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NOTICES TO MARINERS PUBLICATION WESTERN EDITION

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Maritime Services Directorate
Aids to Navigation



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

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

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

Canadian Hydrographic Service – Information Published in Section 2 Notices to Mariners - Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in Chart Corrections - Section 2. This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or height of a light may not result in the production of a chart correction, in *Notices to Mariners*, but may result in a *List of Light, Buoys and Fog Signals* correction.

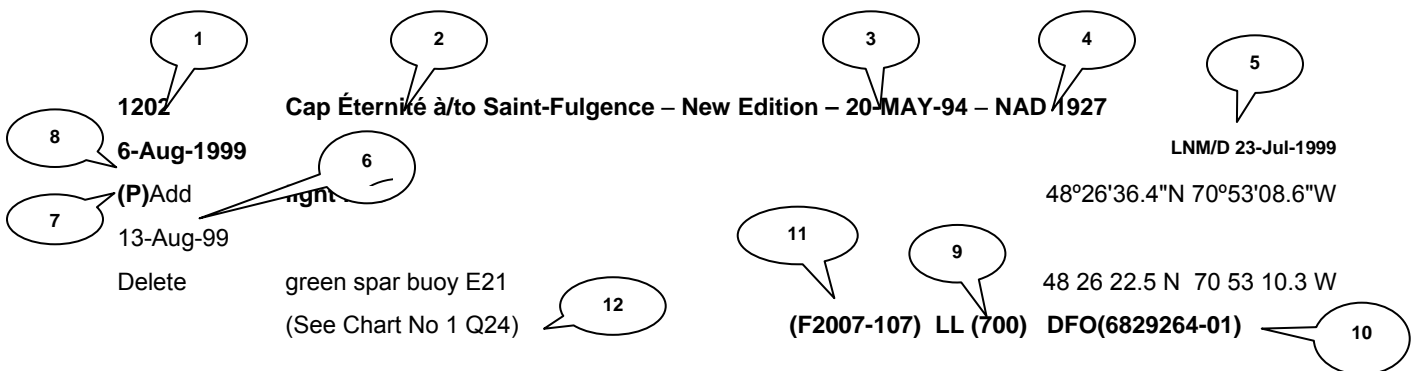
In case of discrepancy between information provided on CHS charts related to aids to navigation, and the List of Light publication, the latter shall be deemed as containing the most up to date information

Canadian Nautical Charts & Publications - A source list of *Canadian Nautical Charts & Publications* is published in Notice No. 14 of the *Notices to Mariners Annual Edition April 2010*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates refer to the following web site: <http://www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp>

NOTE: Cette publication est aussi disponible en français.

CHART CORRECTIONS - SECTION 2

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



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 - CHS reference number 11 - CCG reference number 12 - Chart No 1 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.

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 Regional Notices to Shipping (Notships) issuing authorities.

Pacific

Fisheries and Oceans Canada,
Canadian Coast Guard,
Vancouver MCTS
Suite 2380, PO Box 12107
555 West Hastings Street
VANCOUVER BC V6B 4N6

Telephone : 604-666-6011
Telex Number: 043-52586 CGTC VAS VCR
Facsimile : 1-604-666-8453
Email: mctsvancouver@pac.dfo-mpo.gc.ca

Website: http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/vancouver/index_e.htm

Fisheries and Oceans Canada,
Canadian Coast Guard,
Inuvik MCTS Centre
P.O. Box 2659
INUVIK NT X0E 0T0

Telephone: 867-777-2667
Facsimile: 867-777-2851

For information on Notices to Shipping:

RMIC Email: rmic-pacific@pac.dfo-mpo.gc.ca
Website: http://www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index_e.htm

MONTHLY EDITION OF NOTICES TO MARINERS

WEB ACCESS

We are offering a feature where subscribers to our on-line service are able to receive the complete electronic monthly edition of our Notices to Mariners. We are encouraging our clients to visit the <http://www.notmar.gc.ca/subscribe/> website to subscribe for this service.

Users wishing to receive information updates for their charts can do so by setting up a "User Profile" on the following web page <http://www.notmar.gc.ca/search/mycharts-eng.php?czoxOToibnRtPXN0ZXBfb25lJmxbmc9ZSI7>

This feature permits users to register the nautical charts they currently have in their possession. Registrants are then automatically notified by e-mail when a Notice to Mariners is published concerning these charts.

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**SECTION 1 – Edition 10/2010
SAFETY AND GENERAL INFORMATION**

CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES

Colour Web Patches are free to the mariner, and given the quality of many printers, should reproduce well. They will be available in real time all around the world.

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

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS

The cumulative Notices to Mariners corrections for charts can now be accessed at <http://www.notmar.gc.ca/search/notmar-eng.php>

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES

CHART EDITIONS

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

NEW CHART - "NEWCHT"

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

NEW EDITION - "NEWEDT"

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

REPRINTS

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

The current chart edition dates can be accessed at <http://www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp>

CANADIAN HYDROGRAPHIC SERVICE - PRINT ON DEMAND CHARTS - CARE AND USE

Background

By providing nautical charts to the public, the goal of the Canadian Hydrographic Service (CHS) is to provide services for safe navigation in a fiscally responsible manner. As a result, CHS continues to expand its portfolio of nautical paper charts that are printed using Print On Demand (POD) technology. These charts are easily recognized by their whiter paper and the coloured logo of the Canadian Hydrographic Service. This new technology enables CHS to print charts in a more efficient manner while enhancing chart content through being able to quickly add new and important information. POD technology provides customers with up-to-date charts without the historical hand-drawn corrections or glued-on patches. Additionally, this technology eliminates out-of-stock situations which arise with the traditional printing and warehousing methods. In the event of a national emergency, CHS can respond to the appropriate authorities with best available information very quickly.

