



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

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Marine Programs Directorate
Aids to Navigation



Internet: <http://www.notmar.com>

EXPLANATORY NOTES

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

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

Visibility of lights is that in clear weather.

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

Elevations are normally given above Higher High Water, Large Tides unless otherwise indicated.

Distances may be calculated as follows:

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

Temporary & Preliminary Notices are indicated by a (T) or a (P) before the chart action. Please note that Nautical charts are not hand amended by the Canadian Hydrographic Service for Temporary (T) and Preliminary (P) Notices. It is recommended that mariners chart these corrections in pencil. Listing of charts affected by Temporary and Preliminary Notices are revised and promulgated quarterly in Section 1 of the Monthly Edition.

Please note that, in addition to the temporary and preliminary changes normally advertised as (T) and (P) Notices, there are a significant number of permanent changes to navigational aids that have been advertised as Preliminary Notices to Mariners while charts are being updated for new editions.

Marine Information Report & Suggestion Sheet - Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to publications are seen to be necessary. Such communications can be made using the *Marine Information Report & Suggestion Sheet* inserted on the last page of each monthly edition of *Notices to Mariners*.

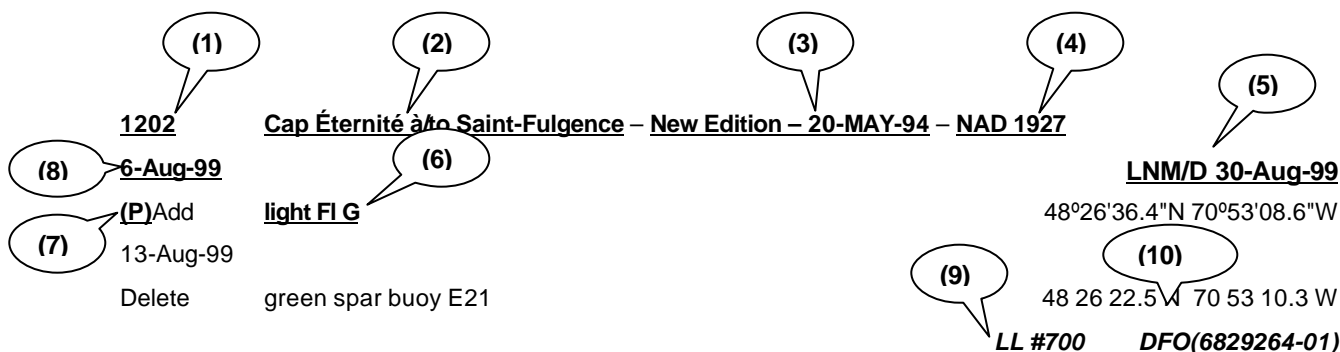
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page x of each monthly edition. Notification of changes to the mailing addresses, regional issues and/or number of copies required should also be transmitted by means of this form.

Canadian Nautical Charts & Publications - A source list of *Canadian Nautical Charts & publications* is published in *Notice No. 14* of the current *Annual Edition of Notices to Mariners*. The source supply and the prices effective at the time of printing are listed. This list is periodically updated in the monthly edition of *Notices to Mariners*.

NOTE: Cette publication est aussi disponible en français.

CHART CORRECTIONS – SECTION 2

Corrections to nautical charts will be listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to CHS Chart 1 Symbols, Abbreviations Terms for additional information pertaining to the correction of charts. The illustration below describes the elements that will comprise a typical Section 2 chart correction.



- 1 - Chart Number
- 2 - Chart Title
- 3 - Chart's latest New Edition date
- 4 - Horizontal Chart Datum
- 5 - Last Correction

- 6 - Chart action
- 7 - Notice type
- 8 - Weekly chart correction date
- 9 - List of light number
- 10 - Record reference number

The last correction number is identified with the **LN**M/D or **L**ast **N**otice to **M**ariners Number / **D**ate. This number is expressed in either old notice number format (ex.: 594/99) or in day-month-year format which is the date known as the weekly chart correction date shown in the above diagram as item (8).

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

These changes are advertised as Notices to Shipping (Broadcast and Written) by the Canadian Coast Guard and are followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

The publication of Notices to Mariners and chart revisions are being delayed by the volume of changes that are taking place.

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

Written Notices to Shipping are published weekly and are available from local Canadian Coast Guard Offices.

The Canadian Hydrographic Service is reviewing the impact of these changes with the Canadian Coast Guard and together we are preparing an action plan on the issuing of chart revisions.

For further information contact your local Canadian Coast Guard office.

Newfoundland

St. John's MCTS Centre
Phone: (709) 772-2083
Fax: (709) 772-5369

Maritimes

Maritimes Regional Operations Centre
Toll Free in Maritimes 1-800-565-1633
Phone: (902) 426-6030
Fax: (902) 426-6334
<http://www.mar.dfo.mpo.gc.ca/cg/ops/roc.htm>
Website E-Mail: ROCWeb@mar.dfo-po.gc.ca

Quebec

Quebec Regional Operations Centre GC\SO\COR
Operational Information Officer
Phone: (418) 648-5410
Fax: (418) 648-7244
E-Mail: OPSAVIS@dfo-mpo.gc.ca

Central & Arctic

Sarnia MCTS Centre
Toll Free in Ontario 1-800-265-0237
Phone: (519) 337-6360
Fax: (519) 337-2498

Pacific

Pacific Regional Marine Information Centre
Phone: (604) 666-6011
Fax: (604) 666-8453
E-mail: RMIC-Pacific@pac.dfo-mpo.gc.ca
Notice to Shipping information
http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index_e.htm

DGPS FULLY OPERATIONAL SERVICE

The Canadian Coast Guard (CCG) announces that the Differential Global Positioning Service (DGPS) Fully Operational Service (FOS) is available for positioning and navigation.

