Canadian Coast Guard | Garde côtière canadienne

Notices to Mariners

Edition No. 07/2026
July 31, 2026

Safety First, Service Always

Monthly Western Edition

Canada

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

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

Published under the Authority of:
Canadian Coast Guard Programs
Aids to Navigation and Waterways
Montreal, QC H2Y 2E7

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

Cat. No. D16-3E-PDF (Electronic PDF, English)
ISSN 2817-0253

Cat. No. D16-3F-PDF (Electronic PDF, French)
ISSN 2817-0261

A web version is available here:
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Avis aux navigateurs – Publications mensuelles (French)

Explanatory Notes – Notices to Mariners (NOTMAR)

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

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

Visibility of lights is that in clear weather.

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

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

Distances may be calculated as follows:

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

Temporary and Preliminary Notices to Mariners – Section 1A of *Notices to Mariners*
These notices are indicated by a (T) or a (P), respectively. Please note that nautical charts are not amended by the Canadian Hydrographic Service for temporary (T) and preliminary (P) notices. It is recommended that mariners chart these corrections in pencil. For the list of charts affected by (T) & (P) notices, please refer to the current *Notices to Mariners - Monthly Summary of Temporary and Preliminary Notices* publication.

Suggestions and Corrections Form
This form is specifically for suggestions and corrections to Notices to Mariners publications. It is available online and also in fillable PDF format included with the monthly publication ZIP file.

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

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

To report emergencies or navigational hazards: Contact your nearest MCTS centre

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

NOTMAR Website – Monthly Editions, Chart Corrections and Chart Patches
The NOTMAR website allows users to access the monthly publications, chart corrections, and chart patches.

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

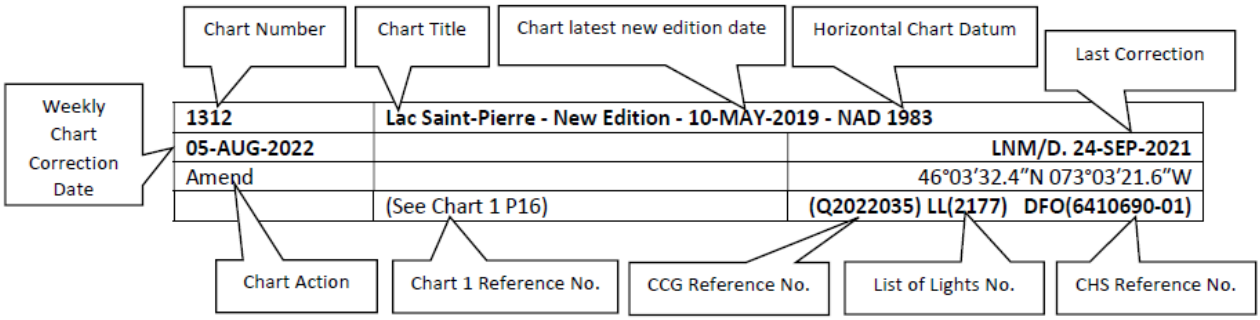
In addition, the monthly publication and related files to download, such as chart patches, can be obtained all together through the download of a single ZIP file.

Explanatory Notes – Canadian Hydrographic Service (CHS)

Chart Corrections – Section 2 of *Notices to Mariners*
Corrections to nautical charts will be listed in numerical order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately.

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

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



The last correction number is identified with the **LNM/D** or **L**ast **N**otice to **M**ariners Number **/ D**ate.

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

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

Explanatory Notes – Marine Communications and Traffic Services (MCTS)

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

These changes are advertised as Navigational Warnings, formerly called Notices to Shipping[1], that are broadcast by the CCG, and are then followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

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

NAVWARN are accessible on the applicable regional page on the CCG Navigational Warnings.

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

For further information, contact your regional NAVWARN Issuing Desk.

Western Region **Prince Rupert MCTS Centre** "P" Series NAVWARN Canadian Coast Guard Bag 4444 Prince Rupert, BC V8J 4K2 Telephone: 250-627-3070 Email: NAVWARN.MCTSPrinceRupert@innav.gc.ca	**Arctic Region** ***Iqaluit MCTS Centre** *Operational from approximately mid-May until late December.* "A" Series NAVWARN Canadian Coast Guard P.O. Box 189 Iqaluit, NU X0A 0H0 Telephone: 867-979-5269 Facsimile: 867-979-4264 Email: NAVWARN.MCTSIqaluit@innav.gc.ca

*Service available in English and in French.

[1] The expression "Notice to Shipping" was changed to "Navigational Warning" in January 2019.

Table of Contents

Numerical Index of Canadian Charts Affected

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

Chart No.	Pages	Chart No.	Pages	Chart No.	Pages
3012	25				
3412	25				
3486	7				
3487	7				
3489	7				
3493	25, 26				
3496	26				
3538	26				
3539	26, 27				
3540	27				
3646	22				
3654	22				
3800	27				
3908	27				
3933	27				
3936	27				
6258	22				
6259	22				
7750	28				
7777	23				
7778	23				
7787	24				

Section 1: General and Safety Information

*505/23 Canadian Hydrographic Service – Magnetic Declination Calculations

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

Mariners are advised that CHS has adopted the harmonized World Magnetic Model (WMM), as found on the NCEI/NOAA website. Old compass rose declination information on CHS navigational products can be updated using the Magnetic Declination Estimated Value website. While the differences in the model declinations are small each year, they can become more significant over a large period of time.

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

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

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

*208/24 West Coast Haida Gwaii – Voluntary Protection Zone for Shipping

(Recurrent publication of notice *208/24, originally published in the *Notices to Mariners – Monthly Western Edition 02/2024* publication.)

Reference: Notice *1105/21 is cancelled.

Voluntary Protection Zone for Shipping, western shore of Haida Gwaii (formerly Queen Charlotte Islands)

Haida Gwaii's remote location, rugged coastline, variable sea and weather conditions, and rich ecological and cultural heritage make it vulnerable to the potential for pollution from shipping breakdowns and accidents. Increasing the distance vessels travel offshore can increase the amount of time available to address propulsion, steering or other issues, and the likelihood of a towing vessel being able to respond to a vessel in distress or drifting. This in turn reduces the risk of grounding and oil spills.

