



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Canadian
Coast Guard

Garde côtière
canadienne

NOTICES TO MARINERS PUBLICATION WESTERN EDITION

MONTHLY EDITION N° 9
SEPTEMBER 25th , 2015



Safety First, Service Always

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Canadian Coast Guard Programs
Aids to Navigation and Waterways

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) 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 Lights 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 2014*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates refer to the following website:

www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp

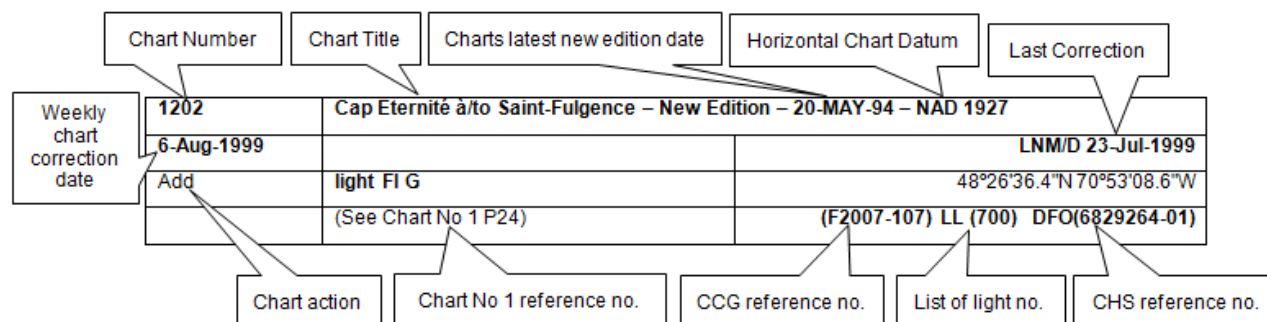
NOTE: Cette publication est aussi disponible en français.

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).

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 website to subscribe for this service:

www.notmar.gc.ca/subscribe

Users wishing to receive information updates for their charts can do so by setting up a "User Profile" on the following web page :

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.

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 available on the Canadian Coast Guard Website at
www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP.

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

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

Western

Fisheries and Oceans Canada
Canadian Coast Guard
Victoria MCTS Centre
P. O. Box 6000,
9860 West Saanich Road
SIDNEY, BC, V8L 4B2

Telephone : (250) 363-6333

Email: supervisor.Victoria@innav.gc.ca

Website: www.ccg-gcc.gc.ca/Marine-communications/Home

* Fisheries and Oceans Canada
Canadian Coast Guard
Iqaluit MCTS Centre
Notices to Shipping Series "A" and Series "H"
P.O. Box 189
IQALUIT, NU, X0A 0H0

Telephone: (867) 979-5269

Facsimile: (867) 979-4264

Email: IQANORDREG@INNAV.GC.CA

Website: www.ccg-gcc.gc.ca/eng/CCG/Notship-Home

*** Services provided in English and French**

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SECTION 1
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 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 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.

**Monthly Notices to Mariners - Western Edition
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**SECTION 1
SAFETY AND GENERAL INFORMATION**

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.

UPDATE TO CONSOLIDATION OF MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) CENTRES

The Canadian Coast Guard is modernizing and consolidating its Marine Communications and Traffic Services Centres. Clients will continue to receive the high-quality service they have come to expect.

Once complete, there will be a total of 12 MCTS Centres strategically located across the country. Additional information pertaining to this project will be advertised to clients by all available means.

Western Region

Comox MCTS will consolidate to Victoria MCTS in Winter/Spring 2016

The new technology will increase efficiency permitting employees to have a greater ability to focus on the safety services they provide to mariners. Mariners are encouraged to visit the Radio Aids to Marine Navigation (RAMN), www.ccg-gcc.gc.ca/Marine-Communications/Home and Notices to Mariners (NOTMAR), www.notmar.gc.ca/ PART 3 on a monthly basis for updated information and potential changes to contact information and marine broadcast schedules.

