



# NOTICES TO MARINERS

## WESTERN EDITION

Published monthly by the



### CANADIAN COAST GUARD

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Marine Programs Directorate  
Aids to Navigation



Internet: <http://www.notmar.gc.ca>

## EXPLANATORY NOTES

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

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

**Visibility** of lights is that in clear weather.

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

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

**Distances** may be calculated as follows:

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

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

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

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

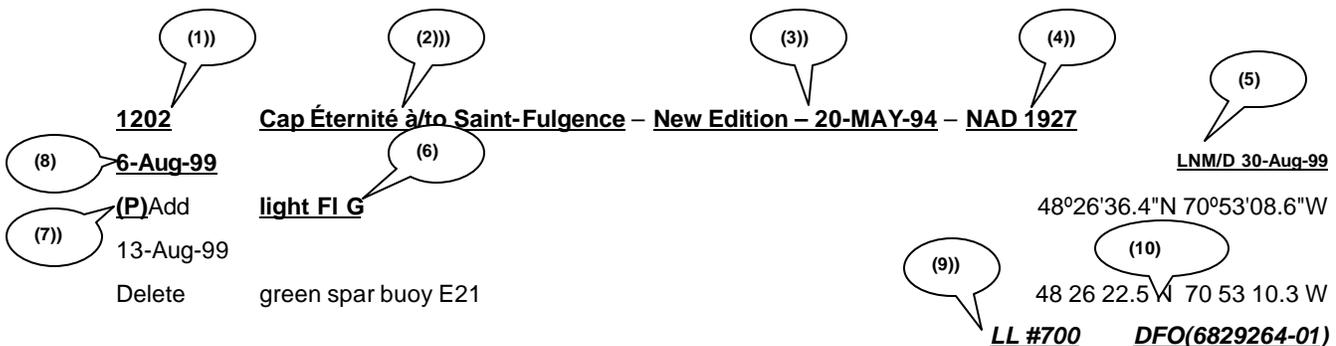
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on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

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

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

## CHART CORRECTIONS - SECTION 2

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



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

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

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

## ADVISORY

### NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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

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

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

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

For further information contact your local Canadian Coast Guard office.

#### Newfoundland

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

#### Maritimes

Maritimes Regional Operations Centre  
Toll Free in Maritimes 1-800-565-1633  
Phone: (902) 426-6030  
Fax: (902) 426-6334  
<http://www.mar.dfo.mpo.gc.ca/cg/ops/roc.htm>  
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  
[http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index\\_e.htm](http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index_e.htm)

## **DGPS FULLY OPERATIONAL SERVICE**

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

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

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

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

### **DGPS RECEIVER – WARNING**

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

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

### **DGPS USER ALERT**

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

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

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

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

### **User informations / Renseignements sur l'utilisateur**

Vessel name / Nom du navire: \_\_\_\_\_ Destination: \_\_\_\_\_

Vessel position at the beginning of the anomaly /

Position du navire au début de l'anomalie : \_\_\_\_\_

Vessel position at the end of the anomaly /

Position du navire à la fin de l'anomalie : \_\_\_\_\_

### **Anomaly report / Rapport d'anomalie**

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

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

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

DOP Geometry / Géométrie DOP : \_\_\_\_\_

User receiver operates correctly with other DGPS sites? /

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

Comments / Commentaires: \_\_\_\_\_

Point of contact / Personne-ressource: Name/ Nom: \_\_\_\_\_

Phone / Téléphone : \_\_\_\_\_

### **Weather conditions / Conditions météo**

Winds / Vents : Direction: \_\_\_\_\_ Speed / Vitesse: \_\_\_\_\_ KTS

Temp. °C: \_\_\_\_\_ VIS: \_\_\_\_\_ N.M.

Sea State / État de la mer : \_\_\_\_\_

Bearing and range to electrical storm /

Direction et distance de l'orage : \_\_\_\_\_

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

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

### **User equipment informations / Renseignements sur l'équipement**

GPS receiver / Récepteur GPS: Make / 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 .

**NOTICE TO USERS  
MAILING LIST SUBSCRIPTION RENEWAL**

Dear Client:

We appreciate your continued interest in receiving the Monthly Edition of Notices to Mariners. As technology evolves, the Canadian Coast Guard is looking at means to reduce printing and distribution costs while continuing to provide quality service to the marine community.