A Voluntary Protection Zone for Shipping on the western shore of Haida Gwaii is currently in effect. In the Voluntary Protection Zone, commercial vessels of 500 gross tonnage or greater are requested to observe a minimum distance of 50 nautical miles from the western shore of Haida Gwaii with the following exemptions:

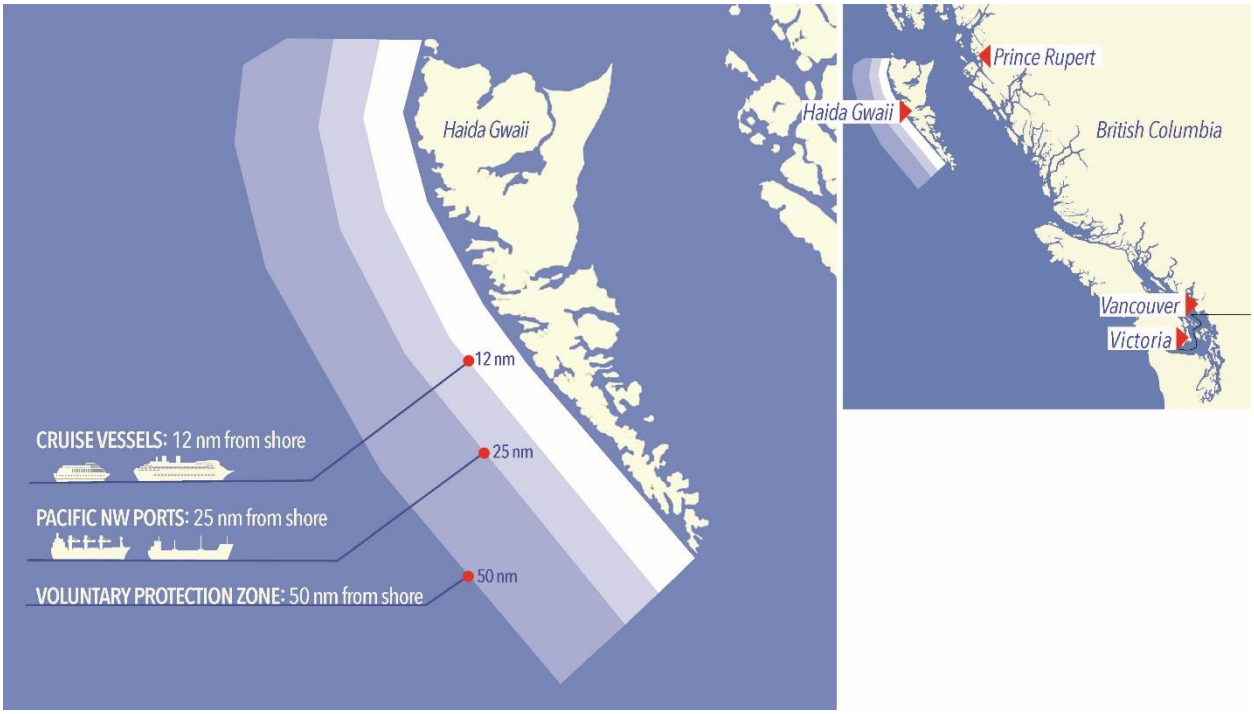
Exemptions from requested 50 nm distance:

- Cruise vessels, which are asked to observe a minimum 12 nm distance from shore;
- Vessels transiting from Alaska to British Columbia or Washington State, or vice versa, through the Voluntary Protection Zone are asked to observe a distance of at least 25 nm from shore
- No minimum distance is requested for tugs and barges (including pushing and towing alongside) or vessels engaged in commercial fishing.
- Vessels to which this bulletin applies are not required to observe requested minimum distances if doing so may compromise navigational, vessel, passenger or cargo safety.

The Voluntary Protection Zone for Shipping coordinates are:

54º 15.436' N	133º 04.788' W
54º 17.572' N	134º 02.484' W
54º 13.614' N	134º 19.427' W
54º 11.786' N	134º 30.841' W
53º 44.036' N	134º 32.677' W
53º 11.118' N	134º 16.412' W
52º 18.483' N	133º 20.917' W
51º 24.590' N	132º 04.081' W
51º 56.158' N	131º 01.830' W

Vessels are requested to adhere to these distances on a voluntary basis and only when it does not jeopardize the safety of navigation, the vessel, the persons onboard, and the cargo.



*1105/24 Transport Canada – British Columbia North Coast Waterway Management Guidelines

(Recurrent publication of notice *1105/24, originally published in the *Notices to Mariners – Monthly Western Edition 11/2024* publication.)

Reference: Notice *1004/23 is cancelled.

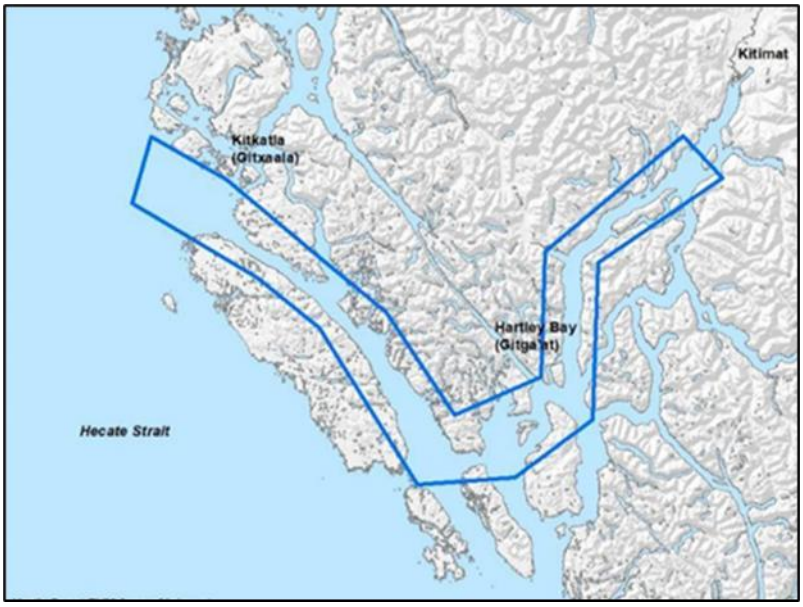
The North Coast Waterway Management Guidelines are voluntary guidelines that aim to improve safety on the water by reducing conflicts between First Nations' marine use activities, such as fishing and shoreline harvesting, and commercial vessels on the shipping route between Kitimat and Browning Entrance. The guidelines came into effect on September 1, 2022, and will be reviewed from time to time.

The guidelines apply to all vessels navigating on the route between Kitimat and Browning Entrance, on the north coast of British Columbia. This area includes:

- Douglas Channel
- Wright Sound
- Lewis Passage
- Otter Channel
- Nepean Sound, and
- Principe Channel

The complete guidelines document is available at British Columbia North Coast Waterway Management Guidelines.

Nothing in these guidelines replaces or changes how we apply any Canadian or international laws or regulations, including the Collision Regulations. Furthermore, nothing in these guidelines prevents or limits the master or pilot of a ship from making any decisions to protect the vessel, the crew, or the marine environment.

