



NEWFOUNDLAND AND LABRADOR COAST

List of Lights, Buoys and Fog Signals

CANADIAN COAST GUARD



This publication can be downloaded from the
[Notices to Mariners Web site](#)

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

2024

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

2025

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

X = Monthly edition of Notices to Mariners containing modifications that apply to this publication.

N/A = Monthly edition of Notices to Mariners containing no modifications that apply to this publication.

NEWFOUNDLAND

AND

LABRADOR COAST

Regional Information

The Canadian Coast Guard continuously strives to improve efficiencies in the provision of the Canadian aids to navigation system. In some instances, these efficiencies are achieved through the use and implementation of new products and technologies. These include but are not limited to changes in the use of plastic buoys rather than steel; the use of LED lanterns, and electronic aids.

Mariners are advised that every effort has been made by the Canadian Coast Guard to ensure that new equipment provides safe and reliable aids to navigation systems. If there are any concerns please contact the Superintendent, Aids to Navigation in your region.

ATLANTIC REGION

The lights on the South Coast of Newfoundland from Cape St. Francis on the Avalon Peninsula to Cape Anguille on the shore of Cabot Strait and certain lights in Notre Dame Bay, Bonavista Bay, Trinity Bay, Conception Bay and Bay of Islands are exhibited all year. All other lights under the control of the Canadian Coast Guard are maintained in operation whenever navigation in the vicinity is open. Lights used solely as harbour lights are not exhibited when the harbour is closed, although general navigation may remain open.

Lights which are primarily for the benefit of fishermen are maintained only during the fishing season. In any case where there is a reasonable doubt whether the light is required, it to be kept in operation. During the winter, some lighted buoys are replaced with winter spars so that it should not be assumed that there are no aids present even though the lights in a given area have been extinguished for the season. The details of all changes in aids to navigation will be described in Navigational Warnings.

Navigational buoys at St. John's are listed as being in operation year round. While every effort is made to adhere to this period, mariners are cautioned that ice movement may result in the buoys being lifted and in some cases replaced by winter spars between January and April.

Due to potential ice conditions on the East Coast, lights on year round floating aids to navigation in these waters may be temporarily removed until ice conditions subside. Mariners are advised to use extreme caution when navigating the East Coast waters during this season.

CAUTIONS IN THE USE OF AIDS TO NAVIGATION

- 1 Mariners are cautioned not to rely solely on buoys for navigation purposes. Navigation should be by bearings or angles from fixed aids on shore or other charted landmarks and by sounding or through the use of satellite or radio-navigation systems, whenever possible.
- 2 Most aids to navigation are not under continuous observation and mariners should be aware that failures and displacements do occur. The Canadian Coast Guard does not guarantee that all aids to navigation will operate as advertised and in the positions advertised at all times. Mariners observing aids to navigation not operating, out of position, operating at a reduced service, showing improper characteristics, damaged or missing are responsible for reporting such problems to the nearest Canadian Coast Guard [Marine Communications and Traffic Services Centre](#) immediately or to the closest Canadian Coast Guard office.
- 3 Aids to navigation are subject to damage, failure and moving off position, which may be caused by ice, storms, vessel strikes, and power failures. Ice and storm damage may be widespread and require considerable time to repair. Damage to an isolated aid may exist for a long time without being discovered and reported. Floating aids and pier lights in or near the water which are exposed to particularly rigorous strain during ice movement are at the greatest risk of damage.
- 4 Mariners are cautioned that aids to navigation may fail to exhibit their advertised characteristics. Lights may be extinguished or appear at a reduced intensity and audible signals may not function due to ice, collisions, mechanical failure, and, in the case of bell and whistle buoys, calm water. The shape of an aid to navigation may be altered by ice formation or damage. The colour of an aid to navigation may be altered by freezing spray, marine growth, or fouling by birds. AIS aids, transponders, or shore-based systems may fail, and errors may be introduced by some electronic navigation systems.
- 5 Buoy positions shown on nautical charts should be considered as approximate positions. There are a number of limiting factors in accurately positioning buoys and their anchors. These factors include prevailing atmospheric and sea conditions, tidal and current conditions, seabed conditions and the fact that buoys are moored to anchors by varying lengths of chain and may drift about their charted positions within the scope of their moorings.
- 6 Since moving ice is liable to move buoys from their advertised positions, mariners should proceed with extreme caution under these circumstances.
- 7 Mariners are reminded that because of differences in horizontal datum (i.e. NAD 27, NAD 83, WGS84), grids on charts of an area may vary from one chart to another. When plotting the positions of aids to navigation by the latitude and longitude method, the results should be checked against other available information.
- 8 In some instances, it is necessary to establish a buoy in close proximity to or on a navigational hazard (e.g. shoal, reef or ledge). In these instances the buoy symbol may be slightly offset on the chart in the direction of the preferred navigable water so that the existing hazard depicted on the chart will not be overprinted by the buoy symbol. Such offsets will be indicated on the chart by means of an arrow.
- 9 Mariners are cautioned not to navigate too closely to a buoy and risk a collision with it, its mooring or with the underwater obstruction which it marks.
- 10 Many lights are equipped with sun switches. These lights, both on shore and on most buoys, may be unlit between sunrise and sunset. Mariners unable to see these lights during the daylight hours should not assume that the equipment is malfunctioning.