Internet technology has become the primary information source worldwide for organizations and individuals to receive information and various publications. As the use of the internet grows in popularity, our organization feels it is the right time to limit our mail distribution and rely primarily on the internet for distribution of the Notices to Mariners. The information, supplied by the internet, has the advantage of being relayed to the mariner immediately and efficiently.

We also encourage you to visit the Notices to Mariners web site available at the following internet address [www.notmar.gc.ca](http://www.notmar.gc.ca) . This user-friendly site is available 24 hours a day, 7 days a week. You may also register on-line to receive an automatic e-mail notification when a new Notice to Mariners is issued against any nautical chart(s) that you frequently use. We encourage users to frequently visit the site to access all the latest Notices and related information.

The Coast Guard is committed to meeting the needs of our clients. Therefore, should you wish to remain on the hard-copy mailing list, we ask that you complete the following form. The renewal form is required no later than March 31<sup>st</sup>, 2004; **(extended until June 30<sup>th</sup>, 2004)** at that time any renewals not received will be removed from the hard-copy mailing list.

We thank you very much for your cooperation.

**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 <http://www.notmar.gc.ca>

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

Please indicate which edition you would like to receive.

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

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

**ADD** \_\_\_\_\_ **AMEND** \_\_\_\_\_ **REMOVE** \_\_\_\_\_ **NO. OF COPIES** \_\_\_\_\_

OLD ADDRESS	
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STREET	APT
CITY	POSTAL CODE
PROVINCE	COUNTRY
NEW ADDRESS	
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STREET	APT
CITY	POSTAL CODE
PROVINCE	COUNTRY

*ID number above address on label*

*or*

*Attach complete address label to this sheet*

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7000	2				
7082	2				

**SECTION 1 – Edition 05/2004  
SAFETY AND GENERAL INFORMATION**

**ERRATUM - MONTHLY EDITION 03/2004 OF NOTICES TO MARINERS.**

The front page of Edition 03/2004 inadvertently advertised amendments for Sailing Directions. Please disregard.

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

Effective October 11<sup>th</sup>, 2001, 0000 UTC, all vessels that are:

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

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

**CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHARTS PURCHASED BETWEEN AUGUST 2002 AND MARCH 2003.**

The Canadian Hydrographic Service has recently discovered that some CHS charts, purchased between August 2002 and March 2003, have been experiencing unacceptable durability problems.

The problem consists of inconsistent ink adherence to the paper which may affect erasing, paper folding and water contact. These charts may be easily identified by a white chalky coating sitting loosely on their surface. Unfortunately, the coating, which rubs off easily onto your hands with normal chart handling, was improperly applied during the manufacturing process of the paper. Testing charts for this condition is best done by scratching a white area of the chart with a fingernail.

Until March 31, 2004, the Canadian Hydrographic Service will replace, with the same chart version, any charts purchased between August 2002 and March 2003 that exhibit the above-noted characteristics. You are asked to contact your dealer to arrange for your free replacements.

CHS is changing to adapt to new technologies while working diligently to ensure that resources are used effectively to permit the distribution of essential information to our clients. We thank you for your understanding during this transitional period. We are developing solutions to prevent this situation from occurring in the future. Meanwhile we apologize for any inconvenience that it might have caused.

**CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEM AND (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

**SECTION 1 – Edition 05/2004  
SAFETY AND GENERAL INFORMATION**

should be taken when plotting information on the chart by using slightly lighter pencil strokes than normally used on lithographic charts. As well, tests done by CHS have shown that an Indian gum eraser does the best job when working on the product. This eraser is also suitable for charts printed by the lithographic process.