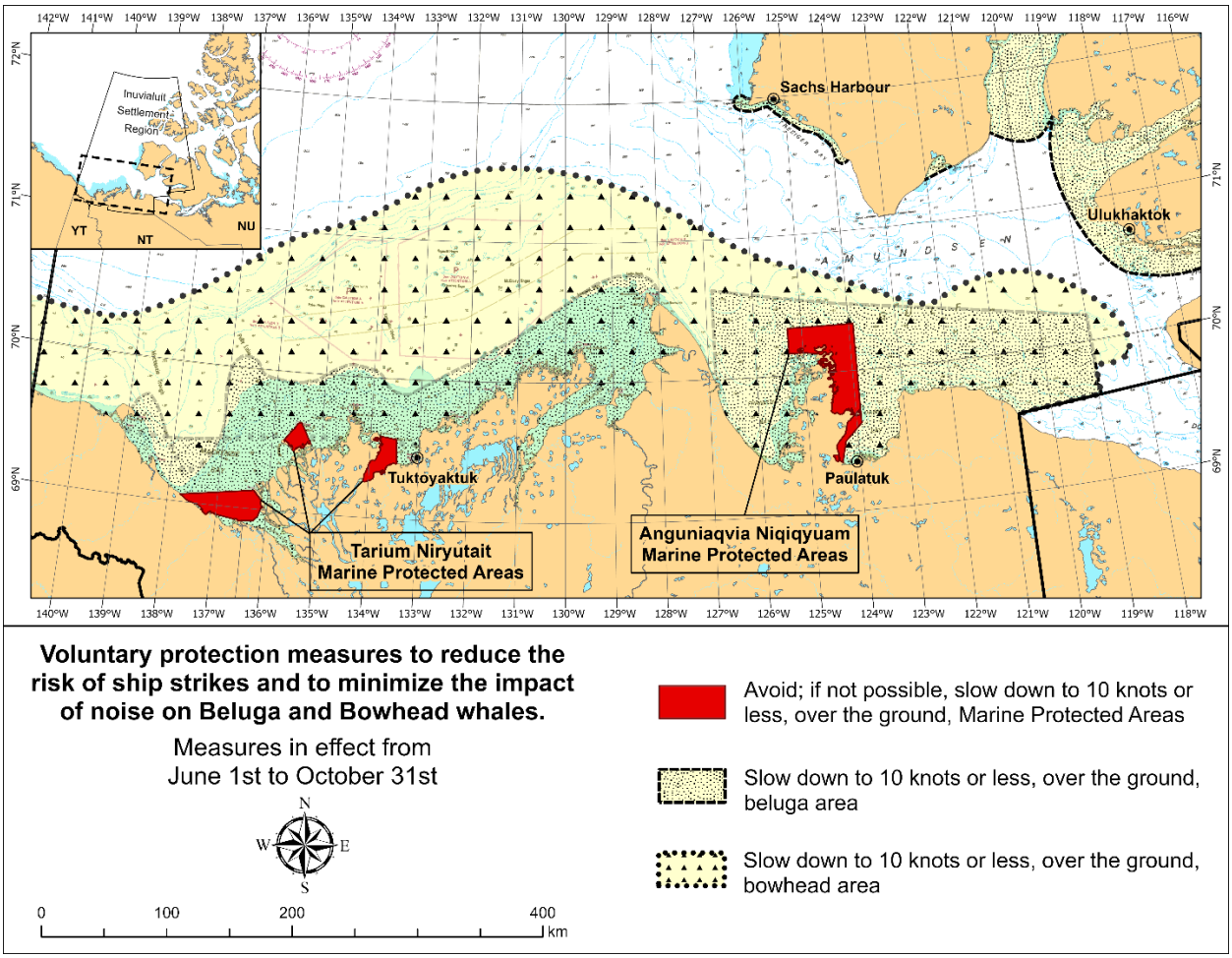


The guidelines include information for:

- all vessels that covers:
  - inshore safety zones
  - routing measures
  - speed reductions
  - guidelines for meeting and passing
    - a special operating area in Wright Sound, and
    - guidelines in case of a mechanical or electrical breakdown
- large commercial ships, including bulk carriers, general cargo vessels, liquid bulk vessels, and passenger vessels
- tugs and barges, and
- vessels operating in First Nations Areas of Concern where you must pay special attention to make sure local community users can transit and use the area safely.

*505/26 Anguniaqvia Niqiqyuam Marine Protected AreaS (ANMPA), Tarium Niryutait Marine Protected Areas (TNMPA) and Beluga and Bowhead Whale Protection: Voluntary Avoidance and Slowdown Areas

(Recurrent publication of notice *505/26, originally published in the *Notices to Mariners – Monthly Western Edition 05/2026* publication.)



The two established Marine Protected Areas (MPAs) in Canada's Western Arctic are located within the Inuvialuit Settlement Region, as such all activities must comply with the Inuvialuit Final Agreement. Protection and preservation of Arctic wildlife, the environment and biological productivity is one of the principles of the Inuvialuit Final Agreement and it is this principle that led the Inuvialuit Regional Corporation and the Inuvialuit Game Council to initiate establishment of the Western Arctic MPAs. The waters in and near the MPAs, and the offshore marine habitats of the Beaufort Sea and Amundsen Gulf, are important summer foraging habitats and travel routes used seasonally (May-October) by the Eastern Beaufort Sea beluga stock, and the Bering-Chukchi-Beaufort bowhead population.

REGULATORY PROTECTION MEASURES

All whale species are protected under the Marine Mammal Regulations, pursuant to the *Fisheries Act* requiring immediate reporting of accidental contact between a vehicle or fishing gear and a marine mammal to the Minister. Within the boundaries of the MPAs, a general prohibition is set out in the Regulations, pursuant to the *Oceans Act* prohibiting activities that disturb, damage, destroy or remove any living marine organism from the areas. Any accident, including those with a marine mammal within the Tarium Niryutait Marine Protected Areas (TNMPA) must be reported within two hours after its occurrence, to the Canadian Coast Guard. For marine accidents such as collisions that occur within the Anguniaqvia Niqiqyuam Marine Protected Areas (ANMPA) or outside the MPAs or for any situation involving a marine mammal that is dead or in trouble, report to the Fisheries and Oceans Canada, Inuvik office at (867) 777-7500.

For more information on the ANMPA and TNMPA, including local contacts and species-specific minimum distances, see Section A2 - Notices 5 and 5A.3 of the *Notices to Mariners Annual Edition*.

VOLUNTARY PROTECTION MEASURES

Voluntary measures are in effect from June 1st to October 31st. See map above.

These measures apply to merchant vessels, cruise ships, small vessels and adventure craft within the boundaries of the MPAs and the additional identified areas to prevent collisions with whales and to mitigate the underwater noise generated by the vessels. These measures should only be taken when they will not jeopardize navigational safety.