- 11 Atmospheric conditions can have a considerable effect on light transmission and the visibility of lights. For example:
- (a) The distance to a light cannot be reliably estimated from its apparent brightness.
 - (b) It is difficult to distinguish between a white light and a yellow or blue light seen alone at night, except at a short distance.
 - (c) Under some atmospheric conditions, white and yellow lights take on a reddish hue.
 - (d) Alternating lights with phases of different luminous intensity may change their apparent characteristics at different distances because some phases may not be visible.
 - (e) When observed from similar distances, lower intensity lights are more easily obscured by conditions of low visibility than more powerful lights. Coloured lights may appear to be a lower intensity than white lights and are more quickly lost under unfavourable circumstances.
 - (f) Ice, frost, moisture, or dirt may form on lantern windows during cold weather or over time and more particularly this may reduce their visibility and could cause coloured lights to appear white.
 - (g) A light exhibiting a very short flash may not be visible at as great a range as a light exhibiting a longer flash.
- 12 The mariner should not rely solely on colour when using a sector light, but should verify the vessel's line of position by taking a bearing on the light. On either side of the line of demarcation, between white and red, and also between white and green, there is always a small arc of uncertain colour.
- 13 When the arc of visibility of a light is cut off, for example by sloping land, the bearing at which it appears or disappears will vary with the observer's distance and height of eye.
- 14 The sighting of a light may be adversely affected by different situations, such as a strongly illuminated background, a colourful, or a changing background.
- 15 Audible aids to navigation. In view of the varying distances at which a fog signal can be heard at sea, and the frequent occurrence of fog near, but not observable from, a fog signal, mariners are cautioned that:
- (a) When approaching land in fog, they should not rely implicitly upon these fog signals, but should always take soundings, which in nearly all cases will give sufficient warning of danger.
 - (b) Distance from a fog signal should not be judged by the power of the sound. Under certain atmospheric conditions, the sound may be lost at a very short distance from the signal. These conditions may vary within a very short period of time. Mariners should not assume that a fog signal is not in operation because they do not hear it, even when in close proximity.
- 16 Visual aids to navigation provided by the Canadian Coast Guard are for the purpose of assisting marine navigation. Hunters, snowmobilers and ice fishers are cautioned that aids to navigation installed for marine navigation purposes cannot be relied upon after the close of the marine navigation season. Such aids may stop operating without warning and will not be re-commissioned by the Canadian Coast Guard until the next opening of marine navigation season.
- 17 Mariners should be aware of the type of AIS aid to navigation they are using. Physical AIS aids are broadcast from a traditional aid, so their actual positions are reported, and they may be flagged as off position. Virtual AIS aids are broadcast from remote stations, and there are no associated traditional aids at their broadcast position. A Synthetic (Predicted) AIS aid is broadcast from a remote station as a signal placed over the position of a traditional fixed aid and its position will remain static if the associated aid is moved, damaged, or destroyed. AIS aid to navigation types may be differentiated by their information displays.

