



# NOTICES TO MARINERS

## PUBLICATION

### EASTERN EDITION



Published monthly by the

## CANADIAN COAST GUARD

### CONTENTS

	<b>Page</b>
Section 1 Safety and General Information .....	1 - 10
Section 2 Chart Corrections.....	11 - 26
Section 3 Radio Aids to Marine Navigation Corrections .....	27
Section 4 Sailing Directions and Small Craft Guide Corrections.....	28 - 41
Section 5 Light List Corrections .....	42 - 48

Marine Programs Directorate  
Aids to Navigation



Internet: [www.notmar.gc.ca](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*.

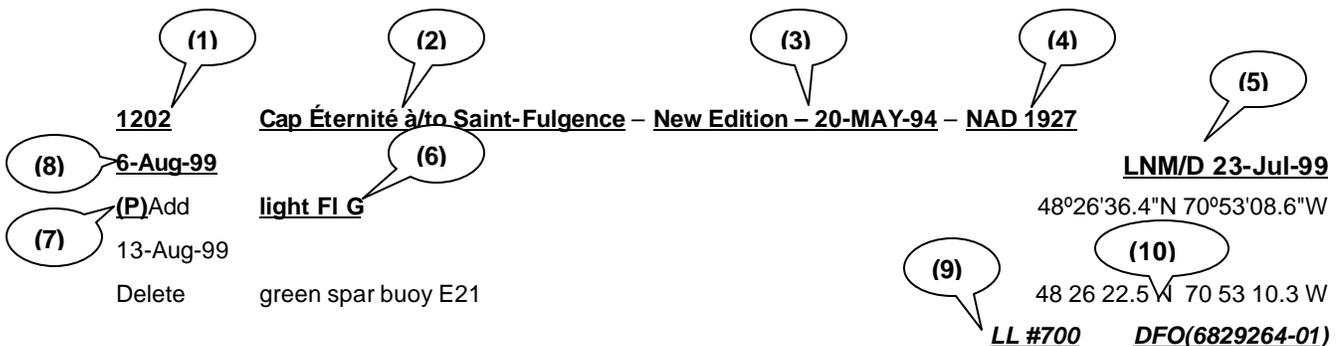
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on 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  
[www.mar.dfo-mpo.gc.ca/cg/ops](http://www.mar.dfo-mpo.gc.ca/cg/ops)  
Website E-Mail: [ROCWeb@mar.dfo-mpo.gc.ca](mailto: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](mailto: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](mailto:RMIC-Pacific@pac.dfo-mpo.gc.ca)  
Notice to Shipping information  
[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.

**MONTHLY EDITION OF NOTICES TO MARINERS**

**MAILING LIST RENEWAL/CHANGES**

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

Telephone (613) 990-3037  
Facsimile (613) 998-8428  
Internet [www.notmar.gc.ca](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	
NAME	
STREET	APT.
CITY	POSTAL CODE
PROVINCE	COUNTRY
NEW ADDRESS	
NAME	
STREET	APT.
CITY	POSTAL CODE
PROVINCE	COUNTRY

*ID number above address on label*

*or*

*Attach complete address label to this sheet*

# INDEX

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES. ....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEMAND (POD) CHARTS. ....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CHART 5179 PURCHASED PRIOR TO CORRECTION DATE 2004-08-27. ....	2
CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS. ....	2
CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES. ....	2
CANADIAN HYDROGRAPHIC SERVICE - LEVEL OF SERVICE REVIEW/QUESTIONNAIRE. ....	1
CANADIAN COAST GUARD PUBLICATION - AMENDMENTS TO THE RADIO AIDS TO MARINE NAVIGATION (ATLANTIC, ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG AND EASTERN ARCTIC) PUBLICATION - 2004. ....	27
*1005 CANADIAN COAST GUARD - LIST OF CHARTS AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES. ....	7
*1032 BAY OF FUNDY - AIDS DISCONTINUED. ....	9
*1007 BAY OF FUNDY - LIGHTS AND LIGHT BUOY TO BE DISCONTINUED. ....	8
*1019 BAY OF FUNDY - ST. JOHN HARBOUR - AIDS TO NAVIGATION TO BE DISCONTINUED. ....	9
*1031 BAY OF FUNDY - ST. MARYS BAY - EAST SANDY COVE - LIGHT BUOY DISCONTINUED. ....	9
*1014 BAY OF FUNDY - ST. MARYS BAY - WESTPORT - LIGHT TO BE DISCONTINUED. ....	8
*1003 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS. ....	3
*1002 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS. ....	2
*1034 CANADIAN HYDROGRAPHIC SERVICE - NON EQUIVALENT ELECTRONIC NAVIGATION CHARTS. ....	4
*1004 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS. ....	4
*1001 CANADIAN HYDROGRAPHIC SERVICE PUBLICATIONS - NEW EDITIONS OF SAILING DIRECTIONS. ....	2
*1020 CAPE BRETON ISLAND - ASPY BAY - WHITE POINT - LIGHT BUOY TO BE DISCONTINUED. ....	9
*1026 CAPE BRETON ISLAND - CAPE NORTH - FOG SIGNAL TO BE DISCONTINUED. ....	9
*1021 CAPE BRETON ISLAND - ST. PETERS BAY - OFF BLACK ROCK - BUOY TO BE DISCONTINUED. ...	9
*1011 GREAT LAKES - DETROIT RIVER - AMHERSTBURG - FOG SIGNAL TO BE DISCONTINUED. ....	10
*1030 GREAT LAKES - DETROIT RIVER - AMHERSTBURG - LIGHT BUOY RELOCATED. ....	10
*1013 GREAT LAKES - ST. CLAIR RIVER - LIGHTS TO BE CHANGED. ....	10
*1033 LAC DES DEUX MONTAGNES - MOUTH OF RIGAUD RIVER - BUOYS DISCONTINUED. ....	9
*1012 LAKE ERIE - PORT COLBORNE - FRONT RANGE LIGHT TO BE DISCONTINUED. ....	10
*1022 NEW BRUNSWICK - ENTRANCE TO MIRAMICHI RIVER - PROPOSED CHANGES TO AIDS TO NAVIGATION. ....	9
*1008 NEW BRUNSWICK - SAINT-JOHN - MACTAQUAC LAKE - BUOYS TO BE DISCONTINUED. ....	8
*1009 NEW BRUNSWICK - GRAND MANAN - AIDS TO BE DISCONTINUED. ....	8

## INDEX

*1025	NOVA SCOTIA - BAY OF FUNDY - SISSIBOO RIVER - SISSIBOO - LIGHT BUOY TO BE DISCONTINUED. ....	9
*1010	NOVA SCOTIA - LIGHTS AND BUOYS TO BE DISCONTINUED. ....	8
*1024	NOVA SCOTIA, SOUTHEAST COAST - EAST IRONBOUND ISLAND - FOG SIGNAL TO BE DISCONTINUED. ....	9
*1023	NOVA SCOTIA, SOUTHEAST COAST - GUYSBOROUGH - LIGHT BUOY TO BE DISCONTINUED. ....	9
*1015	NOVA SCOTIA, SOUTHWEST COAST - YARMOUTH HARBOUR AND APPROACHES - SPAR BUOYS TO BE DISCONTINUED. ....	8
*1006	NOVA SCOTIA, SOUTHWEST COAST - YARMOUTH SOUND - BUOYS TO BE DISCONTINUED. ....	8
*1029	PRINCE EDWARD ISLAND - CASCUMPEQUE - LIGHT TO BE DISCONTINUED. ....	9
*1016	PRINCE EDWARD ISLAND - NORTHUMBERLAND STRAIT - PICTOU HARBOUR - SPAR BUOY TO BE DISCONTINUED. ....	8
*1017	PRINCE EDWARD ISLAND - NORTHUMBERLAND STRAIT - WEST POINT - RANGE LIGHTS TO BE DISCONTINUED. ....	9
*1027	TRENT-SEVERN WATERWAY - ROSEDALE - LIGHT BUOY TO BE REPLACED WITH UNLIGHTED BUOY. ....	10
*1028	TRENT-SEVERN WATERWAY - THORNE ISLAND - LIGHT DISCONTINUED. ....	10

## NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Page	Chart No.	Page	Chart No.	Page
1220	11	4045	19		
		4098	19	4486	23
1226	12			4492	24
		4099	19		
1315	12			4521	24
		L/C 4116	19		
1316	12	4117	19	4702	3
1317	12			4730	24
		L/C 4118	20		
1351	12,13	4203	20	4763	24
		4209	20		
1410	13	4210	20	4775	24
1509	14,15			4839	24
		L/C 4230	21	4844	24
1510	15,16	4236	21	4921	25
1556	2	4237	21	4956	25
2021	16			4980	25
2024	16	L/C 4240	21	5023	3,25
L/C 2121	16	4243	21	5042	25
L/C 2122	16	4245	21	5045	25
L/C 2123	17	4307	21	5052	25
2140	17	4308	21	5054	2
2181	17			5135	25
L/C 2300	17	L/C 4320	22	5300	3
		4335	22	8007	25
2308	17	4340	22	8013	3
2309	17	4342	22	8047	26
4000	17	4374	22		
4001	17,18	4375	22		
4003	18	4377	22		
4006	18	4385	22		
4010	18	4396	23		
4011	18	4429	23		
4012	18	4456	3		
4013	18	4460	23		
4023	18	4471	23		
4024	19	4485	23		

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

**CANADIAN HYDROGRAPHIC SERVICE - LEVEL OF SERVICE REVIEW/QUESTIONNAIRE.**

In October and November, the Canadian Hydrographic Service (CHS) will proceed with a survey amongst its users to establish its priorities and modify its Level of Service.

A **questionnaire** is included at the end of the present edition. You can return the completed questionnaire using the pre-paid envelope or complete the questionnaire on line at: [www.charts.gc.ca](http://www.charts.gc.ca)

***We need your help in establishing CHS priorities.***

***Your opinion counts!***

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

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

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

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

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

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

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

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@df-mpo.gc.ca](mailto:chsinfo@df-mpo.gc.ca)

**CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.**

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

**CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.**

**CHART EDITIONS**

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

**NEW CHART - "NEWCHT"**

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

**NEW EDITION - "NEWEDT"**

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

**REPRINTS**

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

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

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

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

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

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

We apologize for any inconvenience that this may cause.

**\*1001 CANADIAN HYDROGRAPHIC SERVICE PUBLICATIONS - NEW EDITIONS OF SAILING DIRECTIONS.**

The First Edition of Sailing Directions booklet *ATL 120 - Labrador, Camp Islands to Hamilton Inlet (including Lake Melville)* is now available. This new booklet cancels a part of the 1988 Edition of the *Sailing Directions, Labrador and Hudson Bay*. All relevant information published in Canadian Notices to Mariners up to and including **Monthly Edition No. 6 of 2004** has been incorporated. The price of ATL 120 is \$18.95.

The First Edition of Sailing Directions booklet *ATL 121 - Labrador, Hamilton Inlet to Cape Chidley (including Button Islands and Gray Strait)* is now available. This new booklet cancels a part of the 1988 Edition of the *Sailing Directions, Labrador and Hudson Bay*. All relevant information published in Canadian Notices to Mariners up to and including **Monthly Edition No. 2 of 2004** has been incorporated. The price of ATL 121 is \$18.95.

**\*1002 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS.**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
<b>New Charts</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.				
1556	Lac Temiscamingue/Lake Timiskaming	1:35000	02-APR-2004	3	\$23.00
5054	South Aulatsvik Island to/à Fenstone Tickle Island	1:60000	26-MAR-2004	1	\$20.00

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

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.				
4456	Baie Piashti à/to Petite Ile au Marteau	1:69950	26-MAR-2004	1	\$20.00
4702	Corbett Island to/à Ship Harbour Head	1:75000	28-MAY-2004	1	\$20.00
5023	Cape Harrison to/à Nunaksaluk Island	1:200000	30-APR-2004	1	\$20.00
5300	Baie D'Ungava / Ungava Bay	1:500000	28-MAY-2004	1, 4	\$20.00
8013	Flemish Cap/Bonnet Flamand	1:350000	06-FEB-2004	1	\$20.00

**\*1003 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.**

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

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

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

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA570080	Stewart
CA570248	Kitimat
CA473285	Bruce Mines to/à Sugar Island
CA373286	Melville Sound to/à Cabot Head
CA373291	Nipigon Bay and Approaches
CA573292	McGregor Bay
CA373302	Bathurst Inlet - Southern Portion / Partie sud
CA570015	Fraser River/Fleuve Fraser, Sand Heads to/à Douglas Island AB
CA570128	Tilbury Island to/à New Westminster
CA570282	Tahsis
CA470354	Esperanza Inlet (Western Portion, Part 1 of 2)
CA470355	Esperanza Inlet (Part 2 of 2)
CA573010	Welland Canal
CA473045	John Island to Blind River
CA573247	Pike Bay to Indian Harbour
CA473251	Croker Island to/à John Island
CA573253	Port of Thunder Bay
CA573265	Frenchman Point to Howdenvale
CA573266	Belleville to/à Telegraph Narrows
CA573270	Heron Bay
CA376015	Motion Bay to/à Cape St Francis
CA376018	Tusket Islands to/au Cape St. Marys
CA576039	Shelburne Harbour
CA276515	Grand Bank, Northern Portion/Grand Banc, Partie Nord
CA279043	Cap Whittle à/to Havre-Saint-Pierre et/and Ile d'Anticosti
CA279044	Havre-Saint-Pierre et/and Cap des Rosiers à/to Pointe des Monts
CA473018	Bruce Mines to/à Sugar Island
CA573021	Twynning Island Bridge
CA573078	MacGregor Harbour
CA573079	Lion's Head Harbour
CA573123	Owen Sound Harbour
CA573226	McGregor Bay
CA373249	Owen Sound to /a Giant's Tomb Island
CA473022	Canal de Beauharnois, Lac Saint-Louis au/to Lac Saint-François
CA373076	Melville Sound to/à Cabot Head

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

**\*1004 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.**

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

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

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

CHARTS	MAIN TITLE
<b>New Charts</b>	
3938R/M	Queens Sound to/à Seaforth Channel
4823R/M	Cape Ray to/à Garia Bay
4862R/M	Carmanville to/à Bacalhao Island and/et Fogo
7620R/M	Demarcation Bay to/à Liverpool Bay
7621R/M	Amundsen Gulf
<b>New Editions</b>	
1550R/M	Britannia Bay à/to Chats Falls
2304R/M	Oiseau Bay to/à Jackfish Bay
3490R/M	Fraser River/Fleuve Fraser, Sand Heads to/à Douglas Island
3534R/M	Plans - Howe Sound
3537R/M	Okisollo Channel
4244R/M	Wedgeport and Vicinity/et les Abords
4422R/M	Cardigan Bay
4432R/M	Archipel de Mingan
4516R/M	Harbours in / Havres dans Hare Bay
4843R/M	Head of / Fond de St Mary's Bay
5405R/M	Port Burwell and Approaches/et les Approches
7082R/M	Cape Baring to/à Cambridge Bay

**\*1034 CANADIAN HYDROGRAPHIC SERVICE - NON EQUIVALENT ELECTRONIC NAVIGATION CHARTS.**

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

NON EQUIVALENT PRODUCTS		
S-57 ENC NUMBER	PAPER CHART NUMBER	CHART TITLE
CA176030	4001	Gulf of Maine to Strait of Belle Isle au Déroit de Belle Isle
CA176140	4003	Cape Breton to/à Cape Cod
CA176290	5001	Labrador Sea/Mer du Labrador
CA273095	2200	Lake Huron/Lac Huron
CA276090	4045	Sable Island Bank/Banc de l'île de Sable to/au St.Pierre Bank/Banc de Saint Pierre
CA276091	4047	St. Pierre Bank/Banc de Saint-Pierre to/au Whale Bank/Banc de la Baleine
CA276092	4017	Cape Race to/à Cape Freels
CA276101	4049	Grand Bank, Northern Portion Grand Banc, Partie Nord to/à Flemish Pass/Passe Flamande
CA276204	4013	Halifax to/à Sydney
CA276236	4520	Orange Bay to/à Cape Bonavista
CA276271	4022	Cabot Strait and approaches / Déroit de Cabot et les approches
CA276274	4016	Saint-Pierre to/à St. John's
CA276284	4015	Sydney to/à Saint-Pierre
CA276286	4023	Northumberland Strait / Déroit de Northumberland
CA276367	4255	Georges Bank/Banc de Georges - Eastern Portion/Partie Est

