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Canada

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Canada

Canadian
Coast Guard

Garde côtière
canadienne



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Maritime Services Directorate
Aids to Navigation



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 and in the section 1. Please note that Nautical charts are not 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 few 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*.

Canadian Hydrographic Service – Information Published in Section 2 Notices to Mariners. - Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in Chart Corrections - Section 2. This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or height of a light may not result in the production of a chart correction, in *Notices to Mariners*, but may result in a *List of Light, Buoys and Fog Signals* correction.

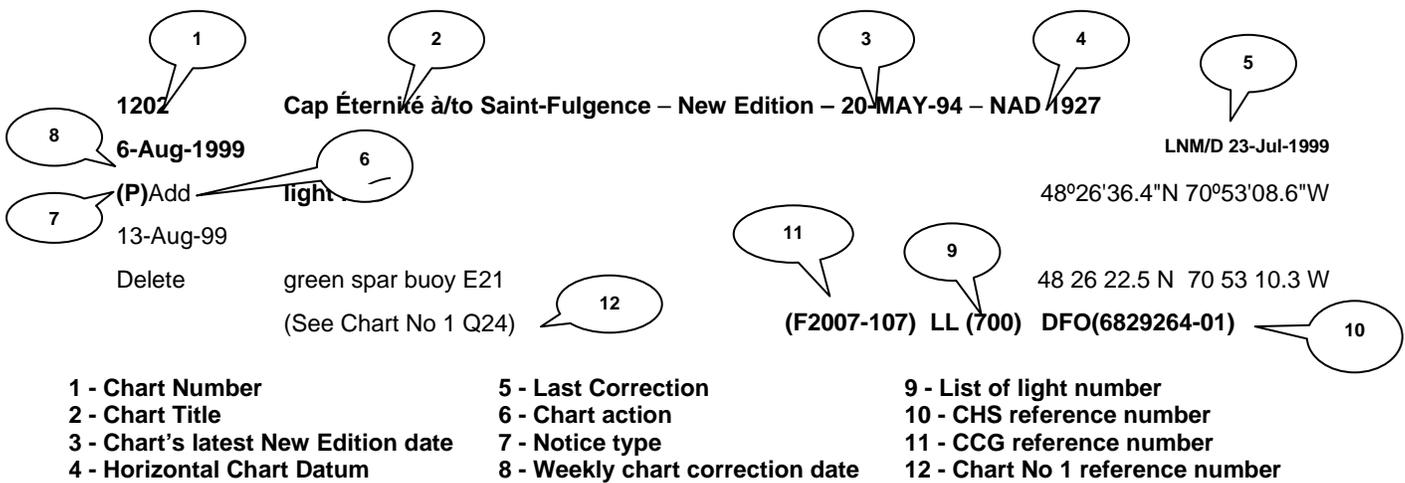
In case of discrepancy between information provided on CHS charts related to aids to navigation, and the List of Light publication, the latter shall be deemed as containing the most up to date information

Canadian Nautical Charts & Publications - A source list of *Canadian Nautical Charts & Publications* is published in Notice No. 14 of the *Notices to Mariners Annual Edition April 2011*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates refer to the following web site: <http://www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp>

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.



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

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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

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

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

For further information contact your local Regional Notices to Shipping (Notships) issuing authorities.

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For information on Notices to Shipping:

RMIC Email: rmic-pacific@pac.dfo-mpo.gc.ca
Website: http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index_e.htm

MONTHLY EDITION OF NOTICES TO MARINERS

WEB ACCESS

We are offering a feature where subscribers to our on-line service are able to receive the complete electronic monthly edition of our Notices to Mariners. We are encouraging our clients to visit the <http://www.notmar.gc.ca/subscribe/> website to subscribe for this service.

Users wishing to receive information updates for their charts can do so by setting up a "User Profile" on the following web page <http://www.notmar.gc.ca/search/mycharts-eng.php?czoXOToibnRtPXN0ZXBfb25lJmXhbmc9ZSI7>
This feature permits users to register the nautical charts they currently have in their possession. Registrants are then automatically notified by e-mail when a Notice to Mariners is published concerning these charts.

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SAFETY AND GENERAL INFORMATION**

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES

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.

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

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS

The cumulative Notices to Mariners corrections for charts can now be accessed at <http://www.notmar.gc.ca/search/notmar-eng.php>

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES

CHART EDITIONS

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

NEW CHART - "NEWCHT"

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

NEW EDITION - "NEWEDT"

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

REPRINTS

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

The current chart edition dates can be accessed at <http://www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp>

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

Background

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

Care of Your POD Chart

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

CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY - ECDIS

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon.

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***801 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Editions	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.				
4429	Havre Saint-Pierre et les approches/and Approaches	1:20000	18-FEB-2011	1	\$20.00
4652	Humber Arm Meadows Point to/à Humber River	1:14600	30-APR-2010	1	\$20.00
6431	East Channel, Lousy Point to/à Tuktoyaktuk Kilometre 1710 / Kilometre 1766	1:50000	14-JAN-2011	4	\$12.00

***802 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATIONAL CHARTS**

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA573401	Pond Inlet
CA570159	Powell River and/et Westview
CA570214	Approaches to/Approches à Oak Bay
CA570239	Ganges Harbour and/et Long Harbour
CA373128	Crozier Strait and/et Pullen Strait
CA376011	Approaches to Saint John / Approches à Saint John
CA376044	Little Hope Island to/à Cape St Marys
CA576064	Entrance to/Entrée à Great Bras D'Or
CA476071	Witless Bay
CA476073	Fermeuse Harbour
CA476074	Aquaforte Harbour
CA476081	Head of/Fond de Placentia Bay - Continuation B
CA576096	International Piers
CA576099	Sydney Wharves/Quais
CA576100	Sydport
CA576114	Long Pond
CA576121	Bell Island
CA576122	Portugal Cove
CA576123	Foxtrap
CA576124	Port de Grave
CA576129	Port de Plaisance Marina, Shediac Bay
CA576130	Quai / Wharf Pointe du Chêne
CA576132	Quai / Wharf Richibucto
CA376134	Neguac Bay (Continuation A)
CA376137	Sable Island/Île de Sable, Western Portion/Partie Ouest
CA276286	Northumberland Strait
CA576603	Bay Roberts
CA376655	Cape Freels to/à Exploits Islands
CA476688	Gray Strait and Button Islands
CA479006	Baie des Sept-Îles
CA579008	Sept-Îles

***803 ENVIRONMENT CANADA – METAREAs XVII AND XVIII**

Notification of Full Operational Capability of METAREA XVII and XVIII - Canada.

