



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 4 — CHART INFORMATION

SECTOR 4

SOUTH COAST OF NEWFOUNDLAND—POINT CREWE TO CAPE RACE

Plan.—This sector describes the S coast of Newfoundland from Point Crewe to Cape Race (46°39'N., 53°04'W.). The description of Placentia Bay begins on the W side; then, the E side, the channels leading to the head, and the head of the bay are described.

General Remarks

4.1 Tides—Currents.—The currents off the S coast of Newfoundland, between Point Crewe and Cape Race, have a velocity of less than 1 knot; as a rule, they are irregular in direction, and having such a low rate of progression, are readily influenced by the wind. The tidal element in these currents is almost invariably present in some form, more or less distinct; it is not possible, therefore, to maintain an arbitrary distinction between "constant currents" and "tidal currents", so the term "current" is used to denote all horizontal movement of the water.

The current frequently sets NW, W of the Cape Race, with a velocity of about 1 knot in the offing, but it is variable in velocity and direction, and affected greatly by the prevailing wind. It generally runs in upon the E side of the great bays indenting the S coast of Newfoundland, and out on their W sides. It is influenced in the offing by the winds, and near the shore by the tidal currents.

It was noticed that between May and September, at a distance of over 5 miles from the land, no current at any time exceeded 1 knot in any direction. The current was chiefly tidal within about 5 miles from the land and set in two opposite directions alternately, but the farther from the land the greater the tendency for the direction of the current to veer through a complete circle.

The current sets NW along the S coast from Cape Race toward Placentia Bay; that is to say, when a long average is taken, the set is more frequently in that direction than in any other. The current sets inward at certain times of the tide on the E side of Saint Marys Bay, and inward as a whole on the E side of Placentia Bay. The velocity of these indrafts does not exceed 1 knot at a distance of 5 miles from the land, but close to the headlands, the velocity of the current may be greater.

Observations were taken at various stations off the S coast of Newfoundland between May and September. The stations off Trepassy Bay were located 8 miles SW and 16 miles SSW of Cape Race, respectively. These stations were so near the SE extremity of Newfoundland that they came within the influence of the Labrador Current wherever its direction was deflected W by wind disturbance. This was made evident by the change of the temperature of the water. The tidal influence was dominant in the steadiest weather, in May and July, and in complete accord with the results obtain farther W. The resultant directions of flood and ebb currents were, at the inner station, WNW on the flood and NE on the ebb. The W set continued for 25 per cent longer than the E, indicating the tendency of the water to make W on the whole.

These stations were occupied in August and September, immediately after times of disturbance of the current. There was then a greater tendency to a NW and SW set, due apparently to reflow toward that quarter after the displacement of the Labrador Current by heavy W winds. The NW set continued, at the inshore station, for 9 hours out of each tidal period of 12 hours 30 minutes. The tidal influence was more easily overcome at the outer station by the tendency to veer completely around. The period in which this veer took place was much the same as farther W; the current veered completely around the compass in 46 hours, or in a period of 15 hours 30 minutes on the average. The SW current was strongest and deepest because of the disturbance referred to; it was strongly felt to a depth of 54.9m. This affords confirmation of the opinion that the veer in this period is caused by a dominant movement in one direction, combined with the tidal period.

The usual direction of the flood at a station 7.5 miles SW of Cape Pine was between the N and NW and of the ebb, SE. The tidal character was marked by the fluctuation in velocity; it always strengthened at half tide, maximum 0.82 knot, and fell to below 0.3 knot at the slack and turn of the tide. The observations showed very little appreciable indraft into the bay. As the current veered in direction, the set, NE into the bay, took place only during 13 per cent of the total time. From this position, the water set, on the whole, WNW across the mouth of Saint Marys Bay, rather than into the bay. The current was thin and weak in the center of the bay, and appeared to be dominated by the wind. It had no relation to the tide, and the velocity did not fall at the turn of the tide, but remained uniform at about 0.5 knot.

The limiting directions between which the current was found to veer, about 5 miles S of Lance Point, were N and W, the general resultant being across the end of the headland between Saint Marys Bay and Placentia Bay, and not outward from Saint Marys Bay as would be expected if there were any indraft of the E side.

The influence of the tide is distinct about 16 miles offshore at Cape Pine, and SW of the cape. The dominant direction in which the water set was, in general, between WNW and NNW. The set toward Saint Marys Bay was infrequent; there can never be much indraft toward that bay at this offing. The velocity of the current never exceeded 0.73 knot in any direction, and even that was exceptional; it usually ranged between 0.5 and 0.6 knot.

Observations made about 5.5 miles WSW of Cape Saint Mary's, outside the line of headlands E, and with the E shore of Placentia Bay opened up, showed that the current was distinctly tidal in character, being NNE into the bay during the flood, and ESE along the general line of the coast during the ebb; its velocity always rose to a maximum at half tide, when it amounted to nearly 1 knot, and fell to 0.5 knot at about the turn of the tide. The highest of the maximum was 0.9 knot at springs. When current sets into Placentia Bay along the W shore, it sets out of the bay on the E side. Currents of 2 to 3

knots are encountered in the bay during and in the approach of SE gales; 1.25 knot currents are also experienced during periods of good weather. Great care should be taken when navigating in this area. Currents are erratic and are not consistent with the tides. When passing off the entrance to Placentia Bay, the set is more often into the bay than out of it.

The set into Placentia Bay NE continued for a longer time, and was stronger than the set ESE; the NE set continuing for 15 hours 30 minutes, with a velocity of 0.9 knot at half tide, the ESE for only 9 hours 30 minutes with a velocity of 0.6 knot during the tidal day.

It would thus appear that any W tendency which the body of the water may have along the S coast from Cape Race to Placentia Bay does not continue W of Cape Saint Mary's. There is no set here W of a NNW and SSE line; the water appears to turn at this cape, and to set inward into the bay. There is no constant indraft, however, but a fluctuation with the tide.

The flood current in the middle of Placentia Bay, at the S end of Merasheen Bank, appears to have almost any direction, which may be due to its meeting the large body of water at the head of its bay; the ebb is very constantly WSW toward the W side of the mouth of the bay. Strong currents are encountered in the middle of the bay as well as along its sides.

The flood current appears to strike somewhat squarely on the coast about 8 miles E of St. Lawrence Harbors, giving rise to onshore and irregular directions; the ebb is constantly W. The general movement of the water is outward on the W side of Placentia Bay.

It appears that as far out as 25 miles SSW of Cape Saint Mary's, the more usual direction of the set is NE, or inward toward the E side of Placentia Bay. The velocity was not in any case as much as 1 knot, and did not exceed 0.77 knot. It is a general characteristic of these currents that they are less affected by the tide as the distance from the shore increases. Pronounced currents, the directions of which were erratic, have been encountered 10 to 15 miles W of Cape St. Marys.

The current does not show any remnant of tidal influence about 28 miles S of St. Lawrence Harbors, nor does it indicate any indraft into Placentia Bay.

The following information, which is considered reliable, was obtained from inshore fishermen who work in the localities mentioned.

The current is usually WNW and ESE within a few miles of the coast between Cape Saint Mary's and Cape Race during fine weather; the former current is the stronger of the two. The current has, at times, run WNW for 3 days continuously, slacking only at the turn of the tide. A weak set ESE occurs only during the ebb; any strong set ESE is an indication of bad weather. The current is stronger outside the line of the headlands than within the bays; any inward set toward the bays will occur during the flood, while the general set in the offing is WNW. A N set past the headlands on the E side of Saint Marys Bay and Trepassey Bay may thus occur during the flood. The current veers completely around the compass at a distance offshore as far as Lamb Rock.

The set of the current off Cape Saint Mary's and around Saint Marys Cays is more frequent and stronger in a NNW direction and often runs against the wind. During the flood, the normal set of the current is NNW, veering E as the flood

slackens and setting ESE during the ebb for a short period of time.

Tidal currents, with the flood and ebb in the two directions, prevail along the shore between Cape Saint Mary's and Placentia Road. This is close to the shore and strictly a local feature within the bay; it has little to do with the general trend of the water from Cape Saint Mary's toward the middle of the bay.

The current, on the W side of Placentia Bay, runs along the shore NE and SW within 2 or 3 miles of the land. It turns with the tide, but in moderate weather, it runs longer and stronger SW. It is also stronger on the surface than below it. It is thus evident that the water sets inward on the E side of Placentia Bay, and outward on the W side.

During the summer, bad weather usually comes from the SE and blows itself out in that direction, but later on, during the autumn, the wind shifts around to the NW before the storm is over. Along the S coast, from Cape Saint Mary's to Cape Race, it is only during the ebb tide that there is a weak set ESE. Any strong set ESE or SSE is a sign of bad weather. The fishermen regard this as an unfailing indication, and at once head for shelter. The set of the current is thus toward the point from which the wind is about to come.

Off Cape Saint Mary's the set is much more N than S, and it will often continue N against a strong NE wind. However, if there is a strong set ESE or SSE, a gale from the quarter will follow. Off Saint Shotts, on the E side of Saint Marys Bay, it runs strongly SE before an E wind comes up. Also, during the 24 hour period before a NE or N wind begins, it runs strongly NW or N for 6 to 7 hours at a time, instead of 5 hours during the flood, which is usual there. Outside the line of the capes the current is ESE before bad weather, which comes from that direction in the summer. If after the wind begins to blow, the current continues to run into the wind, it indicates that the gale will be heavy.

The current is strengthened during strong NE winds in Placentia Bay, although the wind blows directly out of the bay. The current then runs strongly N into the E side of the bay, and on the W side it runs steadily SW and scarcely slacks at all with the tide, as at other times. On the W side of this bay a reversed set, NE, is a sign of bad weather.

The actual direction of the current is necessarily modified by local conditions, and guided by the trend of the coast, but the greater the scope and freedom the current has the more directly it appears to set toward the coming wind.

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See *Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea* for further information.

Point Crewe to St. Lawrence Harbors

4.2 Point Crewe (46°55'N., 55°59'W.) rises to a 45m hill a short distance inland. A flagstaff and a group of houses stand near the extremity of the point. Sugarloaf Rock, 8.2m high and conspicuous, lies close W of the point. Point Crewe Shoal, with a depth of 11m, is located 1.1 miles SW of the point.

Green Island (46°53'N., 56°05'W.), 47m high, lies nearly midway between Point Crewe and Ile Saint-Pierre. A light is shown from the NE side of the island. The Little Green Islands

lie to the S of Green Island; *Enfant Perdu* is the S islet, located 1.2 miles S of Green Island. A rock, which dries 0.9m, lies about 6 miles SSE of Green Island.

Cock Bank (46°50'N., 55°59'W.), with a depth of 12.8m, lies 4.5 miles S of Point Crewe. *Gulnare Bank*, with a least depth of 21.9m, is located 2.5 miles SW of Cock Bank.

Cape Chapeau Rouge (46°54'N., 55°22'W.), rising 228m to Chapeau Rouge Mount, a conical hill on the SW side of the entrance of Great St. Lawrence Harbor, about 7 miles SW of Corbin Head, is conspicuous from the offing.

Caution.—Vessels approaching Cape Pine (47°37'N., 53°32'W.) and Cape Race from the W during thick weather should sound frequently and remain in depths of over 55m.

Lamaline Ledges front this part of the coast as far as 3 miles offshore. Vessels are cautioned not to navigate among the shoals on the Lamaline Ledges without local knowledge. At night, this part of the coast should not be approached to a depth of less than 73m.

Flagstaff Point (46°53'N., 55°53'W.), about 4.4 miles SE of Point Crewe, is a conical hillock, 7.9m high. *Piercey Hill*, wooded and 30m high, stands near the coast 1 mile NE of Flagstaff Point; it has a double summit.

Directions.—The W extremity of the coast in the vicinity of **Danzic Coves** (46°59'N., 55°58'W.), well open W of Point Crewe and bearing 003°, leads between Cock Bank and **Gulnare Bank** (46°49'N., 56°02'W.) and W of the Lamaline Ledges. Cape Chapeau Rouge, well open S of **Lamaline Shag Rock** (46°50'N., 55°50'W.) and bearing 078°, leads S of all the Lamaline Ledges except **Western Ground** (46°49'N., 55°51'W.). **Offer Island** (46°51'N., 55°37'W.), open S of **Shag Rock** (46°50'N., 55°45'W.) and bearing 075°, leads S of *Western Ground*.

4.3 Lamaline Anchorages, consisting of Lamaline Road, Lamaline Bay, and Lamaline Harbor, lie within the S extremity of Morgan Island and Point aux Gauls, about 3.3 miles E. High water, full and change, at Lamaline Anchorages is 8 hours 25 minutes; spring tides rise 2.2m and neap tides rise 1.7m. Lamaline Road affords anchorage, in depths of 7 to 11m, but it should only be used temporarily because a swell always rolls in. Lamaline Harbor is suitable only for fishing vessels in summer, although small vessels with local knowledge anchor N of Allan's Island.

Directions.—A vessel approaching Lamaline Bay from the S should steer with the highest *Berry Hill* in line bearing 016° with *Strand Rock*, which leads through the fairway and into the bay.

Vessels approaching the bay from the E should steer with **The Bread Box** (46°51'N., 55°50'W.) open SW of Allan's Island and bearing 294°; this bearing leads S of the dangers SW of *Shag Rock*.

A vessel entering from between *Frank Rock* and *John Walsh Shoal* should steer with the highest *Berry Hill* just open W of *Barred Island* and bearing 003°, until *Taylor Bay Point* is in line with *Point Rock*; this course passes close W of a 10.7m patch. Vessels may then make good a NW course until the highest *Berry Hill* is in line with *Strand Rock*.

Offer Rock (46°48'N., 55°47'W.), with a depth of 10.4m, lies 2.5 miles S of the light on Allan's Island. *Western Rock*, with a depth of 25.6m, is located 1 mile W of *Offer Rock*.

Directions.—*Offer Island*, open S of *Shag Rock* and bearing 075°, leads about 1 mile N of *Offer Rock*.

Taylor's Bay, entered between *Squid Point* (46°51'N., 55°44'W.) and *Taylor's Bay Point*, about 1.3 miles E, affords anchorage during offshore winds to vessels with local knowledge, in depths of 11 to 15m.

A rock, with a depth of 0.6m, lies on the E side of the entrance to the bay.

4.4 **Lord's Cove** (46°52'N., 55°40'W.) is located 1.5 miles NE of *Taylor's Bay Point*. There is an L-shaped public wharf, with a depth 3.4m at its outer end, on the W shore of the cove.

Sand Cove Head lies 1.5 miles E of *Lord's Cove*. The **Lawn Islands** (46°52'N., 55°37'W.) consist of *Middle Island*, *Offer Island*, and several above-water and sunken rocks, about 1.5 miles SSE of *Sand Cove Head*. *Middle Island*, the NE and higher, is 50m high, and *Offer Island*, steep and black-faced on its S side, is 32m high. *Southeast Rock*, awash, lies 0.35 mile E of *Offer Island*. *Southwest Rock*, with a depth of 3.3m, is located nearly 0.8 mile SW of the same island. A lighted buoy is moored 0.1 mile W of *Southwest Rock*.

Ragged Head (46°54'N., 55°34'W.) is the S extremity of a promontory rising to an elevation of 43m. The *Colombier Islands* consist of two conical islets; the larger and higher rises to 66m and is located 0.6 mile SSW of *Ragged Head*.

