



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

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Marine Programs Directorate
Aids to Navigation



Internet: <http://www.notmar.com>

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tides unless otherwise indicated.

Distances may be calculated as follows:

1 nautical mile	= 1 852 metres (6,076.1 feet)
1 statute mile	= 1 609.3 metres (5,280 feet)
1 metre	= 3.28 feet

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

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

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

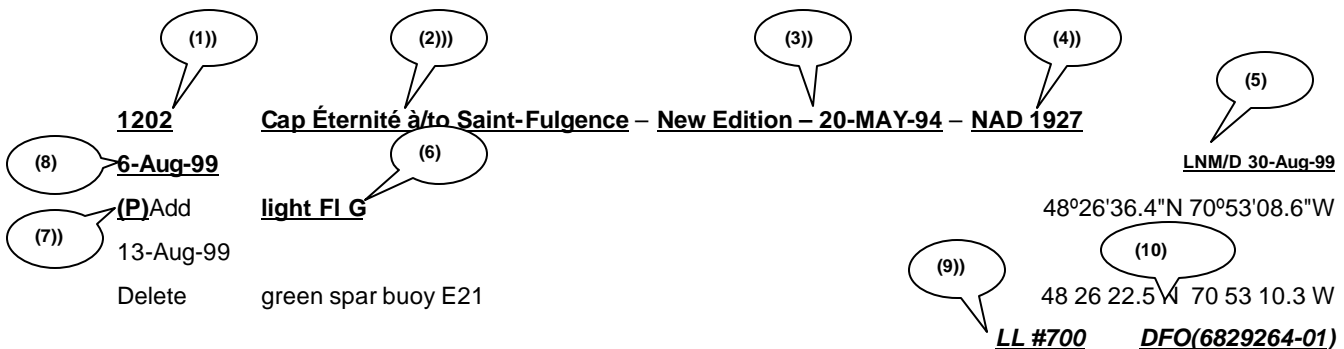
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page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

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

NOTE: Cette publication est aussi disponible en français.

CHART CORRECTIONS - SECTION 2

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



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

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

The last correction number is identified with the **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

Pacific

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

Maritimes

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

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.

Table of DGPS Reference Stations in Canada

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

DGPS RECEIVER – WARNING

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

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

DGPS USER ALERT

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

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

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

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

User informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /

Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /

Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

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

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

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

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

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

Comments / Commentaires: _____

Point of contact / Personne-ressource: Name/ Nom: _____

Phone / Téléphone : _____

Weather conditions / Conditions météo

Winds / Vents : Direction: _____ Speed / Vitesse: _____ KTS

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer : _____

Bearing and range to electrical storm /

Direction et distance de l'orage : _____

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

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

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____

DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : _____ Model: _____

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

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

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

ECDIS / SVCEI: Make / Fabricant: _____ Model: _____

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

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

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

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

- 1) Fax / Par télécopieur : (613) 998-8428
Attention: Aids to Navigation / Aides à la navigation

- 2) Mail / Par la poste: Director, Navigation Systems Branch
Department of Fisheries and Oceans
200 Kent Street, Station 5130
Ottawa, ON
K1A 0E6

Directeur, Direction des systèmes à la navigation maritimes
Ministère des Pêches et Océans
200, rue Kent, Station 5130
Ottawa, ON
K1A 0E6

Canada

Legend/Légende

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

**NOTICE TO USERS
MAILING LIST SUBSCRIPTION RENEWAL**

Dear Client:

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

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

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

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

We thank you very much for your cooperation.

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST RENEWAL/CHANGES

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

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

I wish to continue receiving the hard copy

Please indicate which edition you would like to receive.

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WESTERN EDITION (Comprised of Arctic and Pacific areas) _____

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NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

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**SECTION 1 – Edition 02/2004
SAFETY AND GENERAL INFORMATION**

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

Effective October 11th, 2001, 0000 UTC, all vessels that are:

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

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

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

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

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

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

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

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

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

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

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

**SECTION 1 – Edition 02/2004
SAFETY AND GENERAL INFORMATION**

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

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

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

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

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

CHS is also introducing a full colour Patch on the Web. A link in the Notices to Mariners web site will be provided so clients can access the colour Patch. The colour Patch will be published in 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.