Care of Your POD Chart

CHS encourages its customers to handle the POD charts more carefully than the traditional lithographic charts. When plotting information on POD charts, use HB pencils and apply limited pressure. Testing has suggested that an Indian gum eraser is more effective than alternatives when used on the product. This eraser is also suitable for charts printed using lithographic processes.

CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY - ECDIS

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon.

**SECTION 1 – Edition 10/2010
SAFETY AND GENERAL INFORMATION**

***1001 CANADIAN HYDROGRAPHIC SERVICE - NAUTICAL CHART**

CHART	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.				
1510	Lac des Deux Montagnes	----	04-JUN-2010	3	\$18.00

***1002 CANADIAN HYDROGRAPHIC SERVICE - ELECTRONIC NAVIGATIONAL CHARTS**

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA470197	Approaches to / Approches à Skidegate Inlet
CA570198	Alliford Bay
CA570199	Queen Charlotte
CA470624	Kitkatla Channel and / et Ogden Channel
CA470659	Kitkatla Channel and / et Porcher Inlet (Part 2 of 2)
CA570154	Ladysmith Harbour
CA470314	Malacca Passage to / à Bell Passage (Part 1 of 2)
CA470315	Malacca Passage to / à Bell Passage (Part 2 of 2)
CA570383	Nanaimo Harbour and / et Departure Bay
CA470597	Grenville Channel to / à Chatham Sound
CA573227	Churchill Harbour
CA173289	Lake Superior / Lac Supérieur
CA476079	Head of / Fond de Placentia Bay
CA276138	Pointe Amour a / to Cape Whittle et / and Cape St. George
CA476805	Presque Harbour to Bar Haven Island and Paradise Sound
CA476806	Presque Harbour to Bar Haven Island and Paradise Sound
CA579047	Port-Cartier
CA579048	Baie-Comeau
CA479051	Baie des Homards Mouillages / Anchorages
CA479052	Île aux Oeufs Mouillages / Anchorages
CA570572	Iroquois Passage

***1003 CANADIAN HYDROGRAPHIC SERVICE - RASTER DIGITAL CHARTS (BSB V4)**

CHARTS	MAIN TITLE	PUBLISHED	
New Charts			
R/M1429	Canal de la Rive Sud	09-APR-2010	
R/M1430	Lac Saint-Louis	16-APR-2010	
New Editions	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.		
R/M1220	Baie des Sept-Îles	19-JUN-2009	See Note 2
R/M1233	Cap aux Oies à / to Sault-au-Cochon	30-OCT-2009	See Note 2
R/M2205	Killarney to / à Little Current	09-JUL-2010	See Note 2
R/M3493	Vancouver Harbour, Western Portion/Partie Ouest	11-JUN-2010	See Note 2
R/M4416	Havre de Gaspé	12-JUN-2009	See Note 2
Charts Permanently Withdrawn			
R/M1409	Canal de la Rive Sud		
R/M1410	Lac Saint-Louis		

SECTION 1 – Edition 10/2010
SAFETY AND GENERAL INFORMATION

***1004 CANADIAN COAST GUARD PUBLICATION – ANNOUNCEMENT REGARDING LORAN-C SERVICE**

In January 2010, both the Canadian Coast Guard (CCG) and the United States Coast Guard (USCG) announced the termination of the Loran-C signal.

The USCG terminated the transmissions of all U.S. domestic Loran-C signals including those covering the Great Lakes on February 8, 2010.

On August 3rd, 2010, the CCG and USCG jointly terminated the Loran-C service covering the East and West coasts of Canada.

Mariners are advised that Loran-C service is no longer available and therefore cannot be used for navigation.

Comments should be directed to John Festarini, A/Manager, Aids to Navigation, Canadian Coast Guard, 200 Kent St., 5th floor, Ottawa, ON, Canada, K1A 0E6, E-mail to John.Festarini@dfo-mpo.gc.ca or by phone at (613) 998-1411. http://www.ccg-gcc.gc.ca/eng/Ccg/atn_Loran_C

***1005 TRANSPORT CANADA (TC) - MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) - NORTHERN CANADA VESSEL TRAFFIC SERVICES ZONE REGULATIONS - ANNOUNCEMENT REGARDING NORDREG**

As of July 1, 2010, the Northern Canada Vessel Traffic Services (NORDREG) Zone reporting system became mandatory for certain vessels. The NORDREG Zone, which covers Canada's northern waters, has also been extended to the outer limit of the exclusive economic zone of Canada. The following vessels are required to report information to NORDREG:

- Vessels of 300 gross tonnage or more;
- Vessels that are engaged in towing or pushing a vessel, if the combined gross tonnage of the vessel and the vessel being towed or pushed is 500 gross tonnage or more; and
- Vessels carrying as cargo a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying as cargo a pollutant or dangerous goods.

The above vessels destined for the NORDREG Zone or navigating within the zone should contact NORDREG CANADA or the nearest CCG MCTS Centre for full information on how to comply with the new requirements.

***1006 MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) - ESTABLISHMENT OF ARCTIC MARITIME SAFETY INFORMATION SERVICES - 5 NEW ARCTIC NAVAREAS/METAREAS**

The International Maritime Organization (IMO), the International Hydrographic Organization (IHO), and the World Meteorological Organization (WMO) announce the establishment of five (5) new Arctic NAVAREAs/METAREAs as part of the expansion of the IMO/IHO World-Wide Navigational Warning Service (WWNWS) into Arctic waters. The limits of the new Arctic NAVAREAs/METAREAs are identified in the attached graphic. Effective 01 July 2010, an International SafetyNET Service for broadcasting navigational warnings and meteorological warnings and forecasts in the English language will be declared to be in an "Initial Operational Capability" (IOC) for these waters with a transition to "Full Operational Capability" (FOC) on 01 June 2011.

