



NOTICES TO MARINERS PUBLICATION WESTERN EDITION



Published monthly by the

CANADIAN COAST GUARD

CONTENTS

	Page
Section 1 Safety and General Information	1 - 6
Section 2 Chart Corrections	7
Section 3 Radio Aids to Marine Navigation Corrections	NIL
Section 4 Sailing Directions and Small Craft Guide Corrections	8 - 14
Section 5 List of Lights, Buoys and Fog Signals Corrections	15

Marine Programs Directorate
Aids to Navigation



Internet: www.notmar.gc.ca

EXPLANATORY NOTES

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

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

Visibility of lights is that in clear weather.

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

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

Distances may be calculated as follows:

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

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

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

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

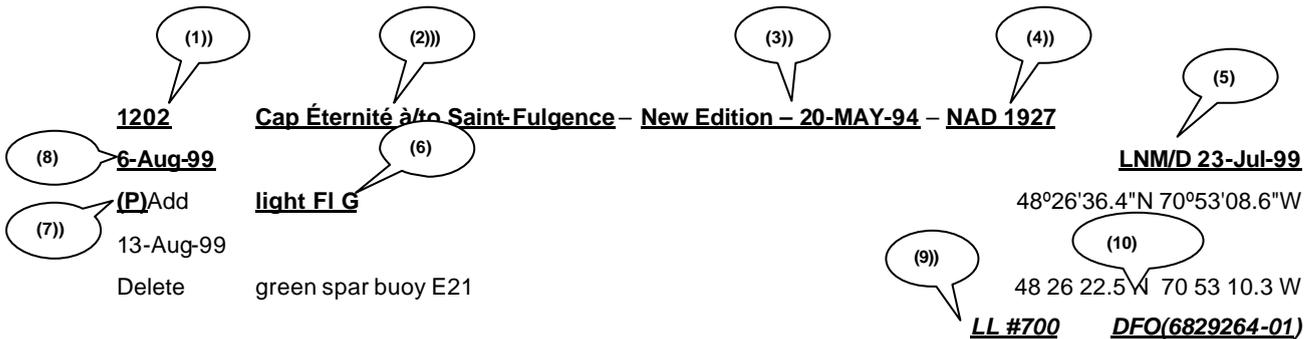
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page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

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

NOTE: *Cette publication est aussi disponible en français.*

CHART CORRECTIONS - SECTION 2

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



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

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

The last correction number is identified with the **LNWD** or **Last Notice to Mariners Number /Date**. This number is expressed in either old notice number format (ex.: 594/99) or in day-month-year format which is the date known as the weekly chart correction date shown in the above diagram as item (8).

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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

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

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

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

For further information contact your local Canadian Coast Guard office.

Newfoundland

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

Maritimes

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

Quebec

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

Central & Arctic

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

Pacific

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

DGPS FULLY OPERATIONAL SERVICE

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

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

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

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

DGPS RECEIVER – WARNING

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

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

DGPS USER ALERT

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

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

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

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

User informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /
Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /
Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

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

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

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

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

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

Comments / Commentaires: _____

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

Phone / Téléphone: _____

Weather conditions / Conditions météo

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

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer: _____

Bearing and range to electrical storm /

Direction et distance de l'orage: _____

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

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

User equipment informations / Renseignements sur l'équipement

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

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

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

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

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

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

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

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

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

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

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

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

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

Canada

Legend / Légende

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

**MONTHLY EDITION OF NOTICES TO MARINERS
MAILING LIST RENEWAL/CHANGES**

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

Telephone (613) 990-3037
Facsimile (613) 998-8428
Internet www.notmar.gc.ca

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Please indicate which edition you would like to receive.

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WESTERN EDITION (Comprised of Arctic and Pacific areas)_____

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INDEX

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES.....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEMAND (POD) CHARTS.....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CHART 5179 PURCHASED PRIOR TO CORRECTION DATE 2004-08-27.	2
CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.....	1
CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.	2
*207 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.....	2
*203 CANADIAN HYDROGRAPHIC SERVICE - LIST OF CHARTS NOT HAND-CORRECTED.	5
*206 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHART.....	2
*202 CANADIAN HYDROGRAPHIC SERVICE - NON EQUIVALENT ELECTRONIC NAVIGATION CHARTS.	3
*208 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.....	3

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Page	Chart No.	Page	Chart No.	Page
3001	7				
3424	7				
3495	2				
3602	7				
3606	7				

SECTION 1 – Edition 02/2005
SAFETY AND GENERAL INFORMATION

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

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

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

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

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

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

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

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

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

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

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

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

CHS welcomes your feedback on this new service at chsinfo@dfo-mpo.gc.ca

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.