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

<b>NON EQUIVALENT PRODUCTS</b>		
<b>S-57 ENC NUMBER</b>	<b>PAPER CHART NUMBER</b>	<b>CHART TITLE</b>
CA276477	8013	Flemish Cap/Bonnet Flamand
CA276800	4012	Yarmouth to/à Halifax
CA276801	4012	Yarmouth to/à Halifax
CA373052	2244	Alexander Passage to/à Beaverstone Bay
CA373054	2245	Beaverstone Bay to/à Lonely Island and/et McGregor Bay
CA373067	2304	Oiseau Bay to/à Jackfish Bay
CA376014	4242	Cape Sable Island to/aux Tusket Islands
CA376015	4846	Motion Bay to/à Cape St Francis
CA376018	4243	Tusket Islands to/à Cape St. Marys
CA376045	4240	Liverpool Harbour to/à Lockeport Harbour
CA376047	4241	Lockeport to/à Cape Sable
CA376061	4227	Country Harbour to/au Ship Harbour
CA376062	4906	West Point à/to Baie de Tracadie
CA376072	4845	Lumley Cove
CA376075	4817	Bay Bulls to/à St. Mary's Bay
CA376083	4236	Taylor's Head to/à Shut-in Island
CA376093	4367	Flint Island to/à Cape Smoky
CA376094	4020	Strait of Belle Isle/Détroit de Belle Isle
CA376106	4844	Cape Pine to/à Renews Harbour
CA376109	4234	Country Island to/à Barren Island
CA376120	4847	Conception Bay
CA376134	4911	Neguac Bay (Continuation A)
CA376135	4842	Cape Pine to/au Cape St Mary's
CA376164	4625	Burin Peninsula to/à Saint-Pierre
CA376166	4626	Saint-Pierre and/et Miquelon (France)
CA376167	4363	Cape Smokey to/à St. Paul Island
CA376187	4486	Baie des Chaleurs / Chaleur Bay
CA376212	5143	Lake Melville
CA376219	5135	Approaches to/Approches à Hamilton Inlet
CA376230	4321	Cape Canso to Liscomb Island
CA376242	4462	St. George's Bay
CA376248	4403	East Point to/à Cape Bear
CA376289	4098	Sable Island/Ile de Sable
CA376295	4374	Red Point to/à Guyon Island
CA376303	4375	Guyon Island to/à Flint Island
CA376330	4340	Grand Manan
CA376340	4854	Catalina Harbour to/à Inner Gooseberry Islands
CA376355	5134	Approaches to/Approches à Cartwright
CA473252	2257	Clapperton Island to/à John Island
CA473274	2110	Long Point Bay
CA476006	4396	Annapolis Basin
CA476008	4396	Digby
CA476043	4210	Cape Sable to/a Pubnico Harbour
CA476048	4244	Wedgeport and Vicinity/et les abords
CA476089	4236	Ship Harbour and Approaches/et les approches
CA476105	4210	Pubnico Harbour (Northern Portion/partie nord) (Continuation A)
CA476125	4912	Miramichi
CA476126	4912	Miramichi River - Chatham to/à Newcastle (Continuation A)

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

<b>NON EQUIVALENT PRODUCTS</b>		
<b>S-57 ENC NUMBER</b>	<b>PAPER CHART NUMBER</b>	<b>CHART TITLE</b>
CA476133	4911	Entrée à/ Entrance to Miramichi River
CA476168	4865	Approaches to/Approches à Lewisporte and/et Loon Bay
CA476179	4466	Hillsborough Bay
CA476190	4653	Bay of Islands
CA476202	4211	Cape Lahave to/à Liverpool Bay
CA476215	4728	Epinette Point to/à Terrington Basin
CA476221	4308	St. Peters Bay to/à Strait of Canso
CA476277	4307	Canso Harbour to/au Strait of Canso
CA476279	4530	Hamilton Sound, Eastern Portion / Partie est
CA476281	4306	Strait of Canso and/et Southern Approaches/et les approches sud
CA476285	4306	Canso Lock to St. Georges Bay/Écluse de Canso à St. Georges Bay
CA476327	4596	Bay of Exploits Sheet/feuille II (Middle/centre)
CA476328	4597	Bay of Exploits Sheet/feuille III (South/sud)
CA476900	4839	Harbour Buffet
CA476901	4839	Head of/Fond de Placentia Bay
CA476902	4839	Sound Island
CA476903	4839	Head of/Fond de Placentia Bay
CA573003	2067	Hamilton Harbour
CA573149	2226	Parry Sound Harbour
CA573150	2294	Little Current and Approaches/et les approches
CA576073	4845	Fermeuse Harbour
CA576114	4848	Long Pond
CA576118	4848	Holyrood (Marina)
CA576121	4847	Bell Island
CA576123	4847	Foxtrap
CA576144	4278	Maclvers Pt. to/à Little Narrows
CA576177	4460	Charlottetown Harbour
CA576200	4381	Chester Harbour
CA576211	4722	Terrington Basin
CA576222	4308	Petit-de-Gras Inlet
CA576225	4587	Mortier Bay
CA576226	4587	Fishery Products International Wharves / Quais
CA576268	4920	Quai / Wharf Belledune
CA576282	4306	Canso Lock
CA576283	4306	Point Tupper to/à Ship Point
CA576301	4617	Long Harbour, Erco Wharf/Quai
CA576342	4524	Botwood Harbour
CA576343	4524	Botwood Wharves
CA576372	4857	Lumsden Harbour
CA576386	4846	St. John's Harbour
CA676408	4849	Irving Oil Wharf/Quai

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

**\*1005 CANADIAN COAST GUARD - LIST OF CHARTS AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES.**

**IN EFFECT SEPTEMBER 30, 2004  
(REVISED AND PROMULGATED QUARTERLY)**

1220	(T) 28 MAY-2004
1312	(P) 22 FEB-2002, (P) 25 APR-2003
1316	(P) 21 NOV-2003, (P) 28 NOV-2003 , (P) 13 FEB -2004
1350	(P) 25 APR-2003
1351	196(T)/87, 636(P)/93, 510(P)/98
1361	1101(P)/99
1410	(P) 28 JUN-2002, (P) 27 SEP-2002
1434	(P) 03 AUG-2001
1438	(P) 20 OCT-2000
1509	(P) 17 JAN-2003
1510	(P) 30 APR-2004
2021	747(P)/96
LC 2110	121(P)/94
LC 2123	162(P)/94, (P) 10 AUG-2001
2181	725(T)/91, (P) 03 AUG-2001
2202	367(T)/88, (P) 28 APR-2000, (T) 31 OCT-2003
2203	(T)19 SEP-2003, (T) 17 OCT-2003, (T) 24 OCT-2003 (T) 31 OCT-2003, (T) 20 FEB-2004
2204	(T) 24 OCT-2003, (T) 20 FEB-2004
2205	(P) 12 MAY-2000, (P) 16 JUN-2000
2218	(P) 28 APR-2000
2222	367(T)/88
LC 2228	769(T)/91
2241	(P) 28 APR-2000
LC 2244	(P) 02 JUN-2000, (P) 23 JUN-2000
2250	361(P)/97
LC 2282	(P) 07 SEP-2001
2283	(P) 31 MAR-2000, (P) 07 SEP-2001, (P) 04 JAN-2002
2293	(T) 20 FEB-2004
LC 2300	(P) 21 JUN-2002, (P) 03 SEP-2004
LC 3000	2346(P)/99, (P) 28 APR-2000, (P) 03 NOV-2000, (P) 23 MAR-2001
3053	702(P)/92, (P) 19 JAN-2001
3313	(P) 30 MAY-2003
3442	(P) 17 JAN-2003
3447	(P) 15 SEP-2000, (P) 14 FEB-2003
3458	(P) 14 FEB-2003
3476	(P) 30 MAY-2003
LC 3604	(P) 23 MAR-2001
3623	96(P)/97, 1945(P)/99
3891	(P) 24 AUG-2001
3955	(P) 15 SEP-2000
4001	707(T)/93, 678(T)/94, (T) 21 NOV-2003, (T) 17 SEP-2004
4003	(T) 04 JUL-2003, (T) 21 NOV-2003
4006	(T) 21 NOV-2003
4012	(T) 09 JUL-2004
LC 4017	75(T)/94, 678(T)/94, 384(T)/95
4230	(T) 09 JUL-2004
LC 4234	805(P)/92
LC 4235	805(P)/92
4240	(T) 09 JUL-2004
4245	373(T)/94, 534(T)/95
4386	(P) 31 MAR-2000
4416	(T) 26 APR-2002, (T) 15 NOV-2002, (T) 29 NOV-2002
4456	433(T)/92
4459	762(T)/99, (T) 04 APR-2003
4486	(T) 04 JAN-2002, (T) 24 JAN-2003, (T) 16 MAY-2003, (T) 31 OCT-2003
4644	765(T)/98
4728	(T) 23 APR-2004
LC 4832	413(T)/88, (T) 19 JUL-2002
4847	782(T)/92
4848	782(T)/92
4849	103(T)/92
LC 4850	423(P)/94
LC 4851	64(T)/95, 384(T)/95
4863	(P) 07 FEB-2003

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

4865	(P) 07 FEB-2003
4911	(P) 31 MAY-2002, (P) 07 JUN-2002, (P) 21 JUN-2002, (P) 19 JUL-2002
4912	(P) 07 JUN-2002, (P) 14 JUN-2002, (P) 21 JUN-2002, (P) 24 JAN-2003
LC 4913	1316(T)/99
4920	1316(T)/99
4921	(P) 28 SEP-2001, (P) 16 APR-2004
LC 4951	(T) 29 MAR-2002, (T) 12 JUL-2002
LC 4952	(T) 17 AUG-2001
4954	(T) 16 MAY-2003, (T) 18 JUL-2003
4956	(P) 13 JUN-2003
6100	(P) 02-APR-2004
6240	(T) 27 APR-2001
6242	(T) 27 APR-2001
6251	(P) 23 JUN-2000, (T) 27 APR-2001
7010	153(T)/99
LC 7011	153(T)/99
7083	847(P)/89, 1510(P)/98, 1727(P)/98
7122	(P) 25 APR-2003
7371	634(P)/96
7733	1510(P)/98
7760	1510(P)/98, 1727(P)/98
8012	(T) 17 SEP-2004
8015	(T) 26 APR-2002

**\*1006 NOVA SCOTIA, SOUTHWEST COAST - YARMOUTH SOUND - BUOYS TO BE DISCONTINUED.**

Reference: Notice 518(P)/98 is cancelled.

**\*1007 BAY OF FUNDY - LIGHTS AND LIGHT BUOY TO BE DISCONTINUED.**

Reference: Notice 769(P)/98 is cancelled.

**\*1008 NEW BRUNSWICK - SAINT-JOHN - MACTAQUAC LAKE - BUOYS TO BE DISCONTINUED.**

Reference: Notice 1550(P)/98 is cancelled.

**\*1009 NEW BRUNSWICK - GRAND MANAN - AIDS TO BE DISCONTINUED.**

Reference: Notice 146(P)/99 is cancelled.

**\*1010 NOVA SCOTIA - LIGHTS AND BUOYS TO BE DISCONTINUED.**

Reference: Notice 1750(P)/99 is cancelled.

**\*1014 BAY OF FUNDY - ST. MARYS BAY - WESTPORT - LIGHT TO BE DISCONTINUED.**

Reference: Notice published in Section 1, Edition 02/2002 is cancelled.

**\*1015 NOVA SCOTIA, SOUTHWEST COAST - YARMOUTH HARBOUR AND APPROACHES - SPAR BUOYS TO BE DISCONTINUED.**

Reference: Notice published in Section 1, Edition 02/2002 is cancelled.

**\*1016 PRINCE EDWARD ISLAND - NORTHUMBERLAND STRAIT - PICTOU HARBOUR - SPAR BUOY TO BE DISCONTINUED.**

Reference: Notice published in Section 1, Edition 02/2002 is cancelled.

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

- \*1017 PRINCE EDWARD ISLAND - NORTHUMBERLAND STRAIT - WEST POINT - RANGE LIGHTS TO BE DISCONTINUED.**  
Reference: Notice published in Section 1, Edition 02/2002 is cancelled.
- \*1019 BAY OF FUNDY - ST. JOHN HARBOUR - AIDS TO NAVIGATION TO BE DISCONTINUED.**  
Reference: Notice published in Section 1, Edition 05/2002 is cancelled.
- \*1020 CAPE BRETON ISLAND - ASPY BAY - WHITE POINT - LIGHT BUOY TO BE DISCONTINUED.**  
Reference: Notice published in Section 1, Edition 07/2002 is cancelled.
- \*1021 CAPE BRETON ISLAND - ST. PETERS BAY - OFF BLACK ROCK - BUOY TO BE DISCONTINUED.**  
Reference: Notice published in Section 1, Edition 07/2002 is cancelled.
- \*1022 NEW BRUNSWICK - ENTRANCE TO MIRAMICHI RIVER - PROPOSED CHANGES TO AIDS TO NAVIGATION.**  
Reference: Notice published in Section 1, Edition 12/2002 is cancelled.
- \*1023 NOVA SCOTIA, SOUTHEAST COAST - GUYSBOROUGH - LIGHT BUOY TO BE DISCONTINUED.**  
Reference: Notice 109(P)/2003 is cancelled.
- \*1024 NOVA SCOTIA, SOUTHEAST COAST - EAST IRONBOUND ISLAND - FOG SIGNAL TO BE DISCONTINUED.**  
Reference: Notice 409(P)/2003 is cancelled.
- \*1025 NOVA SCOTIA - BAY OF FUNDY - SISSIBOO RIVER - SISSIBOO - LIGHT BUOY TO BE DISCONTINUED.**  
Reference: Notice 507(P)/2003 is cancelled.
- \*1026 CAPE BRETON ISLAND - CAPE NORTH - FOG SIGNAL TO BE DISCONTINUED.**  
Reference: Notice 604(P)/2003 is cancelled.
- \*1029 PRINCE EDWARD ISLAND - CASCUMPEQUE - LIGHT TO BE DISCONTINUED.**  
Reference: Notice 205(P)/2004 is cancelled. (G2004-150)
- \*1032 BAY OF FUNDY - AIDS DISCONTINUED.**  
Reference: Notice 324(P)/2004 is cancelled. (F2004-110)
- \*1031 BAY OF FUNDY - ST. MARYS BAY - EAST SANDY COVE - LIGHT BUOY DISCONTINUED.**  
Reference: Notice 325(P)/2004 is cancelled. (F2004-111)
- \*1033 LAC DES DEUX MONTAGNES - MOUTH OF RIGAUD RIVER - BUOYS DISCONTINUED.**  
Reference: Notice 201(P)/2004 is cancelled. (L2004-135, 136,137,138)

**SECTION 1 – Edition 10/2004  
SAFETY AND GENERAL INFORMATION**

**\*1027 TRENT-SEVERN WATERWAY - ROSEDALE - LIGHT BUOY TO BE REPLACED WITH UNLIGHTED BUOY.**

Reference: Notice 1203(P)/2003 is cancelled.

**\*1028 TRENT-SEVERN WATERWAY - THORNE ISLAND - LIGHT DISCONTINUED.**

Reference: Notice 521(P)/2004 is cancelled.

**\*1030 GREAT LAKES - DETROIT RIVER - AMHERSTBURG - LIGHT BUOY RELOCATED.**

This information is applicable to U.S. Chart 14853

Red light buoy D46 (L.L. 647.6) (42° 03' 49.3" N 83° 07' 28.3" W) has been relocated to 42° 03' 44" N 83° 07' 30.5" W.

(B2004-028)

**\*1011 GREAT LAKES - DETROIT RIVER - AMHERSTBURG - FOG SIGNAL TO BE DISCONTINUED.**

Reference: Notice 305(P)/96 is cancelled.

**\*1012 LAKE ERIE - PORT COLBORNE - FRONT RANGE LIGHT TO BE DISCONTINUED.**

Reference: Notice 104(P)/98 is cancelled.

**\*1013 GREAT LAKES - ST. CLAIR RIVER - LIGHTS TO BE CHANGED.**

Reference: Notice published in Section 1, Edition 03/2000 is cancelled.

