



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

CONTENTS

	Page
Section 1 Safety and General Information	1 - 17
Section 2 Chart Corrections	18 - 20
Section 3 Radio Aids to Marine Navigation Corrections	Nil
Section 4 Sailing Directions and Small Craft Guide Corrections	21 - 27
Section 5 List of Lights, Buoys and Fog Signals Corrections	28

Marine Programs 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*.

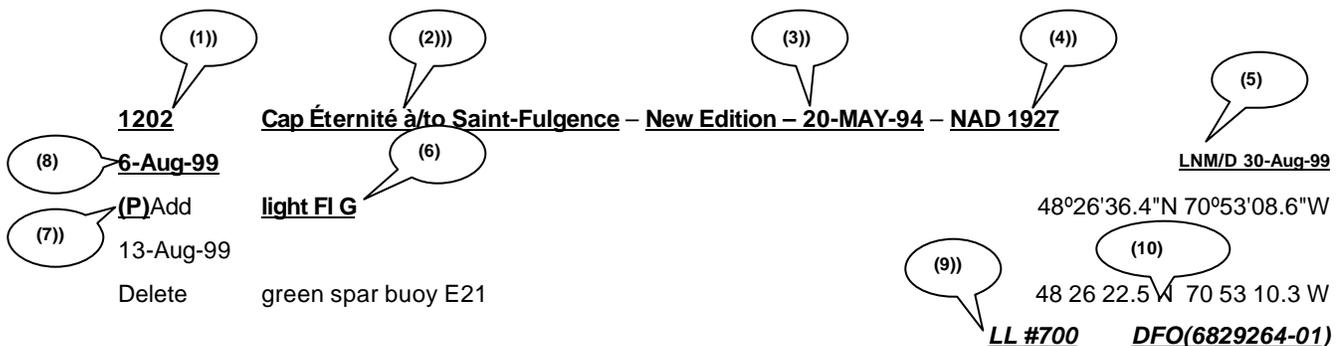
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page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

INDEX

*711	CANADA - MARINE TRANSPORT SECURITY AND 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS.....	2
*702	CANADIAN COAST GUARD - LIST OF CHARTS AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES.....	6
*701	CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2004 ANNUAL EDITION OF NOTICES TO MARINERS.....	6
	CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES.	1
	- ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PURCHASED BETWEEN AUGUST 2002 AND MARCH 2003.	1
	- ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEMAND (POD) CHARTS.	1
*703	CANADIAN HYDROGRAPHIC SERVICE – CURRENT CHART EDITION DATES	8
*712	TRANSPORT CANADA PUBLICATIONS - SHIP SAFETY BULLETINS (TP-3231) - 2004.	17

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Page	Chart No.	Page	Chart No.	Page
3001	18				
3052	18				
3312	18				
3488	18				
3492	18				
3540	19				
3603	19				
3606	19				
3720	19				
3890	19				
3891	19				
3894	19				
3938	19				
5450	20				
7122	20				

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

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

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

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

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

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

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

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

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

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

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

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

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

CHS is introducing a new initiative with a full colour Patch on the Web. A link in the Notices to Mariners web site will be provided so clients can access the colour Patch. The colour Patch will be published in HTML and PDF format. Providing the Patches in colour (accessible to all via remote access to the Web) is an enhanced form of alternative service delivery in line with CHS strategic objectives.

SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION

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

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

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

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

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

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

This Notice to Mariners supersedes Notice 618/04 pertaining to the 96-hour notification prior to entering Canadian Waters.

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

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

Application

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

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

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

Marine Security (MARSEC) Levels

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

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

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

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

SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION

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

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

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

Vessel Responsibilities

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

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

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

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

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

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

Pre-arrival Information (96-hour Notification)

All vessels (the master) subject to the *Marine Transportation Security Regulations* are required to submit their 96-hour report and a true copy of their International Ship Security Certificate or Interim Ship Security Certificate to a Canadian MCTS centre when:

- en route to or transiting through Canadian territorial waters; or
- en route to or transiting through Canadian territorial waters and bound for a Canadian or US port; or
- 96 hours from entry to Canadian territorial waters;
- if the duration of the segment of the voyage before entering Canadian waters is less than 24 hours, vessels are required to send a pre-arrival report as soon as practicable before entering Canadian waters but no later than the time of departure from their last port of call.

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Note:

For NON-SOLAS vessels on a voyage between US ports on the west coast of Canada, the 96-hour report does not apply.

This 96-hour report does not apply to vessels already inside the Great Lakes and its connecting and tributary waters and the St. Lawrence River as far as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec.

