleton tower at the north extremity of Pointe de Maisonnette (47°50'N, 65°00'W).

At Anse-Bleue, 4 miles west of Pointe de Maisonnette, there is an irregular L-shaped breakwater-wharf with a stem 710 feet (217 m) long. A rock breakwater extends to the shore 0.2 miles WSW, leaving an entrance 140 feet (42 m) wide. A light (1325.4) is shown from the outer end of this breakwater. Leading lights (1325, 1325.1), in line bearing 195°, are shown in the approach from skeleton towers having white daymarks with red stripes. The irregular L-shaped end, with reported depths of 2 to 4 feet (0.6 to 1.2 m) alongside, extends from the stem of the wharf. A light (1325.5) is shown from a mast at the outer end of the L-shaped extension. A launching ramp is located at the inner end of the breakwater on the west side.

Grande-Anse, a fishing village of population 899 in 2016, is situated 8 miles west of Pointe de Maisonnette. The green church spire, 198 feet (60 m) in elevation, is very conspicuous. Two large breakwaters form a boat harbour, and protect a small floating wharf. There is a reported depth of 4 feet (1.2 m) in the harbour, and there is a launching ramp in the SE corner. Lights (1326.1, 1327.1) are shown from skeleton towers on the outer end of each breakwater.

On the west side of Grindstone Point (47°45'N, 65°22'W), 8.4 miles SW of Grande-Anse, at Stonehaven, there is a small harbour. It is formed by a breakwater 512 feet (156 m) long, with an L-end 256 feet (78 m) long extending west, and a Public wharf 229 feet (70 m) long on the west side. There is a reported depth of 10 feet (3 m) at the outer end of the wharf. A light (1328) is shown from a mast, on a hill above the wharf.
Another light (1328.5) is shown from a mast situated on the breakwater. A launching ramp is located adjacent to the inner end of the breakwater.

147  **Nepisiguit Bay** is a deep open bight, 17 miles wide at its mouth, between Grindstone Point and Pointe Verte. Bathurst Harbour lies at the head of the bay. Fish traps may extend up to 0.5 miles offshore along the coast between Grindstone Point and Bathurst Harbour.

148  **Miller Brook** (47°40’N, 65°30’W) is a small fishing harbour, accessible through a narrow channel between two breakwaters. It is situated near the community of Salmon Beach, about 4 miles east of the entrance to Bathurst Harbour.

**Chart 4920**

149  Bathurst Harbour, at the mouth of Nepisiguit River, is entered through a narrow channel dredged in the bar extending 1.5 miles to seaward of the river mouth, between Carron Point and Youghall Point. Within the entrance there is an extensive basin, but much of it dries at low water, except for the channels of three rivers which unite below Bathurst.

150  The city of Bathurst, population 31 110 in 2016, is situated on the point of land dividing Nepisiguit River from Middle River. A regional hospital is located in the city. A public park and beach are situated at Youghall Point. The Bathurst Marina with full services operates from the south side of Youghall Point. A narrow buoyed channel leads from Bathurst Harbour to the marina basin.

151  Pilotage is available but not compulsory. Masters of vessels requiring a pilot should report via any coastal radio station their ETA to Pilots Bathurst, 12 hours before arrival at the pilot boarding station. The station is located 3.6 miles north of Belloni Point (chart 4486). Pilotage arrangements can normally be made through the vessel's local marine agent or else directly with the Atlantic Pilotage Authority (APA). The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com.

152  The master of a vessel that is to depart or make a move and requires a pilot must report four hours prior to the ETD.

153  Tidal streams in the main channel run at a rate of about 2 knots, and over the bar setting fairly in and out at about 1.5 knots.

154  Due to ice and winter conditions, the navigation season in the Bathurst area is from mid April to early December.

155  The channel into Bathurst is marked by buoys which are moved as necessary. Owing to continuous silting, depths in the channel are subject to change; there may be less water than shown on the chart. Mariners should not attempt to enter without local knowledge.

156  The wharf at Bathurst, on the east side of the Nepisiguit River, has an outer face 123 m long. In 2000, there were depths of 1.7 m, at its north end, to 2.1 m, at its south end, alongside. This wharf is in disrepair.

157  The former Smurfit-Stone wharf, on the west side, has an outer face 150 m long with a least depth of 2.2 m alongside. The adjacent plant is demolished and the wharf has fallen into disrepair.

**Chart 4486**

158  The west shore of Nepisiguit Bay, from Youghall Point to Pointe Rochette, 8.5 miles NNW, is low. Houses are built along this shore, which is a combination of low-lying rocks and sandy beaches. A conspicuous illuminated cross, 146 feet (44 m) in elevation, is situated on a church at the village of Beresford, 4.4 miles NW of Youghall Point.

**Chart 4920**

159  The boat basin at Pointe Rochette (47°47’N, 65°42’W) is formed by an L-shaped breakwater-wharf 190 m long, and an L-end 110 m long. A light (1339) is shown from a skeleton tower at the outer end of the breakwater-wharf. A small breakwater extends 50 m from the western side of the basin to form an entrance 45 m wide. A light (1339.2) is shown from a mast having a green, white and black daymark, on the outer end of the small breakwater. Depths ranging from 0.4 to 1.7 m are found within the basin, and there is a launching ramp at the NW corner.

160  The nearby village of Petit-Rocher, population 1897 in 2016, has fuel and provisions available.

**Chart 4486**

161  An enclosed basin is situated at the village of Pointe-Verte, population 886 in 2016, 5.2 miles NNW of Petit-Rocher. The basin is formed by an L-shaped breakwater-wharf, and an inner L-shaped wharf, with a passage between them 75 feet (23 m) wide. The basin has depths of 2 to 4 feet (0.6 to 1.2 m). A detached rock breakwater lies off the north side of the breakwater-wharf. A light (1339.8) is shown from a skeleton tower on the outer end of this breakwater. A light (1340) is shown from a skeleton tower on the NW corner of the inner wharf.

**Chart 4920**

162  The Port of Belledune is an artificial harbour operated by Belledune Port Authority (BPA). It is contained by a breakwater and four marine terminals. In an average year, 90 ships call at the port, which handles on average 2.15 million tonnes of general and bulk cargo. The nearby community of Belledune had a population of 1417 in 2016.
Any ship approaching the waters of the BPA must follow certain guidelines before dropping anchor or mooring within this zone. A vessel wishing to enter the waters of the Port of Belledune must provide detailed information to obtain a traffic clearance. The information includes the name of the ship, port of registry, the names of the owner, master and agent of the ship, the ship’s draught, gross tonnage, a description of the goods to be loaded or unloaded, and any other information requested by the Port Authority.

The booklet *Port Information and Advice to Masters* is available from the BPA.

