



ATL 110

Canadian **Sailing Directions**

St. Lawrence River, Cap Whittle
(Cap Gaspé to Les Escoumins
and Anticosti Island)

2026/03



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52 — **Sailing Directions Booklets**

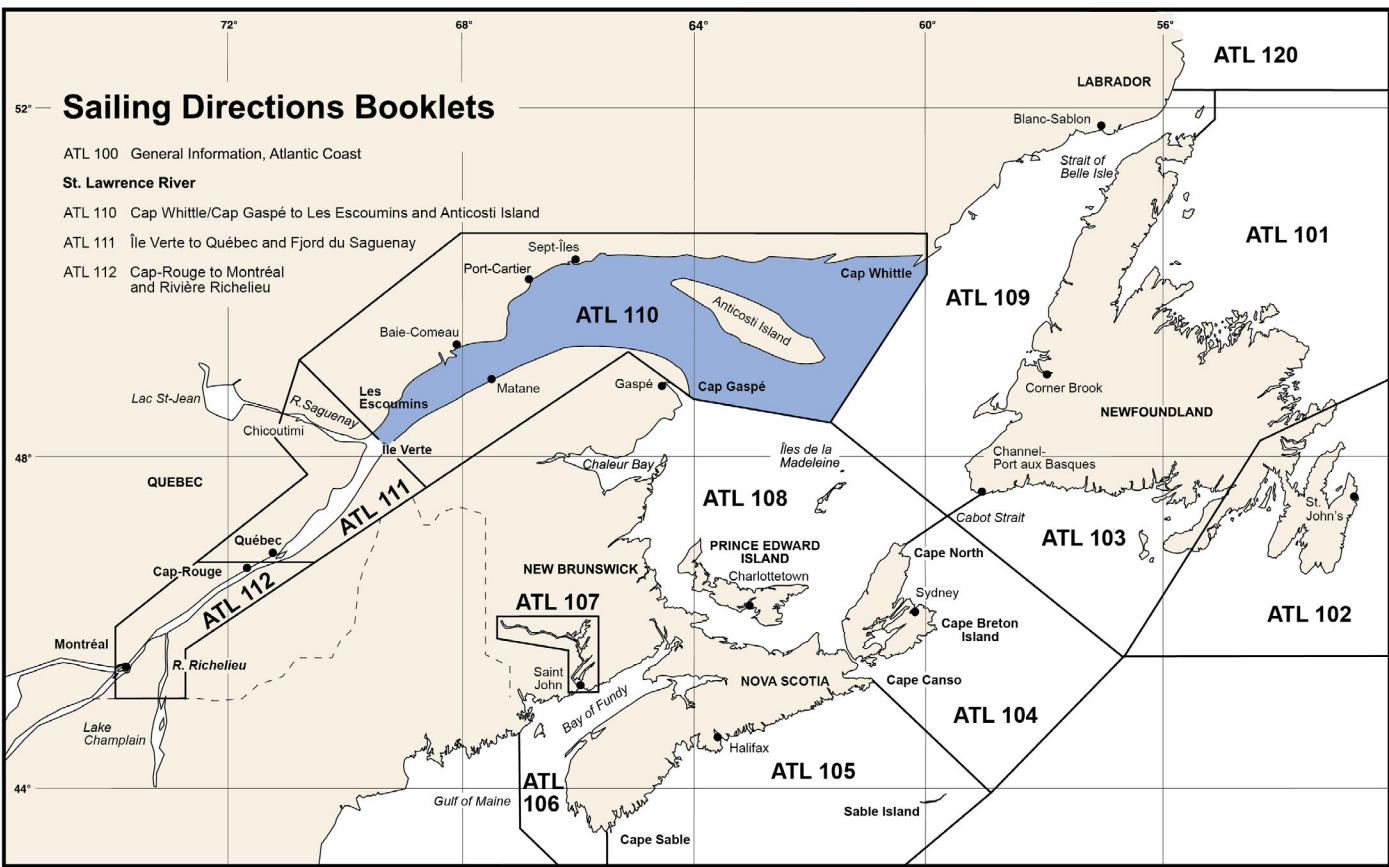
ATL 100 General Information, Atlantic Coast

St. Lawrence River

ATL 110 Cap Whittle/Cap Gaspé to Les Escoumins and Anticosti Island

ATL 111 Île Verte to Québec and Fjord du Saguenay

ATL 112 Cap-Rouge to Montréal and Rivière Richelieu



Newfoundland and Labrador

- ATL 101 Northeast and East Coasts
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Gulf of St. Lawrence

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- ATL 109 Gulf of St. Lawrence (Northeast Portion)



Pictogram 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

Users of this publication are requested to forward information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, or other information that would be useful for the correction of nautical charts and publications affecting Canadian waters to: chsinfo@dfo-mpo.gc.ca

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Catalogue No.Fs74-52E-PDF

ISSN 2816-4792

Ottawa

Record of Changes

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 most recent changes that have been applied to this volume of Sailing Directions. This record of changes will be maintained at the discretion of the Canadian Hydrographic Service.

Date	Chapter / Paragraph	Description of Change
2025/05	Entire booklet	ATL 110 is now formatted to meets Web Content Accessibility Guidelines (WCAG) 2.0
2025/12	C1/P207	Deletion - Light (1513.2)
2025/12	C2/P164	Deletion - Daybeacon
2025/12	C3/P92	Deletion - Daybeacon
2025/12	C3/P121	Add - Aquaculture facility
2025/12	C3/P222-223	Deletion - Sector light (1748)
2025/12	A4-A5	Deletion - Table Marina facilities
2026/03	C2/P102	Deletion - Heights of public wharf and berths
2026/03	C2/P143	Deletion - Landmark (telecommunication tower)



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Preface

This Second Edition of *Sailing Directions, ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins and Anticosti Island* has been compiled from Canadian Government and other information sources. All hydrographic terms used in this booklet are in accordance with the meanings given in the *Hydrographic Dictionary* (Special Publication No. 32), published by the *International Hydrographic Organization*.

General information for the Atlantic Coast is grouped within one booklet, *Sailing Directions, ATL 100 — General Information, Atlantic Coast, 2007*. It contains navigational information and a brief description of the main port facilities as well as geographic, oceanographic and atmospheric characteristics.

The detailed description of the geographical sectors is found in a series of fascicles whose boundaries appear on the map on page ii. **The appropriate descriptive booklet(s) should be consulted in conjunction with the ATL 100 — General Information booklet.**

Tide, water level and current information has been revised by the Tides, Currents and Water Levels Division of the *Canadian Hydrographic Service*.

The photographs are by *Fisheries and Oceans Canada*. The photograph for the Port of Belledune is courtesy of the *Port of Belledune Authority*.

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 Notices to Mariners*](#)

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 most authoritative source. 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 **longitudes** 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 **lood** 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 1,852 m.

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 the elevations, refer to the heights of the structures above the ground. A statement, “a hill ... m high”, is occasionally used when there could be no confusion and in this case the reference will signify an elevation.

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 *NAVWARN*.

Time, unless otherwise stated, is expressed in local standard or daylight time. For the waters described in this booklet, local time is Atlantic Standard Time (AST Z+4).

Deadweight tonnage and **masses** are expressed in metric tonnes. The kilogram is used to describe relatively small masses.

Public wharf is a wharf that is available for public use, though certain fees may be charged by local authorities. It may be shown as “Government wharf” or “Gov’t whf” on older charts.

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 have been removed from this booklet. A

reference to the ENC number of each diagram has been inserted in the text at the appropriate place.

Pictograms are symbols shown at the beginning of the paragraphs to allow quick reference to information or to emphasize details. The Pictogram Legend is shown on the third page of this booklet.

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
mb	millibar
MHz	megahertz
min	minute
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	Department of 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
M	million, mega
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

Détroit de Jacques-Cartier and north shore of St. Lawrence River Cap Whittle to Pointe des Monts, and north shore of Anticosti Island



General

Charts 4025, 4026


1 **Limits.** — This chapter covers the north shore of the Gulf of St. Lawrence and the St. Lawrence River, from Cap Whittle ($50^{\circ}11'N$, $60^{\circ}07'W$) to Pointe des Monts ($49^{\circ}19'N$, $67^{\circ}23'W$), as well as the north shore of Anticosti Island.


2 **St. Lawrence River limit.** — According to a Royal Proclamation of 1763 and by decision of the Geographic Board of Canada, the line constituting the transition of the estuary into the Gulf of St. Lawrence extends from Cap des Rosiers, at the eastern end of Péninsule de la Gaspésie, to Pointe Ouest of Anticosti Island, thence to the mouth of Rivière Saint-Jean on the north shore. The St. Lawrence River is 70 miles wide at this point and narrows to 24 miles at Pointe des Monts.



3 **Coast.** — The north shore of the Gulf of St. Lawrence and the St. Lawrence River is formed of granite and bare hills with rounded summits. There are stunted trees on hillsides and around bays and coves. The shore is rocky and has sandy stretches in some locations. The coast is fronted with numerous islets, islands, **shoals** and rocks. Further west, from Baie-Johan-Beetz, the shoreline becomes thickly wooded. Several rivers which are tributaries of the Gulf of St. Lawrence, the St. Lawrence River and the estuary provide **anchorages** for small craft at their mouth. From a distance of about 12 miles offshore, the coast blends into an indistinguishable outline, and it is only within about four miles that the features become apparent. The outer rocks are steep-to and soundings give no indication of the bottom slope.

4 **Caution.** — The coastal areas between Île Mistanoque and Sept-Îles are not surveyed to modern standards and **uncharted shoals** or rocks may exist. Caution must be exercised and a wide berth given to charted dangers to navigation when navigating in these waters.


5 Anticosti Island is thickly wooded up to the foreshore. The north shore of the eastern part of Anticosti Island is bordered by cliffs and is indented by numerous bays and coves some of which provide shelter for small craft. The western part of the island is lower and the land rises further inland. Some cliffs on the north shore of Anticosti Island may be seen 20 miles offshore.


 6 **Main Shipping Channel.** — The **traffic separation scheme** for this sector is indicated on the charts. Shipping lanes allow traffic to reach the ports of Sept-Îles and Port-Cartier or proceeding towards Pointe des Monts.

 7 **Marine Communications and Traffic Services.** — The *Eastern Canada Vessel Traffic Services Zone (ECAREG CANADA)* comprises the waters east of longitude 66°00'W. The *Marine Communications and Traffic Services (MCTS)* for the St. Lawrence River Waterway comprises all waters of the river west of longitude 66°00'W to the upper limits of Port of Montreal including the Saguenay River. For more details on **traffic separation schemes** and their services, consult the *Sailing Directions* booklet *ATL 100 — General Information* and the *Radio Aids to Marine Navigation* publication.

  8 The **MCTS calling-in-points** for upbound and downbound vessels in the St. Lawrence River are listed in Table 1.1. It should be noted that the local routine expression “Stay to the north”,

used in the St. Lawrence River communications, means to hug the “north shore” or the starboard limit for vessels navigating upbound. By agreement, an upbound vessel on the St. Lawrence River considers the “north shore” to be on its starboard side while the “south shore” is considered to be on its port side.

 9 **Caution.** — During winter, buoys are lifted and some are replaced by spar buoys. For information concerning the positioning and lifting of buoys, consult the radio broadcast and/or written *Navigational Warnings*.


 10 **Currents and Tidal Streams.** — In general, there is a westerly set along the north shore up to Sept-Îles then it swings in a SW direction to Pointe des Monts where it changes to a southerly direction. The flood stream, between Île aux Œufs and Pointe des Monts, is stronger than the ebb stream, the latter deviates to the south at Pointe des Monts. In Détroit de Jacques-Cartier, the current sets generally to the west during flood and to the east at ebb. The tidal streams are weak and irregular; their speed and direction are affected by the weather conditions. Additional information concerning currents, tides and meteorology are described in Chapter 3 of the *Sailing Directions* booklet *ATL 100 — General Information*.

11 The hourly surface currents forecasts for the Estuary and the Gulf of St. Lawrence are available on the [Data Viewer by DFO - MSDI Dynamic Current Layer](#). You can obtain hourly details of the direction and speed of surface currents forecasted for the next 48 hours.

Table 1.1 Calling-in-Points

Direction	C.I.P. No.	Name	Destination	Distance (nautical miles)
Upbound vessels	1A	Sept-Îles (66°W)	— Port of Sept-Îles	18
Upbound vessels	1A	Sept-Îles (66°W)	— Havre de Port-Cartier	31
Upbound vessels	1C	Sept-Îles (66°W)	— Port of Sept-Îles	21
Upbound vessels	1E	Sept-Îles (66°W)	2A Pointe des Monts	58
Downbound vessels	2B	Pointe des Monts	— Havre de Port-Cartier	62
Downbound vessels	2B	Pointe des Monts	— Port of Sept-Îles	77
Downbound vessels	2B	Pointe des Monts	1F Sept-Îles (66°W)	58
Downbound vessels	—	Port of Sept-Îles	1B Sept-Îles (66°W)	19
Downbound vessels	—	Port of Sept-Îles	1D Sept-Îles (66°W)	24

12 For more information on water levels, mariners should refer to the *Canadian Tide and Current Tables* and the hydrograph shown on the charts. In addition, a network of digital water level gauges is installed along the St. Lawrence River. This system, called *COWLIS (Coastal and Ocean Water Level Information System)*, allows mariners to obtain instantaneous water levels at different sites as well as the prediction for the next few days. The most recent information on water levels can be obtained by contacting *MCTS* centres on VHF, or by calling the automated information service at 1-877-775-0790 or by visiting our website: www.charts.gc.ca.

 13 **Anchorage.** — Numerous anchorage areas, described later, are situated in various locations:

- Baie Coacoachou
(50°14'N, 60°18'W, Chart 4452);
- La Romaine (Havre Gethsémani)
(50°12'N, 60°41'W, Chart 4452);
- Baie Washicoutai
(50°13'N, 60°52'W, Chart 4452);
- Baie de Kegaska
(50°11'N, 61°16'W, Chart 4452);
- Havre de Natashquan
(50°11'N, 61°51'W, Chart 4428);
- Baie Natiscotec (Anticosti Island)
(49°30'N, 62°24'W, Chart 4430);
- Baie Piashti and Baie Johan-Beetz
(50°17'N, 62°48'W, Chart 4452);
- SE of Pointe Carleton (Anticosti Island)
(49°43'N, 62°56'W, Chart 4430);
- Baie Saint-Laurent
(50°15'N, 63°08'W, Chart 4456);
- Havre Saint-Pierre
(50°14'N, 63°36'W, Chart 4429);
- Baie Quarry
(50°13'N, 63°48'W, Chart 4432);
- SW of the entrance to Rivière Manitou
(50°18'N, 65°15'W, Chart 4026);
- Baie des Sept Îles
(50°12'N, 66°28'W, Chart 1220);
- Port-Cartier
(50°01'N, 66°46'W, Chart 1226);
- Baie des Homards
(49°49'N, 67°05'W, Chart 1226);
- West of Île aux Œufs
(49°37'N, 67°11'W, Chart 1226);
- Baie de la Trinité
(49°25'N, 67°18'W, Chart 4026).

14 **Note.** — See the chart for depths and spoil grounds.

15 **Ice.** — Ice formation along the north shore usually begins about the end of December or early January. The ice

extends gradually in a southerly and easterly direction. The movement of ice fields is very much affected by the wind which can also create openings. Break-up usually begins around the middle of March with the area becoming ice free by the end of the month. For more details about ice and navigation in ice, consult the booklet *ATL 100 — General Information*.

Cap Whittle to Pointe de Natashquan

Chart 4025

16 **Coast.** — From Cap Whittle (50°11'N, 60°07'W) to Île Sainte-Geneviève, about 115 miles to the west, the granite coast rises to steep hills with rounded summits, featuring swamps and ponds between them. For about 13 miles, between Kegaska and Pointe de Natashquan, the coast becomes sandy. The land is seldom higher than 60 m, and slopes gradually to the shore. The numerous small islands, islets and rocks, which fringe the coast for a distance of 5 miles in places, are higher in elevation closer to the mainland. The islands and mainland are bare, except in the bays and along sandy stretches, which are usually wooded.



 17 The outer rocks located offshore are steep-to and soundings give no warning, except that depths of less than 91 m generally occur within 5 miles of the outer rocks. **Rochers au Cormoran** (50°10'N, 60°04'W) **light** (1563), shown on these rocks, is the best **conspicuous object** along this stretch of coast. There is also a **conspicuous** telecommunication tower (50°16'N, 60°08'W) NE of Baie des Loups.

Chart 4440

18 **Cap Whittle** is the SW point of **Île du Lac** and is **conspicuous** by its red rugged cliffs more than 30 m high and stained by the seabirds. The cliffs are on the south side of the island.

 19 **Rochers Whittle**, 2 miles SW of Rochers au Cormoran light, consist of two shallow rocky areas, one drying. Refer to current chart for depths.




 20 A small seasonal fisher's hamlet is situated on an island south of **Havre Jones** (50°13'N, 60°10'W), about 2.7 miles WNW of Cap Whittle. A conical-shaped hill with an elevation of 30 m is on the island.


Chart 4452



21 **Île des Loups**, with an elevation of 24 m, is situated 6.4 miles west of Cap Whittle and is one of the largest and highest islands in the area. A group of small islets lies NNE of Île des Loups.


22 **Île du Large**, situated about 0.9 mile SSW of Île des Loups, is surrounded by rocks. A group of small islets lies NNW of Île du Large.



 23 **Rocher Grange**, with a depth of 5.2 m, lies at the NW end of a mile-long narrow rocky ledge. **Rocher Cairntorr** ($50^{\circ}07'N$, $60^{\circ}18'W$), with a depth of 2.8 m, lies SW of the rocky ledge and nearly 2 miles south of Île du Large. A starboard hand **light buoy C64** (1563.5) is moored close WSW of Rocher Cairntorr.


 24 **Brisants South**, which are dangers to navigation, lie nearly 2.5 miles NW of Rocher Cairntorr. **Brisants du Sud-Ouest**, with a rock drying 0.1 m, are situated 2.3 miles further to the NW. Other dangerous rocks lie between Brisants South and Île à la Brume, 6.7 miles WNW.

 25 There is **anchorage** for intercoastal vessels in **Baie Coacoachou**, the only harbour along this stretch of coast. The entrance to the bay is between **Pointe Milne** and **Pointe Emery**. Pointe Milne is a bare granite hill, with a rounded summit. Pointe Emery is bare, low and of red granite like the surrounding coast, making it difficult to distinguish.


  26 Local knowledge is recommended for the passage between Île du Large and Île des Loups as well as for the passage between Brisants South and Brisants du Sud-Ouest; numerous **shoals** and rocks lie in the area. A **channel** runs west of Rocher Cairntorr and is marked by Pointe Milne **leading lights** (1563.7, 1563.8), in line bearing $004\frac{1}{2}^{\circ}$, situated on top of the point ($50^{\circ}13'N$, $60^{\circ}19'W$). The lights are shown from towers fitted with fluorescent-orange daymarks with black stripes and are visible only when in alignment. Opposite Rocher Cairntorr, the daymarks are difficult to locate.

 27 **Récif Milne**, with numerous rocks and **shoals** with less than 1.8 m of water over them, lies in the middle of the bay. Other dangerous **rocks** lie on each side of the harbour. The head of the bay is divided in two sections; **Lac à l'Ours** to the north and **Baie Tertiary Shell**, a narrow inlet extending to the NE.

  28 The **channel** leading to Lac à l'Ours is 185 m wide between the 5 m contour lines. A **shoal**, with a depth of 3.1 m, lies on the side of the channel. The lake provides good shelter to intercoastal vessels which can **anchor** in mud bottom.

 29 The **channel** leading to Baie Tertiary Shell is 50 m wide between the 5 m contour lines. This bay is protected from all winds and provides **anchorage** in 5 to 10 m, mud bottom.

Charts 4440, 4453

 30 **Coast**. — Between Baie Coacoachou and Rivière Olomane, 12 miles west, the coast is fringed with numerous islands and **rocks**, extending nearly 5 miles offshore. **Île à la Brume** is nearly surrounded by a series of **rocks** and islets, with **foul ground** extending 1 mile east and west from the island.


 31 Along the coast, there are **channels** that run between the numerous islands. They provide shelter to small craft but local knowledge is required.

Chart 4453

32 **Rivière Olomane** empties into the head of a very shallow bay. Low sandy cliffs, thickly wooded, lie on each side of the entrance to the bay.






 33 **Îles Triples**, a group of rocky islands covered with grass, are situated 2.5 miles SW of the mouth of Rivière Olomane. **Îles Triples light** (1564) is shown on one of the islands of the group ($50^{\circ}10'N$, $60^{\circ}42'W$).


Chart 4452


 34 There is **anchorage** in **Havre Gethsémani** ($50^{\circ}12'N$, $60^{\circ}41'W$) with protection from all but south and SW winds, 1.3 miles west of the entrance to Rivière Olomane. The depths in the anchorage area are shown on the chart.

35 **Conspicuous objects**. — • A telecommunication tower with an elevation of 84 m, marked by lights, situated about 0.3 mile NE of the Public **wharf** (described later in the text). • Oil tanks are situated north and NE of the same wharf.

  36 Havre Gethsémani **leading lights** (1569, 1570), in line bearing $357\frac{1}{2}^{\circ}$, are located on **Île en Dos de Cheval** ($50^{\circ}12'N$, $60^{\circ}41'W$) and lead to the **anchorage** berths. Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the leading lights are visible only when in alignment.

 37 **Pointe MacKenzie leading lights** (1565, 1566), in line bearing $325\frac{1}{2}^{\circ}$, are located on the point ($50^{\circ}13'N$, $60^{\circ}42'W$). Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the leading lights are visible only when in alignment.


 38 Pointe du Petit Lac **leading lights** (1567, 1568), in line bearing 013° , are located close to the Public **wharf**. Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the leading lights are visible only when in alignment.


 39 A port hand **light buoy CJ5** (1568.5) is moored close to a 4.6 m **shoal** situated SW of the Pointe MacKenzie leading line.

LA ROMAINE (2009)



40 The village of **La Romaine** is part of the municipality of **Côte-Nord-du-Golfe-du-Saint-Laurent** which comprises numerous coastal communities of the lower north shore. The village is 0.5 mile east of the Public **wharf**; in addition, Unamen Shipu Indian Reserve is situated just NE of the village. In the village, there is a staffed dispensary, post office, two churches, banking services, lodging, hardware and grocery stores and public phone. There is no road to other villages. There is seasonal **marine shuttle** and air service for passengers and supplies.

 41 There is a Public **wharf**, 94 m long and 12 m wide, at **Pointe du Petit Lac**. The wharf is exposed to southerly and SW winds. A warehouse is located at the inner end and a wharf in ruins is situated to the NE.

 42 A cathodic protection system to control corrosion is in operation at the Public **wharf** of La Romaine. When berthing at this wharf, certain **operational procedures** must be observed to prevent damage to vessels. For more information, as well as directives to follow, mariners should contact the wharfinger at 418-229-2233.


 43 Two **wharves** in ruins and a **ramp** are situated south of the village, in a shallow bay, WNW of Île Collard.

Chart 4453



 44 **Rochers aux Huards**, about 2 miles west of Îles Triples, are above water and are the most southerly outer rocks on this part of the coast. Many other dangerous rocks and **shoals** lie near Rochers aux Huards, particularly to the east and NW; refer to the chart for these features.

Chart 4452

 45 **Baie Washicoutai**, situated 7 miles WNW of Îles Triples, is protected from all winds except those from the south that funnel in between rocky shores that rise abruptly from each side of the bay. Numerous islets, rocks and **shoals** are scattered in the entrance of the bay, as well as in its approaches. **Hauts-fonds Washicoutai** extend 3 miles off the east entrance point of the bay. Pointe Washicoutai is on the western edge of the entrance to the bay.

KEGASKA (2018)






  46 About 3 miles within the entrance, Baie Washicoutai contracts to a very narrow inlet, with depths of 5.3 m for 2.5 miles leading to a restricted **anchorage** north of an island 32 m high; this island, which is thickly wooded, stands out at the head of the bay. Approximately halfway between the entrance of the bay to the anchorage there is a shoal near mid-channel with a depth of 2.6 m.

Chart 4453

 47 Between Pointe Chicoutai and **Pointe Musquaro** ($50^{\circ}10'N$, $61^{\circ}04'W$) is a shallow bay with many islets and **rocks**. **Rivière Musquaro**, rapid and shallow, empties into the bay north of Pointe Musquaro.


48 Between Pointe Musquaro and **Pointe Curlew**, 5 miles to the west, the coast is of red granite and very indented.


Chart 4452


49 **Baie de Kegaska**, between Pointe Curlew and **Pointe de Kegaska** ($50^{\circ}11'N$, $61^{\circ}16'W$), is an open bay with several small islets situated on the west side. Pointe de Kegaska is at the south end of **Île de Kegaska**, which is separated from a rocky peninsula by a narrow, drying **channel** over which there is a fixed **bridge**. The island and peninsula are partly covered with spruce trees. There is a sandy beach and wooded cliffs in the NW corner of the bay.

50 **Île Verte**, 7 m high, is of granite partly covered with grass. **Île Noire**, 2 m high, is situated 0.2 mile east of the point NE of Île de Kegaska.

51 **Conspicuous object**. — • A telecommunication tower with an elevation of 109 m, marked with red lights, is located on Île de Kegaska.


 52 **Pointe de Kegaska light** (1574) is shown from a tower ($50^{\circ}11'N$, $61^{\circ}16'W$).


 53 **Kegaska leading lights** (1572, 1573), in line bearing $359\frac{1}{2}^{\circ}$, are located on the NE shore of Baie de Kegaska ($50^{\circ}12'N$, $61^{\circ}16'W$). Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the leading lights are visible only when in alignment.


 54 **Kegaska wharf light** (1573.3) is on the public wharf.

55 A port hand **light buoy** *CK1* (1574.3) is moored close west of the leading line and 0.3 mile SE of Pointe de Kegaska.



 56 **Haut-fond Court**, with a depth of 9.6 m, lies 0.2 mile SSW of Île Noire; it breaks in heavy sea.

 57 There is **anchorage** 0.4 mile NW of Île Noire; it has a 75-meter radius **swinging circle**, it has a depth of 5.3 metres with a mud bottom. However, the anchorage is exposed to easterly to southerly winds which creates a heavy sea, making the anchorage mediocre.

 58 A T-shaped commercial wharf is situated on the point NE of Île de Kegaska. The outer face is 50 m long. The fishers' wharf, 30 m long, is at the inner end, on the SW side of the commercial wharf. A **marine railway** with water and power outlets is available west of the wharf.

 59 A cathodic protection system to control corrosion is in operation at the Public **wharf** of Kegaska. When berthing at this wharf, certain **operational**

procedures must be observed to prevent damage to vessels. For more information, as well as directives to follow, mariners should contact the wharfinger at 418-965-3765.

  60 On the shore of Île de Kegaska, just past the commercial wharf, is an L-shaped **breakwater** reaching NW to protect the floating wharves. On the peninsula side is an imposing barge, which is permanently attached to the shore in the direction of the breakwater. A private warning **light** is fixed to one end of the barge. The navigable channel between the two structures is less than 30 m wide. **Caution** is required to prevent damage to vessels when passing through the channel.

61 The village of **Kegaska** is located on the peninsula and on the north part of Île de Kegaska. The village has amalgamated with the municipality of **Côte-Nord-du-Golfe-du-Saint-Laurent**. There is a staffed community-based medical care facility, a post office, a church, a grocery store and a public phone. A fish plant and a warehouse are located near the inner end of the wharf. Highway 138 now connects the villages of Natashquan and Kegaska. There is a seasonal **marine shuttle service** and an air service for passengers and supplies.



 62 A *Canadian Coast Guard* seasonal **Search and Rescue** station, based in Kegaska, provides services in the area. Requests for assistance should be addressed, at all times, to the *Marine Rescue Sub-Centre (MRSC Québec)* via a *Coast Guard Radio Station* through VHF Channel 16 (156.8 MHz) or on 2182 kHz, Digital Selective Calling (DSC), by telephone 1-800-463-4393 or by cellular telephone by dialing *16 which will put them in direct contact with a *MCTS Centre*. **It should be noted that it is not possible for the Canadian Coast Guard to trace the origin of calls for those using their cellular telephone and that certain areas do not have cellular coverage.**

Chart 4454


63 The entrance to **Rivière Kegaska**, which empties into **Havre de Kegaska**, lies 3 miles west of Pointe de Kegaska and affords shelter to small crafts only.


64 **Coast.** — Sandy cliffs, reaching 20 m in elevation, fringed by sandy beaches and backed by thickly wooded terrain, commence west of Rivière Kegaska and continue in an unbroken, nearly straight stretch to **Pointe de Natashquan** (*50°05'N, 61°44'W*). This point is the south end of a sandy peninsula and the end of these sandy cliffs.

 65 **Rocher du Ruisseau**, with a depth of 0.6 m, lies 1 mile offshore and nearly 5 miles SW of the west entrance point to Havre de Kegaska.

66 **Banc de Natashquan**, formed by rock, sand, gravel and shells, with depths ranging from 20 to 73 m, runs

parallel to the coast from 6 to 11 miles offshore. It extends from Pointe de Kegaska to Pointe de Natashquan. **Banc Cod**, a detached bank with a depth of 8.2 m, about 0.9 mile long, lies 1.5 miles off Pointe de Natashquan.

 67 **Magnetic Anomaly.** — In an area situated about 9 miles SW of Pointe de Natashquan, the magnetic variation ranges from 22°W to 27°W.

 68 An east setting **current** with a maximum rate of 1 knot has been observed about 5 miles south of Pointe de Natashquan. However, with a rising tide it becomes nearly zero; the flow equalizing it.

Pointe de Natashquan to Baie Johan-Beetz

Charts 4454, 4455



 69 **Coast.** — From Havre de Natashquan to Baie Johan-Beetz, a distance of 40 miles, navigation north of the 20-metre depth contour requires increased vigilance because of the presence of numerous islets, shoals and rocks.


Chart 4454

70 **Rivière Natashquan**, wide and shallow, empties into the gulf about 4 miles NW of Pointe de Natashquan. **Île Sainte-Hélène** lies in the middle of the river mouth, leaving narrow **channels** through sand bars on each side. There is usually a heavy surf over the bar. **Pointe du Vieux Poste** is an elevated point distinguishable from the neighboring coast and marks the south entrance of the river.

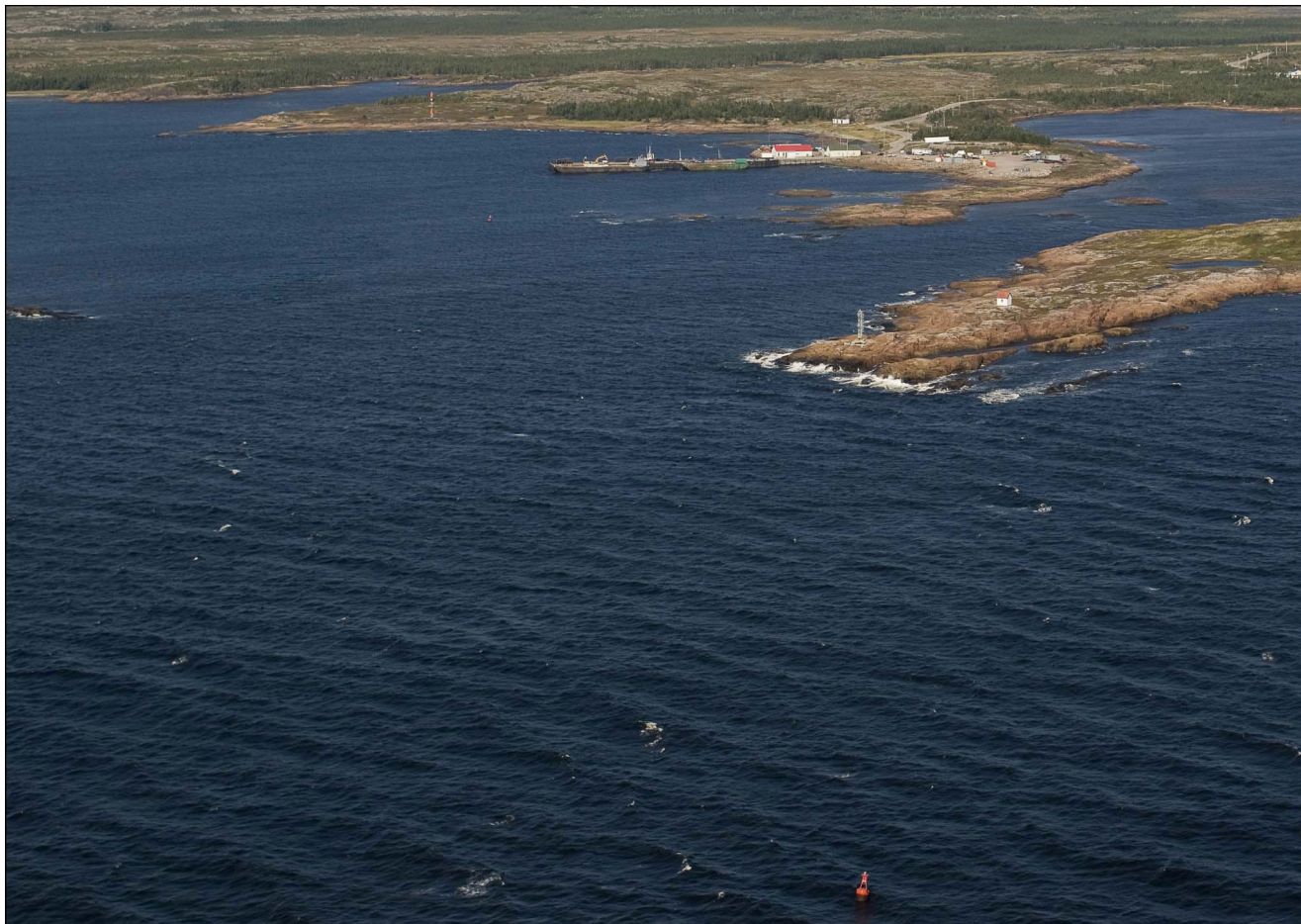
71 **Conspicuous objects.** — • Telecommunication towers with red lights are situated 1.5 miles north of the mouth of Rivière Natashquan.