96-hour notification should be send to one of the addresses below:

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

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

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

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

* Iqaluit MCTS Centre Facsimile - (867) 979-4236 Telex (Telefax) 063-15529 Telegraphic Identifier - NORDREG CDA Email: iganordreg@innav.gc.ca *Open only during season of navigation (June 25 approximately to December 15 approximately).
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All vessels are required to send their complete 96-hour report plus a copy of their International Ship Security Certificate or Interim certificate. Any vessel with incomplete 96-hour report or missing International Ship Security Certificate or Interim certificate will be denied entry into Canadian waters. It is the responsibility of the Master of the vessel to ensure that all the information provided to Transport Canada is complete and correct. Transport Canada will be in communication with the vessel only when seeking additional information. Any vessel that enters Canadian waters after been denied entry into Canadian waters may be subjected to the following control actions, at the discretion of Transport Canada:

The vessel may be detained;
The vessel may be redirected;
The vessel may be expelled.

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

- a) vessel's name;
- b) country of registry;
- c) name of vessel's registered owner;
- d) name of its operator;
- e) name of vessel's classification society;

SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION

- f) vessel's international radio call sign;
- g) vessel's International Ship Security Certificate, Canadian Vessel Security Certificate or ship security compliance document number;
- h) the date of issuance, date of expiry and name of the issuing body of its International Ship Security Certificate, Canadian Vessel Security Certificate, or ship security document;
- i) vessel's International Maritime Organization number, if it is a SOLAS ship;
- j) confirmation that the vessel has an approved vessel security plan;
- k) the vessel's current MARSEC level;
- l) a statement of when its last 10 declarations of security were completed;
- m) details of any security threats to the vessel during the last ten calls at marine facilities;
- n) a statement as to whether the vessel consents to tracking by the Canadian Government;
- o) details of any deficiencies in its security equipment and systems, including the communication systems, and the way in which the master of the vessel intends to rectify them;
- p) if applicable, the name of its agent and contact person and their 24-hour telephone and facsimile numbers;
- q) if applicable, the name of the vessel's charterer;
- r) vessel's position and time at which it reached that position;
- s) vessel's course and speed;
- t) vessel's destination and estimated time of arrival at its destination;
- u) name of a contact person at the marine facility that it will visit and their 24-hour telephone and facsimile numbers;
- v) the following information in respect of to each of the last ten marine facilities visited:
 - i) the receiving facility;
 - ii) the marine facility visited;
 - iii) the city and country;
 - iv) the date and time of arrival; and
 - v) the date and time of departure.
- w) a general description of the cargo, including cargo amount ; and
- x) if applicable, the presence and description of any dangerous substances or devices on board.

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

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

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

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

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

MCTS Responsibilities

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

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

Ship Security Alert System

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

***701 CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2004 ANNUAL EDITION OF NOTICES TO MARINERS.**

Reference: Notice No. 28, page D28-2

Paragraph 11

Under MRSC St. John's

- Amend facsimile number to read 1(709)772-2597(fax).
- Amend telex number to read (581)331600063 (telex - INMARSAT B on AOR East).

***702 CANADIAN COAST GUARD - LIST OF CHARTS AFFECTED BY TEMPORARY AND PRELIMINARY NOTICES.**

**IN EFFECT JUNE 30, 2004
(REVISED AND PROMULGATED QUARTERLY)**

1220	(T) 28 MAY-2004
1312	(P) 22 FEB-2002, (P) 25 APR-2003
1316	(P) 21 NOV-2003, (P) 28 NOV-2003 , (P) 13 FEB -2004
1350	(P) 25 APR-2003
1351	196(T)/87, 636(P)/93, 510(P)/98
1361	1101(P)/99
1410	(P) 28 JUN-2002, (P) 27 SEP-2002
1434	(P) 03 AUG-2001
1438	(P) 20 OCT-2000
1509	(P) 17 JAN-2003
1510	(P) 30 APR-2004
1550	(P) 26 OCT-2001
2021	747(P)/96
LC 2077	506(T)/98
LC 2110	121(P)/94, (P) 16 MAY-2003, (P) 23 MAY-2003
LC 2121	244(T)/95
LC 2123	162(P)/94, 507(P)/96, 505(P)/98, (P) 10 AUG-2001
2181	725(T)/91, 244(T)/95, (P) 03 AUG-2001
2202	367(T)/88, (P) 28 APR-2000, (T) 31 OCT-2003
2203	(T)19 SEP-2003, (T) 24 OCT-2003, (T) 17 OCT-2003 (T) 31 OCT-2003, (T) 20 FEB-2004
2204	(T) 24 OCT-2003, (T) 20 FEB-2004
2205	(P) 12 MAY-2000, (P) 16 JUN-2000
2218	(P) 28 APR-2000
2222	367(T)/88
LC 2228	769(T)/91

