



Canadian
Coast Guard

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canadienne

Notices to Mariners

Edition No. 07/2026
July 31, 2026



Safety First, Service Always

Monthly Eastern Edition

Canada 

Notices to Mariners – Monthly Eastern Edition
Edition No. 07/2026

Aussi disponible en français :
Avis aux navigateurs – Édition mensuelle de l'Est
Édition n° 07/2026

Published under the Authority of:

Canadian Coast Guard Programs
Aids to Navigation and Waterways
Montreal, QC H2Y 2E7

For more information, contact DFO.Notmar-Notmar.MPO@dfo-mpo.gc.ca.

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Cat. No. D16-2E-PDF (Electronic PDF, English)
ISSN 2817-0075

Cat. No. D16-2F-PDF (Electronic PDF, French)
ISSN 2817-0083

A web version is available here:

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[Avis aux navigateurs – Publications mensuelles](#) (French)

Explanatory Notes – Notices to Mariners (NOTMAR)

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic Service chart (unless otherwise indicated).

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tide (unless otherwise indicated).

Distances may be calculated as follows:

- 1 nautical mile = 1,852 metres (6,076.1 feet)
- 1 statute mile = 1,609.3 metres (5,280 feet)
- 1 metre = 3.28 feet

Temporary and Preliminary Notices to Mariners – Section 1A of *Notices to Mariners*

These notices are indicated by a (T) or a (P), respectively. Please note that nautical charts are not amended by the Canadian Hydrographic Service for temporary (T) and preliminary (P) notices. It is recommended that mariners chart these corrections in pencil. For the list of charts affected by (T) & (P) notices, please refer to the current [Notices to Mariners - Monthly Summary of Temporary and Preliminary Notices](#) publication.

Suggestions and Corrections Form

This form is specifically for suggestions and corrections to Notices to Mariners publications. It is available [online](#) and also in [fillable PDF format](#) included with the monthly publication ZIP file.

To submit comments and suggestions on possible improvements to the various publications and services: DFO.Notmar-Notmar.MPO@dfo-mpo.gc.ca.

To report chart discrepancies and/or corrections to the *Canadian Sailing Directions* booklets: Fill out the [Marine Information Reporting Form](#) and/or email chsinfo@dfo-mpo.gc.ca.

To report emergencies or navigational hazards: [Contact your nearest MCTS centre](#)

- VHF channel 16 (156.8 MHz)
- MF/HF frequency 2182 kHz/4125 kHz (where available)
- *16 on a cellphone (where available)

NOTMAR Website – Monthly Editions, Chart Corrections and Chart Patches

The NOTMAR website allows users to access the [monthly publications](#), [chart corrections](#), and [chart patches](#).

Users can subscribe for free to the [email notification service](#) to receive notifications when charts of interest are updated, including their patches, as well as when a new Monthly Edition of *Notices to Mariners* is published.

In addition, the monthly publication and related files to download, such as chart patches, can be obtained all together through the download of a single ZIP file.

Explanatory Notes – Canadian Hydrographic Service (CHS)

Chart Corrections – Section 2 of *Notices to Mariners*

Corrections to nautical charts will be listed in numerical order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately.

Users should also refer to CHS *Chart 1: Symbols, Abbreviations and Terms* for additional information pertaining to the correction of charts.

The illustration below describes the elements that will comprise a typical Section 2 chart correction:

	Chart Number	Chart Title	Chart latest new edition date	Horizontal Chart Datum	Last Correction
Weekly Chart Correction Date	1312	Lac Saint-Pierre - New Edition - 10-MAY-2019 - NAD 1983			
	05-AUG-2022				LN/D. 24-SEP-2021
	Amend			46°03'32.4"N 073°03'21.6"W	
		(See Chart 1 P16)		(Q2022035) LL(2177) DFO(6410690-01)	
	Chart Action	Chart 1 Reference No.	CCG Reference No.	List of Lights No.	CHS Reference No.

The last correction number is identified with the **LN/D** or **Last Notice to Mariners Number / Date**.

Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in "Section 2 – Chart Corrections." This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or focal height of a light may not result in the production of a chart correction in *Notices to Mariners*, but may result in a correction in the [List of Lights, Buoys and Fog Signals](#) publication.

Note: In the case of a discrepancy between information provided on CHS charts relating to aids to navigation, and the *List of Lights, Buoys and Fog Signals* publication, the latter shall be deemed as containing the most up-to-date information.

Explanatory Notes – Marine Communications and Traffic Services (MCTS)

Navigational Warnings / Notices to Shipping

The Canadian Coast Guard (CCG) is implementing a number of changes to the aids to navigation system in Canada.

These changes are advertised as Navigational Warnings, formerly called Notices to Shipping¹, that are broadcast by the CCG, and are then followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

Mariners are advised that all relevant Navigational Warnings (NAVWARN) should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service (CHS).

NAVWARN are accessible on the applicable regional page on the [CCG Navigational Warnings](#).

CHS is reviewing the impact of these changes with CCG and together are preparing an action plan on the issuing of chart revisions.

For further information, contact your regional NAVWARN Issuing Desk.

Atlantic Region (North) *Port aux Basques MCTS Centre “N” Series NAVWARN Canadian Coast Guard 49 Stadium Rd. P.O. Box 99 Port aux Basques, NL A0M 1C0 Telephone: 709-695-2168 or 1-800-563-9089 Facsimile: 709-695-7784 Email: NAVWARN.MCTSPortAuxBasques@innav.gc.ca	Central Region *Prescott MCTS Centre “C” Series NAVWARN Canadian Coast Guard 401 King Street West P.O. Box 1000 Prescott, ON K0E 1T0 Telephone: 613-925-0666 Facsimile: 613-925-4519 Email: NAVWARN.MCTSPrescott@innav.gc.ca
Atlantic Region (South) *Sydney MCTS Centre “M” Series NAVWARN Canadian Coast Guard 1190 Westmount Road Sydney, NS B1R 2J6 Telephone: 902-564-7751 or 1-800-686-8676 Facsimile: 902-564-7662 Email: NAVWARN.MCTSSydney@innav.gc.ca	Arctic Region *Iqaluit MCTS Centre <i>Operational from approximately mid-May until late December.</i> “A” Series NAVWARN Canadian Coast Guard P.O. Box 189 Iqaluit, NU X0A 0H0 Telephone: 867-979-5269 Facsimile: 867-979-4264 Email: NAVWARN.MCTSIqaluit@innav.gc.ca

*Service available in English and in French.

¹ The expression “Notice to Shipping” was changed to “Navigational Warning” in January 2019.

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This numerical index lists all nautical charts mentioned in this monthly edition of Notices to Mariners. Only charts appearing in Section 2 of this publication require a chart correction. The appearance of charts in all other sections, particularly those related to the correction of other nautical publications, is included here for reference.

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Section 1: General and Safety Information

***505/23 Canadian Hydrographic Service – Magnetic Declination Calculations**

(Recurrent publication of notice *505/23, originally published in the *Notices to Mariners – Monthly Eastern Edition* 05/2023 publication.)

Mariners are advised that CHS has adopted the harmonized World Magnetic Model (WMM), as found on the NCEI/NOAA website. Old compass rose declination information on CHS navigational products can be updated using this website: <https://www.ngdc.noaa.gov/geomag/calculators/magcalc.shtml#declination>. While the differences in the model declinations are small each year, they can become more significant over a large period of time.

***1207/23 Canadian Hydrographic Service – Inappropriate Geographical Names Review Process**

(Recurrent publication of notice *1207/23, originally published in the *Notices to Mariners – Monthly Eastern Edition* 12/2023 publication.)

The records of the Canadian Hydrographic Service could contain geographical names that may be considered inappropriate, offensive and derogatory. Geographical naming authorities are in the process of addressing many offensive place names, the review process is underway. For more information, about inappropriate geographical names, please see the [following announcement](#).

***401/26 Protecting the North Atlantic Right Whale: Speed Restriction Measures in the Gulf of St. Lawrence**

(Recurrent publication of notice *401/26, originally published in the *Notices to Mariners – Monthly Eastern Edition* 04/2026 publication.)

Purpose

This notice describes the speed and navigational restriction zones that vessels must follow in the Gulf of St. Lawrence.

The Government of Canada has established these zones to reduce the risk of vessels colliding with North Atlantic right whales (NARW).

Background

Due to changing migration patterns of NARW and their increased presence in the Gulf of St. Lawrence, the Government of Canada has set seasonal speed restrictions in specific zones. These speed restrictions zones are defined as “static zones”, “dynamic shipping zones”, “seasonal management areas”, a “voluntary seasonal slowdown zone” and a “restricted area”. [See the map below for details](#).

Note: Vessels **must follow** Navigational Warnings outlining the speed restrictions. The *Interim Order for the Protection of North Atlantic Right Whales (Eubalaena Glacialis) in the Gulf of St. Lawrence, 2026*, enables the issuance of Navigational Warnings (NAVWARNs) imposing speed restrictions and navigation restrictions.

Speed restriction zones are described in monthly Notices to Mariners (NOTMARs), which are published by the Canadian Coast Guard. The status of these zones is broadcast through NAVWARNs, which are published by the Coast Guard’s Marine Communications and Traffic Services Centres.

Speed restriction zones and measures

The speed restriction zones will be effective from April 22, 2026, while the restricted area will be implemented based on whale presence.

Please check the [latest NAVWARN](#) for all speed restrictions currently in effect.

Speed Restriction Measures for 2026

These restrictions are in effect from **April 22 to November 15, 2026**.

Non-application

The measures described in this bulletin do not apply to:

- a) a vessel in distress or providing assistance to a person or a vessel in distress;
- b) a government vessel being used
 - (i) for law enforcement activities;
 - (ii) for search and rescue operations; or
 - (iii) to ensure the competency of the crew or the operational readiness of the vessel or crew with respect to such activities or operations.

Static zones

In the static zones, **all** vessels above **13.0 m** in length overall (LOA) must proceed at a speed of not more than 10.0 knots over the ground.

Exclusions

Air cushion vessels operated by or on behalf of the Government of Canada that are engaged in ice-clearing activities from April to June in and around Chaleur Bay are exempted when in operation.

36.57 m (20-fathoms) shallow water protocol exclusion

Vessels engaged in any commercial fishing activity may proceed at a safe operational speed in waters not more than 36.57 m (20 fathom) deep within the static zones.

If a NAVWARN states that at least one North Atlantic right whale has been detected in waters within a static zone or its buffer zone that are not more than 36.57 m deep, the speed limit of 10.0 knots over the ground will apply in the concerned zone(s) to all vessels engaged in commercial fishing activities above 13.0 m in length overall (LOA). The speed restriction will be in effect for 15 days after the day on which the whale was detected. In the event of a new North Atlantic right whale detection occurring in the last 7 days of the 15-day slowdown period, the speed restriction will be extended for an additional 15 days from the date of the new detection. This would continue until no North Atlantic right whales are detected. The buffer zones associated with the static zones are located 5 nautical miles north and south of their adjacent border in waters less than 36.57 m deep.

Coordinates for the northern static zone:

- 50° 20' N 065° 00' W
- 49° 13' N 065° 00' W
- 48° 40' N 064° 13' W
- 48° 40' N 062° 40' W
- 48° 03' N 061° 07.5' W
- 47° 58.1' N 061° 03.5' W
- 48° 00' N 061° 00' W
- 49° 04' N 061° 00' W
- 49° 04' N 062° 00' W
- 49° 43' N 063° 00' W
- 50° 20' N 063° 00' W

Coordinates for the southern static zone:

- 48° 40' N 065° 00' W
- 48° 40' N 062° 40' W
- 48° 03' N 061° 07.5' W
- 47° 58.1' N 061° 03.5' W
- 47° 10' N 062° 30' W
- 47° 10' N 065° 00' W

Dynamic shipping zones

There are five dynamic shipping zones (DSZ) located in the Traffic Separation Scheme (TSS) north and south of Anticosti Island: A, B, C, D and E.

Speed restrictions in the dynamic shipping zones

When a North Atlantic right whale is detected in a dynamic shipping zone or in the buffer zones, located 5 nautical miles south or 2.5 nautical miles from the eastern and western edges of the dynamic shipping zones:

- All vessels will be notified via a NAVWARN; and
- Vessels above **13.0 m** in length overall (LOA) must proceed at a speed of not more than 10.0 knots over the ground within that zone.

When a NAVWARN is issued implementing a speed restriction in one or more dynamic shipping zone(s), vessels above **13.0 m** in length (LOA) must not exceed a speed of 10.0 knots over the ground. Even though dynamic shipping zones overlap with static zones, vessels can travel at a safe operational speed in dynamic shipping zones when they are not under speed restriction. Mariners are encouraged to take into consideration the potential for their vessel striking North Atlantic right whales when considering a safe operational speed during navigation.

The speed restriction in the dynamic shipping zone(s) will be in effect for 15 days from the date of detection. In the event of a new North Atlantic right whale detection occurring in the last 7 days of the 15-day slowdown period, the speed restriction will be extended for an additional 15 days from the date of the new detection. This would continue until no NARW are detected. **When a speed restriction is extended due to a new North Atlantic right whale detection, it should be noted that, contrary to previous years' operations, no new NAVWARN will be issued. The initial NAVWARN will remain in place until a NAVWARN lifting the speed restriction is published.**

Coordinates for the dynamic shipping zones:

Zone A

- 49° 41' N, 065° 00' W
- 49° 20' N, 065° 00' W
- 49° 11' N, 064° 00' W
- 49° 22' N, 064° 00' W

Zone B

- 49° 22' N, 064° 00' W
- 49° 11' N, 064° 00' W
- 48° 48' N, 063° 00' W
- 49° 00' N, 063° 00' W

Zone C

- 49° 00' N, 063° 00' W
- 48° 48' N, 063° 00' W
- 48° 24' N, 062° 00' W
- 48° 35' N, 062° 00' W

Zone D

- 50° 16' N, 064° 00' W
- 50° 00' N, 064° 00' W
- 49° 56' N, 063° 00' W
- 50° 16' N, 063° 00' W;
and
- from there along the
coastline back to
50° 16' N, 064° 00' W

Zone E

- 48° 35' N 062° 00' W
- 48° 24' N 062° 00' W
- 48° 03' N 061° 07.5' W
- 47° 58.1' N 061° 03.5' W
- 48° 00' N 061° 00' W
- 48° 10.5' N 061° 00' W

Seasonal management areas

Seasonal management area 1 (SMA-1) and seasonal management area 2 (SMA-2) are speed restriction areas located north and south of dynamic shipping zone E, respectively.

Within seasonal management areas, vessels above **13.0 m** in length (LOA):

- Must restrict their speed so as not to exceed 10.0 knots over the ground from April 22 to June 30, 2026; **and**
- Are allowed to proceed at a safe operational speed from July 1 to November 15, 2026, unless a North Atlantic right whale is detected. If a whale is detected, a speed restriction of 10.0 knots over the ground will be triggered for 15 days from the date of detection. In the event of a new North Atlantic right whale detection occurring in the last 7 days of the 15-day slowdown period, the speed restriction will be extended for an additional 15 days from the date of the new detection. This would continue until no North Atlantic right whales are detected.

Coordinates for the SMA-1:

- 49° 04' N 062° 00' W
- 49° 04' N 061° 00' W
- 48° 10.5' N 061° 00' W
- 48° 35' N 062° 00' W

Coordinates for the SMA-2:

- 48° 24' N 062° 00' W
- 48° 03' N 061° 07.5' W
- 47° 58.1' N 061° 03.5' W
- 47° 26.69' N 062° 00' W

Restricted area

In the summer months, an important proportion of the total North Atlantic right whale population gathers for feeding and surface activity near the [Shediac Valley](#). Since this makes the North Atlantic right whale more susceptible to vessel collisions, a mandatory restricted area will be implemented in and near the Shediac Valley and will come into force once 80% of the restricted area is closed to fishing for the season as per the Department of Fisheries and Oceans' (DFO) right whale closure protocol, or at the latest on June 15, 2026. The restricted area will be lifted on September 25, 2026, unless North Atlantic right whale detections are reported in high number, which would extend the restricted area beyond September 25.

The size and location of the area are determined based on historical detection data of North Atlantic right whales. All necessary details can be found in the *Interim Order for the Protection of North Atlantic Right Whales (Eubalaena Glacialis) in the Gulf of St. Lawrence, 2026*. Triggering and lifting of the restricted area will be communicated to mariners through NAVWARNs and notices to fish harvesters.

Vessels above **13.0 m** in length (LOA) will be required to:

- Avoid the area unless they are part of the exceptions listed in the *Interim Order for the Protection of North Atlantic Right Whales (Eubalaena Glacialis) in the Gulf of St. Lawrence, 2026*;
- Transit the area at a speed not exceeding 8.0 knots over the ground if they are part of the exceptions.

The following exceptions will apply to the restricted area. The following listed vessels can travel through the area at not more than 8.0 knots over the ground:

- A vessel being used for commercial fishing;
- A vessel being used for fishing under the authority of a licence issued under the *Aboriginal Communal Fishing Licences Regulations*;
- A vessel being used for research purposes on behalf of the Government of Canada
- A vessel involved in research relating to right whales as part of a project that has received funding from the Government of Canada;
- A vessel being used as part of the Department of Fisheries and Oceans' Marine Mammal Response Program to assist a marine mammal or sea turtle in distress or to access or retrieve a deceased marine mammal or sea turtle;
- A vessel authorized by the Government of Canada to retrieve or identify the location of abandoned or lost fishing gear;
- A vessel involved in pollution response operations;
- A vessel avoiding immediate or unforeseen danger; or
- A vessel being used to conduct the maintenance or repair of underwater communication cables.

The following vessels can travel through the restricted area at a speed over 8.0 knots, but below 10.0 knots over the ground as required by the static speed restriction zone:

- A vessel being used by an employee of the Government of Canada or peace officer who is performing their duties.