Chart 4428


 72 **Havre de Natashquan.** — The harbour, formed by a number of islets, rocks and shoals, is suitable for intercoastal vessels only. The entrance, obstructed by **Récifs Vigneault** and **Brisants du Centre**, offers narrow channels only. As the water is discoloured by dark local river water the **reefs** are not easily seen. The easternmost channel is buoyed.



 73 **Brisants Landry**, shoals with a depth of 4.5 m, lie nearly 1.5 miles SW of Île aux Américains. **Récifs Vigneault** extend for 0.5 mile south of **Île aux Américains** (*50°11'N, 61°51'W*). **Banc Carbonneau**, with a depth of 7 m, is close west of the leading line and 0.4 mile from **Île Joncas**.

NATASHQUAN (2009)




 74 **Note.** — There is formation of a current bar where the waters of the gulf meet the waters of Petite Rivière Natashquan; tide rips and a change of colouration in the water occur in this area. The bar is affected by the tide, wind and the flow rate of the river.


 75 Île Joncas **light** (1576), fitted with a radar reflector, is on the SW end of the island ($50^{\circ}11'N$, $61^{\circ}51'W$).

  76 Petite Natashquan **leading lights** (1578, 1579), in line bearing 010° , are north of the wharf near **Pointe Collas**. Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the leading lights are visible only when in alignment and they lead into the harbour, passing close west of the shoals **Rocher Sphinx Sud** and **Rocher Sphinx Nord**.

77 **Conspicuous objects.** — • Natashquan's church spire. • Pointe-Parent's church spire. • A fluorescent-orange

beacon is on **Rocher Noir**, about 1 mile WNW of Île aux Américains.

 78 On the east side of the harbour is a Public **wharf** 182 m long and 23 m wide. Refer to current chart for depth along the wharf. Some buildings, one of which is a warehouse, are situated near the inner end.


 79 A cathodic protection system to control corrosion is in operation at the Public **wharf** of Natashquan. When berthing at this wharf, certain **operational procedures** must be observed to prevent damage to vessels. For more information, as well as directives to follow, mariners should contact the wharfinger at 418-538-0063.

80 The municipality of **Natashquan**, with a population of 270, is located near the mouth of **Petite Rivière Natashquan**. There is a staffed community-based medical care facility, a church, a post office, a public phone, grocery and hardware stores and accommodation. Nutashquan (Natashquan) Indian Reserve is located near the community

AGUANISH (2009)



of **Pointe-Parent**, at the mouth of Rivière Natashquan, on the north shore. Kegaska is the westward starting point of the provincial road system; the road system does not extend eastward. There is a seasonal **marine shuttle service** for passengers and supplies. There is also an airport.

 81 The best **anchorage** is in the middle of the harbour in depths of 7.5 m, sand bottom, halfway between the wharf and Île aux Américains.





 82 A **shoal**, with a depth of 4.5 m, lies 93 m west of the wharf. Another **shoal**, with a depth of 1.5 m, lies 0.3 mile WSW of the wharf.


Chart 4455

 83 **Baie Washtawouka** is 6.5 miles west of Havre de Natashquan. Several islets, rocks and **reefs** lie in the vicinity; navigation among them, even for small craft, is intricate and dangerous. **Îlet Shag**, a large black rock, 2.1 m high, is the outer most of this group of islets and rocks. The village of **L'Île-Michon** is located 1 mile NW of Baie Washtawouka. A **ramp** is located nearby.


84 **Conspicuous object.** — • A telecommunication tower, marked by red lights, is 1.4 miles NE of Rivière Aguanish. A second telecommunication tower, marked by red lights, is 0.5 mile north of the river mouth.



  85 **Rivière Aguanish** is 9.5 miles west of Havre de Natashquan. It is narrow. Its mouth is shallow and obstructed by many small rocks extending to **Brisants Aguanish**, about 1 mile off the river mouth. The dark colouration of water makes it difficult to locate the **submerged rocks**. The south shore of the river is formed by a sandy strip. At low water, the river **current** increases. The river bed near its mouth is of sand, causing

variations in the depths. Only small craft can navigate in the area and local knowledge is required.

 86 The municipality of **Aguanish** has a Public **wharf** used by fishermen. It is located on the west shore below the fixed **bridge** that crosses Rivière Aguanish. This L-shaped wharf, with an outer face 15.7 m long, is accessible at high water only.

87 **Coast.** — A sandy beach extends from a position situated 1.2 miles east of Rivière Aguanish west to **Rivière Nabisipi**. *Mingan Archipelago National Park Reserve of Canada* extends upstream from Aguanish. Certain regulations govern the access to the Park Reserve; more details are described later in this chapter.

 88 **Hauts-fonds Pashashibou** ($50^{\circ}14'N$, $62^{\circ}19'W$), strewn with **rocks** awash, extend 2.5 miles SE of the mouth of **Rivière Pashashibou**; the river flows into **Baie Pashashibou** which is shallow and strewn with islets and **rocks**.

  89 **Rocher Jalobert** ($50^{\circ}14'N$, $62^{\circ}25'W$), with less than 1.6 m over it, lies in the entrance to **Baie Jalobert**, a small open bay with depths of 11 m at less than 1.2 miles from its head. The bay is fairly safe for small craft which can **anchor** close inshore. Power transmission line towers are visible north of the bay. The extensive *Migratory bird sanctuary of Watshishou (Environment Canada)* is located in the area, in both easterly and westerly directions; access regulations apply to these protected areas.

 90 **Baie Pontbriand**, shallow and obstructed by **rocks** across the entrance, enters 5 miles west of Baie Jalobert.

BAIE-JOHAN-BEETZ (2009)



91 A granite peninsula, 45 m in elevation, 5 miles west of Baie Pontbriand, is bare of vegetation and it appears as an island from seaward. **Rocher Gull**, 5 m high, lies 2.1 miles WSW of the peninsula.

92 **Conspicuous objects.** — • **Colline Saddle**, 128 m high, is about 6 miles north of Rocher Gull. • A telecommunication tower, marked by lights, 177 m in elevation, is at Baie-Johan-Beetz.

Charts 4452, 4455

93 **Baie Johan-Beetz** and **Baie Piashti** adjoin each other and are divided by a peninsula which terminates at **Pointe Loizeau**. A **shoal** area, with rocks awash, extends 0.9 mile SW of the point. Southerly winds cause a heavy swell in the entrance of the bays.

94 **Caye à Boucher**, 1 m in elevation, is the highest point of an extensive rocky **shoal** lying 0.5 mile west of **Île Gull** ($50^{\circ}16'N$, $62^{\circ}46'W$).

95 A wharf in ruins and industrial remains are at the south end of the NW entrance point to **Baie Quetachou** ($50^{\circ}17'N$, $62^{\circ}46'W$).

96 Starboard hand **light buoy C80** (1582) is moored close east of the Baie-Johan-Beetz leading line, about 1.5 miles SW of Pointe Loizeau.

97 **Baie-Johan-Beetz leading lights** (1583, 1584), in line bearing 043° , are situated on the peninsula on the east side of the bay ($50^{\circ}17'N$, $62^{\circ}48'W$). Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the lights are visible only when in alignment. The leading lights lead close to rock and **shoals** with 5.3 m over them.


98 A **shoal**, with a depth of 3.3 m, lies close west of Pointe Loizeau. Two additional shoals are located inside Baie Johan-Beetz. Refer to chart for depths.

99 Although the middle of Baie Johan-Beetz is exposed to southerly winds, there is **anchorage** in 6 to 9 m of water, mud bottom.

100 **Conspicuous object.** — • A large house with a red roof stands on a point at the mouth of **Rivière Piashti**. The house, **conspicuous** from the bay, is an historical monument; it was owned by the doctor and naturalist Johan Beetz (1874-1949), a pioneer of this community.


101 There is a wharf in ruins on the west side of Baie Johan-Beetz. The entire federal wharf of Baie-Johan-Beetz is now closed to navigation and berthing is prohibited. There is a **launching ramp** east of the river mouth.


102 The municipality of **Baie-Johan-Beetz**, with a population of 94, is located at the head of the bay. There is a post office, a church and accommodation.


 103 **Obstruction.** — • An **outfall pipe**, 0.1 mile NE of the wharf in ruins, extends 57 m offshore; a **crib** with 1.4 m over it is located at the outer end of the outfall.

Baie Johan-Beetz to Rivière Saint-Jean

Chart 4456


 104 **Coast.** — From Baie Johan-Beetz to Baie de la Grande-Hermine, 8 miles west, the 20-m contour line is about 1 mile offshore the islands; inside the contour, there are many **shoals** and reefs.

 105 A natural **channel**, SW of the mouth of **Rivière de la Corneille** ($50^{\circ}17'N$, $62^{\circ}54'W$), leads into a small craft harbour. Many outer rocks and **shoals** blend with the dark colouration of the water and are difficult to see; local knowledge is required.

 106 **Baie de la Grande-Hermine** is shallow, strewn with **rocks** and rocky ledges and is seldom used.



Charts 4025, 4026

107 **Archipel de Mingan (Mingan Archipelago)**, proclaimed a “*National Park Reserve*”, forms a group of some forty islands and limestone bedrock islets situated close of the north shore of the Gulf of St. Lawrence between Île Sainte-Geneviève to the east and Île aux Perroquets to the west. The national park reserve extends east to Aguanish and includes nearly 2,000 other islands, islets and granite **reefs**.

 108 Regulations govern the access, the activities and the use of the facilities, including the floating wharves and landing piers providing access to the islands. Parks Canada, with its office located at Havre-Saint-Pierre, enforces the regulations in addition to offering various services. For more information, contact Parks Canada, Mingan District, 1340 De la Digue Street, Havre-Saint-Pierre, Quebec, G0G 1P0; tel.: 418-538-3331.

109 The National Park Reserve extends along the north shore over a distance of 95 miles, opposite the western part of Anticosti Island, which is 15 to 25 miles away. For coastal navigation, the park affords a sheltered inside passage, **Chenal de Mingan**, which runs for a distance of 25 miles between Île du Havre ($50^{\circ}13'N$, $63^{\circ}37'W$) and Îles aux Perroquets ($50^{\circ}13'N$, $64^{\circ}12'W$). The islands are low and slope gently to the south. The highest islands do not exceed 90 m in elevation and most are much less; all of the islands lying to the mainland side are wooded.

110 The landscape of the National Park Reserve has been created through erosion of two types of weak rocks: limestone and dolomite. The islands have sea cliffs facing mainly north, east and west while the rocky reef flats situated on the south side of the islands are strewn with spectacular erosion features such as monoliths and limestone arches: it is the largest concentration of this feature type in Canada. The mainland coast, from Île Sainte-Geneviève to Rivière Mingan, is of granite and limestone, stratified in places.

  111 The **tidal streams** are stronger in very narrow channels and approaches to the wharves at Havre-Saint-Pierre; they are very much influenced by the winds. In fine weather there is a constant alternation of flood and ebb streams between the islands and the mainland, and also within 2 to 3 miles south of the islands.



 112 **Note.** — Visibility in the Mingan Archipelago is often reduced by fog during the months of July and August because of the influence of the cold Labrador Current.


Chart 4456


113 **Île Sainte-Geneviève** ($50^{\circ}15'N$, $63^{\circ}04'W$) is the eastern island of the Mingan Archipelago; **Pointe Nord-Est** is the highest point of the island. **Mont Sainte-Geneviève**, **conspicuous** and 2.5 miles NNW of Île Sainte-Geneviève, is an isolated flat-topped hill, 101 m in elevation.


 114 **Rochers Bowen**, a large area of rocks and **shoals**, with two rocks drying at 0.6 m, extend 3 miles SE of the east end of Île Sainte-Geneviève.


115 **La Cormorillère Sainte-Geneviève**, formed of two rocky areas which uncover, lies 1 mile south of the east end of Île Sainte-Geneviève.


116 **Haut-fond Collins** is a rocky area located 3.5 miles south of the southern tip of Île Sainte-Geneviève. Refer to the chart for depths. Starboard hand **light buoy C84 (1584.5)** is moored close south of Haut-fond Collins.


 117 **Île à la Chasse**, 1 mile SW of Île Sainte-Geneviève, is low and thickly wooded with the shoreline broken into many coves. It is fringed with small islets and rocks on all sides except towards the mainland. **Rocher de la Garde** is the termination of a long ridge of rocks, above and below water, extending 1 mile south from Île à la Chasse; a **shoal** with a depth of 1.7 m is 0.4 mile south of Rocher de la Garde. There is the *Migratory bird sanctuary of Betchouane (Environment Canada)* SW of Île à la Chasse; access regulations apply to this protected area.



 118 There is a strong **tidal stream** in the vicinity of **Île à Mouton**.


 119 **Havre Sainte-Geneviève**, between Île Sainte-Geneviève and the mainland, is a good harbour for intercoastal vessels. The harbour is easy to access through **Chenal de la Cormoraille Sainte-Geneviève** or **Chenal de l'Est**.



 120 There is an **anchorage**, protected from all winds, NW of Île Sainte-Geneviève, 15 to 18 m of water, mud bottom. There is a small craft anchorage between **Petite Île Sainte-Geneviève (Île de l'Ancre)** and Île Sainte-Geneviève. Refer to the chart for depths.

 121 Rocks awash extend from the SE side of Petite Île Sainte-Geneviève. **Baie Saint-Laurent** is situated close NW of Havre Sainte-Geneviève. The drying flats in the bay are composed of sand and mud, strewn with boulders.

 122 **Baie des Grès**, west of Île à la Chasse, is entered by a narrow and deep **channel**. There is an **anchorage** for small craft in the NW part of the bay.

  123 A very narrow **channel**, fringed with rocks, connects Baie des Grès and Havre Betchouane. There is a fast flowing **current** at the turn of the tide which makes the passage difficult. This passage can only be made by small craft and local knowledge is required.

 124 **Île Saint-Charles**, bold and wooded, 2.4 miles west of Île à la Chasse, is 29 m high. A **shoal** with depths of 5.3 m is reported about 0.6 mile south of the eastern part of Île Saint-Charles. **Havre Saint-Charles**, between Île Saint-Charles and the mainland, forms a narrow **channel** for small craft. Local knowledge is required.

  125 **Baie Puffin**, between Île à la Chasse and Île Saint-Charles, and **Baie des Trilobites** afford good **anchorages** but are exposed to south winds. The west shore of Baie des Trilobites rises steeply; **Île de la Fausse Passe** lies in the SW part of the bay. This island is wooded and slopes to a rocky SE side. Some monoliths are situated near the point NE of Île de la Fausse Passe. The **passage** between the island and the mainland coast is shallow.





  126 Between **Pointe Enragée** ($50^{\circ}12'N$, $63^{\circ}24'W$) and **La Grande Pointe** ($50^{\circ}12'N$, $63^{\circ}27'W$), numerous **shoals** and rocks, awash, extend 0.4 mile south. La Grande Pointe **light** (1584.8) is on this low point.


Chart 4432

127 **Baie Placide-Vigneau**, extending between La Grande Pointe and Pointe aux Esquimaux, is shallow with the 5-m contour line located 1 mile offshore. **Caps Blancs**

overlook the bay. They form a **conspicuous** escarpment of sand, sandstone and clay which rises from a sandy beach.

 128 **Haut-fond à l'Eau Claire**, an extensive area with several rock pinnacles, with 0.2 m over it, is centered 1.5 miles west of La Grande Pointe.

 129 The **alignment** of the south point of Île du Havre with the north point of Île à Firmin leads south of Haut-fond à l'Eau Claire.


 130 **Chenal de la Vache Marine**, 1.4 miles wide and deep, runs between Haut-fond à l'Eau Claire and **Récifs au Marteau** which extend south of Grosse Île au Marteau. The **passage** north of Grosse Île au Marteau leads to Havre Saint-Pierre.


Port of Havre-Saint-Pierre

Chart 4429

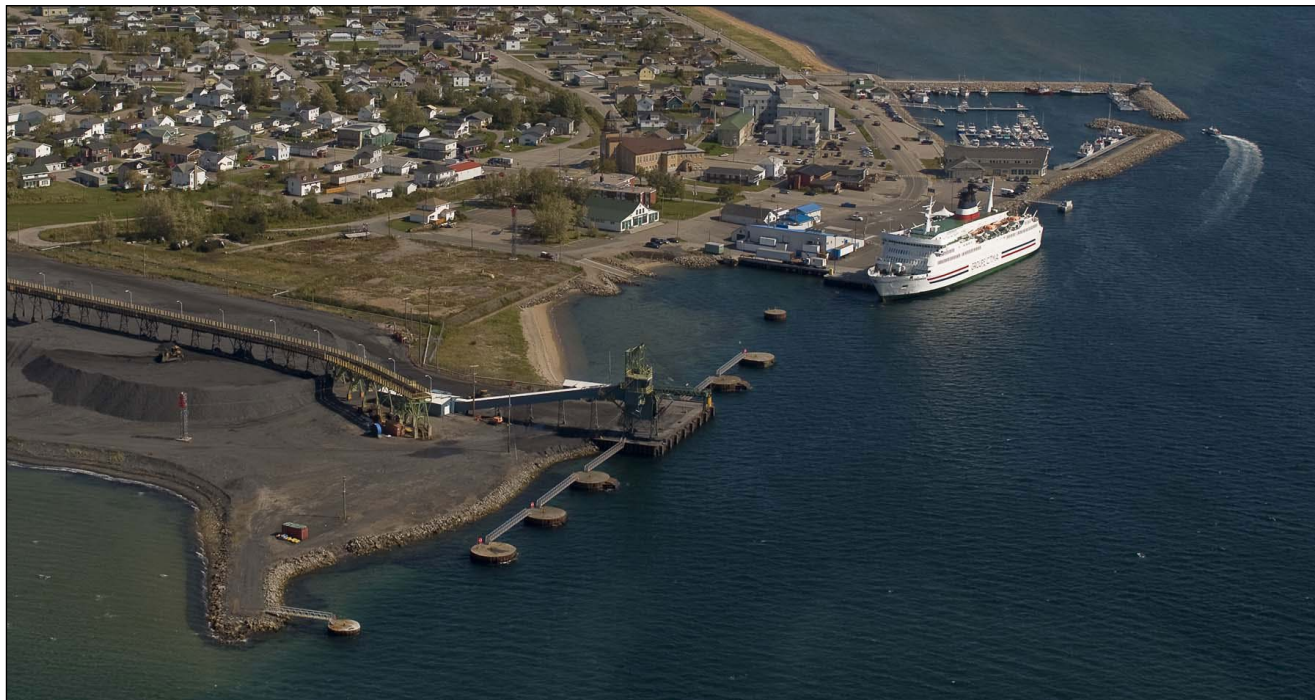
131 **General Information.** — **Havre Saint-Pierre** lies between Île du Havre and the mainland. The harbour is deep close to both shores. It is a public harbour administered by the *Corporation de développement et de gestion du port de Havre-Saint-Pierre*; the harbour limits are shown on the chart. The main activities are fishing and loading ore for the company *QIT-Fer et Titane*, which operates a mine 43 km inland. In 2008, 3.5 million tonnes of cargo were handled. The navigation season generally lasts from April to January. In addition, cruise ships make Havre Saint-Pierre their port of call.

132 The municipality of **Havre-Saint-Pierre**, with a population of 3395, is marked by a church with a dome. There is a prominent Health Centre with medical staff near the shore ENE of the Public **wharf**.

 133 **Pilotage** is not compulsory but there is a pilot available when required; arrangements are made through the shipping agent.

 134 A *Canadian Coast Guard* seasonal **Search and Rescue** station, based in Havre-Saint-Pierre, provides services in the area. Requests for assistance should be addressed, at all times, to the *Marine Rescue Sub-Centre (MRSC Québec)* via a *Coast Guard Radio Station* through VHF Channel 16 (156.8 MHz) or on 2182 kHz, Digital Selective Calling (DSC), by telephone 1-800-463-4393 or by cellular telephone by dialing *16 which will put them in direct contact with a *MCTS Centre*. **It should be noted that it is not possible for the Canadian Coast Guard to trace the origin of calls for those using their cellular telephone and that certain areas do not have cellular coverage.**

HAVRE-SAINT-PIERRE (2009)





135 **Arrival Information.** — Havre-Saint-Pierre is not a port of entry for customs purposes, nor a quarantine station, but the **Customs Office** located at Sept-Îles, 225 km west, serves the port. **Ship Sanitation Control Certificate Extensions or Exemptions** can be issued by the Customs Officer. For details on *Quarantine Regulations* consult the booklet *ATL 100 — General Information*.

136 **Regulations.** — *Public Ports and Public Port Facilities Regulations* applies to vessels at a berth, at anchor, manoeuvring or otherwise underway in the harbour.


137 The main **channels** to reach Havre-Saint-Pierre from east to west are: Chenal de la Petite Île au Marteau, the channel west of Île du Havre and Chenal Quin.


138 **Chenal de la Petite Île au Marteau (Chenal Walrus)** leads between Petite Île au Marteau and Île aux Goélands which is situated 1 mile west of Petite Île au Marteau. The channel is more than 0.5 mile wide with a least depth of 15.4 m; it is marked by leading lights.

 139 **Grosse Île au Marteau** ($50^{\circ}13'N$, $63^{\circ}33'W$) is 41 m high and wooded; **Petite Île au Marteau**, close to the SW, is abrupt except on the south and west sides. **Récifs au Marteau**, with a number of drying ledges, extend 0.7 mile south of Grosse Île au Marteau.


 140 **Île aux Goélands** is small, low and grass-covered, with **reefs** extending north and south.


141 **Île du Havre**, situated NW of Île aux Goélands, is 60 m high near the NW point and slopes to the south. **Île à Calculot**, small, low and grass-covered, lies close south of Île du Havre.


 142 **Petite Île au Marteau seasonal light** (1585) is shown from a skeleton tower on the south end of the island ($50^{\circ}12'N$, $63^{\circ}34'W$). In the close vicinity of the light there is a white tower with a red upper part and it is the abandoned old lighthouse.


 143 **Havre-Saint-Pierre leading lights** (1587, 1588), in line bearing $338\frac{1}{2}^{\circ}$, are located on the mainland about 0.5 mile ENE of the Public **wharf**. The lights are shown from fluorescent-orange daymarks with black stripes; the leading lights are visible only when in alignment.

144 The **channel** leading west of Île du Havre is deep and 0.4 mile wide between the 30-m contour lines. Starboard hand **light buoy** *CM10* (1594) is moored 1 mile south of the SW point of Île du Havre.


 145 **Île du Fantôme**, 46 m in elevation, and **Île à Firmin** are situated west of Île du Havre. **Chenal du Fantôme** separates the two islands and is strewn with rocks except for a very narrow **passage**. Île à Firmin is surrounded by rocks and **reefs**, but Île du Fantôme is abrupt on the east side. **Récif Quin** lies off the NW side of Île du Fantôme.


 146 Île à Firmin **light** (1596) is near the south end of the island (50°12'N, 63°41'W). The light has fluorescent-orange daymarks facing north, east and south.



 147 Île du Fantôme Entrance **leading lights** (1592, 1593), in line bearing 010°, lead into the **channel** west of Île du Havre. The lights are shown from fluorescent-orange daymarks with black stripes; the leading lights are visible only when in alignment.

 148 Pointe aux Esquimaux **leading lights** (1590, 1591), in line bearing 096½°, are located on the mainland close north of the private wharf. The lights are shown from fluorescent-orange daymarks with black stripes; the leading lights are visible only when in alignment.

149 **Chenal Quin**, 0.5 mile north of Île du Fantôme, leads between Île du Fantôme and **Pointe aux Morts**; the channel is 0.2 mile wide with depths from 7 to 9 m, and is marked by lateral **buoys**.




 150 Within Havre Saint-Pierre, the flood **stream** usually sets to the west, and the ebb to the east, with an approximate flow rate of 3 knots. The tidal streams are much affected by the winds, which may change their rate.

 151 An **anchorage** area within the harbour is nearly 1.5 miles long, running east and west, with an average breadth of 0.4 mile and depths from 10 to 25 m, sand bottom. It is advisable to anchor within the line joining the north and NE points of Île du Havre, in no more than 20 m of water to obtain the maximum shelter. *Parks Canada* has mooring buoys in this area.

  152 There is a **Public wharf** at **Pointe aux Esquimaux** with a nearby fish plant. A dolphin, connected to shore by a catwalk, is located ESE of the Public wharf. The NW section of the wharf is mainly for fishing vessels; there is a ramp at the wharf. A floating dock, approximately 10 metres long, is located west of the

launching ramp. *QIT-Fer et Titane* company wharf is close west of the **Public wharf**; there are a conveyor, water and power outlets available. Dolphins, some of which are connected by catwalks, are situated on each side of this private wharf. The company reports that the conveyor, when lowered, has a clearance of 14 m at mean low water.

153 Table 1.2 provides detailed information of the wharves as well as the maximum dimensions of the private wharf.


   154 A basin is situated east of the **Public wharf**. It is formed by breakwaters with an entrance of 18 m wide. Seasonal **lights** are on the outer end of each breakwater and mark the entrance to the basin. The basin is administered by *Club nautique de Havre-Saint-Pierre*; it provides shelter for a **marina**, facilities for fishers, *Parks Canada* small vessels and tour boats. The club monitors VHF channel 68; gas and diesel are available. Immediately SE of the basin, an **outfall pipe** extends up to 225 m from the shore; a **crib**, with a depth of 12.2 m, is at the outer end.


155 **Supplies and Services.** — Water is available at various wharves but arrangements must be made with the municipality. Provisions are available. With sufficient notice, certain types of fuel, diesel and marine lubricants may be delivered by truck. Small repairs can be carried out.

156 **Transportation.** — The provincial road system extends westward and eastward, ending at Natashquan. There is a seasonal **marine shuttle service** for passengers and supplies. There is a regional airport with a regular service.

Table 1.2 Havre-Saint-Pierre Wharves

Location	Berth	Length (metres)	Depth † (metres)	Remarks
Public Wharf (Local Port Authority)	SSW Section	108	9,1	Storage area: 1250 m ²
Public Wharf (Local Port Authority)	NW Section	50 ***	2,0 – 5,0	*** Total berthage length available over the entire NW section
Private Wharf (QIT-Fer et Titane)	—	244 *	10 10,1 **	* Maximum wharf length for berthing; ** Maximum draught at High Water; Loading ore capacity: 3000 t/h

 157 Île Niapiskau (Île Samuel), 44 m in elevation, situated 1.5 miles west of Île à Firmin, has three principal hills and is partly wooded. There are flat limestone reefs extending south and SE of the island. Between the SW and SE points of the island, a group of remarkable monoliths stands on the limestone banks. A landing pier, maintained by Parks Canada, is located in Anse des Bonnes Femmes on the east side of the island.

 158 There is **anchorage** for small craft in some of the archipelago coves, namely: **La Grande Anse**, west of Île du Havre, **Anse à Loups Marins**, on the east side of Île Niapiskau and **Anse du Noroît**, on the west side of Île Niapiskau. The depths are shown on the chart.


159 **Chenal de Niapiskau** is wide and deep. The **tidal streams** in this channel set to the north on the flood, and south with the ebb, but their flow rate and direction are much affected by winds.


160 A fluorescent-orange **beacon** facing north and east is situated at the north end of Île Niapiskau ($50^{\circ}12'N$, $63^{\circ}45'W$).


Chart 4432


161 **Conspicuous objects.** — • Telecommunication towers, 197 m in elevation, marked by lights, are situated 1.3 miles NNE of Pointe aux Morts.

162 From Pointe aux Morts to **Pointe Paradis** ($50^{\circ}18'N$, $63^{\circ}51'W$), at the mouth of **Rivière Romaine**, there is a shallow bay with drying **flats** of mud, sand and boulders. **La Petite Romaine (Île Moniac)** and **La Grosse Romaine (Île Moutange)** lie on the flats. **Banc Moniac**, with a depth of 4.9 m, lies 0.8 mile SW of the south point of La Petite Romaine. **Banc de la Romaine**, with a depth of 4.5 m, is situated 0.8 mile south of La Grosse Romaine. **Caye à Cochons** is a shoal area situated 3.3 miles west of La Grosse Romaine.


 163 **Île Quarry (Île à la Proie)**, west of Île Niapiskau, is 55 m high and wooded. **La Pile** is a rock, 3 m high, situated close to the NE point of the island. **Rocher à la Proie**, with a depth of 2.6 m, lies 0.4 mile north of the NW end of the island. Along the north shore of the island, in the middle of **Baie Quarry**, there is limited **anchorage** for intercoastal vessels in 10 to 20 m of water. The west side of the bay is deeper.

 164 The narrow **channel** between Île Quarry and Île Niapiskau is foul with **shoals** and **reefs**.

 165 **Passage de l'Île Quarry (Chenal à la Proie)**, between Île Quarry and La Grande Île, has a navigable width of 0.2 mile. The flood **stream** sets to the north, and the ebb to the south through this passage. The flow rate of both streams is about 1 knot.


 166 **La Grande Île** is wooded and reaches an elevation of 75 m. The west side is steep and has numerous monoliths whereas the east side has a lesser number. There are numerous **reefs** extending to 0.6 mile offshore on the south side of the island. **Caye à la Tête de Cheval (Récif du Milieu)**, 2.3 miles west of the SW point of La Grande Île, is an above-water feature.


167 **Île à Bouleaux du Large (Petite Île aux Bouleaux)** is abrupt on the east side. There is a **conspicuous** monolith on the SW point. The low west point of **Île à Bouleaux de Terre (Île aux Bouleaux)** curves to the south terminating at **Le Pain de Sucre**. These two islands are separated from La Grande Île by **Le Grand Chenal**, which provides access to Havre de Mingan, about 2 miles east.


 168 **Chenal de la Caye à la Tête de Cheval (Chenal du Récif du Milieu)** leads south of Île à Bouleaux du Large and is nearly 1 mile wide. The flood **stream** sets to the south, both in this channel and in the channel to the north of the island.


169 **Île du Havre de Mingan** ($50^{\circ}17'N$, $64^{\circ}01'W$), close to the mainland, is 17 m high, wooded and steep. It is steep-to on the NW side. **Rocher Wacouta**, with a depth of 1.6 m, lies on a shoal **bank**, 0.6 mile south of the island.


170 **Havre de Mingan** is a narrow area between Île du Havre de Mingan and the mainland. East of the harbour, extensive sandy **flats** lie 0.7 mile off the mouth of **Rivière Mingan**. Starboard hand **light buoy CM28 (1603)** is moored at the south end of the flats. The east entrance of Havre de Mingan, between the flats and the island, is 0.2 mile wide while the west entrance is 0.15 mile wide; both entrances are fairly deep.

 171 In Havre de Mingan, a strong **flow** sets to the east on the ebb tide, especially through the narrow western entrance.


 172 The **anchorage** area in the harbour is about 1 mile long and 0.25 mile wide, with depths of 12 to 20 m, fine sand bottom.


 173 **Light buoy BMING (1607.3)** is moored 0.4 mile SW from the west end of Île du Havre de Mingan, marking a shoal rocky area which lies off the west end of the island.

 174 Havre de Mingan Eastern Entrance **leading lights** (1604, 1605), in line bearing 288° , are situated west of the wharf. The lights are shown from fluorescent-orange daymarks with black stripes; the leading lights are visible only when in alignment.

 175 Havre de Mingan Western Entrance **leading lights** (1606, 1607), in line bearing 066° , are situated near **Pointe Matsitew** ($50^{\circ}18'N$, $64^{\circ}00'W$). The lights are shown from fluorescent-orange daymarks with black

stripes; the leading lights are visible only when in alignment. The rear light tower is fitted with another fluorescent-orange daymark facing SE.

 176 An **outfall pipe** extends offshore 0.15 mile SW from Mingan Public **wharf**. The crib at the outer end of the outfall has a depth of 3.6 m.