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

**IN EFFECT JUNE 30, 2004
(REVISED AND PROMULGATED QUARTERLY)**

2241	(P) 28 APR-2000
LC 2244	(P) 02 JUN-2000, (P) 23 JUN-2000
2250	361(P)/97
LC 2282	1148(T)/98, (P) 07 SEP-2001
2283	(P) 31 MAR-2000, (P) 07 SEP-2001, (P) 04 JAN-2002
2293	(T) 20 FEB-2004
LC 2300	(P) 21 JUN-2002
LC 3000	2346(P)/99, (P) 28 APR-2000, (P) 03 NOV-2000, (P) 23 MAR-2001
3053	702(P)/92, (P) 19 JAN-2001
3313	(P) 30 MAY-2003
3442	(P) 17 JAN-2003
3447	(P) 15 SEP-2000, (P) 14 FEB-2003
3458	(P) 14 FEB-2003
3476	(P) 30 MAY-2003
LC 3604	(P) 23 MAR-2001
3623	96(P)/97, 1945(P)/99
3891	(P) 24 AUG-2001
3955	(P) 15 SEP-2000
4001	707(T)/93, 163(T)/94, 678(T)/94, (T) 21 NOV-2003
4003	(T) 04 JUL-2003, (T) 21 NOV-2003
4006	(T) 21 NOV-2003
LC 4017	75(T)/94, 678(T)/94, 384(T)/95
LC 4234	805(P)/92
LC 4235	805(P)/92
4245	373(T)/94, 534(T)/95
4386	(P) 31 MAR-2000
4416	(T) 26 APR-2002, (T) 15 NOV-2002, (T) 29 NOV-2002
4456	433(T)/92
4459	762(T)/99, (T) 04 APR-2003
4486	(T) 04 JAN-2002, (T) 24 JAN-2003, (T) 16 MAY-2003, (T) 31 OCT-2003
4644	765(T)/98
4728	(T) 23 APR-2004
LC 4832	413(T)/88, (T) 19 JUL-2002
4847	782(T)/92
4848	782(T)/92
4849	103(T)/92
LC 4850	423(P)/94
LC 4851	64(T)/95, 384(T)/95
4863	(P) 07 FEB-2003
4865	(P) 07 FEB-2003
4911	(P) 31 MAY-2002, (P) 07 JUN-2002, (P) 21 JUN-2002, (P) 19 JUL-2002
4912	(P) 07 JUN-2002, (P) 14 JUN-2002, (P) 21 JUN-2002, (P) 24 JAN-2003
LC 4913	1316(T)/99
4920	1316(T)/99
4921	(P) 28 SEP-2001, (P) 16 APR-2004
LC 4951	(T) 29 MAR-2002, (T) 12 JUL-2002
LC 4952	(T) 17 AUG-2001
4954	(T) 16 MAY-2003, (T) 18 JUL-2003
4956	(P) 13 JUN-2003
6100	(P) 02-APR-2004
6240	(T) 27 APR-2001
6242	(T) 27 APR-2001
6251	(P) 23 JUN-2000, (T) 27 APR-2001
6311	738(P)/96, 751(P)/96
7010	153(T)/99
LC 7011	153(T)/99
7083	847(P)/89, 1510(P)/98, 1727(P)/98
7122	(P) 25 APR-2003
7371	634(P)/96

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

**IN EFFECT JUNE 30, 2004
(REVISED AND PROMULGATED QUARTERLY)**

7733	1510(P)/98
7760	1510(P)/98, 1727(P)/98
8015	(T) 26 APR-2002

***703 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.

Chart Number	Category	Edition Date	Reprint Date
1202	NEWEDN	10-SEP-1999	
1203	NEWEDN	16-NOV-2001	
1209	NEWEDN	14-DEC-1984	02-AUG-1996
1220	NEWEDN	09-JAN-2004	
1221	NEWEDN	23-APR-1999	
1223	NEWEDN	03-OCT-1997	
1226	NEWEDN	19-NOV-1999	
1230	NEWEDN	10-MAY-2002	
1233	NEWEDN	09-NOV-2001	
1234	NEWEDN	25-MAY-2001	
1235	NEWEDN	31-MAR-2000	
L/C1236	NEWEDN	25-SEP-1998	
1260	NEWCHT	04-JAN-1991	
1310	NEWEDN	24-MAR-2000	
1311	NEWCHT	05-NOV-1999	
1312	NEWEDN	02-APR-1999	
1313	NEWEDN	28-JUL-2000	
1314	NEWEDN	29-SEP-2000	
1315	NEWEDN	21-JUN-2002	
1316	NEWEDN	26-FEB-1999	
1317	NEWEDN	17-AUG-2001	
1350	NEWCHT	06-JUL-1984	25-MAR-1994
1351	NEWCHT	21-SEP-1984	11-AUG-1995
1361	NEWEDN	28-MAY-1976	01-MAR-1996
1400	NEWEDN	25-JUN-1999	
1409	NEWEDN	12-APR-2002	
1410	NEWEDN	26-APR-2002	
1431	NEWCHT	17-JAN-2003	
1432	NEWCHT	09-JUL-1999	
1433	NEWCHT	28-MAY-1999	
1434	NEWCHT	01-MAR-1996	
1435	NEWCHT	15-DEC-1995	
1436	NEWCHT	15-JAN-1993	03-JAN-1997
1437	NEWCHT	19-MAR-1993	30-MAY-1997

