



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

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Marine Programs Directorate
Aids to Navigation



Internet: <http://www.notmar.com>

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.

Original Canadian Information - A star (*) adjacent to the Notice number indicates that this notice is based on original Canadian information.

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) after the Notice number. Nautical charts and publications are not hand amended for Temporary (T) and Preliminary (P) Notices to Mariners. Listings of Charts Affected by Temporary and Preliminary Notices to Mariners are revised and promulgated quarterly, in Section I. Reference should be made to the latest published listing and to the monthly editions of Notices to Mariners published subsequently.

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*.

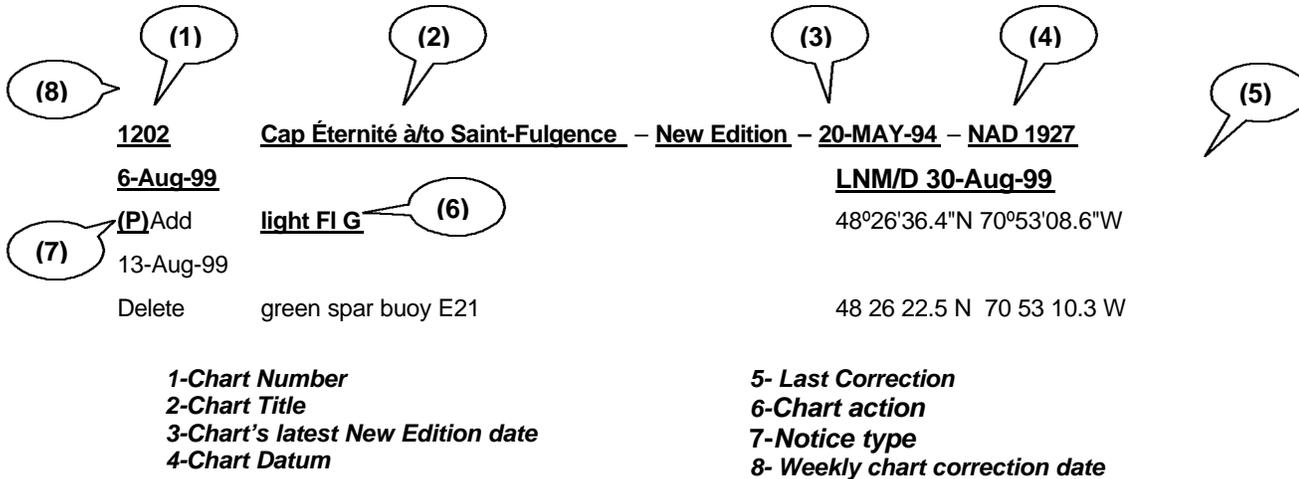
NOTE: Cette publication est aussi disponible en français.

NEWSLETTER NOTICE TO USERS

In our quest to improve our service to our clients, we are implementing the following changes to the Monthly Edition of Notices to Mariners at the start of the new millennium.

CHART CORRECTIONS – SECTION II

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 II chart correction.



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).

UPCOMING NEW FEATURES

Activity Reports

A Regional Activity Report will be compiled detailing marine aid activities that have not yet been incorporated on charts or related nautical publications. These activity reports will be updated on a monthly basis and are to be used as a reference tool only and should not differ you from using caution when navigating in these areas. Charts and nautical publications will be updated to reflect the changes mentioned in the activity reports as expeditiously as possible.

Paper Mailing List

A renewal subscription address card will be mailed out through the Monthly Edition.

Notices to Mariner Internet Site - notmar.com

Publications

As an Internet user you now have access to all the Notices to Mariners publications free of cost. All volumes of the List of Lights, Buoys & Fog Signals as well as the Annual Edition of Notices to Mariners are kept-up-to date on a Monthly basis.

Chart User Profile

Users can set up a 'user profile' account on the site to receive Notices to Mariners chart correction changes via e-mail.

Weekly Posting of Chart Corrections

Chart corrections will soon be posted to the Internet Site on a weekly basis.

We will keep you posted in future Newsletters on the implementation of these new features.

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) 772-6285

Maritimes

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

Laurentian

Laurentian 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

Vancouver Regional Marine Information Centre
Phone: (604) 666-6011
Fax: (604) 666-8453

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, NFLD	338,339	940	46 46 N	53 11 W	315	200
Cape Ray, NFLD	340,341	942	47 38 N	59 14 W	288	200
Cape Norman, NFLD	342,343	944	51 30 N	55 49 W	310	200
Rigolet, NFLD	344,345	946	54 15 N	58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N	66 03 W	295	200
Pt. Escuminiac, 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 35 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
Trois-Rivières, QC	314, 315	928	46 23 N	72 27 W	321	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
Amphritrite 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

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 .

IMPORTANT NOTICE TO USERS

The Canadian Coast Guard Marine Aids Modernization Program

- The Canadian Coast Guard is initiating an aids to navigation modernization program which takes advantage of modern technology and will result in a more equitable, safe, cost-effective and environmentally friendly service across Canada. Low maintenance buoys, solar power, the elimination of diesel power and the application of national provision and design standards, will be used to realize these objectives.
- In consultation with local users, aids to navigation which are redundant, exceed the national standards or should not be publicly funded, will be downsized, privatized or discontinued.
- Regional plans as well as detailed Notices to Shipping and Notices to Mariners will be issued and distributed in the usual manner in advance of all changes to aids to navigation. All users are encouraged to participate in local consultations and to monitor these Notices. It will be every user's responsibility to adapt to the changes and to take the appropriate measures.

1. Redundant Aids to Navigation

Many conventional aids to navigation were established for commercial mariners who now use radar. As a result these users no longer require as many landfall shore lights, large lighted buoys and fog signals and support their discontinuance.

However, before these commercially redundant marine aids are removed, the Coast Guard is assessing, where required, the local needs of small craft operators and redesigning the old commercial aids to meet these needs within national provision policies and design standards.

Coast Guard policy does not provide for the retention of fog horns for pleasure craft, due to the high cost to provide such a service across Canada. However, where practical and where there is local support, the existing redundant fog horns are being transferred to local authorities at no cost.

The conversion of lightstations to solar power allows major economic and environmental benefits by allowing removal of fuel tanks and diesel generators. Although this eliminates the need for many structures, the Coast Guard will protect all heritage lightstations through continued operation or transfer to provincial, municipal or other authorities for local use.

1. Aids to Navigation Standards

In consultation with local users, all aids to navigation systems across Canada are under review. National system design standards will be used to assess these systems. Systems that do not meet these standards will be upgraded; those systems that exceed them will be downsized.

Adjustments in some channels will result in an increase or a decrease in the number of buoys and/or the conversion of some lighted buoys to unlighted buoys displaying reflective material.

2. Private Aids to Navigation

Although Coast Guard policy does not provide for the establishment of aids to navigation in inadequately charted waters, or where the traffic volume does not justify the cost of the system, some have been established in the past. These aids to navigation will be transferred to local authorities at no cost, with Coast Guard retaining design and regulatory authority under the *Private Buoy Regulations*.

NEW INITIATIVES

The Canadian Coast Guard is also introducing a new differential correction service to augment the satellite-based Global Positioning System (GPS), with 18 transmitting stations fully operational in 1998.

This Differential Global Positioning System (DGPS), will improve the accuracy and integrity of GPS and will enable mariners who are equipped with the appropriate receivers to identify their precise position in most major southern Canadian waters, including the Great Lakes and the St. Lawrence River.

