



# NOTICES TO MARINERS

## PUBLICATION

### WESTERN EDITION



Published monthly by the

## CANADIAN COAST GUARD

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Marine Programs Directorate  
Aids to Navigation



Internet: [www.notmar.gc.ca](http://www.notmar.gc.ca)

## 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*.

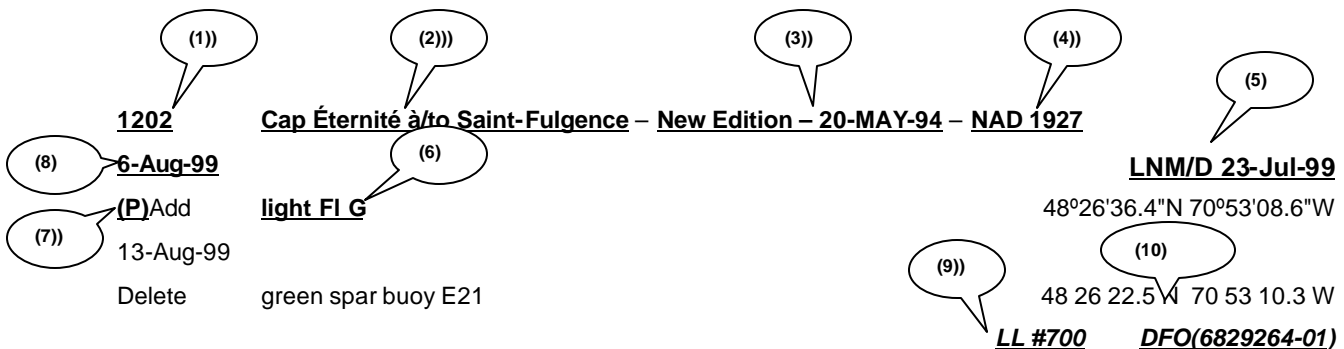
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page *xiii* 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 **LNMD** or **Last Notice to Mariners Number / Date**. 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  
[www.mar.dfo-mpo.gc.ca/cg/ops](http://www.mar.dfo-mpo.gc.ca/cg/ops)  
Website E-Mail: [ROCWeb@mar.dfo-mpo.gc.ca](mailto:ROCWeb@mar.dfo-mpo.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](mailto: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](mailto:RMIC-Pacific@pac.dfo-mpo.gc.ca)  
Notice to Shipping information  
[www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index\\_e.htm](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.

<b>Table of DGPS Reference Stations in Canada</b>						
<b>Station Name</b>	<b>Id. Nos of reference stations</b>	<b>DGPS Station ID</b>	<b>Geog. Position</b>		<b>Frequency [khz]</b>	<b>Bit/s</b>
			<b>Latitude</b>	<b>Longitude</b>		
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 / Fabriquant: \_\_\_\_\_ Model: \_\_\_\_\_

DGPS beacon receiver / Démodulateur DGPS: Make / Fabriquant: \_\_\_\_\_ 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 / Fabriquant: \_\_\_\_\_ 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

**Canada**

**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 RENEWAL/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  
 Internet [www.notmar.gc.ca](http://www.notmar.gc.ca)

**I wish to continue receiving the hard copy**

Please indicate which edition you would like to receive.

**EASTERN EDITION** (Comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas)\_\_\_\_\_

**WESTERN EDITION** (Comprised of Arctic and Pacific areas)\_\_\_\_\_

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**SECTION 1 – Edition 09/2004  
SAFETY AND GENERAL INFORMATION**

**CANADIAN HYDROGRAPHIC SERVICE - LEVEL OF SERVICE REVIEW/QUESTIONNAIRE.**

In October and November, the Canadian Hydrographic Service (CHS) will proceed with a survey amongst its users to establish its priorities and modify its Level of Service.