The harbour is approached from the NE in Chaleur Bay and entered between Belledune Point (47°54′N, 65°50′W) and the outer end of the breakwater 0.4 miles NW. A light (1340.1) is shown from a skeleton tower on Belledune Point. Another light (1340.2) is shown from a skeleton tower, having a red and white daymark on the outer end of the breakwater. There are privately maintained (charted) port entry lights, including sector lights and wharf extremity lights within the harbour.

The Port Authority maintains marine radio communication, and provides instructions to a vessel initially on VHF marine safety and calling channel 16. Radio communication is then moved to 65A - USA or channel 11 as working frequencies (156.8 and then 156.275 or 156.55 MHz).

The approach channel has a width of about 145 m and a reported depth of 11.6 m. It is suggested by the Port Authority that fully laden bulk carriers (destined for Terminal 2) restrict their safe arrival draft to 12.6 m and berth at high tide (dock water density is 1018 to 1025 kg/m³). The other Terminals have shoaler depths alongside, please see the descriptions later in the chapter.

The Port of Belledune is not yet compulsory as to pilotage, but is recommended. The users of shipping services at the Port of Belledune require non-Canadian vessels to use the services of a local Atlantic Pilotage Authority (APA) licensed harbour pilot. The port has
restrictions for docking in certain wind conditions and may require a vessel to use the services of a tug, two of which are normally available. The tugs double as the pilot boat which meets arriving vessels between 1.5 and 2 miles NE of the breakwater, with main pilot boarding position being at 47°56'N, 65°48'W. There are designated anchorages 1.5 and 3 miles NE of the breakwater in 27 and 33 m, in good holding ground, hard mud, but with little shelter. These anchorages are 47°56'N, 65°48'W, and 47°58'N, 65°48'W, respectively. The prevailing winds are from the NW and the port offers good shelter.

169 Masters of vessels requiring a pilot should report via any coastal radio station their ETA 12 hours before arrival at the pilot boarding station. Pilotage arrangements can normally be made through the vessel’s local marine agent or else directly with the Atlantic Pilotage Authority (APA). The APA can be contacted by telephone: 1-877-272-3477; or email, dispatch@atlanticpilotage.com. The master of a vessel that is to depart or make a move and requires a pilot, must report four hours prior to the ETD.

170 The port is open to shipping all the year and is ice-free most winters. Prevailing easterly winds bring pack ice into Chaleur Bay, making the approaches to Belledune difficult at times with heavy and rafted ice. Vessels arriving at ice-covered anchorages during winter are advised not to drop anchor, but to optionally consider slow steaming well clear of the port, until an ice-free berth becomes available.

171 The Terminal 2 (NB Power) coal wharf and the Terminal 1 (Glencore Canada Inc.) wharf lie on the south side of the breakwater. The coal wharf, situated to seaward, is 307 m long, 28 m wide, and has reported depths of 13.8 to 14.3 m alongside. The Glencore Canada Inc. wharf is 155 m long, 15 m wide, with a reported depth of 10.4 m alongside. A third wharf, the Terminal 3 (M.D. Young), lies on the south side of the port. It is 455 m long, 100 m wide, and has reported depths of 10.3 to 11.3 m alongside, in its 2 berths. A fourth wharf, the Terminal 4 (Rayburn Doucett) wharf, also lies on the south side of the port. It handles Roll-on Roll-off (Ro-Ro) and break-bulk cargo. The Ro-Ro berth has 5.7 m alongside.

172 An orange and white private mooring buoy (1.83 m by 3.05 m), equipped with a flashing yellow light may be established during the open water season in position 47°54'37.5"N, 65°50'16.8"W, approximately 125 m east of the M.D. Young terminal wharf. The establishment of this buoy is dependent upon operational needs of the Terminal 3 tenant. The characteristics of the light buoy: Flash 0.5 seconds, Eclipse 3.5 seconds. A light blue buoyant mooring hasker (marked with one fluorescent buoy) remains permanently attached to the release hook of the buoy while in position. It extends about 137 m to the furthest easterly mooring bitt at the crib section 9 of the wharf apron. The buoy is used when a bow or stern extends beyond the east end of the berth, especially with winds from between NE and SE.

173 The wharves are serviced by road (all Terminals), rail (Terminals 3 and 4), conveyors (Terminals 1, 2 and 3) and pipelines (Terminals 1 and 2).

174 At the port, water, bunker and diesel oil can be supplied by tank truck. In the case of a vessel fueling by tank truck, vessels should have a prior BPA authorization, dangerous goods permit, fuel transfer safety checklist, and special environmental restrictions with respect to alongside fuel delivery at certain berths only. Minor ship repairs can also be made, again with consideration of prior BPA authorization, hot work permit, safety checklist, and adherence to environmental restrictions pertaining to work at certain berths.

Chart 4486

175 A conspicuous power station and a chimney having an elevation of 598 feet (182 m) are located on the shore 1.5 miles west of Belledune Point.

176 The shoal water area bordering the coast increases in width west of Belledune Point, and extends over 1 mile from shore off the entrance to Jacquet River. The shoal water area narrows again off Black Point, and then surrounds Heron Island (48°00'N, 66°09'W).

177 Heron Island is wooded, moderately high, and its NE coast consists of red sandstone cliffs about 40 feet (12 m) in elevation.

178 There is a small fishing wharf located 0.2 miles from the entrance to the Jacquet River. The wharf, which dries alongside, is situated on the west side of the river, just below the railway bridge.

179 Heron Channel, between Heron Island and the mainland, is narrow and shallow. The channel is intricate and is used only by small craft. Heron Rock, at a depth of 4 feet (1.2 m), lies in the middle of the east entrance.

180 There is an L-shaped Public wharf at the west end of West Point Island, on the south side of Heron Channel, 1.9 miles ESE of Pointe La Roche. The wharf is 248 feet (76 m) long, with an outer end 65 feet (20 m) long and a depth of 5 feet (1.5 m) alongside. A light (1340.8) is shown from a skeleton tower on the outer end of the wharf. A causeway connects the island to the mainland. Wharf ruins extend from the shore close west of the mouth of the Benjamin River, about 1 mile SE of the above-mentioned light.
Chaleur Bay — North Shore — Cap d’Esperoir to Eel River

Chart 4485

181 Cap d’Esperoir (48°25’N, 64°19’W) consists of red sandstone cliffs about 15 m in elevation with high ridges found further inland. A narrow shoal extends SE from the cape for nearly 2 miles. Haut-fond Leander, with a depth of 4.6 m and on which the sea breaks with strong winds, lies about 1.5 miles offshore and is the shallowest spot on the bank. All vessels, except small craft, must pass south of this bank.

182 Cap d’Esperoir light (1403) is shown from a lighthouse at the end of the cape.

Chart 4921

183 The fishing harbour of Sainte-Thérèse-de-Gaspé is located 3 miles west of Cap d’Esperoir. The harbour’s entrance is protected on its south side by a breakwater and on its north side by a breakwater-wharf 30 m away. Two seasonal lights (1401.3, 1401.4) stand on the end of each breakwater. The south breakwater has an extra light (1401.5). The fishing harbour is managed by the harbour authority, Administration portuaire de Sainte-Thérèse-de-Gaspé.