FOS means the service will provide a DGPS broadcast using the type 9 RTCM message for pseudorange corrections at a data transmission rate of 200 baud. Refer to Radio Aids to Marine Navigation (RAMN) for estimated advertised coverage for each differential station.

Users are also advised that differential corrections are based on the NAD 83 datum position of the reference station antenna and positions obtained using DGPS should be referenced to this coordinate system only. DGPS receivers must be set to the WGS 84 datum in order to obtain optimum positioning accuracy.

Table of DGPS Reference Stations in Canada						
Station Name	Id. Nos of reference stations	DGPS Station ID	Geog. Position		Frequency [khz]	Bit/s
			Latitude	Longitude		
Cape Race, NL	338,339	940	46 46 N	53 11 W	315	200
Cape Ray, NL	340,341	942	47 38 N	59 14 W	288	200
Cape Norman, NL	342,343	944	51 30 N	55 49 W	310	200
Rigolet, NL	344,345	946	54 11 N	58 27 W	299	200
Partridge Island, NB	326,327	939	45 14 N	66 03 W	295	200
Pt. Escuminac, NB	332,333	936	47 04 N	64 48 W	319	200
Fox Island, NS	336,337	934	45 20 N	61 05 W	307	200
Western Head, NS	334,335	935	43 59 N	64 40 W	312	200
Hartlen Point, NS	330,331	937	44 36 N	63 27 W	298	200
St.-Jean-sur-Richelieu, QC	312,313	929	45 19 N	73 19 W	296	200
Lauzon, QC	316,317	927	46 49 N	71 10 W	309	200
Rivière-du-Loup, QC	318,319	926	47 46 N	69 36 W	300	200
Moisie, QC	320,321	925	50 12 N	66 07 W	313	200
Warton, ON	310,311	918	44 45 N	81 07 W	286	200
Cardinal, ON	308,309	919	44 47 N	75 25 W	306	200
Alert Bay, BC	300,301	909	50 35 N	126 55 W	309	200
Amphitrite Pt., BC	302,303	908	48 55 N	125 33 W	315	200
Richmond, BC	304,305	907	49 11 N	123 07 W	320	200
Sandspit, BC	306,307	906	53 14 N	131 49 W	300	200

DGPS RECEIVER - WARNING

The Canadian Coast Guard's Differential Global Positioning System (DGPS) broadcast contains built in health information designed to alert a DGPS user receiver of an out of tolerance or fault condition. During testing, it was found that some user DGPS receivers did not process the health information properly. Improper processing by a user equipment can result in incorrect positions.

Please contact your DGPS manufacturer or supplier to ensure that your receiver is capable of processing the DGPS Reference Station Health information correctly.

DGPS USER ALERT

The Canadian Coast Guard received reports in March 97 of DGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. Reports indicate that some user equipment does not properly recognize this "do-not-use" correction flag and as a result erroneously processes it as a correction. This can result in position errors as large as 15 kilometers while the receiver is in DGPS mode. DGPS users are advised that they should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.

DGPS station anomaly report / Rapport d'anomalie des stations DGPS

With the purpose of constantly evaluating the quality of the DGPS service offered, the Canadian Coast Guard is providing the mariner with the following anomaly report. This report will allow us to get well-supported information concerning the anomaly and thus, will facilitate the identification of the origin of the problem. Please fill accordingly each section of this report and forward it by the suggested ways. You will find a legend at the end of this document.

Avec le souci d'évaluer constamment la qualité du service DGPS offert, la Garde côtière met à la disposition du navigateur le présent rapport d'anomalie. Ce rapport servira à bien documenter l'anomalie et, de ce fait, facilitera l'identification ou la recherche de la source du problème. Nous vous prions de bien remplir chaque section de ce rapport et de l'acheminer de la façon suggérée. Vous trouverez une légende à la fin de ce document.

User informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /

Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /

Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

Date and time of the anomaly / Date et heure de l'anomalie: _____ Duration / Durée: _____

Number of satellites tracked on GPS receiver / Nombre de satellites reçu par le récepteur: _____

DGPS site using / Station DGPS utilisée: Freq.: _____ kHz SS: _____ dB SNR: _____ dB

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

Votre équipement DGPS fonctionne-t-il normalement à l'utilisation d'autres stations DGPS?: Yes/ Oui ___ No / Non ___

Comments / Commentaires: _____

Point of contact / Personne-ressource: Name/ Nom: _____

Phone / Téléphone : _____

Weather conditions / Conditions météo

Winds / Vents : Direction: _____ Speed / Vitesse: _____ KTS

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer : _____

Bearing and range to electrical storm /

Direction et distance de l'orage : _____

Time of the storm / Heure de l'orage: _____ UTC

Essential informations on user equipment to fill / Renseignements indispensables sur l'équipement à remplir:

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____

DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : _____ Model: _____

Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____

DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____

If yes, please fill below / Si oui, S.V.P. compléter ci-dessous:

ECDIS / SVCEI: Make / Fabricant: _____ Model: _____

Radar image interfaced / Image radar intégrée?: Yes / Oui: _____ No / Non: _____

Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: _____ No / Non: _____

Permanent installation or in evaluation / Installation permanente ou en évaluation : _____

This report can be sent the following ways / Ce rapport peut être acheminé selon les façons suivantes:

- 1) Fax / Par télécopieur : (613) 998-8428
Attention: Aids to Navigation / Aides à la navigation

- 2) Mail / Par la poste: Director, Navigation Systems Branch
Department of Fisheries and Oceans
200 Kent Street, Station 5130
Ottawa, ON
K1A 0E6

Directeur, Direction des systèmes à la navigation maritimes
Ministère des Pêches et Océans
200, rue Kent, Station 5130
Ottawa, ON
K1A 0E6



Legend/Légende

- Position** : Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc.
La position peut être donnée en latitude, longitude, relèvement et distance, emplacement de bouée, etc.
- KTS** : Wind speed in knots / Vitesse du vent en noeuds.
- N.M.** : Visibility in Nautical Miles / Visibilité en milles nautiques.
- Freq. kHz** : Frequency in kilohertz / Fréquence en kilohertz .
- SS** : Signal strength in decibel / Force de signal en décibel.
- SNR** : Signal to noise ratio in decibel / Rapport signal-bruit en décibel .
- DOP (dilution of precision)** : Measure of the geometrical «strength» of the GPS satellite configuration. The DOP is measured on a scale of 1 to 10 / Mesure de la «force» géométrique de la configuration satellite. Le DOP est mesuré sur une échelle de 1 à 10
- SVCEI / ECDIS** : Electronic Chart Display and Information System / Système de Visualisation de Cartes Electroniques et d'Information .

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Leader, Notices to Mariners
Navigation Aids
Navigation Systems Branch
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, ON
K1A 0E6

Telephone (613) 990-3037
Facsimile (613) 998-8428

Please indicate which edition you would like to receive.

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**SECTION 1 – Edition 03/2003
SAFETY AND GENERAL INFORMATION**

CANADA - 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS - CAUTION.

Effective October 11th, 2001, 0000 UTC, all vessels that are:

- a) of 500 gross tonnage or more;
- b) engaged in towing or pushing a vessel, where the combined tonnage of the ship and the vessel being towed or pushed is 500 tons gross tonnage or more; or
- c) carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods;

must request clearance 96 hours prior to entering Canadian waters from seaward, or as soon as practical where the estimated time of arrival of the ship in Canadian waters is less than 96 hours after the time the ship departed its last port of call. This will remain in effect until further notice.

***307(T) CANADA - TEMPORARY DEGRADED DGPS SERVICE.**

Reference : Notice 211(T)/2003 cancelled.

Some GPS satellites are temporarily unavailable for service and have affected the Differential GPS (DGPS) service provided by the Canadian Coast Guard. Until further notice of a restoration of the GPS constellation, DGPS users can expect to lose service lasting for a few minutes every day. Similarly, GPS users will experience degraded GPS service as a result of the reduced GPS satellite constellation.

Intervals in UTC:

	27 Mar.– 2 Apr.	3 – 9 April	10–16 April	17–23 April	24–30 April
Newfoundland	0418 – 0456	0349 – 0427	0320 – 0358	0251 – 0330	0223 – 0301
Maritimes	0416 – 0500	0347 – 0432	0319 – 0403	0250 – 0334	0221 – 0305
Québec	0419 – 0513	0351 – 0444	0322 – 0415	0253 – 0347	0224 – 0318
Central & Arctic	0446 – 0520	0417 – 0451	0348 – 0423	0319 – 0354	0251 – 0325
Pacific	Not affected	Not affected	Not affected	Not affected	Not affected

***302 CANADA - REGULATIONS AMENDING THE COLLISION REGULATIONS (MANOEUVRING AND WARNING SIGNALS - CANADIAN MODIFICATIONS AND BLUE FLASHING LIGHT) (SOR/2003-41).**

<p>REGULATIONS AMENDING THE COLLISION REGULATIONS (MANOEUVRING AND WARNING SIGNALS - CANADIAN MODIFICATIONS AND BLUE FLASHING LIGHT) (SOR/ 2003-41)</p> <p>AMENDMENTS</p> <p>1. Paragraph (k) of Rule 34 of Schedule I to the <i>Collision Regulations</i>¹ is replaced by the following:</p> <p>(k) In the Canadian waters of a roadstead, harbour, river, lake or inland waterway, a power-driven vessel that is leaving a dock or berth shall give a signal of one prolonged blast unless</p>	<p>RÈGLEMENT MODIFIANT LE RÈGLEMENT SUR LES ABORDAGES (SIGNAUX DE MANOEUVRE ET SIGNAUX D'AVERTISSEMENT - MODIFICATIONS CANADIENNES ET FEU BLEU À ÉCLATS) (SOR/ 2003-41)</p> <p>MODIFICATIONS</p> <p>1. L'alinéa (k) de la Règle 34 de l'annexe I du <i>Règlement sur les abordages</i>¹ est remplacé par ce qui suit :</p> <p>(k) Dans les eaux canadiennes d'une rade, d'un port, d'un cours d'eau, d'un lac ou d'une voie navigable intérieure, tout navire à propulsion mécanique qui quitte un quai ou un poste doit émettre un signal consistant en un son prolongé, sauf lorsque les conditions suivantes sont réunies :</p>
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**SECTION 1 – Edition 03/2003
SAFETY AND GENERAL INFORMATION**

