



NOTICES TO MARINERS PUBLICATION WESTERN EDITION



Published monthly by the

CANADIAN COAST GUARD

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Maritime Services Directorate
Aids to Navigation



Internet: 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*.

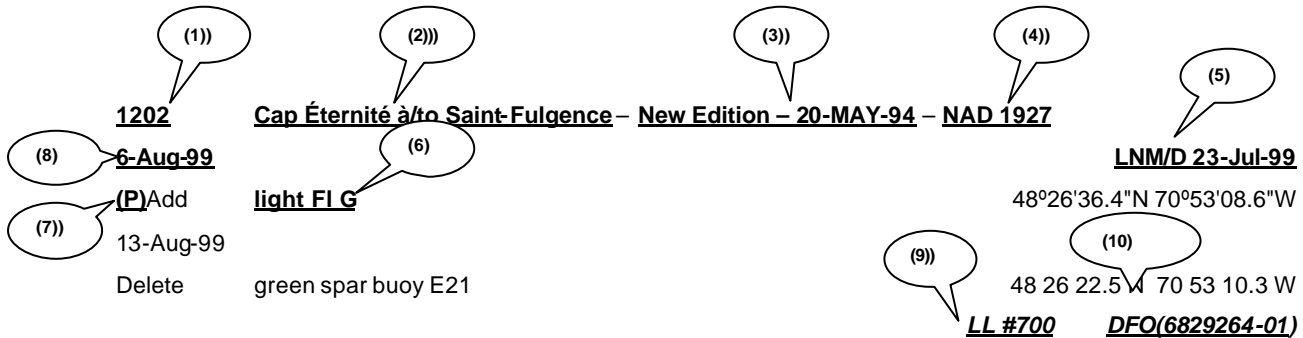
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page *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 **LNM/D** or **Last Notice to Mariners Number /Date**. This number is expressed in either old notice number format (ex.: 594/99) or in day-month-year format which is the date known as the weekly chart correction date shown in the above diagram as item (8).

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

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

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

For further information contact your local Canadian Coast Guard office.

Newfoundland

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

Maritimes

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

Quebec

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

Central & Arctic

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

Pacific

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

DGPS FULLY OPERATIONAL SERVICE

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

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

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

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

DGPS RECEIVER – WARNING

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

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

DGPS USER ALERT

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

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

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

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

User informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /
Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /
Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

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

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

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

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

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

Comments / Commentaires: _____

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

Phone / Téléphone: _____

Weather conditions / Conditions météo

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

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer: _____

Bearing and range to electrical storm /

Direction et distance de l'orage: _____

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

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

User equipment informations / Renseignements sur l'équipement

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

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

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

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

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

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

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

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

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

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

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

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

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

Canada

Legend / Légende

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

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST 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 www.notmar.gc.ca

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**SECTION 1 – Edition 05/2005
SAFETY AND GENERAL INFORMATION**

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

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.

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

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.

The cumulative Notice to Mariners corrections for charts can now be accessed at <http://www.notmar.gc.ca/charts/>

**SECTION 1 – Edition 05/2005
SAFETY AND GENERAL INFORMATION**

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.

CHART EDITIONS

The three terms described below are used to indicate the publication status of Canadian charts.

NEW CHART - "NEWCHT"

The first publication of a Canadian chart embracing an area not previously charted to the scale shown, or embracing an area different from any existing Canadian chart.

NEW EDITION - "NEWEDT"

A new issue of an existing chart containing amendments essential to navigation in addition to those issued in Notice to Mariners and making existing editions obsolete.

REPRINTS

A new issue of the current edition of a chart incorporating no amendments of navigational significance other than those previously promulgated in Notice to Mariners. It may also contain amendments from other sources provided they are not essential to navigation. Previous printings of the current edition remain in force.