184 Inside the fishing harbour, there are two mooring basins and a launching ramp for small craft. There are floating docks in the inner basin. A crib, with a depth of 2.1 m, is located on the north side of the floating wharf situated at the head of the basin. The crib is about 10 m from the outer end of the floating wharf. The inside of the harbour is dredged periodically. See the chart for depth information. Owing to continuous silting mariners should expect to find less water in some locations. For the latest information on depths mariners should contact the local authority.

185 Grande-Rivière, with a population of 3408 in 2016, is a fishing centre located 7 miles west of Cap d’Esperoir. A breakwater protects the mouth of the river which is subject to silting.

186 At Pointe Verte, there is a fishing harbour protected by two breakwaters located 58 m apart at the entrance. Seasonal lights (1399, 1399.2) are located at the end of each breakwater. There is an L-shaped wharf 294 m long and 75 m wide. Floating wharves and a launching ramp are situated in the north part of the basin. There are fish plants along the shore of the harbour. The fishing harbour is managed by the harbour authority, Administration portuaire de Grande-Rivière.

187 Water intake pipelines, with 6.4 m of water over their ends, lie close SE of the south breakwater.

Chart 4485

188 An illuminated cross is situated 0.8 miles NNW of Pointe Verte. The church near the mouth of La Grande Rivière is conspicuous.
A rocky shoal extends from the shore for 0.9 miles, 2.6 miles east of the village of Pabos. The village is located between Grande-Rivière and Chandler. There are two artificial reefs, one with a depth of 3.7 m, located on the rocky shoal (48°22'N, 64°33'W) and the other, with a depth of 5.8 m is located 1.1 miles WNW of the first reef.

Chart 4921

The town of Chandler, with a population of 7546 in 2016, is located 15 miles WSW of Cap d’Espoir. The town has a hospital.

The spire and the cupola of the church are conspicuous.

A light (1393) is shown from a tower on Île Dupuis which is surrounded by reefs. Leading lights (1395, 1396), in line bearing 321° and shown from fluorescent-orange daymarks with a black stripe, are situated on the shore NNW of Île Dupuis and lead into Anse à l’Îlot.

Two above-water wrecks lie close SE of Île Dupuis. Two outfall pipes, located 91 m and 0.4 miles SW of the front leading light respectively, extend 0.1 miles from the shore.

A 458-m long crescent-shaped breakwater lies 0.5 miles east of the Île Dupuis light. A wharf in ruins extends from the outer end of the breakwater. In 2016 the wharf was closed to navigation for safety reasons. A light (1392.7) is shown from a tower on the outer end of the wharf.

An old wharf in ruins, situated on the east side of Anse à l’Îlot, is fringed with boulders forming a jetty. This jetty, along with a perpendicular breakwater, shelters a launching ramp and a marina (Club nautique de Chandler). See the Appendix for additional information on the marina. A private light (1394) stands at the outer end of the jetty and a private starboard daybeacon stands at the outer end of the breakwater.

Chart 4486

Close west of Pointe du Grand Pabos and about 3 miles SW of Chandler, the mouth of Rivière de l’Anse aux Canards affords shelter to small craft.

A conspicuous radio tower with red lights stands on Pointe du Grand Pabos.
At Newport Point, a hamlet located 1.5 miles SW of Pointe du Grand Pabos, there is a wharf protected by two breakwaters. A light (1389) is shown from a tower on Pointe de Newport, east of the harbour entrance.

Pointe de Newport's seasonal leading lights (1390, 1391) in line bearing 342°, shown from fluorescent-orange daymarks with a black stripe, lead into the approach of the harbour. The front light is at the outer end of the commercial wharf, at the west entrance, while the rear light stands close to the inner end of the wharf. There is a depth of 3.6 m (2015) on the range line. The fairway light and bell buoy NEWPO (1388) is moored 0.5 miles SSE of the front range light. Lateral buoys mark the harbour entrance.

The NE side of the plant wharf is 40 m long with a floating wharf; the SE side of the wharf is 64 m long. There is another wharf, 149 m long, protected by the west breakwater.

The L-shaped public wharf, 125 m long and 30 m wide, extends from the north shore of the harbour. The wharf is equipped with a cargo winch. A travel lift and a launching ramp are located NW of the wharf. A marine service centre for the fishing industry and a storage area are situated north of the wharf. The fishing harbour is managed by the harbour authority, Administration portuaire de Newport.

A former fishing harbour, no longer maintained, is at the mouth of the river in the hamlet Les Îlots-de-Newport, 1.8 miles NNE of Pointe Noire.

The mouth of the river is bordered by boulders and protected by breakwaters. The river banks, bordered with rocks, leave a 36-foot (11-m) wide passage. Further upstream, a 82-foot (25-m) long wharf with a 33-foot (10-m) long floating wharf border the SW shore of the river.

In the harbour, there are depths of 3 to 6 feet (0.8 to 1.8 m) but owing to silting they can be less.

An outfall pipe, with 9 feet (2.7 m) of water over its outer end, extends south 410 feet (125 m) from the shore about 985 feet (300 m) east of the harbour entrance. A rocky shoal, with a depth of 1 foot (0.2 m), lies 515 feet (157 m) SSE of the river entrance; two islets lie 0.5 miles south of this entrance.

Pointe au Maquereau, 5.5 miles SSW of Pointe de Newport, is steep, dark and wooded, displaying craggy rocks rising steeply to an elevation of 200 feet (61 m).

Pointe Reddish, composed of red limestone, can sometimes be mistaken for an island. Close NE
NEWPORT POINT (2013)

LES ÎLOTS-DE-NEWPORT (2013)
of the point the mouth of the stream Ruisseau Chapados shelters the fishing harbour at Gascons; the narrow entrance to the harbour is protected by a jetty on the west side and a breakwater on the east side. There are wharves, floating wharves, a launching ramp and water and power outlets. The fishing harbour is managed by the harbour authority called Administration portuaire de Gascons. (See ENC CA579104)

208  Anse aux Gascons leading lights (1382, 1382.1), in line bearing 319½°, are in the approach to the harbour. The lights are shown from fluorescent-orange daymarks with a black stripe. A seasonal light (1383) is shown from a mast on the south end of the breakwater; the light operates at night only.

209  Due to silting in the harbour entrance depths can be less than those shown on the Gascons diagram.

210  Two towers, 948 feet (289 m) in elevation and with red lights, stand 1.6 miles NNW of Pointe Reddish.

211  The mouth of Rivière de l’Anse à la Barbe is 1.2 miles west of Pointe Reddish. It shelters the fishing harbour of Gascons-Ouest. On the west part, there is a 489 feet (149 m) long wharf with depths (2020) between 1 and 7 feet (0.3 and 2 m). The wharf is equipped with a cargo winch located at its south end. The river entrance is protected by breakwaters 43 feet (13 m) apart.