<p>(i) the vessel is a ferry making a scheduled departure from a dock or berth from which more than six daily scheduled departures are made,</p> <p>(ii) the visibility is not less than 3 miles, and</p> <p>(iii) the master of the ferry has used all available means appropriate to the prevailing circumstances and conditions to determine if the signal is needed for a safe departure and has determined that it is not.</p> <p>2. Rule 45 of Schedule I to the Regulations is amended by adding the following after paragraph (b):</p> <p>(c) Any vessel operated by the Canadian Coast Guard Auxiliary may exhibit a blue flashing light as an identification signal when the vessel participates, at the request of the Canadian Coast Guard, in search and rescue operations.</p> <p>(d) A vessel referred to in paragraph (b) or (c) that exhibits a blue flashing light as an identification signal is not relieved from the obligation to comply with the Steering and Sailing Rules set out in Part B of this schedule.</p> <p>_____</p> <p>a R.S., c. 6 (3rd Supp.), s. 78 b S.C. 1996, c. 31, s. 98 1 C.R.C., c. 1416</p>	<p>(i) le navire est un traversier effectuant un départ régulier d'un quai ou d'un poste où sont effectués chaque jour plus de six départs réguliers,</p> <p>(ii) la visibilité est d'au moins trois milles,</p> <p>(iii) après avoir utilisé tous les moyens adaptés aux circonstances et conditions existantes qui sont à sa disposition pour déterminer s'il est nécessaire d'émettre un signal pour assurer la sécurité du départ, le capitaine du traversier conclut que l'émission d'un signal n'est pas nécessaire.</p> <p>2. La Règle 45 de l'annexe I du même règlement est modifiée par adjonction, après l'alinéa b), de ce qui suit :</p> <p>(c) Tout bâtiment exploité par la Garde côtière auxiliaire canadienne peut montrer comme signal d'identification un feu bleu à éclats lorsqu'il participe, à la demande de la Garde côtière canadienne, à des opérations de recherche et de sauvetage.</p> <p>(d) Les bâtiments visés aux alinéas b) et c) qui montrent comme signal d'identification un feu bleu à éclats ne sont pas dispensés de l'obligation de se conformer aux règles de barre et de route énoncées à la partie B de la présente annexe.</p> <p>_____</p> <p>a L.R., ch. 6 (3e suppl.), art. 78 b L.C. 1996, ch. 31, art. 98 1 C.R.C., ch. 1416</p>
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***305 CANADIAN HYDROGRAPHIC SERVICE - CHARTS.**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Chart	All temporary and preliminary notices affecting the previous versions of the following chart is now cancelled. For any outstanding notices please consult section 2 of this edition.				
5631	Eskimo Point to/a Dunne Fox Island	1:150 000	10-JAN-2003	4	\$20.00
New Editions	All temporary and preliminary notices affecting the previous versions of the following charts are now cancelled. For any outstanding notices please consult section 2 of this edition.				
3443	Thetis Island to/à Nanaimo	1:40 000	20-DEC-2002	2	\$20.00
3794	Stewart	1:12 000	30-AUG-2002	2	\$15.00
3895	Plans - Dixon Entrance	----	27-DEC-2002	2	\$20.00
Reprints					
3598	Cape Scott to Cape Calvert	1:74 490	22-NOV-2002	2	\$20.00
3802	Dixon Entrance	1:200 000	29-NOV-2002	2	\$20.00
Chart Permanently Withdrawn					
5398	Eskimo Point to/à Dawson Inlet				

**SECTION 1 – Edition 03/2003
SAFETY AND GENERAL INFORMATION**

***306 CANADIAN HYDROGRAPHIC SERVICE - RASTER ELECTRONIC NAVIGATION CHARTS.**

- Notes: (1) The following ENC products are only available from:**
Nautical Data International Inc.
P.O. Box 127, Station C
St. John's, Newfoundland
A1C 5H5
Telephone: 1-800-563-0634 or 1-709-576-0634
Facsimile: 709-576-0636
- (2) For licence information and rates please contact the distributor,**
Nautical Data International Inc. (NDI) at the above-mentioned address.

