



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

CONTENTS

	Page
Section 1 Safety and General Information	1 - 8
Section 2 Chart Corrections	9 - 13
Section 3 Radio Aids to Marine Navigation Corrections	NIL
Section 4 Sailing Directions and Small Craft Guide Corrections	14 - 15
Section 5 List of Lights, Buoys and Fog Signals Corrections	16

Marine Programs Directorate
Aids to Navigation



Internet: www.notmar.gc.ca

EXPLANATORY NOTES

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

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

Visibility of lights is that in clear weather.

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

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

Distances may be calculated as follows:

1 nautical mile = 1 852 metres (6,076.1 feet)

1 statute mile = 1 609.3 metres (5,280 feet)

1 metre = 3.28 feet

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

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

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

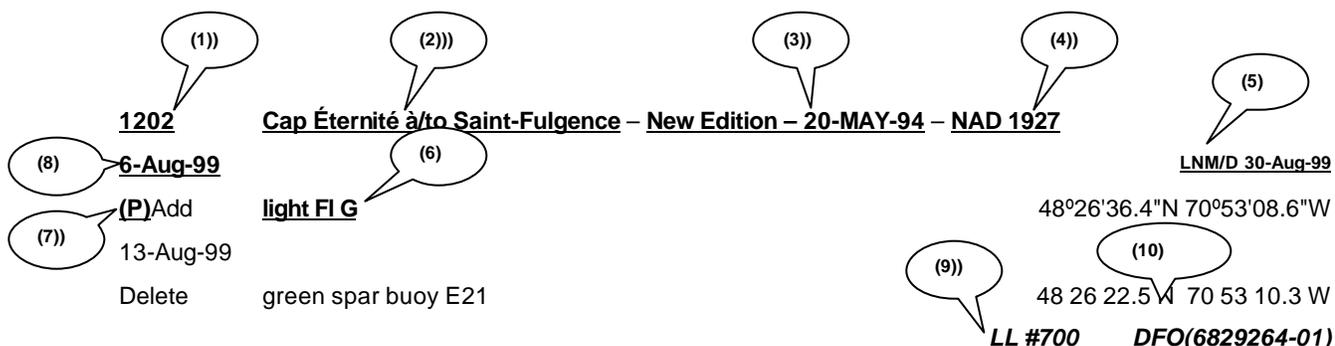
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page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

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

NOTE: Cette publication est aussi disponible en français.

CHART CORRECTIONS - SECTION 2

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



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

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

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

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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/roc.htm
Website E-Mail: ROCWeb@mar.dfo-mpo.gc.ca

Quebec

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

Central & Arctic

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

Pacific

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

DGPS FULLY OPERATIONAL SERVICE

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

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

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

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

DGPS RECEIVER – WARNING

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

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

DGPS USER ALERT

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

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

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

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

User informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /

Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /

Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

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

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

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

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

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

Comments / Commentaires: _____

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

Phone / Téléphone : _____

Weather conditions / Conditions météo

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

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer : _____

Bearing and range to electrical storm /

Direction et distance de l'orage : _____

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

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

User equipment informations / Renseignements sur l'équipement

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

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

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

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

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

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

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

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

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

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

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

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

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

Canada

Legend / Légende

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

INDEX

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES.....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHARTS PURCHASED BETWEEN AUGUST 2002 AND MARCH 2003.	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEMAND (POD) CHARTS.	1
*602 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.....	2
*604 CANADIAN HYDROGRAPHIC SERVICE - LIST OF CHARTS NOT HAND-CORRECTED.....	3
*605 CANADIAN HYDROGRAPHIC SERVICE - LIST OF HAND-CORRECTED CHARTS.....	4
*601 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS.	2
*603 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.....	3
*616 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE ATLANTIC COAST LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2004.	5
*615 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE NEWFOUNDLAND AND LABRADOR LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2004.....	5
*618 CANADA - MARINE TRANSPORT SECURITY AND 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS	5

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Page	Chart No.	Page	Chart No.	Page
3493	9				
3494	9, 10				
3710	10				
3711	10				
3720	10				
3726	10				
3728	10				
3733	10				
3787	2				
3936	11				
3937	11				
3938	2				
3940	11				
5449	11				
5533	11, 12				
5620	12				
5629	12				
5631	12				
5641	12				
5642	12				
7777	12				
7793	13				

**SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION**

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

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

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

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

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

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

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

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

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

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

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

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

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

**SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION**

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

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

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

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

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

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

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Chart	All temporary and preliminary notices affecting the previous versions of the following chart are now cancelled. For any outstanding notices please consult section 2 of this edition.				
3938	Queens Sound to/à Seaforth Channel	1:40000	02-APR-2004	2	\$20.00
Chart Permanently Withdrawn					
3787	Queens Sound to/à Seaforth Channel				

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

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

**Nautical Data International Inc.
B.O. Box 127, Station C
St. John's, Newfoundland
A1C 5H5
Téléphone: 1-800-563-0634 ou 1-709-576-0634
Télécopieur: (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
CA373287	Owen Sound to/a Giants Tomb Island
CA570263	Whiterock Passage
CA576038	ST ANDREWS
CA376120	Conception Bay
CA576124	Port de Grave
CA579048	Baie-Comeau
CA579050	Quais/Wharves Cargill-Reynolds
CA579060	Carleton

**SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION**

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

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

**Nautical Data International Inc.
B.O. Box 127, Station C
St. John's, Newfoundland
A1C 5H5
Téléphone: 1-800-563-0634 ou 1-709-576-0634
Télécopieur: (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		
New Editions	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.		
4507R/M	Harbours on the Northeast Coast of Newfoundland	05-DEC-2003	See Note 2
4540R/M	Anchorage in White Bay	05-DEC-2003	See Note 2
4591R/M	Pilley's Island Harbour - Halls Bay and/et Sunday Cove	26-DEC-2003	See Note 2
4593R/M	Sunday Cove Island to/à Thimble Ticks	05-DEC-2003	See Note 2
5051RM	Nunaksuk Island to/à Calf Cow and / et Bull Islands	26-DEC-2003	See Note 2
5052R/M	Seniartlit Islands to/à Nain	12-DEC-2003	See Note 2

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

Supersedes previous "List of charts not hand-corrected", last published in Edition #12/03.

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

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

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

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

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

**SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION**

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

When these charts contain the following two notes:

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

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

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

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

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

***605 CANADIAN HYDROGRAPHIC SERVICE - LIST OF HAND-CORRECTED CHARTS.**

Supersedes List of hand-corrected charts published in Edition #12/03.

The following is a list of charts, which are hand-corrected after their date of publication from information published in Notices to Mariners. CHS will provide a list of corrections for these charts on request. You can now obtain these corrections from the Internet web site NOTMAR www.notmar.gc.ca

1310	2050	2200	2274	2309	6408	6429
1311	2053	L/C 2201	2282	2310	6409	6430
1409	2054	2218	2283	2311	6410	6431
1410	2058	2221	2284	2312	6411	6432
1431	2059	2222	2289	2313	6412	6433
1432	2060	2223	2291	2314	6413	6434
1433	2061	2225	2292	2315	6414	6435
1434	2064	2226	2293	2318	6415	6436
1435	2067	L/C 2228	2294	6105	6416	6437
1436	2069	2235	2297	6106	6417	6438
1437	2070	2241	2298	6107	6418	6441
1438	2077	L/C 2243	2299	6108	6419	6451
1439	2085	2244	L/C 2300	6109	6420	6452
L/C 2000	L/C 2100	2245	L/C 2301	6110	6421	6453
2006	L/C 2110	2250	L/C 2302	6111	6422	6454
2007	L/C 2120	2251	2303	6112	6423	6455
2017	L/C 2121	2257	2304	6201	6424	
2018	L/C 2122	2258	2305	6206	6425	
2042	L/C 2123	2259	2306	6251	6426	
2043	2165	2268	2307	6281	6427	
2049	2181	2273	2308	6310	6428	

**SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION**

***615 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE NEWFOUNDLAND AND LABRADOR LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2004.**

The 2004 edition of the Newfoundland and Labrador List of Lights, Buoys and Fog Signals has been published. Information contained in Notices to Mariners up to and including Monthly Edition No. 05, 2004 has been embodied in this publication. The price of this publication is \$14.50.