Chart 4921

212  Baie de Port-Daniel, open to the east, is entered between La Vieille and Pointe du Sud-Ouest (Pointe de l’Ouest). Port-Daniel-Gascons had a population of 2210 in 2016. The bay affords good anchorage in 10.1 m, mud; it provides good shelter from all winds, except those from south to east which cause a strong swell. A light (1379) is shown from a lighthouse on Pointe du Sud-Ouest (48°09’N, 64°57’W).

213  The McInnis Cement marine terminal in Anse à la Loutre extends 445 m from the shore. The 330-m berthing length of the terminal is composed of pillars connected by a catwalk with the transshipment tower situated on the central pillar. A conveyor system supported by towers connects the terminal to well-illuminated facilities on shore. Depths alongside the terminal range between 12.2 and 14 m.

214  Rivière Port-Daniel flows slowly into the northern part of Baie de Port-Daniel over a large mud bank and a drying bar. On the east side of the river mouth, in Port-Daniel-Est, an L-shaped breakwater-wharf protects a small craft basin. A seasonal light (1379.5) stands on the SW outer end of the breakwater-wharf. There is a launching ramp at the north end of the small craft basin. The fishing harbour is managed by the harbour authority, Administration portuaire de Port-Daniel-Est. (See ENC CA579253)

215  Charted depths from dredged areas shown on the Port-Daniel-Est diagram are obtained from periodic dredging. Owing to continuous silting mariners should expect to find less water in some locations. For the latest information on depths mariners should contact the local authority.
216 A fixed railway bridge, with a vertical clearance of 7.3 m and a fixed highway bridge, with a vertical clearance of 2 m, cross the river mouth. Close below the highway bridge there is an overhead cable with a vertical clearance of 7.3 m. Between the two bridges, there is a 68-m long seawall on the east side of the river.

217 An outfall pipe extends 244 m from the shore at the mouth of the stream Ruisseau Castilloux. The end of the outfall pipe has 2 m of water over it.

Chart 4486

218 Colline de Port-Daniel (Colline Daniel), 1.5 miles SW of Pointe du Sud-Ouest (Pointe de l’Ouest), is 400 feet (122 m) in elevation and is the highest point along this stretch of the coast.

219 Pointe Smith lies 4.5 miles farther to the SW. The harbour at Shigawake, which had a population of 292 in 2016, lies close west of the point and is protected from the west by a jetty and from the east by a former wharf that is now fringed with boulders. There are floating wharves with a total length of 58 m and a spur wharf, extending to the west, is linked to the outer end of the jetty. Power outlets are available.

220 Owing to continuous silting mariners should expect to find less water in some locations. For the latest information on depths mariners should contact the local authority.

221 The entrance to the harbour at Saint-Godefroi, which had a population of 380 in 2016, located 2 miles SW of Pointe Smith, is marked by two light buoys. A breakwater-wharf is on the SW side of Pointe Trachy. A second breakwater lies close west of the breakwater-wharf; there is a narrow passage between the breakwaters measuring 14 m wide. A light (1376) shown from a tower stands close to the outer end of the wharf. Another wharf, a launching ramp and a slipway are in the northern part of the basin. There are cargo winches and water and power outlets at the harbour. (See ENC CA579105)

222 Depths from the dredged areas shown on the Saint-Godefroi diagram are obtained from periodic dredging. Owing to continuous silting mariners should expect to find less water in some locations. For the latest information on depths mariners should contact the local authority.

223 Artificial reefs are placed in various locations between Pointe Smith and Pointe de Paspébiac. Their purpose is to enhance the marine environment by improving marine productivity and biodiversity. The fishing harbour is managed by the harbour authority, Administration portuaire du havre de pêche de Saint-Godefroi.

Chart 4921

224 Pointe de Paspébiac (48°01’N, 65°15’W) is the extremity of a triangle-shaped sand and shingle beach which surrounds a shallow and partially drying lagoon. Outflow from the lagoon, near its NE end allows small craft to enter at high water.

225 Starboard hand light buoy AP2 (1373) is moored on the SW side of the sand spit that extends from the point.
SHIGAWAKE (2013)

SAINT-GODEFROI (2013)
Two radio towers, 125 m in elevation and marked by red lights, are situated on the mud flats in the lagoon.

There is a commercial fishing harbour in the municipality of Paspébiac, which had a population of 3164 in 2016. The fishing harbour is protected by a breakwater to the west and an irregular shaped commercial wharf to the SE. There is a breakwater at the outer end of the wharf allowing an approximately 90-m wide entrance. A cathodic protection system to control corrosion is in operation on the north section of the wharf, which is owned by Small Craft Harbours, Fisheries and Oceans Canada. When berthing at this wharf specific operating procedures must be observed to prevent damage to vessels. For more information, as well as directives to follow, mariners should contact the Administration portuaire de Paspébiac. The south section of the wharf, owned by Transport Canada, is permanently closed to navigation. For safety reasons, it is forbidden to moor there. Fishermen use the floating wharves located north of the wharf; the wharves have a total length of 112 m. There is a marina (Marina de Paspébiac) NW of the wharf. See Appendix for additional information on the marina. Water and power outlets, as well as a launching ramp — accessible only at high water owing to silting — are available in the harbour. A fish plant and Banc de Pêche de Paspébiac National Historic Site of Canada are in the NE part of the harbour.

Lights (1373.3, 1374) situated on the outer end of the breakwaters mark the entrance to the basin.

Two submerged water intake pipelines extend close east of the commercial wharf.

The best anchorage in Baie de Paspébiac is 1 mile west of Pointe de Paspébiac, in about 10 m, clay. There is good shelter except from winds from west to SE through south; SW winds generate a considerable swell but the holding ground is very good.

Aquaculture facilities, marked by yellow cautionary buoys, are located along the shores of Baie de Paspébiac; mariners should proceed with caution when navigating in this area.

Pointe de New Carlisle, 3.2 miles west of Pointe de Paspébiac, is sandy and wooded. Shoal water extends some distance off the point along the coast in a westward direction.
A microwave tower, 107 m in elevation, stands nearly 0.3 miles north of Pointe de New Carlisle.

Pointe Bonaventure, 5 miles west of Pointe de New Carlisle, is a low red sandstone cliff.

There are several jetties perpendicular to the north shore of Chaleur Bay for erosion prevention.