The use of DGPS in conjunction with Electronic Chart Display and Information Systems (ECDIS), will greatly improve navigation accuracy. The expanding use of this new technology is expected to increase marine safety and thus provide greater environmental protection to Canadian waters. It is also believed that implementation of DGPS will allow further adjustment to conventional aids in the future.

All mariners and shipowners are encouraged to equip their vessels with GPS receivers which have the capability to receive the Differential signals, particularly where there is frequent risk of reduced visibility.

The Canadian Coast Guard believes that the availability of GPS, particularly when augmented by the Differential service, will make Loran C obsolete. Consultations are underway to assess the impact of discontinuing Loran C in Canada.

CENTRAL & ARCTIC REGION

Marine Aids to Navigation Program consultations are continuing throughout the Central and Arctic Region of the Canadian Coast Guard. Mariners are urged to continue to read and monitor Notices to Shipping and Notices to Mariners for the most recent concerning adjustments to aids to navigation. You may also access the Central and Arctic Website at www.ccg-gcc.gc.ca/cen-arc/main.htm for further information.

Mariners and representatives of user groups seeking clarification, having questions, or wishing to provide comments or recommendations concerning any aids to navigation notice may to contact:

Superintendent Marine Aids Program
Canadian Coast Guard
Department of Fisheries & Oceans
201 Front Street North, Suite 703
Sarnia, ON
N7T 8B1

Telephone (519) 383-1859 or (519) 383-1861
Facsimile (519) 383-1989

GREAT LAKES - Water levels.

The Canadian Coast Guard is reviewing the various Aids to Navigation systems to develop contingency plans should water levels in Lake Superior, Lake Huron and Georgian Bay significantly drop below chart datum.

Changes to the Aids to Navigation in both small craft and commercial channels may be necessary. The changes may incorporate one or more of the following.

- Temporary repositioning of buoys
- Temporary addition of buoys
- Temporary removal of ranges
- Temporary narrowing of channels
- Temporary re-routing of channels and removal of buoys

Necessary changes to the Aids to Navigation will take place at or as near to the opening of the 2000 navigation season as possible.

Areas of concern currently identified in the small craft channels between Port Severn, Little Current and the North Channel are:

- | | |
|--------------------------|-----------------------------|
| 1) Potato Island Channel | 2) Quarry Island |
| 3) Big Dog Channel | 4) Big David Bay Range Line |
| 5) Starvation Bay | 6) Seven Mile Narrows |
| 7) Shebeshekong Channel | 8) Shoal Narrows |
| 9) Hangdog | 10) Norgate |
| 11) Cunninghams Channel | 12) Rogers Cut |
| 13) Parting channel | 14) Beaverstone Bay |
| 15) Lansdowne Channel | |

Specific sites and details of the changes will be broadcast as they are reviewed and identified. Depending on the priority some changes may be made with limited advance notice.

All changes will be broadcast through Notices to Shipping.

Temporary placement of signage in areas of concern may be considered.

Mariners are invited to voice any concerns through their nearest Coast Guard Radio Station or directly to:

Randy Childerhose or Mike Phillips - Parry Sound - (705) 746-2196
Steve Lear or Chuck Lemaire - Prescott - (613) 925-2865
Al Dion - Regional Superintendent - Sarnia - (519) 383-1859

NOTICE TO MARINERS USER SURVEY

FELLOW MARINERS

TELL US HOW WE CAN HELP YOU

INTERNET GIVES US THE OPPORTUNITY TO TAILOR THE NOTMAR SITE TO SUIT THE NEEDS OF OUR USERS. THIS USER SURVEY IS YOUR WINDOW TO THE FUTURE. IT IS IMPORTANT FOR US TO GET YOUR FEEDBACK TO ENABLE US TO EXPAND OUR SERVICES TO ACCOMMODATE YOUR REQUIREMENTS BY TAKING FULL ADVANTAGE OF NEW TECHNOLOGY.

NOW COME ON BOARD AND SAIL THROUGH OUR USER SURVEY

INSTRUCTIONS

This questionnaire is divided into three parts:

Statistical Information
On Line (Internet) Access
Future - Hard Copy (paper version) Access

You will find discreet closed questions, multiple-choice options and open-ended text based questions.

1. STATISTICAL INFORMATION

We would like to begin by collecting some basic information about yourself and your use of the Notices to Mariners information. The information in this section will enable us to confirm that respondents to the survey constitute a representative sample of the marine community. All information will be treated as strictly confidential and will not be released to any other persons.

Please provide us with the following information about yourself or your organization.

Name:	<input type="text"/>
Address:	<input type="text"/>
City, Province/State:	<input type="text"/>
Country:	<input type="text"/>
E-Mail:	<input type="text"/>

1.1 Which of the following best describes you as a person within the marine community?

<input type="checkbox"/>	Commercial user
<input type="checkbox"/>	Pleasure craft operator
<input type="checkbox"/>	General public
<input type="checkbox"/>	State/Military
<input type="checkbox"/>	Other <input type="text"/>

2. ON LINE (INTERNET) ACCESS

2.1 Have you ever visited the notmar.com web site?

- Yes
- No (If No, please jump to question # 2.11)

2.2 If so, how often do you visit our site?

- Daily
- Weekly
- Monthly
- Seasonally
- Other

2.3 How did you hear about the site?

- Stumbled upon while surfing the Internet
- Word of mouth
- Advertising on the Notices to Mariners (paper version)
- Other

2.4 Which publication format offered on the site do you prefer to use?

- Hypertext Markup Language (HTML)
- Adobe Acrobat files (.pdf)
- MSWord files (.doc)

2.5 Which services on the site do you use?

- Monthly Notices to Mariners
- List of Lights, Buoys and Fog Signals
- Annual Notices to Mariners
- Other

2.6 What do you like most about our site?

- Easy to find what you're looking for
- The site contains useful information
- Downloading information is fast and reliable
- Site is always available
- Hot Links
- Other

2.7 What do you like least about our site?

- Difficult to find what you're looking for
- Information on the site is not useful
- Downloading information is difficult and unreliable
- Not enough links to other resources
- Graphics, Adobe Acrobat format, etc., are not accessible on my equipment
- Other

2.8 Do you use of the “Notmar Search” database feature which is located on the button bar of the site ?

- Yes
- No

2.9 Do you use the “*User Profile*” feature that allows you to automatically receive future notices (via e-mail) which affect your charts?

- Yes
- No

2.10 Would you recommend our site to others?

- Yes
 - No (If no, please explain)
-

2.11 What do you think of the following new features which will be introduced to the site in the near future?

- Notices to Mariners notices being posted on a weekly basis versus monthly

Comments

- Chart patches affecting notices being posted onto the site

Comments

2.12 Do you have Internet access?

- No
- Yes (If Yes, please specify)

Please give any suggestions on how to improve any aspect of the site.

3. FUTURE - HARD COPY (PAPER VERSION) ACCESS

3.1 Which medium do you use to obtain the “Monthly Notices to Mariners” publications?

- Electronic version (Internet)
- Paper version
- both

3.2 If you are using both methods (See # 3.1) which one do you prefer and why?

3.3 How do you have access to the internet?

- Direct Access (Home, office)
- Other (Relatives, friends, library, marinas)
- No internet access

3.4 Is it necessary for you to receive the “Monthly Notices to Mariners” via Canada Post? (The Internet version is considered an official document.)