Commencing on 01 June 2011 marine forecast service to METAREA XVII and XVIII will transition to Full Operational Capability. Meteorological warnings and forecasts for METAREA XVII and XVIII will be promulgated by Environment Canada in accordance with the joint IMO/IHO/WMO Maritime Safety Information manual.

During the navigation season meteorological warnings and forecasts for sections of METAREA XVII and XVIII south of 75 degrees latitude will be broadcast via Inmarsat-C EGC SafetyNET. Scheduled broadcast times are:

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METAREA XVII (POR) at 0300 UTC and 1500 UTC daily.
METAREA XVIII (AOR-W) at 0300 UTC and 1500 UTC daily.

Messages will be transmitted to a rectangular addressed area until Inmarsat-C or Mini-C terminals operating in Arctic waters have been updated. Users should note that meteorological MSI received by their Sat-C terminals may be labelled as navigational MSI.

During the navigation season meteorological warnings and forecasts for sections of METAREA XVII and XVIII north of 70 degrees latitude will be broadcast via HF Narrow Band Direct Printing on 8416.5 kHz from the Canadian Coast Guard centre in Iqaluit NU. Scheduled broadcast times are 0330 UTC and 1530 UTC daily.

Mariners should note that actual HF service provision dates will be announced by Canadian Coast Guard notice to shipping.

Contact information for METAREA XVII and XVIII is:

phone: +1 709 256 6612
fax: +1 709 256 6627
email: metareas17.18@ec.gc.ca

***804 ENVIRONMENT CANADA - EXPANSION OF MARINE FORECAST SERVICE TO SECTIONS OF METAREAS XVII AND XVIII**

Effective June 28, 2011 at 1600 UTC the following METAREAs forecast bulletins will be modified to include new forecast zones.

At this time bulletins are available in English only.

Telecommunication Header / Bulletin Title / New Forecast Zones:

FQCN01 CWNT - marine forecasts for METAREA XVII north of 75N - Zone 1 centred on 75.7N135W, Zone 2 centred on 77.3N135W, South Prince Patrick, Prince Patrick, North Prince Patrick.

FQCN03 CWNT - marine forecasts for METAREA XVIII north of 75N - Fitzwilliam, Griper, Ballantyne, Brock, Wilkins, Borden, Hazen, Gustaf, Peary, South Ellef Ringnes, Ellef Ringnes, Hassel, Massey, South Sverdrup, North Sverdrup, South Axel Heiberg, Axel Heiberg, Greely, Nansen, Ellesmere, Ward Hunt, Bartlett, Alert.

FQCN04 CWNT - marine forecasts for METAREA XVIII south of 75N - Liddon.

These new marine forecast zones are generally located between the northwestern Canadian Arctic archipelago and the Canadian Exclusive Economic Zone boundary.

Detailed information regarding the geographic boundaries associated with these new marine zones may be obtained by contacting the Meteorological Service of Canada at the following:

Telephone: +1 (709) 256-6612
Facsimile: +1 (709) 256-6627
Email: metareas17.18@ec.gc.ca

Or by consulting the Joint Commission on Oceanography and Marine Meteorology (JCOMM) web site at <http://weather.gmdss.org> or by consulting the Canadian Coast Guard notices to mariners (NOTMAR) web site at <http://notmar.gc.ca>.

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Fig. 1: Map of the new high Arctic marine forecast zones.

Download image - <http://notmar.gc.ca/eng/services/notmar/8s1e11.jpg> or
<http://notmar.gc.ca/eng/services/notmar/8s1e11.pdf>

Table 1: Names of the new high Arctic marine forecast zones.

High Arctic Waters	
201	Zone 1 centred on 75.7° N 135° W
202	Zone 2 centred on 77.3° N 135° W
203	South Prince Patrick
204	Prince Patrick
205	North Prince Patrick
206	Liddon
207	Fitzwilliam
208	Griper
209	Ballantyne
210	Brock
211	Wilkins
212	Borden
213	Hazen
214	Gustaf
215	Peary
216	South Ellef Ringnes

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217	Ellef Ringnes
218	Hassel
219	Massey
220	South Sverdrup
221	North Sverdrup
222	South Axel Heiberg
223	Axel Heiberg
224	Greely
225	Nansen
226	Ellesmere
227	Ward Hunt
228	Bartlett
229	Alert

***805 CANADIAN HYDROGRAPHIC SERVICE – ELECTRONIC NAVIGATION CHARTS**

Juan de Fuca Strait, Haro Strait and Boundary Passage

To comply with internationally agreed practices, Canada and the United States of America have agreed to eliminate overlapping coverage of Electronic Navigation Charts (ENCs). The first area where these changes will take effect are Juan de Fuca Strait, Haro Strait and Boundary Passage. This new ENC coverage scheme will result in each country changing their areas of coverage, so that only one country's ENC would be available for any given area. New limits are posted on the Important Messages box displayed at: <http://www.charts.gc.ca/index-eng.asp>.

These changes come into effect 0000 Coordinated Universal Time (UTC), on 15 December, 2011.

When the revised ENCs are available to the public a Notice to Mariner will be issued.

***808 CANADIAN COAST GUARD PUBLICATION – 2011 ANNUAL EDITION OF NOTICES TO MARINERS – NOTICE 7A - VOYAGE PLANNING FOR VESSELS INTENDING TO NAVIGATE IN CANADA'S NORTHERN WATERS**

After Page A7-3

Insert: **Page A7A-1**

7A VOYAGE PLANNING FOR VESSELS INTENDING TO NAVIGATE IN CANADA'S NORTHERN WATERS

1 Purpose

This notice is intended to assist mariners, owners and operators of vessels intending on navigating in Canada's northern waters in preparing for, and executing, a safe voyage.

The recommendations and information provided in this notice are complementary to any other legal obligation of the owner, operator, master and all who have an interest in the vessel, and to the exercise of due diligence and good seamanship practices that are required from the master of a vessel.

