



NOTICES TO MARINERS PUBLICATION WESTERN EDITION

Published monthly by the
CANADIAN COAST GUARD

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Maritime Services 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*.

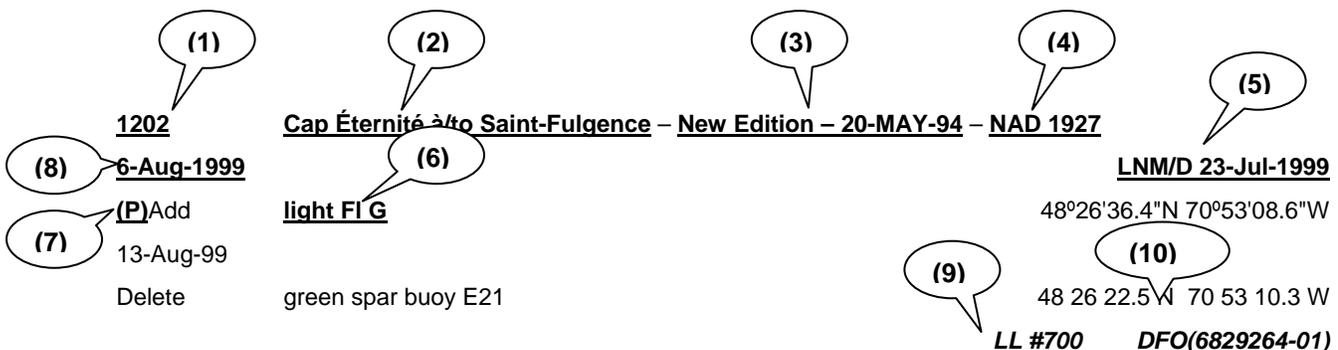
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page vi 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 **LNM/D** or **Last Notice to Mariners Number / Date**. This number is expressed in either old notice number format (ex.: 594/99) or in day-month-year format which is the date known as the weekly chart correction date shown in the above diagram as item (8).

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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 Regional Notices to Shipping (Notships) issuing authorities.

Pacific

Fisheries and Oceans Canada,
Canadian Coast Guard,
Vancouver MCTS
Suite 2380, PO Box 12107
555 West Hastings Street
VANCOUVER BC V6B 4N6

Telephone : 604-666-6011
Facsimile : 604-666-8453

Fisheries and Oceans Canada,
Canadian Coast Guard,
Inuvik MCTS Centre
P.O. Box 2659
INUVIK NT X0E 0T0

Telephone: 867-777-2667
Facsimile: 867-777-2851

Note : Vancouver is a 10 digit dialing area

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 reçus 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
Department of Fisheries and Oceans
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

Directeur, Systèmes à la navigation
Ministère des Pêches et des Océans
200, rue Kent, Station 5N186
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 Électroniques et d'Information.

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Leader, Notices to Mariners
Navigation Aids
Navigation Systems
Canadian Coast Guard
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

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

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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3490	13				
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SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION

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/search/notmar_e.php

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.gc.ca/pub/en/products/core.cfm>

CANADIAN HYDROGRAPHIC SERVICE - PRINT ON DEMAND CHARTS - CARE AND USE.

Background

By providing nautical charts to the public, the goal of the Canadian Hydrographic Service (CHS) is to provide services for safe navigation in a fiscally responsible manner. As a result, CHS continues to expand its portfolio of nautical paper charts that are printed using Print On Demand (POD) technology. These charts are easily recognized by their whiter paper and the coloured logo of the Canadian Hydrographic Service. This new technology enables CHS to print charts in a more efficient manner while enhancing chart content through being able to quickly add new and important information. POD technology provides customers with up-to-date charts without the historical hand-drawn corrections or glued-on patches. Additionally, this technology eliminates out-of-stock situations which arise with the traditional printing and warehousing methods. In the event of a national emergency, CHS can respond to the appropriate authorities with best available information very quickly.

**SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION**

Care of Your POD Chart

CHS encourages its customers to handle the POD charts more carefully than the traditional lithographic charts. When plotting information on POD charts, use HB pencils and apply limited pressure. Testing has suggested that an Indian gum eraser is more effective than alternatives when used on the product. This eraser is also suitable for charts printed using lithographic processes.