<input type="checkbox"/>	No
<input type="checkbox"/>	Yes (If yes, why?)

3.5 If you still require the paper version of the “Monthly Notices to Mariners”, how much of an annual subscription fee would you be willing to pay to continue receiving it via Canada Post? (Please note that printing and postal costs average about \$300,000.00 annually. The Internet version can be produced at an annual cost to taxpayers of about \$1,200.)

<input type="checkbox"/>	\$50 - \$75
<input type="checkbox"/>	\$75 - \$100
<input type="checkbox"/>	\$100 - \$125

3.6 Knowing that the Internet version is considered an official document, how soon would you consider using this medium exclusively (no further paper distribution)?

<input type="checkbox"/>	Within 1 year
<input type="checkbox"/>	Within 18 months
<input type="checkbox"/>	Within 24 months
<input type="checkbox"/>	Never

General Comments:

Thank you for taking the time to complete this survey.

Please forward this survey to the following address:

Superintendent, Information and Publications
Aids to Navigation
Marine Programs
Canadian Coast Guard
Fisheries & Oceans Canada
Ottawa, Ontario
K1A 0E6

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Superintendent, Information and Publications
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

Please indicate which edition you would like to receive.

EASTERN EDITION (will be comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas) _____

WESTERN EDITION (will be comprised of Arctic and Pacific areas) _____

ADD _____ **AMEND** _____ **REMOVE** _____ **NO. OF COPIES** _____

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NEW ADDRESS	
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STREET	APT
CITY	POSTAL CODE
PROVINCE	COUNTRY

ID number above address on label

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Attach complete address label to this sheet

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

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L/C 3461	8	6301	1	6432	16
L/C 3462	8 - 9	6302	1	6433	16
3476	1	6310	11	6434	16
3481	9	6321	1	6435	17
3494	9	6322	1	6436	17
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SECTION 1 – Edition 07/2000
Safety and General Information

CANADIAN HYDROGRAPHIC SERVICE - Charts.

CHARTS	TITLE & CONTENTS	SCALE	PUBLISHED	CAT #	PRICE
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1. New Edition.

BRITISH COLUMBIA / COLOMBIE-BRITANNIQUE

3668	ALBERNI INLET	1:40:000	07-APR-00	2	\$20.00
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2. Reprint.

BRITISH COLUMBIA / COLOMBIE-BRITANNIQUE

3476	APPROACHES TO / À APPROCHES À TSEHUM HARBOUR	1:10:000	12-MAY-00	2	20.00
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3. Charts Permanently Withdrawn.

<u>CHARTS</u>	<u>TITLE</u>
6301	PORT MCMURRAY TO FORT SMITH
6302	FORT SMITH TO GREAT SLAVE LAKE
6321	PEACE RIVER – LAKE ATHABASCA AND SLAVE RIVER TO JACKFISH RIVER
6322	PEACE RIVER – JACKFISH RIVER TO VERMILLION FALLS
6349	PEEL RIVER-ROAD ISLAND TO SNAKE RIVER
6440	ARCTIC RED RIVER – ARCTIC RED RIVER TO MARTIN HOUSE
CAT-5	CATALOGUE OF BATHYMETRIC MAPS AND RELATED PUBLICATIONS / CATALOGUE DES CARTES BATHYMÉTRIQUES ET PUBLICATIONS CONNEXES - COVER

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CANADIAN HYDROGRAPHIC SERVICE - Cumulative list of charts affected by Notices to Mariners.

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from 29-MAY-2000 to 28-JULY-2000

Chart Numbers	Notices to Mariners Dates		
L/C3002	07-JUL-2000.		
3311	14-JUL-2000.	07-JUL-2000.	30-JUN-2000.
3313	28-JUL-2000.		
L/C3461	28-JUL-2000.		
L/C3462	28-JUL-2000.	02-JUN-2000.	
3476	28-JUL-2000 (Reprint 12-MAY-2000)		
3481	14-JUL-2000.		
3494	07-JUL-2000.		
3495	07-JUL-2000.		
L/C3512	14-JUL-2000.		
3526	14-JUL-2000.	30-JUN-2000.	23-JUN-2000.
3527	28-JUL-2000.		
3534	14-JUL-2000.		
3545	07-JUL-2000.		
3549	28-JUL-2000.		
3623	21-JUL-2000.		
3668	28-JUL-2000 (New Edition 07-APR-2000)		
3727	14-JUL-2000.		
3728	14-JUL-2000.		
3734	07-JUL-2000.		
3738	07-JUL-2000.		
3741	07-JUL-2000.		
L/C3744	07-JUL-2000.		
3747	07-JUL-2000.		
3784	30-JUN-2000 (Permanently Withdrawn)		
3785	14-JUL-2000.		
3786	14-JUL-2000.		
L/C3902	07-JUL-2000.		
3921			
3927	07-JUL-2000.		
3934	14-JUL-2000.		
3935	30-JUN-2000 (New Chart 28-JAN-2000)		
3962	30-JUN-2000 (New Edition 25-FEB-2000)		
6207	30-JUN-2000 (New Edition 24-MAR-2000)		
6281	28-JUL-2000 (New Edition 02-JUN-2000)		
6301	28-JUL-2000 (Permanently Withdrawn)		
6302	28-JUL-2000 (Permanently Withdrawn)		
6310	28-JUL-2000.		
6321	28-JUL-2000 (Permanently Withdrawn)		
6322	28-JUL-2000 (Permanently Withdrawn)		
6408	30-JUN-2000 (New Edition 12-MAY-2000)		
6409	30-JUN-2000 (New Edition 12-MAY-2000)		
6410	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)	
6411	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)	
6412	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)	

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Chart Numbers	Notices to Mariners Dates	
6413	28-JUL-2000.	
6414	28-JUL-2000.	
6415	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6416	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6417	28-JUL-2000.	
6418	28-JUL-2000.	
6419	28-JUL-2000.	
6420	28-JUL-2000.	
6421	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6422	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6423	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6424	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6425	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6426	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6427	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6428	30-JUN-2000 (New Edition 12-MAY-2000)	
6429	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6430	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6431	28-JUL-2000.	
6432	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6433	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6434	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6435	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6436	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6437	30-JUN-2000 (New Edition 12-MAY-2000)	
6438	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6439	28-JUL-2000 (Permanently Withdrawn)	
6440	28-JUL-2000 (Permanently Withdrawn)	
6441	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6451	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6452	28-JUL-2000.	30-JUN-2000 (New Edition 12-MAY-2000)
6453	28-JUL-2000.	
7052	28-JUL-2000.	
7573	30-JUN-2000 (New Chart 25-FEB-2000)	
7740	30-JUN-2000 (Permanently Withdrawn)	
7830	30-JUN-2000 (Permanently Withdrawn)	

TRANSPORT CANADA - PARTNERSHIP IN SAFETY

VICTORIA HARBOUR TRAFFIC SCHEME

INTRODUCTION

Victoria Harbour is home to many activities including international ferry services, commercial tugs and barges, fishing fleets, harbour ferries and water taxis, whale watching operations, seaplanes and numerous power driven and non-power driven recreational craft such as kayaks and sculls. There are also numerous "Special Events" that have an impact on harbour traffic and general operations.

Aviation and marine traffic in Victoria Harbour has increased over the past few years and your cooperation is needed to ensure efficient operations and safety in the harbour. The following rules, special procedures and restrictions have been developed jointly by harbour users and regulatory authorities and apply to **all vessels and seaplanes** operating in Victoria Harbour.