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

This publication can also be downloaded from the Notices to Mariners Internet site at www.notmar.gc.ca

***616 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE ATLANTIC COAST LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2004.**

The 2004 edition of the Atlantic Coast List of Lights, Buoys and Fog Signals has been published. Information contained in Notices to Mariners up to and including Monthly Edition No. 05, 2004 has been embodied in this publication. The price of this publication is \$29.95.

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

This publication can also be downloaded from the Notices to Mariners Internet site at www.notmar.gc.ca

***618 CANADA - MARINE TRANSPORT SECURITY AND 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS**

This Notice to Mariners supersedes the Cautionary Note pertaining to 96 hour notification prior to entering Canadian Waters issued on October 11, 2001.

The purpose of this Notice to Mariners is to describe to shipboard personnel the *Marine Transportation Security Regulations* that will come into force effective July 1, 2004. This notice particularly addresses marine security levels, ship reporting responsibilities and the responsibilities of the Canadian Government for the provision of information to vessels pertaining to security.

The entire text of the *Canadian Marine Transportation Security Regulations* and the *Marine Transportation Security Act* can be found on the Transport Canada web site at: www.tc.gc.ca

Application

The *Canadian Marine Transportation Security Regulations* apply to vessels and marine facilities (ports) in Canada and Canadian ships outside Canada engaged on voyages between a port in one country and a port in another country and that:

- i) are more than 100 tons gross tonnage, other than a towing vessel;
- ii) carry more than 12 passengers; or
- iii) are towing vessels engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes means [dangerous goods], other than products, substances or organisms identified in Class 3, 4, 8 or 9 of the schedule to the *Transportation of Dangerous Goods Act, 1992, that are carried in bulk or in such a quantity as to require an emergency response assistance plan under section 7.1 of the Transportation of Dangerous Goods Regulations.*

The regulations do not apply to pleasure craft, fishing vessels, vessels without a crew that are in dry-dock, dismantled or laid up vessels, or government vessels.

Marine Security (MARSEC) Levels

MARSEC levels are based on the International Maritime Organization's *International Ship and Port Facility Security (ISPS) Code* security levels and describe the levels of threat that necessitate that the master of a vessel, the operator of a marine facility or a port administration (as defined in the Canadian Regulations) take steps to reduce the likelihood of a marine transportation security incident.

SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION

MARSEC Levels are defined in the *Marine Transportation Security Regulations* as follows:

“MARSEC level 1” means the level for which minimum security procedures are maintained at all times.

“MARSEC level 2” means the level for which security procedures additional to those of MARSEC level 1 are maintained for a limited period as a result of heightened risk of a security threat or security incident.

“MARSEC level 3” means the level for which security procedures additional to those of MARSEC level 1 and MARSEC level 2 are maintained for a limited period when a security threat or security incident is probable or imminent regardless of whether the specific target is identified.

Effective July 1, 2004, MARSEC Level 1 will be in effect. A vessel to which the regulations apply must operate under MARSEC Level 1 at all times unless directed by the Minister of Transport to increase to a higher MARSEC level.

The operator of a vessel shall, before the vessel enters a port or interfaces with a marine facility, ensure that all procedures are taken that are specified in the vessel security plan for compliance with the MARSEC level in effect for the port or marine facility.

Vessel Responsibilities

Any vessel that is operating at a higher MARSEC level than that in effect in the port or marine facility it is interfacing with, or is about to interface with, shall report their MARSEC level to a Marine Communications and Traffic Services (MCTS) Centre of the Canadian Coast Guard. MARSEC Reports shall include the following information:

- Identification of the vessel (vessel's name and radio call sign);
- Time and position of the vessel;
- Destination of the vessel; and
- MARSEC level at which the vessel is operating.

If an MCTS Centre advises that there is a change in the MARSEC level affecting any port or other area within Canadian waters and a vessel cannot comply with the written procedures as outline in the vessel security plan, the vessel must notify an MCTS Centre.

When at anchor or alongside a marine facility, if a vessel receives notice from a Port Administration or a marine facility security officer that the MARSEC Level in the port or marine facility in which the vessel is located or is about to enter or interface with is raised to a higher level, the master of a vessel shall ensure that the vessel complies, without undue delay, before interfacing with the facility and no later than 12 hours after being notified of the higher level, with all procedures specified in the vessel security plan for compliance with that higher MARSEC level.

