



# NOTICES TO MARINERS

## EASTERN EDITION

Published monthly by the



### CANADIAN COAST GUARD

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Marine Programs Directorate  
Aids to Navigation



Internet: [www.notmar.gc.ca](http://www.notmar.gc.ca)

## 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*.

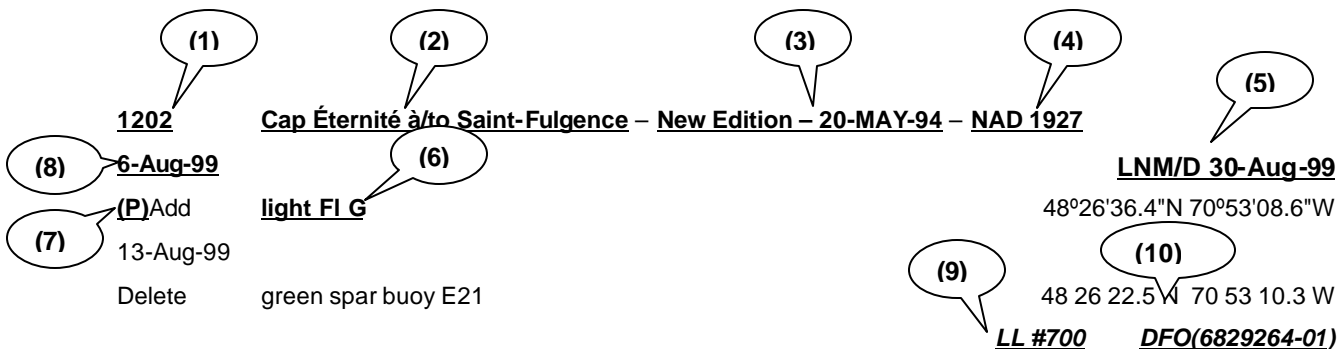
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on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

#### 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)

#### 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  
[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)

#### Maritimes

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

## **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.

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**SECTION 1 - Edition 06/2004  
SAFETY AND GENERAL INFORMATION**

**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.

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.**

CHS is introducing a new initiative with 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 HTML and 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.

**SECTION 1 - Edition 06/2004  
SAFETY AND GENERAL INFORMATION**

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.

Previously, in the *Notices to Mariners* (NTM) booklet, Patches were produced in full colour or a minimum of black and magenta.

Due to current budgetary constraints, Patches will now only be produced in black and white for publication in the NTM booklet.

Our level of service will change with this initiative and CHS intends to analyze market reaction to this innovation.

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

**\*601 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS.**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
<b>New Chart</b>	All temporary and preliminary notices affecting the previous versions of the following chart are now cancelled. For any outstanding notices please consult section 2 of this edition.				
4823	Cape Ray to/à Garia Bay	1:75000	16-JAN-2004	1	\$20.00
<b>New Editions</b>	All temporary and preliminary notices affecting the previous versions of the following charts now cancelled. For any outstanding notices please consult section 2 of this edition.				
1550	Britannia Bay à/to Chats Falls	1:25000	26-DEC-2003	3	\$20.00
2022	Healey Falls Locks to Peterborough / Écluses de Healey Falls à Peterborough	1:20000	09-JAN-2004	3	\$23.00
4432	Archipel de Mingan	1:69658	09-JAN-2004	1	\$20.00
<b>Chart Permanently Withdrawn</b>					
4635	Cape Ray to/à La Poile Bay				

**\*602 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.**

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

**Nautical Data International Inc.  
B.O. Box 127, Station C  
St. John's, Newfoundland  
A1C 5H5  
Téléphone: 1-800-563-0634 ou 1-709-576-0634  
Télécopieur: (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
CA373287	Owen Sound to/a Giants Tomb Island
CA570263	Whiterock Passage
CA576038	ST ANDREWS
CA376120	Conception Bay
CA576124	Port de Grave
CA579048	Baie-Comeau
CA579050	Quais/Wharves Cargill-Reynolds
CA579060	Carleton

**SECTION 1 - Edition 06/2004  
SAFETY AND GENERAL INFORMATION**

**\*603 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.**

**Note: (1) The following ENC products are only available from:**  
**Nautical Data International Inc.**  
**B.O. Box 127, Station C**  
**St. John's, Newfoundland**  
**A1C 5H5**  
**Téléphone: 1-800-563-0634 ou 1-709-576-0634**  
**Télécopieur: (709) 576-0636**

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

CHARTS	MAIN TITLE		
<b>New Editions</b>	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.		
4507R/M	Harbours on the Northeast Coast of Newfoundland	05-DEC-2003	See Note 2
4540R/M	Anchorage in White Bay	05-DEC-2003	See Note 2
4591R/M	Pilley's Island Harbour - Halls Bay and/et Sunday Cove	26-DEC-2003	See Note 2
4593R/M	Sunday Cove Island to/à Thimble Ticks	05-DEC-2003	See Note 2
5051RM	Nunaksuk Island to/à Calf Cow and / et Bull Islands	26-DEC-2003	See Note 2
5052R/M	Seniartlit Islands to/à Nain	12-DEC-2003	See Note 2

**\*604 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	6359
1351	2261	3311	6037	6249	6273	6360
1361	2266	3312	6038	6258	6274	6368
1509	2267	3313	6050	6259	6285	6369
1551	2400	3488	6101	6260	6286	6370
1554	3052	3489	6205	6263	6287	6371
2011	3053	3601	6209	6264	6311	6390
2025	3055	6023	6240	6267	6354	6505
2026	3056	6026	6241	6268	6355	6506
2048	3057	6028	6242	6269	6356	
2055	3058	6030	6243	6270	6357	
2086	3062	6035	6247	6271	6358	

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 [www.notmar.gc.ca](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	6341
1515	2022	2202	3050	6022	6214	

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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 ou 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.

**\*605 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, [www.notmar.gc.ca](http://www.notmar.gc.ca)

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

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**\*615 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE NEWFOUNDLAND AND LABRADOR LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2004.**

The 2004 edition of the Newfoundland and Labrador List of Lights, Buoys and Fog Signals has been published. Information contained in Notices to Mariners up to and including Monthly Edition No. 05, 2004 has been embodied in this publication. The price of this publication is \$14.50.

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: [www.charts.gc.ca](http://www.charts.gc.ca)

This publication can also be downloaded from the Notices to Mariners Internet site at [www.notmar.gc.ca](http://www.notmar.gc.ca)

**\*616 CANADIAN COAST GUARD PUBLICATION - NEW EDITION OF THE ATLANTIC COAST LIST OF LIGHTS, BUOYS AND FOG SIGNALS - 2004.**

The 2004 edition of the Atlantic Coast List of Lights, Buoys and Fog Signals has been published. Information contained in Notices to Mariners up to and including Monthly Edition No. 05, 2004 has been embodied in this publication. The price of this publication is \$29.95.

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: [www.charts.gc.ca](http://www.charts.gc.ca)

This publication can also be downloaded from the Notices to Mariners Internet site at [www.notmar.gc.ca](http://www.notmar.gc.ca)

**\*606(P) NOVA SCOTIA, SOUTHWEST COAST - SALT ROCK - LIGHT TO BE DISCONTINUED.**

Reference chart: 4210

The Canadian Coast Guard intends to permanently discontinue the following aid to navigation:

Salt Rock light (L.L. 318) (43° 28' 25.1"N 65° 38' 13.5"W).

Comments on this action are solicited from mariners and other interested parties, and should be directed to Bill Belding, A/Senior Nav aids Officer, Canadian Coast Guard Base, P.O. 700, Saint-John, N.B., E2L 4B3, Telephone: (506) 636-4703, within three months from the date of publication of this Notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(F2004-077)

**\*607(P) NOVA SCOTIA, SOUTHWEST COAST - GREEN ISLAND - RADAR REFLECTOR TO BE DISCONTINUED.**

Reference chart: 4210

The Canadian Coast Guard intends to permanently discontinue the following aid to navigation:

Green Island radar reflector (43° 25' 13.6"N 65° 40' 42.1"W).

Comments on this action are solicited from mariners and other interested parties, and should be directed to Bill Belding, A/Senior Nav aids Officer, Canadian Coast Guard Base, P.O. 700, Saint-John, N.B., E2L 4B3, Telephone: (506) 636-4703, within three months from the date of publication of this Notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(F2004-078)

**\*608(P) PRINCE EDWARD ISLAND - L'ARCHEVÊQUE - LIGHT BUOY TO BE DISCONTINUED.**

Reference chart: 4374

The Canadian Coast Guard intends to permanently discontinue l'Archevêque green light and bell buoy NH1 (L.L. 741) (45°36'38.2" N 60°33'36.6" W)

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Comments on this action are solicited from mariners and other interested parties. Comments should be directed to the Senior Aids to Navigation Officer, Canadian Coast Guard, P.O. Box 1236, Charlottetown, P.E.I., C1A 7M8 within three months from the date of publication of this Notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefits.

(G2004-067)

**\*609(P) NOVA SCOTIA, SOUTHWEST COAST - NEWELL HEAD - BUOY TO BE DISCONTINUED.**

Reference chart: 4210

The Canadian Coast Guard intends to permanently discontinue the following aid to navigation:

Newell Head green spar buoy CE1 (43° 28' 25.5"N 65° 37' 58.5"W).

Comments on this action are solicited from mariners and other interested parties, and should be directed to Bill Belding, A/Senior Nav aids Officer, Canadian Coast Guard Base, P.O. 700, Saint-John, N.B., E2L 4B3, Telephone: (506) 636-4703, within three months from the date of publication of this Notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(F2004-079)

**\*610(P) NOVA SCOTIA, SOUTHWEST COAST - JEFFREY LEDGE - BUOY TO BE DISCONTINUED.**

Reference chart: 4210

The Canadian Coast Guard intends to permanently discontinue the following aid to navigation:

Jeffrey Ledge red spar buoy CC2 (43° 26' 11"N 65° 38' 41.5"W).

Comments on this action are solicited from mariners and other interested parties, and should be directed to Bill Belding, A/Senior Nav aids Officer, Canadian Coast Guard Base, P.O. 700, Saint-John, N.B., E2L 4B3, Telephone: (506) 636-4703, within three months from the date of publication of this Notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(F2004-080)

**\*611(P) BAY OF FUNDY - PETIT PASSAGE - LIGHT BUOY TO BE DISCONTINUED.**

Reference chart: 4118

The Canadian Coast Guard intends to permanently discontinue the following aid to navigation:

Petit Passage red light and bell buoy HH2 (L.L. 219) (44° 22' 21"N 66° 12' 12"W).

Comments on this action are solicited from mariners and other interested parties, and should be directed to Bill Belding, A/Senior Nav aids Officer, Canadian Coast Guard Base, P.O. 700, Saint-John, N.B., E2L 4B3, Telephone: (506) 636-4703, within three months from the date of publication of this Notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(F2004-082)

**\*617 NOVA SCOTIA, SOUTHEAST COAST - CHEDABUCTO BAY - LIGHT BUOYS DISCONTINUED.**

Reference: Notice 1104(P)/2003 is cancelled.

(G2004-064,065,066)

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**\*612 TRENT-SEVERN WATERWAY - LAIDLAW POINT - LIGHT DISCONTINUED.**

Reference: Notice 1205(P)/2003 is cancelled.