Note: For official information on marine aids to navigation, water depths, etc. please refer to **Chart # 3415** published by the Canadian Hydrographic Service.

HARBOUR CHARACTERISTICS

For the purposes of this traffic scheme, Victoria Harbour may be considered in four parts:

- the **OUTER HARBOUR** extending from the breakwater to Shoal Point,
- the ***MIDDLE HARBOUR** extending from Shoal Point to Laurel Point,
- the **INNER HARBOUR** extending from Laurel Point to the Johnson Street Bridge, and¹
- the **UPPER HARBOUR** extending north of the Johnson Street Bridge.

Located in the middle of the **MIDDLE HARBOUR** and extending into the **OUTER HARBOUR** are two unmarked **Seaplane Take Off and Landing Areas**.

Located on the south of the **MIDDLE HARBOUR** and extending into the **OUTER HARBOUR** are two **Inbound/Outbound Traffic Lanes**. The eastern portion of the division between the outbound and the inbound traffic lanes is marked with three lighted yellow cautionary buoys flashing every 4 seconds.

The Vertical clearance under the Johnson Street Bridge at highwater is 5.9 m (19 ft) and the width of the channel between pilings is 37 m (122 ft)

CAUTION

White strobe lights are located at Shoal Point, Laurel Point and on Pelly Island and are activated by the Flight Service Station to alert mariners of the imminent take off or landing of a seaplane. When these strobe lights are activated, use extreme caution.

RULES AND RESTRICTIONS

Speed Limit: The speed limit is **5 knots** in the Victoria Harbour inside a line from Shoal Point to Berens Island, and **7 knots** outside the line.

Minimize Wake: All vessels are required to minimize their wake in order to prevent damage to shore facilities and other vessels.

¹ Note Marine Chart #3415 and the Canadian Flight Supplement show the Inner Harbour as consisting of both the Middle and Inner Harbour areas.

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No Sailing: Sailing is prohibited in the **MIDDLE, INNER and UPPER HARBOUR**. All sails must be lowered even when under power.

Professional and Amateur Training: Due to the volume of activity, scullers and kayakers are requested to refrain from conducting any professional or amateur training after 7 a.m. in the **MIDDLE or INNER HARBOUR**. Training can be conducted north of Pelly Island or in the **UPPER and OUTER HARBOUR** at any time.

Anchoring is prohibited without the permission of the Harbour Master.

Note: Persons failing to comply with these rules and restrictions may be subject to summary conviction and/or fines. The Victoria Harbour Traffic Scheme is not a "traffic separation scheme" as defined in Rule 10 of the collision regulations. Authority is derived from the Canada Marine Act.

VESSEL OPERATING PROCEDURES

Power Driven Vessels Less than 20 m (65 ft) in Length, including sailboats, are to transit the **MIDDLE HARBOUR** via the vessel ***Inbound/Outbound Traffic Lanes***, as indicated on the chart.

Power Driven Vessels of 20 m (65 ft) in Length or greater are to transit the **MIDDLE HARBOUR** via the ***Seaplane Take Off and Landing Areas***.

Non-Power Driven Vessels such as row boats, rowing sculls, kayaks and canoes are permitted to use the **OUTER, MIDDLE, INNER and UPPER HARBOUR** for recreational purposes. Non-power driven vessels are requested, whenever possible, to avoid the center channel under the Johnson Street Bridge by remaining between the fender piles and the shore on either the east or west side when transiting to and from the **INNER HARBOUR**. While in the **MIDDLE HARBOUR**, or in transit to the **OUTER HARBOUR**, non-power driven vessels are requested to operate north of Pelly Island and to remain close to the north shore. While in transit from the **OUTER HARBOUR** to the **UPPER HARBOUR**, non power driven vessels may transit by using the ***Inbound Traffic Lane*** or by remaining close to the north shore. Non power driven vessels should use "**extreme caution**" when operating in larger vessel docking areas such as the Huron Street Public Port Facility.

All Vessels entering or exiting the ***Inbound/Outbound Traffic Lanes*** should merge gradually into the appropriate traffic lane. All vessels should avoid crossing traffic lanes. However, if the crossing of a traffic lane is unavoidable, vessels should cross at right angles to the traffic lane. All vessels navigating in the area between Songhees Point and Laurel Point, near the ***Inbound/Outbound Traffic Lanes*** should use extreme caution. Additional caution is also required in the area between Berens Island and Shoal Point where traffic from West Bay, the Middle Harbour and the Outer Harbour all converge near the north/south Seaplane Take Off and Landing Area

Harbour Ferries/Water Taxis: Due to the nature of the service these vessels provide, they are required to "criss-cross" the **INNER HARBOUR and MIDDLE HARBOUR** on a continual basis in various locations. Harbour ferries will use the ***Inbound/Outbound Traffic Lanes*** whenever possible. However, when crossing a ***Seaplane Take Off and Landing Area*** they are required to yield to seaplanes prior to entering and, having entered the area, to maintain course and speed until exiting. As indicated on the chart, there is a designated North/South crossing area in the **MIDDLE HARBOUR** for water taxis.

Three short blasts of a large ferry's whistle (the Coho) means it is in astern propulsion. Stay well clear. Never cross in front of a ferry or in its wake.

THE RULES OF THE ROAD: "COLLISION AVOIDANCE"

A seaplane on the water shall, in general keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, vessels (including seaplanes) are required to comply with the REGULATIONS FOR THE PREVENTION OF COLLISIONS (Collision Regulations).

Mariners are directed to, and are reminded that part B [Steering and Sailing Rules] of the Collision Regulations describe responsibilities between vessels in all conditions of visibility.

SEAPLANES: "WHAT BOATERS NEED TO KNOW"

Aviation procedures request that pilots take-off southbound in the north/south seaplane take off and landing area. Landings will most likely occur either eastbound in the east/west seaplane take off and landing area or northbound in the north/south take off and landing area. However, wind, water and aircraft load conditions may be such that aircraft will take off or land in either area, in either direction.

A Seaplane - Inclement Weather Operating Area in the West Bay area may be used for take off in some high wind conditions. Because of varying weather conditions, boat operators should not count on pilots always being able to operate completely within the designated areas. Therefore, boaters must remain vigilant at all times. To aid boaters, **three white strobe lights**, located at **Shoal Point**, **Laurel Point** and **Pelly Island**, are activated by the Flight Service Station up to 60 seconds prior to a seaplane taking off or landing. Also, seaplanes so equipped will normally activate on board landing/pulsating lights prior to take off.

Aircraft may have to leave **the Seaplane Take Off and Landing Areas** to make way for other planes and may use the **Inbound/Outbound Traffic Lanes** until being able to return to the **Seaplane Take Off and Landing Areas**.

An **Aircraft Holding Area** is located south-east of Laurel Point and has been designated for one seaplane to hold for short periods of time while waiting for a berth at one of the seaplane docks.

Aircraft operate in Victoria Harbour from 7 a.m. local time until 30 minutes past sunset.

CONTACTS

Canadian Coast Guard: In the case of a "Marine Emergency" contact the Canadian Coast Guard radio on VHF 16, or * 16 on a cellular telephone, or the Rescue Coordination Centre at 250-363-2333 or *311 on a cellular telephone.

Harbour Master: For general harbour information or to report marine incidents such as navigational hazards or pollution, contact the Harbour Master on VHF 73 or 250-380-8177. For berthing information call the Harbour Master or Wharfinger on VHF 73 or 250-363-3273

Canada Customs: The Canada Customs clearance float is located east side of the **INNER HARBOUR**, telephone (250) 363-3339.