2 Background

The Canadian Arctic is full of challenges to maritime navigation due to its climatic conditions, low temperatures, hazardous and variable ice conditions and geography. The region is remote and vast, making repair, rescue or clean-up operations difficult. Roads, airstrips and ports, are few and far between and search and rescue resources are limited. Emergencies can draw resources from other needed services such as icebreaking and community re-supply. In addition, the Arctic is environmentally sensitive and slow to recover from damage, so the impact of a pollution incident could have heavy consequences. The mariner must also keep in mind that most of Canada's Arctic waters have not been surveyed to modern standards.

Consequently, Arctic navigation requires ship crews with specialized knowledge. A safe Arctic voyage starts with a detailed voyage plan that takes into account the Arctic's unique conditions, navigational challenges and hazards along with the ship's capabilities and operational limitations.

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The IMO Resolution A.1024(26), *Guidelines for ships operating in polar waters*¹ recognizes that ships operating in the polar environments are exposed to unique risks. The guidelines are intended to address the additional provisions deemed necessary to take into account the climatic conditions of polar waters. As such it is recommended that these guidelines are considered when planning a voyage to Canadian Arctic waters.

3 Voyage Planning

Regulations² require the master of a ship, before proceeding to sea, ensure that the intended voyage has been planned using the most recent editions of the charts, documents and publications and take into account International Maritime Organization (IMO) Resolution A.893(21), *Guidelines for Voyage Planning*.³ Particularly relevant to Arctic navigation, the voyage plan shall, among other things, anticipate all known navigational hazards and adverse weather conditions; and avoid, as far as possible, actions and activities that could cause damage to the environment. Passenger vessels should also take into account IMO Resolution A.999(25) *Guidelines on voyage planning for passenger ships operating in remote areas*⁴ and Transport Canada's *Guidelines for the Operation of Passenger Vessels in Canadian Arctic Waters*.⁵

The following highlights some of the issues and sources of information that should be considered when planning a voyage in Canada's northern waters.

4 Charts and Notices

At present, less than 10% of Arctic waters are surveyed to modern standards. In addition, the mariner must be aware of the horizontal datum used for the chart. GPS positions can only be plotted directly on NAD 83 (equivalent to WGS 84) charts. For charts with other datums, the appropriate correction must be applied. Some Arctic charts do not have a reference datum and therefore no available corrections. In such cases, alternative sources of positional information should be used such as radar and visual lines of position when possible. It is always recommended that more than one means be used to fix a position.

As always, mariners must use up-to-date nautical charts and nautical publications to plan each voyage.⁶ This includes making use of annual and monthly Notices to Mariners⁷ and northern Canada Sailing Directions⁸. Of particular note, given the challenges in Canada's northern waters of charting, confirming chart anomalies, and servicing aids to navigation, mariners must ensure that all Notices to Shipping (broadcast and written) and NAVAREA warnings that are in force in the area are taken into account. Further information can be obtained from the Canadian Coast Guard (CCG)⁹.

5 Ice Advisory Service, NORDREG Reporting, and Sails Plans

The CCG operates an ice advisory service for the support of vessels navigating in Canada's northern waters during the navigation season. Vessels can obtain up-to-date information on ice conditions, advice on routes, aids to navigation and icebreaker support, when available and considered necessary, by contacting NORDREG CANADA. Weather, ice advisories, forecasts and synoptic ice charts are also broadcasted daily. Vessels subject to the *Northern Canada Vessel Traffic Services Zone Regulations* must report to NORDREG as required by the regulations, which came into force on July 1, 2010.

Vessels not required to report to NORDREG should, as a minimum, file a Sail Plan with a responsible person. This person should be instructed to call the Joint Rescue Coordination Centre or Maritime Rescue Sub-Centre if the vessel becomes overdue. In circumstances where it is not possible to file a Sail Plan with a responsible person, a Sail Plan may be filed by telephone, radio or in person, with an MCTS Centre. While at sea, masters and operators who have filed a sail plan are encouraged to file a daily position report during long trips. After completion of the voyage, the vessel must close (or deactivate) their sail plan. Forgetting to do so can result in an unwarranted search.

The CCG publication "Radio Aids to Marine Navigation"¹⁰ should be consulted for further information including details on the NORDREG Zone, reporting, radio frequencies and times for ship/shore communications and broadcasts.

¹ http://www5.imo.org/SharePoint/blastDataHelper.asp/data_id%3D29985/A1024%2826%29.pdf

² CSA 2001, Charts and Nautical Publications Regulations, 1995 and SOLAS Regulation V/34

³ <http://www.tc.gc.ca/media/documents/marinesafety/a2res893.pdf>

⁴ http://www5.imo.org/SharePoint/blastDataHelper.asp/data_id%3D23366/A999%2825%29.pdf

⁵ <http://tcwwwdev/marinesafety/tp/tp13670/menu.htm>

⁶ CSA 2001, Charts and Nautical Publications Regulations, 1995 and SOLAS Regulation V/34

⁷ <http://www.notmar.gc.ca/go.php?doc=eng/index>

⁸ <http://www.charts.gc.ca/publications/sd-in/north-nord-eng.asp>

⁹ http://www.ccg-gcc.gc.ca/eng/CCG/Notship_Home

¹⁰ http://www.ccg-gcc.gc.ca/eng/CCG/MCTS_Radio_Aids

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6 Ice Navigation in Canadian Waters

The CCG publication "Ice Navigation in Canadian Waters"¹¹ indicates the necessary precautions to be taken by ships navigating in Canadian ice-covered waters. The document provides masters and watchkeeping officers with the necessary information to achieve an understanding of the hazards, navigation techniques, and response of the vessel. It includes information on passage planning for routes in ice-covered waters and principles of high latitude navigation. Every ship of 100 tons gross tonnage, or over, navigating in Canadian waters in which ice may be encountered, is required to carry and make use of this publication.

7 Contingency Planning

Two groundings in the 2010 Arctic shipping season served as a reminder on the importance of contingency planning and risk assessment. As stated in the IMO *Guidelines for Voyage Planning* (A.893(21)), the detailed voyage plan should include, among other things, "*contingency plans for alternative action to place the vessel in deep water or proceed to a port of refuge or safe anchorage in the event of any emergency necessitating abandonment of the plan, taking into account existing shore-based emergency response arrangements and equipment and the nature of the cargo and of the emergency itself.*". Access to emergency support services is very limited in Canadian Arctic waters. The shipowner may want to prearrange for emergency support prior to the voyage.

