



# 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.

**Distances** may be calculated as follows:

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

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

1 metre = 3.28 feet

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

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

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

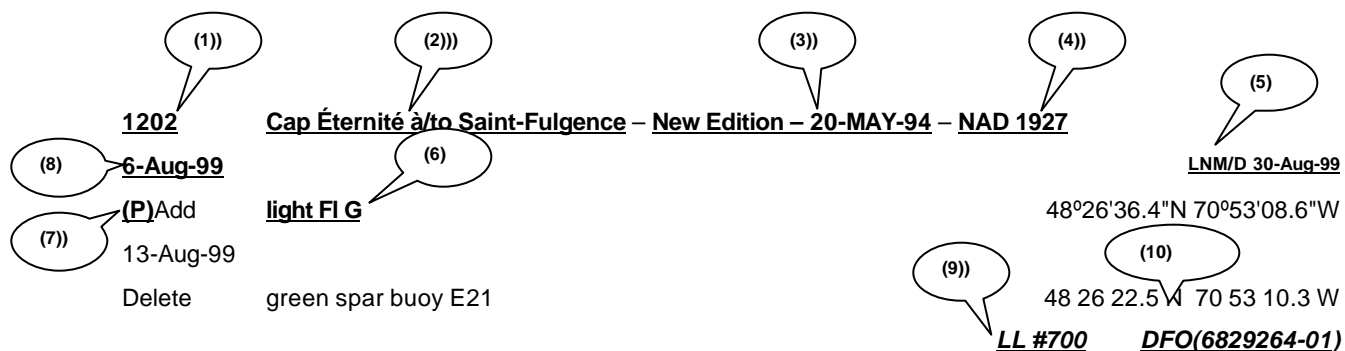
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on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

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

**NOTE:** *Cette publication est aussi disponible en français.*

## CHART CORRECTIONS - SECTION 2

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



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

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

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

## **ADVISORY**

### **NOTICES TO SHIPPING (WRITTEN AND BROADCAST)**

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

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

The publication of Notices to Mariners and chart revisions are being delayed by the volume of changes that are taking place.

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

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

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

For further information contact your local Canadian Coast Guard office.

#### **Newfoundland**

St. John's MCTS Centre  
Phone: (709) 772-2083  
Fax: (709) 772-5369

#### **Maritimes**

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

#### **Quebec**

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

#### **Central & Arctic**

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

#### **Pacific**

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

## **DGPS FULLY OPERATIONAL SERVICE**

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

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

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

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

### **DGPS RECEIVER – WARNING**

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

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

### **DGPS USER ALERT**

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

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

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

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

### **User informations / Renseignements sur l'utilisateur**

Vessel name / Nom du navire: \_\_\_\_\_ Destination: \_\_\_\_\_

Vessel position at the beginning of the anomaly /

Position du navire au début de l'anomalie : \_\_\_\_\_

Vessel position at the end of the anomaly /

Position du navire à la fin de l'anomalie : \_\_\_\_\_

### **Anomaly report / Rapport d'anomalie**

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

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

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

DOP Geometry / Géométrie DOP : \_\_\_\_\_

User receiver operates correctly with other DGPS sites? /

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

Comments / Commentaires: \_\_\_\_\_

Point of contact / Personne-ressource: Name/ Nom: \_\_\_\_\_

Phone / Téléphone : \_\_\_\_\_

### **Weather conditions / Conditions météo**

Winds / Vents : Direction: \_\_\_\_\_ Speed / Vitesse: \_\_\_\_\_ KTS

Temp. °C: \_\_\_\_\_ VIS: \_\_\_\_\_ N.M.

Sea State / État de la mer : \_\_\_\_\_

Bearing and range to electrical storm /

Direction et distance de l'orage : \_\_\_\_\_

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

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

### **User equipment informations / Renseignements sur l'équipement**

GPS receiver / Récepteur GPS: Make / Fabricant: \_\_\_\_\_ Model: \_\_\_\_\_

DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : \_\_\_\_\_ Model: \_\_\_\_\_

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

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

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

ECDIS / SVCEI: Make / Fabricant: \_\_\_\_\_ Model: \_\_\_\_\_

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

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

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

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

- 1) Fax / Par télécopieur : (613) 998-8428  
Attention: Aids to Navigation / Aides à la navigation
- 2) Mail / Par la poste: Director, Navigation Systems Branch  
Department of Fisheries and Oceans  
200 Kent Street, Station 5130  
Ottawa, ON  
K1A 0E6  
  