The cumulative Notice to Mariners corrections for charts can now be accessed at <http://www.notmar.gc.ca/charts/>

**SECTION 1 – Edition 02/2005
SAFETY AND GENERAL INFORMATION**

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.

CHART EDITIONS

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

NEW CHART - "NEWCHT"

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

NEW EDITION - "NEWEDT"

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

REPRINTS

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

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

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

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

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

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

We apologize for any inconvenience that this may cause.

***206 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHART.**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart are now cancelled. For any outstanding notices please consult section 2 of this edition.				
3495	Vancouver Harbour, Eastern Portion/Partie Est	1:30000	12-NOV-2004	2	\$20.00

***207 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.**

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

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

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

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA570127	Vancouver Harbour, Eastern Portion/Partie Est
CA470194	Indian Arm - Continuation A
CA579001 CA579002	Port de Montréal - Repentigny à/to Montréal Est Quai Alexandra
CA379028 CA579080	Pointe de Moisie à/to Ile du Grand Caouis Port de Montréal/Montréal Est to/à Point Victoria

**SECTION 1 – Edition 02/2005
SAFETY AND GENERAL INFORMATION**

***208 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.**

Notes: (1) The following ENC products are only available from:
Nautical Data International Inc.

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

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

CHARTS	MAIN TITLE
Chart Permanently Withdrawn	
2284R/M	Parry Sound and Approaches/et les approches

***202 CANADIAN HYDROGRAPHIC SERVICE - NON EQUIVALENT ELECTRONIC NAVIGATION CHARTS.**

The following ENC products are not equivalent to the current editions of their corresponding paper charts and should not be used as a replacement.

NON EQUIVALENT PRODUCTS		
S-57 ENC NUMBER	PAPER CHART NUMBER	CHART TITLE
CA176030	4001	Gulf of Maine to Strait of Belle Isle au Détroit de Belle Isle
CA176140	4003	Cape Breton to/à Cape Cod
CA176290	5001	Labrador Sea/Mer du Labrador
CA273095	2200	Lake Huron/Lac Huron
CA276090	4045	Sable Island Bank/Banc de l'Île de Sable to/au St. Pierre Bank/Banc de Saint Pierre
CA276091	4047	St. Pierre Bank/Banc de Saint-Pierre to/au Whale Bank/Banc de la Baleine
CA276092	4017	Cape Race to/à Cape Freels
CA276101	4049	Grand Bank, Northern Portion Grand Banc, Partie Nord to/à Flemish Pass/Passe Flamande
CA276204	4013	Halifax to/à Sydney
CA276236	4520	Orange Bay to/à Cape Bonavista
CA276271	4022	Cabot Strait and approaches/Détroit de Cabot et les approches
CA276274	4016	Saint-Pierre to/à St. John's
CA276284	4015	Sydney to/à Saint-Pierre
CA276286	4023	Northumberland Strait / Détroit de Northumberland
CA276367	4255	Georges Bank/Banc de Georges - Eastern Portion/Partie Est
CA276477	8013	Flemish Cap/Bonnet Flamand
CA373052	2244	Alexander Passage to/à Beaverstone Bay
CA373067	2304	Oiseau Bay to/à Jackfish Bay
CA373293	2284	Parry Sound and Approaches/et les approches
CA373294	2284	Parry Sound and Approaches/et les approches
CA376014	4242	Cape Sable Island to/aux Tusket Islands
CA376015	4846	Motion Bay to/à Cape St Francis
CA376018	4243	Tusket Islands to/à Cape St. Marys
CA376045	4240	Liverpool Harbour to/à Lockeport Harbour
CA376047	4241	Lockeport to/à Cape Sable
CA376061	4227	Country Harbour to/au Ship Harbour
CA376062	4906	West Point à/to Baie de Tracadie
CA376083	4236	Taylor's Head to/à Shut-in Island
CA376093	4367	Flint Island to/à Cape Smoky