8 Arctic Waters Pollution Prevention Act

Canada has a specific legislative and regulatory regime in place for its Arctic waters to address the unique risks and hazards of Arctic navigation and prevent pollution. The *Arctic Shipping Pollution Prevention Regulations* (ASPPR) deal with construction and operational aspects of navigating in the Arctic, including the need for Ice Navigators. When voyage planning, it is essential that a ship's ice class be assessed against the ice conditions that will or may be encountered on the voyage. The ASPPR contains the Zone/Date System (Z/DS), which is a system dividing the Arctic into 16 Safety Control Zones, each with fixed opening and closing dates for ships of various ice capabilities (Polar Ice Classes) The Arctic Ice Regime Shipping System (AIRSS) was introduced as a more flexible system that uses the actual ice conditions to determine whether entry is allowed in an ice regime. Details of Canada's requirements and additional guidance for ships operating in its Arctic waters can be found on Transport Canada's website.¹²

9 Ice Navigator

It is important to note (and plan for) the need for an Ice Navigator when navigating inside a zone beyond the dates allowed under the ASPPR. While an Ice Navigator is required to be on board a vessel in some cases¹³ and the Zone Date or Arctic Ice Regime navigation control schemes observed, it is always recommended that persons experienced in ice navigation be on board all vessels operating in Arctic ice-covered waters.

Authority: Transport Canada

¹¹ <http://www.ccg-gcc.gc.ca/e0010696>

¹² <http://tcwwwdev/marinesafety/debs/arctic/menu.htm>

¹³ <http://tcwwwdev/marinesafety/debs/arctic/shipping-operations/ice-navigators.htm>

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

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

12-AUG-2011		LNMD. 08-JUL-2011
Add	submarine pipeline (See Chart No. 1, L40.1)	joining 49°19'03.9"N 122°56'40.8"W 49°19'03.5"N 122°56'27.3"W 49°18'53.9"N 122°56'07.9"W and 49°18'48.4"N 122°55'38.8"W <i>DFO(6202464-01)</i>

3311 - Pender Harbour - Sheet 4 - New Edition - 31-DEC-1993 - NAD 1983

19-AUG-2011		LNMD. 12-AUG-2011
Delete	depth of 6.5 metres (See Chart No. 1, I10)	49°37'45.4"N 124°01'14.5"W <i>DFO(6202466-01)</i>
Add	depth of 3.3 metres (See Chart No. 1, I10)	49°37'45.9"N 124°01'14.2"W <i>DFO(6202466-02)</i>
Delete	depth of 11.4 metres (See Chart No. 1, I10)	49°37'41.4"N 124°02'34.6"W <i>DFO(6202466-03)</i>
Add	depth of 8.3 metres (See Chart No.1, I10)	49°37'41.2"N 124°02'34.6"W <i>DFO(6202466-04)</i>

3311 - Grief Point to/à Desolation Sound - Sheet 5 - New Edition - 31-DEC-1993 - NAD 1983

19-AUG-2011		LNMD. 12-AUG-2011
Add	depth of 3.8 metres (See Chart No. 1, I10)	50°04'18.3"N 124°59'35.3"W <i>DFO(6202468-01)</i>

3312 - Sutil Channel - Discovery Passage - Sheet 18 - New Edition - 05-JAN-2007 - NAD 1983

19-AUG-2011		LNMD. 25-MAR-2011
Delete	depth of 1.8 metres (See Chart No. 1, I10)	50°06'31.6"N 125°12'46.5"W <i>DFO(6202469-01)</i>
Add	depth of 1.2 metres (See Chart No. 1, I10)	50°06'30.4"N 125°12'48.1"W <i>DFO(6202469-02)</i>

3312 - Hoskyn Channel - Sutil Channel - Sheet 19 - New Edition - 05-JAN-2007 - NAD 1983

19-AUG-2011		LNMD. 25-MAR-2011
Delete	depth of 1.8 metres (See Chart No. 1, I10)	50°06'31.6"N 125°12'46.5"W <i>DFO(6202469-01)</i>
Add	depth of 1.2 metres (See Chart No. 1, I10)	50°06'30.4"N 125°12'48.1"W <i>DFO(6202469-02)</i>

3312 - Sechelt Inlet - Sheet 5 - New Edition - 05-JAN-2007 - NAD 1983

26-AUG-2011		LNMD. 19-AUG-2011
Add	wreck least depth known of 12.5 metres (See Chart No. 1, K26)	49°29'35.1"N 123°45'11.4"W <i>DFO(6202471-02)</i>

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

3313 - Nanaimo Harbour and/et Departure Bay - Sheet 21 - New Edition - 02-JAN-2009 - NAD 1983

05-AUG-2011 LNM/D. 22-JUL-2011
 Replace light FI G and radar reflector with port hand daybeacon 49°09'48.4"N 123°55'15.7"W
 (See Chart No. 1 P1, S4, Qt)
 (P2011018) LL(441.5) DFO(6202456-01)

3313 - Active Pass - Sheet 9 - New Edition - 02-JAN-2009 - NAD 1983

12-AUG-2011 LNM/D. 05-AUG-2011
 Add rock which covers and uncovers, with height above chart datum of 0.7 48°53'14.3"N 123°19'32.1"W
 metres
 (See Chart No. 1, K11)
 DFO(6202465-01)

Add rock which covers and uncovers, with height above chart datum of 0.9 48°53'10.8"N 123°19'33.6"W
 metres
 (See Chart No. 1, K11)
 DFO(6202465-02)

3411 - Sooke - New Chart - 24-MAR-1995 - NAD 1983

05-AUG-2011 LNM/D. 27-MAR-2009
 Reposition port hand spar buoy, marked V7 from 48°22'16.2"N 123°42'47.7"W
 (See Chart No. 1, Qg)
 to 48°22'14.9"N 123°42'48.2"W
 (P2011021) DFO(6202459-01)

3458 - Approaches to/Approches à Nanaimo Harbour - New Edition - 10-MAR-1995 - NAD 1983

05-AUG-2011 LNM/D. 21-AUG-2009
 Replace light FI G with port hand daybeacon 49°09'48.4"N 123°55'15.7"W
 (See Chart No. 1 P1, Qt)
 (P2011018) LL(441.5) DFO(6202456-01)

3473 - Active Pass - Sheet 1 - New Edition - 02-MAY-2003 - NAD 1983

12-AUG-2011 LNM/D. 30-OCT-2009
 Add rock which covers and uncovers, with height above chart datum of 0.7 48°53'14.3"N 123°19'32.1"W
 metres
 (See Chart No. 1, K11)
 DFO(6202465-01)