(B2004-014)

**\*613 TRENT-SEVERN WATERWAY - FENELON FALLS - LIGHT DISCONTINUED.**

Reference: Notice 1204(P)/2003 is cancelled.

(B2004-012)

**\*614 TRENT-SEVERN WATERWAY - ROSEDALE - LIGHT DISCONTINUED.**

Reference: Notice 1206(P)/2003 is cancelled.

(B2004-013)

**\*618 CANADA - MARINE TRANSPORT SECURITY AND 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS.**

This Notice to Mariners supersedes the Cautionary Note pertaining to 96 hour notification prior to entering Canadian Waters issued on October 11, 2001.

The purpose of this Notice to Mariners is to describe to shipboard personnel the *Marine Transportation Security Regulations* that will come into force effective July 1, 2004. This notice particularly addresses marine security levels, ship reporting responsibilities and the responsibilities of the Canadian Government for the provision of information to vessels pertaining to security.

The entire text of the *Canadian Marine Transportation Security Regulations* and the *Marine Transportation Security Act* can be found on the Transport Canada web site at: [www.tc.gc.ca](http://www.tc.gc.ca)

**Application**

The *Canadian Marine Transportation Security Regulations* apply to vessels and marine facilities (ports) in Canada and Canadian ships outside Canada engaged on voyages between a port in one country and a port in another country and that:

- i) are more than 100 tons gross tonnage, other than a towing vessel;
- ii) carry more than 12 passengers; or
- iii) are towing vessels engaged in towing a barge astern or alongside or pushing ahead, if the barge is carrying certain dangerous cargoes means [dangerous goods], other than products, substances or organisms identified in Class 3, 4, 8 or 9 of the schedule to the *Transportation of Dangerous Goods Act, 1992, that are carried in bulk or in such a quantity as to require an emergency response assistance plan under section 7.1 of the Transportation of Dangerous Goods Regulations.*

The regulations do not apply to pleasure craft, fishing vessels, vessels without a crew that are in dry-dock, dismantled or laid up vessels, or government vessels.

**Marine Security (MARSEC) Levels**

MARSEC levels are based on the International Maritime Organization's *International Ship and Port Facility Security (ISPS) Code* security levels and describe the levels of threat that necessitate that the master of a vessel, the operator of a marine facility or a port administration (as defined in the Canadian Regulations) take steps to reduce the likelihood of a marine transportation security incident.

MARSEC Levels are defined in the *Marine Transportation Security Regulations* as follows:

"MARSEC level 1" means the level for which minimum security procedures are maintained at all times ;

"MARSEC level 2" means the level for which security procedures additional to those of MARSEC level 1 are maintained for a limited period as a result of heightened risk of a security threat or security incident;

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“MARSEC level 3” means the level for which security procedures additional to those of MARSEC level 1 and MARSEC level 2 are maintained for a limited period when a security threat or security incident is probable or imminent regardless of whether the specific target is identified.

Effective July 1, 2004, MARSEC Level 1 will be in effect. A vessel to which the regulations apply must operate under MARSEC Level 1 at all times unless directed by the Minister of Transport to increase to a higher MARSEC level.

The operator of a vessel shall, before the vessel enters a port or interfaces with a marine facility, ensure that all procedures are taken that are specified in the vessel security plan for compliance with the MARSEC level in effect for the port or marine facility.

**Vessel Responsibilities**

Any vessel that is operating at a higher MARSEC level than that in effect in the port or marine facility it is interfacing with, or is about to interface with, shall report their MARSEC level to a Marine Communications and Traffic Services (MCTS) Centre of the Canadian Coast Guard. MARSEC Reports shall include the following information:

- Identification of the vessel (vessel's name and radio call sign);
- Time and position of the vessel;
- Destination of the vessel; and
- MARSEC level at which the vessel is operating.

If an MCTS Centre advises that there is a change in the MARSEC level affecting any port or other area within Canadian waters and a vessel cannot comply with the written procedures as outline in the vessel security plan, the vessel must notify an MCTS Centre.

When at anchor or alongside a marine facility, if a vessel receives notice from a Port Administration or a marine facility security officer that the MARSEC Level in the port or marine facility in which the vessel is located or is about to enter or interface with is raised to a higher level, the master of a vessel shall ensure that the vessel complies, without undue delay, before interfacing with the facility and no later than 12 hours after being notified of the higher level, with all procedures specified in the vessel security plan for compliance with that higher MARSEC level.

If the vessel is in a Canadian port, alongside or anchorage, it shall ensure that the local Port authority or the marine facility security officer who issued the notice is advised if the vessel cannot comply with the higher MARSEC level that has been implemented.

If the vessel is a Canadian ship in the waters of a contracting government, the vessel should communicate its MARSEC level information to the relevant maritime authority of that country. If the vessel is a Canadian ship in the waters of a non-contracting government, and the master has to use temporary procedures or upgrade his MARSEC level to maintain the safety of his vessel the master shall communicate this information to a Canadian Marine Communications and Traffic Services Centre.

**Pre-arrival Information (96-hour Notification)**

All vessels (the master) subject to the Marine Transportation Security Regulations, when en route to Canadian waters and bound for a port in Canada or the Great Lakes Basin are required to submit, when 96 hours from entry into Canadian waters, a report to a Canadian Coast Guard MCTS Centre. This 96 hour report does not apply to vessels already inside the Great Lakes and its connecting and tributary waters and the St. Lawrence River as far as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec. If the duration of the segment of the voyage before entering Canadian waters is less than 24 hours, vessels are required to send a pre-arrival report as soon as practicable before entering Canadian waters but no later than the time of departure from their last port of call, to one of the addresses below:

- a) Vessels inbound to a Canadian port on the West Coast shall send a pre-arrival Report to the Canadian Coast Guard Regional Marine Information Centre (RMIC) via one of the following methods listed below:

E-mail: [rmic-pacific@pac.dfo-mpo.gc.ca](mailto:rmic-pacific@pac.dfo-mpo.gc.ca)  
INMARSAT: telex 04352586 "CGTC VAS VCR"  
any Canadian Coast Guard MCTS Centre, free of charge; or  
directly to CVTS Offshore by Fax: (604) 666-8453



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- b) Vessels inbound to Canadian waters on the East Coast including a Canadian or American port in the Great Lakes shall send a pre-arrival Report to ECAREG Canada via one of the following methods listed below:

St. John's MCTS Centre Telex - 016-4530 Facsimile - (709) 772-5369 Telegraphic Identifier - CCGTC SNF Email: <a href="mailto:ecaregsnf@innav.gc.ca">ecaregsnf@innav.gc.ca</a>	Halifax MCTS Centre Telex - 019-22510 Facsimile - (902) 426-4483 Telegraphic Identifier - CCG MRHQ DRT Email: <a href="mailto:hlxecareg1@innav.gc.ca">hlxecareg1@innav.gc.ca</a>
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- c) Vessels inbound to a port within the Canadian Arctic Zone shall send a pre-arrival report to NORDREG Canada via one of the following methods listed below:

\* Iqaluit MCTS Centre  
Facsimile - (867) 979-4236  
Telex (Telefax) 063-15529  
Telegraphic Identifier - NORDREG CDA  
Email: [iqanordreg@innav.gc.ca](mailto:iqanordreg@innav.gc.ca)

**\*Open only during season of navigation (June 25 approximately to December 15 approximately).**

The vessel pre-arrival report shall include the following information:

- a) vessel's name;
- b) country of registry;
- c) name of vessel's registered owner;
- d) name of its operator;
- e) name of vessel's classification society;
- f) vessel's international radio call sign;
- g) vessel's International Ship Security Certificate, Canadian Vessel Security Certificate or ship security compliance document number;
- h) the date of issuance, date of expiry and name of the issuing body of its International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security document;
- i) vessel's International Maritime Organization number, if it is a SOLAS ship
- j) confirmation that the vessel has an approved vessel security plan ;
- k) the vessel's current MARSEC level;
- l) a statement of when its last 10 declarations of security were completed;
- m) details of any security threats to the vessel during the last ten calls at marine facilities;
- n) a statement as to whether the vessel consents to tracking by the Canadian Government;
- o) details of any deficiencies in its security equipment and systems, including the communication systems, and the way in which the master of the vessel intends to rectify them;
- p) if applicable, the name of it's agent and contact person and their 24-hour telephone and facsimile numbers;
- q) if applicable, the name of the vessel's charterer;
- r) vessel's position and time at which it reached that position;
- s) vessel's course and speed;

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- t) vessel's destination and estimated time of arrival at its destination;
- u) name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers;
- v) the following information in respect of to each of the last ten marine facilities visited:
  - i) the receiving facility;
  - ii) the marine facility visited;
  - iii) the city and country;
  - iv) the date and time of arrival; and
  - v) the date and time of departure;
- w) a general description of the cargo, including cargo amount ; and
- x) if applicable, the presence and description of any dangerous substances or devices on board.

Any change in the vessel's MARSEC level during the transit from the vessel's location at 96 hours to the port facility must be immediately reported to an MCTS Centre.

The vessel security officer shall ensure that all security threats and security incidents are reported and recorded in accordance with the Marine Transportation Security Regulations. When underway or at anchor in an uncontrolled anchorage, reports shall be made to an MCTS Centre. When alongside or at anchor in a controlled anchorage, reports shall be made to the Port Administration and the appropriate law enforcement. When the vessel is in a Vessel Traffic Services Zone, the vessel shall report to the MCTS Centre.

If the master of a vessel is required to institute temporary procedures in response to a security threat, the master shall ensure, as soon as possible, that a report is made to:

- (1) if the vessel is in Canadian waters, the nearest MCTS Centre;
- (2) if the vessel is a Canadian ship in the waters of a contracting government, the relevant maritime authority of that government and an MCTS Centre (ECAREG Canada on the East Coast or the Regional Marine Information Center (RMIC) on the Canadian West Coast); and
- (3) if the vessel is a Canadian ship in other waters, an MCTS Centre.

**MCTS Responsibilities**

When the MARSEC level increases from the normal MARSEC level 1, the MCTS Centres will issue a broadcast informing vessels of the increase to either MARSEC level 2 or MARSEC level 3. Once the MARSEC level decreases, the MCTS Centres will issue a broadcast informing vessels of the downgrade in MARSEC levels.

In VTS zones, MCTS often plays a role in regulating vessels at anchor on behalf of port authorities. Therefore MCTS will be involved in informing ships or port authorities about the MARSEC levels at port facilities or of the vessel.

**Ship Security Alert System**

If the security of a vessel is under threat or in any way compromised, the master or other competent authority onboard may activate the Ship Security Alert System, a system that transmits an automated message from vessel to shore. This message identifies the vessel and provides position information. When a security alert is received by a Canadian Maritime Rescue Coordination Centre, the appropriate shore authorities will be notified.