A **questionnaire** is included at the end of the present edition. You can return the completed questionnaire using the pre-paid envelope or complete the questionnaire on line at: [www.charts.gc.ca](http://www.charts.gc.ca)

***We need your help in establishing CHS priorities.***

***Your opinion counts!***

**CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEMAND (POD) CHARTS.**

In providing nautical charts to the public, the goal of the Canadian Hydrographic Service (CHS) is to maintain a level of service for safe navigation while at the same time keeping the cost to the public at a reasonable level. Many CHS nautical paper charts are now printed using Print on Demand (POD) technology. These charts are easily recognized by the coloured logo of the Canadian Hydrographic Service. Customers may have noted some differences from conventionally lithographic printed charts. While at the present time, POD charts are not as durable as those printed by the lithographic process. This new technology enables CHS to print charts in a more efficient and cost effective manner while enhancing their content with new important information. As well, safety of navigation is not affected if the charts are used carefully.

The new POD technology allows the customer to have up-to-date corrected charts without having the historical hand corrections or glued on patches applied. In addition, it also eliminates potential out of stock situations which arose with the lithographic process. Thus, the mariner will always be able to buy an up to date product. In cases of National Emergency, large numbers of a chart can be provided in a very short period. The advantages of POD are improved marine safety, environmental protection and reduction in the risk of damage to commercial property.

CHS encourages its customers to handle the POD charts more carefully than lithographic printed charts and avoid spilling liquids on the chart. Even if there is a chalky surface to the chart, the essential information (black) should remain. When buying a chart, the POD chart will be up-to-date with the latest available information. POD paper is also whiter than traditional chart paper and as a result residual pencil marks may be more apparent. Care should be taken when plotting information on the chart by using slightly lighter pencil strokes than normally used on lithographic charts. As well, tests done by CHS have shown that an Indian gum eraser does the best job when working on the product. This eraser is also suitable for charts printed by the lithographic process.

Although, CHS is continually improving its printing and distribution processes, clients can expect the quality of POD to remain the same for approximately 2 years. Changes in the pricing of paper, ink and POD technology should result in improved and more affordable delivery of service in the next few years. POD will also allow CHS to explore new business models with Private Industry. Such models may result in the availability of POD products directly from authorized chart dealers rather than from CHS.

CHS is adapting to new realities and it wishes to assure customers that resources are being used effectively to distribute essential Marine Safety information. We thank you for your understanding during this transition period. For more information please consult the CHS Website at [www.charts.gc.ca](http://www.charts.gc.ca)

**CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES.**

CHS is introducing a new initiative with a full colour Patch on the Web. A link in the Notices to Mariners web site will be provided so clients can access the colour Patch. The colour Patch will be published in HTML and PDF format. Providing the Patches in colour (accessible to all via remote access to the Web) is an enhanced form of alternative service delivery in line with CHS strategic objectives.

Colour Web Patches are free to the mariner, and given the quality of many printers, should reproduce well. They will be available in real time all around the world which is an improvement since clients had to wait for the paper copy to be mailed.

Previously, in the *Notices to Mariners* (NTM) booklet, Patches were produced in full colour or a minimum of black and magenta.

**SECTION 1 – Edition 09/2004  
SAFETY AND GENERAL INFORMATION**

Due to current budgetary constraints, Patches will now only be produced in black and white for publication in the NTM booklet.

Our level of service will change with this initiative and CHS intends to analyze market reaction to this innovation.

CHS welcomes your feedback on this new service at [chsinfo@dfo-mpo.gc.ca](mailto:chsinfo@dfo-mpo.gc.ca)

**CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.**

The cumulative Notice to Mariners corrections for charts can now be accessed at [www.notmar.gc.ca/charts](http://www.notmar.gc.ca/charts)

**CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.**

**CHART EDITIONS**

The three terms described below are used to indicate the publication status of Canadian charts.

**NEW CHART - "NEWCHT"**

The first publication of a Canadian chart embracing an area not previously charted to the scale shown, or embracing an area different from any existing Canadian chart.