Great *Lawn Harbor* is entered between **Black Head** (46°55'N., 55°53'W.), marked by a light, and *East Head*, about 1 mile NE. The settlement of *Lawn* is situated on the E shore of the harbor. An L-shaped public wharf is 42m long, with alongside depths of 3.9 to 5.3m. *Black Hill*, 158m high and conspicuous, stands about 2.5 miles N of *East Head*. The harbor affords well-sheltered anchorage, in a depth of 15.5m.

The MHW interval at Great *Lawn Harbor* is 8 hours 05 minutes. The mean range of tide is 1.6m; the spring range is 2.1m.

The harbor seldom freezes over.

Ragged Rock and *Vestal Rock*, each a 1.8m patch, lie about 0.3 mile S of *Black Head* and 0.4 mile SSW of *East Head*, respectively. *Murphy Rock*, with a depth of 0.9m, lies 0.1 mile off the E shore, about 0.3 mile from the head of the harbor.

Directions.—The E extremity of the W shore of Great *Lawn Harbor*, open E of *Blow-me-down Point*, about 0.6 mile N of *Black Head* and bearing 010°, leads close E of *Ragged Rock*. *Black Hill*, just open W of the E side of the harbor and bearing 012°, leads W of *Vestal Rock* and into the harbor.

4.5 The coast between *East Head* and *Duck Point*, 1.25 miles to the E, is indented with *Back Cove*, *Tiller Cove*, and *Duck Cove*. *Drunkards Point* separates *Duck Cove* and *Tiller Cove*. A lighted buoy is moored about 0.3 mile S of *Drunkards Point*.

Little Lawn Harbor is entered between **Duck Point** (46°55'N., 55°30'W.) and *Little Lawn Point*, about 1 mile SE. Vessels with local knowledge can anchor in the harbor, in 9 to 26m, rock, during offshore winds.

From Little Lawn Point, the coast trends SSE 1.5 miles to Lawn Head. **Chambers Point** (46°53'N., 55°26'W.), 2 miles E of Lawn Head, appears as a separate island from the S. Shoal Cove, entered between Hares Ears, almost 1 mile E of Chambers Point and Red Head, 0.6 mile ENE, offers little shelter.

Ferryland Head (46°52'N., 55°23'W.), distinct and separate from the shoreline, is the W entrance point to Placentia Bay, rising to a height of 49m.

St. Lawrence Harbors

4.6 St. Lawrence Harbors indent the coast between **Cape Chapeau Rouge** (46°53'N., 55°22'W.) and Sculpin Point, about 1.5 miles ENE. The SW inlet is named Great St. Lawrence Harbor; the NE Little St. Lawrence Harbor. Great St. Lawrence Harbor is an active port with berthing facilities; both harbors afford anchorage.

4.7 Great St. Lawrence Harbor (46°55'N., 55°24'W.) (World Port Index No. 1731) is located on the S coast of Newfoundland, about 24 miles E of Point Crewe; the port consists of a village and a very small natural harbor with berthing facilities.

Ice.—Great St. Lawrence Harbor seldom freezes over enough to prevent anchorage; however, ice occasionally drifts in from the E.

Tides—Currents.—High water, full and change, at Great St. Lawrence Harbor is 8 hours 30 minutes; spring tides rise 2.1m and neap tides rise 1.2m.

It was reported that seiches may occasionally be experienced; as a result, strong currents of very short duration, with velocities of from 4 to 5 knots in either direction, can be expected.

Depths—Limitations.—There is a Government jetty situated about 0.1 mile NW of Shingle Point. It has a length of 61m and a depth of 5.8m at the outer end.

There is a privately-owned jetty close NW of Shingle Point. It contains a berth 53m long, with a least depth of 5.8m on its N side.

A fish plant wharf 41m long at the face with a depth of 4.9m alongside, is situated at the N extreme of Shingle Point.

Aspect.—Cape Chapeau Rouge is the SW entrance point of Great St. Lawrence Harbor. Chapeau Rouge, a conspicuous conical hill, rises to an elevation of 228m, about 0.5 mile W of the cape.

Middle Head (46°54'N., 55°21'W.) is a conspicuous headland. Rocks and shoals extend between 0.65 mile SE and 0.5 mile SW of the headland. Point Rock is the shallowest, with a depth of 7.3m.

Middle Head Light is shown from a white building situated on the headland.

A conspicuous radio mast lies 1.5 miles NW of Cape Chapeau Rouge.

Three radio masts stand about 1.8 miles NW of Middle Head. These are marked by red lights.

Pilotage.—Pilotage is not compulsory, but local pilots are available and can be arranged by giving 24 hour notice to Pilots, St. John's. The pilots board off St. John's in position 47°33'42"N., 52°37'54"W or off the entrance to Great St. Lawrence Harbor, if a boat can be arranged to embark the pilot.



Middle Head Light from S

However, all docking and undocking operations are the responsibility of the ship's master.

Anchorage.—The harbor affords anchorage, in 18.3 to 37m, within its entrance, but S gales send a heavy sea into the outer part of the inlet.

Anchorage can also be taken, in 21.9m, off Herring Cove, but this position is not recommended during S winds, because heavy squalls are experienced.

Small vessels can take anchorage NW of Shingle Point in 4.2m.

4.8 Little St. Lawrence Harbor (46°55'N., 55°21'W.) is entered between Middle Head and Sculpin Point, about 0.8 mile ENE. Large vessels can take temporary anchorage in Little St. Lawrence Harbor, in 20.1m or more, but a heavy swell runs in during S winds. Small vessels can take anchorage at the head of the harbor, N of a peninsula, in 4.5 to 7.3m, mud. A vessel proceeding to this anchorage should favor the SW side of the inlet in order to avoid Harbor Rock.

The coast is foul between **Sauker Head** (46°54'N., 55°17'W.) and Bass Point, about 1.8 miles NE; it should be given a berth of at least 0.8 mile.

Placentia Bay

4.9 Placentia Bay (47°03'N., 54°34'W.) is entered between Ferryland Head and Cape Saint Mary's, about 43.5 miles ESE.

A distinctive characteristic of Placentia Bay is the straightness of the charted 200m line on the E side of its S part, where it gradually converges with the coast over a distance of 35 miles from a position 14 miles W of Cape St. Mary's. This line marks the E edge of a trough lying on both sides of the center line in which there are general depths over 183m. The soundings obtained across this trough in low visibility can provide useful navigational information. There are numerous off-lying dangers in the NW of this trough and at its N end.

Winds—Weather.—Southwest winds prevail in Placentia Bay during the summer months; NW winds prevail during the winter months.

Fog is generally very dense on the E side of Placentia Bay, especially about the headland of Cape Saint Mary's during SW winds. Although fog may prevail in the bay, vessels ap-

proaching from the W can usually sight the Avalon Peninsula at a safe distance, when the winds are in an E quadrant. At such times, visibility will usually be reasonable along the shore of the peninsula, because the wind will then be offshore. Fog, with no clear strip along the Avalon Peninsula, is very probable during a SW wind.

Vessels are advised to delay entry into Placentia Bay during SW gales and thick weather until conditions improve. Vessels should not venture into the bay until sure of positions.

Ice.—Placentia Bay sometimes has a considerable amount of ice early in February, but it is seldom completely filled before the middle of that month; S and SW winds are necessary to drive the ice in. Soon after the ice from the E has rounded Cape Saint Mary's, the combined action of the tidal current and the indraft on the E side of the bay carries it as far as the **Iona Islands** (47°25'N., 53°57'W.) and occasionally as far as **Come by Chance Point** (47°48'N., 54°03'W.). The bay freezes over at times.

Pilotage.—Pilotage is compulsory in the N waters of Placentia Bay. Pilots should be requested from the Atlantic Pilotage Authority 12 hours prior to arrival at the pilot boarding position. The ETA should be confirmed 3 hours prior to arrival. The pilot boarding station is off Argentinia, near Lighted Buoy PCC, in position 47°20'00"N, 54°06'30"W.

Vessels departing from, or making a move within, the required pilotage area must request pilotage from the Atlantic Pilotage Authority 12 hours in advance and confirming the request 3 hours prior to departure or movement.

There is a Vessel Traffic Management and Information System in Argentinia for the administration and regulation of marine traffic in Placentia Bay and its approaches.

The system can be contacted, using call sign "Placentia Traffic," as follows:

1. Sector 1—VHF channel 14.
2. Sector 2—VHF channel 12.

The charted routing system for Placentia Bay is voluntary and may best be seen on the appropriate chart.

Concentrations of fishing vessels are likely to be encountered in Placentia Bay.

Caution.—Mariners are warned to exercise special caution when navigating in Placentia Bay and vicinity because former surveys and early editions of charts may be inaccurate. Position fixing by sounding on such charts should not be attempted.

Vessels should not approach the E side of Placentia Bay within depths of less than 73m except in clear weather.

Traffic movements may be restricted when the following vessels are underway:

1. A tanker of 50,000 grt and over.
2. A vessel carrying dangerous cargo.
3. A vessel considered to be navigating with difficulty.

Placentia Bay—West Side

4.10 From Sculpin Point, the coast trends E for about 1.4 miles to Sauker Head. Bass Point, about 1.8 miles NE of Sauker Head, rises steeply to a hummock, 79m high.

Corbin Head, 1.6 miles farther NE, is wedge-shaped and rises to an elevation of 143m. It is faced with cliffs and steep-to. Various dangers and foul ground extend 0.35 mile from the coast between Sculpin Point and Corbin Head.

Corbin Harbor, suitable only for small vessels, is entered between Miller Head, about 0.6 mile N of Corbin Head, and Long Point, about 0.8 mile N. Miller Rock, with a depth of 4m, lies nearly 0.4 mile ESE of Miller Head. Old Harry, a rock which dries 0.6m, is located 0.35 mile E of Long Point. A light is shown from Long Point. Vessels approaching this harbor should steer with Goat Island bearing 301° and just open S of Long Point, which leads between Miller Rock and Old Harry to the entrance of the harbor.

Corbin Island, 76m high, lies about 0.4 mile off the coast, about 1 mile NE of Long Point. Little Burin Island, 61m high, is located about 0.6 mile NNE of Corbin Island. A light is shown on the E end of the island.

Caution.—An overhead power cable, with a vertical clearance of 30m, crosses the channel between Little Burin Island and the mainland.

Fish Rock, with a depth of 4.3m, lies about 0.2 mile S of Corbin Island. Irish Ledge, a rocky shoal with a depth of 14.9m, is located 0.25 mile SSE of Fish Rock. Offer Rock, with a depth of 16.5m, lies about 0.8 mile E of Fish Rock.

Emberly Rock, with a depth of 7.6m, is located 0.75 mile SE of Little Burin Island Light. Popes Rock, with a depth of 6.7m, lies about 0.2 mile E of Little Burin Island Light. Bugdens Rock, with a depth of 10.1m, is located 0.4 mile ENE of the same light.

The description of the W side of Placentia Bay continues in [paragraph 4.14](#).

Burin Harbors

4.11 Burin Harbors (47°03'N., 55°10'W.) indent the coast between Long Point and Western Head, about 8.8 miles NE. The harbors include Burin Inlet, Great Burin Harbor, Ship Cove, and Little Burin Harbor, which afford good shelter to vessels of all sizes.

Ice.—Burin Harbors freeze occasionally, during severe winters, from the middle of February until early in March, but ice seldom interferes with the anchorages. Ice occasionally drifts in to the coast from the E.

Tides—Currents.—The MHW interval at Burin Harbors is 8 hours 35 minutes; spring tides rise 2.2m and neap tides rise 1.5m.

Directions.—Dodding Head (47°00'N., 55°09'W.), the SE extremity of Burin Island, is a conspicuous bluff rising to a conical hill, about 91m high. A light is shown from the summit of the hill; because of the elevation of the light, is often obscured by fog, when the coast below is clear.

The S extremity of Woody Island (47°01'N., 55°11'W.), in line bearing 323° with Shalloway Head (47°00'N., 55°11'W.), leads SW of Cockle Rock (46°59'N., 55°10'W.).

Bras Point (47°03'N., 55°09'W.), in line bearing 306° with the S extremity of Iron Island (47°02'N., 55°07'W.), leads SW of Whitehorse Rock (47°02'N., 55°06'W.).

Pardy Point (47°03'N., 55°09'W.), in line bearing 270° with the N extremity of Iron Island, leads N of **Galloper Rock** (47°02'N., 55°06'W.) and **Whitehorse Shoal** (47°02'N., 55°07'W.).

The N extremity of **Simmons Island** (47°02'N., 55°10'W.), in line bearing 260° with Pardy Point, leads about 0.1 mile S of **Brandy Rocks** (47°03'N., 55°07'W.).

Burin Inlet is entered between the W entrance point (47°01'N., 55°11'W.) of Whale Cove and a point on the mainland, 0.45 mile WSW. This inlet trends N for about 5 miles. Woody Island, 30m high, lies in the entrance to the inlet about 0.8 mile WNW of Shalloway Island Light. The inlet should be entered by the channel W of Wood Island. Stag Rock, which dries 0.6m, lies near the center of the fairway, about 1 mile N of Woody Island. The rock is marked by a light.

Caution.—A submarine cable is laid across Burin Inlet, from Spoon Cove to the opposite shore.

4.12 Sugarloaf Island (47°03'N., 55°07'W.) lies close to the E side of the inlet, about 2.5 miles N of Woody Island.

Good anchorage is available, in 23.8 to 27.4m, mud, about 0.4 mile S of Sugarloaf Island. Vessels may also anchor 0.4 mile NW of the same island in 16.5m.

Burin Passage lies between Shalloway Island, Burin Island, and Pardy Island, and the mainland to the W. The S entrance is between Shalloway Island Light and Neck Point, 0.25 mile NNW. The N entrance lies between Pardy Point, the N point of Pardy Island, and Bras Point, about 0.5 mile NNE. The sides of the passage are steep, making a good lee from E and W winds. Mine Rock, with a depth of 2.7m; Oven Rock, with a depth of 1.5m; and Hooper Rock, with a depth of 3.5m, lie about 0.1 mile off the E side of the passage.

Great Burin Harbor, between the SW end of Burin Island and Shalloway Island, is suitable only for small vessels with local knowledge.

Ship Cove is entered between **Troak Point** (47°02'N., 55°10'W.) and a point about 0.3 mile NNE. A conspicuous chapel stands about 0.1 mile SW of Troak Point. Ship Cove affords anchorage, with good shelter, in 12.8 to 24m, sand or mud. The holding ground in the E part of the cove is poor; vessels should moor during a strong breeze.

The Burin public wharf, about 47m long and 28m wide at the face, with a depth of 7.6m alongside, is situated on the N side of Ship Cove.

4.13 Little Burin Harbor (47°03'N., 55°10'W.) ([World Port Index No. 1730](#)) indents the W side of Burin Passage between the N entrance point of Ship Cove and George Point, on the mainland 0.4 mile N. Little Burin Harbor affords anchorage, in 14.6 to 16.4m, mud. Two buildings, located on a point about 0.4 mile W of George Point, in line bearing about 287°, serve as an aid in entering the channel, although it should be noted that the range passes over the extreme S edge of a 4.2m depth.

On the S shore of Little Burin Harbor at Burin, there is an Imperial Oil Company jetty, 91m long, with a depth of 9.4m at its head and 6.1m at the berth on its W side. This wharf was reported (1986) to be in disrepair.