If the vessel is in a Canadian port, alongside or anchorage, it shall ensure that the local Port authority or the marine facility security officer who issued the notice is advised if the vessel cannot comply with the higher MARSEC level that has been implemented.

If the vessel is a Canadian ship in the waters of a contracting government, the vessel should communicate its MARSEC level information to the relevant maritime authority of that country. If the vessel is a Canadian ship in the waters of a non-contracting government, and the master has to use temporary procedures or upgrade his MARSEC level to maintain the safety of his vessel the master shall communicate this information to a Canadian Marine Communications and Traffic Services Centre.

Pre-arrival Information (96-hour Notification)

All vessels (the master) subject to the Marine Transportation Security Regulations, when en route to Canadian waters and bound for a port in Canada or the Great Lakes Basin are required to submit, when 96 hours from entry into Canadian waters, a report to a Canadian Coast Guard MCTS Centre. This 96 hour report does not apply to vessels already inside the Great Lakes and its connecting and tributary waters and the St. Lawrence River as far as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec. If the duration of the segment of the voyage before entering Canadian waters is less than 24 hours, vessels are required to send a pre-arrival report as soon as practicable before entering Canadian waters but no later than the time of departure from their last port of call, to one of the addresses below:

- a) Vessels inbound to a Canadian port on the West Coast shall send a pre-arrival Report to the Canadian Coast Guard Regional Marine Information Centre (RMIC) via one of the following methods listed below:

**SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION**

E-mail: rmic-pacific@pac.dfo-mpo.gc.ca
INMARSAT: telex 04352586 "CGTC VAS VCR"
any Canadian Coast Guard MCTS Centre, free of charge; or
directly to CVTS Offshore by Fax:: (604) 666-8453

- b) Vessels inbound to Canadian waters on the East Coast including a Canadian or American port in the Great Lakes shall send a pre-arrival Report to ECAREG Canada via one of the following methods listed below:

St. John's MCTS Centre Telex - 016-4530 Facsimile - (709) 772-5369 Telegraphic Identifier - CCGTC SNF Email: ecaregsnf@innav.gc.ca	Halifax MCTS Centre Telex - 019-22510 Facsimile - (902) 426-4483 Telegraphic Identifier - CCG MRHQ DRT Email: hlxecareg1@innav.gc.ca
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- c) Vessels inbound to a port within the Canadian Arctic Zone shall send a pre-arrival report to NORDREG Canada via one of the following methods listed below:

* Iqaluit MCTS Centre
Facsimile - (867) 979-4236
Telex (Telefax) 063-15529
Telegraphic Identifier - NORDREG CDA
Email: iqanordreg@innav.gc.ca

***Open only during season of navigation (June 25 approximately to December 15 approximately).**

The vessel pre-arrival report shall include the following information:

- a) vessel's name;
- b) country of registry;
- c) name of vessel's registered owner;
- d) name of its operator;
- e) name of vessel's classification society;
- f) vessel's international radio call sign;
- g) vessel's International Ship Security Certificate, Canadian Vessel Security Certificate or ship security compliance document number;
- h) the date of issuance, date of expiry and name of the issuing body of its International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security document;
- i) vessel's International Maritime Organization number, if it is a SOLAS ship;
- j) confirmation that the vessel has an approved vessel security plan;
- k) the vessel's current MARSEC level;
- l) a statement of when its last 10 declarations of security were completed;
- m) details of any security threats to the vessel during the last ten calls at marine facilities;
- n) a statement as to whether the vessel consents to tracking by the Canadian Government;
- o) details of any deficiencies in its security equipment and systems, including the communication systems, and the way in which the master of the vessel intends to rectify them;
- p) if applicable, the name of its agent and contact person and their 24-hour telephone and facsimile numbers;
- q) if applicable, the name of the vessel's charterer;

SECTION 1 - Edition 06/2004
SAFETY AND GENERAL INFORMATION

- r) vessel's position and time at which it reached that position;
- s) vessel's course and speed;
- t) vessel's destination and estimated time of arrival at its destination;
- u) name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers;
- v) the following information in respect of to each of the last ten marine facilities visited:
 - i) the receiving facility;
 - ii) the marine facility visited;
 - iii) the city and country;
 - iv) the date and time of arrival; and
 - v) the date and time of departure;
- w) a general description of the cargo, including cargo amount ; and
- x) if applicable, the presence and description of any dangerous substances or devices on board.