Add rock which covers and uncovers, with height above chart datum of 0.9 48°53'10.8"N 123°19'33.6"W
 metres
 (See Chart No. 1, K11)
 DFO(6202465-02)

3489 - Barnston Island to/à Crescent Island - Sheet 2 - New Chart - 21-OCT-1994 - NAD 1983

26-AUG-2011 LNM/D. 15-JUL-2011
 Add wreck least depth known of 4 metres 49°10'55.6"N 122°33'36.2"W
 (See Chart No. 1, K26)
 DFO(6202474-01)

Add wreck least depth known of 6.5 metres 49°10'54.7"N 122°33'32.7"W
 (See Chart No. 1, K26)
 DFO(6202474-02)

3494 - Vancouver Harbour Central Portion/Partie Centrale - New Edition - 04-NOV-2005 - NAD 1983

12-AUG-2011 LNM/D. 24-DEC-2010
 Add submarine pipeline joining 49°19'03.9"N 122°56'40.8"W
 (See Chart No. 1, L40.1)
 49°19'03.1"N 122°56'32.8"W
 49°19'03.5"N 122°56'27.3"W
 49°18'53.9"N 122°56'07.9"W
 49°18'49.6"N 122°55'43.8"W

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

Add submarine pipeline and 49°18'48.4"N 122°55'38.8"W
(See Chart No. 1, L40.1)
DFO(6202464-01)

3495 - Vancouver Harbour Eastern Portion/Partie Est - Sheet 1 - New Edition - 12-NOV-2004 - NAD 1983

12-AUG-2011 LNM/D. 27-MAY-2011
Add submarine pipeline joining 49°19'03.9"N 122°56'40.8"W
(See Chart No. 1, L40.1)
49°19'03.1"N 122°56'32.8"W
49°19'03.5"N 122°56'27.3"W
49°18'53.9"N 122°56'07.9"W
49°18'49.6"N 122°55'43.8"W
and 49°18'48.4"N 122°55'38.8"W
DFO(6202464-01)

L/C3512 - Strait of Georgia, Central Portion/Partie Centrale - New Edition - 25-DEC-1998 - NAD 1983

26-AUG-2011 LNM/D. 04-FEB-2011
Delete contour label of 20 49°29'38.0"N 123°45'15.0"W
(See Chart No. 1, I30)
DFO(6202471-01)

This notice might affect Electronic Navigational Chart: CA370381

Add wreck least depth known of 12.5 metres 49°29'35.1"N 123°45'11.4"W
(See Chart No. 1, K26)
DFO(6202471-02)

3513 - Strait of Georgia, Northern Portion/Partie Nord - New Edition - 29-OCT-1999 - NAD 1983

19-AUG-2011 LNM/D. 08-JUL-2011
Add depth of 3.8 metres 50°04'18.3"N 124°59'35.3"W
(See Chart No. 1, I10)
DFO(6202468-01)

3535 - Pender Harbour - Sheet 1 - New Edition - 16-AUG-1985 - NAD 1927

19-AUG-2011 LNM/D. 08-JUL-2011
Delete depth of 6.5 metres 49°37'46.1"N 124°01'09.5"W
(See Chart No. 1, I10)
DFO(6202466-01)

Add depth of 3.3 metres 49°37'46.5"N 124°01'09.2"W
(See Chart No. 1, I10)
DFO(6202466-02)

Delete depth of 11.4 metres 49°37'42.1"N 124°02'29.7"W
(See Chart No. 1, I10)
DFO(6202466-03)

Add depth of 8.3 metres 49°37'41.8"N 124°02'29.7"W
(See Chart No. 1, I10)
DFO(6202466-04)

3538 - Desolation Sound and/et Sutil Channel - New Edition - 30-DEC-2005 - NAD 1983

19-AUG-2011 LNM/D. 10-JUN-2011
Add depth of 3.8 metres 50°04'18.3"N 124°59'35.3"W
(See Chart No. 1, I10)
DFO(6202468-01)

Delete depth of 1.8 metres 50°06'31.6"N 125°12'46.5"W
(See Chart No. 1, I10)
DFO(6202469-01)

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

Add depth of 1.2 metres 50°06'30.4"N 125°12'48.1"W
(See Chart No. 1, I10)
DFO(6202469-02)

3539 - Discovery Passage - New Edition - 30-MAR-2007 - NAD 1983

19-AUG-2011 LNM/D. 25-MAR-2011
Delete depth of 1.8 metres 50°06'31.6"N 125°12'46.5"W
(See Chart No. 1, I10)
DFO(6202469-01)

Add depth of 1.2 metres 50°06'30.4"N 125°12'48.1"W
(See Chart No. 1, I10)
DFO(6202469-02)

3546 - Broughton Strait - New Edition - 15-APR-2005 - NAD 1983

19-AUG-2011 LNM/D. 04-JUN-2010
Reposition light Fl R from 50°38'29.5"N 127°01'57.7"W
(See Chart No. 1, P1) to 50°38'28.1"N 127°01'59.3"W
(P2011020) LL(552.5) DFO(6202458-01)

Delete breakwater between 50°38'27.5"N 127°01'56.5"W
(See Chart No. 1, F4.1) and 50°38'29.5"N 127°01'57.7"W
DFO(6202458-02)

Add breakwater between 50°38'27.5"N 127°01'56.5"W
(See Chart No. 1, F4.1) and 50°38'28.1"N 127°01'59.3"W
DFO(6202458-03)

3674 - Millar Channel to/à Estevan Point - Sheet 1 - New Chart - 01-DEC-1995 - NAD 1983

05-AUG-2011 LNM/D. 29-APR-2011
Amend Fl 10s 18m to read Fl 10s 28m against light 49°20'51.1"N 126°15'35.9"W
(See Chart No. 1 P10.4) *(P2011019) LL(117.5) DFO(6202457-01)*

3674 - Hot Springs Cove - Sheet 1 - New Chart - 01-DEC-1995 - NAD 1983

05-AUG-2011 LNM/D. 29-APR-2011
Amend Fl 10s 18m to read Fl 10s 28m against light 49°20'51.1"N 126°15'35.9"W
(See Chart No. 1 P10.4) *(P2011019) LL(117.5) DFO(6202457-01)*