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

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

***206 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHARTS.**

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Chart	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.				
5630	Dunne Foxe Island to/à Chesterfield Inlet	1:150000	05-DEC-2003	4	\$20.00
New Editions	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.				
5459	Resolution Harbour and/et Acadia Cove	1:12 000	26-DEC-2003	4	\$20.00
5467	Baie aux feuilles / Leaf Bay et les Approches / and Approches	1:50 000	05-DEC-2003	4	\$20.00
6411	Trail River to/à Camsell Bend	1:50 000	16-JAN-2004	4	\$12.00
6424	Bryan Island to/à Travaillant River	1:50 000	16-JAN-2004	4	\$12.00
6425	Travaillant River to/à Adam Cabin Creek	1:50 000	16-JAN-2004	4	\$12.00
6426	Adam Cabin Creek to/à Point Separation	1:50 000	16-JAN-2004	4	\$12.00
6427	Point Separation to/au Aklavik Channel	1:50 000	16-JAN-2004	4	\$12.00
7662	Mackenzie Bay	1:150000	14-NOV-2003	4	\$20.00
Chart Permanently Withdrawn					
5397	Dawson Inlet to Marble Island				

***207 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATION CHARTS.**

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

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

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

**SECTION 1 – Edition 02/2004
SAFETY AND GENERAL INFORMATION**

RELEASED PRODUCTS					
S-57 ENC NUMBER	CHART TITLE				
CA576200	Chester Harbour				
CA276206	Approaches to/à Bay of Fundy				
CA476327	Bay of Exploits - Sheet II (Middle)				

***208 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.**

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

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

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

CHARTS	MAIN TITLE			
New Charts	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.			
5032RM	Approaches to / à White Bear Arm		31-JAN-2003	See Note 2
5033R/M	Hawke Bay and / et Squasho Run		09-MAY-2003	See Note 2
New Editions	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.			
3424R/M	Approaches to/Approches à Oak Bay		12-SEP-2003	See Note 2
4504R/M	Great Cat Arms and/et Little Cat Arm		23-MAY-2003	See Note 2
4522R/M	Tilt Cove and/et La Scie Harbour		10-OCT-2003	See Note 2
4541R/M	Sops Arm		04-JUL-2003	See Note 2
4542R/M	Hampden Bay		07-MAR-2003	See Note 2
4582R/M	Plans in Notre Dame Bay		25-JUL-2003	See Note 2
4585R/M	Green Head to/à Little Bay Island		30-MAY-2003	See Note 2
4594R/M	Thimble Ticks to/à Bagg Head including/y compris New Bay		04-JUL-2003	See Note 2
4595R/M	Bay of Exploits Sheet/Feuille I (North-Nord)		04-JUL-2003	See Note 2
4596R/M	Bay of Exploits Sheet/feuille II (Middle/centre)		10-OCT-2003	See Note 2
4597R/M	Bay of Exploits Sheet/feuille III (South/sud)		04-JUL-2003	See Note 2
4638R/M	Wreck Island to Cinq Cerf Bay including Connoire, Muddy Hole and Coteau Bays		11-JUL-2003	See Note 2
4659R/M	Port au Port		01-AUG-2003	See Note 2
4661R/M	Bear Head to Cow Head		04-JUL-2003	See Note 2
4663R/M	Cow Head to Pointe Riche		01-AUG-2003	See Note 2
4668R/M	Anchorage / Mouillages in the / dans le Strait of Belle Isle / Détroit de Belle Isle		04-JUL-2003	See Note 2
4670R/M	Forteau Bay		13-JUN-2003	See Note 2
4702R/M	Corbet Island to Ship Harbour Head		10-OCT-2003	See Note 2
4745RM	White Point to/à Sandy Island		07-MAR-2003	See Note 2
4766RM	Saglek Bay		10-OCT-2003	See Note 2
5042R/M	Cut Throat Island to/à Quaker Hat		27-JUN-2003	See Note 2
6271R/M	Winnipegosis to Red Deer Point		15-NOV-2002	See Note 2
7127R/M	Koojesse Inlet and Approaches/et les Approches		15-AUG-2003	See Note 2
8014R/M	Grand Banc/Grand Bank (Northeast Portion/Partie-nord-est)		25-JUL-2003	See Note 2

**SECTION 1 – Edition 02/2004
SAFETY AND GENERAL INFORMATION**

***209 CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTION LIST.**

The accompanying correction list is a cumulative listing of charts affected by Notices to Mariners from 01-DEC-2003 to 27-FEB-2004.

