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Coast Guard

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INLAND WATERS

List of Lights, Buoys and Fog Signals

CANADIAN COAST GUARD Maritime Services





LIGHTS, BUOYS AND FOG SIGNALS

INLAND WATERS

INCLUDING

(West of Montréal and East of British Columbia)

Canadian Coast Guard

MARITIME SERVICES

Cette publication est aussi disponible en français.

This publication can be downloaded from the
Notices to Mariners Web site

www.notmar.gc.ca/

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**RECORD OF CHANGES TO THE LIST OF LIGHTS,
BUOYS AND FOG SIGNALS FROM MONTHLY EDITION
NOTICES TO MARINERS**

Information contained in Notices to Mariners Section 1 up to and including Monthly Edition marked with an X has been embodied in this publication.

2013

1	X	4	X	7	10
2	X	5	X	8	11
3	X	6	X	9	12

2014

1		4		7	10
2		5		8	11
3		6		9	12

INLAND WATERS

INCLUDING

(WEST OF MONTRÉAL AND EAST OF BRITISH COLUMBIA)

Regional Information

All lights are maintained in operation while navigation in the vicinity is open. All buoys are set out in the spring as early as ice conditions will permit and are maintained until ice conditions necessitate their removal in the fall.

For the winter season, a number of lighted and unlighted buoys are replaced by winter spar buoys. Particulars of these winter buoys are given in a list issued by the Central Region in the third week of November.

The establishment and discontinuance of aids to navigation in the MacKenzie System and in the Western Arctic are determined by prevailing ice conditions. Mariners are cautioned that floating aids are subject to displacement by ice and will be discontinued and/or abandoned at the close of the season as sea and ice conditions dictate.

Similarly, the establishment of such seasonal aids may be delayed if weather and/or ice conditions preclude the operation of aids vessels and helicopters, and mariners are urged to take every precaution and not to rely exclusively on aids to navigation.

NOTE: Most unlighted buoys are not removed at the end of the navigational season but are left in place during the winter. Mariners, who use channels marked by such buoys before the official opening of the navigational season, are cautioned that these buoys may not be in their advertised positions due to storms and shifting ice caused by winter conditions. After the position and the condition of the aids have been verified, a Notice to Shipping will be issued to advise mariners that the aids have been checked and that the channels in each local area are open for navigation. Such Notices may be promulgated over the Coast Guard VHF radio network, or may appear in the monthly Notices to Mariners.

QUÉBEC REGION

The fixed lighted aids and fog signals are exhibited year round. Exceptions to the aforementioned lights are listed as "Seasonal" in the "Remarks" column of the List of Lights. Seasonal lights are maintained from April 1st to December 20th, except in Hudson Strait and Hudson Bay which are maintained from June 1st to December 1st.

All other lights under the control of the Canadian Coast Guard are maintained in operation whenever navigation in the vicinity is open.

Some fixed aids (which have been modernized to DEL between Beauharnois and Traverse du Nord) are endowed with a function of emergency mode resulting from the main light. To identify which range lights are provided with this function of emergency mode, it is necessary to refer to the column "Remarks" of the present book: List of Lights, Buoys and Fog Signals. Consequently the range light showing a fixed characteristic **F** in the main mode will show a quick flashing light characteristic in the emergency mode **Q 1s (0.5s. flash, 0.5s eclipse)**.

Many fixed lighted aids whose main light remains permanently lighted are equipped with emergency lights that turn on automatically at night if the main light is not working. These emergency lights have a standard characteristic of group flashing (6)15s. Usually, they are visible up to five nautical miles (in dark nights, during favorable weather conditions). The List of Lights, Buoys and Fog Signals indicates which fixed lighted aids are equipped with these emergency lights.

Some range lights in restricted channels are equipped with a secondary light. This is a third light, which is neither the main light visible in line of range nor the emergency light white (6) 15s, with a typical range of five nautical miles. The characteristics of this light are different from those of the main or emergency light. This secondary light (for reference or position) is often visible over 360 degrees or for a given sector. Any information concerning this light is available in the List of Lights, Buoys and Fog Signals. Floating aids are seasonal. In the fall, some summer buoys are replaced by winter spars. These buoys are listed as "winter spar/Year round" or "winter spar/Seasonal" in the "Remarks" column of the List of Lights.

New plastic or steel floating aids are being tested in the Quebec Region. These new lighted four season buoys are being established for a two-year period, and left in the water year round to determine their Performance against the elements. These new buoys are equipped with LED lanterns. For information on lantern characteristics, consult the List of Lights, Buoys and Fog Signals.

In the small craft channels, some buoys are lifted, others remain in position. Being unwatched, these buoys may not necessarily be in their advertised position or display their normal characteristics. The following spring, a Notice to Shipping will broadcast the return of their normal operation.

Details on changes made to the aids to navigation are published in a *Notice to Shipping* broadcasted by the region and available on the Québec Region Internet site (<http://www.marinfo.qc.ca>).

INLAND WATERS – List of Lights, Buoys and Fog Signals

Cautions in the Use of Aids to Navigation

Most aids to navigation are not under continuous observation and mariners should be aware that, with the many thousands of aids in Canada, failures and displacements do occur. The Coast Guard does not guarantee that all aids to navigation will operate as advertised and be in the positions advertised at all times. Mariners observing lights out of operation, buoys, markers, etc., off charted position, damaged or missing are responsible for reporting such problems to the nearest Marine Communications and Traffic Services Centre or Coast Guard office.

Aids to navigation are subject to damage, failure or dislocation by ice or storms, to being struck by vessels or tows, and to power failures. Ice and storm damage may be widespread and require considerable time to repair. Isolated damage may exist for a long time without being discovered and reported. Floating aids and pier lights in or near the water which are exposed to particularly rigorous strain during ice movement are at the greatest risk of damage and therefore, added caution is recommended in such situations.