During the IOC period, these Arctic NAVAREA/METAREAs will be providing navigational warnings and meteorological warnings and forecasts on an intermittent and test basis. The broadcasting of SafetyNET messages to the new Arctic NAVAREA/METAREAs will be addressed to rectangular area(s) until the SafetyNET receiver modifications with the inclusion of the NAVAREA/METAREAs boundary limits and its identification are in place. Reception of rectangular addressed messages should be automatic providing the ship's position is inside the addressed area. However, mariners are advised to check their manufacturer's operation manuals to obtain information on the setting of their EGC receivers to receive relevant SafetyNET messages.

Arctic NAVAREA Co-ordinators and METAREA Issuing Services are:

NAVAREA/METAREA XVII - CANADA
NAVAREA/METAREA XVIII - CANADA
NAVAREA/METAREA XIX - NORWAY
NAVAREA/METAREA XX- RUSSIAN FEDERATION
NAVAREA/METAREA XXI - RUSSIAN FEDERATION

**SECTION 1 – Edition 10/2010
SAFETY AND GENERAL INFORMATION**

Arctic NAVAREA/METAREA Boundary limits:

NAVAREA/METAREA XVII bound by:

67° 00'.00N 168° 58'.00W,
90° 00'.00N 168° 58'.00W,
90° 00'.00N 120° 00'.00W,
south to the Canadian coastline along the 120°00'.00W meridian;

NAVAREA/METAREA XVIII bound by:

A position on the Canadian coastline at the 120°00'.00W meridian to:
90° 00'.00N 120°00'.00W,
90° 00'.00N 035°00'.00W,
67° 00'.00N 035°00'.00W;

NAVAREA/METAREA XIX bound by:

From a position on the Norwegian coastline at 65°00'.00N to:
65° 00'.00N 005° 00'.00W,
75° 00'.00N 005° 00'.00W,
west to a position on the Greenland coastline;
From the border between Norway and Russia (Inland) to:
69° 47'.68N 030° 49'.16E,
69° 58'.48N 031° 06'.24E,
70° 22'.00N 031° 43'.00E,
71° 00'.00N 030° 00'.00E,
From this geographical position (71° 00'.00N . 030°00'.00E) further north
along the 030° 00'.00E meridian to:
90° 00'.00N 030° 00'.00E,
90° 00'.00N 035° 00'.00W,
south to the Greenland coastline along the 035° 00'.00W meridian;

NAVAREA/METAREA XX bound by:

From the border between Norway and Russia (Inland) to:
69° 47'.68N 030° 49'.16E,
69° 58'.48N 031° 06'.24E,
70° 22'.00N 031° 43'.00E,
71° 00'.00N 030° 00'.00E,
From this geographical position (71° 00'.00N . 030°00'.00E) further north along
the 030°00'.00E meridian to:
90° 00'.00N 030° 00'.00E,
90° 00'.00N 125° 00'.00E,
then south to the Russian Federation coastline along the 125° 00'.00E meridian;

NAVAREA/METAREA XXI bound by:

From a geographical position on the Russian Federation coastline at
the 125°00'. 00E meridian to:
90° 00'.00N 125° 00'.00E,
90° 00'.00N 168° 58'.00W,
67° 00'.00N 168° 58'.00W,
west to a geographical position on the Russian Federation coastline along
the 67° 00'.00N parallel

Arctic NAVAREA Broadcast Schedules:

NAVAREA XVII (POR) at 1130UTC and 2330UTC
NAVAREA XVIII (AOR-W) at 1100UTC and 2300UTC
NAVAREA XIX (AOR-E) at 0630UTC and 1830UTC
NAVAREA XX (IOR) at 0530UTC and 1730UTC
NAVAREA XXI (POR) at 0630UTC and 1830UC

Arctic METAREA Broadcast Schedules:

METAREA XVII (POR) at 0300UTC and 1500UTC
METAREA XVIII (AOR-W) at 0300UTC and 1500UTC
METAREA XIX (AOR-E) at 1100UTC and 2300UTC
METAREA XX (IOR) at 0600UTC and 1800UTC
METAREA XXI (POR) at 0600UTC and 1800UTC

**SECTION 1 – Edition 10/2010
SAFETY AND GENERAL INFORMATION**

Feedback concerning the reception of NAVAREA broadcasts, especially above 76°N, is encouraged and may be sent to:

NAVAREA XVII and XVIII - CANADA
Prescott MCTS Centre
Telephone: +1-613-925-4471
Facsimile: +1-613-925-4519
Email: navarea17.18@innav.gc.ca

NAVAREA XIX - NORWAY
Vardoe VTS Centre
Telephone: +47 78 98 98 98
Facsimile: +47 78 98 98 99
Email: navarea19@kystverket.no

NAVAREA XX and XXI – RUSSIAN FEDERATION
Chief of MSI Division
Telephone: +7 812 570 34 66
Facsimile: +7 812 570 34 66
Email: ibm@hydrograph.spb.su

Feedback concerning the reception of METAREA broadcasts, especially above 76°N, is encouraged and may be sent to:

METAREA XVII and XVIII - CANADA
Contact: Mr. Tom King
Telephone: +1-709-256-6612
Facsimile: +1-709-256-6627
Email: Tom.King@ec.gc.ca

METAREA XIX - NORWAY
Contact: Mr. Helge Tangen
Telephone: +47 7762 1300
Facsimile: +47 7762-1301`
Email: helget@met.no

METAREA XX and XXI – RUSSIAN FEDERATION
Contact Name: Mr. Sergey Brestkin
Telephone: +7-812-352-1901
Facsimile: +7-812-352-2688
Email: gmdss@aari.ru

***1007 CANADIAN COAST GUARD - LIST OF CHARTS AND REFERENCE CHARTS (SECTION I) AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES**