On the S side of the harbor, the wharf on the E side of the fish plant is 82m long, and on the W side is 40m long. These wharves have a least depth of 4.6m alongside.

Aspect.—A light is shown from the NE end of Little Burin Island.

Lighted Whistle Buoy PBC is moored 1.1 mile S of Little Burin Island Light.

Port au Bras, entered close W of Bras Point, affords good shelter to small vessels.

Iron Island, consisting of two islets close together, lies in the N approach to the Burin Harbors, 0.9 mile E of Pardy Point. A light is shown from the S of the two islets.

Brandy Rocks, with a depth of 0.3m and on which the sea always breaks, are located about 0.5 mile NNE of Iron Island. Galloper Rock, with a depth of 2.4m, lies about 0.6 mile E of the same island. There are many other shoals in this area that can be seen on the chart.

Placentia Bay—West Side (continued)

4.14 Little Mortier Bay (47°04'N., 55°06'W.) is entered between Western Head and Eastern Head, about 1.3 miles NE. The head of Little Mortier Bay is indented by Mortier Arm, on the W, and by Fox Cove, on the E. Mortier Arm is suitable only for fishing vessels. Fox Cove affords good, but confined anchorage, in 18.3m, mud.

A vessel entering Little Mortier Bay should keep in mid-channel to avoid Gob Rock and Breakheart Rock, on the N side, and Western Rock, on the S side, respectively.

Harbour Shoal, with a least depth of 9.5m, lies in the middle of the entrance to Little Mortier Bay.

Caution.—Mortier Rock, with a depth of 7.3m, lies on Mortier Bank, 5 miles ESE of Iron Island. This bank, with depths of less than 18.3m, extends about 0.8 mile SSW of Mortier Rock, and a 10.1m patch lies near its S extreme. Western Hummock, with a least depth of 13.7m, is located 0.6 mile NE of Mortier Rock. Outer Hummock, with a least depth of 14.3m, is located about 0.6 mile ENE of Mortier Rock. Eastern Hummock, with a depth of 14.9m, lies 1.5 miles NE of the same rock. Eastern Rock, with a depth of 18m, is located about 3 miles NE of Mortier Rock; a 17.1m shoal lies 0.75 mile farther NE.

4.15 Croney Island (47°06'N., 55°04'W.) lies close to the coast; this island is conical-shaped and conspicuous, with steep cliffs on its N side.

Tides Cove Point (47°06'N., 55°04'W.) rises to an elevation of 69m, about 0.4 mile NNW of Croney Island. The point is marked by a light.

Tides Cove and Duricle Cove lie about 0.5 mile W and 0.75 mile NW, respectively, of Tides Cove Point. Both coves are open, but afford good anchorage during offshore winds to vessels with local knowledge, in 12.8 to 24m.

Beau Bois Cove, with good anchorage, in 3.6m, for fishing vessels, lies about 0.8 mile NNW of **Blow-Me-Down** (47°08'N., 55°05'W.). Local knowledge is required.

Mortier Bay, within which lie Spanish Room, Little Bay, Cashel Cove, and Creston Inlet, is entered between **Go By Point** (47°09'N., 55°06'W.) and Duck Rock, an islet 4m high, about 0.7 mile ENE. The entrance channel into Mortier Bay is about 0.2 mile wide between **Harbour Rock** (47°08'N., 55°05'W.) and **Pick Ledge** (47°08'N., 55°04'W.), and about 0.4 mile wide between Go By Point and Duck Rock. Go By Point and Duck Rock are marked by lights. The general depths in Mortier Bay are considerable.

There is a measured distance of 1 mile with running courses, 007°15' and 187°15'. This measured distance is on the E side of the entrance channel to Mortier Bay. Each end is marked by a pair of beacons.



Little Burin Harbor

Spanish Room, lying in the NE part of the head of Mortier Bay, affords restricted anchorage, in 10.6m, off a settlement on the E shore, close within the entrance.

Cashel Cove, at the head of Mortier Bay, affords anchorage, in 10.9 to 18.3m, mud.

4.16 Little Bay (47°10'N., 55°07'W.) is entered about 0.8 mile WNW of Big Head. Seal Rock, which dries 0.9m, lies 0.25 mile WNW of Paddy Head, the E entrance point of Little Bay, to which it is nearly connected by shoal flats. A rock, 3.9m high, lies close off the W entrance point of the bay. Vessels with local knowledge can anchor, in 14.6m, mud, close within the W entrance point, where Little Bay is about 0.2 mile wide. Fish farming is carried out, and its equipment is established off the W entrance point and at the head of Little Bay, also off the S shore of Mortier Bay, about 0.8 mile to less than 1 mile W of the entrance to Little Bay. The equipment is supported by buoys and secured by anchors. The ends are marked by orange cautionary buoys.

Creston Inlet is entered between the W entrance point of Little Bay and a point nearly 1 mile WNW. Vessels can anchor in the mouth of the inlet, in 10.9 to 16.4m, mud.

On the NW side of the inlet there is a public wharf, with its outer face 36m long and a depth of 5.5m alongside.

A local magnetic anomaly has been reported in Mortier Bay, close N of the N entrance point of Creston Inlet.

Skiffsail Point lies about 0.8 mile ENE of Duck Rock. From this point the coast, which consists of dark, steep cliffs backed by wooded hills, trends NNE for about 1 mile to the entrance of Rock Harbor.

Rock Harbor (47°10'N., 55°02'W.), encumbered with rocks and shoals, is suitable only for fishing vessels.

4.17 Jean de Baie Head (47°11'N., 55°02'W.), a well-defined landmark, rises to a round hill, about 1 mile NE of the E entrance point of Rock Harbor.

There are numerous rocks and shoals extending off the coast near Jean de Baie Head and Skiffsail Point. These are best seen on the chart.

Between Jean de Baie Head and **Marticot Island** (47°20'N., 54°35'W.), 19 miles NE, the coast is fronted by numerous islands, rocks, and shoals. Of the islands, Flat Island, Jude Island, Oderin Island, and Long Island are the largest. These islands are separated from each other and from the mainland to the W and N by relatively-deep channels.

Jean de Baie Bank, located 10.5 miles ESE of Skiffsail Point, is small in extent and has a least depth of 18m. Big Shoal, with depths of less than 36.6m and a least depth of

10.4m near its SW extremity, extends 3 miles NE from a position 0.5 mile N of Jean de Baie Bank.

Oderin Bank is an extensive bank with a least depth of 9.4m near its SW extremity, 14 miles E of Skiffsail Point. Eastern Rock, with a depth of 11.6m, lies on the NW edge of Oderin Bank, nearly 6 miles SSE of Long Island. Joe Rock, with a depth of 23.8m, lies on a small bank near the middle of the channel between Oderin Bank and the dangers S of Jude Island.

4.18 The **Jean de Baie Islands** (47°11'N., 55°01'W.), which lie close off the coast about 0.8 mile NE of Jean de Baie Head, are two grey islets.

D'Argent Bay (47°14'N., 55°00'W.), a large bight, is located between the Jean de Baie Islands to the S, and Red Harbour Head, a steep cliff with a hole through its base, 5.75 miles NNE.

Jean de Baie is entered between **Dock Point** (47°13'N., 55°03'W.) and a point nearly 1 mile NW. The bay affords good anchorage to vessels with local knowledge, in 18.3m, during winds from the SE through W to N.

Woody Island (47°13'N., 55°02'W.), 8.2m high and wooded, lies about 0.5 mile NNE of Dock Point.



Woody Island

Jean de Baie Harbor, suitable only for fishing vessels, is a shallow basin entered between the NW entrance point of Jean de Baie and Galton Point, about 0.5 mile NE.

The Pinnacle is a 1.5m rock located 2.25 miles NNE of Jean de Baie Head, with a 3.7m rock nearly 0.5 mile SSW. Paddle Rocks are two heads with a least depth of 6.1m; and Stanley Rocks, a group of above and below-water rocks, of which the S rock dries 1.2m. The latter are marked on the SE side by a lighted buoy.

Closer inshore there are more dangers including Black Rock, which dries 2.4m, lying 3.5 miles NNW of Jean de Baie Head, and Big Shoal, about 0.5 mile NE of Black Rock, with a least depth of 7.6m.

The above-described dangers can best be seen on the chart.

Red Harbor is entered between **Red Harbor Head** (47°17'N., 54°59'W.), a steep cliff with a hole through its base, and the coast, 0.75 mile W. Vessels with local knowledge can

anchor, in 10.9 to 12.8m, off some houses on the W shore. This anchorage is sheltered from all but winds from the SE to S, which cause a heavy swell. A light is shown from Red Harbor Head.

4.19 West Broad Cove and East Broad Cove on the S and N sides, respectively, of **Broad Cove Head** (47°19'N., 54°56'W.), afford good anchorage to vessels with local knowledge. The better anchorage is in West Broad Cove, in 18.3m, but exposed to S winds. The anchorage in East Broad Cove is in 12.8 to 21.9m, with the best holding ground lying toward the W shore.

Gull Rock, 3m high and white against a dark background, lies close to the coast about 0.5 mile NW of the N extremity of Broad Cove Head.

A group of islands exist from the coast between Broad Cove Head and the entrance to Bay de l'Eau, 5 miles NE. The channels between the principal islands and those separating them from the coast are moderately deep and free from dangers, except for the one between Jerseyman Island and Gull Island, the two SW islands, which is foul.

Jerseyman Island (47°20'N., 54°54'W.) is relatively flat and wooded, rising abruptly from the sea to a height of 78m. Numerous rocky shoals, with depths from 3 to 11m, extend approximately 0.8 mile SSE from the island.

Gooseberry Island (47°22'N., 54°52'1"W.) is located about 0.4 mile N of Petticoat Island, the middle of the group which is 55m high. There is a least depth of 11m in mid-channel between them. Shoals, with a least depth of 3.7m, extend 0.35 mile N of Gooseberry Island.

Cross Island is the E and largest island of the group. It has a height of 181m and rises to two prominent hills covered with moss near its center, the N hill is small and flat and the S hill is a sharp peak.

A shoal, with a least depth of 4.3m, lies about 1 mile E of the S extremity of Cross Island, 0.75 mile off the SE coast which is fringed with rocks.

4.20 Rushoon Harbor is entered between **Nipper Head** (47°21'N., 54°55'W.) and the coast, about 0.8 mile W. The harbor affords good sheltered anchorage to small vessels with local knowledge, in 4.5 to 9.1m.

Jigger Cove is entered between Nipper Head and Rushoon Head, about 0.5 mile SE. A rock, 0.6m high, lies off the entrance of Jigger Cove about 0.3 mile NW Rushoon Head. Vessels with local knowledge can anchor, in 13.7m, mud, outside Rushoon Harbor, WSW of the above rock, with the E entrance point of the brook which flows into the head of the harbor bearing 004°, and open W of Nipper Head. Anchorage can also be taken close off the beach at Jigger Cove in a position NNE of the rock.

Baine Harbor is entered about 1.4 miles NE of Rushoon Head. Several small white houses stand at the entrance and a white wooden church stands on a small hill on the N side, close within the entrance. A draft of 3.6m can be carried over the bar, which extends across the channel from the rugged NE entrance point. Vessels are cautioned not to attempt to enter Baine Harbor without local knowledge.

Boat Harbor is entered between **Boat Harbor Head** (47°23'N., 55°50'W.) and Deep Cove Head, about 1.8 miles W.

Boat Harbor trends, with deep water, about 3 miles NNE, thence divides into two arms. The NW arm affords the only anchorage to vessels of moderate size, in 33m, but the depths decrease rapidly 0.2 mile from the head of the arm.

4.21 Bay de l'Eau is entered between Boat Harbor Head and Bay de l'Eau Head, about 0.5 mile SE. The depths decrease suddenly in mid-channel from 33 to 12.8m, about 2 miles within the entrance, then anchorage is available, in 10.9 to 12.8m, mud, for about 0.8 mile.

Little Harbor, entered about 1 mile E of Bay de l'Eau Head, is suitable only for fishing vessels. A church spire is conspicuous on the E side of the bay.

Gallows Harbor is entered between a low boulder-fringed point forming the NW extremity of the island on which **Gallows Harbor Head** (47°22'N., 54°47'W.) is located, and Sams Head, nearly 0.5 mile N. The harbor affords anchorage, in 12.7m, mud, about 0.1 mile off the entrance to St. Joseph's Harbor.

Gallows Harbor Island, 60m high, lies off the middle of the entrance to Gallows Harbor; its S side is steep-to, while shoal water borders its E and N sides.

Near its head, Gallows Harbor divides into two arms, Jigging Cove to the W and St. Joseph's Harbor to the E.

Jigging Cove is entered between Sams Head and Deadman Head, about 0.6 mile WSW. Anchorage is available for small vessels with local knowledge in the cove, in 10.9m, mud, with good shelter.

Directions.—The 181m summit of Cross Island, seen behind the rocks of Mouse Island (47°22'N., 54°48'W.) and bearing 246°, leads S of the 4.2m shoal off the entrance of Jigging Cove.

Little Gallows Harbor, entered between Gallows Harbor Head and a point about 0.5 mile ENE, affords anchorage to small vessels with local knowledge, in 9.1 to 14.6m, sheltered from all winds between the W and WSW.

Cape Roger Island, 67m high, lies 0.5 mile SE of Gallows Harbor Head. Shoals, with depths of 9.1m or less, extend up to 0.2 mile from the island, and a 2.7m rocky patch lies 0.35 mile NE in the middle of the approach to Cape Roger Bay.

Cape Roger Bay is entered between the NE entrance point of Little Gallows Harbor and Cape Roger, about 1 mile ESE. Cape Roger is a steep cliff forming the SW termination of a conspicuous moss-covered headland, 152m high. This headland rises close to the coast, about 1 mile NE of the cape. Cape Roger Mountain, which rises to an elevation of 372m, about 10 miles inland, is conspicuous from the outer part of the bay. A swell rolls across the entrance of Cape Roger Bay, even when it is calm seaward and especially after prevailing S winds.

A 2.7m rocky patch lies about 0.2 mile SE of the W entrance point of the bay.

The channel between a group of rocks, about 0.6 mile N of Cape Roger and the E shore, should not be attempted. The W shore in the vicinity of Harbor Island, about 1.8 miles N of Cape Roger, should be given a berth of at least 0.1 mile.

Large vessels with local knowledge can anchor anywhere in Cape Roger Bay, above Harbor Island, in 7.3 to 18.3m, mud. Small vessels with local knowledge can anchor, in 3.6m, between Harbour Island and the W shore.

Hay Island, 30m high, lies close to the coast, about 0.8 mile ENE of Cape Roger.

Woody Island (47°22'N., 54°42'W.) is located about 0.6 mile NNE of Hay Island.

Nonsuch Inlet, entered between Woody Island and Nonsuch Head, about 1 mile E, divides into Southwest Nonsuch Arm and Northeast Nonsuch Arm.

4.22 The Burnt Islands, two in number, lie on the W side of Nonsuch Inlet and front Southwest Nonsuch Arm. An inlet on the S side of the S island affords shelter to fishing vessels. Rocks, which dry 1.5m and 3.3m, lay in the fairway leading to the narrows between the E shore of the inlet and the Burnt Islands themselves. Aside from these rocks, there are general depths of over 9.1m. A submarine cable leads across the channel between the island and the mainland.