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

**1226 - Baie-Comeau - New Edition - 19-NOV-1999 - NAD 1983**

04-JUN-2004 LNM/D. 12-MAR-2004  
Affix patch 49°14'56.0"N 068°08'10.0"W  
DFO(6406530-01)

11-JUN-2004 LNM/D. 04-JUN-2004  
Amend FI R 5s 12m 17M to read FI R 6s 12m 17M against light 49°14'09.1"N 068°07'43.3"W  
(L2003405) LL(1716) DFO(6405759-01)  
Download Patch - <http://chs-shc.dfo-mpo.gc.ca/patches/1226>

**1226 - Quai Public/Public Wharf - New Edition - 19-NOV-1999 - NAD 1983**

11-JUN-2004 LNM/D. 04-JUN-2004  
Amend FI R 5s 12m 17M to read FI R 6s 12m 17M against light 49°14'09.1"N 068°07'43.3"W  
(L2003405) LL(1716) DFO(6405759-01)

Amend (Priv) Iso Bu 7m to read (Priv) F Bu 7m against light 49°13'42.3"N 068°08'03.8"W  
(L2003441) DFO(6405799-01)

Amend Iso Bu 8m (Priv) to read F Bu 8m (Priv) against light 49°13'42.4"N 068°08'00.2"W  
(L2003442) DFO(6405801-01)

**1226 - Quais/Wharves Cargill-Reynolds - New Edition - 19-NOV-1999 - NAD 1983**

04-JUN-2004 LNM/D. 12-MAR-2004  
Affix patch 49°14'56.0"N 068°08'10.0"W  
DFO(6406530-02)  
Download Patch - <http://chs-shc.dfo-mpo.gc.ca/patches/1226>

**1230 - Les Méchins - New Edition - 10-MAY-2002 - NAD 1983**

04-JUN-2004 LNM/D. 23-APR-2004  
Add drying height of 0 metre 6 decimetres 49°00'19.1"N 066°58'36.9"W  
DFO(6405857-01)

Add depth of 1 metre 4 decimetres 49°00'19.6"N 066°58'27.0"W  
DFO(6405857-02)

Add depth of 3 metres 3 decimetres 49°00'24.5"N 066°58'16.8"W  
DFO(6405857-03)

**1233 - Cap aux Oies à/to Sault-au-Cochon - New Edition - 09-NOV-2001 - NAD 1983**

18-JUN-2004 LNM/D. 13-FEB-2004  
Delete drying height of 2 metres 7 decimetres 47°25'36.7"N 070°29'08.1"W  
DFO(6405858-08)

Delete drying height of 2 metres 1 decimetre 47°25'26.9"N 070°28'33.3"W  
DFO(6405858-09)

Delete depth of 6 metres 2 decimetres 47°25'15.3"N 070°28'03.1"W  
DFO(6405858-10)

Delete depth of 3 metres 6 decimetres 47°24'52.9"N 070°28'28.3"W  
DFO(6405858-11)

Delete depth of 3 metres 4 decimetres 47°25'17.7"N 070°27'24.7"W  
DFO(6405858-12)

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Delete	depth of 2 metres 4 decimetres	47°24'46.9"N 070°25'35.1"W <i>DFO(6405858-13)</i>
Delete	depth of 3 metres 2 decimetres	47°25'03.8"N 070°24'46.3"W <i>DFO(6405858-14)</i>
Add	drying height of 3 metres 2 decimetres	47°25'36.6"N 070°29'09.5"W <i>DFO(6405858-01)</i>
Add	drying height of 2 metres 6 decimetres	47°25'26.7"N 070°28'33.8"W <i>DFO(6405858-02)</i>
Add	depth of 5 metres 7 decimetres	47°25'14.8"N 070°28'04.0"W <i>DFO(6405858-03)</i>
Add	depth of 3 metres 1 decimetre	47°24'52.4"N 070°28'29.4"W <i>DFO(6405858-04)</i>
Add	depth of 2 metres 9 decimetres	47°25'17.3"N 070°27'24.1"W <i>DFO(6405858-05)</i>
Add	depth of 1 metre 9 decimetres	47°24'46.6"N 070°25'35.2"W <i>DFO(6405858-06)</i>
Add	depth of 2 metres 7 decimetres	47°25'03.6"N 070°24'46.7"W <i>DFO(6405858-07)</i>

**1310 - Section B-C - New Edition - 24-MAR-2000 - NAD 1983**

18-JUN-2004		LNMD. 04-JUN-2004
Delete	green port hand spar light buoy, FIG, Priv	45°32'29.5"N 073°31'05.0"W <i>(L2004024) DFO(6405878-01)</i>
Add	green port hand spar light buoy, FIG, Priv	45°32'36.6"N 073°31'19.2"W <i>(L2004024) DFO(6405878-02)</i>

**1310 - Section A-B - New Edition - 24-MAR-2000 - NAD 1983**

04-JUN-2004		LNMD. 02-APR-2004
Add	depth of 1 metre 3 decimetres	45°43'29.1"N 073°25'58.4"W <i>DFO(6405847-02)</i>
18-JUN-2004		LNMD. 04-JUN-2004
Reposition	yellow cautionary light buoy FI Y, Priv	from 45°42'10.9"N 073°26'23.2"W to 45°42'10.1"N 073°26'18.4"W <i>(L2004025) DFO(6405879-01)</i>
Amend	Iso G 13 m to read Iso G 11 m 14M against light	45°42'44.8"N 073°26'22.8"W <i>(L2004013) LL(2330) DFO(6405867-01)</i>

**1311 - Sorel à/to Varennes- New Chart - 05-NOV-1999 - NAD 1983**

04-JUN-2004		LNMD. 26-MAR-2004
Add	depth of 1 metre 3 decimetres	45°43'29.1"N 073°25'58.4"W <i>DFO(6405847-02)</i>
18-JUN-2004		LNMD. 04-JUN-2004
Reposition	yellow cautionary light buoy FI Y, Priv	from 45°42'10.9"N 073°26'23.2"W to 45°42'10.1"N 073°26'18.4"W <i>(L2004025) DFO(6405879-01)</i>

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Amend Iso G 13 m 14 M to read Iso G 11 m 14 M against light 45°42'44.8"N 073°26'22.8"W  
(L2004013) LL(2330) DFO(6405867-01)

**1434 - B à/to C - New Chart - 01-MAR-1996 - NAD 1983**

04-JUN-2004 LNMD. 20-FEB-2004

Delete rear leading light F 13m 026°, 227 metres from Iroquois lock front leading light  
(B2004004) LL(274.5) DFO(6601883-02)

Delete leading line between 44°50'42.7"N 075°18'10.4"W and 44°50'49.5"N 075°18'05.9"W  
Leading line bearing 026° remains against direction light.  
(B2004004) LL(274.5) DFO(6601883-03)

Amend legend F 10m to read F 10m 17M against light 44°50'42.7"N 075°18'10.4"W  
Front leading light has been replaced by a direction light.  
(B2004010) LL(274.4) DFO(6601883-01)

Amend legend 206° to read Dir 206° 44°50'28.0"N 075°18'23.0"W  
(B2004010) LL(274.400) DFO(6601883-06)

Add legend Dir 44°48'55.0"N 075°19'25.0"W  
(B2004010) LL(274.400) DFO(6601883-04)

Add legend Dir 44°50'07.0"N 075°18'36.0"W  
(B2004010) LL(274.400) DFO(6601883-05)

**1435 - Cardinal to/à Whaleback Shoal A-B - New Chart - 15-DEC-1995 - NAD 1983**

18-JUN-2004 LNM/D. 21-NOV-2003

Add On certain copies light flash 44°44'53.1"N 075°25'39.1"W  
LL(300) DFO(6601929-01)

Add On certain copies legend FY (Priv) against light 44°44'53.1"N 075°25'39.1"W  
LL(300) DFO(6601929-02)

**1510 - Lac Saint-Louis à/to Carillon - Compartment B-C - Sheet 1 - New Edition - 25-JUL-2003 - NAD 1983**

04-JUN-2004 LNM/D. 28-MAY-2004

Add yellow cautionary conical buoy, Priv 45°25'58.5"N 074°02'14.2"W  
(L2004045) DFO(6406503-01)

**1510 - Baie de Vaudreuil à/to Laval - Compartment A-B - Sheet 2 - New Edition - 25-JUL-2003 - NAD 1983**

04-JUN-2004 LNM/D. 28-MAY-2004

Add yellow cautionary conical buoy, Priv 45°25'58.5"N 074°02'14.2"W  
(L2004045) DFO(6406503-01)

**1554 - Maraboo Lake à/to Bald Rock - Sheet 2 - New Edition - 16-SEP-1988 - NAD 1927**

18-JUN-2004 LNM/D. 16-APR-2004

Reposition red starboard hand spar buoy, marked K84 from 46°13'59.0"N 078°03'34.6"W to 46°13'57.0"N 078°03'50.0"W  
(B2004017) DFO(6601915-01)

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

**1554 - Bald Rock au/to Lac la Cave- Sheet 3 - New Edition - 16-SEP-1988 - NAD 1927**

18-JUN-2004

Reposition red starboard hand spar buoy, marked K98

LNMD. 16-APR-2004  
from 46°18'58.2"N 078°35'00.5"W  
to 46°18'54.4"N 078°34'46.6"W  
(B2004018) DFO(6601916-01)

**2067 - Hamilton Harbour - New Edition - 15-JUN-2001 - NAD 1983**

25-JUN-2004

Delete light FI Y

LNMD. 16-JAN-2004  
43°16'21.0"N 079°47'28.2"W  
DFO(6601965-01)

**L/C2100 - Lake Erie/Lac Érié - New Edition - 25-DEC-1998 - NAD 1983**

18-JUN-2004

Delete legend PA against radio tower Ro Tr RLts

LNMD. 16-APR-2004  
42°08'24.0"N 082°21'30.4"W  
DFO(6601913-02)

**L/C2110 - Long Point Bay - New Edition - 29-MAY-1998 - NAD 1983**

04-JUN-2004

Delete wellhead

LNMD. 28-MAY-2004  
42°38'04.6"N 080°13'47.0"W  
DFO(6601863-01)

Delete wellhead

42°37'03.1"N 080°11'00.7"W  
DFO(6601863-02)

Delete wellhead

42°36'43.7"N 080°15'58.4"W  
DFO(6601863-03)

Delete wellhead

42°36'36.8"N 080°13'45.1"W  
DFO(6601863-04)

Delete wellhead

42°36'43.0"N 080°13'00.9"W  
DFO(6601863-05)

Delete wellhead

42°35'45.2"N 080°09'44.4"W  
DFO(6601863-06)

Delete wellhead

42°35'16.1"N 080°12'03.7"W  
DFO(6601863-07)

Delete wellhead

42°35'16.2"N 080°11'22.4"W  
DFO(6601863-08)

Delete wellhead

42°35'13.1"N 080°10'54.9"W  
DFO(6601863-09)

Delete wellhead

42°35'09.9"N 080°09'46.1"W  
DFO(6601863-10)

Delete wellhead

42°34'42.1"N 080°14'06.4"W  
DFO(6601863-11)

Delete wellhead

42°34'43.2"N 080°11'31.4"W  
DFO(6601863-12)

