



# NOTICES TO MARINERS

## WESTERN EDITION

Published monthly by the



## CANADIAN COAST GUARD

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Marine Programs Directorate  
Aids to Navigation

Canada

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*.

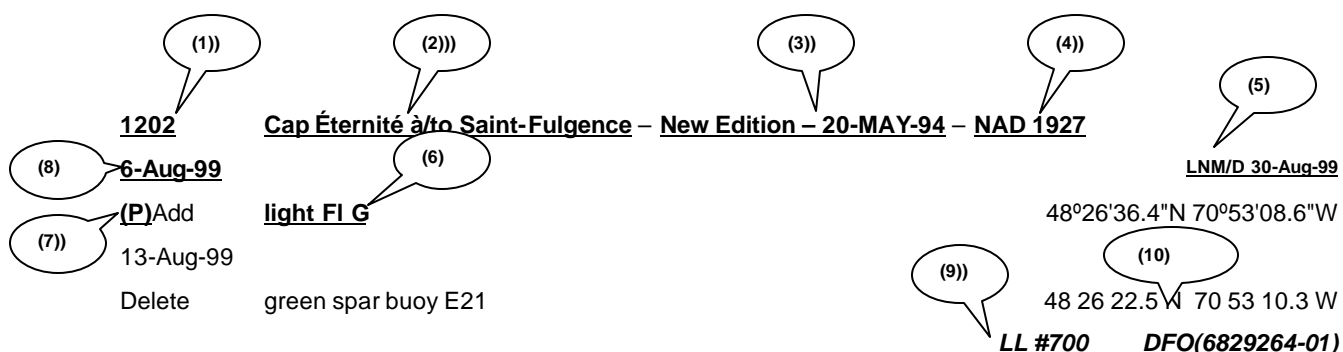
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on 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

#### **Quebec**

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

#### **Central & Arctic**

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

#### **Pacific**

Pacific Regional Marine Information Centre  
Phone: (604) 666-6011  
Fax: (604) 666-8453  
E-mail: RMIC-Pacific@pac.dfo-mpo.gc.ca  
Notice to Shipping information  
[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 .

**NOTICE TO USERS  
MAILING LIST SUBSCRIPTION RENEWAL**

Dear Client:

We appreciate your continued interest in receiving the Monthly Edition of Notices to Mariners. As technology evolves, the Canadian Coast Guard is looking at means to reduce printing and distribution costs while continuing to provide quality service to the marine community.

Internet technology has become the primary information source worldwide for organizations and individuals to receive information and various publications. As the use of the internet grows in popularity, our organization feels it is the right time to limit our mail distribution and rely primarily on the internet for distribution of the Notices to Mariners. The information, supplied by the internet, has the advantage of being relayed to the mariner immediately and efficiently.

We also encourage you to visit the Notices to Mariners web site available at the following internet address [www.notmar.gc.ca](http://www.notmar.gc.ca). This user-friendly site is available 24 hours a day, 7 days a week. You may also register on-line to receive an automatic email notification when a new Notice to Mariners is issued against any nautical chart(s) that you frequently use. We encourage users to frequently visit the site to access all the latest Notices and related information.

The Coast Guard is committed to meeting the needs of our clients. Therefore, should you wish to remain on the hard-copy mailing list, we ask that you complete the following form. The renewal form is required no later than March 31<sup>st</sup>, 2004; at that time any renewals not received will be removed from the hard-copy mailing list.

We thank you very much for your cooperation.

## MONTHLY EDITION OF NOTICES TO MARINERS

### MAILING LIST RENEWAL/CHANGES

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

Telephone (613) 990-3037  
Facsimile (613) 998-8428  
Internet <http://www.notmar.gc.ca>

**I wish to continue receiving the hard copy**

☐

Please indicate which edition you would like to receive.

**EASTERN EDITION** (Comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas) \_\_\_\_\_

**WESTERN EDITION** (Comprised of Arctic and Pacific areas) \_\_\_\_\_

**ADD** \_\_\_\_\_ **AMEND** \_\_\_\_\_ **REMOVE** \_\_\_\_\_ **NO. OF COPIES** \_\_\_\_\_

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PROVINCE	COUNTRY

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## NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

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3547	5				
3647	5				
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**SECTION 1 – EDITION 04/2004  
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, with the same chart version, any charts purchased between August 2002 and March 2003 that exhibit the above-noted characteristics. You are asked to contact your dealer to arrange for your free replacements.