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**1220 - Baie des Sept-Îles - New Edition - 09-JAN-2004 - NAD 1983**

08-OCT-2004

Delete light (Priv) F Y 50°11'23.7"N 066°22'16.9"W  
(L2004141) LL(1663.6) DFO(6406609-01)

Delete light F Y (Priv) 50°11'11.8"N 066°22'01.3"W  
(L2004142) LL(1663.8) DFO(6406610-01)

Amend Iso Y 7M to read Iso G 3M against light 50°11'56.1"N 066°23'00.4"W  
(L2004147) LL(1666.1) DFO(6406615-01)

Add light Iso R 2M (Priv) 50°11'52.6"N 066°23'00.8"W  
(L2004269) LL(1666.03) DFO(6406736-01)

15-OCT-2004

Amend Iso G 6M (Priv) to read FI G 6M (Priv) against front light LNMD. 08-OCT-2004  
50°09'55.4"N 066°28'45.5"W  
(L2004172) LL(1671) DFO(6406639-01)

**1220 - Sept-Îles - New Edition - 09-JAN-2004 - NAD 1983**

08-OCT-2004

Delete light (Priv) F Y 13m 50°11'23.7"N 066°22'16.9"W  
(L2004141) LL(1663.6) DFO(6406609-01)

Delete light F Y 13m (Priv) 50°11'11.8"N 066°22'01.3"W  
(L2004142) LL(1663.8) DFO(6406610-01)

Amend Iso Y 2s 4m to read Iso G 2s 4m against light 50°11'56.1"N 066°23'00.4"W  
(L2004147) LL(1666.1) DFO(6406615-01)

Amend (Priv) Iso 4s 2 Iso R 4s (Vert) to read (Priv) Iso 6s 2 Iso R 2s (Vert) against light 50°11'47.4"N 066°22'55.4"W  
(L2004153) LL(1666) DFO(6406620-01)

Add light F Bu (Priv) 50°11'06.4"N 066°21'50.0"W  
(L2004161) LL(1663.95) DFO(6406628-01)

Add light Iso R 2s (Priv) 50°11'52.6"N 066°23'00.8"W  
(L2004269) LL(1666.03) DFO(6406736-01)

**1220 - Pointe Noire - New Edition - 09-JAN-2004 - NAD 1983**

15-OCT-2004

Amend (Priv) Iso G 4s 5m to read (Priv) FI G 4s 5m against front light LNMD. 08-OCT-2004  
50°09'55.4"N 066°28'45.5"W  
(L2004172) LL(1671) DFO(6406639-01)

Amend (Priv) Iso G 4s 17m to read (Priv) Iso G 2s 17m against rear light 50°09'52.8"N 066°28'55.5"W  
(L2004173) LL(1671.1) DFO(6406640-01)

Amend (Priv) Iso Y 4s 19m to read (Priv) Iso Y 2s 19m against front light 50°09'55.3"N 066°28'55.5"W  
(L2004174) LL(1671.2) DFO(6406641-01)

Amend (Priv) Iso Y 4s 27m to read (Priv) Iso Y 2s 27m against rear light 50°09'49.7"N 066°28'55.5"W  
(L2004175) LL(1671.3) DFO(6406642-01)

Amend F RWG 14m (Priv) to read F RWG (Priv) against sector light 50°09'47.1"N 066°29'12.3"W  
(L2004176) LL(1672.1) DFO(6406643-01)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**1226 - Port-Cartier - New Edition - 19-NOV-1999 - NAD 1983**

01-OCT-2004 LNMD. 10-SEP-2004  
Amend (Priv) Fl R 3s 12m 6M to read (Priv) Fl G 3s 12m 6M against light 50°01'42.5"N 066°47'07.2"W  
(L2004197) LL(1682) DFO(6406666-01)

Add light F G (Priv) 50°02'01.4"N 066°46'32.8"W  
(L2004198) DFO(6406667-01)

Add light (Priv) F R 50°01'50.6"N 066°46'48.1"W  
(L2004199) DFO(6406668-01)

Add light (Priv) F R 50°01'48.3"N 066°46'51.7"W  
(L2004200) DFO(6406669-01)

Add light (Priv) F R 50°01'46.4"N 066°46'54.5"W  
(L2004201) DFO(6406670-01)

**1226 - Baie-Comeau - New Edition - 19-NOV-1999 - NAD 1983**

08-OCT-2004 LNMD. 01-OCT-2004  
Amend (Priv) Iso R 3s 34 m to read (Priv) Fl R 4s 34 m against front range light 49°14'51.3"N 068°08'17.2"W  
(L2004213) LL(1714) DFO(6406682-01)

**1226 - Quais/Wharves Cargill-Reynolds - New Edition - 19-NOV-1999 - NAD 1983**

08-OCT-2004 LNMD. 01-OCT-2004  
Amend (Priv) Iso R 3s 34 m to read (Priv) Fl R 4s 34 m against front range light 49°14'51.3"N 068°08'17.2"W  
(L2004213) LL(1714) DFO(6406682-01)

**1315 - Québec à/to Donnacona - New Edition - 21-JUN-2002 - NAD 1983**

01-OCT-2004 LNMD. 28-MAY-2004  
Add white and orange information pillar light buoy Fl Y, marked Priv 46°47'30.0"N 071°12'00.0"W  
(L2004127) LL(1959.8) DFO(6406599-01)

**1316 - Port de Québec - New Edition - 26-FEB-1999 - NAD 1983**

01-OCT-2004 LNMD. 30-JAN-2004  
Add white and orange information pillar light buoy Fl Y, marked Priv 46°47'30.0"N 071°12'00.0"W  
(L2004127) LL(1959.8) DFO(6406599-01)

22-OCT-2004 LNMD. 01-OCT-2004  
Affix patch 46°49'19.0"N 071°12'06.0"W  
DFO(6406735-01)

CHART PATCH 1316 - <http://chs-shc.dfo-mpo.gc.ca/patches/1316>

Affix patch 46°47'27.0"N 071°13'32.0"W  
DFO(6406735-02)

CHART PATCH 1316 - <http://chs-shc.dfo-mpo.gc.ca/patches/1316>

**1317 - Continuation A - New Edition - 17-AUG-2001 - NAD 1983**

01-OCT-2004 LNMD. 16-JUL-2004  
Add white and orange information pillar light buoy Fl Y, marked Priv 46°47'30.0"N 071°12'00.0"W  
(L2004127) LL(1959.8) DFO(6406599-01)

**1351 - Bassin de Chambly à/to Île Sainte-Thérèse - Sheet 1 - New Chart - 21-SEP-1984 - NAD 1927**

15-OCT-2004 LNMD. 10-OCT-2003

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

Amend vertical clearance of 9.7 metres, to read 8.3 metres 45°25'19.0"N 073°14'58.6"W  
Amend 9.7 to read 8.3, inside the cover, in the Mileage and General Data table, at 41.80 mile

With this notification, Notice (P) 19-Dec-2003 is cancelled. See reference DFO (6405684-01) appearing in this edition.

*DFO(6406705-01)*

Add white and orange control spar buoy, marked Priv 45°27'33.9"N 073°17'22.6"W  
(L2004179) *DFO(6406645-01)*

Add white and orange control spar buoy, marked Priv 45°27'25.4"N 073°17'23.7"W  
(L2004180) *DFO(6406646-01)*

Add white and orange control spar buoy, marked Priv 45°27'15.0"N 073°17'24.3"W  
(L2004181) *DFO(6406647-01)*

Add white and orange control spar buoy, marked Priv 45°27'24.2"N 073°17'04.4"W  
(L2004183) *DFO(6406649-01)*

Add white and orange control spar buoy, marked Priv 45°27'38.4"N 073°16'50.2"W  
(L2004185) *DFO(6406651-01)*

Add white and orange control spar buoy, marked Priv 45°27'55.5"N 073°16'28.5"W  
(L2004186) *DFO(6406652-01)*

22-OCT-2004 LNMD. 15-OCT-2004

Add white and orange control spar buoy, marked Priv 45°26'58.5"N 073°17'06.4"W  
(L2004182) *DFO(6406648-01)*

Add white and orange control spar buoy, marked Priv 45°26'58.1"N 073°16'52.1"W  
(L2004184) *DFO(6406650-01)*

29-OCT-2004 LNMD. 22-OCT-2004

CANCELS vertical clearance of 9.7 metres, to read a value less than 8.3 metres 45°25'19.0"N 073°14'58.6"W

The preliminary Notice dated 19-Dec-2003, is now discontinued. See reference DFO (6406705-01) appearing in this edition.

*DFO(6405684-01)*

**1351 - Chambly Écluses/Locks 1,2,3 - Sheet 1 - New Chart - 21-SEP-1984 - NAD 1927**

22-OCT-2004 LNMD. 15-OCT-2004

Add white and orange control spar buoy, marked Priv 10°02', 448m from Southwest corner of inset border  
(L2004182) *DFO(6406648-01)*

Add white and orange control spar buoy, marked Priv 42°24', 575m from Southwest corner of inset border  
(L2004184) *DFO(6406650-01)*

**1410 - Lac Saint-Louis - New Edition - 26-APR-2002 - NAD 1983**

01-OCT-2004 LNMD. 10-SEP-2004

Delete green port hand pillar light buoy FIG, marked A23 45°23'42.9"N 073°47'26.7"W  
(L2004061) LL(18.5) *DFO(6406526-01)*

Add green port hand pillar light buoy FIG, marked A35 45°21'47.3"N 073°50'03.2"W  
(L2004060) LL(23.5) *DFO(6406528-01)*

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**1509 - Rivière des Prairies - A à/to B - Sheet 1 - New Chart - 18-MAY-1990 - NAD 1983**

01-OCT-2004		LNMD. 10-SEP-2004
Add	drying height of 0 metre 1 decimetre	45°31'21.6"N 073°53'06.5"W DFO(6405866-07)
29-OCT-2004		LNMD. 15-OCT-2004
Delete	green port hand can buoy, marqué HD43	45°31'12.9"N 073°54'02.5"W DFO(6406742-02)
Delete	red starboard hand spar buoy, marked HD42	45°31'14.8"N 073°53'58.0"W DFO(6406742-03)
Delete	green port hand spar buoy, marked HD39	45°31'15.3"N 073°53'51.6"W DFO(6406742-04)
Delete	red starboard hand spar buoy, marked HD38	45°31'19.4"N 073°53'42.7"W DFO(6406742-05)
Delete	red starboard hand spar buoy, marked HD34	45°31'23.6"N 073°53'15.0"W DFO(6406742-06)
Delete	green port hand spar buoy, marked HD33	45°31'23.0"N 073°53'15.4"W DFO(6406742-07)
Delete	red starboard hand conical buoy, marked HD32	45°31'24.9"N 073°53'06.5"W DFO(6406742-08)
Delete	green port hand can buoy, marked HD31	45°31'24.3"N 073°53'06.4"W DFO(6406742-09)
Delete	red starboard hand spar buoy, marked HD30	45°31'23.7"N 073°53'02.3"W DFO(6406742-10)
Delete	green port hand spar buoy, marked HD29	45°31'22.2"N 073°53'03.4"W DFO(6406742-11)
Add	legend "Chenal balisé / Channel Buoyed "	45°31'16.5"N 073°53'34.5"W DFO(6406742-01)

**1509 - Rivière des Prairies - B à/to C - Sheet 1 - New Chart - 18-MAY-1990 - NAD 1983**

15-OCT-2004		LNMD. 01-OCT-2004
Add	port day beacon	45°32'53.3"N 073°41'57.2"W (L2004143) DFO(6406611-01)
Add	port day beacon	45°32'52.7"N 073°41'58.6"W (L2004144) DFO(6406612-01)
Add	starboard day beacon	45°32'54.8"N 073°41'58.7"W (L2004145) DFO(6406613-01)
Add	starboard day beacon	45°32'54.2"N 073°41'59.9"W (L2004146) DFO(6406614-01)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**1509 - Rapides Lalemant - Sheet 1 - New Chart - 18-MAY-1990 - NAD 1983**

01-OCT-2004		LNMD. 10-SEP-2004
Add	depth of 0 metre 2 decimetres	45°31'22.5"N 073°53'05.1"W DFO(6405866-01)
Add	drying height of 0 metre 1 decimetre	45°31'19.0"N 073°53'00.6"W DFO(6405866-02)
Add	depth of 0 metre 2 decimetres	45°31'17.1"N 073°52'56.4"W DFO(6405866-03)
Add	depth of 0 metre 5 decimetres	45°31'15.5"N 073°52'45.6"W DFO(6405866-04)

**1510 - Lac Saint-Louis à/to Carillon - Compartment B-C - Sheet 1 - New Edition - 25-JUL-2003 - NAD 1983**

29-OCT-2004		LNMD. 08-OCT-2004
Delete	green port hand spar buoy, marked HJ53	45°30'07.1"N 074°18'36.6"W (L2004135) DFO(6406657-01)
Delete	red starboard hand spar buoy, marked HJ54	45°30'09.7"N 074°18'39.6"W (L2004136) DFO(6406658-01)
Delete	green port hand spar buoy, marked HJ57	45°29'58.2"N 074°18'40.8"W (L2004137) DFO(6406659-01)
Delete	red starboard hand spar buoy, marked HJ58	45°29'58.4"N 074°18'41.9"W (L2004138) DFO(6406660-01)
Delete	red starboard hand conical buoy, marked AM92	45°24'06.4"N 074°00'21.6"W (L2004152) DFO(6406661-01)
Delete	recommended route between buoy AM78 and buoy AM98	between 45°24'47.0"N 073°59'29.0"W and 45°23'41.0"N 074°00'27.0"W DFO(6406661-03)
Add	red starboard hand conical buoy, marked AM92	45°24'11.9"N 074°00'32.2"W (L2004152) DFO(6406661-02)

**1510 - Carillon - Sheet 1 - New Edition - 25-JUL-2003 - NAD 1983**

08-OCT-2004		LNMD. 01-OCT-2004
Delete	depth of 12 metres 2 decimetres	45°33'53.4"N 074°22'29.1"W DFO(6406509-02)

**1510 - Baie de Vaudreuil à/to Laval - Compartment A-B - Sheet 2 - New Edition - 25-JUL-2003 - NAD 1983**

01-OCT-2004		LNMD. 10-SEP-2004
Delete	depth of 1 metre 2 decimetres	45°31'20.8"N 073°53'12.0"W DFO(6405866-05)
Add	depth of 0 metre 1 decimetre	45°31'20.1"N 073°53'11.2"W DFO(6405866-06)
Add	drying height of 0 metre 1 decimetre	45°31'21.6"N 073°53'06.5"W DFO(6405866-07)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

29-OCT-2004		LNMD. 08-OCT-2004
Delete	green port hand can buoy, marked HD43	45°31'12.9"N 073°54'02.5"W DFO(6406742-02)
Delete	red starboard hand spar buoy, marked HD42	45°31'14.8"N 073°53'58.0"W DFO(6406742-03)
Delete	green port hand spar buoy, marked HD39	45°31'15.3"N 073°53'51.6"W DFO(6406742-04)
Delete	red starboard hand spar buoy, marked HD38	45°31'19.4"N 073°53'42.7"W DFO(6406742-05)
Delete	red starboard hand spar buoy, marked HD34	45°31'23.6"N 073°53'15.0"W DFO(6406742-06)
Delete	green port hand spar buoy, marked HD33	45°31'23.0"N 073°53'15.4"W DFO(6406742-07)
Delete	red starboard hand conical buoy, marked HD32	45°31'24.9"N 073°53'06.5"W DFO(6406742-08)
Delete	green port hand can buoy, marked HD31	45°31'24.3"N 073°53'06.4"W DFO(6406742-09)
Add	legend "Chenal balisé / Channel Buoyed"	45°31'07.0"N 073°54'26.0"W DFO(6406742-12)

**2021 - Hagues Reach Lock to Healey Falls Locks/Écluse de Hagues Reach aux Écluses de Healey Falls - Sheet 4 - New Edition - 10-AUG-2001 - NAD 1983**

22-OCT-2004		LNMD. 16-JUL-2004
Affix	patch	44°18'10.0"N 077°48'06.0"W DFO(6602077-01)

CHART PATCH 2021 - <http://chs-shc.dfo-mpo.gc.ca/patches/2021>

**2024 - Buckhorn to/à Gannon Narrows and/et Harrington Narrows - Sheet 1 - New Edition - 16-MAY-2003 - NAD 1983**

22-OCT-2004		LNMD. 28-MAY-2004
Delete	starboard hand daybeacon, marked C320	44°28'49.0"N 078°24'10.4"W (B2004050) DFO(6602069-01)

**L/C2121 - Long Point to/à Port Glasgow - New Chart - 18-DEC-1987 - NAD 1927**

01-OCT-2004		LNMD. 10-SEP-2004
Reposition	red starboard hand spar buoy, marked EB2	from 42°39'11.0"N 081°00'24.0"W to 42°39'09.9"N 081°00'27.9"W (B2004043) DFO(6602055-01)

**L/C2122 - Pointe aux Pins to/à Point Pelee - New Edition - 05-JUL-1991 - NAD 1927**

22-OCT-2004		LNMD. 18-JUN-2004
Delete	pipeline	between 42°12'57.0"N 082°05'22.1"W and 42°12'27.4"N 082°05'17.6"W DFO(6602078-01)
Add	pipeline	between 42°12'57.0"N 082°05'22.1"W and 42°13'27.4"N 082°05'17.6"W DFO(6602078-02)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**L/C2123 - Pelee Passage to/à la Detroit River - New Edition - 12-MAR-1993 - NAD 1927**

29-OCT-2004 LNMD. 13-AUG-2004  
Amend legend FI Y 2½s 8m 3M to read QY 8m 3M against light 41°28'49.0"N 082°11'15.0"W  
DFO(6602066-01)

**2140 - Continuation A - New Chart - 16-SEP-1988 - NAD 1983**

22-OCT-2004 LNMD. 10-SEP-2004  
Add white and orange hazard spar buoy, Priv 42°51'17.6"N 079°34'38.0"W  
(B2004047) DFO(6602062-01)

Add white and orange hazard spar buoy, Priv 42°51'18.1"N 079°34'39.1"W  
(B2004048) DFO(6602063-01)

**2181 - Port Stanley - New Edition - 10-NOV-1989 - NAD 1927**

22-OCT-2004 LNMD. 16-APR-2004  
Add white and orange information spar buoy, Priv 350½°, 1084ft from West Breakwater  
Light (B2004044) DFO(6602059-01)

Add white and orange information spar buoy, Priv 353½°, 1075ft from West Breakwater  
Light (B2004045) DFO(6602060-01)

Add white and orange information spar buoy, Priv 354½°, 1206ft from West Breakwater  
Light (B2004046) DFO(6602061-01)

**L/C2300 - Lake Superior/Lac Supérieur - New Chart - 24-APR-1998 - NAD 1983**

01-OCT-2004 LNMD. 03-SEP-2004  
Amend FI 8s 30m 18M to read FI 10s 30m 9M against light 48°06'42.2"N 086°04'00.1"W  
(D2004091) LL(1102) DFO(6602022-01)

**2308 - Michipicoten Island to Oiseau Bay - New Edition - 19-JUL-1946 - US Standard Datum**

01-OCT-2004 LNMD. 03-SEP-2004  
Amend FI 8s 97ft 18M to read FI 10s 97ft 9M against light 48°06'43.5"N 086°04'00.0"W  
(D2004091) LL(1102) DFO(6602022-01)

**2309 - Cape Gargantua to/à Otter Head - New Edition - 23-JUL-1999 - NAD 1983**

01-OCT-2004 LNMD. 03-SEP-2004  
Amend FI 8s 97ft 18M to read FI 10s 97ft 9M against light 48°06'42.2"N 086°04'00.1"W  
(D2004091) LL(1102) DFO(6602022-01)

**4000 - Gulf of Maine to/à Baffin Bay/Baie de Baffin - New Edition - 25-JUL-2003 - NAD 1983**

01-OCT-2004  
Delete light 43°55'54.0"N 060°01'22.0"W  
(F2004109) LL(665) DFO(6301913-01)

**4001 - Gulf of Maine to/à Strait of Belle Isle including/y compris Gulf of St. Lawrence/Golfe Saint-Laurent - New Edition - 14-DEC-1984 - NAD 1927**

29-OCT-2004 LNMD. 01-OCT-2004  
CANCELS Current meters 43°06'00.0"N 049°02'00.0"W  
Current meters removed. Notice 707(T)/93-1 is now cancelled.  
DFO(6005874-01)

CANCELS Current meters 42°43'00.0"N 047°23'06.0"W

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

Current meters removed. Notice 707(T)/93-4 is now cancelled.