The current chart edition dates can now be accessed at <http://www.chs-shc.dfo-mpo.gc.ca/pub/en/products/core.cfm>

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

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
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.				
3526	Howe Sound	1:40000	01-JUL-2005	2	\$20.00
5340	Approach to/Approches à Sorry Harbor	1:25000	18-FEB-2005	4	\$20.00

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

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

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

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

RELEASED PRODUCTS

S-57 ENC NUMBER	CHART TITLE
CA470005	North Pender Island to/à Thetis Island
CA470072	Approaches to/Approches à Vancouver Harbour
CA470075	Race Rocks to/à D'Arcy Island
CA370141	Juan de Fuca Strait, Eastern Portion/Partie Est
CA370145	Strait of Georgia, Southern Portion/Partie Sud
CA470290	Finlayson Arm
CA570297	Roberts Bank
CA470365	Haro Strait, Boundary Pass and/et Satellite Channel (Part 1 of 2)
CA470366	Haro Strait, Boundary Pass and/et Satellite Channel (part 2 of 2)
CA370367	Juan de Fuca Strait to/à Strait of Georgia (Western Portion, Part 1 of 2)
CA370368	Juan de Fuca Strait to/à Strait of Georgia (Eastern Portion, Part 2 of 2)
CA370381	Strait of Georgia, Central Portion/Partie Centrale (Part 1 of 2)
CA370382	Strait of Georgia, Central Portion/Partie Centrale (Part 2 of 2)
CA476215	Epinette Point to Terrington Basin
CA579069	Baie de Port-Daniel
CA579070	Quai/Wharf Port-Daniel-Est

**SECTION 1 – Edition 05/2005
SAFETY AND GENERAL INFORMATION**

***511 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 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.		
2242R/M	Giants Tomb Island to Franklin Island	07-JAN-2005	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.		
2026R/M	Lake Scugog and/et Scugog River	06-AUG-2004	See Note 2
2313R/M	Black Bay	29-OCT-2004	See Note 2
3440R/M	Race Rocks to/à D'Arcy Island	01-JUL-2005	See Note 2
3441R/M	Haro Strait, Boundary Pass and/et Satellite Channel	01-JUL-2005	See Note 2
3442R/M	North Pender Island to/à Thetis Island	01-JUL-2005	See Note 2
3461R/M	Juan de Fuca Strait, Eastern Portion/Partie Est	01-JUL-2005	See Note 2
3462R/M	Juan de Fuca Strait to/à Strait of Georgia	01-JUL-2005	See Note 2
3463R/M	Strait of Georgia, Southern Portion/Partie Sud	01-JUL-2005	See Note 2
3481R/M	Approaches to/Approches à Vancouver Harbour	01-JUL-2005	See Note 2
3492R/M	Roberts Bank	01-JUL-2005	See Note 2

***508 CANADA, WEST COAST - ROBERTS BANK/DELTA COALPORT- INFORMATION CONCERNING CRAB FLOATS.**

Attention: All Commercial license holders in Area

Re: Roberts Bank/Delta Coalport Crab Floats

In 2003, there were 365 calls by container ships and 190 coal ships for a total of 555 (1.5 ships a day on average) at the Roberts Bank group of terminals. These ships range in size from about 185 metres up to 300 metres in length. All of these vessels require the assistance of several tugs to safely dock and undock. Should one or more of these tugs or the ship become suddenly incapacitated by loss of propulsion or steering the results could be severe. This could result in a significant impact to the local fisheries from oil or chemical pollution. It is imperative that these ships are allowed to be navigated safely to and from the docks at the Roberts Bank complex.

The Navigable Waters Protection Division (NWPD) of Transport Canada (TC) in cooperation with the Port of Vancouver and Fisheries and Oceans Canada has established a "No Crab Trap Floats" zone for an area immediately adjacent to Roberts Bank coal and container port (see attached chart). The intent of this restriction is to improve the safety of large vessels and berthing tugs navigating in the area with the least possible disruption to the commercial crab fishery.

The regulatory authority for this restriction is derived from the *Navigable Waters Protection Act* (NWPA) which regulates the placement of works, and the removal of obstacles and obstructions in navigable waters.

Pursuant to the NWPA, Transport Canada has the regulatory authority to remove crab trap floats that pose a significant hazard to navigation. Any commercial crab trap floats placed within the restricted zone identified on the attached map will be relocated or removed by Transport Canada or their agent.

