



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 under the *Cumulative chart correction list* published 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*.

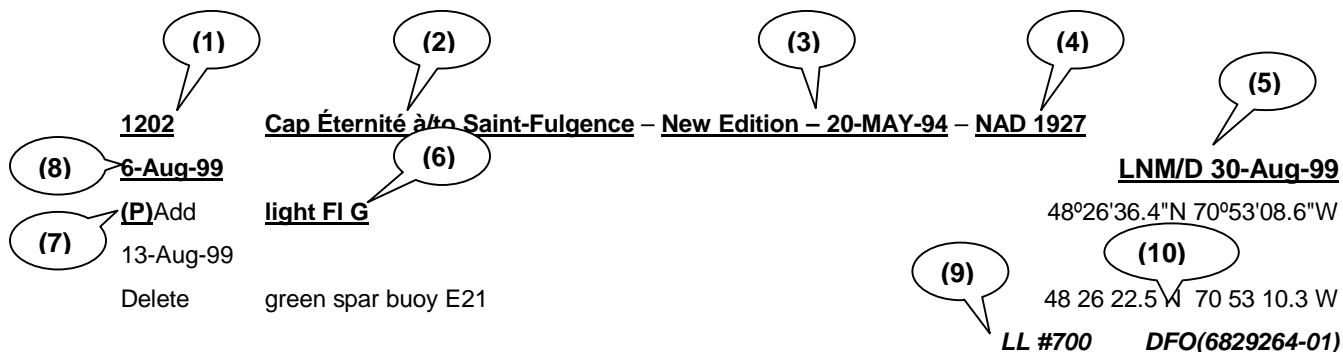
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page 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/D** 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) 772-6285

Laurentian

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

Pacific

Vancouver 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/epages/mcts/notship/notosh>

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-mpo.gc.ca

Central & Arctic

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

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, NFLD	338,339	940	46 46 N	53 11 W	315	200
Cape Ray, NFLD	340,341	942	47 38 N	59 14 W	288	200
Cape Norman, NFLD	342,343	944	51 30 N	55 49 W	310	200
Rigolet, NFLD	344,345	946	54 15 N	58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N	66 03 W	295	200
Pt. Escuminiac, 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 (Tentative October 2000)	330,331	937	44 35 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
Trois-Rivières, QC	314,315	928	46 23 N	72 27 W	321	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

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 CHANGES

Superintendent, Information and Publications
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

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**SECTION 1 – Edition 11/2001
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 tons 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.

CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE CANADIAN AIDS TO NAVIGATION SYSTEM (TP 968E) - 2001.

The 2001 Edition of the Canadian Aids to Navigation System (TP 968E) has been published. The price of this publication is \$7.95.

This publication is available through authorized Canadian Hydrographic Service Chart Dealers. A complete listing of authorized CHS charts dealers is available at the following Internet address: <http://www.charts.gc.ca>

CANADIAN HYDROGRAPHIC SERVICE - CANADIAN TIDE AND CURRENT TABLES.

The Canadian Tide and Current Tables for 2002 have been published in seven volumes.

Volume 1 Atlantic Coast and Bay of Fundy/Côte de l'Atlantique et baie de Fundy

Volume 2 Gulf of St. Lawrence/Golfe du Saint-Laurent

Volume 3 St. Lawrence and Saguenay Rivers/Fleuve Saint-Laurent et rivière Saguenay

Volume 4 Arctic and Hudson Bay/L'Arctique et la baie d'Hudson

Volume 5 Juan de Fuca Strait and Strait of Georgia/Détroits de Juan de Fuca et de Georgia

Volume 6 Discovery Passage and West Coast of Vancouver Island/Discovery Passage et côte Ouest de l'Île de Vancouver

Volume 7 Queen Charlotte Sound to Dixon Entrance/Queen Charlotte Sound à Dixon Entrance

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART EDITION DATES.

The accompanying correction list is a cumulative listing of charts affected by Notices to Mariners from 03-SEP-2001 to 30-NOV-2001.