Chart Number	Category	Edition Date	Reprint Date
1438	NEWEDN	16-NOV-2001	
1439	NEWEDN	08-DEC-2000	
1509	NEWCHT	18-MAY-1990	27-JUN-1997
1510	NEWEDN	25-JUL-2003	
1512	NEWEDN	03-MAY-2002	
1513	NEWEDN	07-JUN-1996	
1514	NEWCHT	24-JUL-1998	
1515	NEWCHT	24-JUL-1998	
1550	NEWEDN	26-DEC-2003	
1551	NEWEDN	24-AUG-2001	
1552	NEWEDN	05-JUN-1998	
1553	NEWEDN	16-FEB-2001	
1554	NEWEDN	16-SEP-1988	15-AUG-1997
1555	NEWEDN	25-MAY-2001	
1556	NEWCHT	02-APR-2004	
L/C2000	NEWEDN	10-APR-1998	
2006	NEWEDN	31-MAR-2000	
2007	NEWEDN	10-SEP-1982	09-SEP-1994
2011	NEWEDN	17-JAN-2003	
2017	NEWCHT	13-JUL-1990	
2018	NEWCHT	22-JUN-1990	
2021	NEWEDN	10-AUG-2001	
2022	NEWEDN	09-JAN-2004	
2023	NEWEDN	08-AUG-2003	
2024	NEWEDN	16-MAY-2003	
2025	NEWEDN	29-MAR-2002	
2026	NEWEDN	05-APR-1985	15-DEC-1995
2028	NEWEDN	02-AUG-2002	
2029	NEWEDN	15-JUN-2001	
2042	NEWEDN	28-NOV-2003	
2043	NEWCHT	29-NOV-1968	26-MAR-1982
2044	NEWCHT	28-FEB-1997	
2047	NEWCHT	07-APR-1995	
2048	NEWCHT	11-OCT-1991	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
2049	NEWCHT	10-MAY-1985	
2050	NEWCHT	10-MAY-1985	
2053	NEWCHT	10-MAY-1985	
2054	NEWCHT	10-MAY-1985	
2055	NEWCHT	05-JUL-1991	
2058	NEWEDN	25-FEB-2000	
2059	NEWCHT	31-JUL-1998	
2060	NEWEDN	28-DEC-2001	
2064	NEWEDN	05-MAR-1999	
2067	NEWEDN	15-JUN-2001	
2069	NEWEDN	19-MAY-2000	
2070	NEWEDN	29-APR-1983	
2077	NEWEDN	23-APR-1999	
2085	NEWEDN	18-FEB-2000	
2086	NEWEDN	03-JAN-2003	
L/C2100	NEWEDN	25-DEC-1998	
L/C2110	NEWEDN	29-MAY-1998	
2120	NEWEDN	06-NOV-1998	
L/C2121	NEWCHT	18-DEC-1987	
L/C2122	NEWEDN	05-JUL-1991	05-APR-1996
L/C2123	NEWEDN	12-MAR-1993	04-APR-1997
2140	NEWCHT	16-SEP-1988	
2165	NEWCHT	08-MAR-1991	
2181	NEWEDN	10-NOV-1989	
2200	NEWEDN	05-JUL-2002	
L/C2201	NEWEDN	18-NOV-1998	
2202	NEWEDN	26-MAR-1999	
2203	NEWEDN	30-JUN-2000	
2204	NEWEDN	23-FEB-2001	
2205	NEWEDN	11-MAY-2001	
2206	NEWCHT	27-JUN-1997	
2207	NEWCHT	27-JUL-2001	
2218	NEWCHT	13-APR-1984	
2221	NEWEDN	07-JUN-1996	
2222	NEWCHT	13-APR-1984	
2223	NEWCHT	13-APR-1984	
2225	NEWEDN	08-MAR-1991	11-JUL-1997
2226	NEWEDN	22-NOV-1991	
L/C2228	NEWCHT	16-FEB-1990	
2235	NEWEDN	24-SEP-1999	
2241	NEWCHT	30-JUL-1999	
L/C2243	NEWEDN	30-AUG-1985	08-APR-1994
2244	NEWEDN	03-NOV-2000	
2245	NEWEDN	26-JUL-2002	
2250	NEWCHT	09-MAY-1986	
2251	NEWCHT	11-APR-1986	26-JUN-1992
2257	NEWEDN	11-JAN-2002	
2258	NEWEDN	16-JUN-1989	05-APR-1996
2259	NEWEDN	26-JUL-2002	
2260	NEWEDN	05-FEB-1999	
2261	NEWEDN	13-JUN-1986	21-APR-1995
2266	NEWCHT	22-JUN-1984	
2267	NEWCHT	22-JUN-1984	
2268	NEWEDN	31-MAR-1989	06-MAY-1994
2273	NEWCHT	13-OCT-1955	22-AUG-1975