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

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

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

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

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

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

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

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

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

**\*501 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS.**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
<b>New Editions</b>	All temporary and preliminary notices affecting the previous versions of the following charts are now cancelled. For any outstanding notices please consult section 2 of this edition.				
3490	Fraser River/Fleuve Fraser, Sand Heads to/à Douglas Island	1:20000	16-APR-2004	2	\$20.00
3537	Okisollo Channel	1:20000	30-APR-2004	2	\$20.00
6341	Great Slave Lake/Grand lac des Esclaves, Eastern Portion/Partie est	1:250000	16-JAN-2004	4	\$20.00
6428	Aklavik Channel to/au Napoiak Channel including/y compris Aklavik Channel to/à Aklavik	1:50000	16-JAN-2004	4	\$12.00
6429	Kilometre/Kilomètre 1580 - 1645 including/y compris East Channel, Inuvik to/au Kilometre/Kilomètre 1645	1:50000	16-JAN-2004	4	\$12.00
6430	East Channel, Kilometre/Kilomètre 1645 - 1710	1:50000	16-JAN-2004	4	\$12.00
6454	Mackenzie River / Fleuve Mackenzie (Kilometre / Kilomètre 90-147)	1:50000	16-JAN-2004	4	\$12.00
6455	Mackenzie River / Fleuve Mackenzie (Kilometre / Kilomètre 147-205)	1:50000	16-JAN-2004	4	\$12.00
7000	Arctic Archipelago / Archipel de l'Arctique	1:5000000	16-JAN-2004	4	\$20.00
7082	Cape Baring to/à Cambridge Bay	1:500000	20-FEB-2004	4	\$20.00

**SECTION 1 – Edition 05/2004  
SAFETY AND GENERAL INFORMATION**

**\*502 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.**

<b>RELEASED PRODUCTS</b>	
<b>S-57 ENC NUMBER</b>	<b>CHART TITLE</b>
CA470323	St John Harbour
CA570566	Bella Bella
CA373293	Parry Sound and Inner Approaches/et les approches interieurs
CA373294	Outer Approaches to Parry Sound
CA473229	Killarney to/à Little Current
CA473233	Lake St. Francis
CA479006	Baie des Sept-Îles
CA579007	Pointe Noire
CA579008	Sept-Îles
CA579156	Terminal Contrecoeur

**\*503 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHART.**

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

**Nautical Data International Inc.  
P.O. Box 127, Station C  
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<b>CHARTS</b>	<b>MAIN TITLE</b>			
<b>New Edition</b>	All temporary and preliminary notices affecting the previous versions of the following chart is now cancelled. For any outstanding notices please consult section 2 of this edition.			
2042R/M	Welland Canal St.Catharines to/à Port Colborne		28-NOV-2003	See Note 2

**SECTION 1 – Edition 05/2004  
SAFETY AND GENERAL INFORMATION**

**\*504 CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTION LIST.**

The accompanying correction list is a cumulative listing of charts affected by Notices to Mariners from 01-MAR-2004 to 28-MAY-2004.

<b>Chart No.</b>	<b>Notices to Mariners Edition Date</b>
3312	21-MAY-2004
3410	14-MAY-2004
3419	28-MAY-2004
3440	21-MAY-2004
3463	07-MAY-2004
3488	14-MAY-2004
3490	(16-APR-2004 New Edition Advertised)
3492	07-MAY-2004
3534	(26-DEC-2003 New Edition Advertised)
3536	26-MAR-2004
3537	(30-APR-2004 New Edition Advertised)
3547	26-MAR-2004
3559	21-MAY-2004
3647	26-MAR-2004
3676	28-MAY-2004
3679	21-MAY-2004
3686	21-MAY-2004
3781	02-APR-2004
3955	26-MAR-2004
3957	26-MAR-2004
3958	21-MAY-2004
3964	21-MAY-2004
5338	02-APR-2004
5405	(26-DEC-2003 New Edition Advertised)
5860	02-APR-2004
5861	02-APR-2004
6341	(16-JAN-2004 New Edition Advertised)
6420	16-APR-2004
6423	(16-JAN-2004 New Edition Advertised)
6428	(16-JAN-2004 New Edition Advertised)
6429	(16-JAN-2004 New Edition Advertised)
6430	(16-JAN-2004 New Edition Advertised)
6437	19-MAR-2004
6438	19-MAR-2004
6454	(16-JAN-2004 New Edition Advertised)
6455	14-MAY-2004, (16-JAN-2004 New Edition Advertised)
7000	(16-JAN-2004 New Edition Advertised)
7082	(20-FEB-2004 New Edition Advertised)
7792	(06-FEB-2004 New Chart Advertised)

**\*514 CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2004 ANNUAL EDITION OF NOTICES TO MARINERS.**

Reference: Notice No. 23, page B23-5.

Under 'Non-compulsory areas' - Item 4 - Port aux Basques - amend coordinates to read 47°33'00" N 59°05'30" W.