Mariners are cautioned that buoys may fail to exhibit their advertised characteristics. Lights may be extinguished or sound signals may not function due to ice, collisions, mechanical failure and, in the case of bell and whistle buoys, calm water. The shape of a buoy may be altered by ice formation or damage. The colour of a buoy may be altered by freezing spray, marine growth or fouling by birds.

Mariners are cautioned not to rely solely on buoys for navigation purposes. Navigation should be by bearings or angles from fixed shore aids or other charted landmarks and by soundings or through use of satellite or radio navigation systems whenever possible.

It is necessary to note that the buoy positions shown on government charts are to be considered only as approximate positions. There are a number of limiting factors in accurately positioning buoys and their anchors, such as prevailing atmospheric and sea conditions, tidal and current conditions, seabed conditions and the fact that buoys are moored to anchors by varying lengths of chain and water depth and may drift about their charted positions within the scope of their moorings.

Since moving ice is liable to move buoys from their advertised positions, mariners should proceed with extreme caution under these circumstances.

Mariners are reminded that because of differences in horizontal datum (i.e. NAD 27, NAD 83) grids of charts of an area may vary from one chart to another. When plotting the positions of aids by the latitude and longitude method, the results should be checked against other available information.

In some instances where it is necessary to establish a buoy in close proximity to or on a navigational hazard, (i.e., shoal, reef or ledge, etc.,) the buoy symbol may be off-set slightly on the chart in the direction of the preferred navigable water so that the existing hazard depicted on the chart will not be overprinted by the buoy symbol. Such off-sets will be indicated on the chart by means of an arrow.

Mariners are cautioned not to navigate too closely to a buoy and risk collision with it, its mooring or with the underwater obstruction which it marks.

Many lights are equipped with sun switches that turn the lights off in daylight. These lights, both on shore and on most buoys are unlit between sunrise and sunset. Mariners unable to see these lights during the daylight hours should not assume that the equipment is functioning abnormally.

At some light stations, winter lights equipped with sun switches are operated when the main lights are decommissioned for the winter months. A winter light does not necessarily exhibit the same characteristics as the main light and has reduced intensity. The characteristics of a particular winter light and its season of operation are noted in the "Remarks" column of the List of Lights, Buoys and Fog Signals.

Atmospheric conditions can have a considerable effect on light transmission and the visibility of lights. For example:

- a) The distance of an observer from a light cannot be reliably estimated from its apparent brightness.
- b) At night it is difficult to distinguish between a white light and a yellow or blue light seen alone, except at a short distance.
- c) Under some atmospheric conditions white lights may take on a reddish hue.
- d) The detection of each alternating lights with phases of different luminous intensity may change their apparent characteristics at different distances because some phases may not be visible from a distance. The respective colour of a sector light could be detectable at different distance of the light. The nominal range of the light is of the colour showing the lowest range.
- e) Weak lights are more easily obscured by conditions of low visibility than more powerful lights. Coloured lights are often of lower intensity than white lights and are more quickly lost under unfavourable circumstances.
- f) During cold weather, and more particularly with rapid changes of weather, ice, frost or moisture may form on the windows of lantern houses, thereby greatly reducing their visibility and possibly causing coloured lights to appear white.
- g) A light exhibiting a very short flash may not be visible at as great a range as a light exhibiting a longer flash.

The mariner should not rely solely on colour when using a sector light, but should verify the vessels line of position by taking a bearing on the light. On either side of the line of demarcation, between white or red and also between white and green there is always a small arc of uncertain colour.

INLAND WATERS – List of Lights, Buoys and Fog Signals

When the arc of visibility of a light is cut off by sloping land, the bearing at which it disappears or appears will vary with the observer's distance and height of eye.

The sighting of a light may be adversely affected by a strongly illuminated background.

In view of the varying distances at which a fog signal can be heard at sea, and the frequent occurrence of fog near, but not observable from, a fog signal station, mariners are cautioned that:

- a) While every endeavour will be made to start fog signals as soon as possible after signs of fog have been detected, they should not, when approaching the land in a fog, rely implicitly upon these fog signals, but should always take soundings, which, in nearly all cases, will give sufficient warning of danger.
- b) They must not judge their distance from a fog signal by the power of the sound. Under certain atmospheric conditions the sound may be lost at a very short distance from the station, and these conditions may vary within very short intervals of time. Mariners should not assume that a fog signal is not in operation because they do not hear it even when in close proximity to it.

The visual aids to navigation (e.g. lights) provided by the Coast Guard are for the purpose of assisting marine navigation. Hunters, snowmobilers and ice fishermen are cautioned that aids to navigation installed for marine navigation purposes cannot be relied upon after the close of the marine navigation season. Such aids may stop operating without warning and will not be recommissioned by the Coast Guard until the next opening of marine navigation season.

ABBREVIATIONS AND EXPLANATIONS

POSITION AND DESCRIPTION OF AIDS

The positions of all aids listed in this volume refer to the largest scale Canadian Hydrographic Service paper chart.

Information on position, characteristic, colour, visible range, bearings, and arcs of visibility is intended for practical use in navigation. It should not be used as a basis for surveys or other work requiring a high order of precision.

The geographical positions of the lights are approximate. The bearings are true and are given from seaward, except for fog signals, in degrees from 000° (North) to 359°, measured clockwise (unless otherwise indicated).

Emergency changes are covered by *Notices to Shipping* and the operation of the aid restored to normal as soon as possible.