CHARTS	MAIN TITLE	PUBLISHED	PRICE
New Charts	All temporary and preliminary notices affecting the previous versions of the following charts are now cancelled. For any outstanding notices please consult section 2 of this edition.		
3733R/M	Catala Passage	30-AUG-2002	See Note 2
4824R/M	Garia Bay to/A Burgeo	25-OCT-2002	See Note 2
4950R/M	Îles de la Madeleine	23-AUG-2002	See Note 2
New Editions	All temporary and preliminary notices affecting the previous versions of the following charts are now cancelled. For any outstanding notices please consult section 2 of this edition.		
1315R/M	Québec à/to Donnacona	21-JUN-2002	See Note 2
3440R/M	Race Rocks to/à D'Arcy Island	29-NOV-2002	See Note 2
3441R/M	Haro Strait, Boundary Pass and/et Satellite Channel	29-NOV-2002	See Note 2
3461R/M	Juan de Fuca Strait, Eastern Portion/Partie Est	29-NOV-2002	See Note 2
3462R/M	Juan de Fuca Strait to/à Strait of Georgia	29-NOV-2002	See Note 2
3463R/M	Strait of Georgia, Southern Portion/Partie Sud	29-NOV-2002	See Note 2
3492R/M	Roberts Bank	29-NOV-2002	See Note 2
3602R/M	Approaches to/Approches à Juan de Fuca Strait	29-NOV-2002	See Note 2
3606R/M	Juan de Fuca Strait	29-NOV-2002	See Note 2
3794R/M	Stewart	27-FEB-2003	See Note 2
4013R/M	Halifax to/à Sydney	06-SEP-2002	See Note 2
4021R/M	Pointe Amour à/to Cape Whittle et/and Cape St. George	01-NOV-2002	See Note 2
4140R/M	Avon River and Approaches/et les approches	15-NOV-2002	See Note 2
4241R/M	Lockeport to/à Cape Sable	08-NOV-2002	See Note 2
4374R/M	Red Point to Guyon Island	08-NOV-2002	See Note 2
4375R/M	Guyon Island to Flint Island	11-OCT-2002	See Note 2
4394R/M	LaHave River, West Ironbound Island to/ Riverport	26-JUL-2002	See Note 2
4419R/M	Souris Harbour and Approaches/et les approches	22-NOV-2002	See Note 2
4425R/M	Harbours on the North Shore/Havres sur la côte nord	01-NOV-2002	See Note 2
4426R/M	Rivière Ristigouche/Restigouche River	02-AUG-2002	See Note 2
4446R/M	Antigonish Harbour	23-AUG-2002	See Note 2
4448R/M	Port Hood, Mabou Harbour and Havre Boucher	13-DEC-2002	See Note 2
4492R/M	Cascumpeque Bay	08-NOV-2002	See Note 2
4518R/M	Ariege Bay	08-NOV-2002	See Note 2
4519R/M	Maiden Arm, Spring Inlets and Approaches	09-AUG-2002	See Note 2
4642R/M	St. Lawrence and Lamaline Harbours	08-NOV-2002	See Note 2
4654R/M	Lark and York Harbours (Bay of Islands)	22-NOV-2002	See Note 2
4722R/M	Terrington Basin	22-NOV-2002	See Note 2
4724R/M	Ticorolak Island to Carrington Island	04-OCT-2002	See Note 2
4725R/M	Carrington Island to Etagaulet Bay	23-AUG-2002	See Note 2
4728R/M	Epinette Point to Terrington Basin	22-NOV-2002	See Note 2
4817R/M	Bay Bulls to/à St. Mary's Bay	23-AUG-2002	See Note 2
4830R/M	Great Bay de l'eau and Approaches/et les approches	08-NOV-2002	See Note 2
5134R/M	Approaches to Cartwright, Black Island to Tumbledown Dick Island	13-SEP-2002	See Note 2
6201R/M	Lake of the Woods	09-AUG-2002	See Note 2
6211R/M	Big Traverse Bay	08-FEB-2002	See Note 2
6212R/M	Kenora to/à Aulneau Peninsula	08-MAR-2002	See Note 2

**SECTION 1 – Edition 03/2003
SAFETY AND GENERAL INFORMATION**

CHARTS	MAIN TITLE	PUBLISHED	PRICE
6213R/M	Whitefish Bay	08-FEB-2002	See Note 2
6214R/M	Sabaskong Bay	08-FEB-2002	See Note 2
6215R/M	Basil Channel to/à Sturgeon Channel	08-FEB-2002	See Note 2
6216R/M	Sturgeon Channel to/à Big Narrows Island	08-FEB-2002	See Note 2
6217R/M	Ptarmigan Bay and/et Shoal Lake	01-MAR-2002	See Note 2
New Editions	All temporary and preliminary notices affecting the previous versions of the following charts are now cancelled. For any outstanding notices please consult section 2 of this edition.		
6218R/M	Kenora, Rat Portage Bay	08-MAR-2002	See Note 2
6286R/M	Whitedog Dam to/à Minaki	06-SEP-2002	See Note 2
6287R/M	Minaki to/à Kenora	07-JUN-2002	See Note 2
8010R/M	Grand Bank/Grand Banc Southern Portion/Partie sud	07-JUN-2002	See Note 2
Chart Permanently Withdrawn			
4451R/M	Îles de la Madeleine		

***304 CANADIAN HYDROGRAPHIC SERVICE - S57 NAVIGATION CHARTS.**

Notes: (1) The following ENC products are only available from:

**Nautical Data International Inc.
P.O. Box 127, Station C
St. John's, Newfoundland
A1C 5H5
Telephone: 1-800-563-0634 or 1-709-576-0634
Facsimile: 709-576-0636**

**(2) For licence information and rates please contact the distributor,
Nautical Data International Inc. (NDI) at the above-mentioned address.**

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA476085	Port Harmon and Approaches / et les approches
CA576088	Port Harmon
CA579213	Grande-Vallée
CA579224	Mouillage St-Nicolas
CA370141	Juan de Fuca Strait, Eastern Portion/Partie Est
CA570278	Princesa Channel
CA470290	Finlayson Arm
CA570297	Roberts Bank
CA470306	Queen Charlotte Strait Western Portion/Partie Ouest (Part 1 of 2)
CA470341	Millar Channel to/à Estevan Point (Part 1 of 2 Western half)
CA576002	Halifax Harbour - Black Point to/à Point Pleasant
CA276271	Cabot Strait and Approaches, Scatarie Island to Anticosti Island
CA579004	Havre Saint-Pierre et les approches/and Approaches
CA579005	Havre Saint-Pierre
CA479020	Quebec à/to Donnacona
CA479021	Cap aux Oies à/to Sault-au-Cochon
CA579022	Saint-Joseph-de-la-Rive
CA579023	Île aux Coudres
CA379029	Cap de la Tete au Chien à/to Cap aux Oies
CA579042	Canal de la Rive Sud
CA579056	Les Méchins
CA579059	Black Cape

**SECTION 1 – Edition 03/2003
SAFETY AND GENERAL INFORMATION**

***308 CANADIAN HYDROGRAPHIC SERVICE - LIST OF CHARTS NOT HAND-CORRECTED.**

Supersedes previous "List of charts not hand-corrected", last published in Edition #12/02.