Chart No.	Notices to Mariners Edition Date
1203	(16-NOV-2001 New Edition Advertised)
1234	(P)30-NOV-2001
1235	23-NOV-2001
L/C1236	19-OCT-2001
1310	05-OCT-2001
1311	19-OCT-2001

**SECTION 1 – Edition 11/2001
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Chart No.	Notices to Mariners Edition Date
1313	09-NOV-2001
1314	23-NOV-2001, (T)23-NOV-2001, 02-NOV-2001, 28-SEP-2001
1350	05-OCT-2001, 28-SEP-2001
1351	09-NOV-2001, 28-SEP-2001
1410	05-OCT-2001
1411	19-OCT-2001, 05-OCT-2001
1433	(P)07-SEP-2001
1434	07-SEP-2001
1509	30-NOV-2001, (P)30-NOV-2001
1510	05-OCT-2001
1512	28-SEP-2001
1515	28-SEP-2001
1550	(P)26-OCT-2001
1553	07-SEP-2001
2021	(10-AUG-2001 New Edition Advertised)
2028	16-NOV-2001
2042	02-NOV-2001
2050	07-SEP-2001
2085	16-NOV-2001, (P)19-OCT-2001
L/C2100	02-NOV-2001
L/C2110	12-OCT-2001, 21-SEP-2001, 14-SEP-2001, 07-SEP-2001
L/C2120	02-NOV-2001, 12-OCT-2001, 21-SEP-2001, 14-SEP-2001
2140	16-NOV-2001
2181	21-SEP-2001, (P)21-SEP-2001
L/C2200	28-SEP-2001
L/C2201	16-NOV-2001
2202	23-NOV-2001, 16-NOV-2001, 14-SEP-2001
2203	07-SEP-2001
2225	26-OCT-2001
2235	07-SEP-2001
L/C2243	26-OCT-2001
2260	19-OCT-2001
2274	07-SEP-2001
L/C2282	07-SEP-2001, (P)07-SEP-2001
2283	07-SEP-2001, (P)07-SEP-2001
2284	26-OCT-2001, 07-SEP-2001
2289	16-NOV-2001
2292	07-SEP-2001
2299	(25-MAY-2001 New Edition Advertised)
2314	16-NOV-2001, 14-SEP-2001
L/C3000	26-OCT-2001
3001	26-OCT-2001, 07-SEP-2001
L/C3002	26-OCT-2001
3311	30-NOV-2001, 07-SEP-2001
3313	07-SEP-2001
3440	26-OCT-2001
L/C3461	14-SEP-2001, (P)14-SEP-2001, 07-SEP-2001
3478	07-SEP-2001
3493	02-NOV-2001
3494	02-NOV-2001
3495	07-SEP-2001
3534	30-NOV-2001
3549	(06-JUL-2001 Reprint Advertised)
3598	26-OCT-2001
3601	07-SEP-2001
L/C3603	30-NOV-2001, (P)30-NOV-2001
LC3605	26-OCT-2001
3606	07-SEP-2001
3623	30-NOV-2001
3624	26-OCT-2001
3625	26-OCT-2001
3668	09-NOV-2001
3683	30-NOV-2001, (P)02-NOV-2001
3744	26-OCT-2001