**NEW EDITION - "NEWEDT"**

A new issue of an existing chart containing amendments essential to navigation in addition to those issued in Notice to Mariners and making existing editions obsolete.

**REPRINTS**

A new issue of the current edition of a chart incorporating no amendments of navigational significance other than those previously promulgated in Notice to Mariners. It may also contain amendments from other sources provided they are not essential to navigation. Previous printings of the current edition remain in force.

The current chart edition dates can now be accessed at [www.chs-shc.dfo-mpo.gc.ca/pub/en/products/core.cfm](http://www.chs-shc.dfo-mpo.gc.ca/pub/en/products/core.cfm)

**CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CHART 5179 PURCHASED PRIOR TO CORRECTION DATE 2004-08-27.**

The Canadian Hydrographic Service has recently discovered that chart 5179 (New Edition October 10, 2003), purchased prior to Notice to Mariners correction date 2004-08-27, has a colour problem.

This chart was released with the foreshore areas printed in blue instead of green.

The Canadian Hydrographic Service will replace these charts with a corrected copy. You are asked to present your dealer with the corner of the chart, showing a correction date prior to 2004-08-27, for your free replacement.

We apologize for any inconvenience that this may cause.

**\*901 CANADIAN HYDROGRAPHIC SERVICE PUBLICATION - NEW EDITION OF SAILING DIRECTIONS.**

The Seventeenth Edition of Sailing Directions book *British Columbia Coast (South Portion), Volume 1* is now available. This new book cancels and replaces the 1999 Edition of the *Sailing Directions, British Columbia Coast (South Portion), Volume 1*. All relevant information published in Canadian Notices to Mariners up to and including **Monthly Edition No. 9 of 2004** has been incorporated. The price of this book is \$39.95.

**SECTION 2 – Edition 09/2004  
CHART CORRECTIONS**

**3311 - Howe Sound - Sheet 2 - New Edition - 31-DEC-1993 - NAD 1983**

24-SEP-2004		LNM/D. 23-MAY-2003
Delete	light	49°39'48.3"N 123°15'21.9"W <i>DFO(6201129-01)</i>
Delete	light	49°39'49.9"N 123°15'19.8"W <i>DFO(6201129-02)</i>
Delete	light	49°39'50.4"N 123°15'21.3"W <i>DFO(6201129-03)</i>
Delete	legend 3Lts F Y (Priv)	49°39'43.9"N 123°15'35.0"W <i>DFO(6201129-04)</i>
Delete	radar reflector	49°39'48.3"N 123°15'21.9"W <i>DFO(6201129-05)</i>

**3313 - Juan De Fuca Strait - Sheet 1 - New Chart - 28-JUL-1995 - NAD 1983**

24-SEP-2004		LNM/D. 03-SEP-2004
Add	yellow ODAS/SADO light buoy	48°20'00.0"N 123°10'00.0"W <i>DFO(6201125-01)</i>

**3313 - Haro Strait South/Sud - Sheet 22 - New Chart - 28-JUL-1995 - NAD 1983**

03-SEP-2004		LNM/D. 13-AUG-2004
Delete	FogSig60s	48°25'28.3"N 123°13'32.7"W <i>(P2004053) LL(216) DFO(6201124-02)</i>

**3313 - Approches to/Approches à Victoria - Sheet 4 - New Chart - 28-JUL-1995 - NAD 1983**

03-SEP-2004		LNM/D. 13-AUG-2004
Delete	FogSig60s	48°25'28.3"N 123°13'32.7"W <i>(P2004053) LL(216) DFO(6201124-02)</i>

**3424 - Approches to/Approches à Oak Bay - New Edition - 12-SEP-2003 - NAD 1983**

03-SEP-2004		
Delete	FogSig60s	48°25'28.3"N 123°13'32.7"W <i>(P2004053) LL(216) DFO(6201124-02)</i>