Coordinates for the restricted area:

- 48°31.8' N 063°39.6' W
- 48°24.72' N 063°17.88' W
- 47°18.84' N 064°10.8' W
- 47°27.18' N 064°30.72' W

Report of death or injury

In the event that at least one North Atlantic right whale is reported dead or injured in the Gulf of St. Lawrence in a zone or area where there is no NAVWARN in effect, a speed restriction of 10.0 knots over the ground for vessels above 13.0 m in length overall (LOA) will be implemented in the concerned zone(s) or area(s) for 15 days from the time the NAVWARN comes into effect.

Inclement weather exception

Mariners will be notified in advance via a NAVWARN should the speed restriction status change in any zone or area, due to inclement weather.

Within any zone or area that is no longer subject to a speed restriction due to adverse weather conditions, mariners may proceed at a safe operational speed, but are encouraged to take into consideration the potential for their vessel striking North Atlantic right whales when determining that speed during navigation.

*Non-excepted vessels are still prohibited from transiting through the restricted area.

Voluntary seasonal slowdown in Cabot Strait

To coincide with the North Atlantic right whales entering and exiting the Gulf of St. Lawrence in large numbers, a voluntary seasonal slowdown is being put in place in Cabot Strait from April 22 to June 30, 2026, and from September 2 to November 15, 2026.

- During these periods, vessels above 13 m in length (LOA) are requested to voluntarily reduce their speed so as to not exceed 10.0 knots over the ground.

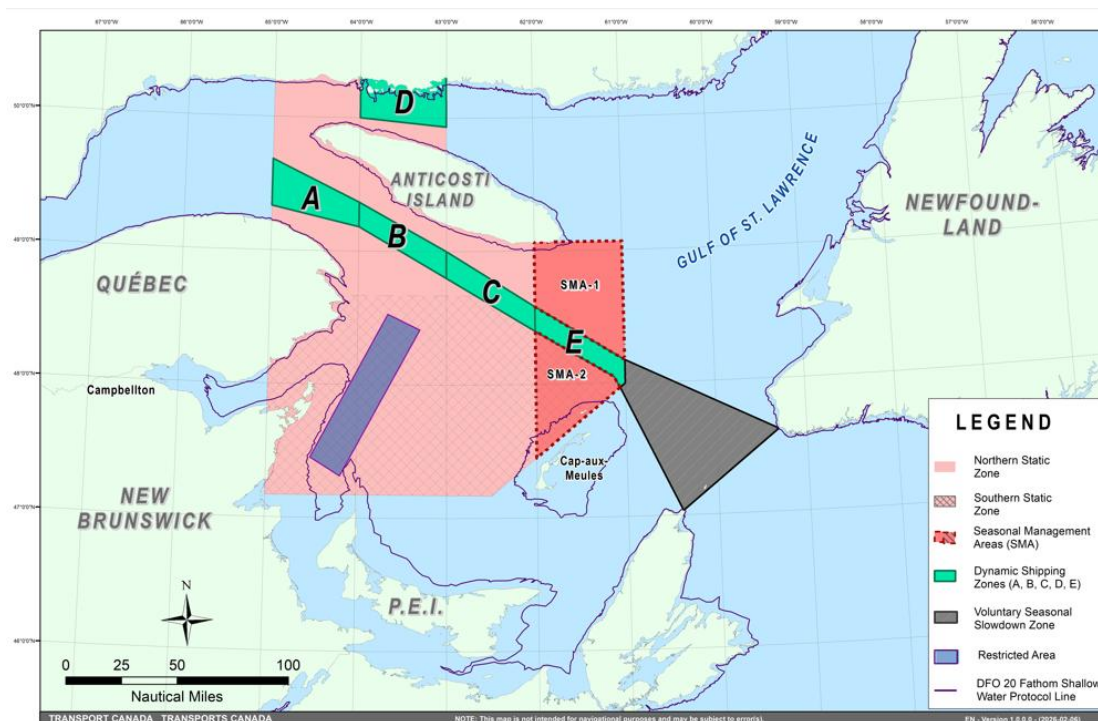
Voluntary seasonal slowdown zone coordinates:

- 48° 10.5' N 061° 00' W
- 47° 37.2' N 059° 18.5' W
- 47° 02' N 060° 23.7' W
- 47° 58.1' N 061° 03.5' W
- 48° 00' N 061° 00' W

Map of the Gulf of St. Lawrence

The map below provides a visual representation of the main zones mentioned. It must not be used for navigation or law enforcement purposes.

- Static zones (north and south), in pink;
- Dynamic shipping zones (A, B, C, D and E), in green;
- Seasonal management areas, in dark pink;
- Voluntary seasonal slowdown zone, in grey;
- Restricted area, in dark blue; and
- 36.57 m (20 fathoms) DFO shallow water protocol line.



Roseway Basin – Area to be Avoided

The Roseway Basin, located approximately 20 nautical miles south of Cape Sable Island, Nova Scotia, is a critical habitat for North Atlantic right whales, which have been observed to gather in the area on a seasonal basis in Canadian waters. This critical habitat is also located near key shipping routes. In 2007, Canada, with the support of many groups with varied interests, proposed to the International Maritime Organization (IMO) the establishment of a seasonal Area to be Avoided in the Roseway Basin to protect North Atlantic right whales, which IMO accepted and adopted.

To reduce the risk of vessels colliding with North Atlantic right whales, it is recommended that vessels of 300 gross tonnages and more, in transit during the period of June 1 through December 31, avoid the Roseway Basin area. Smaller vessels are also encouraged to avoid passage through this area. If passage is necessary within the Area to be Avoided, it is recommended that all mariners decrease their vessel speed to no more than 10 knots, when safe to do so.

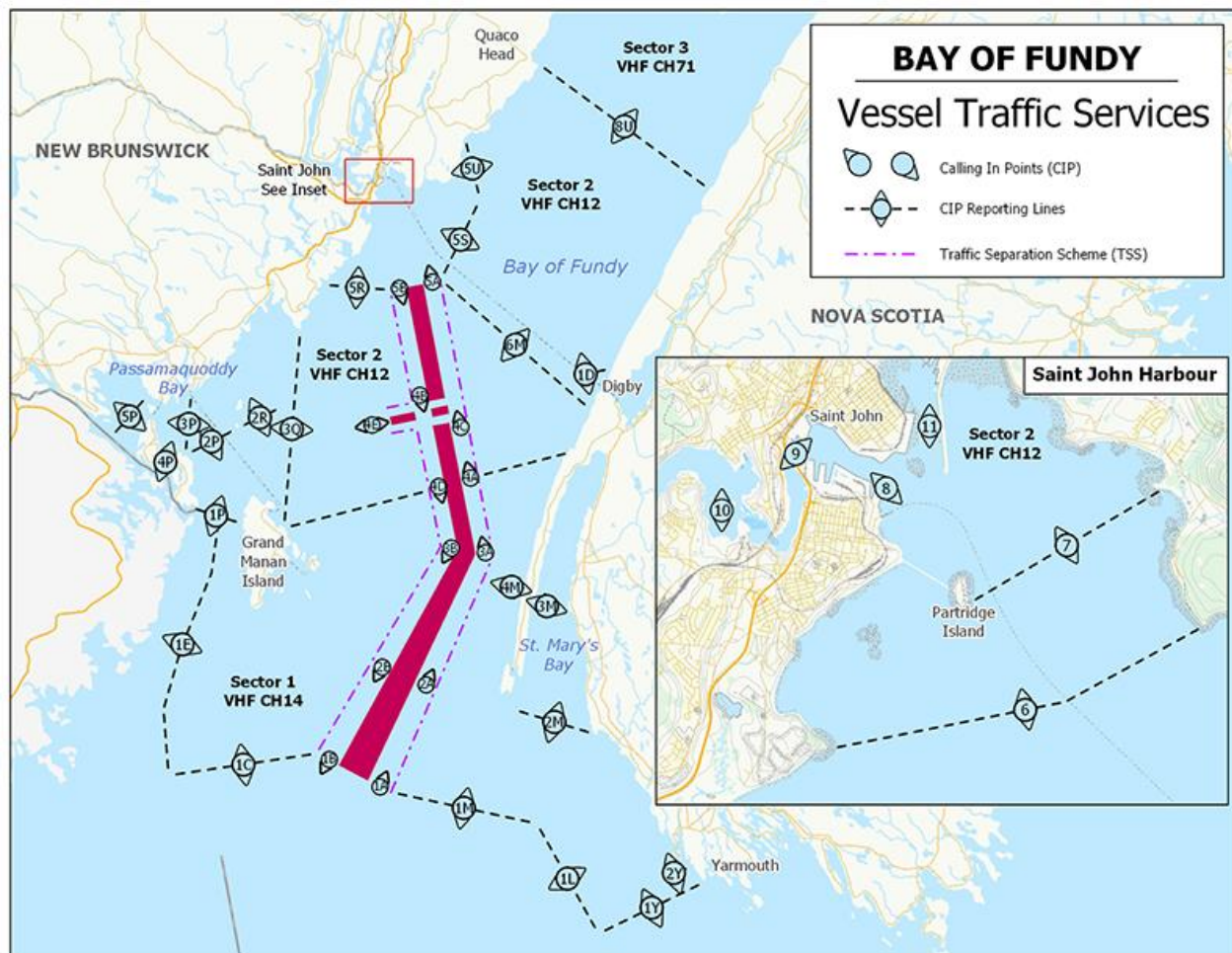
Roseway Basin coordinates:

- 43° 16' N 064° 55' W
- 42° 47' N 064° 59' W
- 42° 39' N 065° 31' W
- 42° 52' N 066° 05' W

Bay of Fundy – Voluntary Slowdown

The Grand Manan Basin located in the Bay of Fundy is identified as a critical habitat for the North Atlantic right whale. When North Atlantic right whales are detected in the Bay of Fundy shipping lanes and near the Grand Manan Basin area (see sectors 1 and 2 on Canadian Coast Guard's map), the Bay of Fundy Vessel

Traffic Services will ask vessels to voluntarily slowdown to 10 knots via VHF channel 12 or 14 at corresponding Calling-in-Points.



This map is for visual representation only and is not to be used for navigation or enforcement.

NAVWARN broadcasts

The Canadian Coast Guard's Marine Communications and Traffic Services Centres (MCTS) issue NAVWARNs:

- By radio broadcast: for marine radio, Continuous Marine Broadcast frequencies and scheduled broadcast times, information may be found in the [Radio Aids to Marine Navigation](#) publication; and
- Online: at [Canada's Maritime Information Portal](#) and its [Navigational Warnings](#) site, using the [North Atlantic Right Whale](#) search term or category.

Mariners must ensure they have accurate and up-to-date information about the protection of the North Atlantic right whale, as in all applicable NOTMARs and NAVWARNs.

Outbound vessels will receive NAVWARNs

- at Calling-in-Point 10 (St-Laurent); or
- upon a departure downstream from the Quebec pilot station (including the Saguenay River, Chaleur Bay, Miramichi Bay, etc.).

Inbound vessels will receive NAVWARNs

- when a clearance to enter Canadian waters is granted.

Vessels in transit will receive NAVWARNs

- at the last reporting point prior to entering the mandatory speed restriction zones;
- vessels in transit will confirm they have received NAVWARNs.

MCTS Centres will broadcast NAVWARNs continuously throughout the season on Continuous Marine Broadcast.

It should be noted that, contrary to previous years' operations, reminders sent to vessels in transit 10 nautical miles before entering a speed restriction zone will no longer be transmitted.

Vessel operators are required to monitor broadcasts by the Canadian Coast Guard's Marine Communications and Traffic Services network for the most up to date information.

Aids to navigation

The Canadian Coast Guard broadcasts virtual Automatic Identification System (AIS) aids to navigation (AIS AtoN) in specific areas. These aids may notify mariners of dynamic shipping zones and/or seasonal management areas subject to speed restrictions.

Each zone is delimited by four to six virtual AIS AtoN, which can be displayed on a ship's navigation equipment, such as

- Electronic Chart Display and Information System (ECDIS);
- Electronic Chart System (ECS);
- Radar;
- Minimum Keyboard Display (MKD).

The Canadian Coast Guard broadcasts the virtual AIS AtoN only when a speed restriction is in effect in one or more zones.

Mariners must select the virtual AIS AtoN symbol to view a message such as "SectA1 Spd Lim 10 kt." This message refers to a speed restriction in effect for a specific zone.

Note: This system is not the primary method of communicating this information.

Compliance and enforcement

Vessels must comply with the Interim Orders made pursuant to the *Canada Shipping Act, 2001*, and any NAVWARNs broadcasted and published by the Canadian Coast Guard relating to the Interim Orders, aimed at regulating the navigation for the purposes of protecting the North Atlantic right whales.

If a vessel does not comply with the Interim Orders or instructions in the NAVWARNs related to the Interim Orders, the vessel could face:

- administrative monetary penalties up to a maximum of CAN \$250,000; and/or
- penal sanctions under the *Canada Shipping Act, 2001* is liable on summary conviction to a fine of not more than CAN \$1,000,000 or to imprisonment for a term of not more than 18 months, or to both.

If a vessel appears to have violated the speed restriction, Transport Canada Marine Safety inspectors will review all information provided through AIS and seek an explanation from the master.

No exemptions to the speed restriction will be granted in advance. However, if a deviation from the speed restrictions is necessary for safety reasons, the following information must be entered into the bridge logbook:

- reason(s) for deviation;
- speed at which vessel is operated;
- latitude and longitude at time of deviation;
- time and duration of deviation; and
- master of the vessel shall sign and date the bridge logbook entry.

For any deviation, Transport Canada will review and consider reasons such as:

- navigating to ensure vessel safety;
- weather conditions;
- force majeure (unforeseeable circumstances); and
- responding to emergencies.

Report a North Atlantic right whale sighting

If you see **live, free-swimming whales**:

- **Email:** DFO.GLFWholes-BaleinesGLF.MPO@dfo-mpo.gc.ca
- When reporting sightings of North Atlantic right whales, you must include: GPS location (latitude and longitude), date and time of sighting, number of marine mammals, **photograph(s)/video(s) collected** and if possible, behavior of marine mammals observed (ex., feeding, travelling, diving).

Sightings of entangled, injured or dead North Atlantic right whale

If you see a North Atlantic right whale (and all other marine mammals) **entangled, injured or dead**, please document and report it immediately to the regional Response Network.

- When documenting you should collect: GPS location (latitude and longitude), date and time of sighting, number of marine mammals, photograph(s)/video(s), and description of the incident to provide to the Response Network.

Southern part of the Gulf of St. Lawrence (New Brunswick, Nova Scotia & Prince Edward Island)

Marine Animal Response Society
Telephone: 1-866-567-6277

Newfoundland and Labrador

Whale Release and Strandings Newfoundland and Labrador (Tangly Whales Inc.)
Telephone: 1-888-895-3003 or 1-709-895-3003

Quebec

Réseau québécois d'urgences pour les mammifères marins (RQUMM)
Telephone: 1-877-722-5346

Report a marine mammal or sea turtle incident or sighting:

For [more information](#) on reporting other marine mammal or sea turtle sighting and incidents.

Please consult [Whale Insight](#) for the latest right whale observations.

***406/26 Saguenay–St. Lawrence Marine Park - Beluga Whale Protection: Slowdown Area at the Mouth of the Saguenay Fjord and Area Closure at Baie Sainte-Marguerite**

*(Recurrent publication of notice *406/26, originally published in the Notices to Mariners – Monthly Eastern Edition 04/2026 publication.)*

The Saguenay–St. Lawrence Marine Park and its surrounding area are at the heart of endangered beluga whale critical summer habitat. Marine mammal protection measures have been put in place in accordance with the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations* within the limits of the Marine Park.

However, important feeding, calving and rearing areas for beluga whales require greater protection to ensure the recovery of the species. The portion of the Saguenay situated between the mouth of the Fjord and Baie Sainte-Marguerite is one of the areas most used by females and their young from May to October. The mouth of the Saguenay is known as a feeding ground and Baie Sainte-Marguerite as a calving and rearing area.

In order to prevent collisions with beluga whales, a compulsory 15-knot slowdown area is in effect from May 1st to October 31st at the mouth of the Saguenay. To ensure tranquility for female belugas and their young during the critical calving period, access to Baie Sainte-Marguerite is prohibited to all vessels from June 21st to September 21st, except for special authorizations (see description below).

For safety reasons, *the slowdown area measure at the mouth of the Saguenay Fjord does not apply* to cargo ships (see the monthly edition of *Notice to Mariners* from May to October for voluntary protection measures in the St. Lawrence Estuary). An enhanced vigilance is, however, recommended to all navigators between the mouth of the Saguenay Fjord and Baie Sainte-Marguerite for the protection of beluga whales.

For more information on the Saguenay–St. Lawrence Marine Park, see notice 5C of the *Notices to Mariners Annual Edition 2026* or visit the [Saguenay–St. Lawrence Marine Park website](#).

REGULATORY PROTECTION MEASURES — BELUGA WHALE

Entire Marine Park Territory:

- When beluga whales are less than half a nautical mile (926 metres) from a motorized vessel, the vessel must maintain a steady speed of between 5 and 10 knots.
- All vessels, including human-powered vessels (kayaks and canoes), must continue to move forward and maintain their heading.
- All vessels must maintain a minimum distance of 400 metres from beluga whales at all times.

For more information concerning the regulations, consult the ["Navigate" section of the Saguenay–St. Lawrence Marine Park website](#).

Mouth of the Saguenay Fjord (Figure 1) — Slowdown Area (area crosshatched in red):

- Maximum speed at the mouth of the Saguenay between buoys S7 and S8 and the ferry docks between Baie-Sainte-Catherine and Tadoussac is 15 knots from May 1st to October 31st.

Baie Sainte-Marguerite (Figure 2) — Area Closure (red area):

- From June 21st to September 21st, vessels must not enter the red area, which follows a line between Cap Nord-Ouest and Cap Sainte-Marguerite.
- Special authorizations are granted only for kayaks, canoes and recreational fishermen who must travel without stopping along a corridor within 10 metres of the shore or in shallow areas.