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Delete	wellhead	42°34'23.2"N 080°12'04.4"W <i>DFO(6601863-13)</i>
Delete	wellhead	42°34'23.2"N 080°11'28.4"W <i>DFO(6601863-14)</i>
Delete	wellhead	42°34'23.7"N 080°10'54.0"W <i>DFO(6601863-15)</i>
Delete	wellhead	42°34'23.3"N 080°10'18.6"W <i>DFO(6601863-16)</i>
Delete	wellhead	42°32'17.6"N 080°02'12.3"W <i>DFO(6601863-17)</i>
Delete	gas pipeline	between 42°32'57.5"N 080°02'04.0"W and 42°32'32.8"N 080°02'18.8"W <i>DFO(6601863-18)</i>
Delete	wellhead	42°37'20.2"N 080°23'33.4"W <i>DFO(6601867-01)</i>
Delete	wellhead	42°37'54.0"N 080°17'17.9"W <i>DFO(6601867-03)</i>
Delete	abandoned pipeline	between 42°37'54.0"N 080°22'20.0"W and 42°38'21.0"N 080°22'51.5"W <i>DFO(6601867-04)</i>
Add	gas pipeline	joining 42°32'57.5"N 080°02'04.0"W 42°32'55.1"N 080°01'56.0"W and 42°32'32.8"N 080°02'18.8"W <i>DFO(6601863-19)</i>
Add	gas pipeline	between 42°37'37.2"N 080°14'18.8"W and 42°36'38.0"N 080°13'34.2"W <i>DFO(6601863-20)</i>

**2120 - Niagara River to à Long Point - New Edition - 06-NOV-1998 - NAD 1983**

04-JUN-2004

LNM/D. 28-MAY-2004

Delete	wellhead	42°38'04.6"N 080°13'47.0"W <i>DFO(6601863-01)</i>
Delete	wellhead	42°37'03.1"N 080°11'00.7"W <i>DFO(6601863-02)</i>
Delete	wellhead	42°36'43.7"N 080°15'58.4"W <i>DFO(6601863-03)</i>
Delete	wellhead	42°36'36.8"N 080°13'45.1"W <i>DFO(6601863-04)</i>
Delete	wellhead	42°36'43.0"N 080°13'00.9"W

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

*DFO(6601863-05)*

Delete	wellhead	42°35'45.2"N 080°09'44.4"W <i>DFO(6601863-06)</i>
Delete	wellhead	42°35'16.1"N 080°12'03.7"W <i>DFO(6601863-07)</i>
Delete	wellhead	42°35'16.2"N 080°11'22.4"W <i>DFO(6601863-08)</i>
Delete	wellhead	42°35'13.1"N 080°10'54.9"W <i>DFO(6601863-09)</i>
Delete	wellhead	42°35'09.9"N 080°09'46.1"W <i>DFO(6601863-10)</i>
Delete	wellhead	42°34'42.1"N 080°14'06.4"W <i>DFO(6601863-11)</i>
Delete	wellhead	42°34'43.2"N 080°11'31.4"W <i>DFO(6601863-12)</i>
Delete	wellhead	42°34'23.2"N 080°12'04.4"W <i>DFO(6601863-13)</i>
Delete	wellhead	42°34'23.2"N 080°11'28.4"W <i>DFO(6601863-14)</i>
Delete	wellhead	42°34'23.7"N 080°10'54.0"W <i>DFO(6601863-15)</i>
Delete	wellhead	42°34'23.3"N 080°10'18.6"W <i>DFO(6601863-16)</i>
Delete	wellhead	42°32'17.6"N 080°02'12.3"W <i>DFO(6601863-17)</i>
Delete	gas pipeline	between 42°32'57.5"N 080°02'04.0"W and 42°32'32.8"N 080°02'18.8"W <i>DFO(6601863-18)</i>
Delete	gas pipeline	between 42°34'49.0"N 080°07'18.0"W and 42°35'09.5"N 080°07'12.4"W <i>DFO(6601863-21)</i>
Delete	wellhead	42°37'20.2"N 080°23'33.4"W <i>DFO(6601867-01)</i>
Delete	wellhead	42°29'15.4"N 080°19'43.4"W <i>DFO(6601867-02)</i>
Delete	wellhead	42°37'54.0"N 080°17'17.9"W <i>DFO(6601867-03)</i>



**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Delete	abandoned pipeline	between 42°37'54.0"N 080°22'20.0"W and 42°38'17.0"N 080°22'48.0"W <i>DFO(6601867-04)</i>
Delete	wellhead	42°49'30.1"N 079°20'18.3"W <i>DFO(6601870-01)</i>
Delete	wellhead	42°49'45.6"N 079°22'14.7"W <i>DFO(6601870-02)</i>
Delete	wellhead	42°42'14.0"N 079°25'44.0"W <i>DFO(6601870-03)</i>
Delete	wellhead	42°40'34.0"N 079°23'46.0"W <i>DFO(6601870-04)</i>
Delete	wellhead	42°44'07.0"N 079°12'48.0"W <i>DFO(6601870-05)</i>
Add	gas pipeline	joining 42°32'57.5"N 080°02'04.0"W 42°32'55.1"N 080°01'56.0"W and 42°32'32.8"N 080°02'18.8"W <i>DFO(6601863-19)</i>
Add	gas pipeline	between 42°37'37.2"N 080°14'18.8"W and 42°36'38.0"N 080°13'34.2"W <i>DFO(6601863-20)</i>

**L/C2122 - Pointe aux Pins to/à Point Pelee - New Edition - 05-JUL-1991 - NAD 1927**

18-JUN-2004		LNM/D. 02-APR-2004
Add	radio tower with elevation of 66 metres, RLts	42°08'26.8"N 082°21'30.8"W <i>DFO(6601913-01)</i>

**2200 - Lake Huron/Lac Huron - New Edition - 05-JUL-2002 - NAD 1983**

04-JUN-2004		LNM/D. 19-DEC-2003
Add	yellow ODAS/SADO light buoy, Fl (5) Y, marked 45149	43°32'30.1"N 082°04'29.7"W <i>(B2004009) LL(772.5) DFO(6601874-01)</i>

**L/C2228 - Lake Huron/Lac Huron (Southern Portion/Partie sud) - Sheet 1 - New Chart - 16-FEB-1990 - NAD 1983**

04-JUN-2004		LNM/D. 25-JUL-2003
Add	yellow ODAS/SADO light buoy, Fl (5) Y 20s, marked 45149	43°32'30.1"N 082°04'29.7"W <i>(B2004009) LL(772.5) DFO(6601874-01)</i>

**2241 - Port Severn to/à Christian Island - Sheet 1 - New Chart - 30-JUL-1999 - NAD 1983**

25-JUN-2004		LNM/D. 09-APR-2004
Delete	depth of 2.8m	44°57'08.6"N 080°03'54.9"W <i>DFO(6601927-02)</i>
Delete	depth of 4.6 metres	44°57'29.2"N 080°00'40.3"W <i>DFO(6601927-04)</i>
Add	depth of 0.2m	44°58'12.6"N 080°03'54.7"W <i>DFO(6601927-01)</i>
Add	depth of 2.1m	44°57'09.4"N 080°03'52.1"W <i>DFO(6601927-03)</i>

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Add depth of 4.4 metres 44°57'26.2"N 080°00'40.1"W  
DFO(6601927-05)

**L/C2300 - Lake Superior/Lac Supérieur - New Chart - 24-APR-1998 - NAD 1983**

18-JUN-2004 LNM/D. 28-MAY-2004  
Reposition yellow ODAS/SADO light buoy, Fl (4) Y, marked 45006 from 47°19'00.0"N 089°51'50.0"W  
to 47°20'53.0"N 089°49'30.0"W  
DFO(6601926-01)

**2303 - Jackfish Bay to St. Ignace Island - New Edition - 18-MAY-1955 - US Standard Datum**

04-JUN-2004 LNM/D. 02-APR-2004  
Add front leading beacon 48°40'46.5"N 087°01'12.5"W  
DFO(6601905-01)

Add rear leading beacon with leading line bearing 055° 055°, 97 metres from front leading beacon  
DFO(6601905-02)

Add front leading beacon 48°40'42.9"N 087°00'56.0"W  
DFO(6601905-03)

Add rear leading beacon with leading line bearing 318½° 318½°, 130 metres from front leading  
beacon.  
DFO(6601905-04)

Add front leading beacon 48°40'35.0"N 087°00'24.0"W  
DFO(6601905-05)

Add rear leading beacon with leading line bearing 096° 096°, 100 metres from front leading beacon  
DFO(6601905-06)

Add legend Bns 48°40'44.7"N 087°01'01.2"W  
DFO(6601905-07)

Add legend Bns 48°40'39.7"N 087°00'10.2"W  
DFO(6601905-08)

**4001 - Gulf of Maine to Strait of Belle Isle au Détroit de Belle Isle- New Edition - 01-DEC-1995 - NAD 1983**

25-JUN-2004 LNM/D. 16-APR-2004  
Add maritime limit in general usually implying: no permanent  
obstructions joining 44°13'00.0"N 059°06'00.0"W  
43°47'00.0"N 058°35'00.0"W  
43°35'00.0"N 058°35'00.0"W  
43°35'00.0"N 059°08'00.0"W  
43°55'00.0"N 059°08'00.0"W  
44°06'00.0"N 059°20'00.0"W  
and 44°13'00.0"N 059°06'00.0"W  
DFO(6301285-01)

Add legend "Gully Marine Protected Area/Zone de protection marine du  
Gully" 44°30'00.0"N 058°30'00.0"W  
DFO(6301285-03)

**4003 - Cape Breton to/à Cape Cod - New Edition - 21-MAR-2003 - NAD 1983**

18-JUN-2004 LNM/D. 07-MAY-2004  
Add limit of restricted area joining 42°45'00.0"N 060°20'00.0"W  
42°45'00.0"N 060°05'00.0"W  
42°55'00.0"N 060°05'00.0"W

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

		42°55'00.0"N 060°20'00.0"W
		and 42°45'00.0"N 060°20'00.0"W
		<i>DFO(6301284-03)</i>
Add	legend "CAUTION", "Chemicals/Produits chimiques"	42°52'00.0"N 060°30'00.0"W
		<i>DFO(6301284-04)</i>
25-JUN-2004		LNMD. 18-JUN-2004
Add	maritime limit in general usually implying: no permanent obstructions	joining 44°13'00.0"N 059°06'00.0"W
		43°47'00.0"N 058°35'00.0"W
		43°35'00.0"N 058°35'00.0"W
		43°35'00.0"N 059°08'00.0"W
		43°55'00.0"N 059°08'00.0"W
		44°06'00.0"N 059°20'00.0"W
		and 44°13'00.0"N 059°06'00.0"W
		<i>DFO(6301285-01)</i>
Add	legend "Gully Marine Protected Area/Zone de protection marine du Gully"	43°43'00.0"N 058°54'00.0"W
		<i>DFO(6301285-03)</i>
<b>4006 - Newfoundland and Labrador/Terre-Neuve-et-Labrador to Bermuda/aux Bermuda - New Edition - 08-AUG-2003 - NAD 1983</b>		
25-JUN-2004		LNMD. 13-FEB-2004
Add	maritime limit in general usually implying: no permanent obstructions	joining 44°13'00.0"N 059°06'00.0"W
		43°47'00.0"N 058°35'00.0"W
		43°35'00.0"N 058°35'00.0"W
		43°35'00.0"N 059°08'00.0"W
		43°55'00.0"N 059°08'00.0"W
		44°06'00.0"N 059°20'00.0"W
		and 44°13'00.0"N 059°06'00.0"W
		<i>DFO(6301285-01)</i>
Add	legend "Gully Marine Protected Area/Zone de protection marine du Gully"	43°27'30.0"N 058°40'00.0"W
		<i>DFO(6301285-03)</i>
<b>4012 - Yarmouth to/à Halifax - Sheet 1 - New Edition - 14-FEB-2003 - NAD 1983</b>		
25-JUN-2004		LNMD. 28-MAY-2004
Amend	"FI 15s 17m 16M" to read "LFI 15s 17m 12M" against light	43°39'18.3"N 065°05'55.9"W
		<i>DFO(6301232-01)</i>
Amend	"FI (3) 10s 16m 16M" to read "Mo (D) 10s 15m 12M" against light	43°26'59.0"N 065°28'15.0"W
		<i>DFO(6301236-01)</i>
Amend	"FI 10s 30m 13M" to read "LFI 12s 30m 9M" against light	43°48'34.0"N 064°47'21.0"W
		<i>DFO(6301237-01)</i>
Add	light flash against buoy marked SN	43°31'01.5"N 065°18'50.0"W
		<i>DFO(6301230-01)</i>
<b>4013 - Halifax to/à Sydney - New Edition - 06-SEP-2002 - NAD 1983</b>		
18-JUN-2004		LNMD. 28-MAY-2004
Delete	red and white fairway pillar light and whistle buoy Mo(A), WHIS	45°23'53.5"N 060°41'38.2"W
		<i>(G2004064) LL(686) DFO(6301440-01)</i>
Delete	red and white fairway pillar light and bell buoy, Mo(A), BELL	45°23'54.4"N 060°50'16.3"W