Directeur, Direction des systèmes à la navigation maritimes  
Ministère des Pêches et Océans  
200, rue Kent, Station 5130  
Ottawa, ON  
K1A 0E6

**Canada**

#### **Legend/Légende**

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

## MONTHLY EDITION OF NOTICES TO MARINERS

### MAILING LIST CHANGES

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

Telephone (613) 990-3037  
Facsimile (613) 998-8428

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) \_\_\_\_\_

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CITY	POSTAL CODE
PROVINCE	COUNTRY

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**SECTION 1 – Edition 11/2003  
SAFETY AND GENERAL INFORMATION**

**CANADA - 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS - CAUTION.**

Effective October 11<sup>th</sup>, 2001, 0000 UTC, all vessels that are:

- a) of 500 gross tonnage or more;
- b) engaged in towing or pushing a vessel, where the combined tonnage of the ship and the vessel being towed or pushed is 500 tons gross tonnage or more; or
- c) carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods;

**must request clearance 96 hours prior to entering Canadian waters from seaward**, or as soon as practical where the estimated time of arrival of the ship in Canadian waters is less than 96 hours after the time the ship departed its last port of call. This will remain in effect until further notice.

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

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

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

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

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

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

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

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

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

**SECTION 1 – Edition 11/2003  
SAFETY AND GENERAL INFORMATION**

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

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

**\*1106 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHART.**

CHART	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
<b>New Edition</b>	All temporary and preliminary notices affecting the previous versions of the following chart is now cancelled. For any outstanding notices please consult section 2 of this edition.				
3424	Approaches to/Approches à Oak Bay	1:10 000	12-SEP-2003	2	\$20.00

**\*1108 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.**

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

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

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

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA570214	Approaches to/Approches à Oak Bay
CA573013	Oshawa Harbour
CA373072	West of Michipicoten Island to Simons Harbour
RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA573108	Clarkson Harbour
CA373110	Coppermine Point to Cape Gargantua
CA373246	Caribou Island
CA576041	Shelburne
CA576280	Carmanville
CA276801	Yarmouth to/à Halifax

**\*1107 CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTION LIST.**

**The accompanying correction list is a cumulative listing of charts affected by Notices to Mariners from 01-SEP-2003 to 28-NOV-2003.**

Chart No.	Notices to Mariners Edition Date
1202	28-NOV-2003
1209	28-NOV-2003, 24-OCT-2003
1221	31-OCT-2003
1223	12-SEP-2003
1233	17-OCT-2003
1234	31-OCT-2003, (P)24-OCT-2003
1310	31-OCT-2003
1311	12-SEP-2003
1312	28-NOV-2003
1314	14-NOV-2003
1316	(P)28-NOV-2003, (P)21-NOV-2003, 12-SEP-2003
1317	21-NOV-2003
1350	14-NOV-2003