***901 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Editions					
4114	Campobello Island	1:20000	24-APR-2015	1	20.00
4430	Plans - Île D'Anticosti	1:72000	22-MAY-2015	1	20.00
4841	Cape St Mary's to/à Argentinia	1:60000	27-AUG-2015	1	20.00
7920	Tanquary, Slidre and Glacier Fiords	1:100000	15-MAY-2015	4	20.00

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

NEW PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA376293	Head of / Fond de St Mary's Bay
CA376625	Cape Ray to/à Garia Bay
CA476108	Renews Harbour
CA576626	Burnt Island

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SECTION 1
SAFETY AND GENERAL INFORMATION

***903 TRANSPORT CANADA – SHIP SAFETY BULLETIN.**

This is to notify you that a new **Ship Safety Bulletin** has recently been posted to the Transport Canada website at:
www.tc.gc.ca/ssb-bsn/

To go online to view or download this bulletin, please click on the link below:

Subject: Marine Transportation of Packaged Dangerous Goods: Transport Canada's New One-Window Approach to Issuing MTRB Decisions and Related TDG Equivalency Certificates.

SSB#08/2015 – Loading and Unloading Explosives
RDIMS: #10795358

Sign yourself up for [e-Bulletin](#) to receive an e-mail notice each time a new Ship Safety Bulletin is published on our Web site.

Contact us at: marinesafety-securitemaritime@tc.gc.ca or 1-855-859-3123 (Toll Free).

**Monthly Notices to Mariners - Western Edition
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**SECTION 2
CHART CORRECTIONS**

3311 - False Creek - Sheet/Feuille 1 - New Edition - 31-DEC-1993 - NAD 1983

11-SEP-2015

LNMD. 21-AUG-2015

Delete rescue station, marked CCG Kitsilano
(See Chart No. 1, T12)

49°16'36.5"N 123°08'27.5"W

DFO(6203084-02)

3312 - Roscoe Bay - Sheet/Feuille 9 - New Edition - 05-JAN-2007 - NAD 1983

25-SEP-2015

LNMD. 11-SEP-2015

Add rock which covers and uncovers, with height above chart
datum of 0.5 metres
(See Chart No. 1, K11)
This notice affects Electronic Navigational Chart: CA470103

50°09'37.7"N 124°46'08.8"W

DFO(6203088-01)

Replace out of position drying height of 0.0 metres above chart datum, with out of position
drying height of 0.8 metres above chart datum
(See Chart No. 1, I15)

50°09'40.2"N 124°45'39.9"W

DFO(6203088-03)

**3312 - Pendrell Sound - Waddington - Homfray - Pryce Channels - Sheet/Feuille 16 –
New Edition - 05-JAN-2007 - NAD 1983**

11-SEP-2015

LNMD. 13-FEB-2015

Delete depth of 4.6 metres
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470266

50°16'09.5"N 124°47'51.7"W

DFO(6203081-01)

Add depth of 0.7 metres
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470266

50°16'09.0"N 124°47'47.2"W

DFO(6203081-02)

Add rock which covers and uncovers, with height above chart
datum of 0.3 metres
(See Chart No. 1, K11)
This notice affects Electronic Navigational Chart: CA470266

50°16'08.5"N 124°47'55.6"W

DFO(6203081-03)

3313 - Approaches to/Approches à Victoria - Sheet/Feuille 4 - New Edition - 02-JAN-2009 - NAD 1983

18-SEP-2015

LNMD. 07-AUG-2015

Add depth of 13.7 metres
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075, CA570214

48°25'44.4"N 123°13'13.4"W

DFO(6203086-01)

Delete depth of 15.5 metres
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075

48°25'43.0"N 123°13'11.0"W

DFO(6203086-02)

3313 - Saanich Inlet - Sheet/Feuille 13 - New Edition - 02-JAN-2009 - NAD 1983

18-SEP-2015

LNMD. 07-AUG-2015

Add depth of 16.7 metres
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470003

48°35'30.8"N 123°29'21.0"W

DFO(6203085-01)

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SECTION 2
CHART CORRECTIONS

3313 - Haro Strait South/Sud - Sheet/Feuille 22 - New Edition - 02-JAN-2009 - NAD 1983

18-SEP-2015

LNMD. 07-AUG-2015

Add depth of 13.7 metres 48°25'44.4"N 123°13'13.4"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075, CA570214
DFO(6203086-01)

Delete depth of 15.5 metres 48°25'43.0"N 123°13'11.0"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075
DFO(6203086-02)

3424 - Approaches to/Approches à Oak Bay - New Edition - 12-SEP-2003 - NAD 1983

18-SEP-2015

LNMD. 15-FEB-2013

Add depth of 13.7 metres 48°25'44.4"N 123°13'13.4"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075, CA570214
DFO(6203086-01)