Flight Service Station: The Flight Service Station is owned and operated by NAV CANADA, telephone (250) 953-1510.

Johnson Street Tilt Bridge, at the NE extremity of **INNER HARBOUR**, is operated by the City of Victoria. Radio communications with the bridge operator can be made on VHF 12. Hours of operation are Monday through Friday, 8 a.m. to midnight and weekends and statutory holidays, 8 a.m. to 4 p.m. The after office hours telephone number is (250) 385-5717.

BE ALERT, BE SAFE, THINK SAFETY FIRST

Version française disponible au bureau du Directeur de port, 12 rue Erie, Victoria, C-B, V8V 4X5 ou en communiquant avec la bibliothèque de Transports Canada au (604) 666-5868 (TP 13410-F).

Copies of the Victoria Harbour Traffic Scheme is available at the Harbour Master's Office, 12 Erie St., Victoria, B.C., V8V 4X5 or from the Transport Canada Library at (604) 666-5868 (TP13410-E).

Please note that the Traffic Scheme is also available on the Notices to Mariners Internet Site www.notmar.com

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CANADA - LORAN-C lattices on Nautical Charts.

Reference: Notice 1519/99.

The Canadian Hydrographic Service will no longer be portraying LORAN-C lattices on future printings of Canadian nautical charts. Lattices on existing charts will remain valid.

**SECTION 2 – Edition 07/2000
Chart Corrections**

L/C3002 - Queen Charlotte Sound to/à Dixon Entrance - New Edition - 16-DEC-1994 - Nad 1927

07-JUL-2000. LNM/D. 21-APR-2000
Delete Fog Sig 53°29'50.0"N 130°38'00.0"W

3311 - Port Moody to/à Howe Sound - Sheet 1 - New Edition - 31-DEC-1993 - NAD 1983

07-JUL-2000. LNM/D. 30-JUN-2000
Reposition light from 49°18'01.6"N 122°57'22.0"W
to 49°18'00.5"N 122°57'22.0"W
Add radar reflector 49°18'00.5"N 122°57'22.0"W
14-JUL-2000. LNM/D. 07-JUL-2000
Add submarine cable joining 49°22'41.5"N 123°16'45.8"W
49°23'45.3"N 123°17'06.2"W
and 49°24'28.0"N 123°17'10.8"W
Add cable sign 49°22'40.3"N 123°16'45.6"W

3311 - Howe Sound - Sheet 2 - New Edition - 31-DEC-1993 - NAD 1983

14-JUL-2000. LNM/D. 07-JUL-2000
Add submarine cable joining 49°22'41.5"N 123°16'45.8"W
49°23'45.3"N 123°17'06.2"W
49°25'35.0"N 123°17'18.5"W
49°25'48.8"N 123°17'16.9"W
49°31'34.6"N 123°16'15.3"W
49°37'18.8"N 123°14'02.9"W
49°37'59.3"N 123°14'42.4"W
49°38'56.3"N 123°14'39.2"W
49°39'36.7"N 123°13'51.9"W
49°40'09.4"N 123°11'23.0"W
49°40'01.6"N 123°10'28.0"W
and 49°40'06.6"N 123°10'06.7"W
Add cable sign 49°22'40.3"N 123°16'45.6"W
Add cable sign 49°40'06.9"N 123°10'05.9"W

3313 - Haro Strait Central/Centrale - Sheet 5 - New Chart - 28-JUL-1995 - NAD 1983

28-JUL-2000. LNM/D. 14-APR-2000
Delete radar transponder beacon 48°27'05.0"N 123°10'51.0"W

L/C3461 - Juan de Fuca Strait, Eastern Portion / Partie Est - New Chart - 06-JAN-1984 - Nad 1927

28-JUL-2000. LNM/D. (2349-1999, 2365-1999)
Delete Red Sector from Burrows Island Light 48°28'40.5"N 122°42'44.0"W
Amend Fl W R 6s 17m 10M to read Fl 6s 17m 8M 48°28'40.5"N 122°42'44.0"W
Delete depth of 13.1 metres 48°29'13.6"N 122°47'22.8"W
Add depth of 5.5 metres 48°29'16.3"N 122°47'26.1"W
Add depth of 7 metres 48°27'46.5"N 122°48'06.7"W

L/C3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 23-OCT-1998 - NAD 1983

28-JUL-2000. LNM/D. 02-JUN-2000
Delete Red Sector from Burrows Island Light 48°28'39.8"N 122°42'48.7"W
Amend Fl W R 6s 17m 8M to read Fl 6s 17m 8M 48°28'39.8"N 122°42'48.7"W
Delete depth of 13.1 metres 48°29'12.9"N 122°47'27.5"W

**SECTION 2 – Edition 07/2000
Chart Corrections**

Add	depth of 5.5 metres		48°29`15.6"N	122°47`30.8"W
Add	depth of 7 metres		48°27`45.8"N	122°48`11.4"W
3481 - Approches to/Approches à Vancouver Harbour - New Edition - 05-DEC-1986 - Nad 1927				
14-JUL-2000.			LNM/D. 24-MAR-2000	
Add	submarine cable	between	49°22`42.1"N	123°16`41.0"W
		and	49°23`24.0"N	123°16`54.5"W
Add	cable sign		49°22`40.9"N	123°16`40.8"W
3494 - Vancouver Harbour, Central Portion / Partie Centrale - New Edition - 18-DEC-1998 - NAD 1983				
07-JUL-2000.			LNM/D. (1730-1998)	
Reposition	light and radar reflector	from	49°18`01.6"N	122°57`22.0"W
		to	49°18`00.5"N	122°57`22.0"W
3495 - Vancouver Harbour Eastern Portion / Partie Est - New Edition - 18-DEC-1998 - NAD 1983				
07-JUL-2000.			LNM/D. (708-1996)	
Reposition	light and radar reflector	from	49°18`01.6"N	122°57`22.0"W
		to	49°18`00.5"N	122°57`22.0"W
L/C3512 - Strait of Georgia, Central Portion / Partie Centrale - New Edition - 25-DEC-1998 - NAD 1983				
14-JUL-2000.			LNM/D. 05-MAY-2000	
Add	submarine cable	joining	49°22`41.5"N	123°16`45.8"W
			49°23`45.3"N	123°17`06.2"W
			49°25`35.0"N	123°17`18.5"W
			49°25`48.8"N	123°17`16.9"W
			49°31`34.6"N	123°16`15.3"W
			49°37`18.8"N	123°14`02.9"W
			49°37`59.3"N	123°14`42.4"W
			49°38`56.3"N	123°14`39.2"W
			49°39`36.7"N	123°13`51.9"W
		and	49°39`38.5"N	123°13`40.9"W
Add	cable sign		49°22`40.3"N	123°16`45.6"W
3526 - Howe Sound - New Edition - 24-FEB-1995 - NAD 1983				
14-JUL-2000.			LNM/D. 30-JUN-2000	
Add	submarine cable	joining	49°22`41.5"N	123°16`45.8"W
			49°23`45.3"N	123°17`06.2"W
			49°25`35.0"N	123°17`18.5"W
			49°25`48.8"N	123°17`16.9"W
			49°31`34.6"N	123°16`15.3"W
			49°37`18.8"N	123°14`02.9"W
			49°37`59.3"N	123°14`42.4"W
			49°38`56.3"N	123°14`39.2"W
			49°39`36.7"N	123°13`51.9"W
			49°40`09.4"N	123°11`23.0"W
			49°40`01.6"N	123°10`28.0"W
		and	49°40`06.6"N	123°10`06.7"W
Add	cable sign		49°22`40.3"N	123°16`45.6"W
Add	cable sign		49°40`06.9"N	123°10`05.9"W