Avoid (red area): To reduce the risk of underwater noise disturbance and collisions with whales within the MPAs, vessels should avoid transiting through the MPAs if possible. If passage through this area is necessary, vessels should slow down to a speed not exceeding 10 knots over the ground and post additional lookouts such as a marine mammal observer in order to increase the chances of seeing the whales and thus taking necessary measures to avoid them. If bypassing the whales is not possible, slow down and wait for the animals to move away to a distance greater than 400 metres (0.215 nautical miles) before resuming original speed not exceeding 10 knots over the ground. It is more difficult to see the animals in rain, fog, or in rough sea states, therefore increased caution is recommended.

Slow down to 10 knots over the ground or less (yellow areas): To reduce the risk of underwater noise disturbance and collisions with whales within these areas, it is recommended that vessels should slow down to a speed not exceeding 10 knots over the ground, navigate within the marked community supply channels and post additional lookouts.

These voluntary measures are secondary to rights under the Inuvialuit Final Agreement.

MPA Coordinates

The Tarium Niryutait Marine Protected Areas consist of three areas of the Mackenzie Bay: Okeevik, Kittigaryuit and Niaqunnaq. The three areas are bounded by straight lines and lines following the low water line which connect the following geographical coordinates [Universal Transverse Mercator (UTM) North America Datum 1983 (NAD 83)].

Okeevik Sub Area					
Point	**Latitude (North)**	**Longitude (West)**	**Point**	**Latitude (North)**	**Longitude (West)**
1	69° 38’ 19”	135° 25’ 09”	13	69° 28’ 35”	135° 36’ 40”
2	69° 38’ 03”	135° 25’ 11”	14	69° 28’ 39”	135° 37’ 58”
3	69° 37’ 46”	135° 24’ 52”	15	69° 30’ 34”	135° 45’ 54”
4	69° 29’ 49”	135° 12’ 49”	16	69° 35’ 18”	135° 35’ 42”
5	69° 30’ 45”	135° 16’ 56”	17	69° 36’ 00”	135° 22’ 10”
6	69° 29’ 26”	135° 18’ 53”	18	69° 34’ 40”	135° 20’ 09”
7	69° 29’ 23”	135° 19’ 06”	19	69° 34’ 00”	135° 20’ 09”
8	69° 28’ 07”	135° 20’ 25”	20	69° 34’ 00”	135° 27’ 39”
9	69° 27’ 36”	135° 24’ 25”	21	69° 36’ 00”	135° 27’ 39”
10	69° 25' 51”	135° 32’ 27”	22	69° 27’ 00”	135° 31’ 11”
11	69° 26’ 32”	135° 34’ 54”	23	69° 27’ 00”	135° 34’ 45”
12	69° 28’ 21”	135° 35’ 24”			

Kittigaryuit Sub Area					
Point	**Latitude (North)**	**Longitude (West)**	**Point**	**Latitude (North)**	**Longitude (West)**
1	69° 35’ 10”	133° 48’ 26”	12	69° 24’ 00”	133° 59’ 10”
2	69° 34’ 00”	133° 28’ 00”	13	69° 24’ 34”	133° 53’ 49”
3	69° 23’ 37”	133° 26’ 40”	14	69° 28’ 21”	133° 48’ 15”
4	69° 20’ 34”	133° 40’ 37”	15	69° 28’ 02”	133° 50’ 59”
5	69° 19’ 05”	133° 42’ 21”	16	69° 33’ 20”	133° 47’ 29”
6	69° 19’ 01”	133° 42’ 31”	17	69° 34’ 33”	133° 47’ 42”
7	69° 20’ 39”	133° 43’ 20”	18	69° 32’ 55”	133° 51’ 09”
8	69° 16’ 42”	133° 54’ 54”	19	69° 32’ 56”	133° 51’ 54”
9	69° 15’ 20”	134° 06’ 53”	20	69° 33’ 46”	133° 55’ 48”
10	69° 16’ 33”	134° 05’ 56”	21	69° 33’ 46”	133° 55’ 31”
11	69° 20’ 42”	134° 02’ 44”			

Niaqunnaq Sub Area					
Point	**Latitude (North)**	**Longitude (West)**	**Point**	**Latitude (North)**	**Longitude (West)**
1	69° 08’ 00”	136° 16’ 44”	10	68° 54’ 22”	136° 31’ 50”
2	69° 04’ 25”	136° 07’ 45”	11	68° 55’ 00”	136° 38’ 33”
3	69° 03’ 43”	136° 07’ 08”	12	68° 56’ 15”	137° 00’ 41”
4	69° 01’ 19”	136° 04’ 45”	13	68° 56’ 29”	137° 03’ 03”
5	69° 01’ 14”	136° 04’ 45”	14	68° 55’ 48”	137° 11’ 00”
6	69° 00’ 57”	136° 05’ 42”	15	68° 57’ 50”	137° 16’ 40”
7	69° 00’ 12”	136° 07’ 08”	16	68° 59’ 20”	137° 21’ 30”
8	68° 57’ 00”	136° 10’ 00”	17	69° 03’ 09”	137° 44’ 54”
9	68° 55’ 00”	136° 15’ 00”			

The Anguniaqvia Niqiqyuam Marine Protected Areas consist of two areas in Darnley Bay and Amundsen Gulf in the Beaufort Sea: Zone 1 and Zone 2. The areas consist of the seabed, the subsoil to a depth of five metres and the water column, including the sea ice. The two areas are bounded by straight lines and lines following the low water line which connect the following geographical coordinates [Universal Transverse Mercator (UTM) North America Datum 1983 (NAD 83)].

Zone 1		
Point	**Latitude (North)**	**Longitude (West)**
A	69° 21’ 07.8”	124° 21’ 32.0” approx
B	70° 12’ 00.0” approx	124° 31’ 55.2”
C	70° 08’ 22.0”	124° 41’ 45.0” approx
D	70° 09’ 09.9”	124° 57’ 42.0” approx
E	70° 09’ 13.0” approx	125° 05’ 28.6”
F	70° 09’ 13.2”	125° 17’ 53.0”
G	70° 20’ 00.0”	125° 17’ 53.0”
H	70° 20’ 00.0”	123° 54’ 17.5”
I	69° 37’ 20.6”	123° 54’ 17.5”
J	69° 30’ 00.0”	124° 15’ 34.7”

Zone 2		
Point	**Latitude (North)**	**Longitude (West)**
K	70° 04’ 15.8”	124° 41’ 51.0” approx
L	70° 04’ 48.6”	124° 41’ 54.0” approx
M	70° 02’ 12.9”	124° 35’ 23.0” approx
N	70° 02’ 12.9”	124° 35’ 29.0” approx

*609/26 Canadian Hydrographic Service – Chart 3488 Partially Replaced by New Chart 3886

(Recurrent publication of notice *609/26, originally published in the *Notices to Mariners – Monthly Western Edition 06/2026* publication.)

Chart 3488, Fraser River/Fleuve Fraser, Pattullo Bridge to/à Crescent Island, has been partially replaced by new chart 3486. The A-B panel has been cancelled. The remaining panel will be cancelled at a later date.