SECTION 1 – Edition 02/2005
SAFETY AND GENERAL INFORMATION

CA376094	4020	Strait of Belle Isle/Détroit de Belle Isle
CA376106	4844	Cape Pine to/à Renews Harbour
CA376109	4234	Country Island to/à Barren Island
CA376120	4847	Conception Bay
CA376135	4842	Cape Pine to/au Cape St Mary's
CA376164	4625	Burin Peninsula to/à Saint-Pierre
CA376166	4626	Saint-Pierre and/et Miquelon (France)
CA376167	4363	Cape Smokey to/à St. Paul Island
CA376187	4486	Baie des Chaleurs /Chaleur Bay
CA376212	5143	Lake Melville
CA376230	4321	Cape Canso to Liscomb Island
CA376289	4098	Sable Island/Ile de Sable
CA376295	4374	Red Point to/à Guyon Island
CA376303	4375	Guyon Island to/à Flint Island
CA376340	4854	Catalina Harbour to/à Inner Gooseberry Islands
CA376355	5134	Approaches to/Approches à Cartwright
CA473252	2257	Clapperton Island to/à John Island
CA473274	2110	Long Point Bay
CA476006	4396	Annapolis Basin
CA476008	4396	Digby
CA476043	4210	Cape Sable to/a Pubnico Harbour
CA476048	4244	Wedgeport and Vicinity/et les abords
CA476089	4236	Ship Harbour and Approaches/et les approches
CA476105	4210	Pubnico Harbour (Northern Portion/partie nord) (Continuation A)
CA476125	4912	Miramichi
CA476126	4912	Miramichi River - Chatham to/à Newcastle (Continuation A)
CA476168	4865	Approaches to/Approches à Lewisporte and/et Loon Bay
CA476179	4466	Hillsborough Bay
CA476190	4653	Bay of Islands
CA476202	4211	Cape Lahave to/à Liverpool Bay
CA476215	4728	Epinette Point to/à Terrington Basin
CA476221	4308	St. Peters Bay to/à Strait of Canso
CA476277	4307	Canso Harbour to/au Strait of Canso
CA476279	4530	Hamilton Sound, Eastern Portion / Partie est
CA476285	4306	Canso Lock to St.Georges Bay/Écluse de Canso à St.Georges Bay
CA476327	4596	Bay of Exploits Sheet/feuille II (Middle/centre)
CA476328	4597	Bay of Exploits Sheet/feuille III (South/sud)
CA573003	2067	Hamilton Harbour
CA573149	2226	Parry Sound Harbour
CA573150	2294	Little Current and Approaches/et les approches
CA576114	4848	Long Pond
CA576118	4848	Holyrood (Marina)
CA576121	4847	Bell Island
CA576123	4847	Foxtrap
CA576177	4460	Charlottetown Harbour
CA576222	4308	Petit-de-Gras Inlet
CA576225	4587	Mortier Bay
CA576226	4587	Fishery Products International Wharves / Quais
CA576268	4920	Quai/Wharf Belledune
CA576282	4306	Canso Lock

**SECTION 1 – Edition 02/2005
SAFETY AND GENERAL INFORMATION**

CA576283	4306	Point Tupper to/à Ship Point
CA576301	4617	Long Harbour, Erco Wharf/Quai
CA576386	4846	St. John's Harbour
CA676408	4849	Irving Oil Wharf/Quai

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

Supersedes previous "List of charts not hand-corrected", last published in Edition #06/04.

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

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

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

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

1400	1550	2023	2203	3061	6100	6215
1510	1552	2024	2204	4141	6207	6216
1512	1553	2028	2205	4142	6211	6217
1513	1555	2029	2206	4145	6212	6218
1514	2021	2044	2260	6021	6213	6341
1515	2022	2202	3050	6022	6214	

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

When these charts contain the following two notes:

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

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

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

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

The above two notes will be removed by the Canadian Hydrographic Service at the next printing of these charts. The following note will be installed:

SECTION 1 – Edition 02/2005
SAFETY AND GENERAL INFORMATION

"Corrected to NOTICES TO MARINERS / Corrigé jusqu'à l'AVIS AUX NAVIGATEURS (*Followed by Notice to Mariners Number*)"

See *Notices to Mariners* for subsequent corrections / Voir *Avis aux navigateurs* pour les corrections subséquentes

Please be advised that the publications entitled *Guide to Federal Small Craft Harbours* of Ontario and of Quebec are no longer being updated by the Department of Fisheries and Oceans. As a result, the notes regarding these publications will be removed from the appropriate charts upon the next printing.