Chart No.	Notices to Mariners Edition Date
3312	16-JAN-2004
3313	20-FEB-2004
3440	20-FEB-2004
3461	20-FEB-2004, 02-JAN-2004
3462	20-FEB-2004, 02-JAN-2004
3527	09-JAN-2004
3535	13-FEB-2004
3539	16-JAN-2004
3602	30-JAN-2004
3603	09-JAN-2004
3604	09-JAN-2004
3724	09-JAN-2004
3729	13-FEB-2004
3730	13-FEB-2004
3772	13-FEB-2004
3891	05-DEC-2003
3932	09-JAN-2004
3934	09-JAN-2004
5003	26-DEC-2003
5397	(18-NOV-1983 Reprint Withdraw n)
5400	(28-NOV-2003 New Edition Advertised)
5411	(28-NOV-2003 New Edition Advertised)
5449	26-DEC-2003
5450	26-DEC-2003
5459	(26-DEC-2003 New Edition Advertised)
5467	(05-DEC-2003 New Edition Advertised)
5630	(05-DEC-2003 New Chart Advertised)
6411	(16-JAN-2004 New Edition Advertised)
6412	16-JAN-2004
6416	20-FEB-2004
6417	20-FEB-2004
6419	20-FEB-2004
6424	(16-JAN-2004 New Edition Advertised)
6425	(16-JAN-2004 New Edition Advertised)
6426	(16-JAN-2004 New Edition Advertise)
6427	(16-JAN-2004 New Edition Advertised)
6432	16-JAN-2004
6453	27-FEB-2004
7051	26-DEC-2003
7082	26-DEC-2003
7662	(14-NOV-2003 New Edition Advertised)
7781	26-DEC-2003

**SECTION 2 – Edition 02/2004
CHART CORRECTIONS**

3313 - Haro Strait Central/Centrale - Sheet 5 - New Chart - 28-JUL-1995 - NAD 1983
 20-FEB-2004 LNM/D. 14-NOV-2003
 Add non-dangerous wreck, depth unknown 48°29'09.6"N 123°15'18.0"W
DFO(6200734-01)

3440 - Race Rocks to/à D'Arcy Island - New Edition - 29-NOV-2002 - NAD 1983
 20-FEB-2004 LNM/D. 04-JUL-2003
 Add non-dangerous wreck, depth unknown 48°29'09.6"N 123°15'18.0"W
DFO(6200734-01)

3461 - Juan de Fuca Strait, Eastern Portion/Partie Est - New Edition - 29-NOV-2002 - NAD 1983
 20-FEB-2004 LNM/D. 02-JAN-2004
 Add non-dangerous wreck, depth unknown 48°29'09.6"N 123°15'18.0"W
DFO(6200734-01)

3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 29-NOV-2002 - NAD 1983
 20-FEB-2004 LNM/D. 02-JAN-2004
 Add non-dangerous wreck, depth unknown 48°29'09.6"N 123°15'18.0"W
DFO(6200734-01)

3535 - Pender Harbour - New Edition - 16-AUG-1985 - NAD 1927
 13-FEB-2004 LNM/D. 02-MAR-2001
 Add submarine cable between 49°37'37.6"N 124°00'33.4"W
 and 49°37'44.9"N 124°00'16.2"W
DFO(6200728-01)

3729 - Dean Channel, Southern Portion/Partie Sud and/et Burke Channel - New Edition - 06-MAR-1998 - NAD 1983
 13-FEB-2004 LNM/D. 24-AUG-2001
 Delete rock which covers and uncovers with drying height of 2 feet and legend 52°29'46.8"N 127°16'00.0"W
 Rep (1999)
DFO(6200726-01)

3730 - Dean Channel (Northern Portion) and North and South Bentinck Arms - New Chart - 30-NOV-1960 - NAD 1927
 13-FEB-2004 LNM/D. (559-1999)
 Delete rock which covers and uncovers with drying height of 2 feet and legend 52°29'47.3"N 127°15'51.7"W
 Rep (1999)
DFO(6200726-01)

3772 - Grenville Channel, Sainty Point to Baker Inlet A-B - New Edition - 30-OCT-1964 - NAD 1927
 13-FEB-2004 LNM/D. (542-1995)
 Add non-dangerous wreck, depth unknown 53°31'22.4"N 129°34'49.3"W
DFO(6200727-01)