*DFO(6005874-04)*

CANCELS Current meters 42°03'54.0"N 048°38'00.0"W  
Current meters removed. Notice 707(T)/93-2 is now cancelled.

*DFO(6005874-02)*

CANCELS Current meters 42°57'06.0"N 048°11'00.0"W  
Current meters removed. Notice 707(T)/93-3 is now cancelled.

*DFO(6005874-03)*

**4001 - Gulf of Maine to Strait of Belle Isle au Détroit de Belle Isle - New Edition - 01-DEC-1995 - NAD 1983**

01-OCT-2004 LNM/D. 25-JUN-2004

Delete light 43°57'00.0"N 060°02'00.0"W  
(F2004109) LL(665) DFO(6301913-01)

**4003 - Cape Breton to/à Cape Cod - New Edition - 21-MAR-2003 - NAD 1983**

01-OCT-2004 LNM/D. 02-JUL-2004

Delete light FI 20M 43°55'54.7"N 060°01'22.1"W  
(F2004109) LL(665) DFO(6301913-01)

**4006 - Newfoundland and Labrador/Terre-Neuve-et-Labrador to Bermuda / aux Bermuda - New Edition - 08-AUG-2003 - NAD 1983**

01-OCT-2004 LNM/D. 25-JUN-2004

Delete light 43°56'00.0"N 060°02'00.0"W  
(F2004109) LL(665) DFO(6301913-01)

**4010 - Bay of Fundy/Baie de Fundy (Inner portion/partie intérieure) - New Edition - 14-FEB-2003 - NAD 1983**

22-OCT-2004 LNM/D. 17-SEP-2004

Delete red and white fairway pillar light buoy Mo(A), WHIS 44°42'38.9"N 065°46'23.8"W  
(F2004110) LL(200) DFO(6301914-01)

**4011 - Approaches to/Approches à Bay of Fundy/Baie de Fundy - Sheet 1 - New Edition - 03-JAN-2003 - NAD 1983**

15-OCT-2004 LNM/D. 02-JUL-2004

Delete legend "BELL" against green port hand pillar light buoy FIG, BELL 44°12'04.0"N 066°23'11.0"W  
(F2004117) LL(224) DFO(6301906-01)

22-OCT-2004 LNM/D. 15-OCT-2004

Delete red and white fairway pillar light buoy Mo(A), WHIS 44°42'45.0"N 065°46'10.0"W  
(F2004110) LL(200) DFO(6301914-01)

**4012 - Yarmouth to/à Halifax - Sheet 1 - New Edition - 14-FEB-2003 - NAD 1983**

15-OCT-2004 LNM/D. 09-JUL-2004

Delete legend "BELL" against green port hand pillar light buoy FIG, BELL 44°12'02.0"N 066°23'11.0"W  
(F2004117) LL(224) DFO(6301906-01)

22-OCT-2004 LNM/D. 15-OCT-2004

Delete red and white fairway pillar light buoy Mo(A), WHIS 44°42'38.0"N 065°46'05.0"W  
(F2004110) LL(200) DFO(6301914-01)

**4013 - Halifax to/à Sydney - New Edition - 06-SEP-2002 - NAD 1983**

01-OCT-2004 LNM/D. 25-JUN-2004

Delete light FI 15s 105ft 20M 43°55'54.7"N 060°01'22.1"W  
(F2004109) LL(665) DFO(6301913-01)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**4023 - Northumberland Strait/Détroit de Northumberland - New Edition - 27-DEC-2002 - NAD 1983**

15-OCT-2004 LNM/D. 03-SEP-2004  
Delete light Iso 60ft 7M 46°47'56.5"N 064°02'09.9"W  
(G2004150) LL(1076) DFO(6301901-01)

**4024 - Baie des Chaleurs/Chaleur Bay aux/to Îles de la Madeleine - New Edition - 03-MAR-2000 - NAD 1983**

22-OCT-2004 LNM/D. 13-AUG-2004  
Delete light and legend 2 Lts F G 48°24'54.1"N 064°23'42.6"W  
(L2004160) LL(1402) DFO(6406627-01)

**4045 - Sable Island Bank/Banc de l'île de Sable to/au St.Pierre Bank/Banc de Saint Pierre - New Edition - 10-OCT-2003 - NAD 1983**

01-OCT-2004 LNM/D. 25-JUN-2004  
Delete light Fl 15s 32m 20M 43°55'54.7"N 060°01'22.1"W  
(F2004109) LL(665) DFO(6301913-01)

**4098 - Sable Island/Île de Sable - New Edition - 30-NOV-2001 - NAD 1983**

01-OCT-2004 LNM/D. 25-JUN-2004  
Delete light Fl 15s 32m 20M 43°55'54.7"N 060°01'22.1"W  
(F2004109) LL(665) DFO(6301913-01)

**4099 - Sable Island/Île de Sable Western Portion/Partie ouest - New Edition - 28-DEC-2001 - NAD 1983**

01-OCT-2004  
Delete light Fl 15s 32m 20M 43°55'54.7"N 060°01'22.1"W  
(F2004109) LL(665) DFO(6301913-01)

**L/C4116 - Approaches to/Approches à Saint John - New Chart - 09-APR-1993 - NAD 1983**

01-OCT-2004 LNM/D. 16-MAY-2003  
Add depth of 5 metres, 1 decimetre 45°15'27.7"N 066°02'49.0"W  
DFO(6301928-01)

**4117 - Saint John Harbour and Approaches/et les approches - New Edition - 12-JUL-2002 - NAD 1983**

01-OCT-2004 LNM/D. 04-JUL-2003  
Delete depth of 4 metres, 3 decimetres 45°16'17.2"N 066°02'16.3"W  
DFO(6301928-03)

Delete depth of 6 metres 45°16'15.0"N 066°02'18.8"W  
DFO(6301928-05)

Add depth of 5 metres, 1 decimetre 45°15'27.7"N 066°02'49.0"W  
DFO(6301928-01)

Add depth of 3 metres, 3 decimetres 45°16'20.6"N 066°02'15.0"W  
DFO(6301928-02)

Add depth of 2 metres, 6 decimetres 45°16'18.1"N 066°02'15.4"W  
DFO(6301928-04)

Add depth of 4 metres, 7 decimetres 45°16'15.7"N 066°02'18.4"W  
DFO(6301928-06)

Add drying height of 0 metre, 3 decimetres 45°16'12.4"N 066°02'19.7"W  
DFO(6301928-07)

08-OCT-2004 LNM/D. 01-OCT-2004

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

Amend "FIG" to read "QG" against green port hand pillar light buoy, marked JC15 45°15'51.3"N 066°02'40.8"W  
(F2004100) LL(108) DFO(6301885-01)

**L/C4118 - St. Marys Bay - New Edition - 13-NOV-1998 - NAD 1983**

15-OCT-2004 LNM/D. 07-MAY-2004

Delete legend "BELL" against green port hand pillar light buoy FIG, marked HA1, BELL 44°12'08.0"N 066°23'11.0"W  
(F2004117) LL(224) DFO(6301906-01)

Delete legend "BELL" against red starboard pillar light buoy FI R, BELL, marked HA2 44°14'45.0"N 066°19'57.0"W  
(F2004118) LL(226) DFO(6301907-01)

Delete green port hand pillar light buoy FIG, marked HK1, BELL 44°28'26.0"N 066°04'09.0"W  
(F2004111) LL(230.1) DFO(6301915-01)

**L/C4118 - Continuation A - New Edition - 13-NOV-1998 - NAD 1983**

15-OCT-2004 LNM/D. 07-MAY-2004

Delete green port hand pillar light buoy FIG, marked HK1, BELL 44°28'26.0"N 066°04'09.0"W  
(F2004111) LL(230.1) DFO(6301915-01)

Replace green port hand can buoy, marked HK3 with green port hand spar light buoy FIG, marked HK3 44°28'48.5"N 066°04'39.0"W  
(F2004120) LL(234.3) DFO(6301909-01)

**L/C4118 - East Sandy Cove - New Edition - 13-NOV-1998 - NAD 1983**

15-OCT-2004 LNM/D. 07-MAY-2004

Replace green port hand can buoy, marked HK3 with green port hand spar light buoy FIG, marked HK3 44°28'48.5"N 066°04'39.0"W  
(F2004120) LL(234.3) DFO(6301909-01)

**L/C4118 - Grand Passage - New Edition - 13-NOV-1998 - NAD 1983**

15-OCT-2004 LNM/D. 07-MAY-2004

Delete legend "BELL" against red starboard pillar light buoy FI R, BELL, marked HA2 44°14'45.0"N 066°19'57.0"W  
(F2004118) LL(226) DFO(6301907-01)

**4203 - Halifax Harbour Black Point to à Point Pleasant - New Edition - 14-APR-2000 - NAD 1983**

08-OCT-2004 LNM/D. 07-MAY-2004

Delete legend "WHIS" against red starboard pillar light buoy FI R, WHIS, marked H4 44°31'39.5"N 063°30'03.6"W  
(F2004116) LL(516) DFO(6301905-01)

**4209 - Lockeport Harbour - New Chart - 21-OCT-1994 - NAD 1983**

08-OCT-2004 LNM/D. 03-SEP-2004

Replace green port hand pillar light buoy FIG, marked KK61, BELL with green port hand spar light buoy FIG, marked KK61 43°41'01.8"N 065°05'45.9"W  
(F2004121) LL(371) DFO(6301910-01)

**4209 - Shelburne - New Chart - 21-OCT-1994 - NAD 1983**

08-OCT-2004 LNM/D. 03-SEP-2004

Replace red starboard hand spar buoy, marked SD52 with red starboard hand spar light buoy FIR, marked SD52 43°45'23.3"N 065°19'26.9"W  
(F2004106) LL(360.11) DFO(6301878-01)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**4210 - Cape Sable to/à Pubnico Harbour - New Chart - 05-APR-1991 - NAD 1983**

29-OCT-2004 LNM/D. 02-JUL-2004  
 Add water intake pipe joining 43°26'07.7"N 065°38'25.0"W  
 43°26'12.0"N 065°38'16.2"W  
 43°26'18.7"N 065°38'07.0"W  
 43°26'29.9"N 065°38'02.2"W  
 and 43°26'41.9"N 065°38'01.5"W  
 DFO(6301964-01)

**L/C4230 - Little Hope Island to/à Cape St. Marys- New Chart - 15-JUN-1990 - NAD 1983**

29-OCT-2004 LNM/D. 02-JUL-2004  
 Replace red starboard pillar light and bell buoy FIR, BELL, marked NQ2 with green 43°50'35.2"N 066°10'38.5"W  
 port hand pillar light buoy FIG, marked NQ1  
 (F2004113) LL(256) DFO(6301917-01)

**4236 - Taylors Head to/à Shut-In Island - New Edition - 13-JUL-2001 - NAD 1983**

08-OCT-2004 LNM/D. 02-APR-2004  
 Delete light FR 44°38'17.2"N 063°16'37.2"W  
 (F2004105) LL(563.5) DFO(6301888-01)

Amend 'Fl 14s 26m 8M' to read 'Fl 4s 26m 6M' against light 44°43'14.7"N 062°47'59.4"W  
 LL(583) DFO(6301942-01)

**4236 - Ship Harbour and Approaches/et les approches- New Edition - 13-JUL-2001 - NAD 1983**

08-OCT-2004 LNM/D. 02-APR-2004  
 Amend 'Fl 4s 26m 8M' to read 'Fl 4s 26m 6M' against light 44°43'14.7"N 062°47'59.4"W  
 LL(583) DFO(6301942-01)

**4237 - Approaches to/Approches de Halifax Harbour - New Edition - 02-JUN-2000 - NAD 1983**

08-OCT-2004 LNM/D. 28-MAY-2004  
 Delete legend "WHIS" against red starboard pillar light buoy FI R, WHIS, marked 44°31'39.5"N 063°30'03.6"W  
 H4  
 (F2004116) LL(516) DFO(6301905-01)

**L/C4240 - Liverpool Harbour to/à Lockeport Harbour- New Chart - 06-OCT-1989 - NAD 1983**

08-OCT-2004 LNM/D. 03-SEP-2004  
 Replace green port hand pillar light buoy FIG, marked KK61, BELL with green port 43°41'01.8"N 065°05'45.9"W  
 hand spar light buoy FIG, marked KK61  
 (F2004121) LL(371) DFO(6301910-01)

**4243 - Tusket Islands to/à Cape St. Marys- New Edition - 11-OCT-2002 - NAD 1983**

29-OCT-2004  
 Replace red starboard pillar light and bell buoy FIR, BELL, marked NQ2 with green 43°50'35.2"N 066°10'38.5"W  
 port hand pillar light buoy FIG, marked NQ1  
 (F2004113) LL(256) DFO(6301917-01)

**4245 - Yarmouth Harbour and Approaches/et les approches- New Edition - 19-NOV-1999 - NAD 1983**

29-OCT-2004 LNM/D. 24-SEP-2004  
 Replace red starboard pillar light and bell buoy FIR, BELL, marked NQ2 with green 43°50'35.2"N 066°10'38.5"W  
 port hand pillar light buoy FIG, marked NQ1  
 (F2004113) LL(256) DFO(6301917-01)

**4307 - Canso Harbour to/au Strait of Canso - New Edition - 29-NOV-2002 - NAD 1983**

01-OCT-2004 LNM/D. 18-JUN-2004  
 Add pilot boarding station 45°29'30.4"N 061°11'04.0"W  
 DFO(6301845-01)

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

**4308 - St. Peters Bay to/à Strait of Canso - New Edition - 21-MAR-2003 - NAD 1983**

01-OCT-2004 LNM/D. 30-APR-2004  
Add pilot boarding station 45°29'30.4"N 061°11'04.0"W  
DFO(6301845-01)

**L/C4320 - Egg Island to/à West ironbound Island - New Edition - 26-SEP-1997 - NAD 1983**

08-OCT-2004 LNM/D. 09-JUL-2004  
Delete legend "WHIS" against red starboard pillar light buoy FI R, WHIS, marked H4 44°31'39.5"N 063°30'03.6"W  
(F2004116) LL(516) DFO(6301905-01)

**4335 - Strait of Canso and Approaches/et les approches- New Edition - 14-AUG-1998 - NAD 1983**

01-OCT-2004 LNM/D. 18-JUN-2004  
Add pilot boarding station 45°29'30.4"N 061°11'04.0"W  
DFO(6301845-01)

**4340 - Grand Manan - New Edition - 10-JAN-2003 - NAD 1983**

08-OCT-2004 LNM/D. 02-APR-2004  
Amend 'Iso G' to read 'QG' against light 44°39'41.8"N 066°45'16.8"W  
(F2004099) LL(22) DFO(6301840-01)

**4342 - Grand Harbour - New Edition - 12-JUL-2002 - NAD 1983**

08-OCT-2004 LNM/D. 02-APR-2004  
Amend 'Iso G' to read 'QG' against light 44°39'41.8"N 066°45'16.8"W  
(F2004099) LL(22) DFO(6301840-01)

**4374 - Red Point to/à Guyon Island - New Edition - 08-NOV-2002 - NAD 1983**

15-OCT-2004 LNM/D. 18-JUN-2004  
Replace red starboard hand spar buoy, marked NH10 with red starboard hand spar light buoy QR, marked NH10 45°37'17.8"N 060°34'29.3"W  
(G2004143) LL(741.05) DFO(6301855-01)