**IN EFFECT SEPTEMBER 24, 2010
(REVISED AND PROMULGATED QUARTERLY)**

1434	03-AUG(P)/01, 808(P)/10
1510	507(T)/07
2218	28-APR(P)/00
2235	1207(P)/09
2241	28-APR(P)/00
2250	361(P)/97
2251	1207(P)/09
2283	31-MAR(P)/00, 1207(P)/06
2305	1204(P)/08
2314	1207(P)/09
LC 3000	2346(P)/99, 28-APR(P)/00, 03-NOV(P)/00
3053	19-JAN(P)/01
3681	1009(P)/09
3891	24-AUG(P)/01
4000	19-JUNE(T)/09, 03-JUL(P)/09
4001	19-DEC(T)/08, 19-JUNE(T)/09, 03-JUL(P)/09, 10-JUL(P)/09
4003	19-DEC(T)/08, 03-JUL(P)/09, 10-JUL(P)/09

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4006	19-DEC(T)/08, 03-JUL(P)/09
4011	12-JUNE(T)/09
4012	12-JUNE(T)/09
4013	10-JUL(P)/09
LC 4049	04-APR(T)/08
4098	1102(P)/03
4099	03-JUL(T)/09, 03-JUL(P)/09, 10-JUL(P)/09
4210	607(P)/04
LC 4227	10-JUL(P)/09
4233	10-JUL(P)/09, 411(P)/10
4234	10-JUL(P)/09
4237	1108(P)/07, 26-SEP(T)/08
4242	1008(P)/09
4244	506(P)/10
4275	108(P)/09
4278	107(P)/09
4281	504(P)/10
4308	410(P)/10
LC 4320	26-SEP(T)/08
4321	10-JUL(P)/09
4381	412(P)/10
4385	902(P)/04, 26-SEP(T)/08
4405	910(P)/10
4406	505(P)/10
4659	22-AUG(P)/08
4855	26-DEC(T)/08
4856	26-DEC(T)/08
4954	16-MAY(T)/03
5001	19-JUNE(T)/09
5449	808(P)/04
5707	807(P)/04
6241	108(P)/10
6267	112(P)/06
7010	153(T)/99
LC 7011	153(T)/99
7083	847(P)/89, 1510(P)/98, 1727(P)/98
7371	634(P)/96
7760	1510(P)/98, 1727(P)/98
8007	19-DEC(T)/08, 03-JUL(T)/09, 03-JUL(P)/09, 10-JUL(P)/09
8012	04-APR(T)/08

***1008(P) MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) - CENTRAL AND ARCTIC REGION - DISCONTINUANCE OF COMMERCIAL PUBLIC CORRESPONDENCE SERVICE**

The Canadian Coast Guard intends to permanently discontinue the Commercial Public Correspondence Service offered by the MCTS Centres in the Central and Arctic region. This decision is based upon technological changes which have resulted in a low demand for the service, and the availability of alternate service delivery methods.

Comments on this action are solicited from mariners and other interested parties. Comments should be directed by mail to: Peter Garapick, Superintendent of MCTS, 520 Exmouth Street, Sarnia, ON, N7T 8B1 or by fax (519) 383-1991 or by email to peter.garapick@DFO-MPO.GC.CA within 3 months 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.

**SECTION 2 – Edition 10/2010
CHART CORRECTIONS**

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

01-OCT-2010 LNM/D. 03-SEP-2010
Add non-dangerous wreck, depth unknown, marked PA 48°26'19.7"N 123°00'11.3"W
(See Chart No. 1, K29 and W)
DFO(6202346-01)

3419 - Esquimalt Harbour - New Edition - 27-JUN-2003 - NAD 1983

15-OCT-2010 LNM/D. 03-SEP-2010
Add depth of 1.5 metres 48°26'10.7"N 123°26'51.4"W
(See Chart No. 1, I10)
DFO(6202354-01)

3459 - Approaches to / approches à Nanoose Harbour – New Edition – 24-OCT-1997 – NAD 1983

29-OCT-2010 LNM/D. 11-SEP-2009
Delete orange and white mooring barrel buoy, marked NAVY 49°17'23.5"N 124°04'53.1"W
(See Chart No. 1, Q40)
DFO(6202357-01)

3461 - Juan de Fuca Strait, Eastern Portion / Partie Est – New Edition – 01-JUL-2005 – NAD 1983

01-OCT-2010 LNM/D. 04-DEC-2009
Add non-dangerous wreck, depth unknown, marked PA 48°26'19.7"N 123°00'11.3"W
(See Chart No. 1, K29 and W)
DFO(6202346-01)

15-OCT-2010 LNM/D. 01-OCT-2010
Amend FI 5s 32m 18M to read FI 5s 32m 13M against light 48°13'28.8"N 122°46'09.9"W
LL(217.5) DFO(6202350-01)
This notice might affect Electronic Navigational Chart: CA370141

3462 - Juan de Fuca Strait to / à Strait of Georgia – New Edition – 01-JUL-2005 – NAD 1983

01-OCT-2010 LNM/D. 13-NOV-2009
Add non-dangerous wreck, depth unknown, marked PA 48°26'19.7"N 123°00'11.3"W
(See Chart No. 1, K29 and W)
DFO(6202346-01)

3515 - Knight Inlet - New Chart - 18-JAN-1991 - NAD 1983

01-OCT-2010 LNM/D. 09-SEP-2005
Add marine farm 50°39'15.0"N 126°17'22.0"W
(See Chart No. 1, K48.1)
DFO(6202347-01)

3545 - Johnstone Strait, Port Neville to / à Robson Bight - Sheet 1 - New Chart - 28-APR-1989 - NAD 1983

01-OCT-2010 LNM/D. 02-JUN-2006
Add marine farm 50°39'15.0"N 126°17'22.0"W
(See Chart No. 1, K48.1)
DFO(6202347-01)