 177 There is an L-shaped Public **wharf** of pile construction — 154 m long — at Mingan. The L-end is 81 m long. Refer to current chart for depths. There is an out-of-service **launching ramp** in the vicinity and there are risks associated with its use. Freshwater, electricity and a crane for unloading, used by fishing vessels, are available. The wharf is owned by *Fisheries and Oceans Canada* but is administered by the local Port Authority.


178 The village of **Mingan** has amalgamated with the municipality of Longue-Pointe-de-Mingan. The Ekuanitshit Indian Reserve (Mingan) is located nearby. From Havre de Mingan to **La Longue Pointe**, 5 miles SSW, the coast is low and sandy.

179 **Conspicuous objects.** — • A telecommunication tower, 49 m high, marked by red lights, is 0.5 mile NE of Longue-Pointe-de-Mingan church. • A telecommunication tower with red lights is about 2.8 miles WNW of La Longue Pointe.


180 The municipality of **Longue-Pointe-de-Mingan**, with a population of 442, is marked by a church with a spire that is located close to the beach, east of La Longue Pointe. There is an airport.

181 **Coast.** — The mainland coast from La Longue Pointe to Rivière Saint-Jean is low, wooded and clayey with sandy beaches. An irregular band of shoal water extends for nearly 1 mile where depths at that distance are 2.8 m, reducing navigable width of the **channel** between the mainland and Îles aux Perroquets to 1.5 miles. About 7 miles inland, the hills reach an elevation of 300 m. The highest point of the mainland in this area is **Mont Saint-Jean**, 434 m high with three distinct summits; it is situated about 11 miles north of the mouth of Rivière Saint-Jean. Apart from these exceptions, the mainland is low and the hills are further inland.

  182 Immediately west of La Longue Pointe, tide rips form on the flood tide. The tidal **streams** attain 3 knots SW of La Longue Pointe; during low water the ebb sets to the east while the flood sets to the west at high water.

 183 **Île Nue de Mingan** ($50^{\circ}13'N$, $64^{\circ}08'W$) is wooded and 29 m high. An area of rocky **shoals** with an islet on it lies on the SW side of the island. **Chenal aux**

Bouleaux which leads east of the island is wide, deep and clear of dangers.

 184 **Bancs de Mingan**, 3 miles south of Île Nue de Mingan, are rocky **shoals** with depths of 14.6 m; there is a heavy swell over it at times.

185 **Chenal aux Perroquets**, 1.5 miles wide, is deep and runs between Îles aux Perroquets and Île Nue de Mingan. **Îles aux Perroquets**, four in number, are small, low and bare. **Île aux Perroquets**, the largest and the highest of the group, lies to the NW; the island is steep and has a flat summit.



 186 Îles aux Perroquets seasonal **light** (*1608*), shown from a white tower with a red upper part, is situated on the most northwesterly island of the group which is Île aux Perroquets ($50^{\circ}13'N$, $64^{\circ}12'W$). The light is obstructed by Île Nue de Mingan between 269° and 292° .

Chart 4026

 187 **Rivière Saint-Jean** flows into the gulf about 7 miles west of La Longue Pointe. The mouth of the river, about 245 m wide, is situated between clay cliffs on the west side and a sandy point on the east side. An extensive sand bar, 0.5 mile outside the entrance, shifts with every gale, and seldom has more than 0.9 m over it. Heavy surf is common over the bar. There is an open **anchorage** outside the bar at a distance of about 1 mile offshore in 20 m of water with sand and clay bottom.

188 Shifting sand **banks**, with 2 to 5 m over them, extend SE of the mouth of Rivière Saint-Jean. The south line of these banks is situated 2 miles offshore.


189 The municipality of **Rivière-Saint-Jean**, with a population of 267, marked by a church with a spire, is on the west bank of the river. There are **ramps** located nearby.

Anticosti Island — North Shore — Pointe Ouest to Pointe de l'Est

Charts 4025, 4026

190 **General.** — **Anticosti Island** is part of the Province of Quebec; it divides the St. Lawrence estuary into two **channels** that flow into the gulf. **Détroit de Jacques-Cartier** flows between the island and the north shore of the mainland; **Détroit d'Honguedo**, wider and deeper, flows between Anticosti Island and Péninsule de la Gaspésie to the SW.

191 Anticosti Island is 120 miles long and over 30 miles wide. The coast is of limestone rock formation. Near the shore, most of the land is covered with dense spruce. The land rises inland to a central ridge, nearly 300 m in elevation.


 192 Between Pointe Ouest and Falaise Puyjalon, a distance of 60 miles, the coast is low and bordered with **reefs** of flat limestone extending one mile offshore. It is wise to stay outside the 30-m contour line along the coast; bear in mind that the island has another name *Gulf's Graveyard*. Between Falaise Puyjalon and Pointe de l'Est, a distance of 75 miles, the coast is cliffed. Parallel ridges that rise gently inland terminate in limestone headlands, some exceeding 120 m in elevation. These cliffs are weathered and white, resembling chalk.

193 **Climate.** — The climate of the island is more moderate than that of the mainland with milder winters and cooler summers. Fog is frequent off the eastern part of the island.

194 The north shore of the island, frequently used by fishing vessels, affords shelter to intercoastal vessels only. A portion of the island is part of *Parcs Québec* network and access regulations apply to this protected area. Anticosti Island has an abundance of fauna and is a refuge for numerous aquatic and terrestrial bird species.


195 **Banc Parent**, with its centre about 14 miles west of **Pointe Ouest**, is about 10 miles square, with a depth of 46 m.


Chart 4430

 196 Pointe Ouest **light** (1523) is situated on this low point ($49^{\circ}52'N$, $64^{\circ}31'W$).

197 **Baie Sainte-Claire** is about 2 miles NNE of Pointe Ouest. The bay is entered SW of **Cap aux Anglais**, which is a steep cliff projecting from the shore. There are ruins of a small wharf and abandoned houses located close to shore. The holding ground for **anchorage** in the bay is poor, consisting of rock and shell bottom.

Chart 4026

 198 **Pointe Nord**, situated 13.5 miles ENE of Cap aux Anglais, is wooded. It is marked by Cap de Rabast seasonal **light** (1515.2), a white tower with a red upper part, situated on a low point ($49^{\circ}57'N$, $64^{\circ}09'W$).



 199 **Pointe aux Kakawis**, situated 13 miles east of Pointe Nord, is 122 m high and **conspicuous** with its rocky talus slopes. From Pointe aux Kakawis to Falaise Puyjalon, 25 miles east, the coast is low with high ridges a few miles inland. **Reefs** extend from 1 to 2 miles offshore between Pointe aux Kakawis and **Pointe au Naufrage**

($49^{\circ}50'N$, $63^{\circ}23'W$). The water is deep and clear close to the reefs. Seaweed is also present in this area.

Chart 4025

200 **Falaise Puyjalon**, 141 m high, white and **conspicuous**, can be seen 20 miles offshore. There is no other high cliff near it. Lower cliffs commence 4 miles east of Falaise Puyjalon and continue to **Pointe Carleton** ($49^{\circ}44'N$, $62^{\circ}57'W$).

Chart 4430

  201 There is **anchorage** in 6 m of water, sand bottom, in the bay SE of Pointe Carleton, about 0.3 mile from the beach between **Ruisseau au Caplan** and **Rivière à la Patate**. There is good protection from west winds. Pointe Carleton is marked by a **light** (1514.2) which is shown from a white tower with a red upper part ($49^{\circ}44'N$, $62^{\circ}57'W$). Rivière à la Patate, with a fishing lodge near the mouth, empties into the bay from the south shore.


 202 A **wreck** lies on the beach 1 mile SSE of Pointe Carleton light.

Chart 4025


 203 From Falaise Puyjalon to Cap de l'Ours, the coast is bold. **Cap Observation**, 10 miles east of Pointe Carleton, is a high headland. To the west of it is a range of greyish-white cliffs, 100 m high, which become lower at the cape, and then rise again a short distance east of it. There is **anchorage** usable only with west winds and fine weather under the lee of Cap Observation.

Chart 4430

204 **Cap de l'Ours**, which resembles a bear's head, consists of greyish-white cliffs, 130 m high, and lies 12 miles SE of Cap Observation. The intervening coast is of the same character, indented with small bays between the cliffs. There are other headlands west of Cap de l'Ours.

205 **Cap Robert** lies 6 miles SE of Cap de l'Ours, and the coast between is indented by **Baie de l'Ours**, **Baie de la Tour** and **Baie Natiscotec**, thus forming two other intermediate points. Together, the bays form the best **roadstead** on the north coast of Anticosti Island, providing room and good holding ground, with moderate depths of water and shelter from west and south winds. In each of the bays there are sandy beaches and boulders. **Rivière Natiscotec** empties south of Pointe de la Tour. The cliffs are greyish-white limestone, sloping gently to the SE; they may be perpendicular or overhanging and, in places, eroded and carved by wind and waves.




 206 The best **anchorage** is off Baie Natiscotec, in 24 m of water, mud bottom, with **Pointe de la Tour** bearing 284° and Cap de l'Ours bearing 321°.

Chart 4025

 207 **Cap de la Table** (49°21'N, 61°54'W) rises to **Colline de la Table**, a densely-wooded summit, 80 m high. An abandoned lighthouse, a white tower with a red upper part, is situated on the NE extremity of the cape. A limestone **reef** extends 0.2 mile off the cape.

 208 **Baie Prinista**, immediately west of Cap de la Table, provides **anchorage** with depths of 7 to 17 m, clay and mud bottom, protected from all but north winds.







 209 From Cap de la Table, the coast trends SE to **Pointe du Renard** where a flat **reef** extends nearly 0.5 mile offshore. Thickly wooded ridges rise to an elevation of 70 m 2 miles inland, where swamps and patches of small trees are found.

Chart 4430


  210 **Baie du Renard**, which enters between Pointe du Renard and **Pointe Reef**, is about 1 mile wide and long, with a sandy beach at the head and a small river, namely **Rivière du Renard**, emptying into the bay. The north shore is foul for 0.3 mile and the south shore for 0.2 mile. In the middle of the bay there are depths of 2.3 to 5 m, mud bottom. There is **anchorage** for fishing vessels but local knowledge is required. There is protection afforded by the **shoals** ENE of the bay, one of which has a depth of 2.3 m.


 211 **Cap Sandtop**, 8 miles SE of Baie du Renard, is a **conspicuous** headland rising abruptly to an elevation of 40 m; it is composed of marl and gravel resembling white sand when seen from seaward. SSE of Cap Sandtop, the limestone cliffs end with a **conspicuous** and perpendicular bluff, 35 m high, then gradually slope down toward Pointe de l'Est forming **Baie aux Goélands**, a small bight in which there is good **anchorage** from west winds, in depths of 18 to 22 m, sand and rock bottom. An ecological reserve extends from Cap aux Goélands to Pointe de l'Est; access regulations apply to this protected area.

 212 Between Cap de la Table and Pointe de l'Est there is an almost constant **tidal stream** south and SE, with an occasional weak eddy setting to the NE close to the shore. Once past Pointe de l'Est the stream sets to the SW.

 213 **Pointe de l'Est** ends with a limestone headland 15 m high. The north side of the point is bold; a rocky ledge, dry at low water, extends from the SE

tip. There is a **conspicuous** sandy hummock on the face of a steep slope, close south of the rocky ledge. The cliff west of the hummock rises to an elevation of 25 m sloping down again to 15 m in a projection that forms the north side of **Baie du Naufrage**. The shores of this shallow bight are foul for 0.5 mile offshore; the bottom is rock and the **holding ground** poor. With south or east winds a heavy swell rolls in, but the bay is sometimes used by fishing vessels during NW winds.

 214 **Tidal streams** sometimes sweep through Baie du Naufrage.


 215 **Ship wrecks** lie close north of Pointe de l'Est.


216 *For a description of the south shore of Anticosti Island starting at Pointe Heath, see Chapter 2.*


Rivière Saint-Jean to Sept-Îles

Chart 4026

217 **Coast.** — Between Baie de Magpie and Baie de Moisie the 60 mile stretch of rocky coast rises from the sea in steep, sometimes rounded hills, bare or partly wooded with stunted evergreens. The coast close to the sea ranges between 60 and 90 m in elevation and at 2.5 to 3 miles inland, the hill range varies between 150 and 215 m in elevation. The appearance from seaward is rugged, bold and without indentation, and it is difficult to distinguish features from 5 to 6 miles offshore. One mile offshore there are many rocks, above and below water, therefore it is advisable to remain outside the 50 m contour line when passing along this stretch of coast.

 218 There are many **shoals** within the 20 m contour line and they lie between 0.5 and 1.5 miles offshore. A series of **banks** extend roughly parallel to the coast, from 5 to 10 miles offshore; from east to west they are: **Banc Rouge**, a rocky shoal with a depth of 7.3 m lying 5 miles off **Pointe de Magpie**; **Banc Cod**, **Banc à la Boucane**, **Banc de Pigou**, **Banc Blaskowit**, and **Banc de Moisie**, situated 5 miles SSW of Pointe Saint-Charles, having depths ranging from 41 to 58 m.

 219 **Local magnetic anomaly.** — Iron oxide, common along this part of the coast, causes abnormal variation of the magnetic compass. On shore, readings varying from 14° to 29° west have been observed. The effect decreases to seaward proportional to depth and distance, and it is not noticeable beyond 5 miles from shore.

 220 **Baie de Magpie**, west of Rivière Saint-Jean, is an open bight with white cliffs running parallel to the shore and shallow water extending 1.5 miles

RIVIÈRE-AU-TONNERRE (2009)



RIVIÈRE À LA CHALOUPE (2009)



off the coast. **Rivière Magpie**, swift, turbulent and not navigable, empties into the head of the bay. On the west side of Baie de Magpie a rocky **shoal**, on which the sea breaks at low water, extends about 0.3 mile.

221 The village of **Magpie**, located on the west side of Baie de Magpie, has amalgamated with the municipality of Rivière-Saint-Jean; the village is marked by a church with a spire.

222 **Conspicuous objects.** — • A telecommunication tower with red lights, 134 m in elevation, is situated near **Pointe Ridge** ($50^{\circ}17'N$, $64^{\circ}38'W$). • A second tower with red lights is situated 2 miles west of the telecommunication tower. • A third tower with red lights

is situated on Pointe au Tonnerre 4.8 miles west of the telecommunication tower.

223 **Rivière au Tonnerre** empties into Rivière-au-Tonnerre fishing harbour and is situated 1.5 miles west of **Pointe au Tonnerre** ($50^{\circ}16'N$, $64^{\circ}45'W$). (See ENC *CA55HQ0A*)




224 Silting has been reported in Rivière-au-Tonnerre fishing harbour. During the year the river carries alluvial deposits that accumulate at its mouth, but during the spring run-off a large part of these accumulations are carried offshore. Consequently, the varying depths through the year may result in lesser depths than shown on the chart. The harbour entrance is narrow and bordered with


RIVIÈRE MANITOU (2009)





rocks; west and south winds bring a heavy sea making access difficult from all points of approach. Rocks which uncover and **shoals** obstruct the harbour.


225 Fairway **light buoy** *RAT (1614.7)* is moored 0.8 mile south of the front leading light.

 226 Rivière-au-Tonnerre **leading lights** (*1615, 1616*), in line bearing 000°, are at the head of the harbour (*50°17'N, 64°47'W*). The lights are shown from fluorescent-orange daymark with black stripes; the leading lights are visible only when in alignment.

 227 Rivière-au-Tonnerre **light** (seasonal) (*1614.5*) is on the west side of the harbour; the light has rectangular fluorescent-orange daymarks with black stripes facing south and west.


 228 **Rivière-au-Tonnerre**, a municipality with a population of 368, is marked by a church with a red spire. An L-shaped Public **wharf**, of pile construction, is situated on the west side of the harbour. There is a **slipway** on the north side of the harbour and a **ramp** on the east side.

 229 A cathodic protection system to control corrosion is in operation at the Rivière-au-Tonnerre wharf. When berthing at this wharf **operating procedures** must be observed to prevent damage to vessels.


 230 **Obstructions.** — • A pile, awash, lies 0.9 mile ESE of **Pointe Sheldrake** (*50°16'N, 64°53'W*). • A **shoal**, with 8.5 m over it, lies 0.6 mile SE of Pointe Sheldrake.


231 **Rivière Sheldrake** is 5.5 miles west of Rivière-au-Tonnerre. It is shallow at the mouth with a sand spit extending across it. A fixed **bridge** crosses the river which


is navigable by small boats in fine weather only. The village of **Sheldrake**, located east of Rivière Sheldrake, has amalgamated with the municipality of Rivière-au-Tonnerre. There is a **ramp**.


 232 Sheldrake **light** (*1617*) is on a rocky point 1.2 miles west of Pointe Sheldrake (*50°16'N, 64°55'W*); the light has a fluorescent-orange daymark facing south.


233 **Conspicuous object.** — • A telecommunication tower with lights is 6 miles WNW of the Sheldrake light.

 234 **Rivière à la Chaloupe** is 8 miles west of Rivière Sheldrake; entrance or **anchoring** requires local knowledge and is only accessible by shallow draft boats when there are no breakers over the bar in the mouth. Rocks lie off the mouth of the river and up to 2 miles to the west; there are rocky islets and **shoals** extending 0.7 mile offshore.

 235 **Obstruction.** — • A pile, awash, lies 1.9 miles ESE of **Pointe Manitou** (*50°14'N, 65°17'W*).

 236 A sand bar, on which breakers occur, crosses **Rivière Manitou** entrance 4.6 miles west of Rivière à la Chaloupe. **Anchorage** for small craft is possible in the river but local knowledge is required.

 237 There is a fine weather **anchorage** 1.7 miles SW of Rivière Manitou entrance with depths of 15.8 m, mud bottom. Intercoastal vessels can anchor farther inshore to the west of the bar and in the bay between Pointe Manitou and the westerly 3-mile distant **Pointe à la Boucane**. Depths decrease steadily towards the land and the bottom is of sand and mud.



 238 **Récif de la Pointe à la Boucane** lies 2 miles SW of the mouth of Rivière Manitou. A rock drying 2.3 m is at the outer end of the shoal.

239 **Rivière au Bouleau**, 8 miles west of Pointe à la Boucane, is narrow and shallow at its mouth. A rock spit extends about 275 m off its east entrance point. Depths in the river mouth vary with the season and prevailing winds but are generally sufficient for small craft navigation up to the rapids, about 0.2 mile upstream.

240 **Conspicuous object.** — • A telecommunication tower is close west of Rivière au Bouleau 0.8 mile off its mouth.

241 **Cap du Cormoran**, 1.2 miles west of Rivière au Bouleau, is a bluff with rocks which uncover, extending 0.2 mile offshore.

242 Between Cap du Cormoran and **Pointe à la Perche**, 6 miles to the west, are a number of small islets which are joined to the mainland at low water. This part of the coast, as far as **Pointe Saint-Charles** ($50^{\circ}15'N$, $65^{\circ}49'W$), is fringed with above and below water rocks, and many reefs obstruct the creeks.

  243 **Havre à la Goélette**, 0.7 mile NE of Pointe Saint-Charles, is another shelter used by fishing vessels. Local knowledge is required as **reefs** and rocks obstruct the approach.

244 **Rivière aux Loups Marins**, 2.1 miles west of Pointe à la Perche, provides shelter from west winds for small craft.




 245 **Récifs Saint-Charles**, lying off Pointe Saint-Charles, consist of numerous rocks near each other, with considerable deep water between them. Some of the rocks are above water. The outer patches of the reef, always covered, extend nearly one mile south of the point and some distance to the west.

Chart 1221


246 **Baie de Moisie**, west of Pointe Saint-Charles, is bordered with rocks along the east shore with a sandy beach along the west shore. In the middle of the bay the bottom is of sand and clay, and the water shoals gradually towards the shore.

247 **Le Cormoran** is a cove that enters in the NE part of Baie de Moisie providing shelter for small craft.

 248 A MCTS **calling-in-point**, upbound and downbound coastal traffic, is shown on the chart to the north of the traffic lanes.

 249 **Rivière Moisie** flows into the St. Lawrence River on the east side of the low and sandy **Pointe de Moisie**. During the spring run-off the river deposits sand

which forms shifting bars extending up to 1 mile beyond the river mouth; bars which uncover are formed inside the river mouth. The river deepens and narrows about 2.5 miles upstream and shortly thereafter begins a series of shallow rapids. Small craft may access the river but local knowledge is required.

 250 Under certain wind and tide conditions it is reported that short waves form in the river making navigation hazardous for small craft.

251 The residential district of **Moisie** is situated on the west shore of Rivière Moisie.

252 **Rochers de Moisie**, about 3 miles SW of Pointe de Moisie, usually break in heavy weather.

253 **Conspicuous object.** — • Telecommunication towers, fitted with red lights, are situated west of Pointe de Moisie.


Port of Sept-Îles

Charts 1220, 1221

254 **General information.** — The Port of Sept-Îles is situated in Baie des Sept Îles ($50^{\circ}12'N$, $66^{\circ}28'W$) and is administered by the *Sept-Îles Port Authority (SIPA)* located at: 1, Quai Monseigneur Blanche, Sept-Îles, Quebec, G4R 5P3; tel.: 418-968-1231; fax: 418-962-4445. The Port of Sept-Îles has been developed as a deep water ore loading port to tranship iron ore from extensive deposits in Labrador. A private railway company brings the ore from the mine which is located 418 km to the north.

255 The port is open year round and the harbour limits are shown on the chart. Ore carriers of up to 286 000 TDW have loaded iron ore concentrate in the harbour. In 2008, 23 million tonnes of cargo were handled, mainly iron ore, aluminum, dolomite, alumina, bauxite, ilmenite, aggregate, sugar and petroleum products. In addition, cruise ships make Sept-Îles their port of call.

256 The town of **Sept-Îles**, with a population of 26 345, has grown rapidly with the development of the port. The town is situated close NW of **Pointe aux Basques** ($50^{\circ}11'N$, $66^{\circ}22'W$), which is the east entrance point of Baie des Sept Îles.

 257 **Pilotage** and the use of **tugs** are **compulsory** for all foreign vessels. The pilot embarks in Chenal du Milieu in $50^{\circ}10'N$, $66^{\circ}24'W$. Captains of vessels must communicate their ETA to the harbour master and request berthing instructions at least 96 hours prior to arrival. Arrangements for pilotage and usage of tugs are made through the marine agency of the

Iron Ore Company of Canada. The usage of tugs and harbour pilot are required for any manoeuvring at the *Iron Ore Company of Canada* private wharves. At the wharves owned by *Sept-Îles Port Authority* the usage of a harbour pilot and at least one tug are required for any vessel, with 35 000 TDW or more, registered in Canada.

258 **Arrival information.** — For customs purposes, Sept-Îles is a port of entry but not a quarantine station; for details on *Quarantine Regulations*, consult the booklet *ATL 100 — General Information*. In accordance with the *International Health Regulations Ship Sanitation Control Certificate Extensions and Exemptions* can be issued.

259 **Regulations.** — Under the *Canada Marine Act*, vessels manoeuvring or otherwise underway in the Port of Sept-Îles and also while at berth or at anchor, are subject to the *Canada Marine Act*, the *Port Authorities Operations Regulations*, as well as the document *Practices and Procedures*. A copy of the regulations and document may be obtained from the *Sept-Îles Port Authority* by contacting via email at capitainerie@portsi.com or at 1-418-968-1231.

260 The regulations stipulate that no vessel shall move in a harbour at a rate of speed that may endanger life or property. *Sept-Îles Port Authority* has wide powers over vessels in the harbour and may order vessels to move, use tugs, berth or anchor in locations which it designates. Certain restrictions on berthing or anchoring are set forth, along with the requirement for vessels to inform *Sept-Îles Port Authority*, in advance, of their intention to berth or anchor in the harbour.

261 Vessels are regulated with respect to cargo-handling operations, including the equipment and lighting employed in these operations. Instructions are also included for signalling and action in the event of accidents, cargo or gear lost overboard and safety requirements.

262 Specific vessel regulations are to be observed for carriage and handling of explosives, dangerous goods, as well as fire prevention on board the vessel. There are no certified marine facilities in the port for the handling of explosives.

263 The following limiting conditions apply to the *Tanker Wharf (Des Pétroliers)*: No vessel of more than 30 000 TDW, with a maximum displacement upon arrival of 26 000 t or an overall length of more than 178 metres is authorised to dock at the *Tanker Wharf (Des Pétroliers)*, section 8; berthed vessels must leave the wharf when winds blow 56 km/h (30 kn) or more.

264 **Weather.** — See the meteorological table in the Appendix.



265 The **currents** are weak and affected by the tide and prevailing winds. See the chart for details.

266 The **ice** usually begins to form in the bay around mid-January. The passage of vessels prevents the ice from becoming thicker. With the absence of vessel movement for a prolonged period of time, tugs circulate near facilities to break the ice or prevent its formation. The port is open year-round.



267 **Approaches.** — In the approaches to Baie des Sept Îles, **Archipel des Sept Îles**, unlike other islands in the area, are high, steep, rocky and covered with trees. There are actually six islands in the group: **La Petite Boule** and **La Grosse Boule** to the east; **Île du Corossol** and **Île Manowin** to the south; **La Grande Basque** and **La Petite Basque** in the middle. The islands' altitudes vary between 35 et 210 m and their lengths are 1 to 2 miles; La Grosse Boule is the longest and the highest.



268 There are also **Cayes de l'Est** while **Îlets De Quen** lie to the west. The peninsula forming the west entrance point of Baie des Sept Îles appears as an island from a distance, and is 225 m in elevation, making it higher than the islands of the group.



269 A **fish farm**, marked by private **unlighted buoys**, is situated in the small bay on the NW side of La Grosse Boule.



270 Some **shoals** and **banks** lie in the approach to the archipelago. A rocky **shoal** with a depth of 28.8 m lies 6.7 miles east of Île du Corossol. Another rocky shoal with a depth of 35 m lies 4.8 miles SSE of Île du Corossol. **Banc Ouellet**, with a least depth of 41 m, and **Banc du Ouest** are situated 1.5 miles south and 2.8 miles west of Île du Corossol, respectively.

Chart 1220



271 **Approach Channels.** — The main channel to Baie des Sept Îles is through **Chenal du Milieu**, between La Petite Basque and La Grande Basque to the east, and Île du Corossol, Île Manowin and the peninsula forming the west entrance point of the bay. This channel is 1.7 miles wide and clear of dangers 90 m offshore except for **Pointe à la Marmite**, off which a **reef** extends for 275 m.

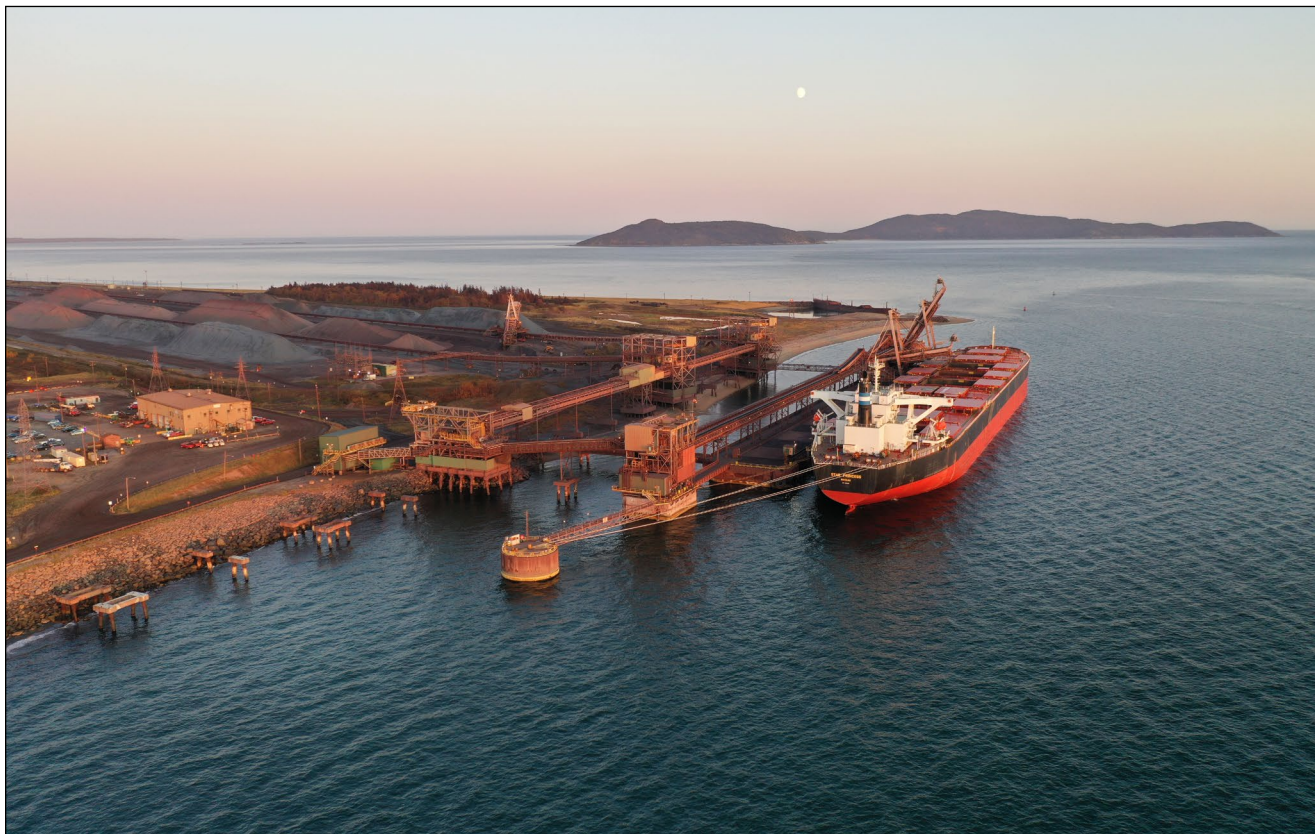



272 **Che nal de l'Est**, between La Grande Basque and Pointe aux Basques, is obstructed by **Récif du Basque** where deep passages of 0.1 and 0.2 mile wide run to the north and south of the reef, respectively; the reef is marked by **buoys**.





273 **Chenal de l'Ouest**, 0.7 mile wide, is deep and runs between Îlets De Quen and **Pointe à la Chasse**, which is the south tip of the peninsula. Rocks, some of them drying, lie 0.1 mile north of Îlets De Quen. The **ebb stream** in this passage sets to the east towards Îlets De Quen.


PORT OF SEPT-ÎLES — BERTHS 2 (2021)



 274 Île du Corossol **light** (1658) is near the ESE extremity of the island ($50^{\circ}05'N$, $66^{\circ}23'W$). Île du Corossol is a migratory bird sanctuary (Environment Canada); access regulations apply to these protected areas.


 275 Îlets De Quen **light** (1674) is on the most western islet ($50^{\circ}07'N$, $66^{\circ}26'W$). Pointe à la Chasse **light** (1675) is on the point. The two lights mark Chenal de l'Ouest.


 276 **Pointe au Corbeau light** (1660) is on the point ($50^{\circ}09'N$, $66^{\circ}25'W$); the light has fluorescent-orange daymarks facing north, east and south.

 277 La Grande Basque **light** (1659) is on the SW point of the island ($50^{\circ}09'N$, $66^{\circ}23'W$).

278 **Conspicuous object.** — • Telecommunication towers, one of which is 302 m in elevation, marked with lights, are 1.3 miles NNW of Pointe à la Chasse.

279 **Baie des Sept Îles**, nearly landlocked, provides a deep water area approximately 3 miles wide. The bottom consists of clay and there are no shoals except for the mud **banks** which border the shoreline.

 280 **Caution.** — There are concrete artificial **reefs** ($50^{\circ}12.6'N$, $66^{\circ}24.8'W$), with depths of 2.5 m, located in the NE part of the bay.

 281 A triangular-shaped **anchorage** area is situated in the middle of the bay and is defined by the following positions: $50^{\circ}11.6'N$, $66^{\circ}25.0'W$; $50^{\circ}13.1'N$, $66^{\circ}29.7'W$ and $50^{\circ}10.5'N$, $66^{\circ}29.7'W$. The SW part of this area is for transshipment and special operations. Only vessels authorized by the harbour master may anchor in this area.



  282 There are several coves around the islands which provide **anchorage** for small craft. Anchorage areas include the following: • the narrow passage between Île Manowin and Île du Corossol; • **Anse du Ouest**, a cove situated SW of Île Manowin; • **Anse de Roches**, a cove situated NE of La Petite Basque; • NW of La Grosse Boule. See the chart for depth information and mariners should take note that **reefs** obstruct some coves. Mariners should avoid anchoring in **Baie de la Boule** where there are **aquaculture facilities**. There is a landing pier in a cove situated WNW of La Grande Basque. Access to the landing pier is restricted to authorized excursion boats.