**SECTION 2 – Edition 05/2004  
CHART CORRECTIONS**

**3312 - Okeover Inlet - Sheet 14 - New Chart - 31-JAN-1986 - NAD 1927**

21-MAY-2004 LNMD. 16-JAN-2004  
 Add isolated floating breakwater between 49°59'29.9"N 124°42'36.2"W  
 and 49°59'30.1"N 124°42'34.9"W  
*DFO(6201035-01)*

Add light FIR 49°59'30.1"N 124°42'34.9"W  
*(P2004031) LL(479.7) DFO(6201035-02)*

Add isolated floating breakwater between 49°59'28.6"N 124°42'32.2"W  
 and 49°59'29.8"N 124°42'32.8"W  
*DFO(6201035-03)*

Add port hand daybeacon 49°59'29.8"N 124°42'32.8"W  
*(P2004030) DFO(6201035-04)*

Add legend Bkw 49°59'30.5"N 124°42'31.0"W  
*DFO(6201035-05)*

**3410 - Sooke Inlet to/à Parry Bay - New Chart - 24-MAR-1995 - NAD 1983**

14-MAY-2004 LNM/D. 11-APR-2003  
 Delete yellow spherical buoy marked NAVY and legend 4 buoys 4 bouées 48°21'35.2"N 123°30'49.0"W  
*DFO(6200757-01)*

**3419 - Esquimalt Harbour - New Edition - 27-JUN-2003 - NAD 1983**

28-MAY-2004  
 Delete light F R 48°26'08.5"N 123°25'43.5"W  
*DFO(6201095-01)*

Delete light F G 48°26'07.4"N 123°25'43.3"W  
*DFO(6201095-02)*

Delete light F R 48°26'08.4"N 123°25'29.4"W  
*DFO(6201095-03)*

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

21-MAY-2004 LNM/D. 20-FEB-2004  
 Add yellow spherical buoy marked NAVY 48°23'36.0"N 123°28'36.0"W  
*DFO(6200936-01)*

**3463 - Strait of Georgia, Southern Portion/Partie Sud - New Edition - 29-NOV-2002 - NAD 1983**

07-MAY-2004 LNM/D. 21-NOV-2003  
 Amend Q to read FI Y 49°00'07.3"N 123°06'44.3"W  
*DFO(6200753-01)*

**3488 - Crescent Island to/à Strawberry Island - Sheet 1 - New Chart - 21-OCT-1994 - NAD 1983**

14-MAY-2004 LNM/D. 12-MAY-2000  
 Add pipeline and legend Water/Eau between 49°07'46.6"N 122°13'40.0"W  
 and 49°08'17.5"N 122°13'40.3"W  
*DFO(6200758-01)*

Add pipeline sign 49°07'46.9"N 122°13'40.0"W  
*DFO(6200758-02)*

Add pipeline sign 49°08'18.0"N 122°13'40.2"W  
*DFO(6200758-03)*

**SECTION 2 – Edition 05/2004  
CHART CORRECTIONS**

**3492 - Roberts Bank - New Edition - 29-NOV-2002 - NAD 1983**

07-MAY-2004

Amend Q to read FI Y 49°00'07.3"N 123°06'44.3"W  
DFO(6200753-01)

**3559 - Continuation A - New Chart - 15-JUN-1979 - NAD 1927**

21-MAY-2004

Add isolated floating breakwater LNM/D. 15-NOV-2002  
between 49°59'29.9"N 124°42'36.2"W  
and 49°59'30.1"N 124°42'34.9"W  
DFO(6201035-01)

Add light FI R 49°59'30.1"N 124°42'34.9"W  
(P2004031) LL(479.7) DFO(6201035-02)

Add isolated floating breakwater between 49°59'28.6"N 124°42'32.2"W  
and 49°59'29.8"N 124°42'32.8"W  
DFO(6201035-03)

Add port hand daybeacon 49°59'29.8"N 124°42'32.8"W  
(P2004030) DFO(6201035-04)

Add legend Bkw 49°59'30.5"N 124°42'31.0"W  
DFO(6201035-05)

**3676 - Esperanza Inlet - New Chart - 20-NOV-1998 - NAD 1983**

28-MAY-2004

Delete light LNM/D. 15-DEC-2000  
49°55'06.0"N 126°39'46.4"W  
DFO(6201096-01)

Delete light 49°55'11.2"N 126°39'46.0"W  
DFO(6201096-02)