VOLUNTARY PROTECTION MEASURES

Baie Sainte-Marguerite sector (Figure 2) — Transit Area (area crosshatched in yellow):

- From June 21st to September 21st, navigation in this area is recommended at a speed of between 5 and 10 knots without stopping.

The purpose of this transit area is to favour respect of the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations*, since beluga whales are often present in the Baie Sainte-Marguerite sector.

INFORMATION

All incidents, including collisions with whales, must be reported without delay by calling 1-866-508-9888. For any other situation concerning a marine mammal that is either dead or in trouble, contact the Marine Mammal Emergency Response Network at 1-877-722-5346, or use VHF channel 16.

Figure 1

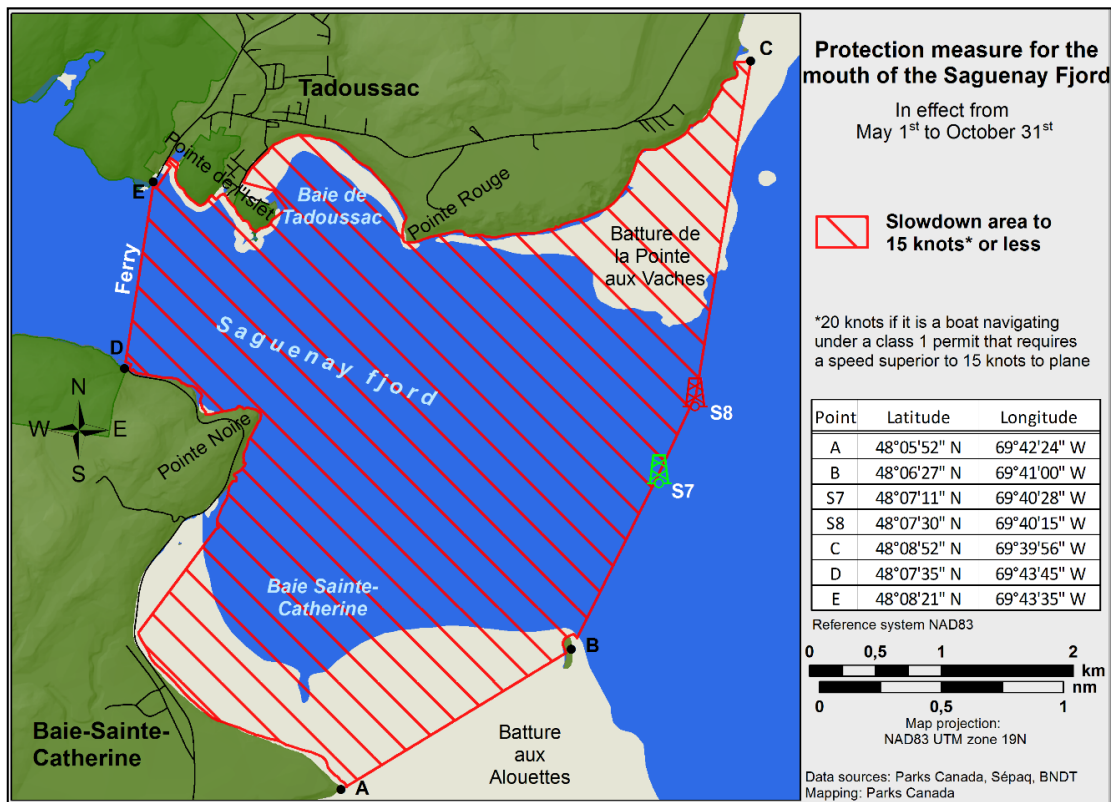
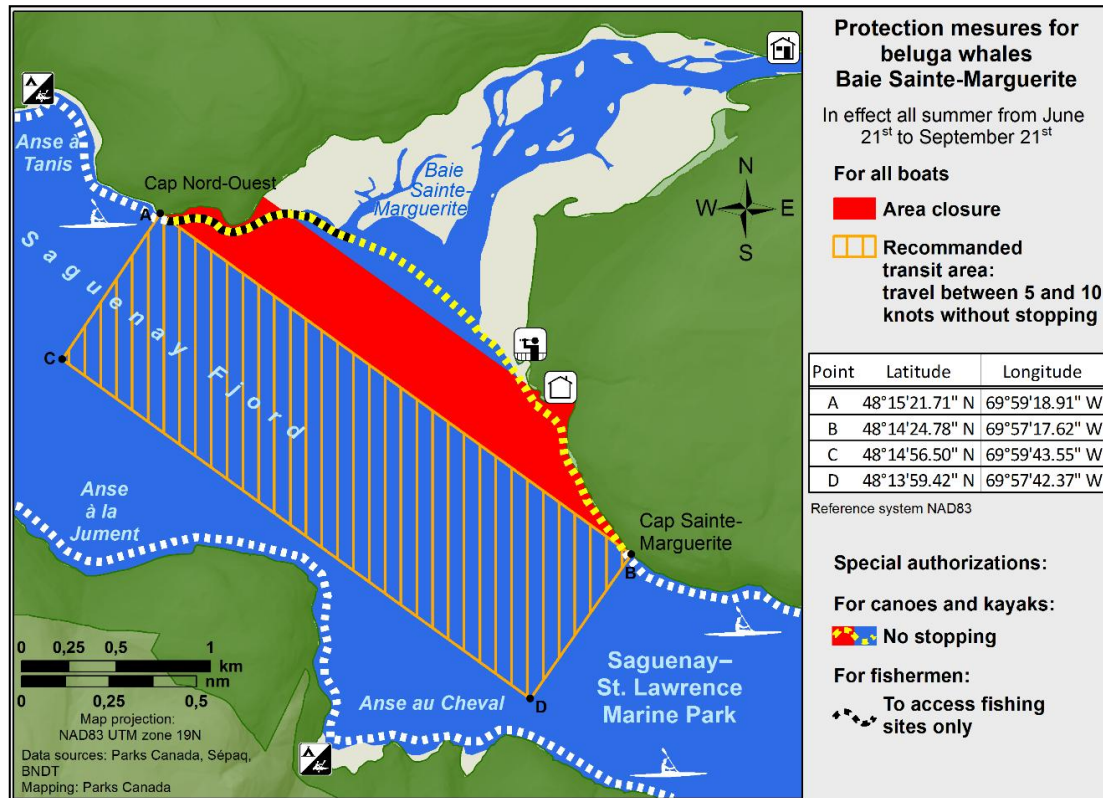


Figure 2



*407/26 Saguenay–St. Lawrence Marine Park and Surrounding Waters – Whale Protection

(Recurrent publication of notice *407/26, originally published in the Notices to Mariners – Monthly Eastern Edition 04/2026 publication.)

The waters in and around the Saguenay–St. Lawrence Marine Park are well known for the resident endangered beluga population and the wide diversity of whales that migrate there to feed, particularly between April and November.

Regulatory protection measures

All whale species that are found in the St. Lawrence are protected under the *Marine Mammal Regulations*, pursuant to the *Fisheries Act*. Within the boundaries of the Marine Park, specific measures are set out in the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations*, pursuant to the establishment of the *Saguenay–St. Lawrence Marine Park Act*. Any collision with a marine mammal within the Marine Park must immediately be reported to a park warden at 1-866-508-9888. For collisions that occur outside the Marine Park or for any situation involving a marine mammal that is dead or in trouble, contact the emergency network at 1-877-722-5346 or on VHF channel 16.

For more information on the Saguenay–St. Lawrence Marine Park, see notice 5C of the *Notices to Mariners Annual Edition 2026*.

Voluntary protection measures

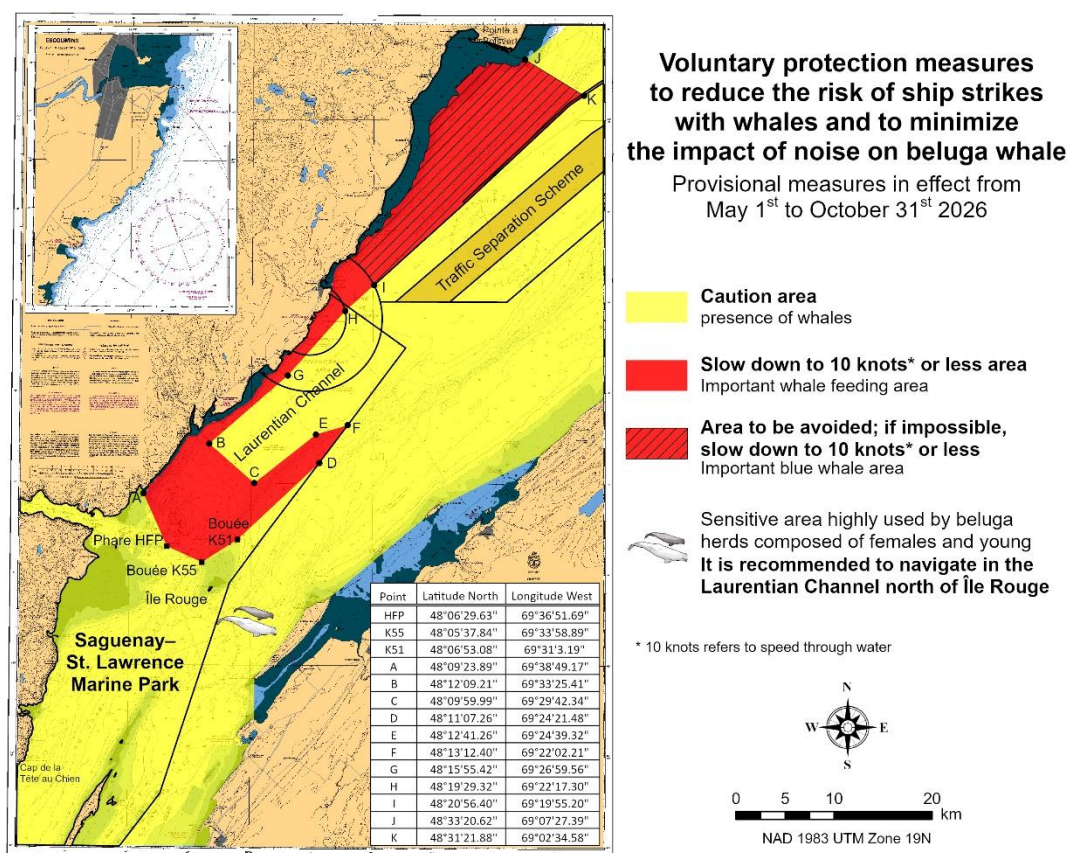
Provisional measures in effect from May 1 to October 31, 2026. See map at the end of this notice.

These measures apply to merchant vessels and cruise ships between Pointe à Boisvert and Cap de la Tête au Chien to prevent collisions with whales. These measures should only be taken when they will not jeopardize navigational safety.

Caution area (yellow area): To reduce the risk of collisions with whales that can be present anywhere in this area, heightened vigilance of navigators is critical. Posting a lookout is recommended in order to increase the chances of seeing the whales and thus taking necessary measures to avoid them. If bypassing the whales is not possible, slow down and wait for the animals to move away to a distance greater than 400 metres (0.215 nautical miles) before resuming original speed. It is more difficult to see the animals at night therefore increased caution is recommended.

Slow down to 10 knots or less area (red area): To reduce the risk of collisions with whales in this feeding area, it is recommended that vessels slow down to a maximum speed through the water of 10 knots and post a lookout. It is further recommended to remain in the Laurentian Channel to the north of Île Rouge to minimize the impact of noise in a sensitive area south of this island, which is highly frequented by herds of beluga whales composed of females and young.

Area to be avoided (hatched red area): To reduce noise and the risk of collisions with whales, vessels should avoid transiting through this area which is highly frequented by blue whales, an endangered species. If the area cannot be avoided, slow down to a speed through the water of 10 knots or less.



***701/26 Canadian Hydrographic Service – Nautical Charts**

New Charts			
Charts	Main Title	Version Date	Release Date
3486	Fraser River - Whonnock To / À Strawberry Island	2026-05-29	2026-07-26
3487	Douglas Island to / à Whonnock	2026-05-29	2026-07-26
Charts Permanently Withdrawn			
Charts	Main Title	Withdrawal Date	
3489	Fraser River/Fleuve Fraser, Pattullo Bridge to/à Crescent Island	2026-07-24	

***702/26 Canadian Hydrographic Service – Electronic Navigational Charts**

New Products			
S-57 & S-101 ENC Number	Chart Title	Usage	Published
CA2AW00A (Edn 1.000)	CA2AW00A	OVERVIEW	2026-07-25
CA2AW17A (Edn 1.000)	CA2AW17A	OVERVIEW	2026-07-25
CA2AW2EA (Edn 1.000)	CA2AW2EA	OVERVIEW	2026-07-25
CA2AW3MA (Edn 1.000)	CA2AW3MA	OVERVIEW	2026-07-25
CA2AW4UA (Edn 1.000)	CA2AW4UA	OVERVIEW	2026-07-25
CA2AW62A (Edn 1.000)	CA2AW62A	OVERVIEW	2026-07-25
CA4B70WA (Edn 1.000)	CA4B70WA	TRANSIT	2026-07-25
CA54PRTA (Edn 1.000)	CA54PRTA	PORT	2026-07-10
CA54PRUA (Edn 1.000)	CA54PRUA	PORT	2026-07-10
CA54QRTA (Edn 1.000)	CA54QRTA	PORT	2026-07-10
CA54QRUA (Edn 1.000)	CA54QRUA	PORT	2026-07-10
New Editions			
S-57 & S-101 ENC Number	Chart Title	Usage	Published
101CA00P467N0713W (Edn 5.000)	101CA00P467N0713W	PORT	2026-06-26
101CA00P467N0714W (Edn 4.000)	101CA00P467N0714W	PORT	2026-06-26
101CA00P539N1287W (Edn 3.000)	101CA00P539N1287W	PORT	2026-07-03
101CA00T450N0740W (Edn 6.000)	101CA00T450N0740W	TRANSIT	2026-06-26
101CA00T460N0720W (Edn 8.000)	101CA00T460N0720W	TRANSIT	2026-06-26
CA43XM7A (Edn 6.000)	Transit4500N07400W	TRANSIT	2026-06-26
CA43XQUC (Edn 3.000)	CA43XQUC	TRANSIT	2026-07-10
CA448K3A (Edn 2.000)	CA448K3A	TRANSIT	2026-06-26
CA448MTA (Edn 8.000)	Transit4600N07200W	TRANSIT	2026-06-26
CA45FPBA (Edn 2.000)	Transit5000N06700W	TRANSIT	2026-06-26
CA471181 (Edn 2.000)	CA471181	TRANSIT	2026-07-03
CA471206 (Edn 2.000)	CA471206	TRANSIT	2026-07-03
CA53MLDA (Edn 2.000)	Port4400N07670W	PORT	2026-07-10
CA53NLDA (Edn 2.000)	Port4410N07670W	PORT	2026-07-10
CA53PLDA (Edn 2.000)	Port4420N07670W	PORT	2026-07-10

CA53VLLA (Edn 2.000)	CA53VLLA	PORT	2026-07-03
CA53WLMA (Edn 2.000)	CA53WLMA	PORT	2026-07-03
CA540LNA (Edn 2.000)	CA540LNA	PORT	2026-07-03
CA540LPA (Edn 2.000)	CA540LPA	PORT	2026-07-03
CA541LNA (Edn 2.000)	CA541LNA	PORT	2026-07-03
CA541LPA (Edn 2.000)	CA541LPA	PORT	2026-07-03
CA542LNB (Edn 2.000)	CA542LNB	PORT	2026-07-03
CA542LPB (Edn 2.000)	CA542LPB	PORT	2026-07-03
CA54FN0A (Edn 4.000)	Port4670N07140W	PORT	2026-06-26
CA54FN1A (Edn 5.000)	Port4670N07130W	PORT	2026-06-26
CA55DSDA (Edn 2.000)	CA55DSDA	PORT	2026-07-03
CA55DSEA (Edn 2.000)	CA55DSEA	PORT	2026-07-03
CA56M4MA (Edn 3.000)	None	PORT	2026-07-03
CA570335 (Edn 6.000)	Broken Group (Part 1 of 2)	HARBOUR	2026-07-10
CA570450 (Edn 4.000)	Klemtu Passage to/à Tolmie Channel	HARBOUR	2026-07-10
CA571512 (Edn 2.000)	CA571512	PORT	2026-07-10
CA571517 (Edn 2.000)	CA571517	PORT	2026-07-17
CA571528 (Edn 2.000)	CA571528	PORT	2026-07-17
CA571529 (Edn 2.000)	CA571529	PORT	2026-07-17
CA571530 (Edn 2.000)	CA571530	PORT	2026-07-17
CA571531 (Edn 2.000)	CA571531	PORT	2026-07-17
CA571532 (Edn 2.000)	CA571532	PORT	2026-07-17
CA571533 (Edn 2.000)	CA571533	PORT	2026-07-17
CA571534 (Edn 2.000)	CA571534	PORT	2026-07-17
CA571564 (Edn 3.000)	CA571564	PORT	2026-07-03
Permanently Withdrawn			
S-57 & S-101 ENC Number	Chart Title	Withdrawal Date	
CA273344	Amundsen Gulf	2026-07-24	
CA273357	Demarcation Bay to/à Liverpool Bay	2026-07-24	
CA571521	CA571521	2026-07-24	

***703/26 Canadian Hydrographic Service – Raster Digital Charts (BSB V3)**

Charts Permanently Withdrawn		
Charts	Main Title	Withdrawal Date
RM-4045	Sable Island Bank / Banc de l'Île de Sable to / au St. Pierre Bank / Banc de Saint-Pierre	2026-07-31
RM-4540	Anchorage in White Bay / Mouillages dans White Bay	2026-07-31

***704/26 Canadian Coast Guard Publication - Amendments to the *Notices to Mariners Annual Edition 2026* - Section A, Notice 5A: General Guidelines for Aquatic Species at Risk and Important Marine Mammal Areas**

Page 1:

AMEND AS FOLLOWS:

5A General Requirements for Oceans Act Marine Protected Areas, Fisheries Act Marine Refuges and Fisheries Act Rockfish Conservation Areas

Requirements for Oceans Act Marine Protected Areas

Under the *Oceans Act*, regulations designating a Marine Protected Area may be made, by either the Governor in Council (per ss. 35(3)) or a Minister of Fisheries and Oceans Ministerial Order (per s. 35.1), for one or more of the following reasons:

Page 109:

ADD AS FOLLOWS AT THE END:

General Information on Rockfish Conservation Areas

Rockfish Conservation Areas (RCAs) are a network of 162 area-based management measures that were fully established in British Columbia (BC) by 2007. The establishment of RCAs which cover over 4,350 km² of the Canadian Pacific coast are in place to slow down or stop further rockfish population declines associated with recreational and commercial fisheries. The ecological conservation objectives of RCAs are to increase inshore rockfish and lingcod population densities, to increase the abundance of inshore rockfish in older age and larger size classes, and to protect inshore rockfish and lingcod habitat. The fisheries activities listed below are restricted in order to help protect rockfish from mortality and to support their conservation.