Table 1.3 Port of Sept-Îles Wharves


Location	Berth	Length (meters)	Depth (mètres)	Remarks
Private Wharves (Iron Ore Company of Canada)	2	488 *	17.6	* Total berthage length. Ship-loading ore capacity: 7600 t/h
Private Wharves (Iron Ore Company of Canada)	4	244	11,3	Ship-unloading raw materials
Private Wharves (Iron Ore Company of Canada)	5	244	9.8 to 10,4	Ship-unloading raw materials
Pointe-aux-Basques Wharf (Sept-Îles Port Authority)	7	183	8.3	General cargo
Tanker Wharf (Des Pétroliers) (Sept-Îles Port Authority)	8	153 *	11.7	* With dolphins
Tanker Wharf (Des Pétroliers) (Sept-Îles Port Authority)	9	—	—	Two dolphins used for berthing
Arcand Wharf (City of Sept-Îles)	11	—	—	Travel lift
Cruise Terminal (Des Croisières) (Sept-Îles Port Authority)	12	315 *	11	* With a dolphin; cruise ships; ship inspection and repairs
Monseigneur Blanche Wharf (Sept-Îles Port Authority)	14, 15	200 *	7.1 to 8.1	* With a dolphin; cruise ships, tugs and Harbour Master Office
Fishing Harbour (Fisheries and Oceans Canada)	16	285 * 155 **	2.0 to 4.4	* Total berthage length of the 3 sections of the wharf; water, electricity ice silo ** Total berthage length of the floating wharves
Fishing Harbour (Fisheries and Oceans Canada)	17 (Marina)	-	1.1 to 2.3	Floating wharves
Le Vieux-Quai (Old Dock) (Fisheries and Oceans Canada)	20	200 *	0.9 to 4.7	* Total berthage length over the 5 faces; SE face has 28 m only
Pointe Noire Sector (Sept-Îles Port Authority)	30 (Pointe-Noire Terminal)	290	16	Ship-loading ore capacity: 8100 t/h
Pointe Noire Sector (Sept-Îles Port Authority)	31	198	11.6	Bulk cargo reception
Pointe Noire Sector (Sept-Îles Port Authority)	35 (Multi-user Dock)	405	20.2	Ship-loading ore capacity: 16 000 t/h; two multi-directional shiploaders
Pointe Noire Sector (Sept-Îles Port Authority)	36 (Multi-user Dock)	322	16	Ship-loading ore capacity: 16 000 t/h; two multi-directional shiploaders
Pointe Noire Sector (Sept-Îles Port Authority)	40 (<i>La Relance Wharf</i>)	260	14.0	Ro-Ro ramp; storage area
Pointe Noire Sector (Sept-Îles Port Authority)	41 (Railcar Ferry Dock)	141	11.0	Railcar ferry with mobile ramp of 50 t; hangar


PORT OF SEPT-ÎLES — BERTHS 2 TO 17 (2021)






PORT OF SEPT-ÎLES — BERTHS 30 AND 31 (2021)





 283 **Note.** — Strong southwesterly winds may generate a swell which will affect vessels of less than 30 000 TDW berthed at *Iron Ore Company of Canada*, *Pointe-aux-Basques* wharves and at the *Tanker wharf (Des Pétroliers)*.


 284 **Berthing.** — There are eight wharves in Sept-Îles in addition to the *Iron Ore Company of Canada* facilities. Table 1.3 provides detailed information of the wharves.



  285 Berth No. 2 is formed by nine detached cribs. Additional cribs and dolphins, joined by catwalks and set back from the face of the main wharf, are fitted with mooring winches and bollards. Cribs along the wharf face are fendered at the water line. A causeway and a conveyor connect the berth to the shore. There are two shiploaders; their lateral movement reach is 233 m with an outer reach of 24.2 m. The *Iron Ore Company of Canada* reports that vessels berthing at this wharf should have a maximum clearance of less than 16.8 m. The company monitors VHF radio, on channel 12.


 286 The *Tanker Wharf (Des Pétroliers)* (Berth No. 8) is connected by a catwalk to a pier that extends from the north end of Berth No. 7. The wharf, of pile construction, is 98 m long, with dolphins extending 55 m to the west. Consult the *Regulations* for berthing requirements. On the north side of the pier there are two other dolphins used for berthing (Berth No. 9).



287 A dry dock, equipped with a travel lift (Berth No. 11 of Arcand Wharf), situated between the *Tanker Wharf (Des Pétroliers)* and *Monseigneur Blanche Wharf*, is adjacent to a Winter Storage Park for fishing vessels.



  288 The *Cruise Wharf (Des Croisières)* (Berth No. 12) is a T-shaped wharf used as the Cruise Terminal. It is connected to the SW end of *Monseigneur Blanche Wharf* (Berths Nos 14 and 15). The wharf is 116 m long, with a dolphin extending 71 m to the west; there is a **light** (1666.05) on the dolphin. The wharf has also two dolphins extending 128 m to the east; a **light** (1666.07) is located on the eastern dolphin. There are catwalks that connect to all the dolphins.


 289 The SE and SW sides of the *Monseigneur Blanche Wharf*, encased with stone, are of pile construction, 55 m wide. A dolphin joined by a catwalk is about 15 m from the west corner of the wharf.

  290 A basin, with the *Fisherman's wharf* and floating wharves, is protected by a breakwater and forms a fishing harbour NW of the *Monseigneur Blanche Wharf*. The Sept-Îles fishing harbour **light** (1666.1) is on the outer end of the breakwater near the entrance to the basin.



 291 A cathodic protection system to control corrosion is in operation at the *Fisherman's wharf*. When berthing at this wharf **operating procedures** must be observed to prevent damage to vessels.

  292 A **marina**, owned by *Club nautique de Sept-Îles*, is situated in the basin formed by a breakwater, NW of the previously mentioned breakwater. Many marina services are available. A private **light** (1666.3) is on the SE end of the breakwater near the entrance to the basin. An helicopter pad as well as another private **light** (1666.5) are located on the NW corner of the breakwater. A Canadian Naval Reserve division is situated in the area.


  293 The *Old Dock (Le Vieux-Quai)* is a Public **wharf** situated about 0.2 mile NW of the marina; it has a length of 86 m and a width of 15 m. Berth No. 20, 30 m long, is situated on the SW face of the wharf. Due to sedimentation, mariners are cautioned that the depths may be less than those shown on the chart, especially in the area between the wharf and the marina breakwater situated to the SE.

 294 **Pointe Noire** lies on the SW side of Baie des Sept Îles; the ruins of a wharf extend 0.2 mile ENE of the point. A multi-user dock, 400 m long and connected to Pointe Noire, is 0.3 mile NE of the point. There are two berths at the dock accommodating “Chinamax” class vessels on the north side and “Capesize” class vessels on the south side. Société ferroviaire et portuaire de Pointe-Noire (SFPPN) operates the *Sept-Îles Port Authority* facilities for storage and shipping of the iron ore. Pointe-Noire Wharf (berths Nos. 30 and 31) is a T-shaped wharf; it has a conveyor with two shiploaders. The clearance at Mean Low Water is 17.1 m at the east shiploader (No. 1), and 13.7 m at the west shiploader (No. 2).

295 *La Relance Wharf* (Berth No. 40) is situated about 0.5 mile ESE of Pointe Noire. Adjacent to this wharf is a storage area for bulk cargo. *Aluminerie Alouette* is an aluminum company situated SE of the wharf.


  296 Berth No. 41 is the *Traversier-Rail Wharf* (Railcar Ferry) fitted with a **mobile ramp** used for railway cars and tractor semi-trailers. A dolphin marked by a **light** (1672.3) and joined by a catwalk is 56 m NE of the NE corner of the wharf.


297 **Conspicuous objects.** — • *Aluminerie Alouette* red and white chimneys are situated ESE of Pointe Noire. • A water tower is 2 miles west of Pointe Noire.


 298 An outfall pipe and two **submarine cables** extend offshore in the vicinity of Pointe à la Marmite. Mariners should not anchor in the vicinity.


PORT OF SEPT-ÎLES — BERTHS 40 AND 41 (2021)





 299 Sept-Îles wharf **light** (1667) is shown from a tower near the outer end of the *Old Dock* public wharf (50°12'N, 66°24'W).


 300 Sept-Îles **light** (1666) is fitted with three lights which are shown from a mast on the outer dolphin of the *Tanker Wharf (Des Pétroliers)* — Berth No. 8.


 301 A **light** (1672.7) is shown from a cylindrical mast situated on the west outer end of the multi-user dock; another **light** (1672.9) is situated on the east outer end of the dock (Berth 35).


 302 *Iron Ore Company of Canada* (Sept-Îles) private **leading lights** (1664, 1665), in line bearing 098½°, are south of *Pointe aux Basques Wharf* (Berth No. 7). The lights are shown from white diamond-shaped daymarks; the leading lights are visible only when in alignment.

 303 *Iron Ore Company of Canada* **leading lights** (Berth No. 2) (1663.7, 1663.71), in line bearing 122½°, are visible only when in alignment.

 304 *Pointe-Noire Wharf* **leading lights** (1671.2, 1671.3) are in line bearing 180°. The front light is shown from a mast situated on a building and the rear light is situated on the conveyor.

 305 *Pointe-Noire La Relance Wharf* **leading lights** (1672.4, 1672.5) are in line bearing 192½°. The front light is shown from a tower and the rear light is situated on a silo.

 306 *Pointe-Noire Ore Terminal West* **light** (private) (1672) is shown from a black mast situated on the west end of *Société ferroviaire et portuaire de Pointe-Noire wharf* (50°10'N, 66°29'W).

 307 The *Pointe-Noire sector* **light** (*Anse du Portage Sainte-Marguerite*) (1672.1) is shown from a tower situated about 0.4 mile west of Pointe Noire.

308 **Supplies and harbour facilities.** — The town has all the usual modern facilities such a hospital. Provisions, deck and engine supplies are available. Deliveries of fuel, diesel or gasoline can be made by tank-truck; pre-arrangements with the petroleum companies are required. All of the *Sept-Îles Port Authority* wharves, with the exception of *Monseigneur Blanche Wharf*, are fitted with water outlets. Major ship repairs which do not require dry dock facilities can be carried out.

309 *Ocean Group* operates two tugs with capacities of 4250 HP and 5000 HP. A marine shuttle service is available for anchored vessels.

310 The **service of linesmen** is provided by shore personnel. *Iron Ore Company of Canada* provides gangways to vessels berthed at its wharves.

311 A Canadian Coast Guard marine surveyor assumes the duties of the **harbour master**. Marine chemists are authorized to inspect and issue gas free certificates for ship's holds.


312 **Transportation.** — Sept-Îles connects to the provincial road system. Sept-Îles airport provides daily air service with Montréal and Québec City in addition to links with other communities of the north shore. There is seasonal north shore **marine shuttle** for passengers and supplies. There is also railcar ferry that links, on a fairly regular basis, the towns of Sept-Îles and Matane.

Sept-Îles to Pointe des Monts


Chart 4026

313 **Coast.** — The shore is low and sandy from Pointe à la Chasse to Pointe aux Jambons (50°02'N, 66°44'W). From Pointe aux Jambons to Pointe des Monts, 51 miles to the SW, the coast is of moderate elevation; the land near the shore is formed of small, low granitic hills, partially wooded with spruce trees. There are numerous marshes and ponds between the hills; sandy beaches occur occasionally and higher hills are typically well inland.

Chart 1221

 314 **Rivière Sainte-Marguerite** empties into Baie Sainte-Marguerite, 6 miles west of Pointe à la Chasse. The river is shallow with shifting **channels** at the mouth.

Inside the sandy bar the water deepens for 3 miles upstream to a small waterfall. There are many drying sand banks in the vicinity. A **ramp** is situated near the mouth of the river on the west shore. **Overhead** power **cables** cross the river; consult the chart for their locations. Only small craft can navigate in the river and local knowledge is required.

 315 **Obstruction.** — • An outfall pipe extends offshore on the west side, within the sandy bar.

316 **Baie Sainte-Marguerite**, 12 miles wide, opens between Pointe à la Chasse and Pointe aux Jambons to the SW. Beyond the bar at the river mouth, the bay is clear of shoals, with a sandy bottom. Sand beaches extend along each side of the river mouth.

317 **Conspicuous objects.** — • A telecommunication tower, 342 m in elevation, marked by red lights, is situated approximately 6.3 miles to the NW of the mouth of Rivière Sainte-Marguerite. • Another tower, 329 m in elevation, marked by red lights, is situated 3.3 miles SW of the above-mentioned tower. • In the vicinity of the two towers there is a **conspicuous** white dome located on top of a hill. • Another tower is situated 2.2 miles WNW of the river mouth.

318 **Pointe aux Jambons** (50°02'N, 66°44'W) is low and rocky. **Les Jambons**, a round hill 105 m high, lies about 0.8 mile NNW of the point.

Table 1.4 Havre de Port-Cartier — Vessel Limiting Dimensions

Location	Dimension	Metres
North Wharf (Ore Terminal)	Length	303
North Wharf (Ore Terminal)	Width	53
North Wharf (Ore Terminal)	Maximum draught	14,6 à la BMM
North Wharf (Ore Terminal)	Maximum allowable height under loader from the water line to top of hatch covers	12,8 à la BMM 15,8 à la PMM
South Wharf (Grain Terminal)	Length	274
South Wharf (Grain Terminal)	Width	42
South Wharf (Grain Terminal)	Maximum draught	14,3 * à la BMM
South Wharf (Grain Terminal)	Maximum allowable height under loader from the water line to top of hatch covers	13,7 à la PMM

* Under-keel clearance requirement of 0.9 m at all times
 MLW: Mean Low Water
 MHW: Mean High Water

HAVRE DE PORT-CARTIER (2021)



Chart 1226

319 **Havre de Port-Cartier**, 2 miles west of Pointe aux Jambons, is a private harbour owned by the *ArcelorMittal Mining Company*. The port is used for shipping iron ore. The mine is located approximately 200 miles north of the harbour. The mine and harbour are linked by a privately owned railway. Grain is also transhipped. The port can accommodate vessels up to 175 000 TDW and in the year 2009 18 million tonnes of cargo were handled. The town of **Port-Cartier** has a population of 6836.

320 The harbour is intended for year round operation; an air bubbler system is laid on the bottom for ice control. Therefore, **vessels should not anchor in the harbour**. During winter, ice fields may obstruct free passage of vessels with SW and SE winds.

321 The **maximum allowable vessel dimensions** are shown in Table 1.4. The maximum draught at arrival for vessels of 100 000 TDW or more must not exceed 10.06 m fwd and 11.58 m aft.

322 **Pilotage** and use of **tugs** are **compulsory**. The pilot boarding area is situated 1.4 miles off the entrance of the harbour. These services are ensured by the *ArcelorMittal Mining Company* operating two **tugs** of


3600 HP; communications with the company and the tugs is by VHF radio.


323 **Arrival information.** — All vessels must give notice 72, 48 and 24 hours prior to their arrival to the *ArcelorMittal Mining Company*. Port-Cartier is not a port of entry for customs purposes, nor a quarantine station; for details on *Quarantine Regulations*, consult the booklet *ATL 100 — General Information*. In accordance with the *International Health Regulations Ship Sanitation Control Certificate Extensions and Exemptions* can be issued. Customs and immigration officers travel from Sept-Îles as required.


324 **Approach channel.** — The approach **channel** is maintained to a depth of 16.6 m over a width of 122 m. The entrance leading into the harbour basin is reduced to a width of about 90 m between obstructions. Cribbs mark the west side of the entrance.


325 The inner harbour is maintained to a depth of 15.2 m by the mining company, except for two shallow areas situated on the east side of the harbour; consult the chart for their locations.

326 Fairway **light buoy** *PTCAR (1680)* is moored about 1.5 miles SSW of the entrance to the harbour.


 327 Port-Cartier private **leading lights** are in line bearing 016½°. The front light (1678), with a yellow diamond-shaped and a black cross daymark, is shown from a tower on a building at the NE end of the harbour. The rear light (1679) has a fluorescent-orange daymark with a black stripe. The leading lights are visible only when in alignment.


 328 Port-Cartier West Entrance private **light** (1682) is shown from a crib on the west side of the harbour entrance (50°02'N, 66°47'W); the light is fitted with a **radar reflector**.

 329 Port-Cartier East Entrance private **light** (1681) is shown from a mast near the outer end of the breakwater formed with cribs. The light is fitted with a **radar reflector** and a **fog signal** (private) sounded by a whistle. The whistle is manually operated on request and it sounds one blast every 30 seconds.

 330 **Anchorage** berths A to G are established off Port-Cartier and their locations are shown on the chart. Due to their exposed location, these anchorages are used only in fine weather, however, the holding ground is reported to be good. In bad weather it is recommended to anchor in Baie des Sept Îles.

 331 **Berthing**. — Table 1.5 provides detailed information of Port-Cartier private wharves.

 332 There is a berth situated on the east side of the harbour used only by self-unloading bulk carriers.

 333 The east end of the north wharf is also used for unloading coke ashes, bentonite and limestone. Two shiploaders on rails are on the west end of the north wharf.

334 Floating wharves used by tugs are in the west end of the basin.

335 A grain elevator and silos, owned by *Les Silos Port-Cartier*, are situated on the SW side of the harbour. On the west side of the south wharf, two high structures are established on rails for grain unloading. There are six loading arms on the east end of the south wharf. In this area, mooring bollards are 1.2 m in diameter and hawser eyes must be of at least 2.4 m in diameter.

336 **Supplies and harbour facilities**. — Fresh water is available at all wharves. Fuel and diesel can be delivered at all wharves. Provisions, deck and engine supplies may be obtained with sufficient notice.

337 Minor repairs can be carried out. **Crane** rental of various types and capacity is made possible.

338 There is a health centre with medical staff in Port-Cartier and the closest hospital is located at Sept-Îles.

339 A Canadian Coast Guard marine surveyor assumes the duties of the **port warden**. Marine chemists from Sept-Îles are authorized to inspect and issue gas free certificates for ship's holds.


Table 1.5 Port-Cartier Private Wharves


Location	Berth	Length (metres)	Depth † (metres)	Remarks
North Wharf (ArcelorMittal Mining Company)	1 and 4	762	15.2 *	West portion: average loading capacity: 5500 t/h for the iron ore concentrate and 4500 t/h for the iron ore pellets. East portion: stand-by berth.
Quai Sud (Les Silos Port-Cartier)	2 and 3	451	15.2 *	West portion: average loading capacity: 5500 t/h for the iron ore concentrate and 4500 t/h for the iron ore pellets. East portion: stand-by berth.
Quai privé (Ville de Port-Cartier)	West side	168	11.3	Loading pulp and paper
Quai privé (Ville de Port-Cartier)	East side	95	9.8	Caustic pipeline.

† Depths are referred to chart datum.


* Depths maintained through regular dredging by the ArcelorMittal Mining Company.


340 **Transportation.** — Port-Cartier connects to the provincial road system. Air service is provided at Sept-Îles, about 60 km to the east.


 341 The Port-Cartier town **wharf** is situated 1.3 miles WSW of Port-Cartier harbour entrance. This concrete wharf extends to the SSW from the outer end of a curved rock filled causeway, carrying railway tracks and connecting the wharf to the shore. The wharf is exposed to SW, south and SE winds. South of the wharf, an outfall pipe extends nearly 0.3 mile offshore. There are mills NW of the wharf.


 342 Québec Rayonier **leading lights** (1676, 1676.1) (private) are in line bearing 005½°. The lights are shown from fluorescent-orange daymarks with black stripes. The leading lights are visible only when in alignment.



343 Starboard hand **light buoy KA12** (1677.6) and port hand **light buoy KA13** (1677.4) are moored about 0.1 mile SW of the wharf.

 344 Two private **lights** (1677 and 1677.2) are shown from the wharf.

 345 A depth of 10.8 m lies about 90 m WSW of the outer end of the wharf.

 346 An above-water **wreck**, broken in many places, lies 1.1 miles west of the Port-Cartier wharf near a group of islands. About 0.8 mile west of the wreck, there are ruins of a wharf and industrial remains extending to **Île du Quai**. The island is situated on the west side of **Baie de l'Abri**.

 347 **Obstruction.** — • A catwalk with no vertical clearance (0.0 m) connects the east side of Île McCormick to shore; immediately downstream of the catwalk, there is an **overhead cable**.

  348 A **ramp** and a wharf, used by local fishermen, are located on the west shore of **Rivière aux Rochers** which empties into the west part of Baie de l'Abri. Approach to the river requires local knowledge; the **current** is strong, especially at low water and can carry varying amounts of alluvial deposits.




 349 There are **shoals**, boulders and reefs close to the approach of Rivière aux Rochers. The islands in the area are bordered by rocky foreshores. The river bed is strewn with numerous rocks.



Chart 1221


350 **Coast.** — The coast between Pointe aux Jambons and Île du Grand Caoui (49°50'N, 67°00'W) is low and fringed with small islets.


  351 **Îles de Mai** is a group of rocky islands situated about 0.5 mile NE of **Pointe Jambon** (49°55'N, 66°58'W), which is low and rocky. **Anchorage** for small craft is available west of the group of islands. There is less than 2 m of water and local knowledge is required.


352 **La Tête de Chien**, a rocky island with a tree covered summit, is situated close to Pointe Jambon. The east face is cliffy.


Chart 1226

  353 **Île du Grand Caoui**, 5.5 miles SSW of Pointe Jambon, is of grey granite and nearly bare of trees. The summit reaches an elevation of 35 m and is lightly wooded. A rocky foreshore extends about 0.1 mile off the island. **Le Fer à Cheval**, on the north side of Île du Grand Caoui, is a cove providing safe **anchorage** for small craft, but the entrance is narrow and the bottom is encumbered with remains of a **wreck** visible at low water; mariners are cautioned against anchoring over the wreck. Haut-fond du Grand Caoui is a **shoal** lying 0.25 mile north of Île du Grand Caoui. Refer to current chart for depth. **Havre aux Américains**, a cove situated on the west side of the island, provides limited **anchorage** and is protected from easterly winds and also from winds between west and north. The mud bottom has depths varying from 3.6 to 10 m about 0.1 mile offshore. **Rocher des Caouis**, 3 m high, is 0.3 mile south of the island.


 354 Île du Grand Caoui **light** (1686), shown from a white tower with a red upper part, is on the south point of the island (49°50'N, 67°00'W).

 355 **Île du Petit Caoui** is 1.3 miles farther to the SW. The island is rocky with an elevation of 27 m and the pointed summit is covered with trees. Two small islets and numerous rocks lie close west of Île du Petit Caoui; in addition, a **reef** extends 0.1 mile north of the islets. **Île aux Cormorans**, bare and 9 m high, is situated north of Île du Petit Caoui.

 356 **Pointe à Luc**, close WNW of Île du Petit Caoui, has **reefs** that extend 0.1 mile SE and 0.4 mile to the SW. A rock with lies nearly midway between the point and Île du Petit Caoui. Refer to current chart for depth.

 357 **Baie des Homards**, west of Pointe à Luc, provides good **anchorage** for intercoastal vessels and is situated midway between the point and **Cayes Rouges**, a group of small islets and rocks extending 0.7 mile offshore on the west side of the bay; the anchorage has depths of 10 to 15 m, sand and clay bottom. Small craft can anchor

farther to the north; refer to current chart for depth. This anchorage is only protected from northerly winds.

 358 **Rivière Pentecôte** flows into the St. Lawrence River close SW of Baie des Homards. Its sandy and clay banks are cliffy. A small church with a spire is located at the summit of a promontory on the NE shore, near the river mouth. Immediately SW of the church is a pier, 91 m long, extending at a right angle from the wharf. The residential district of **Rivière-Pentecôte** has amalgamated with the town of Port-Cartier.




 359 Constant silting takes place in the river and near its mouth. The numerous sand bars, moving constantly, make the approach difficult and local knowledge is required. **Rocher Pentecôte**, which is a danger to navigation, lies 0.5 mile SE of the above-mentioned wharf.


Chart 4026


 360 **Coast.** — From Rivière Pentecôte to Pointe des Monts, the shoreline is generally low and wooded close to the high water line. The shoreline is backed by hills that rise from 274 to 378 m. With the exception of Île aux Œufs and the rocks and reefs around it, the shoreline is clear of dangers from Rivière Pentecôte to Îlets Caribou, 17 miles south. For the remaining 12 miles to Pointe des Monts, the shoreline is more rugged and vessels should remain outside the 30-m contour line, about 1.3 miles offshore.



 361 **Pointe aux Anglais**, 6.5 miles south of Rivière Pentecôte, is low, wooded and sandy. A sandy beach extends from the river mouth to this point. A breakwater near the point is in ruins. A rocky shoal extends 0.3 mile off the point; it is steep-to and depths change rapidly in the approach. A mountain range composed of rocky cliffs is located about 4 miles west of the point.

362 **Conspicuous object.** — • A telecommunication tower with red lights, 197 m in elevation, is situated 5.5 miles SW of Pointe aux Anglais.

Chart 1226

 363 **Île aux Œufs**, situated 2.5 miles south of Pointe aux Anglais, is narrow, low and of granitic rock; it is wooded on the east side. The south and west coasts are bold. **Récifs aux Cormorans**, the south end of which is 0.3 mile north of Île aux Œufs, are 0.4 mile long north and south, and 3 m in elevation. There is a narrow passage between Récifs aux Cormorans and Île aux Œufs. **Caye à Gagné (Récif Northeast)**, with some rocks drying 1.8 m, extends 0.5 mile NE from the north point of Île aux Œufs.

 364 An abandoned lighthouse, a white tower with a red upper part, is situated near the south end of Île aux Œufs (49°37'N, 67°11'W).

  365 There is a small craft anchorage situated NNW of Île aux Œufs in the basin formed between the island and the reefs. Local knowledge is required to pass safely through the channel, 0.3 mile wide, leading to this protected anchorage. Refer to current chart for depth. There is anchorage for vessels in 15 m of water, with the south point of Île aux Œufs bearing 120°, 0.5 mile distant.



 366 A submarine cable crosses from the north end of Île aux Œufs to the mainland. Mariners should not anchor in the vicinity of this cable.



Chart 1236


 367 **Îlets Caribou**, with reefs and rocks in the vicinity, are two small rocky islets situated close to the coast and 1.5 miles north of **Pointe aux Morts** (49°28'N, 67°14'W); the largest of the islets is covered with trees.

368 **Conspicuous object.** — • A telecommunication tower, 100 m in elevation, marked by red lights, is situated 4 miles NNW of Pointe aux Morts.

369 **Cayes Joncas** is composed of a drying rock and a rock 4 m high 4.5 miles SSW of Îlets Caribou.


370 **Baie de la Trinité**, 2 miles wide, is situated SW of Cayes Joncas, opposite the village of **Baie-Trinité** which has a population of 511; it is marked by a small church with a dome. **Rivière de la Trinité** flows into the bay about 0.8 mile from the NE entrance point of the bay. A sandy beach extends from the river mouth to the SW point of the bay. (See ENC CA559P8A)

  371 A Public wharf, 93 m long and 5.1 m high, is on the NE side of the bay. The outer end and the east side of the wharf are encased with stone. Owing to silting, depths change continuously. Mariners are advised to exercise extreme caution when navigating in the area. There is a ramp adjacent to the inner end of the wharf. Ruins of a former breakwater and an outfall pipe lie east of the wharf. A fish plant is situated close of the wharf.

 372 There is anchorage in the bay in 10 to 20 m of water, with Baie-Trinité church bearing 329° at 1.2 miles.

373 **Banc Comeau**, a rocky patch with depths of 14.9 m, lies 1 mile east of the SW point of Baie de la Trinité.

374 The coast from Baie de la Trinité trends SW for 5 miles to **Pointe des Monts** (49°19'N, 67°23'W), which is low and rocky.

 375 This stretch of the coast is foul within the 20-m contour line, especially about 0.5 mile offshore at **Cayes Noires**, **Récif Steamship** and **Cayes de l'Anse Hunter**. A shoal with a depth of 3.2 m lies

0.7 mile ESE of Pointe des Monts; rocky ledges are reported to extend off the point. There are depths of more than 200 m within 1 mile of the point, but it is not recommended to approach close to shore as there is little warning of sudden shoaling.

376 The white tower with red horizontal bands, situated on Pointe des Monts, is an abandoned lighthouse ($49^{\circ}20'N$, $67^{\circ}22'W$).



377 To obtain more information concerning currents in the area SE of Pointe des Monts, see Chapter 2 of this booklet under “Currents and tidal streams”, as well as in the predicted flow table shown in the Appendix.

378 *The coast of the St. Lawrence River above Pointe des Monts is described in Chapter 3 of this booklet.*

Chapter 2

Détroit d'Honguedo and south shore of St. Lawrence River Cap Gaspé to Sainte-Félicité, and south shore of Anticosti Island



General

Charts 4024, 4026

1 **Limits.** — This chapter covers the south shore of Anticosti Island and the south shore of the St. Lawrence River and the estuary, from Cap Gaspé ($48^{\circ}45'N$, $64^{\circ}10'W$) to Sainte-Félicité ($48^{\circ}54'N$, $67^{\circ}20'W$), situated 25 miles south of Pointe des Monts.

2 **St. Lawrence River limit.** — According to a Royal Proclamation of 1763 and by decision of the Geographic Board of Canada, the line constituting the transition of the estuary into the Gulf of St. Lawrence extends from Cap des Rosiers, at the eastern end of Péninsule de la Gaspésie, to Pointe Ouest of Anticosti Island, thence to the mouth of Rivière Saint-Jean on the north shore. The St. Lawrence River is 70 miles wide at this point and narrows to 24 miles at Pointe des Monts.


3 **Coast.** — The coast of Péninsule de la Gaspésie, from Cap Gaspé to Sainte-Félicité, is bold with cliffs and some beaches, and indented by a number of bays and coves. The topography of the terrain is rugged and hills rise from the shore to an elevation of 300 m 1 to 2 miles inland. **Reefs** extending 0.1 to 0.2 mile offshore fringe the whole stretch of coast, except at the heads of bays.


4 Between Cap Gaspé and Sainte-Félicité, a distance of 142 miles, the coast is free of isolated dangers outside the 37-m contour line. **Récif du Serpent** lies outside the 18.3-m contour line and numerous **shoals** lie inside that line. In general, soundings give little warning as the water is very deep close to shore. Due allowance should be made for the east-setting current along this shore, which tends to set a vessel onto the coast. In addition, there is a considerable amount of fishing gear moored in this area.



5 The south shore of Anticosti Island is low and rises gently from the shore, with drying **reefs** of flat limestone. A high ridge, visible inland, extends in a SW/NE direction from Pointe Sud-Ouest.


Table 2.1 Calling-in-Points


Direction	C.I.P. No.	Name	Destination (C.I.P. No. and Name)	Distance (nautical miles)
Upbound vessels	1G	Sept-Îles (66°W)	2A Pointe des Monts	55
Downbound vessels	2B	Pointe des Monts	1H Sept-Îles (66°W)	54

 **6 Main Shipping Channel.** — The **traffic separation scheme** for this sector is indicated on the charts. Shipping lanes allow traffic to reach the ports of Sept-Îles and Port-Cartier or proceed towards Pointe des Monts.


 **7 Marine Communications and Traffic Services.** — The *Eastern Canada Vessel Traffic Services Zone (ECAREG CANADA)* comprises the waters east of longitude 66°00’W. The *Marine Communications and Traffic Services (MCTS)* for the St. Lawrence River Waterway comprises all waters of the river west of longitude 66°00’W to the upper limits of Port of Montreal including the Saguenay River. For more details on **traffic separation schemes** and their services, consult the Sailing Directions booklet *ATL 100 — General Information* and the *Radio Aids to Marine Navigation* publication.


  **8** The **MCTS calling-in-points** for upbound and downbound vessels in the St. Lawrence River are listed in Table 2.1. It should be noted that the local routine expression “Stay to the north”, used in the St. Lawrence River communications, means to hug the “north shore” or the starboard limit for vessels navigating upbound. By agreement, an upbound vessel on the St. Lawrence River considers the “north shore” to be on its starboard side while the “south shore” is considered to be on its port side.


 **9 Caution.** — During winter, buoys are lifted and some are replaced by spar buoys. For information concerning the positioning and lifting of buoys, consult the radio broadcast and/or written *Navigational Warnings*.


 **10 Currents and Tidal Streams.** — The general surface circulation is counterclockwise in the St. Lawrence estuary between Pointe Ouest, on Anticosti Island, and Pointe des Monts. Along the south shore of the St. Lawrence estuary, between Matane and Sainte-Annes-des-Monts, the flow sets generally to the SE particularly from Matane to Cap Chat. Five miles offshore, the flood averages 0.7 knot and the ebb, 1.1 knots. During the ebb a maximum rate of 2.4 knots was observed causing a 1 knot southerly current. However, during the flood there is more

of a shoreward set. Also, it should be noted that the direction and rate of the current are influenced by changes in weather conditions.