3440 - Race Rocks to/à D'Arcy Island - New Edition - 01-JUL-2005 - NAD 1983

18-SEP-2015

LNMD. 19-JUN-2015

Add depth of 13.7 metres 48°25'44.4"N 123°13'13.4"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075, CA570214
DFO(6203086-01)

Delete depth of 15.5 metres 48°25'43.0"N 123°13'11.0"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470075
DFO(6203086-02)

3441 - Haro Strait, Boundary Pass and/et Satellite Channel - New Edition - 01-JUL-2005 - NAD 1983

25-SEP-2015

LNMD. 18-SEP-2015

Add depth of 16.8 metres 48°45'08.6"N 123°23'03.6"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470003
DFO(6203090-01)

18-SEP-2015 LNMD. 07-AUG-2015

Add depth of 16.7 metres 48°35'30.8"N 123°29'21.0"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470003
DFO(6203085-01)

3447 - Nanaimo Harbour and/et Departure Bay - New Edition - 21-DEC-2012 - World Geodetic System 1984

11-SEP-2015

LNMD. 28-NOV-2014

Delete rescue station, marked CG 49°11'25.0"N 123°57'00.0"W
(See Chart No. 1, T12)
This notice affects Electronic Navigational Chart: CA570383
DFO(6203082-01)

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CHART CORRECTIONS

3463 - Strait of Georgia, Southern Portion/Partie Sud - New Edition - 01-JUL-2005 - NAD 1983

11-SEP-2015

LNMD. 19-JUN-2015

Delete rescue station 49°16'35.5"N 123°08'37.5"W
(See Chart No. 1, T12)
This notice affects Electronic Navigational Chart: CA370145
DFO(6203084-04)

3481 - Approaches to/Approches à Vancouver Harbour - New Edition - 06-APR-2012 - NAD 1983

11-SEP-2015

LNMD. 24-APR-2015

Delete rescue station, marked CG 49°16'36.5"N 123°08'29.0"W
(See Chart No. 1, T12)
This notice affects Electronic Navigational Chart: CA470072
DFO(6203084-03)

3493 - Vancouver Harbour Western Portion/Partie Ouest - New Edition - 11-JUN-2010 - NAD 1983

11-SEP-2015

LNMD. 24-APR-2015

Delete rescue station, marked CCG Kitsilano 49°16'36.5"N 123°08'27.5"W
(See Chart No. 1, T12)
This notice affects Electronic Navigational Chart: CA570073
DFO(6203084-01)

3512 - Strait of Georgia, Central Portion/Partie Centrale - New Edition - 25-DEC-1998 - NAD 1983

18-SEP-2015

LNMD. 10-APR-2015

Delete radar reflector 49°26'17.5"N 124°14'00.0"W
(See Chart No. 1, S4)
This notice affects Electronic Navigational Chart: CA370381
DFO(6203087-01)

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

25-SEP-2015

LNMD. 13-FEB-2015

Add rock which covers and uncovers, with height above chart 50°09'37.7"N 124°46'08.8"W
datum of 0.5 metres
(See Chart No. 1, K11)
This notice affects Electronic Navigational Chart: CA470103
DFO(6203088-01)

3541 - Approaches to/Approches à Toba Inlet - New Edition - 29-JUL-1994 - NAD 1983

11-SEP-2015

LNMD. 02-SEP-2011

Delete depth of 4.6 metres 50°16'09.5"N 124°47'51.7"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470266
DFO(6203081-01)

Add depth of 0.7 metres 50°16'09.0"N 124°47'47.2"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470266
DFO(6203081-02)

Add rock which covers and uncovers, with height above chart 50°16'08.5"N 124°47'55.6"W
datum of 0.3 metres
(See Chart No. 1, K11)
This notice affects Electronic Navigational Chart: CA470266
DFO(6203081-03)

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**SECTION 2
CHART CORRECTIONS**

