



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Canadian
Coast Guard

Garde côtière
canadienne

NOTICES TO MARINERS PUBLICATION EASTERN EDITION

MONTHLY EDITION N° 05
MAY 30th, 2014



Safety First, Service Always

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CANADIAN COAST GUARD
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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 2012*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates refer to the following website:

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

NOTE: Cette publication est aussi disponible en français.

ADVISORY NOTICES TO SHIPPING (WRITTEN AND BROADCAST).

The Canadian Coast Guard is implementing a number of changes to the aids to navigation system in Canada. These changes are advertised as Notices to Shipping (Broadcast and Written) by the Canadian Coast Guard and are followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

Written Notices to Shipping are available on the Canadian Coast Guard Website at www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP

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

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

Newfoundland

* Fisheries and Oceans Canada
Canadian Coast Guard
Port aux Basques MCTS Centre
49 Stadium Road
P.O. Box 99
PORT AUX BASQUES, NL A0M 1C0
Telephone : (709) 695-2168
Facsimile : (709) 695-7784
Email : notshippax@dfo-mpo.gc.ca
Website: <http://www.ccg-gcc.gc.ca/e0030407>

Québec

* Fisheries and Oceans Canada
Canadian Coast Guard
Les Escoumins MCTS Centre
5 Otis street,
LES ESCOUMINS, QC
G0T 1K0
Telephone: (418) 233-2308
Facsimile: (418) 233-3299
Website: www.marinfo.gc.ca/;
<http://www.marinfo.gc.ca/en/avissecrits/index.asp>
Website: www.ccg-cc.gc.ca/eng/CCG/Notship_Home

Maritimes

* Fisheries and Oceans Canada
Canadian Coast Guard
Sydney MCTS Centre
1190 Westmount Road
SYDNEY, N.S, B1R 2J6
Telephone: (902) 564-7751 or 1-800-686-8676
Facsimile: (902) 564-2446
Email: notshipssyd@mar.dfo-mpo.gc.ca
Website: <http://www.ccg-gcc.gc.ca/e0030406>

Central & Arctic

* Fisheries and Oceans Canada
Canadian Coast Guard
Marine Communications and Traffic Services
Notices to Shipping Series "C"
401 King Street West
PRESCOTT, ON K0E 1T0
Telephone (613) 925-0666 or 1-800 265 0237
Facsimile: (613) 925-4519
Email: NotshipC&A@DFO-MPO.GC.CA
Website: www.ccg-cc.gc.ca/eng/CCG/Notship_Home

* Fisheries and Oceans Canada
Canadian Coast Guard
Iqaluit MCTS Centre
Notices to Shipping Series "A" and Series "H"
P.O. Box 189
IQALUIT NU X0A 0H0
Telephone: (867) 979-5269
Facsimile: (867) 979-4264
Email: IQANORDREG@INNAV.GC.CA
Website: www.ccg-cc.gc.ca/eng/CCG/Notship_Home

* Services provided in English and French.

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SECTION 1
SAFETY AND GENERAL INFORMATION

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

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

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

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.

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

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.

CHART EDITIONS

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

NEW CHART - "NEWCHT"

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

NEW EDITION - "NEWEDT".

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

REPRINTS.

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

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

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

Background.

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

Care of Your POD Chart.

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

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SECTION 1
SAFETY AND GENERAL INFORMATION

CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY – ECDIS.

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

CONSOLIDATION OF MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) CENTRES.

The Canadian Coast Guard is consolidating and modernizing its Marine Communications and Traffic Services. These changes will result in a configuration of 12 MCTS Centres strategically located across the country. Information pertaining to consolidation will be advertised to clients by all available means.