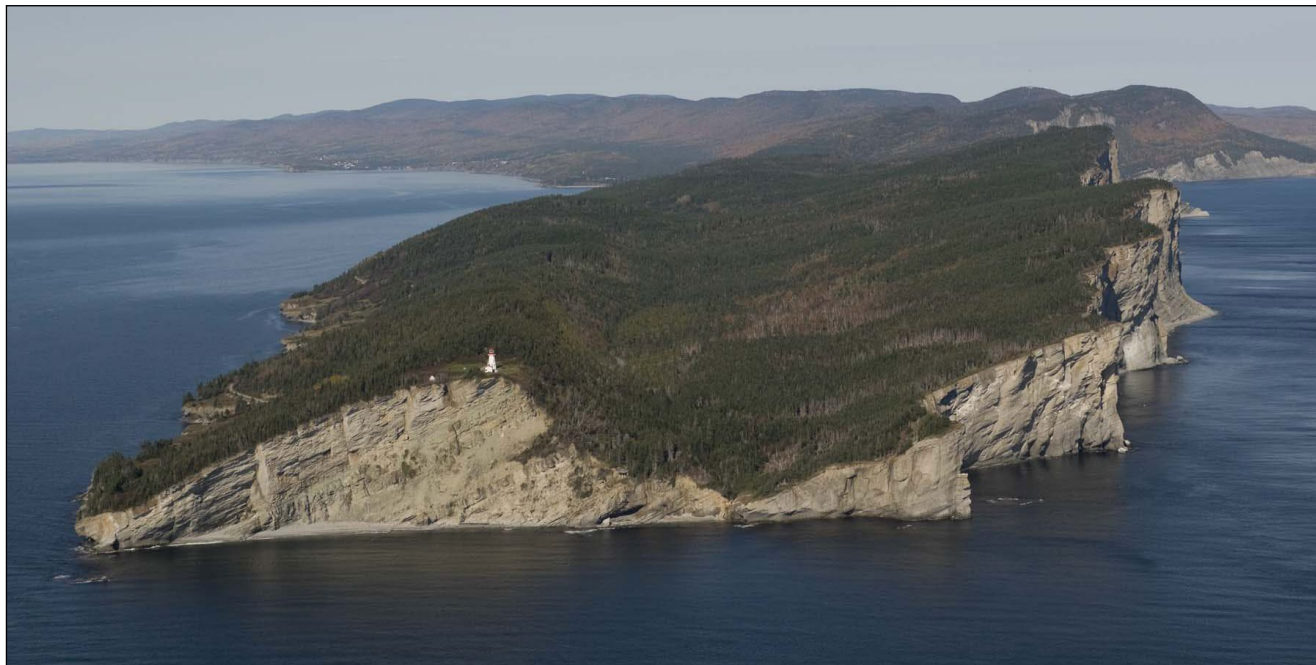
 **11 Gaspé current** is the eastward flowing current hugging the shore of Péninsule de la Gaspésie; the rates vary from 0.5 to 2 knots. Along this stretch of the coast, the flood is rarely felt except close to shore. When the tide turns to ebb the seagoing current is stronger near the shore. Intercoastal vessels near the shore should exercise caution; the current tends to set vessels towards the south shore of the St. Lawrence River.

 **12** Occasionally, for periods of one to three days, there is an upstream current in the area which replaces the normal seagoing Gaspé current. The rate of this upstream current may reach 0.5 knot.

 **13** In Détroit d’Houguedo between Pointe Sud-Ouest (49°23’N, 63°36’W), on Anticosti Island, and Pointe Nord-Ouest (48°57’N, 64°18’W), on Péninsule de la Gaspésie, the tidal streams are combined with currents whose rates near the south side are stronger than those of the tidal streams. Under average conditions the seagoing Gaspé current has a rate of about 0.7 knot for a distance of 6 miles offshore. Thence it begins to turn north and diminishes to zero about 18 miles offshore. There is an upstream current with rates of less than 0.3 knot in the north half of the passage.

 **14** On the cross-section of the St. Lawrence River between Pointe des Monts (49°19’N, 67°23’W) on the north shore of the river and Grosses-Roches (48°57’N, 67°10’W) on the south shore, the tidal streams are set into and out of the river at rates which rarely exceed 0.5 knot. They are combined with currents which are usually stronger than the tidal streams and tend to dominate the resultant flow. The currents are themselves a combination of an outflow from the river and a transverse set across the river entrance from north towards south. Under average conditions the outflow is confined to the vicinity of both shores; on the south side the seagoing current has an average rate of 0.5 knot. The transverse set exists over the whole of the cross-section but is weaker close to both shores; in the middle of the river its average rate is about 0.5 knot.

PRESQU'ÎLE DE FORILLON — CAP GASPÉ (2010)



15 See the current tables shown in the Appendix. Additional information concerning currents, tidal streams and meteorology are shown in Chapter 3 of the booklet *ATL 100 — General Information*.

16 For more information on water level, mariners should refer to the *Canadian Tide and Current Tables* on the hydrograph shown on the charts. In addition, a network of digital water level gauges is established along the St. Lawrence River. This system, called *COWLIS (Coastal Ocean Water Level Information System)*, allows mariners to obtain instantaneous water levels at different sites as well as the prediction for the next few days. The most recent information on water levels can be obtained by contacting *MCTS* centres on VHF, by calling the automated information service at 1-877-775-0790 or by visiting our website www.charts.gc.ca.

17 **Anchorage.** — Most of the anchorages along the coast in this area are exposed and suitable for intercoastal vessels only:

- Baie Gamache (Anticosti Island) (49°48'N, 64°22'W, Chart 4430);
- Anse de Mont-Saint-Pierre (49°14'N, 65°48'W, Chart 4026).

18 **Note.** — For details on spoil grounds and depths, see charts of the area.

19 **Ice.** — Ice formation usually begins about mid-December and becomes extensive up to Pointe des Monts to finally cover the south portion of the St. Lawrence estuary to Marsoui (49°13'N, 66°04'W) by the end of the month. Both current and prevailing westerly to NW winds favour finding faster ice formation and heavier ice floes on the south shore. Winds greatly influence the ice movement and congestion can quickly develop on the south shore, thus creating openings further north, on the leeward side. Break-up usually begins around mid-March with the estuary becoming ice free by April. For more details, consult the booklet *ATL 100 — General Information*.

Cap Gaspé to Cap de la Madeleine

Chart 4024

20 **Coast.** — Between Cap Gaspé and Cap Bon Ami, 3 miles NW, limestone cliffs rise sharply from the sea and range in elevation between 125 and 175 m. The cliffs decrease in elevation along the shore to Cap des Rosiers, then the coast of Péninsule de la Gaspésie forms an even curve from Cap des Rosiers to Cap de la Madeleine.

Chart 4485

21 **Cap Gaspé** is a limestone promontory that dips to the SW, terminating the narrow peninsula, **Presqu'île de**


CAP-DES-ROSIERS-EST (2010)




Forillon. A rocky area extends to the SE of the south end of Cap Gaspé.


22 A **shallow area** 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.


23 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.


 24 Cap Gaspé **light (1426)** is shown from a white tower situated at the SE end of Cap Gaspé ($48^{\circ}45'N$, $64^{\circ}10'W$).

25 Presqu'île de Forillon is part of the *Forillon National Park of Canada*. Certain regulations govern the access to the park and the usage of its facilities. For more information, consult the summary given in the Appendix or contact the *Forillon National Park of Canada*: 122 Gaspé Blvd., Gaspé, Quebec, G4X 1A9, tel.: 418-368-5505.

 26 There are some beaches along the shores of **Anse du Cap des Rosiers**, north of Cap Bon Ami. **Reefs** extend for a distance of about 0.2 mile, south of the village **Cap-des-Rosiers-Est**.

 27 There is a **harbour** at the mouth of a creek which empties into the north part of Anse du Cap des Rosiers. Two piers border the channel that leads into the inner basin. The south L-shaped pier, 137 m long, is encased with rocks from its east end to its south face; the north pier, 100 m long, is encased with rocks on its north face. The SW part of the basin is encased with rocks. There is an Interpretation Centre at the *Forillon National Park*, a landing pier, a **ramp** and a wharf with restricted use. These facilities are administered by *Parks Canada*; for more information about regulations contact *Parks Canada*.

 28 Silting is reported in the channel and the inner basin so depths may change; for more information contact the authorities. A heavy swell sets in at the entrance to the harbour with winds between north and SE, making the approach difficult from all directions.

 29 Cap-des-Rosiers-Est wharf seasonal **light (1620)** is shown from a mast situated on the south pier, at the junction with the inner basin ($48^{\circ}50'N$, $64^{\circ}13'W$).

CAP DES ROSIERS LIGHT (2010)



L'ANSE-AU-GRIFFON (2010)



RIVIÈRE-AU-RENARD (2010)



30 **Conspicuous object.** — • Telecommunication towers with red lights are on the top of a hill located 1.7 miles west of Cap-des-Rosiers-Est.





 31 **Cap des Rosiers**, 6.5 miles NNW of Cap Gaspé, is low and rocky. Cap des Rosiers **light** (1621) is shown from a white tower 34.1 m high and situated on the cape ($48^{\circ}51'N$, $64^{\circ}12'W$). This lighthouse is an historical monument and the highest in Canada. Telecommunication towers are situated 0.5 mile NW of the lighthouse.

Chart 4026

 32 **Jersey Cove**, 3 miles NW of Cap des Rosiers, is a hamlet that has amalgamated with the town of Gaspé. A rocky area almost opposite the hamlet, with a depth of 6.3 m, lies 0.5 mile offshore and just inside the 20-m contour line.



 33 **L'Anse-au-Griffon** ($48^{\circ}56'N$, $64^{\circ}18'W$), situated at the mouth of the river that enters the cove, is a village that has amalgamated with the town of Gaspé; it shelters a fishing **harbour** administered by *Fisheries and Oceans Canada*. Portions of the wharves are in ruins. A fish plant is located in the harbour. A breakwater encased with stone and a rock-filled pier on the north side extend in an easterly direction and protect the harbour entrance. There is a landing pier, water and power outlets and a hoist. (See ENC CA554Q4A)



 34 Silting is reported in the harbour so the depths may change; for more information contact the authorities. A heavy swell sets in at the entrance to the


harbour with winds between north and NE, making the approach difficult from all directions.

Chart 1230

35 **Anse de la Rivière au Renard.** — This cove ($49^{\circ}00'N$, $64^{\circ}23'W$) enters into a large valley and shelters a harbour formed by a breakwater, situated near **Pointe Samuel**, extending 777 m offshore, and the Public **wharf** which extends NW near **Pointe au Renard**. The entrance between the two structures is 115 m wide.

  36 The L-shaped main commercial fishing wharf, extending in a NW direction, then west, from Pointe au Renard, is encased with stone on the NE side; it is in the SE part of the cove. Rivière-au-Renard wharf **light** (1629) is on the outer end of the wharf. A fish plant and a gantry crane are situated at the inner end of the wharf.

  37 There is a breakwater, 538 m long, which protects the marginal commercial fishing wharf that runs parallel to the SSE shore of the cove, situated to the west of the **slipway**. There are floating wharves at the **marina** (*Marina de Rivière-au-Renard*) located at the west end of this wharf. Many marina services are available.

 38 Cathodic protection systems to control corrosion are in operation at the Rivière-au-Renard main and marginal commercial fishing wharves. When

L'ANSE-À-VALLEAU (2020)



berthing at these wharves **operating procedures** must be observed to prevent damage to vessels.



39 At the head of the cove, near the mouth of **Rivière au Renard**, there is a wharf known as **Quai D'Amours** which is used by small fishing vessels. The L-shaped wharf is encased with stone on its east and SE sides; a pier is to the NW. There are water and power outlets and a hoist.



40 There is **anchorage** for intercoastal vessels within the harbour in 2 to 4 m of water, sandy bottom.



41 A *Canadian Coast Guard* seasonal **Search and Rescue station**, based at Rivière-au-Renard, provides services in the area. Requests for assistance should be addressed, at all times, to *Marine Rescue Sub-Centre (MRSC Québec)* via a *Coast Guard Radio Station* through VHF Channel 16 (156.8 MHz) or on 2182 kHz, Digital Selective Calling (DSC), by telephone 1-800-463-4393 or by cellular telephone by dialing *16 which will put them in direct contact with a *MCTS Centre*. **It should be noted that it is not possible for the Canadian Coast Guard to trace the origin of calls for those using their cellular telephone and that certain areas do not have cellular coverage.**

42 **Conspicuous objects.** — • Telecommunication towers are situated near the shore, 0.8 mile NW of Anse de la Rivière au Renard. • A telecommunication tower is near

the shore, 2.5 miles SE of Anse de la Rivière au Renard.

• An illuminated cross stands on the hillside, 0.5 mile south of the cove.

43 **Outfall pipes** extend offshore from the Public **wharf** and the shoreline close to Pointe au Renard; one of the outfall pipes extends 280 m offshore in a northeasterly direction from the point.

44 The village of **Rivière-au-Renard** is the most important fisheries centre situated on the north shore of Gaspésie; it has amalgamated with the town of Gaspé. There is a medical clinic, post office and stores — some of which carry marine hardware. The closest airport and hospital are situated in Gaspé. Small craft repairs can be carried out.

45 **Cap aux Goélands**, 0.3 mile NW of Pointe Samuel, is cliffy and has a dark colouration.

Chart 4026



46 **Récif du Serpent** is a reef extending 1 mile east from **Pointe de l'Échouerie** ($49^{\circ}03'N$, $64^{\circ}29'W$). A rocky area with a depth of 4.6 m lies at the outer end of the reef. A **shoal** with a depth of 1.9 m lies 0.5 mile offshore.

47 The village of **Saint-Maurice-de-l'Échouerie** has amalgamated with the town of Gaspé; the church, situated on Pointe de l'Échouerie, has a **conspicuous** spire.

WIND FARM (2010)



CLORIDORME (2010)



48 **Pointe Jaune**, 1.5 miles NW of Pointe de l'Échouerie, is a wooded promontory with some talus slopes.





49 **L'Anse-à-Valleau**, a village that has amalgamated with the town of Gaspé, is situated 1.5 miles NW of Pointe Jaune; there is a fishing harbour. There is a basin bordered by two Public **wharves**; it is protected on the NE side by a breakwater which is

terminated by a crib. The north wharf is 66 m long and 1.3 m high; the south wharf is 165 m long and 1.7 m high. Refer to current chart for depth along the wharf. There is a landing pier with floating wharves in the vicinity; a **ramp** is also situated at the head of the basin. Water and power outlets, as well as a hoist, are available at the wharves. (See ENC CA555Q2A)

PETITE-VALLÉE (2010)




 50 L'Anse-à-Valleau East **light** (1639) is south of the harbour.


 51 A skeleton tower, surmounted by L'Anse-à-Valleau **light** (1640), is situated on the summit of a promontory NW of the village (49°05'N, 64°34'W).

52 **Pointe à la Renommée**, 3 miles upstream of L'Anse-à-Valleau, is a cliffy promontory with a bare summit. The red tower of an abandoned lighthouse (49°06'N, 64°36'W) is **conspicuous**. The hills situated to the SW inland are wooded and have higher elevation. In this area, there is a large scale wind farm with numerous towers.


53 **Pointe Sèche**, 8 miles upstream of Pointe à la Renommée, forms a low tableland. A small roadstead, protected by a breakwater, is west of Pointe Sèche and provides shelter to small craft. **Saint-Yvon**, situated inland, is a hamlet that has amalgamated with the municipality of Cloridorme.


 54 **Baie de Cloridorme** is 2 miles west of Pointe Sèche. The municipality of **Cloridorme**, on the east shore of the bay, with a population of 717, is marked by a church with a spire. A commercial fishing wharf, 1.6 m high, is near **Pointe de Cloridorme**, on the west side of the bay; a white cross stands on the point. The wharf is encased with stone on the north side and there is a breakwater at its extremity which extends in a southerly direction. There are water and power outlets as well as

hoists. There is a landing pier with floating wharves in the basin. The ice silo overhangs the wharf's facilities. (See ENC CA556PYA)

 55 Cathodic protection system to control corrosion is in operation at the Cloridorme commercial fishing wharf. When berthing at this wharf certain **operational procedures** must be observed to prevent damage to vessels.

56 Fairway **light buoy** CLORI (1641) is moored 0.2 mile NE of the wharf.

 57 Cloridorme seasonal **leading lights** (1642, 1643) are in line bearing 196½°. Each light is shown from a tower with a rectangular fluorescent-orange daymark with a black stripe; the lights are situated near the south shore of the bay and are visible only when in alignment.



 58 Cloridorme wharf **light** (1644) is on the outer end of the wharf (49°11'N, 64°51'W).

59 **Conspicuous object**. — • A telecommunication tower with red lights is near the shore, 1.6 miles WNW of Pointe de Cloridorme.

60 The coast trends NW for 3.2 miles to **Pointe à la Frégate**. There are numerous houses near the shore and a waterfall lies west of the point.

GRANDE-VALLÉE (2010)



  61 **Petite-Vallée**, a municipality with a population of 240, is situated around a small indentation on the coast 4.5 miles west of Pointe à la Frégate. A Public **wharf**, protected by a breakwater and used by small craft, is situated on the shore of the river that empties into the head of the inlet. There is a landing pier with floating wharves and a **slipway**. The approach is made at high water and local knowledge is required as it is not marked by buoys. A catwalk crosses the river upstream of the harbour.






 62 A rocky point, situated 0.4 mile upstream of Petite-Vallée, extends 0.1 mile offshore ending into an isolated drying **rock**. **Rocher de la Petite Vallée**, situated further upstream and 1.2 miles WNW of Petite-Vallée, is an isolated islet, 0.2 mile offshore.


Chart 1230

 63 **Anse de la Rivière de la Grande Vallée**, 8 miles west of Pointe à la Frégate, is a shallow cove into which a river flows on the SE side. A fixed **bridge** with a vertical clearance of 2.4 m crosses the river. Downstream of the bridge, the mouth of the river is bordered by piers which are in ruins; upstream of the bridge, small craft can berth on the west shore. A **ramp** is located nearby. The

approach is made at high water and local knowledge is required.

  64 A Public **wharf**, situated on the west side of the cove, extends 200 m offshore in an easterly direction; its north side and part of the south side are encased with stone. The SE part of the wharf has depths of 2 to 6 m alongside. A rocky **shoal** with a depth of 3.5 m lies 0.25 mile ESE off the outer end of the wharf. Remnants of a **wreck**, with depths of 2.4 to 4.3 m, lie 0.2 mile SE of the outer end of the wharf.

 65 Cathodic protection system to control corrosion is in operation at the Grande-Vallée Public **wharf**. When berthing at this wharf certain **operational procedures** must be observed to prevent damage to vessels.

 66 Grande-Vallée wharf **light** (1649) is on the outer end of the Public **wharf** ($49^{\circ}14'N$, $65^{\circ}08'W$).


67 The municipality of **Grande-Vallée**, with a population of 1174, is marked by a **conspicuous** church with a spire which stands on a promontory, on the east side of the cove.


RIVIÈRE-MADELEINE FISHING HARBOUR (2010)





Chart 4026

68 **Conspicuous object.** — • A telecommunication tower, with an elevation of 335 m and fitted with red lights, is nearly 2 miles west of Grande-Vallée.

 69 **Cap de la Madeleine** ($49^{\circ}15'N$, $65^{\circ}20'W$) is a rocky promontory with cliffs 18 m high jutting out from the hills forming the shore. A reef, partially dry at low water, extends offshore about 0.2 mile to the east. On the east side of the cape, **Rivière Madeleine** flows into a sandy bay. The entrance is protected from west winds by the reef. The river mouth, about 30 m wide, provides shelter to small craft. Local knowledge is required due to the changing depths caused by gales.

 70 Cap de la Madeleine private **light** (1651) is shown from a white tower with a red upper part. It is an abandoned lighthouse situated on the east end of Cap de la Madeleine.

71 The municipality of **Sainte-Madeleine-de-la-Rivière-Madeleine**, with a population of 371, includes the hamlet of **Rivière-la-Madeleine**, situated 1 mile SE of Cap de la Madeleine, the village of **Madeleine-Centre**, marked by a church with a spire and situated 1 mile west of this cape, and the hamlet of **Manche-d'Épée** situated further upstream.


  72 A fishing harbour ($49^{\circ}14'N$, $65^{\circ}18'W$), fitted with floating wharves and a

ramp that are protected by a breakwater, is situated in a small cove 1.4 miles ESE of Cap de la Madeleine light. Rocky **shoals** with depths of 0.2 to 1 m lie along the edge of the breakwater at a distance of 20 m. A private **range beacons** and a **light buoy** mark the approach to the harbour. (See ENC CA557PUA)

Cap de la Madeleine to La Martre

Chart 4026

73 **Coast.** — From Cap de la Madeleine the coast trends to the west for 9 miles to **Pointe du Gros Morne**, a **conspicuous** promontory 91 m high, and the most northerly point of the south shore of the St. Lawrence River. This stretch of the coast is nearly straight, rocky with cliffs rising to 18 m near Cap de la Madeleine, and increasing in elevation from 120 to 150 m westward. Less than 1 mile inland, rounded wooded hills rise to 518 m. A high conical hill inland and west of Cap de la Madeleine stands out prominently in the background when seen from about 10 miles offshore.

 74 From Pointe du Gros Morne, the coast continues westward for the next 25 miles to La Martre. The coast is rocky with cliffs or steep slopes and wooded hills rising to 457 m close to the shore. Four

MONT-LOUIS (2020)



coves, commencing 5 miles west of Pointe du Gros Morne, break up the straight coastline and are evenly distributed at intervals of 3.5 miles. These coves, similar in appearance, from east to west are the following: **Anse Pleureuse**, Anse de Mont-Louis, Anse de Mont-Saint-Pierre and Anse de Rivière-à-Claude. The last three coves provide open **anchorages** to small craft only; the bottom is sandy with depths less than 7.3 m, gradually shallowing close to shore.

75 Between Cap de la Madeleine and La Martre the coast is free of outlying dangers. It is fringed with drying slate **reefs** extending 90 to 185 m offshore and as much as 0.3 mile off the coves points. The depths increase rapidly offshore to a well-defined 30-m contour line which runs nearly parallel to the shoreline at an average distance of 0.5 to 0.7 mile.

76 **Conspicuous object.** — • A telecommunication tower, fitted with red lights, is 0.7 mile ESE of Pointe du Gros Morne.

77 **Gros-Morne** is a hamlet located on the shore of a small bay immediately SE of Pointe du Gros Morne. A church, 30 m in elevation, is at the east end of the hamlet. The bay is exposed and slate **reefs** extend offshore. A small stream empties into the bay near the west end.

78 **ODAS light buoy IML-7 (1656)** is moored 18.6 miles west of Mont-Louis.

Chart 1230

79 **Anse de Mont-Louis** is a cove that enters between **Cap aux Corbeaux** ($49^{\circ}14'N$, $65^{\circ}45'W$) and **Pointe Sèche**. The cape and the point are situated on the west and east sides of the cove, respectively, and from which drying **reefs** extend for 200 m. A small river, nearly drying at low water, empties into the cove. The village of **Mont-Louis** is situated at the head of the cove. The municipality of **Saint-Maxime-du-Mont-Louis**, with a population of 1165, includes the hamlets of Gros-Morne, **L'Anse-Pleureuse** and the village of Mont-Louis.

80 A long wharf, totally encased with stone, extends westward from Pointe Sèche.

81 **Obstruction.** — • A **submerged dolphin** lies off the west end of the long wharf that is totally encased with stone. Mariners are advised to exercise extreme caution in the area to avoid these dangers.

82 On the west side of Anse de Mont-Louis, there is an illuminated **Public wharf** which is extended by a breakwater in a SE direction. The south face of the wharf has a 60-m berth. There are floating docks along the breakwater extending in an easterly direction. There is a launching **ramp**. A fish plant is situated near the inner end of the Public wharf.

83 The Mont-Louis seasonal **sector light** (1652.5) is situated on the shore ($49^{\circ}14'N$, $65^{\circ}44'W$); the white sector, which covers a 4-degree arc, is centered on the bearing of 176° .

LA MARTRE (2010)





84 **Conspicuous object.** — • Telecommunication towers, fitted with red lights, are 1.5 miles SW of Cap aux Corbeaux.


Chart 4026

85 **Anse de Mont-Saint-Pierre** is 2 miles west of Cap aux Corbeaux. On the east side of the cove, an illuminated cross is situated on the hillside. The village of **Mont-Saint-Pierre**, with a population of 218, is located at the head of the cove, surrounded by bare cliffs rising to nearly 410 m.

86 **Anse de Rivière-à-Claude** enters east of **Pointe des Bernier** ($49^{\circ}14'N$, $65^{\circ}55'W$). A **conspicuous** church with a spire stands near the point. The wharf situated in the mouth of Rivière à Claude is encased with stone and forms a pier. There is a landing pier with floating wharves and a **ramp**. The municipality of **Rivière-à-Claude**, with a population of 161, is situated along the shore.


 87 There are **MCTS calling-in-points** situated on the meridian $66^{\circ}00'W$; for information see Table 2.1 shown at the beginning of the chapter.

 88 The village of **Marsoui**, with a population of 335, is situated 13 miles west of Cap aux Corbeaux. A fisherman's wharf, protected by a breakwater, is on the east bank of the mouth of **Rivière Marsoui**.

 89 Continuous silting at the mouth of Rivière Marsoui makes its approach difficult. Local knowledge is required to enter the river.

90 **Conspicuous object.** — • A telecommunication tower, fitted with red lights, is 0.5 mile south of Marsoui.


91 The municipality of **La Martre**, with a population of 268, is located about 4 miles west of Marsoui.

 92 La Martre private **light** (1657) is shown from a red tower with a white vertical stripe, visible only from when opposite to the light ($49^{\circ}12'N$, $66^{\circ}10'W$). The light is difficult to distinguish during daylight as it is obscured by elevated mountains in the background.

93 **Conspicuous object.** — • Telecommunication towers, fitted with red lights, are 1.2 miles east of La Martre.

La Martre to Cap Chat

Chart 4026

 94 **Coast.** — From La Martre, the coast trends WSW for 11 miles to Cap Sainte-Anne. The cliffs fronting the shore are about 20 m high, backed by a relatively narrow strip of land, which then rises to wooded summits of 300 to 765 m in elevation. About 5 miles west of the light (1657), there is a cliff 245 m high with a rounding summit rising to 457 m just inland. When seen from the east or west at a distance of 10 miles, the cliff and summit merge into one and stand out prominently. At low water, drying slate **reefs** with a few boulders drying at low water extend about 90 m offshore.

PETITE-TOURELLE (2020)



95 From Cap Sainte-Anne to Cap Chat, the shoreline forms three successive indentations of which the east one, Anse de Sainte-Anne-des-Monts, is the largest. In places, at low water, drying reefs extend 0.3 mile offshore. West of Cap Chat, the mountains begin to recede from the shore and decrease in elevation, leaving a gently rolling strip of land 3 miles wide.

96 **Monts Chic-Chocs** is the distinctive mountain range of Péninsule de la Gaspésie reaching 1268 m in elevation; the mountains are situated 8 to 15 miles inland.

97 There are no outlying dangers between La Martre and Cap Chat. Depths increase rapidly to the 30-m contour line that runs parallel to the shore at an average distance of 0.5 mile, as far as Cap Sainte-Anne. West of this cape, the distance of the 30-m contour line increases to 1 mile off the points, then closes again towards the shore at Cap Chat, where it is 0.3 mile off.

98 Along this section of the coast the flood stream is seldom felt, except close to shore. The prevailing flow sets to the east and ranges in rate from 0.5

to 2 knots. For further details on tidal streams, see the beginning of the chapter.

99 **Cap au Renard**, 2.7 miles WSW of the light (1657), is a promontory 25 m high projecting to seaward.

100 **Ruisseau du Castor** is a small stream on the west side of a promontory 20 m high, similar to Cap au Renard, but 4 miles WSW of that cape.


101 **Conspicuous object.** — • Telecommunication towers, fitted with red lights, are located 2.6 miles south of Ruisseau du Castor.


102 **Petite-Tourelle** is a hamlet that has amalgamated with the town of Sainte-Anne-des-Monts, situated 5.4 miles WSW of Cap au Renard; there is a fishing harbour protected by two breakwaters. The entrance between the breakwaters is 25 m wide. A Public wharf, 6 m wide, extends 75 m into the harbour. Berthing is made possible on each side of the wharf; the west side is 58 m long and the east side is 48 m long. (See ENC CA556PHA)

SAINTE-ANNE-DES-MONTS (2010)




103 There is one **ramp** in the harbour. A landing pier with floating wharves is situated in the east part of the harbour. Water and power outlets, hoists and an ice silo are located on the SE side of the harbour. A fish plant is situated near the west breakwater. (See ENC CA556PHA)

 104 Due 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 appropriate local authority.

 105 Petite-Tourelle seasonal **leading lights** (1682.6, 1682.7), in line bearing 205°, are south of the harbour. Each light is shown from a tower with a fluorescent-orange daymark with a black stripe.



106 **Cap Sainte-Anne**, projecting seaward, is a rock cliff 15 m high. The village of **Tourelle (Saint-Joachim-de-Tourelle)**, amalgamated with the town of Sainte-Anne-des-Monts, is located 1 mile ENE of Cap Sainte-Anne; the village is marked by a **conspicuous** church with a spire.




Chart 1230

 107 **Anse de Sainte-Anne-des-Monts**. — This is an exposed bight 5 miles wide between Cap Sainte-Anne and **Pointe Sainte-Anne**. The shore along the east half of the cove is rocky, with drying **reefs** at low water extending 0.2 to 0.3 mile offshore. The west half of the cove is sandy.

108 The amalgamated town of **Sainte-Anne-des-Monts** has a population of 6694. There are houses that



border the shoreline of the Anse de Sainte-Anne-des-Monts. There is a hospital and various shops and hardware stores. A daily bus service connects the town to the other urban centers; an airport is located nearby. A church with two **conspicuous** spires is situated near the inner end of the **Public wharf**.


  109 The **Public wharf** extends 455 m offshore and has a 91 m long L-shaped outer end with depths (2013) of 7.4 to 7.6 m alongside the north face, and 4.7 to 6.7 m along the south face. There is a warehouse on the wharf used as a fish landing site. Sainte-Anne-des-Monts seasonal **light** (1683) is on the outer end of the wharf.


   110 A **marina** (*Havre polyvalent de Sainte-Anne-des-Monts*) is situated west of the wharf in a basin formed by two breakwaters. Many marina services are available. Seasonal **lights** (1683.1, 1683.2) are situated on the outer end of each breakwater to mark the entrance to the basin. In 2013, the depth in the west portion was 2.5 m, while in the eastern portion of the basin the depth was 1.6 m where the floating wharves are moored. A **ramp** and a service floating wharf are located on the SW portion of the basin. A **Public wharf**, 35 m long, is located immediately west of the inner end of the main wharf in the south portion of the basin. There is a crane used by fishing vessels for unloading. In 2013, the west 28 m of this wharf had depths of 3.1 m alongside. The wharf and the facilities are owned by *Fisheries and Oceans Canada* but are administered by the local Port Authority.



CAP-CHAT (2010)




  111 **Rivière Sainte-Anne** enters the cove 0.8 mile SW of the Public **wharf**. The **channel** at the river mouth is narrow and the **current** swift. Small craft can have access into the river mouth but local knowledge is required.

 112 **Pointe de Cap-Chat**, low and rocky, with a rocky and drying **reef** extending 0.3 mile offshore, lies 4 miles from Pointe Sainte-Anne. The north edge of this reef is steep-to. East of the point and the reef there is a sandy beach which fringes **Anse au Goémon**.

 113 **Rivière Cap-Chat**, 1.5 miles SW of Pointe de Cap-Chat, provides no anchorage. Local knowledge is required in the narrow small craft **channel**. A breakwater extends 200 m offshore but at large tides it may be submerged and therefore may represent a hazard to navigation. Private cautionary **buoys** are moored on the breakwater.

  114 A fishing harbour, administered by *Fisheries and Oceans Canada*, is formed by two breakwaters. The entrance of the harbour is 38 m wide. A **light** (1685.3) is on the NE corner of the eastern breakwater. A Public **wharf**, 92 m long, is situated along the east part of the basin. There are floating wharves and a **ramp** in the SW part of the basin. The wharf is fitted with a hoist.

 115 **Obstruction**. — • A wreck, with a depth of 1.8 m, lies 58 m north of the light located on the breakwater.

116 The town of **Cap-Chat**, with a population of 2729, is marked by a **conspicuous** church with a spire situated south of the harbour.

Chart 1236

117 **Cap Chat** (49°05'N, 66°44'W) is a **conspicuous** conical hill rising to about 150 m. In good visibility it can be seen from east or west for 25 miles and, at that distance, appears to be an island.

118 **Conspicuous objects**. — • An abandoned lighthouse (49°05'N, 66°44'W), a white tower with a red upper part, is on the point NE of Cap Chat. • Immediately SE of the lighthouse and on top of the hill, there is a white cylindrical telecommunication tower with lights. • A giant vertical-axis wind generator structure, 235 m in elevation, fitted with red and white lights, is 0.8 mile SSE of Cap Chat. Additionally, an important wind generator site with numerous towers extends to the SW.

119 **Baie des Capucins**, 5 miles SW of Cap Chat, dries at low water and is obstructed with large boulders.