Commercial harvesters may not fish for:

- salmon by troll
- groundfish by means of bottom trawl, hook and line, mid-water trawl, or trap
- tuna by hook and line
- shrimp by trawl

Recreational fishers may not fish for:

- any species by spearfishing
- groundfish by angling
- salmon by trolling, jigging or mooching
- octopus by angling
- squid by jigging

Maps and coordinates: [Maps of protected areas in the Pacific Ocean.](#)

Authority: Department of Fisheries and Oceans (DFO)

***705/26 Canadian Coast Guard Publication - Amendments to the *Notices to Mariners Annual Edition 2026* - Section A, Notice 7A: Voyage Planning for Vessels Intending to Navigate in Canada's Northern Waters**

Several amendments and additions have been made throughout Notice 7A, Voyage Planning for Vessels Intending to Navigate in Canada's Northern Waters.

The latest version of this notice can be found below and is also available on the [Notices to Mariners website](#).

LATEST VERSION:

7A Voyage Planning for Vessels Intending to Navigate in Canada's Northern Waters

1 Purpose

This notice is intended to assist mariners, owners and operators of vessels intending on navigating in Canada's northern waters in preparing for, and executing, a safe voyage.

The recommendations and information provided in this notice are complementary to any other legal obligation of the owner, operator, master and all who have an interest in the vessel, and to the exercise of due diligence and good seamanship practices that are required from the master of a vessel.

2 Background

The Canadian Arctic is full of challenges to maritime navigation due to its climatic conditions, low temperatures, hazardous and variable ice conditions, and geography. The region is remote and vast, making repairs, rescue, or clean-up operations difficult. Roads, airstrips, and ports are sparse, and search and rescue resources are limited. Emergencies can draw resources from other needed services such as icebreaking and community re-supply. In addition, the Canadian Arctic is environmentally sensitive and slow to recover from damage, so the impact of a pollution incident could have significant consequences. The mariner must also keep in mind that most of Canada's Arctic waters have not been surveyed to modern standards.

Consequently, Arctic navigation requires vessel crews with specialized knowledge. A safe voyage starts with a detailed voyage plan that considers the Canadian Arctic's unique conditions, navigational challenges, and hazards along with the vessel's capabilities and operational limitations.

3 Voyage Planning

International Maritime Organization (IMO) voyage planning guidelines and IMO's *International Code for Ships Operating in Polar Waters* ([Polar Code](#)) provisions must be considered when planning a voyage to Canadian Arctic waters. [Chapter 11](#) refers to voyage planning and provides information on conducting a safe voyage.

The *Navigation Safety Regulations, 2020* ([NSR 2020](#)) requires the master of a vessel before the vessel embarks on a voyage, to plan the voyage considering the Annex to [IMO resolution A.893\(21\)](#), *Guidelines for Voyage Planning*. If charts, documents, and publications are required to be kept on board under section 142 of [NSR 2020](#), the master is to use those charts, documents, and publications to the extent that they relate to voyage planning.

Particularly relevant to Canadian Arctic navigation, the voyage plan shall, among other things, anticipate all known navigational hazards and adverse weather conditions and avoid, as far as possible, actions and activities that could cause damage to the environment. Passenger vessels should also consider [IMO Resolution A.999 \(25\)](#) *Guidelines on Voyage Planning for Passenger Ships Operating in Remote Areas* and Transport Canada's *Guidelines for the Operation of Passenger Vessels in Canadian Arctic Waters*. ([TP 13670](#))

Considerations

In preparation for every Arctic voyage, the Master of the vessel must develop a comprehensive voyage plan. Given the unique risks associated with Arctic operations, the following factors should be considered, inter alia:

- Source, date, quality of hydrographic surveys, Category Zone of Confidence (CATZOC) information and data.
- Up-to-date charts of the appropriate scale, including all relevant Notices to Mariners (NOTMARs) and radio navigational warnings.
- Accuracy and availability of charting for the intended route, particularly in infrequently used areas.
- Contingency plans for emergencies where limited Search and Rescue (SAR) support is available, including SAR Cooperation Plans in accordance with SOLAS Regulation V/7.3 and MSC.1/Circ.1184.
- Compliance with Chapter 11 of the Polar Code.
- Avoidance of navigation in uncharted or insufficiently surveyed areas.
- Adequate Under Keel Clearance (UKC).
- Squat calculations and operational limitations.
- Bridge manning requirements.
- Identification of Places of Refuge.
- Position fixing methodology and intervals.
- Identification of No-Go Areas.
- Identification of Areas to be Avoided (ATBA).

Minimum Risk Mitigation Measures

- Transit in waters charted to modern standards, giving due consideration to the quality and limitations of available hydrographic data. Avoid transits through under-surveyed areas where possible. Where transit through such areas is necessary, conduct an appropriate risk assessment and ensure suitable mitigation measures and contingency plans are in place prior to transit.
- Reduce speed when required, including in the presence of ice or limited visibility during hours of darkness.
- Maintain a safe distance from land.
- Continuously monitor ice and weather conditions.
- Develop contingency routing for unforeseen wind, ice, or sea state conditions.
- Request icebreaker escort services, as required.
- Post additional lookouts.

Additional Operational Guidance

- Carriage of additional navigational aids, in addition to regulatory requirements, with suitably qualified crew to operate and maintain them, such as forward-looking sonar. Such equipment should be used only when appropriate and at spectrum ranges of 200 kHz or above to minimize disturbance to marine mammals.
- Subject to vessel and crew safety and availability, the use of spotting craft or other methods to survey waters ahead of passenger vessels, taking into consideration the quality of available hydrographic data.
- Use of supernumerary navigational experts possessing local knowledge of the intended area of operations.

Chart Accuracy Awareness

Mariners are advised to navigate with caution and remain fully cognizant of the CATZOC information available through Electronic Navigational Charts (ENCs) and displayed within Electronic Chart Display and Information Systems (ECDIS).

The Zone of Confidence (ZOC) indicates the overall level of confidence in the hydrographic data used to produce a chart for a given area. CATZOC is the classification used on ENCs to describe the quality and reliability of the underlying survey data. Hydrographic Offices assess the quality of hydrographic data and classify zones based on depth accuracy, position accuracy, and seafloor coverage. Mariners should consult their ECDIS operating manual to determine how to access the quality of data information. CATZOC categories (A1, A2, B, C, D, and U) range from high-quality, modern surveys (A1) to very low or unassessed confidence (D or U). Areas with lower ZOC or CATZOC ratings may contain significant positional or depth uncertainties.

The CATZOC in ENCs should not be confused with Source Classification diagrams, which can be found on Canadian Hydrographic Service paper charts. The purpose of Source Classification diagrams is to guide navigators and those planning 'navigational operations' (including the planning of new routes and official routing measures) to the degree of confidence they should have in the adequacy and accuracy of charted depths and their positions. A Source diagram will provide details of the survey from which each part of the chart has been compiled, specifically with the age and survey methodology of the data.

Regarding CATZOC, the following should be noted:

1. High accuracy depth information (ZOC A1 and A2), shown as five stars or more.
2. Medium accuracy depth information (ZOC B), shown as four stars.
3. Poor accuracy depth information (ZOC C, D and U), shown as three stars or less; or letter U.

Zones of Confidence (ZOC) Table

ZOC	Position Accuracy	Depth Accuracy		Seafloor Coverage	Typical Survey Characteristics
A1	± 5m + 5% depth	= 0.50 + 1% d		Full area search undertaken. Significant seafloor features detected and depths measured.	Controlled, systematic survey high position and depth accuracy achieved using DGPS or a minimum three high quality lines of position (LOP) and a multibeam, channel or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 0.6		
		30	± 0.8		
		100	± 1.5		
1000	± 10.5				
A2	± 20m	= 1.00 + 2% d		Full area search undertaken. Significant seafloor features detected and depths measured.	Controlled, systematic survey achieving position and depth accuracy less than ZOC A1 and using a modern survey echosounder and a sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
1000	± 21.0				
B	± 50m	= 1.00 + 2% d		Full search area not achieved; uncharted features, hazardous to surface navigation are not expected but may exist.	Controlled, systematic survey achieving similar depth but lesser position accuracies than ZOC A2, using a modern survey echosounder, but no sonar or mechanical sweep system.
		Depth (m)	Accuracy (m)		
		10	± 1.2		
		30	± 1.6		
		100	± 3.0		
1000	± 21.0				
C	± 500m	= 2.00 + 5% d		Full area search not achieved, depth anomalies may be expected.	Low accuracy survey or data collected on an opportunity basis such as sounding on passage.
		Depth (m)	Accuracy (m)		
		10	± 2.5		
		30	± 3.5		
		100	± 7.0		
1000	± 52.0				
D	Worse than ZOC C	Worse than ZOC C		Full search not achieved, large depth anomalies expected.	Poor quality data or data that cannot be quality assessed due to lack of information.
U	Unassessed – The quality of the bathymetric data has yet to be assessed.				

Source: [United Kingdom Hydrographic Office](#)

Zones of Confidence Symbols

The number of stars is an indication of the CATZOC value:

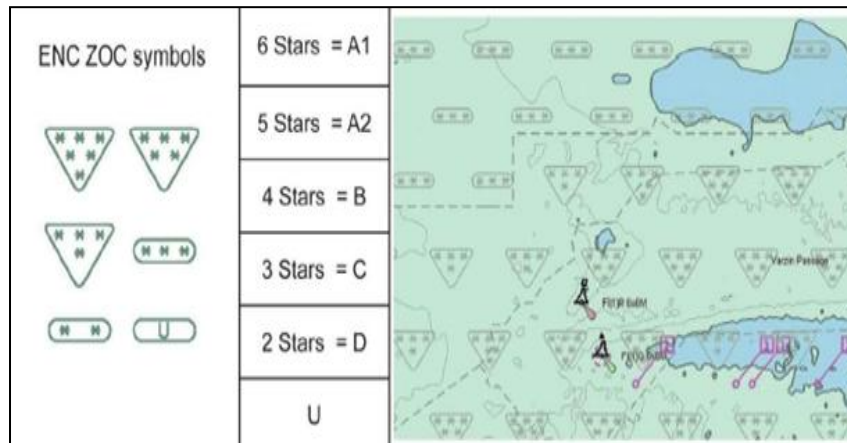
6 stars = A1 (in a triangle)

5 stars = A2 (in a triangle)

4 stars = B (in a triangle)

3 stars = C (in a horizontal bar)

2 stars = D (in a horizontal bar)



Source: [International Hydrographic Office](http://www.iho.int)

Use of Navigational Information and Maintaining Adequate Safety Margins

Effective voyage planning in Arctic waters requires mariners to make full and informed use of all available navigational aids and reliable information sources. This includes, where available, consideration of ENC quality indicators such as the CATZOC. In addition, given the variability in the accuracy of hydrographic data across many Arctic areas, mariners should apply appropriate safety margins when assessing under-keel clearance, particularly when planning routes or deviating from an intended passage. Charted depths and features should not be relied upon in isolation; rather, they should be interpreted within the broader context of data quality, environmental conditions, and operational risk to support prudent, risk-based navigation.

Transport Canada has developed *Guidelines for Assessing Ice Operational Risk* (TP 15383). The information is intended for planning and operational purposes and is written for a diverse audience, including vessel designers, recognized organizations, vessel owners and operators, vessel **management** companies, communication and ice information agencies, the public at large and most importantly the bridge team. This publication can be ordered by contacting: marinesafety-securitemaritime@tc.gc.ca.

4 Charts and Notices

At present, about 18.4% of Canadian Arctic waters are surveyed to modern standards. In addition, the mariner must be aware of the horizontal datum used for the chart. Global Navigation Satellite System (GNSS) positions can only be plotted directly on North American Datum 1983 (NAD 83) (equivalent to World Geodetic System 1984 (WGS 84)) charts. For charts with other datums, the appropriate correction must be applied. Some Arctic charts do not have a reference datum and therefore there are no corrections available for these charts. In such cases, alternative sources of positional information should be used such as radar and visual lines of position when possible. It is always recommended that more than one means is used to fix a position.

As always, mariners must use up-to-date nautical charts and nautical publications to plan each voyage. This includes making use of annual and monthly [Notices to Mariners](#) and [Northern Canada Sailing Directions](#). Of note, given the challenges in charting Canada's northern waters, confirming chart anomalies, and servicing aids to navigation, mariners must ensure that all [Navigational Warnings](#) (broadcast and written) and [NAVAREA warnings](#) that are in force in the area are considered. Further information can be obtained from the Canadian Coast Guard (CCG).

- For a list of charts and publications required onboard the vessel, please refer to [NSR 2020](#), Part 1, Division 6. The master of a vessel must ensure that the charts, documents and publications required under this Division, before being used to plan and execute a voyage, are correct and up-to-date, and based on information that is contained in [Notices to Mariners](#) or a [Navigational Warnings](#).
- Attention is also drawn to section 7 of the [Collision Regulations](#) related to *Notices to Mariners and Navigational Warnings*.
- The Arctic Regional Hydrographic Commission (ARHC) and the Arctic Council Working Group on the Protection of the Arctic Marine Environment (PAME) have officially released a joint advisory titled "[Caution Required When Navigating in Arctic Waters](#)". This 2026 advisory serves as a critical update to the original cautionary note issued in the ARHC in 2017. The updated notes reflects significant shifts in the region, specifically addressing the challenges posed by a rapidly changing Arctic, the emergence of new maritime routes, and a steady increase in vessel traffic.

5 Ice Advisory Service, Northern Vessel Traffic Services (Formerly NORDREG) Reporting, and Sail Plans

The CCG operates an ice advisory service to support vessels navigating in Canada's northern waters during the navigation season. Vessels can obtain up-to-date information on ice conditions, advice on routes, aids to navigation and icebreaker support, when available and considered necessary, by contacting Northern Vessel Traffic Services (Formerly NORDREG). Weather, ice advisories, and forecasts are also broadcasted daily. Vessels subject to the [Vessel Traffic Services Zones Regulations](#) must report to Northern VTS as required by the regulations. Masters are reminded to promptly report all defects to Northern VTS when operating in the Canadian Arctic, as required by Vessel Traffic Services Regulations.

Vessels not required to report to Northern Vessel Traffic Services should, at a minimum, file a sail plan with a responsible person. This person should be instructed to call the Joint Rescue Coordination Centre if the vessel becomes overdue. In circumstances where it is not possible to file a sail plan with a responsible person, a sail plan may be filed by telephone, radio or in person, with a [Marine Communications and Traffic Services](#) (MCTS) Centre. While at sea, masters and operators who have filed a sail plan are encouraged to file a daily position report during long trips. After completion of the voyage, the vessel must close (or deactivate) their sail plan. Forgetting to do so can result in an unwarranted search.

All vessels to which Part 1 of the *Arctic Shipping Safety and Pollution Prevention Regulations* ([ASSPPR](#)) applies must report, as per section 9 of that regulation. More information on this topic can be found in section 8 of this notice.

The CCG publication [Radio Aids to Marine Navigation](#) should be consulted for further information including details on the Northern Vessel Traffic Services Zone, reporting, radio frequencies and times for ship/shore communications and broadcasts.

6 Ice Navigation in Canadian Waters

The CCG publication, [Ice Navigation in Canadian Waters](#) indicates the necessary precautions to be taken by vessel navigating in Canadian ice-covered waters. The document provides masters and watch keeping officers with the necessary information to achieve an understanding of the hazards, navigation techniques, and response of the vessel. It includes information on passage planning for routes in ice-covered waters and principles of high latitude navigation. Every vessel of 100 gross tonnage, or over, navigating in Canadian waters in which ice may be encountered is required to carry and make use of this publication ([NSR 2020](#)).

7 Contingency Planning

Two vessels groundings during the 2010 Canadian Arctic shipping season, one in 2018, and two in 2025 serve as a strong reminder of the critical importance of contingency planning and thorough risk assessment for Arctic operations.

As stated in the IMO Guidelines for Voyage Planning ([A.893\(21\)](#)), a detailed voyage plan should include, among other things, “*contingency plans for alternative action to place the vessel in deep water or proceed to a port of refuge or safe anchorage in the event of any emergency necessitating abandonment of the plan, taking into account existing shore-based emergency response arrangements and equipment and the nature of the cargo and of the emergency itself.*”

Access to emergency support services in Canadian Arctic waters is extremely limited, and there are currently no dedicated emergency response organizations operating in the Canadian North. Accordingly, it is highly recommended that shipowners pre-arrange emergency support prior to the voyage, including towing assistance, salvage support, and spill response capability.