Chart Number	Category	Edition Date	Reprint Date
2274	NEWEDN	07-APR-2000	
L/C2282	NEWEDN	07-JUN-1996	
2283	NEWCHT	30-JUL-1999	
2284	NEWEDN	04-AUG-2000	
2289	NEWEDN	16-OCT-1987	31-MAY-2002
2291	NEWEDN	31-MAR-2000	
2292	NEWEDN	28-APR-1989	05-APR-1996
2293	NEWEDN	30-MAR-2001	
2297	NEWEDN	20-JAN-1960	19-SEP-1997
2298	NEWEDN	02-JUL-1958	13-FEB-1981
2299	NEWEDN	25-MAY-2001	
L/C2300	NEWCHT	24-APR-1998	
L/C2301	NEWEDN	22-FEB-1991	
L/C2302	NEWEDN	02-AUG-1985	
2303	NEWEDN	18-MAY-1955	29-JUN-1990
2304	NEWEDN	20-FEB-2004	
2305	NEWEDN	17-DEC-1956	08-FEB-1980
2306	NEWEDN	03-MAY-1957	09-MAY-1975
2307	NEWEDN	31-AUG-1956	11-MAR-1977
2308	NEWEDN	19-JUL-1946	21-APR-1978
2309	NEWEDN	23-JUL-1999	
2310	NEWEDN	03-JUN-1946	01-FEB-1980
2311	NEWEDN	23-APR-1999	
2312	NEWEDN	31-MAY-2002	
2313	NEWEDN	21-JUN-1957	28-OCT-1977
2314	NEWEDN	12-SEP-2003	
2315	NEWEDN	22-APR-1988	
2318	NEWEDN	03-DEC-1982	
2400	NEWEDN	29-JUN-1990	
L/C3000	NEWEDN	20-JAN-1989	22-APR-1994
3001	NEWEDN	23-FEB-2001	
3002	NEWEDN	16-DEC-1994	09-MAY-2003
3050	NEWEDN	03-MAY-1996	
3052	NEWEDN	07-OCT-1994	
3053	NEWCHT	11-APR-1986	02-FEB-1990
3055	NEWCHT	21-JUN-1991	
3056	NEWCHT	21-JUN-1991	
3057	NEWCHT	21-JUN-1991	
3058	NEWCHT	21-JUN-1991	
3061	NEWEDN	29-OCT-1999	
3062	NEWCHT	24-MAY-1985	
3080	NEWEDN	03-APR-1992	
3311	NEWEDN	31-DEC-1993	
3312	NEWCHT	31-JAN-1986	05-APR-1991
3313	NEWCHT	28-JUL-1995	
3410	NEWCHT	24-MAR-1995	
3411	NEWCHT	24-MAR-1995	
3415	NEWEDN	13-FEB-1987	08-APR-1994
3419	NEWEDN	27-JUN-2003	
3424	NEWEDN	12-SEP-2003	
3440	NEWEDN	29-NOV-2002	
3441	NEWEDN	29-NOV-2002	
3442	NEWEDN	03-JUN-1988	06-DEC-1996
3443	NEWEDN	20-DEC-2002	
3447	NEWCHT	10-DEC-1999	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
3458	NEWEDN	10-MAR-1995	
3459	NEWEDN	24-OCT-1997	
3461	NEWEDN	29-NOV-2002	
3462	NEWEDN	29-NOV-2002	
3463	NEWEDN	29-NOV-2002	
3473	NEWEDN	02-MAY-2003	
3475	NEWEDN	27-MAY-1988	02-JUL-1993
3476	NEWCHT	31-AUG-1984	06-SEP-2002
3477	NEWEDN	03-MAY-1985	08-SEP-1989
3478	NEWEDN	24-FEB-1995	
3481	NEWEDN	22-SEP-2000	
3488	NEWCHT	21-OCT-1994	
3489	NEWCHT	21-OCT-1994	
3490	NEWEDN	16-APR-2004	
3491	NEWEDN	05-JAN-1996	
3492	NEWEDN	29-NOV-2002	
3493	NEWEDN	18-DEC-1998	
3494	NEWEDN	18-DEC-1998	
3495	NEWEDN	18-DEC-1998	
L/C3512	NEWEDN	25-DEC-1998	
3513	NEWEDN	29-OCT-1999	
3514	NEWEDN	02-AUG-1996	
3515	NEWCHT	18-JAN-1991	03-JUN-1994
3526	NEWEDN	23-FEB-2001	
3527	NEWEDN	06-APR-2001	
3534	NEWEDN	26-DEC-2003	
3535	NEWEDN	16-AUG-1985	16-APR-1993
3536	NEWCHT	21-APR-1978	16-APR-1993
3537	NEWEDN	30-APR-2004	
3538	NEWEDN	27-NOV-1992	02-AUG-1996
3539	NEWEDN	04-AUG-1989	25-APR-1997
3540	NEWEDN	22-MAY-1992	
3541	NEWEDN	29-JUL-1994	
3542	NEWEDN	01-JUL-1994	
3543	NEWEDN	27-NOV-1992	30-MAY-1997
3544	NEWEDN	25-SEP-1987	01-MAY-1998
3545	NEWCHT	28-APR-1989	23-FEB-2001
3546	NEWCHT	28-APR-1989	11-JUL-1997
3547	NEWCHT	28-APR-1989	05-APR-1996
3548	NEWEDN	26-SEP-1997	
3549	NEWCHT	03-DEC-1993	06-JUL-2001
3550	NEWCHT	03-DEC-1993	02-JAN-1998
3552	NEWCHT	02-JAN-1987	02-APR-1993
3555	NEWEDN	27-JUN-1986	09-APR-1993
3559	NEWCHT	15-JUN-1979	02-FEB-1990
3564	NEWCHT	04-DEC-1987	08-SEP-1995
3598	NEWEDN	14-AUG-1987	22-NOV-2002
3601	NEWEDN	29-NOV-2002	
3602	NEWEDN	29-NOV-2002	
3603	NEWEDN	23-OCT-1981	25-JAN-2002
3604	NEWEDN	06-NOV-1987	13-JUN-1997
LC3605	NEWEDN	06-MAR-1998	
3606	NEWEDN	29-NOV-2002	
3623	NEWEDN	26-AUG-1977	06-JAN-1989
3624	NEWEDN	19-AUG-1988	22-APR-1994