Any change in the vessel's MARSEC level during the transit from the vessel's location at 96 hours to the port facility must be immediately reported to an MCTS Centre.

The vessel security officer shall ensure that all security threats and security incidents are reported and recorded in accordance with the Marine Transportation Security Regulations. When underway or at anchor in an uncontrolled anchorage, reports shall be made to an MCTS Centre. When alongside or at anchor in a controlled anchorage, reports shall be made to the Port Administration and the appropriate law enforcement. When the vessel is in a Vessel Traffic Services Zone, the vessel shall report to the MCTS Centre.

If the master of a vessel is required to institute temporary procedures in response to a security threat, the master shall ensure, as soon as possible, that a report is made to:

- (1) if the vessel is in Canadian waters, the nearest MCTS Centre;
- (2) if the vessel is a Canadian ship in the waters of a contracting government, the relevant maritime authority of that government and an MCTS Centre (ECAREG Canada on the East Coast or the Regional Marine Information Center (RMIC) on the Canadian West Coast) and
- (3) if the vessel is a Canadian ship in other waters, an MCTS Centre.

MCTS Responsibilities

When the MARSEC level increases from the normal MARSEC level 1, the MCTS Centres will issue a broadcast informing vessels of the increase to either MARSEC level 2 or MARSEC level 3. Once the MARSEC level decreases, the MCTS Centres will issue a broadcast informing vessels of the downgrade in MARSEC levels.

In VTS zones, MCTS often plays a role in regulating vessels at anchor on behalf of port authorities. Therefore MCTS will be involved in informing ships or port authorities about the MARSEC levels at port facilities or of the vessel.

Ship Security Alert System

If the security of a vessel is under threat or in any way compromised, the master or other competent authority onboard may activate the Ship Security Alert System, a system that transmits an automated message from vessel to shore. This message identifies the vessel and provides position information. When a security alert is received by a Canadian Maritime Rescue Coordination Centre, the appropriate shore authorities will be notified.

**SECTION 2 - Edition 06/2004
CHART CORRECTIONS**

3493 - Vancouver Harbour, Western Portion/Partie Ouest - New Edition - 18-DEC-1998 - NAD 1983

04-JUN-2004		LNMD. 25-JAN-2002
Delete	light F R (Priv)	49°16'19.2"N 123°07'52.8"W DFO(6201097-01)
Delete	light (Priv) F R	49°17'14.1"N 123°05'03.9"W DFO(6201097-02)
Delete	light F R (Priv)	49°17'07.0"N 123°04'57.4"W DFO(6201097-03)
Delete	light F R (Priv)	49°17'22.4"N 123°04'37.7"W DFO(6201097-04)
Delete	light (Priv) 2 Lts F G	49°17'33.2"N 123°01'42.7"W DFO(6201097-05)
Delete	light F (Priv)	49°17'52.7"N 123°01'42.5"W DFO(6201097-06)
Delete	light F G (Priv)	49°17'53.0"N 123°01'43.8"W DFO(6201097-07)
Delete	light (Priv) F Y	49°18'42.3"N 123°05'14.4"W DFO(6201097-08)
Delete	depth of 15 metres	49°17'21.8"N 123°04'38.7"W DFO(6201097-09)
Add	wharf	joining 49°17'19.8"N 123°04'37.8"W 49°17'20.3"N 123°04'40.4"W 49°17'22.9"N 123°04'40.2"W and 49°17'22.4"N 123°04'37.7"W DFO(6201097-10)
Add	light 2 Lts F R (Priv)	49°17'19.9"N 123°04'38.0"W DFO(6201097-11)
Add	light F R (Priv)	49°17'22.9"N 123°04'40.2"W DFO(6201097-12)

3494 - Vancouver Harbour, Central Portion/Partie Centrale - New Edition - 18-DEC-1998 - NAD 1983

04-JUN-2004		LNMD. 22-FEB-2002
Delete	light (Priv) 2 Lts F G	49°17'33.2"N 123°01'42.7"W DFO(6201097-05)