ABBREVIATIONS AND EXPLANATIONS

POSITION AND DESCRIPTION OF AIDS

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

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

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

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

PRIVATE AIDS

Aids which are identified by the words "Private aid" are not owned by the federal government, a provincial government or a government agency. The Canadian Coast Guard considers any aid owned by a municipal government to be private. Since their quality of operations may not be maintained to Canadian Coast Guard standards, the user should ensure that the service provided by these aids is adequate for their needs in regard to navigating the ship safely.

LIGHT CHARACTERISTICS

A light's characteristic is composed of:

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

DAYMARKS

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

RADAR REFLECTORS

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

THE CANADIAN AIDS TO NAVIGATION SYSTEM

The Canadian Aids to Navigation System is comprised of a mix of visual, audible and electronic aids to navigation, which are provided to assist mariners in determining position and course, to warn of dangers or obstructions or to advise of the location of the best or preferred route.

It is a combined Lateral-Cardinal system and conforms to the IALA (International Association of Marine Aids to Navigation and Lighthouse Authorities) Maritime Buoyage System, Region B. Details of the Canadian aids to navigation system can be found in the publication [The Canadian Aids to Navigation System 2023](#) available on the Canadian Coast Guard website.

ABBREVIATIONS AND EXPLANATIONS

RADAR BEACONS (RACONS)

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

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

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

Note:

- A RACON's actual range is dependent on many factors, including, but not limited to, the height of the RACON above the water, its type and model, the height of the radar antenna triggering the RACON, the radar type, model and settings, as well as the band used (S or X), the prevailing weather conditions, and whether there is a clear line of sight or not.
- As a guideline, and in ideal conditions, the nominal range for a RACON installed on a buoy should be between 6 and 8 nautical miles, while the range of a RACON installed on a shore structure should be somewhere between 10 and 20 nautical miles.

Radio beacons and radar beacons (RACONS) shown in this volume are indicated at the nearest light.

- A detailed listing of radio beacons is contained in the [Radio Aids to Marine Navigation](#) publication.
- A detailed listing of RACONS can be found in the dedicated annex at the end of each volume of the *List of Lights, Buoys and Fog Signals* publication.
 - o This annex contains a list of all lighted aids with a RACON in order of their List of Lights number and are then listed under their respective List of Lights section. Standalone RACONS are listed in the List of Lights section that reflects most closely to their geographic location.

ABBREVIATIONS AND EXPLANATIONS

AUTOMATIC IDENTIFICATION SYSTEM AIDS TO NAVIGATION (AIS AtoN)

Automatic Identification System aids to navigation (AIS AtoN) may be established to supplement existing aids to navigation or aid systems, or where physical aid placement is impractical.

The following types of AIS AtoN may be used in Canada:

- Physical AIS AtoN: A signal transmitted from an aid to navigation that physically exists
- Virtual AIS AtoN: A signal transmitted from a remote base station, indicating an aid that is only displayed on electronic navigation equipment and does not physically exist.
- Synthetic (Predicted) AIS AtoN: A signal transmitted from a remote base station, supplementing a physical fixed aid whose position is not monitored.

Every AIS AtoN is assigned a Maritime Mobile Service Identity (MMSI) number and may be displayed on properly configured electronic navigation equipment. Diamond-shaped symbols are used to represent AIS AtoN on such systems; Physical and Synthetic (Predicted) types are represented by solid lines, while Virtual aids are represented by dotted lines.

AIS AtoN shown in this volume are those deployed in a permanent manner, and are listed with their AIS AtoN type and MMSI number. They can also be found listed in a dedicated annex for reference. Additional information may be obtained from the [Canadian Coast Guard e-Navigation Portal](#).

DESCRIPTION OF COLUMNS

- Column 1** - Indicates light list number of each aid
- Column 2** - Name of aid
- Column 3** - Location
- Column 4** - Characteristic of light
- * **Column 5** - Focal height in metres above water
- Column 6** - Nominal range
- Column 7** - Description, height in metres
- Column 8** - General remarks, fog signals and CHS No. of the largest scale chart of the area

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

NOMINAL RANGE

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

ABBREVIATIONS AND EXPLANATIONS

INTERNATIONAL NUMBERS

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

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

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

ERRORS

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

Canadian Coast Guard Programs
Aids to Navigation and Waterways
105 McGill Street
Montréal, QC., H2Y 2E7
Email: DFO.Notmar-Notmar.MPO@dfo-mpo.gc.ca