**3440 - Race Rocks to/à D'Arcy Island - New Edition - 29-NOV-2002 - NAD 1983**

03-SEP-2004		LNM/D. 21-MAY-2004
Delete	FogSig60s	48°25'28.3"N 123°13'32.7"W <i>(P2004053) LL(216) DFO(6201124-02)</i>

24-SEP-2004		LNM/D. 03-SEP-2004
Add	yellow ODAS/SADO light buoy, FI Y, marked 46088	48°20'00.0"N 123°10'00.0"W <i>DFO(6201125-01)</i>

**3461 - Juan de Fuca Strait, Eastern Portion/Partie Est - New Edition - 29-NOV-2002 - NAD 1983**

03-SEP-2004		LNM/D. 20-FEB-2004
Delete	FogSig60s	48°25'28.3"N 123°13'32.7"W <i>(P2004053) LL(216) DFO(6201124-02)</i>

24-SEP-2004		LNM/D. 03-SEP-2004
Add	yellow ODAS/SADO light buoy, FI Y, marked 46088	48°20'00.0"N 123°10'00.0"W <i>DFO(6201125-01)</i>

**SECTION 2 – Edition 09/2004  
CHART CORRECTIONS**

**3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 29-NOV-2002 - NAD 1983**

03-SEP-2004

Delete FogSig60s

LNMD. 20-FEB-2004

48°25'28.3"N 123°13'32.7"W

(P2004053) LL(216) DFO(6201124-02)

**3490 - Fraser River/Fleuve Fraser, Sand Heads to/à Douglas Island, Compartment A-B - New Edition - 16-APR-2004 - NAD 1983**

10-SEP-2004

Add legend See/Voir note 49°07'31.0"N 123°14'22.0"W  
FISHING VESSELS/NAVIRES EN TRAIN DE PÊCHER  
DFO(6201126-01)

Add legend See/Voir note 49°06'32.0"N 123°06'12.0"W  
FISHING VESSELS/NAVIRES EN TRAIN DE PÊCHER  
DFO(6201126-02)

Add legend See/Voir note 49°08'14.0"N 123°02'18.0"W  
FISHING VESSELS/NAVIRES EN TRAIN DE PÊCHER  
DFO(6201126-03)

**3490 - Fraser River/Fleuve Fraser, Sand Heads to/à Douglas Island, Compartment B-C - New Edition - 16-APR-2004 - NAD 1983**

10-SEP-2004

Add legend See/Voir note 49°08'14.0"N 123°02'18.0"W  
FISHING VESSELS/NAVIRES EN TRAIN DE PÊCHER  
DFO(6201126-03)

Add note 49°10'22.0"N 122°47'00.0"W  
FISHING VESSELS

Concentration of vessels using gillnets may be encountered between late July and mid August. Extra caution should be exercised particularly during the first two hours of a fishery opening and at high water slack, when catches are best and fishing vessels may be unable to lift nets for oncoming marine traffic. Maintain a continuous listening watch on Channel 16 (156.8 MHz) and contact Canadian Coast Guard vessels on Channel 16 for information on the fishing fleet.

**NAVIRES EN TRAIN DE PÊCHER**

Une concentration de navires en train de pêcher aux filets maillants peut être rencontrée entre la fin du mois de juillet et le milieu d'août de chaque année. Vous devez faire preuve d'une extrême vigilance lorsque vous naviguez, notamment dans les deux premières heures suivant l'ouverture de la pêche et pendant les périodes d'étales de pleine mer, au moment où les captures de poissons sont à leur meilleur et que les navires de pêche se trouvent dans l'impossibilité de haler leur filet pour les navires venant en sens inverse. Les navires doivent assurer une écoute continue sur la voie 16 (156.8 MHz) et, pour obtenir des renseignements sur la flottille de pêche, communiquez avec les navires de la Garde côtière canadienne sur la voie 16.