Vessels can take good anchorage, in 10.9 to 16.4m, sand and mud, and sheltered from all but S winds in a cove on the E side of the inlet. The basin in Southwest Nonsuch Arm affords sheltered anchorage, in 20.1m, mud. Vessels of moderate length can anchor in the cove on the NW side of Northeast Nonsuch Arm, in 9.1m; however, caution is advised because less depths are charted in the cove. Small vessels can anchor as convenient to within 0.25 mile from the head of Northeast Nonsuch Arm. All of these anchorages require local knowledge.

Petit Fort Harbor is entered between White Point, about 0.8 mile NNE of Nonsuch Head, and Eastern Head, about 0.3 mile E. A rock, with a depth of 3.6m, lies in mid-channel, about 0.4 mile NNW of Eastern Head and is marked by a buoy. Petit Fort Cove lies on the W side of the harbor, about 0.5 mile N of White Point. A rock, with a depth of 1.8m, marked by a port hand spar buoy, lies close E of the S entrance point of Petit Fort Cove.

Vessels with local knowledge can anchor, in 9.1 to 18.3m, N of the 3.6m rock. The holding ground is poor and the swinging room is limited. Small vessels with local knowledge anchor N of two wooded islets lying close off the W shore, nearly 1 mile N of White Point. This anchorage is sheltered from all winds.

Caution.—A submarine cable leads from the W bank of Petit Fort Harbor across Paradise Sound, joining at a point at Southeast Bight, 3.25 miles E of Eastern Head.

4.23 Paradise Sound is entered between **Sound Island** (47°23'N., 54°37'W.) and Red Cove Head, about 2 miles SSE. Small vessels with local knowledge can anchor in Southeast Cove, about 1.3 miles NE of Red Cove Head; in Gilberts Cove, about 5 miles N of Red Cove Head; or at the head of the sound.

South East Bight (47°24'N., 54°35'W.) is located on the E side of the sound, 2.5 miles NNE of Red Cove Head. There is a public wharf, 57m long, with depths of 3.2 to 4.3m alongside its W and E sides.

Anchorage.—Anchorage is available in the cove about 0.2 mile NE of the S entrance point, in about 18.3m.

Marticot Island lies about 0.4 mile from the coast 1.5 miles SSE of Red Cove Head. The island consists of two parts connected by a low marshy isthmus. A light is shown from the SE side of the island.

Gull Rocks, a group of precipitous rocks, lie close off the SE extremity of Marticot Island. Gull Shoal, with a depth of 4.9m, lies about 0.2 mile S of Gull Rocks.

Larkin Shoal, with a depth of 6.1m, is about 2 miles W of Marticot Island Light. Bill White Rock, with a depth of 5.2m, lies 0.6 mile SW of Larkin Shoal.

Long Island Bank, a 7.3m patch, lies about 1 mile SW of Bill White Rock. Middle Shoal has a least depth of 8.8m and is located 1.6 miles SW of Marticot Island Light. Western Grounds, with a least depth of 10.1m, lies 1.2 miles SSW of the same light.

Marticot Cove, on the N side of the isthmus connecting the two parts, is bordered by a narrow ledge of rocks. A rock, with a depth of 2.1m, lies in the entrance to the cove. There is anchorage, in a depth of 14.6m, near the entrance to this cove, sheltered from W winds.

4.24 Fox Island (47°21'N., 54°36.1'W.) is separated from the NW side of Marticot Island by a channel about 0.2 mile wide, and it is almost connected to the W entrance point of Paradise Harbor at LW. A rock, with a depth of 2.4m, lies in the channel between Fox Island and Marticot Island; a vessel navigating this channel should pass N of this rock.

Directions.—The summit of Marticot Island open S of Fox Island and bearing about 115° leads S; and a conspicuous peak at Paradise Sound open W of Red Cove Head and bearing about 016° leads W of the 3.6m rock lying 0.5 mile NW of Fox Island.

Paradise Harbor indents the coast about 0.5 mile NE of Fox Island; it is encumbered with rocks and islets. Anchorage, in 20.1m, sheltered from all winds, can be taken S of the harbor. Occasionally, Paradise Harbor will freeze over in winter, but the ice is usually thin and does not prevent anchorage.

Little Paradise Harbor is entered about 0.5 mile NE of Paradise Harbor. The entrance channel is about 90m wide between shoal flats on either side. There is a least depth of 7m over the bar. After crossing the bar, the depths immediately increase to 22m. Vessels with local knowledge can anchor, in 15.5m, in the N of two coves in the harbor; however, only 275m of swinging room is available.

Little Boan Cove, about 1 mile NE of Little Paradise Harbor, is suitable only for fishing vessels.

Great Bona Cove lies at the head of an inlet entered between the NE entrance Point of Little Bona Cove and Eastern Head, about 1.3 miles E. Small vessels with local knowledge can take temporary anchorage in Great Bona Cove, in 20.1m, sheltered from all winds except those from the SE through S to W. Large vessels can anchor farther out, in from 20.1 to 24m.

Eastern Head is the extremity of a narrow precipitous promontory terminating in a peaked rock, off which a shoal bank extends nearly 0.1 mile.

The Gull Islands are a group of conical rocks, 48m high, lying about 1 mile WSW of Eastern Head, off the entrance of the inlet containing Great Bona Cove; the islands are fringed with above-water and sunken rocks, and should not be approached within 0.2 mile.

Black Rock is small, bare, steep-to, and 9.4m high; it lies nearly 0.9 mile S of Eastern Head. The Sunken, a rock with a depth of 3m, lies about 0.4 mile SW of Black Rock. Heptige Rock, with a depth of 7m, is located 0.75 mile SW of Black Rock.

White Sail Head rises 190m to a sharp conspicuous peak close to the coast, about 1.3 miles NE of Eastern Head.

White Sail is a conspicuous white patch on the cliffs, about 0.5 mile NE of White Sail Head.

4.25 Presque Harbor (47°24'N., 54°28'W.) is entered between Harbor Head and a point about 0.8 mile E. The entrance channel is intricate and about 90m wide between the many rocks which encumber it. This harbor is recommended only to vessels with local knowledge.

Winds—Weather.—Presque Harbor is difficult to approach. Vessels should be prepared for squalls that come down from the hills and through the valleys with great violence when the wind is strong.

Ice.—During severe winters, Presque Harbor occasionally freezes, but the ice is usually thin and does not interfere with anchorage.

Depths—Limitations.—There are two channels leading to Presque Harbor. They are entered SW and NE of foul ground lying between Middle Rock, 0.75 mile SE of Harbor Head, and Eastern Rock, 0.25 mile NE. The better channel is the SW channel through which a depth of 8.2m can be carried. The NE channel has a least depth of 7m and cannot be used in bad weather.

Middle Rock is a bare flat rock, 9.1m high, lying in the middle of the approach to Presque Harbor, about 0.5 mile SSW of the E entrance point. Middle Rock is steep-to on its E and N sides, but a shoal, with a depth of 6.1m at its extremity, extends 0.2 mile SW from the rock. Several sunken dangers lie between Middle Rock and the E entrance point of the harbor.

There is a disused red and white square lighted tower standing on the N end of Middle Rock.

Western Rocks, two bare islets 3.6 and 3.9m high, lie about 0.4 mile SSW of Middle Rock. These rocks, which are steep to on their E sides, lie about 0.1 mile apart from N to S, with no passage between them. Eastern Rock lies about 0.2 mile NE of Middle Rock, with foul ground between it and Eastern Sunken, and which dries 0.3m, lies 0.2 mile NE of Eastern Rock. Eastern Ridge, with a least depth of 10.9m, lies about 0.5 mile ESE of Eastern Rock.

Coppaleen Rock, which dries 2.1m, lies nearly 0.1 mile off the E side of Harbor Head, with which it is nearly connected by a reef. This rock can be approached to within 90m on its SE side. Harbour Rock, a small flat rock 3.3m high, lies close off the N extremity of Harbor Head. Mad Cap Shoal, marked on its S extremity by a buoy, painted red, and dries 0.6m.

Goat Island, a moss-covered island with a flat summit, 33m high, lies on the NE side of the inner part of the entrance channel. A clear channel, 60m wide, separates the island from the mainland E. A rock, with a depth of 3.3m, lies at the outer end of a shallow spit extending 0.2 mile N from the N extremity of Goat Island. The Little Goat Islands, 19.2m high, are two square islets and a small rock lying close S of Goat Island. Shoals extend a short distance S and a group of rocks extends about 0.3 mile W, respectively, from the Little Goat Islands. The SW rock of this group has a depth of 0.9m and lies close to a drying rock.

A shoal patch, with a depth of 5.2m, lies in the middle of the SW arm of Presque Harbor, about 0.8 mile SW of the N extremity of Harbour Head. This patch lies on a rocky bank, with depths of less than 18.3m, and about 0.1 mile in extent.

The E entrance point of Saint Kryans Harbor, at the head of the NE arm of Presque Harbor, is foul for a short distance offshore.

Pilotage.—Local knowledge is essential.

Anchorage.—Large vessels can anchor, in 46m, off a conspicuous house near the head of the NE arm of Presque Harbor. Anchorage can also be taken, in 28 to 31m, off Southwest Beach. Small vessels can anchor, in 12.8 to 20.1m, mud, in Saint Kryans Harbor, where the holding ground is good. Small vessels can also anchor in Northwest Cove, but the holding ground is bad.

Directions.—Presque Harbor can be entered by either of two channels. The best channel leads E of Western Rocks. The other channel, which leads NE of Middle Rock, is intricate and untenable during poor weather.

A vessel approaching the harbor should steer with Goat Island well open E of Western Rocks and bearing about 003°, passing about 100m E of Western Rocks. Vessels should keep the two Western Rocks in line bearing about 206°, astern, until Harbor Rock is open NW of Coppaleen Rock, then make good a course to pass 0.1 mile ENE of Coppaleen Rock and 100m ENE of Harbor Rock.

Placentia Bay—Islands and Dangers off the West Side

4.26 Spicer Rock, which has depth of 14.9m, lies at the N end of the channel, and a 14.6m patch lies about 1.75 mile E of the rock. The channel just described can best be seen on the chart.

Saddle Back Islet (47°13'N., 54°47'W.), rugged and black, with grass on its summit, is 33m high; this islet is conspicuous from the SE.

Jude Island lies with its S extremity about 1.5 miles NNW of Saddle Back Islet. The N side of the island consists of a bold cliff with red stripes near the E end. Jude Harbor, on the W side of Jude Island, affords anchorage, in 18.3 to 21.9m, sand and mud, to vessels with local knowledge. This anchorage is sheltered from winds from the N through E to S, but a heavy swell sets in during W winds. Hay Cove, also on the W side of Jude Island, affords anchorage, in 16.4 to 18.3m, sand, and sheltered from E winds, to vessels with local knowledge.

4.27 The **Flat Islands** (47°16'N., 54°55'W.) lie midway between Jude Island and the W coast. They consist of two large and numerous smaller islands and rocks lying with Copper Island, the SW island, and Yardie Island, the NE island, lying about 4.8 and 8.5 miles NE, respectively, of Jean de Baie Head. The channels between the islands are foul, except those between Flat Island and Davis Island, close SW, for which local knowledge is required.

Oderin Island, 78m high, lies N of Jude Island, from which it is separated by a passage nearly 0.5 mile wide. This passage is clear of dangers and should be used by vessels wishing to pass inside the group.

Copper Island (47°15'N., 54°57'W.) has two summits, the SW of which is a conspicuous cone, 41m high.

Flat Island is the largest and innermost of the Flat Islands, lying close N of Davis Island and about 1 mile from the W coast. The SE part of the island is 72m high and wooded, rising to a flat summit.

Roche Peak is a conspicuous sharp hill rising 62m near the W extremity of Flat Island.

Flat Island Harbor, between Davis Island and Flat Island, affords good anchorage, in 12.8 to 16.4m, mud; however, only small vessels can enter the harbor because of the narrow and obstructed approach channels. The harbor may be approached from either side. Within the entrance channels, the harbor is about 0.8 mile wide; the depths shoal rapidly toward the head of the harbor.

Flat Island Cove, on the NE side of Flat Island, affords good anchorage, in 14.6m, mud, to vessels with local knowledge. The anchorage is sheltered from all but N and E winds.

Yardie Island lies 0.75 mile ENE of Flat Island, with some small islands between them. The island is 42m high with rocks and ledges extending up to 0.12 mile NE and 0.5 mile SW from the island.

The channel between the Flat Islands and their off-lying dangers is from 0.5 to 1 mile wide. Except for a few patches in the S part, with depths from 17.4 to 33m, the channel is deep, shoaling to about 27.5m at the N and in the E approach to this end; however, there are depths of only 11.9 to 18.3m.

4.28 **Oderin Harbor** (47°18'N., 54°48'W.), an inlet on the W side of Oderin Island, is entered between Spurrier Point, the NW extremity of the island and Chimney Rocks, about 0.2 mile SW.

Aspect.—A Roman Catholic Church, with a spire, stands on a point extending from the N side of the harbor near the head.

Anchorage.—Anchorage can be taken by vessels with local knowledge inside the small islet close off Spurrier Point, or in 12.8m in Ship Cove, close E of the two islets. Small vessels can anchor, in 5.5 to 7.3m, at the head of the harbor.

Directions.—Vessels entering Oderin Harbor should steer an ESE course to pass between the islet SW of Spurrier Point and Chimney Rocks. When the two islets E of Spurrier Point open SE of the islets SW of Spurrier Point, alter course ENE to enter the harbor, keeping to the N side of the fairway. Care should be taken to avoid the 1.8m patch, 0.25 mile SE of Spurrier Point and Breeches Rocks.

Caution.—Chimney Rocks have a least depth of 1.2m. An islet, 3.6m high, lies close SW of Spurrier Point. It was reported that a rock, which dries at LW, lies close off the SE extremity of islet. Two islets, 1.8m and 3m high, respectively, lie close to the N side of the harbor, about 0.2 mile E of Spurrier Point. A rock, which dries 1.2m, lies close E of the islet. A rock, which dries 1.8m, lies about 0.3 mile SE of Spurrier Point. A 1.8m patch lies about 0.1 mile WNW of the latter rock. Breeches Rock, with a charted depth of 0.3m, lies near the middle of the fairway, about 0.5 mile ESE of Spurrier Point.

Placentia Bay—East Side

4.29 From Cape St. Mary's, the coast trends in a general NNE direction for 26 miles to Point Verde, the S entrance point of Placentia Road. This coast line is bordered by many off-lying rocks and shoals. Numerous coves along the coast are fronted with gravel beaches suitable for small boat landings. In reduced visibility, vessels should generally not approach to

within depths of less than 73m. The coast is 30 to 152m high, and the headlands are steep.

Saint Brides (46°55'N., 54°11'W.) is located in the SE corner of Distress Cove, 6 miles N of Cape St. Mary's. A breakwater affords shelter to a small craft harbor; its inner side serves as a wharf. A light is shown from the S part of the breakwater.

Off-lying dangers.—Nest Rock, on which the sea generally breaks, with a depth of 2.7m, lies about 4 miles W of Distress Cove. Perch Rock, a 4.6m patch, is located 1.1 miles SSW of Nest Rock.

Cuslett Rock, a patch with a least depth of 1.8m, is 1.5 miles offshore and 9 miles N of Cape St. Mary's. Patrick's Rock, a 2.4m patch, lies 1.5 miles off Patrick's Cove, which lies 13.5 miles NNE of Cape St. Mary's. Other shoals between Cuslett Rock and Patrick Rock can be seen on the chart.