3606 - Juan de Fuca Strait - New Edition - 29-NOV-2002 - NAD 1983

15-OCT-2010 LNM/D. 10-SEP-2010
Add non-dangerous wreck, depth unknown, marked PA 48°16'02.0"N 124°14'42.6"W
(See Chart No. 1, K29 and W)
DFO(6202348-01)

This notice might affect Electronic Navigational Chart: CA370144

**SECTION 2 – Edition 10/2010
CHART CORRECTIONS**

3679 - Quatsino Sound - New Chart - 14-JUN-1991 - NAD 1983

29-OCT-2010

Replace port hand day beacon with light FI G
(See Chart No. 1, P1 and Qt)

LNm/D. 11-SEP-2009
50°32'07.3"N 127°35'07.7"W

(P2010116) LL(70.5) DFO(6202356-01)

3681 - Quatsino Narrows - Sheet 1 - New Chart - 08-JUN-1990 - NAD 1983

29-OCT-2010

Replace port hand day beacon with light FI G
(See Chart No. 1, P1 and Qt)

LNm/D. 14-MAR-2003
50°32'07.3"N 127°35'07.7"W

(P2010116) LL(70.5) DFO(6202356-01)

3909 - Qlawdzeet Anchorage - Sheet 1 - New Chart - 11-DEC-1987 - NAD 1983

15-OCT-2010

Add reported anchorage
(See Chart No. 1, N10)

LNm/D. 23-APR-2010
54°12'36.0"N 130°46'21.0"W

DFO(6202351-01)

Add bottom quality of MSh
(See Chart No. 1, J2 and J11)

54°12'36.0"N 130°46'21.0"W

DFO(6202351-02)

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

15-OCT-2010

Add depth of 23 fathoms
(See Chart No. 1, I10)

LNm/D. 28-MAY-2010
53°51'31.0"N 130°34'21.2"W

DFO(6202349-01)

3956 - Malacca Passage to / à Bell Passage – New Edition – 01-MAR-1996 – NAD 1983

15-OCT-2010

Add reported anchorage
(See Chart No. 1, N10)

LNm/D. 23-APR-2010
54°12'36.0"N 130°46'21.0"W

DFO(6202351-01)

Add bottom quality of MSh
(See Chart No. 1, J2 and J11)

54°12'36.0"N 130°46'21.0"W

DFO(6202351-02)

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

15-OCT-2010

Add reported anchorage
(See Chart No. 1, N10)

LNm/D. 23-APR-2010
54°12'36.0"N 130°46'21.0"W

DFO(6202351-01)

Add bottom quality of MSh
(See Chart No. 1, J2 and J11)

54°12'36.0"N 130°46'21.0"W

DFO(6202351-02)

4773 - Vicinity of / Environs de Cape Chidley - New Edition - 31-MAY-2002 - Unknown

01-OCT-2010

Amend legend Chart/Carte 5456 to read Chart/Carte 5065
(See Chart No 1 A18)

LNm/D. 12-FEB-2010
60°33'00.0"N 064°44'00.0"W

DFO(6305020-01)

Add legend Chart/Carte 5065
(See Chart No 1 A18)

60°26'30.0"N 064°55'00.0"W

DFO(6305020-02)

**SECTION 2 – Edition 10/2010
CHART CORRECTIONS**

Delete	legend Chart/Carte 5456 (See Chart No 1 A18)	60°43'05.0"N 064°51'00.0"W <i>DFO(6305020-03)</i>
Add	legend Chart/Carte 5065 (See Chart No 1 A18)	60°42'45.0"N 064°51'00.0"W <i>DFO(6305020-04)</i>
Delete	legend Chart/Carte 5456 (See Chart No 1 A18)	60°36'00.0"N 064°23'42.0"W <i>DFO(6305020-05)</i>
Add	legend Chart/Carte 5065 (See Chart No 1 A18)	60°36'00.0"N 064°30'00.0"W <i>DFO(6305020-06)</i>
 5300 - Baie D'Ungava / Ungava Bay - New Edition - 28-MAY-2004 - Unknown		
01-OCT-2010		LNM/D. 12-FEB-2010
Add	legend Carte/Chart 4773 (See Chart No 1 A18)	60°40'00.0"N 064°18'50.0"W <i>DFO(6305020-09)</i>
Amend	legend Carte/Chart 5456 to read Carte/Chart 5065 (See Chart No 1 A18)	60°33'00.0"N 064°44'45.0"W <i>DFO(6305020-10)</i>
 5450 - Hudson Strait / Détroit d'Hudson - New Edition - 08-JUL-2005 - Unknown		
01-OCT-2010		LNM/D. 25-DEC-2009
Amend	legend Carte/Chart 5456 to read Carte/Chart 5065 (See Chart No 1 A18)	60°38'00.0"N 065°14'00.0"W <i>DFO(6305020-11)</i>
	This notice might affect Electronic Navigational Chart: CA173369	
Delete	legend Carte/Chart 4771 (See Chart No 1 A18)	59°36'00.0"N 063°24'00.0"W <i>DFO(6305020-12)</i>
	This notice might affect Electronic Navigational Chart: CA173369	
 7082 - Cape Baring to / à Cambridge Bay - New Edition - 20-FEB-2004 - Unknown		
08-OCT-2010		LNM/D. 04-DEC-2009
Delete	sounding of 16 fathoms (See Chart No. 1, I10)	67°58'25.0"N 112°40'20.0"W <i>DFO(6603626-02)</i>
Add	depth of 1 fathom 2 feet (See Chart No. 1, I10)	67°58'16.3"N 112°40'20.4"W <i>DFO(6603626-03)</i>
15-OCT-2010		LNM/D. 08-OCT-2010
Delete	rock awash (See Chart No. 1, K12)	68°11'30.0"N 112°36'30.0"W <i>DFO(6603630-01)</i>
Add	islet with elevation of 3 feet. (See Chart No. 1, K10)	68°11'26.7"N 112°38'07.2"W <i>DFO(6603630-02)</i>