DFO(6201126-04)

**3526 - Howe Sound - New Edition - 23-FEB-2001 - NAD 1983**

24-SEP-2004

Delete light F Y

LNMD. 31-AUG-2001

49°39'48.3"N 123°15'21.9"W

DFO(6201129-01)

Delete light F Y

49°39'49.9"N 123°15'19.8"W

DFO(6201129-02)

Delete light F Y

49°39'50.4"N 123°15'21.3"W

DFO(6201129-03)

**SECTION 2 – Edition 09/2004  
CHART CORRECTIONS**

Delete legend 3 Lts (Priv) 49°39'49.0"N 123°15'09.0"W  
DFO(6201129-04)

Delete radar reflector 49°39'48.3"N 123°15'21.9"W  
DFO(6201129-05)

**3546 - Broughton Strait - New Chart - 28-APR-1989 - NAD 1983**

24-SEP-2004 LNM/D. 23-MAY-2003  
Amend Fl to read Fl R 50°38'27.2"N 127°01'55.2"W  
DFO(6201131-01)

**3601 - Juan de Fuca Strait to à Vancouver Harbour - New Edition - 29-NOV-2002 - NAD 1983**

24-SEP-2004  
Add yellow ODAS/SADO light buoy 48°20'00.0"N 123°10'00.0"W  
DFO(6201125-01)

**3825 - Cape St. James to à Houston Stewart Channel - New Edition - 16-DEC-1977 - NAD 1927**

24-SEP-2004 LNM/D. (117-1997)  
Add depth of 6 fathoms 3 feet 52°06'26.5"N 131°09'32.0"W  
DFO(6201130-01)

**3855 - Houston Stewart Channel - New Edition - 13-JAN-1967 - NAD 1927**

24-SEP-2004 LNM/D. (267-1991)  
Add depth of 6 fathoms 3 feet 52°06'26.9"N 131°09'31.7"W  
DFO(6201130-01)

**5400 - Cape Churchill to à Egg River - New Edition - 28-NOV-2003 - NAD 1983**

10-SEP-2004  
Replace red and white fairway pillar light buoy Mo(A), BELL, with red and white  
fairway pillar light buoy Mo(A) marked C 58°49'40.3"N 094°06'16.5"W  
(D2004086) LL(2605) DFO(6602017-01)

**5625 - Ice Hunter Rock to à Chesterfield Narrows - New Edition - 10-JUL-1992 - NAD 1927**

03-SEP-2004 LNM/D. (467-1993)  
Affix patch 63°59'30"N, 094°17'30"W (approx.)  
DFO(6602065-01)  
CHART PATCH 5625 - <http://chs-shc.dfo-mpo.gc.ca/patches/5625>

**5640 - Churchill Harbour - New Chart - 22-APR-1994 - NAD 1983**

10-SEP-2004 LNM/D. 18-OCT-2002  
Delete legend BELL against buoy 58°47'31.5"N 094°12'23.0"W  
(D2004085) LL(2606) DFO(6602016-01)

Replace red and white fairway pillar light buoy Mo(A), BELL, with red and white  
fairway pillar light buoy Mo(A) marked C 58°49'40.3"N 094°06'16.5"W  
(D2004086) LL(2605) DFO(6602017-01)

**SECTION 4 – Edition 09/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

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

Page 6 — Delete paragraph 104

Replace by: <sup>104</sup> **Ahclakerho Channel** is a narrow, winding channel separating **Greaves Island** from the mainland. From Cape Anne to **Ahclakerho Islands** the channel is narrow and encumbered with islets and below-water rocks. With local knowledge it is navigable at all stages of tide. The channel then opens into **Broad Reach**. At the west end, it turns north into a shallow lagoon that has a narrow passage leading to Broad Bay in Takush Harbour. At the east end of the narrow passage, the charted 0.9 m sounding in the narrows immediately W of Broad Reach is approximately in mid channel, and likely marks the end of a reef extending from the south shore. Deeper water has been reported (2004) to the north of this reef. At the west end, just before it opens into Broad Bay, this passage dries 2.1 m and is navigable only at HW.