Atlantic Region

St. John's MCTS will close; services will be provided remotely by Placentia MCTS
Saint John (Fundy) MCTS will close; services will be provided remotely by Halifax MCTS
St. Anthony MCTS will close; services will be provided remotely by Labrador (Goose Bay) MCTS

Central & Arctic Region

Montreal MCTS will close; services will be provided remotely by Quebec MCTS
Thunder Bay MCTS will close; services will be provided remotely by Sarnia MCTS
Rivière-au-Renard MCTS will close; services will be provided remotely by Les Escoumins MCTS

There will be no reduction in the MCTS level of service provided to clients. Mariners should be aware that, as a result of consolidation, contact information, weather and other pertinent marine broadcast schedules may change. These changes will be advertised in RAMN, as they become available.

Mariners should check NOTMAR PART 3 on a monthly basis for updates.

CANADIAN COAST GUARD PUBLICATION - RADIO AIDS TO MARINE NAVIGATION (ATLANTIC, ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG AND EASTERN ARCTIC) PUBLICATION – 2013 - THE COMMERCIAL PUBLIC CORRESPONDENCE SERVICE.

Part I – Page 1 of 10
ADVANCE NOTICES

The Commercial Public Correspondence Service

Effective January 1, 2014, the following changes to the Canadian Coast Guard commercial public correspondence service, provided through select Marine Communications and Traffic Services centres, will be in effect:
All long distance ship-shore calls will be administered through the regular telephone service provider as a collect call.
Individuals intending to place shore-ship calls will be required to direct-dial the appropriate MCTS centre.
MCTS centres providing a commercial public correspondence service are identified in RAMN, Part 2.

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**SECTION 1
SAFETY AND GENERAL INFORMATION**

***501 CANADIAN HYDROGRAPHIC SERVICE – ELECTRONIC NAVIGATIONAL CHATS**

NEW PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA376146	Cape St. Francis to/à Baccalieu Island and/et Heart's Content
CA470496	Cape St. James to/à Houston Stewart Channel
CA476423	Punchbowl and Approaches/et les approches
CA576147	Old Perlican
CA576148	Heart's Content
CA576424	Punchbowl

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

CHARTS	MAIN TITLE	SCALE	PUBLISHED
New Charts			
R/M3977	Douglas Channel	1:80000	27-DEC-2013
New Editions			
R/M3958	Prince Rupert Harbour	1:20000	13-DEC-2013

***503 TRANSPORT CANADA - ACCEPTANCE OF NAUTICAL PUBLICATIONS IN ELECTRONIC FORM IN CANADA.**

- The *Charts and Nautical Publication Regulations, 1995* (CNPR) require the carriage and use of several nautical publications. Many nautical publications in Canada are now available in electronic form and can be downloaded from the internet in PDF (*chart catalogue, Monthly Notices to Mariners (NOTMARS), List of Lights, Buoys and Fog Signal, Annual Edition of Notices to Mariners, Radio aids to Marine Navigation, CCG Ice Navigation in Canadian Waters*). Some vessels may carry publications in electronic form issued by another Administration (i.e., Admiralty Digital Publications) as per CNPR subsection 6(3).
- IMO circular entitled *IMO requirements on carriage of publications on board ships* (MSC-MEPC.2/Circ.2) allows electronic publications provided they have been issued by the IMO, an Administration or an organization authorized by an Administration. The electronic document should also “be treated in accordance with the document control procedures in the ship’s SMS including procedures for timely update.” However, as an exception, IMO does require the International Code of Signals and the IAMSAR - Volume III must be always available in hard copy to ensure accessibility and portability for emergency use.
- Under SOLAS, charts and nautical publications in electronic form can be used to meet SOLAS V carriage requirements provided suitable back-up arrangements are in place.
- The CNPR provide detailed requirements for nautical publications. Electronic nautical publications must meet the same requirements as the hard copies.

For example;

- The publication must be published, or issued, by the appropriate authority,
- The publication must be complete for the area to be navigated and up to date.

The electronic publication shall be readily available to the Officer of the Watch (OOW) at all times and viewable on the navigation bridge.

There should be an appropriate back-up onboard. The primary system should have an emergency source of power.

Updates should be applied to both the primary and back-up system as soon as practical. When in port, they should be applied prior to passage planning and commencement of the voyage.