*701/26 Canadian Hydrographic Service – Nautical Charts

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

*702/26 Canadian Hydrographic Service – Electronic Navigational Charts

New Products			
S-57 & S-101 ENC Number	**Chart Title**	**Usage**	**Published**
CA2AW00A (Edn 1.000)	CA2AW00A	OVERVIEW	2026-07-25
CA2AW17A (Edn 1.000)	CA2AW17A	OVERVIEW	2026-07-25
CA2AW2EA (Edn 1.000)	CA2AW2EA	OVERVIEW	2026-07-25
CA2AW3MA (Edn 1.000)	CA2AW3MA	OVERVIEW	2026-07-25
CA2AW4UA (Edn 1.000)	CA2AW4UA	OVERVIEW	2026-07-25
CA2AW62A (Edn 1.000)	CA2AW62A	OVERVIEW	2026-07-25
CA4B70WA (Edn 1.000)	CA4B70WA	TRANSIT	2026-07-25
CA54PRTA (Edn 1.000)	CA54PRTA	PORT	2026-07-10
CA54PRUA (Edn 1.000)	CA54PRUA	PORT	2026-07-10
CA54QRTA (Edn 1.000)	CA54QRTA	PORT	2026-07-10
CA54QRUA (Edn 1.000)	CA54QRUA	PORT	2026-07-10
New Editions			
S-57 & S-101 ENC Number	**Chart Title**	**Usage**	**Published**
101CA00P467N0713W (Edn 5.000)	101CA00P467N0713W	PORT	2026-06-26
101CA00P467N0714W (Edn 4.000)	101CA00P467N0714W	PORT	2026-06-26
101CA00P539N1287W (Edn 3.000)	101CA00P539N1287W	PORT	2026-07-03
101CA00T450N0740W (Edn 6.000)	101CA00T450N0740W	TRANSIT	2026-06-26
101CA00T460N0720W (Edn 8.000)	101CA00T460N0720W	TRANSIT	2026-06-26
CA43XM7A (Edn 6.000)	Transit4500N07400W	TRANSIT	2026-06-26
CA43XQUC (Edn 3.000)	CA43XQUC	TRANSIT	2026-07-10
CA448K3A (Edn 2.000)	CA448K3A	TRANSIT	2026-06-26
CA448MTA (Edn 8.000)	Transit4600N07200W	TRANSIT	2026-06-26
CA45FPBA (Edn 2.000)	Transit5000N06700W	TRANSIT	2026-06-26
CA471181 (Edn 2.000)	CA471181	TRANSIT	2026-07-03
CA471206 (Edn 2.000)	CA471206	TRANSIT	2026-07-03
CA53MLDA (Edn 2.000)	Port4400N07670W	PORT	2026-07-10
CA53NLDA (Edn 2.000)	Port4410N07670W	PORT	2026-07-10
CA53PLDA (Edn 2.000)	Port4420N07670W	PORT	2026-07-10
CA53VLLA (Edn 2.000)	CA53VLLA	PORT	2026-07-03
CA53WLMA (Edn 2.000)	CA53WLMA	PORT	2026-07-03
CA540LNA (Edn 2.000)	CA540LNA	PORT	2026-07-03
CA540LPA (Edn 2.000)	CA540LPA	PORT	2026-07-03
CA541LNA (Edn 2.000)	CA541LNA	PORT	2026-07-03
CA541LPA (Edn 2.000)	CA541LPA	PORT	2026-07-03
CA542LNB (Edn 2.000)	CA542LNB	PORT	2026-07-03
CA542LPB (Edn 2.000)	CA542LPB	PORT	2026-07-03
CA54FN0A (Edn 4.000)	Port4670N07140W	PORT	2026-06-26
CA54FN1A (Edn 5.000)	Port4670N07130W	PORT	2026-06-26

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

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

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

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

Page 1:

AMEND AS FOLLOWS:

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

Requirements for *Oceans Act* Marine Protected Areas

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

Page 109:

ADD AS FOLLOWS AT THE END:

General Information on Rockfish Conservation Areas

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

Commercial harvesters may not fish for:

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

Recreational fishers may not fish for:

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

Maps and coordinates: Maps of protected areas in the Pacific Ocean.

Authority: Department of Fisheries and Oceans (DFO)

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

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

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

LATEST VERSION:

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

1 Purpose

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

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

2 Background

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

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

3 Voyage Planning

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

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

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

Considerations

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

- Source, date, quality of hydrographic surveys, Category Zone of Confidence (CATZOC) information and data.
- Up-to-date charts of the appropriate scale, including all relevant Notices to Mariners (NOTMARs) and radio navigational warnings.
- Accuracy and availability of charting for the intended route, particularly in infrequently used areas.
- Contingency plans for emergencies where limited Search and Rescue (SAR) support is available, including SAR Cooperation Plans in accordance with SOLAS Regulation V/7.3 and MSC.1/Circ.1184.
- Compliance with Chapter 11 of the Polar Code.
- Avoidance of navigation in uncharted or insufficiently surveyed areas.
- Adequate Under Keel Clearance (UKC).
- Squat calculations and operational limitations.
- Bridge manning requirements.

- Identification of Places of Refuge.
- Position fixing methodology and intervals.
- Identification of No-Go Areas.
- Identification of Areas to be Avoided (ATBA).

Minimum Risk Mitigation Measures

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

Additional Operational Guidance

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

Chart Accuracy Awareness

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

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

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

Regarding CATZOC, the following should be noted:

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

Zones of Confidence (ZOC) Table

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

Source: United Kingdom Hydrographic Office

Zones of Confidence Symbols

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

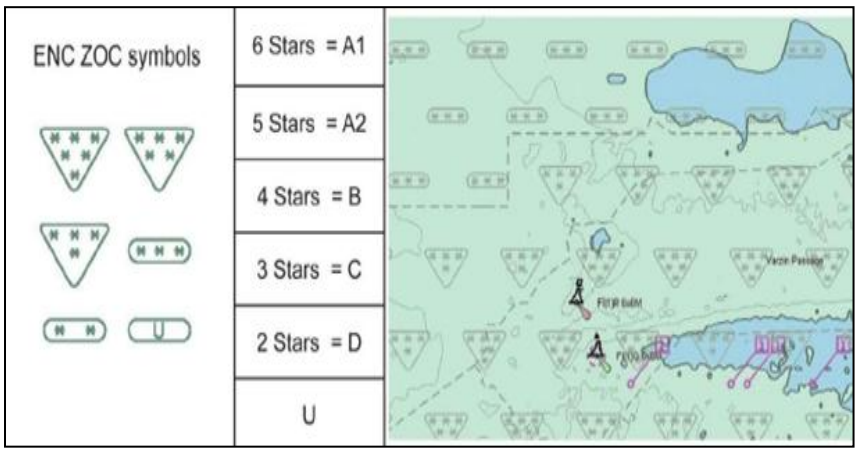
6 stars = A1 (in a triangle)

5 stars = A2 (in a triangle)

4 stars = B (in a triangle)

3 stars = C (in a horizontal bar)

2 stars = D (in a horizontal bar)



Source: International Hydrographic Office

Use of Navigational Information and Maintaining Adequate Safety Margins

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

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

4 Charts and Notices

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

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

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

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

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

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

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

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

6 Ice Navigation in Canadian Waters

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

7 Contingency Planning

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

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

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

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

8 Arctic Waters Pollution Prevention Act and the Polar Code

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

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

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

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

8.1 Zone Dates, AIRSS, and POLARIS

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

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

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

8.2 Polar Ship Certificate and Polar Waters Operating Manual

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

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

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

Operations outside these limits should not be undertaken.