3724 - Caamaño Sound and Approaches/et les approches - New Edition - 23-MAY-1980 - Unknown

05-AUG-2011 LNM/D. 08-APR-2011
Amend Chart/Carte 3719 to read Chart/Carte 3911 52°56'40.0"N 129°07'12.0"W
(See Chart No. 1, A18) *DFO(6202460-01)*

Amend Chart/Carte 3723 to read Chart/Carte 3911 52°58'46.0"N 129°37'00.0"W
(See Chart No. 1, A18) *DFO(6202460-02)*

Amend Chart/Carte 3723 to read Chart/Carte 3911 53°04'03.0"N 129°08'03.0"W
(See Chart No. 1, A18) *DFO(6202460-03)*

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

12-AUG-2011		LNM/D. 05-AUG-2011
Amend	Chart/Carte 3723 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°44'33.0"N 129°16'12.0"W
		<i>DFO(6202463-01)</i>
3726 - Laredo Sound and Approaches - New Edition - 23-MAY-1980 - Unknown		
12-AUG-2011		LNM/D. 03-JUN-2011
Amend	Chart 3710 to read Chart 3910 (See Chart No. 1, A18)	52°35'39.0"N 129°07'20.0"W
		<i>DFO(6202463-02)</i>
Amend	Chart 3710 to read Chart 3910 (See Chart No. 1, A18)	52°30'58.0"N 129°00'24.0"W
		<i>DFO(6202463-03)</i>
Amend	Chart 3710 to read Chart 3910 (See Chart No. 1, A18)	52°28'06.0"N 128°41'57.0"W
		<i>DFO(6202463-04)</i>
3728 - Milbanke Sound and Approaches/et les approches - New Edition - 05-FEB-1982 - NAD 1927		
12-AUG-2011		LNM/D. 04-DEC-2009
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°28'03.0"N 128°43'12.0"W
		<i>DFO(6202463-05)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°21'20.0"N 128°24'24.0"W
		<i>DFO(6202463-06)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°17'48.0"N 128°20'54.0"W
		<i>DFO(6202463-07)</i>
3737 - Laredo Channel including/y compris Laredo Inlet and/et Surf Inlet - New Edition - 14-AUG-1987 - Unknown		
05-AUG-2011		LNM/D. 10-JUN-2011
Amend	Chart/Carte 3723 to read Chart/Carte 3911 (See Chart No. 1, A18)	53°04'12.0"N 129°04'54.0"W
		<i>DFO(6202460-04)</i>
Amend	Chart/Carte 3719 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°56'52.0"N 129°07'06.0"W
		<i>DFO(6202460-05)</i>
Amend	Chart/Carte 3719 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°47'36.0"N 129°04'00.0"W
		<i>DFO(6202460-06)</i>
Amend	Chart/Carte 3719 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°46'02.0"N 129°03'00.0"W
		<i>DFO(6202460-07)</i>
Amend	Chart/Carte 3719 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°43'38.0"N 128°58'12.0"W
		<i>DFO(6202460-08)</i>

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12-AUG-2011			LNM/D. 05-AUG-2011
Amend	Chart/Carte 3723 to read Chart/Carte 3910 (See Chart No. 1, A18)		52°44'25.0"N 129°15'48.0"W
			<i>DFO(6202463-08)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)		52°35'38.0"N 129°07'18.0"W
			<i>DFO(6202463-09)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)		52°30'55.0"N 129°00'06.0"W
			<i>DFO(6202463-10)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)		52°28'06.0"N 128°42'12.0"W
			<i>DFO(6202463-11)</i>
3742 - Otter Passage to/à McKay Reach - New Edition - 16-JUL-1982 - NAD 1927			
05-AUG-2011			LNM/D. 12-NOV-2010
Amend	Chart/Carte 3723 to read Chart/Carte 3911 (See Chart No. 1, A18)		53°04'03.0"N 129°08'03.0"W
			<i>DFO(6202460-03)</i>
3807 - Atli Inlet to/à Selwyn Inlet - New Edition - 05-FEB-1999 - NAD 1983			
19-AUG-2011			LNM/D. 15-AUG-2008
Delete	depth of 5.8 metres (See Chart No. 1, I10)		52°41'29.9"N 131°26'38.4"W
			<i>DFO(6202467-01)</i>
Add	rock which covers and uncovers, with height above chart datum of 0.4 metres (See Chart No. 1, K11)		52°41'30.4"N 131°26'33.0"W
			<i>DFO(6202467-02)</i>
Add	rock awash at chart datum (See Chart No. 1, K12)		52°41'29.7"N 131°26'37.3"W
			<i>DFO(6202467-03)</i>
3910 - Weeteam Bay - Sheet 1 - New Edition - 01-APR-2011 - NAD 1983			
05-AUG-2011			
Delete	depth of 6.4 metres (See Chart No. 1, I10)		52°31'09.0"N 129°01'24.0"W
			<i>DFO(6202461-01)</i>
Add	depth of 5.4 metres (See Chart No. 1, I10)		52°31'08.4"N 129°01'24.0"W
			<i>DFO(6202461-02)</i>
3931 - Smith Inlet, Boswell Inlet and/et Draney Inlet - New Chart - 21-FEB-1992 - NAD 1983			
26-AUG-2011			LNM/D. (2322-1999)
Delete	depth of 40 metres (See Chart No. 1, I10)		51°17'25.9"N 127°23'23.4"W
			<i>DFO(6202470-01)</i>
Add	depth of 17.9 metres (See Chart No. 1, I10)		51°17'24.1"N 127°23'25.4"W
			<i>DFO(6202470-02)</i>

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

3938 - Queens Sound to/à Seaforth Channel - New Chart - 02-APR-2004 - NAD 1983

12-AUG-2011		LNMD. 12-SEP-2008
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°15'50.0"N 128°23'30.0"W
		<i>DFO(6202463-16)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°16'57.0"N 128°25'23.0"W
		<i>DFO(6202463-17)</i>
Amend	Adjoining Chart/Carte adjacente 3710 to read Adjoining Chart/Carte adjacente 3910 (See Chart No. 1, A20)	outside north border at 128°22'00.0"W
		<i>DFO(6202463-18)</i>

3941 - Channels/Chenaux Vicinity of/Proximité de Milbanke Sound - New Chart - 25-APR-2008 - NAD 1983