CANADIAN HYDROGRAPHIC SERVICE - ARCTIC CHARTS.

Please be advised that effective February 2007 all Arctic notices will appear in both the Eastern and Western paper editions of Notices to Mariners.

Mariners may obtain all Arctic chart notices via the Canadian Coast Guard Notices to Mariners online service www.notmar.gc.ca or by contacting the Canadian Coast Guard, Notices to Mariners office at the following coordinates:

Leader, Notices to Mariners
Aids to Navigation
Navigation Systems
Canadian Coast Guard
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

Telephone (613) 993-6974
Facsimile (613) 998-8428

CANADIAN COST GUARD - MARINE COMMUNICATION AND TRAFFIC SERVICES (MCTS).

Marine Communications and Traffic Services will no longer provide the radiotelegram service subject to full international charges after December 31st, 2007. However, messages addressed to "Quarantine" and messages requesting a doctor to meet a ship on arrival will now be handled without charge. MCTS will continue to provide a Marine Telephone Call Service subject to full international charges in selected areas, based upon demand and the availability of alternate service delivery methods.

***601 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS.**

CHART	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.				
3811	Harbours in Queen Charlotte Islands/Havres dans Îles de la Reine-Charlotte	----	16-MAR-2007	2	\$20.00

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

RELEASED PRODUCTS	CHART TITLE
S-57 ENC NUMBER	
CA673358	Trapp Rock
CA470017	Discovery Passage
CA570018	Seymour Narrows
CA576497	Paradise River

SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION

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

CHARTS	MAIN TITLE		
New Chart	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.		
R/M2017	Kingston Harbour and Approaches/et les approches	13-JUL-1990	See Note 2
R/M2018	Lower Gap to/à Adolphus Reach	22-JUN-1990	See Note 2
R/M2241	Port Severn to/à Christian Island	30-JUL-1999	See Note 2
R/M6205	Seven Sisters Falls to/à Lac du Bonnet	30-JUN-1995	See Note 2
R/M6209	Brereton Lake	04-SEP-1970	See Note 2
R/M6242A	Winnipeg to Lake Winnipeg	01-MAY-1992	See Note 2
R/M6242A	Winnipeg to Selkirk	01-MAY-1992	See Note 2
R/M6242B	Winnipeg to Lake Winnipeg	01-MAY-1992	See Note 2
R/M6242B	Selkirk to Lake Winnipeg	01-MAY-1992	See Note 2
R/M6247	Wightman Point to/à Whiskey Jack Portage	19-FEB-1993	See Note 2
R/M6258	Montréal Point to/à Kettle Island	30-DEC-1988	See Note 2
R/M6259	Kettle Island to/à Martin Point	23-FEB-1990	See Note 2
R/M6260	Martin Point to/à Wightman Point	06-JAN-1989	See Note 2
R/M6263	Playgreen Lake to/au Little Playgreen Lake	14-APR-1989	See Note 2
R/M6264	East Channel to/au Little Playgreen Lake	14-APR-1989	See Note 2
R/M6267	Grindstone Point to Berens River	09-JUL-1965	See Note 2
R/M6271	Winnipegosis to Red Deer Point	15-NOV-2002	See Note 2
R/M6281	Lac La Ronge	02-JUN-2000	See Note 2
R/M6285	Eaglenest Lake to/à Whitedog Dam	03-JUN-1988	See Note 2
R/M6505	Lake Manitoba / Lac Manitoba (Southern Portion / Partie sud)	05-APR-1985	See Note 2
R/M6506	Lake Manitoba / Lac Manitoba (Northern Portion / Partie nord)	12-APR-1985	See Note 2
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.		
R/M2006	Upper Gap to/à Telegraph Narrows	31-MAR-2000	See Note 2
R/M2007	Belleville to/à Telegraph Narrows	10-SEP-1982	See Note 2
R/M2011	Belleville Harbour	17-JAN-2003	See Note 2
R/M2021A	Murray Canal to Healey Falls Locks / Murray Canal aux Écluses de Healey Falls	10-AUG-2001	See Note 2
R/M2021A	Murray Canal Presqu'île Bay to/à Trenton	10-AUG-2001	See Note 2
R/M2021B	Murray Canal to Healey Falls Locks / Murray Canal aux Écluses de Healey Falls	10-AUG-2001	See Note 2
R/M2021B	Trenton to/à Glen Ross	10-AUG-2001	See Note 2

SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION

CHARTS	MAIN TITLE		
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.		
R/M2021C	Murray Canal to Healey Falls Locks / Murray Canal aux Écluses de Healey Falls	10-AUG-2001	See Note 2
R/M2021C	Glen Ross to Hagues Reach Lock / Glen Ross à l'écluse de Hagues Reach	10-AUG-2001	See Note 2
R/M2021D	Murray Canal to Healey Falls Locks / Murray Canal aux Écluses de Healey Falls	10-AUG-2001	See Note 2
R/M2021D	Hagues Reach Lock to Healey Falls Locks / Écluse de Hagues Reach aux Écluses de Healey Falls	10-AUG-2001	See Note 2
R/M2022A	Healey Falls Locks to Peterborough / Écluses de Healey Falls à Peterborough	09-JAN-2004	See Note 2
R/M2022A	Healey Falls Locks to Rice Lake / Écluses de Healey Falls au Rice Lake	09-JAN-2004	See Note 2
R/M2022B	Healey Falls Locks to Peterborough / Écluses de Healey Falls à Peterborough	09-JAN-2004	See Note 2
R/M2022B	Rice Lake	09-JAN-2004	See Note 2
R/M2022C	Healey Falls Locks to Peterborough / Écluses de Healey Falls à Peterborough	09-JAN-2004	See Note 2
R/M2022C	Rice Lake to/à Peterborough	09-JAN-2004	See Note 2
R/M2023A	Peterborough to/à Buckhorn including/y compris Stony Lake	14-JUL-2006	See Note 2
R/M2023A	Peterborough to/à Lakefield	14-JUL-2006	See Note 2
R/M2023B	Peterborough to/à Buckhorn including/y compris Stony Lake	14-JUL-2006	See Note 2
R/M2023B	Lakefield to/à Buckhorn	14-JUL-2006	See Note 2
R/M2023C	Peterborough to/à Buckhorn including/y compris Stony Lake	14-JUL-2006	See Note 2
R/M2023C	Stony Lake	14-JUL-2006	See Note 2
R/M2024A	Buckhorn to/à Bobcaygeon including/y compris Chemong Lake	16-MAY-2003	See Note 2
R/M2024A	Buckhorn to/à Gannon Narrows and/et Harrington Narrows	16-MAY-2003	See Note 2
R/M2024B	Buckhorn to/à Bobcaygeon including/y compris Chemong Lake	16-MAY-2003	See Note 2
R/M2024B	Gannon Narrows to/à Bobcaygeon	16-MAY-2003	See Note 2
R/M2024C	Buckhorn to/à Bobcaygeon including/y compris Chemong Lake	16-MAY-2003	See Note 2
R/M2024C	Chemong Lake	16-MAY-2003	See Note 2
R/M2024D	Buckhorn to/à Bobcaygeon including/y compris Chemong Lake	16-MAY-2003	See Note 2

SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION

CHARTS	MAIN TITLE		
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.		
R/M2024D	Pigeon Lake (Southern Portion/Partie Sud)	16-MAY-2003	See Note 2
R/M2024E	Buckhorn to/à Bobcaygeon including/y compris Chemong Lake	16-MAY-2003	See Note 2
R/M2024E	Pigeon Lake (North Portion/Partie Nord)	16-MAY-2003	See Note 2
R/M2025A	Bobcaygeon to Lake Simcoe / Bobcaygeon au Lake Simcoe	23-APR-2004	See Note 2
R/M2025A	Bobcaygeon to/au Balsam Lake	23-APR-2004	See Note 2
R/M2025B	Bobcaygeon to Lake Simcoe / Bobcaygeon au Lake Simcoe	23-APR-2004	See Note 2
R/M2025B	Balsam Lake	23-APR-2004	See Note 2
R/M2025C	Bobcaygeon to Lake Simcoe / Bobcaygeon au Lake Simcoe	23-APR-2004	See Note 2
R/M2025C	Balsam Lake to/au Lake Simcoe	23-APR-2004	See Note 2
R/M2026A	Lake Scugog and/et Scugog River		See Note 2
R/M2026A	Scugog River		See Note 2
R/M2026B	Lake Scugog and/et Scugog River		See Note 2
R/M2026B	Lake Scugog		See Note 2
R/M2028A	Lakes Simcoe and Couchiching including the Holland River/Lacs Simcoe et Couchiching y compris Holland River	02-AUG-2002	See Note 2
R/M2028A	Lake Simcoe	02-AUG-2002	See Note 2
R/M2028B	Lakes Simcoe and Couchiching including the Holland River/Lacs Simcoe et Couchiching y compris Holland River	02-AUG-2002	See Note 2
R/M2028B	Lake Couchiching Lake Simcoe to Couchiching Lock/Lake Simcoe à L'Écluse de Couchiching	02-AUG-2002	See Note 2
R/M2028C	Lakes Simcoe and Couchiching including the Holland River/Lacs Simcoe et Couchiching y compris Holland River	02-AUG-2002	See Note 2
R/M2028C	Cook's Bay and/et Holland River	02-AUG-2002	See Note 2
R/M2029A	Couchiching Lock to Port Severn / Écluse de Couchiching a Port Severn		See Note 2
R/M2029A	Couchiching Lock to Big Chute / Écluse de Couchiching a Big Chute		See Note 2
R/M2029B	Couchiching Lock to Port Severn / Écluse de Couchiching a Port Severn		See Note 2

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SAFETY AND GENERAL INFORMATION

CHARTS	MAIN TITLE		
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.		
R/M2029B	Big Chute to/à Port Severn		See Note 2
R/M2064	Kingston to/ False Duck Islands	05-MAR-1999	See Note 2
R/M2069	Picton to/à Presqu'île Bay	19-MAY-2000	See Note 2
R/M6201	Lake of the Woods	08-AUG-2002	See Note 2
R/M6206	Seven Sisters Falls to/à Slave Falls	15-SEP-2000	See Note 2
R/M6207	Slave Falls to/à Eaglenest Lake	24-MAR-2000	See Note 2
R/M6211A	Big Traverse Bay	08-FEB-2002	See Note 2
R/M6211B	Big Traverse Bay	08-FEB-2002	See Note 2
R/M6212A	Kenora to/à Aulneau Peninsula	08-MAR-2002	See Note 2
R/M6212B	Kenora to/à Aulneau Peninsula	08-MAR-2002	See Note 2
R/M6213A	Whitefish Bay	08-FEB-2002	See Note 2
R/M6213B	Whitefish Bay - side 2	08-FEB-2002	See Note 2
R/M6214A	Sabaskong Bay	08-FEB-2002	See Note 2
R/M6214B	Sabaskong Bay	08-FEB-2002	See Note 2
R/M6215A	Basil Channel to/à Sturgeon Channel	08-FEB-2002	See Note 2
R/M6215B	Basil Channel to/à Sturgeon Channel	08-FEB-2002	See Note 2
R/M6216A	Sturgeon Channel to/à Big Narrows Island	08-FEB-2002	See Note 2
R/M6216B	Sturgeon Channel to/à Big Narrows Island	08-FEB-2002	See Note 2
R/M6217A	Ptarmigan Bay and/et Shoal Lake	01-MAR-2002	See Note 2
R/M6217A	Ptarmigan Bay and/et Shoal Lake	01-MAR-2002	See Note 2
R/M6217B	Ptarmigan Bay and/et Shoal Lake	01-MAR-2002	See Note 2
R/M6218A	Kenora, Rat Portage Bay	11-JUL-2003	See Note 2
R/M6218B	Kenora, Rat Portage Bay - side 2	11-JUL-2003	See Note 2
R/M6243	Winnipeg River/Rivière Winnipeg and Approches/et les Approches	08-JUL-2005	See Note 2
R/M6248	Observation Point to/à Grindstone Point	08-JUL-2005	See Note 2
R/M6251	Red River / Rivière Rouge to/à Gull Harbour	26-MAY-2000	See Note 2
R/M6286A	Whitedog Dam to/à Minaki	06-SEP-2002	See Note 2
R/M6286B	Whitedog Dam to/à Minaki	06-SEP-2002	See Note 2
R/M6287A	Minaki to/à Kenora	07-JUN-2002	See Note 2
R/M6287B	Minaki to/à Kenora	07-JUN-2002	See Note 2
Charts Permanently Withdrawn			
R/M2021	Murray Canal to Healey Falls Locks / Murray Canal aux Écluses de Healey Falls		
R/M2022	Healey Falls Locks to Peterborough / Écluses de Healey Falls à Peterborough		