**SECTION 2 – Edition 07/2000
Chart Corrections**

3527 - Comox Harbour - New Edition - 01-JAN-1988 - Nad 1927

28-JUL-2000.		LNMD. 05-MAY-2000
Delete	starboard daybeacon	49°40`16.1"N 124°56`56.2"W
Delete	port daybeacon	49°40`51.0"N 124°58`42.0"W

3534 - Horseshoe Bay - New Edition - 07-MAY-1993 - NAD 1983

14-JUL-2000.		LNMD. (728-1999)
Add	submarine cable	between 49°22`41.5"N 123°16`45.8"W and 49°23`08.0"N 123°16`54.2"W
Add	cable sign	49°22`41.2"N 123°16`45.6"W

3534 - Squamish Harbour - New Edition - 07-MAY-1993 - NAD 1983

14-JUL-2000.		LNMD. (728-1999)
Add	submarine cable	joining 49°40`06.6"N 123°10`06.7"W 49°40`01.6"N 123°10`28.0"W 49°40`09.4"N 123°11`23.0"W and 49°39`55.6"N 123°12`00.0"W
Add	cable sign	49°40`06.7"N 123°10`06.5"W

3545 - Johnstone Strait - Port Neville to/à Robson Bight - New Chart - 28-APR-1989 - NAD 1983

07-JUL-2000.		LNMD. (1103-1999, 1107-1999)
Delete	light FI R	50°29`44.3"N 126°12`07.9"W
Add	starboard daybeacon and radar reflector	50°29`44.3"N 126°12`07.9"W

3549 - Queen Charlotte Strait, Western Portion/Partie Ouest - New Chart - 03-DEC-1993 - NAD 1983

28-JUL-2000.		LNMD. (525-1999)
Add	marine farm	50°53`03.0"N 127°29`55.4"W
Add	marine farm	50°52`54.8"N 127°29`43.7"W
Add	marine farm	50°49`07.8"N 127°33`25.1"W
Add	marine farm	50°48`52.6"N 127°28`59.0"W

3623 - Kyuquot Sound to/à Cape Cook - New Edition - 26-AUG-1977 - Nad 1927

21-JUL-2000.		LNMD. (277-1993)
Amend	legend "Adjoining Chart/Carte adjacente 3662 to read "Adjoining Chart/Carte adjacente 3676"	Outside east border at 49° 47' 30"N
Amend	legend "Adjoining Chart/Carte adjacente 3662" to read "Adjoining Chart/Carte adjacente 3604"	Outside south border at 127° 22' 30"W

3727 - Cape Calvert to Goose Island including Fitz Hugh Sound - New Edition - 29-JUN-1962 - Nad 1927

14-JUL-2000.		LNMD. (92-1995)
Delete	legend Chart 3784	51°45`06.0"N 128°10`30.0"W
Add	legend Chart 3935	51°41`39.0"N 128°18`00.0"W
Add	legend Chart 3935	51°48`54.0"N 127°57`00.0"W
Add	legend Chart 3935	51°34`27.0"N 127°52`12.0"W

3728 - Milbanke Sound and Approaches/et les Approches - New Edition - 05-FEB-1982 - Nad 1927

14-JUL-2000.		LNMD. (744-1999)
Delete	legend Adjoining Chart/Carte adjacente 3784	outside east border at 51° 51' 30"N

3734 - Jorkins Point to/à Sarah Island - New Edition - 09-JUL-1976 - Nad 1927

07-JUL-2000.		LNMD. 17-MAR-2000
Add	legend Chart/Carte 3962	52°35`08.0"N 128°17`00.0"W

**SECTION 2 – Edition 07/2000
Chart Corrections**

3738 - Sarah Island to Swanson Bay - New Edition - 04-FEB-1983 - Nad 1927

07-JUL-2000. LNM/D. 11-FEB-2000
Add legend Adjoining Chart 3962 outside south border at 128° 18' 42" W

3741 - Otter Passage to Bonilla Island - New Edition - 15-FEB-1963 - Nad 1927

07-JUL-2000. LNM/D. (429-1996)
Delete Fog Sig 30s 53°29'34.5"N 130°38'09.0"W

L/C3744 - Queen Charlotte Sound - New Edition - 20-MAY-1988 - Nad 1927

07-JUL-2000. LNM/D. (2332-1999, 2360-1999)
Delete Fog Sig 53°29'28.0"N 130°38'00.0"W

3747 - Browning Entrance - New Edition - 16-SEP-1977 - Nad 1927

07-JUL-2000. LNM/D. (123-1997)
Delete Fog Sig 30s 53°29'33.0"N 130°38'06.5"W

3785 - Namu Harbour to Dryad Point - New Edition - 04-OCT-1991 - Nad 1927

14-JUL-2000. LNM/D. (1702-1999)
Amend legend Adjoining Chart 3784 to read Adjoining Chart 3727 outside south border at 127° 56' 30"W

3786 - Queens Sound and Approaches - New Chart - 05-JUL-1946 - Nad 1927

14-JUL-2000. LNM/D. (78-1997)
Amend legend Adjoining Chart 3784 to read Adjoining Chart 3727 outside south border at 128° 07' 12"W

L/C3902 - Hecate Strait - New Edition - 09-DEC-1988 - Nad 1927

07-JUL-2000. LNM/D. (1950-1999)
Delete Fog Sig 53°29'36.0"N 130°38'09.0"W

3921 - Fish Egg Inlet - New Edition - 15-DEC-1995 - NAD 1983

14-JUL-2000. LNM/D. (441-1996)
Amend legend Adjoining Chart/Carte adjacente 3727 to read Adjoining Chart/Carte adjacente 3935 outside west border at 51° 37' 30"N

3927 - Bonilla Island to/à Edye Passage - New Edition - 29-MAY-1998 - NAD 1983

07-JUL-2000. LNM/D. (2333-1999)
Delete Fog Sig 30s 53°29'34.0"N 130°38'12.0"W

3934 - Approaches to/Approches à Smith Sound and/et Rivers Inlet - New Chart - 21-FEB-1992 - NAD 1983

14-JUL-2000. LNM/D. (2360-1999)
Amend legend Adjoining Chart/Carte adjacente 3727 to read Adjoining Chart/Carte adjacente 3935 outside north border at 127° 53' 30"W

6310 - LAKE ATHABASCA - New Edition - 04-MAY-1973 - Unknown

28-JUL-2000. LNM/D. (140-1996)
Delete On certain copies of chart 6310 (corrected up to Notices to Mariners 96/140) lower left hand corner of chart at longitude 110° 30' 00" W.
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

6410 - Fort Simpson to Trail River - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000. LNM/D. (487-1991)
Delete note 62°01'00.0"N 122°10'00.0"W

**SECTION 2 – Edition 07/2000
Chart Corrections**

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.

Add	Note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6411 - Trail River to Camsell Bend - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (245-1997)
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Delete	note	62°02`15.0"N 122°17`00.0"W
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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.