The following is a list of charts that are not hand-corrected after their date of publication.

A list of corrections is available for each of these charts upon request, in writing, to Nautical Information, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa, Ontario, K1A 0E6. Please state the latest edition date of the chart.

1350	2055	3058	6030	6243	6270	6356
1351	2086	3062	6035	6247	6271	6357
1361	2140	3080	6036	6248	6272	6358
1509	2261	3311	6037	6249	6273	6359
1551	2266	3312	6038	6258	6274	6360
1554	2267	3313	6050	6259	6285	6368
2011	2400	3488	6101	6260	6286	6369
2023	3052	3489	6205	6263	6287	6370
2024	3053	3601	6209	6264	6311	6371
2025	3055	6023	6240	6267	6341	6390
2026	3056	6026	6241	6268	6354	6505
2048	3057	6028	6242	6269	6355	6506

The following is a list of charts that are not hand-corrected after their date of publication. Subsequent corrections for these charts are available from the Internet web site NOTMAR <http://www.notmar.gc.ca> or from the internet web site www.charts.gc.ca or from previous editions of the Notices to Mariners.

1400	1550	2028	2205	4142	6211	6217
1510	1552	2029	2206	4145	6212	6218
1512	1553	2044	2260	6021	6213	
1513	1555	2202	3050	6022	6214	
1514	2021	2203	3061	6100	6215	
1515	2022	2204	4141	6207	6216	

Please be advised that certain copies of charts, which are not normally corrected for Notices to Mariners by the Canadian Hydrographic Service, have had Notices to Mariners incorporated on the chart prior to distribution.

When these charts contain the following two notes:

1. "The information contained on this chart has been corrected from Notices to Mariners to the date of publication only. For subsequent corrections, consult the Notices to Mariners or write to Nautical Information, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa, Ontario K1A 0E6. Please state the latest edition date.

Le contenu de cette carte a été corrigé au moyen des Avis aux navigateurs au moment de sa publication seulement. Pour les corrections subséquentes, consulter les Avis aux navigateurs au écrire à Information nautique, Service hydrographique du Canada, ministère des Pêches et des Océans, Ottawa (Ontario) K1A 0E6. Veuillez indiquer la date de la dernière édition."

2. "NOTICES TO MARINERS / AVIS AUX NAVIGATEURS (*Followed by Notice to Mariners Number*)"

The note that says:

"NOTICES TO MARINERS / AVIS AUX NAVIGATEURS (*Followed by Notice to Mariners Number*)"
supersedes the first note.

**SECTION 1 – Edition 03/2003
SAFETY AND GENERAL INFORMATION**

***309 CANADIAN HYDROGRAPHIC SERVICE - LIST OF HAND-CORRECTED CHARTS.**

Supersedes List of hand-corrected charts published in Edition #09/02.

The following is a list of charts, which are hand-corrected after their date of publication from information published in Notices to Mariners. CHS will provide a list of corrections for these charts on request. You can now obtain these corrections from the Internet web site NOTMAR, <http://notmar.gc.ca>

1310	2058	2225	2294	6108	6422
1311	2059	2226	2297	6109	6423
1409	L/C 2060	L/C 2228	2298	6110	6424
1410	2061	2235	2299	6111	6425
1431	2064	2241	L/C 2300	6112	6426
1432	2067	L/C 2243	L/C 2301	6201	6427
1433	2069	L/C 2244	L/C 2302	6206	6428
1434	2070	L/C 2245	2303	6251	6429
1435	2077	2250	2304	6281	6430
1436	2085	2251	2305	6310	6431
1437	L/C 2100	2257	2306	6408	6432
1438	L/C 2110	2258	2307	6409	6433
1439	L/C 2120	2259	2308	6410	6434
L/C 2000	L/C 2121	2268	2309	6411	6435
2006	L/C 2122	2273	2310	6412	6436
2007	L/C 2123	2274	2311	6413	6437
2017	2165	2282	2312	6414	6438
2018	2181	2283	2313	6415	6441
2042	2200	L/C 2284	2314	6416	6451
2043	L/C 2201	2286	2315	6417	6452
2049	2218	2289	2318	6418	6453
2050	2221	2291	6105	6419	6454
2053	2222	2292	6106	6420	6455
2054	2223	2293	6107	6421	

**SECTION 2 – Edition 03/2003
CHART CORRECTIONS**

3052 - Penticton to Kelowna - Sheet 1 - New Edition - 07-OCT-1994 - NAD 1983

07-MAR-2003

Add sewer pipeline

LNMD. 21-FEB-2003

joining 49°47'27.3"N 119°42'10.7"W
 49°47'22.1"N 119°42'02.1"W
 49°47'19.8"N 119°41'58.2"W
 49°47'22.5"N 119°41'54.9"W
 49°47'27.3"N 119°41'48.6"W
 49°47'41.9"N 119°41'14.4"W
 49°47'46.4"N 119°40'34.7"W
 49°47'50.8"N 119°40'19.6"W
 49°47'52.6"N 119°40'17.0"W
 49°47'54.7"N 119°40'08.9"W
 49°47'54.8"N 119°40'05.8"W
 49°47'56.2"N 119°40'00.2"W
 49°47'57.2"N 119°39'55.2"W
 49°48'01.9"N 119°39'40.5"W
 49°48'07.0"N 119°39'30.7"W
 49°48'11.3"N 119°39'16.0"W
 49°48'16.5"N 119°38'56.2"W
 49°48'17.2"N 119°38'51.3"W
 49°48'19.3"N 119°38'45.4"W
 49°48'25.1"N 119°38'22.6"W
 49°48'25.7"N 119°38'20.4"W
 49°48'27.2"N 119°38'19.7"W
 and 49°48'33.1"N 119°38'17.1"W
 DFO(6200510-01)

Add pipeline sign

49°47'27.3"N 119°42'10.7"W
 DFO(6200510-02)

3056 - Hugh Keenleyside Dam to Gladstone Creek (A-B) - Sheet 1 - New Chart - 21-JUN-1991 - NAD 1983

07-MAR-2003

Delete sector light FRWG, visible over an arc of 016°, red from 260° to 269°, white from 269° to 271°, green from 271° to 276°.