3623 - Kyuquot Sound to Cape Cook - New Edition - 26-AUG-1977 - NAD 1927

25-SEP-2015

LNMD. 05-JUN-2009

Delete	depth of 7 fathoms (See Chart No. 1, I10)	50°05'02.0"N 127°30'43.0"W <i>DFO(6203089-01)</i>
Add	depth of 4 fathoms (See Chart No. 1, I10)	50°05'00.3"N 127°30'41.7"W <i>DFO(6203089-02)</i>
Add	depth of 8 fathoms (See Chart No. 1, I10)	50°05'03.9"N 127°30'02.8"W <i>DFO(6203089-03)</i>
Add	depth of 7 fathoms 1 foot (See Chart No. 1, I10)	50°05'10.9"N 127°29'50.6"W <i>DFO(6203089-04)</i>
Delete	depth of 11 fathoms (See Chart No. 1, I10)	50°05'14.0"N 127°30'02.0"W <i>DFO(6203089-05)</i>
Add	depth of 4 fathoms (See Chart No. 1, I10)	50°05'14.4"N 127°30'06.2"W <i>DFO(6203089-06)</i>
Delete	depth of 16 fathoms (See Chart No. 1, I10)	50°05'56.0"N 127°29'10.0"W <i>DFO(6203089-07)</i>
Add	depth of 7 fathoms (See Chart No. 1, I10)	50°05'56.8"N 127°29'10.2"W <i>DFO(6203089-08)</i>
Delete	depth of 16 fathoms (See Chart No. 1, I10)	50°06'15.0"N 127°29'09.0"W <i>DFO(6203089-09)</i>
Add	depth of 8 fathoms (See Chart No. 1, I10)	50°06'13.6"N 127°29'05.5"W <i>DFO(6203089-10)</i>
Delete	depth of 11 fathoms (See Chart No. 1, I10)	50°07'12.0"N 127°28'37.0"W <i>DFO(6203089-11)</i>
Add	depth of 8 fathoms 5 feet (See Chart No. 1, I10)	50°07'14.3"N 127°28'35.0"W <i>DFO(6203089-12)</i>
Add	depth of 4 fathoms 4 feet (See Chart No. 1, I10)	50°07'33.5"N 127°30'56.2"W <i>DFO(6203089-13)</i>

3683 - Checleset Bay - New Edition - 11-JUL-2003 - NAD 1983

25-SEP-2015

LNMD. 05-JUN-2009

Delete	depth of 8 fathoms (See Chart No. 1, I10)	50°03'36.0"N 127°28'50.0"W <i>DFO(6203089-14)</i>
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CHART CORRECTIONS**

Add	depth of 3¼ fathoms (See Chart No. 1, I10)	50°03'35.6"N 127°28'48.0"W <i>DFO(6203089-15)</i>
Add	depth of 4 fathoms (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470434	50°04'59.6"N 127°30'47.2"W <i>DFO(6203089-16)</i>
Add	depth of 8 fathoms (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470434	50°05'03.3"N 127°30'08.3"W <i>DFO(6203089-17)</i>
Add	depth of 7 fathoms (See Chart No. 1, I10)	50°05'10.2"N 127°29'56.1"W <i>DFO(6203089-18)</i>
Add	depth of 4 fathoms (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470434	50°05'13.7"N 127°30'11.7"W <i>DFO(6203089-19)</i>
Delete	depth of 16 fathoms (See Chart No. 1, I10)	50°05'55.0"N 127°29'15.0"W <i>DFO(6203089-20)</i>
Add	depth of 7 fathoms (See Chart No. 1, I10)	50°05'56.1"N 127°29'15.7"W <i>DFO(6203089-21)</i>
Add	depth of 8 fathoms (See Chart No. 1, I10)	50°06'12.9"N 127°29'11.0"W <i>DFO(6203089-22)</i>
Add	depth of 8¾ fathoms (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470434	50°07'13.6"N 127°28'40.6"W <i>DFO(6203089-23)</i>
Delete	depth of 12 fathoms (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470434	50°07'33.0"N 127°31'02.0"W <i>DFO(6203089-24)</i>
Add	depth of 4½ fathoms (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA470434	50°07'32.8"N 127°31'01.7"W <i>DFO(6203089-25)</i>
3809 - Carpenter Bay to Burnaby Island - New Edition - 24-AUG-1979 - NAD 1927 18-SEP-2015		LNW/D. 25-APR-2014
Add	depth of 0 fathoms 3 feet (See Chart No. 1, I10) This notice affects Electronic Navigational Chart: CA370495, CA470380	52°20'54.0"N 131°11'55.2"W <i>DFO(6203083-01)</i>

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SECTION 2
CHART CORRECTIONS

Delete depth of 3 fathoms 2 feet 52°20'53.0"N 131°11'57.0"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA370495, CA470380

DFO(6203083-03)

3853 - Cape St. James to/à Cumshewa Inlet and/et Tasu Sound - New Edition - 02-MAR-1990 - NAD 1927

18-SEP-2015

LN/D. 25-APR-2014

Add depth of 0 fathoms 3 feet 52°20'54.0"N 131°11'55.2"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA370495, CA470380

DFO(6203083-01)

Delete depth of 3 fathoms 2 feet 52°20'53.0"N 131°11'57.0"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA370495, CA470380

DFO(6203083-03)

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

25-SEP-2015

LN/D. 24-JUL-2015

Delete depth of 8.5 metres 54°16'21.0"N 130°22'08.0"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470074

DFO(6203091-01)

Add depth of 4.6 metres 54°16'20.2"N 130°22'11.5"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA470074

DFO(6203091-02)

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**SECTION 3
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION**

NO CORRECTION FOR THIS SECTION.