**SECTION 1 – Edition 11/2003**  
**SAFETY AND GENERAL INFORMATION**

<b>Chart No.</b>	<b>Notices to Mariners Edition Date</b>
1351	10-OCT-2003
1410	21-NOV-2003, 07-NOV-2003
1435	21-NOV-2003
1509	14-NOV-2003, 10-OCT-2003
1510	(25-JUL-2003 New Edition Advertised)
1514	19-SEP-2003
2022	(T)24-OCT-2003
2024	14-NOV-2003, 07-NOV-2003
2028	14-NOV-2003
2067	03-OCT-2003
L/C2077	(T)31-OCT-2003
L/C2100	14-NOV-2003
L/C2123	14-NOV-2003
L/C2201	21-NOV-2003
2202	14-NOV-2003, 31-OCT-2003, (T)31-OCT-2003, 10-OCT-2003, 03-OCT-2003, 12-SEP-2003
2203	21-NOV-2003, 14-NOV-2003, 31-OCT-2003, (T)31-OCT-2003, 24-OCT-2003, (T)24-OCT-2003, (T)17-OCT-2003, 10-OCT-2003, 19-SEP-2003, (T)19-SEP-2003
2204	07-NOV-2003, 31-OCT-2003, (T)24-OCT-2003, 10-OCT-2003
2205	21-NOV-2003
2241	31-OCT-2003, 10-OCT-2003, 03-OCT-2003
L/C2243	14-NOV-2003
2244	07-NOV-2003
2289	21-NOV-2003
2293	31-OCT-2003
2314	(12-SEP-2003 New Edition Advertised)
3312	24-OCT-2003
3313	14-NOV-2003, 24-OCT-2003, 10-OCT-2003, 26-SEP-2003, 19-SEP-2003, 05-SEP-2003
3415	24-OCT-2003, 10-OCT-2003
3419	(27-JUN-2003 New Edition Advertised)
3424	(12-SEP-2003 New Edition Advertised)
3441	14-NOV-2003, 24-OCT-2003, 26-SEP-2003, 05-SEP-2003
3463	21-NOV-2003
3478	14-NOV-2003, 19-SEP-2003
3539	24-OCT-2003
3549	10-OCT-2003
3668	12-SEP-2003
3682	19-SEP-2003
3860	21-NOV-2003
3863	21-NOV-2003
3868	21-NOV-2003
3892	24-OCT-2003
4000	(25-JUL-2003 New Edition Advertised)
4001	(T)21-NOV-2003, 31-OCT-2003, 24-OCT-2003, (T)12-SEP-2003
L/C4002	31-OCT-2003
4003	(T)21-NOV-2003, 31-OCT-2003, 24-OCT-2003
4006	(T)21-NOV-2003, (08-AUG-2003 New Edition Advertised)
4011	21-NOV-2003, 07-NOV-2003, 24-OCT-2003
4012	21-NOV-2003, 07-NOV-2003
4013	24-OCT-2003
4016	24-OCT-2003
4023	31-OCT-2003, 24-OCT-2003
4045	(10-OCT-2003 New Edition Advertised)
4201	07-NOV-2003
L/C4230	07-NOV-2003
L/C4240	21-NOV-2003
4241	21-NOV-2003
4363	(12-SEP-2003 New Edition Advertised)
4379	(18-JUL-2003 New Edition Advertised)
4404	24-OCT-2003

**SECTION 1 – Edition 11/2003**  
**SAFETY AND GENERAL INFORMATION**

<b>Chart No.</b>	<b>Notices to Mariners Edition Date</b>
4429	14-NOV-2003
4483	24-OCT-2003
4485	31-OCT-2003
4486	31-OCT-2003, (T)31-OCT-2003
4497	(27-JUN-2003 New Edition Advertised)
4520	24-OCT-2003
4522	(10-OCT-2003 New Edition Advertised)
4538	(11-JUL-2003 New Edition Advertised)
4541	(04-JUL-2003 New Edition Advertised)
4582	(25-JUL-2003 New Edition Advertised)
4585	(30-MAY-2003 New Edition Advertised)
4587	31-OCT-2003
4592	(10-OCT-2003 New Edition Advertised)
4594	(04-JUL-2003 New Edition Advertised)
4595	(04-JUL-2003 New Edition Advertised)
4596	(10-OCT-2003 New Edition Advertised)
4597	(04-JUL-2003 New Edition Advertised)
4615	05-SEP-2003
4622	(03-OCT-2003 New Edition Advertised)
4638	(11-JUL-2003 New Edition Advertised)
4641	03-OCT-2003
4644	28-NOV-2003
4653	14-NOV-2003
4658	(10-OCT-2003 New Edition Advertised)
4659	(01-AUG-2003 New Edition Advertised)
4661	(04-JUL-2003 New Edition Advertised)
4663	(01-AUG-2003 New Edition Advertised)
4665	(04-JUL-2003 New Edition Advertised)
4666	(11-JUL-2003 New Edition Advertised)
4668	(04-JUL-2003 New Edition Advertised)
4670	(13-JUN-2003 New Edition Advertised)
4702	(10-OCT-2003 New Edition Advertised)
4766	(10-OCT-2003 New Edition Advertised)
4817	24-OCT-2003
L/C4832	07-NOV-2003
4839	(01-AUG-2003 New Edition Advertised)
L/C4841	21-NOV-2003
4842	21-NOV-2003, 24-OCT-2003
4845	10-OCT-2003
4847	31-OCT-2003
4849	10-OCT-2003
L/C4850	14-NOV-2003
L/C4851	14-NOV-2003
L/C4854	21-NOV-2003, 17-OCT-2003, 10-OCT-2003
4885	24-OCT-2003
4911	24-OCT-2003
4921	(P)10-OCT-2003, 12-SEP-2003
4950	24-OCT-2003
L/C4951	24-OCT-2003
4954	12-SEP-2003
4957	14-NOV-2003
L/C5023	07-NOV-2003
5031	14-NOV-2003
5042	(27-JUN-2003 New Edition Advertised)
5045	07-NOV-2003
5135	10-OCT-2003
5464	(15-AUG-2003 New Edition Advertised)
6022	21-NOV-2003
6023	05-SEP-2003