LNMD. 02-FEB-2001

49°20'18.9"N 117°52'49.3"W
 DFO(6200303-02)

Delete sector light FRWG, visible over an arc of 018°, red from 129° to 121°, white from 121° to 118°, green from 118° to 111°.

49°20'07.6"N 117°51'56.8"W
 DFO(6200315-02)

Add light FIR

49°20'18.9"N 117°52'49.3"W
 DFO(6200303-03)

Add light FIG

49°20'07.6"N 117°51'56.8"W
 DFO(6200315-03)

3313 - Boundary Pass - Sheet 24 - New Chart - 28-JUL-1995 - NAD 1983

07-MAR-2003

Delete port daybeacon

LNMD. 14-FEB-2003

48°45'48.0"N 122°55'08.9"W
 DFO(6200509-01)

Delete starboard daybeacon

48°45'45.0"N 122°55'08.0"W
 DFO(6200509-02)

Add green, port hand can buoy, marked 1

48°45'46.8"N 122°55'09.9"W
 DFO(6200509-03)

Add red, starboard hand conical buoy, marked 2

48°45'45.1"N 122°55'09.0"W
 DFO(6200509-04)

**SECTION 2 – Edition 03/2003
CHART CORRECTIONS**

3681 - Port Alice - New Chart - 08-JUN-1990

14-MAR-2003

Affix patch (see appendix)

LNMD. (568-1991)
50°21'00.0"N 127°30'00.0"W
DFO(6500095-01)

7486 - Navy Channel to/à Fury and Hecla Strait - New Chart - 10-FEB-1989 - NAD 1983

07-MAR-2003

Delete depth of 9.1m, ED

LNMD. (801-1992)
69°20'25.9"N 081°41'33.6"W
DFO(6600757-01)

Delete depth of 9.1m, ED

69°20'09.9"N 081°40'17.3"W
DFO(6600757-02)

7486 - Igloolik - New Chart - 10-FEB-1989 - NAD 1983

07-MAR-2003

Delete depth of 9.1m, ED

LNMD. (801-1992)
69°20'25.9"N 081°41'33.6"W
DFO(6600757-01)

Delete depth of 9.1m, ED

69°20'09.9"N 081°40'17.3"W
DFO(6600757-02)

7487 - Fury and Hecla Strait - New Chart - 10-JUL-1987 - NAD 1983

07-MAR-2003

Delete depth of 9.1m, ED

LNMD. (627-1989)
69°20'26.0"N 081°41'33.3"W
DFO(6600757-01)

Delete depth of 9.1m, ED

69°20'10.0"N 081°40'17.1"W
DFO(6600757-02)

7725 - Requisite Channel and Approaches - New Edition - 22-JUN-1984 - Unknown

14-MAR-2003

Add leading beacons with leading line on an azimuth of 215°

LNMD. (365-1995)
68°19'22.0"N 099°58'52.0"W
DFO(6600766-01)

Add legend 215°

68°21'41.0"N 099°54'33.0"W
DFO(6600766-02)

Add leading beacons with leading line on an azimuth of 351°

68°18'43.0"N 100°00'50.0"W
DFO(6600767-01)

Add legend 351°

68°17'22.0"N 100°00'03.0"W
DFO(6600767-02)

7731 - Storis Passage and Approaches - New Edition - 25-MAY-1984 - Unknown

14-MAR-2003

Add leading beacons with leading line on an azimuth of 215°

LNMD. (1721-1999)
68°19'23.0"N 099°58'54.0"W
DFO(6600766-01)

Add legend 215°

68°21'54.0"N 099°54'24.0"W
DFO(6600766-02)

Add leading beacons with leading line on an azimuth of 351°

68°18'48.0"N 100°00'48.0"W
DFO(6600767-01)

Add legend 351°

68°17'33.0"N 100°00'05.0"W
DFO(6600767-02)

**SECTION 2 – Edition 03/2003
CHART CORRECTIONS**

7781 - Continuation A - New Chart - 06-JUL-1990 - NAD 1927

28-MAR-2003

Add note CANCELLED

LNMD. (149-1998)

66°35'00.0"N 107°40'00.0"W

DFO(6500097-01)

7781 - Bathurst Inlet - New Chart - 06-JUL-1990 - NAD 1927

28-MAR-2003

Add note CANCELLED

LNMD. (149-1998)

66°52'00.0"N 107°58'00.0"W

DFO(6500097-01)

SECTION 4 – Edition 03/2003
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Page 88 — Before paragraph 381
Insert: *Chart 7793*.