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Seventeenth Edition, 2004 —

Chapter 8 — Paragraph 12

Delete: Change point for entering *Tofino Traffic Zone* is

Replace by: Change point for entering *Prince Rupert Traffic Zone South Sector One* is

(P2015-20.1)

Chapter 9 — Paragraph 2, after “is in *Sector One*”

Insert: *North*

(P2015-20.2)

Chapter 9 — Paragraph 3

Delete: “It is for changing ... *Tofino Traffic Zone*.”

Replace by: It is for changing from *Prince Rupert Traffic Zone North Sector One* to *Prince Rupert Traffic Zone South Sector One*.

(P2015-20.3)

Chapter 9 — Paragraph 4

Delete: *Tofino Traffic Zone*

Replace by: *Prince Rupert Traffic Zone North Sector One*

(P2015-20.4)

Chapter 9 — Delete paragraph 57

Replace by: 57 **Vessel Traffic Services (VTS).** — ***Calling-in Point No. 11*** of the *Prince Rupert Traffic Zone South, Kains Island (Quatsino Sound)*, is a line joining Kwakiutl Point to Cape Parkins. When entering or leaving Quatsino Sound, a report should be made to *Prince Rupert Traffic*. Assigned frequency is 156.725 MHz, Channel 74.

(P2015-20.5)

Chapter 9 — Delete paragraph 179

Replace by: 179 **Vessel Traffic Services (VTS).** — ***Calling-in Point No. 9*** of the *Prince Rupert Traffic Zone South, Esperanza Inlet*, is a line joining Tatchu Point and Ferrer Point. When entering or leaving Esperanza Inlet report to *Prince Rupert Traffic*. Assigned frequency is 156.725 MHz, Channel 74.

(P2015-20.6)

Chapter 9 — Delete paragraph 182

Replace by: 182 **Vessel Traffic Services.** — ***Calling-in Point No. 8*** of the *Prince Rupert Traffic Zone South, Nootka Sound*, is a line joining Bajo Point and Estevan Point light (114). When entering or leaving Nootka Sound report to *Prince Rupert Traffic*.

(P2015-20.7)

Chapter 9 — Paragraph 359, after “is the radar scanner for MCTS”

Delete: on Amphitrite Point

(P2015-20.8)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 9 — Paragraph 361

Delete: *Tofino Traffic Zone*

Replace by: *Prince Rupert Traffic Zone South*

(P2015-20.9)

Chapter 10 — Delete paragraph 5

Replace by: 5 **Vessel Traffic Services (VTS).** — ***Calling-in Point No. 11*** of the *Prince Rupert Traffic Zone South, Kains Island (Quatsino Sound)*, is a line joining Kwakiutl Point and Cape Parkins. When entering or leaving Quatsino Sound report to *Prince Rupert Traffic*. Assigned frequency is 156.725 MHz, Channel 74.

(P2015-20.10)

Chapter 10 — Delete paragraph 207

Replace by: 207 **Vessel Traffic Services (VTS).** — ***Calling-in Point No. 9*** of the *Prince Rupert Traffic Zone South, Esperanza Inlet*, is a line joining Tatchu Point ($49^{\circ}51'N$, $127^{\circ}09'W$) to Ferrer Point ($49^{\circ}45'N$, $126^{\circ}59'W$). When entering or leaving Esperanza Inlet, a report should be made to *Prince Rupert Traffic*, 156.725 MHz, Channel 74.

(P2015-20.11)

Chapter 10 — Delete paragraph 302

Replace by: 302 **Vessel Traffic Services (VTS).** — ***Calling-in Point No. 8*** of the *Prince Rupert Traffic Zone South, Nootka Sound*, is a line joining Bajo Point ($49^{\circ}37'N$, $126^{\circ}50'W$) to Estevan Point light (114). When entering or leaving Nootka Sound, a report should be made to *Prince Rupert Traffic*, 156.725 MHz, Channel 74.