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SECTION 1
SAFETY AND GENERAL INFORMATION

As the publications required by the CNPR must be on board, simply being able to access the publications through the internet would not be considered on board and therefore not acceptable. However, publications downloaded and saved on board or hard copies printed from official internet sources would be acceptable.

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

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

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

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

Issue: Bulletin No.: 02/2014

Date: 2014-04-08

Link: <http://www.tc.gc.ca/eng/marinesafety/bulletins-2014-02-eng.htm>

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

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

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

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

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

Subject: Transitional Provisions Related to the Issuance of Security Certificates of Proficiency End June 30, 2014

Issue: Bulletin No.: 03/2014

Date: 2014-04-28

Link: <http://www.tc.gc.ca/eng/marinesafety/bulletins-2014-03-eng.htm>

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

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

***506 ST. MARGARET'S BAY -- HUBBARDS COVE NOVA SCOTIA – AID TO NAVIGATION TO BE AMENDED.**

Reference: Notice 1108(P)/2013 (Chart 4386)

Cancel first paragraph Slaughenwhite Ledge Light and Bell buoy DY52.(LL 479)

(F2014)

***507(P) ST. MARGARET'S BAY - HUBBARDS COVE NOVA SCOTIA – AID TO NAVIGATION TO BE AMENDED.**

Reference: Notice 1108(P)/2013 (Chart 4386)

The Canadian Coast Guard proposes to permanently amend the following Aids to navigation in Hubbards Cove, Nova Scotia:

Slaughenwhite Ledge Light and Bell buoy DY52 (LL 479) to be reposition from 44°36'43.34"N 64°02'35.75"W to 44°37'01.74"N 64°02'21.78"W. Flash Characteristics to change from FIR to QR. Buoy size to be reduced from a 2.9m buoy to 0.6m Spar buoy.

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SECTION 1
SAFETY AND GENERAL INFORMATION

Comments on this action are solicited from mariners and other interested parties.
Comments should be directed to the following within three months from the date of this notice:

Regional Superintendent,
Aids to Navigation & Waterways,
Canadian Coast Guard,
PO Box 5667,
St. John's, NL, A1C 5X1

Telephone: 709-772-5195,
Email: LlewellynD@DFO-MPO-GC.CA

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(F2014)

***508(P) FLINT ISLAND TO À CAPE SMOKEY – LIGHT AND BELL BOUY TO BE DISCONTINUED.**

Reference Chart: 4367

The Canadian Coast Guard proposes to permanently discontinue the following Aid to navigation:

Sydney Harbour light buoy SA, LL 776 (46° 18' 24.2"N 60° 07' 50.6"W).

Comments on this action are solicited from mariners and other interested parties.
Comments should be directed to the following within three months from the date of this notice:

Regional Superintendent,
Aids to Navigation & Waterways,
Canadian Coast Guard,
PO Box 5667,
St. John's, NL, A1C 5X1
Telephone: 709-772-5195,
Email: LlewellynD@DFO-MPO-GC.CA

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(G2014-029)

***509 KENORA, RAT PORTAGE BAY – SPAR BOUY ESTABLISHED.**

Reference Chart: 6218

A new Green spar buoy marked KK15 has been established at 49° 45' 48"N 94° 33' 13"W.

(D2014-009)

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SECTION 2
CHART CORRECTIONS

1202 - Cap à l'Est à St-Fulgence - Continuation A - New Edition - 22-JUL-2011 - NAD 1983

02-MAY-2014

LNMD. 03-JAN-2014

Affix patch

Download Patch - http://www.chs-shc.gc.ca/patches/ag1202-1401_final.pdf

48°26'00.0"N 070°52'25.0"W

DFO(6408911-01)

1220 - Sept-Îles - New Edition - 11-MAY-2012 - NAD 1983

16-MAY-2014

LNMD. 18-APR-2014

Delete depth of 14 metres 4 decimetres
(See Chart No. 1, I10)