**SECTION 1 – Edition 11/2001
SAFETY AND GENERAL INFORMATION**

Chart No.	Notices to Mariners Edition Date
L/C4001	09-NOV-2001
4003	05-OCT-2001
L/C4006	07-SEP-2001
L/C4016	05-OCT-2001
L/C4017	09-NOV-2001, 28-SEP-2001
L/C4025	26-OCT-2001
4026	09-NOV-2001
4047	05-OCT-2001
4115	28-SEP-2001
4142	14-SEP-2001
4210	30-NOV-2001
L/C4242	30-NOV-2001
4281	(16-NOV-2001 New Edition Advertised)
L/C4403	19-OCT-2001
4420	30-NOV-2001
4432	09-NOV-2001
4447	(07-SEP-2001 New Edition Advertised)
4470	28-SEP-2001
4486	(T)14-SEP-2001
4510	09-NOV-2001
L/C4520	30-NOV-2001, 16-NOV-2001, 07-SEP-2001
4531	14-SEP-2001
4542	09-NOV-2001
4616	12-OCT-2001, 05-OCT-2001
4619	19-OCT-2001
4624	05-OCT-2001
L/C4625	16-NOV-2001, 05-OCT-2001
4633	05-OCT-2001
4635	19-OCT-2001
4642	05-OCT-2001, 21-SEP-2001
4644	05-OCT-2001, 28-SEP-2001
4663	23-NOV-2001
4667	21-SEP-2001, 14-SEP-2001
4679	23-NOV-2001
4712	(28-SEP-2001 New Edition Advertised)
4839	14-SEP-2001, 07-SEP-2001
4886	05-OCT-2001
4921	19-OCT-2001, (P)28-SEP-2001
L/C4951	26-OCT-2001
L/C5001	16-NOV-2001
5031	19-OCT-2001
5046	(27-APR-2001 New Edition Advertised)
6035	(P)28-SEP-2001
6212	14-SEP-2001
6217	14-SEP-2001
6218	14-SEP-2001
6310	23-NOV-2001
6370	26-OCT-2001
6425	12-OCT-2001
7010	09-NOV-2001
7011	09-NOV-2001
L/C8014	09-NOV-2001
L/C8015	09-NOV-2001, 28-SEP-2001
L/C8049	09-NOV-2001, 28-SEP-2001

SECTION 1 – Edition 11/2001
SAFETY AND GENERAL INFORMATION

BRITISH COLUMBIA - PRINCE RUPERT - ETTRICK ROCK - INFORMATION CONCERNING AN AID TO NAVIGATION.

Reference chart: 3956

Spar buoy DA has been relocated to 54°06'48" N 130°29'42" W.

(P2000-024)

BRITISH COLUMBIA - COURTENAY RIVER - INFORMATION CONCERNING AN AID TO NAVIGATION.

Reference chart: 3527

Courtenay River's daybeacon (49°40'51" N 124°58'42" W) has been removed.

(P2000-023)

GREAT SLAVE LAKE - YELLOWKNIFE BAY - EHRLICH - INFORMATION CONCERNING AN AID TO NAVIGATION.

Reference chart: 6369

Mooring buoy has been relocated to 62°27'00".9 N 114°20'00".3 W.

(A2001-014)

**SECTION 2 – Edition 11/2001
CHART CORRECTIONS**

3311 - Squamish Harbour - Sheet 2 - New Edition - 31-DEC-1993 - NAD 1983

30-NOV-2001 LNM/D. 07-SEP-2001
Add depth of 0.4 metres 49°41'23.1"N 123°09'18.5"W
DFO(6201090-01)

3493 - Vancouver Harbour, Western Portion / Partie Ouest - New Edition - 18-DEC-1998 - NAD 1983

02-NOV-2001 LNM/D. 06-APR-2001
Amend F to read F R against light 49°17'38.7"N 123°01'28.6"W
(P2001103) LL(409.2) DFO(6201075-01)

Amend F to read F R against light 49°17'38.7"N 123°01'28.0"W
(P2001111) LL(409.1) DFO(6201081-01)

3494 - Vancouver Harbour, Central Portion / Partie Centrale - New Edition - 18-DEC-1998 - NAD 1983

02-NOV-2001 LNM/D. 07-JUL-2000
Amend F to read F R against light 49°17'38.7"N 123°01'28.6"W
(P2001103) LL(409.2) DFO(6201075-01)

Amend F to read F R against light 49°17'38.7"N 123°01'28.0"W
(P2001111) LL(409.1) DFO(6201081-01)

3494 - Second Narrows - New Edition - 18-DEC-1998 - NAD 1983

02-NOV-2001 LNM/D. 07-JUL-2000
Amend F to read F R against light 49°17'38.7"N 123°01'28.6"W
(P2001103) LL(409.2) DFO(6201075-01)

Amend F to read F R against light 49°17'38.7"N 123°01'28.0"W
(P2001111) LL(409.1) DFO(6201081-01)

3534 - Squamish Harbour - New Edition - 07-MAY-1993 - NAD 1983

30-NOV-2001 LNM/D. 14-JUL-2000
Add depth of 0.4 metres 49°41'23.1"N 123°09'18.5"W
DFO(6201090-01)