(P2015-20.12)

Chapter 10 — Paragraph 619

Delete: *Tofino Traffic Zone*

Replace by: *Prince Rupert Traffic Zone South*

(P2015-20.13)

Chapter 10 — Paragraph 831

Delete: *Tofino Traffic Zone*

Replace by: *Prince Rupert Traffic Zone South*

(P2015-20.14)

Chapter 10 — Paragraph 835

Delete: *Tofino Traffic*

Replace by: *Prince Rupert Traffic*

(P2015-20.15)

Chapter 10 — Paragraph 888

Delete: *Tofino Traffic Zone*

Replace by: *Prince Rupert Traffic Zone South*

(P2015-20.16)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

PAC 200 — General Information, Pacific Coast, Second Edition, 2006

TABLE OF CONTENTS — Under DIAGRAMS

Delete: **Vessel Traffic Services on the British Columbia South Coast**

Delete: **Victoria, Vancouver and Seattle VTS**

Delete: **Prince Rupert Sector One VTS**

Delete: **Prince Rupert Sector Two VTS**

(P2015-21.1)

Chapter 1 — Paragraph 44

Delete: Vancouver MCTS

Replace by: Victoria MCTS

(P2015-21.2)

Chapter 1 — Paragraph 48

Delete: VTS 2 and VTS 4, as well as

(P2015-21.27)

Chapter 1 — Delete paragraph 50

Replace by: 50 **Vessel Traffic Services** (VTS) systems have been
instituted in two zones:

1. Prince Rupert Traffic Zone
2. Vancouver Traffic Zone

(P2015-21.3)

Chapter 1 — Delete paragraph 51

Replace by: 51 Vessels approaching the West Coast on a North
Pacific great circle route or approaching from the south
along the United States coastline will first enter an area of
responsibility of the **Prince Rupert Traffic Zone**. Radar
coverage from Mount Ozard extends seaward for more than
90 kilometres.

(P2015-21.4)

Chapter 1 — Delete paragraph 52

Replace by: 52 The **Vancouver Traffic Zone** includes waters
from the northern tip of Vancouver Island down the Queen
Charlotte Strait and the Strait of Georgia to Victoria. The
Vancouver Zone is divided up into four sectors. Sectors
One, Two and Three are the responsibility of Victoria
MCTS Centre and Sector Four is handled by Comox
MCTS Centre.

(P2015-21.5)

Chapter 1 — Paragraph 53

Delete: centre in Vancouver

Replace by: centre in Victoria

(P2015-21.6)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 1 — Delete paragraph 54

Replace by: 54 Vessels approaching the West Coast bound for
ports of Prince Rupert and Kitimat will enter an area of
responsibility of the **Prince Rupert Traffic Zone**.

(P2015-21.7)

Chapter 1 — Paragraph 56

Delete: “Tofino Traffic, ... Vancouver Traffic,”

Replace by: Victoria Traffic,

(P2015-21.8)

Chapter 1 — Paragraph 57

Delete: Tofino Traffic

Replace by: Prince Rupert Traffic

(P2015-21.9)

Chapter 1 — Paragraph 58

Delete: Tofino Traffic

Replace by: Prince Rupert Traffic

(P2015-21.10)

Chapter 1 — Paragraph 58

Delete: Victoria and Vancouver Traffic

Replace by: Victoria Traffic

(P2015-21.11)

Chapter 1 — Paragraph 59

Delete: • Amphitrite Point (*48°55'31"N, 125°32'25"W*) **Tofino Traffic**;
• Vancouver Harbour (*49°17'05"N, 123°06'44"W*) **Vancouver Traffic**;

(P2015-21.12)

Chapter 1 — Delete paragraph 63.

(P2015-21.13)

Chapter 1 — Paragraph 65

Delete: **Vancouver Traffic Zone**

Replace by: **Victoria Traffic Zone**

(P2015-21.14)

Chapter 1 — Paragraph 68

Delete: **Vancouver Traffic call sign VAS**

Replace by: **Victoria Traffic call sign VAK**

(P2015-21.15)

Chapter 1 — In the vicinity of paragraph 69

Delete the **Victoria, Vancouver and Seattle VTS — VTS 2** diagram.

Delete the **Prince Rupert Sector Two VTS — VTS 4** diagram.