3494 - Second Narrows - New Edition - 18-DEC-1998 - NAD 1983

04-JUN-2004		LNMD. 22-FEB-2002
Delete	light 2 Lts F G (Priv)	49°17'33.2"N 123°01'42.7"W DFO(6201097-05)
Delete	light (Priv) F	49°17'52.7"N 123°01'42.5"W DFO(6201097-06)

**SECTION 2 - Edition 06/2004
CHART CORRECTIONS**

Delete light (Priv) F G 49°17'53.0"N 123°01'43.8"W
DFO(6201097-07)

3710 - Channels East of Milbanke Sound/Chenaux à l'est de Milbanke Sound - New Edition - 04-JUL-1986 - NAD 1927

25-JUN-2004 LNM/D. 02-MAY-2003

Amend Adjoining Chart/Carte adjacente 3728 to read Adjoining Chart/Carte adjacente 3938 52°15'55.0"N 128°23'18.0"W

DFO(6201099-01)

3711 - St. John Harbour - New Edition - 15-JUN-1984 - NAD 1927

25-JUN-2004 LNM/D. 17-MAR-2000

Delete note St John Harbour NAD83 NAD 83 St John Harbour outside south border

DFO(6201099-03)

Add note CANCELLED/ANNULÉ SEE CHART/VOIR CARTE 3938 52°12'24.0"N 128°30'00.0"W

DFO(6201099-02)

3720 - Idol Point to Ocean Falls - New Edition - 12-FEB-1988 - NAD 1927

25-JUN-2004 LNM/D. 14-FEB-2003

Amend Adjoining Chart 3787 to read Adjoining Chart 3938 outside south border at 128° 16' 30"W

DFO(6201099-04)

Amend Adjoining Chart 3728 to read Adjoining Chart 3938 outside west border at 52° 14' 30"N

DFO(6201099-05)

3726 - Laredo Sound and Approaches - New Edition - 23-MAY-1980 - Unknown

25-JUN-2004 LNM/D. 02-MAY-2003

Add Adjoining Chart 3938 outside south border at 128° 39' 00"W

DFO(6201099-06)

3728 - Milbanke Sound and Approaches/et les approches - New Edition - 05-FEB-1982 - NAD 1927

25-JUN-2004 LNM/D. 02-MAY-2003

Amend Adjoining Chart/Carte adjacente 3787 to read Adjoining Chart/Carte adjacente 3938 outside east border at 52° 08' 00"N

DFO(6201099-07)

Amend Adjoining Chart/Carte adjacente 3720 to read Adjoining Chart/Carte adjacente 3938 outside east border at 52° 14' 00"N

DFO(6201099-08)

Amend Chart/Carte 3711 to read Chart/Carte 3938 52°11'30.0"N 128°27'18.0"W

DFO(6201099-09)

Add Chart/Carte 3938 52°07'48.0"N 128°35'42.0"W

DFO(6201099-10)

Add Chart/Carte 3938 52°15'36.0"N 128°31'30.0"W

DFO(6201099-11)

3733 - Catala Passage - New Chart - 30-AUG-2002 - NAD 1983

25-JUN-2004 LNM/D. 02-MAY-2003

Add Adjoining Chart/Carte adjacente 3938 outside south border at 128° 38' 30"W

DFO(6201099-12)

**SECTION 2 - Edition 06/2004
CHART CORRECTIONS**

3936 - Fitz Hugh Sound to/à Lama Passage - New Chart - 20-APR-2001 - NAD 1983

25-JUN-2004 LNMD. 20-SEP-2002
 Amend on certain copies only outside west border at 52° 03' 30"N
 Adjoining Chart/Carte adjacente 3787 to read Adjoining Chart/Carte
 adjacente 3938
DFO(6201099-13)

Amend on certain copies only outside north border at 128° 08' 12"W
 Adjoining Chart/Carte adjacente 3787 to read Adjoining Chart/Carte
 adjacente 3938
DFO(6201099-14)

3937 - Queens Sound - New Chart - 07-JUL-2000 - NAD 1983

25-JUN-2004 LNMD. 24-AUG-2001
 Amend on certain copies only outside north border at 128° 30' 00"W
 Adjoining Chart/Carte adjacente 3787 to read Adjoining Chart/Carte
 adjacente 3938
DFO(6201099-15)