L/C3603 - Ucluelet Inlet to Nootka Sound - New Edition - 23-OCT-1981 - NAD 1927

30-NOV-2001 LNM/D. 24-AUG-2001
CANCELS firing danger area limit between 49°34'16.0"N 127°43'42.0"W
and 49°28'00.0"N 127°10'00.0"W

With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-10)

CANCELS legend CYD 110 49°36'12.0"N 127°34'12.0"W
With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-11)

CANCELS firing danger area limit joining 49°30'00.0"N 127°40'00.0"W
49°15'00.0"N 127°40'00.0"W
49°15'00.0"N 127°02'30.0"W
49°24'36.0"N 127°10'12.0"W
49°27'42.0"N 127°11'00.0"W
and 49°30'00.0"N 127°14'00.0"W

With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-12)

**SECTION 2 – Edition 11/2001
CHART CORRECTIONS**

L/C3603 - Ucluelet Inlet to/à Nootka Sound - New Edition - 23-OCT-1981 - NAD 1927

CANCELS legend WCFA North 49°22'30.0"N 127°25'00.0"W
 With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-13)

CANCELS firing danger area limit joining 49°15'00.0"N 127°40'00.0"W
 49°00'00.0"N 127°40'00.0"W
 49°00'00.0"N 127°00'00.0"W
 49°12'18.0"N 127°00'00.0"W
 and 49°15'00.0"N 127°02'30.0"W

With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-14)

CANCELS legend WCFA South 49°07'30.0"N 127°25'00.0"W
 With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-15)

CANCELS note 49°40'00.0"N 125°47'00.0"W

EXERCISE AREA WP

Surface and air firings may be conducted in any part of WP if appropriate clearances have been obtained. However, the majority of firings are carried out in two areas designated West Coast Firing Area North (WCFA North), and West Coast Firing Area South (WCFA South). Pecked lines enclose these areas. For information concerning firing operations call Tofino Traffic on VHF Channel 74.

ZONE D'EXERCICES WP

Les tirs de surface et aériens peuvent être exécutés dans n'importe quelle partie de la zone WP à condition d'avoir obtenu l'autorisation appropriée. Toutefois, la plupart des tirs sont exécutés à l'intérieur de deux zones désignées West Coast Firing Area North (WCFA North) et West Coast Firing Area South (WCFA South) où des tiretés délimitent ces zones. Pour obtenir des renseignements concernant les exercices de tir, communiquer avec Tofino Traffic par radio VHF, voie 74.

With this notification, the preliminary action dated 23-MAR-2001 is now cancelled for this chart. This action has now been made permanent. See reference DFO(6201086) in this edition.

DFO(6201014-16)

Delete firing danger area limit between 49°34'16.0"N 127°43'42.0"W
 and 49°28'00.0"N 127°10'00.0"W

DFO(6201086-01)

Delete legend CYD 110 49°36'12.0"N 127°34'12.0"W

DFO(6201086-02)

Add firing danger area limit joining 49°30'00.0"N 127°40'00.0"W
 49°15'00.0"N 127°40'00.0"W
 49°15'00.0"N 127°02'30.0"W
 49°24'36.0"N 127°10'12.0"W
 49°27'42.0"N 127°11'00.0"W
 and 40°30'00.0"N 127°14'00.0"W

DFO(6201086-03)

Add legend WCFA North 49°22'30.0"N 127°25'00.0"W

DFO(6201086-04)

**SECTION 2 – Edition 11/2001
CHART CORRECTIONS**

L/C3603 - Ucluelet Inlet to/à Nootka Sound - New Edition - 23-OCT-1981 - NAD 1927

Add firing danger area limit joining 49°15'00.0"N 127°40'00.0"W
49°00'00.0"N 127°40'00.0"W
49°00'00.0"N 127°00'00.0"W
49°12'18.0"N 127°00'00.0"W
and 49°15'00.0"N 127°02'30.0"W
DFO(6201086-05)

Add legend WCFA South 49°07'30.0"N 127°25'00.0"W
DFO(6201086-06)

Add note 49°40'00.0"N 125°47'00.0"W

EXERCISE AREA WP

Surface and air firings may be conducted in any part of WP if appropriate clearances have been obtained. However, the majority of firings are carried out in two areas designated West Coast Firing Area North (WCFA North), and West Coast Firing Area South (WCFA South). Pecked lines enclose these areas. For information concerning firing operations call Tofino Traffic on VHF Channel 74.