(P2015-21.16)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 1 — Delete paragraph 70

Replace by: 70 **Prince Rupert Traffic Zone** is Canadian waters of the west coast of Vancouver Island to the limit of the Territorial Sea, including Barkley Sound and Alberni Inlet but excluding the inside waters of other inlets. Then following the limit of the Territorial Sea up to the British Columbia/Alaska boundary in Dixon Entrance. The zone is divided into two sectors with sector one further divided into a north and south zone.

(P2015-21.17)

Chapter 1 — Paragraph 71, after “**Sector One**”

Insert: **North**

(P2015-21.18)

Chapter 1 — After paragraph 71

Insert: 71.1 **Sector One South** is Canadian waters of the west coast of Vancouver Island to the limit of the Territorial Sea, bounded on the north by a line joining Cape Scott to Triangle Island. This includes Barkley Sound and Alberni Inlet, but excludes the inside inlets of other inlets. **This zone is administered by Prince Rupert Traffic call sign VAJ, assigned frequency is Channel 74 (156.725 MHz).**

(P2015-21.19)

Chapter 1 — Paragraph 74

Delete: **Tofino Traffic**

Replace by: **Prince Rupert Traffic**

(P2015-21.20)

Chapter 1 — Paragraph 75

Delete: Tofino

Replace by: Prince Rupert

(P2015-21.21)

Chapter 2 — Paragraph 139

Delete: “AMVER VANCOUVER”

Replace by: “AMVER VICTORIA”

(P2015-21.22)

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**SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Chapter 3 — Table in the vicinity of paragraph 33

Make the following changes in the “**Channel**” and “**Purpose**” columns.

Channel	Purpose
11	VTs Victoria Sector 1 VTs Prince Rupert North Sector 1 Pilotage
12	VTs Victoria Sector 3 Ports Operations Pilotage
(22A) 83A	Ship and Canadian Coast Guard working frequency (Victoria and Comox)
74	VTs Prince Rupert South Sector 1 VTs Victoria Sector 2

(P2015-21.23)

Chapter 3 — Delete paragraph 41

Replace by: 41 The Canadian Coast Guard maintains a system of communications between shore **Marine Communications and Traffic Services (MCTS) Centres** and vessels navigating in Canadian coastal and inland waterways. MCTS Centres in British Columbia having ship-shore communications facilities are:

- **Comox** call sign *VAC*
Channel 71
(49°45'00"N, 124°56'39"W);
- **Prince Rupert** call sign *VAJ*
Sector 1 North Channel 11
Sector 1 South Channel 74
Sector 2 Channel 71
(54°17'51"N, 130°25'26"W);
- **Victoria** call sign *VAK*
Sector 1 Channel 11
Sector 2 Channel 74
Sector 3 Channel 12
(49°19'32"N, 123°07'56"W).

(P2015-21.24)

Chapter 3 — Paragraph 66

Delete: Tofino and

(P2015-21.25)

INDEX — After “Time Signals, C3/P60”

Delete: Tofino Traffic Zone, C1/P51, C1/P63

(P2015-21.26)

PAC 201 — Juan de Fuca Strait and Strait of Georgia, First Edition, 2012

Chapter 1 — Paragraph 17

Delete: Tofino Traffic Zone

Replace by: Prince Rupert Traffic Zone

(P2015-22.1)

SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Chapter 1 — Paragraph 20
Delete: Tofino Traffic Zone
Replace by: Prince Rupert Traffic Zone
(P2015-22.2)
- Chapter 1 — Paragraph 50, after “MCTS”
Delete: Tofino Traffic
Replace by: Prince Rupert Traffic
(P2015-22.3)
- Chapter 1 — Paragraph 178
Delete: “A **submarine cable** (power) ... of Whiffin Spit.”
(P2015-09.1)
- Chapter 3 — Paragraph 103
Delete: (*Vancouver Traffic*)
Replace by: (*Victoria Traffic*)
(P2015-22.4)
- Chapter 4 — Delete paragraph 122
Replace by: 122 The Strait of Georgia, at the west end of the North Arm, is in Sector Three of the *Vancouver Traffic Zone* and is administered by *Victoria Traffic*. Before entering the Strait of Georgia make a report to *Victoria Traffic* on assigned frequency Channel 12 (156.6 MHz).
(P2015-22.5)
- Chapter 5 — Paragraph 32
Delete: “Vancouver Harbour ... are administered by *Vancouver Traffic*.”
Replace by: Vancouver Harbour and its approach, in Sector Three of the *Vancouver Traffic Zone*, are administered by *Victoria Traffic*.
(P2015-22.6)
- Chapter 5 — Paragraph 33
Delete: (*Vancouver Traffic*)
Replace by: (*Victoria Traffic*)
(P2015-22.7)
- Chapter 5 — Paragraph 34
Delete: (*Vancouver Traffic*)
Replace by: (*Victoria Traffic*)
(P2015-22.8)
- Chapter 5 — Paragraph 40, under “**4.5 Anchorages, Anchorage Requests**”
Delete: *Vancouver Marine Communications and Traffic Services Centre (MCTS) may be contacted at any time after office hours at 666-6011.*
Replace by: *Victoria Marine Communications and Traffic Services Centre (MCTS) may be contacted at any time after office hours at 250-666-6333.*
(P2015-22.9)