**SECTION 1 – Edition 11/2003**  
**SAFETY AND GENERAL INFORMATION**

<b>Chart No.</b>	<b>Notices to Mariners Edition Date</b>
6212	28-NOV-2003, 24-OCT-2003, 05-SEP-2003
6218	(11-JUL-2003 New Edition Advertised)
6241	05-SEP-2003
6425	14-NOV-2003
6426	31-OCT-2003
6427	31-OCT-2003
7121	(16-MAY-2003 New Edition Advertised)
7127	(15-AUG-2003 New Edition Advertised)
7782	03-OCT-2003
8006	21-NOV-2003
8014	(25-JUL-2003 New Edition Advertised)

**\*1103(P) SKIDEGATE CHANNEL - BEACON RANGES TO BE DISCONTINUED.**

Skidegate Channel East beacon range #1 (UL6090.1 & 6090.2) (53°08'35"N 132°14'05"W approx) and beacon range #3 (UL6092.1 & 6090.2) (53°08'52.5"N 132°14'51"W approx) have sustained major damage. The Canadian Coast Guard is considering discontinuing these two sets of ranges in view of the new beacon system established in 2000 as they may no longer be required. The Canadian Coast Guard is inviting comments from the marine community on the proposed changes. Comments should be directed to the following before February 29, 2004: Superintendent, Aids to Navigation Program, Canadian Coast Guard, 25 Huron Street, Victoria, B.C., V8V 4V9.

(P2003-136)

**SECTION 2 – Edition 11/2003  
CHART CORRECTIONS**

**3313 - Captain Passage - Sheet 10 - New Chart - 28-JUL-1995 - NAD 1983**

14-NOV-2003

Add wreck WK with known depth of 0.8 metres

LNMD. 24-OCT-2003

48°51'37.1"N 123°27'53.3"W

*DFO(6200690-01)*

**3441 - Haro Strait, Boundary Pass and/et Satellite Channel - New Edition - 29-NOV-2002 - NAD 1983**

14-NOV-2003

Amend FI 5s 19m 14M to read FI 4s 6m 6M

LNMD. 24-OCT-2003

48°38'00.0"N 123°06'23.0"W

*DFO(6200691-01)*

**3463 - Strait of Georgia, Southern Portion/Partie Sud - New Edition - 29-NOV-2002 - NAD 1983**

21-NOV-2003

Add anchor berth S

LNMD. 22-AUG-2003

49°07'44.0"N 123°18'30.0"W

*DFO(6200696-01)*

**3478 - Ganges Harbour and/et Long Harbour - New Edition - 24-FEB-1995 - NAD 1983**

14-NOV-2003

Add wreck WK with known depth of 0.8 metres

LNMD. 19-SEP-2003

48°51'37.1"N 123°27'53.3"W

*DFO(6200690-01)*

**3860 - Kano Inlet - New Edition - 12-SEP-1969 - Unknown**

21-NOV-2003

Delete orange and white mooring can buoy

LNMD. 20-JUL-2001

53°18'12.1"N 132°33'24.1"W

*DFO(6200697-01)*

**3860 - Hipa Island - New Edition - 12-SEP-1969 - Unknown**

21-NOV-2003

Delete orange and white mooring buoy

LNMD. 20-JUL-2001

53°33'43.0"N 132°54'09.0"W

*DFO(6200694-01)*

**3860 - Seal and Tartu Inlets - New Edition - 12-SEP-1969 - Unknown**

21-NOV-2003

Delete orange and white mooring buoy

LNMD. 20-JUL-2001

53°29'25.0"N 132°40'12.0"W

*DFO(6200694-02)*

**3863 - Port Chanal - New Edition - 25-APR-1980 - NAD 1927**

21-NOV-2003

Delete orange and white mooring buoy

LNMD. (130-1990)