Replace red starboard hand spar buoy, marked NH6 with red starboard hand spar light buoy FIR, marked NH6 45°37'08.2"N 060°34'15.6"W  
(G2004146) LL(741.03) DFO(6301857-01)

Replace green port hand spar buoy, marked NH3 with green port hand spar light buoy FIG, marked NH3 45°36'54.2"N 060°34'03.6"W  
(G2004147) LL(741.01) DFO(6301866-01)

Add yellow and black, South cardinal spar light buoy Q(6)+LFI 15s, marked NHA 45°35'24.9"N 060°34'48.2"W  
(G2004144) LL(739) DFO(6301856-01)

**4375 - Guyon Island to/à Flint Island - New Edition - 11-OCT-2002 - NAD 1983**

29-OCT-2004  
Add dangerous underwater rock of 6ft or less, Rep 2004 45°59'40.0"N 059°45'30.0"W  
DFO(6301993-01)

**4377 - Main-à-Dieu Passage- New Edition - 06-NOV-1998 - NAD 1983**

29-OCT-2004  
Add dangerous underwater rock of 6ft or less, PA, Rep 2004 45°59'40.0"N 059°45'30.0"W  
DFO(6301993-01)

**4385 - Chebucto Head to/à Betty Island - New Edition - 07-JUN-1996 - NAD 1983**

08-OCT-2004 LNM/D. 15-NOV-2002  
Delete legend "WHIS" against red starboard pillar light buoy FI R, WHIS, marked 44°31'39.5"N 063°30'03.6"W

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

H4

*(F2004116) LL(516) DFO(6301905-01)*

**4396 - Annapolis Basin - New Edition - 16-JUL-2004 - NAD 1983**

22-OCT-2004

Delete red and white fairway pillar light buoy Mo(A), WHIS, marked V

44°42'38.9"N 065°46'23.8"W  
*(F2004110) LL(200) DFO(6301914-01)*

**4429 - Havre Saint-Pierre - New Edition - 04-OCT-2002 - NAD 1983**

01-OCT-2004

Add legend in ruins Ru against East side of the wharf

LNM/D. 24-SEP-2004  
50°14'11.4"N 063°36'29.0"W  
*DFO(6406717-01)*

**4460 - Charlottetown Harbour - New Edition - 30-MAY-2003 - NAD 1983**

08-OCT-2004

Delete depth of 21 feet

46°13'29.0"N 063°07'14.0"W  
*DFO(6301923-01)*

Delete depth of 28 feet

46°13'37.7"N 063°07'04.2"W  
*DFO(6301923-02)*

Delete depth of 18 feet

46°13'37.5"N 063°07'01.4"W  
*DFO(6301923-03)*

Add depth of 18 feet

46°13'29.4"N 063°07'14.8"W  
*DFO(6301923-04)*

Add depth of 20 feet

46°13'37.7"N 063°07'04.2"W  
*DFO(6301923-05)*

Add depth of 14 feet

46°13'37.5"N 063°07'01.3"W  
*DFO(6301923-06)*

**4471 - Baie au Saumon à/to Baie des Homards - New Edition - 11-FEB-1977 - NAD 1927**

29-OCT-2004

Add red starboard hand conical light buoy FI R marked C12

LNM/D. 11-JUN-2004  
51°24'57.5"N 057°39'00.8"W  
*(L2004270) LL(1531.7) DFO(6406737-01)*

**4485 - Cap des Rosiers à/to Chandler - New Edition - 26-SEP-1997 - NAD 1983**

22-OCT-2004

Delete front leading light FG 30ft

LNM/D. 11-JUN-2004  
48°24'52.3"N 064°23'36.6"W  
*(L2004159) LL(1401) DFO(6406626-01)*

Delete rear leading light F G 40ft, with leading line on a bearing of 294½° and a reciprocal 114½°

294½°, 136m from the front leading light  
*(L2004160) LL(1402) DFO(6406627-01)*

**4486 - Baie des Chaleurs/Chaleur Bay - New Edition - 19-FEB-1999 - NAD 1983**

22-OCT-2004

Delete front leading light FG 30ft

LNM/D. 17-SEP-2004  
48°24'52.3"N 064°23'36.6"W  
*(L2004159) LL(1401) DFO(6406626-01)*

Delete rear leading light F G 40ft, with leading line on a bearing of 294½° and a

294½°, 136m from the front leading

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

reciprocal 114½°

light  
(L2004160) LL(1402) DFO(6406627-01)

**4492 - Cascumpeque Bay - New Edition - 08-NOV-2002 - NAD 1983**

15-OCT-2004

LNMD. 13-FEB-2004

Delete light Iso 60ft 7M

46°47'56.5"N 064°02'09.9"W  
(G2004150) LL(1076) DFO(6301901-01)

Amend Iso G to read '2Lts Iso G Iso' against light

46°48'26.2"N 064°01'54.9"W  
(G2004149) LL(1078) DFO(6301900-01)

**4492 - Alberton Harbour - New Edition - 08-NOV-2002 - NAD 1983**

15-OCT-2004

LNMD. 13-FEB-2004

Delete light Iso 60ft 7M

46°47'56.5"N 064°02'09.9"W  
(G2004150) LL(1076) DFO(6301901-01)

Amend Iso G to read '2Lts Iso G Iso' against light

46°48'26.2"N 064°01'54.9"W  
(G2004149) LL(1078) DFO(6301900-01)

**4521 - Baie Verte - New Edition - 04-JUL-2003 - NAD 1983**

29-OCT-2004

Delete light FR

49°56'12.5"N 056°11'23.8"W  
(N2004173) LL(269) DFO(6301954-01)

**4521 - Baie Verte - New Edition - 04-JUL-2003 - NAD 1983**

29-OCT-2004

Delete Inset.  
light FR

49°56'12.5"N 056°11'23.8"W  
(N2004173) LL(269) DFO(6301954-01)

**4730 - Nain to/à Domino Point - New Edition - 31-MAY-2002 - Unknown**

29-OCT-2004

LNMD. 24-SEP-2004

Amend 'FI G 4s 82ft' to read 'FI G 3s 80ft' against light

55°15'25.0"N 059°20'35.0"W  
LL(319.322) DFO(6301968-01)

**4763 - Vicinity of/Environs de Port Manvers - New Edition - 29-MAR-2002 - Unknown**

22-OCT-2004

LNMD. 11-JUL-2003

Add legend "Adjoining Chart/Carte adjacente 5054"

bottom centre border  
DFO(6301941-02)

**4775 - Nain to/à Saglek Bay - New Edition - 07-JUN-2002 - Unknown**

22-OCT-2004

LNMD. 21-MAY-2004

Add legend "Chart/Carte 5054"

56°50'45.0"N 060°56'00.0"W  
DFO(6301941-01)

**4839 - Head of/Fond de Placentia Bay - New Edition - 01-AUG-2003 - NAD 1983**

29-OCT-2004

LNMD. 30-APR-2004

Add light FIG

47°38'32.8"N 053°56'10.6"W  
(N2004175) LL(38.1) DFO(6301965-01)

**4844 - Cape Pine to/à Renew's Harbour - New Edition - 08-MAR-2002 - NAD 1983**

01-OCT-2004

LNMD. 09-JUL-2004

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

Add dangerous wreck with unknown depth 46°40'57.0"N 053°24'09.6"W  
DFO(6301896-01)

29-OCT-2004 LNMD. 01-OCT-2004

Add light FIG 46°42'17.1"N 053°15'40.0"W  
(N2004170) LL(1.9) DFO(6301921-01)

**4921 - Sainte-Thérèse-de-Gaspé - New Edition - 06-MAR-1998 - NAD 1983**

22-OCT-2004 LNMD. 04-JUN-2004

Delete front leading light FG 9 m 48°24'52.3"N 064°23'36.6"W  
(L2004159) LL(1401) DFO(6406626-01)

Delete rear leading light F G 12 m, with leading line on a bearing of 294½° 294½°, 136m from the front leading light  
(L2004160) LL(1402) DFO(6406627-01)

**4956 - Cap-aux-Meules - New Edition - 21-FEB-2003 - NAD 1983**

29-OCT-2004 LNMD. 03-SEP-2004

Delete green, port hand pillar light buoy, FI G, marked YE5 47°23'23.7"N 061°50'17.0"W  
(L2004099) LL(1494.5) DFO(6406743-01)

**4980 - Blanc-Sablon - New Chart - 03-JAN-1992 - NAD 1983**

01-OCT-2004 LNMD. 22-AUG-2003

Amend legend FY Priv to read F Priv against light on East wharf 51°25'21.0"N 057°08'47.1"W  
(L2004133) DFO(6406605-01)

Amend legend FY Priv to read F Priv against light on West wharf 51°25'20.6"N 057°08'47.9"W  
(L2004134) DFO(6406606-01)

**5023 - Cape Harrison to/à Nunaksaluk Island - New Edition - 30-APR-2004 - NAD 1983**

08-OCT-2004

Amend "FI 5m 7M" to read "FIR 5m 7M" against light 55°16'49.2"N 059°30'13.1"W  
(N2004166) LL(321.05) DFO(6301943-01)

**5042 - Cut Throat Island to/à Quaker Hat - New Edition - 27-JUN-2003 - NAD 1983**

29-OCT-2004

Add radar transponder beacon and legend 'Racon', against light 54°44'12.5"N 057°20'37.7"W  
LL(319.2) DFO(6301966-01)

**5045 - Dog Islands to/à Cape Makkovik- New Edition - 01-MAR-2002 - NAD 1983**

29-OCT-2004 LNMD. 30-APR-2004

Amend 'FI 21m' to read 'FI 71m' against light 55°04'20.3"N 058°54'44.0"W  
LL(319.225) DFO(6301967-01)

**5052 - Seniartlit Islands to/à Nain - New Edition - 12-DEC-2003 - NAD 1983**

22-OCT-2004

Amend legend "Adjoining Chart/Carte adjacente 4775" to read "Adjoining Chart/Carte adjacente 5054" top centre border  
DFO(6301941-03)

**5135 - Approches to/Approches à Hamilton Inlet - New Edition - 12-JUL-2002 - NAD 1983**

29-OCT-2004 LNMD. 10-OCT-2003

Add radar transponder beacon and legend 'Racon', against light 54°44'12.5"N 057°20'37.7"W  
LL(319.2) DFO(6301966-01)

**8007 - Halifax to/à Sable Island/Île de Sable, Including/y compris Emerald Bank/Banc d'Émeraude and/et Sable Island Bank/Banc de l'Île de Sable- New Edition - 30-AUG-2002 - NAD 1983**

**SECTION 2 – Edition 10/2004  
CHART CORRECTIONS**

01-OCT-2004

Delete light Fl 15s 99ft 20M

LNMD. 28-MAY-2004

43°55'54.7"N 060°01'22.1"W  
(F2004109) LL(665) DFO(6301913-01)

**8047 - Cod Island to Cape Harrison - New Edition - 23-MAY-2003 - Unknown**

29-OCT-2004

Amend 'Fl 4s 25m' to read 'Fl G 3s 25m' against light

LNMD. 24-SEP-2004

55°15'40.0"N 059°20'05.0"W  
LL(319.322) DFO(6301968-01)

SECTION 3 – Edition 10/2004  
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

CANADIAN COAST GUARD PUBLICATION - AMENDMENTS TO THE RADIO AIDS TO MARINE NAVIGATION  
(ATLANTIC, ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG AND EASTERN ARCTIC) PUBLICATION -  
2004.

**Page 2-48**

Under Communication Sites located at:

Amend coordinates for *Victoria* to read: 47 49 54 N 53 18 05 W

**Page 3-16**

Vessel Traffic Services Zone Schedules/Bay of Fundy Vessel VTS Zone.

Reference: Editions 08 and 09/2003.

Delete chart.

Replace with attached chart.

[BAY OF FUNDY GRAPHIC](#)

**SECTION 4 – Edition 10/2004  
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Arctic Canada, Volume 3, Fifth Edition, 1994 —

- Page 4 — Delete paragraph 74 as amended in Bi-weekly Edition No. 12/94. (C2004-033.1)
- Page 5 — Paragraph 95, line 1  
Cancel correction promulgated in Monthly Edition No. 2/97. (C2004-035.1)
- Page 9 — Paragraph 183, line 3  
Cancel correction promulgated in Bi-weekly Edition No. 12/94. (C2004-035.2)
- Page 10 — Paragraph 228, line 1  
Delete: . — **Racon** (C2004-034.1)
- Page 10 — Paragraph 228, lines 2 and 3  
Delete: “North Peak Racon” to end of paragraph. (C2004-034.2)
- Page 16 — Paragraph 331, line 1  
Cancel correction promulgated in Monthly Edition No. 2/97.  
Delete: (—•—)  
Replace by: (—•—) (C2004-035.3)
- Page 123 — Paragraph 19, line 1  
Cancel correction promulgated in Monthly Edition No. 21/95. (C2004-035.4)

Labrador and Hudson Bay, Sixth Edition, 1988 —

- Page xi — Table of Contents  
Delete: **Chapter II**  
**Labrador — Strait of Belle Isle to Hawke Island**.....132
- Chapter III**
- Labrador — Hawke Island to Hamilton Inlet**.....163
- Chapter IV**
- Labrador — Hamilton Inlet**.....196
- Chapter V**
- Labrador — Hamilton Inlet to Cape Mugford** .....219 (N2004-06.3)
- Page xii — Table of Contents  
Delete: **Chapter VI**  
**Labrador — Cape Mugford to Button Islands** .....281 (N2004-06.4)
- Page 1 — Paragraph 1, lines 2 and 3  
Delete: the east coast of Labrador, (N2004-06.5)
- Page 1 — Paragraph 1, last line  
Add: Mariners are advised that more recent information covering parts of Chapter I for Labrador is now given in the booklet **ATL 100 — General Information, Atlantic Coast**. Whenever the same subjects are mentioned, the text in **ATL 100** will have priority. Additionally, Chapters II, III, IV, V and VI of this volume covering Labrador have been cancelled and replaced by two new volumes of Sailing Directions, ATL 120, Camp Islands to Hamilton Inlet (including Lake Melville) and ATL 121, Hamilton Inlet to Cape Chidley (including Button Islands and Gray Strait). (N2004-06.6)
- Page 1 — Delete paragraphs 3 and 5. (N2004-06.7)
- Page 28 — Delete paragraph 218. (N2004-06.8)

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

- Pages 49 to 52 — Delete paragraphs 380 to 409. (N2004-06.9)
- Page 55 — Paragraph 445, lines 1 to 3  
Delete: “There ... Happy Valley-Goose Bay.”  
Replace by: Churchill is the only port of significance in the area covered by this publication. (N2004-07.0)
- Page 55 — Paragraph 447, lines 1 to 3  
Delete: “port ... while the” (N2004-07.1)
- Page 55 — Delete paragraphs 452, 453, 454 and 457 (N2004-07.2)
- Page 55 — Paragraph 459, lines 2 and 3  
Delete: “both wharves ... at” (N2004-07.3)
- Page 55 — Paragraph 460, line 2  
Delete: either of these ports.  
Replace by: Churchill. (N2004-07.4)
- Page 55 — Paragraph 463, lines 1 to 3  
Delete: “For ... outport.”  
Replace by: Canada Customs has a seasonal office in Churchill. It can be contacted at telephone (204) 675-2655 or fax (204) 675-2365. Other inquiries can be directed to the Regional Office of Canada Customs at Winnipeg, telephone (204) 984-0122 or fax (204) 984-0892. (N2004-07.5)
- Pages 56 and 57 — Delete paragraphs 465 to 500. (N2004-07.6)
- Pages 132 to 300 — Delete Chapters II, III, IV, V and VI (N2004-07.7)
- Page 366 — Before paragraph 187  
Insert: *Chart 5707.* (C2004-036.1)
- Page 366 — Paragraph 188, lines 4 and 5  
Delete: , which has a least depth of 2 feet (0.6 m) (C2004-036.2)
- Page 396 — Before paragraph 76  
Delete: 5396, (C2004-038.1)

Gulf of St. Lawrence, First Edition, 1992 —

- Page 175 — Delete paragraph 176  
Replace by: 176 **Sainte-Thérèse-de-Gaspé (Petite-Rivière-Est)** harbour is situated 3 miles west of Cap d'Espoir. The entrance to the harbour is protected by a breakwater, to the south, and a breakwater-**wharf**, to the north, 30 m (98 ft) apart. A **shoal**, with a depth of 1.4 m (5 ft) and situated just east of the outer end of the north breakwater, partially obstructs the entrance to the basins. Inside the harbour, we find two boat basins and a **launching ramp** for small crafts. Depths along the irregular formed wharves vary between 2 and 2.9 m (7 and 10 ft). Pontoons are installed in the interior basin. Because of silting, depths may be less than those shown on the chart. (Q2004-070.1)

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 175 — Delete paragraph 184

Replace by: 184 A crescent-shaped breakwater, 458 m (1,500 ft) long, is situated 1 mile east of the paper mill. A public **wharf**, 150 m (492 ft) long and 18 m (60 ft) wide, with a deck elevation of 3.7 m (12 ft), extends from the end of the breakwater. A depth of 9 m (29.5 ft) is found (2002) in the berth on the NW side of the wharf. There is no berth on the NE side. A **light** (1392.7) is shown from a tower on the outer end of the wharf. A seasonal **ferry** service links between Montréal, Québec, Matane, Chandler and Cap-aux-Meules. A mobile ramp for the ferry is installed at the inner end of the wharf, on the NW side.