Transport Canada and the Port of Vancouver request that you review the enclosed information and avoid placing crab traps with individual floats in the area designated for navigation. Further, any crab traps placed in the described area on ground lines, the floats will have to be outside of this "No Crab Trap Floats" zone.

**SECTION 1 – Edition 05/2005
SAFETY AND GENERAL INFORMATION**

If you have any questions or concerns please contact the undersigned at 604-775-8866. Thank you.

Yours truly,

Bob Gowe
Superintendent, Navigable Waters Protection
Transport Canada - Marine

***507 CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2005 ANNUAL EDITION OF NOTICES TO MARINERS.**

Page A9A-1

Insert the following Notice

9A RESTRICTED AREA DELTAPORT

The *Navigable Waters Protection Act (NWPA)* is a federal statute designed to protect the public right of navigation by prohibiting the building or placement of works in, on, over, under, through, or across any waterway without approval of the Minister of Transport Canada. The Navigable Waters Protection Division, which is a directorate of Transport Canada - Marine, is responsible for administering the NWPA.

**Commercial Fishing Gear
“Crab Floats”**

Crab floats must remain at all times outside of the restricted area described below and shown in the attached map*. The restricted area is reserved for navigation only.

Floats identifying fishing gear shall be of a size and marked in accordance with the appropriate regulations. All submerged fishing gear must have a float of sufficient size such that it will not submerge with tidal or current change. Any crab floats placed in the restricted area as shown on the attached map* will be removed under authority of the *Navigable Waters Protection Act*.

Crab fishers are reminded to consider the impact on navigation when placing gear outside the restricted area.

Information on the “Restricted Area” for Deltaport

Purpose:

To maintain a safe approach for deep sea vessels and berthing tugs transiting in and out of Deltaport, by restricting the placement of crab floats within the area shown on the attached map*. Please note that this restriction is for all commercial crab floats.

Description of “Restricted Area”:

The restricted area includes the turning basin adjacent to the container terminal and approaches to the Coal berth as shown on the attached map* and defined below. Co-ordinates are shown in chart datum (NAD 83).

Restricted Area Co-Ordinates

Commencing from the in-shore end of turning basin

Those waters inside an area that begins at

49° 01' 22" -123° 08' 59", then to

49° 01' 16" -123° 08' 44", then to

49° 00' 52.93" -123° 08' 38.3", then to

49° 00' 29.9" -123° 09' 12.73", then to

48° 59' 37" -123° 10' 03", then to

49° 00' 47" -123° 10' 40", then to

49° 00' 35.85" -123° 09' 48.78", then following the breakwater and shoreline of Deltaport to the beginning point.

* ***The map will be incorporated in the 2006 Annual Edition of Notices to Mariners.***

Page A10-2

Amend paragraph. 4 to read as follows:

**SECTION 1 – Edition 05/2005
SAFETY AND GENERAL INFORMATION**

4 The TEZ is defined as follows:

a line from	54°00'00"N	136°17'00"W
thence to	51°05'00"N	132°30'00"W
thence to	48°32'00"N	126°30'00"W
thence to	48°32'00"N	125°09'00"W

Contact List

In the case of a “Marine Emergency” contact The Canadian Coast Guard radio on VHF 16, or for non emergencies the Marine Communications and Traffic Services at 604-666-6012.

For Navigational issues, contact Navigable Waters Protection Division, Transport Canada-Marine at 604-775-8867. For Fisheries issues and violations, contact the local office of Fisheries and Oceans Canada, the Steveston Field Office at 604-664-9250 during normal business hours or at 604-666-3500 after hours.

For Boating Safety issues, contact Canadian Coast Guard, Office of Boating Safety at 250-480-2792.

***506 CANADIAN HYDROGRAPHIC SERVICE - NON EQUIVALENT ELECTRONIC NAVIGATION CHARTS.**

The following ENC products are not equivalent to the current editions of their corresponding paper charts and should not be used as a replacement.