**SECTION 2 – Edition 10/2010
CHART CORRECTIONS**

Add	depth of 1 fathom 5 feet (See Chart No. 1, I10)	68°47'59.0"N 107°05'16.5"W
		<i>DFO(6603631-01)</i>
7552 - Bellot Strait and Approaches / et les approches - New Edition - 27-MAR-1998 - NAD 1983		
15-OCT-2010		LNM/D. 13-NOV-2009
Delete	sounding of 17.4 metres (See Chart No. 1, I10)	72°00'04.0"N 094°14'50.0"W
		<i>DFO(6603632-02)</i>
Add	depth of 7.1 metres (See Chart No. 1, I10)	72°00'00.5"N 094°14'52.1"W
		<i>DFO(6603632-03)</i>
7552 - Bellot Strait Eastern Entrance / Entrée Est - New Edition - 27-MAR-1998 - NAD 1983		
15-OCT-2010		LNM/D. 13-NOV-2009
Add	depth of 7.1 metres (See Chart No. 1, I10)	72°00'00.5"N 094°14'52.1"W
		<i>DFO(6603632-03)</i>
7575 - Peel Sound and / et Prince Regent Inlet - New Chart - 06-MAR-1992 - NAD 1983		
15-OCT-2010		LNM/D. 12-FEB-2010
Delete	sounding of 13.7 metres (See Chart No. 1, I10)	72°00'07.0"N 094°15'02.0"W
		<i>DFO(6603632-01)</i>
	This notice might affect Electronic Navigational Chart: CA273257	
Add	depth of 7.1 metres (See Chart No. 1, I10)	72°00'00.5"N 094°14'52.1"W
		<i>DFO(6603632-03)</i>
	This notice might affect Electronic Navigational Chart: CA273257	
7663 - McKinley Bay - New Edition - 25-APR-1997 - NAD 1983		
29-OCT-2010		LNM/D. 27-MAR-2009
Add	depth of 7.9 metres (See Chart No. 1, I10)	70°00'16.0"N 131°08'33.2"W
		<i>DFO(6603634-01)</i>
Add	note	69°53'16.0"N 131°20'59.0"W
	Caution Mariners are advised that depths in the dredged areas and along the beacon ranges are subject to change as a result of scouring and/or dredging.	
	Avertissement Les navigateurs doivent tenir compte des changements dans les profondeurs dans les zones où se déroulent des travaux ainsi que du déplacement des feux d'alignement et des balises en raison du curage et du dragage qui y sont effectués.	
		<i>DFO(6603634-02)</i>
Amend	9.5 metres (1993) to read 8.4 metres (1999) (See Chart No. 1, I22)	70°00'26.0"N 131°08'12.0"W
		<i>DFO(6603634-03)</i>
Amend	10 metres (1993) to read 9.2 metres (1999) (See Chart No. 1, I22)	69°58'00.0"N 131°11'15.0"W
		<i>DFO(6603634-04)</i>

**SECTION 2 – Edition 10/2010
CHART CORRECTIONS**

Amend 9.7 metres (1993) to read 9.5 metres (1999) 69°57'05.0"N 131°11'27.0"W
(See Chart No. 1, I22) *DFO(6603634-05)*

Amend 9 metres (1993) to read 8.5 metres (1999) 69°56'48.0"N 131°13'47.0"W
(See Chart No. 1, I22) *DFO(6603634-06)*

7750 - Approaches to / approches à Cambridge Bay - New Edition - 19-JAN-2007 - NAD 1983

22-OCT-2010 LNM/D. 23-NOV-2007
Reposition red beacon with radar reflector from 68°58'48.0"N 105°49'55.0"W
(See Chart No.1, Q81, S4) to 68°58'57.8"N 105°50'06.2"W
DFO(6603637-01)

This notice might affect Electronic Navigational Chart: CA373331

7777 - Coronation Gulf Western Portion / Partie Ouest - New Edition - 30-MAY-1997 - NAD 1983

08-OCT-2010 LNM/D. 04-JUN-2004
Add depth of 2.3 metres 67°58'16.3"N 112°40'20.4"W
(See Chart No. 1, I10) *DFO(6603626-01)*

This notice might affect Electronic Navigational Chart: CA373341

15-OCT-2010 LNM/D. 08-OCT-2010
Delete rock awash, PA 68°11'30.0"N 112°36'30.0"W
(See Chart No. 1, K12) *DFO(6603630-01)*

This notice might affect Electronic Navigational Chart: CA373341

Add islet with elevation of 1 metre. 68°11'26.7"N 112°38'07.2"W
(See Chart No. 1, K10) *DFO(6603630-02)*

This notice might affect Electronic Navigational Chart: CA373341

7779 - Dease Strait - Sheet 1 - New Edition - 13-OCT-2006 - NAD 1983

15-OCT-2010 LNM/D. 15-OCT-2010
Add depth of 3.5 metres 68°47'59.0"N 107°05'16.5"W
(See Chart No. 1, I10) *DFO(6603631-01)*

22-OCT-2010 LNM/D. 15-OCT-2010
Reposition red beacon with radar reflector from 68°58'48.0"N 105°49'55.0"W
(See Chart No.1, Q81, S4) to 68°58'57.8"N 105°50'06.2"W
DFO(6603637-01)

SECTION 4 – Edition 10/2010
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Chapter III — Delete paragraph 202, as promulgated in Bi-weekly Edition No. 12/1994

Replace by: 202 Edinburgh Island *North Warning System* station is on a bluff near the coast on the south side of the island, 2 miles ENE of Orkney Point. A **tower**, topped with a white **dome** and an aircraft warning **light**, is the most **conspicuous** structure.