ZONE D'EXERCICES WP

Les tirs de surface et aériens peuvent être exécutés dans n'importe quelle partie de la zone WP à condition d'avoir obtenu l'autorisation appropriée. Toutefois, la plupart des tirs sont exécutés à l'intérieur de deux zones désignées West Coast Firing Area North (WCFA North) et West Coast Firing Area South (WCFA South) où des tiretés délimitent ces zones. Pour obtenir des renseignements concernant les exercices de tir, communiquer avec Tofino Traffic par radio VHF, voie 74.

DFO(6201086-07)

3623 - Kyuquot Sound to/à Cape Cook - New Edition - 26-AUG-1977 - NAD 1927

30-NOV-2001

LNM/D. 10-NOV-2000

Add note 50°01'00.0"N 127°36'00.0"W

CAUTION - SHOAL DEPTHS

Recent surveys have determined that shoaler depths than charted exist in Checleset Bay and in the area of Barrier Islands .

ATTENTION - PROFONDEURS MOINDRES

Des levés récents montrent que des profondeurs moindres que celles cartographiées existent dans Checleset Bay et dans la région des Barrier Islands.

DFO(6201087-01)

3668 - Port Alberni - New Edition - 07-APR-2000 – NAD 1983

09-NOV-2001

LNM/D. 29-JUN-2001

Add light Fl 12s (Occas) (Priv) 49°13'53.0"N 124°48'50.0"W
(P2001112) LL(167) DFO(6201082-01)

3683 - Checleset Bay - New Edition - 06-MAR-1998 - NAD 1983

02-NOV-2001

LNM/D. 10-NOV-2000

(P)Add depth of 2 fathoms 50°00'05.9"N 127°29'12.0"W
DFO(6201088-01)

(P)Add depth of 3 ¼ fathoms 49°59'30.4"N 127°23'47.1"W
DFO(6201088-02)

(P)Add depth of 2 ¼ fathoms 49°59'56.6"N 127°23'30.5"W
DFO(6201088-03)

(P)Add depth of 3 ½ fathoms 50°01'20.5"N 127°24'11.2"W
DFO(6201088-04)

**SECTION 2 – Edition 11/2001
CHART CORRECTIONS**

3683 - Checleset Bay - New Edition - 06-MAR-1998 - NAD 1983

(P)Delete	depth of 15 fathoms	50°06'25.0"N 127°31'31.7"W <i>DFO(6201088-05)</i>
(P)Add	depth of 1 ½ fathoms	50°06'25.1"N 127°31'29.1"W <i>DFO(6201088-06)</i>
(P)Add	depth of 3 fathoms	50°04'44.0"N 127°31'16.3"W <i>DFO(6201088-07)</i>
(P)Delete	depth of 7 ½ fathoms	50°02'42.4"N 127°27'50.8"W <i>DFO(6201088-08)</i>
(P)Add	depth of 1 ¼ fathoms	50°02'43.2"N 127°27'51.5"W <i>DFO(6201088-09)</i>
(P)Delete	depth of 5 fathoms	50°03'13.9"N 127°27'42.4"W <i>DFO(6201088-10)</i>
(P)Add	depth of 2 ¼ fathoms	50°03'13.6"N 127°27'42.5"W <i>DFO(6201088-11)</i>
(P)Add	depth of 2 ½ fathoms	50°04'12.3"N 127°28'35.8"W <i>DFO(6201088-12)</i>
(P)Add	depth of 1 ½ fathoms	50°05'16.9"N 127°28'53.7"W <i>DFO(6201088-13)</i>
(P)Add	depth of 2 fathoms	50°06'45.4"N 127°28'57.7"W <i>DFO(6201088-14)</i>
(P)Delete	depth of 9 fathoms	50°03'39.5"N 127°28'21.5"W <i>DFO(6201088-15)</i>
(P)Add	depth of 4 ¾ fathoms	50°03'40.5"N 127°28'20.7"W <i>DFO(6201088-16)</i>

30-NOV-2001

Add note

CAUTION

Recent surveys have determined that shoaler depths than charted exist in Checleset Bay and in the area of Barrier Islands.