Amend on certain copies only outside north border at 128° 18' 00"W
 Adjoining Chart/Carte adjacente 3787 to read Adjoining Chart/Carte
 adjacente 3938
DFO(6201099-16)

Amend on certain copies only outside north border at 128° 09' 00"W
 Adjoining Chart/Carte adjacente 3787 to read Adjoining Chart/Carte
 adjacente 3936/3938
DFO(6201099-17)

3940 - Spiller Channel and/et Roscoe Inlet - New Chart - 01-MAR-1996 - NAD 1983

25-JUN-2004 LNM/D. (1949-1999)
 Amend Adjoining Chart/Carte adjacente 3720 to read Adjoining Chart/Carte outside south border at 128° 13' 00"W
 adjacente 3938
DFO(6201099-19)

5449 - Hudson Bay Baie d'Hudson, Northern Portion/Partie nord - New Edition - 15-AUG-1986

18-JUN-2004 LNMD. 26-DEC-2003
 Delete legend Chart/Carte 5396 62°56'00.0"N 090°00'00.0"W
DFO(6601925-01)

Delete legend Chart/Carte 5397 62°02'20.0"N 092°04'00.0"W
DFO(6601925-02)

Delete legend Chart/Carte 5398 61°21'30.0"N 093°19'30.0"W
DFO(6601925-03)

Add legend Chart/Carte 5630 62°12'00.0"N 090°44'00.0"W
DFO(6601925-04)

Add legend Chart/Carte 5631 61°23'00.0"N 092°34'00.0"W
DFO(6601925-05)

5533 - No Title - New Edition - 11-MAR-1977 - Unknown

18-JUN-2004 LNM/D. 24-NOV-2000
 Delete legend Adjoining Chart/Carte adjacente 5629 in south border at 088°30'00"W
DFO(6601924-01)

**SECTION 2 - Edition 06/2004
CHART CORRECTIONS**

Add legend Adjoining Chart/Carte adjacente 5630 in south border at 090°30'00"W
DFO(6601924-02)

5620 - Entrance to/Entrée à Chesterfield Inlet (Fairway Island to/à Ellis Island) - New Edition - 29-DEC-2000 - NAD 1983

18-JUN-2004 LNMD. 13-APR-2001

Amend legend Adjoining Chart/Carte adjacente 5533 to read Adjoining Chart/Carte adjacente 5630 in south border at 090°37'30"W

DFO(6601918-01)

5629 - Marble Island to/à Rankin Inlet - New Chart - 27-OCT-2000 - NAD 1983

18-JUN-2004

Amend legend Adjoining Chart/Carte adjacente 5397 to read Adjoining Chart/Carte adjacente 5630 in south border at 091°15'00"W

DFO(6601923-02)

Add legend Adjoining Chart/Carte adjacente 5630 in east border at 62°42'30"N
DFO(6601923-01)

5631 - Eskimo Point to/a Dunne Fox Island - New Chart - 10-JAN-2003 - NAD 1983

18-JUN-2004

Amend legend Adjoining Chart/Carte adjacente 5642 to read Adjoining Chart/Carte adjacente 5630 in east border at 62°10'00"N

DFO(6601919-01)

5641 - Arviat and Approaches/ et Approches - New Chart - 01-DEC-2000 - NAD 1983

18-JUN-2004

Delete legend Adjoining Chart/Carte adjacente 5398 in north border at 093°22'30"W

DFO(6601922-01)

Amend legend Adjoining Chart/Carte adjacente 5398 to read Adjoining Chart/Carte adjacente 5631 in east border at 61°17'30"N

DFO(6601922-02)

5642 - Whale Cove and Approaches / et Approches - New Chart - 19-APR-2002 - NAD 1983

18-JUN-2004

Amend legend Adjoining Chart/Carte adjacente 5397 to read Adjoining Chart/Carte adjacente 5630 in north border at 091°32'30"W

DFO(6601920-01)

Amend legend Adjoining Chart/Carte adjacente 5397 to read Adjoining Chart/Carte adjacente 5630 in east border at 62°12'30"N

DFO(6601920-02)

Amend legend Adjoining Chart/Carte adjacente 5398 to read Adjoining Chart/Carte adjacente 5631 in south border at 92°12'30"W

DFO(6601920-03)