PRIVATE AIDS

Aids which are identified by the words "Privately Maintained" are not owned by the federal government, a provincial government or a government agency. The Canadian Coast Guard (CCG) considers any aid owned by a municipal government to be private. Since their quality of operation may not be maintained to Canadian Coast Guard standards, the user should satisfy himself that the service provided by these aids is adequate for his intended purposes.

LIGHT CHARACTERISTICS

A light's characteristic is composed of:

1. RHYTHM - the sequence of intervals of light and darkness
2. COLOUR - the colour exhibited by the light
3. PERIOD - the time taken to complete one rhythm cycle (not applicable to fixed lights) e.g. a South Cardinal buoy light may display a characteristic of (Q(6) + LFI) W 15s -its rhythm, (Q(6) + LFI), is a group of 6 quick flashes followed by a single long flash its colour, W, is white the period of time this cycle is repeated 4 times per minute (every 15 seconds)

DAYMARKS

The Description column of the List of Lights describes the shape of daymarks for all lights. Should no shape of daymark be mentioned for range lights, it can be assumed that the daymarks are trapezoidal.

RADAR REFLECTORS

All lighted buoys reflect radar and thus radar reflectors on buoys are not mentioned in the "Remarks" column. Some shore lights have added radar reflectors to enhance their radar reflection and these are noted in the "Remarks" column.

THE CANADIAN AIDS TO NAVIGATION SYSTEM

The Canadian Aids to Navigation System is comprised of a mix of visual, aural and electronic aids to navigation. When used individually or in combination, they help the mariner to determine position and course, warn of dangers or obstructions and indicate the best or preferred route.

It is a combined lateral - cardinal system and conforms to the IALA (International Association of Lighthouse Authorities) Maritime Buoyage System, Region "B". Details of the Canadian aids to navigation system can be found in the publication *"The Canadian Aids to Navigation System"*, available authorized Canadian Hydrographic Service (CHS) Chart Dealers. For a complete list of authorized dealers, visit www.charts.gc.ca.

RADAR BEACONS (RACONS)

Radar beacons (Racons) may be established at lighthouses, on buoys or at other specific charted locations ashore or afloat, to enhance identification and detection range of these features by radar.

Some Racons operate only in the X band 9320-9500 MHz, whilst others are dual band X/S, "X" band plus "S" band of 2920-3100 MHz. It should also be noted that the slow sweep (SS) type of Racon will give a response every 72-120 seconds, whilst the frequency agile Racon (FAR) will respond more frequently.

The Racon signal appears on the radar display as a line commencing at the approximate range of the Racon and extending outwards along its line of bearing from the ship toward the limit of the display. The signal displayed may be a solid line or it may be broken into a code consisting of a series of dots and dashes as shown in relevant publications.

Radiobeacons and Radar beacons (Racons) shown in this volume are indicated at the nearest light. Complete information may be obtained from the appropriate volume of the publication *"Radio Aids to Marine Navigation"* or visit www.ccg-gcc.gc.ca/eng/ccg/mcts_radio_aids

INLAND WATERS – List of Lights, Buoys and Fog Signals

ABBREVIATIONS AND EXPLANATIONS

DESCRIPTION OF COLUMNS

Column 1 - Indicates light list number of each aid

Column 2 - Name of aid

Column 3 - Location

Column 4 - Characteristic of light

***Column 5** - Focal height in metres above water

Column 6 - Nominal range

Column 7 - Description, height in metres

Column 8 - General remarks, fog signals and CHS No. of the largest scale paper chart of the area

Nota

* Elevations are expressed in metres above Higher High Water Large Tides except in the St. Lawrence River west of Trois-Rivières, in the St. Lawrence Seaway, in the Great Lakes and in other Inland waters where they are expressed in metres above chart datum.

NOMINAL RANGE

The nominal range of a light used as an aid to marine navigation is its luminous range in a homogeneous atmosphere in which the meteorological visibility is 10 nautical miles.

INTERNATIONAL NUMBERS

An international reference number is shown in *italics* under the regular List of Lights number against certain lights considered to be of international significance. The purpose of these numbers is to provide an easy method of identifying the lights when reporting by wireless, defects or changes in their advertised characteristics.

When reporting on lights, which do not have an international reference number, mariners are requested to identify them by List of Lights number and the name of the volume.

Canadian "*Notices to Mariners*" published monthly contain information which should be used to correct *Lists of Lights, Buoys and Fog Signals, Radio Aids to Marine Navigation, Sailing Directions* and Canadian charts. This is necessary for safe navigation and a legal requirement of the Canada Shipping Act. These Notices are available at: www.notmar.gc.ca/

ERRORS

Any error or omission which is detected herein should be immediately communicated to:

Leader, Notices to Mariners
Aids to Navigation
Navigation Systems
Canadian Coast Guard
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

FAILURE OF AIDS TO NAVIGATION

Mariners are requested to immediately report any failure of a marine aid to navigation to the nearest Canadian Coast Guard Office or to a Coast Guard Radio Station or Traffic Centre (see pages xvi to xviii) or to:

Leader, Notices to Mariners
Aids to Navigation
Navigation Systems
Canadian Coast Guard
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

INLAND WATERS – List of Lights, Buoys and Fog Signals

ABBREVIATIONS AND EXPLANATIONS

CAUTION

Nomenclature and abbreviations for light flash characters have been introduced below. Abbreviations only are shown in the main body of this publication. Since changes in the abbreviations on hydrographic charts can only be accomplished over a number of years, mariners should refer to this table when relating light character information on the charts to that contained herein.