This notice affects Electronic Navigational Chart: CA579008

50°11'41.6"N 066°22'49.9"W

DFO(6408913-01)

Add depth of 14 metres 0 decimetres
(See Chart No. 1, I10)

This notice affects Electronic Navigational Chart: CA579008

50°11'41.7"N 066°22'49.5"W

DFO(6408913-02)

Delete depth of 13 metres 8 decimetres
(See Chart No. 1, I10)

This notice affects Electronic Navigational Chart: CA579008

50°11'38.3"N 066°22'40.8"W

DFO(6408913-03)

Add depth of 13 metres 5 decimetres
(See Chart No. 1, I10)

This notice affects Electronic Navigational Chart: CA579008

50°11'38.2"N 066°22'40.3"W

DFO(6408913-04)

Delete depth of 11 metres 8 decimetres
(See Chart No. 1, I10)

This notice affects Electronic Navigational Chart: CA579008

50°11'46.1"N 066°22'50.0"W

DFO(6408913-05)

Add depth of 11 metres 7 decimetres
(See Chart No. 1, I10)

This notice affects Electronic Navigational Chart: CA579008

50°11'46.3"N 066°22'51.1"W

DFO(6408913-06)

Monthly Notices to Mariners - Eastern Edition
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SECTION 2
CHART CORRECTIONS

1230 - Cap-Chat - New Edition - 19-FEB-2010 - NAD 1983

16-MAY-2014

LNMD. 06-DEC-2013

Reposition red starboard hand conical lighted buoy FI R, marked HA2 from 49°05'57.9"N 066°41'31.3"W
(See Chart No. 1, Q20, Qf) to 49°05'56.5"N 066°41'28.4"W
This notice affects Electronic Navigational Chart: CA579055
(Q2014025) LL(1685.2) DFO(6408915-01)

Reposition green port hand lighted can buoy FI G, marked HA1 from 49°05'58.7"N 066°41'28.2"W
(See Chart No. 1, Q21, Qg) to 49°05'58.1"N 066°41'28.4"W
This notice affects Electronic Navigational Chart: CA579055
(Q2014026) LL(1685.1) DFO(6408916-01)

1310 - Section A-B - New Edition - 10-JAN-2014 - NAD 1983

02-MAY-2014

Replace red starboard hand lighted spar buoy FI R, marked MV6 45°43'49.1"N 073°26'42.1"W
with red starboard hand lighted pillar buoy FI R, marked MV6
(See Chart No. 1, Qf, Q23)
This notice affects Electronic Navigational Chart: CA579001
(Q2014017) LL(2309) DFO(6408898-01)

Replace red, green and red starboard bifurcation spar buoy, marked VEAU 45°39'32.4"N 073°29'09.0"W
with red, green and red starboard bifurcation pillar buoy, marked VEAU
(See Chart No. 1, Qi, Q23)
This notice affects Electronic Navigational Chart: CA579001
(Q2014018) DFO(6408899-01)

Add depth of 1 metre 8 decimetres 45°38'52.9"N 073°27'20.2"W
(See Chart No. 1, I10)
This notice affects Electronic Navigational Chart: CA579001
DFO(6408910-01)

1550 - Britannia Bay à Breckenridge - Sheet/Feuille 1 - New Edition - 27-MAY-2011 - NAD 1983

23-MAY-2014

Add rock which covers and uncovers with drying height unknown, Rep (2014) 45°25'01.8"N 075°53'57.5"W
(See Chart No. 1, K11, I3.2)
DFO(6603973-01)

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SECTION 2
CHART CORRECTIONS

2059 - Scotch Bonnet Island to à Cobourg - New Chart - 31-JUL-1998 - NAD 1983

30-MAY-2014

LNMD. 01-JAN-2010

Add pipeline Rep (2014)
(See Chart No. 1, L40.1)

between 43°57'34.8"N 078°05'58.8"W
and 43°57'50.3"N 078°06'07.7"W

This notice affects Electronic Navigational Chart: CA373234

DFO(6603974-01)