**3676 - Tahsis - New Chart - 20-NOV-1998 - NAD 1983**

28-MAY-2004

Delete light (Priv) F R LNM/D. 15-DEC-2000  
49°55'06.0"N 126°39'46.4"W  
DFO(6201096-01)

Delete light (Priv) F G 49°55'11.2"N 126°39'46.0"W  
DFO(6201096-02)

**3679 - Quatsino Sound - New Chart - 14-JUN-1991 - NAD 1983**

21-MAY-2004

Delete orange and white mooring can buoy LNM/D. 02-MAY-2003  
50°29'09.0"N 128°02'40.9"W  
DFO(6200937-02)

**3686 - Approaches to/Approches à Winter Harbour - New Chart - 08-APR-1988 - NAD 1983**

21-MAY-2004

Delete orange and white mooring can buoy LNM/D. 02-MAY-2003  
50°29'08.3"N 128°02'43.2"W  
DFO(6200937-01)

Delete orange and white mooring can buoy 50°29'09.0"N 128°02'40.9"W  
DFO(6200937-02)

Delete orange and white mooring can buoy 50°29'09.1"N 128°02'38.4"W  
DFO(6200937-03)

**SECTION 2 – Edition 05/2004  
CHART CORRECTIONS**

**3958 - Prince Rupert Harbour - New Edition - 24-MAR-1995 - NAD 1983**

21-MAY-2004

Add pier LNM/D. 11-APR-2003  
between 54°19'01.0"N 130°19'33.6"W  
and 54°19'07.2"N 130°19'19.0"W  
*DFO(6201094-01)*

Add light Fl Y (Priv) 54°19'01.0"N 130°19'33.6"W  
*DFO(6201094-02)*

Add light Fl Y (Priv) 54°19'07.2"N 130°19'19.0"W  
*DFO(6201094-03)*

Add legend Northland Cruise Dock 54°19'01.0"N 130°19'06.0"W  
*DFO(6201094-04)*

**3964 - Tuck Inlet - New Edition - 30-APR-1999 - NAD 1983**

21-MAY-2004

Add pier between 54°19'01.0"N 130°19'33.6"W  
and 54°19'07.2"N 130°19'19.0"W  
*DFO(6201094-01)*

Add light Fl Y (Priv) 54°19'01.0"N 130°19'33.6"W  
*DFO(6201094-02)*

Add light Fl Y (Priv) 54°19'07.2"N 130°19'19.0"W  
*DFO(6201094-03)*

Add legend Northland Cruise Dock 54°18'59.0"N 130°19'08.0"W  
*DFO(6201094-04)*

**6455 - Continuation A - New Edition - 16-JAN-2004 - Unknown**

14-MAY-2004

Add green port hand can buoy 61°20'42.0"N 120°00'06.0"W  
*DFO(6601912-01)*

**SECTION 4 – Edition 05/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Arctic Canada, Volume II, Fourth Edition, 1985 —

- Page 15 — After paragraph 162  
Insert: *Chart 5533*. (C2004-016.1)
- Page 16 — Top of left column  
Delete: 7065 (C2004-016.2)
- Page 16 — Before paragraph 173  
Insert: *Charts 5533, 7065*. (C2004-016.3)
- Page 19 — Delete paragraphs 210, 211 and 215. (C2004-016.4)
- Page 80 — Paragraph 187, lines 6 and 7  
Delete: Two landing craft are available to assist in mooring. (C2004-016.5)
- Page 134 — Delete paragraph 260  
Replace by: 260 The buildings on Bluff Head (2002) are a former iceberg research radar station. (C2004-016.6)
- Page 143 — Paragraph 69, line 2  
Delete: “alongside ... (9.1 m)”  
Replace by: of 7.5 m (C2004-016.7)
- Page 228 — Paragraph 236, line 4 – after “north”  
Insert: and SW (C2004-016.8)

Arctic Canada, Volume 3, Fifth Edition, 1994 —

- Page 66 — After paragraph 175  
Insert: 175.1 **Caution**. — There is a **rock awash**, position approximate, 2.4 miles east of Mangak Island. (C2004-024.1)