6416 - Saline Island to/à Police Island - New Edition - 25-OCT-2002 - Unknown
 20-FEB-2004 LNM/D. 25-APR-2003
 Reposition red, starboard hand conical buoy from 64°40'51.0"N 124°52'36.0"W
 to 64°40'41.0"N 124°52'24.0"W
 (A2003094) *DFO(6601499-01)*

Reposition port daybeacon from 64°24'24.0"N 124°45'55.0"W
 to 64°24'34.0"N 124°46'04.0"W
 (A2003095) *DFO(6601500-01)*

**SECTION 2 – Edition 02/2004
CHART CORRECTIONS**

6417 - Tulita (Fort Norman), Police Island to/aux Halfway Islands - New Edition - 25-OCT-2002 - Unknown

20-FEB-2004 LNM/D. 11-JUL-2003
Reposition red, starboard hand conical buoy from 64°54'30.0"N 125°44'34.0"W

to 64°54'34.0"N 125°45'38.0"W
Adjust the recommended route as required.
(A2003092) DFO(6601466-01)

Reposition green, port hand can buoy from 64°54'37.0"N 125°45'46.0"W
to 64°54'41.0"N 125°45'50.0"W
Adjust the recommended route as required.
(A2003093) DFO(6601498-01)

6419 - Norman Wells to/à Carcajou Ridge- New Edition - 25-OCT-2002 - Unknown

20-FEB-2004
Reposition red, starboard hand conical buoy from 65°35'30.0"N 127°58'15.0"W
to 65°35'24.0"N 127°58'00.0"W
(A2003050) DFO(6601789-01)

6453 - Mackenzie River/Fleuve Mackenzie (Kilometre Kilomètre 58-90) - New Edition - 25-OCT-2002 - Unknown

27-FEB-2004
Delete light F 3m 61°15'33.5"N 117°31'33.0"W

(A2003011) LL(1724.5) DFO(6601714-01)

Delete light F 3m 61°16'06.0"N 117°31'28.0"W

(A2003012) LL(1726.5) DFO(6601716-01)

SECTION 4 – Edition 02/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 213 — Paragraph 22, line 4

Delete: Public Works Canada

Replace by: Public Works and Government Services Canada. The Fraser River Port Authority maintains channel parameters by carrying out an annual maintenance dredging program.

(P2004-04.1)

Page 213 — After paragraph 22

Add: 22.1 **Dredged Channel.** — The Fraser River deep-sea shipping channel is located within the South Arm of the river entering at Sand Heads and continuing upriver to New Westminster. **Outer Channel** is designed for two-way traffic of vessels with 10.7 m draught, it is 150 to 200 m wide. **Inner Channel** is deeper and can accommodate deep-sea vessels with 11.5 m draught, it is only 130 to 170 m wide. There are reaches throughout the channel that allow meeting or overtaking of deep-sea vessels at the Pilot's discretion.

22.2 **Caution.** — **Dredged Channels are narrow. Buoys do not indicate the width of the dredged channel and merely staying within the buoyed area may result in grounding. Vessels waiting for Pilots at the River entrance must ensure that they remain inside the dredged channel and do not drift out of the channel and run aground.**

(P2004-04.2)

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

Page 33 — Paragraph 552, lines 4 and 5

Delete: and a rock with less than 2 m over it (reported 1999)

(P2004-3.1)

SECTION 5 – Edition 02/2004
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

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

Inland LL 2518	Atkinson Point Racon --- (Y) X Band	69 56 46.7 131 26 59.3	FI W 4s	22.6	7	Tripod skeleton tower, red daymark, white vertical stripe. 18.3	Radar reflector. Seasonal. Chart:7663 Edn 02/04(A03-014)
Inland LL 2522 H13.84	Cambridge Bay range 2	69 05 14.8 104 57 03.1	F Y	10.1	14	Square skeleton mast, red daymark, white vertical stripe. 4.6	Visible in line of range. Seasonal.
Inland LL 2523 H13.85	015° 482.4m from front.	F Y	12.8	14	Skeleton tower, red daymark, white vertical stripe. 6.1	Visible in line of range. Seasonal. Chart:7750 Edn 02/04(A03-015,016)	

**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.