Vessels are also reminded that CCG icebreakers are unavailable in the Canadian Arctic during the winter months, and this should be considered when assessing the minimum survival time. Accordingly, vessels should be equipped with adequate life-saving appliances, survival equipment, and thermal protection suitable for extended survival periods, and the same should be reflected in the Polar Ship Certificate and Record of Equipment, as well as the Polar Waters Operational Manual (PWOM).

8 Arctic Waters Pollution Prevention Act and the Polar Code

Vessels intending to operate within Canadian Arctic waters are subject to certain unique requirements in addition to those common to vessels operating elsewhere in Canada. The nature of these additional requirements varies from one vessel to another and depends on, among other things, vessel type, vessel size, area of operation, or activity in which the vessel is engaged. The *Arctic Waters Pollution Prevention Act* ([AWPPA](#)) and its associated regulations establish these unique requirements. The primary objectives are to address:

- the unique hazards associated with polar operations,
- the additional demands that polar operations place on vessels, their systems, and operations (including navigation), and
- the vulnerability of coastal Arctic communities and polar ecosystems to vessel operations.

The [Polar Code](#) entered into force on 1 January 2017 and was implemented in Canada with the [ASSPPR](#) and communicated out to mariners via [SSB No.: 05/2018](#). The Polar Code is mandatory for vessels operating under the *International Convention for the Safety of Life at Sea* (SOLAS) and the *International Convention for the Prevention of Pollution from Ships* (MARPOL). It regulates the design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to vessels operating in polar waters.

Details of Canada's requirements and additional guidance for vessels operating in its Arctic waters can be found on Transport Canada's [website](#) and by contacting [Transport Canada's Prairie and Northern Region](#) Marine Safety and Security office.

8.1 Zone Dates, AIRSS, and POLARIS

Arctic waters under Canadian jurisdiction are divided into 16 zones. The *Shipping Safety Control Zones Order* prescribes these zones ([SSCZ](#)). Schedule 1 of the [ASSPPR](#) outlines earliest entry and the latest exit dates for each zone and for each category of vessel. The zones have been organized in such a way that zone 1 has historically had the most severe ice conditions, and zone 16 the least. Higher ice-strengthened vessels can operate for longer periods in higher severity zones.

For vessels intending to operate outside of the dates of this prescriptive system have the option of using either the Arctic Ice Regime Shipping System (AIRSS) or the Polar Operational Limit Assessment Risk Indexing System (POLARIS). Both AIRSS and POLARIS are methodologies for determining ice operational risk that considers a vessel's ice class and the prevailing ice conditions observed from the vessel's bridge. Transport Canada recognizes that the use of either AIRSS or POLARIS by identical vessels in identical ice regimes could produce minor differences in operating outcomes depending upon which system is used. To help address certain situations where this variance could occur, the Regulations therefore require that all Polar Class vessels and/or all vessels built after January 1, 2017, must use POLARIS. For vessels built before this date that carry a Polar Ship Certificate, they should use the system stipulated on the certificate. All other vessels are afforded the option of using either AIRSS or POLARIS when operating outside the zone dates. These vessels are required to submit their AIRSS or POLARIS message upon their first point of entry into each [SSCZ](#) or modification of their voyage. See [ASSPPR](#) for application information.

The details on the AIRSS system are found in the [TP12259 - Arctic Ice Regime Shipping System \(AIRSS\) Standard](#). For additional information on using the Zone Dates, AIRSS and POLARIS see *Guidelines for Assessing Ice Operational Risk* (TP 15383).

8.2 Polar Ship Certificate and Polar Waters Operating Manual

Section 6 of the [ASSPPR](#) has the effect of making the safety-related Polar Code requirements applicable to certain vessels operating in polar waters. All vessels to which section 6 of the [ASSPPR](#) apply, intending to operate in polar waters, must have a valid Polar Ship Certificate (PSC) onboard. For Canadian vessels the PSC will generally be issued by a Recognized Organization (RO). These vessels will also need to carry a [PWOM](#). The PWOM will provide the Owner, Operator, Master, and crew with sufficient information regarding the vessel's operational capabilities and limitations to support their decision-making process. All crew members need to know the procedures and equipment described in the [PWOM](#) relevant to their assigned duties.

Vessels are reminded to observe the operational limitations stated in the Polar Ship Certificate, including but not limited to:

- Maximum/Minimum operating draughts
- Temperature limitations
- Latitude limitations
- Permitted ice conditions

Operations outside these limits should not be undertaken.

8.3 Pollution Prevention

The [ASSPPR](#) contains a range of safety and pollution prevention requirements that address the unique risks confronted by ships operating in Canada's Arctic. The regulations incorporate certain requirements of the Polar Code, albeit with the addition of Canadian modifications, that help ensure that strict safety measures and discharge requirements of the *Arctic Waters Pollution Prevention Act* are maintained.

Except where otherwise indicated, the pollution prevention sections of the [ASSPPR](#) apply to all Canadian vessels operating in polar waters, and foreign vessels operating within the [SSCZ](#) (including fishing vessels, pleasure craft, and vessels without a mechanical means of propulsion).

9 Certificate of Proficiency and Ice Navigators

Vessels operating in polar waters are required to be crewed by personnel adequately trained, qualified, and experienced for operating in polar conditions. For Canadian Arctic waters the requirements are outlined in the [ASSPPR](#).

Personnel training and qualification requirements per the *Arctic Shipping Safety and Pollution Prevention Regulations*

	Requirements based on ice conditions or Zone Dates**			
	Polar Code			Outside Zone dates in row 14 of the schedule
	Ice Free	Open Waters	Other Waters	
Passenger vessels certified to Chapter 1 of SOLAS		Basic training for master, chief mate, and officers in charge of a navigational watch	Advanced training for master and chief mate	
Tankers 500 gross tonnage or more certified to Chapter 1 of SOLAS			Basic training for officers in charge of a navigational watch	
Other vessels 500 gross tonnage or more				
Vessels 300 gross tonnage or more (including fishing vessels and pleasure craft) *				Advanced training for ships operating in polar waters Or Experience as outlined in section 10(2)(b)(i) of ASSPPR
Vessels carrying, or towing/pushing a vessel carrying, pollutants or dangerous goods*				
Vessels towing/pushing another vessel with a combined tonnage of 500 or more*				

*Vessels not certified to Chapter 1 of SOLAS

**Chart is provided as a visual reference. Operators should consult the ASSPPR and Polar Code for further information specific to their vessel

1. Ice terminologies such as Ice Free and Open Waters, are defined in the Polar Code.

The following definitions are to be noted

- **Open Water:** A large area of freely navigable water in which ice is present in concentrations less than 1/10. No ice of land origin is present.
- **Bergy Water:** An area of freely navigable water in which ice of land origin is present. Other ice types may also be present, although the total concentration of all other ice is less than 1/10.
- **Ice Free:** No ice present.
- **Other Waters:** Waters that are neither Ice-Free nor Open Water.

Operators are reminded that the Canadian Arctic is generally considered to be 'Other Waters'.

2. Basic training and advanced training for ships operating in polar waters, as required by the ASSPPR and the Polar Code, is defined in Chapter V Regulation V/4 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).
3. Experience outlined in section 10(2)(b)(i) of the [ASSPPR](#) states that the Ice Navigator must:
 - have served on a vessel in the capacity of master or person in charge of the deck watch for at least 50 days, of which 30 days must have been served in international Arctic waters while the vessel was in ice conditions that required the vessel to be assisted by an icebreaker or that required manoeuvres to avoid concentrations of ice that might have endangered the vessel.
4. All Ice Navigators on a vessel must have all the qualifications under the [Canada Shipping Act, 2001](#) to act as a master or a person in charge of the deck watch.

Additional Information and Coming Amendments

For additional training and certification requirements, see [Ship Safety Bulletin 20/2023](#), which explains how masters, deck officers and any other crew members can meet certification and familiarization training requirements for those on certain ships operating in polar waters. While the ASSPPR and the Polar Code require officers to have certification for vessel operating in polar waters in accordance with the STCW Convention, the requirements to obtain this certification are being addressed in coming amendments to the [Marine Personnel Regulations](#).

Having qualified persons or Ice Navigators on board does not absolve the master and officers of the navigational watch of their duties and obligations for the safety of the vessel and protection of the environment.

10 Further Considerations

The following section outlines recommended measures to mitigate the impact of shipping on traditional hunting and fishing, environmentally sensitive areas, marine mammals, and caribou migration in the Canadian Arctic. It is strongly recommended that the vessel operator review these measures before undertaking a voyage in the Canadian Arctic.

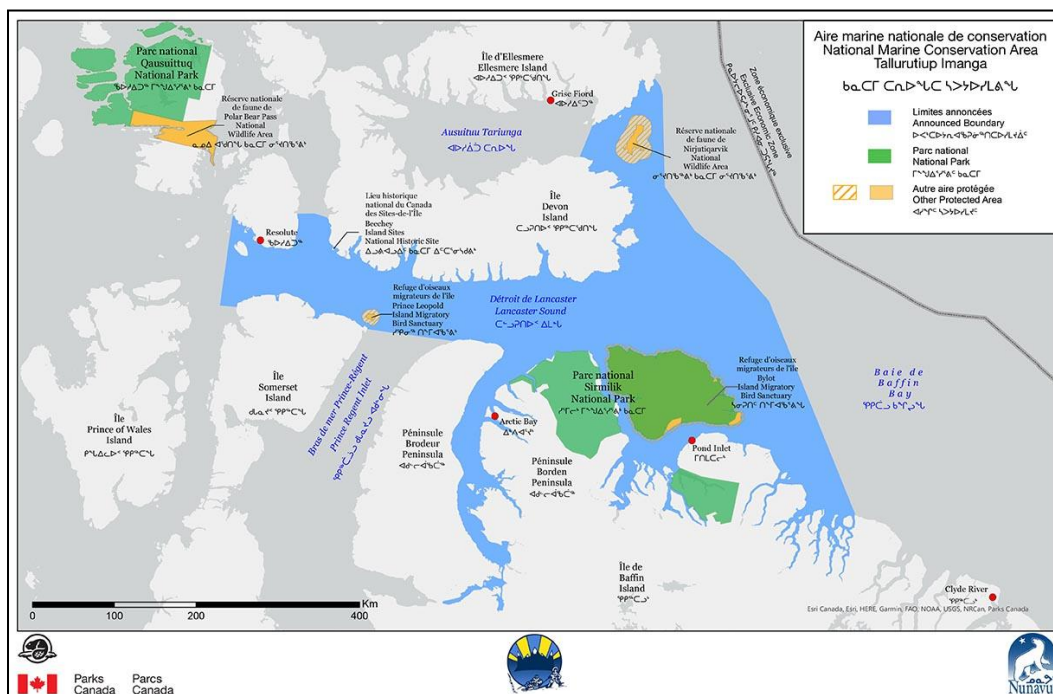
The master shall plan a route considering Chapter 11 of the Polar Code and the following:

- Current information on relevant vessel's routing systems, speed recommendations and vessel traffic services relating to known areas with densities of marine mammals, including seasonal migration areas.
- National protected areas along the route.
 - Section A of Annual Notice to Mariners provides information on Marine Mammals Guidelines and Marine Protected Areas, including the Canadian Arctic and refers to general regulatory requirements for all Oceans Act Marine Protected Areas which should be reviewed regularly for updates.
 - There are regulatory requirements for vessels operating in the Tuvaqjuittuq Marine Protected Area.
 - Voluntary measures are in place to minimize risks of vessel collisions, and potential impacts of underwater noise on beluga whales and bowhead whales in the two established Marine Protected Areas (the Tasiuq Niryutait Marine Protected Areas and the Anguniaqvia niqiqyuam Marine Protected Areas) in Canada's Western Arctic within the Inuvialuit Settlement Region.
 - Vessels navigating in the Kitikmeot Region should also refer to section A of Annual Notice to Mariners. Note that there are measures in place for the protection of hunters and trappers and migrating caribou.
- The vessel should consider maintaining an extra lookout when transiting Canadian Arctic waters.
- It is recommended that vessels carry individuals with local knowledge of the vessel's area of operations.
- Vessels could be subjected to land use conformity and impact assessment determinations in the Canadian Arctic. Vessels should contact relevant territorial authorities with details of their planned transit before undertaking a voyage through the Canadian waters (ex: Nunavut Planning Commission and Environmental Impact Screening Committee).
- When transiting through the Tallurutiup Imanga National Marine Conservation Area (TINMCA), Sarvarjuaq Marine Protected Area and Qikiqtait Marine Protected Area notwithstanding emergency situations, vessels must navigate with caution and remain at a safe and practicable distance from sensitive areas.

Tallurutiup Imanga National Marine Conservation Area

The Tallurutiup Imanga (TI) National Marine Conservation Area (NMCA), located in Nunavut and encompassing Lancaster Sound and adjacent Arctic waters, covers approximately 108,000 km² and protects one of the most biologically productive marine ecosystems in the Arctic. The area provides critical habitat for narwhal, beluga, bowhead whales, walrus, polar bears, seals, seabirds, and Arctic char, while also supporting Inuit harvesting, travel, and cultural practices.

Below is a map showing the area of TINMCA.



Source: [Parks Canada](https://www.parks.ca.gc.ca)

Sarvarjuaq Marine Protected Area

The [Sarvarjuaq Marine Protected Area](#) (MPA) was established in March 2026 in northern Baffin Bay within the North Water Polynya region. The protected area covers approximately 73,700 km² and includes ecologically significant marine habitat supporting narwhal, beluga, walrus, seals, seabirds, and other Arctic marine species. The area was established under the *Oceans Act* through collaboration between the Government of Canada and the Qikiqtani Inuit Association to support the conservation of ecologically and culturally important marine ecosystems, while recognizing Inuit harvesting rights and stewardship responsibilities.

Qikiqtait Marine Protected Area

The [Qikiqtait Marine Protected Area](#) (MPA) is in Lancaster Sound and eastern Jones Sound in the High Arctic region of Nunavut. Established under the *Oceans Act* in March 2026, the protected area conserves approximately 13,700 km² of ecologically significant marine habitat that supports polar bear, walrus, seals, narwhal, seabirds, and Arctic char populations, as well as important migratory and feeding areas for marine mammals. The MPA was established through collaboration between the Government of Canada and Inuit partners, including the Qikiqtani Inuit Association, and supports Inuit-led conservation and stewardship objectives while recognizing existing Inuit harvesting rights and traditional use activities.

11 References

Department of Justice Canada

- [Arctic Shipping Safety and Pollution Prevention Regulations](#)
- [Arctic Waters Pollution Prevention Act](#)
- [Canada Shipping Act, 2001](#)
- [Collision Regulations](#)
- [Marine Personnel Regulations](#)
- [Navigation Safety Regulations, 2020](#)
- [Shipping Safety Control Zones Order](#)
- [Vessel Traffic Services Zone Regulations](#)

Transport Canada

- [Prairie and Northern Region](#)
- [Marine Publications Abstracts](#)
- [How to Meet the STCW Requirements for Masters, Deck Officers and Other Crew Members of Certain Canadian Ships Operating in Polar Waters \(Ship Safety Bulletin No. 20/2023\)](#)
- [Coming into force: New Arctic Shipping Safety and Pollution Prevention Regulations - SSB No.: 05/2018](#)
- [TP 12259 Arctic Ice Regime Shipping System \(AIRSS\) Standard](#)
- [TP 13670 Guidelines for the Operation of Passenger Vessels in Canadian Arctic Waters](#)
- [TP 15383 Guidelines for Assessing Ice Operational Risk](#)

Canadian Coast Guard

- [Ice Navigation in Canadian Waters](#)
- [Marine Communications and Traffic Services – Contacts](#)
- [Navigational Warnings \(NAVWARN\)](#)
- [Notices to Mariners \(NOTMAR\)](#)
- [Navigational Areas \(NAVAREAs\)](#)
- [Radio Aids to Marine Navigation](#)

Fisheries and Oceans Canada

- [Northern Canada Sailing Directions](#)

PAME:

- [Protection of the Arctic Marine Environment](#)
- [Polar Water Operational Manual \(PWOM\)](#)

IMO Resolutions

- [A.893\(21\) Guidelines for Voyage Planning](#)
- [A.999\(25\) Guidelines on Voyage Planning for Passenger Ships](#)

Authority: Transport Canada

***707/26 Canadian Coast Guard – DGPS Station Permanently Discontinued**

Reference chart: N/A

The following DGPS station has been permanently discontinued:

Aid Name	LL No.	Position
Cape Race DGPS Site	1.01	46° 46' 0.00"N 053° 11' 00.0"W

(N2026-033)

***708/26 Britannia Bay à/to Chats Falls – Unlit Buoys Permanently Established**

Reference chart: 1550

The following unlit buoys have been permanently established at the following coordinates:

Aid Name	LL No.	Position
Buoy K6	7597.1	45° 29' 37.4"N 076° 01' 58.0"W
Buoy K9/1	7597.2	45° 29' 40.1"N 076° 02' 45.0"W

(B2026-037, 038)

***709/26 Rapides-des-Joachims au/to Lac la Cave – Unlit Buoys Permanently Changed**

Reference chart: 1554

The following unlit buoys have been permanently changed:

Aid Name	LL No.	Position	Changes
Buoy K76	7643	46° 11' 57.1"N 077° 47' 08.6"W	Buoy discontinued.
Buoy K77	7644	46° 12' 04.7"N 077° 49' 25.6"W	Buoy discontinued.
Buoy K79	7645	46° 13' 11.0"N 077° 54' 00.2"W	Buoy discontinued.
Maraboo buoy K72	7645.5	46° 14' 29.0"N 078° 01' 45.2"W	Unlit starboard buoy established.
Buoy K74	7647	46° 14' 23.3"N 078° 02' 05.8"W	Aid designator changed from K82 to K74.
Buoy K84	7648	46° 13' 57.2"N 078° 03' 49.1"W	Buoy discontinued.
Buoy K75	7650	46° 16' 30.7"N 078° 09' 04.1"W	Aid designator changed from K89 to K75.
Buoy K76	7651	46° 16' 24.4"N 078° 13' 42.1"W	Aid designator changed from K90 to K76.
Deux Rivières buoy K78	7651.5	46° 15' 53.7"N 078° 16' 53.6"W	Unlit starboard buoy established.
Buoy K79	7652	46° 15' 19.7"N 078° 17' 49.1"W	Aid designator changed from K93 to K79.
Bear Point buoy K80	7652.5	46° 15' 24.1"N 078° 19' 06.3"W	Unlit starboard buoy established.
Buoy K82	7653	46° 17' 00.2"N 078 22' 21.7"W	Aid designator changed from K94 to K82.
Buoy K95	7654	46° 17' 59.9"N 078° 31' 30.5"W	Buoy discontinued.
Buoy K98	7656	46° 18' 54.6"N 078° 34' 45.8"W	Buoy discontinued.
Buoy K84	7657	46° 19' 05.6"N 078° 40' 47.3"W	Aid designator changed from K100 to K84.
Buoy K85	7658	46° 19' 10.0"N 078° 41' 40.6"W	Aid designator changed from K101 to K85.
Buoy K87	7660	46° 19' 17.1"N 078° 42' 05.9"W	Aid designator changed from K103 to K87.
Buoy K93	7663	46° 19' 20.0"N 078° 42' 24.4"W	Aid designator changed from K107 to K93.
Buoy K94	7664	46° 19' 31.6"N 078° 42' 36.9"W	Aid designator changed from K108 to K94.
Buoy K96	7664.5	46° 20' 46.1"N 078° 43' 42.1"W	Unlit starboard buoy established.