**SECTION 1 – Edition 06/2007
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CHARTS	MAIN TITLE				
Charts Permanently Withdrawn					
R/M2023	Peterborough to/à Buckhorn including/y compris Stony Lake				
R/M2024	Buckhorn to/à Bobcaygeon including/y compris Chemong Lake				
R/M2025	Bobcaygeon to Lake Simcoe / Bobcaygeon au Lake Simcoe				
R/M2026	Lake Scugog and/et Scugog River				
R/M2028	Lakes Simcoe and Couchiching including the Holland River/Lacs Simcoe et Couchiching y compris Holland river				
R/M2029	Couchiching Lock to Port Severn / Écluse de Couchiching a Port Severn				
R/M6211	Big Traverse Bay				
R/M6212	Kenora to/à Aulneau Peninsula				
R/M6213	Whitefish Bay				
R/M6214	Sabaskong Bay				
R/M6215	Basil Channel to/à Sturgeon Channel				
R/M6216	Sturgeon Channel to/à Big Narrows Island				
R/M6217	Ptarmigan Bay and/et Shoal Lake				
R/M6218	Kenora, Rat Portage Bay				
R/M6286	Whitedog Dam to/à Minaki				
R/M6287	Minaki to/à Kenora				

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

Supersedes previous "List of charts not hand-corrected", last published in Edition #02/06.

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.

1351	2266	3056	3313	6036	6258	6285
1361	2267	3057	3488	6050	6259	6370
2048	2400	3058	3489	6205	6260	6390
2055	3052	3062	6023	6209	6263	6505
2140	3053	3080	6028	6242	6264	6506
2261	3055	3311	6030	6247	6267	

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.

**SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION**

1350	1551	2024	2204	4142	6207	6240	6272	6356
1400	1552	2025	2205	4145	6211	6241	6273	6357
1509	1553	2026	2206	6021	6212	6243	6274	6358
1510	1554	2028	2260	6022	6213	6248	6286	6359
1512	1555	2029	3050	6026	6214	6249	6287	6360
1513	2011	2044	3061	6035	6215	6268	6311	6368
1514	2021	2086	3312	6037	6216	6269	6341	6369
1515	2022	2202	3601	6038	6217	6270	6354	6371
1550	2023	2203	4141	6100	6218	6271	6355	

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:

"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.

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

Note: 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
CA176290	5001	Labrador Sea/Mer du Labrador
CA276271	4022	Cabot Strait and approaches / Détroit de Cabot et les approches
CA276284	4015	Sydney to/à Saint-Pierre
CA276286	4023	Northumberland Strait / Détroit de Northumberland
CA276477	8013	Flemish Cap/Bonnet Flamand
CA373067	2304	Oiseau Bay to/à Jackfish Bay
CA376014	4242	Cape Sable Island to/aux Tusket Islands
CA376045	4240	Liverpool Harbour to/à Lockeport Harbour
CA376047	4241	Lockeport to/à Cape Sable

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NON EQUIVALENT PRODUCTS		
S-57 ENC NUMBER	PAPER CHART NUMBER	CHART TITLE
CA376093	4367	Flint Island to/à Cape Smoky
CA376094	4020	Strait of Belle Isle/Détroit de Belle Isle
CA376135	4842	Cape Pine to/au Cape St Mary's
CA376212	5143	Lake Melville
CA476179	4466	Hillsborough Bay
CA476202	4211	Cape Lahave to/à Liverpool Bay
CA476327	4596	Bay of Exploits Sheet/feuille II (Middle/centre)
CA476328	4597	Bay of Exploits Sheet/feuille III (South/sud)
CA576226	4587	Fishery Products International Wharves / Quais

***606 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE ATLANTIC COAST LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2007.**

The 2007 edition of the Atlantic Coast List of Lights, Buoys and Fog Signals has been published. Information contained in Notices to Mariners up to and including Monthly Edition No. 2 of 2007 has been embodied in this publication. The price of this publication is \$29.95.