FAILURE OF AIDS TO NAVIGATION

Mariners are requested to immediately report any failure of a marine aid to navigation to the nearest Marine Communications and Traffic Services Centre or Coast Guard office (see the following pages) or to:

Canadian Coast Guard Programs
Aids to Navigation and Waterways
105 McGill Street
Montréal, QC., H2Y 2E7
Email : DFO.Notmar-Notmar.MPO@dfo-mpo.gc.ca

ABBREVIATIONS AND EXPLANATIONS

CAUTION

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

LIGHTS

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

ABBREVIATIONS AND EXPLANATIONS

ABBREVIATIONS

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

COMMON LIGHT FLASH CHARACTERS

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

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

Name.	Description.	Light Flash Characteristics.
Composite Group Flashing.	<p>A light in which a group of 2 flashes is followed by a single flash, the whole sequence being regularly repeated 6 times per minute (every 10 seconds).</p> <p>0.5 sec. flash; 0.7 sec. eclipse, 0.5 sec. flash; 2.1 sec. eclipse, 0.5 sec. flash; 5.7 sec. eclipse.</p>	FI(2 + 1) 10s.
Group Quick Flashing(3).	<p>A quick flashing light in which a group of 3 flashes is regularly repeated 6 times per minute (every 10 seconds).</p> <p>0.3 sec. flash; 0.7 sec. eclipse, 0.3 sec. flash; 0.7 sec. eclipse, 0.3 sec. flash; 7.7 sec. eclipse.</p>	Q(3) 10s.
Group Very Quick Flashing(3).	<p>A very quick flashing light in which a group of 3 flashes is regularly repeated 12 times per minute (every 5 seconds).</p> <p>0.2 sec. flash; 0.3 sec. eclipse, 0.2 sec. flash; 0.3 sec. eclipse, 0.2 sec. flash; 3.8 sec. eclipse.</p>	VQ(3) 5s.
Group Quick Flashing(6) plus Long Flash.	<p>A light in which a group of 6 quick flashes is followed by a single long flash; the whole sequence being regularly repeated 4 times per minute (every 15 seconds).</p> <p>0.3 sec. flash; 0.7 sec. eclipse, 0.3 sec. flash; 0.7 sec. eclipse, 2.0 sec. flash; 7.0 sec. eclipse.</p>	(Q(6) + LFI) 15s.
Group Very Quick Flashing(6) plus Long Flash.	<p>A light in which a group of 6 very quick flashes is followed by a single long flash, the whole sequence being regularly repeated 6 times per minute (every 10 seconds)</p> <p>0.2 sec. flash; 0.3 sec. eclipse, 0.2 sec. flash; 0.3 sec. eclipse, 2.0 sec. flash; 5.0 sec. eclipse.</p>	(VQ(6) + LFI) 10 s.
Group Quick Flashing(9).	<p>A quick flashing light in which a group of 9 flashes is regularly repeated 4 times per minute (every 15 seconds).</p> <p>0.3 sec. flash; 0.7 sec. eclipse, 0.3 sec. flash; 6.7 sec. eclipse.</p>	Q(9) 15s.

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

Table of Distances

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

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

Example:

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

7.2 + 13.1 = 20.3 nautical miles.