8.3 Pollution Prevention

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

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

9 Certificate of Proficiency and Ice Navigators

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

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

<table>
<tr><td rowspan="3"></td><td colspan="4">Requirements based on ice conditions or Zone Dates**</td></tr>
<tr><td colspan="3">Polar Code</td><td rowspan="2">Outside Zone dates in row 14 of the schedule</td></tr>
<tr><td>Ice Free</td><td>Open Waters</td><td>Other Waters</td></tr>
<tr><td>Passenger vessels certified to Chapter 1 of SOLAS</td><td></td><td rowspan="3">Basic training for master, chief mate, and officers in charge of a navigational watch</td><td rowspan="3">Advanced training for master and chief mate

Basic training for officers in charge of a navigational watch</td><td></td></tr>
<tr><td>Tankers 500 gross tonnage or more certified to Chapter 1 of SOLAS</td><td></td><td></td></tr>
<tr><td>Other vessels 500 gross tonnage or more</td><td></td><td></td><td></td></tr>
<tr><td>Vessels 300 gross tonnage or more (including fishing vessels and pleasure craft) *</td><td></td><td></td><td></td><td rowspan="3">Advanced training for ships operating in polar waters

Or

Experience as outlined in section 10(2)(b)(i) of ASSPPR</td></tr>
<tr><td>Vessels carrying, or towing/pushing a vessel carrying, pollutants or dangerous goods*</td><td></td><td></td><td></td></tr>
<tr><td>Vessels towing/pushing another vessel with a combined tonnage of 500 or more*</td><td></td><td></td><td></td></tr>
</table>

**Vessels not certified to Chapter 1 of SOLAS*
***Chart is provided as a visual reference. Operators should consult the ASSPPR and Polar Code for further information specific to their vessel*

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

   The following definitions are to be noted

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

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

2. Basic training and advanced training for ships operating in polar waters, as required by the ASSPPR and the Polar Code, is defined in Chapter V Regulation V/4 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

3. Experience outlined in section 10(2)(b)(i) of the ASSPPR states that the Ice Navigator must:
    - have served on a vessel in the capacity of master or person in charge of the deck watch for at least 50 days, of which 30 days must have been served in international Arctic waters while the vessel was in ice conditions that required the vessel to be assisted by an icebreaker or that required manoeuvres to avoid concentrations of ice that might have endangered the vessel.
4. All Ice Navigators on a vessel must have all the qualifications under the *Canada Shipping Act, 2001* to act as a master or a person in charge of the deck watch.

Additional Information and Coming Amendments

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

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

10 Further Considerations

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

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

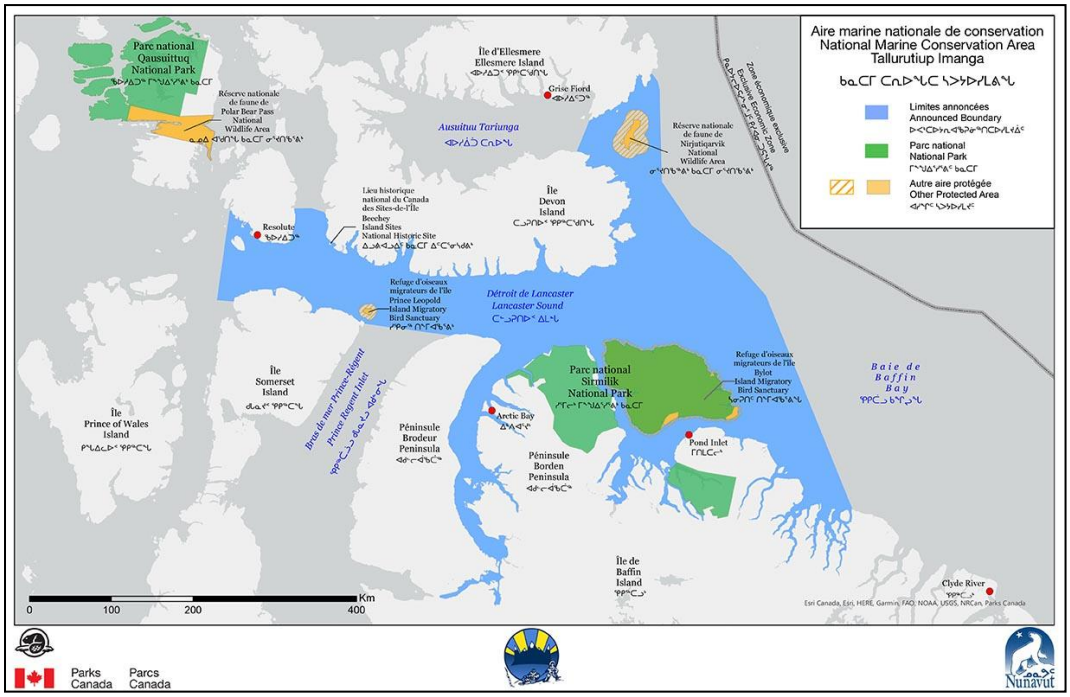
- Current information on relevant vessel's routing systems, speed recommendations and vessel traffic services relating to known areas with densities of marine mammals, including seasonal migration areas.
- National protected areas along the route.
    - Section A of Annual Notice to Mariners provides information on Marine Mammals Guidelines and Marine Protected Areas, including the Canadian Arctic and refers to general regulatory requirements for all Oceans Act Marine Protected Areas which should be reviewed regularly for updates.
    - There are regulatory requirements for vessels operating in the Tuvaijuittuq Marine Protected Area.
    - Voluntary measures are in place to minimize risks of vessel collisions, and potential impacts of underwater noise on beluga whales and bowhead whales in the two established Marine Protected Areas (the Tarium Niryutait Marine Protected Areas and the Anguniaqvia niqiqyuam Marine Protected Areas) in Canada’s Western Arctic within the Inuvialuit Settlement Region.
    - Vessels navigating in the Kitikmeot Region should also refer to section A of Annual Notice to Mariners. Note that there are measures in place for the protection of hunters and trappers and migrating caribou.
- The vessel should consider maintaining an extra lookout when transiting Canadian Arctic waters.
- It is recommended that vessels carry individuals with local knowledge of the vessel’s area of operations.