202.1 **Caution.** — The Edinburgh Island *NWS* station is **not manned**. There is an emergency shelter with a telephone and a motion-activated camera but no supplies or services.

(C2010-025.01)

Chapter IV — Paragraph 17, lines 3 to 7 (Re: Correction promulgated in Bi-weekly Edition No. 12/1994)

Delete: “Two oil tanks” to end of paragraph.

(C2010-025.02)

Chapter IV — Delete paragraph 18

Replace by: 18 The *Byron Bay Distant Early Warning (DEW) Line* station, 3 miles NW of the mouth of Sinclair Creek, is abandoned and due to be demolished by 2011 (*2009*). An abandoned airstrip is at the site.

(C2010-025.03)

Chapter IV — Paragraph 23, line 1 – after “A”

Insert: former

(C2010-025.04)

Chapter IV — Delete paragraph 24

Replace by: 24 A prepared earth ramp, no longer maintained, was 14 m (46 ft) long.

(C2010-025.05)

Chapter IV — Delete paragraph 31.1, as promulgated in Bi-weekly Edition No. 12/1994.

(C2010-025.06)

Chapter IV — Paragraph 33, line 1

Delete: The

Replace by: A former

(C2010-026.01)

Chapter IV — Paragraph 87, lines 1 to 4

Delete: “A dome on” to end of sentence.

Replace by: A *North Warning System* station and supply depot are 0.6 mile north of the airport buildings. A **radome** mounted on a tower is **conspicuous**; it has an aircraft warning **light**. Two domes, at ground level, and a fuel tank are prominent.

(C2010-026.02)

Chapter IV — Paragraph 123, lines 4 and 5 (Re: Correction promulgated in By-weekly Edition No. 12/1994)

Delete: “A conspicuous” to end of paragraph.

(C2010-026.03)

SECTION 4 – Edition 10/2010
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Chapter IV — Delete paragraph 123.1, as promulgated in Bi-weekly Edition No. 12/1994
Replace by: 123.1 A **conspicuous radome**, mounted on a tower and topped with an aircraft warning **light**, marks a *North Warning System* station 13 miles NW of Sturt Point. Prominent domes, at ground level, and a blue building are nearby.
(C2010-026.04)

Chapter IV — Paragraph 124, line 1 – after “The”
Insert: former
(C2010-026.05)

Chapter IV — Paragraph 141, lines 1 and 2 (Re: Correction promulgated in Bi-weekly Edition No. 12/1994)
Delete: “, the site ... airstrip”
(C2010-026.06)

Chapter IV — Delete paragraphs 144 to 146
Replace by: 144 Jenny Lind Island was once the site of a *DEW Line* station. A former **landing beach** near the middle of the NW shore of Jenny Lind Bay is about 180 m long and a little over 90 m wide. The foreshore is composed of sand and gravel with occasional rocks between 8 and 20 cm in diameter, and a gradient of about 1:34. Earth ramps 9 m wide and 30 m long, no longer maintained, were constructed at each end of the beach to facilitate off-loading cargo from landing ships. The bottom, rock and sand, slopes up to the beach with an average gradient of 1:34.
(C2010-027.01)

Chapter IV — Delete paragraphs 147 and 148
Replace by: 147 Shallow-draught vessels can find **anchorage** in the bay in 7 m, larger vessels anchor 0.5 mile farther out in depths of 12 m.
(C2010-027.02)

Chapter IV — After paragraph 150
Insert: 150.1 A **conspicuous radome**, mounted on a tower and topped with an aircraft warning **light**, marks a *North Warning System* station 5 miles north of Jenny Lind Bay. Prominent domes, at ground level, and a blue building are nearby.
(C2010-027.03)

Chapter IV — Delete paragraph 206
Replace by: 206 An abandoned airstrip is on the east side of Hat Island. A **conspicuous radome** mounted on a tower and topped with an aircraft warning **light**, and two domes at ground level, mark a *North Warning System* station 0.5 mile north of the airstrip.
(C2010-027.04)

Chapter IV — Paragraph 207, lines 1 and 2 (Re: Correction promulgated in Bi-weekly Editions Nos. 12/1994 and 9/1995)
Delete: “An abandoned” to end of sentence.
(C2010-027.05)

SECTION 4 – Edition 10/2010
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Chapter IV — Paragraph 212, line 1 – after “A”
Insert: former

(C2010-028.01)

Chapter V — Delete paragraphs 21 and 22

Replace by: 21 **Conspicuous Structures.** — A **conspicuous radome**, mounted on a tower and topped with an aircraft warning **light**, is 2.4 miles ENE of Alicia Island. Two prominent domes are at ground level with a small building nearby. This is the *Gladman Point North Warning System (NWS)* station.

22 **Caution.** — The *NWS* station is **not manned**. There is an emergency shelter with a motion-activated camera and a telephone, but no supplies or services.

(C2010-028.02)

Chapter V — Paragraph 35, line 1 – after “The”
Insert: former

(C2010-028.03)

Chapter V — Paragraph 102, line 2 – after “the”
Insert: former

(C2010-028.04)

Chapter V — After paragraph 102

Insert: 102.1 The *DEW Line* station ceased operations in 1987 and has been replaced with an unmanned *North Warning System (NWS)* station.

(C2010-028.05)

Chapter V — Delete paragraphs 104 to 106

Replace by: 104 **Conspicuous structures.** — The **buildings** and **radome** of the *NWS* station, on a hill with an elevation of 160 feet (49 m) 4 miles east of Wilkins Point, are **conspicuous**.