LES MÉCHINS (2020)



Cap Chat to Sainte-Félicité

Chart 1236

120 **Coast.** — Along the 34 miles between Cap Chat and Matane, the coast is straight, bold and rocky. The mountains run parallel to the shoreline about 15 miles inland, and as far as 18 miles SE of Matane, where they terminate.




 121 The flow at flood tide can, at times, set directly onshore along this stretch of the coast. Both flood and ebb streams are felt near the shore and it is dangerous to navigate close to shore along this coast.


Chart 1230


 122 **Cap des Méchins**, 9 miles SW of Cap Chat, is 18 m high. The municipality of **Les Méchins**, with a population of 1147, is situated SW of the cape. A Public **wharf**, 246 m long and 18 m wide, is located at the end of the cape **Le Gros Méchins**. The NW side of the wharf is protected by a breakwater; vessels berth on the SE side of the wharf. The outer section of the wharf is 119 m long while the section adjacent to the dry dock is 127 m long. Refer to current chart for depth along the wharf. Two dolphins are located NE of the outer end of the wharf.


123 The *Groupe Maritime Verreault* Company operates a **shipyard** which is situated on the south side of the inner end of the wharf; ship repairs, inspections and maintenance

of all kinds (hull and engine) can be carried out. The facilities include a **dry dock**, 244 m long and 27.4 m wide. The dry dock is open year round. A rail crane is located on the NW side of the dry dock. There is a catwalk, immediately east of the dry dock lock gate, extending 15 m in a northeasterly direction. Repairs can also be conducted to vessels berthed at the Public **wharf**.

  124 *Quai des Pêcheurs* is an L-shaped wharf, 244 m long and 1.5 m high, situated SE of the Public **wharf**. The wharf is encased with stone along its north and east faces. There are mooring berths for 72 m along the SW face. Refer to current chart for depth along the wharf.

 125 A cathodic protection system to control corrosion is in operation at the Public **wharf** and at *Quai des Pêcheurs* of Les Méchins. When berthing at these wharves, certain **operational procedures** must be observed to prevent damage to vessels. At the Public wharf contact the wharfinger at 418-560-2953.

 126 A seasonal private **light** (1698) is on the outer dolphin NE of the outer end of the Public **wharf** (49°00'N, 66°58'W).


 127 Les Méchins East seasonal **light** (1697) is on *Quai des Pêcheurs*.


128 **Conspicuous objects.** — • Les Méchins church with a spire is 0.2 mile SW of the Public **wharf**. • The dry dock rail crane is fitted with a red light at the end of its arm.


• A white cylindrical telecommunication tower is 1.5 miles NE of the Public wharf.

Chart 1236

129 **Les Îlets** form a group of three islets situated close to shore 2 miles west of Les Méchins Public wharf. The east islet, 3.1 m high, is the largest.


 130 A narrow rocky area, with a depth of 1.5 m, lies 0.2 mile off these islets. Another drying rocky area, with a depth of 1.9 m, lies near the shore 0.8 mile SW off the islets.


 131 A reef, consisting of rocks and large boulders, extends 0.2 mile offshore beyond the mouth of **Ruisseau à Sem**, which empties 1.5 miles upstream of Les Îlets.

 132 An abandoned **submarine cable** extends offshore from a point situated about 2.9 miles ENE of Grosses-Roches and runs to Newfoundland. See *Charts 1236, 4024 and 4026* for its location; mariners should not anchor in the vicinity of this cable.

133 The municipality of **Grosses-Roches**, with a population of 420, is located about 8.8 miles WSW of Cap Le Gros Méchins. There is a breakwater and a **ramp** used by local fishermen. A church with a spire is situated behind these facilities on the ridge running parallel to the shore.

134 **Cap à la Baleine** ($48^{\circ}55'N$, $67^{\circ}16'W$) is a **conspicuous** promontory 76 m high. The municipality of **Sainte-Félicité**, with a population of 1191, is marked by a church with a spire located 3 miles west of the cape. Two **ramps** are situated respectively 1.8 miles east and 0.3 mile west of the church.

 135 **Battures à la Croix**, with a depth of 5 m, lie about 0.7 mile NE of Sainte-Félicité church. The sea breaks on these flats in bad weather. A **shoal**, with a depth of 7.7 m, and another, with a depth of 10.8 m, are situated respectively 1 mile north and 1.8 miles NW of Sainte-Félicité church.


 136 Between Sainte-Félicité and Matane, the coast is relatively low and partially cultivated with farmlands which rise gradually inland. The shoreline is fringed with drying slate **reefs** extending 0.1 to 0.2 mile offshore.

137 *The upstream part of the south shore of the St. Lawrence River is described in Chapter 3 of this booklet.*

Anticosti Island — South Shore — Pointe Heath to Pointe Ouest

Charts 4025, 4026

138 **General.** — **Anticosti Island** is part of the Province of Quebec; it separates the St. Lawrence estuary into two **channels** that flow into the gulf. **Détroit de Jacques-Cartier** runs between Anticosti Island and the north shore of the mainland; **Détroit d'Honguedo**, wider and deeper, runs between Anticosti Island and Péninsule de la Gaspésie to the south.

 139 Anticosti Island is 120 miles long and over 30 miles wide. The coast is of limestone rock formation. Most of the land is heavily covered with dwarfed spruce. The land rises inland to a central ridge nearly 300 m high. The south coast is low and shelving, with drying **reefs** of flat limestone. Remember that the island has another name — *Gulf's Graveyard*. A high ridge is visible inland, extending NE and SW from Pointe Sud-Ouest.

140 **Climate.** — The climate of the island is more moderate than that of the mainland with milder winters and cooler summers. **Fog** is frequent off the eastern part of the island.




 141 Anticosti Island does not provide a suitable harbour for ocean-going vessels except in Baie Gamache where the village of Port-Menier is located. However, numerous fishing and intercoastal vessels, as well as small craft stop in Baie Gamache. A portion of the island is part of Parcs Québec network and access regulations apply to this protected area. Anticosti Island has an abundance of fauna and is a refuge for numerous aquatic and terrestrial bird species.

Chart 4430

142 **Pointe Heath** ($49^{\circ}05'N$, $61^{\circ}42'W$) is very low, about 3 m high, covered with ponds and marshes, and is not visible from even a short distance from seaward. Pointe Heath is an ecological reserve and access regulations apply to this protected area.

 143 During spring tides the **tidal streams** run strongly around Pointe Heath to a distance of about 6 miles offshore. The flood stream sets north to NE and the ebb south to SW; 5 miles offshore the streams turn 1 h 30 min before high and low water on shore, and run at a rate of about 0.75 knot. During neap tides, these streams are much affected both in rate and direction by the wind. The tidal streams veer clockwise, making a complete circle within a tidal period. For more information, see the table shown on the chart.

 144 A shallow area with depths less than 10 m extends 1.9 miles east of Pointe Heath. On this area **tide rips** form during spring tides and in bad weather, rips form, resembling breakers. A **shoal**, with a depth of 18.3 m, lies 3.8 miles east of the point. Another **shoal**, with a depth of 5.5 m, lies 1.4 miles east of the light.








 145 **Winds.** — Occasionally, west winds converge from both sides of the island towards Pointe Heath. The wind may then fall light and variable in the vicinity of the point but creates heavy seas farther offshore.


Chart 4025

  146 From Pointe Heath, the coast trends to the WSW for 4.5 miles to Pointe au Cormoran. **Baie Cybèle**, close west of Pointe Heath, provides good **anchorage** with offshore winds, in 10 to 15 m, but the bottom is rocky, with occasional patches of sand or mud. **Pointe au Cormoran** is a **conspicuous** steep slope of red clay, 6 m high. An area of **foul ground**, distinguished by breakers, extends 0.7 mile offshore.

 147 From Pointe au Cormoran to Pointe Sud, about 16 miles to the west, the coast is lightly indented by a series of small bights separated by low points. At **Pointe aux Oies**, 5 miles west of Pointe au Cormoran, the coastal **reef** extends 1.2 miles to the 10-m contour line. From Pointe aux Oies to the west, the land rises to an elevation of 100 m 6 miles inland, with occasional patches of marshes and numerous ponds.


  148 **Pointe Sud** is low and flat with a few ponds just inland, and bare for a distance of 0.5 mile. **Escarpement Bagot** ($49^{\circ}04'N$, $62^{\circ}16'W$), marked by a **light** (1514), is a slight rise in the coast 0.7 mile west of Pointe Sud. An abandoned lighthouse is near the light. A break in the coastal **reef** occurs west of the light where small craft can land in favourable weather.


 149 **Coast.** — From Pointe Sud to Pointe Sud-Ouest, 57 miles WNW, the coastline is uniform with no notable features. The coast is low but begins to rise at **Rivière du Pavillon**, 26 miles west of Escarpement Bagot, and the high ridge continues all the way to Pointe Sud-Ouest. It is recommended to remain well offshore of this part of the island as the **reefs** extend 1 mile offshore in places, rising steeply from deep water.

 150 Six miles off Escarpement Bagot and 9 miles off Rivière du Pavillon, the **tidal streams** veer through 360° in a clockwise direction during the tidal period. Inshore, the tidal streams nearly always follow the coast, setting to the west with the flood and to the east with the ebb. The maximum rate, slightly over 1 knot, occurs 1 h 45 min before high or low water at Pointe-au-Père.

151 **Baie des Sables**, 12 miles ESE of Pointe Sud-Ouest, is where fine sandy beaches enclose lagoons. **Anchorage** off this bay is poor.


Chart 4430

 152 **Pointe Sud-Ouest** ($49^{\circ}23'N$, $63^{\circ}36'W$) is a low projecting mound of limestone with a small cove on the north side; a **light** (1515) is located on the point. The land rises inland to the summit of a ridge. To the NW, as far as Rivière Jupiter, the cliffs rise perpendicularly from the sea.


 153 **Anchorage** in the cove is not recommended. While it is sheltered from east winds, it can be dangerous in west winds which are usually preceded by a heavy swell. The holding ground, consisting of gravel and shells, is poor.


154 **Conspicuous object.** — • An abandoned lighthouse ($49^{\circ}23'N$, $63^{\circ}36'W$) is near the light (1515) and visible for quite a distance from seaward.

Chart 4026

 155 **Coast.** — Between Pointe Sud-Ouest and Baie Gamache to the NW, there is no **anchorage**. **Reefs** of flat limestone extend 0.2 to 0.7 mile offshore, with depths of 20 m close offshore.

156 **Rivière Jupiter**, the largest river on Anticosti Island, enters the sea 5 miles north of Pointe Sud-Ouest. The river is very shallow and suitable for small craft only. In SW gales, the entrance may become barred with shingle and sand for some time. The river is a series of ponds and rapids. Beyond the shingle beach, at the river entrance, there is a tidal basin 0.2 mile wide, drying at low water. **Conspicuous** sandy bluffs, 55 m high, rise just north of the river.

 157 **Cap Ottawa** is a high and steep promontory situated 1 mile south of Rivière Jupiter. A drying **reef** extends 0.5 mile offshore.

 158 A **wreck** and a stranded barge lie near the shore about 9.6 miles NW of Rivière Jupiter; behind the wreck the coast is formed of abrupt limestone cliffs, about 30 m high. **Rivière à la Loutre** empties into the sea 1.3 miles NW of the wreck.

159 **Cap Sainte-Marie**, 20 miles NW of Pointe Sud-Ouest, is sandy and 45 m high. **Rivière Sainte-Marie** enters the sea 1 mile NW of this cape; few cabins are situated near the river mouth. Several other small streams enter the sea between Rivière Sainte-Marie and Rivière Jupiter. **Rivière Bec-Scie**, 6 miles west of Rivière Sainte-Marie, enters at the head of a cove which provides shelter to small craft.

PORT-MENIER (2017)

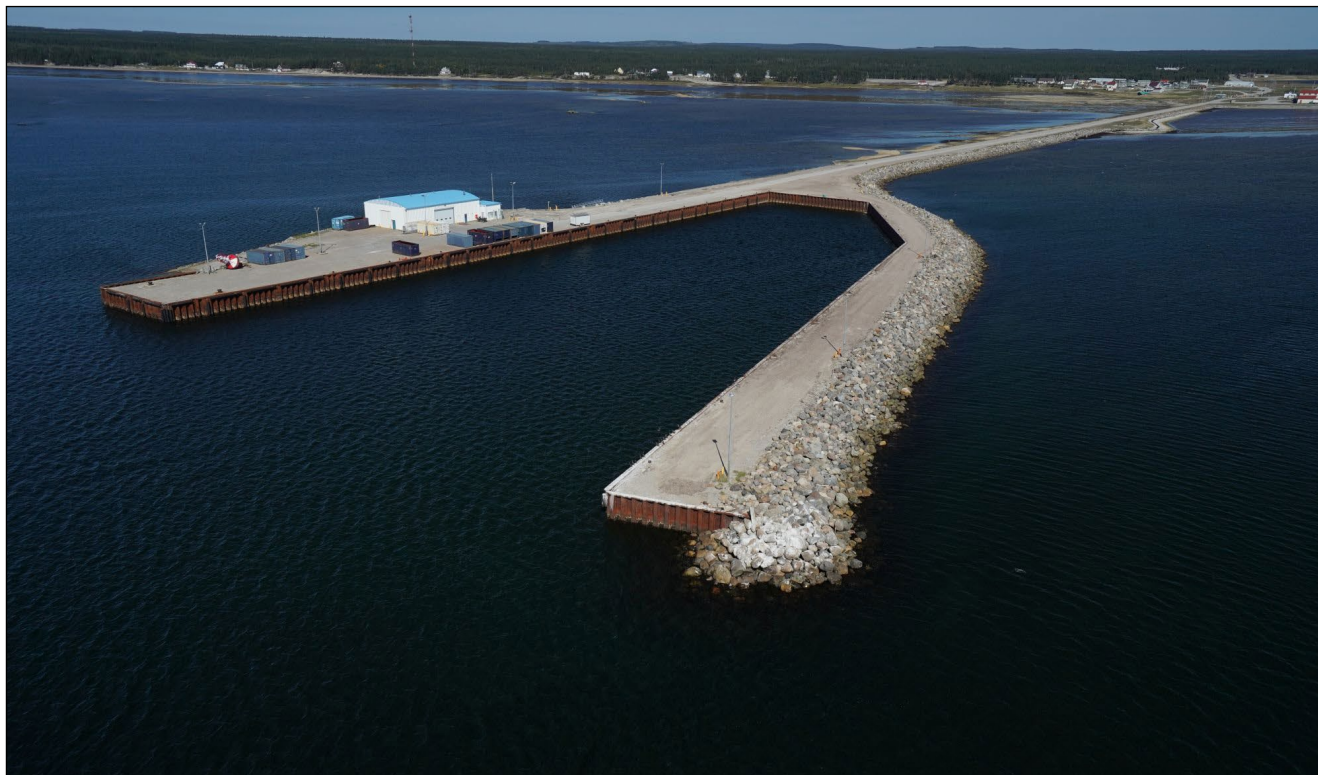





Chart 4430


  160 **Baie Gamache (Baie Ellis)** is entered between **Cap à l'Aigle** and **Pointe aux Ivrognes** and extends about 3 miles inland. The bay is easily sighted from seaward as **Pointe aux Ivrognes** is adjacent to **Cap Henri**, a **conspicuous** bluff. As the land at the head of the bay is low, its opening is readily seen. Even with minimum swell the sea breaks on the flat limestone **reefs** extending from the entrance points of the bay. The bay provides the only sheltered **anchorage** and harbour on Anticosti Island.


161 The approach **channel** to Baie Gamache is buoyed. The fairway **light and bell buoy MENIER (1516)** is moored at the entrance to the bay.


 162 **Baie Ellis Main leading lights (1519, 1520)**, in line bearing $339\frac{1}{2}^\circ$, are at the head of the bay. Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the lights are visible only when in alignment.

163 **Conspicuous objects.** — • A white cliff, 15 m high, is on the east shore of the bay. • An abandoned lighthouse, which is a white tower with a red upper part, is near the front leading light located on **Pointe du Château**. • A telecommunication tower, fitted with red lights, is east

of the front leading light. • An aeronautical light tower is NW of the rear leading light.

 164 **Anchorage** may be available in the summer, in depths of 5 m with mud bottom, close ENE of the range line. This anchorage is open to the south and mariners are advised to exercise caution. A vessel requiring greater depth may find anchorage near the range line about 2 miles SSE of the Public **wharf**, but shelter and holding ground are not as good as in the middle part of the bay.

 165 In the NNW part of the bay, a long dyke connects a U-shaped Public **wharf** to the NE shore. The wharf is administered by the provincial *Ministère des Transports*; one of the berths is 210 m long. There is a hangar on the wharf and a **ramp** is situated nearby. The inner basin is sheltered except from the SW winds; for information on the depths alongside the wharves, see the chart. The wharf is equipped with a pipeline for receiving petroleum products.

 166 **Cribs** in ruins, several of which have been damaged by ice, extend in two lines close NW of the outer end of the north dock to the NE shore of the bay; in the past they were used to hold a log boom.


167 The village of **Port-Menier**, located on the NE side of Baie Gamache, is the main village of the municipality of **L'Île-d'Anticosti** which has a population of 261. In the village, there is a staffed dispensary, post office, church, banking services, hardware and grocery stores with a limited selection of items, public phone and lodging facilities.

168 **Supply and services.** — Water is available but arrangements must be made with the municipality. With sufficient notice, diesel fuel in limited quantities can be delivered by truck. There is a small machine shop.

169 **Transportation.** — There is a seasonal **marine shuttle service** for passengers and supplies. There is a

regional airport which links with other regional airports such as Havre-Saint-Pierre, Sept-Îles and Mont-Joli.

Charts 4430, 4026

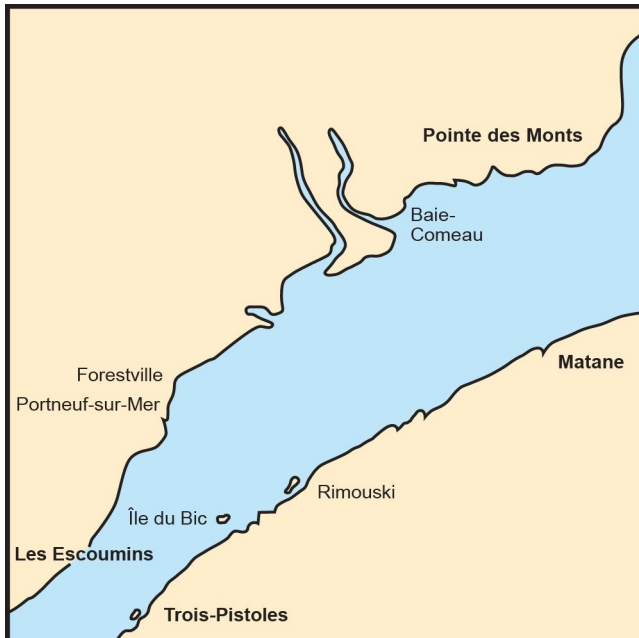
 170 Between Cap Henri and Pointe Ouest, the coast is fringed with **reefs** extending 1.2 miles offshore.

171 **Anse aux Fraises** is a shallow bight situated halfway between Cap Henri and Pointe Ouest. There is a clearing NE of the cove.

172 *The north shore of Anticosti Island from Pointe Ouest is described in Chapter 1 of this booklet.*

Chapter 3

Pointe des Monts to Les Escoumins Matane to Trois-Pistoles



General

Charts 1236, 1320

1 **Limits.** — This chapter covers the north shore of the St. Lawrence River from Pointe des Monts ($49^{\circ}19'N$, $67^{\circ}23'W$) to Anse aux Basques ($48^{\circ}19'N$, $69^{\circ}25'W$), and also the south shore from Matane ($48^{\circ}51'N$, $67^{\circ}32'W$) to Trois-Pistoles ($48^{\circ}05'N$, $69^{\circ}20'W$). Les Escoumins **pilot station** is located at Anse aux Basques.

2 **Coast. — North shore.** — The land which is rather low on the NE side of Pointe des Monts begins to rise immediately west of that point. Granite hills, sparingly wooded and less than 300 m in elevation, form the north shore of the river, as far as Pointe Saint-Gilles, 31 miles to the west. From this point to the vicinity of Cap Colombier ($48^{\circ}49'N$, $68^{\circ}53'W$) there is a complete change in the geography of the coast, which is that of a relatively low sandy shore, wooded and fronted by extensive flats of sand and gravel.


3 Clay cliffs commence south of Forestville ($48^{\circ}44'N$, $69^{\circ}05'W$) and continue for about 5 miles, where a sandy peninsula is situated near the entrance to Rivière Portneuf. From this river to Pointe à Boisvert, 11 miles to the SSW, the land behind the shore is heavily wooded, comparatively low and broken with marshes and hills rising about 2 miles inland. Then, SW of Baie de Mille-Vaches, the shore is backed by wooded cliffs.


4 **South shore.** — Between Matane and Rimouski, a distance of 45 miles, the coast is low, rocky, wooded and rising in gentle slopes to the range of hills in the background. It is uniformly inhabited and cultivated. At some distance from the shore, there are isolated hills rising to elevations of 90 to 450 m. For a distance of 4 miles SW of Matane, there is a fine sandy beach. Then, up to Rimouski, the shoreline is fringed with slate **reefs**, covered with boulders, extending seaward for 0.2 mile at low water.



5 Southwest of Rimouski to Pointe à Santerre ($48^{\circ}24'N$, $68^{\circ}40'W$) the shore is fronted by drying ridges of slate. From Pointe à Santerre to Cap du Corbeau, 2.5 miles SW, the shore is backed by wooded cliffs with bare patches in places.

6 From Cap du Corbeau to Île La Razade d'en Bas, about 20 miles to the SW, the landscape is that of irregular hills. The shoreline is bordered by bare cliffs with wooded summits. Pic Champlain (48°20'N, 68°50'W) is the highest point in the area.


7 The coast between Île La Razade d'en Bas and the NE end of Île Verte (48°04'N, 69°23'W) is generally low, with occasional rocky points surmounted by trees. The land rises in undulating ridges to the ranges inland, 210 to 300 m in elevation, with no conspicuous summits. The shore is fringed with extensive flats of sand with large boulders.

 8 **Main Shipping Channel.** — There is a **traffic separation scheme**, shown on the charts, from Pointe des Monts to the **pilot boarding station** at Anse aux Basques.


 9 **Marine Communications and Traffic Services.** — The *Marine Communications and Traffic Services (MCTS)* for the St. Lawrence River Waterway comprises all waters of the river west of longitude 66°00'W to the upper limits of Port of Montreal including the Saguenay River. For more details on **traffic separation schemes** and their services, consult the booklet *ATL 100 — General Information* and the *Radio Aids to Marine Navigation* publication.

  10 The *MCTS calling-in-points* for upbound and downbound vessels in the St. Lawrence River are listed in Table 3.1. It should be noted that the local routine expression “Stay to the north”, used in the St. Lawrence River communications, means to

hug the “north shore” or the starboard limit for vessels navigating upbound. By agreement, an upbound vessel on the St. Lawrence River considers the “north shore” to be on its starboard side while the “south shore” is considered to be on its port side.

 11 **Caution.** — During winter, buoys are lifted and some are replaced by spar buoys. For information concerning the positioning and lifting of buoys, consult the radio broadcast and/or written *Navigational Warnings*.

12 ODAS **light buoy IML-4 (1707.9)** is moored about 12 miles NNW from the Port of Rimouski.

 13 Telecommunication **submarine cables** cross the St. Lawrence River between Pointe au Père and Baie-Comeau and between Bic and Forestville. Mariners must consult the chart for their location and should not anchor in the vicinity of these cables.



 14 **Currents and tidal streams.** — Although many studies and observations have been made regarding the flow in this part of the estuary, the results remain somewhat complex. The tidal undulation progresses more freely through the wide and deep waters of the north side of the St. Lawrence estuary between Pointe des Monts and the Saguenay River, than on the south side. Therefore, along the north shore, the flow runs parallel to the shore during the flood and takes an opposite direction during the ebb. Along the north shore of the St. Lawrence River the flood stream is regular in its recurrence, its rate increasing as it moves upstream in the estuary. In the middle and wider part of the estuary there is usually slack water during a rising tide.


Table 3.1 Calling-in-Points

Direction	C.I.P. No.	Name	Destination (C.I.P. No. and Name)	Distance (nautical miles)
Upbound vessels	2A	Pointe des Monts	3A Pointe de Manicouagan	33
Upbound vessels	3A	Pointe de Manicouagan	4A Pointe à Boisvert	47
Upbound vessels	4A	Pointe à Boisvert	5A Les Escoumins	14
Downbound vessels	5B	Les Escoumins	4B Pointe à Boisvert	18
Downbound vessels	4B	Pointe à Boisvert	3B Pointe de Manicouagan	47
Downbound vessels	3B	Pointe de Manicouagan	2B Pointe des Monts	31


 15 Along the south shore, between Matane and Pointe au Père, the flow is irregular and generally downstream. The rate of the flow increases during the ebb stream while the flood tide deviates the current in a southerly direction, towards the shore. Also, it should be noted that directions and rates may be considerably influenced by changes in meteorological conditions (winds, barometric pressure, etc.).

16 For more information on water level, mariners should refer to the *Canadian Tide and Current Tables* on the hydrograph shown on the charts. In addition, a network of digital water level gauges is established along the St. Lawrence River. This system, called *COWLIS (Coastal and Ocean Water Level Information System)*, allows mariners to obtain instantaneous water levels at different sites as well as the prediction for the next few days. The most recent information on water levels can be obtained by contacting *MCTS* centres on VHF, by calling the automated information service at 1-877-775-0790 or by visiting our website www.charts.gc.ca.

17 The **Saguenay—St. Lawrence Marine Park** is committed to the protection and development of marine resources and covers the northern half of the St. Lawrence estuary, an area situated upstream of Les Escoumins Public **wharf** to Gros Cap à l'Aigle. Activities within the park, as well as the utilization of the facilities, are governed by regulations. Also, mariners must always observe the speed limit of 25 knots when in the protected area of the marine park. For more details mariners should consult the charted information concerning the limits, as well as the summary of the regulations shown in the Appendix; queries may be directed to: Park Staff, 182 de l'Église St., Tadoussac, Quebec, G0T 2A0; telephone 418-235-4703.

 18 **Anchorage.** — There are numerous anchorages described later in this chapter; these are found in the following locations:

- Baie de Godbout
(49°19'N, 67°35'W, Chart 1236);
- Baie des Anglais
(49°15'N, 68°07'W, Chart 1226);
- Rade de Rimouski
(48°30'N, 68°32'W, Chart 1236);
- Baie aux Outardes
(48°59'N, 68°36'W, Chart 1236);
- Surrounding Île du Bic
(48°23'N, 68°52'W, Chart 1223);
- Baie de Mille-Vaches
(48°31'N, 69°12'W, Chart 1320);
- North of Île La Razade d'en Bas
(48°14'N, 69°08'W, Chart 1320).

 19 Additionally, small craft may **anchor** at the following locations:


- Grande Anse Saint-Augustin
(49°19'N, 67°25'W, Chart 1236);
- Grande Baie Saint-Nicolas
(49°18'N, 67°46'W, Chart 1236);
- Anse du Petit Mitis, SE of Pointe Mitis
(48°41'N, 68°01'W, Chart 1236);
- Anse Saint-Panrace
(49°17'N, 68°03'W, Chart 1236);
- Anse à l'Original
(48°22'N, 68°47'W, Chart 1223);
- Havre Colombier
(48°50'N, 68°52'W, Chart 1236).

20 **Note.** — For details on spoil grounds and depths, see charts of the area.


21 **Ice.** — Ice formation usually begins about mid-December and becomes extensive up to Pointe des Monts to finally cover the southern portion of the St. Lawrence estuary to Marsoui (49°13'N, 66°04'W) by the end of the month. Both current and prevailing westerly to NW winds cause faster ice formation and heavier ice floes on the south shore. Winds greatly influence the ice movement and congestion can quickly develop on the south shore, thus creating openings further north, on the leeward side. Break-up usually begins around mid-March with the estuary becoming ice free by April. For more details, consult the booklet *ATL 100 — General Information*.

Pointe des Monts to Pointe Saint-Panrace

Chart 1236

 22 Around Pointe des Monts there is little or no tidal stream except very close to shore, but to the south and SW of Pointe des Monts in the central part of the estuary, there are generally southward currents up to 1.2 knots, averaging 0.7 knot; at times there may be north and NE currents.

23 **Grande Anse Saint-Augustin** is entered 1.5 miles west of Pointe des Monts; an islet lies in the north portion of the cove. Small craft occasionally use the cove for **shelter** from easterly winds. There is a depth of 4.1 m near the middle of the entrance. A line drawn between the islet to the north and the point east of the entrance marks the limit of a drying area. The cove shallows rapidly in the cove. It is also reported that fishing gear is occasionally moored in the approaches to the cove.

 24 The village of **Godbout**, with a population of 325, is 8.5 miles west of Pointe des Monts. There

GODBOUT (2017)



is a church with a spire in the village. A **ferry** operates regularly between Godbout and Matane and its usual track is shown on the chart. There is a marine terminal.



25 The ferry wharf at Godbout is approximately 150 m long. There is a depth of 6.5 m alongside the ferry berth situated on the NW side of the wharf. The SE face of the wharf is encased with stone, which is submerged at high water.

26 A wharf, in ruins, is situated about 150 m north of the ferry wharf. The south side of the wharf is encased with stone. There is a **ramp** on the north side of the wharf.



27 Godbout wharf **light** (1692.5) is on the outer end of the ferry wharf.

28 Starboard hand **light buoy K14** (1692) is moored about 1 mile off the mouth of Rivière Godbout.

29 **Conspicuous object.** — • On the east side of **Baie de Godbout** (49°20'N, 67°35'W), an illuminated cross is located on the hillside.



30 Vessels may **anchor** about 0.75 mile NE of the mouth of **Rivière**

Godbout; depths are from 10 to 40 m. It is advisable to approach slowly with the anchor lowered to the desired depth as the bottom is steep-to. This anchorage provides good protection from westerly winds; the tidal streams are weak and irregular, often setting towards the shore.



31 Small craft may also **anchor** off the mouth of **Petite Rivière Godbout** in the NE corner of Baie de Godbout in depths of 5 m, sand and gravel bottom.



32 An artificial **reef** with a depth of 6.6 m is located 2.5 miles SW of Godbout; mariners should proceed with caution in these areas.



33 **Grande Baie Saint-Nicolas** is entered 6.5 miles west of Godbout. It is a narrow bay extending 1.2 miles to the NW between granitic hills 150 to 210 m in elevation; the bay is nearly landlocked. It is a well-sheltered **anchorage** for small craft. There is a depth of 16 m in the deepest part of the bay, sandy bottom. The greatest breadth of the bay is about 350 m but it is only 137 m wide at the entrance. A drying **bank** extends 0.7 mile to the SE from its entrance. This bank protects the bay from swell caused by winds originating in the quadrant east through south. On the bank there are a few large boulders visible at low water. Near the south end of the bank there is a very large boulder that never completely covers.



34 The approach **channel** is narrow and runs along **Pointe Saint-Nicolas** (49°18'N, 67°46'W), narrowing further to a depth of less than 2.4 m which is situated near a small point. Once beyond this small point the depths increase. Local knowledge is required.



35 **Obstruction.** — • **Overhead cables**, with a vertical clearance of 33 m, cross the entrance of Grande Baie Saint-Nicolas.



36 There is **anchorage** in 7.2 m of water with Pointe Saint-Nicolas bearing 355° and the point 0.5 mile eastward bearing 067°; the anchorage is situated south of the entrance of the bay, sand and mud bottom.

37

Pointe à la Croix, situated 3 miles SW of Pointe Saint-Nicolas, is a large, steep-to bare granite point.



38 The municipality of **Franquelin**, with a population of 359, is located 3.5 miles WNW of Pointe à la Croix. There is a **conspicuous** church with a dome.

ANSE SAINT-PANCRACE (2017)



39 **Anse Saint-Pancrace**, 9 miles west of Pointe à la Croix, is about 0.4 mile wide at its entrance, narrowing to 0.1 mile and widening again into an area with depths of 27 to 37 m. The shores of the cove are steep and rise to about 245 m in elevation. There is a waterfall on the west side of the cove. Floating wharves — owned by *Club nautique de Baie-Comeau* — are situated in the NE part of the cove. Mariners wishing to use these facilities must contact the marina, in advance, at Baie-Comeau. Small craft may also **anchor** off these facilities but should exercise caution as the bottom is steep-to.

40 **Note.** — Heavy sea rolls into the cove with east and south winds.



41 **Rocher Comeau**, a rocky **shoal** with a depth of 2.9 m, lies 0.6 mile SE of the west entrance point of the cove.

42 **Clearing marks.** — • Approaching from the east, it is possible to clear Rocher Comeau by passing north of a line drawn between the waterfall and the west shore of the cove.

43 **Conspicuous object.** — • A telecommunication tower with red lights, 328 m in elevation, is 1.2 miles NW of Anse Saint-Pancrace.