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6412 - Camsell Bend to McGern Island - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (726-1998)
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Delete	note	62°41`30.0"N 123°22`30.0"W
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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.

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6413 - McGern Island to Wrigley River - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (727-1998, 728-1998)
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Delete	note	63°15`42.0"N 123°27`30.0"W
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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 .

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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6414 - Wrigley River to Three Finger Creek - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (359-1990)
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Delete	note	63°17`06.0"N 123°32`30.0"W
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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

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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6415 - Three Finger Creek to Saline Island - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (729-1998, 730-1998)
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Delete	note	63°52`36.0"N 124°15`30.0"W
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**SECTION 2 – Edition 07/2000
Chart Corrections**

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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6416 - Saline Island to Police Island - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (731-1998, 732-1998)
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Delete	note	64°49`30.0"N 125°23`30.0"W
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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.

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6417 - Fort Norman, Police Islands to Halfway Islands - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (738-1995)
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Delete	note	64°58`42.0"N 125°35`30.0"W
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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

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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6418 - Norman Wells, Halfway Islands to Radar Islands - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (738-1995)
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Delete	note	65°00`18.0"N 126°17`36.0"W
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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

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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6419 - Norman Wells to Carcajou Ridge - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (733-1998)
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Delete	note	65°33`36.0"N 128°06`30.0"W
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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

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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6420 - Carcajou Ridge to Hardie Island - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (734-1998)
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Delete	note	65°41`30.0"N 128°16`30.0"W
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**SECTION 2 – Edition 07/2000
Chart Corrections**

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

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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6421 - Hardie Island to Fort Good Hope - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (221-1990)
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Delete	note	65°57'24.0"N 129°12'30.0"W
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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.

Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6422 - Fort Good Hope to Askew Islands - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (423-1997)
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Delete	note	66°41'30.0"N 129°20'00.0"W
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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6423 - Askew Islands to Bryan Island - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		
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Delete	note	66°40'00.0"N 129°50'00.0"W
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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6424 - Bryan Island to Travailant River - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		
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Delete	note	67°13'40.0"N 130°25'40.0"W
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Add	Note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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**SECTION 2 – Edition 07/2000
Chart Corrections**

6425 – Travaillant River to Adam Cabin Creek - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

Delete note 67°21`06.0"N 131°40`00.0"W

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Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6426 - Mackenzie River - KM 1400 to KM 1480 - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

Delete note 67°33`45.0"N 134°13`25.0"W

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.

Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6427 - Point Separation to Aklavik Channel - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

Delete note 67°58`00.0"N 134°35`00.0"W

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.

Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6429 - Kilometre 1580 to Kilometre 1645 including East Channel (Inuvik to Kilometre 1645) - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

LNMD. (1328-1999)

Delete note 68°33`15.0"N 134°24`30.0"W

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.

Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6430 - East Channel (Kilometre 1645 to Kilometre 1710) - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

LNMD. (1327-1999)

Delete note 68°52`20.0"N 134°46`20.0"W

**SECTION 2 – Edition 07/2000
Chart Corrections**

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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6431 - East Channel, Lousy Point to Tuktoyaktuk - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000.		LNM/D. (735-1998, 736-1998)
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Delete	note	69°21`24.0"N 134°05`40.0"W
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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

Add	note	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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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

6432 - - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (164-1997, 168-1997)
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Delete	note	68°03`06.0"N 133°57`30.0"W
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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6433 - West Channel, Aklavik to Shallow Bay - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (361-1990)
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Delete	note	68°24`24.0"N 135°20`00.0"W
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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6434 - Reindeer Channel, Tununuk Point to Shallow Bay - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.		LNM/D. (360-1990)
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Delete	note	68°52`30.0"N 134°34`30.0"W
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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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**SECTION 2 – Edition 07/2000
Chart Corrections**

6435 - Middle Channel, Tununuk Point to Mackenzie Bay - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000. LNM/D. (360-1990)

Delete note 69°14`00.0"N 135°38`00.0"W

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Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6436 - Napoiak Channel including Schooner and Taylor Channels - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

Delete note 68°51`06.0"N 135°20`00.0"W

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.

Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6438 - - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000.

Delete note 67°31`24.0"N 134°57`00.0"W

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Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6441 - West Channel including Anderton, Ministicog and Moose Channels to Shoalwater Bay - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000. LNM/D. (360-1990)

Delete note lower left hand corner of chart below the LOGARITHMIC SPEED SCALE

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Add note Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
NOTICES TO MARINERS

6451 - Sans Sault Rapids - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000. LNM/D. (1326-1999)

Delete note 65°46`24.0"N 128°51`15.0"W

**SECTION 2 – Edition 07/2000
Chart Corrections**

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Add	note NOTICES TO MARINERS	Lower left hand corner of chart below the note which reads NEW EDITION MAY 12 2000
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6452 - Mackenzie River / Fleuve Mackenzie (Kilometre / Kilomètre 0-58) - New Edition - 12-MAY-2000 - Nad 1927

28-JUL-2000. LNM/D. (361-1990)

Delete	note	61°07'30.0"N 116°55'00.0"W
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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 au 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.

Add	note NOTICES TO MARINERS/AVIS AUX NAVIGATEURS	lower left hand corner of chart below the note which reads NEW EDITION/ NOUVELLE ÉDITION MAY/MAI 12 2000
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6453 - Mackenzie River / Fleuve Mackenzie (Kilometre Kilomètre 58-90) - New Edition - 30-APR-1999 - Nad 1927

28-JUL-2000. LNM/D. (204-1997)

Delete	note	61°20'30.0"N 117°46'12.0"W
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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.

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Add	note NOTICES TO MARINERS/AVIS AUX NAVIGATEURS	Lower left hand corner of chart below the note which reads NEW EDITION APR 30 1999
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7052 - CAPE MERCY TO KANGEEAK POINT - New Edition - 10-JUN-1966 - Unknown

28-JUL-2000. LNM/D. (295-1997)

On certain copies.

Add	Island	65°23'50.0"N 062°59'30.0"W
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CANADIAN COAST GUARD PUBLICATION - Amendments to the Radio Aids to Marine Navigation (Pacific) Publication - Annual Edition 2000.

Page iii

Hydrographic Chart Distribution Office, Ottawa

Amend the e-mail address to read:

E-Mail : chs_sales@dfo-mpo.gc.ca

Internet : <http://www.chs-shc.dfo-mpo.gc.ca>

Hydrographic Chart Distribution Office, Sidney

Amend the telephone and fax numbers to read:

Phone: (250) 363-6358

Fax: (250) 363-6841

Amend the e-mail address to read:

E-Mail : chartsales@pac.dfo-mpo.gc.ca

Internet : <http://www.ios.bc.ca/ios/chs>

Page 2-19

Amend the text to the following Telephone Numbers to read:

(604) 666-6011: Regional Marine Information Centre

(604) 775-8919: Watch Supervisor/Operations Centre

Add e-mail address (new): MCTSRMIC@ATTMAIL.COM

Delete reference to MCTS Vancouver/VAS Ship/shore telephone numbers

SECTION 4 - Edition 07/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 72 — Paragraph 134, line 3

Delete: and has a heliport

(P00.39-1)

Page 72 — Paragraph 144, lines 2 and 3

Delete: “It ... heliport.”

(P00.39-2)

Page 92 — Paragraph 412, line 3

Delete: The light has a heliport.

(P00.39-3)

Page 132 — After paragraph 633

Add: ^{633.1} **Light buoy.** — A privately operated light buoy, in the centre of Ganges Harbour, is fitted with a speed limit sign and a radar reflector.