LIGHTS

	INTERNATIONAL	OLDER FORM	DESCRIPTION
A	FIXED	F	A light which appears continuous.
B	DIRECTION		A light illuminating a sector of very narrow angle and intended to mark a direction to be followed.
C	RANGE LIGHTS		Two or more lights associated to form one or more leading lines (or ranges). A leading line defined by two such leading lights is called the axis of the lights.
D	SECTOR		A light presenting different characters (usually different colours) over various parts of the horizon of interest to marine navigation.
E	RHYTHMIC		A light showing intermittently with a regular periodicity.
	Flashing	Fl	A light in which the flash is clearly shorter than the duration of darkness (eclipse) and in which the flashes of light are all of equal duration.
	Group-Flashing	Fl(3)12s	Flashing light in which the flashes are combined in groups, each group including the same number of flashes, and in which the groups are repeated at regular intervals. The eclipses separating the flashes within each group are of equal duration and this duration is clearly shorter than the duration of the eclipse between two successive groups.
	Composite Group-Flashing	Fl(2+1)	A light similar to a group-flashing light except that successive groups in a period have different numbers of flashes.
	Equal-Interval (Isophase)	Iso	A light in which the alternations of light and darkness are of equal length.
	Occulting	Oc	A light in which the flash is clearly longer than the duration of darkness (eclipse) and in which the intervals of darkness are all of equal duration.
	Group-Occulting	Oc (2) 20 s	Occulting light in which the occultations are combined in groups, each group including the same number of occultations, and in which the groups are repeated at regular intervals. The intervals of light separating the occultations within each group are of equal duration and this duration is clearly shorter than the duration of the interval of light between two successive groups.
	Quick-Flashing	Q	A light exhibiting rapid regular alternation of light and darkness.
	Very Quick	VQ	A light exhibiting very rapid regular alternations of light and darkness.
	Interrupted Quick-Flashing	IQ	Quick-flashing light in which the rapid alternations are interrupted at regular intervals by eclipses of long duration.
	Morse Code	Mo(A)	A light in which flashes of different duration are grouped in such a manner as to reproduce a Morse character.
	Long Flash	LFI	A light exhibiting a flash of an extended period repeated at regular intervals.
F	ALTERNATING	Al	A rhythmic light showing light of alternating colours.

INLAND WATERS – List of Lights, Buoys and Fog Signals

ABBREVIATIONS AND EXPLANATIONS

ABBREVIATIONS

N. = North	W = white
S. = South	R = red
E. = East	G = green
W. = West	Y = yellow
m = metre(s)	Bu = blue
s = second(s)	(U.S.) = United States
	(Fr.) = France

COMMON LIGHT FLASH CHARACTERS

In Canada, many fixed aids and all lighted buoys are equipped with lights that exhibit the following common flash characters. The publication "The Canadian Aids to Navigation System" gives detailed descriptions of all the characteristics of Aids to Navigation used in Canada.

Name	Description	Light Flash Characteristics
Flashing	A light in which a 0.5 second flash is regularly repeated at a rate of 15 flashes per minute (one flash every 4 seconds) .5 sec. flash, 3.5 sec. eclipse	Fl 4s
Quick Flashing	A light in which a 0.3 second flash is regularly repeated at a rate of 60 flashes per minute (one flash every second) .3 sec. flash, .7 sec. eclipse	Q 1s
Very Quick Flashing	A light in which a flash is regularly repeated at a rate of 120 flashes per minute (a flash every 1/2 second) .2 sec. flash, .3 sec. eclipse	VQ .5s
Morse "A"	A light in which a 0.3 second flash is followed by a 0.6 second eclipse then one second long flash repeated at a rate of 10 times per minute (every 6 seconds) 0.3 sec. flash; 0.6 sec. eclipse 1.0 sec. flash; 4.1 sec. eclipse	Mo (A) 6s
Long Flash	A light in which a flash of 2 seconds duration is repeated at a rate of 6 flashes per minute (one flash every 10 seconds) 2.0 sec. flash; 8.0 sec. eclipse	LFI 10s
Group Flashing(2)	A light in which a group of 2 flashes is regularly repeated 12 times per minute (every 5 seconds) 0.4 sec. flash; 0.6 sec. eclipse 0.4 sec. flash; 3.6 sec. eclipse	Fl (2) 5s
	A light in which a group of 2 flashes is regularly repeated 6 times per minute (every 10 seconds) 1.0 sec. flash; 1.0 sec. eclipse 1.0 sec. flash; 7.0 sec. eclipse	Fl(2) 10s
Composite Group Flashing	A light in which a group of 2 flashes is followed by a single flash, the whole sequence being regularly repeated 10 times per minute (every 6 seconds) 0.3 sec. flash; 0.4 sec. eclipse 0.3 sec. flash; 1.2 sec. eclipse 0.3 sec. flash; 3.5 sec. eclipse	Fl(2 +1) 6s

INLAND WATERS – List of Lights, Buoys and Fog Signals

Name	Description	Light Flash Characteristics
Composite Group Flashing	A light in which a group of 2 flashes is followed by a single flash, the whole sequence being regularly repeated 6 times per minute (every 10 seconds) 0.5 sec. flash; 0.7 sec. eclipse 0.5 sec. flash; 2.1 sec. eclipse 0.5 sec. flash; 5.7 sec. eclipse	FI(2 + 1) 10s
Group Quick Flashing(3)	A quick flashing light in which a group of 3 flashes is regularly repeated 6 times per minute (every 10 seconds) 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 7.7 sec. eclipse	Q(3) 10s
Group Very Quick Flashing(3)	A very quick flashing light in which a group of 3 flashes is regularly repeated 12 times per minute (every 5 seconds) 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 3.8 sec. eclipse	VQ(3) 5s
Group Quick Flashing(6) plus Long Flash	A light in which a group of 6 quick flashes is followed by a single long flash; the whole sequence being regularly repeated 4 times per minute (every 15 seconds) 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 2.0 sec. flash; 7.0 sec. eclipse	(Q(6) + LFI) 15 s
Group Very Quick Flashing(6) plus Long Flash	A light in which a group of 6 very quick flashes is followed by a single long flash, the whole sequence being regularly repeated 6 times per minute (every 10 seconds) 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse	(VQ(6) + LFI) 10 s
Group Quick Flashing(9)	A quick flashing light in which a group of 9 flashes is regularly repeated 4 times per minute (every 15 seconds) 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 0.7 sec. eclipse 0.3 sec. flash; 6.7 sec. eclipse	Q(9) 15s