Goose Shoal, a rocky 7.3m patch, lies 2.35 miles N of Patrick's Cove. The Virgin Rocks, consisting of four black above-water rocks, the highest of which is 5.5m, lie 1.5 miles offshore, about 6 miles SSW of Point Verde.

Girdle Rock, which dries 2.1m, is located 1 mile SSW of the highest of the Virgin Rocks. False Girdle, a rocky 1.8m shoal, and South Rock, with a depth of 3m, lie 0.35 mile SE and 0.6 mile S, respectively, of Girdle Rock.

Gibraltar Rock, with a least depth of 1.8m, lies 1.35 miles WSW of Point Verde. A lighted buoy is moored about 0.2 mile SW of the rock.

4.30 Placentia (47°15'N., 53°58'W.) ([World Port Index No. 1700](#)) is a fishing port with a very small natural harbor located on the E side of Placentia Bay, about 26 miles NNE of Cape Saint Mary's. Placentia Road is entered between Point Verde and Crevecoeur Point, about 1.4 miles NE.



Placentia

Ice.—Placentia Road is filled with drift ice by winds from the SW to NW. Northeast winds clear the roadstead. Northeast Arm of Placentia Harbor occasionally freezes between early January and early February, and breaks up between the end of March and early in April. During severe winters, the ice has not broken up before May 1.

Tides—Currents.—High water, full and change, at Placentia Harbor is 8 hours 30 minutes; spring tides rise 2.1m and neap tides rise 1.5m.

The tidal currents in the narrow entrance of Placentia Harbor attain velocities of 4 knots, local knowledge is essential for the passage.

Depths—Limitations.—Placentia Harbor is entered from the NE end of Placentia Road through Placentia Gut, a narrow passage 73m wide with a least depth of about 4.6m. Both entrance points, Town Point on the N, and Fort Point on the N, are low.

At Jersey side, on the N side of the harbor, the E wharf is 36m long, with depths of 2 to 6.7m along both sides. The W wharf has an L-head, 25m long, with a least depth of 2.7m alongside. The public wharf at Placentia, 100m long, with a least depth of 3.9m along its northernmost 55m, is situated close SE of Placentia Gut.

Privecoeur Shoal, with a least depth of 5.5m, lies 0.5 mile WSW of Crevecoeur Point.

Aspect.—The hills in the vicinity of Placentia Harbor are detached, rounded, and higher than the tableland of Cape Saint Mary's. Signal Hill and Castle Hill rise 115m and 103m, respectively, on the N side of Placentia Road.

A television tower, with an elevation of 268m, stands on the S side of Placentia Road, in a position about 1.5 miles E of Point Verde.

A Roman Catholic Church, large and conspicuous, with a round, red-topped tower surmounted by a white cross, stands about 0.4 mile S of Town Point. Leading lights are shown from the E shore of Placentia Road. These lights are in line bearing 091.1°.

Pilotage.—Local knowledge is essential in the narrow entrance of Placentia Harbor because of the tidal currents.

Signals.—A vertical lift bridge spans Placentia Gut from Town Point to the N shore. The channel under the bridge, when the bridge is raised, has a vertical clearance of 21m. Vessels requiring the bridge to be opened during daylight hours should contact the bridge master on VHF channels 10 or 16. If contact is not made, then three long blasts should be sounded. Passage under the bridge is normally prohibited between sunset and sunrise but the bridge can be raised during this period provided 12 hours notice is given to the bridge master or the Department of Highways at St. John's.

Anchorage.—Northeast Arm affords sheltered anchorage, in 5.5 to 9.1m, mud. The best berths are on the NW side of the arm somewhat clear of the tidal currents.

Directions.—Castle Hill, in Placentia Road, in line bearing 068° with Point Verde, leads close N of Gibraltar Rock.

Caution.—Vessels are warned not to anchor in the cable area on the N side of Placentia Road. Cables are also laid in the vicinity of Moll Point, 0.75 mile NW of Crevecoeur Point.

Due to the action of wind and currents the bottom in Placentia Road has been shifting. Depths S of the leading line may not be as charted.

4.31 From Crevecoeur Point, the coast trends in a general N direction for about 4.5 miles to Latine Point.

Moll Rock lies about 1.8 miles NW of Crevecoeur Point and has a depth of 1.8m. There is a 4.6m patch lying nearly 0.5



Point Verde Light



Approaches to Argentia

mile W of Moll Rock. This is the outermost danger in the S approach to Argentia Harbor.

The Deadman, a rock awash, lies 0.5 mile offshore, about 0.8 mile SSW of Latine Point.

Argentia (47°18'N., 53°59'W.)

World Port Index No. 1710

4.32 Argentia is located on Argentia Peninsula on the E side of Placentia Bay, about 30 miles NNE of Cape Saint Mary's. Argentia Harbor, a natural harbor of medium size, Placentia Sound and Ship Harbor, lying E and NE of Little Placentia Peninsula, comprise a deactivated U.S. Naval Station.

The port is open year round. Major cargo handled at the port include containers, salt, scrap metals, fish petroleum, chemicals, explosives, and cement.

Winds—Weather

West winds prevail at Argentia from December to March, inclusive; SW winds prevail from April to October. The largest number of storms, with winds of about 40 knots, occur from December to March; however, winds of similar velocity occur in September and November.

Precipitation, which averages 100cm per year, is fairly evenly distributed throughout the year, being lightest in April and May. Fog, which averages 84 days per year, is more prevalent when winds are SW. The probable lowest winter and highest summer temperatures are -17.8° to 15.6°C, and 21.1°C, respectively.

Heavy squalls occur under Isaac Heads (47°19'N., 53°57'W.) with S and W winds. Vessels in the area S of Issac Heads have experienced noticeable swells, with winds of from 40 to 50 knots.



Argentia Harbor

Ice

Argentia Harbor freezes over SW of **Cairn Head** (47°18'N., 53°58'W.) during severe winters only, which occur about every 6 to 8 years. At such times this part of the harbor freezes early in February and breaks up early in April. Northern ice, brash, and small floes generally arrive in March and remain 3 or 4 weeks. Entry into the harbor throughout this period can be effected with the assistance of an icebreaker or by a reinforced vessel.

Placentia Sound and Ship Harbor freeze and break up at the same time as Argentia Harbor. The areas affected in Placentia Sound and Ship Harbor lie E of **White Point** (47°18'N., 53°55'W.) and **Coxhill Point** (47°18'N., 53°53'W.), and NE of **Sugarloaf Point** (47°21'N., 53°53'W.) and **Conway Cove** (47°22'N., 53°54'W.).

Tides—Currents

The MHW interval at Argentia Harbor is 8 hours 09 minutes; spring tides rise 2.2m and neap tides rise 1.6m.

Currents in Argentia Harbor are variable according to wind direction. Tidal currents are weak.

Special precaution should be taken to allow for a strong N set of about 3 knots in the approach channel, when S winds prevail, in order to avoid being set onto **Moratties Shoal** (47°21'N., 53°58'W.).

Depths—Limitations

Berth 1 to Berth 4 have a combined length of 474m and alongside depths of 7.8 to 11m. Berth 5, located close SW of Berth 4, has a 17m wide loading ramp, with an alongside depth of 4.8m.

Berth 7, the ferry wharf, is close N of the Navy Docks. It has depths of 7.2 to 9.3m alongside.

Berth 6, the coastal wharf, is close N of the ferry wharf. It has a berthing length of 31m, with depths of 0.9 to 5.6m alongside its outer 20m.

The Navy Docks, Berth 8 to Berth 10, have depths of 8 to 10.3m alongside. For additional information, the Harbor and Ports Directorate may be contacted.

Lighted Whistle Buoy PCC is moored on the 64m patch 4.9 miles W of Latine Point.

The N side of the approach channel is bordered by Moratties Shoal, with a least depth of 1.3m. When S winds prevail, there is a strong N set of about 3 knots toward the shoal.

Results of a 1985 survey indicate that depths in the approaches to, and within Argentia Harbor and Placentia Sound, are generally 1.8m less than charted.

Lighted Buoy A2 is moored 1.4 miles N of Latine Point; several other lighted buoys mark the S and W sides of the channel.

Aspect

The land in the vicinity of Argentia is low-lying. Scattered hills rise from 152 to 274m within a 10 mile radius of the harbor. The ground is rather rough and rocky; forest cover is light and interspersed with numerous small lakes and bogs. Argentia Peninsula, triangular in shape and marshy, rises to an elevation of 23m; it consists of gravel deposits faced by sand cliffs, 9.1 to 12.2m high. The shoreline of Argentia Peninsula is reported to have gradually changed over a period of years because of the action of the sea.

Two checkered water tanks are situated in the vicinity of the airfield. A control tower is situated about 0.2 mile SW of the N water tank.

Pearce Peak, with an elevation of 148m, rises about 0.8 mile SW of Broad Cove Point on the SE side of the harbor.

Isaac Heads, two remarkable conical heads, 99 and 129m high, rise close E of Isaac Point.

Fox Island, 0.5 mile long, rises to a height of 77m. It is partly wooded. A few disused concrete structures are on the E end of the island.

Placentia Sound.—The sound is entered between Isaac Point and Broad Cove Point. Samson Point, which rises to about 15m, divides the sound into two parts; Fox Harbour is to the N.

Fox Harbour, which is shallow, lies to the N of Samson Point. A rock, awash, lies in the middle of the entrance to Fox Harbor.

Above White Point, the S part of the sound gradually narrows to its head. The land behind the N shore of the sound is high; some of the hills have elevations of 107 to 183m.

Do not anchor in the vicinity of the abandoned submarine cable laid in Placentia Sound.

Ship Harbour (47°21'N., 53°54'W.) is entered between Isaac Point and Ship Harbour Point, 2 miles to the NNE.

An area, with a radius of 0.4 mile, shown on the chart, was previously used as an ammunition handling berth. Anchorage is not recommended in this vicinity.



Argentia

Pilotage

Pilotage is not compulsory, however a licensed pilot is available if required. The pilot boards off Argentia in position 47°20'N, 054°06.3'W. Pilot messages may be forwarded through the nearest Canadian Coast Guard radio station or direct through St. John's Traffic Center, VHF channel 11, and Placentia Traffic, VHF channels 12 and 14.

Anchorage

Anchorage is prohibited in and near the channel, between the N coast of Argentia Peninsula and Fox Island, 2.5 miles NNE of Latine Point.

Anchorage is also prohibited in the vicinity of the abandoned submarine cable in Argentia Harbor.

Anchorage can be obtained in Sandy Cove, in a depth of 22m, mud. Elsewhere, the holding ground, generally of rock, mud, and sand, is poor.

Vessels at anchor must be prepared to get underway on short notice if heavy winds are forecast because of the generally poor holding ground of the harbor area.

Directions

Vessels approaching Argentia Harbor should proceed in the fairway on a course of about 090° from Argentia Approach Lighted Bell Buoy A2 to a position N of Roche Point, when course can be altered S, rounding Lighted Bell Buoy A6, moored NE of Roche Point, to bring the beacon on Cairn Head in line bearing 185° with the quonset hut on Pearce Peak. This range leads between Virgin Point and Broad Cove Point into Argentia Harbor.

Vessels approaching from the S end of the approach channel should steer 165° with Broad Cove Point ahead on that bearing. When Low Room Point is abeam to starboard, alter course to starboard to bring the leading lights at the head of the harbor into line bearing 228°.

It is recommended that vessels equipped with a depth-sounder, enroute to Argentia and approaching the Avalon

Peninsula from W in thick weather, cross the trough with depths of more than 200m that extends along the axis of Placentia Bay. To be sure this trough has been crossed, vessels should continue to where a depth of 150m is obtained and then steer N until the 200m curve is reached. Then, vessels should feel their way along the 200m curve until sure of being on the 35-mile stretch between Cape Saint Mary's and Latine Point. Vessels should then steer about 033° along the 200m curve to a position with the light on Latine Point bearing 090°, distant 2.25 miles; then continue the same course 1.75 miles farther to a position with Argenta Approach Lighted Bell Buoy A2 bearing 090°, distant 0.5 mile, then enter the approach channel.

Vessels equipped with a depth-sounder, rounding Cape Saint Mary's in thick weather, can feel their way to the straight portion of the 200m curve and proceed as recommended above.

It would be possible, in extreme cases, for a vessel to locate the 200m curve on the W side of Merasheen Bank rather than the 200m curve on the E side along the Avalon Peninsula.

Placentia Bay—Approach Channels

4.33 Western Channel leads between the W side of Placentia Bay and the W side of Merasheen Island. It is described beginning in paragraph 4.34.

Central Channel of Placentia Bay leads between the E side of Merasheen Island and the W sides of Red Island, Great Seal Island, and Long Island. It is described beginning in [paragraph 4.40](#).

Eastern Channel is entered between Ragged Point, the S extremity of Red Island, and Fox Island, about 8 miles E. It is described beginning in [paragraph 4.42](#).

Placentia Bay—Western Channel

4.34 West side of Western Channel.—Brook Rock, with a depth of 3m, lies 1.25 mile NNE of **Long Point** (47°26'N., 54°26'W.).

Directions.—Middle Island, in the approach to Presque Harbor, and **White Sail Head** (47°22'N., 54°31'W.) are clearing marks which lead SE of Brook Rock, when in line bearing 231°.

Grandy Point (47°27'N., 54°24'W.) is the name of a small town on the shores of a cove. The cove affords good sheltered anchorage, except during N winds, in 7.3m, to small vessels with local knowledge.

Valen Harbor (47°28'N., 54°23'W.), at the S end of Great Isle of Valen, is protected by Little Isle of Valen, Dutch Cap, and the Canary Isles. The harbor is available only to small vessel with local knowledge. The entrance, although clear of dangers, is only 45m wide. Port and starboard spar buoys mark a channel leading to the harbor. The channel lies between the Canary Isles and Mussel Bank, which lies close E. Valen Harbor occasionally freezes over, but the ice is usually thin, and anchorage can generally be taken.

Storehouse Cove, close N of Wadman Point, the SE extremity of Great Isle of Valen, terminates in a small bight which provides good shelter to small vessels.

4.35 Oliver Cove (47°28'N., 54°25'W.) indents the coast about 1.3 miles NW of Grandy Point. Oliver Rock, 3.6m high,

lies close to the bluff which forms the SE entrance point of the cove. Small vessels with local knowledge can anchor in the cove, in 18.3m, sheltered from the offshore winds.

Clatise Harbor is entered between **Clatise Harbor Head** (47°30'N., 54°25'W.) and Gunning Point, about 0.4 mile N. The harbor divides into Southwest Arm and Northwest Arm at Northwest Head, about 1.3 miles within the entrance. Vessels with local knowledge can anchor anywhere in Northwest Arm of Clatise Harbor, in 29 to 33m. Small vessels can anchor in a cove at the head of Northwest Arm, in 10.9 to 14.6m.

Skippers Brook (47°35'N., 54°22'W.) forms a conspicuous waterfall.

Chambers Island (Burgeo Island) (47°37'N., 54°19'W.) rises to a sharp conspicuous peak, 127m high. Vigors Island fronts a cove on the W side of Chambers Island near the N extremity. Small vessels with local knowledge can take good anchorage in the cove, in 26m. The NW side of Vigors Island should be given a berth of 0.1 mile.