(Q2004-074.1)

ATL 100 — General Information — Atlantic Coast, First Edition, 1992 —

Page 1 — Paragraph 1, lines 4 and 5

Delete: (with the exception of Labrador)

Replace by: and Labrador

(N2004-07.8)

Page 1 — After paragraph 2

Insert: 2.1 Shipping crossing the North Atlantic Ocean bound for the coast of Labrador will not encounter any offshore hazards in the form of shoal banks. Several named banks do lie up to 150 miles off the Labrador coast but present no dangers as the least depth is about 200 feet (61 m). The Labrador coast itself should be approached with caution as detached dangers lie 15 miles or more off the mainland shore (or off the larger inshore islands).

(N2004-07.9)

2.2 Off the coast of Labrador, fishing vessels may be encountered though in lesser numbers than may be found on The Grand Banks of Newfoundland off the east coast of Newfoundland. Caution should however be exercised while navigating off this coast, particularly in fog which is prevalent in this region.

(N2004-08.0)

Page 5 — After paragraph 38

Insert: 38.1 In the Labrador Sea, the main cause of vessel icing is freezing spray which has the potential to exist from October to May. Spray icing can be encountered throughout the winter off the Labrador coast, where conditions conducive to spray icing exist more than 30 per cent of the time in January and February. Freezing spray is also responsible for the heaviest ice accretions which can exceed 20 cm (8 in). Icing from supercooled fog and freezing precipitation are less frequently reported, and are generally responsible for small amounts of accreted ice in the order of 1 to 2 cm (0.4 to 0.8 in). Arctic sea smoke can accompany spray icing if air temperatures are very cold: vessel icing reports from east coast waters show that combined spray and fog icing conditions are more frequently experienced in the Labrador Sea.

(N2004-08.1)

38.2 Because icing events in the Labrador Sea are not frequently associated with westerly winds, conditions can appear deceptively sheltered near shore. The danger here is that if small coastal vessels venture out in these conditions, rapid ice accumulations can be encountered when the vessel returns to shore.

(N2004-08.2)

38.3 From an investigation of icing thickness reports in the Labrador Sea, one area showed noticeably heavier ice accumulations: average accretion thicknesses exceed 10 cm (4 in) on Hamilton Bank (54°N, 55°W) while they are typically 4 to 5 cm (1.6 to 2 in) elsewhere. These heavier accumulations may result from more intense local

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

- icing conditions (e.g. shorter, steeper waves), or because this area is visited by vessels more susceptible to spraying and consequently to icing. (N2004-08.3)
- Page 8 — After paragraph 71  
Insert: 71.1 Most of the coastal waters of Labrador have not been surveyed to modern standards. Most of the offshore charting was done by the United States Navy and many Canadian charts are reproductions of charts produced by that agency; this is clearly stated under the title of the charts concerned. (N2004-08.4)
- Page 15 — Paragraph 124, line 6 – after “Newfoundland”  
Insert: and Labrador (N2004-08.5)
- Page 16 — Paragraph 128, lines 4 and 5  
Delete: “Sable Island ... Nova Scotia.”  
Replace by: the waters of Newfoundland and Labrador. (N2004-08.6)
- Page 17 — **Tables 1.3 Search and Rescue Stations**, Newfoundland – after “Burin”  
Add: , Lark Harbour and Port aux Choix (N2004-08.7)
- Page 33 — After paragraph 21  
Insert: 21.1 The east coast of **Labrador** forms the bulk of the eastern coast of mainland Canada and extends from Cape St. Charles, the NE'ern entrance of the Strait of Belle Isle, to Cape Chidley, its most northerly point, a distance of approximately 630 miles. The entire coast of Labrador is most irregular in outline, being indented with innumerable inlets and bays and off-lying islands. The outer coast is quite barren and rocky with very little evidence, if any, of trees. However, the shores of the bays and rivers are generally well wooded and a potential source of pulpwood. The northern limit of trees near the coast lies in about latitude *58°N*. (N2004-08.8)
- 21.2 The area of Labrador is 292,218 square kilometers, or almost three times the size of the island of Newfoundland. It is separated from the Province of Québec by a largely unsurveyed boundary on the west and south. This boundary was established in 1927, by a Judicial Committee of the Privy Council. It is defined on the south by the *52°N* parallel of latitude, and to the west it follows a meandering course traced out by the crest of the watershed of the rivers flowing eastward into the Labrador Sea, until it reaches Cape Chidley. The hills fall steeply to the sea, often in the form of precipitous cliffs and terminate in rugged rocky points. The land along the coast from Port Manvers to Cape Chidley is generally high, backed by the Torngat Mountains 10 to 20 miles inland. Between Nachvak Bay and Cape Chidley, these mountains approach the coast with elevations of up to 5,000 feet (1,524 m). (N2004-08.9)
- 21.3 The island of Newfoundland, together with the adjacent territory of Labrador, became the tenth province of Canada on April 1, 1949. Prior to that time it had been a British colony. (N2004-09.0)
- 21.4 The population of Labrador is about 31,300, with an approximate breakdown of 1,500 Inuit, 850 Indian, 10,150 Settlers and 18,800 “come-from-away”. The Settlers are of European ancestry, many of whom married Inuit or Indian women. They came as fur traders, trappers, fishermen, carpenters and tin-smiths, blending their ways with those of the Indian and Inuit. Generally, the Naskaupi Indians live at Natuashish, the Montagnais Indians live at Sheshatshiu on the south side of the North

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

West River, the Inuit and Settlers live in the communities from Hamilton Inlet north, and the Settlers live from Hamilton Inlet south. A few Settlers live in the west. The industrial west, whose largest community is Labrador City (population about 14,700), and Happy Valley-Goose Bay have the largest “come-from-away” populations.

(N2004-09.1)

21.5 The natural resources of Labrador have as yet been relatively untapped, due in part to their inaccessibility and also to the lack of suitable ports from which to transport them to the country’s markets. Recently, a road connection has been established linking the Labrador Straits to Cartwright with plans to link it with Goose Bay in the near future. Goose Bay is connected to western Labrador and Baie Comeau, Quebec by road. The fishing industry has lost some of its importance due to collapse of the cod fishery stocks but fishing is still carried out by local fishermen for other species. (N2004-09.2)

21.6 The mining industry in Labrador is chiefly centred around Labrador City and Wabush, in the interior; iron ore mined there is shipped by rail to Sept-Îles on the north shore of the St. Lawrence River, thence by ship to the smelters. This mine is the largest producer of iron ore in the country. A nickel mine is presently being developed near Voisey’s Bay. A port for shipping the ore is being developed at Edwards Cove in Anaktalak Bay which is entered about 8 miles south of Nain.

(N2004-09.3)

21.7 In recent years, a number of significant oil and gas discoveries have been made on the Labrador shelf. Due to extremely difficult operating conditions it will be a long and difficult task to discover the full hydrocarbon potential of this area.

(N2004-09.4)

21.8 Hydroelectric power has been developed at Churchill Falls, on the Churchill River. It is considered that the Churchill River and its tributaries constitute one of the largest potential sources of hydro power in Canada.

(N2004-09.5)

Page 39 — Paragraph 23, lines 7 and 8

Delete: “*Sailing ... Bay of Fundy*”

Replace by: the booklet *Sailing Directions, ATL 105 — Cape Canso to Cape Sable (including Sable Island)*

(Q2004-075.1)

Page 43 — After paragraph 54

Insert: 54.1 **Ice Conditions on the Labrador Coast.** — The ice formed in this area is partially of local formation and partially “imported” from Hudson Strait or from the Davis Strait - Baffin Bay area. In addition to the sea ice, numerous icebergs from West Greenland are a navigational hazard. The locally formed ice is, of course, in the new, young or first-year ice category and the same is true for Hudson Strait ice, for both areas clear completely every summer. Baffin Bay on the other hand may not clear, and as a result second- and multi-year ice can intrude into the Labrador area during the late winter and spring months as it is carried south by wind and current. It is not unusual for such events to occur and when they do arise the old floes are well dispersed among the pack but they do result in unusually hard floes being encountered in these waters.

(N2004-09.6)

54.2 Freeze-up in this area develops first in the bays and inlets of the north coast late in November but this initial formation is more controlled by the distance from the sea than it is by latitude. Terrington Basin at the head of Lake Melville is usually ice covered by mid November, but Hopedale, even though it is farther north,

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

does not begin to freeze until early December, and Cartwright, at the same latitude, does not become ice covered until mid December.

(N2004-09.7)

54.3 Once initial ice formation begins in northern bays and inlets, it spreads rapidly southward along the coast and reaches the Strait of Belle Isle by the end of December. After ice has formed in coastal regions it develops and spreads seaward, drifting in response to wind and to water currents. At the end of December, the outer ice edge normally lies from northern Newfoundland near Cape Bauld northward and gradually extends seaward to about 75 miles wide near latitude 55°N, and to about 100 miles wide at Cape Chidley.

(N2004-09.8)

54.4 During the first half of December, Lake Melville freezes over with fast ice. A small open water area persists at Rigolet but the remainder develops a solid cover of fast ice with a deep snow cover. Level ice thickness at Goose Bay reaches about 50 cm (20 in) by January 1 and 85 cm (33 in) by early April. The ice in this area is relatively flat but some ridges do develop due to thermal changes and in instances when fall storms disrupt the cover after growth has begun. Difficulty in breaking this ice is closely related to snow cover rather than to the ice thickness. Snow cover averages 20 to 40 cm (8 to 16 in) during the winter months.

(N2004-09.9)

54.5 Fast ice, which fills the bays and inlets along the coast during the winter months, becomes more extensive between Cape Harrison and Saglek. The offshore pack also increases in thickness and coverage and in April reaches its normal maximum limits which extend from 52°N, 52°W to 54°N, 53°W to 57°N, 57°W and to 60°N, 60°W. The thickness of the pack ice is not due only to local temperatures, as the southward drift induced by wind and by water currents can bring, into this area, ice from Davis Strait which has a level thickness of up to 150 cm (59 in) compared to the 80 to 120 cm (32 to 47 in) range found in the fast ice.

(N2004-10.0)

54.6 The pack ice moves in response to wind and to ocean currents. A flaw lead can often be found between the fast ice and the offshore pack when westerly winds are prevalent. At the same time, along the outer edge of the pack ice, there will be dispersed ice in the form of strips, patches and belts which could exist up to 300 miles from shore. On the other hand, east to northeast winds compact the ice near the coast resulting in coverage approaching 100%. The outer ice edge can be compressed to within 60 miles of the coastline. Ice deformation into ridges, hummocks, etc. under these conditions can be very intense.

(N20C

54.7 In general, the long term average ice motion may be described as following the shoreline at about 5 to 8 miles per day. Variations in wind speed may increase this motion or stop it entirely for short periods. If an average speed of 8 miles per day is maintained, multi-year ice off Devon Island at the beginning of October would arrive near the entrance to Hamilton Inlet about mid-February. This agrees with dates of aerial ice reconnaissance reporting older ice in the area.

(N2004-10.2)

54.8 Variations in ice floe size on the Labrador coast are related to the distance of the ice from the pack edge. Sea waves and swell from the open ocean and abrasion along the coast tend to break the ice into smaller pieces. As a general rule small floes will be found near the ice edge with larger floes located toward the interior of the pack.

(N2004-10.3)

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

54.9 Melting begins in southern Labrador waters in the last week of April, reaches mid Labrador in late May and Resolution Island in mid June. Because of its inland location, melting begins in Lake Melville in early May and the ice is soon flooded with melt water. Complete melting “in situ” develops by the beginning of June. Clearing of the pack ice on the Labrador coast is a gradual process as melting progresses northward. The pack slowly becomes narrower; it may separate into large patches and of course the concentration falls as any new and young ice is completely melted. By early June the southern edge has cleared Belle Isle, by the end of June it is north of Hamilton Inlet and at the end of July it is in the Cape Chidley area where patches of ice may linger into the first week of August. For the remainder of the season, icebergs pose a hazard to shipping until the fall freeze-up begins. (N2004-10.4)

Page 52 — After paragraph 94

Insert: 94.1 **Tides on the Labrador Coast.** — The tide along the greater part of the Labrador Coast is very uniform, both in the time of high water and in the range of the tide; it is only toward the heads of inlets that any great changes occur. Near the northern end of Labrador there is, however, a very marked and rapid increase in range as the entrance to Hudson Strait is approached.

(N2004-10.5)

94.2 Near to the coast, as a rule, the average flood tidal stream runs northward and the ebb stream southward, following its general direction, and rarely attaining a rate of ½ knot, except around headlands.

(N2004-10.6)

94.3 Because of the intricacies of the coastline, which is fringed with innumerable inlets and small islands, currents inshore must remain a matter of local knowledge. Strong, dangerous currents up to 7 knots flow into the fiords and through the tickles in this region and around Cape Chidley.

(N2004-10.7)

94.4 The Labrador Current as it leaves Davis Strait, bringing with it field ice and icebergs, extends over to the Labrador Coast and moves along it at a rate of 1 to 2 knots, as reported by fishermen. Near the coast, the average rate of the current is said to be about six miles a day; at about 70 miles from the coast its rate is stated to be 10 to 20 miles a day.

(N2004-10.8)

Page 57 — After paragraph 136

Insert: 136.1 **Weather of Labrador.** — The residents along the rugged and deeply-indented coast of Labrador are well aware that the weather presents a variety of patterns, so very dependent on offshore and onshore winds, and often subject to the full force of intense cyclonic systems. The broad aspects of the climate are readily apparent, but topography plays a critical role in the variations of local climate. The frequencies of fog and gales show wide variations between the coastal islands and the extremities of the deep inlets. Marys Harbour, Cartwright, Hopedale, Makkovik and Nain now regularly report weather, however, the period of record is short for Marys Harbour, Nain and Makkovik. Records from years past are on hand for other locations. The weather reports from Happy Valley-Goose Bay are the only ones available for the vicinity of Hamilton Inlet. It is understood that conditions in the open sea are often more extreme than those indicated by the coastal weather stations.

(N2004-10.9)

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

136.2 The **Strait of Belle Isle**, although much smaller in size, has features in common with Hudson Strait. Both have islands near their eastern extremities situated within cold currents of Arctic water. These cold currents have a pronounced effect on the summer water temperatures in the eastern entrances to the straits. Both are located on the mean tracks of low pressure areas. Both, by virtue of the neighbouring topography, are effective channels for surface winds. Cold water deflected from the Labrador Current along the north coast keeps summer temperatures low, especially when the winds are onshore. Belle Isle, located within the Labrador Current, indicates daily summer temperatures over the cool open waters of the strait - June 5°C, July 9.3°C, August 10.1°C, and September 6.8°C. Coastal stations can expect to have higher temperatures, and a few miles inland, away from the cooling influence of the strait, temperatures will be considerably higher. Along the strait, minimum temperatures drop below freezing by the last week in October and maximum values drop below freezing about a month later. Once the strait freezes over, temperatures seldom rise above freezing. Frequently lying in the path of deep storms, the Strait of Belle Isle receives heavy winter precipitation. Battle Harbour averages 396 cm (156 in) of snowfall annually, more than double the annual average at Resolution Island. Snowfalls seldom start before the end of October, which is about 2 months after they start at Resolution Island, but whereas that island has an annual average of 155 cm (61 in), Battle Harbour averages 76 cm (30 in) in the month of March alone, and has had one month (March 1949) as high as 278 cm (109.5 in). Along the strait, rainfall is possible in any month of the year. Small amounts fall in the winter months, rising to an average of about 75 mm (3 in) monthly, June through October, decreasing thereafter as a larger percentage of the total precipitation is in the form of snow.

(N2004-11.0)

136.3 **Cape St. Charles to Hopedale.** — Proceeding northward, Battle Harbour is the first location from which regular observations were taken over an extended period. In 1983, the observation site was moved to Marys Harbour, but a number of years of historical data are available for Battle Harbour. Although hills lay SW of it between Niger Sound and St. Lewis Sound, they did not appear to have more than a minor influence on surface wind. This station appears to have been well located to record the frequency of weather events along the coast. There are no weather reporting stations in the generally northward trending and deeply indented coastline to Domino Run, a straight line distance of more than 60 miles. Along the lengthy inlets (St. Lewis Inlet, Alexis Bay and White Bear Arm) the climate shows considerable variation as the distance from the coastal waters increases.