Amend legend Adjoining Chart/Carte adjacente 5397 to read Adjoining Chart/Carte adjacente 5631 in west border at 62°12'30"N

DFO(6601920-04)

7777 - Coronation Gulf Western Portion/Partie Ouest - New Edition - 30-MAY-1997 - NAD 1983

04-JUN-2004

Add rock awash, PA LNMD. (579-1997)
68°11'30.0"N 112°36'30.0"W
(A2003-006) *DFO(6601884-01)*

**SECTION 2 - Edition 06/2004
CHART CORRECTIONS**

7793 - Bathurst Inlet - Southern Portion / Partie sud - New Chart - 10-JAN-2003 - NAD 1983

04-JUN-2004

Amend 0.8 to read 0.7

66°42'24.5"N 107°18'15.0"W
DFO(6601904-01)

SECTION 4 - Edition 06/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

- Page 78 — Before paragraph 293, after “7781,”
Insert: 7792, (C2004-025.1)
- Page 80 — Top of left column, after “7781,”
Insert: 7792, (C2004-025.2)
- Page 84 — Before paragraph 359
Insert: *Chart 7792*. (C2004-025.3)
- Page 84 — Paragraph 362, line 2 – after “Barry Islands”
Insert: (*Chart 7781*) (C2004-025.4)

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

- Page 40 — Paragraph 368, line 3 – after “Tofino”
Insert: , Sandspit, Old Bella Bella (P2004-14.1)
- Page 76 — Paragraph 121, lines 3 and 4
Delete: and a berth for petroleum products has depths of 4.6 m alongside (P2004-12.1)
- Page 76 — Delete paragraphs 125 and 126. (P2004-12.2)
- Page 76 — Paragraph 129, line 6
Delete: 10.4
Replace by: 12.0 (P2004-12.3)
- Page 76 — Paragraph 131, lines 4 and 5
Delete: and other government vessels (P2004-12.4)
- Page 77 — Paragraph 140, line 5
Delete: 9.1 to 9.7 m
Replace by: 10.1 to 12.4 m (P2004-12.5)
- Page 77 — Paragraph 140, lines 10 and 11
Delete: Canadian Occidental Petroleum
Replace by: Nexen Chemicals (P2004-12.6)
- Page 77 — Paragraph 144, line 3
Delete: 10.4 to 11.2 m
Replace by: 11.4 to 12.2 m (P2004-12.7)
- Page 77 — Paragraph 149, line 5
Delete: 9 m
Replace by: 9.8 m (P2004-12.8)
- Page 78 — Paragraph 155, lines 8 to 10
Delete: “Canadian Occidental” to end of sentence.
Replace by: The chemical wharf at the entrance to Mamquam Blind
Channel is disused and redevelopment pending. (P2004-12.9)

SECTION 4 - Edition 06/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 78 — Paragraph 157, line 4

Delete: 12.2 m

Replace by: 10.9 m

(P2004-12.10)

Page 78 — Paragraph 159, line 6 – after “12.5 m.”

Insert: The mill has been closed and dismantled. Berthing facilities remain but are no longer used and are in disrepair.

(P2004-12.11)

Page 78 — Paragraph 165, line 7

Delete: 10.7 m

Replace by: 11 to 14.4 m

(P2004-12.12)

Page 78 — Delete paragraph 168.

(P2004-12.13)

PAC 206 — Hecate Strait, Dixon Entrance, Portland Inlet and Adjacent Waters and Queen Charlotte Islands,
First Edition, 2002 —

Page 33 — Paragraph 502, lines 2 and 3

Delete: at an elevation of 39 feet (11.8 m) from a white tower.

Replace by: from a grey tower.

(P2004-15.1)

Page 105 — After paragraph 379

Add: ^{379.1} Coast Guard has a **year-round rescue unit** based in the boat harbour. It is equipped with a 14 m search and rescue vessel and a rigid hull inflatable, telephone (250) 637-5338.

(P2004-13.1)

SECTION 5 - Edition 06/2004
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

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

512.3 G5582.4	Campbell River Ferry Terminal Dolphin No. 2	50 01 49.8 125 14 16.3	Q Y	1s	5.8	5	Square mast on a 4-pile dolphin, red and white triangular daymark.	Year round.
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Chart:3540
Edn 06/04(P04-043)

**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.