CONVERSION TABLE FOR HEIGHTS AND DISTANCES

In metres to feet

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

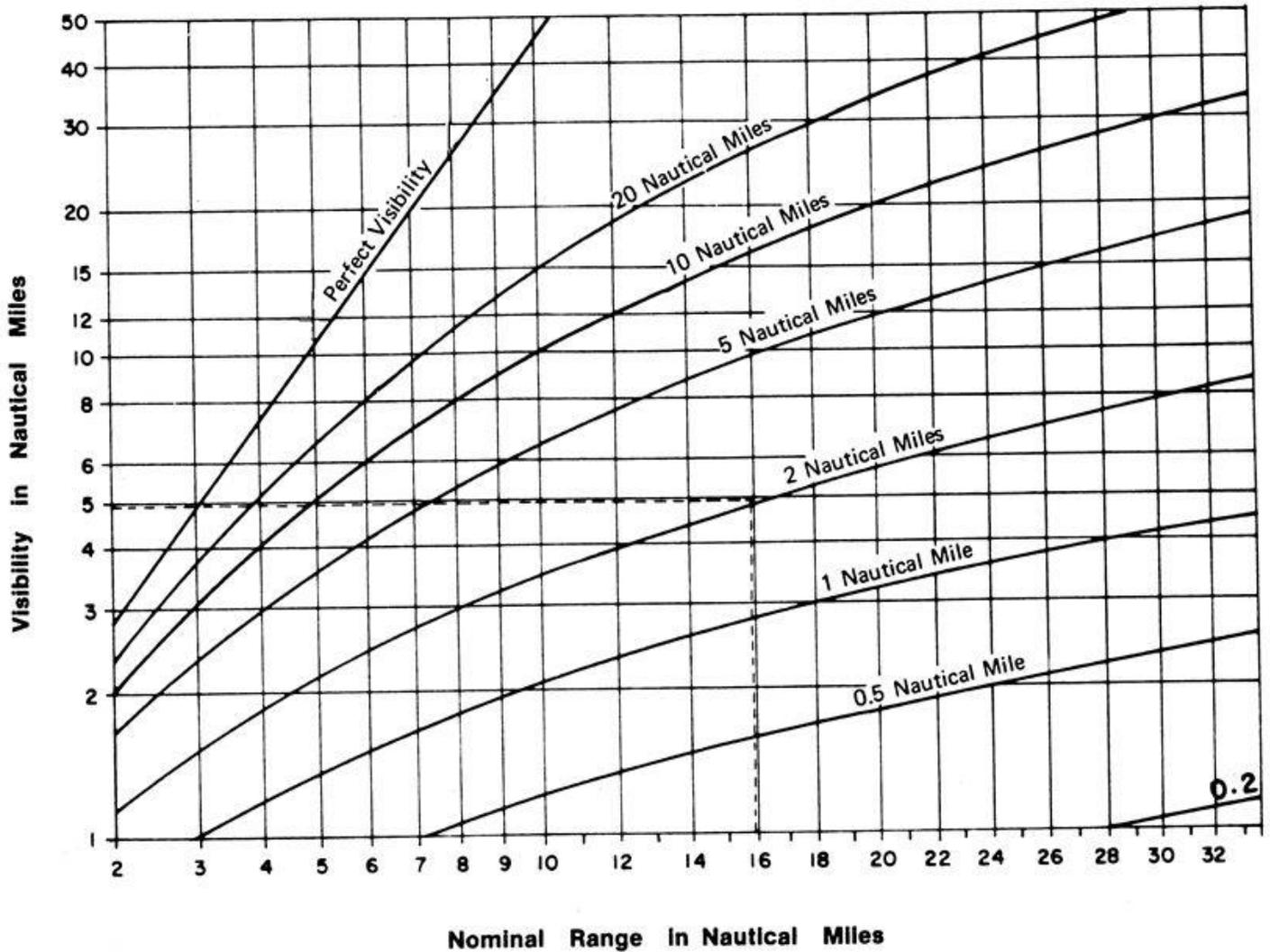
1 NAUTICAL MILE = 1852 metres

Note:

The following conversion factors may also be of assistance:

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

NONIMAL RANGE DIAGRAM



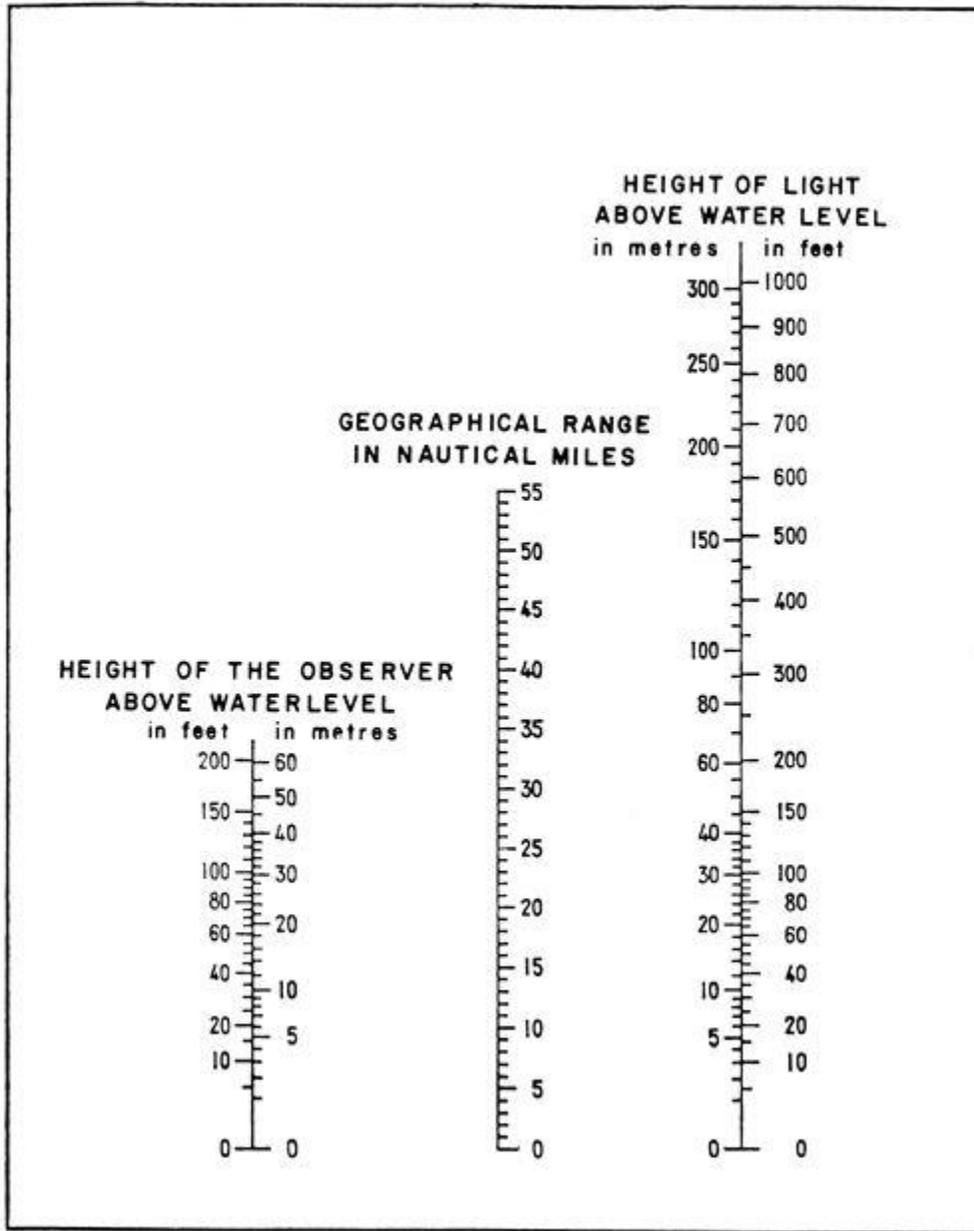
The light list in column 7 gives the nominal range of each lightstation optic where there is sufficient light to be seen 2 nautical miles or more when the meteorological visibility is 10 nautical miles.

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

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

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

NOMOGRAM



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

CANADA

Requirements Related to the Protection of Aids to Navigation

CANADA SHIPPING ACT, 2001

PART 5, SECTION 129

Obligation to report damage

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

Obligation to report — navigation hazard

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

Reference: [Canada Shipping Act, 2001](#)