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

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

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

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

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

**SECTION 1 – EDITION 04/2004  
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).

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

**Previously in CHS, Patches were produced in black and magenta and most often supplied were colour Patches through the NtM booklet.**

Due to current budgetary constraints, CHS will now provide hard copy Patches only in black and white. Our level of service will change with this initiative and CHS intends to analyze market reaction to this innovation.

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

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

CHS welcomes your feedback on this new service at [chsinfo@dfo-mpo.gc.ca](mailto:chsinfo@dfo-mpo.gc.ca)

**\*301 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHART**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Edition	All temporary and preliminary notices affecting the previous versions of the following charts are now cancelled. For any outstanding notices please consult section 2 of this edition.				
6423	Askew Islands to/à Bryan Island	1:50000	16-JAN-2004	4	\$12.00

**\*302 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
CA379026	Îles de Mingan
CA479027	Havre de Mingan

**SECTION 1 – EDITION 04/2004  
SAFETY AND GENERAL INFORMATION**

**\*304 CANADIAN HYDROGRAPHIC SERVICE – LIST OF CHARTS NOT HAND-CORRECTED**

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

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

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

1350	2140	3080	6036	6248	6272	6358
1351	2261	3311	6037	6249	6273	6359
1361	2266	3312	6038	6258	6274	6360
1509	2267	3313	6050	6259	6285	6368
1551	2400	3488	6101	6260	6286	6369
1554	3052	3489	6205	6263	6287	6370
2011	3053	3601	6209	6264	6311	6371
2025	3055	6023	6240	6267	6341	6390
2026	3056	6026	6241	6268	6354	6505
2048	3057	6028	6242	6269	6355	6506
2055	3058	6030	6243	6270	6356	
2086	3062	6035	6247	6271	6357	

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

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

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

**When these charts contain the following two notes:**

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

Le contenu de cette carte a été corrigé au moyen des Avis aux navigateurs au moment de sa publication seulement. Pour les corrections subséquentes, consulter les Avis aux navigateurs 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.”

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

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

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

**SECTION 1 – EDITION 03/2004**  
**SAFETY AND GENERAL INFORMATION**

**\*303 CANADIAN HYDROGRAPHIC SERVICE - LIST OF HAND-CORRECTED CHARTS.**

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

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

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

**\*306 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE PACIFIC COAST LIST OF LIGHTS, BUOYS AND FOG SIGNALS – 2004.**

The 2004 edition of the Pacific Coast List of Lights, Buoys and Fog Signals has been published. Information contained in Notices to Mariners up to and including Monthly Edition No. 01, 2004 has been embodied in this publication. The price of this publication is \$14.95.

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

This publication can also be downloaded from the Notices to Mariners Internet site at <http://www.notmar.gc.ca>

**SECTION 2 – Edition 03/2004  
CHART CORRECTIONS**

**3536 - Powell River and/et Westview- New Chart - 21-APR-1978 - NAD 1927**

26-MAR-2004

Affix patch

LNMD. 23-MAY-2003  
49°52'00.0"N 124°33'30.0"W  
DFO(6200747-01)

[Download Patch](#)

**3547 - Queen Charlotte Strait Eastern Portion/Partie Est - New Chart - 28-APR-1989 - NAD 1983**

26-MAR-2004

LNMD. (716-1995)

On certain copies, the French CABLE note is missing important text information.

Amend French note CÂBLES to read:

50°57'36.0"N 126°42'00.0"W

**CÂBLES**

Les signes conventionnels des câbles sous-marins et aériens ne différencient pas les câbles conducteurs d'électricité, souvent à haute tension, des autres câbles de service. Les navigateurs prendront garde en passant sous tous les câbles aériens et éviteront de jeter l'ancre ou d'effectuer des opérations de fond à proximité des câbles sous-marins. La hauteur libre d'un câble aérien peut varier de sa valeur cartographiée à cause des changements dans les conditions atmosphériques, les niveaux d'eau et autres facteurs. Pour plus de renseignements, consulter l'Avis aux navigateurs No. 16 de chaque année et le volume approprié des Instructions nautiques du SHC.

DFO(6500188-01)

**3647 - Port San Juan and/et Nitinat Narrows - New Edition - 05-JUL-1985 - NAD 1927**

26-MAR-2004

LNMD. (356-1997)

On certain copies, the French CABLE note is missing important text information.