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

*(G2004065) LL(686.3) DFO(6301441-01)*

Delete red and white fairway pillar light buoy Mo(A) 45°23'54.3"N 060°58'45.6"W  
*(G2004066) LL(686.4) DFO(6301442-01)*

25-JUN-2004 LNM/D. 18-JUN-2004  
Add maritime limit in general usually implying: no permanent obstructions joining 44°08'00.0"N 058°59'57.4"W  
44°13'00.0"N 059°06'00.0"W  
44°06'00.0"N 059°20'00.0"W  
43°55'00.0"N 059°08'00.0"W  
and 43°52'00.2"N 059°08'00.0"W  
*DFO(6301285-01)*

Add legend "Gully Marine Protected Area/Zone de protection marine du Gully" 44°05'00.0"N 059°10'00.0"W  
*DFO(6301285-03)*

**4015 - Sydney to/à Saint-Pierre - New Edition - 28-MAR-2003 - NAD 1983**

04-JUN-2004 LNM/D. 12-MAR-2004  
Add red and white fairway pillar light buoy Mo (A) 47°35'28.1"N 058°41'42.8"W  
*LL(148.9) DFO(6301438-01)*

**4022 - Cabot Strait and approaches / Détroit de Cabot et les approches, Scatarie Island to/à Anticosti Island/Île Anticosti - New Edition - 17-JAN-2003 - NAD 1983**

04-JUN-2004 LNM/D. 12-MAR-2004  
Add red and white fairway pillar light buoy Mo (A) 47°35'28.1"N 058°41'42.8"W  
*LL(148.9) DFO(6301438-01)*

**4023 - Northumberland Strait/Détroit de Northumberland - New Edition - 27-DEC-2002 - NAD 1983**

11-JUN-2004 LNM/D. 19-MAR-2004  
Delete light Fl G 46°24'30.3"N 064°36'56.4"W  
*(G2004075) LL(1118.5) DFO(6301450-01)*

**4024 - Baie des Chaleurs/Chaleur Bay aux/to Îles de la Madeleine - New Edition - 03-MAR-2000 - NAD 1983**

11-JUN-2004 LNM/D. 26-MAR-2004  
Amend light Iso R 2s 8 m 12M to read Iso R 2s 8 m 4 M 48°47'33.3"N 064°13'36.4"W  
*(L2004051) LL(1421) DFO(6406518-01)*

**4045 - Sable Island Bank/Banc de l'Île de Sable to/au St.Pierre Bank/Banc de Saint Pierre - New Edition - 10-OCT-2003 - NAD 1983**

18-JUN-2004  
Add limit of restricted area joining 42°45'00.0"N 060°09'57.2"W  
42°45'00.0"N 060°05'00.0"W  
42°55'00.0"N 060°05'00.0"W  
and 42°55'00.0"N 060°09'57.2"W  
*DFO(6301284-03)*

Add legend "CAUTION", "Chemicals/Produits chimiques" 42°50'00.0"N 060°00'00.0"W  
*DFO(6301284-04)*

25-JUN-2004 LNM/D. 18-JUN-2004  
Add maritime limit in general usually implying: no permanent obstructions joining 44°13'00.0"N 059°06'00.0"W  
43°47'00.0"N 058°35'00.0"W  
43°35'00.0"N 058°35'00.0"W

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

43°35'00.0"N 059°08'00.0"W  
43°55'00.0"N 059°08'00.0"W

44°06'00.0"N 059°20'00.0"W  
and 44°13'00.0"N 059°06'00.0"W  
*DFO(6301285-01)*

Add legend "Gully Marine Protected Area/Zone de protection marine du Gully" 43°37'30.0"N 058°55'00.0"W  
*DFO(6301285-03)*

**4047 - St. Pierre Bank/Banc de Saint-Pierre to/au Whale Bank/Banc de la Baleine - New Edition - 09-OCT-1998 - NAD 1983**

18-JUN-2004 LNM/D. 14-MAR-2003  
Add limit of restricted area joining 44°02'00.0"N 055°00'00.0"W  
44°02'00.0"N 055°25'00.0"W  
43°45'00.0"N 055°25'00.0"W  
43°45'00.0"N 055°00'00.0"W  
and 44°02'00.0"N 055°00'00.0"W  
*DFO(6301284-01)*

Add legend "CAUTION", "Explosives and Chemicals", "Explosifs et produits chimiques" 43°51'00.0"N 055°12'00.0"W  
*DFO(6301284-02)*

**4098 - Sable Island/Île de Sable - New Edition - 30-NOV-2001 - NAD 1983**

25-JUN-2004 LNM/D. 21-JUN-2002  
Add maritime limit in general usually implying: no permanent obstructions joining 44°10'00.2"N 059°12'00.0"W  
44°06'00.0"N 059°20'00.0"W  
43°55'00.0"N 059°08'00.0"W  
43°35'00.0"N 059°08'00.0"W  
and 43°35'00.0"N 058°55'57.2"W  
*DFO(6301285-01)*

Add boundary for marine protected area between 44°10'00.2"N 059°02'24.0"W  
and 44°04'36.0"N 058°55'57.2"W  
*DFO(6301285-02)*

Add legend "Gully Marine Protected Area/Zone de protection marine du Gully" 43°51'30.0"N 059°04'12.0"W  
*DFO(6301285-03)*

**4209 - Lockeport Harbour - New Chart - 21-OCT-1994 - NAD 1983**

25-JUN-2004 LNM/D. 28-MAY-2004  
Amend "Fl 15s 17m 16M" to read "LFl 15s 17m 12M" against light 43°39'18.3"N 065°05'55.9"W  
*DFO(6301232-01)*

**L/C4227 - Country Harbour to/au Ship Harbour - New Chart - 24-MAY-1991 - NAD 1983**

25-JUN-2004 LNM/D. 13-JUN-2003  
Amend "Bn R" to read "2 Bns" 45°00'39.4"N 061°57'12.6"W  
*(G2004063) DFO(6301439-01)*

**L/C4230 - Little Hope Island to/à Cape St. Marys - New Chart - 15-JUN-1990 - NAD 1983**

25-JUN-2004 LNM/D. 07-MAY-2004  
Amend "Fl 15s 17m 16M" to read "LFl 15s 17m 12M" against light 43°39'18.3"N 065°05'55.9"W  
*DFO(6301232-01)*

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Amend "FI (3) 10s 16m 16M" to read "Mo (D) 10s 15m 12M" against light 43°26'59.0"N 065°28'15.0"W  
DFO(6301236-01)

Amend "FI 10s 30m 13M" to read "LFI 12s 30m 9M" against light 43°48'34.0"N 064°47'21.0"W  
DFO(6301237-01)

**4233 - Cape Canso to/à Country Island - New Chart - 11-JAN-1991 - NAD 1983**

18-JUN-2004 LNM/D. 30-APR-2004

Delete red and white fairway pillar light and bell buoy, Mo(A), BELL, marked CC 45°23'54.4"N 060°50'16.3"W  
(G2004065) LL(686.3) DFO(6301441-01)

Delete red and white fairway pillar light buoy Mo(A), marked CE 45°23'54.3"N 060°58'45.6"W  
(G2004066) LL(686.4) DFO(6301442-01)

**4234 - Country Island to/à Barren Island - New Chart - 10-APR-1987 - NAD 1983**

25-JUN-2004 LNM/D. 24-NOV-2000

Amend "Bn R" to read "2 Bns" 45°00'39.4"N 061°57'12.6"W  
(G2004063) DFO(6301439-01)

**L/C4240 - Liverpool Harbour to/à Lockport Harbour - New Chart - 06-OCT-1989 - NAD 1983**

25-JUN-2004 LNM/D. 30-APR-2004

Amend "FI 15s 17m 16M" to read "LFI 15s 17m 12M" against light 43°39'18.3"N 065°05'55.9"W  
DFO(6301232-01)

Amend "FI 10s 30m 13M" to read "LFI 12s 30m 9M" against light 43°48'34.0"N 064°47'21.0"W  
DFO(6301237-01)

**4241 - Lockport to/à Cape Sable - New Edition - 08-NOV-2002 - NAD 1983**

25-JUN-2004 LNM/D. 07-MAY-2004

Amend "FI (3) 10s 16m 16M" to read "Mo (D) 10s 15m 12M" against light 43°26'59.0"N 065°28'15.0"W  
DFO(6301236-01)

**L/C4242 - Cape Sable Island to/aux Tusket Islands - New Edition - 28-AUG-1992 - NAD 1983**

25-JUN-2004 LNM/D. 07-MAY-2004

Amend "FI (3) 10s 16m 16M" to read "Mo (D) 10s 15m 12M" against light 43°26'59.0"N 065°28'15.0"W  
DFO(6301236-01)

**4307 - Canso Harbour to/au Strait of Canso - New Edition - 29-NOV-2002 - NAD 1983**

18-JUN-2004 LNM/D. 05-MAR-2004

Delete red and white fairway pillar light buoy Mo(A), marked CE 45°23'54.3"N 060°58'45.6"W  
(G2004066) LL(686.4) DFO(6301442-01)

**L/C4321 - Cape Canso to Liscomb Island - New Edition - 11-OCT-1985 - NAD 1927**

25-JUN-2004 LNM/D. 24-AUG-2001

Amend "Bn R" to read "2 Bns" 45°00'39.2"N 061°57'15.4"W  
(G2004063) DFO(6301439-01)

**4335 - Strait of Canso and Approaches/et les approches - New Edition - 14-AUG-1998 - NAD 1983**

18-JUN-2004 LNM/D. 05-MAR-2004

Delete red and white fairway pillar light and whistle buoy Mo(A), WHIS, marked CA 45°23'53.5"N 060°41'38.2"W  
(G2004064) LL(686) DFO(6301440-01)

Delete red and white fairway pillar light and bell buoy, Mo(A), BELL, marked CC 45°23'54.4"N 060°50'16.3"W  
(G2004065) LL(686.3) DFO(6301441-01)