53°35'29.8"N 132°55'09.9"W

*DFO(6200692-01)*

Delete orange and white mooring buoy

53°35'31.6"N 132°55'07.4"W

*DFO(6200692-02)*

Delete orange and white mooring buoy

53°35'33.3"N 132°55'04.8"W

*DFO(6200692-03)*

**3868 - Port Louis to Langara Island - New Edition - 12-JUL-1968 - NAD 1927**

21-NOV-2003

Delete orange and white mooring buoy

LNMD. 22-SEP-2000

53°56'33.5"N 133°09'42.2"W

*DFO(6200695-01)*

**6425 - Travaillant River to/à Adam Cabin Creek - New Edition - 25-OCT-2002 - Unknown**

14-NOV-2003

Add red, starboard hand conical buoy

LNMD. 29-AUG-2003

67°22'37.0"N 131°47'46.0"W

*(A2002-056) DFO(6601044-01)*

**SECTION 4 – Edition 11/2003**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Arctic Canada, Volume II, Fourth Edition, 1985 —

Page 58 — Paragraph 130, line 1

Page 59 — Paragraph 133, line 1

Delete: **Pelly Bay**

Replace by: **Kugaaruk (Pelly Bay)**

(C2003-033.1)

Page 59 — Paragraph 130.2, lines 1 and 2, as promulgated in Monthly Edition No. 1/2001

Page 59 — Paragraph 130.6, lines 1 and 2, as promulgated in Monthly Edition No. 1/2001

Delete: Pelly Bay

Replace by: Kugaaruk

(C2003-033.2)

Page 59 — Paragraph 132, line 1, as promulgated in Monthly Edition No. 8/2000

Page 59 — Paragraph 132.1, line 3, as promulgated in Monthly Edition No. 8/2000

Delete: Pelly Bay

Replace by: Kugaaruk

(C2003-033.3)

Page 96 — Paragraph 135, lines 12 and 14

Page 117 — Paragraph 139, lines 15 and 19

Page 130 — Paragraph 223, line 18

Delete: Frobisher

Replace by: Iqaluit

(C2003-026.1)

Page 122 — Paragraph 183, line 8, as amended by Weekly Edition No. 46/1989

Delete: 5 ft

Replace by: 59 ft

(C2003-026.2)

Page 242 — INDEX, after “Kudlago Island..... 78”

Insert: Kugaaruk ..... 58, 59

(C2003-033.4)

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 238 — Paragraph 48, line 4 – after “berths.”

Cancel correction promulgated in Monthly Edition No. 9/2002.

(P2003-77.1)

Page 238 — After paragraph 48

Add: 48.1 **Light.** — Ford Cove Floating Breakwater North light (494.5)  
is shown from a white cylindrical mast.

(P2003-77.2)

Page 238 — Paragraph 50, line 1

Delete: **Beacons**

Replace by: **Beacon**

(P2003-77.3)

Page 238 — Paragraph 50, lines 2 and 3

Delete: “A daybeacon” to end of paragraph.

(P2003-77.4)

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

Page 73 — Paragraph 76, lines 6 to 9

Delete: “Ministry of the Environment” to end of paragraph.

Replace by: Ministry of Water, Land and Air Protection  
PO Box 9047  
STN PROV GOVT  
Victoria, BC V8W 9E2

(P2003-75.1)

Page 73 — Paragraph 83, lines 3 and 4

Delete: “50 cigars ... spirits or wine”

Replace by: 200 cigarettes, 50 cigars or cigarillos, 200 tobacco sticks,  
and 200 g of manufactured tobacco, and 1.5 litres of wine  
or 1.14 litres (40 oz) of liquor

(P2003-75.2)



**SECTION 4 – Edition 11/2003**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 73 — Delete paragraphs 85 and 86.

(P2003-75.3)

Pages 73 and 74 — Delete paragraph 89

Replace by:     <sup>89</sup>       **Dogs.** — Pet dogs eight months of age or over from a Rabies-Free Country may enter Canada if accompanied by a certificate, in either English or French, of an official government veterinarian. Pet dogs eight months of age or over from countries where rabies is present may enter Canada if accompanied by a valid rabies vaccination certificate issued, in either English or French, by a licensed veterinarian.

(P2003-75.4)

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

Page 11 — Paragraph 176, lines 3 and 4

Delete: A shoal with a depth of 5 m is reported (1997) to be in

Replace by: A shoal with 2.5 m over it is in the middle of

(P2003-78.1)

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

Page 32 — After paragraph 495

Add:     <sup>495.1</sup>       **Groundings** have occurred by vessels attempting to enter the unnamed cove on the west side of Emily Carr Inlet near the entrance. The passage on the north side of the large island in the entrance to this cove is narrow, shallow and obstructed by drying rocks. The west end of this passage has a large drying rock in the centre. Mariners must favour the south side and go close to a large fallen tree. Local knowledge and prior reconnaissance at low water is recommended before any attempt is made to enter this cove.