INLAND WATERS – List of Lights, Buoys and Fog Signals

Name	Description	Light Flash Characteristics
Group Very Quick Flashing(9)	<p>A very quick flashing light in which a group of 9 flashes is regularly repeated 6 times per minute (every 10 seconds)</p> <p>0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 0.3 sec. eclipse 0.2 sec. flash; 5.8 sec. eclipse</p>	VQ(9) 10s
Group Flashing(5)	<p>A light in which a group of 5 flashes is regularly repeated 3 times per minute (every 20 seconds)</p> <p>0.5 sec. flash; 1.5 sec. eclipse 0.5 sec. flash; 1.5 sec. eclipse 0.5 sec. flash; 1.5 sec. eclipse 0.5 sec. flash; 1.5 sec. eclipse 0.5 sec. flash; 11.5 sec. eclipse</p>	FI(5) 20s
Isophase	<p>A light in which the alterations of light and darkness are of equal length</p> <p>1.0 sec. flash; 1.0 sec. eclipse</p>	Iso 2s
Isophase	<p>A light in which the alterations of light and darkness are of equal length</p> <p>2.0 sec. flash; 2.0 sec. eclipse</p>	Iso 4s
Isophase	<p>A light in which the alterations of light and darkness are of equal length</p> <p>3.0 sec. flash; 3.0 sec. eclipse</p>	Iso 6s

INLAND WATERS – List of Lights, Buoys and Fog Signals

TABLE OF DISTANCES

Table of Distances at which objects can be seen at sea, according to their respective elevations and the elevation of the eye of the observer.

Height in Metres	Distances in Nautical Miles	Height in Metres	Distances in Nautical Miles
2	2.9	40	13.1
3	3.6	45	13.9
4	4.2	50	14.7
5	4.6	55	15.4
6	5.1	60	16.1
7	5.5	70	17.4
8	5.9	80	18.6
9	6.2	90	19.7
10	6.6	100	20.8
12	7.2	120	22.8
14	7.8	140	24.6
16	8.3	160	26.3
18	8.8	180	27.6
20	9.3	200	29.4
25	10.4	250	32.9
30	11.4	300	36.0
35	12.3	350	38.9
		400	41.6

Example:

An observer whose eye is 12 metres above the water can see a light having an elevation of 40 metres above the water at a distance:

7.2 + 13.1 = 20.3 nautical miles.

CONVERSION TABLE FOR HEIGHTS AND DISTANCES

In metres to feet

Metres	Feet
1	3.2
2	6.5
3	9.8
4	13.1
5	16.4
6	19.6
7	22.9
8	26.2
9	29.5
10	32.8
20	65.6
30	98.4
40	131.2
50	164.0
100	328.0
200	656.1
300	984.2
400	1,312.3
500	1,640.4
1,000	3,280.8
2,000	6,591.6