**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

Delete red and white fairway pillar light buoy Mo(A), marked CE 45°23'54.3"N 060°58'45.6"W  
(G2004066) LL(686.4) DFO(6301442-01)

**4374 - Red Point to/à Guyon Island - New Edition - 08-NOV-2002 - NAD 1983**

18-JUN-2004 LNM/D. 23-JAN-2004  
Delete red and white fairway pillar light and whistle buoy Mo(A), WHIS, marked CA 45°23'53.5"N 060°41'38.2"W  
(G2004064) LL(686) DFO(6301440-01)

**4448 - Port Hood - New Edition - 13-DEC-2002 - NAD 1983**

11-JUN-2004 LNM/D. 26-DEC-2003  
Amend legend F G 18ft to read FI G 18ft against light 46°01'02.8"N 061°32'25.6"W  
(G2004072) LL(878) DFO(6301448-01)

**4449 - Chéticamp Harbour - New Edition - 03-JUL-1998 - NAD 1983**

11-JUN-2004  
Delete red starboard hand spar buoy, marked VD16 46°36'55.3"N 061°01'34.3"W  
(G2004076) DFO(6301453-01)

**4462 - St. George's Bay - New Edition - 07-MAR-2003 - NAD 1983**

11-JUN-2004  
Amend legend F G to read FI G against light 46°01'02.8"N 061°32'25.6"W  
(G2004072) LL(878) DFO(6301448-01)

**4471 - Baie au Saumon à/to Baie des Homards - New Edition - 11-FEB-1977 - NAD 1927**

11-JUN-2004 LNM/D. 05-MAR-2004  
Delete legend "Public" 51°25'25.5"N 057°42'27.7"W  
DFO(6406510-02)  
Add legend "Ru" 51°25'26.1"N 057°42'10.2"W  
DFO(6406510-01)

**4485 - Cap des Rosiers à/to Chandler - New Edition - 26-SEP-1997 - NAD 1983**

11-JUN-2004 LNM/D. 31-OCT-2003  
Amend light Iso R 2s 8 m 12M to read Iso R 2s 8 m 4 M 48°47'33.3"N 064°13'36.4"W  
(L2004051) LL(1421) DFO(6406518-01)

**4639 - Garia Bay and/et Le Moine Bay - New Edition - 10-MAY-2002 - NAD 1983**

04-JUN-2004 LNM/D. 12-MAR-2004  
Add red and white fairway pillar light buoy Mo (A), marked QRB 47°35'28.1"N 058°41'42.8"W  
LL(148.9) DFO(6301438-01)

**4639 - Rose Blanche - New Edition - 10-MAY-2002 - NAD 1983**

04-JUN-2004 LNM/D. 12-MAR-2004  
Add red and white fairway pillar light buoy Mo (A), marked QRB 47°35'28.1"N 058°41'42.8"W  
LL(148.9) DFO(6301438-01)

**4642 - Lamaline Harbour - New Edition - 08-NOV-2002 - NAD 1983**

25-JUN-2004  
Add green porthand spar light buoy, FIG, marked PL1 46°51'07.9"N 055°47'31.8"W  
(N2004044) LL(78.12) DFO(6301461-01)

**L/C4845 - Renews Harbour to/à Motion Bay - New Edition - 12-SEP-1997 - NAD 1983**

25-JUN-2004 LNM/D. 10-OCT-2003  
Add green porthand spar light buoy, FIG, marked MP1 47°27'51.7"N 052°42'05.3"W  
(N2004043) LL(507.51) DFO(6301460-01)



**SECTION 2 - Edition 06/2004  
CHART CORRECTIONS**

**L/C4846 - Motion Bay to/à Cape St Francis - New Edition - 15-DEC-1995 - NAD 1983**

25-JUN-2004		LNMD. 23-JAN-2004
Add	green porthand spar light buoy, FIG, marked MP1	47°27'51.7"N 052°42'05.3"W (N2004043) LL(507.51) DFO(6301460-01)

**4857 - Lumsden Harbour - New Chart - 29-OCT-1999 - NAD 1983**

11-JUN-2004		LNMD. 16-APR-2004
Delete	light FIR	49°19'08.6"N 053°36'27.4"W (N2004041) LL(403.8) DFO(6301435-01)

**4905 - Cape Tormentine à/to West Point - New Edition - 29-DEC-2000 - NAD 1983**

11-JUN-2004		LNMD. 19-MAR-2004
Delete	light FI G	46°24'30.3"N 064°36'56.4"W (G2004075) LL(1118.5) DFO(6301450-01)
Add	light FI R	46°24'28.3"N 064°36'55.3"W (G2004075) LL(1118.5) DFO(6301450-02)

**4909 - Buctouche Harbour - New Chart - 17-JUN-1988 - NAD 1983**

11-JUN-2004		LNMD. 23-MAY-2003
Delete	light FI G	46°24'30.3"N 064°36'56.4"W (G2004075) LL(1118.5) DFO(6301450-01)
Add	light FI R	46°24'28.3"N 064°36'55.3"W (G2004075) LL(1118.5) DFO(6301450-02)

**4909 - Cocagne et/and Shediac - New Chart - 17-JUN-1988 - NAD 1983**

11-JUN-2004		LNMD. 23-MAY-2003
Delete	light FI G	46°24'30.3"N 064°36'56.4"W (G2004075) LL(1118.5) DFO(6301450-01)
Add	light FI R	46°24'28.3"N 064°36'55.3"W (G2004075) LL(1118.5) DFO(6301450-02)

**4911 - Continuation A - New Edition - 07-MAY-1993 - NAD 1983**

25-JUN-2004		LNMD. 09-JAN-2004
Delete	rear range light Iso R 4s 10m and leading line	47°15'40.4"N 065°03'12.9"W (G2003166) LL(1231) DFO(6301223-01)
Delete	front range light Q R 7m	47°15'23.7"N 065°03'13.6"W (G2004068) LL(1230) DFO(6301444-01)

**4921 - Quai/Wharf Port-Daniel-Est - New Edition - 06-MAR-1998 - NAD 1983**

04-JUN-2004		LNMD. 28-MAY-2004
Delete	depth of 0 metre 8 decimetres	48°10'54.2"N 064°57'41.8"W DFO(6405831-01)
Add	depth of 0 metre 5 decimetres	48°10'54.1"N 064°57'41.6"W DFO(6405831-02)

**8006 - Scotian Shelf/Plate -Forme Né o-Écossaise, Browns Bank to Emerald Bank/Banc de Brown au Banc D'Emeraude-  
New Edition - 14-FEB-2003 - NAD 1983**

25-JUN-2004		LNMD. 07-MAY-2004
Amend	"FI (3) 10s 52ft 16M" to read "Mo (D) 10s 49ft 12M" against light	43°26'59.0"N 065°28'15.0"W DFO(6301236-01)

**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Arctic Canada, Volume 3, Fifth Edition, 1994 —

- Page 78 — Before paragraph 293, after “7781,”  
Insert: 7792, (C2004-025.1)
- Page 80 — Top of left column, after “7781,”  
Insert: 7792, (C2004-025.2)
- Page 84 — Before paragraph 359  
Insert: *Chart 7792*. (C2004-025.3)
- Page 84 — Paragraph 362, line 2 – after “Barry Islands”  
Insert: (*Chart 7781*) (C2004-025.4)

Labrador and Hudson Bay, Sixth Edition, 1988 —

- Page 302 — Delete paragraph 23  
Replace by: 23 Two towers shown on the 2003 edition of the chart  
0.1 mile north of the above-described light-structure do not  
exist (2003). (C2004-017.1)
- Page 303 — Delete paragraph 34  
Replace by: 34 **Caution.** — The entrance to Acadia Passage is not  
easy to distinguish and very strong tidal streams flow almost  
directly across the entrance; the passage is usually entered at  
about the time of high water, which nearly coincides with  
slack water in the offing. The shoal spit extending north from  
the northernmost of Hen and Chicks may have shoaler depths  
than charted. (C2004-017.2)
- Page 318 — Paragraph 170, lines 2 and 3  
Delete: “Two radio towers ... situated about”  
Replace by: There is a radio tower (2003) (C2004-017.3)
- Page 318 — Delete paragraph 171  
Replace by: 171 **Oil resupply.** — The shore manifolds of the oil  
pipeline to the tank farm are on the shore 0.75 mile west of the  
tip of Apalooktook Point. (C2004-017.4)
- Page 324 — Paragraph 19, lines 7 to 10  
Delete: “The settlement road” to end of paragraph. (C2004-017.5)
- Page 324 — Delete paragraph 20. (C2004-017.6)
- Page 327 — Paragraph 57, lines 9 and 10  
Delete: “In 1981” to end of paragraph. (C2004-018.1)
- Page 336 — After paragraph 170  
Insert: 170.1 There are (2003) two cabins, a white building with a  
red roof, and a helipad near the light structure, and a cabin near  
the shore 0.1 mile east of the light. (C2004-018.2)

**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 345 — Paragraph 315, line 3  
 Delete: 174°  
 Replace by: 174½°

(C2004-018.3)

Page 346 — Paragraph 315, last line – after “skeleton tower.”  
 Add: In July 2003, the front beacon was not in place.

(C2004-018.4)

Page 353 — After paragraph 18

Insert: 18.1 Vessels have also anchored 2 miles off the south point of the river 24 miles NNE of Cape Acadia, in depths of 100 feet (30 m).

(C2004-018.5)

Page 394 — Delete paragraph 46

Replace by: 46 **Beacons. — Cairn.** — The beacon charted on Tern Island and the cairn and beacon charted on the points 1 mile WNW and 2.5 miles WSW of Tern Island were not in place in July 2003.

(C2004-018.6)

Gulf of St. Lawrence, First Edition, 1992 —

Page 74 — Paragraph 5, lines 6 and 7


Delete: “Fairway light ... Anchor Point.”

Replace by: Starboard hand light **buoy** XA2 (215.6) is moored 0.7 mile SSW of Anchor Point.

(N2004-03.7)

ATL 100 — General Information — Atlantic Coast, First Edition, 1992 —

Page 8 — Delete paragraph 72

Replace by:		<p>72 The CHS has stopped since several years to overprint the Loran-C hyperboles on its charts. The reason behind this is that the Loran-C receiver users definitely prefer the latitude/longitude coordinates mode to the TD (Time Difference) coordinates mode. However, some charts are still latticed; errors due to the Earth's trajectory (propagation delay) correct the Loran-C hyperboles on CHS' charts. Small scale charts may indicate unchecked theoretical values; a note on this matter will be indicated on the chart. It is important for the mariner to check how the receiver he uses checks the propagation delay's measures.</p>
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(Q2003-015.1)

Page 12 — Delete paragraph 112

Replace by: 112 **Electronic Positioning Systems.** — Besides the radio beacon services described in the *Radio Aids to Marine Navigation*, two other electronic positioning systems can be used on the Atlantic Coast: the Loran-C and the GPS (Global Positioning System).

(Q2003-015.2)

Page 12 — Paragraph 115, line 2

Delete: the prime radio aids

Replace by: one of the radio aids

(Q2003-015.3)


**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 15 — Delete paragraph 122 (Re: Correction promulgated in Monthly Edition No. 1/1997)  
 Replace by: 122

**Satellite Positioning System.** — The **Global Positioning System (GPS)** is a satellite radio navigation system established by the US Department of Defence (DOD). A set of 24 satellites orbiting around the Earth enable the users with the appropriate receivers to know their exact position, speed and time, no matter what time of the day or night, and in any weather. Originally, the DOD calculated a voluntary degradation (or selective availability) of the system used by civilians, of 100 m. As from May 2000, that selective availability has been abolished and the GPS gives a precision of 30 m or better.