7725 - Requisite Channel and Approaches - New Edition - 22-JUN-1984 - Unknown

23-MAY-2014

LNMD. 10-FEB-2012

Add islet with an elevation of 2 feet at bearing 14.25 degrees at 0.45 nautical miles
from the beacon at North Post Island.
(See Chart No. 1, G2)

68°20'22.8"N 099°58'48.0"W

DFO(6603966-01)

7731 - Storis Passage and Approaches - New Edition - 25-MAY-1984 - Unknown

23-MAY-2014

LNMD. 24-FEB-2012

Add islet with an elevation of 2 feet at bearing 14.25 degrees at 0.45 nautical miles
from the beacon at North Post Island.
(See Chart No. 1, G2)

68°20'22.8"N 099°58'48.0"W

DFO(6603966-01)

SECTION 3
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

*510 CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE RADIO AIDS TO MARINE NAVIGATION (ATLANTIC, ST. LAWRENCE, GREAT LAKES, LAKE WINNIPEG AND EASTERN ARCTIC) PUBLICATION – 2013.

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IQALUIT, NUNAVUT – Marine Communications and Traffic Services Centre

AMEND TABLE

MCTS Iqaluit / VFF – Ship/Shore Communications

COMMUNICATION SITES LOCATED AT:	CHANNEL	TRANSMIT	RECEIVE	REMARKS
		FREQUENCIES	FREQUENCIES	
Iqaluit 63°43'52"N 68°32'32"W	Ch16			→Iqaluit site operational approximately mid- May to late- December
	Ch26 *			
	403	2182J3E	2182	
	603	2582J3E	2206	
	812	4363J3E	4071	
1201	6507J3E	6206		
		8752J3E	8228	
		13077J3E	12230	

TO READ

MCTS Iqaluit / VFF – Ship/Shore Communications

COMMUNICATION SITES LOCATED AT:	CHANNEL	TRANSMIT	RECEIVE	REMARKS
		FREQUENCIES	FREQUENCIES	
Iqaluit 63°43'52"N 68°32'32"W	Ch16			→Iqaluit site operational approximately mid- June to late- December
	Ch26 *			
	403	2182J3E	2182	
	603	2582J3E	2206	
	812	4363J3E	4071	
1201	6507J3E	6206		
		8752J3E	8228	
		13077J3E	12230	

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SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ARC 402 — Eastern Arctic, First Edition, 2014 —

Sailing Directions booklet *ARC 402 — Eastern Arctic, First Edition, 2014* is now available as a Print-on-Demand (POD) product. This new booklet cancels and replaces Sailing Directions, *Arctic Canada, Volume II, Fourth Edition, 1985* and the remainder of Sailing Directions, *Arctic Canada, Volume 3, Fifth Edition, 1994*.

(C2014-009.01)

ATL 102 — Newfoundland — East and South Coasts, Second Edition, 2008 —

Chapter 2 — Paragraph 112

Delete: “110 m (361 ft) ... (8 to 14 ft) alongside.”

Replace by: 51 m (167 ft) long with depths of 3.3 to 4 m (11 to 13 ft) alongside.

(N2014-03.4)

Chapter 4 — Paragraph 13

Delete: “A **fog signal** (5.2) ... points 183°.”

(N2014-03.5)

Chapter 4 — Paragraph 14

Delete: “A **fog signal** (4.2) ... light structure.”

(N2014-03.6)

Chapter 4 — Delete paragraph 52

Replace by: 52 At **Forest Field**, about 2 miles NE of Cox Point, there is a Public **wharf** 26 m (85 ft) long with depths of 0.8 to 1.1 m (3 to 4 ft) alongside its north side. Gravel and rock breakwaters extend off the outer end of the wharf and from the shoreline close north of the inner end of the wharf. A boat **ramp** 4.8 m (16 ft) wide is located at the inner end of the south side of the wharf.