Havre de Beaubassin, 2.2 miles NW of Pointe Bonaventure, is a small craft harbour at the mouth of Rivière Bonaventure. Charted depths from dredged areas are obtained from periodic dredging. Owing to continuous silting mariners should expect to find less water in some locations. These conditions may be found as far as 300 m off the SSW outer end of the breakwater situated at Pointe de Beaubassin. For the latest information on depths mariners should contact the local authority. The harbour is managed by the harbour authority, Administration portuaire de Bonaventure.

Bonaventure leading lights (1369, 1369.1), in line bearing 010° and with fluorescent-orange daymarks with a black stripe, are in the approach to the harbour. A decommissioned lighthouse is situated just SW of the front light. Private buoys are moored in the harbour to mark shoal water.

In the harbour there is a 275 m long wharf, a launching ramp and floating wharves for the marina (Marina de Bonaventure). See the Appendix for marina facilities.

Ruisseau-Leblanc is a hamlet located 8 miles WNW of Pointe Bonaventure. There is a former fishing harbour in Ruisseau-Leblanc that is protected by a breakwater in the eastern part of the harbour and a breakwater-wharf in the southern part. The harbour is blocked with sand. There is a launching ramp that is damaged. The breakwater-wharf is in ruins and access is prohibited.

Owing to the silting in the entrance to the harbour, mariners should contact local users for the latest information on depths. Mariners are advised to exercise caution when navigating in the area.

A wreck, used for diving purposes, with 38 feet (11.6 m) of water over it, lies 0.5 miles SSW off the wharf in Ruisseau-Leblanc. The diving site is marked by a private diving buoy. In Caplan, there is an outfall pipe extending about 820 feet (250 m) from the shore and parallel to the east side of the boulder jetty.
The ruins of a former wharf, approximately 1315 feet (400 m) east of the mouth of Rivière Caplan, extend perpendicularly from the shore for about 985 feet (300 m). There may be boulders present and depths may be less than charted. Caution is advised.

At the mouth of Rivière Caplan, 13.4 miles WNW of Pointe Bonaventure, there is a 131-foot (40-m) long wooden wharf; its seaward end is bordered with rocks. Local knowledge is required to access the river channel that leads to the wharf. There is a launching ramp.

In New Richmond, in the vicinity of Black Cape, on Pointe Howatson, 1.3 miles NW of Caps Noirs, there is an unused jetty. A small fishing harbour and a marina (Club nautique de New Richmond), protected by a breakwater that lies perpendicular to the wharf, are located in a basin on the east side of the wharf. There are also floating wharves for fishing vessels and a launching ramp in the basin. A private light stands on the east outer end of the breakwater. See the Appendix for marina facilities. (See ENC CA579254)

Owing to continuous silting, mariners should expect to find less water in some places. For the latest information on depths mariners should contact the local authority. A crib, with 5.3 feet (1.6 m) of water over it, lies about 66 feet (20 m) NE of the breakwater.

There are tanks, conspicuous from offshore, located north of the wharf. A radio tower stands on a hill ENE of the wharf.

An outfall pipe extends 0.5 miles from the shore, 0.2 miles west of Pointe Howatson.

Baie de Cascapédia is shallow and Rivière Cascapédia, flowing into the head of the bay over drying mud and sand flats, can only be entered by small craft. Cribs in ruins lie in the mouth of the river. A 102-foot (31-m) long floating wharf, where small craft can berth, is on Pointe Taylor situated on the south side of the mouth of Petite rivière Cascapédia.

Artificial reefs are placed in a number of different areas located SW of New Richmond. Their purpose is to enhance the marine environment by improving marine productivity and biodiversity in the eastern part of Baie de Cascapédia.

Caps de Maria, on the west side of Baie de Cascapédia form a steep bluff 143 feet (44 m) in elevation. Pointe Tracadigache is a triangle-shaped sand bar surrounding a drying lagoon; the point has a sand spit extending 0.5 miles in a southerly direction. A private light (1365) is shown from a red and white tower situated on Pointe Tracadigache.

Conspicuous towers stand on top of Mont Saint-Joseph 2.9 miles NNE of Pointe Tracadigache. There is a prominent wind farm in the area.

Baie Tracadigache is bordered with shoal water.

Aquaculture facilities are located along the shores of Baie de Cascapédia and Baie Tracadigache. Generally they are marked with yellow cautionary buoys;
mariners should proceed with caution when navigating in this area. Unmarked artificial reefs have also been placed close to Pointe Tracadigache.

Chart 4921

254 The town of Carleton-sur-Mer, with a population of 4073 in 2016, is situated 1 mile north of Pointe Tracadigache. There is a medical clinic in Carleton-sur-Mer and a hospital in the municipality of Maria.

255 The Carleton-sur-Mer Public wharf is administered by Fisheries and Oceans Canada in partnership with the Town of Carleton-sur-Mer. The inside depths of the harbour are between 0.4 m on the N side and 5.2 m on the SE side (2019). There is a crib with a depth of 4 m in the middle of the harbour. There are floating docks there. The harbour is protected at the SE by a breakwater and at the SW by another breakwater attached to the wharf. A light stands on the end of this breakwater. This light operates at night only. These facilities are managed by the Harbour Authority of Carleton-sur-Mer.

256 The basin has a marina (Club nautique de Carleton-sur-Mer) and a launching ramp. See the Appendix for a marina facilities.

257 Saint-Omer Migratory Bird Sanctuary (Environment and Climate Change Canada) is located in the barachois NNW of Baie Tracadigache, opposite the administrative sector of Saint-Omer; access regulations apply.

Restigouche River — Miguasha-Ouest to Campbellton

Chart 4426

261 Bonamy Rocks (48°03'N, 66°21'W) extend almost 0.5 miles east of the point south of Inch Arran Point. They are steep, high and broken. Banc de Miguasha, of sand and stones, extends 1 mile SW from Pointe de Miguasha, on the east side of the river mouth.

262 Pilotage for Restigouche River is compulsory. Masters of vessels must report via any coastal
Dalhousie Harbour is situated at the mouth of Restigouche River. The nearby town of Dalhousie had a population of 3126 in 2016. Customs services are available at Dalhousie, and a hospital is located there. Restigouche River is open to navigation all year round, however, ice may hinder navigation during the winter months. Icebreaker assistance is available if required.

The maximum rate of the tidal streams in the river mouth is about two knots. The river and harbours within it are subject to continuous silting, and there may be less water than shown on the chart. Dredging is carried out periodically in Dalhousie Harbour.

The marine terminal at Dalhousie (East Wharf) is situated 0.7 miles NW of Inch Arran Point. It is 630 feet (192 m) long with two mooring dolphins 250 and 500 feet (76 and 152 m) east of the wharf, to allow for a berth 1115 feet (340 m) in length. In 2013, the depths alongside were 21 to 33 feet (6.4 to 10 m). The wharf is served by electricity, an oil pipeline, fresh water, and is mostly used for bulk cargo. A former booming ground is located between this wharf and the disused Bowater Paper Company wharf 0.3 miles to the east. Intermodal rail service is available in the area.