Davis Cove (47°38'N., 54°20'W.) provides anchorage to small vessels with local knowledge during offshore winds.

Little Sandy Harbor, Civil East Cove, and Great Sandy Harbor lie in a bight which is entered between **Nan Point** (47°40'N., 54°19'W.) and a point about 1.3 miles NNE.

Bell Island (47°40'N., 54°18'W.), 45m high, lies nearly 1 mile E of Nan Point. A conspicuous, inverted bell-shaped rock, 6.1m high, stands close to the SW extremity of Bell Island.



Bell Island

Ship Island, about 0.5 mile N of Bell Island, has a 76m summit near the middle of its NW side. The cliffs at the N end of Ship Island have several white patches. A rock, awash, lies about 0.1 mile off the middle of the E side of Ship Island. The E extremity of Chambers Island, open SE of the SE extremity of Ship Island, are clearing marks which lead SE of the rock, awash, when in line bearing 204°.

4.36 Little Sandy Harbor entrance lies about 0.5 mile NW of Nan Point. Great Sandy Harbor entrance lies about 0.3 mile NW of the N entrance point of the bight. Bell Island, Ship Island, and Green Island lie off the entrance of this bight.

Civil East Cove, between the entrance of Little Sandy Harbor and Great Sandy Harbor, is a small cove protected by Civil East Island. A rock, with a depth of 1.8m, lies in the middle of the cove. Great Goat Island, 13.7m high, lies about 0.1 mile S of the S entrance point of cove; a rock, awash, lies close off the SW extremity of Civil East Island.

Vessels with local knowledge can take anchorage, in 10.9 to 12.8m, open to SE winds, about 0.2 mile offshore between Nan Point and the entrance of Little Sandy Harbor, or in 8.7 to 10.9m, good holding ground, open to winds from then SE to S, between Civil East Cove and the entrance of Great Sandy Harbor. Civil East Cove affords anchorage, in 4.5m, to small vessels with local knowledge.

Western Cove (47°42'N., 54°13'W.) is entered close N of Western Cove Head, between West Point and James Point, about 0.6 mile NE. Shoals extend about 0.2 mile NE from West Point. A rock, with a depth of 2.1m, lies about 0.1 mile E of the same point. The beach at the SW head of Western Cove, open N of West Point and bearing 258°, leads N of the rock.

Vessels with local knowledge can anchor, in 37m in the SW part of Western Cove or, in 24 to 31m, in the NE part of the cove, according to the direction of the wind.

Bar Haven, the shores of which are steep-to, lies close NE of Western Cove. Bar Haven affords anchorage to small vessels with local knowledge, in 10.9 to 14.6m, except during E winds. Tobins Point, the E entrance point, must be rounded closely.

4.37 East side of Western Channel.—Permission to dump in the dumping area charted in position 47°23'N, 54°24'W must be obtained from the port authority at Argentia.

Pond Head Sunkers, two rocks with a depth of less than 1.8m and on which the sea always breaks, lie about 0.3 mile SSW of **Margaret Point** (47°25'N., 54°22'W.).

Directions.—Fish Island, about 0.8 mile ENE of Margaret Point, bearing about 067°, leads NW and **Long Point Rock** (47°24'N., 54°20'W.), open S of **West Head** (47°24'N., 54°22'W.) and bearing 122°, leads SW of Pond Head Sunkers.

Virgin Cove is entered nearly 1 mile E of **Breakheart Point** (47°27'N., 54°19'W.). The Leal Rocks are a group of sunken and drying rocks lying close offshore. The shores of Virgin Cove are composed of steep cliffs over which flows a conspicuous cascade. Vessels with local knowledge can anchor in the cove, in 12.8m, during offshore winds.

Merry Harbor (47°32'N., 54°13'W.) is entered about 6.3 miles NNE of Breakheart Point. Two flat, nearly connected islets, 2.4m high, lie close off the S entrance point; two small islets also lie close off the N entrance point. The harbor is entered between these pairs of islets. Excellent anchorage, in 7.3 to 10.9m, is available to vessels with local knowledge; however, heavy squalls sweep over the harbor during SE gales.

The Ragged Islands are a group of numerous islands and dangers extending along the W side of Merasheen Island; several clear passages among the islands can be used only by vessels with local knowledge.

Jean de Gaunt Island lies with its SW extremity about 5.3 miles NNE of Breakheart Point; a conspicuous hill, steep near its summit, rises 118m on the E side. Large vessels with local knowledge can anchor, in 26 to 29m, between a cove on the NE side of Jean de Gaunt Island, and the Creve Islands to the E.

4.38 Brandies Shoal (47°32'N., 54°18'W.), a rocky patch which dries 0.3m and on which the sea usually breaks, lies about 1.3 miles W of the NW extremity of Jean de Gaunt Island. The two W rocks of this patch dry 0.9m. Forked Duck Rock, with two small pinnacles, is 0.9m high and lies nearly 1 mile N of Galton Island, the latter about 0.3 mile N of the NW extremity of Jean de Gaunt Island. Western Sunken, with a depth of 1.2m, lies about 0.4 mile SW of Forked Duck Rock.

Directions.—The E extremity of West Island of the White Islands (47°36'N., 54°16'W.), in line bearing 029° with the E extremity of Green Islet of the same group, leads W of Brandies Shoal, Forked Duck Rock, and Western Sunken.

Shag Island (47°35'N., 54°15'W.), 23m high, is conspicuous.

Tacks Head (47°35'N., 54°13'W.), the most conspicuous headland on Kings Island, rises in steep bluffs to a sharp peak, 128m high, about 2 miles ENE of Shap Island.

New Harbor Head, about 1 mile N of Tacks Head, is a conspicuous, square, wooded headland, 40m high.

The islands lying near **North Tilt Island** (47°38'N., 54°10'W.) are difficult to distinguish.

Directions.—**Stickland Point** (47°41'N., 54°08'W.), open W of **White Island** (47°41'N., 54°08'W.) and bearing 198°, leads W; the S extremity of **The Jerseyman** (47°42'N., 54°05'W.), in line bearing 130° with **Long Island Point** (47°42'N., 54°05'W.), leads NE; and Stickland Point, open SE of White Island and bearing 224°, are clearing marks which lead SE of Duck Rocks and surrounding dangers.

4.39 South side of Merasheen Island.—Merasheen Harbor is entered between **West Head** (47°24'N., 54°22'W.) and Cross Point, about 0.3 mile E. Cross Point Shoal, with a depth of 4.9m, and Big Shoal, an 8.8m patch, lie 0.5 and 0.75 mile S, respectively, of Cross Point. Several shoals lie SE and SW of the above-mentioned dangers. These shoals are not dangerous during good weather; however, the sea breaks on some of them during bad weather causing a confused sea in the approach to Merasheen Harbor.

The entrance of Merasheen Harbor, about 0.1 mile wide, is encumbered with rocks and shoals. The channel into the harbor is marked by three spar buoys, one painted red and two painted black, each equipped with a radar reflector, and a lighted buoy, painted red and showing a flashing red light. Access to the harbor is impossible during and after SW gales, which create a heavy sea.

Anchorage.—Anchorage is available to small vessels, however, Soldiers Point, a narrow 9.4m promontory, divides and restricts the available space.

Space Cove Head, about 0.5 mile ESE of Cross Point, is 128m high and appears dark when seen against the lighter background.

Red Rock and Blue Rock, so named because of their distinctive coloring, comprise the **Dirty Rocks** (47°23'N., 54°17'W.), two pinnacles, 10m high, lying about 0.2 mile offshore nearly 1 mile W of the SE extremity of Merasheen Island.

Placentia Bay—Central Channel

4.40 East side of Merasheen Island.—**Redland Slide** (Redland Scrape) (47°24'N., 54°15'W.), a conspicuous slip in

the cliffs, lies about 0.5 mile NE of the SE extremity of Merasheen Island.

Big Sunker, a rock with a depth of 0.9m, and Little Shoal, with a depth of 1.5m, lie close off the SE extremity of Merasheen Island.

Indian Harbour (47°29'N., 54°12'W.) lies close N of Southwest Head, located about 5 miles NNE of Redland Slide. Southwest Island, 57m high, lies in the middle of the harbor entrance. The better passage is N of the island. There is good anchorage for small craft at the head of the harbor.

Rose au Rue Island (Rosiru Island) (47°30'N., 54°10'W.), 146m high, with its S point 0.75 mile NE of Southwest Island, is separated from Merasheen Island by a narrow passage. Bird Island is an islet lying E of Rose au Rue Island. Rose au Rue Sunker, which dries 0.3m, lies near the S extremity of a bank which extends S from Bird Island.

Duck Rocks, two small bare rocks, lie 0.4 mile N of Bird Island.

Rose au Rue Point (Rosiru Point) (47°32'N., 54°09'W.), about 1.3 miles NNE of the N extremity of Rose au Rue Island, should be given a berth of 0.1 mile to avoid the rocks that extend from it.

Merchant Cove (47°34'N., 54°09'W.), about 1.5 miles N of Rose au Rue Point, can accommodate one or two small vessels with local knowledge.

Dog Harbor, close N of Merchant Cove, is clear of dangers; vessels with local knowledge can anchor, in 10.9 to 28m.

Little Butler Island lies about 0.1 mile offshore, 0.9 mile NNE of Dog Harbor Head. Butler Island is separated from Merasheen Island by a narrow channel and lies close N of Little Butler Island.

The Castles (47°37'N., 54°07'W.), consisting of two rocks 1.2 and 4.3m high, lie on a bank 0.4 mile offshore and nearly 1.5 miles NNE of Butler Island. The S rock is square.

Great Brule Harbor (47°39'N., 54°08'W.) has. Brule Shoal, with a least depth of 7m, lying about 0.4 mile E of the S entrance point. Foul ground fronts the S shore of the harbor. Vessels with local knowledge can anchor in the harbor, in 10.9 to 21.9m. There are depths of 2.7m at the head of the harbor.

Little Brule Harbor (47°40'N., 54°08'W.) lies between the peninsula forming the N part of Merasheen Island and a group of islands lying about 0.2 mile off the E side of the peninsula. Big Island, 43m high, is the largest of the group. Batts Island lies about 0.1 mile N of Big Island. Several rocks and shoals extend about 0.6 mile N from Big Island. Big Rock, the southeasternmost, lies 0.25 mile E of the N extremity of Big Island. Little Brule Harbor is entered from the N, close to the Merasheen Island shore, in order to avoid the dangers off Big Island. Vessels with local knowledge can anchor, in 14.6 to 18.3m, in the harbor, sheltered from all but N winds.

4.41 East side of Central Channel.—Red Island lies in position 47°23'N, 54°10'W. A gray spot, on the SW slope of the S summit of Red Island, has the appearance of smoke, or a small cloud when seen from the W. The Tolt, a sharp conical hill, rises 220m about 1.5 miles farther N; a white stripe extends more than halfway down its NW side.

Southwest Cove Head (47°23'N., 54°13'W.) is also known as Blue Point because of the bluish color of the land in its vicinity during good weather.

Goat Island, capped with stunted trees at its N end, lies close N of Red Island. Goat Island Sunker, which dries 0.6m, and several other rocks lie to the SW of Goat Island.

Great Seal Island lies with its S extremity about 3 miles NE of the N extremity of Red Island; it should be given a berth of a least 0.1 mile.

The Little Seal Islands are a group of islets located about 0.5 mile SSW of Great Seal Island. Seal Island Rocks, with a least depth of 13m, lie just over 0.5 mile S of the Little Seal Islands.

Iron Island (47°28'N., 54°05'W.), bluff, flat-topped, and steep-to, is located about 1.3 miles E of Great Seal Island. Ironskull Rock, marked by a light, lies nearly 0.5 mile SE of Iron Island. Iron Island Bank, lying SW of Iron Island, has a least depth of 12.8m located nearly 4 mile SW of the island.

Buffett Head (Buffet Head) (47°29'N., 54°05'W.), the S extremity of Long Island, is a conspicuous perpendicular cliff, 91m high, which rises to Ironskull Hill, 183m high, about 1 mile N.

Barren Island (47°31'N., 54°07'W.) lies with its S extremity about 2 mile NNW of Buffett Head; its W side is fronted by shoals and should be given a berth of 0.75 mile.

Port Royal Arm is entered close E of the N extremity of Barren Island. Three islets restrict the entrance of Port Royal Arm to one channel between the two S islets and the S side of the harbor. A vessel should keep in mid-channel to avoid a rock lying off a point about 0.2 mile NE of the S entrance point. Vessels can anchor in the harbor, in 35 to 39m, mud, with good shelter and good holding ground. Small vessels with local knowledge can anchor in the N arms of the harbor; however, a short sea sets into the NE arm during S winds.

Green Island, 9.4m high and fringed with sunken rocks, lies about 0.4 mile NW of the N entrance point to Port Royal Arm.

Spencers Cove is entered between Long Beach Point, 6.4 miles NNE of Green Island, and a point 0.75 mile NNE.

Long Island Point, marked by a light, is the N extremity of Long Island.

Cheese Island, 44m high, lies 0.6 mile NNW of Long Island Point. The Jerseyman, a rock, is located 0.35 mile S of Cheese Island. Bread Island, 70m high, conical and wooded, lies 4 mile NNE of Cheese Island.

Placentia Bay—Eastern Channel

4.42 Buffett Harbor (Buffet Harbor) (47°31'N., 54°04'W.) is entered between the N side of Dicks Island and the shore about 0.8 mile N. The harbor divides into three arms within the entrance. The W arm, which forms the harbor proper, has a church and a number of houses on the shore at its head. The entrance to it is clear of dangers.

The current usually sets S past Buffet Harbor, then toward the E side of Placentia Bay. Buffet Harbor partially or completely freezes over every second or third winter from about the end of February to the first of April. Northern ice rarely appears in the harbor.

Shoals, with depths of less than 5.5m, extend about 90m off the N side of Dicks Island. Shoals, with depths of less than 1.8m, extend 135m N from the NW extremity of Dicks Island and 90m off the NW side. Shoals, with depths of less than 5.5m, extend about 90m off the inner N entrance point of the harbor. Seal Rock, which dries 7.3m, lies close off the W en-

trance point of the S arm. A detached 3m shoal lies in the fairway of the NE arm.

Vessels with local knowledge can anchor, in 31 to 37m, immediately within the entrance of Buffett Harbor. The arms of the harbor are available only to small vessels.

Buffett Island, conical, is located about 0.5 mile E of the entrance to Buffett Harbor. The island is marked by a light. Mathew Rock, on which the sea does not break, lies about 0.3 mile N of Buffett Island. Buffett Bank, with a least depth of 17.4m, is located 0.75 mile ENE of Buffett Island.

Collett Cove (47°34'N., 54°05'W.) affords fair anchorage, in 9.1 to 18.3m, sand. Collett Cove Island, 15.2m high, lies close off the S entrance point of the cove.

Haystack Harbor (47°38'N., 54°04'W.) is formed W of a wedge-shaped peninsula, 78m high. Haystack, a 15m rock, lies about 0.8 mile NNE of the NE extremity of the peninsula. The entrance of Haystack Harbor is clear of dangers in mid-channel. Vessels with local knowledge can take good anchorage in the harbor, in 9.1m, sheltered from all winds.

4.43 East side of Eastern Channel.—Long Harbor Head, a steep wooded headland, lies almost 1.8 miles N of Ship Harbor Point. Between these headlands, the coast is indented by Big Seal Cove and Little Seal Cove, both of which are shoal.