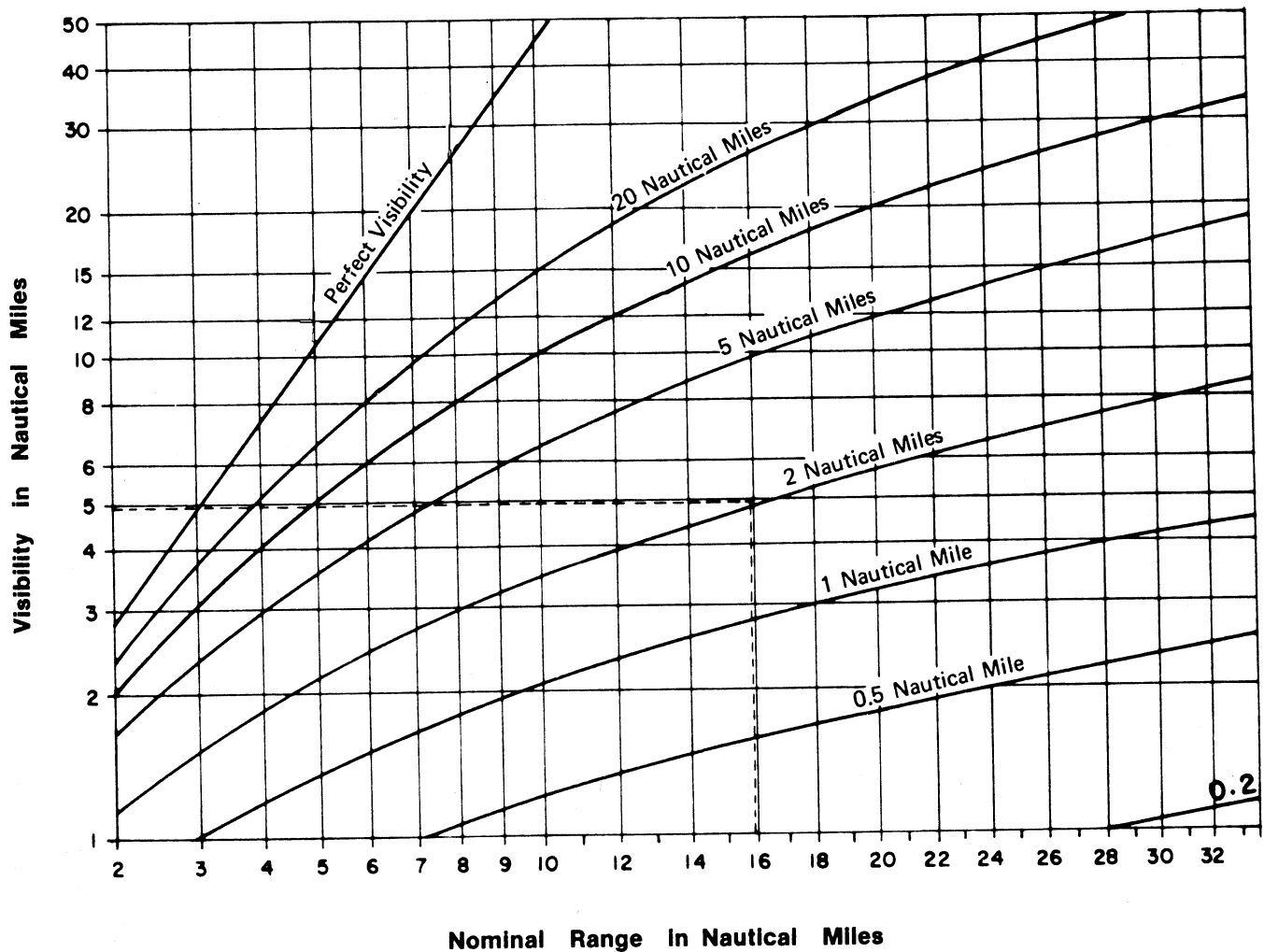
1 NAUTICAL MILE = 1852 metres

Note:

The following conversion factors may also be of assistance:

- a) multiply feet by 0.3048 to obtain metres
- b) divide metres by 0.3048 to obtain feet

NOMINAL RANGE DIAGRAM



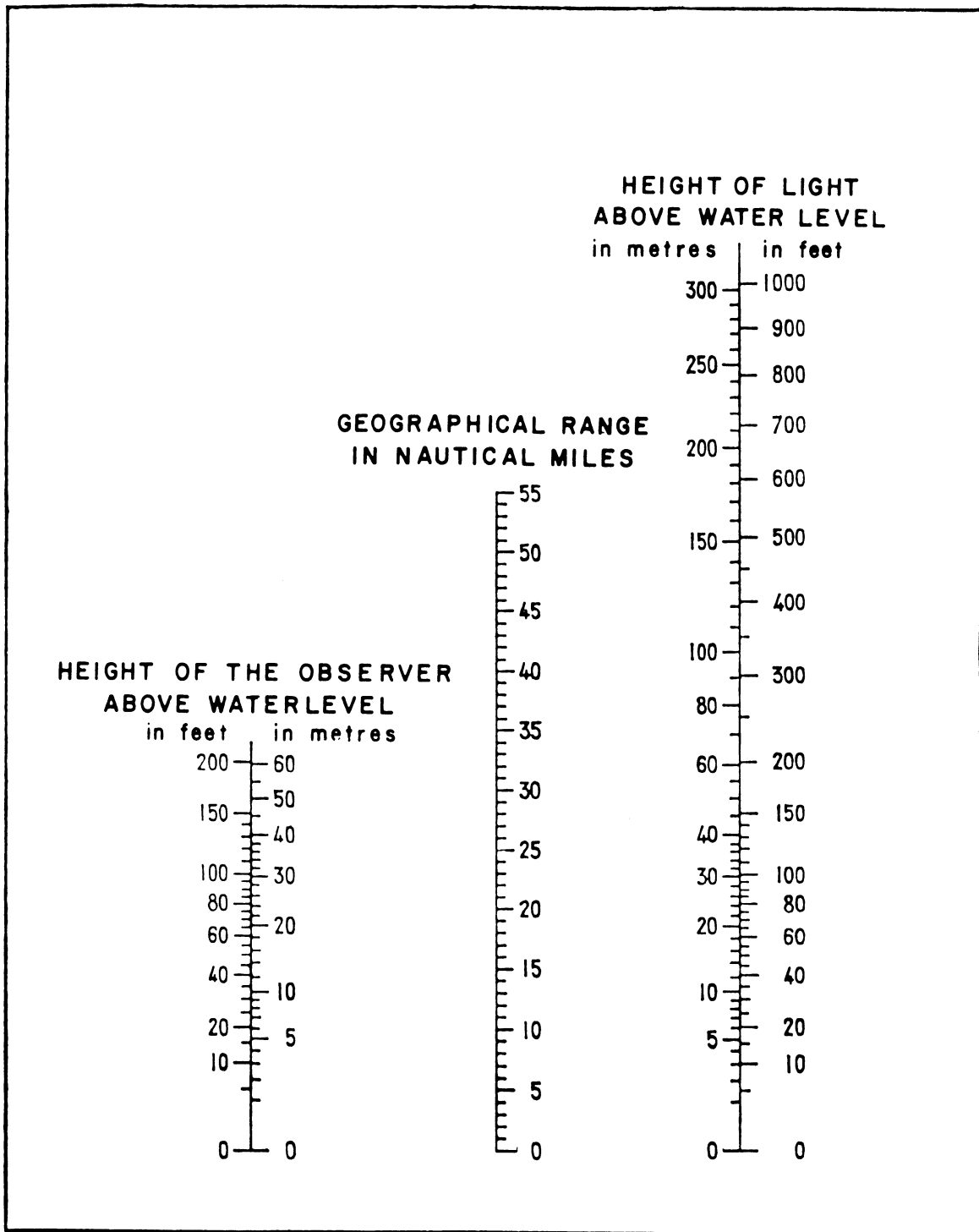
The light list in column 7 gives the nominal range of each lightstation optic where there is sufficient light to be seen 2 nautical miles or more when the meteorological visibility is 10 nautical miles.