Dalhousie Regional Marina operates from a facility to the SW of the West marine terminal. There are several floating wharves and a launching ramp. Fuel oil, diesel oil and stores can be obtained in Dalhousie.

The settlement of Migusha-Ouest is situated on the north shore of Restigouche River, NNE of Dalhousie. The wharf, in ruins, is closed to navigation and berthing is prohibited; vessels are not to approach the wharf within 65.6 feet (20 m).

A 262-foot (80-m) long breakwater shelters the former ferry docking area and has a depth of 8 feet (2.4 m). There is a dolphin 49 feet (15 m) east of the breakwater.

The channel between Dalhousie and Campbellton is wide and deep for the first 5 miles, but then narrows and shoals gradually. The channel is marked by buoys; between Pointe au Chêne and Campbellton, it is no longer maintained by dredging.

The city of Campbellton, population 13 114 in 2016, is situated on the south shore of the Restigouche River, 14 miles upstream from Dalhousie. The wharf at Campbellton is 1450 feet (442 m) long. There is a depth of 10 feet (3 m) situated 10 feet (3 m) off the north face, 75 feet (23 m) from the east end. Minor engine and hull repairs can be undertaken in Campbellton. The city is a regional centre and supplies are readily available here. A large regional hospital is also located in Campbellton.

A conspicuous white statue, 233 feet (71 m) in elevation, is situated on top of a conspicuous red brick building about 0.4 miles SSE of the wharf.

A fixed highway bridge crosses the river, linking Campbellton (NB) to Pointe-à-la-Croix (QC). The bridge has a clearance of 44 feet (13 m); only small craft can navigate above the bridge. A launching ramp and float-
ing wharves are situated just above the bridge, on the north shore.

**Cap d’Espoir to Cap Gaspé**

*Chart 4921*

278 There is a harbour situated at L’Anse-à-Beaufils about 3 miles north of Cap d’Espoir. The harbour is formed by a basin and a Public wharf, which are both protected on the south side by a curved breakwater. The entrance to the harbour, 25 m wide, is on the NE side. There is a daybeacon on the outer end of the wharf. The harbour is managed by the harbour authority, *Administration portuaire de Percé et l’Anse-à-Beaufils*.

279 Depths in the entrance channel and inside the harbour are obtained from periodic dredging. Owing to continuous silt ing, mariners should expect to find less water in some places. For the latest information on depths mariners should contact the local authority.

280 In the basin there is a marina managed by the harbour authority, *Administration portuaire de Percé et l’Anse-à-Beaufils*. See the Appendix for marina facilities. A launching ramp is situated close to the inner end of the wharf. A catwalk, immediately below the fixed highway bridge, has a vertical clearance of 4.1 m.

281 There are artificial reefs in the following locations: 0.9 and 1.4 miles north of Cap d’Escoir (48°25’N, 64°19’W); 0.8 and 1 mile ENE of L’Anse-à-Beaufils. Mariners are not to drop anchor in the vicinity of the reefs. There are also submarine telecommunication cables that run between the shores of L’Anse-à-Beaufils and an area north of L’Étang-du-Nord (Îles de la Madeleine). Mariners must refer to the appropriate chart for their position and are not to drop anchor in the vicinity of the cables.

*Chart 4485*

282 Île Bonaventure (48°30’N, 64°10’W), about 137 m in elevation, has steep red sandstone cliffs that reach 76 m in elevation in certain places. Numerous seabirds nest on ledges and fissures in the cliffs. The passage between the island and the mainland is clear, but heavy swells frequently roll through it and around the island.

283 There is a wharf equipped with a radar reflector on the WNW side of the island. The Bonaventure Island and Percé Rock Migratory Bird Sanctuary (Environment and Climate Change Canada) and Parc national de l’Île-Bonaventure-et-du-Rocher-Percé (Parcs Québec) are located in this area; access regulations apply.

284 Baie de Percé, NW of Île Bonaventure, is formed by Cap Blanc and Rocher Percé. Rocher Percé is conspicuous for its vertical cliffs, 88 m in elevation, for the large cleavage in its SE end and for the circular passageway that runs through the rock.

285 The town of Percé, with a population of 3103 in 2016, has a wharf which extends in a SE direction. As it is being rebuilt, the wharf is closed to navigation and berthing is prohibited unless a Navigational Warning is issued regarding a status change. A light (1409) is shown at the outer end of the wharf.

286 There are artificial reefs in the following locations: 0.3 miles north of Cap Blanc with a least depth of 6.3 m, and 0.4 mile SW of Cap Blanc with a least depth of 5.6 m. Mariners are cautioned against anchoring near the reefs. Récif de Percé, with a few rocks drying 3 feet (0.9 m), extends 0.4 mile from the shore, SE of at the wharf; there is also a rocky islet, 3 feet (1 m) in elevation.

287 Mont Sainte-Anne rises to an elevation of 340 m and is located 1 mile inland from the town of Percé. Several conspicuous towers soverlook the mountain.

288 La Malbaie, open to the east, is bordered at its head by a gravel and sandy beach that surrounds a lagoon. The south shore of the bay, between Rocher Percé and a position 1 mile NW of Pointe des Cannes de Roches, rises to a steep bluff over 198 m in elevation. The north shore is composed of intermittent low sandstone cliffs and occasional beaches.

289 A 130-m long outfall pipe, with 1.2 m of water over its outer end, extends from Cap Barré.

290 Barachois is a village situated on the shore at the NW end of La Malbaie. The entrance to the lagoon is on the north side and small craft can pass under a fixed railway bridge which has a vertical clearance of 7.5 m. A sand bar forms in the approach to the lagoon downstream of the bridge. A former landing pier in ruins is upstream of the bridge.

*Chart 4921*

291 There is a Public breakwater-wharf in the hamlet of Mal-Bay on the north shore of La Malbaie. There are floating wharves in the basin formed by the breakwater-wharf. There is a launching ramp on the NE side of the inner end of the wharf. A seasonal light (1410) is on the breakwater. This harbour is managed by the harbour authority, *Administration portuaire de l’Anse-à-Brillant et St-Georges-de-Malbaie*. 
L'ANSE-À-BEAUFILS (2013)

ÎLE BONAVENTURE (2013)  PERCÉ (2020)
Anchorage off Mal-Bay is not recommended because of frequent SE gales, preceded by fog, and usually accompanied by heavy seas.

**Chart 4485**

293 **Pointe Saint-Pierre,** the south entrance point of Baie de Gaspé, is low with a number of houses on it. **Île Plate** is a low sandstone island lying 0.4 miles off Pointe Saint-Pierre (48°38’N, 64°09’W). A **light** (1412), shown from a tower with rectangular fluorescent-orange daymarks, is situated on the island.