Fish Rock, 3m high, lies about 1.5 miles NW of Fox Island.

The **Iona Islands** (47°25'N., 53°58'W.) are divided into two groups. The S group consists of Merchant Island, Burke Island, Hole in the Wall Island, King Island, and several islets; the N group consists of Harbour Island, North Green Island, East Green Island, Gull Island, and several islets and rocks.

Merchant Island (47°24'N., 53°57'W.), 94m high, is conical and conspicuous from the S because of a large white patch on its summit. Hole in the Wall Island has a hole in the cliff on its NE side. Red Island Shoal lies about 2.8 miles W of the island.

Long Harbor and Saint Croix Bay are approached through a large inlet which is entered between **Long Harbor Head** (47°23'N., 53°55'W.) and Saint Croix Point, about 2.5 miles N. Tom Power Lookout, a conspicuous conical hill, rises 171m, about 1.8 miles NE of Saint Croix Point. Large vessels can anchor in Long Harbor, in 18.3m, off the E end of the channel which leads between **Crawley Island** (47°25'N., 53°52'W.) and the N shore. Small vessels can take anchorage, in 8.7m, mud, in the E part of the channel. Two buoys are moored near the SE shore of Long Harbor, about 1 mile ESE of Crawley Island. Vessels can take good anchorage, in 20.1m, from 0.3 to 0.75 mile off the head of Saint Croix Bay.

Located in the middle of the entrance are two islets. Shag Rocks is the E and larger. A light is shown from the W islet.

A large phosphorous plant is situated at Rattling Brook Cove, near the head of the harbor on the S side. A conspicuous chimney is situated at the plant. The plant has a wharf about 488m long, with a dolphin extension 38m long joined to the wharf by a catwalk. The outer 213m on the N side of the wharf has a least depth of 10.7m alongside.

Bald Head (47°27'N., 53°56'W.) is a cliffy headland rising to a conical mound, 37m high. The N side of Bald Head is indented by Moany Cove. Small vessels can anchor, in 10.9m, sand, during offshore winds, near the SW side of Moany Cove; the holding ground is good.

Caution.—A dangerous wreck lies on the inner part of the S side of the wharf.

4.44 The Brine Islands are a group of several islets and rocks extending about 1.5 miles N from a position about 0.5 mile SW of Bald Head. The only easy passage through the Brine Islands lies between **Woody Island** (47°27'N., 53°57'W.) and the next islet NW; vessels using this passage should keep in mid-channel.

The Grassy Islands, the highest of which is 16.7m, are the N part of the Brine Islands and lie from 0.25 to 0.75 mile N of Woody Island. A channel, about 0.3 mile wide, leads between the Grassy Islands and Bald Head. Vessels using this channel should exercise care to avoid **Hog Rock** (47°27'N., 53°57'W.). Blue Shag Island, the N of the Brine Islands, is 4.5m high and derives its name from the distinctive bluish-gray rock of which it is formed.

The Trinny Cove Islands front the E side of Eastern Channel, between **Corbin Head** (47°29'N., 53°56'W.) and Red Cove Head, about 2 miles NNE. Passage among the Trinny Cove Islands is not possible; the passage E of the group should not be attempted without local knowledge. A passage, 0.7 mile wide, leads between the Trinny Cove Islands and the Brine Islands to the S.

Grassy Island (47°30'N., 53°57'W.), the northwesternmost and most conspicuous of the Trinny Cove Islands, is 9.1m high, flat, grassy, and lies about 1 mile E of Red Cove Head.

Fair Haven (Famishgut) is entered between **Fair Haven Point** (47°31'N., 53°55'W.) and the mainland, about 0.3 mile S. Foul ground, including a black islet, 2.4m high, extends 135m off Fair Haven Point. Fair Haven Island lies about 340m W of Fair Haven Point. Two detached reefs, with depths of 2.1 and 3.9m, lie 0.3 and 0.4 mile W, respectively, of Fair Haven Island. The approaches to Fair Haven are encumbered with sunken rocks and shoals that lie as far as 1.5 miles W of the entrance. An above-water rock lies about 0.1 mile off the NW side of the inlet, about 0.5 mile within the entrance.

Anchorage.—Fair Haven affords anchorage, in 14.6m, off a cove on the SE side, sheltered from winds between the SW and WNW.

Directions.—The N extremity of Grassy Island, bearing about 232° and open S of the 2.4m high black islet above, are clearing marks which lead S of the above-water rock off the NW shore of the inlet. This rock is the only danger in the inlet.

Shag Roost, a conical islet 18.3m high, shows white against the coast, about 0.8 mile N of **Burnt Head** (47°33'N., 53°54'W.).

4.45 Northwest Rock (47°34'N., 53°56'W.) dries 0.3m. Several sunken rocks and shoals, with depths of 8.2 to 10.6m, lie within 0.6 mile NNE of Northwest Rock. Vessels must pass W of this group of dangers.

Pinchgut Point, about 2.8 miles NNW of Burnt Head, is long, narrow, and sloping, with a rock drying 1.5m, close off its W side. Great Pinchgut is a bay lying close E of Pinchgut Point; sunken dangers lies as much as 0.25 mile offshore in places, and it affords no shelter.

Brennan Point (47°37'N., 53°56'W.) lies about 1.5 miles N of Pinchgut Point. A range of hills rise to an elevation of 206m within Pinchgut Point and Brennan Point; from the S the range

has the appearance of a square hummock over the flat coast. Little Harbor Island, flat-topped and 13m high, lies about 1 mile offshore, midway between Pinchgut Point and Brennan Point. Large vessels should not attempt to pass between Little harbor Island and the mainland E.

Allen Shoal, a rock with a depth of 1.5m, lies about 0.5 mile SW of Little Harbor Island. Big Sunker Rocks, a rocky patch with a least depth of 1.2m, lies 0.35 mile NW of the same island.

Little Harbor, suitable only for small vessels with local knowledge, lies at the head of a bay which is entered between Brennan Point and Little Harbour Head, about 1.5 miles NNW. Sly Boots, a rock with a depth of 0.3m, lies about 0.5 mile SSW of Little Harbour Head. A Lighted Bell Buoy EE2 is moored in the approach to Little Harbor, about 0.5 mile S of Sly Boots.

Directions.—Butler Head (47°42'N., 53°58'W.) at Little Southern Harbor, open W of Woody Island (47°41'N., 53°58'W.) and bearing 355°, are clearing marks which lead over 0.2 mile W of Sly Boots.

4.46 La Manche is a bay entered between a point about 1.5 miles NNE of **Island Cove Head** (47°40'N., 53°57'W.) and La Manche Head, about 0.5 mile WNW. The land in the vicinity consists of high, barren ranges of hills, rising to a 187m summit, surmounted by a cairn at the head of the bay. Vessels with local knowledge can anchor in the bay, in 10.9 to 12.8m, gravel, sheltered from winds from the NW through N and E to S.

Little Southern Harbor is entered between the NW extremity of the peninsula separating it from La Manche and the SE extremity of Butler Head, about 0.4 mile NNW. Winging Rocks are two barren rocks, with respective heights of 1.5 and 9.1m, lying in the approach to Little Southern Harbor. A lighted bell buoy is moored about 0.2 mile SE of Winging Rocks. South Rock, on which the sea breaks, lies 135m S of the SE extremity of Butler Head. The entrance points and the shores of the harbor are fringed with shoals, but can be safely approached to within 0.1 mile.

4.47 Great Southern Harbor is entered between Butler Head and Goose Head, about 2.3 miles NNW. The shores of the harbor are steep-to and slope down from ranges of wooded hills. Duck Island, 14.3m high, lies in the S part of Great Southern Harbor, about 0.5 mile N of Butler Head. Seal Islet, 9.7m high, lies about 0.5 mile NE of Duck Island. A rock, with a depth of 1.8m, and a sunken rock lie close together about 0.2 mile S of Seal Islet. Vessels using the passage between Duck Island and Seal Islet should keep Duck Island close aboard. Goose Island, 19.2m high, lies about 0.1 mile W of Goose Head; the channel between has depths of 2.7m.

Tommy Sharp Rock, an islet which dries 1.8m, lies close off the NW shore of the harbor, about 0.5 mile NE of Goose Head.

Great Southern Harbor is open and the holding ground is poor; however, vessels with local knowledge can anchor, in 10m, S of Tommy Rock or in 9.1 to 16.4m, nearer the middle of the harbor. The former anchorage is the best.

Caution.—A submarine cable is laid across Great Southern Harbor.

Arnold's Cove, entered between **Goose Head** (47°45'N., 54°00'W.) and Bordeaux Island, about 1.3 miles WNW, has general depths of 7.3 to 16.4m.

Bordeaux Island is bluff, wooded, and 42m high. A conspicuous vein of quartz runs down the cliffs near the S extremity of the island. Bordeaux Gut is a narrow, shallow channel separating the island from the mainland. The island is marked by a light.

Adams Head, a flat-topped barren mound, rises 32m near the SW end of the NW side of Arnold's Cove. Round Rock, which dries 1.8m, lies 0.2 mile E of Adams Head. Lighted Buoy EA is moored about 0.4 mile S of Round Rock.

Arnold's Cove affords anchorage to large vessels with local knowledge, in 9.1 to 12.8m, sheltered from all but winds from the S to W. Small vessels can take anchorage, in 6.4 to 9.1m, sheltered from all winds.

There are four piers at Arnold's Cove with depths alongside ranging from 1.2 to 5.4m. A light is shown from the head of the W pier.

Placentia Bay—Head

4.48 **Come By Chance Bay** (47°48'N., 54°01'W.) is entered between Bordeaux Island and Come By Chance Point, about 3 miles N. Powder-horn Hill rises 318m about 5.5 miles NNE of Come By Chance Point. Jonathan Lookout, an isolated conical hill, rises 217m about 1.8 miles NW of Powder-horn Hill. This range of hill gradually decreases in elevation toward the marsh at the North Harbor.

Anchorage is available in Come By Chance Bay, in 29m or less, about 1 mile within the N entrance point. The prevailing SE winds, and the open approaches, combine to make this anchorage unsafe.



Courtesy of Transport Canada

Come By Chance Harbor

Come By Chance Harbor (47°48'N., 54°01'W.) ([World Port Index No. 1715](#)), the site of a deep-water oil terminal, includes all waters N of a line drawn in a 096° direction from Long Island Point Light (47°42'N., 54°05'W.) to the E shore of Placentia Bay, and a line drawn in a 296.5° direction from the same light to the W shore of the bay.

Winds—Weather.—The prevailing winds are from the SW in the summer and NW in the winter.

Fog is experienced regularly in April, May, June, and July, the latter two months being the worst. The fog is usually associated with a S wind.

There is no shelter afforded on the N, E, and S sides of the great dock and only a nominal amount on the W side.

Tides—Currents.—Local pilots report that the range of tide is between 1.7 and 2.5m, which can increase if the wind has been blowing from the S for any length of time.

Currents are predominantly affected by the wind, with a maximum rate of 1 knot.

Depths—Limitations.—The oil refinery terminal is L-shaped and extends about 0.5 mile offshore. Its outer face is 463m long and has a height above HW of 4.6m.

Berth No. 1, on the W side of the pier, has an alongside depth of 30.5m, and can accommodate vessels up to 326,000 dwt, with drafts of 26 to 27.4m. Berth No. 2, which has a berthing length of 305m and an alongside depth of 14.6m, is on the W side of the pier and can accommodate vessels up to 67,000 dwt, with drafts of 12.2 to 13.1m. Both berths are fitted with compression fenders and are marked at each end by lights. A Doppler System has been installed on the wharf to assist in berthing.

A T-head jetty extends 0.2 mile NW from shore close NW of Whiffen Head. It has a berthing length of 300m, with an alongside depth of 19.6m, and is used to handle oil cargo.

Aspect.—Range lights are shown near the shore, about 1 mile NE of the oil terminal wharf. The lights in line bearing 039°57' lead into the berth at the oil terminal wharf.

Pilotage.—Taking a pilot is compulsory. The Zone A pilot boarding station, in the vicinity of Coombes Rock (47°42.2'N., 54°03.2'W.), is for vessels less than 223m in length. Vessels should send ETA 12 hours before arrival to St John's pilotage with confirmation 3 hours prior to arrival.

Zone B is for all vessels greater than 223m in length. Zone B pilots board off Argenticia (47°20'N., 54°06.3'W.). Vessels should send ETA 12 hours before arrival with confirmation 4 hours prior to arrival.

Anchorage.—Anchorage AA lies off the S end of Bordeaux Island, about 1.25 miles S of the light, in depths in excess of 100m and with a least depth in the swing area of 40m, rock. This anchorage is used by crude oil carriers, only in an emergency

Anchorage BB lies off Woody Island (47°46'N., 54°12'W.), nearly 2 miles SSE of Sound Island Light (47°47'N., 54°10'W.), in a depth of about 70m, with a least depth in the swing area of 52m, rock and shingle. This anchorage is used by crude oil carriers.

Anchorage CC lies WNW of Whiffen Head on the E shore of Come By Chance Bay, in a depth of about 35m, with a least depth in the swing area of 35m, gravel and mud. This anchorage is used by crude oil carriers.

Anchorage DD lies close NNE of Anchorage CC, in a depth of about 30m, with a least depth in the swing area of 14m, soft mud and stones. This anchorage is used by product carriers.

Anchorage EE lies N of Whiffen Head, in a depth of about 25m, with a least depth in the swing area of 25m, rock. This anchorage is used by product carriers of less than 10,000 dwt.

All of the above anchorages are best seen on the chart.

Regulations.—Vessels operating within the harbor limits of Come By Chance are advised that no vessel shall navigate at a speed exceeding seven knots.

Directions.—For vessels proceeding to the deep-water oil terminal, tugs will meet the vessel off Bordeaux Island, about 4 miles from the berth.

Caution.—The shore between Southern Head (47°48'N., 54°04'W.) and South Point, about 1.3 miles NW, should be given a berth of a least 0.15 mile, because of sunken rocks which fringe it.

4.49 Southern Head (47°48'N., 54°04'W.), a wooded promontory which rises to a height of 38m, is located just over 0.5 mile WNW of Come By Chance Point. South Point lies about 1.3 miles NW of Southern Head.

North Harbor is entered between South Point and North Harbor Point, about 1 mile NW. North Harbor Point is marked by a light. A rock, with a depth of 0.9m, and a reef, with a depth of 10.9m, lie about 90m S and 550m SSW, respectively, of North Harbor Point. An islet, 1.2m high, lies close off the E side of the harbor, about 0.4 mile N of South Point. Emberley Point, about 0.8 mile N of South Point, is marked by a white house. The shores of a cove, close N of Emberley Point, are fringed with rocks as far as 0.1 mile offshore. Sall the Maid Islet, 21.3m high, lies close off the E side of the harbor, about 2 miles N of South Point. Sunken rocks extend 0.15 mile from the islet.

Large vessels can anchor anywhere in the outer part of North Harbor. Vessels with local knowledge can anchor, in 6.7m, sheltered from all but SW to W winds, in the cove close N of Emberley Point. Depths decrease rapidly from about 2 miles N of North Harbor Point to the head of the harbor.

Baker Cove lies between North Harbor Point and Baker Point, about 1 mile NW. Vessels with local knowledge can anchor in the cove W of Baker Cove, in 8.2 to 16.4m, sand, during offshore winds. Rocks, which dry, extend a short distance off the SE entrance point of cove.