When the mariner obtains the meteorological visibility from the weather report he can find the distance the light can be seen at night from the nominal range diagram.

Example: The light list gives the nominal range 16 nautical miles. The weather report gives the meteorological visibility 2 nautical miles. The point on the bottom of the diagram marked 16 is followed upwards until it intersects the curve marked 2 nautical miles. Follow that height horizontally to the left margin to find that the visibility of the light is 5 nautical miles.

Caution: The nominal range diagram is correct when the meteorological visibility is the same in the whole of the distance between the ship and the lighthouse. Conditions occur when this may not be true.

NOMOGRAM



By using the above Nomogram a geographical range can be determined by placing a straightedge against the height of the respective light and the height of the observer above water level.

CANADA

REQUIREMENT RELATED TO THE PROTECTION OF AIDS TO NAVIGATION

CANADA SHIPPING ACT, 2001

PART V, CHAPTER 26, SECTION 129

Obligation to report damage

129. (1) If a vessel, or anything towed by a vessel, runs down, moves, damages or destroys an aid to navigation in Canadian waters, the person in charge of the vessel shall, without delay, make a report to a marine communications and traffic services officer or, if that is not feasible, to an officer of the Canadian Coast Guard.

Obligation to report — navigation hazard

- (2) A person in charge of a vessel in Canadian waters who discovers an uncharted hazard to navigation, or discovers that an aid to navigation is missing, out of position or malfunctioning, shall make a report without delay to a marine communications and traffic services officer or, if that is not feasible, to an officer of the Canadian Coast Guard.

Criminal Code

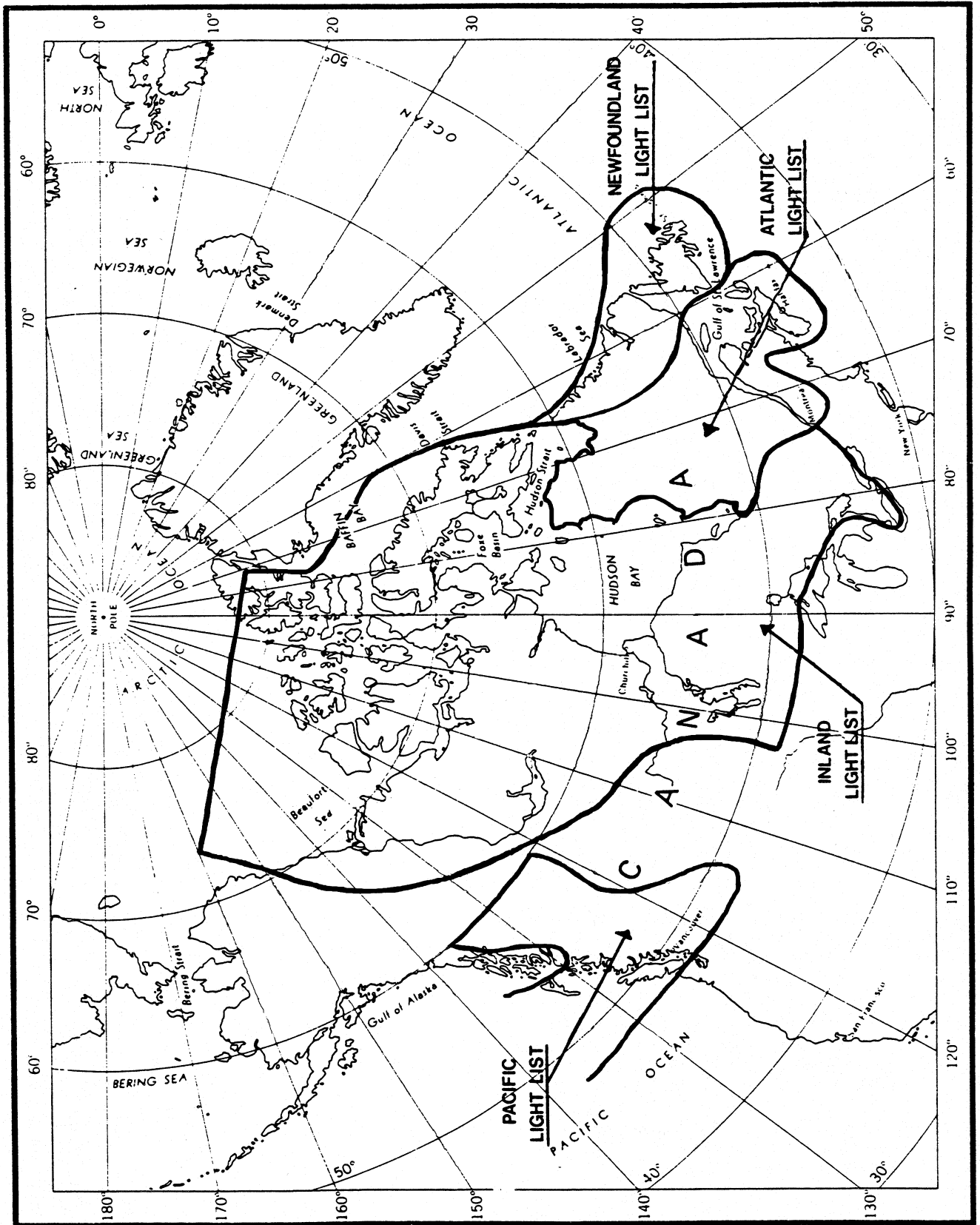
Section 439 of the *Criminal Code of Canada* provides:

- * 439.(1) Everyone who makes fast a vessel or boat to a signal, buoy or other seamark that is used for purposes of navigation is guilty of an offence punishable on summary conviction.