(N2004-11.1)

136.4 Between **Domino Run and Hamilton Inlet**, about 80 miles NW, the Labrador coast is much indented. Coastal elevations are between 500 and 600 feet (152 and 183 m) as far as Sandwich Bay, but between there and Hamilton Inlet they increase to 1,000 feet (305 m) with 1,600-foot (488 m) elevations farther inland. Along this portion of the coast the station at Cartwright represents the coastal weather. It is well exposed, especially for wind directions from the NW quadrant. The Cartwright reports are a compromise between the foggier and windier climate of the outer islands, and the somewhat more

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

protected inner reaches of Sandwich Bay. Weather records at Cape Harrison suggest that its frequency of strong winds approximates the frequency on the outer coast, since a large proportion of these are out of the north, especially through the winter season. It is probable that the cape and outer islands have a higher frequency of fog than recorded since the easterly fog-bearing winds are less likely to carry fog all the way into Tuchiaic Bay. Hamilton Inlet, about 200 miles northward of the Strait of Belle Isle, is the largest indentation on the Labrador Coast. North of Groswater Bay, starting at the cluster of islands centered near 54°30'N, 57°10'W, the coastline trends WNW to Hopedale at 55°27'N, 60°14'W, a straight line distance of 120 miles. Hopedale has a fairly open exposure but is more than 10 miles from the outer islands. From previous records in January, the mean daily temperature of -10.3°C at Battle Harbour drops to -15.9°C at Hopedale, a difference of almost 6°C in 3 degrees of latitude. Early in May, the mean daily temperature at Battle Harbour rises above freezing; Hopedale follows this trend about 1 week later. The influence of the cold waters offshore is evident in summer when the warmest mean daily temperature of the period for both Battle Harbour and Hopedale is realized in the month of August. A westerly flow across Labrador can produce exceedingly warm temperatures on the coast: Extremes - Hopedale 33.3°C, Cape Harrison 36.7°C, Cartwright 36.1°C, Battle Harbour 28.9°C. In the fall, a mean daily temperature of 0°C is normally reached at Hopedale by late October and at Battle Harbour by mid November. High winter temperatures in warm spells are suppressed by the cooling of the ice and cold waters offshore: January maxima - Hopedale 5.6°C; Battle Harbour 5.5°C. This coastline is frequently on the north side of intense winter storms and thus subject to heavy snowfall. Battle Harbour has an annual average of 396 cm (156 in), Cartwright 440 cm (173 in), Cape Harrison 371 cm (146 in), and Hopedale 417 cm (164 in). Snowfall is infrequent in October near the southern end, but at Hopedale snowfall begins about the end of September. At Battle Harbour, snowfall is likely to be over in May although some falls may occur as late as early June. At Hopedale, light falls are possible throughout June and the very early part of July. Rainfall along the coast may occur in any month. Most of the rain, though, falls in the months of May through October at Hopedale and April through November at Battle Harbour.

(N2004-11.2)

<sup>136.5</sup> From **Hopedale to Cape Chidley**, a distance of nearly 400 miles, there is only one reporting station, Nain, providing observations on a regular basis. The Nain station has been in operation only since 1984; consequently, the period of record is so short that it is of limited use in describing the conditions along this stretch of coast. There have been climatological observations taken in the past at Saglek, Ramah, Okak, Nain, Zoar and Hebron; as well, there are short period data sets for Killinek. These observations are helpful for defining the seasonal trends of temperature and precipitation. There have been, though, only sparse observations of wind and visibility along this deeply indented and mountainous coast. The width of the coastal area, if measured from the farthest outlying island within the Labrador Current to the western limits of the fiords and bays, varies from about 50 miles in the south to about 20 miles in the north. Weather variations are large. Wind directions are affected

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

by the rugged topography while fog banks move in and out under the influence of the general airflow and the solar heating of the cliffs and slopes. The definition of the intricate patterns of the local climates must await the establishment of weather stations and the thorough analysis of marine observations. It is along this coast that the climatologist has the greatest need for additional weather reports from ships to portray more clearly the hazardous meteorological conditions which can affect marine navigation. Throughout the winter months the Icelandic low, supported by frequent deep storms moving into the Labrador Sea, sustains strong winds on the coast. Gale force winds are common, averaging about 20 days in January. When the wind on the coast is strong, the winds within the bays and inlets are variable, sometimes accelerated by the slope and channelling of the topography to speeds over 100 knots, at other times reduced to near calm. The sheltered locations become deposition areas for snow, a feature that makes for wide variations in snow cover throughout the mountainous terrain. Although winter snowfall is light, falls from the occasional storm may be heavy on windward slopes. Temperatures average  $-18^{\circ}\text{C}$  while extreme January minima are about  $-37^{\circ}\text{C}$ . By early June, daily temperatures are above freezing along the coast. Some moderate snowfalls can be expected in April and May, and a few light falls in June. Snowfall is minimal on the coast by the end of June. Except at higher elevations, snowfall is unlikely through July and August. Days with fog average about 8 in July and August. The frequency during a particular year is dependent on the circulation. If several lows in succession cross the coast near the latitude of Hopedale, the persistent onshore wind keeps fog and low temperatures on the coast for days. A predominance of lows in Hudson Strait gives a westerly flow of subsiding air to the lee of the Torngats, a flow that brings sunny skies and temperatures of about  $20^{\circ}\text{C}$  to the coast. Extreme high temperatures in July and August are in the low 30's near Hopedale, in the low 20's near Cape Chidley. Although gales in July and August are not common, channelling may set off strong winds in fiords even when the pressure gradient is weak. In early September some snowfalls can be expected around Cape Chidley. The mean daily temperature drops to freezing in early October in the north and reaches Hopedale about mid October. Fog becomes less frequent during September and is unusual after October. Snow is the usual restriction to visibility by late September. Visibility often drops to near zero in heavy snow squalls in the strong NW winds that sweep along the coast behind the deep fall storms. With a steadily developing and strengthening NW circulation, coastal snowfalls diminish after December. Temperatures trend downward to reach their lowest values in January and February.

(N2004-11.3)

Page 60 — After paragraph 155

Insert: 155.1 **Labrador.** — In the **Strait of Belle Isle** January wind directions predominate out of the NW quadrant, although the effect that the strait has on channelling wind is evident in the high frequency of NE winds at Blanc-Sablon. By July, winds show a strong tendency to blow parallel to the coastlines, being 34 per cent from the SW at Blanc-Sablon, and 37 per cent from the south at Battle Harbour. Direction frequencies at Belle Isle are less influenced by terrain, hence, they are

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

more representative of the general airflow in all seasons. In January, hurricane force winds have been reported at Belle Isle (NE, SE and west), and at Battle Harbour (north). At Blanc-Sablon, winds as high as force 10 were reported from the north and NE. As in other areas, July is likely to be the month with fewest strong winds. Blanc-Sablon averages winds above force 6 for only 6 hours in July, Battle Harbour 3 hours, and Belle Isle, a notoriously windy location and more representative of conditions at sea, nearly 45 hours. Winds of force 10 have occasionally occurred in July at Belle Isle from SE, west and NW. From July onward the probability of gale force winds increases, reaching a maximum number of days with gales in December.

(N2004-11.4)

155.2 A predominant westerly flow of Arctic air exists across Labrador and the Labrador Sea in winter. Ocean Station Vessel Bravo (formerly stationed 270 miles east of Hopedale), Cape Harrison, Battle Harbour, and Cartwright have roughly 60 per cent of their winds from the SW, west and NW. There is a greater variability of summer winds under the influence of the flatter pressure gradients and the diurnal variation of winds through land and sea breezes. Representative of the summer circulation of this area is (the former) Ocean Station Vessel Bravo which had 49 per cent of its winds south, SE, and east, whereas, only 19 per cent are from these directions in January. The frequency of gales is dependent on the season and the exposure. In the quieter months of May through August the average is 2 to 3 days. A windy summer month might have up to 7 days; a short distance inland from the coastal islands, represented by the frequencies of Cape Harrison and Cartwright, days with gales are unlikely to exceed 4. After September the probability of strong winds increases month after month. Recorded weather information indicates that the windy season occurs from October through April. Winds higher than force 9 have been recorded frequently at the coastal stations in winter and unconfirmed observations in exposed areas indicate that winds over 100 knots are certainly not unknown to this coast; however, reports are not adequate to assess how often such strong winds occur. In July and August, winds have been observed as high as force 9 at Hopedale (NW, north) and Cape Harrison (NW); force 8 at Cartwright (west) and Battle Harbour (SW).

(N2004-11.5)

155.3 Surface wind directions at Goose Bay in winter are dominated by the prevailing westerly flow across Labrador although influenced somewhat by the Churchill River basin. In July, winds are usually light and show no pronounced directional preference. With the sheltering effect of extensive vegetation, Happy Valley-Goose Bay records show very few days with strong winds. Over the fetch provided by the length of Lake Melville, the winds are stronger, especially where channelled through the Mealy Mountains. Heavy squalls have been reported in Etagaulet Bay during easterly storms. Throughout the shipping season, June to November, the highest wind noted at Happy Valley-Goose Bay in the period 1955-1980 was from the west at 39 knots. Directions of the strongest winds are west, SW and NE, generally parallel to the length of Lake Melville.

(N2004-11.6)

155.4 North of Hopedale wind directions are affected by the rugged topography while fog banks move in and out under the influence of the general airflow and the solar heating of the cliffs and slopes. Throughout the

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

winter months the Icelandic low, supported by frequent deep storms moving into the Labrador Sea, sustains strong winds on the coast. Gale force winds are common, averaging about 20 days in January. When the wind on the coast is strong, the winds within the bays and inlets are variable, sometimes accelerated by the slope and channelling of the topography to speeds over 100 knots, at other times reduced to near calm. Although gales in July and August are not common, channelling may set off strong winds in fiords even when the pressure gradient is weak.

(N2004-11.7)

Page 62 — After paragraph 179

Insert: 179.1 **Labrador.** — The Strait of Belle Isle has a high frequency of fog in May through August as moist air is cooled below its dew point by ice-chilled waters. The predominance of winds with a southerly component keeps the north coast foggier than the south, a feature aided by the tendency for surface water temperatures to be colder along the north side. Fog occurrences are reported on over half the days in July. By late August the probability of fog decreases and shows a steady decline thereafter. Because of its downwind location, the frequency of fog days at Battle Harbour is representative of the eastern edge of the strait. Warmer water temperatures in August result in a lower frequency of fog days at the SW end of the strait.

(N20C)

179.2 The frequency of fog along the south Labrador coast in a particular year is related to the frequency of onshore winds across the Labrador Current. Diurnal variations are significant, as the fog tends to move inland at night and retreat seaward during the day. Battle Harbour records indicate its highest average frequency of 17 fog days in July, as the prevailing southerly wind carries sea fog northward from the Strait of Belle Isle. Probably the area north to Domino Run experiences similar frequencies. Hopedale, Cape Harrison, and Cartwright all average about 5 days a month in the period May through August. There are indications that this average is low with respect to the average number of foggy days in the adjacent coastal waters. An example of a prolonged extensive fog occurred in August 1964 when a strong high pressure area dominated Greenland and the surrounding maritime areas. As a result, easterlies prevailed in the steep pressure gradient over northern shipping lanes and storm tracks were located farther south. One such cyclone originated off Newfoundland on the 12th and remained stationary on the 12th, 13th, and 14th near 51°N, 41°W. Four stations along the Labrador coast, Belle Isle to Hopedale, reported 11 consecutive days with fog. Lower air temperatures, stronger winds, and fewer onshore winds lead to an appreciable reduction in coastal fog in September. The averages indicate that little fog occurs after September but the maxima show that, provided sufficient warm moist winds traverse the Labrador Current, there may be up to 10 or more days with fog. Towards the latter part of the shipping season the more likely restriction to the visibility is snow.

(N2004-11.9)

179.3 Fog days are unusual at Goose Bay, never having exceeded 5 in any one month.

(N2004-12.0)

179.4 From Hopedale to Cape Chidley, days with fog average about 8 in July and August. The frequency during a particular year is dependent on the circulation. If several lows in succession cross the coast near the latitude of Hopedale, the persistent onshore wind keeps fog and low temperatures on the coast for days. A predominance of

**SECTION 4 – Edition 10/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

lows in Hudson Strait gives a westerly flow of subsiding air to the lee of the Torngat Mountains, a flow that brings sunny skies and temperatures of about 20°C to the coast. Fog becomes less frequent during September and is unusual after October. Snow is the usual restriction to visibility by late September.

(N2004-12.1)

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins and Anticosti Island, Second Edition, 2002 —

Page 25 — Paragraph 284, lines 5 and 6 (Re: Correction promulgated in Monthly Edition No. 12/2002)

Delete: “A private ... breakwater.”

Replace by: Private **lights** mark the entrance to the basin.

(Q2004-072.1)

Page 26 — Paragraph 290, line 3 – after “dolphin”

Insert: marked by a private **light** and

(Q2004-072.2)

Page 26 — Beside paragraph 290, add a **light** pictogram.

(Q2004-072.3)

Page 26 — Paragraph 291, line 4

Delete: seasonal

(Q2004-072.4)

Page 28 — Paragraph 301, line 4

Delete: fluorescent-orange and

(Q2004-077.1)

Page 29 — Paragraph 327, line 5

Delete: a similar daymark

Replace by: a fluorescent-orange and black daymark

(Q2004-078.1)

Page 62 — **Table 3.2 Baie Comeau — Wharves**

Make the following correction in the “**Depth**” column.

<b>Berth</b>	<b>Depth</b> metres
<b>Public wharf</b>	
1	8.7

(Q2004-060.1)

Page 67 — Delete paragraph 106

Replace by: <sup>106</sup> A public wharf and a marina (*Club nautique Rivière-Portneuf*) are situated on the NE shore, inside the river entrance; for information on marina facilities, see the Appendix. A wharf in ruins is situated on the SW shore, opposite the public wharf.

(Q2004-080.1)

ATL 111 — St. Lawrence River — Île Verte to Québec, Second Edition, 1999 —

Page 28 — **LÉVIS** diagram

Add a Priv white and orange information pillar buoy, Fl Y @ 000°20', 463 metres from the SW corner of the border.

(Q2004-068.1)

ATL 112 — St. Lawrence River — Cap-Rouge to Montréal and Rivière Richelieu, Second Edition, 2001 —

Page 11 — Paragraph 112, line 4

Delete: 3 m

Replace by: 2.3 m

(Q2004-073.1)

Page 11 — Paragraph 112, line 5 – after “alongside.”

Insert: A **shoal** with a depth of 1.1 m lies 8 m east of the SW extremity of the wharf.

(Q2004-073.2)

Page 11 — Beside paragraph 112, add a **caution** pictogram.

(Q2004-073.3)

Page 43 — **Table 2.4 Port de Montréal — Wharves**

Make the following changes in the “**Depth**” column.

**SECTION 4 – Edition 10/2004  
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

<b>Berth</b>	<b>Depth</b> metres
<b>Pier Bickerdike</b>	
B6	8.4 to 8.8
<b>Bickerdike Terminal (Empire)</b>	
B7	8.7 to 8.8
<b>Vieux-Port de Montréal (Alexandra Wharf)</b>	
14 E (end of jetty)	8.2
<b>Vieux-Port de Montréal (King-Edward Wharf)</b>	
16 E (end of jetty)	8.2

(Q2004-076.1)

Page 44 — **Table 2.4 Port de Montréal — Wharves (cont'd)**  
Make the following change in the “**Depth**” column.

<b>Berth</b>	<b>Depth</b> metres
<b>Tarte Wharf</b>	
44S	* 9.1

(Q2004-076.2)

Page 45 — **Table 2.4 Port de Montréal — Wharves (cont'd and end)**  
Make the following changes in the “**Depth**” column.

<b>Berth</b>	<b>Depth</b> metres
<b>Shell Canada</b>	
103N	* 7.9
<b>Sunoco</b>	
104	* 6.1

(Q2004-076.3)

Page 56 — Paragraph 67, last line  
Add: Control **unlighted buoys** (private), which indicate the restrictions on boat handling, are moored inside the basin.

(Q2004-067.1)

Page 56 — Beside paragraph 67, add a **caution** pictogram.

(Q2004-067.2)

ATL 121 — Labrador, Hamilton Inlet to Cape Chidley (including Button Islands and Gray Strait), First Edition, 2004 —

Page 7 — Paragraph 54, line 7  
Delete: close east of the previous shoal  
Replace by: 0.2 mile SE of the NE tip of Pomialuk Point

(N2004-12.9)

Page 79 — Paragraph 80, line 4 – after “NW.”  
Insert: A shoal with a depth of 35 feet (10.7 m) is reported in 2004 to lie about 1.8 miles NW of Gulch Cape.

(N2004-13.0)

Page 79 — Paragraph 86, last line  
Add: A shoal with a depth of 37 feet (11.3 m) is reported in 2004 to lie about 2.3 miles SE of Korlortoaluk Cascade; caution is advised.

(N2004-13.1)

Page 103 — INDEX, after “Marshall Island, 59”  
Insert: Martin Bay, 86

(N2004-13.2)

CEN 303 — Welland Canal and Lake Erie, First Edition, 1996 —

Page 44 — After paragraph 92  
Insert: 92.1 A **water tower** 3.4 miles NW of Plum Point has an elevation of 84 m and has air obstruction **lights**.