(C2003-005.1)

Page 101 — Paragraph 210, line 2
Delete: 350°
Replace by: 351°

(C2003-005.2)

Great Slave Lake and Mackenzie River, Seventh Edition, 1989 —

Page 50 — Paragraph 93, lines 3 and 4
Delete: “(1985)” to end of paragraph.
Replace by: (2002) that there are three **wharves** along the shore on the south side of the community. A **breakwater** SW of the wharves is reported to extend 80 m (262 ft) offshore with an elevation of 4 m (13 ft). The breakwater offers some protection from the prevailing SW winds.

(C2003-006.1)

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 70 — Before paragraph 81
Delete: 32nd Edition, page 340

(P2003-14.1)

Page 71 — Before paragraph 109
Delete: 32nd Edition, pages 341 and 342

(P2003-14.2)

Page 71 — Paragraph 114, lines 3 and 4
Delete: ; the booming grounds are charted

(P2003-14.3)

Page 107 — Paragraph 218, line 7
Delete: port hand **buoy** “U7”.
Replace by: a **daybeacon** with two port hand daymarks.

(P2003-16.1)

Page 128 — Paragraph 556, line 4
Delete: known locally as

(P2003-13.1)

Page 146 — Paragraph 826, lines 3 and 4
Delete: “**Marine farm** facilities” to end of paragraph.

(P2003-13.2)

SECTION 4 – Edition 03/2003
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Pages 150 and 153 — Delete paragraph 873

Replace by: ⁸⁷³ **Wreck.** — The historically important wreck of the sidewheel steamer *Del Norte* is located at *49°01'35"N, 123°35'18"W*. Vessels should not anchor in this vicinity to avoid damaging the remains.

(P2003-13.3)

Page 285 — After paragraph 18

Add: ^{18.1} **Towing.** — Vessels engaged in towing operations are reminded of the requirement to prevent damage to submarine cables. Where there is a possibility of the tow line scouring vessels are to shorten lines and reduce the catenary.

(P2003-11.1)

Page 422 — Paragraph 937, line 1

Delete: . — **Beacon Range**

(P2003-17.1)

Page 422 — Paragraph 938, lines 2 and 3

Delete: “with a white daymark” to end of paragraph.

(P2003-17.2)

Page 422 — Delete paragraph 939.

(P2003-17.3)

PAC 205 — Inner Passage — Queen Charlotte Sound to Chatham Sound, First Edition, 2002 —

Page 30 — Paragraph 493, line 2

Delete: (184 m)

Replace by: (17 m)

(P2003-21.1)

PAC 206 — Hecate Strait, Dixon Entrance, Portland Inlet and adjacent waters and Queen Charlotte Islands, First Edition, 2002 —

Page 82 — Paragraph 50, lines 4 to 8

Delete: “A public **mooring buoy**” to end of paragraph.

(P2003-15.1)

Page 89 — Paragraph 173, line 5

Delete: (16.5-m)

Replace by: (14.3 m)

(P2003-22.1)

Page 116 — Paragraph 55, line 6

Delete: A campsite

Replace by: Two guesthouses

(P2003-15.2)

SECTION 4 – Edition 03/2003
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 117 — Paragraph 58, line 3 – after “drying rocks.”

Insert: A campsite with toilets is situated to the west of the
creek running into Raspberry Cove.

(P2003-15.3)

Chart 3313, Gulf Islands, 1995 —

Under — **AIDS TO NAVIGATION**
Page Passage

Delete: port buoy.

Replace by: Bn, two port daymarks.

(P2003-16.2)

SECTION 5 – Edition 03/2003
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
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PACIFIC

179	<i>Clo-oose light and whistle buoy YJ</i>						<i>Delete from List.</i>
						Chart:3606 Edn 03/03 (P02-124)	
181 G4756	Cape Flattery (U.S.)	On W. side of Tatoosh Island. 48 23 29.7 124 44 12.3	Fl(2) W	20s	50.0	18 White conical tower. 20.0	Flash 0.2 s; eclipse 4.8 s; flash 0.2 s; eclipse 14.8 s Emergency light. Year round. Horn – Blast 3s; sil. 3s; blast 3s; sil. 51s.
						Chart:3606 Edn 03/03 (P02-113)	
621.5	<i>Hecate Strait South ODAS light buoy 46185</i>	52 24 57.6 129 48 34.8	Fl(5) Y	20s Yellow, marked "46185".	<i>Year round.</i>
						Chart:3726 Edn 03/03 (P02-056)	

**CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SUGGESTION SHEET**

Navigating Officer or Observer: _____ Captain: _____

Ship (or address) _____

If Merchant Vessel add Line or Company with Head Office address: _____

General locality: _____

Subject: _____

Approx. position: _____ Lat. _____ Long _____

Chart No. used to plot: _____ (Corrected to N/M No. _____ of 2000) _____ Publications

affected: (Quote Volume and page)

* Full details (Attach additional sheets as necessary)

Time (UTC) _____ Date _____

INSTRUCTIONS:

Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, or corrections to publications are seen to be necessary.

** In the case of new or suspected dangers to navigation, it is important that all details be given in order to aid with future investigations. Items of interest include heights, depths, physical description, type of bottom and equipment method used to position the item. It is helpful to mark details on chart, which will be promptly replaced by the Canadian Hydrographic Service.*

Reports should be made to the nearest Marine Communications and Traffic Services Centre and should be confirmed in writing to:

Director, Navigation Systems
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

In the case of information Canadian
navigational aids or the List Department
of Lights, Buoys and Fog Signals.

OR

Dominion Hydrographer
Canadian Hydrographic Service
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

In the case of new or suspected
dangers to navigation, or where
corrections to "Sailing Directions"
appear to be necessary.