(B2026-039 to 058)

***710/26 Belleville Harbour – Unlit Buoys Permanently Established**

Reference chart: 2011

The following unlit buoys have been permanently established at the following coordinates:

Aid Name	LL No.	Position
Buoy Q69	7238.1	44° 05' 33.6"N 077° 32' 48.8"W
Buoy QM5	7254.1	44° 09' 12.8"N 077° 22' 43.3"W

(B2026-036, 060)

***711/26 Adolphus Reach to/à Big Bay – Unlit Buoys Permanently Changed**

Reference chart: 2019

The following unlit buoys have been permanently changed:

Aid Name	LL No.	Position	Changes
Buoy Q18	7214	44° 10' 52.2"N 077° 04' 15.0"W	Buoy discontinued.
Buoy Q29	7218	44° 09' 52.5"N 077° 06' 54.0"W	Buoy discontinued.
Buoy Q30	7219	44° 09' 54.8"N 077° 06' 55.0"W	Buoy discontinued.
Snake Island buoy Q52/2	7227.5	44° 09' 13.5"N 077° 19' 50.5"W	Unlit starboard buoy established.

(B2026-033 to 035, 059)

***712/26 Belleville to/à Presqu'île Bay – Unlit Buoys Permanently Discontinued**

Reference chart: 2020

The following unlit buoys have been permanently discontinued:

Aid Name	LL No.	Position
Buoy QT1	7265	44° 05' 38.7"N 077° 34' 07.6"W
Buoy QT2	7266	44° 05' 38.2"N 077° 34' 05.1"W
Buoy QT3	7267	44° 05' 26.8"N 077° 34' 13.5"W
Buoy QT4	7268	44° 05' 26.8"N 077° 34' 10.0"W
Buoy QT8	7271	44° 05' 07.2"N 077° 34' 16.6"W
Buoy QT9	7271.5	44° 04' 54.7"N 077° 34' 17.1"W
Buoy QT10	7272	44° 04' 54.7"N 077° 34' 12.5"W
Buoy QY1	7304	44° 06' 15.2"N 077° 31' 19.1"W
Buoy QY2	7305	44° 06' 17.2"N 077° 31' 18.6"W
Buoy QY4	7307	44° 06' 18.2"N 077° 31' 25.1"W

(B2026-022 to 031)

***713/26 Charity Shoal to/à Gull Bar including / y compris Long Point – Unlit Buoy
Permanently Discontinued**

Reference chart: 2016

The following unlit buoy has been permanently discontinued:

Aid Name	LL No.	Position
Buoy KL4	7412	43° 56' 19.0"N 076° 51' 33.0"W

(B2026-020)

Section 1A: Temporary and Preliminary Notices

Reminder – Comment Period for Active Preliminary Notices

This is a reminder that the comment period is still open for the following active Preliminary notices:

Notice #	Reference Chart #	Aids Affected (LL No.)	Intent of Notice
Arctic Coast			
516(P)/26	7777	4488	Daybeacon to be Discontinued
517(P)/26	7778	List	Daybeacons to be Discontinued

Please refer to the [Notices to Mariners - Monthly Summary of Temporary and Preliminary Notices](#) publication for details.

Newfoundland and Labrador Coast

Temporary Notices

***716(T)/26 Grand Bank / Grand Banc: Northern Portion / Partie Nord – Aids to Navigation**

Reference chart: 8011, 8012

Two-legged ODAS mooring deployed.

The first anchor position is 46° 31.393'N, 048° 33.887'W and is marked with a yellow spherical wave buoy with a yellow navigational light with flash characteristics of 5 flashes every 20 seconds.

The second anchor position is 46° 31.315'N, 048° 34.143'W and is marked with a red high flyer buoy with a yellow navigational light with flash characteristics of 5 flashes every 20 seconds and a radar reflector.

Caution.

(NW-N-0824-25)

***717(T)/26 Grand Bank / Grand Banc: Northern Portion / Partie Nord – Aids to Navigation: Offshore Works**

Reference chart: 8011, 8012

Two-legged ODAS mooring deployed.

The first anchor position is 46° 42.511'N, 048° 51.444'W and is marked with a yellow spherical wave buoy with a yellow navigational light with flash characteristics of 5 flashes every 20 seconds.

The second anchor position is 46° 42.395'N, 048° 51.666'W and is marked with a red high flyer buoy with a yellow navigational light with flash characteristics of 5 flashes every 20 seconds and a radar reflector.

Caution.

(NW-N-0410-26)

***718/26 Great St. Lawrence Harbour and / et Lamaline Harbour – Aid to Navigation Reestablished**

Reference: Notice 611(T)/24 is cancelled (Chart 4642).

Aid to navigation St. Lawrence Wharf Light (LL 73.1) has been reestablished at the following coordinates: 46° 54' 59.1"N 055° 23' 20.8"W.

***719/26 Flemish Pass / Passe Flamande – Obstruction Charted**

Reference: Notice 904(T)/25 is cancelled (Charts 4000, 4001, 4049 and 8012).

The concrete gravity structure has been charted on charts 4000, 4001, 4049 and 8012.

Preliminary Notices

No notices applicable for this edition.

Atlantic Coast

Temporary Notices

***720(T)/26 Cap de la Tête au Chien au/to Cap aux Oies – Waterway Information – Shallow Depth Reported**

Reference chart: 1234

Shallower depth located at 47° 52.631'N 069° 40.840'W, 0.6 metres.

(NW-C-3582-25)

***721/26 Plans-Péninsule de la Gaspésie – Construction Operations Completed**

Reference: Notice 1011(T)/25 is cancelled (Chart 1230).

The construction operations taking place at the Rivière-au-Renard wharf and breakwall are now completed.

Preliminary Notices

No notices applicable for this edition.

Inland Waters

Temporary Notices

***722(T)/26 Toronto Harbour – Routeing Change: Exclusion Zone**

Reference chart: 2085

Motorized watercraft exclusion zone in effect since July 10th, 2026 in two areas bounded by:

Area 1: 43° 37.545'N 079° 24.290'W to 43° 37.424'N 079° 24.159'W

Area 2: 43° 37.361'N 079° 24.067'W to 43° 36.644'N 079° 23.232'W

Keep a 200 metres distance from the shoreline.

(NW-C-2895-26)

***723(T)/26 Byng Inlet to/à Killarney – Scientific Instruments Change: Scientific Moorings**

Reference chart: 2204

Orange flag marker established at 45° 58.507'N 081° 24.095'W.

(NW-C-2674-26)

***724(T)/26 Port Severn to/à Christian Island – Marine Works – Wharf Construction**

Reference chart: 2241

Dock construction operations taking place at Hope Island during daylight hours since July 6, 2026. Dock is located at the northeast tip of the island at 44° 54.909'N 080° 09.831'W. Workboat and barge transiting between Hope Island and Cedar Point.

(NW-C-2842-26)

***725(T)/26 Port of Thunder Bay – Shallow Depth Confirmed**

Reference chart: 2314

Shallow depth confirmed at 48° 25.354'N 089° 12.972'W, 6.6 metres.

(NW-C-2946-26)

***726(T)/26 Detroit River – Waterway Information – Allowable Draft**

Reference chart: N/A

Shallower depths located at the Morterm dock. Maximum allowable draft 6.3 metres.

(NW-C-3722-25)

***727/26 Kingston Harbour and Approaches/et les approches – Obstruction Charted**

Reference: Notice 1014(T)/25 is cancelled (Chart 2017).

The floating docks with light at the Kingston Yacht Club have been charted on chart 2017.

Preliminary Notices

No notices applicable for this edition.

Arctic Coast

Temporary Notices

No notices applicable for this edition.

Preliminary Notices

Arctic Region

Comment Submission

Comments on proposed changes in preliminary (P) notices are solicited from mariners and other interested parties within three months of the initial publication date. Following this date, the notices will be cancelled. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

Comments should be directed to the following:

Superintendent,
Aids to Navigation & Waterways
Canadian Coast Guard, Arctic Region
5120 49th Street
Yellowknife NT. X1A 1P8
Telephone: (867) 444-0109
Email: ArcticAtoN-AidesArctique@dfo-mpo.gc.ca

***728(P)/26 St. Roch and/et Rasmussen Basins – Daybeacon to be Discontinued**

Reference chart: 7787

The Canadian Coast Guard proposes to permanently discontinue the following aid to navigation:

Aid Name	LL No.	Position
Cape Porter	4590	69° 10' 02.2"N 094° 17' 56.3"W

Initial publication date: Friday, July 31st, 2026

[Comment submission deadline](#): Thursday, October 29, 2026

(A2026-024)

Section 2: Chart Corrections

1203 - Tadoussac - New Edition - 16-AUG-2024 - NAD 1983

24-JUL-2026

LNMD. 21-FEB-2025

Delete light F G 11m and radar reflector
(See Chart 1, P1, S4)

48°08'19.1"N 069°43'38.9"W

(Q2026026) LL(1784) DFO(6411403-02)

1203 - Tadoussac à/to Cap Éternité - New Edition - 16-AUG-2024 - NAD 1983

24-JUL-2026

LNMD. 21-FEB-2025

Delete light F Y 10m8M
(See Chart 1, P1)

48°07'36.6"N 069°43'49.6"W

(Q2026025) LL(1784.5) DFO(6411403-01)

Delete light F G 11m6M and radar reflector
(See Chart 1, P1, S4)

48°08'19.1"N 069°43'38.9"W

(Q2026026) LL(1784) DFO(6411403-02)

1312 - Port de Sorel-Tracy - New Edition - 10-MAY-2019 - NAD 1983

31-JUL-2026

LNMD. 29-MAY-2026

Delete foul ground
(See Chart 1, K31)

46°03'08.5"N 073°08'35.2"W

DFO(6411406-01)

1320 - Île du Bic au/to Cap de la Tête au Chien - New Chart - 26-AUG-2011 - NAD 1983

24-JUL-2026

LNMD. 27-MAR-2026

Delete light F Y 10m8M
(See Chart 1, P1)

48°07'36.6"N 069°43'49.6"W

(Q2026025) LL(1784.5) DFO(6411403-01)

Delete light F G 11m6M
(See Chart 1, P1)

48°08'19.1"N 069°43'38.9"W

(Q2026026) LL(1784) DFO(6411403-02)

1350 - Île aux Cerfs à/to Otterburn-Park - Sheet/Feuille 4 - New Edition - 12-JUN-2020 - NAD 1983

24-JUL-2026

LNMD. 27-FEB-2026

Delete pontoon
(See Chart 1, F16)

joining 45°34'10.6"N 073°11'54.7"W

45°34'10.4"N 073°11'53.8"W

and 45°34'12.0"N 073°11'52.9"W

DFO(6411399-03)

Delete pontoon
(See Chart 1, F16)

between 45°34'12.4"N 073°11'53.4"W

and 45°34'10.5"N 073°11'54.5"W

DFO(6411399-04)

Add pontoon
(See Chart 1, F16)

joining 45°34'09.5"N 073°11'54.2"W

45°34'10.4"N 073°11'53.6"W

and 45°34'10.7"N 073°11'54.7"W

DFO(6411399-05)

Add pontoon
(See Chart 1, F16)

joining 45°34'10.5"N 073°11'54.0"W

45°34'09.4"N 073°11'54.7"W

and 45°34'09.7"N 073°11'55.4"W

DFO(6411399-06)

Reposition	light (priv) FI Y (See Chart 1, P1, P65)	from 45°34'10.4"N 073°11'53.8"W to 45°34'09.5"N 073°11'54.2"W (Q2026024) LL(12790) DFO(6411399-07)
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Reposition	light (priv) FI Y (See Chart 1, P1, P65)	from 45°34'12.0"N 073°11'52.9"W to 45°34'10.4"N 073°11'53.6"W (Q2026023) LL(12789) DFO(6411399-08)
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1439 - Carleton Island to/au Charity Shoal - New Edition - 30-SEP-2020 - World Geodetic System 1984

31-JUL-2026 LNM/D. 09-JAN-2026

Reposition	red starboard hand lighted spar buoy FI R, marked KA2 (See Chart 1, Qb)	from 44°12'26.6"N 076°27'19.4"W to 44°12'26.4"N 076°27'21.5"W (B2026018) LL(398.1) DFO(6605714-01)
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2016 - Charity Shoal to/à Gull Bar including / y compris Long Point - New Chart - 04-MAR-2022 - World Geodetic System 1984

31-JUL-2026 LNM/D. 15-MAY-2026

Delete	red starboard hand spar buoy, marked KL4 (See Chart 1, Qb)	43°56'19.0"N 076°51'33.0"W (B2026020) DFO(6605715-01)
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2017 - Kingston Harbour and Approaches/et les approches - New Edition - 15-JUL-2020 - World Geodetic System 1984

31-JUL-2026 LNM/D. 26-DEC-2025

Reposition	red starboard hand lighted spar buoy FI R, marked KA2 (See Chart 1, Qb)	from 44°12'26.6"N 076°27'19.4"W to 44°12'26.4"N 076°27'21.5"W (B2026018) LL(398.1) DFO(6605714-01)
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2060 - Main Duck Island to/à Scotch Bonnet Island - New Edition - 28-DEC-2001 - NAD 1983

31-JUL-2026 LNM/D. 19-DEC-2025

Delete	red starboard hand spar buoy, marked KL4 (See Chart 1, Qb)	43°56'19.0"N 076°51'33.0"W (B2026020) DFO(6605715-01)
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2077 - Lake Ontario/Lac Ontario (Western Portion/Partie Ouest) - New Edition - 17-JUL-2020 - NAD 1983

24-JUL-2026 LNM/D. 24-OCT-2025

Delete	potable water intake marked PWI (See Chart 1, L41.1)	between 43°20'18.3"N 079°46'07.4"W and 43°20'06.4"N 079°45'42.3"W DFO(6605713-01)
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Delete	crib with depth of 5.8 metres (See Chart 1, Fb, Ka)	43°20'06.4"N 079°45'42.3"W DFO(6605713-02)
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Delete	potable water intake (See Chart 1, L41.1)	between 43°20'18.3"N 079°46'07.4"W and 43°20'06.2"N 079°45'45.6"W DFO(6605713-03)
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Delete	crib with depth of 5.1 metres (See Chart 1, Fb, Ka)	43°20'06.2"N 079°45'45.6"W DFO(6605713-04)
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Add	potable water intake marked Water/Eau (See Chart 1, L41.1)	between 43°20'18.4"N 079°46'06.5"W and 43°20'05.1"N 079°45'42.3"W DFO(6605713-05)
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Add	crib (See Chart 1, Fb, Ka)	43°20'05.1"N 079°45'42.3"W <i>DFO(6605713-06)</i>
Add	potable water intake (See Chart 1, L41.1)	between 43°20'18.3"N 079°46'07.3"W and 43°20'04.9"N 079°45'43.5"W <i>DFO(6605713-07)</i>
Add	crib (See Chart 1, Fb, Ka)	43°20'04.9"N 079°45'43.5"W <i>DFO(6605713-08)</i>
Add	potable water intake (See Chart 1, L41.1)	between 43°20'18.3"N 079°46'07.8"W and 43°20'05.5"N 079°45'45.7"W <i>DFO(6605713-09)</i>
Add	potable water intake (See Chart 1, L41.1)	joining 43°20'18.4"N 079°46'08.0"W 43°20'15.8"N 079°46'05.2"W and 43°20'05.2"N 079°45'46.2"W <i>DFO(6605713-10)</i>
Add	crib (See Chart 1, Fb, Ka)	43°20'05.2"N 079°45'46.2"W <i>DFO(6605713-11)</i>
2086 - Toronto to/à Hamilton - Sheet/Feuille 1 - New Edition - 24-MAY-2019 - World Geodetic System 1984		
24-JUL-2026		LN/D. 12-JUL-2024
Delete	potable water intake marked PWI (See Chart 1, L41.1)	between 43°20'18.8"N 079°46'08.3"W and 43°20'06.4"N 079°45'42.3"W <i>DFO(6605713-01)</i>
Delete	crib with depth of 5.8 metres (See Chart 1, Fb, Ka)	43°20'06.4"N 079°45'42.3"W <i>DFO(6605713-02)</i>
Delete	potable water intake marked PWI (See Chart 1, L41.1)	between 43°20'18.8"N 079°46'08.3"W and 43°20'06.2"N 079°45'45.6"W <i>DFO(6605713-03)</i>
Delete	crib with depth of 5.1 metres (See Chart 1, Fb, Ka)	43°20'06.2"N 079°45'45.6"W <i>DFO(6605713-04)</i>
Add	potable water intake marked Water/Eau (See Chart 1, L41.1)	between 43°20'19.0"N 079°46'07.7"W and 43°20'05.1"N 079°45'42.3"W <i>DFO(6605713-05)</i>
Add	crib with depth of 4.5 metres (See Chart 1, Fb, Ka)	43°20'05.1"N 079°45'42.3"W <i>DFO(6605713-06)</i>
Add	potable water intake (See Chart 1, L41.1)	between 43°20'18.8"N 079°46'08.2"W and 43°20'04.9"N 079°45'43.5"W <i>DFO(6605713-07)</i>
Add	crib with depth of 4.3 metres (See Chart 1, Fb, Ka)	43°20'04.9"N 079°45'43.5"W <i>DFO(6605713-08)</i>