Amend French note CÂBLES to read:

in title block under 'TIDAL INFORMATION /  
RENSEIGNEMENT SUR LES MARÉES'  
note

**CÂBLES**

Les signes conventionnels des câbles sous-marins et aériens ne différencient pas les câbles conducteurs d'électricité, souvent à haute tension, des autres câbles de service. Les navigateurs prendront garde en passant sous tous les câbles aériens et éviteront de jeter l'ancre ou d'effectuer des opérations de fond à proximité des câbles sous-marins. La hauteur libre d'un câble aérien peut varier de sa valeur cartographiée à cause des changements dans les conditions atmosphériques, les niveaux d'eau et autres facteurs. Pour plus de renseignements, consulter l'Avis aux navigateurs No. 16 de chaque année et le volume approprié des Instructions nautiques du SHC.

DFO(6500188-01)

**3955 - Venn Passage- New Chart - 15-FEB-1985 - NAD 1927**

26-MAR-2004

Reposition light FIR

LNMD. 05-MAY-2000  
from 54°19'22.0"N 130°29'08.0"W  
to 54°19'21.3"N 130°29'10.7"W  
DFO(6200746-01)

**3957 - Approaches to/Approches à Prince Rupert Harbour - New Edition - 05-JUN-1998 - NAD 1983**

26-MAR-2004

Reposition light FI R

LNMD. 31-JAN-2003  
from 54°19'20.5"N 130°29'14.1"W  
to 54°19'20.3"N 130°29'16.9"W  
DFO(6200746-01)

**SECTION 2 – Edition 03/2004  
CHART CORRECTIONS**

**6437 - Peel Channel including/y compris Husky Channel and /et Phillips Channel - New Edition - 25-OCT-2002 -**

**Unknown**

19-MAR-2004

Delete	recommended track	between 67°47'08.0"N 134°31'35.0"W and 67°41'48.0"N 134°30'42.0"W <i>DFO(6601840-02)</i>
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Add	legend Inuvik MCTS Danger Zone 10 / Zone dangereuse 10	67°41'11.0"N 134°31'18.0"W <i>DFO(6601840-01)</i>
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**6438 - Peel River, Mackenzie River/Fleuve Mackenzie to/a Road Island - New Edition - 25-OCT-2002 - Unknown**

19-MAR-2004

Delete	recommended track	between 67°42'49.0"N 134°32'24.0"W and 67°41'48.0"N 134°30'42.0"W <i>DFO(6601840-02)</i>
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Add	legend Inuvik MCTS Danger Zone 10 / Zone dangereuse 10	67°41'11.0"N 134°31'18.0"W <i>DFO(6601840-01)</i>
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**SECTION 5 – Edition 03/2004**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

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

17	Kaslo	End of spit. 49 54 30 116 53 37	Fl G	4s	9.1	3	Centre pile of 9-pile dolphin, black, white and green square daymark.	Year round.	<b>Chart:3050</b> <b>Edn 03/04(P04-007)</b>
139 G5249	Chrow Islands	On NW. extremity of N. island. 48 54 36.2 125 28 15.8	Fl W	4s	9.6	7	Mast.	Year round.	<b>Chart:3671</b> <b>Edn 03/04(P04-008)</b>
478.4	Lund Breakwater North	49 58 50.8 124 45 45.4	Q R	1s	2.0	4	Mast, red and white triangular daymark.	Year round.	<b>Chart:3311</b> <b>Edn 03/04(P04-014)</b>
490 G5508	<b>Ballenas Islands</b>	On N. point of North Ballenas Island. 49 21 02 124 09 36.8	Fl W	10s	21.3	17	White tower. 8.2	Flash 0.2 s; eclipse 9.8 s. Year round.	<b>Chart:3512</b> <b>Edn 03/04(P04-010)</b>
493 G5529	<b>Sisters Islets</b>	On easterly and largest rock. 49 29 12.3 124 26 05.2	Fl(2) W	15s	21.3	17	White cylindrical tower.	Year round.	<b>Chart:3513</b> <b>Edn 03/04(P04-009)</b>
719 G5807	Lucy Islands	On NE. side of E. island. 54 17 44.6 130 36 31.6	Fl R	6s	21.6	14	White octagonal tower.	Flash 0.5 s; eclipse 5.5 s. Emergency light. Year round.	<b>Chart:3957</b> <b>Edn 03/04(P04-011)</b>
779 G5836.2	McCoy Cove Sector	E. side of cove. 53 02 05.3 131 39 18.7	F R W G	.....	4.6	5	Orange square skeleton tower.	Green from 082° to 090°; white from 090° to 092°; red f rom 092° to 101°. White sector indicates the preferred channel. Year round.	<b>Chart:3894</b> <b>Edn 03/04(P04-013)</b>

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

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

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

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

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

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

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

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

affected: (Quote Volume and page)

\* Full details (Attach additional sheets as necessary)

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

**INSTRUCTIONS:**

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

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

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

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

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

**OR**

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

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