Chart Number	Category	Edition Date	Reprint Date
3625	NEWCHT	25-OCT-1968	10-MAR-1989
3646	NEWEDN	30-JUN-1995	
3647	NEWEDN	05-JUL-1985	02-JAN-1998
3651	NEWEDN	09-APR-1993	
3668	NEWEDN	07-APR-2000	
3670	NEWEDN	21-OCT-1994	
3671	NEWEDN	27-AUG-1982	03-JUN-1994
3673	NEWCHT	01-DEC-1995	
3674	NEWCHT	01-DEC-1995	
3675	NEWCHT	20-NOV-1998	
3676	NEWCHT	20-NOV-1998	30-AUG-2002
3679	NEWCHT	14-JUN-1991	21-FEB-1997
3680	NEWEDN	07-APR-1978	26-APR-1991
3681	NEWCHT	08-JUN-1990	
3682	NEWEDN	02-MAY-2003	
3683	NEWEDN	11-JUL-2003	
3685	NEWEDN	25-AUG-1995	
3686	NEWCHT	08-APR-1988	02-DEC-1994
3710	NEWEDN	04-JUL-1986	15-JUN-1990
3711	NEWEDN	15-JUN-1984	19-FEB-1993
3717	NEWEDN	28-JUL-1995	
3719	NEWEDN	17-APR-1961	11-NOV-1988
3720	NEWEDN	12-FEB-1988	03-SEP-1993
3721	NEWEDN	26-AUG-1994	
3722	NEWEDN	07-FEB-1964	04-SEP-1987
3723	NEWEDN	29-JUN-1984	
3724	NEWEDN	23-MAY-1980	21-APR-1995
3726	NEWEDN	23-MAY-1980	16-AUG-2002
3727	NEWEDN	29-JUN-1962	24-MAR-1995
3728	NEWEDN	05-FEB-1982	24-JAN-1997
3729	NEWEDN	06-MAR-1998	
3730	NEWCHT	30-NOV-1960	21-DEC-1990
3733	NEWCHT	30-AUG-2002	
3734	NEWEDN	09-JUL-1976	27-DEC-2002
3736	NEWEDN	31-AUG-1990	
3737	NEWEDN	14-AUG-1987	21-APR-1995
3738	NEWEDN	04-FEB-1983	24-MAR-1995
3739	NEWEDN	03-FEB-1984	01-SEP-1989
3740	NEWEDN	20-MAY-1977	06-DEC-1996
3741	NEWEDN	15-FEB-1963	30-JUN-1989
3742	NEWEDN	16-JUL-1982	23-AUG-2002
3743	NEWEDN	25-MAR-1977	10-FEB-1995
3744	NEWEDN	20-MAY-1988	23-FEB-2001
3745	NEWEDN	12-JUN-1998	
3746	NEWEDN	12-AUG-1977	02-JUL-1993
3747	NEWEDN	16-SEP-1977	30-MAY-1997
3753	NEWEDN	30-APR-1959	12-AUG-1988
3761	NEWEDN	19-AUG-1988	
3772	NEWEDN	30-OCT-1964	29-JAN-1993
3773	NEWEDN	26-APR-1985	06-DEC-1996
3781	NEWEDN	18-MAY-1959	15-MAR-1991
3794	NEWEDN	30-AUG-2002	
3795	NEWEDN	01-MAY-1964	09-JUL-1993
3802	NEWEDN	24-NOV-1989	29-NOV-2002