05-AUG-2011		
Amend	Chart/Carte 3711 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°33'00.0"N 128°29'24.0"W
		<i>DFO(6202460-09)</i>
Amend	Chart/Carte 3711 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°36'36.0"N 128°30'06.0"W
		<i>DFO(6202460-10)</i>
	This notice might affect Electronic Navigational Chart: CA470577	

12-AUG-2011		LNMD. 05-AUG-2011
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°21'46.0"N 128°22'00.0"W
		<i>DFO(6202463-12)</i>
	This notice might affect Electronic Navigational Chart: CA470577	
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°19'02.0"N 128°23'30.0"W
		<i>DFO(6202463-13)</i>
	This notice might affect Electronic Navigational Chart: CA470577	
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°16'56.0"N 128°25'30.0"W
		<i>DFO(6202463-14)</i>
Amend	Chart/Carte 3710 to read Chart/Carte 3910 (See Chart No. 1, A18)	52°15'48.0"N 128°23'20.0"W
		<i>DFO(6202463-15)</i>

3943 - Finlayson Channel and/et Tolmie Channel - New Chart - 25-APR-2008 - NAD 1983

05-AUG-2011		LNMD. 29-MAY-2009
Amend	Chart/Carte 3711 to read Chart/Carte 3911 (See Chart No. 1, A18)	52°37'17.0"N 128°30'09.0"W
		<i>DFO(6202460-11)</i>
Add	Chart/Carte 3911 (See Chart No. 1, A18)	52°41'36.0"N 128°32'00.0"W
		<i>DFO(6202460-12)</i>

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

5410 - Coral Harbour and Approaches/et les approches - New Edition - 25-MAR-1977 - Astronomic Positioning

26-AUG-2011		LNMD. (825-1992)
Amend	Fl 6 sec 66ft 8M to read Fl 5s 66ft 7M against light (See Chart No. 1, P16)	64°00'30.0"N 083°13'01.0"W LL(2545) DFO(6603721-01)
Amend	Fl 6 sec 69ft 7M to read Fl 5s 69ft 7M against light (See Chart No. 1, P16)	64°07'33.0"N 083°15'13.0"W LL(2546) DFO(6603721-02)

5410 - Munn Bay - New Edition - 25-MAR-1977 - Astronomic Positioning

26-AUG-2011		LNMD. (825-1992)
Amend	Fl 6 sec 69ft 7M to read Fl 5s 69ft 7M against light (See Chart No. 1, P16)	64°07'33.0"N 083°15'13.0"W LL(2546) DFO(6603721-02)

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

26-AUG-2011		LNMD. 14-JUL-2006
Amend	Fl 6s 66ft 8M to read Fl 5s 66ft 7M against light (See Chart No. 1, P16)	64°00'24.0"N 083°13'01.0"W LL(2545) DFO(6603721-01)
Amend	Fl 6s 69ft 7M to read Fl 5s 69ft 7M against light (See Chart No. 1, P16)	64°07'42.0"N 083°15'00.0"W LL(2546) DFO(6603721-02)
Amend	Fl 6s 165ft 10M to read Fl 5s 165ft 8M against light (See Chart No. 1, P16)	62°54'18.0"N 081°53'50.0"W LL(2548) DFO(6603721-03)
Amend	Fl 6s 61ft 7M to read Fl 5s 61ft 8M against light (See Chart No. 1, P16)	62°25'00.0"N 079°36'20.0"W LL(2550) DFO(6603721-04)
Amend	Fl 6s 77ft 10M to read Fl 5s 77ft 8M against light (See Chart No. 1, P16)	61°35'06.0"N 079°48'50.0"W LL(2551) DFO(6603721-05)

5450 - Hudson Strait/Détroit d'Hudson - New Edition - 08-JUL-2005 - Unknown

26-AUG-2011		LNMD. 01-OCT-2010
Amend	Fl 6s 61ft 7M to read Fl 5s 61ft 8M against light (See Chart No. 1, P16)	62°24'48.0"N 079°36'00.0"W LL(2550) DFO(6603721-04)
	This notice might affect Electronic Navigational Chart: CA173378	
Amend	Fl 6s 77ft 10M to read Fl 5s 77ft 8M against light (See Chart No. 1, P16)	61°34'36.0"N 079°48'30.0"W LL(2551) DFO(6603721-05)
	This notice might affect Electronic Navigational Chart: CA173378	

6310 - Lake Athabasca / Lac Athabasca - New Edition - 08-JUL-2005 - Unknown

12-AUG-2011		LNMD. 29-JUL-2011
Delete	light Fl 2s 39ft (See Chart No. 1, P1)	58°59'15.0"N 110°27'00.0"W (A2011016) LL(1656) DFO(6603714-01)
Add	islet (See Chart No. 1, K10)	58°59'15.0"N 110°27'00.0"W DFO(6603714-02)

**SECTION 2 – Edition 08/2011
CHART CORRECTIONS**

7082 - Cape Baring to/à Cambridge Bay - New Edition - 20-FEB-2004 - Unknown

05-AUG-2011

Amend

note Chart/Carte 7780 to read Chart/Carte 7790
(See Chart No. 1, A18)

LNM/D. 15-OCT-2010

68°10'30.0"N 106°59'00.0"W

DFO(6603701-01)

SECTION 4 – Edition 08/2011
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Chapters I to VI of *Sailing Directions, Arctic Canada, Volume 3, Fifth Edition, 1994*, are now cancelled and replaced by Print-On-Demand (POD) *Sailing Directions booklet ARC 403 — Western Arctic, First Edition, 2011*.
(C2011-057.01)

Great Slave Lake and Mackenzie River, Seventh Edition, 1989 —

Chapter VII — Paragraph 75, after “Miles 39.3 and 43.6.” (Re: Correction promulgated in Monthly Edition No. 09/2008)
Delete: “Fort Providence Ferry ... buoys.”
(C2011-058.01)

British Columbia, Volume 1, Seventeenth Edition, 2004 —

Chapter 3 — Delete paragraph 801
Replace by: ⁸⁰¹ Nanaimo Harbour Entrance Groyne private port hand daybeacon (5283.5), 0.25 mile SW of Nanaimo Harbour Entrance light, is shown from a dolphin.
(P2011-15.01)

Chapter 6 — Paragraph 366
Delete: floating
Replace by: rock
(P2011-17.01)

Chapter 9 — Paragraph 202
Delete: 26.7
Replace by: 28.4
(P2011-16.01)