NON EQUIVALENT PRODUCTS		
S-57 ENC NUMBER	PAPER CHART NUMBER	CHART TITLE
CA176030	4001	Gulf of Maine to Strait of Belle Isle au Détroit de Belle Isle
CA176140	4003	Cape Breton to/à Cape Cod
CA176290	5001	Labrador Sea/Mer du Labrador
CA273095	2200	Lake Huron/Lac Huron
CA276090	4045	Sable Island Bank/Banc de l'île de Sable to/au St. Pierre Bank/Banc de Saint Pierre
CA276091	4047	St. Pierre Bank/Banc de Saint-Pierre to/au Whale Bank/Banc de la Baleine
CA276092	4017	Cape Race to/à Cape Freels
CA276101	4049	Grand Bank, Northern Portion Grand Banc, Partie Nord to/à Flemish Pass/Passe Flamande
CA276236	4520	Orange Bay to/à Cape Bonavista
CA276271	4022	Cabot Strait and approaches/Détroit de Cabot et les approches
CA276274	4016	Saint-Pierre to/à St. John's
CA276284	4015	Sydney to/à Saint-Pierre
CA276286	4023	Northumberland Strait/Détroit de Northumberland
CA276367	4255	Georges Bank/Banc de Georges - Eastern Portion/Partie Est
CA276477	8013	Flemish Cap/Bonnet Flamand
CA373067	2304	Oiseau Bay to/à Jackfish Bay
CA373294	2242	Giant's Tomb Island to/à Franklin Island
CA376014	4242	Cape Sable Island to/aux Tusket Islands
CA376018	4243	Tusket Islands to/à Cape St. Marys
CA376045	4240	Liverpool Harbour to/à Lockeport Harbour
CA376047	4241	Lockeport to/à Cape Sable
CA376061	4227	Country Harbour to/au Ship Harbour
CA376062	4906	West Point à/to Baie de Tracadie
CA376093	4367	Flint Island to/à Cape Smoky
CA376094	4020	Strait of Belle Isle/Détroit de Belle Isle
CA376106	4844	Cape Pine to/à Renew's Harbour

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NON EQUIVALENT PRODUCTS		
S-57 ENC NUMBER	PAPER CHART NUMBER	CHART TITLE
CA376109	4234	Country Island to/à Barren Island
CA376135	4842	Cape Pine to/au Cape St. Mary's
CA376164	4625	Burin Penninsula to/à Saint-Pierre
CA376166	4626	Saint-Pierre and/et Miquelon (France)
CA376167	4363	Cape Smokey to/à St. Paul Island
CA376187	4486	Baie des Chaleurs/Chaleur Bay
CA376212	5143	Lake Melville
CA376230	4321	Cape Canso to Liscomb Island
CA376295	4374	Red Point to/à Guyon Island
CA376303	4375	Guyon Island to/à Flint Island
CA473279	2110	Long Point Bay
CA476006	4396	Annapolis Basin
CA476125	4912	Miramichi
CA476126	4912	Miramichi River - Chatham to/à Newcastle (Continuation A)
CA476179	4466	Hillsborough Bay
CA476202	4211	Cape Lahave to/à Liverpool Bay
CA476277	4307	Canso Harbour to/au Strait of Canso
CA476279	4530	Hamilton Sound, Eastern Portion/Partie est
CA476285	4306	Canso Lock to St. Georges Bay/Écluse de Canso à St. Georges Bay
CA476327	4596	Bay of Exploits Sheet/Feuille II (Middle/centre)
CA476328	4597	Bay of Exploits Sheet/Feuille III (South/sud)
CA573003	2067	Hamilton Harbour
CA573149	2226	Parry Sound Harbour
CA573150	2207-4	Little Current to/à Clapperton Island
CA576008	4396	Digby
CA576123	4847	Foxtrap
CA576177	4460	Charlottetown Harbour
CA576225	4587	Mortier Bay
CA576226	4587	Fishery Products International Wharves/Quais
CA576282	4306	Canso Lock
CA576283	4306	Point Tupper to/à Ship Point
CA676408	4849	Irving Oil Wharf/Quai