3807	NEWEDN	05-FEB-1999	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
3808	NEWCHT	30-MAR-1962	13-OCT-1989
3809	NEWEDN	24-AUG-1979	24-MAR-1995
3811	NEWEDN	06-DEC-1963	27-SEP-1991
3825	NEWEDN	16-DEC-1977	09-JUN-1989
L/C3853	NEWEDN	02-MAR-1990	05-APR-1996
L/C3854	NEWEDN	23-OCT-1987	23-APR-1993
3855	NEWEDN	13-JAN-1967	26-APR-1991
3857	NEWEDN	17-NOV-1967	10-JUL-1987
3858	NEWEDN	28-JUL-1967	28-JUL-1989
3859	NEWEDN	21-AUG-1998	
3860	NEWEDN	12-SEP-1969	04-JAN-2002
3863	NEWEDN	25-APR-1980	16-MAR-1990
3864	NEWEDN	11-MAY-1962	17-DEC-1993
3865	NEWEDN	01-NOV-1955	10-JUL-1987
3868	NEWEDN	12-JUL-1968	19-APR-1991
3869	NEWEDN	28-NOV-1986	02-MAR-1990
3890	NEWCHT	14-MAR-1986	07-APR-1995
3891	NEWCHT	08-SEP-1989	01-AUG-1997
3892	NEWCHT	13-JAN-1984	03-JUN-1994
3893	NEWCHT	13-JAN-1984	
3894	NEWEDN	12-JUN-1998	
3895	NEWEDN	27-DEC-2002	
LC3902	NEWEDN	09-DEC-1988	27-JUN-1997
3909	NEWCHT	11-DEC-1987	03-JUN-1994
3920	NEWCHT	18-JAN-1991	
3921	NEWEDN	15-DEC-1995	
3927	NEWEDN	29-MAY-1998	
3931	NEWCHT	21-FEB-1992	23-MAR-2001
3932	NEWCHT	21-FEB-1992	12-JUN-1998
3933	NEWEDN	20-JAN-1989	19-FEB-1993
3934	NEWCHT	21-FEB-1992	02-JUN-1995
3935	NEWCHT	28-JAN-2000	
3936	NEWCHT	20-APR-2001	
3937	NEWCHT	07-JUL-2000	
3938	NEWCHT	02-APR-2004	
3940	NEWCHT	01-MAR-1996	
3955	NEWCHT	15-FEB-1985	20-MAY-1994
3956	NEWEDN	01-MAR-1996	
3957	NEWEDN	05-JUN-1998	
3958	NEWEDN	24-MAR-1995	
3959	NEWCHT	11-DEC-1987	06-APR-2001
3960	NEWCHT	13-AUG-1993	16-APR-1999
3962	NEWEDN	25-FEB-2000	
3963	NEWCHT	26-OCT-1990	12-JUN-1998
3964	NEWEDN	30-APR-1999	
3994	NEWEDN	20-JAN-1989	22-SEP-1995
4000	NEWEDN	25-JUL-2003	
4001	NEWEDN	01-DEC-1995	
L/C4002	NEWEDN	27-DEC-1991	05-JUL-1996
4003	NEWEDN	21-MAR-2003	
4006	NEWEDN	08-AUG-2003	
4010	NEWEDN	14-FEB-2003	
4011	NEWEDN	03-JAN-2003	
4012	NEWEDN	14-FEB-2003	
4013	NEWEDN	06-SEP-2002	