(Q2003-015.4)

Page 15 — After paragraph 122

Insert:		<p>122.1 <b>Caution.</b> — GPS makes a direct reading based upon the World Geodetic System 1984 (WGS 84), considered as the equivalent of the North-American Datum 1983 (NAD 83). Most of GPS receivers are equipped with a conversion function for the various Reference Systems; the mariner can choose the system which is compatible with the chart used. However, Transports Canada advises to always set the receiver on NAD83 or WGS84, and to manually apply the correction values printed on the chart. Bear in mind that some CHS charts are still on the old NAD27. The difference between a NAD27 position and the same position but on NAD83, can be of 60 m on the Atlantic Coast; it is therefore very important to apply the required corrections.</p>
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(Q2003-015.5)

Page 15 — After paragraph 122.1

Insert: 122.2 **Differential GPS** or **DGPS** is a method allowing to obtain more precise positions than those given by GPS receivers. This System uses a network of land references of which the positions are known with great accuracy, and which calculates the various positions using the data sent by the satellites and the known data. These differences called “corrections” are then transferred to GPS receivers equipped with a differential receiver. In the covered waters of the Atlantic, CCG’s DGPS Reference Stations allow a precision of 10 m or better.

(Q2003-015.6)

Page 15 — Delete paragraph 123

Replace by: 123 **Radio.** — The radio is a very useful aid to the mariners navigating off the Canadian East Coast. The Canadian Coast Guard maintains a communication network between the MCTS and the ships in Canadian waters. These radio stations maintain a continuous security watch on 2182 kHz, 156.8MHz (channel 16 VHF) and 156.525 MHz (channel 70 VHF DSC). Furthermore, MCTS centers send, on request, signals allowing the ships to take a radio bearing in order to check their Direction Finder. Please remember that the purpose of this service is not to provide a navigational service. For more information, see the *Radio Aids to Marine Navigation (Atlantic...)*.

(Q2004-006.1)

**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 15 — Delete paragraph 123.1 (Re: Correction promulgated in Monthly Edition No. 6/2000)

Replace by: 123.1 **Global Maritime Distress and Safety System (GMDSS)** is an international system using satellite and terrestrial communication technologies, as well as the ship's radio communication systems. Developed by the International Maritime Organisation (IMO) and implemented at the global level since February 1999, GMDSS's aim is to save lives. Because of this system, people in charge on land and in charge of the SAR, as well as the ships in the vicinity, can be rapidly alerted, hence increasing the chances to find the survivors of a shipwreck.

(Q2004-006.2)

Page 15 — Delete paragraph 123.2 (Re: Correction promulgated in Monthly Edition No. 6/2000)

Replace by: 123.2 The equipments mentioned by the GMDSS are **mandatory** for all ships subject to the International Convention for Safety of Life at Sea (SOLAS) – i.e. all the ships of 300 dwt and more, and for all passenger ships involved in international voyages – as well as for all the Canadian ships navigating in Canadian coastal waters which are not in an MCTS and which:  
     are 20 m or longer and which are authorised to carry more than 12 passengers,  
     or which have a dwt of 300 tons and more.

(Q2004-006.3)

Page 15 — Delete paragraph 123.3 (Re: Correction promulgated in Monthly Edition No. 6/2000)

Replace by:	■ ■	123.3 The GMDSS has an impact on all Canadian vessels equipped with a radio, no matter their tonnage. Amongst other, since April 2002, the ships of 8m in length and more and operating 20 miles and more offshore, must be equipped with an EPIRB (Emergency Position-indicating Radio Beacon), and since February 2003, tow boats, ships carrying more than 6 passengers, and decked ships of 8 m in length and more, must carry a VHF DSC when operating outside an MCTS area.
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(Q2004-006.4)

Page 15 — After paragraph 123.3

Insert:	■ ■	123.4 Even though 4 international maritime areas – A1, A2, A3 and A4 – are defined by GMDSS, Canada has chosen to implement radio services only for the A1 (East Coast and West Coast), A3 (offshore waters of these areas) and A4 (in the Arctic). The MF DSC is not available in Canada; however, the coastal radio stations maintain a radio watch on 2182 kHz. The Canadian GMDSS areas are: Zone A1 – corresponds to the area covered by the VHF DCS (40 miles from the coasts) Zone A3 – covered by the Inmarsat geostationary satellites (within the 70°N and 70°S parallels), excluding the Zone A1. Zone A4 – zones not covered by A1 and A3 (Polar Regions).
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(Q2004-006.5)

**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 15 — After paragraph 123.4

Insert: 123.5 **DSC Radiotelephone.** — The marine VHF or traditional MF/HF radiotelephone have been enhanced by the addition of a functionality called Digital Selective Calling (DSC). This automated digital watch functionality on the distress and calling frequency(ies) adds to the radio watch. A DSC receiver receives only calls directed to its Mobile Maritime Service Identification (MMSI) as well as calls to “All ships” made in its reception zone. The transmission can be done by voice over another frequency, as soon as the contact was established by the DSC receiver.


(Q2004-006.6)

Page 15 — After paragraph 123.5

Insert: 123.6 **NAVTEX.** — NAVTEX receiver on board ships is a unidirectional communication system; i.e. it receives, but it can’t transmit. It prints the Maritime Safety Information (MSI) which are issued by CCG.


(Q2004-006.7)

Page 15 — After paragraph 123.6

Insert:		123.7 <b>Inmarsat Satellites.</b> — Inmarsat satellites network (A, B and C) allow telephone communications (Inmarsat A and B only) and by telex and by teletex anywhere in the world, except in the Polar regions. Inmarsat system will be used for the distress calls as well as for MSI and the communications with the coastal facilities in the areas where there are no VHF, nor MF/HF DSC facilities.
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(Q2004-006.8)

Page 15 — After paragraph 123.7

Insert:		123.8 <b>EPIRB.</b> — Emergency Position-Indicating Radio Beacon is a small floating and potable beacon which, when activated, transmits a distress signal. There are two classes of beacons: the free release Class 1 EPIRB with automated activation, and the manually activated Class 2 EPIRB. These classes have 4 types of EPIRB. The most common beacons are those which transmit on the 406 MHz frequency and which use COSPAS/SARSAT satellites, and Inmarsat EPIRB’s which transmit on 1.6 GHz. The signal sent by these beacons enable the localisation of the EPIRB and the identification of the owner. <b>Note: it is essential to register the beacon in the National Beacon Database (at 1-800-727-9414).</b>
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(Q2004-006.9)

Page 15 — After paragraph 123.8

Insert: 123.9 **SART.** — The SART is a portable radar transponder, which allow to locate a rescue vessel after a ship sent a distress signal. SART uses the same frequencies as the marine radar (3 cm); when it receives radar waves, the SART sends a signal which appears as a series of dots on the radar screens, indicating the position of the rescue vessel. The transponder must be carried aboard the rescue vessel when abandoning the ship.

(Q2004-006.10)

Page 17 — Delete paragraph 143.

(Q2004-006.11)

**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 36 — Delete paragraph 45

Replace by: <sup>45</sup> **Direction finder's calibration.** — Only Halifax (NS) radio beacon (*44°41'N, 63°37'W*) allows to calibrate the ship's direction finder and only after submitting the request to Halifax MCTS. It signals on 286 kHz. For more details, see the *Radio Aids to Marine Navigation (Atlantic ...)*.

(Q2004-006.12)

ATL 101 — Newfoundland, Northeast and East Coasts, First Edition, 1997 —

Page 3 — Paragraph 23, lines 2 to 7

Delete: "It is ... wharf."

Replace by: It extends 161 feet (49 m) from the shore to depths of 10 to 13 feet (3.1 to 4 m) alongside the seaward face of the outer end, 220 foot (67 m) long. The deck of the wharf has an elevation of about 3 feet (0.9 m). A shoal which dries is situated about 36 feet (11 m) SE of the wharf section joining the shore; caution is advised. Several buildings lie adjacent to the inner end of the wharf.

(N2004-03.2)

Page 3 — Paragraph 27, line 3 (Re: Correction promulgated in Monthly Edition No. 4/1999)

Delete: isolated danger

Replace by: east cardinal

(N2004-03.3)

Page 72 — Paragraph 93, line 10 – after "breaks"

Insert: and is marked by north cardinal light **buoy** DJD (*364.7*)

(N2004-03.4)

ATL 102 — Newfoundland, East and South Coasts, First Edition, 1995 —

Page 31 — Paragraph 297, line 4

Delete: 6.1 m (20 ft)

Replace by: 7.2 to 8 m (24 to 26 ft)

(N2004-03.5)

Page 31 — Paragraph 297, line 5 (Re: Correction promulgated in Monthly Edition No. 3/1998)



Delete: 6.9 m

Replace by: 7 m

(N2004-03.6)

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins and Anticosti Island, Second Edition, 2002 —

Page 11 — After paragraph 117

Insert:	  	<sup>117.1</sup> <b>Caution.</b> — <b>Marine farm</b> facilities, marked by <b>unlighted buoys</b> (private), are situated east and west of <b>Île à Mouton</b> . There is a strong <b>tidal stream</b> in this area.
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(Q2003-073.1)

Page 11 — Paragraph 118, lines 2 to 5

Delete: "and **Havre** ... harbours are"

Replace by: is a good harbour for moderate-sized vessels. The harbour is

(Q2003-073.2)

**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 11 — Delete paragraph 119

Replace by: 119 There is an **anchorage**, protected from all winds, NW of Île Sainte-Geneviève, 9 to 10 fm (16.5 to 18.3 m) of water, mud bottom. There is a small craft anchorage, with a depth of 14 feet (4.3 m), between **Petite Île Sainte-Geneviève (Île de l'Ancre)** and Île Sainte-Geneviève.

(Q2003-073.3)

Page 12 — Delete paragraph 134

Replace by: 134 A Canadian Coast Guard **lifeboat station** (seasonal) is based at Havre-Saint-Pierre. Requests for assistance should be directed, at all times, to *Québec Marine Rescue Centre (MRSC Québec)* through MCTS Centre on VHF Channel 16 (156.8 MHz) or on 2182 kHz, or by telephone at 1-800-463-4393. When a vessel is in a distress or in an emergency situation and requests for assistance cannot be issued using Channel 16 or the frequency 2182, it is possible for owners of certain types of cellular phones to dial \*16 to communicate with the nearest MCTS Centre. **However, it should be noted that it is not possible for Coast Guard to trace the origin of calls for those using their cell phone and that some areas do not have cellular coverage.**

(Q2004-041.1)

Page 14 — **Table 1.2**

Make the following correction under the “**Remarks**” column.