**SECTION 2 – Edition 05/2005
CHART CORRECTIONS**

3490 - Fraser River/Fleuve Fraser, Sand Heads to/à Douglas Island, Compartment B-C - New Edition - 16-APR-2004 - NAD 1983

27-MAY-2005 LNMD. 22-APR-2005
Amend designation of berth from 1 to 2 49°11'03.0"N 122°55'27.0"W
DFO(6201239-01)

Amend designation of berth from 2 to 1 49°11'14.0"N 122°55'20.0"W
DFO(6201239-02)

3668 - Port Alberni - New Edition - 07-APR-2000 - NAD 1983

27-MAY-2005 LNMD. 12-SEP-2003
Add starboard day beacon 49°14'31.0"N 124°49'21.3"W
(P2005013) DFO(6201234-01)

L/C3853 - Cape St. James to/à Cumshewa Inlet and/et Tasu Sound - New Edition - 02-MAR-1990 - NAD 1927

20-MAY-2005 LNMD. 12-NOV-2004
Reposition ON CERTAIN COPIES ONLY from 51°49'24.0"N 131°13'30.0"W
yellow ODAS/SADO lighted super-buoy Fl (5) Y, marked 46147 to 51°49'42.0"N 131°13'30.0"W
DFO(6201233-01)

3927 - Bonilla Island to/à Edye Passage - New Edition - 29-MAY-1998 - NAD 1983

27-MAY-2005 LNMD. 07-JUL-2000
Amend Fl (3) to read Fl (3) G 28ft 3M 54°01'28.0"N 130°14'19.0"W
DFO(6201240-01)

**SECTION 3 – Edition 05/2005
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION**

CANADIAN COAST GUARD PUBLICATION – AMENDMENT TO THE 2005 EDITION OF RADIO AIDS TO MARINE NAVIGATION (PACIFIC AND WESTERN ARCTIC) PUBLICATION.

Page 1-7

REGIONAL NOTICES TO SHIPPING (NOTSHIPS) ISSUING AUTHORITIES
Fisheries and Oceans Canada
Canadian Coast Guard
Vancouver MCTS
Delete phone number 1-800-899-8852

Page 3-5

☉ **If bound for a Canadian port:**

DELETE:

Seattle Marine Exchange :
Internet E-mail: operations@marineexchange.sea.com
Telex: 6734358, "MAREX"
Fax: (206) 443-3839

Page 3-12

QUEBEC :

Replace the following paragraph :

NOTE: By regulation, vessels 1600 GRT and more, bound for a U.S. are required to inspect and fully test their steering gear and main propulsion machinery, both ahead and astern, within 12 hours prior to entering the Strait of Juan de Fuca.

Page 3-13

5 Ballast Water

Replace the following paragraph :

Bound for Canada: MCTS via Regional Marine Information Centre
Fax 604-666-8453
Email mic-pacific@pac.dfo-mpo.gc.ca
Telephone 604-666-6012

SECTION 4 – Edition 05/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume II, Fourth Edition, 1985 —

- Page 17 — Paragraph 181, lines 3 and 4
Delete: Dobbs Point
Replace by: Cape Dobbs (C2005-015.1)
- Page 17 — Paragraph 190, line 1
Delete: **Abryuk Islands**
Replace by: **Aiqqujat Islands** (C2005-015.2)
- Page 233 — INDEX
Delete: Abryuk Islands17 (C2005-015.3)
- Page 233 — INDEX, after “Ailsa Island 116”
Insert: Aiqqujat Islands17 (C2005-015.4)