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

This publication can also be downloaded from the Notices to Mariners Internet site at <http://notmar.gc.ca>

607 CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2007 ANNUAL EDITION OF NOTICES TO MARINERS 1 TO 46 - FRENCH VERSION - NOTICE NO. 30.

Correction to the French publication only.

Page: D30-2

Paragraph 5.3

Delete

Note : INMARSAT annonce qu'ils vont cesser leur service de surveillance de communication de détresse d'INMARSAT 'E' EPRIB à partir du 1^{er} décembre 2006. <http://maritime.inmarsat.com/news/00014622.aspx> (anglais seulement).

Les navigateurs devraient vérifier avec INMARSAT pour échanger INMARSAT 'E' EPRIB qu'ils ont en leurs possessions. De plus, les navigateurs devraient seulement acheter et adapter COSPAS-SARSAT 406 MHz EPRIBs en vue d'interruption du service INMARSAT 'E' EPRIB

***608 CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2007 ANNUAL EDITION OF NOTICES TO MARINERS - NOTICE NO. 40.**

Page: F40-6

Paragraph 2(c) add

WARNING

At all time consideration must be given to both external and internal radiation doses. Potential residence times in specified contaminated areas could allow exposure to equal the maximum dose allowed by any of the zones mentioned above. In addition, this is a maximum permissible dose approach that requires diligent application of ALARA.

SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION

***617(T) CANADIAN COAST GUARD - TRANSPORT CANADA - LAURENTIAN PILOTAGE AUTHORITY - VESSELS WITH BEAM GRATER THAN 32.5 METRES.**

Background

Much of the navigable channel between Quebec and Montreal is designed for unrestricted two-way navigation of vessels with a maximum beam of 32.5m, based on the Canadian Coast Guard's *Users Guide to the Design, Maintenance and Safe Use of Waterways*

In order to provide safe access to this new generation of vessels, the Canadian Coast Guard(CCG), along with Transport Canada(TC) and the Laurentian Pilotage Authority (LPA) have agreed to undertake a study to determine the maximum beam allowed for these vessels to safely navigate the St. Lawrence River between the ports of Quebec and Montreal.

In the meantime, the following interim measures will be applicable:

FOR VESSELS WITH BEAM >32.5m UP TO 40.1m BETWEEN QUEBEC AND MONTREAL:

1. Vessels with a beam between 32.5 and 40.1 metres will be authorized to transit day and night.
2. When two (2) vessels whose combined beam is between 65 and 72.6 metres meet, each vessel's individual speed through the water shall not exceed nine (9) knots where the navigable channel does not exceed 245 metres.
- 3 No two (2) vessels whose combined beam is between 65 and 72.6 metres shall meet at the following locations:

- Sainte-Croix Bend
- Cap Charles Bend
- Cap-à-la-roche Bend
- Belmouth Bend
- Section between Cap Saint-Michel and Île aux vaches
- The downstream sector of Tétraville.

4. All overtaking situations involving two (2) vessels whose combined beam is between 65 and 72.6 metres shall not be permitted in the locations mentioned in item #3 above and in areas where the navigable channel does not exceed 245 metres.

5. . The Marine Communication and Traffic Services Officer (MCTSO) shall notify all vessels of the presence of these large vessels and inform the latter of the vessels to which measures will apply when meeting or overtaking.