Berth	Remarks
<b>Public wharf</b>	Berthing prohibited; shed: 750 m <sup>2</sup> ; storage area: 2,200 m <sup>2</sup>


(Q2004-042.2)

Page 40 — Delete paragraph 40

Replace by: 40 A Canadian Coast Guard **lifeboat station** (seasonal) is based at Rivière-au-Renard. Requests for assistance should be directed, at all times, to *Québec Marine Rescue Centre (MRSC Québec)* through MCTS Centre on VHF Channel 16 (156.8 MHz) or on 2182 kHz, or by telephone at 1-800-463-4393. When a vessel is in a distress or in an emergency situation and requests for assistance cannot be issued using Channel 16 or the frequency 2182, it is possible for owners of certain types of cellular phones to dial \*16 to communicate with the nearest MCTS Centre. **However, it should be noted that it is not possible for Coast Guard to trace the origin of calls for those using their cell phone and that some areas do not have cellular coverage.**

(Q2004-041.2)

Page 44 — After paragraph 63

Insert:		<p>63.1 A rocky point, situated 0.4 mile upstream of Petite-Vallée, extends 0.1 mile offshore ending into an isolated drying <b>rock. Rocher de la Petite Vallée</b>, situated upstream and 1.2 miles WNW of Petite-Vallée, is an isolated islet, 0.2 mile from the coast.</p>
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(Q2004-046.1)



**SECTION 4 - Edition 06/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Page 62 — **Table 3.2 Baie-Comeau — Wharves**  
Make the following corrections under the “**Depth**” column.

<b>Berth</b>	<b>Depth</b> metres
<b>Private Wharf Alcoa</b>	
2	9.7*
3	9.7*

(Q2004-030.1)

ATL 111 — St. Lawrence River — Île Verte to Québec, Second Edition, 1999 —

Page 62 — Delete paragraph 126 and the pictograph pertaining to it.

(Q2004-043.1)

Page 70 — **Table of marina facilities**

Delete all information concerning “Club Nautique Chicoutimi-Nord”.

(Q2004-043.2)

ATL 112 — St. Lawrence River — Cap-Rouge to Montréal and Rivière Richelieu, Second Edition, 2001 —

Page 34 — Paragraph 167, last line

Add: with a black band. Each light is equipped with a second  
**light**, seen from all sectors.

(Q2004-045.1)

**SECTION 5 - Edition 06/2004**  
**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	
<b>NEWFOUNDLAND</b>								
78.12	West Mark Rock light buoy PL1	46 51 07.9 55 47 31.8	F G	4s	.....	Green spar, marked "PL1".	Seasonal.  Chart:4642 Edn 06/04(N04-044)	
403.8	Lumsden						Delete from list.  Chart:4857 Edn 06/04(N04-041)	
507.51	Petty Harbour Shoal light buoy MP1	Entrance to Petty Harbour. 47 27 51.7 52 42 05.3	F G	4s	.....	Green spar, marked "MP1".	Seasonal.  Chart:4845 Edn 06/04(N04-043)	
<b>ATLANTIC</b>								
686	Chedabucto Bay light and whistle buoy CA						Delete from list.  Chart:4335 Edn 06/04(G04-064)	
686.3	Chedabucto Bay light and bell buoy CC						Delete from list.  Chart:4335 Edn 06/04(G04-065)	
686.4	Chedabucto Bay light buoy CE						Delete from list.  Chart:4307 Edn 06/04(G04-066)	
694.4 H3427	Cahil Rock range	S. of rock. 45 34 13.2 61 21 17.5	F Y FI W	..... 4s	12.9 13.5	18 .....	Triangular skeleton tower, white daymark, red vertical stripe. 12.7	Visible in line of range. Year round.
694.5 H3427.1		304°46' 176.1m from front.	Oc FI W	Y 4s	11s 28.1	27.5 .....	18 .....	Triangular skeleton tower, white daymark, red vertical stripe. 12.3
878	Port Hood range	Near outer end of wharf. 46 01 02.8 61 32 25.6	FI G	4s	5.5	3	Skeleton tower, enclosed lower portion, white daymark, red vertical stripe. 5.1	Operates at night only. Seasonal.
879		007°43' 828.8m from front.	F G	.....	18.4	.....	Triangular skeleton mast, enclosed lower portion, white daymark, red vertical stripe. 3.6	Visible in line of range. Operates at night only. Seasonal.
1118.5	Cocagne Bar	On SE. corner of wharf. 46 24 28.3 64 36 55.3	FI R	3s	5.7	4	Square skeleton tower. 5.1	Flash 1 s; eclipse 2s. Operates at night only. Seasonal.  Chart:4909 Edn 06/04(G04-075)

**SECTION 5 - Edition 06/2004**  
**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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**ATLANTIC**

1230	Lower Neguac Wharf range						Delete from list.	
1231							<b>Chart:4911</b> <b>Edn 06/04(G03-166,G04-068)</b>	
1340.2 H1610	<b>Belledune Wharf</b>	On extreme outer end of breakwater. 47 54 47 65 50 18.7	Oc R	3s	9.8	15	Square skeleton tower, red and white rectangular daymark. 8.3	Flash 2 s; eclipse 1 s. Year round.  <b>Chart:4920</b> <b>Edn 06/04(G04-077)</b>
1421	Grande-Grève	48 47 33.3 64 13 36.4	Iso R	2s	8.0	4	Square mast. 6.3	Operates at night only. Year round.  <b>Chart:4485</b> <b>Edn 06/04(L04-051)</b>
1705.6 H2042	Matane West Breakwater	On outer end of W. breakwater. 48 50 56.4 67 34 39.2	Fl R	6s	12.1	6	Square tower. 6.6	Flash 1 s; eclipse 5 s. Operates at night only. Year round.  <b>Chart:1236</b> <b>Edn 06/04(L04-070)</b>
1716 H2054	<b>Baie-Comeau</b>	On outer end of wharf. 49 14 09.1 68 07 43.3	Fl R	6s	12.4	17	Skeleton tower. 9.6	Flash 1 s; eclipse 5 s. Year round.  <b>Chart:1226</b> <b>Edn 06/04(L03-405)</b>
1960.8	Québec Yacht Club light buoy	46 46 56.1 71 13 52.3	F	Y	4s	.....	White and orange, marked "Yacht Club de Quebec".	Privately maintained. Seasonal.  <b>Chart:1316</b> <b>Edn 06/04(L04-067)</b>
2311.51	Light buoy MC4	At the mouth of Rivière des Milles Îles. 45 42 01.7 73 31 14.8	Q R	1s	.....	.....	Red spar, marked "MC4"	Seasonal.  <b>Chart:1509</b> <b>Edn 06/04(L04-074)</b>
2330 H2482	Île Deslauriers range	E. side of island. 45 42 44.8 73 26 22.8	Iso G	1s	10.7	14	Skeleton tower, orange daymark, black vertical stripe. 6.6	Visible in line of range. Operates at night only. Year round.
2331 H2482.1		217°32' 2653.3m from front.	Iso G	1s	31.9	14	Rectangular tower, orange daymark, black vertical stripe. 26.0	Visible in line of range. Operates at night only. Year round.
			Iso G	2s	.....	4		Visible 360°. Operates at night only.  <b>Chart:1310</b> <b>Edn 06/04(L04-013)</b>

**SECTION 5 - Edition 06/2004**  
**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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**ATLANTIC**

2344 H2487	Varenes (Traverse de l'île aux Vaches) range	S. shore. 45 41 12.8 73 26 32.9	F	G	.....	12.2	14	Cylindrical tower, orange daymark, black vertical stripe.	Visible in line of range. Emergency light. Year round.
			F	G	.....	11.9	6	9.4	Visible 360°.
2345 H2487.1		032°35' 325.8m from front.	F	G	.....	22.7	14	Skeleton tower, orange daymark, black vertical stripe.	Visible in line of range. Emergency light. Year round.
			F	G	.....	22.6	6	18.8	Visible 360°.

**Chart:1310**  
**Edn 06/04(L04-023)**

**INLAND WATERS**

274.4									Delete from list.
	Iroquois Lock range								
274.5									<b>Chart:1434</b> <b>Edn 06/04(B04-004,010)</b>
274.4	<b>Iroquois Lock Direction</b>	44 50 42.7 75 18 10.4	F	W	.....	10.1	<b>17</b>	White skeleton tower, orange triangular daymark, black vertical stripe.	Visible on bearing of 026°. Seasonal.
								8.1	<b>Chart:1434</b> <b>Edn 06/04(B04-004,010)</b>
846	Lockerbie Rock light buoy TN11	NW. of rock. 44 32 14.6 80 13 48.6	Fl	G	4s	.....	.....	Green spar, marked "TN11".	Winter spar. Seasonal.
									<b>Chart:2283</b> <b>Edn 06/04(D04-032)</b>
849	Collingwood light buoy TN12	Outer approach to harbour. 44 31 11 80 13 35	Fl	R	4s	.....	.....	Red spar, marked "TN12".	Winter spar. Seasonal.
									<b>Chart:2283</b> <b>Edn 06/04(D04-033)</b>
985	Burnt Island Bank light buoy J13	E. of bank. 45 54 17.2 81 35 21.3	Fl	G	4s	.....	.....	Green spar, marked "J13".	Winter spar. Seasonal.
									<b>Chart:2245</b> <b>Edn 06/04(D04-049)</b>
989.3	Caroline Rocks light buoy EE6	W. of rocks. 46 00 08.8 81 43 13.3	Fl	R	4s	.....	.....	Red spar, marked "EE6".	Winter spar. Seasonal.
									<b>Chart:2245</b> <b>Edn 06/04(D04-051)</b>
989.4	Duncan City Rock light buoy EE5	E. of rock. 46 00 14 81 43 26.6	Fl	G	4s	.....	.....	Green spar, marked "EE5".	Winter spar. Seasonal.
									<b>Chart:2245</b> <b>Edn 06/04(D04-052)</b>
1015.5	Middle Bank light buoy JD14	SW. of bank. 45 59 42.1 82 19 02.7	Fl	R	4s	.....	.....	Red spar, marked "JD14".	Winter spar. Seasonal.
									<b>Chart:2257</b> <b>Edn 06/04(D04-059)</b>

**SECTION 5 - Edition 06/2004  
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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**INLAND WATERS**

1021	Innes Island light buoy J74	S. of island. 46 02 07.1 82 21 10.7	Fl R	4s	.....	.....	Red spar, marked "J74".  Winter spar. Seasonal.	Chart:2257 Edn 06/04(D04-060)
1053	Plummer Bank light buoy K8	Off bank. 46 17 46.5 83 54 38	Fl R	4s	.....	.....	Red spar, marked "K8".  Winter spar. Seasonal.	Chart:2250 Edn 06/04(D04-064)
1355	Fenelon Falls (West Entrance)						Delete from list.	Chart:2025 Edn 06/04(B04-012)
1356	Rosedale East Entrance						Delete from list.	Chart:2025 Edn 06/04(B04-013)
1357	Rosedale West Entrance light buoy N52						Delete from list.	Chart:2025 Edn 06/04(B04-016)
1358	Laidlaw Point						Delete from list.	Chart:2025 Edn 06/04(B04-014)
1611.1	Poplar River Entrance						Delete from list.	Chart:6241 Edn 06/04(D04-019)
1638.1	Dog Point	S. tip of point. 52 25 18 100 01 30	Fl W	4s	6.8	.....	Cylindrical mast, red and white rectangular daymark.  6.1	Seasonal.  Chart: 6272 Edn 06/04(D04-013)
1640	Maggie Island range						Delete from list.	
1641								Chart:6272 Edn 06/04(D04-014,015)

**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.