44 **Pointe Saint-Pancrace light (1709)**, with two rectangular fluorescent-orange daymarks, is on

the point ($49^{\circ}15'N$, $68^{\circ}05'W$). A helicopter landing pad is located near the light.

Port of Baie-Comeau

Chart 1226

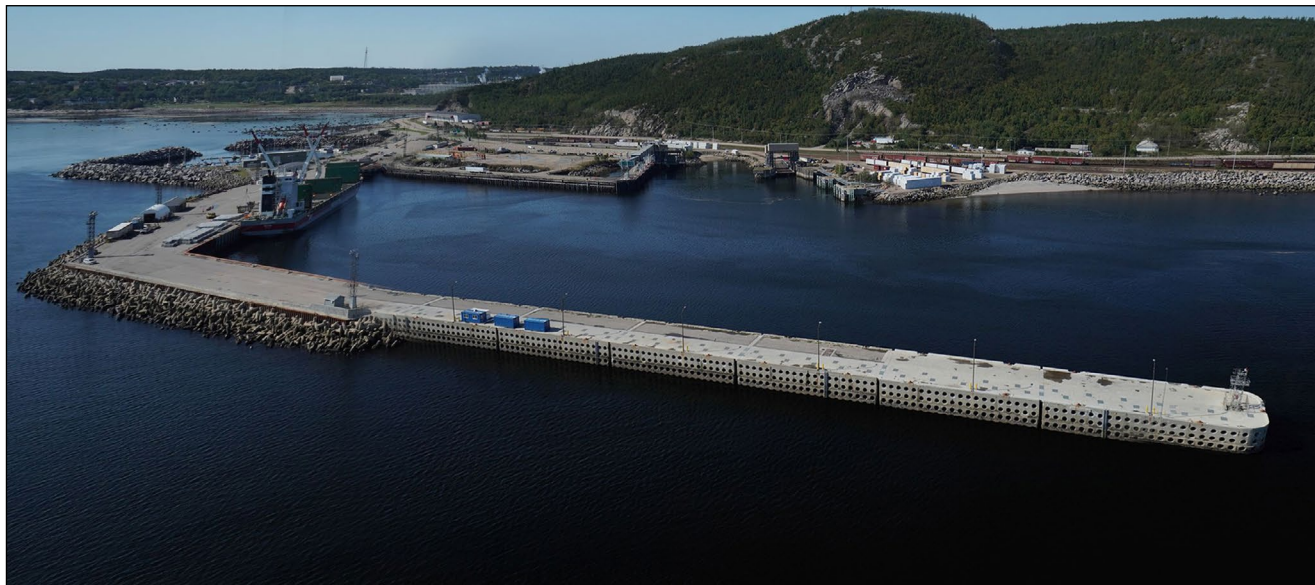
45 **General information.** — The Port of Baie-Comeau, administered by the *Baie-Comeau Port Management Corporation*; the wharfinger has an office on site (telephone number : 418-296-4296). The ferry facilities are owned by the provincial *Ministère des Transports*. The harbour is open year round and its limits are shown on the chart. In 2008, 6.2 million tonnes of cargo were handled, consisting mainly of grain, alumina, bauxite, coke, aluminum, newsprint, lumber and petroleum products. In addition, cruise ships make Baie-Comeau their port of call.

46 The town of **Baie-Comeau**, with a population of 22 220, comprises two residential districts: Marquette is the district situated on the west shore of the bay and Mingan is further to the west. The main industries in town are an aluminum smelter, a newsprint mill and a grain terminal.



47 **Harbour pilots** and a **tug** are available. Arrangements concerning these services must be

BAIE-COMEAU MARINA (2009)




made through *Cargill Limited Company*. It is **compulsory** to use the services of a harbour pilot and a tug to assist in berthing vessels at *Alcoa* wharves (formerly *Reynolds Metals*) and *Cargill*.


48 **Arrival information.** — Baie-comeau is a port of entry for **customs** purposes but not a quarantine station; for details on *Quarantine Regulations*, consult the booklet *ATL 100 — General Information*. In accordance with the *International Health Regulations Ship Sanitation Control* Certificate Extensions and Exemptions can be issued.


49 **Regulations.** — Vessels manoeuvring, or otherwise underway in the port, and also while at berth or at anchor, are subject to the *Public Ports and Public Port Facilities Regulations*.


50 **Approaches.** — **Baie des Anglais** is entered between Pointe Saint-Pancrace and **Pointe Saint-Gilles**, which is 4 miles to the SW. The bay is generally deep and exposed to heavy seas with east and south winds. The coastline of the bay is bold and rocky.


51 Starboard hand **light buoy KD14 (1717)** is moored at the mouth of Rivière Manicouagan, 3.5 miles east of Pointe Saint-Gilles.


 52 **Baie des Anglais private leading lights (1710, 1711)**, in line bearing $312\frac{1}{2}^\circ$, are at the head of the bay ($49^\circ16'N$, $68^\circ08'W$). Each light is shown from a tower with a fluorescent-orange daymark with a black stripe; the lights are visible only when in alignment.

 53 **Anse du Moulin Entrance private leading lights (1714, 1715)** are in line bearing $239\frac{1}{2}^\circ$. The front light with a square fluorescent-orange and white daymark is shown from the top of a tank ($49^\circ15'N$, $68^\circ08'W$); the light is visible from all points of marine approach. The rear light, with a similar daymark, is shown from a concrete base situated on the hillside near the road; the light is visible only when in alignment.

 54 **Anse du Moulin private leading lights (1712, 1713)**, in line bearing $237\frac{1}{2}^\circ$, are in the vicinity of the grain elevator ($49^\circ15'N$, $68^\circ08'W$). The front light, with a fluorescent-orange and white daymark, is shown from a mast located east of the silos. The rear light is shown from a tower with a similar daymark; the lights are visible only when in alignment.

 55 **Baie-Comeau light (1716)** is on the outer end of the Public **wharf** ($49^\circ14'N$, $68^\circ08'W$).

 56 **Baie-Comeau ferry light (1715.7)** is on the outer end of the rail-car ferry wharf ($49^\circ14'N$, $68^\circ08'W$).

 57 Vessels may **anchor** off the wharves on the west side of Baie des Anglais with depths of 20 to 40 m, outside the prohibited anchorage area shown on the chart. The anchorage is exposed to winds from east through south.


 58 **Obstruction.** — • An **outfall pipe**, with 8.3 m of water over its outer end, extends east 0.1 mile offshore from the inner end of the Public **wharf**; a prohibited anchorage notice board is situated on the shoreline.

Table 3.2 Port of Baie-Comeau Wharves


Location	Berth	Length (metres)	Depth † (metres)	Remarks
Private Wharf (Baie-Comeau Port Management Corporation)	1	150	8.6	—
Private Wharf (Baie-Comeau Port Management Corporation)	2	150	8.9	—
Private Wharf (Baie-Comeau Port Management Corporation)	3	128	8.7	—
Private Wharf (Baie-Comeau Port Management Corporation)	4	246	8.7	Ro-Ro mobile ramp; water
Private Wharf (Resolute Forest Products)		180	—	Wharf in ruins
Private Wharf (Alcoa)	1	164	9.3 *	Two cranes for unloading alumina and coke. Average loading capacity per crane: 500 t/h; oil pipeline; water
Grain Terminal (Cargill)	1	178	12.2 **	Loading grain, maximum capacity: 3000 t/h; water
Grain Terminal (Cargill)	2	178	1136 **	Loading grain, maximum capacity: 3000 t/h; water
Grain Terminal (Cargill)	3	212	8.4 **	Unloading grain, maximum capacity: 3000 t/h; water


† Depths are referred to chart datum.


* Not guaranteed by the Company.

** Depths maintained through regular dredging by the Cargill Company.

59 **Conspicuous objects.** — • The *Resolute Forest Products* Company newsprint mill located 1 mile SW of the Public **wharf**. • A telecommunication tower, 134 m in elevation, 1.2 miles SW of the Public wharf. • Telecommunication towers about 0.6 mile west of the Public **wharf**. • The church spire, 138 m in elevation, 0.7 mile NW of the Public wharf. • The port facilities of *Alcoa* Company in Anse du Moulin. • The numerous silos of the *Cargill* Company grain terminal close north of Anse du Moulin.

 60 **Berthing and port facilities.** — The port facilities consist of three components; the Public **wharf**, the facilities of the *Alcoa* Company and the *Cargill* Company grain terminal. Table 3.2 provides detailed information of the wharves.

 61 The Public **wharf** extends NE, then north to form a basin. This long wharf provides protection in the four berths west of the Public wharf, the *Resolute Forest Products* Company private wharf in ruins and the two ferry berths.

 62 The section of the Public **wharf**, which extends north for 428 m, protects Berths Nos. 1, 2 and 3 (berths numbered starting from the north end). Berth No. 4 is the section of the Public wharf extending in a northeasterly direction. A floating and adjustable **mobile Ro-Ro ramp** is situated at the inner end of the Public wharf; it has a 400 tonne maximum capacity and is approximately 33 m long and 9 m wide. A **cathodic protection system** to control corrosion is in operation at Berths Nos 3 and 4 as well as at the Ro-Ro mobile ramp. When berthing at these wharves **operating procedures** must be observed to prevent damage to vessels.

PORT OF BAIE-COMEAU — BERTHS 1 TO 4 AND FERRY BERTHS (2017)






BAIE-COMEAU PRIVATE WHARVES (ALCOA) (2017)




BAIE-COMEAU PRIVATE WHARVES (CARGILL) (2017)




  63 The *Resolute Forest Products* Company private wharf, in ruins, is situated just north of the inner end of the Public **wharf**. The passenger and car ferry **ramp** is located immediately on the north side of this private wharf while the railcar ferry **ramp** is situated close north of the same private wharf. There is a marine terminal.

 64 *Alcoa* Company operates a berth (Berth No. 1) in **Anse du Moulin**, 0.8 mile north of the Public **wharf**. The berth extends in a NE direction alongside the outer jetty; it is equipped with two pneumatic unloaders for alumina and coke. A conveyor carries the raw materials towards the three tanks located SW of the wharf; two tanks have a capacity of 40 000 tonnes (alumina) and the third, a capacity of 5000 tonnes (coke). Connectors for handling petroleum products are located about 65 m from the outer end of Berth No. 1. There is a storage hangar and the docking authority office at the inner end of Berth No. 1.

 65 The *Cargill* Company grain terminal, situated close north of Anse du Moulin, consists of two piers, several silos and a grain elevator with a capacity of about 441 785 tonnes (wheat). The SE pier, 212 m long, is a breakwater-wharf which protects Berth No. 3; the NW side of this pier is used by vessels unloading grain. The NW pier is

178 m long and vessels can berth on both sides for loading; Berth No. 1 is on the NW side and Berth No. 2 on the SE side. The piers are fitted with water outlets.

 66 A basin, formed by two breakwaters, is situated south of the inner end of the Public **wharf** and it protects a **marina** (*Club nautique de Baie-Comeau*). Many marina services are available. Seasonal private **lights** are on the breakwaters. Private lighted **buoys** mark the approach to the basin.

67 **Supplies.** — The town has modern facilities including a hospital. A variety of provisions as well as deck and engine supplies are available. Fresh water is available at Berth No. 4 of the Public **wharf**. A private company delivers fresh water by tank truck; for information contact the wharfinger.

68 **Harbour facilities.** — It is possible to rent all types of cranes. Also, repairs that do not require dry docking can be undertaken. The **service of linesmen** is performed by shore personnel.


69 The *Eastern Canada Towing* Company operates a **tug** of 3600 HP. In order to obtain tug assistance, a vessel must give 24 hours notice and a one hour confirmation to the *Cargill* Company before arrival at the wharves; communications with the tug is on VHF channel 14.

Table 3.3 Vessel limiting dimensions for Baie-Comeau private wharves

Location	Dimension	Metres
Alcoa (formerly Canadian Reynolds Metals)	Length	168 *
Alcoa (formerly Canadian Reynolds Metals)	Width	35
Cargill (Grain Terminal)	Length	259
Cargill (Grain Terminal)	Width	35

† Distance between the centre of the last hatch and the bow of the vessel.

70 A Canadian Coast Guard marine surveyor assumes the duties of the **wharfinger**. Chemists are authorized to inspect and issue gas free certificates for ship's holds.


 71 **Transportation.** — Baie-Comeau is linked to the provincial road system. Baie-Comeau airport, situated on **Péninsule de Manicouagan** 5 miles SW of the port, provides daily air service with Montréal and Québec. A **railcar ferry** operates frequently between Baie-Comeau, Matane and Sept-Îles; their usual tracks are shown on the chart.

Pointe Saint-Gilles to Forestville


Chart 1236


72 **Rivière Manicouagan** empties into the St. Lawrence River between Pointe Saint-Gilles and Pointe Lebel, 3.2 miles to the SW. **Pointe Lebel** is low and heavily wooded, with a broad sandy beach where there is a **ramp**. **Pointe Manicouagan**, 3.7 miles south of Pointe Lebel, is

also low and heavily wooded with a broad sandy beach extending to the municipality of Pointe-aux-Outardes, 9.5 miles WSW.

 73 **Pointe Manicouagan light** (1719) is on the point (49°06'N, 68°12'W); a **Racon** (—••—) and a radar reflector are fitted on the tower.

74 Starboard hand **light buoy K30** (1718) is moored about 3.2 miles SE of Pointe Manicouagan.

 75 The **tidal streams** are fairly regular along **Battures de Manicouagan**; the average rate during the flow or the ebb is approximately 2 knots. There is often a heavy sea off the shoal, particularly when the wind blows opposite the tidal stream.

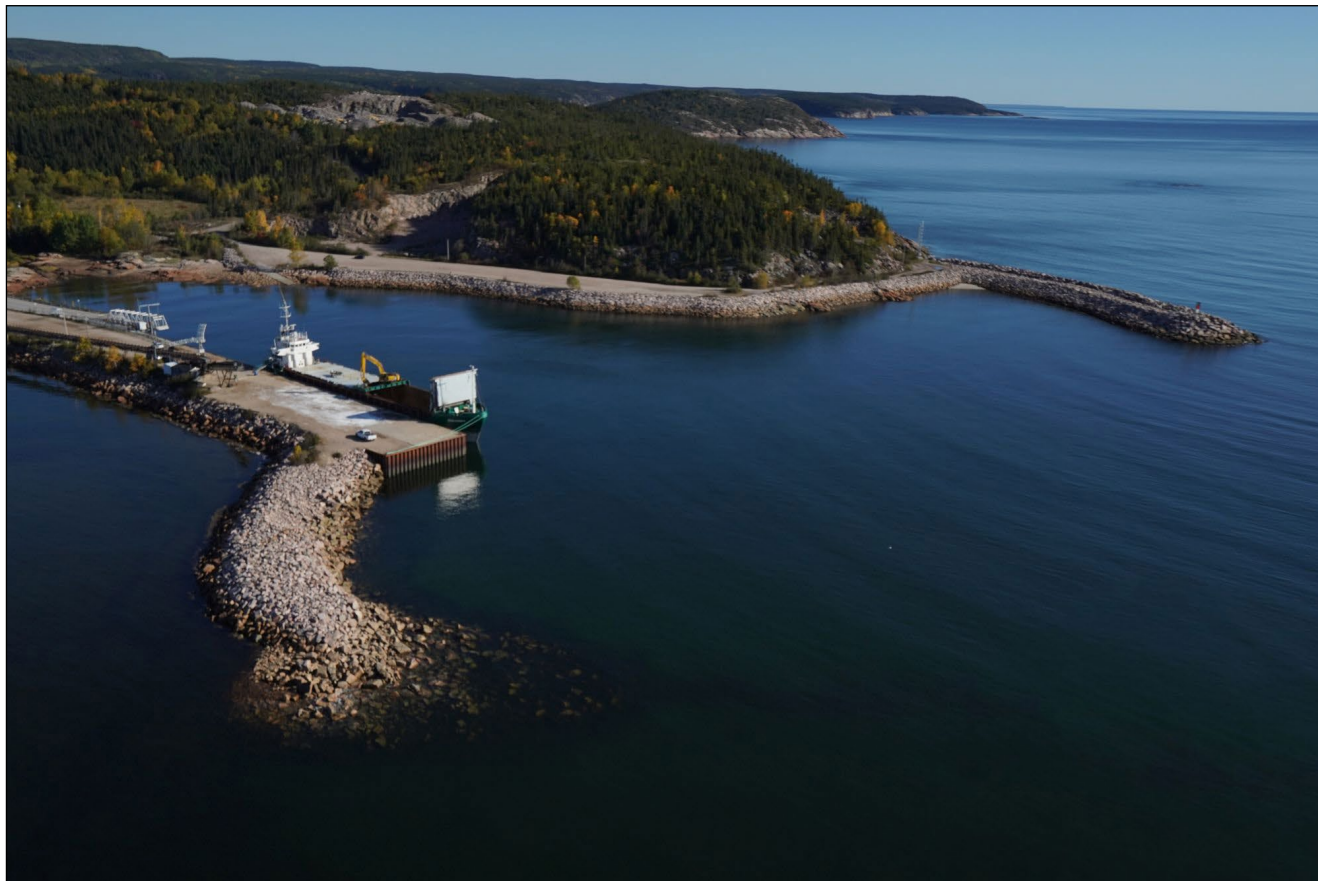
 76 **MCTS calling-in-points**, shown on the chart, are situated off Pointe Manicouagan.

77 **Rivière aux Outardes** flows into the St. Lawrence River west of the municipality of **Pointe-aux-Outardes**; there is a small church. The only traffic on the river is local small craft. The river water, with a lower density than the sea water, frequently covers the whole of **Baie aux**

HAVRE COLOMBIER (2009)





FORESTVILLE (2017)



Outardes, giving the bay a shoal like appearance. Baie aux Outardes is entered between Pointe aux Outardes and Pointe à Michel, 9.7 miles to the SW.

78 There are several islets near the mouth of Rivière aux Outardes. The most **conspicuous** of these are **Île Blanche**, a bare white granite rock, 23 m high, and **Île de la Mine**, a red bare rock, 15 m high.

 79 Good **anchorage** can be obtained in Baie aux Outardes in depths of 25 m, mud bottom, with Pointe à Michel bearing 192° and Pointe Manicouagan bearing 065°. Small craft can anchor closer to the shore in depths of 11 m. This **anchorage** is excellent in westerly gales.

 80 In Baie aux Outardes, the rate of the **tidal streams** seldom exceeds 2 knots and the flood stream is much weaker. The direction of the streams in the west part of the bay is reversed by the effect of the river, so that the flood stream sets north and NE and the ebb SW and SE.


81 **Conspicuous objects.** — • A water tower is on the east side of Rivière aux Outardes, close NNE of the municipality of **Chute-aux-Outardes** (49°09'N, 68°23'W).

• A white obelisk stands on the west shore, at the mouth of Rivière aux Outardes, near Île Blanche (49°03'N, 68°33'W).

82 **Pointe à Michel** is low, sandy and difficult to see at night. The land, 2 miles inland from the point, is covered with spruce trees. A sandy **shoal** extends 0.7 mile from the sandy beach which fringes the point. **Rivière Betsiamites** flows into the St. Lawrence River between Pointe à Michel and **Pointe de Betsiamites**, to the NW. The wide mouth of the river is obstructed by drying flats. **Pessamit (Betsiamites) Indian Reserve** fringes a small bay and is located on the north side of the river mouth.


83 A fluorescent-orange **beacon** (48°54'N, 68°40'W), fitted with a **radar reflector**, is 2 miles SW of Pointe à Michel.

84 Starboard hand **light buoy K32** (1726) is moored 1.8 miles SSW of Pointe à Michel.


 85 The beacon that is 2 miles SW of Pointe à Michel, bearing 064° at a distance of 1.25 miles, leads to an **anchorage** with depths of 10 to 30 m; it provides shelter from NE winds.


PORTNEUF-SUR-MER (SAINTE-ANNE-DE-PORTNEUF) (2017)



 86 **Îlets Jérémie** consist of a small rocky islet, 12 m in elevation, and a few mounds of white sand and clay, situated north of the islet close to the shore, 7 miles WSW of Pointe à Michel. A **shoal**, with a depth of 0.7 m, lies 1.3 miles ESE of Îlets Jérémie.


87 **Coast.** — Between Pointe à Michel and Îlets Jérémie the shore is low and sandy, while between Îlets Jérémie and Sainte-Anne-de-Portneuf, 20 miles upstream, the shore is rocky and backed by hills rising to 245 m in elevation. A ridge of white granite, 137 m high, runs parallel to the shore about 4 miles inland.

 88 **Cap Colombier**, 5 miles SW of Îlets Jérémie, is a rocky peninsula 43 m in elevation, with two red islets on its west side. Cap Colombier **light** (1729) — seasonal — is on the south side of the cape ($48^{\circ}49'N$, $68^{\circ}53'W$). A helicopter landing pad is located near the light.

 89 **Havre Colombier** is formed by two small coves. The SW cove protects small craft from westerly winds and provides good **anchorage** in less than

4 m of water, sand bottom; the NE cove is shallower and strewn with rocks.

90 **Conspicuous object.** — • A telecommunication tower, fitted with red lights and 127 m in elevation, is 0.8 mile inland, nearly midway between Cap Colombier and Îlets Jérémie.

 91 A **rock** awash lies about 0.3 mile SW of Cap Colombier. A **shoal**, with a depth of 2.5 m, is 0.6 mile SE of the same cape. **Battures Gulnare**, 1.5 miles off Cap Colombier, is a narrow rocky ridge extending 2 miles in a SW/NE direction, with depths of 3 to 4.4 m.

92 **Île Laval**, 76 m in elevation, 7.2 miles SW of Cap Colombier, is round and rocky and has a wooded summit. The island is a wildlife sanctuary and access regulations apply to this protected area.

93 From a line drawn between Pointe au Père ($48^{\circ}31'N$, $68^{\circ}28'W$) on the south shore of the St. Lawrence River and Pointe Orient ($48^{\circ}46'N$, $68^{\circ}59'W$), on the north shore, there are certain specific regulations and safety rules

that apply to some vessels depending if they are upbound or downbound.

94 Starboard hand **light buoy K38 (1736)** is moored 2.2 miles ESE of Île Laval.



95 **Baie Verte** is entered 0.8 mile SW of Île Laval. The wharf in the bay is 138 m long and 20 m wide, and its west side is encased with stone. There is a **mobile ferry ramp** on the east side of the inner end of the wharf. A breakwater extends south of this wharf; there is a drying structure in a southeasterly direction that is at the end of the breakwater. A **ramp** is NE of the wharf. The bay is protected from the east by a breakwater that extends SSW from **Pointe Rocheuse**.

96 Buoys mark the entrance **channel**. Starboard hand **light buoy KE2 (1736.8)** is moored near the leading line 0.6 mile ENE of Pointe Rocheuse.



97 Pointe Rocheuse **light (1738)** is close east of Baie Verte ($48^{\circ}44'N$, $69^{\circ}03'W$).



98 Forestville **leading lights (1739, 1740)** are situated close east of the town. The lights, in line bearing $261\frac{1}{2}^{\circ}$, lead through the entrance **channel** of Baie Verte. The front light is near the shore ($48^{\circ}44'N$, $69^{\circ}04'W$). The lights are shown from fluorescent-orange daymarks with black stripes; the lights are visible only when in alignment.

99 A starboard **beacon**, on a tower, is on the outer end of Pointe Rocheuse's breakwater ($48^{\circ}44'N$, $69^{\circ}03'W$).

100 **Supplies and harbour facilities.** — The town of **Forestville**, with a population of 3319, is situated on the summit of the slopes that fringe the shoreline, 0.7 mile west of the wharf. There are various businesses and medical clinics. Fresh water, fuel oil and diesel are available by tank truck. Provisions and some deck and engine-room supplies are available. Only minor repairs can be carried out.

101 **Transportation.** — A small airstrip, located west of Forestville, provides air service with Baie-Comeau and Mont-Joli. A daily bus service provides connections to Québec City and Baie-Comeau.



102 A seasonal passenger and car **ferry** operates between Forestville and Rimouski.



103 **Anchorage** is available 2 miles off Baie Verte in 10 to 15 m of water, sand and mud bottom.

Forestville to Anse aux Basques

104 **Coast.** — Clay cliffs begin about 0.5 mile south of Forestville and continue for 5 miles up to Pointe des Fortin.

105 **Île Patte de Lièvre**, a rocky islet, 11 m in elevation, lies 0.1 mile off the clay cliffs and 1.7 miles south of Forestville.

106 **Pointe des Fortin**, low and sandy, is on the east side of **Rivière Portneuf**. The river mouth is obstructed by sand **banks**. A narrow **channel** leads to the entrance of the river. A sandy bar, on Banc de Portneuf, borders the west side of the channel. A clump of trees, situated west of the channel entrance, marks the central part of the sandy bar.

107 **Conspicuous object.** — • Two telecommunication towers fitted with red lights are on Pointe des Fortin.



108 The approach **channel** leading to Rivière Portneuf is buoyed with private **unlighted buoys**, however, mariners should be extremely cautious; local knowledge is required. Flooding, silting and storms are various factors which may affect the depths at the mouth of the river. Owing to changing conditions, buoys may be moved to mark the best channel.



109 A Public **wharf** with floating wharves is situated on the NE shore, inside the river entrance. A **ramp**, adjacent to a pier encased with stone, is situated on the SW shore, opposite the Public wharf.



110 **Obstructions.** — • An **outfall pipe** extends from the inner end of the wharf, situated on the south shore, to about half the distance to the wharf on the opposite shore; a **crib** with 0.2 m over it is located at the outer end of the outfall. • A submarine outfall crosses Rivière Portneuf between the wharf, and the marina. • A fixed **bridge** with a vertical clearance of 3.1 m spans the river close upstream of the marina. • An **overhead cable** with a vertical clearance of 6 m crosses the river close downstream of the bridge.

111 The municipality of **Portneuf-sur-Mer (Sainte-Anne-de-Portneuf)**, with a population of 781, is located along the coast on the summit of a steep sandy bluff, close south of the river mouth; a church is situated close of the shore.

112 **Coast.** — Between the west entrance point of Rivière Portneuf and Pointe à Boisvert, 5 miles SSW, the land in the background is wooded and relatively low, with hills 2 miles inland. **Banc de Portneuf** extends 1.4 miles offshore.

113 **Pointe à Boisvert** is low and sandy. A telecommunication tower with red lights is situated 2.7 miles NW of this point.

114 Starboard hand **light buoy K48 (1747)** is moored 1.3 miles SE of Pointe à Boisvert.



115 **MCTS calling-in-points**, shown on the chart, are located off Pointe à Boisvert.



116 **Seasonal Provisional Voluntary Measures.** — From May through October

LES ESCOUMINS PILOT STATION (2020)



inclusively, commercial vessels and cruise ships should avoid passing through the area north of the traffic separation scheme extending from Pointe à Boisvert to Les Escoumins pilot station precautionary area to reduce noise and the risk of collision with whales. If vessels have to enter the above-mentioned area they should reduce their speed through the water to 10 knots or less.

117 **Baie de Mille-Vaches** is entered between Pointe à Boisvert and Îlets Boisés, 11 miles SW of Pointe à Boisvert. The entire length of the bay is fringed by extensive mud and sand flats with numerous large boulders, particularly in the west part. The residential district of **Saint-Paul-du-Nord**, located on the shores of the bay, is amalgamated with the municipality of **Longue-Rive**, with a population of 1193. The district is marked by a church with a spire.

118 **Sault-au-Mouton**, a residential district that is amalgamated with the municipality of Longue-Rive, is located at the mouth of **Rivière du Sault au Mouton**, about 2 miles SSW of Saint-Paul-du-Nord. There is a church with a spire located in the residential district.



119 There is good **anchorage** in 15 to 20 m of water in Baie de Mille-Vaches, off Sault-au-Mouton, less than one mile off **Battures de Mille-Vaches**.

Chart 1320

120 **Îlets Boisés** ($48^{\circ}25'N$, $69^{\circ}19'W$) are two islets situated on the flats about 0.3 mile offshore. The NE islet is 18 m while the SW islet is 29 m in elevation. Between Îlets Boisés and Baie des Escoumins, 5 miles upstream, the shore is backed by wooded clay cliffs.



121 An **aquaculture facility**, marked by four cautionary **buoys**, is situated 1 mile SW of the Îlets Boisés.

122 **Baie des Escoumins** is situated south of **Pointe de la Croix**, 5 miles SW of Îlets Boisés; an illuminated cross and a ramp are located on the point. The bay dries completely except for a shallow area where **Rivière des Escoumins** flows. The municipality of **Les Escoumins**, with a population of 2058, is located on the shore of the bay near the river mouth. A church with a spire stands in the middle of the municipality.



123 The Public **wharf** at Les Escoumins, 122 m long, is encased with stone on its north face. A **mobile ferry ramp** is located at the inner end of the south berth. The wharf is the downstream limit of the **Saguenay—St. Lawrence Marine Park**. Activities within the park, as well as the utilization of the facilities, are governed by regulations; for more information see the beginning of this chapter and the Appendix.



124 A seasonal passenger and car **ferry** plies between Les Escoumins and Trois-Pistoles on the south shore. It operates on a schedule governed by the time of high water at Trois-Pistoles; the usual track is shown on the chart.

125 **Conspicuous object**. — • A water tower fitted with red lights, 88 m in elevation, is 0.9 mile SW of the Public **wharf**.





126 Les Escoumins wharf seasonal **light** (1753), fitted with a **radar reflector**, is shown from the mobile ferry ramp structure which is located at the inner end of the Public **wharf** ($48^{\circ}21'N$, $69^{\circ}23'W$).


MATANE — LE VIEUX PORT (2010)




127 **Radar surveillance centre.** — As part of the *Marine Communications and Traffic Services (MCTS)* for the St. Lawrence River Waterway, a radar surveillance centre is operated at Anse aux Basques to enhance the safety of shipping. This station is equipped with radio facilities as well as a surveillance radar covering a radius of 32 miles.




  128 **Les Escoumins Pilot Station.** — The **pilot station** building is located on the north shore at **Anse aux Basques**, a small cove lying about 2 miles SW of Les Escoumins Public **wharf**. The pilot station wharf, administered by the *Laurentian Pilotage Authority (LPA)*, is on the north shore of the cove. It is 55 m long and is protected by the L-end 17 m in length at the seaward side; there is a depth of 7 m. A 48 m long wharf, equipped with a wave deflector, is adjacent and perpendicular to the westernmost end of the 55 m long wharf. The wharf's berths are reserved exclusively for pilot boats. The **pilot boarding area** is shown on the chart.



129 Floating wharves, with a total length of 65 m, are situated close WNW of the pilot station wharf. An area dredged to 3 m (1991) is adjacent to the floating wharves; fresh water is available. The facilities are under the authority of *Fisheries and Oceans Canada* and mainly used by fishermen. There is a **ramp** WSW of the floating wharves.

 130 **Pilotage is compulsory** for most vessels proceeding up the St. Lawrence River beyond Les Escoumins. Masters of affected vessels inward bound

from any point east of the Strait of Belle Isle, Canso Strait or Cabot Strait must give a first notice of their estimated time of arrival (ETA) 24 hours before their ETA at the **pilot station**, a second notice of their ETA 12 hours before arrival, and a final notice confirming or correcting the ETA 6 hours before the vessel's ETA. If a vessel is arriving from any point west of these above-mentioned straits, the master must give first notice 12 hours before the ETA, and a final notice confirming or correcting the ETA 6 hours before the vessel's ETA.

 131 Masters of vessels requiring exchange pilots in Québec City, Trois-Rivières and Montréal are to give 4 hours notice to the affected **pilot station**. For more information concerning **pilotage**, mariners should consult the *Annual Edition of Notices to Mariners*.

   132 A **traffic separation scheme** is in effect for vessels arriving and departing from the **pilot boarding area** located off Anse aux Basques. Details of the traffic separation scheme are shown on the charts. There are **MCTS calling-in-points** situated off Anse aux Basques **pilot station** which are shown on the chart.


  133 Clearance must be obtained from “*Escoumins Traffic*” calling-in-point on VHF channel 9 before entering the **pilot boarding area**. Movement clearance will not be granted until the preceding vessel is well clear of the pilot boarding area. Priority is given to downbound vessels. Vessels manoeuvring to

MATANE (2010)




embark or disembark pilots should not navigate inside the 200-m contour line.

134 **Emergency chart supply service.** — Mariners are able to purchase selected Canadian charts and nautical publications from Les Escoumins Pilot Station. The charts and publications available provide coverage of the St. Lawrence River from Les Escoumins to Montréal, including the Saguenay River. Mariners wishing to obtain charts and publications should make their requirements known when requesting pilotage service. For more information, consult the *Annual Edition of Notices to Mariners*.

 135 Anse aux Basques **light** (1754) is on the north entrance point of the cove (48°19'N, 69°25'W); the light is equipped with a **racon** (— • —).

136 **Conspicuous object.** — • A radar tower fitted with red lights is 0.25 mile west of the Anse aux Basques wharf.