(P00-48)

Page 144 — After paragraph 778

Add: ^{778.1} **Sewage disposal** in the waters of Montague Harbour is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.1)

Page 168 — Paragraph 238, lines 3 and 4

Delete: and has a heliport

(P00.39-4)

Page 186 — Paragraph 428, lines 1 to 8

Cancel correction promulgated in Monthly Edition No. 3/00.

Delete: “three lights” to end of paragraph.

Replace by: six fixed white lights that mark the main shipping channel; three face east and three face west. The bridge piers on both sides of the shipping channel are floodlit.

(P00-47.1)

Page 186 — Paragraph 429, lines 3 and 4

Delete correction P00-17.30 promulgated in Monthly Edition No. 3/00.

Line 4 — After “lift span.”

Insert: Fixed red and green **lights** (409, 409.1, 409.2, 409.3), on the bridge, mark the centre of the navigation channel.

(P00-46)

Page 203 — After paragraph 726

Add: ^{726.1} **Sewage disposal** in the waters of **Pilot Bay** and **Gabriola Sands Park**, at the north end of Gabriola Island, is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.2)

Page 240 — Paragraph 88, line 3

Delete: and has a heliport

(P00.39-5)

SECTION 4 - Edition 07/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 254 — After paragraph 242

Add: ^{242.1} **Sewage disposal** in the waters of Cortes Bay is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.3)

Page 254 — Paragraph 254, lines 5 and 6

Delete: and there is a heliport on the island.

(P00.39-6)

Page 262 — Paragraph 343, line 3

Delete: “It ... heliport.”

(P00.39-7)

Page 262 — After paragraph 368

Add: ^{368.1} **Sewage disposal** in the waters of Smuggler Cove is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.4)

Page 285 — Paragraph 22, line 3

Delete: “It ... heliport.”

(P00.39-8)

Page 294 — Paragraph 166, lines 3 and 4

Delete: “It ... heliport.”

(P00.39-9)

Page 311 — Paragraph 405, line 2

Delete: “It ... heliport.”

(P00.39-10)

Page 316 — After paragraph 27

Add: ^{27.1} **Sewage disposal** in the waters of Mansons Bay and Mansons Landing Marine Park is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.5)

Page 316 — After paragraph 37

Add: ^{37.1} **Sewage disposal** in the waters of the approach to and within Gorge Harbour is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.6)

Page 319 — After paragraph 65

Add: ^{65.1} **Sewage disposal** in the waters of Carrington Bay and Carrington Lagoon is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.7)

Page 329 — After paragraph 274

Add: ^{274.1} **Sewage disposal** in the waters of Desolation Sound Marine Park is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.8)

SECTION 4 - Edition 07/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 329 — After paragraph 280

Add: ^{280.1} **Sewage disposal** in the waters of Squirrel Cove is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.9)

Page 337 — After paragraph 334

Add: ^{334.1} **Sewage disposal** in the waters of Prideaux Haven is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.10)

Page 337 — After paragraph 346

Add: ^{346.1} **Sewage disposal** in the waters of Roscoe Bay is prohibited under the *Pleasure/Non-Pleasure Craft Sewage Pollution Prevention Regulations*.

(P00-49.11)

Page 353 — After paragraph 120

Add: ^{120.1} **Marine farm** facilities lie off the NW shore of Wishart Island.

(P00-41.1)

Page 353 — Paragraph 131, line 3

Delete: “It ... heliport.”

(P00.39-11)

Page 354 — Paragraph 144, line 4

Delete: and has a heliport

(P00.39-12)

Page 356 — After paragraph 199

Add: ^{199.1} **Marine farm** facilities lie off the NW shore of Duncan Island.

(P00-41.2)

Page 364 — Paragraph 32, line 4

Delete: and has a heliport

(P00.39-13)

Page 371 — Paragraph 192, lines 3 and 4

Delete: and has a heliport

(P00.39-14)

Page 373 — Paragraph 239, line 5

Delete: and has a heliport

(P00.39-15)

Page 375 — Paragraph 299, lines 2 and 3

Delete: “It ... heliport.”

(P00.39-16)

Page 381 — Paragraph 385, line 4

Delete: and has a heliport

(P00.39-17)

SECTION 4 - Edition 07/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 383 — Paragraph 17, line 3
Delete: and has a heliport (P00.39-18)

Page 383 — Paragraph 17, line 3
Delete: “It is fitted ... light.” (P00-47.2)

Page 396 — Paragraph 314, lines 3 and 4
Delete: “It ... heliport.” (P00.39-19)

Page 417 — Paragraph 795, line 4
Delete: heliport and (P00.39-20)

Page 422 — Delete paragraph 917. (P00-44.1)

Page 422 — Paragraph 927, lines 1 and 2
Delete: “A log float” to end of paragraph. (P00-44.2)

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 65 — Paragraph 33, line 3
Delete: and heliport (P00-40.1)

Page 73 — Paragraph 188, line 3
Delete: a heliport (P00-40.2)

Page 79 — Paragraph 304, lines 1 and 2
Delete: has a heliport (P00-40.3)

Page 86 — Paragraph 433, line 3
Delete: a heliport (P00-40.4)

Page 93 — Paragraph 602, line 3
Delete: and a heliport (P00-40.5)

Page 94 — Paragraph 26, line 3
Delete: a heliport (P00-40.6)

Page 104 — Paragraph 243, lines 3 and 4
Delete: and a heliport (P00-40.7)

Page 121 — Paragraph 600, lines 1 and 2 (Re: correction promulgated in Monthly Edition No. 3/00)
Delete: The light has a heliport. (P00-40.8)

SECTION 4 - Edition 07/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 127 — Paragraph 48, lines 3 and 4

Delete: “It ... heliport.

(P00-40.9)

Page 129 — Paragraph 68, line 2

Delete: and a heliport

(P00-40.10)

Page 148 — Paragraph 419, lines 1 and 2

Delete: “has ... heliport”

(P00-40.11)

Page 148 — Paragraph 419, lines 1 and 2 – after “and” (Re: correction promulgated in Monthly Edition No. 3/00)

Insert: has an emergency light.

(P00-42.1)

Page 152 — Paragraph 20, line 4 – after “0.5 kn.”

Insert: First of flood here is at LW Bella Bella, last of flood at HW
Bella Bella.

(P00-43.1)

Page 152 — Paragraph 21, line 3 – after “1 kn.”

Insert: First of flood here is at LW Bella Bella, last of flood at HW
Bella Bella.

(P00-43.2)

Page 168 — Paragraph 173, line 2

Delete: and a heliport

(P00-40.12)

Page 198 — Paragraph 76, line 4

Delete: and a heliport

(P00-40.13)

Page 236 — Paragraph 356, line 4 – after “Points.”

Insert: A telephone cable is laid from west of Kwuna Point to Haida
Point.

(P00-45.1)

SECTION 5 – Edition 07/2000
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

535.5 G5611	Stimpson Reef						Delete from List. Chart:3545 Edn 07/00
734 G5748	Bonilla Island Sector	On W. side of island. 53 29 34 130 38 09	FI WR 5s	36.6	White cylindrical tower. 9.8	Flash 0.3 s; eclipse 4.7 s White 360° to 168°; red 168° to 198°; obscured 198° to 334°; red 334° to 360°. Emergency light. Year round. Chart:3747 Edn 07/00

**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.