105 An air obstruction **light** is shown from the radome.

(C2010-029.01)

Chapter V — Delete paragraph 107

Replace by: 107 A former **landing beach**, 0.7 mile north of Wilkins Point, is about 0.15 mile long and 0.1 mile wide. It is composed of gravel and sand with a gradient of 1:45. A prepared earth ramp 18 m (59 ft) wide is no longer maintained.

(C2010-029.02)

Chapter V — Paragraph 140, line 6
Delete: and still usable

(C2010-029.03)

Chapter V — Delete paragraph 141

Replace by: 141 **Landing Beaches.** — Former **landing beaches** are on the south side of Brands Point. The SW beach was used by medium-sized landing craft; landing ships used a prepared earth ramp, no longer maintained, at the NE beach.

(C2010-029.04)

SECTION 4 – Edition 10/2010
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Chapter V — Delete paragraph 143

Replace by: 143 **Anchorage.** — Shallow-draft ships have found **anchorage** within 0.1 mile of the NE beach, larger vessels anchor 0.25 mile off in about 12 fathoms (21.9 m). The bottom is mud, rock and sand with fair holding.

143.1 **Caution.** — The anchorage areas at Brands Point are **exposed.**

(C2010-029.05)

ARC 400 — General Information, Northern Canada, First Edition, 2009 —

Chapter 1 — Paragraph 81

Delete: , including *LORAN*

(C2010-033.01)

ARC 401 — Hudson Strait, Hudson Bay and Adjoining Waters, First Edition, 2009 —

Chapter 4 — Paragraph 81, last line

Add: Both towers of the inner range are topped with radar reflectors.

(C2010-034.01)

British Columbia, Volume 1, Seventeenth Edition, 2004 —

Chapter 2 — Paragraph 555, after “drying ridges.”

Insert: **No attempt should be made by any vessels to pass between these islands.**

(P2010-33.01)

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

Chapter 1 — Paragraph 581

Delete: (*Chart 3720*)

(P2010-31.01)

PAC 206 — Hecate Strait, Dixon Entrance, Portland Inlet and Adjacent Waters and Queen Charlotte Islands, First Edition, 2002 —

Chapter 3 — In the vicinity of paragraph 359

Delete Photograph and caption “Lawn Point Range (slightly open) (1986)”.

(P2010-32.01)

Chapter 3 — Paragraph 361

Delete: light range at Lawn Point

Replace by: sector light close south of Lawn Point

(P2010-32.02)

SECTION 5 – Edition 10/2010
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
70.5	Quatsino Narrows	Quatsino Sound. 50 32 07.3 127 35 07.7	FI G	4s 4.3	4	Mast, green, white and black square daymark.	Year round. Chart:3681 Edn 10/10(P10-116)
226.3	D'Arcy Shoals light buoy U1	E. of shoals, Sidney Channel. 48 34 14.5 123 18 05.6	FI G	4s .....	.....	Green, marked "U1".	Year round. Chart:3441 Edn 10/10(P10-114)
653 G5739.6	Emilia Island	On SE. end of island. 53 45 31.5 128 58 14.6	FI W	6s 5.7	5	Square skeleton tower.	Flash 0.5 s; eclipse 5.5 s. Visible from 231° through W. and N. to 064°. Year round. Chart:3743 Edn 10/10(P10-117)
671.2	Pitt Point light buoy D3	NE. of point, N. end of Grenville Channel. 53 53 25.1 130 06 09	FI G	4s .....	.....	Green, marked "D3".	Year round. Chart:3947 Edn 10/10(P10-111)
671.6	Gibson Island light and bell buoy D6	SW. of island, N. entrance to Grenville Channel. 53 54 59.1 130 09 57.1	FI R	4s .....	.....	Red, marked "D6".	Year round. Chart:3947 Edn 10/10(P10-112)
675.6	Base Sand light buoy D10	SE. of Little Genn Island, Malacca Passage. 54 05 11 130 15 44.1	FI R	4s .....	.....	Red, marked "D10".	Year round. Chart:3947 Edn 10/10(P10-113)
679 G5764	Ecstall Island	On N. extremity of island. 54 09 44.7 129 57 27.2	FI W	6s 5.2	5	White square skeleton tower, white rectangular slatwork daymark.	Flash 0.5 s; eclipse 5.5 s. Year round. Chart:3947 Edn 10/10(P10-107)
684 G5768	Genn Islands	On NW. extremity of island. 54 05 51.3 130 17 34.6	FI R	6s 9.1	4	Cylindrical tower, white with red band at top.	Flash 0.5 s; eclipse 5.5 s. Year round. Chart:3947 Edn 10/10(P10-108)
684.5	Lawyer Islands South	Southern tip of the islands. 54 06 08.9 130 19 59.3	FI W	4s 8.9	3	Cylindrical tower, white with red band at top.	Year round. Chart:3947 Edn 10/10(P10-109)
689 G5773	Inverness Passage	Mouth of Skeena River. 54 11 56 130 15 49	FI W	4s 3.7	3	Square skeleton tower.	Year round. Chart:3947 Edn 10/10(P10-110)

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

Date:

Name of Ship or Sender:.....

Address of Sender:

Street #

Street Name

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

Tel / Fax / E-mail address of sender (if appropriate):

Observation Date:..... Time (UTC):

Geographical Position:.....

Coordinate Position: Lat:..... Long:.....

Position Method: DGPS GPS with WAAS GPS Radar Other

Horizontal Datum Used: WGS 84 NAD 27 Other

Estimated Position Accuracy:.....

Chart #:..... Datum: NAD 27 NAD 83

Chart Edition:..... Last Correction applied:

Publications affected: (Quote Volume and page):.....

*Full details (Attach additional sheets as necessary).....

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

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

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

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

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

atn-aln@dfo-mpo.gc.ca

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

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

info@dfo-mpo.gc.ca

(Please include your postal code and e-mail address)