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

Chapter 1 — Before paragraph 625, top left hand column
Delete: *Chart 3710*
Replace by: *Chart 3910*
(P2011-13.01)

Chapter 1 — Before paragraph 631
Delete: *Chart 3710*
Replace by: *Chart 3910*
(P2011-13.02)

Chapter 2 — Before paragraph 82
Delete: *Chart 3710*
Replace by: *Chart 3910*
(P2011-13.03)

chapter 2 — Before paragraph 87 (Re: Correction promulgated in Monthly Edition No. 09/2008)
Delete: *Charts 3941, 3710, 3942*
Replace by: *Charts 3910, 3941, 3942*
(P2011-13.04)

Chapter 2 — Before paragraph 90
Delete: *Chart 3710*
Replace by: *Chart 3910*
(P2011-13.05)

SECTION 4 – Edition 08/2011
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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

Chapter 2 — Before paragraph 91, top left hand column

Delete: *Chart 3710*

Replace by: *Chart 3910*

(P2011-13.06)

Chapter 2 — Before paragraph 171

Delete: *Chart 3711*

Replace by: *Chart 3911*

(P2011-13.07)

Chapter 2 — Before paragraph 182, top left hand column

Delete: *Chart 3711*

Replace by: *Chart 3911*

(P2011-13.08)

Chapter 2 — Before paragraph 229

Delete: *Chart 3711*

Replace by: *Chart 3911*

(P2011-13.09)

Chapter 2 — Before paragraph 230, top left hand column

Delete: *Chart 3711*

Replace by: *Chart 3911*

(P2011-13.10)

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

Chapter 1 — Before paragraph 73, top right hand column

Delete: *Chart 3710*

Replace by: *Chart 3910*

(P2011-14.01)

Chapter 1 — Before paragraph 79

Delete: *Charts 3710, 3726*

Replace by: *Charts 3910, 3726*

(P2011-14.02)

Chapter 1 — Before paragraph 86

Delete: *Chart 3710*

Replace by: *Chart 3910*

(P2011-14.03)

Chapter 1 — Before paragraph 93

Delete: *Charts 3710, 3726*

Replace by: *Charts 3910, 3726*

(P2011-14.04)

Chapter 1 — Before paragraph 98

Delete: *Chart 3723*

Replace by: *Chart 3910*

(P2011-14.05)

SECTION 4 – Edition 08/2011
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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

Chapter 1 — Before paragraph 122

Delete: *Chart 3723*

Replace by: *Chart 3911*

(P2011-14.06)

Chapter 1 — Before paragraph 363

Delete: *Charts 3710, 3737*

Replace by: *Charts 3910, 3737*

(P2011-14.07)

Chapter 1 — Before paragraph 366, top left hand column

Delete: *Charts 3710, 3737*

Replace by: *Charts 3910, 3737*

(P2011-14.08)

Chapter 1 — Before paragraph 458

Delete: *Charts 3719, 3737*

Replace by: *Charts 3911, 3737*

(P2011-14.09)

Chapter 1 — Before paragraph 487

Delete: *Charts 3719, 3737*

Replace by: *Charts 3911, 3737*

(P2011-14.10)

Chapter 1 — Before paragraph 536

Delete: *Chart 3723*

Replace by: *Chart 3911*

(P2011-14.11)

SECTION 5 – Edition 08/2011
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

117.5 G5226.2	Sharp Point	E. side of entrance, Hot Springs Cove. 49 20 51.1 126 15 35.9	Fl W	10s	28.4	10	White cylindrical tower.	Flash 1 s; eclipse 9 s. Year round. Horn - Blast 3 s; sil. 27 s. Chart:3674 Edn 08/11(P11-019)
441.5 G5493.2	Nanaimo Harbour Entrance Groyne						Delete from list. Chart:3447 Edn 08/11(P11-018)	
552.5	Sointula Breakwater	At end of rock breakwater. 50 38 28.1 127 01 59.3	Fl R	4s	4.5	3	Mast, red and white triangular daymark.	Year round. Chart:3546 Edn 08/11(P11-020)
651.5 G5740.5	Harbour Rock	Stewart Narrows. 53 23 16.3 129 16 38.5	Fl G	4s	3.4	4	Mast, green, white and black square daymark.	Year round. Chart:3945 Edn 08/11(P11-022)
Inland LL 2548 H33	Cape Pembroke	NE. end of Coats Island. 62 54 30 81 53 30	Fl W	5s	16.5	8	Square tower, orange rectangular daymark. 10.9	Flash 1 s; eclipse 4 s. Seasonal. Chart:5449 Edn 08/11
Inland LL 2550 H36	Mansel Island Racon - - (K) X & S Band	N. extremity of island. 62 25 00 79 36 30	Fl W	5s	18.6	8	Square tower, orange rectangular daymark. 15.5	Flash 1 s; eclipse 4 s. Radar reflector. Seasonal. Chart:5449 Edn 08/11
Inland LL 2551 H36.1	Cape Acadia (Mansel Island)	S. extremity of island. 61 35 00 79 48 30	Fl W	5s	23.5	8	Square tower, orange rectangular daymark. 19.2	Flash 1 s; eclipse 4 s. Radar reflector. Seasonal. Chart:5449 Edn 08/11

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

Date:

Name of Ship or Sender:.....

Address of Sender:

Street #

Street Name

Town / City:..... Prov / State:..... Postal Code / Zip Code:

Tel / Fax / E-mail address of sender (if appropriate):

Observation Date:..... Time (UTC):

Geographical Position:.....

Coordinate Position: Lat:..... Long:.....

Position Method: DGPS GPS with WAAS GPS Radar Other

Horizontal Datum Used: WGS 84 NAD 27 Other

Estimated Position Accuracy:.....

Chart #:..... Datum: NAD 27 NAD 83

Chart Edition:..... Last Correction applied:

Publications affected: (Quote Volume and page):.....

*Full details (Attach additional sheets as necessary)

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 (MCTS) and should be confirmed in writing to:

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

In the case of information concerning aids to navigation or the List of Lights, Buoys and Fog Signals.

atn-aln@dfo-mpo.gc.ca

OR

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

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

CHSINFO@DFO-MPO.GC.CA

Or general questions on Coast Guard programs or services please send an e-mail message to:

info@dfo-mpo.gc.ca

(Please include your postal code and e-mail address)