 137 **Unexploded ordnance.** — Mariners are advised that in 1949 an unknown quantity of ordnance was dumped in the St. Lawrence River south of Les Escoumins in about 275 m of water. Even though the ordnance items have been submerged for a number of years,

they present a potential hazard to anyone attempting to handle or recover them. If netted or trawled, the local police, the *Canadian Coast Guard*, or military authorities should be contacted immediately. Removal and disposal by qualified *Canadian Forces* personnel will be arranged. For further details, consult the *Annual Edition of Notices to Mariners*.

138 **Note.** — For a description of the St. Lawrence River above Anse aux Basques, consult the booklet *ATL 111 — Île Verte to Québec*.

Matane to Pointe-au-Père

Chart 1236

139 **Coast.** — Between Matane and Pointe Mitis, situated 22 miles upstream, the shore is free of isolated dangers. About 9 miles SW of Matane and 2 miles inland, there is a hill rising to an elevation of about 220 m. Another hill, situated 7 miles SW of the previous hill and 1.7 miles inland, rises to an elevation of 181 m from relatively level ground.

140 The residential district of **Petit-Matane**, amalgamated with the town of Matane, is 3.3 miles below Rivière Matane; there is a church with a spire.

141 The town of **Matane**, with a population of 14 684, lies at the mouth of **Rivière Matane** on both shores.



142 Le Vieux Port of Matane, situated where the river mouth widens, is subject to rapid silting and is restricted to small craft only. Mariners should obtain recent local information before attempting to enter the approach **channel**, which is bordered by breakwaters situated on each side of the river. A **marina** (*Club de Yacht de Matane*) is located in a basin, at the SE end of the east breakwater. Many marina services are available. A small breakwater partially closes the marina basin at its west end, leaving only a restricted passage. A former wharf called *Quai des Jobbers*, located west of the river mouth, has been converted into a boardwalk with a **landing pier** in a small basin.



143 **Obstructions.** — • **Submerged** steel piles are close west of the west breakwater outer end. • A raised catwalk for the observation of the salmon run is on the west breakwater.



144 A private fairway **light buoy** *MATAN (1702)* is moored 0.2 mile offshore of the breakwaters situated at the mouth of Rivière Matane. A private seasonal **light** (*1704*) is on the outer end of the east breakwater; another **light** (*1703*) is on the west breakwater.



145 A private seasonal sector **light** at Matane (*1703.5*) is on the north side of the fixed **bridge** of the provincial highway No. 132 that crosses Rivière Matane. The white sector indicates the preferred route of the approach **channel** to enter Le Vieux Port of Matane.

Port of Matane

146 The **port of Matane**, situated 1.7 miles west of Le Vieux Port, is operated by the *Société portuaire du Bas-Saint-Laurent et de la Gaspésie*; the harbour master's office is on site, telephone: 418-560-2514 (24/7). The ferry facilities are managed by the *Société des Traversiers du Québec*. The port is open all year; *Canadian Coast Guard* icebreakers ensure access during the winter.



147 **Pilotage** is available; requests should be made to the harbour master.

148 **Arrival information.** — Matane is a port of entry for commercial vessel customs but not a quarantine station; for details on *Quarantine Regulations* consult the booklet *ATL 100 — General Information*. A **Customs** office

is situated at Baie-Comeau about 33 miles to the NNW; advance notice is required to obtain the services of an agent during the weekends. In accordance with the *International Health Regulations* **Ship Sanitation Control** Certificate Extensions can be issued by the environmental health officer.

149 **Regulations.** — Vessels manoeuvring, or otherwise underway in the port, and also while at berth or at anchor, are subject to the *Public Ports and Public Port Facilities Regulations*.

150 **Conspicuous objects.** — • There are numerous plant buildings with their chimneys situated south of the harbour west of the town. • A series of oil tanks extend SSE of the harbour. • An abandoned lighthouse ($48^{\circ}51'N$, $67^{\circ}33'W$), a white tower with a red upper part, is on the shore 0.7 mile west of the marina.



151 **Obstructions.** — • An outfall pipe extends 555 m from a point situated about 0.3 mile NE of the harbour. • Another outfall pipe with 1 m of water over it extends 300 m from a point situated about 0.3 mile SW of the harbour.



152 The harbour, formed by two breakwaters, has its entrance to the NE and is marked by two lights. Matane West Breakwater **light** (*1705.6*) is on the outer end of the west breakwater, north of the harbour entrance ($48^{\circ}51'N$, $67^{\circ}35'W$). Matane East Breakwater **light** (*1705.4*) is SE of the above-mentioned light, on the outer end of the east breakwater.



153 A private **light** (*1705.5*) is on one of the cribs used for berthing the Matane railcar ferry. Another private **light** (*1705.55*) stands on the first (closest to harbour entrance) of a series of six aligned piles, each with yellow horizontal bands. A private company uses the piles as a leading line.



154 **Berthing.** — There is a berth at the commercial wharf situated inside the west breakwater.



155 Cathodic protection system to control corrosion is in operation at the Matane commercial wharf. When berthing at this wharf certain **operational procedures** must be observed to prevent damage to vessels.



156 Inside the east breakwater there is a ferry terminal. The terminal has two berths, one for the passenger and car ferry and one to the south for the railcar ferry. There is a marine terminal. *Quai des Pêcheurs* is located in the south part of the harbour; a fish plant is situated near this wharf. There is also a landing pier with floating wharves that is protected by a breakwater just SE of the pier built on pilings.

Table 3.4 Port of Matane Wharves


Location	Berth	Length (metres)	Depth † (metres)	Remarks
Commercial Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie)	1	186	9,4	Exterior storage area: 9 300 m ² ; hangar Oil pipeline; water; electricity
Fisherman's Wharf (Fisheries and Oceans Canada)	—	161	3	Water; electricity

† Depths are referred to chart datum.

157 **Supplies.** — The town has modern facilities including a hospital. A variety of provisions as well as deck and engine supplies are available. Deliveries of fuel oil, diesel and gasoline can be made by tank truck; pre-arrangements with the petroleum companies are required. Berth No. 1 and *Quai des Pêcheurs* are fitted with water and power outlets.

158 **Harbour facilities.** — **Stevedoring** is performed by shore personnel. A **shipyard** (*Méridien Maritime*) is located at the harbour, close NE of *Quai des Pêcheurs*. Hull and machinery repairs are carried out in addition to ship construction. The shipyard is fitted with a **slipway** which has a capacity of 200 tonnes; it is accessible at high water only and can accommodate vessels up to 35 m in length.

159 The *Canadian Coast Guard* office is located at Rimouski and marine surveyors assume the duties of **wharfingers** at Matane.

 160 **Transportation.** — Matane is linked to the provincial road system and rail networks. There is a daily car and passenger **ferry** service which operates regularly between Matane, Godbout and Baie-Comeau. A **railcar ferry** plies often between Matane, Baie-Comeau and Sept-Îles. The usual tracks of the ferries are shown on the chart. In addition, a seasonal **ferry** service operates between Montréal, Québec City, Matane and Cap-aux-Meules.

161 **Conspicuous objects.** — • A major wind generator site comprised of numerous towers extends SSW of the Port of Matane. • Telecommunication towers with red lights are at the top of a hill, 6.7 miles SW of Port of Matane.

162 The municipality of **Saint-Ulric**, with a population of 1660, is located at the mouth of **Rivière Blanche**, 7 miles above Matane; there is a church with a spire. There is a **ramp**.

163 The municipality of **Baie-des-Sables**, with a population of 628, is located 9 miles above Saint-Ulric.



There is a church with a **conspicuous** spire. A wharf encased with stone, forming a pier, is east of the church.



 164 **MCTS calling-in-points**, shown on the chart, are located off Baie-des-Sables.

165 The residential district of **Les Boules** that is amalgamated with Métis-sur-Mer is located 3.5 miles above Baie-des-Sables. The location gets its name because of two bare round islets situated close offshore, 2.1 miles ENE of Pointe Mitis. The most **conspicuous** islet is 14 m in elevation, with smaller drying rocks on either side of it.

166 **Conspicuous objects.** — • A major wind generator site comprised of numerous towers extends NE of Métis-sur-Mer. • **Mont Comi**, 574 m in elevation and **conspicuous**, is 11 miles SE of Pointe au Père. Telecommunication towers, fitted with red lights, stand on the summit (*48°28'N, 68°13'W*).

167 The town of **Métis-sur-Mer**, with a population of 579, is located 1.6 miles east of Pointe Mitis.

  168 **Pointe Mitis**, low and wooded, is 6 miles SW of Baie-des-Sables; **reefs** extend for 0.4 mile NE from the shore. Pointe Mitis **light** (*1707*), a white tower with a red upper part, is on the point (*48°41'N, 68°02'W*).

  169 **Anse du Petit Mitis**, entered SW of Pointe Mitis, is a small cove and divided into two rocky coves that dry; the point which divides the two coves is comprised of **reefs** that extend offshore. Small craft can **anchor** midway between Les Boules and the **reef** extending just east off Pointe Mitis, in 5.5 m of water, mud and sand bottom. Intercoastal vessels can **anchor** farther offshore in 5 to 10 m of water. This cove is sheltered from south and SW winds.

170 **Pointe aux Cenelles**, a cliff about 18 m high, is situated 5 miles SW of Pointe Mitis. The point forms the WSW end of **Baie Mitis**.

RIMOUSKI (2010)



171 There is **anchorage** off Baie Mitis in good weather, in depths of 5 to 10 m, with good holding ground. The mouth of **Rivière Mitis**, at the head of the bay, provides shelter to small craft but local knowledge is required.



172 **Obstructions.** — • A water intake pipe extends 1 mile offshore north of Pointe aux Cenelles.
• A second water intake pipe extends north 0.15 mile offshore, close east of the first one.



173 Maurice-Lamontagne Institute is the *Fisheries and Oceans Canada* Research Centre and has a wharf that is close west of Pointe aux Cenelles. The wharf, 166 m long with an outer end of 72 m, is encased with stone on its east side; there is a **ramp**. The wharf is not illuminated and is restricted to designated vessels. A *Canadian Hydrographic Service* regional office is at the Institute. (See ENC CA551NYA)



174 The municipality of **Sainte-Flavie**, with a population of 965, is located 3.5 miles SW of Pointe aux Cenelles; there is a church with a spire. A Public **wharf**, encased with stone, is 0.3 mile SW of the church. A **ramp** is at the inner end of the wharf.



175 **Obstruction.** — • An outfall pipe, extending 285 m offshore, is 0.2 mile NE of the wharf; a crib, with a depth of 1.2 m, lies at the outer end of the pipe.

176 The town of **Mont-Joli**, with a population of 6594, is located about 2 miles inland from Sainte-Flavie; there is a church with a spire. The land rises gradually inland.

177 Mont-Joli regional airport is located SE of Sainte-Flavie; there is an aeronautical light. A radio antenna, fitted with red lights, is south of the church at Sainte-Flavie.



178 **Pointe aux Coques** is low and situated 11 miles SW of Pointe aux Cenelles. Between the two points, the shore consists of gravel and is fringed with slate **reefs** extending 0.2 mile offshore at low water.



179 The municipality of **Sainte-Luce**, with a population of 2962, is located along the sandy shore of **Anse aux Coques**. There is a church with a spire on Pointe aux Coques. Close east of the church there is a Public **wharf** 116 m long and 9 m wide at the outer end, which dries completely; the wharf is about 1.5 m high. At high water, small craft can be launched from the beach which is adjacent to the wharf. A large building is located on a ridge about 600 m SW of the church and is visible from offshore.



180 The *Empress of Ireland* **wreck** lies 4.3 miles NNW of the church at Sainte-Luce. The wreck is classified as an *historical and archeological site* and is subject to regulations. Seasonal and private mooring buoys are moored at this location.



181 A second **wreck** (*Nipigon*) lies upstream 3.9 miles NNW of Sainte-Luce church; it is used for diving activities.

182 Between Sainte-Luce and Pointe au Père, situated 3.7 miles upstream, dwellings are continuous and the land behind the coast ridges is well cultivated. The ruins of a

wharf ($48^{\circ}31'N$, $68^{\circ}28'W$) are located on the low and rocky **Pointe au Père**. The structure is encased with stone forming an extensive pier extending 310 m offshore to the NW. There is a submarine museum at the inner end of the pier.

183 There are **submerged ruins** of the former wharf with a depth of 2.3 m. Immediately downstream of the pier, a **water intake pipe** extends 850 m from the shore to the NNW.

184 Telecommunication **submarine cables** extend between Pointe au Père and Baie-Comeau. Mariners must consult the chart for their location and should not anchor in the vicinity of these cables.

185 The residential district of **Pointe-au-Père**, amalgamated with the town of Rimouski, extends SE of the point. A National Wildlife Area (*Environment Canada*) is located close above Pointe au Père; access regulations apply to this protected area.

186 **Conspicuous objects.** — • An abandoned lighthouse ($48^{\circ}31'N$, $68^{\circ}28'W$) is situated on Pointe au Père; it is a white tower with a red upper part. A skeleton structure supporting the former light, 34 m in elevation, is situated nearby. • A church with a spire stands close east of Pointe au Père.

Port of Rimouski

187 **Port of Rimouski** ($48^{\circ}29'N$, $68^{\circ}31'W$), administered by the *Société portuaire du Bas-Saint-Laurent et de la Gaspésie*, is 3 miles upstream of Pointe au Père; the harbour master's office is located nearby, telephone: 418-722-3011 or 418-732-1818. The harbour is open year-round but the occasional assistance of icebreakers may be required. In 2017, 240 158 tonnes of petroleum products and general cargo were handled.

188 **Arrival information.** — **Rimouski is a port of entry for commercial vessel customs but not a quarantine station; for details on *Quarantine Regulations* consult the booklet *ATL 100 — General Information*. A Customs office is situated at Baie-Comeau about 50 miles to the NNE; advance notice is required to obtain the services of an agent during the weekends. In accordance with the *International Health Regulations* **Ship Sanitation Control Certificate Extensions can be issued by the environmental health officer.****

189 **Regulations.** — Vessels manoeuvring, or otherwise underway in the port, and also while at berth or at anchor, are subject to the *Public Ports and Public Port Facilities Regulations*.

HAVRE DU BIC (2010)




Table 3.5 Port of Rimouski Wharves

Location	Berth	Length (metres)	Depth † (metres)	Remarks
West Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie)	1	213	—	Wharf in ruins / Berthing is prohibited / Vessels are not to approach within 20 m of the wharf.
West Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie)	8	30	—	Wharf in ruins / Berthing is prohibited / Vessels are not to approach within 20 m of the wharf.
Cross-Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie)	2	184	—	Wharf in ruins / Berthing is prohibited / Vessels are not to approach within 20 m of the wharf.
East Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie / Pêches et Océans Canada)	3	130	4.2	—
East Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie / Pêches et Océans Canada)	4	150	5.4	Oil pipeline for petroleum products
East Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie / Pêches et Océans Canada)	5	150	5.4	—
East Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie / Pêches et Océans Canada)	6	113	2.2	Fishers
East Wharf (Société portuaire du Bas-Saint-Laurent et de la Gaspésie / Pêches et Océans Canada)	7	255	2.2	Seasonal ferry and fishers


† Depths are referred to chart datum.


190 **Conspicuous objects.** — • The Rimouski cathedral spire, 67 m in elevation, is about 0.5 mile NE of the mouth of **Rivière Rimouski**. • A church with a spire with an elevation of 38 m is located near the harbour. • There are a few white tanks located SE of the harbour.


191 The entrance **channel**, with a depth of 4.5 m (2024), is marked by light buoys and leading lights.


 192 **Note.** — Mariners should be cautious when they are approaching the harbour; the lights of the town, as well as of the wharves' and airport lights may be confused with navigational lights.


193 Port hand **light buoy H41 (1731)** is moored 1.6 miles north of Rimouski light; it is the light buoy situated farthest offshore.


 194 Rimouski **light (1733)** is on the NW end of the east wharf ($48^{\circ}29'N$, $68^{\circ}31'W$).


 195 Rimouski Harbour **leading lights (1734, 1735)** are in line bearing $178\frac{1}{2}^{\circ}$. The front light ($48^{\circ}28'N$, $68^{\circ}31'W$) is on the shore about 0.8 mile south of Rimouski light. Each light has a fluorescent-orange daymark with a black stripe; the lights are visible only when in alignment. The front light is fitted with a **racon** (— •).


 196 There is **anchorage** in **Rade de Rimouski**, off the wharves. The best anchorage is in 7.8 m of water, with Rimouski light bearing 177° at a distance of 1 mile.

 197 **Berthing.** — There is no access to the Cross-wharf and the West wharf and berthing is prohibited. Due to risks of collapse small craft operators or any other vessels are not to approach within 20 m of these wharves. The East wharf extends in a NW direction for 425 m; from its NW end a spur (Berth No. 6) 113 m long extends in an ESE direction. The outer end of the East wharf and the outer face of the spur are encased with stone. Table 3.5 provides detailed information on these wharves.

 198 A cathodic protection system to control corrosion is in operation alongside the East wharf (Berths Nos 3, 4 and 5). When berthing along any of these berths certain **operational procedures** must be observed to prevent damage to vessels.

 199 The entrance **channel** and the area adjacent to the wharves are subject to silting. Depths may be less than shown on the chart. For information on depths, mariners should contact the *MCTS* Centre, call sign “*Escoumins Traffic*” by VHF radio channel 9.

 200 A breakwater is situated east of the East wharf, forming a basin. A **marina** (*Marina de Rimouski*) is located inside the basin. Many marina services are available. Floating wharves for fishing vessels, situated on the west side of the basin, are connected to the East wharf by a catwalk.

 201 With north and NE winds, a heavy swell forms immediately north of the groyne, as well as between this groyne and the outer end of the breakwater at the entrance of the marina basin.


202 **Supplies.** — The town of **Rimouski**, with a population of 46 430, has modern facilities including a hospital. A variety of provisions as well as deck and engine supplies are available. Deliveries of fuel oil, diesel and gasoline can be made by tank truck; pre-arrangements with the petroleum companies are required.

203 **Harbour facilities.** — Water and stevedoring services are available through a private contractor. The public port has a few freight hangars; the East wharf is fitted with connectors that are joined to an oil pipeline; disused railway tracks still exist on the West wharf.

204 A *Transport Canada* regional office is located at Rimouski. A *Canadian Naval Reserve* division is also situated at this location.

205 **Transportation.** — Rimouski connects to the provincial road system. The port of Rimouski is the

starting point for the seasonal **marine shuttle service**, which connects Sept-Îles, Port-Menier, Havre-Saint-Pierre, Natshquan and seven other villages on the north shore of the Gulf of St. Lawrence, as far as Blanc-Sablon. Rimouski airport is situated about 0.5 mile SE of the harbour.


 206 A seasonal passenger and car **ferry** plies between Rimouski and Forestville, which is situated on the north shore.

Rimouski to Trois-Pistoles

207 **Île Saint-Barnabé** lies 1.8 miles off Rimouski and is connected to the mainland by mud flats on which lie numerous large boulders. The island is wooded except for a 0.5 mile clearing which begins 0.7 mile from the NE end. When seen from the east, between bearings 202° and 247°, the island appears as two islets until within 4 or 5 miles of the island. The north shore of the island is fringed with slate ridges.

208 **Îlet Canuel**, a narrow wooded islet 38 m in elevation, lies 0.8 mile SE of the SW end of Île Saint-Barnabé, and 0.2 mile off the mainland.

209 **Conspicuous objects.** — • Telecommunication towers with an elevation of 242 m are situated 4 miles ESE of the NE end of Îlet Canuel. • Telecommunication towers with an elevation of 173 m are located 2.6 miles SE of the same point.

 210 There is **anchorage** for small craft in 2 to 5 m of water with mud bottom in **Rade Saint-Barnabé**, situated SSW of the SW end of Île Saint-Barnabé; it provides good shelter from easterly winds. However, mariners should not anchor in the delineated **marine farm** facilities area. This area is marked during certain periods of the season with four cautionary **buoys**.

211 **Pointe à Santerre** is 5 miles SW of Île Saint-Barnabé. The shore between these two locations is fronted by drying ridges of slate and backed, part of the distance, by wooded cliffs. Westward from Pointe à Santerre to **Cap du Corbeau**, situated 2.5 miles to the SW, the shore is backed by high wooded cliffs with bare patches.

Chart 1223

212 **Havre du Bic** is entered between Cap du Corbeau and **Cap Enragé**, 1 mile to the west. Wooded cliffs with bare patches border the shore SW of Cap Enragé.

213 Two islets, round and wooded, are close west of Cap du Corbeau. The west islet, **Île Brûlée**, has an elevation of 34 m; the second islet, **Île du Massacre**, has an elevation of 32 m.

TROIS-PISTOLES (2010)



214 The residential district of **Le Bic**, amalgamated with the town of Rimouski, is along the shore of Havre du Bic. A church with a spire is visible from the WNW; an illuminated cross stands 0.1 mile west of the church.



215 Between Cap Enragé and Île Brûlée, small craft can **anchor** in depths of 2.4 to 4.3 m, mud bottom.


216 **Coast.** — The land SW of Le Bic is rugged. The hills rise to form narrow ridges which run parallel to the coast and are separated by valleys. **Pic Champlain** ($48^{\circ}20'N$, $68^{\circ}50'W$) is the highest point in the area with an elevation of 344 m. Part of this region is protected within the limits of **Parc national du Bic**. The provincial park extends between Cap du Corbeau and Îlet au Flacon. Access and activities within the park, as well as the utilization of the facilities, are governed by regulations. For more details mariners should contact the Park Staff at 3382, Highway No. 132 West, Le Bic, Quebec, G0L 1B0; telephone: 418-736-5035 or fax: 418-736-5039.


217 **Conspicuous objects.** — • Telecommunication towers fitted with red lights, 411 m in elevation, stand on the summit, "*Pic Champlain*". • When seen from offshore, there is a **conspicuous** series of sedimentary cliffs surrounding Pic Champlain. When seen from up or down the river, these ridges, forming Pic Champlain, are very **conspicuous**.


218 **Cap à l'Original**, about 2.5 miles west of Cap Enragé, forms the NNW end of a peninsula. The cape, rising to 72 m, is high and narrow; the north face is a cliff about 65 m high. **Montagne à Michaud** ($48^{\circ}21'N$, $68^{\circ}49'W$), a wooded hill rising to an elevation of 156 m, is situated SE of the cape; a flat ridge (tombolo), 9.1 to 12 m in elevation, extends farther SE towards the mainland.




219 The passage north of the **alignment** of Cap Enragé and Le Bic church allows vessels to keep clear of **Récif de l'Original**, which extends 1.5 miles NE off Cap à l'Original.


 220 **Anse à l'Original** is entered between Cap Enragé and Cap à l'Original and it provides good **anchorage** for small craft in 4.9 m of water, mud and sand bottom, with Cap à l'Original bearing 255° at a distance of 1.2 miles. Small craft with less draught can anchor farther to the SW in 2.7 m of water.


 221 **Île du Bic** lies 2.2 miles NW of Cap à l'Original. The island is wooded and rises to an elevation of 55 m. Drying **reefs** of slate fringe the shore of the island. **Chenal du Bic** lies between the island and the mainland.


 222 Île du Bic West End seasonal **light** (1750), shown from a tower with a rectangular fluorescent-orange daymark on three sides, is on the SW end of the island (48°23'N, 68°53'W).


 223 **Île Bicquette** is 1 mile NW of Île du Bic. The island is 15 m in elevation and partially wooded. An abandoned lighthouse, a white tower with a red upper part, is situated on the NW side of the island (48°25'N, 68°54'W) surrounded by a few buildings. The island is a National Wildlife Area (*Environment Canada*); access regulations apply to this protected area. The numerous **reefs** in the vicinity of these two islands are shown on the chart. **Chenal Bicquette** lies between the two islands.

224 Port hand **light buoy H47** (1749) is moored 1.6 miles WSW of Île Bicquette.


 225 From five miles above and below Île du Bic, the currents are weak, usually less than 1 knot, from 2 hours after low water (LW) until the time of high water (HW) at Pointe-au-Père. During this period the current sets towards the shore below the islands and offshore above the islands, except occasionally at about 4 hours after LW, when the set may be to the south with a rate of 0.7 knot. The strongest currents are off Île Bicquette, 2 hours after HW; they flow in a NE direction and may reach a rate of 2.2 knots.


 226 The flow with a rising tide sets along the shore above Île Saint-Barnabé. In the middle of **Chenal du Bic**, this flow begins about 1 hour after low water at Pointe-au-Père and runs until the time of high water. Flood and ebb rates here are about 1.5 knots with mean tides.


 227 To obtain additional information concerning currents, consult the Tidal Information Table shown on *Chart 1236*.


 228 There is an **anchorage** NE off the east end of Île du Bic in the bight between **Récif du Nord-Est** and **Récif du Sud-Est**; the anchorage provides shelter from westerly winds. There is a good anchorage in 11.2 to 14.4 m

of water, sand and mud bottom, with the NE point of Île du Bic bearing 263° at a distance of 1 mile.

 229 With northerly winds, the best **anchorage** is about 0.5 mile SE off the SE shore of Île du Bic, about midway along the shore.

 230 With easterly winds, vessels **anchor** about 0.6 mile south of Île du Bic light. The depths are about 11 m, sand and mud bottom. There is no less wind, but considerably less sea here than farther NW and west of the island.

 231 It is not recommended for vessels to anchor farther off the NE side of Île du Bic because of **submarine cables** in the area. It has been reported that the anchor can drag because of the combination of bottom configuration with changing conditions of winds, current and ice.

 232 In all of the above-mentioned **anchorages**, vessels can anchor closer to the island when practicable.



 233 Telecommunication **submarine cables** extend between Bic and Forestville. Mariners should consult the chart for their location and should not anchor in the vicinity of these cables.


Chart 1320


 234 **Rocher Alcide** lies 3.6 miles SSW of Île du Bic light. It is a rocky pinnacle with 1.1 m of water over it. The **shoal** on which Rocher Alcide is situated on is 0.3 mile long in a east-west direction. **Light buoy ROALC** (1751) is moored close north of the reef.


235 The residential district of **Saint-Fabien-sur-Mer** extends along the shore of **Anse à Mercier**.


236 **Conspicuous object**. — A telecommunication **tower** is situated on a rocky ridge (48°18'N, 68°53'W), 2.7 miles SW of Pic Champlain; the tower is fitted with red lights and has an elevation of 216 m.

237 **Coast**. — From a point 0.5 mile SW of **Pointe à Mercier** to **Pointe à Cives** (48°17'N, 68°57'W), a distance of about 2.5 miles, the coast consists of wooded cliffs with bare patches, reaching elevations of 152 to 183 m. A fluorescent-orange **beacon** is 0.3 mile SW of Pointe à Cives.


 238 **Light buoy CALR** (1752) is moored close north of a 5.8-m **shoal**, situated about 3.5 miles NW of Pointe à Cives. Another **shoal**, with a depth of 9.4 m, is situated 2.9 miles WNW of the same point.



 239 **Saint-Simon-sur-Mer** is a resort centre situated 6 miles SW of Pointe à Cives; there is a **ramp**. A **shoal**, with a depth of 1.8 m, lies 0.5 mile NW of the ramp.


 240 **Île La Razade d'en Bas**, 3 m in elevation, is about 1.5 miles from the south shore and 9 miles SW of Pointe à Cives. **Île La Razade d'en Haut**, 9 m in elevation, lies 1.5 miles SW of Île La Razade d'en Bas and 1.2 miles off the coast. These islets are rocky with grass but there are no trees. A stone cross stands on Île La Razade d'en Haut. Both islets are migratory bird sanctuaries (*Environment Canada*); access regulations apply to these protected areas.


 241 There is anchorage for ocean-going vessels in 20 to 30 m north of Île La Razade d'en Bas.


242 Coast. — The coast between Île La Razade d'en Bas and the NE end of Île Verte, 13 miles to the SW, is generally low with occasional rocky points surmounted by trees. The land rises in undulating ridges to the ranges inland, 210 to 300 m in elevation, with no conspicuous summits. The shore is fringed with extensive sandy flats strewn with large boulders.

 243 **Île aux Basques**, the NE end of which lies 3.5 miles SW of Île La Razade d'en Haut, is wooded and rises to an elevation of 40 m. From the SW point of the island a sandy **bank** extends 0.4 mile to the SE, which leaves a narrow channel between **Batture de Tobin** and the island. Mariners should not anchor in the delineated **marine farm** facilities area. This area is marked during certain periods of the season with cautionary **buoys**.


  244 Île aux Basques seasonal **light** (1756.4), fitted with a **radar reflector**, is on the NE end of the island ($48^{\circ}09'N$, $69^{\circ}14'W$). The island is a *National Historic Site of Canada* and a migratory bird sanctuary (*Environment Canada*); access regulations apply to this protected area.


 245 The town of **Trois-Pistoles**, with a population of 3359, has an irregularly shaped Public **wharf** that extends from the point, 0.6 mile NW of the church. The NW section of the wharf is 229 m long; the outer end dries and is partially encased with stone. There is a **mobile ramp** used for boarding SE of the L-end.


 246 The SE section of the wharf, 90 m long, is fitted with a building used for sight-seeing and tour boat companies; a **marina** (*Marina de Trois-Pistoles*), which dries completely, and a **ramp** are located at the SW part of the wharf. Many marina services are available. Access to the marina is possible 2 hours before and after high water. The downstream part of the **Saguenay—St. Lawrence Marine Park** begins about 9 miles off Trois-Pistoles wharf. Activities within the park, as well as the utilization of the facilities, are governed by regulations; for more information see the beginning of this chapter and the Appendix.

 247 A seasonal passenger and car **ferry** plies between Trois-Pistoles and Les Escoumins on the north shore. It operates on a schedule governed by the time of high water at Trois-Pistoles; the usual track is shown on the chart.

248 **Conspicuous objects.** — • Trois-Pistoles church with three spires, one higher than the others, can be seen from a great distance, particularly when the sun shines on it. • A telecommunication **tower** is situated 1.7 miles SW of the church; it is fitted with red lights and has an elevation of 93 m.


 249 Trois-Pistoles **leading lights** (1756, 1756.1) are in line bearing 137° . The front light is on the outer end of the wharf ($48^{\circ}08'N$, $69^{\circ}11'W$). Each light has a fluorescent-orange daymark with a black stripe; the lights are visible only when in alignment.

 250 A rock which does not cover, 0.1 m high, lies near the leading line about 0.3 mile off the wharf. Starboard hand **light buoy HR2** (1756.2) is moored near the rock ($48^{\circ}08'N$, $69^{\circ}12'W$).

 251 Small craft can **anchor** off the NE end of Île aux Basques in less than 5 m of water, sand and mud bottom, with Île aux Basques light bearing 243° at a distance of 1.1 miles.

252 The village of **Rivière-Trois-Pistoles**, amalgamated with the municipality of Notre-Dame-des-Neiges, is located 2.3 miles SW of Trois-Pistoles. The pier, formerly the old wharf, situated at the mouth of the river is encased with stone on all its faces, with the exception of a **landing pier** located at the NW end; there is a **ramp** on the south side of the pier.

253 **Île aux Pommes**, 13 m in elevation, is situated 2.8 miles SW of Île aux Basques. It is covered with grass but there are no trees.

 254 There is **anchorage** for small craft in 5 m of water, about 0.4 mile off the NE end of Île aux Pommes.

255 **Note.** — For a description of the St. Lawrence River upstream of Île aux Pommes, consult the booklet *ATL 111 — Île Verte to Québec*.

Trip 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.

Trip 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: _____

APPENDICES

ATL 110: St. Lawrence River, Cap Whittle (Cap Gaspé to Les Escoumins and Anticosti Island)

A-2

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)

jrccvictoria@sarnet.dnd.ca (Email)

JRCC Trenton (Great Lakes and Arctic) 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 (Newfoundland and Labrador Region) 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 Trip Plan Service

Marine Communications and Traffic Services Centres provide a Trip Plan processing and alerting service. Mariners are encouraged to file Trip Plans with a responsible person. In circumstances where this is not possible, Trip Plans may be filed with any MCTS Centre by telephone or marine radio only. Should a vessel on a Trip 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

Information for the Protection of Right Whales:

<https://www.dfo-mpo.gc.ca/fisheries-peches/commercial-commerciale/atl-arc/narw-bnan/index-eng.html>

Atlantic Pilotage Authority Regulations:

<https://www.atlanticpilotage.com/acts-regulations/>

Meteorological data:

<https://www.canada.ca/en/services/environment/weather.html>

Marine Forecasts and Warnings for Canada:

https://weather.gc.ca/marine/index_e.html

Current Predictions (Data Viewer by DFO - MSDI Dynamic Current Layer):

<https://gisp.dfo-mpo.gc.ca/apps/dataviewer/?locale=en>

Customs:

<https://www.cbsa-asfc.gc.ca/travel-voyage/pb-pp-eng.html>

SAR:

[Search and rescue \(ccg-gcc.gc.ca\)](https://www.ccg-gcc.gc.ca)

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