**SECTION 2 – Edition 02/2005
CHART CORRECTIONS**

3001 - Vancouver Island/Île de Vancouver, Juan de Fuca Strait to/à Queen Charlotte Sound - New Edition - 23-FEB-2001 - NAD 1927

18-FEB-2005

Delete Fog Sig

LNMD. 16-JUL-2004
48°23'30.0"N 124°44'12.0"W
LL(181) DFO(6201213-01)

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

25-FEB-2005

Replace ebb tidal stream arrow bearing 330° with ebb tidal stream arrow bearing 150°

LNMD. 03-SEP-2004
48°25'35.1"N 123°15'32.7"W
DFO(6201214-01)

3602 - Approaches to/Approches à Juan de Fuca Strait - New Edition - 29-NOV-2002 - NAD 1983

18-FEB-2005

Delete FogSig(2)60s

LNMD. 13-AUG-2004
48°23'29.6"N 124°44'12.2"W
LL(181) DFO(6201213-01)

3606 - Juan de Fuca Strait - New Edition - 29-NOV-2002 - NAD 1983

18-FEB-2005

Delete FogSig(2)60s

LNMD. 16-JUL-2004
48°23'29.6"N 124°44'12.2"W
LL(181) DFO(6201213-01)

SECTION 4 – Edition 02/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 1, Fourth Edition, 1994 —

Page 14 — Delete paragraphs 163 (as amended by Monthly Edition No. 8/1996) and 164

Replace by: 163 The **Global Maritime Distress and Safety System (GMDSS)** is an international system using improved terrestrial and satellite technology and ship-board radio systems. It ensures rapid alerting of shore-based rescue and communications authorities in the event of an emergency. In addition, the system alerts vessels in the immediate vicinity and provides improved means of locating survivors. All ships subject to the International Convention for Safety of Life at Sea (SOLAS) are required to comply with GMDSS; all other vessels equipped with radio are also affected.

(C2005-003.1)

163.1 There are four “Sea Areas” defined in the GMDSS:

- Sea Area A1 Within range of shore-based VHF/DCS coast station (40 nautical miles);
- Sea Area A2 Within range of shore-based MF/DCS coast station (excluding sea areas A1) (150 nautical miles);
- Sea Area A3 Within the coverage of an Inmarsat geostationary satellite (approximately 70°N to 70°S) (excluding sea areas A1 & A2);
- Sea Area A4 The remaining areas outside sea areas A1, A2 & A3 (polar regions).

Canada has implemented sea areas A1 on the east and west coasts. Outside A1 there is an A3 sea area, with an A4 sea area in the Arctic.

(C2005-003.2)

164 See Canadian Coast Guard publication *Radio Aids to Marine Navigation* for more information. Mariners are also advised to contact **Transport Canada, Marine Safety Directorate Offices** for communications equipment carriage requirements relating to the GMDSS. (C2005-003.3)

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

Page 142 — Paragraph 82, line 4

Delete: Miles 920 and 940.5

Replace by: Mile 920

(C2005-001.1)

British Columbia, Volume 1, Seventeenth Edition, 2004 —

Page 4 — Paragraph 76, line 1

Delete: . — **Fog Signal**

(P2005-03.1)

Page 4 — Paragraph 76, line 4

Delete: “The fog ... minute.”

(P2005-03.2)

Page 289 — Paragraph 294, line 9

Delete: “It is ... navigation.”

Replace by: In the middle of the narrows, a rock ledge extends from the south shore, about one third of the way across the narrows. Favour the north side of the channel. It has been reported (2005) that a depth of 2.1 m may be available at high water. **Caution is advised due to obstructions and currents in the narrows.**

(P2005-04.1)

Page 289 — Paragraph 296, line 5 – after “0.8 m.”