British Columbia, Volume 1, Seventeenth Edition, 2004 —

- Page 36 — Paragraph 60, line 2
Delete: NW
Replace by: NE (P2005-13.01)
- Page 37 — Paragraph 74, line 1
Delete: NNE
Replace by: NNW (P2005-13.02)
- Page 50 — Paragraph 308, line 1
Delete: 123°22'W
Replace by: 123°32'W (P2005-13.03)
- Page 51 — Paragraph 324, line 2
Delete: pile and timer breakwater; several
Replace by: new (2005) floating breakwater. The wharf is now approached from the NW side. Several (P2005-13.04)
- Page 52 — After paragraph 324
Insert: ^{324.1}**Light.** — Cowichan Bay West light (249.8) is shown from a pipe tower on the west end of the floating breakwater protecting the public wharf. (P2005-13.05)
- Page 56 — Paragraph 422, line 1
Delete: 48°55'N, 123°37'W
Replace by: 48°59'N, 123°44'W (P2005-13.06)
- Page 65 — Paragraph 560, line 3
Delete: 1 to 4
Replace by: 1 to 3 (P2005-13.07)
- Page 69 — Paragraph 639, line 1
Delete: SE
Replace by: SSW (P2005-13.08)
- Page 98 — Paragraph 109, line 1
Delete: and bell (P2005-13.09)
- Page 156 — Table **Major Port Facilities — Fraser River**, under “Annacis Auto Terminal”
Delete: South Berth 1
Replace by: South Berth 2 (P2005-15.01)
- Page 156 — Table **Major Port Facilities — Fraser River**, under “Annacis Auto Terminal”
Delete: North Berth 2
Replace by: North Berth 1

SECTION 4 – Edition 05/2005
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 182 — Paragraph 219, lines 7 and 8
Delete: “A marina ... Thulin Passage.”

(P2005-15.02)

Page 182 — Paragraph 223, line 2
Delete: A marina, private
Replace by: Private

(P2005-14.01)

(P2005-14.02)

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

Page 73 — Paragraph 574, line 3
Delete: 18 feet (5.6 m) from a skeleton tower
Replace by: 28 feet (8.6 m) from a white and green cylindrical tower

(P2005-16.1)

SECTION 5 – Edition 05/2005
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
353	Tilbury range 2	Near N. bank of river. 49 08 54.7 123 02 24	Q Y	1s	11.3	13	On 1-pile dolphin, white daymark, red vertical stripe. Visible in line of range. Year round.
354		041°10' 273.1m from front.	Iso Y	2s	19.0	15	Cylindrical tower, white daymark, red vertical stripe. Visible in line of range. Year round. Chart:3490 Edn 05/05(P05-015,016)
365	Annacis Island Pile Wall South	S. end, pile wall. 49 10 21.3 122 55 39.9	Q G	1s	.....	3	Mast on 3- pile dolphin, black, white and green square daymark. Year round. Chart:3490 Edn 05/05(P05-017)
Inland LL 2591 H58	Koksoak River range	58 27 37.2 68 12 26.9	F G	.....	18.0	.....	Square tower, orange daymark, black vertical stripe. 7.9 Visible in line of range. Operates at night only. Seasonal.
Inland LL 2592 H58.1		197°38' 613.6m from front.	F G	.....	39.6	.....	Triangular tower, orange daymark, black vertical stripe. 24.7 Visible in line of range. Operates at night only. Seasonal. Chart:5338 Edn 05/05
Inland LL 2593 H58.4	Koksoak River East range	58 29 42 68 10 20.2	Iso W	2s	19.7	.....	Square tower, orange daymark, black vertical stripe. Visible in line of range. Operates at night only. Seasonal.
Inland LL 2594 H58.41		189°36' 651.4m from front.	Iso W	2s	35.0	.....	Square tower, orange daymark, black vertical stripe. Visible in line of range. Operates at night only. Seasonal. Chart:5338 Edn 05/05
Inland LL 2595 H59	Beacon Point (Inukshuktuyuk) range	58 33 04.2 68 11 32.6	F W	.....	17.4	.....	Square tower, orange daymark. Visible in line of range. Operates at night only. Seasonal.
Inland LL 2596 H59.1		219°49' 1025.2m from front.	F W	.....	44.0	.....	Square tower, orange daymark. 7.9 Visible in line of range. Operates at night only. Seasonal. Chart:5338 Edn 05/05

**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.

CHSINFO@DFO-MPO.GC.CA

For general questions on Coast Guard programs or services, please send an e-mail message to:

info@dfo-mpo.gc.ca

(Please include your postal and e-mail address)

For questions regarding the content of these pages contact:

Theresa Kenney
(613) 990-3016

[Site Administrator](#)