ATTENTION

Des levés récents montrent que des profondeurs moindres que celles cartographiées existent dans Checleset Bay et la région des Barrier Islands.

DFO(6201087-01)

6310 - LAKE ATHABASCA - New Edition - 04-MAY-1973 - Unknown

23-NOV-2001

Delete legend 'Use Chart 6301'

LNM/D. 28-JUL-2000

58°43'45.0"N 110°54'00.0"W
DFO(6500438-01)

7010 - Davis Strait and/et Baffin Bay - New Edition - 12-JAN-1979 - NAD 1927

09-NOV-2001

Add legend Aband

LNM/D. 11-MAY-2001

58°50'00.0"N 045°25'00.0"W
DFO(6829816-01)

**SECTION 2 – Edition 11/2001
CHART CORRECTIONS**

7011 - Hudson Strait/Détroit D'Hudson to/à Gronland - New Edition - 02-SEP-1983 - Aerial Photography (uncontrolled)

09-NOV-2001

Add legend Aband

LNM/D. 02-MAR-2001

58°30'12.0"N 045°40'18.0"W

DFO(6829814-01)

SECTION 4 - Edition 11/2001
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 7 — Paragraph 52, lines 1 and 2

Delete: depth of 15 m.

Replace by: least depth of 24.3 m.

(P2001-55)

Page 117 — Paragraph 341, lines 2 and 3

Delete: “bifurcation” to end of paragraph.

Replace by: starboard hand daymark.

(P2001-58.1)

Page 124 — Paragraph 495, line 2

Delete: It has a water aerodrome and

(P2001-52.1)

Page 172 — Paragraph 355, line 3

Delete: 7 m

Replace by: 7.5 m

(P2001-58.2)

Page 202 — Paragraph 697, line 6

Delete: “2.3 m ... (1998).”

Replace by: a least depth of 0.4 m is on the range line (2001).

(P2001-52.2)

Page 231 — Paragraph 295, lines 2 and 3

Delete: The Swing Span will open on demand.

(P2001-60.1)

Page 231 — After paragraph 295

Add: ^{295.1} Communication procedures for the opening of the Mission Railway Bridge are as follows.

^{295.2} Calling-in Points for vessels transiting down river which require an opening of the Mission Railway Bridge shall be

- i) abeam the mouth of the Nicomen Slough
- ii) abeam the mouth of the Lower Hatzic Slough
- iii) prior to departure from a berth or vessel tie up within the above calling-in points.

^{295.3} Calling-in Points for vessels transiting up river which require an opening of the Mission Railway Bridge shall be

- i) abeam of the downstream end of Matsqui Island
- ii) abeam of the upstream end of Matsqui Island
- iii) prior to departure from a berth of a vessel tie up within the above calling-in points.

^{295.4} Once contact has been established between the vessel and the bridge tender at the first Calling-in Point, the vessel will provide the bridge tender with an estimated time of arrival (ETA). The bridge tender will check for rail traffic which may coincide with the vessels ETA and subsequently advise the vessel of any conflicts.

SECTION 4 - Edition 11/2001
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

295.5 At the second Calling-in Point the vessel will confirm (or revise) their ETA to the bridge. The bridge tender will in turn confirm the availability of the bridge to open.

295.6 Transiting procedures for the Mission Railway Bridge are as follows.

295.7 Once a vessel has made radio telephone contact with the Mission Railway Bridge, a listening watch shall be maintained on VHF Channel 69 until the vessel has cleared the bridge.

295.8 Should vessels from opposing direction wish to transit the bridge at the same time, the vessel proceeding down river shall have the right of way, in accordance with the *Collision Regulations* of the *Canada Shipping Act*.

(P2001-60.2)

Page 239 — Paragraph 68, line 5

Delete: south of Cape Lazo light.

Replace by: at the north end of Cape Lazo.

(P2001-54.1)

Page 239 — Paragraph 69, lines 1 and 2

Delete: 0.5 mile south of Cape Lazo light

Replace by: at the south end of Cape Lazo

(P2001-54.2)

Page 422 — Delete paragraph 934 (Re: Correction P2001-46 promulgated in Monthly Edition No. 10/2001)

Replace by: ⁹³⁴ A light is shown from a dolphin 0.1 mile NNW of Berth 3.