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

- Page 4 — Paragraph 12, line 7  
Delete: Haro Strait and through (P2004-10.1)
- Page 5 — After paragraph 23  
Add: 23.1 An alternative sheltered route often used by larger vessels such as cruise ships is from Seaforth Channel and then crossing the entrance to Milbanke Sound to Laredo Sound, Laredo Channel, Estevan Sound, Principe Channel and Browning Entrance into Hecate Strait. (P2004-8.1)
- Pages 6 and 7 — Paragraph 34, line 17  
Delete: “**FORMAT REQUIRED**” to end of paragraph. (P2004-8.2)
- Page 7 — Delete paragraphs 35 and 36. (P2004-8.3)

**SECTION 4 – Edition 05/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 12 — Paragraph 44, line 2 – after “mandatory”

Insert: for the following:

Every ship 20 m or more in length; and  
Every ship engaged in towing or pushing any vessel or  
object, other than fishing gear, where;  
the combined length of the ship and any vessel or  
object towed or pushed by the ship is 45 m or more  
in length, or  
the length of the vessel or object being towed or  
pushed by the ship is 20 m or more in length.

These Regulations do not apply in respect of:

A ship engaged in towing or pushing any vessel  
within a log booming ground;  
A pleasure yacht that is less than 30 m in length;  
and  
A fishing vessel that is less than 24 m in length and  
not more than 150 tons gross tonnage.

(P2004-10.2)

Page 13 — After paragraph 57

Add: <sup>57.1</sup> Participation under USCG VTS regulations is  
mandatory for the following:

Power driven vessel 40 m or more in length;  
Towing vessel 8 m or more in length when towing;  
and  
Vessel certified to carry 50 or more passengers when  
engaged in trade.

(P2004-10.3)

Page 14 — Delete paragraphs 70 to 81

Replace by: <sup>70</sup> **ODAS Buoys.** — Ocean Data Acquisition  
System Buoys are located several hundred miles offshore  
and closer to shore. These buoys are yellow and are  
equipped with yellow flashing lights and radar reflectors.  
Mariners are requested to use caution when approaching  
buoys as mooring chains are normally not detectable from  
a ship and can be damaged or even cut if there is contact.  
See *Radio Aids to Marine Navigation (Pacific and  
Western Arctic)* for more information.

(P2004-8.4)

Page 23 — Paragraph 195, line 2

Delete: the Canadian Coast Guard

Replace by: Transport Canada

(P2004-9.1)

Pages 30 and 31 — Paragraph 261, lines 9 to 12

Delete: “These stations” to end of sentence.

(P2004-10.4)

Page 31 — Delete paragraph 262.

(P2004-10.5)

**SECTION 4 – Edition 05/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

- Page 31 — After paragraph 265  
Add: <sup>265.1</sup> **Digital Selective Calling (DSC)**. — For most areas of the B.C. coast a DSC equipped radio can instantly transmit a distress call. Information such as vessel description, name and home contact are pre-programmed and broadcast to the Canadian Coast Guard. Connection to GPS also allows position information to be transmitted. DSC coverage is limited to the range of the VHF radio and a Maritime Mobile Service Identity (MMSI) number is required. The MMSI number should not be confused with obtaining a radio station licence (which is no longer required for Pleasure Craft). (P2004-7.1)
- Page 31 — After paragraph 274  
Add: <sup>274.1</sup> **Marina Frequency**. — All B.C. coastal marinas monitor Channel 66A. (P2004-7.2)
- Page 31 — Delete paragraph 275  
Replace by: <sup>275</sup> **Radio distress watch**. — Tofino and Prince Rupert MCTS keep a continuous watch on 2182 kHz, 4125 kHz and Channel 16 (156.8 MHz). (P2004-10.6)
- Page 33 — Delete paragraph 289. (P2004-10.7)
- Page 33 — Delete paragraph 290. (P2004-10.8)
- Page 33 — Paragraph 291, line 2  
Delete: **\*16**  
Replace by: **#16** (P2004-9.2)
- Page 33 — Paragraph 291, line 6  
Delete: **\*16**  
Replace by: **#16** (P2004-9.3)
- Page 33 — After paragraph 299  
Add: <sup>299.1</sup> In Dixon Entrance a radiobeacon is at Massett. (P2004-7.3)
- Page 33 — Delete paragraph 301. (P2004-7.4)
- Page 33 — Delete paragraph 302. (P2004-7.5)
- Page 36 — Paragraph 319, last line – after correction promulgated in Monthly Edition No. 4/2003  
Add: , [www.navcen.uscg.gov/](http://www.navcen.uscg.gov/) (P2004-9.4)
- Page 39 — Paragraph 362, lines 7, 8 and 9  
Delete: **Ship safety**: ship inspections; issuance of certificates; certification of masters and officers; investigation of pollution; port authority. (P2004-9.5)
- Page 39 — Paragraph 362, lines 17, 18 and 19  
Delete: **Harbours and Ports**: administration and maintenance of certain ports, harbours and government wharves. (P2004-9.6)
- Page 39 — Paragraph 363, lines 6 and 7  
Delete: Rescue Co-ordination Centre (RCC)  
Replace by: Joint Rescue Co-ordination Centre (JRCC) (P2004-10.9)