294 A depth of 13.6 m lies 1 mile SE of Cap Gaspé. A **bank** with a depth of 25.3 m, situated 5 miles SE of Cap Gaspé, forms the NW part of **Banc des Américains.** Banc des Américains extends 10 miles to the SE where there is a depth of 13.3 m. **Tide rips** occur occasionally at these locations.

295 The **Bancs-des-Américains Marine Protected Area (MPA)** extends from Île Bonaventure to near Cap Gaspé and eastward for more than 18 miles. The MPA includes Banc des Américains. Restrictions apply to this MPA and are described in the **Banc-des-Américains MPA Regulations.** For more information, please visit the **Fisheries and Oceans Canada** website at www.dfo-mpo.gc.ca.

296 An **ODAS light buoy IML-11 (1412.5)** is moored 1 mile SE of Banc des Américains.

**Baie de Gaspé**

297 **Baie de Gaspé** extends over a distance of more than 17 miles and has a harbour and an excellent roadstead in its NW end. The SW shore of the bay, from Pointe Saint-Pierre to Douglastown 12 miles up the bay, presents a succession of precipitous headlands with cliffs reaching 46 m.

298 Meteorological observations for Gaspé are recorded at the airport and do not necessarily apply to the prevailing conditions in Baie de Gaspé.

299 **Anse à Brillant,** about 7.5 miles NW of Pointe Saint-Pierre, shelters a fishing harbour. The harbour is fringed by two **wharves** with an overall length of 205 m.

300 The 12-m wide entrance to the fishing harbour has depths (2020) of 1.2 m. Two **breakwaters,** which extend in a NE direction, form the entrance. Within the first 80 m of the harbour there are depths (2020) of 0.6 to 1.8 m. There is a **launching ramp** and cargo winches. Owing to continuous **siltting** mariners should expect to find less water.
in some places. For the latest information on depths, mariners should contact the local authority. This harbour is managed by the harbour authority, Administration portuaire de l’Anse-à-Brillant et St-Georges-de-Malbaie.

301 Anse-à-Brillant leading lights (1414, 1415), in line bearing 205°, are in the outer approach. The lights have fluorescent-orange daymarks with a black stripe. A starboard hand light buoy BR2 (1413.1) is moored 0.5 mile offshore, NNE of the fishing harbour.

302 The roadstead off Douglastown is extensive and offers anchorages in depths of 11 to 18 m, mud and clay bottom. SE winds create a heavy swell but there is good shelter from other wind directions.

303 Two aquaculture facilities, marked by yellow cautionary buoys, are situated 0.7 mile east and 1.4 miles SE of Cap Haldimand, respectively.

304 The residential district of Douglastown, amalgamated with the town of Gaspé, is situated on the south side of the mouth of Rivière Saint-Jean. A narrow channel passes under the fixed railway bridge which crosses the river mouth.

305 Cap Gaspé, the north entrance point of Baie de Gaspé, is a limestone headland at the extremity of the narrow peninsula of Presqu’île de Forillon. Cliffs rise to an elevation of 183 m on the NE side of the peninsula. Cap Gaspé dips to the SW and the cliffs are lower on that side.

306 A rocky area extends the south end of Cap Gaspé in a SE direction. A shoal, with a depth of 13.6 m, is situated 1 mile SE of Cap Gaspé. There is also an extensive rocky shoal, with a depth of 25.3 m, 5 miles SE of Cap Gaspé forming the NW part of Banc des Américains. Tide rips occur at times.

307 Presqu’île de Forillon is part of Forillon National Park. Regulations apply to access the Park and use its facilities.

308 Cap Gaspé light (1426) is shown from a lighthouse on the south end of the cape (48°45’N, 64°10’W).

309 The NE shore of Baie de Gaspé is steep-to and free of detached shoals up to Rocher Seal 7 miles NW of Cap Gaspé.

310 At Grande-Grave, 3.6 miles NW of Cap Gaspé, there is a small harbour with a wharf protected by jetties. A light (1421) is shown from a mast on the outer end of the wharf. There is a launching ramp in the small harbour.

311 Local knowledge is required as there may be shoals in the entrance channel and along the wharf.
These facilities are managed by Parks Canada; regulations apply to both the access and use of the facilities.

A conspicuous tower, with an elevation of 320 m and red lights, stands on a hill 2.8 miles NNW of Grande-Grave.

Gros cap aux Os is 7.6 miles NW of Cap Gaspé. A light (1420.5) is shown from a tower on the cape. Rocher Seal, with a depth of 1.2 m, lies 0.8 miles ESE of the cape. A wreck lies 0.2 mile SE of the cape.

Port of Gaspé

Chart 4416

Havre de Gaspé is located west of the natural breakwater formed by Pointe de Sandy Beach which is low and linked to Batture de Sandy Beach, a drying sandy bar. The harbour is nearly 4.5 miles long and has an average width of 1 mile with depths of 11 to 20 m, mud bottom; the harbour is a safe roadstead.

Bassin du Nord-Ouest and Bassin du Sud-Ouest are two extensions of the harbour. Ice usually forms around December 15th in the harbour.

Aquaculture facilities, marked with yellow cautionary buoys and lateral buoys, are situated year-round in Bassin du Nord-Ouest.

A narrow passage, 0.3 mile wide, leads through the shoals extending from Pointe de Sandy Beach and those lying east of Pointe de Penouille. Leading lights (1419.6, 1419.7), in line bearing 307½° and with fluorescent orange daymarks with a black stripe, stand on Presqu’île de Penouille. The rear light is equipped with a racon (— — •). The range lights lead through the middle of the passage and at the end of it a major course change is necessary.

The rate and the direction of the tidal streams vary greatly in the outer bay, in the narrow passage and in the inner harbour. These tidal streams are strongly influenced by local winds and the natural flow of the upstream rivers.

The Port of Gaspé is located on the south side of the harbour near the Hamlet of Sandy Beach and is administered by the Société portuaire du Bas-Saint-Laurent et de la Gaspésie; the Harbour master has an office.
on site, telephone: 418-368-6679 or 418-360-5123 (24/7). The port is open year round; Canadian Coast Guard icebreakers ensure access during the winter.

Pilotage is not compulsory, but it can be requested from the Harbour master.

Arrival information. — Gaspé is a customs port of entry for commercial vessels but is not a quarantine station; refer to ATL 100 – General Information for details about the Quarantine Regulations. Extensions to the de-ratting certificate can be issued there in accordance with the International Health Regulations.

Regulations. — Public Ports and Public Port Facilities Regulations apply to vessels at berth, at anchor, maneuvering or otherwise under way in the harbour.

The Harbour master has full authority over vessels in the harbour and may order them to move, use tugs, moor or anchor at designated locations.

Mooring. — The public wharf is 231 m long and 34 m wide and has two berths, 1 and 2. The respective lengths of the mooring berths are 180 m and 175 m. See the chart for depths.