^{934.1} Maritime Discovery Centre light (*167*) is on the pier close north of Berth 3. **Note.** — This light is not an aid to navigation and is privately operated between 1800 and 2300 daily.

(P2001-57)

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 4 — Paragraph 32, line 2

Delete: 15 m (8 fm).

Replace by: 24.3 m (13 fm).

(P2001-56.1)

Page 44 — Paragraph 445, line 2

Delete: 15 m (8 fm)

Replace by: 24.3 m (13 fm)

(P2001-56.2)

Page 130 — Paragraph 104, line 2

Delete: (•••)

Replace by: (— • —).

(P2001-59)

Page 153 — Paragraph 24, line 4

Delete: Cape Scott

(P2001-53)

SECTION 4 - Edition 11/2001
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 244 — Paragraph 21, line 1
Delete: 8 fathoms (15 m)
Replace by: 13 fathoms (24.3 m)

(P2001-56.3)

Page 244 — Paragraph 21, lines 4 and 5
Delete: known depth of 432 fathoms (790 m)
Replace by: depth of 326 fathoms (596 m)

(P2001-56.4)

SECTION 5 – Edition 11/2001
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
66 G5172	Cape Scott	On NW. tip of Vancouver Island. 50 46 57.2 128 25 32.8	Fl W	10s	69.9	21	Square skeleton tower. 9.0 Horn – Blast 2 s; sil. 3 s; blast 2 s; sil. 3 s; blast 2 s; sil. 48 s Horn points 290°. Chart:3598 Edn 11/01
82 G5202	Amos Island	50 00 45.8 127 21 10.4	Fl W	4s	7.1	6	White cylindrical tower. 4.3 Chart:3683 Edn 11/01 (P01-024)
83 G5202.6	Rugged Point	49 58 14 127 15 02	Fl W	4s	14.1	7	Mast, red and white triangular daymark. 2.0 Chart:3682 Edn 11/01 (P01-031)
167	Maritime Discovery Centre	49 13 53 124 48 50	Fl W	12s	.....	.....	Red and white square tower. Chart:3668 Edn 11/01 (P01-112)
189 G5300	Race Rocks	Great Race Rock. 48 17 52.9 123 31 53.1	Fl W	10s	36.0	18	Cylindrical tower, black and white bands. 24.4 Horn – Blast 2s; sil. 3s; blast 2s; sil. 3s; blast 2s; sil. 48s. Horn points 155°. Chart:3410 Edn 11/01 (P00-021;P01-091)
394 G5435	First Narrows	Entrance to First Narrows. 49 19 09.1 123 08 46.7	Iso G	2s	7.5	8	White tower, green band at top on 4-pile dolphin. Chart:3493 Edn 11/01 (P01-118)
409	CN Railway Bridge Northeast	On bridge abutment. 49 17 43.3 123 01 27.7	F W	.....	8.0	.....	East side of railway bridge. Chart:3494 Edn 11/01 (P01-104,105)
409.1	CN Railway Bridge Southeast	On bridge abutment. 49 17 38.5 123 01 28	F R	.....	8.0	.....	East side of railway bridge. Chart:3494 Edn 11/01 (P01-111)
409.2	CN Railway Bridge Southwest	On bridge abutment. 49 17 38.7 123 01 28.6	F R	.....	8.0	.....	West side of railway bridge. Chart:3494 Edn 11/01 (P01-103)

SECTION 5 – Edition 11/2001
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

409.3	CN Railway Bridge Northwest	On bridge abutment. 49 17 43.3 123 01 28.5	F W	8.0	West side of railway bridge.	Visible from W. approach. Year round.	Chart:3494 Edn 11/01 (P01-099)
716 G5803.4	Roberson Point Sector	On bank, W. of point. 54 19 24 130 24 27.9	F R W G	.....	2.8	8	Square skeleton tower, orange daymark, black vertical stripe.	Red from 110°30' to 114°; white from 114° to 118°; green from 118° to 124°. White sector indicates preferred channel. Year round.	Chart:3955 Edn 11/01 (P00-183)

**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.