**SECTION 4 – Edition 05/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 39 — Paragraph 364, line 8  
Delete: or yellow

(P2004-9.7)

Page 40 — Paragraph 370, lines 1 and 2  
Delete: Canadian Marine Rescue Auxiliary (CMRA)  
Replace by: Canadian Coast Guard Auxiliary (CCGA)

(P2004-9.8)

Page 40 — Paragraph 370, line 13  
Delete: Canadian Marine Rescue Auxiliary  
Replace by: Canadian Coast Guard Auxiliary

(P2004-9.9)

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

Page 98 — Delete paragraph 307

Replace by: <sup>307</sup> Northland Cruise Dock, 0.6 mile NE of Ocean Dock, is a new facility 340 m long consisting of 8 mooring dolphins and a 40 m floating dock for passenger handling. The berth is connected to shore by two passenger ramps. The dock is designed for ships with a maximum length of 300 m and maximum displacement of 100,000 GRT. Private lights are shown from dolphins at the outer ends of the dock and the floating dock.

(P2004-6.1)

**SECTION 5 – Edition 05/2004**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
<b>PACIFIC</b>							
84	<i>Kyuquot Channel light and whistle buoy M38</i>	49 56 07.3 127 17 39.5	<i>F R</i>	4s	.....	<i>Red, marked "M38".</i>	<i>Year round.</i>  <b>Chart:3682</b> <b>Edn 05/04(P04-032)</b>
269 G5366	Phillimore Point	On extremity of point. 48 52 18.6 123 23 31.7	Q R	1s	7.3	4	White cylindrical tower, red band at top.  <b>Chart:3473</b> <b>Edn 05/04(P04-016)</b>
271 G5367	Enterprise Reef	On western rock of reef. 48 50 41.7 123 20 53.9	Q R F W R W	1s	5.9	5 ..... 3.3 9	White cylindrical tower, red band at top.  Radar reflector.  White from 107°30' to 110°; red from 110° to 121°; white from 121° to 123°30'. Year round.  <b>Chart:3473</b> <b>Edn 05/04(P04-017)</b>
272 G5364	Helen Point	On point. 48 51 27.6 123 20 42.1	Q W	1s	7.0	6	White cylindrical tower, red band at top.  <b>Chart:3473</b> <b>Edn 05/04(P04-019)</b>
273 G5365	Galiano	On drying rock. 48 51 42.9 123 20 55.7	Q G	1s	6.4	4	White cylindrical tower, green band at top.  Radar reflector. Year round.  <b>Chart:3473</b> <b>Edn 05/04(P04-020)</b>
274 G5362	Mary Anne Point	On the point. 48 51 43.4 123 18 48.7	Q W	1s	7.6	6	White cylindrical tower, green band at top.  Radar reflector. Year round.  <b>Chart:3473</b> <b>Edn 05/04(P04-021)</b>
275 G5360	<b>Active Pass Radiobeacon</b>	On Georgina Point, Mayne Island. 48 52 23.9 123 17 29.2	FI W	10s	17.4	17	White cylindrical tower.  Flash 0.2 s; eclipse 9.8 s. Year round.  <b>Chart:3473</b> <b>Edn 05/04(P04-025)</b>
276	<i>Gossip Shoals light and bell buoy U47</i>	<i>E. of shoal, off SE. end of Gossip Island. 48 53 05.4 123 18 21.7</i>	<i>F G</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Green, marked "U47".</i>  <i>Year round.</i>  <b>Chart:3473</b> <b>Edn 05/04(P04-026)</b>
288 G5394	Porlier Pass range	On Race Point, Galiano Island. 49 00 46.5 123 35 09.2	F Y	.....	6.8	10	White cylindrical tower.  Year round.
289 G5394.1		196°07' 445.2m from front.	F Y	.....	10.3	10	White square tower.  Year round.  <b>Chart:3473</b> <b>Edn 05/04(P04-028)</b>
289.3 G5394.4	Virago Rock Sector	On rock 49 00 45.5 123 35 34	Q W R	1s	6.8	4	White cylindrical tower, green band at top.  Red 024° through E. and S. to 229°; white 229° through W. and N. to 024°. Radar reflector. Year round.  <b>Chart:3473</b> <b>Edn 05/04(P04-029)</b>