- Vessels could be subjected to land use conformity and impact assessment determinations in the Canadian Arctic. Vessels should contact relevant territorial authorities with details of their planned transit before undertaking a voyage through the Canadian waters (ex: Nunavut Planning Commission and Environmental Impact Screening Committee).
- When transiting through the Tallurutiup Imanga National Marine Conservation Area (TINMCA), Sarvarjuaq Marine Protected Area and Qikiqtait Marine Protected Area notwithstanding emergency situations, vessels must navigate with caution and remain at a safe and practicable distance from sensitive areas.

Tallurutiup Imanga National Marine Conservation Area

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

Below is a map showing the area of TINMCA.



Source: Parks Canada

Sarvarjuaq Marine Protected Area

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

Qikiqtait Marine Protected Area

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

11 References

Department of Justice Canada

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

Transport Canada

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

Canadian Coast Guard

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

Fisheries and Oceans Canada

- Northern Canada Sailing Directions

PAME:

- Protection of the Arctic Marine Environment
- Polar Water Operational Manual (PWOM)

IMO Resolutions

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

Authority: Transport Canada

*706/26 Canadian Hydrographic Service – Chart 3646 Partially Replaced by New Chart 3654

Chart 3646, Plans - Barkley Sound, has been partially replaced by new chart 3654. The plan Bamfield Inlet has been cancelled.

*714/26 Montreal Point to/à Kettle Island – Unlit Buoy Repositioned

Reference chart: 6258

The following unlit buoy has been repositioned to the following coordinates:

Aid Name	LL No.	Position
Nelson River buoy P82	9732	53° 43’ 39.9”N 097° 51’ 57.6”W

(P2026-028)

*715/26 Kettle Island to/à Martin Point – Unlit Buoy Repositioned

Reference chart: 6259

The following unlit buoy has been repositioned to the following coordinates:

Aid Name	LL No.	Position
Playgreen Lake buoy P36	9705	53° 50’ 03.2”N 097° 59’ 29.6”W

(P2026-030)

Section 1A: Temporary and Preliminary Notices

Reminder – Comment Period for Active Preliminary Notices

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

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

Please refer to the *Notices to Mariners - Monthly Summary of Temporary and Preliminary Notices* publication for details.

Pacific Coast

Temporary Notices

No notices applicable for this edition.

Preliminary Notices

No notices applicable for this edition.

Arctic Coast

Temporary Notices

No notices applicable for this edition.

Preliminary Notices

Arctic Region

Comment Submission

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

Comments should be directed to the following:

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

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

Reference chart: 7787

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

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

Initial publication date: Friday, July 31st, 2026
Comment submission deadline: Thursday, October 29, 2026

(A2026-024)

Section 2: Chart Corrections

3012 - Queen Charlotte Sound to / à Dixon Entrance - New Chart - 10-APR-2026 - World Geodetic System 1984
24-JUL-2026

Amend	second sentence of the French note under 'OBJECTIF DE LA CARTE' from 'La plupart des détails du détroit de Juan de Fuca et des eaux situées entre l'île de Vancouver et la partie continentale de la Colombie-Britannique ont été omis afin d'améliorer la lisibilité de la carte.' to read ': La plupart des détails concernant les zones côtières de la Colombie-Britannique continentale et de Haida Gwaii ont été omis afin d'améliorer la lisibilité de la carte.'	outside east border at 53°10′12″ *DFO(6205439-01)*
Reposition	red starboard hand lighted pillar bell buoy Fl R, marked C26 (See Chart 1, Qb)	from 54°13′43.1″N 131°38′36.4″W to 54°13′25.3″N 131°38′42.3″W *(P2026018) LL(791) DFO(6205447-01)*

3412 - Victoria Harbour - New Edition - 22-NOV-2013 - World Geodetic System 1984
03-JUL-2026 LNM/D. 20-MAR-2026

Delete	depth of 2.7 metres (See Chart 1, I10)	48°24′23.4″N 123°23′16.1″W *DFO(6205436-01)*
Add	depth of 2.0 metres (See Chart 1, I10)	48°24′23.5″N 123°23′16.4″W *DFO(6205436-02)*
Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3412_6205440_1_202606041234.pdf	48°25′30.0″N 123°23′30.0″W *DFO(6205440-01)*
Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3412_6205440_2_202606041236.pdf	48°25′00.0″N 123°23′30.0″W *DFO(6205440-02)*
Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3412_6205440_3_202606041237.pdf	48°25′30.0″N 123°23′00.0″W *DFO(6205440-03)*
Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3412_6205440_4_202606041239.pdf	48°25′30.0″N 123°22′30.0″W *DFO(6205440-04)*
Add	light Fl Y, marked Priv (See Chart 1, P1)	48°24′57.8″N 123°23′32.3″W *DFO(6205445-01)*

3493 - Vancouver Harbour Western Portion/Partie Ouest - New Edition - 15-NOV-2019 - World Geodetic System 1984
10-JUL-2026 LNM/D. 03-APR-2026

Amend	wreck with known depth of 4 metres to read 4.5 metres (See Chart 1, K26)	49°16′55.5″N 123°09′17.0″W *DFO(6205458-01)*
Add	wreck Wk with known depth of 7.1 metres (See Chart 1, K26)	49°16′57.8″N 123°09′38.0″W *DFO(6205458-04)*

Add	wreck Wk with known depth of 3.6 metres (See Chart 1, K26)	49°16′50.4″N 123°09′02.0″W *DFO(6205458-05)*
Add	wreck Wk with known depth of 4.1 metres (See Chart 1, K26)	49°16′54.0″N 123°08′58.8″W *DFO(6205458-06)*
Amend	wreck with known depth of 2.9 metres to read 3.3 metres (See Chart 1, K26)	49°16′37.7″N 123°09′36.5″W *DFO(6205458-07)*

3496 - Approaches to/Approches à Vancouver Harbour - New Chart - 29-MAR-2019 - World Geodetic System 1984
10-JUL-2026 LNM/D. 03-APR-2026

Amend	wreck with known depth of 4 metres to read 4.5 metres (See Chart 1, K26)	49°16′55.5″N 123°09′17.0″W *DFO(6205458-01)*
Add	wreck Wk with known depth of 3.4 metres (See Chart 1, K26)	49°16′30.1″N 123°11′21.6″W *DFO(6205458-02)*
Add	wreck Wk with known depth of 13 metres (See Chart 1, K26)	49°17′10.7″N 123°10′41.9″W *DFO(6205458-03)*
Add	wreck Wk with known depth of 7.1 metres (See Chart 1, K26)	49°16′57.8″N 123°09′38.0″W *DFO(6205458-04)*
Add	wreck Wk with known depth of 3.6 metres (See Chart 1, K26)	49°16′50.4″N 123°09′02.0″W *DFO(6205458-05)*
Add	wreck Wk with known depth of 4.1 metres (See Chart 1, K26)	49°16′54.0″N 123°08′58.8″W *DFO(6205458-06)*
Amend	wreck with known depth of 2.9 metres to read 3.3 metres (See Chart 1, K26)	49°16′37.7″N 123°09′36.5″W *DFO(6205458-07)*