Add: It has been reported (2005) that a minimum depth of 3 m may be available at high water. **Caution is advised.**

(P2005-04.2)

SECTION 4 – Edition 02/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

PAC 200 — General Information — Pacific Coast, First Edition, 2002 —

Page 1 — Paragraph 5, line 3
Delete: *48°26'N, 126°14'W*
Replace by: *48°32'N, 126°30'W*

(P2005-06.1)

Page 1 — Paragraph 5, line 4
Delete: *48°28'N, 124°59'W*
Replace by: *48°32'N, 125°09'W*

(P2005-06.2)

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

Page 20 — Before paragraph 313
Delete: *Charts 3936, 3720, 3729*
Replace by: *Charts 3936, 3939, 3729*

(P2005-01.1)

Page 22 — Top of left column
Delete: *Chart 3720*
Replace by: *Chart 3939*

(P2005-01.2)

Page 22 — Paragraph 340, line 1
Delete: *127°51'W*
Replace by: *127°50'W*

(P2005-01.3)

Page 22 — Before paragraph 346
Delete: *Chart 3781*
Replace by: *Chart 3939*

(P2005-01.4)

Page 22 — Paragraph 346, line 4
Delete: *127°43'W*
Replace by: *127°41'30"W*

(P2005-01.5)

Page 22 — Paragraph 354, line 4
Delete: 25 feet (7.6 m)
Replace by: 7.7 m

(P2005-01.6)

Pages 22 and 23 — Delete paragraphs 362 to 369

Replace by: ³⁶² **Ocean Falls** is at the head of Cousins Inlet on the north side of Link River. A large dam, providing power to Shearwater and Bella Bella, and multi story buildings dominate the head of the inlet. Once a busy community of more than 5,000 there are now about 50 year round residents. The paper mill was closed in 1980 and machinery removed. Some houses were demolished in 1986, but many large buildings were spared though these are now empty and in disrepair. Precipitous hills rise immediately north of the townsite and south of the millsite. B.C. Ferries make regular weekly stops from mid June until early September. Scheduled flights to Port Hardy and then to Vancouver are available year round. There are no roads to Ocean Falls.

³⁶³ The town has a post office (VOT 1P0), a lodge with shower and laundry facilities, and several cafes. A doctor is flown in once a month (usually the first Tuesday). A general store is at Martin River. A Canadian Coast Guard Auxiliary unit is available for marine search and rescue.

³⁶⁴ **Public floats**, at the townsite, are managed by the Ocean Falls Harbour Authority. Power, fresh water, garbage disposal facilities and a marine railway, operated

SECTION 4 – Edition 02/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

by the Ocean Falls Yacht Club, for vessels up to 18 m (20 tons), are available.

³⁶⁵ The **ferry landing** is east of the public floats.

³⁶⁶ **Docks** at the former millsite are in a state of disrepair with some parts being dismantled for use elsewhere.

³⁶⁷ A **commercial fish hatchery** has been built next to the former mill. Fully treated effluent discharges through a submarine pipeline extending from the south side of the millsite 700 m WNW. The western end is marked by a buoy.

Page 23 — Before paragraph 370

Delete: *Charts 3781, 3729, 3730*

Replace by: *Charts 3729, 3730, 3939*

(P2005-01.7)

Page 23 — Before paragraph 375

Delete: *Chart 3781*

Replace by: *Chart 3939*

(P2005-01.8)

Page 24 — Top of left column

Delete: *Chart 3781*

Replace by: *Chart 3729*

(P2005-01.9)

Page 26 — Before paragraph 409

Delete: *Charts 3936, 3938*

Replace by: *Charts 3936, 3938, 3939*

(P2005-01.10)

Page 29 — Delete paragraphs 454 to 470

Replace by: **Shearwater and Approaches**

(P2005-01.11)

Charts 3938, 3939

⁴⁵⁴ **Kliktsoatli Harbour** ($52^{\circ}09'N$, $128^{\circ}05'W$) is entered between **Spirit Island** and **Robins Point**, about 1 mile ESE. **Whisky Cove** lies south of Spirit Island. **Shearwater Island** is on the west side of the harbour. Several shoals are in the approach to the harbour.

⁴⁵⁵ **Clayton Passage** leads west of Shearwater Island and is free of dangers in the fairway. The former Canadian Pacific Fisheries facility on the NW side of Clayton Passage is closed and in disrepair.