(C2004-037.1)

**SECTION 5 – Edition 10/2004**  
**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
-----	------	--	--------------------------	--	-----------------------	--	---------------------------------

**NEWFOUNDLAND**

1.9	Black Rock	46 42 17.1 53 15 40	Fl G	4s	.....	Cylindrical mast. 2.1	Year round.  <b>Chart:4844</b> <b>Edn 10/04(N04-170)</b>
38.1	Little Harbour East Wharf	47 38 32.8 53 56 10.6	Fl G	4s	.....	Cylindrical mast. 2.1	Year round.  <b>Chart:4839</b> <b>Edn 10/04(N04-175)</b>
269	Baie Verte Wharf						Delete from list.  <b>Chart:4521</b> <b>Edn 10/04(N04-173)</b>
328	Middle Arm Wharf	On outer end of wharf. 49 42 11.6 56 05 36.1	Fl R	3s	3.4	4 Triangular skeleton mast. 2.5	Flash every 3 s. Seasonal.  <b>Chart:4520</b> <b>Edn 10/04(N04-172)</b>

**ATLANTIC**

22 H4180	Ingalls Head Breakwater	On outer end of breakwater. 44 39 41.8 66 45 16.8	Q G	1s	8.1	7 Triangular skeleton tower. 6.6	Operates at night only. Year round.  <b>Chart:4342</b> <b>Edn 10/04(F04-099)</b>
97 H4096	<b>Musquash Head</b>	At Musquash Head, E. side of entrance. 45 08 37.1 66 14 14.2	Fl W	3s	35.1	<b>20</b> White hexagonal tower, red horizontal band. 13.9	Flash 1 s; eclipse 2 s. Year round.  <b>Horn - Blast 4 s; sil. 56 s.</b> Horn points 180°.  <b>Chart:4116</b> <b>Edn 10/04(F04-128)</b>
108	<i>Courtenay Bay light buoy JC15</i>	45 15 51.3 66 02 40.8	Q G	1s	.....	..... <i>Green, marked "JC15".</i>	Year round.  <b>Chart:4117</b> <b>Edn 10/04(F04-100)</b>
195 H3926	Margaretsville	On extremity of point, S. of breakwater. 45 03 00.3 65 03 57.8	Oc(2) W	20s	11.2	10 Square tower, white and black horizontal bands. 9.7	Flash 4 s; eclipse 3 s; flash 4 s; eclipse 3 s; flash 6 s. Visible from 095° through S. to 236°. Operates at night only. Year round.  <b>Chart:4010</b> <b>Edn 10/04(F04-108)</b>
200	<i>Prim Point light and whistle buoy V</i>						Delete from list.  <b>Chart:4396</b> <b>Edn 10/04(F04-110)</b>
201 H3890	Prim Point	Digby Gut, W. point of entrance to Annopol Basin. 44 41 28 65 47 10.8	Iso W	6s	24.8	12 White rectangular tower, red vertical stripes. 13.9	Year round.  <b>Horn - Blast 3 s; sil. 27 s.</b> Horn points 318°.  <b>Chart:4396</b> <b>Edn 10/04</b>

**SECTION 5 – Edition 10/2004**  
**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	
202 H3892	Digby Gut	E. side of entrance to Digby Gut. 44 41 17.1 65 45 34.6	F W	.....	15.3	10	Triangular skeleton tower. 6.8	Emergency light. Operates at night only . Year round.  <b>Horn - Blast 1 s; sil. 14 s.</b>
							<b>Chart:4396 Edn 10/04</b>	
203 H3894	Victoria Beach	On E. side of Digby Gut. 44 40 33.6 65 45 12.5	Oc G	10s	16.4	7	White square tower. 8.0	Flash 6 s; eclipse 4 s. Operates at night only. Year round.
							<b>Chart:4396 Edn 10/04</b>	
204	<i>Bear Island light buoy V1</i>	<i>E. of Fannan Ledge. 44 38 57.9 65 44 48.8</i>	<i>F G</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Green spar, marked "V1".</i>	<i>Year round.</i>
							<b>Chart:4396 Edn 10/04</b>	
205	<i>The Raquette light buoy V2</i>	<i>44 37 55.4 65 45 05.8</i>	<i>F R</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Red spar, marked "V2".</i>	<i>Year round.</i>
							<b>Chart:4396 Edn 10/04</b>	
206	<i>Digby Pier light buoy V6</i>	<i>44 37 34.6 65 45 03.8</i>	<i>F R</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Red spar, marked "V6".</i>	<i>Year round.</i>
							<b>Chart:4396 Edn 10/04</b>	
209 H3896	Port Wade	On shore at head of Government wharf. 44 40 33.9 65 42 41.1	F R	.....	6.9	7	Triangular skeleton tower. 4.9	Operates at night only. Year round.
							<b>Chart:4396 Edn 10/04</b>	
209.8	<i>Goat Island light buoy VE4</i>	<i>NW. of island. 44 42 18.9 65 37 16.8</i>	<i>F R</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Red, marked "VE4".</i>	<i>Year round.</i>
							<b>Chart:4396 Edn 10/04</b>	
210 H3906	Schafner Point	On N. side of Annapolis River. 44 42 35.5 65 37 08.6	F W	.....	13.2	10	White square tower, red upper portion. 11.1	Indicates Goat Island Shoals. Operates at night only. Year round.
							<b>Chart:4396 Edn 10/04</b>	
210.3	<i>Marsh Point light buoy VE5</i>	<i>Off point. 44 42 54.4 65 34 20.8</i>	<i>F G</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Green, marked "VE5".</i>	<i>Year round.</i>
							<b>Chart:4396 Edn 10/04</b>	
211 H3908	Annapolis	NE. of pier. 44 44 39.6 65 31 11.8	F R	.....	9.1	8	White square tower, red upper portion. 8.5	Operates at night only. Year round.
							<b>Chart:4396 Edn 10/04</b>	
212 H3889	Broad Cove Wharf	On inner end of wharf. 44 39 55.7 65 49 56.9	F G	.....	5.2	7	Square skeleton tower. 3.5	Operates at night only. Year round.
							<b>Chart:4396 Edn 10/04</b>	
224	<i>Gull Rock light buoy HA1</i>	<i>S. of rock. 44 12 08 66 23 11</i>	<i>F G</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Green, marked "HA1".</i>	<i>Year round.</i>
							<b>Chart:4118 Edn 10/04(F04-117)</b>	

**SECTION 5 – Edition 10/2004**  
**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
226	Dartmouth Point light buoy HA2	Grand Passage. 44 14 45 66 19 57	F R	4s	.....	Red, marked "HA2".	Year round.  Chart:4118 Edn 10/04(F04-118)
230.1	East Sandy Cove light and bell buoy HK1						Delete from list.  Chart:4118 Edn 10/04(F04-111)
234.3	East Sandy Cove light buoy HK3	44 28 48.5 66 04 39	F G	4s	.....	Green spar, marked "HK3".	Year round.  Chart:4118 Edn 10/04(F04-120)
255.7 H3837	Cheggoggin Point Breakwater	On end of breakwater. 43 51 09.5 66 09 40.2	Fl G	3s	9.6	4 Square skeleton tower. 6.1	Flash 1 s; eclipse 2 s. Operates at night only. Year round.  Chart:4243 Edn 10/04(F04-112)
256	Cheggoggin Point light buoy NQ1	Off SW. extreme of Cheggoggin Point. 43 50 35.2 66 10 38.5	F G	4s	.....	Green, marked "NQ1".	Year round.  Chart:4245 Edn 10/04(F04-113)
360.11	Irving Oil Wharf Ruins light buoy SD52	43 45 23.3 65 19 26.9	F R	4s	.....	Red spar, marked "SD52".	Year round.  Chart:4209 Edn 10/04(F04-106)
371	Laurier Rock light buoy KK61	SW. of rock. 43 41 01.8 65 05 45.9	F G	4s	.....	Green spar, marked "KK61".	Year round.  Chart:4209 Edn 10/04(F04-121)
477.4	Northwest Cove light buoy DP54	E. of wharf. 44 32 02 64 01 19	F R	4s	.....	Red spar, marked "DP54".	Year round.  Chart:4386 Edn 10/04(F04-132)
488.5	Flemming Ledge light buoy AT60	44 29 08 63 51 19	F R	4s	.....	Red spar, marked "AT60".	Year round.  Chart:4386 Edn 10/04(F04-131)
516	Inner Automatic light buoy H4	NE. of Chebucto Head. 44 31 39.5 63 30 03.6	F R	4s	.....	Red, marked "H4".	Year round.  Chart:4203 Edn 10/04(F04-116)
563.5	Three Fathom Harbour						Delete from list.  Chart:4236 Edn 10/04(F04-105)
583 H3566	Owls Head Direction	On extremity of head. 44 43 14.7 62 47 59.4	Fl W	4s	25.8	6 Skeleton tower, red and white rectangular daymarks. 9.1	Operates at night only. Year round.  Chart:4236 Edn 10/04
665 H3586	Sable Island West End						Delete from list.  Chart:4098 Edn 10/04(F04-109)

**SECTION 5 – Edition 10/2004**  
**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>ATLANTIC</b>								
739	<i>Black Breaker Rock South Cardinal light buoy NHA</i>	45 35 24.9 60 34 48.2	Q(6) +LFI	W	15s	.....	..... Yellow and black spar, marked "NHA". Year round.	
							Chart:4374 Edn 10/04(G04-144)	
741.01	<i>L'Archevêque light buoy NH3</i>	45 36 54.2 60 34 03.6	F	G	4s	.....	..... Green spar, marked "NH3". Year round.	
							Chart:4374 Edn 10/04(G04-147)	
741.03	<i>L'Archevêque light buoy NH6</i>	45 37 08.2 60 34 15.6	F	R	4s	.....	..... Red spar, marked "NH6". Year round.	
							Chart:4374 Edn 10/04(G04-146)	
741.05	<i>L'Archevêque light buoy NH10</i>	45 37 17.8 60 34 29.3	Q	R	1s	.....	..... Red spar, marked "NH10". Year round.	
							Chart:4374 Edn 10/04(G04-143)	
1076 H1086	Cascumpeque						Delete from list.	
							Chart:4492 Edn 10/04(G04-150)	
1077	Alberton range	On sand dunes. 46 48 20.6 64 01 54.5	Iso	G	1s	5.9	13 Square skeleton tower, white daymark, red vertical stripe. 3.5	Visible in line of range. Operates at night only. Seasonal.
1078		289°06' 102.5m from front.	Iso	G	4s	11.5	15 Square skeleton tower, white daymark, red vertical stripe. 11.1	Visible in line of range. Operates at night only. Seasonal.
							Chart:4492 Edn 10/04(G04-149)	
1172.5	<i>The Lump light buoy M6</i>	47 06 34.7 64 58 15.4	F	R	4s	.....	..... Red spar, marked "M6" Year round.	
							Chart:4911 Edn 10/04(G04-152)	
1173.01	<i>Swashway light buoy M12</i>	47 06 48.4 64 58 31.7	F	R	4s	.....	..... Red spar, marked "M12". Year round.	
							Chart:4911 Edn 10/04(G04-153)	
1173.8	<i>Split Shoal light buoy M15</i>	47 08 29.8 65 00 22.3	Q	G	1s	.....	..... Green spar, marked "M15". Year round.	
							Chart:4911 Edn 10/04(G04-154)	
1401 H1716	Petite-Rivière-Est range						Delete from list.	
1402 H1716.1								
							Chart:4921 Edn 10/04(L04-159,160)	
1531.7	<i>Baie Bonne Espérance light buoy C12</i>	51 24 57.5 57 39 00.8	F	R	4s	.....	..... Red, marked "C12". Seasonal.	
							Chart:4471 Edn 10/04(L04-270)	
1663.6 H1994.92	Cie Iron Ore Wharf No. 2 West End						Delete from list.	
							Chart:1220 Edn 10/04(L04-141)	

**SECTION 5 – Edition 10/2004**  
**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
-----	------	--	--------------------------	--	-----------------------	--	---------------------------------

**ATLANTIC**

1663.8 H1994.94	Cie Iron Ore Wharf No. 2 East End						Delete from list.  <b>Chart:1220</b> <b>Edn 10/04(L04-142)</b>
1663.95	Pte-aux-Basques East Entrance	50 11 06.4 66 21 50	F Bu	.....	.....	..... Mast.	Privately maintained. Operates at night only, Year round.  <b>Chart:1220</b> <b>Edn 10/04(L04-161)</b>
1666 H1994.4	Sept-Îles	At seaward end of wharf. 50 11 47.4 66 22 55.4	Iso W Iso R Iso R	6s 2s 2s	10.9 8.5 7.9	9 ..... ..... Cylindrical mast, orange rectangular daymark facing E. 8.1	Flash alternately. Operates at night only. Privately maintained by Administration Portuaire de Sept-Îles. Year round.  <b>Chart:1220</b> <b>Edn 10/04(L04-153)</b>
1666.03	Monseigneur Blanche Wharf	50 11 52.6 66 23 00.8	Iso R	2s	.....	2 Mast.	Operates at night only. Privately maintained by Administration Portuaire de Sept-Îles. Year round.  <b>Chart:1220</b> <b>Edn 10/04(L04-269)</b>
1666.1	Havre de pêche Sept-Îles	On end of breakwater. 50 11 56.1 66 23 00.4	Iso G	2s	3.7	3 Mast.	Operates at night only. Year round.  <b>Chart:1220</b> <b>Edn 10/04(L04-147)</b>
1671 H1997	Pointe Noire Ore Terminal East range	E. end of wharf. 50 09 55.4 66 28 45.5	Fl G	4s	5.2	6 Black cylindrical mast. 2.7	The light is also used to mark the E. end of wharf. Privately maintained by Wabush Mines. Year round.
1671.1 H1997.1		247°51' 213.5m from front.	Iso G	2s	16.6	6 On building.	Visible in line of range. Privately maintained by Wabush Mines. Year round.  <b>Chart:1220</b> <b>Edn 10/04(L04-172,173)</b>
1671.2 H1997.4		50 09 55.3 66 28 55.5	Iso Y	2s	18.6	..... On building.	Visible in line of range. Privately maintained by Wabush Mines. Year round.
1671.3 H1997.41	Pointe Noire Wharf range	179°59' 173.3m from front.	Iso Y	2s	26.6	..... On building.	Visible in line of range. Privately maintained by Wabush Mines. Year round.  <b>Chart:1220</b> <b>Edn 10/04(L04-174,175)</b>



**SECTION 5 – Edition 10/2004**  
**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
-----	------	--	--------------------------	--	-----------------------	--	---------------------------------

**INLAND WATERS**

18.5	<i>Light buoy A23</i>						<i>Delete from list.</i>	<b>Chart:1410</b> <b>Edn 10/04(L04-061)</b>	
23.5	<i>Light buoy A35</i>	45 21 47.3 73 50 03.2	<i>Fl G</i>	<i>4s</i>	<i>.....</i>	<i>.....</i>	<i>Green, marked "A35".</i>	<i>Winter spar.</i> <i>Seasonal.</i>	<b>Chart:1410</b> <b>Edn 10/04(L04-060)</b>
1102	Otter Island	On NW. extremity of island. 48 06 43.5 86 04 00	Fl W	10s	29.6	9	White hexagonal tower. 6.3	Flash 1 s; eclipse 9 s. Seasonal.	<b>Chart:2308</b> <b>Edn 10/04(D04-091)</b>
2516	North Peak  Racon - . (N) X & S Band							<i>Delete from list.</i>	<b>Chart:7663</b> <b>Edn 10/04(A04-002)</b>

**CANADIAN COAST GUARD  
MARINE INFORMATION REPORT AND SUGGESTION SHEET**

Navigating Officer or Observer: \_\_\_\_\_ Captain: \_\_\_\_\_

Ship (or address) \_\_\_\_\_

If Merchant Vessel add Line or Company with Head Office address: \_\_\_\_\_

General locality: \_\_\_\_\_

Subject: \_\_\_\_\_

Approx. position: \_\_\_\_\_ Lat. \_\_\_\_\_ Long \_\_\_\_\_

Chart No. used to plot: \_\_\_\_\_ (Corrected to N/M No. \_\_\_\_\_ of 2000 ) \_\_\_\_\_ Publications

affected: (Quote Volume and page)

\* Full details (Attach additional sheets as necessary)

Time (UTC) \_\_\_\_\_ Date \_\_\_\_\_

**INSTRUCTIONS:**

Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, or corrections to publications are seen to be necessary.

*\* In the case of new or suspected dangers to navigation, it is important that all details be given in order to aid with future investigations. Items of interest include heights, depths, physical description, type of bottom and equipment method used to position the item. It is helpful to mark details on chart, which will be promptly replaced by the Canadian Hydrographic Service.*

Reports should be made to the nearest Marine Communications and Traffic Services Centre and should be confirmed in writing to:

Director, Navigation Systems  
Canadian Coast Guard  
Department of Fisheries and Oceans  
Ottawa, Ontario, K1A 0E6

In the case of information Canadian navigational aids or the List Department of Lights, Buoys and Fog Signals.

**OR**

Dominion Hydrographer  
Canadian Hydrographic Service  
Department of Fisheries and Oceans  
Ottawa, Ontario, K1A 0E6

In the case of new or suspected dangers to navigation, or where corrections to "Sailing Directions" appear to be necessary.

[CHSINFO@DFO-MPO.GC.CA](mailto: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](mailto:info@dfo-mpo.gc.ca)

(Please include your postal and e-mail address)

For questions regarding the content of these pages contact:

Theresa Kenney  
(613) 990-3016

[Site Administrator](#)

**[Canadian Hydrographic Service \(CHS\) Questionnaire](#)**