(P2004-20.1)

Page 7 — Delete paragraph 112

Replace by: <sup>112</sup> **Wyclees Lagoon** is entered 0.5 mile east of Quascilla Bay through a narrow channel encumbered with drying rocks. Slack water in this channel occurs when tide at Bella Bella is approximately 3.9 m. HW slacks will typically occur shortly before HW at Bella Bella and 2.0 to 2.5 hours after HW at Bella Bella. If high water at Bella Bella is less than 3.9 m, tide in the channel will continue to ebb. A **tidal rapids** 0.5 mile within the entrance is narrow with a least depth of 0.8 m but is clear of rocks and can be navigated at HW slack by craft drawing up to 0.8 m.

(P2004-20.2)

Page 16 — Delete paragraph 256

Replace by: <sup>256</sup> **Namu**, on the south side of Whirlwind Bay, was once a large cannery with a summer population peaking at 2000. Many of the facilities such as the generator room and bowling alley are falling to ruin. There is space for about 10 small boats to dock overnight. Gasoline, showers, laundry, garbage disposal and recycling, and power during evening hours are available. For latest information call (250) 949-4090. The caretakers also monitor VHF Channel 10.

(P2004-19.1)

Page 19 — Paragraph 283, line 4 – after “steep-to.”

Insert: The wreck of the Strady II, a 10.2 m tug sunk in 2004, is reported to lie in 35 feet (10.7 m) of water close west of Tallheo Point.

(P2004-19.2)

Page 21 — Paragraph 327, lines 3 to 5

Delete: “The light structure” to end of paragraph.

(P2004-19.3)

Page 45 — Paragraph 126, last line – after “Dowager Island.”

Insert: The passage west of Arthur Island is reported to be obstructed by a marine farm (2004).

(P2004-19.4)

Page 48 — Paragraph 180, last line – after “Star Island.”

Insert: However, holding has been reported to be poor due to a rocky bottom and kelp.

(P2004-19.5)

Page 56 — Paragraph 322, line 6 – after “Yacht Club.”

Insert: A new cement float with room for two pleasure craft and a camping area are maintained by the Gitga’at First Nations.

(P2004-19.6)

**SECTION 4 – Edition 09/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

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

Page 98 — Paragraph 275, lines 7 to 9

Delete: “A rock with less than 6 feet” to end of sentence.

(P2004-18.1)



**SECTION 5 – Edition 09/2004**  
**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**

216 G5334	<b>Discovery Island</b>	On extremity of island, Haro Strait. 48 25 28.3 123 13 32.7	Fl W	5s	28.3	15	Cylindrical tower.	Flash 0.1 s; eclipse 4.9 s. Year round.	<b>Chart:3424</b> <b>Edn 09/04(P04-053)</b>
767 G5876	Alice Arm	S. of Hans Point. 55 25 33.6 129 40 04	Fl R	4s	5.7	4	Orange square skeleton tower.	Year round.	<b>Chart:3920</b> <b>Edn 09/04(P04-055)</b>
<i>Inland LL</i> 2605	<i>Churchill Harbour lightl buoy C</i>	<i>58 49 40.3 94 06 16.5</i>	<i>Mo(A) W</i>	<i>6s</i>	<i>.....</i>	<i>.....</i>	<i>Red and white vertical stripes, marked "C".</i>	<i>Seasonal.</i>	<b>Chart:5640</b> <b>Edn 09/04(D04-086)</b>
<i>Inland LL</i> 2606	<i>Merry Rock light buoy C1</i>	<i>NW. of rock. 58 47 31.5 94 12 23</i>	<i>Q G</i>	<i>1s</i>	<i>.....</i>	<i>.....</i>	<i>Green, marked "C1".</i>	<i>Seasonal.</i>	<b>Chart:5640</b> <b>Edn 09/04(D04-085)</b>

**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.

**[Canadian Hydrographic Service \(CHS\) Questionnaire](#)**