For vessels whose combined beam is greater than 72.6 metres:

1. They shall not meet or overtake one another in the bends or straight sections of the navigable channel that do not exceed 245 metres.
2. If a vessel must stop, the vessel proceeding with the current or tidal stream will be the stand-on vessel. (Ref. *Collision Regulations, Rule 9 , Paragraph k*)
3. MCTSOs will give the vessels involved enough advance notice to allow them to make the necessary arrangements to comply with these measures.
4. Pilots shall advise the MCTSO of the arrangements made to enable the MCTSO to advise traffic

Note: When applying these measures, it is understood that the team at the wheelhouse must take into account all of the dangers to navigation, the risks of collision and all special circumstances, in particular the limitations of the vessels involved, and may therefore be obliged to make a departure from these measures to avoid immediate danger.

FOR VESSELS WITH BEAM >40.1m

Until further notice, vessels with beam > 40.1 metres are not authorized to transit upstream from the Port of Quebec.

SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION

***611(P) PLANS - HOWE SOUND - CHARACTERISTICS AND TOWER COLOUR CHANGE.**

Reference chart: 3534

The Canadian Coast Guard intends to permanently amend the following aid to navigation:

We propose to change the characteristics and tower colour of Tye Point, LL 423 (49 22 49.6 N 123 16 24.1 W).

Comments on this action are solicited from mariners and other interested parties. Comments should be directed to the Superintendent, Aids to Navigation, Canadian Coast Guard, 25 Huron Street, Victoria BC., V8V 4V9, (250)480-2603, within three months from the date of this notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(P2007-025)

***612(P) HARO STRAIT, BOUNDARY PASS AND/ET SATELLITE CHANNEL-LIGHT AND STRUCTURE COLOUR CHANGE**

Reference chart: 3441

The Canadian Coast Guard intends to permanently amend the following aid to navigation:

We propose to change the light and structure colour of Forest Island, LL 225.4 (48 39 17.8 N 123 19 24 W).

Comments on this action are solicited from mariners and other interested parties. Comments should be directed to the Superintendent, Aids to Navigation, Canadian Coast Guard, 25 Huron Street, Victoria BC V8V 4V9, (250)480-2603, within three months from the date of this notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(P2007-024)

***613(P) APPROACHES TO/APPROCHES À TSEHUM HARBOUR - SPAR BUOYS REPLACED - DAYBEACON CHANGED.**

Reference chart: 3476

The Canadian Coast Guard intends to permanently amend the following aids to navigation:

Replace red spar buoy U4 (48 40 29.3 N 123 24 40.7 W) and green spar buoy U11 (48 40 29.8 N 123 24 41.4 W) with 2 unlighted daybeacons.

Add light FI G 4s to Roberts Bay daybeacon (48 39 58 N 123 23 27 W)

Comments on this action are solicited from mariners and other interested parties. Comments should be directed to the Superintendent, Aids to Navigation, Canadian Coast Guard, 25 Huron Street, Victoria BC., V8V 4V9, (250)480-2603, within three months from the date of this notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(P2007-026, 027)

***614 ARCTIC OCEAN - SURFACE BUOY LIFTED.**

Reference: Notice (A2002-030) is cancelled.

This information was advertised in Edition 10 of 2002, Section I.
The A J-CAD 2 metre yellow surface buoy has been lifted.

(Hay River, June 2007)

**SECTION 1 – Edition 06/2007
SAFETY AND GENERAL INFORMATION**

***615(P) PRINCE RUPERT HARBOUR - LIGHT RELOCATED.**

Reference chart: 3958

The Canadian Coast Guard proposes to permanently relocate the following aid to navigation.

Relocate the light of Parizeau Point L.L. 705 from 54 17 17 N 130 22 15.1 W to 54 17 13.7 N 130 22 10.3 W) to better mark the hazard.

Comments on this action are solicited from mariners and other interested parties. Comments should be directed to the Superintendent, Aids to Navigation, Canadian Coast Guard, 25 Huron Street, Victoria BC., V8V 4V9, (250)480-2603, before August 24, 2007. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(P2007-028)

***616(T) DEMARCATION BAY TO/ A PHILIPS BAY - MOBILE OFFSHORE DRILLING UNIT TEMPORARILY ESTABLISHED.**

The unmanned mobile offshore drilling unit "SDC" has been temporarily established at 69 24.71N 138 53.76W. The unit is marked with a light Fl R, the structure is 202.4 meter long 53 meter wide.