(P2003-79.1)

Page 38 — Paragraph 600, line 6 – after “Rocks.”

Add:     A previously uncharted rock with a depth of 1½ fathoms (2.9 m) over it is on the north side of the passage between Cartwright Rocks and the group of rocks 0.3 mile east of Logan Rock light.

(P2003-76.1)

Page 110 — Paragraph 460, lines 6 and 7

Delete: A public **mooring buoy** is 0.4 mile WSW of the beacon.

(P2003-74.1)

Page 126 — Paragraph 222, lines 4 and 5

Delete: A public **mooring buoy** is in Armentières Channel.

(P2003-74.2)

**SECTION 5 – Edition 11/2003**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
<b>PACIFIC</b>							
83 G5202.6	Rugged Point	49 58 13.7 127 15 07.6	Fl W 4s	14.1	7	Mast, red and white triangular daymark. 2.6	Year round.  Chart:3682 Edn 11/03(P03-128)
85 G5203	Karouk Island	50 04 36.8 127 09 40.2	Fl W 4s	7.2	5	White cylindrical tower. 4.4	Year round.  Chart:3682 Edn 11/03(P03-129)
86 G5203.2	Fair Harbour Approach	50 04 28.4 127 09 23.1	Fl G 4s	5.3	4	White cylindrical tower, green band at top. 4.4	Year round.  Chart:3682 Edn 11/03(P03-130)
87 G5203.4	Fair Harbour	50 04 07.2 127 08 38	Fl W 4s	8.8	5	White cylindrical tower. 4.4	Year round.  Chart:3682 Edn 11/03(P03-131)
214 G5333	Mary Tod Island	SW. extremity of breakwater. 48 25 32.8 123 17 54.9	Fl R 4s	6.1	4	Mast.	Year round.  Chart:3424 Edn 11/03(P03-135)
217.5 G4776	<b>Point Partridge (Whidbey Island) (U.S.)</b>	48 13 28.8 122 46 10	Fl W 5s	32.0	18	Skeleton tower.	Flash every 5 s. Year round.  Horn - Blast 3 s; sil. 27 s.  Chart:3461 Edn 11/03(P03-120)
220 G5034	Davidson Rock (U.S.)	48 24 47.7 122 48 43.1	Fl G 4s	5.0	6	On platform.	Higher intensity beam toward Burrows Island light. Year round.  Chart:3461 Edn 11/03(P03-124)
249.1	Hatch Point NE	48 42 01.2 123 32 32	Fl Y 4s	.....	.....	.....	Privately maintained, Year round.  Chart:3441 Edn 11/03(P03-126)
249.2	Hatch Point SW	48 42 00.4 123 32 33.7	Fl Y 4s	.....	.....	.....	Privately maintained, Year round.  Chart:3441 Edn 11/03(P03-127)
311 G5401	<b>Sand Heads</b>	Near outer end of Steveston Jetty. 49 06 21.2 123 18 12.1	Fl G 5s	13.3	16	White cylindrical tower.	Flash 0.1 s: eclipse 4.9 s. Year round.  Chart:3490 Edn 11/03(P03-134)
734 G5748	<b>Bonilla Island Sector</b>	On W. side of island. 53 29 34 130 38 09	Fl WR 5s	36.6	22	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°. Year round.  Chart:3747 Edn 11/03(P03-139)

**SECTION 5 – Edition 11/2003**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

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

**PACIFIC**

Inland LL 2602 H25	Walrus Island	Mistake Bay.			FI	W	6s	28.5	.....	Square skeleton mast, fluorescent orange rectangular daymark. 11.0	Flash 1 s; eclipse 5 s. Seasonal.
		61	57	59.4							
		92	28	41.1							
	<b>Racon -.- (Y) X Band</b>										
<div>Chart:5642</div> <div>Edn 11/03(D03-144)</div>											
Inland LL 2603 H25.5	Sentry Island	61 09 35.6			FI	W	6s	35.4	7	Square skeleton tower. 18.4	Flash 1 s; eclipse 5 s. Seasonal.
		93	52	14.6							
	<b>Racon -.- (C) X &amp; S Band</b>										
<div>Chart:5641</div> <div>Edn 11/03(D03-145)</div>											

**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.