(N2014-03.7)

ATL 103 — Newfoundland — Southwest Coast, Second Edition, 2010 —

Chapter 1 — Paragraph 24

Delete: “A **fog signal** ... horn points 197°.”

(N2014-03.8)

Chapter 1 — Paragraph 34

Delete: “A **fog signal** (78.51) ... NE end of Little Green Island.”

(N2014-03.9)

Chapter 3 — Paragraph 50

Delete: “A **fog signal** ... omni directional.”

(N2014-04.0)

Chapter 5 — Paragraph 71

Delete: “A **fog signal** ... light structure.”

(N2014-04.1)

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ATL 106 — Gulf of Maine and Bay of Fundy, First Edition, 2001 —

Chapter 2 — Paragraph 59, after “vertical clearance”

Delete: 43 m

Replace by: 39 m

(A2014-006.7)

ATL 108 — Gulf of St. Lawrence (Southwest Portion), First Edition, 2006 —

Chapter 3 — In the vicinity of paragraph 264

Replace the **POINTE-SAPIN** diagram with the new one provided in **Section 4** of this Monthly Edition.

http://www.notmar.gc.ca/eng/services/notmar/ed05Pointe_Sapin_Diagram.pdf

(A2014-008.4)

Chapter 3 — Paragraph 264, after “outer end of the east breakwater.”

Delete: “Another **light** (1159.5) ... 6.7 m high,”

Replace by: A **light** (1162.3) is shown from a skeleton tower at the outer end of the western breakwater. Another **light** (1159.5) is shown at an elevation of 8.8 m from a skeleton tower,

(A2014-008.2)

Chapter 3 — Delete paragraph 265

Replace by: ²⁶⁵ A sector **light** (1159.6) is shown from a skeleton tower to the NE of the Pointe-Sapin harbour. The white sector indicates the preferred approach.

(A2014-008.3)

ATL 109 — Gulf of St. Lawrence (Northeast Portion), First Edition, 2006 —

Chapter 1 — Paragraph 26

Delete: “A **fog signal** (225.2) ... horn points 009°.”

(N2014-04.2)

Chapter 1 — Paragraph 70

Delete: “A **fog signal** (223.2) ... horn points 345°.”

(N2014-04.3)

Chapter 1 — Paragraph 128

Delete: “A **fog signal** (230.09) ... horn points 146°.”

(N2014-04.4)

Chapter 4 — Paragraph 74

Delete: “A **fog signal** (191.5) ... Devil Head.”

(N2014-04.5)

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SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ATL 111 — St. Lawrence River — Île Verte to Québec and Fjord du Saguenay, Third Edition, 2007 —

Chapter 2 — In the vicinity of paragraph 4, **Table 2.2 Summary of air obstructions for this booklet**

Delete all information relating to Chicoutimi and replace with the following:

Table 2.2 Summary of air obstructions for this booklet

Location	Type	Position (centroid)	Overhead clearance (on nautical charts)		Datum	Datum Relative to C.D.
			Bridge / Bare cable	Cable with ice		
Pont Sainte-Anne (Chicoutimi)	Bridge	46°26.03'N; 71°04.1'W	2.7 m	—	H.H.W.L.T.	6.1 m

(Q2014-015.1)

Chapter 3 — Paragraph 136

Delete: (2003) of 1.7 m

Replace by: (2013) of 0.6 m

(Q2013-064.1)

Chapter 3 — After paragraph 136

Insert: 136.1 **Caution.** — Mariners are cautioned that depths may be less due to **silting**. The approach channel to the small craft basin is particularly subject to silting. Mariners should contact the marina clubhouse for the latest information about depths.

(Q2013-064.2)

Chapter 3 — Adjacent to paragraph 136.1, add a caution pictograph.