Add	potable water intake (See Chart 1, L41.1)	between 43°20'18.8"N 079°46'08.5"W and 43°20'05.5"N 079°45'45.7"W <i>DFO(6605713-09)</i>
Add	potable water intake marked Outfall/Émissaire (See Chart 1, L41.1)	joining 43°20'18.8"N 079°46'08.4"W 43°20'15.8"N 079°46'05.2"W and 43°20'05.2"N 079°45'46.2"W <i>DFO(6605713-10)</i>
Add	crib with depth of 6.3 metres (See Chart 1, Fb, Ka)	43°20'05.2"N 079°45'46.2"W <i>DFO(6605713-11)</i>

2181 - Eriau Entrance to/à entrée Rondeau Harbour - New Edition - 02-MAY-2025 - NAD 1983

17-JUL-2026		LNMD/D. 27-FEB-2026
Delete	pile and legend Pile/Pieu (See Chart 1, F22)	42°15'35.5"N 081°54'26.8"W <i>DFO(6605706-01)</i>

4003 - Cape Breton to / à Cape Cod - New Edition - 21-MAR-2003 - NAD 1983

17-JUL-2026		LNMD/D. 13-FEB-2026
Amend	AI WR 20M to read AI WR 14M against light (See Chart 1, P16)	41°20'50.8"N 070°49'41.9"W <i>DFO(6312267-01)</i>
Amend	FI 20M to read FI 14M against light (See Chart 1, P16)	43°45'51.3"N 069°18'20.0"W <i>DFO(6312267-02)</i>

4011 - Approaches to / Approches à Bay of Fundy / Baie de Fundy - New Edition - 03-JAN-2003 - NAD 1983

03-JUL-2026		LNMD/D. 12-JUN-2026
Add	obstruction, depth unknown, with legend PA Rep (2026) (See Chart 1, K40, B7, I3)	42°45'51.0"N 066°21'49.8"W <i>DFO(6312216-01)</i>

4012 - Yarmouth to / à Halifax - New Edition - 14-FEB-2003 - NAD 1983

03-JUL-2026		LNMD/D. 08-MAY-2026
Add	obstruction, depth unknown, with legend PA Rep (2026) (See Chart 1, K40, B7, I3)	42°45'51.0"N 066°21'49.8"W <i>DFO(6312216-01)</i>

4016 - Saint-Pierre to / à St. John's - New Edition - 06-JUN-2003 - NAD 1983

31-JUL-2026		LNMD/D. 29-AUG-2025
Add	fog signal, Horn(1)60s against light FI 10s 102ft 22M (See Chart 1, P16, R13)	46°41'25.1"N 053°24'05.7"W <i>(N2026022) LL(5) DFO(6312208-01)</i>

4017 - Cape Race to / à Cape Freels - New Edition - 07-MAR-2003 - NAD 1983

31-JUL-2026		LNMD/D. 07-NOV-2025
Add	fog signal, Horn(1)60s against light FI 10s 102ft 22M (See Chart 1, P16, R13)	46°41'25.1"N 053°24'05.7"W <i>(N2026022) LL(5) DFO(6312208-01)</i>

4024 - Baie des Chaleurs/Chaleur Bay aux/to Îles de la Madeleine - New Edition - 06-MAR-2015 - NAD 1983

10-JUL-2026

LNMD. 13-FEB-2026

Delete depth of 23,8 metres
(See Chart 1, I10) 48°21'44.0"N 064°31'34.9"W

DFO(6411401-15)

Add depth of 13,8 metres
(See Chart 1, I10) 48°21'56.4"N 064°31'52.8"W

DFO(6411401-16)

4047 - St. Pierre Bank / Banc de Saint-Pierre to / au Whale Bank / Banc de la Baleine - New Edition - 09-OCT-1998 - NAD 1983

31-JUL-2026

LNMD. 12-AUG-2022

Add fog signal, Horn(1)60s against light FI 10s 31m 22M
(See Chart 1, P16, R13) 46°41'25.1"N 053°24'05.7"W

(N2026022) LL(5) DFO(6312208-01)

4203 - Halifax Harbour: Black Point to / à Point Pleasant - New Edition - 28-DEC-2018 - NAD 1983

31-JUL-2026

LNMD. 15-MAY-2026

Amend FI Y 4s (priv) to read FI(5)Y 20s (priv) against light
(See Chart 1, Q58, P16) 44°31'53.0"N 063°29'43.1"W

DFO(6312291-01)

4233 - Tor Bay - New Chart - 11-JAN-1991 - NAD 1983

03-JUL-2026

LNMD. 27-FEB-2026

Replace depth of 1.5 metres with depth of 0.4 metres
(See Chart 1, I10) 45°13'06.5"N 061°22'24.3"W

DFO(6312200-01)

Replace depth of 2.4 metres with depth of 1.2 metres
(See Chart 1, I10) 45°13'01.4"N 061°22'17.1"W

DFO(6312200-02)

Add depth of 1.7 metres
(See Chart 1, I10) 45°13'00.1"N 061°22'13.1"W

DFO(6312200-03)

Add depth of 0.9 metres
(See Chart 1, I10) 45°12'56.7"N 061°22'03.2"W

DFO(6312200-04)

Add depth of 4.8 metres
(See Chart 1, I10) 45°12'51.9"N 061°21'58.3"W

DFO(6312200-05)

4237 - Approaches to / Approches de Halifax Harbour - New Edition - 28-MAY-2021 - World Geodetic System 1984

31-JUL-2026

LNMD. 27-MAR-2026

Amend FI Y 4s (priv) to read FI(5)Y 20s (priv) against light
(See Chart 1, Q58, P16) 44°31'53.0"N 063°29'43.1"W

DFO(6312291-01)

4384 - Pearl Island to / à Cape La Have - New Edition - 10-JAN-2003 - NAD 1983

31-JUL-2026

LNMD. 19-JUN-2026

Amend (WWW.NOTMAR.CA) to read (WWW.NOTMAR.GC.CA) 44°16'44.6"N 064°24'00.4"W

DFO(6312292-01)

4394 - LaHave River: West Ironbound Island to / à Riverport - New Edition - 26-JUL-2002 - NAD 1983

31-JUL-2026

LNMD. 19-JUN-2026

Amend (WWW.NOTMAR.CA) to read (WWW.NOTMAR.GC.CA)

44°16'20.1"N 064°16'50.0"W
DFO(6312292-01)

4416 - Havre de Gaspé - New Edition - 26-APR-2024 - NAD 1983

24-JUL-2026

LNMD. 18-APR-2025

Add depth of 4,9 metres
(See Chart 1, I10)

48°49'12.4"N 064°29'47.8"W
DFO(6411405-01)

Delete depth of 8,5 metres
(See Chart 1, I10)

48°49'13.8"N 064°29'17.4"W
DFO(6411405-02)

Add depth of 8,2 metres
(See Chart 1, I10)

48°49'13.7"N 064°29'17.2"W
DFO(6411405-03)

Delete depth of 10,7 metres
(See Chart 1, I10)

48°49'20.9"N 064°29'07.8"W
DFO(6411405-04)

Add depth of 9,7 metres
(See Chart 1, I10)

48°49'21.1"N 064°29'07.3"W
DFO(6411405-05)

Add depth of 11,2 metres
(See Chart 1, I10)

48°49'27.6"N 064°29'11.0"W
DFO(6411405-07)

Delete depth of 8,2 metres
(See Chart 1, I10)

48°49'27.9"N 064°28'57.2"W
DFO(6411405-08)

Add depth of 7,9 metres
(See Chart 1, I10)

48°49'27.8"N 064°28'57.2"W
DFO(6411405-09)

Add depth of 10,7 metres
(See Chart 1, I10)

48°49'49.9"N 064°28'11.5"W
DFO(6411405-17)

Delete depth of 12,8 metres
(See Chart 1, I10)

48°50'16.2"N 064°28'01.8"W
DFO(6411405-28)

Delete depth of 12,5 metres
(See Chart 1, I10)

48°50'06.8"N 064°28'02.3"W
DFO(6411405-29)

Affix patch
Download Patch - https://www.notmar.gc.ca/chsftp/patches/4416_6411405_30_202606191241.pdf

48°50'22.5"N 064°27'00.6"W
DFO(6411405-30)

Affix patch
Download Patch - https://www.notmar.gc.ca/chsftp/patches/4416_6411405_31_202606191242.pdf

48°50'14.9"N 064°25'19.3"W
DFO(6411405-31)

4416 - Marina de Gaspé - New Edition - 26-APR-2024 - NAD 1983

24-JUL-2026

LNMD. 18-APR-2025

Delete	depth of 12,8 metres (See Chart 1, I10)	48°49'50.5"N 064°28'23.9"W <i>DFO(6411405-10)</i>
Add	depth of 11,6 metres (See Chart 1, I10)	48°49'50.5"N 064°28'24.0"W <i>DFO(6411405-11)</i>
Add	depth of 9,2 metres (See Chart 1, I10)	48°49'52.4"N 064°28'21.7"W <i>DFO(6411405-12)</i>
Delete	depth of 14,6 metres (See Chart 1, I10)	48°49'51.1"N 064°28'19.9"W <i>DFO(6411405-13)</i>
Add	depth of 12,3 metres (See Chart 1, I10)	48°49'51.1"N 064°28'20.0"W <i>DFO(6411405-14)</i>

4426 - Dalhousie Harbour - New Edition - 02-AUG-2002 - NAD 1983

10-JUL-2026

LNMD. 03-JAN-2025

Delete	depth of 18 feet (See Chart 1, I10)	48°04'14.8"N 066°21'55.1"W <i>DFO(6312220-02)</i>
Add	depth of 17 feet (See Chart 1, I10)	48°04'14.9"N 066°21'54.5"W <i>DFO(6312220-03)</i>
Replace	depth of 7 feet with depth of 2 feet (See Chart 1, I10)	48°04'16.9"N 066°21'43.7"W <i>DFO(6312220-04)</i>
Replace	depth of 18 feet with depth of 17 feet (See Chart 1, I10)	48°04'15.2"N 066°21'39.5"W <i>DFO(6312220-05)</i>
Add	depth of 17 feet (See Chart 1, I10)	48°04'15.3"N 066°21'31.1"W <i>DFO(6312220-06)</i>
Delete	depth of 15 feet (See Chart 1, I10)	48°04'20.4"N 066°21'42.2"W <i>DFO(6312220-07)</i>
Add	depth of 5 feet (See Chart 1, I10)	48°04'20.2"N 066°21'42.6"W <i>DFO(6312220-08)</i>
Add	depth of 14 feet (See Chart 1, I10)	48°04'20.8"N 066°21'58.0"W <i>DFO(6312220-09)</i>
Delete	depth of 19 feet (See Chart 1, I10)	48°04'22.6"N 066°22'17.8"W <i>DFO(6312220-10)</i>

Add	depth of 16 feet (See Chart 1, I10)	48°04'22.3"N 066°22'16.7"W <i>DFO(6312220-11)</i>
Replace	depth of 30 feet with depth of 27 feet (See Chart 1, I10)	48°04'24.1"N 066°22'26.4"W <i>DFO(6312220-12)</i>
Replace	depth of 13 feet with depth of 11 feet (See Chart 1, I10)	48°04'21.7"N 066°22'27.9"W <i>DFO(6312220-13)</i>
Replace	depth of 6 feet with depth of 5 feet (See Chart 1, I10)	48°04'20.1"N 066°22'30.0"W <i>DFO(6312220-14)</i>
Delete	depth of 6 feet (See Chart 1, I10)	48°04'19.9"N 066°22'33.4"W <i>DFO(6312220-15)</i>
Delete	depth of 10 feet (See Chart 1, I10)	48°04'21.0"N 066°22'33.6"W <i>DFO(6312220-16)</i>
Add	depth of 8 feet (See Chart 1, I10)	48°04'20.8"N 066°22'34.2"W <i>DFO(6312220-17)</i>
Add	depth of 4 feet (See Chart 1, I10)	48°04'19.6"N 066°22'34.0"W <i>DFO(6312220-18)</i>
Replace	depth of 31 feet with depth of 29 feet (See Chart 1, I10)	48°04'26.1"N 066°22'33.8"W <i>DFO(6312220-19)</i>
Replace	depth of 16 feet with depth of 14 feet (See Chart 1, I10)	48°04'20.7"N 066°22'40.1"W <i>DFO(6312220-20)</i>
Replace	depth of 19 feet with depth of 17 feet (See Chart 1, I10)	48°04'21.1"N 066°22'42.2"W <i>DFO(6312220-21)</i>
Replace	depth of 9 feet with depth of 8 feet (See Chart 1, I10)	48°04'20.8"N 066°22'51.9"W <i>DFO(6312220-22)</i>
4426 - Rivière Ristigouche / Restigouche River - New Edition - 02-AUG-2002 - NAD 1983		
10-JUL-2026		LN/D. 03-JAN-2025
Replace	depth of 4 fathoms, 2 feet with depth of 3 fathoms (See Chart 1, I10)	48°04'21.8"N 066°22'12.3"W <i>DFO(6312220-01)</i>

4485 - Cap des Rosiers à/to Chandler - New Edition - 17-JUN-2011 - NAD 1983

10-JUL-2026

LNMD/D. 13-FEB-2026

Add	depth of 7,7 metres (See Chart 1, I10)	48°20'34.9"N 064°38'46.7"W <i>DFO(6411401-07)</i>
Add	depth of 4,8 metres (See Chart 1, I10)	48°20'35.0"N 064°38'38.6"W <i>DFO(6411401-08)</i>
Delete	depth of 6,7 metres (See Chart 1, I10)	48°20'39.7"N 064°38'05.3"W <i>DFO(6411401-10)</i>
Add	depth of 5,9 metres (See Chart 1, I10)	48°20'38.5"N 064°38'06.0"W <i>DFO(6411401-11)</i>
Add	depth of 14,9 metres (See Chart 1, I10)	48°20'40.0"N 064°37'09.1"W <i>DFO(6411401-12)</i>
Delete	depth of 14,3 metres (See Chart 1, I10)	48°21'34.4"N 064°33'16.2"W <i>DFO(6411401-13)</i>
Add	depth of 13,8 metres (See Chart 1, I10)	48°21'35.0"N 064°33'17.3"W <i>DFO(6411401-14)</i>
Add	depth of 13,8 metres (See Chart 1, I10)	48°21'56.4"N 064°31'52.8"W <i>DFO(6411401-16)</i>
24-JUL-2026		LNMD/D. 10-JUL-2026
Add	depth of 9,7 metres (See Chart 1, I10)	48°49'21.1"N 064°29'07.3"W <i>DFO(6411405-05)</i>
Delete	depth of 11,9 metres (See Chart 1, I10)	48°49'28.3"N 064°29'14.4"W <i>DFO(6411405-06)</i>
Add	depth of 11,2 metres (See Chart 1, I10)	48°49'27.6"N 064°29'11.0"W <i>DFO(6411405-07)</i>
Add	depth of 19,7 metres (See Chart 1, I10)	48°50'48.0"N 064°25'20.1"W <i>DFO(6411405-15)</i>
Delete	depth of 11,3 metres (See Chart 1, I10)	48°49'49.4"N 064°28'10.1"W <i>DFO(6411405-16)</i>
Add	depth of 10,7 metres (See Chart 1, I10)	48°49'49.9"N 064°28'11.5"W <i>DFO(6411405-17)</i>

Add	depth of 29,5 metres (See Chart 1, I10)	48°48'44.7"N 064°10'52.4"W <i>DFO(6411405-32)</i>
Add	depth of 9,9 metres (See Chart 1, I10)	48°50'03.1"N 064°11'53.3"W <i>DFO(6411405-33)</i>
Add	depth of 10,9 metres (See Chart 1, I10)	48°50'23.0"N 064°11'35.1"W <i>DFO(6411405-34)</i>
Delete	depth of 11,6 metres (See Chart 1, I10)	48°50'48.8"N 064°11'47.8"W <i>DFO(6411405-35)</i>
Add	depth of 9,3 metres (See Chart 1, I10)	48°50'52.0"N 064°11'52.6"W <i>DFO(6411405-36)</i>
Delete	depth of 21,9 metres (See Chart 1, I10)	48°45'25.3"N 064°09'35.7"W <i>DFO(6411405-37)</i>
Add	depth of 14,6 metres (See Chart 1, I10)	48°45'26.2"N 064°09'36.8"W <i>DFO(6411405-38)</i>

4625 - Burin Peninsula to / à Saint-Pierre - New Edition - 24-JAN-2003 - NAD 1983
24-JUL-2026

LNMD/D. 10-JAN-2025

Reposition	green port hand lighted spar buoy Fl G, marked PK3 (See Chart 1, Qc)	from 46°56'12.3"N 055°32'31.6"W to 46°56'12.5"N 055°32'35.2"W <i>LL(73.81) DFO(6312219-01)</i>
Delete	underwater rock of unknown depth, dangerous to surface navigation, with legend Murphy Rk PA (See Chart 1, K13, B7)	46°56'14.5"N 055°32'33.4"W <i>DFO(6312219-02)</i>
Add	rock with known depth of 0 fathoms, 2 feet, dangerous to surface navigation, with legend Murphy Rk (See Chart 1, K14)	46°56'12.4"N 055°32'31.8"W <i>DFO(6312219-03)</i>