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SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Chapter 5 — Paragraph 40, under “**4.5 Anchorages, Anchorage Warnings**”

Delete: *Vancouver Traffic*

Replace by: *Victoria Traffic*

Delete: *Vancouver Marine Communications and Traffic Services Centre*

Replace by: *Victoria Marine Communications and Traffic Services Centre (MCTS)*

(P2015-22.10)

Chapter 5 — Paragraph 40, under “**4.5 Anchorages, Cancellations**”

Delete: *Vancouver Marine Communications and Traffic Services Centre (MCTS)*

Replace by: *Victoria Marine Communications and Traffic Services Centre (MCTS)*

(P2015-22.11)

Chapter 5 — In the vicinity of paragraph 97, Table under “**3.2.2 Definitions**”

Make the following changes.

Vancouver Victoria MCTS	The Canadian Coast Guard's Marine Communications and Traffic Services Centre in Vancouver Victoria
--	---

(P2015-22.12)

Chapter 5 — In the vicinity of paragraph 97, under “**3.4.2 MCTS**”

Delete: *Vancouver MCTS*

Replace by: *Victoria MCTS*

(P2015-22.13)

Chapter 5 — Delete paragraph 186 and the adjacent lifesaving station pictograph.

Replace by: 186 A **wharf** is on the SW shore just before the
Burrard Bridge. A floating **breakwater** protects the docks
on the south side of the wharf.

(P2015-24.1)

Chapter 5 — Paragraph 187

Delete: Coast Guard

(P2015-24.2)

Chapter 5 — Delete paragraph 195

Replace by: 195 Howe Sound in Sector Three of the *Vancouver Traffic Zone* is administered by *Victoria Traffic*, assigned frequency is Channel 12 (156.6 MHz). The Master of a vessel must request clearance from *Victoria Traffic* before proceeding to or leaving any berth within Sector Three. **Calling-in points** are listed in Table 5.7.

(P2015-22.14)

Chapter 5 — Paragraph 196

Delete: (*Vancouver Traffic*)

Replace by: (*Victoria Traffic*)

(P2015-22.15)

Chapter 8 — Paragraph 190, after “**starboard hand daymark**”

Delete: and radar reflector

(P2015-25.1)

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SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

INDEX — After “Kitsilano Beach, C5/P13”
Delete: Kitsilano Coast Guard Base, C5/P186

(P2015-24.3)

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

Chapter 1 — Delete paragraph 6

Replace by: 6 *Calling-in Point No. 35*, called *Triangle Island*, is a line extending 220° from Triangle Island to the limit of the Territorial Sea; it is for changing from *Prince Rupert Traffic Zone South* to *Prince Rupert Traffic Zone North*.

(P2015-23.1)

Chapter 4 — Delete paragraph 11

Replace by: 11 *Calling-in Point No. 35*, called *Triangle Island*, is a line extending 220° from Triangle Island to the limit of the Territorial Sea; it is for changing from *Prince Rupert Traffic Zone South* to *Prince Rupert Traffic Zone North*.

(P2015-23.2)

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**SECTION 5
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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CANADIAN COAST GUARD MARINE INFORMATION REPORT AND SUGGESTION SHEET.

Name of Ship or Sender: Date:

Address of Sender:
Street # Street Name

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

Tel / Fax / E-mail address of sender:

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:

Leader, Notices to Mariners
Canadian Coast Guard
Department of Fisheries and Oceans
Montréal, Qc H2Y 2E7

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

Notmar.XNCR@dfo-mpo.gc.ca

OR

Director General, Canadian Hydrographic Service &
Oceanographic Services
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