(Q2013-064.3)

ATL 112 — St. Lawrence River — Cap-Rouge to Montréal and Rivière Richelieu, Third Edition, 2009 —

Chapter 2 — Paragraph 217, after “shortage of pilots, etc.), the”

Delete: Montréal

(Q2014-016.1)

Chapter 2 — Paragraph 217, after “turn by calling”

Delete: “*Montréal Traffic*”

Replace by: “*Québec Traffic*”

(Q2014-016.2)

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SECTION 4
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

CEN 303 — Welland Canal and Lake Erie, First Edition, 1996 —

Chapter 5 — Delete paragraphs 65 and 66

Replace by: ⁶⁵ ***Put-In-Bay, OH**, a harbor on the south side of the bay, is used principally for fruit shipments and excursion business. Ferry service is available to Sandusky, Port Clinton, and Kelleys Island. The approach to the harbor is marked by lighted and unlighted buoys. A dredged channel, marked by buoys, leads west along the piers on the south side of the bay.*

(C2014-006.01)

CEN 304 — Detroit River, Lake St. Clair, St. Clair River, First Edition, 1996 —

Chapter 1 — Delete paragraph 165

Replace by: ¹⁶⁵ *Generally, only local and pleasure craft use the channel on the north side of Belle Isle. The lower entrance is marked by a lighted buoy which marks a 6-foot [1.8-m] shoal that extends 0.5 [0.4] mile from the west end of Belle Isle. **Scott Middle Ground** is an extensive shoal area, with depths to 1 foot [0.3 m], between Belle Isle and the U.S. shore. Natural channels marked by buoys lead north and south of the shoal. The north channel has a controlling depth of about 18 feet [5.5 m]. Above Scott Middle Ground, a 12-foot [3.7-m] spot is marked on its north side by a buoy in midchannel north of Belle Isle. The upper entrance to the channel north of Belle Isle is through a dredged channel marked by lighted and unlighted buoys. A fixed highway bridge (Douglas McArthur Bridge) with a clearance of 32 feet [9.8 m] crosses from Detroit to the lower end of Belle Isle.*

(C2014-007.01)

Chapter 3 — Delete paragraph 97.

(C2014-008.01)

CEN 308 — Rideau Canal and Ottawa River, First Edition, 2003 —

Chapter 9 — Paragraph 142, last line

Add: An **area** for water-skiing, marked with **buoys**, is about 70 m from the south shore, between *Pont Louis-Bisson* and the **overhead cables** in Saraguay.

(Q2013-063.1)

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SECTION 5
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
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The amendments have been highlighted in yellow

ATLANTIC

1685.2	Cap-Chat light buoy HA2	49 05 56.5 66 41 28.4	Fl R	4s	Red spar, marked "HA2".	Seasonal. Chart:1230 Edn 05/14 (Q14-025)
1685.1	Cap-Chat light buoy HA1	49 05 58.1 66 41 28.4	Fl G	4s	Green spar, marked "HA1".	Seasonal. Chart:1230 Edn 05/14 (Q14-026)
2124	Courbe Pointe du Lac light buoy S21	46 15 42.6 72 41 49.1	Q G	1s	Green spar, marked "S21".	Year round. Chart:1312 Edn 05/14
2309	Île à la Pierre light buoy MV6	45 43 49.1 73 26 42.1	Fl R	4s	Red, marked "MV6".	Seasonal. Chart:1310 Edn 05/14 (Q14-017)

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CANADIAN COAST GUARD MARINE INFORMATION REPORT AND SUGGESTION SHEET.

Name of Ship or Sender: Date:

Address of Sender:
Street # Street Name

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

Tel / Fax / E-mail address of sender:

Observation Date: Time (UTC):

Geographical Position:

Coordinate Position: Lat: Long:

Position Method: DGPS GPS with WAAS GPS Radar Other

Horizontal Datum Used: WGS 84 NAD 27 Other

Estimated Position Accuracy:

Chart #: Datum: NAD 27 NAD 83

Chart Edition: Last Correction applied:

Publications affected: (Quote Volume and page):

*Full details (Attach additional sheets as necessary)

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

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

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

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

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

Notmar.XNCR@dfo-mpo.gc.ca

OR

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.