4644 - Bay D'Espoir and / et Hermitage Bay - New Edition - 25-JUN-1999 - NAD 1983
24-JUL-2026

LNMD/D. 16-JAN-2026

Add	marine farm limits (See Chart 1, K48.1)	joining 47°44'38.6"N 055°51'52.5"W 47°44'59.9"N 055°52'14.8"W 47°45'13.1"N 055°51'45.8"W and 47°44'50.1"N 055°51'22.4"W <i>DFO(6312290-01)</i>
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4653 - Bay of Islands - New Edition - 30-MAY-2003 - NAD 1983

31-JUL-2026

LNMD. 20-FEB-2026

Add light FI R 5s
(See Chart 1, P1) 49°03'29.2"N 058°10'49.7"W
(N2026023) LL(193.83) DFO(6312209-01)

Add red starboard hand lighted spar buoy FI R, marked XWH2
(See Chart 1, Qb) 49°05'52.2"N 058°13'36.9"W
(N2026026) LL(193.7) DFO(6312211-01)

4817 - Bay Bulls to / à St. Mary's Bay - New Edition - 23-AUG-2002 - NAD 1983

31-JUL-2026

LNMD. 28-APR-2023

Add fog signal, Horn(1)60s against light FI 10s 31m 22M
(See Chart 1, P16, R13) 46°41'25.1"N 053°24'05.7"W
(N2026022) LL(5) DFO(6312208-01)

4831 - Fortune Bay: Northern Portion / Partie Nord - New Chart - 26-DEC-1986 - NAD 1983

03-JUL-2026

LNMD. 22-NOV-2024

Add marine farm
(See Chart 1, K48.2) 47°39'52.0"N 055°23'03.0"W
DFO(6312213-01)

Add marine farm
(See Chart 1, K48.2) 47°34'08.0"N 055°24'04.0"W
DFO(6312213-02)

4832 - Fortune Bay: Southern Portion / Partie Sud - New Chart - 02-OCT-1987 - NAD 1983

03-JUL-2026

LNMD. 19-SEP-2025

Add marine farm
(See Chart 1, K48.2) 47°34'08.0"N 055°24'04.0"W
DFO(6312213-02)

4844 - Cape Pine to / à Renews Harbour - New Edition - 08-MAR-2002 - NAD 1983

31-JUL-2026

LNMD. 13-SEP-2019

Add fog signal, Horn(1)60s against light FI 10s31m22M
(See Chart 1, P16, R13) 46°41'25.1"N 053°24'05.7"W
(N2026022) LL(5) DFO(6312208-01)

4844 - Trepassy Harbour - New Edition - 08-MAR-2002 - NAD 1983

31-JUL-2026

LNMD. 13-SEP-2019

Add fog signal, Horn(1)60s against light FI 10s31m22M
(See Chart 1, P16, R13) 46°41'25.1"N 053°24'05.7"W
(N2026022) LL(5) DFO(6312208-01)

4851 - Trinity Bay: Southern Portion / Partie Sud - New Edition - 30-SEP-2016 - World Geodetic System 1984

31-JUL-2026

LNMD. 21-MAR-2025

Reposition green port hand lighted spar buoy FI G, marked TB5
(See Chart 1, Qc) from 47°40'44.5"N 053°49'35.7"W
to 47°40'47.3"N 053°49'40.2"W
(N2026025) LL(467.28) DFO(6312210-01)

4921 - Chandler - New Edition - 02-DEC-2016 - NAD 1983

10-JUL-2026

LNMD. 03-APR-2026

Add	depth of 9,6 metres (See Chart 1, I10)	48°20'34.0"N 064°39'00.4"W <i>DFO(6411401-05)</i>
Add	depth of 14,8 metres (See Chart 1, I10)	48°20'28.5"N 064°39'01.4"W <i>DFO(6411401-06)</i>
Add	depth of 7,7 metres (See Chart 1, I10)	48°20'34.9"N 064°38'46.7"W <i>DFO(6411401-07)</i>

4921 - Quai / Wharf Chandler - New Edition - 02-DEC-2016 - NAD 1983

10-JUL-2026

LNMD. 03-APR-2026

Delete	depth of 12,6 metres (See Chart 1, I10)	48°20'31.5"N 064°39'09.8"W <i>DFO(6411401-01)</i>
Add	depth of 12,2 metres (See Chart 1, I10)	48°20'31.3"N 064°39'09.6"W <i>DFO(6411401-02)</i>
Delete	depth of 12,9 metres (See Chart 1, I10)	48°20'29.2"N 064°39'11.5"W <i>DFO(6411401-03)</i>
Add	depth of 12,5 metres (See Chart 1, I10)	48°20'29.1"N 064°39'11.7"W <i>DFO(6411401-04)</i>

7750 - Cambridge Bay - New Edition - 06-MAY-2022 - NAD 1983

24-JUL-2026

LNMD. 12-DEC-2025

Delete	leading line usable portion (solid line) bearing 095 ½°-275 ½° (See Chart 1, M1)	between 69°03'01.8"N 105°13'19.2"W and 69°02'32.2"N 104°59'09.6"W <i>LL(INL780, INL781) DFO(6605712-01)</i>
Add	leading line usable portion (solid line) bearing 095 ½°-275 ½° (See Chart 1, M1)	between 69°03'01.4"N 105°13'22.4"W and 69°02'32.0"N 104°59'09.7"W <i>LL(INL790, INL791) DFO(6605712-02)</i>
Delete	leading line usable portion (solid line) bearing 137°-317° (See Chart 1, M1)	between 69°06'10.7"N 105°03'06.8"W and 69°04'10.9"N 104°57'52.9"W <i>DFO(6605712-03)</i>
Add	leading line usable portion (solid line) bearing 137°-317° (See Chart 1, M1)	between 69°06'11.4"N 105°03'04.6"W and 69°04'11.3"N 104°57'52.5"W <i>DFO(6605712-04)</i>

7750 - Cambridge Bay Harbour - New Edition - 06-MAY-2022 - NAD 1983

24-JUL-2026

LNm/D. 12-DEC-2025

Delete leading line bearing 137°-317° between 69°06'10.7"N 105°03'06.8"W
and 69°05'45.2"N 105°02'00.0"W
DFO(6605712-05)

Add leading line bearing 137°-317° between 69°06'11.4"N 105°03'04.6"W
and 69°05'46.6"N 105°02'00.0"W
DFO(6605712-06)

**8006 - Scotian Shelf / Plate-Forme Néo-Écossaise: Browns Bank to Emerald Bank / Banc de Brown au Banc D'Émeraude
- New Edition - 14-FEB-2003 - NAD 1983**

03-JUL-2026

LNm/D. 12-JUN-2026

Add obstruction, depth unknown, with legend PA Rep (2026) 42°45'51.0"N 066°21'49.8"W
(See Chart 1, K40, B7, I3)
DFO(6312216-01)

8048 - Cape Harrison to / à St. Michael Bay - New Edition - 20-JUN-2003 - NAD 1983

24-JUL-2026

LNm/D. 24-OCT-2025

Delete subsurface ocean data acquisition system (ODAS) with known depth of 55°07'11.5"N 054°05'52.8"W
409 metres
(See Chart 1, L25)
DFO(6312289-01)

Section 3: Radio Aids to Marine Navigation Corrections

*729/26 Radio Aids to Marine Navigation 2026 (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, Arctic and Pacific)

Page 1-1

DELETE AS FOLLOWS:

~~1.1.3 Discontinuation of NAVTEX Services at Ferndale and Pass Lake~~

~~Effective July 3, 2026, NAVTEX broadcasts will be discontinued at Ferndale and Pass Lake.~~

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ADD AS FOLLOWS:

2.1.9 Québec, Québec

MMSI: 003160027

Call Sign: VCC

Hours: H24

Services in English and in French.

All communications with Canadian Coast Guard Marine Communications and Traffic Services Centres are recorded.

For Radio Services, call Québec Coast Guard Radio.

For Vessel Traffic Services, call Québec Traffic (Part 3.7.3.8 of this publication).

Coordinates

Mailing Address:

Fisheries and Oceans Canada

Canadian Coast Guard

Officer-in-Charge – MCTS Operations

1550 Avenue D'Estimauville

Québec, QC G1J 5E9

Telephone: 418-648-4427

MCTS Operations

418-648-7282

Coast Guard Radio

Facsimile: 418-648-7244

Email: awn-raa@innav.gc.ca

qbcsup@innav.gc.ca

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MODIFY AS FOLLOWS:

Table 3-6 - Calling-In-Points of Prince Rupert VTS Zone - North

Number	Sector	Name	General Description and Conditions	Geographic Description
...	...	...	...	...
28	1	McInnes Island Cape St. James	A line joining McInnes Island light and Cape St. James light.	A line running from: 52°15'42"N 128°43'13"W to 51°56'10"N 131°00'52"W.
29	1	Cape Mark McInnes Island	A line from Cape Mark light to McInnes Island light.	A line running from: 52°08'59"N 128°32'18"W to 52°15'42"N 128°43'13"W.
30	1	Bonilla Island Sandspit	A line joining Bonilla Island sector light and Sandspit aeronautical beacon.	A line running from: 53°29'34"N 130°38'09"W to 53°15'10"N 131°48'48"W 53°15'03"N 131°48'50"W.
31	1	Lawn Point	A 3 NM arc centered on Lawn Point.	An arc centered on 53°25'29.7"N 131°54'50.2"W; Radius 3 nautical miles, bearing from seaward 180°-000° (T).
32	1	White Rocks	A line joining Browning Entrance light to Hankin Rock light.	A line running from: 53°38'05"N 130°33'48"W to 53°42'28"N 130°24'36"W.
33	1	Duckers Islands	A line joining Duckers Islands light to Dupont Island light. If northbound, mariners shall report whether route is through Squally Channel or Whale Channel.	A line running from: 52°55'31.4"N 129°11'28.5"W to 52°56'23.3"N 129°26'10.2"W.
34	1	Wilson Rock	A line across Laredo Channel through Wilson Rock.	A line running 232 -052° (T) through 52°40'00"N 128°57'55"W.
35	Change	Triangle Island	A line extending 220° (True) from Triangle Island to the limit of the Territorial Sea.	A line running 220° (T) from 50°52'00"N 129°05'00"W to 50°42'11"N 129°18'00"W.
36	Change	Cape Scott	A line joining Cape Scott light with Triangle Island.	A line running from: 50°46'57"N 128°25'32"W to 50°52'00"N 129°05'00"W

Section 4: Canadian Sailing Directions Corrections

The following **Canadian Sailing Directions** volumes have recently been updated on the [Canadian Hydrographic Service website](#).

No.	Title
Atlantic Coast	
ATL 102	Newfoundland, East and South Coasts
ATL 110	St. Lawrence River, Cap Whittle / Cap Gaspé to Les Escoumins and Anticosti Island
ATL 112	St. Lawrence River, Cap-Rouge to Montréal and Rivière Richelieu
Central Canada	
CEN 300	General Information, Great Lakes
Pacific Coast	
PAC 201	Juan de Fuca Strait and Strait of Georgia

Each volume includes a section entitled “Record of Changes” which lists all updates that are incorporated during the current calendar year.

Section 5: List of Lights, Buoys and Fog Signals Corrections

The amendments are **highlighted** and deletions are **crossed out**. For general and region-specific information on the List of Lights, click on the following links: [Newfoundland and Labrador Coast](#), [Atlantic Coast](#), [Inland Waters](#), [Pacific Coast](#) and [Arctic Coast](#).

No. ----- Intl No.	Name ----- RACON	Location ----- Latitude N. Longitude W.	Light Characteristics	Focal Height Above Water (m)	Nominal Range (NM)	Description ----- Height of Structure Above Ground Level (m)	Remarks ----- Audible Signals ----- AIS
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NEWFOUNDLAND AND LABRADOR COAST

PLACENTIA BAY (LL 14.4 – 79)

73.1 H0361	St. Lawrence Wharf Light	46 55 01.3 055 23 12.2	FI R	5s	2.7	4	Mast.	2.6	Year round. Flash 1 s; eclipse 4 s.
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WEST COAST (LL 173 – 208.06)

196.6	Lark Harbour Breakwater Light	On wharf. 49 06 04.3 058 21 48.3	FI R	4s		2	Mast.		Seasonal. Operates 24 h. Flash 1 s; eclipse 3 s.
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STRAIT OF BELLE ISLE (LL 211 – 234)

215.3 H0144.7	Anchor Point Light South	Anchor Cove. 51 13 58.8 056 47 53.9	FI W	6s	7.0	4	Mast.	2.5	Seasonal. Flash 1 s; eclipse 5 s.
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215.4 H0144.5	Anchor Point Light North	51 13 59.3 056 47 55.8	FI G	4s	7.0	4	Mast.	2.6	Seasonal.
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215.41	Anchor Point Inner light buoy South XA2	51 13 48.7 056 48 01.1	FI R	4s			Red, spar, marked "XA2".		Seasonal.
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NEWFOUNDLAND AND LABRADOR COAST (LL 269.99 – 317.5)

276.86	Battle Harbour light buoy NUB3	52 16 26.4 055 35 12.5	FI G	4s			Green, spar, marked "NUB3".		Seasonal. Operates 24 h.
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TRINITY BAY (LL 450.1 – 471.51)

463.2 H0520.5	Trinity East Wharf Light	48 22 40.9 053 20 43.0	FI R	4s		2	Mast.	2.1	Seasonal.
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ATLANTIC COAST

NOVA SCOTIA, SOUTHEAST COAST (LL 327 – 684.02)

662.5 H3473	Walsh Point Fog Signal								Delete from list.
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NORTHUMBERLAND STRAIT - EAST (LL 883.2 – 940.3)

897 H1244	Pictou Island (West End)	On W. point of island. 45 48 15.0 062 36 07.2	LFI W	6s	14.0	6	Square skeleton tower, red and white rectangular daymark.	6.9	Year round. Flash 2 s; eclipse 4 s.
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898 H1240	Pictou Island West Breakwater	On SE. corner of W. breakwater. 45 48 09.5 062 35 08.4	Iso G	4s	4.9	4	Pipe swing pole, green, white and black square daymark.		Seasonal. Flash 1 s; eclipse 3 s.
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Notices to Mariners – Monthly Eastern Edition
Section 5: List of Lights, Buoys and Fog Signals Corrections

No. ----- Intl No.	Name ----- RACON	Location ----- Latitude N. Longitude W.	Light Characteristics	Focal Height Above Water (m)	Nominal Range (NM)	Description ----- Height of Structure Above Ground Level (m)	Remarks ----- Audible Signals ----- AIS
899 H1237	Pictou Island South						Delete from list.
899.5 H1238	Pictou Island (East End)	SE. point. 45 48 55.2 062 30 49.2	Fl W 5s	17.7	6	Square skeleton tower, red rectangular daymark with white horizontal band. 9.9	Year round. Flash 1 s; eclipse 4 s.
NORTHUMBERLAND STRAIT - WEST (LL 1085 – 1165.9)							
1157	Kouchibouguac Gully light buoy XY2	46 49 50.5 064 53 48.4	Fl R 4s			Red, spar, marked "XY2".	Seasonal. Buoy may be repositioned due to shifting channel.
1157.33	Kouchibouguac light buoy XY4	46 49 55.3 064 54 02.1	Fl R 4s			Red, pillar, marked "XY4".	Seasonal. Buoy may be repositioned due to shifting channel.
1158.5	Kouchibouguac Gully light buoy XY9	46 49 55.4 064 54 11.5	Fl G 4s			Green, pillar, marked "XY9".	Seasonal. Buoy may be repositioned due to shifting channel.
GASPÉ - CHALEUR BAY (LL 1169.1 – 1426)							
1262.181	Fox Dens Gully light buoy TK14	47 53 08.0 064 30 25.1	Fl R 4s			Red, can, marked "TK14".	Seasonal.
1325.1 H1591.41	Anse Bleue Light						Delete from list.
GULF OF ST. LAWRENCE (LL 1477.5 – 1617)							
1559.5 H1901.5	Harrington Harbour	At the end of the wharf. 50 29 46.9 059 28 31.9	Fl Y 6s	8.7	6	Pipe swing pole. 8.0	Year round. Flash 1 s; eclipse 5 s.
ST. LAWRENCE ESTUARY, GULF OF ST. LAWRENCE - RIVIÈRE DU LOUP (LL 1620 – 1772)							
1763.3	Batture de l'Île Ronde light buoy HV6	L'Isle-Verte. 48 01 50.0 069 21 16.0	Fl R 4s			Red, pillar, marked "HV6".	Seasonal.
1763.4	Anse Verte light buoy HV8	L'Isle-Verte. 48 01 43.2 069 21 08.5	Fl R 4s			Red, pillar, marked "HV8".	Seasonal.
ST. LAWRENCE RIVER, RIVIÈRE DU LOUP - SOREL (LL 1823.8 – 2185.1)							
1895.2 H2255	Cap Gribane front range light	Near shore. 47 08 27.2 070 41 08.8	F W	13.2	16	Square skeleton tower, orange daymark with black vertical stripe. 8.0	Year round. Operates 24 h.
1895.3 H2255.1	Cap Gribane rear range light	47 08 40.4 070 41 00.2 023°52' 445.4 m from front.	F W	27.2	16	Square skeleton tower, orange daymark with black vertical stripe. 11.0	Year round. Operates 24 h.
2083.8 H2389	Île La Poterie	On outer end of wharf. 46 21 22.7 072 30 31.1	Fl R 3s	14.2	13	Mast. 16.9	Year round. Flash 0.5 s; eclipse 2.5 s.