Placentia Mans Point lies about 1.5 mile NW of Baker Point. Vessels with local knowledge can anchor NW of Placentia Mans Point; however, large vessels should not bring **Bloody Point** (47°51'N., 54°11'W.) to bear less than 239°, because the depths farther NW shoal rapidly from 26 to 7m.

Caution.—A submarine cable is laid between Placentia Mans Point and Shepherd Point, about 0.4 mile S.

4.50 Sound Island (47°49'N., 54°10'W.), which rises to hills 110 to 140m high, lies in the extreme NW end of Placentia Bay. The island is covered with moss, and there are patches of small trees in the valleys. Its SE coast is composed of shale cliffs, the debris from which has accumulated at the base and prevents landing except in good weather. Brimstone Point, the E extremity of the island, lies 1.5 miles W of North Harbor Point.

Net Rock, 0.6m high, is located 0.4 mile SSW of Brimstone Point; its side is steep-to. Sound Island Point, the S extremity of the island, lies 2.35 miles SSW of Brimstone Point.

Upper Sandy Point (47°48'N., 54°12'W.), the SW extremity of Sound Island, rises to a hill 36m high, covered with yellow moss. Bloody Point, the N extreme of Sound Island, is steep-to and rises to a dark, wooded hill.

Maggotty Cove (47°50'N., 54°09'W.) affords good anchorage to small vessels with local knowledge, in 5.5 to 21.9m. **Sugarloaf Islet** (47°46'N., 54°13'W.), lying off the W side of the head of Placentia Bay, should be given a berth of at least 0.1 mile.

Directions.—Shag Rock (47°46'N., 54°13'W.), open NW of Sugarloaf Islet and bearing 037°, are clearing marks which lead W of La Plante Sunker (47°45'N., 54°14'W.).

Shag Rock, open SE of Sugarloaf Islet and bearing 015°, leads E of La Plante Sunker.

Woody Island (47°46'N., 54°11'W.), thickly wooded with a mixed forest, is the largest and highest of the Woody Islands with an elevation of 100m. Holletts Point, its NE extremity, lies 0.4 mile W of Sound Island Point.

Little Woody Island lies 0.25 mile S of Big Head, the S extremity of Woody Island; it is connected to it by a shallow spit which dries.

Jean Cove (47°47'N., 54°12'W.), on the W side of Woody Island, is shallow, filled with rocks, and fronted by the Creve Islets. The MHW interval at Woody Island is 8 hours; spring tides rise 2m and neap tides rise 1.6m. Small vessels with local knowledge can anchor, in 14.6m, SW of the Creve Islets.

Anchorage.—The channel between Sound Island and Woody Island affords good anchorage for vessels, in depths of 12.8 to 32.9m.

A mooring buoy is situated about 0.2 mile SE of Upper Sandy Point.



Courtesy of Newfoundland Photo Gallery
Cape Saint Mary's

4.51 Cape Saint Mary's (46°50'N., 54°12'W.) has the appearance of a high tableland from a short distance seaward. A conspicuous gamet roost shows white on the cliffs near False Cape, about 0.8 mile E of Cape Saint Mary's.

Saint Mary's Cays (46°43'N., 54°13'W.) are two small rocks which dry 2m, located 6.5 miles S of Cape Saint Mary's. The sea generally breaks on these cays and on the shoal bank surrounding them, over a distance of about 0.4 mile.

False Cay, a rock with a depth of 4.9m, lies about 1.3 miles NNE of St. Mary's Cays.

Lance Cove is entered between Bull Island Point, 4 miles ESE of Cape Saint Mary's, and Point Lance, nearly 2 miles ESE.

Bull and Cow, black slate rocks, 9m high, lie about 1.3 miles S of Bull Island Point. Delaney Rock, with a depth of 0.6m, lies about 1 mile SSE of the same point. The Sunker, which dries 1.5m, lies about 0.4 mile S of the same point. Lance Rock, with a depth of 3.4m, lies about 1.5 miles S of Point Lance.

Saint Mary's Bay

4.52 Saint Mary's Bay is entered between **Point Lance** (46°47'N., 54°04'W.) and Western Head, about 20 miles ESE.

Ice.—Saint Mary's Bay fills with ice during S and SW winds; NE winds clear the bay and drive the ice W.

Winds—Weather.—Fog is much less frequent at the head of Saint Mary's Bay than at the entrance and the climate is better.

Tides—Currents.—The flood current sets into and the ebb sets out of Saint Mary's Bay at a velocity of about 0.5 knot in a general NNE and SSW direction, respectively. The flood and ebb currents are slightly stronger on the E and W sides of the bay, respectively.

Saint Mary's Bay—West Side

4.53 From Point Lance, the W side of the bay trends 11 miles NE to Red Head. Branch Head, a steep bluff, 79m high, lies 6.35 miles NE of Point Lance. Hare's Ears, two rocks 12m high, lie close off Branch Head.

Branch Cove (46°52'N., 53°57'W.) lies close NE of Branch Head. The Branch River empties into the head of the cove. A bridge and causeway cross the river near its mouth.

Red Cove Rock (46°50'N., 53°56'W.), with a depth of 7.6m, lies nearly 2 miles S of Branch Head. Red Head Rock, with a depth of 7m, lies about 2 miles SE of Red Head.

Saint Mary's Bay—East Side

4.54 Cape English (46°47'N., 53°40'W.), a precipitous 101m bluff, has the appearance of an island from the S.

Directions.—Shag Rock (46°43'N., 53°39'W.), well open W of Cape English and bearing 170°, leads W of Bank Rock (46°57'N., 53°41'W.).

Lizzy Point (46°57'N., 53°32'W.) and **Double Road Point** (46°56'N., 53°35'W.), at Saint Mary's Harbor, in line bearing 054°, lead NW of Bank Rock and **Greet Rock** (46°53'N., 53°40'W.).

If the above-mentioned clearing marks are obscured, vessels should not approach Bank Rock or Greet Rock within depths of 73m.

4.55 Saint Mary's Harbor (47°07'N., 53°35'W.) is entered between Double Road Point and North Point, about 1 mile NE.

Ice.—Ice in Saint Mary's Harbor is generally thin and seldom thick enough to interfere with anchorage; the harbor is often accessible when anchorage is not available at Trepassey Harbor. Winds E of ENE fill the harbor with ice which is packed by S winds; NE winds clear the harbor.

Tides—Currents The MHW interval at Saint Mary's Harbor is 7 hours 40 minutes; spring tides rise 2.3m and neap tides rise 1.5m.

Anchorage.—Fair anchorage is available, in 10.9m, sandy bottom, off Saint Mary's Village, with the Roman Catholic Church bearing 185°; however, a heavy ground swell is occasionally experienced. The best shelter, in 12.8m, mud bottom, is located off Lizzy Point.

Caution.—Coalpit Shoal lies 0.25 mile W of the above anchorage and has a depth of 5.5m. A depth of 5.5m lies 0.25 mile NE of the anchorage.

4.56 Mal Bay is entered between North Point and **Frapeau Point** (46°57'N., 53°38'W.), about 2 miles W. Anchorage is available, in 10.9m, near the head of the bay.

Shoal Bay, close W of Mal Bay, should not be entered because it is open to the prevailing winds.

Mother Hicks Cove (47°01'N., 53°41'W.), which indents the N side of Great Colinet Island, affords shelter from S winds.

Colinet Passage leads between Great Colinet Island and the mainland E. The passage is clear of dangers with the exception of a rock, awash, close offshore, about 0.4 mile NNE of **Shoal Bay Point** (47°46'N., 50°40'W.).

Admirals Beach, a shingle spit, extends 0.15 mile NW from the shore, nearly 1.5 miles NNE of Shoal Bay Point. Shelter from SW winds has been obtained in the lee of this spit.

Directions.—The W extremity of **Mussel Pond Point** (47°04'N., 53°36'W.), open NW of Admirals Beach and bearing 028°, are clearing marks which lead NW of the above-mentioned rock, awash.

Saint Mary's Bay—Head

4.57 Salmonier Arm is entered between **Salmonier Point** (47°06'N., 53°34'W.) and Haricot Point, about 1.5 miles NNE. A Roman Catholic Church stands on the S side of the inlet, about 2.3 miles ENE of Salmonier Point. Little Harbor, suitable only for fishing vessels, indents the shore about 1.5 miles ENE of the church.

Spring tides rise 2.2m; neap tides rise 1.2m.

Kerwan Point is the N extremity of a sandy spit which extends about 0.4 mile N from the S entrance point of Little Harbor. Shoal flats extend about 0.2 mile off the W side of this spit. Cox Point lies on the NW shore of the inlet, about 0.5 mile WSW of Kerwan Point. A sand spit lies on shoal flats which extend about 0.2 mile SE from Cox Point. Bluff Head, on the SE shore of the inlet, lies about 1.8 miles NE of Kerwan Point, with Cross Point between them.

Anchorage.—Anchorage can be taken, in 16.4m, mud, about 0.2 mile NNW of the Roman Catholic Church, or in 10.9m, NE of Cox Point.

Directions.—The NW extremity of the shore, close SW of Bluff Head, open NW of Cross Point and bearing 040°, are clearing marks which lead through the fairway between the shoals off Cox Point and the entrance of Little Harbor.

Colinet Harbor is entered between **Pinchgut Point** (47°09'N., 53°56'W.) and the mainland, about 1 mile W. Back Point lies about 2.5 miles NNE of Pinchgut Point. Back Shoal, with depths of less than 5.5m, extends 0.25 mile offshore from a position about 0.3 mile SSW of Back Point. Half Island lies on foul ground which extends 0.2 mile off the NW shore of the harbor, about 0.5 mile NW of Back Point. Davis Point lies on

the NW shore of the head of harbor, about 1.5 miles NE of Half Island.

Anchorage is available, in 12.8m, mud, about 0.2 mile N of Back Point. Small vessels can take fair anchorage off Johns Pond, close W of the W side of the entrance.

Davis Point, open SE of Half Island and bearing 028°, are clearing marks which lead NW of Back Shoal.

North Harbor is entered between North Harbour Point, about 4 miles SW of Pinchout Point, and Jonas Point, about 1 mile farther SW. Anchorage is not recommended for large vessels because the harbor is open to the prevailing SW winds. Small vessels can take safe anchorage, in 5.5m, sheltered by a shingle beach, off the mouth of the Flinn River on the W side of the harbor, about 4 miles within the entrance.

Caution.—A submarine cable crosses Salmonier Arm, about 1.3 miles upstream from Cox Point. An overhead cable crosses Salmonier Arm near its upper end and has a vertical clearance of 8.8m.

Many shipwrecks have occurred in the vicinity of Saint Shotts Cove, principally on **Eastern Head** (46°37'N., 53°36'W.). These wrecks have occurred, in most cases, because of negligent sounding or inattention to the currents during foggy weather.

Trepassey Bay

4.58 Trepassey Bay ((46°40'N., 53°20'W.) is entered between **Cape Pine** (46°37'N., 53°32'W.) and Freshwater Point, about 13 miles E. The light on Cape Pine is visible from Saint Mary's Bay because the intervening land is low.



Cape Pine Light

Ice.—Northeast winds clear Trepassey Bay of ice; winds E of ENE fill the bay with ice, and S winds pack it.

Directions.—**Gull Island Point** (Gullsland Point) (46°42'N., 53°39'W.) bearing 346° and open W of **Western Head** (46°38'N., 53°37'W.) of Saint Shotts Cove, leads W of **Freels Rock** (46°35'N., 53°35'W.).

The light on **Powles Head** (46°41'N., 53°24'W.), bearing 050° and well open SE of the light on Cape Pine, leads SE of Freels Rock.

Caution.—Vessels have been wrecked on the E side of Trepassey Bay because of the combined action of tidal currents and indraft. This combination, at times, causes an E current with a drift of as much as 2 knots.

Trepassey Bay—Head

4.59 Biscay Bay lies on the E side of the head of Trepassey Bay. Vessels can take anchorage in the middle of Biscay Bay, in 9.1m, sand, during offshore winds.

Trepassey Harbor (46°44'N., 53°24'W.) ([World Port Index No. 1690](#)), a very small, natural harbor lies on the W side of the head of Trepassey Bay, about 15 miles WNW of Cape Race. The harbor is entered between **Powles Head** (46°42'N., 53°24'W.) and the shore, about 1 mile W.

Ice.—During winter, if the ice is heavy on the E coast of Newfoundland blocking Saint Johns and the E harbors, Trepassey Harbor can be safely entered because it is only occasionally blocked by drift ice, which arrives about May 1 and leaves about May 10. The last vessel usually leaves Trepassey Harbor about the end of December.

Tides—Currents.—The MHW interval at Trepassey Harbor is 7 hours 37 minutes; spring tides rise 1.8m and neap tides rise 1.6m.

The tidal currents attain velocities of 0.5 knot.

Depths—Limitations.—The entrance channel has depths of 9.1 to 12.8m. Depths in the anchorages are 9.1 to 12.8m.

Aspect.—Trepassey Harbor Light is shown from a circular tower situated on Beach Point, at the NW extremity of Powles Peninsula.

The Roman Catholic Church, nearly 1 mile NE of Beach Point, is a conspicuous white building with a green roof and a small white cross.

Pilotage.—Fishing vessels from Trepassey Harbor are nearly always in the offing; the fishermen are generally qualified to act as pilots. Pilotage can also be arranged through Fishery Products. Ltd.

Anchorage.—Sheltered anchorage is available, in 10m, mud, about 0.4 mile NNE of Beach Point, with Beach Point Light bearing 208°. The best anchorage, completely landlocked, is in 10m, mud, about 0.3 mile N of Meadow Spit.

Directions.—Trepassey Harbor can be entered directly from the position located with the light on Powles Head bearing 067° at a distance of 0.75 mile. The outer extremity of the land on the NW side of the harbor, just open SE of Skinner Rocks and bearing 218°, clears the elbow of Meadow Bank.

Caution.—The NW side of Trepassey Harbor is fronted by shoals as far as 0.4 mile offshore in places. Shoals also front the SE side of the harbor. A narrow channel, with depths of from 9.1 to 10.9m, leads between these shoals. Savadown Rock lies 45m off the SE side of the harbor, about 1 mile NNE of Powles Head. Skinner Rocks lie close off the NW side of the harbor, about 1.3 miles N of Powles Head. Beach Point, the NW extremity of Powles Peninsula, lies about 2.3 miles NNE of Powles Head.

Meadow Bank, at the N end of the shoals fronting the NW side of the harbor, has depths of 0.9 to 3.6m and extends about 0.1 mile offshore in the vicinity of Meadow Point. Meadow Spit, which dries, extends 90m from Meadow Point, about 3 miles NNE of Powles Head. Emerald Shoal, with a least depth of 3.3m, mud, sand, and stones, lies about 0.2 mile off the SE side of the harbor abreast Meadow Point. A lighted buoy is moored close W of Emerald Shoal.

4.60 Mistaken Point (46°38'N., 53°10'W.), about 2.3 miles E of Freshwater Point, is a green hummock rising 28m over slat cliffs. A cairn on the point is a good mark in foggy weather.

Directions.—Cape Pine, bearing 269° and open S of Mistaken Point, leads S, and **Cape Ballard** (46°47'N., 52°57'W.), bearing 033° and open SE of Cape Race, leads SE of **Cripple Rock** (46°38'N., 53°06'W.).