For information contact, Captain Connelly at 1-250-598-4513 or 1-250-744-9818 or e-mail DONCON@ISLANDNET.COM

(Notship H0212/06, Sarnia, June 2007)

**SECTION 2 – Edition 06/2007
CHART CORRECTIONS**

3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 01-JUL-2005 - NAD 1983

08-JUN-2007 LNM/D. 23-MAR-2007
Delete depth of 6.4 metres 48°34'50.6"N 122°56'12.2"W
DFO(6201690-01)
Add dangerous wreck, unknown depth, marked PA 48°34'49.0"N 122°56'06.0"W
(see Chart No.1 K28) DFO(6201690-02)

3489 - Pattullo Bridge to/à Barnston Island - Sheet 1 - New Chart - 21-OCT-1994 - NAD 1983

08-JUN-2007 LNM/D. 12-MAY-2000
Delete light FI R 49°11'10.5"N 122°54'58.6"W
(see Chart No. 1 P1) (P2007021) LL(366.5) DFO(6201689-01)
Delete portion of breakwater between 49°11'10.5"N 122°54'58.6"W
(see Chart No.1 F4.1) and 49°11'12.5"N 122°54'57.6"W
DFO(6201689-02)
Add light FI R 49°11'12.5"N 122°54'57.6"W
(see Chart No. 1 P1) (P2007021) LL(366.5) DFO(6201689-03)

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

08-JUN-2007 LNM/D. 15-DEC-2006
Delete light FI R 49°11'10.5"N 122°54'58.6"W
(see Chart No. 1 P1) (P2007021) LL(366.5) DFO(6201689-01)
Delete portion of breakwater between 49°11'10.5"N 122°54'58.6"W
(see Chart No.1 F4.1) and 49°11'12.5"N 122°54'57.6"W
DFO(6201689-02)
Add light FI R 49°11'12.5"N 122°54'57.6"W
(see Chart No. 1 P1) (P2007021) LL(366.5) DFO(6201689-03)

3811 - Thurston Harbour - New Edition - 16-MAR-2007 - NAD 1983

01-JUN-2007
Delete depth of 5.9 metres 52°50'25.9"N 131°43'23.1"W
DFO(6201687-01)
Add depth of 2.9 metres 52°50'25.6"N 131°43'23.4"W
DFO(6201687-02)
Add rock awash at chart datum 52°50'13.0"N 131°44'01.4"W
(see Chart No. 1 K12) DFO(6201687-03)

**SECTION 3 – Edition 06/2007
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION**

CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE RADIO AIDS TO MARINE NAVIGATION (PACIFIC AND WESTERN ARCTIC) PUBLICATION 2007.

Page -2-6

Replace the following table

MCTS Inuvik/VFA – Radio Facsimile Transmission Details:

Modulation:	J3C (FM)	Index of cooperation:	576	Power:	1KW
Drum Speed:	120 rpm	Frequencies:	8454.1 kHz (USB) 8456.0 kHz (FSK)		

For correct reception of this broadcast on WMO standard facsimile recorders requiring 2300Hz for White and 1500Hz for Black, 1900 Hz Centre frequency; radio receivers should be tuned in the UPPER SIDEBAND MODE to the 8454.1 kHz.

SECTION 4 – Edition 06/2007
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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

Page 87 — Paragraph 135, lines 3 and 4
Delete: It is fitted with an emergency light.

(P2007-10.1)

SECTION 5 – Edition 06/2007
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

366.5	Annieville Rock Wall 1	S. side. 49 11 12.5 122 54 57.6	Fl R	4s	3.0	3	Mast, red and white triangular daymark.	Year round.	Chart:3490 Edn 06/07(P07-021)
719 G5807	Lucy Islands	On NE. side of E. island. 54 17 44.6 130 36 31.6	Fl R	6s	21.6	14	White octagonal tower.	Flash 0.5 s; eclipse 5.5 s. Year round.	Chart:3957 Edn 06/07(P07-017)

**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 Date: _____

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 concerning
navigational aids or the List 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)