⁴⁵⁶ **Wheelock Passage** lies between rocks off Robins Point and a shallow bank 0.2 mile ENE of Shearwater Island. Reefs and shoal water extend up to 0.15 mile north and NE of Shearwater Island. Shoal water and drying rocks fringe the east side of the harbour.

⁴⁵⁷ A **daybeacon range** (B.C. Ferries), 0.3 mile south of Klik Island, leads through Wheelock Passage.

⁴⁵⁸ A **starboard hand buoy** (B.C. Ferries) marks the south extremity of the shoal area on the west side of Wheelock Passage.

⁴⁵⁹ A **light** (B.C. Ferries) is at the ferry landing on the SW side of the harbour.

⁴⁶⁰ **Mooring buoys** are N of Shearwater Island and a private mooring buoy is E of **Atli Point**.

⁴⁶¹ **Anchorage** with good holding ground can be obtained in 20 m, mud bottom, about 0.3 mile SE of Shearwater Island.

⁴⁶² Kliktsoatli Harbour is a **water aerodrome** known as Bella Bella/Shearwater.

⁴⁶³ A **log breakwater** 300 m long fronts marine facilities at Shearwater. Private lights are on both ends and the centre.

SECTION 4 – Edition 02/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

⁴⁶⁴ **Shearwater settlement** is close north of Atli Point. It has a grocery store, hardware and marine supply store, and a resort hotel with restaurant and pub. Bella Bella post office (VOT 1B0) is in Shearwater.

⁴⁶⁵ **Shearwater Marine Resort** is the most complete marine facility between Port Hardy and Prince Rupert. There is extensive berthing with power, fresh water, laundry, shower and garbage disposal facilities. Onshore there is an ATM, Internet and e-mail, hardware and charts. A full service shipyard has a 70-ton hoist and a marine ways that can haul vessels up to 24 m long and 100 tonnes displacement. A marine fuel station has diesel fuel, gasoline, aviation fuel, lubricants, bait, ice and fresh water. Welding, electronic and engine repairs, and hull and fibreglass repairs are available.

⁴⁶⁶ A **seaplane float** is in the basin W of Atli Point.

⁴⁶⁷ **B.C. Ferries wharf** is close SE of Atli Point.

⁴⁶⁸ **Marina** facilities are listed in the Appendices.

⁴⁶⁹ **Communications**. — An asphalt airstrip 1.2 mile SE of the harbour is 2,954 feet (890 m) long. Water taxi service operates from Shearwater to Old Bella Bella and Bella Bella. B.C. Ferries make regular stops during summer months.

Kakushdish Harbour and Approaches

Chart 3939

Page 30 — Delete paragraphs 472 to 496
Replace by: *Chart 3939*

(P2005-01.12)

⁴⁷² A shallow bar extends across the harbour about 0.3 mile within the entrance. An **overhead cable** (power) across the entrance has a vertical clearance of 23 m. A drying rock is in the middle of the basin near the head of the harbour, anchorage for small craft can be obtained SE of this rock in 6.4 m, mud.

Gunboat Passage

⁴⁷³ **Gunboat Passage** (*52°10'N 128°00'W*) leads east from the east end of Seaforth Channel, between **Denny Island** and **Cunningham Island**, to the south end of Johnson Channel close to the junction with Fisher Channel. The passage is narrow, intricate and has many rocks and kelp patches. Recommended for small vessels only.

⁴⁷⁴ **Upstream direction for buoyage purposes in Gunboat Passage is proceeding from Seaforth Channel in an easterly direction toward Johnson Channel.**

⁴⁷⁵ **Tides**. — Tidal differences for Forit Bay (Index No. 8958), referenced on Bella Bella, are in Tide Tables, Volume 7.

⁴⁷⁶ **Tidal streams** are not strong and generally set west.

⁴⁷⁷ The passage between **Meadow Island** and Saunders Island is encumbered by **Pole Island**, **Yates Island**, **Hodges Reef** and rocks. The passage between Meadow and Cypress Islands is encumbered with an islet and rocks.