The penalty is a fine of not more than \$2,000.00 or six months imprisonment or both.

- .(2) Everyone who wilfully alters, removes or conceals a signal, buoy or other seamark that is used for purposes of navigation is guilty of an indictable offence and liable for imprisonment for a term not exceeding ten years.

Authority: Canada Shipping Act, 2001



LIMITS OF LIGHT LISTS

CANADIAN COAST GUARD AIDS TO NAVIGATION OFFICES

- (B) Service is available in French and English
 (E) Service is available in English only
 (TF) Toll Free
 (H/N) Holidays and Nights

	ADDRESS	JURISDICTIONS
NEWFOUNDLAND AND LABRADOR REGION:		
ST. JOHN'S, NL	SUPERINTENDENT AIDS TO NAVIGATION P.O. BOX 5667 St. John's, NL A1C 5X1 Tel.: 1 (709) 772-5195 or 1 (709) 772-2800 (E)	Province of Newfoundland and Labrador
Traffic Centre	1 (709) 772-2083 or 1 (709) 772-2084 (H/N)	
MARITIMES REGION:		
REGIONAL OPERATIONS CENTRE:	Tel.: 1 (902) 426-6030 (B)(H/N)	
DARTMOUTH, NS	REGIONAL DIRECTOR P.O. Box 1000 Dartmouth, NS B2Y 3Z8 Tel.: 1 (902) 426-3907 (B)	
CHARLOTTETOWN, PE	SUPERVISOR AIDS TO NAVIGATION OPERATIONS P.O. Box 1236 Charlottetown, PE C1A 7M8 Tel.: 1 (902) 566-7936 (B)	PEI, East Coast of NB to Québec Border, on Southeastern shore of Nova Scotia from Liscomb East, Cape Breton and North shore of Nova Scotia in Northumberland Strait
NOTSHIPS	1-800-686-8676 (B) (TF)	
DARTMOUTH, NS	SUPERINTENDENT AIDS TO NAVIGATION P.O. Box 1000 Dartmouth, NS B2Y 3Z8 Tel.: 1 (902) 426-3151 (B)	From Cape Sable, NS to Cape St. Lawrence , Bras D'Or Lake, Strait of Canso, North of Causeway, St. Paul and Sable Island, NS
NOTSHIPS	1-800-686-8676 (B) (TF)	
SAINT JOHN, NB	SUPERVISOR AIDS TO NAVIGATION OPERATIONS P.O. Box 700 Saint John, NB E2L 4B3 Tel.: 1 (506) 636-4703 (E)	Coastal Waters of the Bay of Fundy from the International Maine Boundary to Cape Sable, NS, Saint John River System
NOTSHIPS	1-800-686-8676 (B) (TF)	

INLAND WATERS – 2009 – List of Lights, Buoys and Fog Signals

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ADDRESS

JURISDICTIONS

QUÉBEC REGION:

QUÉBEC, QC	SUPERINTENDENT AIDS TO NAVIGATION 101, boul. Champlain Québec, QC G1K 7Y7 Tel.: 1 (418) 648-3574 (B)	Gulf and River St. Lawrence on the North and South shores from Grondines to Labrador Border and from, Pointe Langlois to New Brunswick Border, Inland Waters that drain into River and Gulf, Hudson Bay and Strait
AIDS TO NAVIGATION SECTOR	Fax: 1 (418) 649-6690	St. Lawrence River from Beauharnois to Grondines, Richelieu River to US Border, Ottawa River to Ottawa, Inland Waters that drain into St. Lawrence, Ottawa and Richelieu Rivers.
E-mail	aidesnavquebec@dfo-mpo.gc.ca	
ALERT NETWORK	Tel.: 1 (418) 648-4366 (B) (H/N) 1-800-363-4735 (B) (H/N) (T/F)	

CENTRAL AND ARCTIC REGION:

SARNIA, ON	ASSISTANT COMMISSIONER 520 Exmouth Street Sarnia, ON N7T 8B1 Tel.: 1 (519) 383-1800 (E)
Operations Centre	1 (519) 383-1841 (H/N) Regional Superintendent Aids to Navigation Tel.: 1 (519) 383-1859 (E)
PRESCOTT, ON	SUPERVISOR AIDS TO NAVIGATION P.O. Box 1000 Prescott, ON K0E 1T0 Tel.: 1 (613) 925-2865 (E)
Notices to Shipping	Tel.: 1 (613) 925-0666 (B)

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 (TF) Toll Free
 (H/N) Holidays and Nights

	ADDRESS	JURISDICTIONS
CENTRAL AND ARCTIC REGION:		
PARRY SOUND, ON	SUPERVISOR AIDS TO NAVIGATION 28 Waubeek Street Parry Sound, ON P2A 1B9 Tel.: 1 (705) 746-2196 (E)	
HAY RIVER, NT	SUPERVISOR AIDS TO NAVIGATION 42037 Mackenzie Highway Hay River, NT X0E 0R9 Tel.: 1 (867) 874-5500 (E)	
PACIFIC REGION:		
VANCOUVER, BC	DIRECTOR MARINE SERVICES 200 – 401 BURRARD STREET Vancouver, BC V6C 3S4 Tel.: 1 (604) 775-8852(E) 1 (604) 666-6012 (B) (H/N)	Northern Portion of BC Coast from Cape Caution to International Boundary at the North Queen Charlotte Islands
VICTORIA, BC	SUPERINTENDENT AIDS TO NAVIGATION 25 Huron Street Victoria, BC V8V 4V9 Tel.: 1 (250) 480-2600 (E) 1-800-667-2179	From International Boundary on the South to Cape Caution, Vancouver Island, Inland Waters of British Columbia
E-mail:	CCGBaseVICMNS@pac.dfo-mpo.gc.ca	