**SECTION 5 – Edition 05/2004**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
<b>PACIFIC</b>							
478.2 G5567.4	Lund Breakwater South	49 58 48.8 124 45 47.7	Fl Y	4s	2.1	3 Mast.	Year round.  Chart:3513 Edn 05/04(P04-022)
478.3 G5567.5	Lund Breakwater Centre	49 58 49.8 124 45 46.7	Fl Y	4s	2.1	3 Mast.	Year round.  Chart:3311 Edn 05/04(P04-023)
478.4	Lund Breakwater North	49 58 50.8 124 45 45.4	Q R	1s	2.0	2 Mast, red and white triangular daymark.	Year round.  Chart:3311 Edn 05/04(P04-024)
479.7	Okeover Inlet	On Western breakwater. 49 59 30.4 124 42 35.1	Fl R	4s	.....	3 Mast, red and white triangular daymark. 1.5	Year round.  Chart:3559 Edn 05/04 (P04-031)
791.3	Masset Harbour light and bell buoy C29	W. of Outer Bar. 54 05 43.9 132 12 57.8	Fl G	4s	.....	..... Green, marked "C29".	Year round.  Chart:3895 Edn 05/04(P04-033)
791.5	Masset Harbour Entrance light buoy C31	NW. of Entry Point. 54 03 42.9 132 12 29.8	Fl G	4s	.....	..... Green, marked "C31".	Year round.  Chart:3895 Edn 05/04(P04-034)
792 G5842	Masset Harbour Entrance range	NW. of Rooney Point. 54 01 57.6 132 11 54.6	F Y	.....	6.7	11 Square skeleton tower, orange rectangular slatwork daymark, black vertical stripe.	Year round.
792.1 G5842.1		165°40' 1534m from front.	F Y	.....	13.8	11 Square skeleton tower, orange rectangular slatwork daymark, black vertical stripe.	Year round.  Chart:3895 Edn 05/04(P04-035)
793.3 G5843.2	Rooney Point	Off point. 54 01 00.9 132 10 05.8	Fl R	6s	5.2	4 7-pile dolphin, red and white triangular daymark.	Flash 0.5 s; eclipse 5.5 s. Year round.  Chart:3895 Edn 05/04(P04-036)
793.5 G5843.4	Delkatta Inlet	Entrance to inlet. 54 00 12.5 132 08 46.7	Q G	1s	9.1	3 3-pile dolphin, black, white and green square daymark.	Year round.  Chart:3895 Edn 05/04(P04-037)
798 G5843	Striae Islands	Easterly islet of the Striae Islands group. 54 05 12.1 132 14 53	Fl(3) W	12s	6.1	5 White square skeleton tower.	Flash 0.5 s; eclipse 2 s; flash 0.5 s; eclipse 2 s; flash 0.5 s; eclipse 6.5 s. Year round.  Chart:3895 Edn 05/04(P04-038)
803 G5850	George Point	On point, entrance to Naden Harbour. 54 02 28.7 132 34 04.4	Q G	1s	2.8	3 White square skeleton tower, black, white and green square daymark.	Year round.  Chart:3895 Edn 05/04(P04-039)

**SECTION 5 – Edition 05/2004**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

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

805 G5852	Parry Passage	Eastern extremity of Lucy Island. 54 10 53.2 132 58 23.3	Fl W	4s	7.2	5	White square skeleton tower.	Year round.	Chart:3895 Edn 05/04(P04-040)
806 G5854	Iphigenia Point (Langara Island)	On point, SW. extremity of Langara Island. 54 11 24.3 133 00 45	Fl W	6s	9.6	5	White square skeleton tower.	Flash 0.5 s; eclipse 5.5 s. Year round.	Chart:3895 Edn 05/04(P-04-041)

**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.