Criminal Code

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

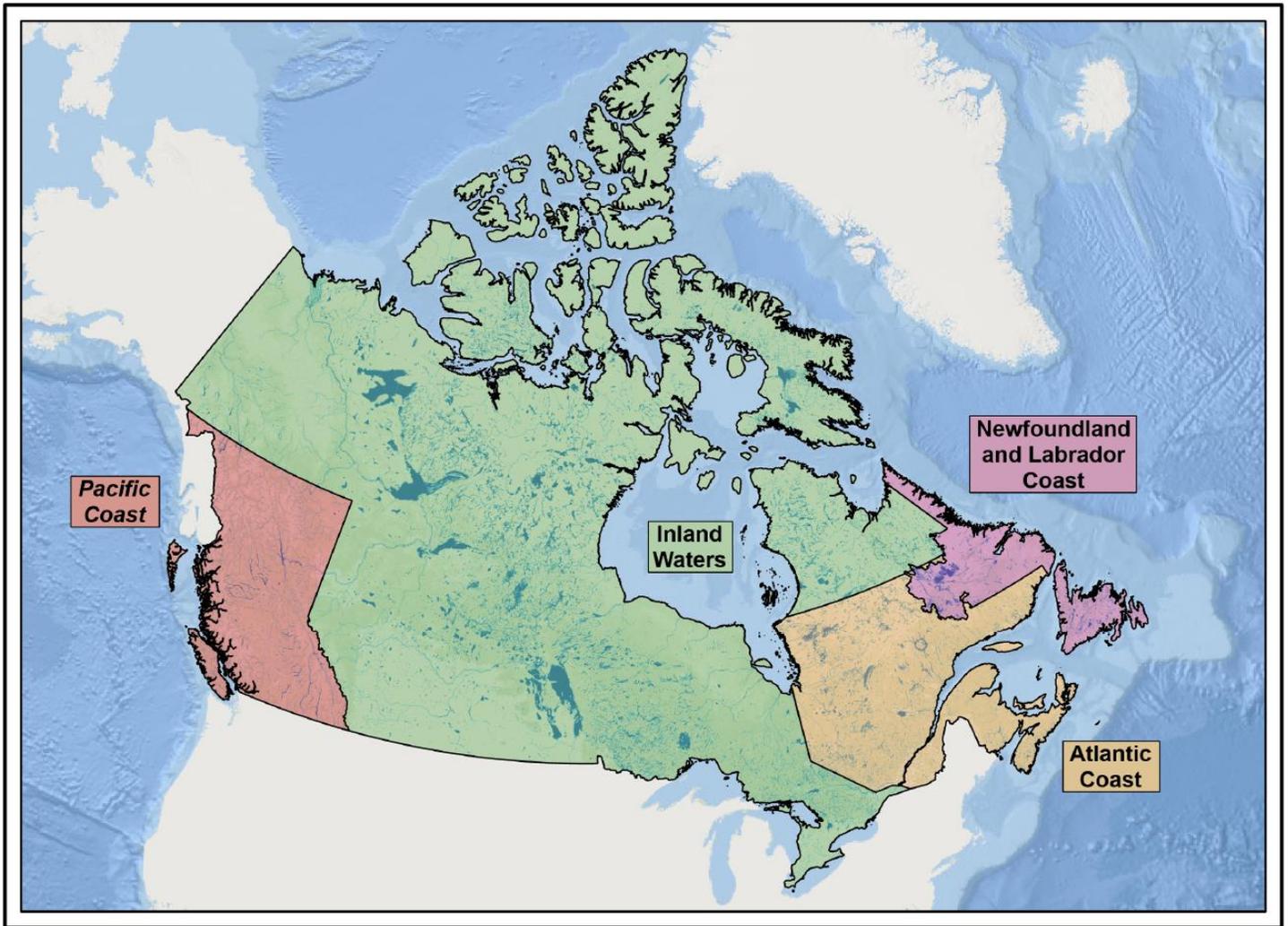
Interfering with marine signal, etc.

- 439 (1) Every one who makes fast a vessel or boat to a signal, buoy or other sea-mark that is used for purposes of navigation is guilty of an offence punishable on summary conviction.
- (2) Every person who intentionally alters, removes or conceals a signal, buoy or other sea-mark that is used for purposes of navigation is guilty of
- a) an indictable offence and liable to imprisonment for a term of not more than 10 years; or
 - b) an offence punishable on summary conviction.

Reference: [Criminal Code \(R.S.C., 1985, c. C-46\)](#)

Authority: Justice Laws Canada
Transport Canada
Canadian Coast Guard
[Canada Shipping Act, 2001](#)

GEOGRAPHIC COVERAGE OF THE LIST OF LIGHTS VOLUMES



CANADIAN COAST GUARD AIDS TO NAVIGATION OFFICES

Mariners or other persons wishing to communicate with the Canadian Coast Guard concerning aids to navigation may do so at the following offices:

OFFICE	ADDRESS	JURISDICTION
ATLANTIC REGION:		
St. John's.	Supervisor Operations, Aids to Navigation, P.O. Box 5667, St. John's, NL, A1C 5X1, Tel.: 1 (709) 772-6131 (E) .	Province of Newfoundland and Labrador
Maritime Provinces NS, PEI, NB	Supervisor Operations, Aids to Navigation, P.O. Box 1236, Charlottetown, PEI, C1A 7M8, Tel.: 1 (902) 566-7936 (B) .	PEI, East Coast of NB to Québec Border, on Southeastern shore of Nova Scotia from Liscomb East, Cape Breton and North shore of Nova Scotia in Northumberland Strait From Cape Sable, NS to Cape St. Lawrence, Bras D'Or Lake, Strait of Canso, North of Causeway, St. Paul and Sable Island, NS Coastal Waters of the Bay of Fundy from the International Maine Boundary to Cape Sable, NS, Saint John River System
Navigational Warnings.	Tel.: 1 (709) 695-2168 (B) , 1-800-563-9089 (B) (TF) , 1 (902) 564-7751 (B) , 1-800-686-8676 (B) (TF) , Email: NAVWARN.MCTSPortAuxBasques@innav.gc.ca , NAVWARN.MCTSSydney@innav.gc.ca	
St. John's.	Superintendent, Aids to Navigation, P.O. BOX 5667, St. John's, NL, A1C 5X1, Tel.: 1 (709) 772-2800 (B) .	

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

CANADIAN COAST GUARD AIDS TO NAVIGATION OFFICES

OFFICE	ADDRESS	JURISDICTION
CENTRAL AND ARCTIC REGION:		
Montréal, QC.	CGG Regional headquarters Central and Arctic Region 105, rue McGill, 5 th floor, Montreal, QC H2Y 2E7, Fax : 1 (514) 283-0056.	Gulf and River St. Lawrence on the North and South shores from Grondines to Labrador Border and from, Pointe Langlois to New Brunswick Border, Inland Waters that drain into River and Gulf, Hudson Bay and Strait.
Operations Centre.	Tel.: 1 (514) 283-1753 (B), 1-855-209-1976 (B) (H/N) (TF), Email: XCA-MontrealOps@dfo-mpo.gc.ca .	
Québec, QC.	Superintendent, Aids to Navigation and Waterways, 1550, Avenue D'Estimauville, Québec, QC, G1J 5E9, Tel.: 1 (418) 648-3574 (B)	
SAINT-LAURENT SECTOR		
Québec, QC.	Supervisor, Aids to Navigation, 1550, Avenue D'Estimauville, Québec, QC, G1J 5E9, Tel.: 1 (418) 648-3574 (B), Fax : 1 (418) 649-6690 (B), Email : mailto:aidesnavquebec@dfo-mpo.gc.ca .	St. Lawrence River from Beauharnois to Grondines, Richelieu River to US Border, Ottawa River to Ottawa, Inland Waters that drain into St. Lawrence, Ottawa and Richelieu Rivers.
Alert Network:	Tel.: 1 (418) 648-4366 (B) (N/H), 1-800-363-4735 (B) (N/H) (TF).	
GREAT LAKES SECTOR		
Navigational Warnings.	Tel : 1 (613) 925-0666 (B). Email: NAVWARN.MCTSPrescott@innav.gc.ca	
Parry Sound, ON.	Supervisor, Aids to Navigation, 28 rue Waubeek, Parry Sound, ON, P2A 1B9, Tel.: 1 (705) 773-4322 (E).	

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

CANADIAN COAST GUARD AIDS TO NAVIGATION OFFICES

OFFICE	ADDRESS	JURISDICTION
WESTERN REGION:		
Victoria, BC.	Superintendent, Aids to Navigation and Waterways, 25, rue Huron, Victoria, BC, V8V 4V9, Tel.: 1 (250) 480-2600 (E), 1-800-667-2179 (T/F).	From the North International Boundary to the South International Boundary, including Inland Waters of British Columbia and the Yukon
Email : Navigational Warnings.	CGBaseVICMNS@pac.dfo-mpo.gc.ca Tel : 1 (250) 627-3070 (E). Email: NAVWARN.MCTSPPrinceRupert@innav.gc.ca	From International Boundary on the South to Cape Caution, Vancouver Island, Inland Waters of British Columbia.

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