A cathodic protection system is installed on the wharf. When berthing at the wharf, operating procedures must be observed to prevent damage to vessels.

Supplies. — Fresh water (seasonal) and fuel are available.

Port services. — Minor repairs, stevedores and moorage are available.

Transportation. — Gaspé is connected to the provincial road system. There is a regional airport nearby.

There are many conspicuous oil tanks in the vicinity of the wharf.

West of the wharf there is an outfall pipe extending 142 m from the shore. The depth at the outer end of the outfall pipe is 10.6 m.
PORT OF GASPÉ (2013)

GASPÉ (BIRTHPLACE OF CANADA) (2013)
South of the wharf, there are submerged ruins of a slipway and an abandoned pipeline joining the wharf to shore. There is a shipyard (Chantier Naval Forillon) about 200 m south of the wharf. The shipyard has an 800-ton capacity slipway with a 200-ton transfer system and a workshop.

Banc de Lourdes is an area of shoal water extending nearly 0.5 mile NW of Pointe de Lourdes. The entrance to Bassin du Sud-Ouest lies between Pointe de Lourdes and Pointe Jacques-Cartier. Batture Paddy is on the north shore of Bassin du Sud-Ouest just south of Pointe Jacques-Cartier. Monseigneur-Ross fixed highway bridge, with a centre vertical clearance of 6.1 m, crosses the narrows at the entrance to Bassin du Sud-Ouest. Two abandoned submarine cables cross the narrows close above the bridge.

Bassin du Sud-Ouest extends 1.2 miles upstream of the fixed bridge. Birthplace of Canada historic site is on the north shore of Bassin du Sud-Ouest, about 0.2 miles upstream of the bridge. A landing pier allows easy access to Three Nations wharf. There are depths of 5 to 15 m, mud bottom. A submarine pipeline is laid across Bassin du Sud-Ouest about 0.9 miles SW of the bridge.

The town of Gaspé, with a population of 14,568 in 2016, has a hospital. The nearby airport offers scheduled flights. West of the bridge there is a wharf in ruins. Gaspé Marina, protected by breakwaters, is located on the south shore of the harbour close east of the bridge. An 81-m long floating wharf, owned by the marina, is close to the inner end of the north breakwater. See Appendix for additional information on the marina.

Privately maintained lights (1417.4, 1417.5) are shown from towers on the outer end of each breakwater.

Note: — For a description of the Gulf of St. Lawrence above Cap Gaspé consult Sailing Directions booklet ATL 110 — St. Lawrence River — Cap Whittle/Par Gaspé to Les Escoumins and Anticosti Island.
Sail Plan

Adapted from Transport Canada Publication TP 511E.

Fill out a sail plan for every boating trip you take and file it with a responsible person. Upon arrival at your destination, be sure to close (or deactivate) the sail plan. Forgetting to do so can result in an unwarranted search for you.

### Sail Plan

#### Owner Information

Name: ___________________________________________________________________________
Address: _________________________________________________________________________
Telephone Number: ___________________ Emergency Contact Number: _____________________

#### Boat Information

Boat Name: _______________________________ Licence or Registration Number: ______________________
Sail: _______________ Power: _____________ Length: _____________ Type: _________________
Colour Hull: _______________ Deck: _______________ Cabin: _______________
Engine Type: ________________________ Distinguishing Features: _________________________

#### Communications

Radio Channels Monitored: HF:   VHF:   MF:   
MMSI (Maritime Mobile Service Identity) Number: _________________________________________
Satellite or Cellular Telephone Number: _________________________________________________

#### Safety Equipment on Board

Lifejackets *(include number)*: _________________________________________________________
Liferafts: _______________________________ Dinghy or Small Boat *(include colour)*: _______________
Flares (include number and type): _____________________________________________________
Other Safety Equipment: ______________________________________________________________

#### Trip Details — Update These Details Every Trip

Date of Departure: _________________________ Time of Departure: _________________________
Leaving From: _____________________________ Heading To: _____________________________
Proposed Route: ___________________________ Estimated Date and Time of Arrival: ________________
Stopover Point: ____________________________ Number of People on Board: ________________

Search and Rescue Telephone Number: ________________________________________________
The responsible person should contact the nearest Joint Rescue Coordination Centre (JRCC) or Maritime Rescue Sub-Centre (MRSC) if the vessel becomes overdue.

Act smart and call early in case of emergency. The sooner you call, the sooner help will arrive.

**JRCC Victoria (British Columbia and Yukon)** 1-800-567-5111
+1-250-413-8933 (Satellite, Local or out of area)
# 727 (Cellular)
+1-250-413-8932 (fax)
jrcvcolumbia@sarnet.dnd.ca (Email)

**JRCC Trenton (In Canada)** 1-800-267-7270
+1-613-965-3870 (Satellite, Local or Out of Area)
+1-613-965-7279 (fax)
jrcctrenton@sarnet.dnd.ca (Email)

**MRSC Québec (Quebec Region)** 1-800-463-4393
+1-418-648-3599 (Satellite, Local or out of area)
+1-418-648-3614 (fax)
mrscqbc@dfo-mpo.gc.ca (Email)

**JRCC Halifax (Maritimes Region)** 1-800-565-1582
+1-902-427-8200 (Satellite, Local or out of area)
+1-902-427-2114 (fax)
jrcchalifax@sarnet.dnd.ca (Email)

**MRSC St. John’s (Région de Terre-Neuve-et-Labrador)** 1-800-563-2444
+1-709-772-5151 (Satellite, Local or out of area)
+1-709-772-2224 (fax)
mrscsj@sarnet.dnd.ca (Email)

**MCTS Sail Plan Service**

Marine Communications and Traffic Services Centres provide a sail plan processing and alerting service. Mariners are encouraged to file Sail Plans with a responsible person. In circumstances where this is not possible, Sail Plans may be filed with any MCTS Centre by telephone or marine radio only. Should a vessel on a Sail Plan fail to arrive at its destination as expected, procedures will be initiated which may escalate to a full search and rescue effort. Participation in this program is voluntary.

*See Canadian Radio Aids to Marine Navigation.*
Other References

Guidelines for Navigation Under The Confederation Bridge

Information for the Protection of Right Whales

Customs Information for Pleasure Craft

Current Predictions (Data Viewer by DFO - MSDI Dynamic Current Layer)

Meteorological data
### Table of Marina Facilities

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<th>Chapter</th>
<th>Name of Marina</th>
<th>Address (Province)</th>
<th>Phone Number</th>
<th>Total Berths</th>
<th>Visitor Berths</th>
<th>Mooring Buoys</th>
<th>Hoisting Capacity</th>
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Information obtained from the marina operator, or their website.

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<td>Administration portuaire L’Anse-à-Beaufils (QC)</td>
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<td>Club nautique de New Richmond New Richmond (QC)</td>
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Information obtained from the marina operator, or their website.

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