⁴⁷⁸ **Rainbow Island** (*52°10'N 128°04'W*) is connected to Cypress Island by a drying bank. Several islets and rocks lie within 0.1 mile of the NE side of

SECTION 4 – Edition 02/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Rainbow Island and 0.3 mile north of Cypress Island.
Blow Reef lies 0.6 mile NE of Rainbow Island.

479 **Blow Reef light** (609.9) is shown from a skeleton tower.

480 **Bark Island**, close-off the NE end of Cypress Island, is connected to it by a drying ledge.

481 **Bark Island light** (609.8) is shown from a skeleton tower.

482 **Cone Point** is 1.2 miles ENE of Bark Island. **Mount Verney**, 1 mile NW of Cone Point, is conspicuous. **Manson Point** is 0.5 mile SE of Cone Point. A **starboard hand daybeacon** is on a drying rock close-off Manson Point.

483 Two bays fronted by islets and drying ledges are on the north side of the passage, about 1 mile east of Manson Point. The east bay, provides **anchorage** with excellent shelter for small vessels. Enter east of the islet in the middle of the bay and avoid drying rocks on the west side of the cove. **Beales Bay** is separated from **Beales Lagoon** by tidal rapids.

484 **Dunn Point**, 1.3 miles east of Manson Point, is fringed with rocks. A rock that dries 3.5 m lies about 90 m off the east side of the entrance to **Dunn Bay**.

485 Rocks lie on the south side of the fairway in the west approach to the unnamed bay immediately west of **Anthony Point**. An islet and rocks are in the middle of the bay.

486 Drying rock ledges and below-water rocks off the south shore extend 0.3 mile SE of Anthony Point. **Clute Point** is on the north shore.

487 **Magee Islet, Dingle Island** and **Picture Island** lie on the north side of the passage, between Clute Point and **Draney Point**.

488 **Gunboat Front Range daybeacon**, on Magee Islet, and **Gunboat Rear Range daybeacon**, on the reef west of Picture Island, consist of towers with orange range daymarks.

489 Shoal water extends north from Denny Island into Gunboat Passage, SW of Picture Island. **Starboard buoy “E28”** lies close north of these dangers. Make sure to keep this buoy on your starboard side when proceeding east and on your port side when proceeding west.

490 A **submarine cable** (power) crosses Gunboat Passage from close west of Draney Point to the south shore; it is marked by signs.

491 An **overhead cable** (power), vertical clearance 17 m, crosses the entrance to the cove north of Draney Point.

492 **Shoals** lie near mid-channel 0.2 mile SW and 0.1 mile SSW and SE of **Algerine Island**.

493 Rocks and shoal water extend into the entrance of **Gosse Bay** from the east side of Algerine Island. Two isolated shoals lie in the middle of the bay. **Anchorage** for small vessels can be obtained in Gosse Bay in 15 m, mud.

494 The passage between **Maria Island** and **Denny Point** is restricted by a drying rock south of Maria Island and a large shoal NE of Denny Point.

(P2005-01.13)

Page 31 — Paragraph 500, line 2
Delete: 11 feet (3.4 m)
Replace by: 4.6 m

(P2005-01.14)

Page 31 — Paragraph 508, line 2
Delete: a wooded islet,

SECTION 4 – Edition 02/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Sheet 26a — CORDERO CHANNEL – EAST

Under “**WATER AERODROMES**”

Delete: **Stuart I settlement.**

(P2005-02.9)

Sheet 26a — CORDERO CHANNEL – EAST

Under “**ANCHORAGES -FLOATS-FACILITIES, Stuart I**”

Delete: “**Stuart I ... PO, resort.**”

(P2005-02.10)

SECTION 5 – Edition 02/2005
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

181 G4756	Cape Flattery (U.S.)	48 23 29.7 124 44 12.3	Fl(2) W	20s	50.0	18	White tower. 20.0	Flash 0.2 s; eclipse 4.8 s; flash 0.2 s; eclipse 14.8 s. Emergency light. Year round.
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Chart:3606
Edn 02/05

**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.

CHSINFO@DFO-MPO.GC.CA

For general questions on Coast Guard programs or services, please send an e-mail message to:

info@dfo-mpo.gc.ca

(Please include your postal and e-mail address)

For questions regarding the content of these pages contact:

Theresa Kenney
(613) 990-3016

[Site Administrator](#)