3538 - Desolation Sound and/et Sutil Channel - New Edition - 30-DEC-2005 - NAD 1983
10-JUL-2026 LNM/D. 15-MAY-2026

Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3538_6205449_3_202606111339.pdf	50°00′48.0″N 125°12′18.0″W *(P2026020) LL(511.1) DFO(6205449-03)*

3539 - Discovery Passage - New Edition - 30-MAR-2007 - NAD 1983
10-JUL-2026 LNM/D. 24-OCT-2025

Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3539_6205449_4_202606111340.pdf	50°01′18.0″N 125°12′24.0″W *(P2026020) LL(511.1) DFO(6205449-04)*
Delete	dolphin (See Chart 1, F20)	50°14′51.4″N 125°18′58.8″W *DFO(6205451-01)*

Add	wreck Wk with known depth of 12.2 metres (See Chart 1, K26)	50°14′51.3″N 125°18′54.1″W *DFO(6205451-02)*

3540 - Approaches to/Approches à Campbell River - New Edition - 09-SEP-2022 - World Geodetic System 1984
10-JUL-2026 LNM/D. 24-OCT-2025

Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3540_6205449_1_202606111336.pdf	50°01′00.0″N 125°13′00.0″W *(P2026020) LL(511.1) DFO(6205449-01)*
Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3540_6205449_2_202606111337.pdf	50°00′18.0″N 125°12′00.0″W *(P2026020) LL(511.1) DFO(6205449-02)*

3800 - Dixon Entrance - New Chart - 06-MAY-2011 - NAD 1983
24-JUL-2026 LNM/D. 06-MAR-2026

Reposition	red starboard hand lighted pillar bell buoy Fl R, marked C26 (See Chart 1, Qb)	from 54°13′43.1″N 131°38′36.4″W to 54°13′25.3″N 131°38′42.3″W *(P2026018) LL(791) DFO(6205447-01)*

3908 - KITIMAT - NEW CHART - 15-MAR-2013 - NAD 1983

24-JUL-2026 LNM/D. 07-NOV-2025

Add	private yellow cautionary lighted pillar buoy Fl Y (See Chart 1, Qi)	53°59′46.1″N 128°40′56.5″W *DFO(6205460-01)*
Add	private yellow cautionary lighted pillar buoy Fl Y (See Chart 1, Qi)	53°59′41.6″N 128°40′55.9″W *DFO(6205460-02)*
Add	private yellow cautionary lighted pillar buoy Fl Y (See Chart 1, Qi)	53°59′35.8″N 128°40′54.8″W *DFO(6205460-03)*
Add	Constr (2026)	53°59′42.2″N 128°40′50.2″W *DFO(6205460-04)*

3908 - Kitimat Harbour - New Chart - 15-MAR-2013 - NAD 1983
24-JUL-2026 LNM/D. 07-NOV-2025

Add	Constr (2026)	53°59′42.2″N 128°40′50.2″W *DFO(6205460-04)*

3933 - Portland Canal and/et Observatory Inlet - New Edition - 20-JAN-1989 - NAD 1927
10-JUL-2026 LNM/D. 24-OCT-2025

Add	Constr (2026)	55°01′44.7″N 130°10′31.9″W *DFO(6205452-01)*

3936 - Burke Channel (Continuation A) - New Edition - 21-MAR-2014 - World Geodetic System 1984
17-JUL-2026 LNM/D. 15-MAY-2026

Affix	patch Download Patch - https://www.notmar.gc.ca/chsftp/patches/3936_6205446_1_202606181433.pdf	52°00′00.0″N 127°40′00.0″W *DFO(6205446-01)*

7750 - Cambridge Bay - New Edition - 06-MAY-2022 - NAD 1983
24-JUL-2026 LNM/D. 12-DEC-2025

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

7750 - Cambridge Bay Harbour - New Edition - 06-MAY-2022 - NAD 1983
24-JUL-2026 LNM/D. 12-DEC-2025

Delete	leading line bearing 137°-317°	between 69°06′10.7″N 105°03′06.8″W and 69°05′45.2″N 105°02′00.0″W *DFO(6605712-05)*
Add	leading line bearing 137°-317°	between 69°06′11.4″N 105°03′04.6″W and 69°05′46.6″N 105°02′00.0″W *DFO(6605712-06)*

Section 3: Radio Aids to Marine Navigation Corrections

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

Page 1-1

DELETE AS FOLLOWS:

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

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

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ADD AS FOLLOWS:

2.1.9 Québec, Québec

MMSI: 003160027 Call Sign: VCC

Hours: H24
Services in English and in French.

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

For Radio Services, call Québec Coast Guard Radio.

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

Coordinates

Mailing Address:

Fisheries and Oceans Canada
Canadian Coast Guard
Officer-in-Charge – MCTS Operations

1550 Avenue D'Estimauville
Québec, QC G1J 5E9

Telephone: 418-648-4427 MCTS Operations
418-648-7282 Coast Guard Radio

Facsimile: 418-648-7244

Email: awn-raa@innav.gc.ca
qbcsup@innav.gc.ca

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MODIFY AS FOLLOWS:

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

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

Section 4: Canadian Sailing Directions Corrections

The following **Canadian Sailing Directions** volumes have recently been updated on the Canadian Hydrographic Service website.

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

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

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

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

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

PACIFIC COAST

FRASER RIVER - SOUTH ARM (LL 310 – 371)

366.3 *G5413.42*	Annieville Channel Pile Wall North						Delete from list.

NORTHERN INSIDE CHANNELS (LL 587 – 718.5)

705 *G5796*	Parizeau Point	On dolphin. 54 17 13.2 130 22 10.7	Fl	W	6s	4.8	8	On 3-pile dolphin.	Year round. Flash 0.5 s; eclipse 5.5 s.

HAIDA GWAII (LL 768.6 – 812)

795.4	Mackie Rock	Masset Inlet. 53 41 39.6 132 19 21.4	Fl(3)	W	12s	7.2	6	Square skeleton tower, white rectangular daymark.	Year round. Flash 0.5 s; eclipse 2 s; flash 0.5 s; eclipse 2 s; flash 0.5 s; eclipse 6.5 s. Radar reflector.
797.1	Wathus Island	N. end of island. 53 41 26.0 132 28 46.5	Fl	W	6s	6.9	6	Square skeleton tower, white rectangular daymark.	Year round. Flash 0.5 s; eclipse 5.5 s. Radar reflector.