Chart Number	Category	Edition Date	Reprint Date
4015	NEWEDN	28-MAR-2003	
4016	NEWEDN	06-JUN-2003	
4017	NEWEDN	07-MAR-2003	
4020	NEWEDN	26-JUL-2002	
4021	NEWEDN	01-NOV-2002	
4022	NEWEDN	17-JAN-2003	
4023	NEWEDN	27-DEC-2002	
4024	NEWEDN	03-MAR-2000	
L/C4025	NEWEDN	27-DEC-1991	
4026	NEWEDN	12-JAN-2001	
4045	NEWEDN	10-OCT-2003	
4047	NEWEDN	09-OCT-1998	
L/C4049	NEWEDN	19-MAY-1995	
4098	NEWEDN	30-NOV-2001	
4099	NEWEDN	28-DEC-2001	
4114	NEWCHT	08-MAY-1992	
4115	NEWCHT	31-DEC-1999	
L/C4116	NEWCHT	09-APR-1993	
4117	NEWEDN	12-JUL-2002	
L/C4118	NEWEDN	13-NOV-1998	
4124	NEWEDN	07-APR-2000	
4130	NEWEDN	01-NOV-2002	
4140	NEWEDN	15-NOV-2002	
4141	NEWEDN	01-NOV-1996	
4142	NEWEDN	01-NOV-1996	
4145	NEWEDN	04-JAN-2002	
4170	NEWCHT	28-FEB-1992	
4201	NEWEDN	11-AUG-2000	
4202	NEWEDN	31-DEC-1999	
4203	NEWEDN	14-APR-2000	
4209	NEWCHT	21-OCT-1994	
4210	NEWCHT	05-APR-1991	
4211	NEWEDN	20-JUN-2003	
L/C4227	NEWCHT	24-MAY-1991	
L/C4230	NEWCHT	15-JUN-1990	26-JUN-1998
4233	NEWCHT	11-JAN-1991	
4234	NEWCHT	10-APR-1987	26-DEC-1997
4235	NEWEDN	28-APR-2000	
4236	NEWEDN	13-JUL-2001	
4237	NEWEDN	02-JUN-2000	
L/C4240	NEWCHT	06-OCT-1989	06-JUN-1997
4241	NEWEDN	08-NOV-2002	
L/C4242	NEWEDN	28-AUG-1992	
4243	NEWEDN	11-OCT-2002	
4244	NEWEDN	26-DEC-2003	
4245	NEWEDN	19-NOV-1999	
4255	NEWCHT	27-JUL-1990	
4266	NEWEDN	14-MAR-2003	
4275	NEWEDN	28-JUN-2002	
4276	NEWEDN	25-JUL-1997	
4277	NEWEDN	17-APR-1998	
4278	NEWEDN	20-MAR-1998	
4279	NEWEDN	28-AUG-1998	
4281	NEWEDN	16-NOV-2001	
4306	NEWEDN	07-NOV-2003	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
4307	NEWEDN	29-NOV-2002	
4308	NEWEDN	21-MAR-2003	
L/C4320	NEWEDN	26-SEP-1997	
L/C4321	NEWEDN	11-OCT-1985	01-FEB-1991
4328	NEWEDN	10-JUL-1998	
4335	NEWEDN	14-AUG-1998	
4337	NEWEDN	07-JUN-2002	
4340	NEWEDN	10-JAN-2003	
4342	NEWEDN	12-JUL-2002	
4363	NEWEDN	12-SEP-2003	
4365	NEWEDN	06-DEC-2002	
4367	NEWEDN	03-APR-2003	
4374	NEWEDN	08-NOV-2002	
4375	NEWEDN	11-OCT-2002	
4376	NEWEDN	14-JUN-2002	
4377	NEWEDN	06-NOV-1998	
4379	NEWEDN	18-JUL-2003	
4381	NEWEDN	31-JAN-2003	
4384	NEWEDN	10-JAN-2003	
4385	NEWEDN	07-JUN-1996	
4386	NEWEDN	03-OCT-1986	24-MAR-1995
4391	NEWEDN	20-DEC-2002	
4394	NEWEDN	26-JUL-2002	
4395	NEWEDN	04-JUL-2003	
4396	NEWEDN	19-FEB-1988	30-JUL-1993
4399	NEWEDN	23-AUG-2002	
4402	NEWEDN	25-DEC-1998	
4403	NEWEDN	04-APR-2003	
4404	NEWEDN	12-MAY-2000	
4405	NEWEDN	21-FEB-2003	
L/C4406	NEWEDN	27-FEB-1998	
4416	NEWEDN	16-NOV-2001	
4419	NEWEDN	22-NOV-2002	
4420	NEWEDN	26-JAN-2001	
4421	NEWEDN	20-DEC-2002	
4422	NEWEDN	10-OCT-1969	
4422	NEWEDN	26-DEC-2003	
4425	NEWEDN	01-NOV-2002	
4426	NEWEDN	02-AUG-2002	
4428	NEWEDN	06-OCT-1978	
4429	NEWEDN	04-OCT-2002	
4430	NEWEDN	02-OCT-1981	21-MAY-1993
4432	NEWEDN	09-JAN-2004	
4437	NEWEDN	14-MAR-2003	
4440	NEWEDN	18-JUL-1980	
4443	NEWEDN	26-JUL-2002	
4445	NEWEDN	23-MAY-2003	
4446	NEWEDN	23-AUG-2002	
4447	NEWEDN	07-SEP-2001	
4448	NEWEDN	13-DEC-2002	
4449	NEWEDN	03-JUL-1998	
4450	NEWEDN	21-MAR-2003	
4452	NEWEDN	29-JUL-1983	
4453	NEWEDN	17-DEC-1982	
4454	NEWEDN	03-FEB-1978	

Chart Number	Category	Edition Date	Reprint Date
4455	NEWEDN	10-SEP-1976	20-OCT-1989
4456	NEWEDN	26-MAR-2004	
4459	NEWEDN	25-JUN-1999	
4460	NEWEDN	30-MAY-2003	
4462	NEWEDN	07-MAR-2003	
4463	NEWEDN	27-JUN-2003	
4464	NEWEDN	10-JAN-2003	
4466	NEWEDN	21-MAR-2003	
4467	NEWEDN	10-JAN-2003	
4468	NEWEDN	12-JUL-1985	
4469	NEWEDN	08-NOV-1985	
4470	NEWEDN	04-JAN-1980	
4471	NEWEDN	11-FEB-1977	11-AUG-1989
4472	NEWEDN	14-AUG-1981	
4473	NEWEDN	25-NOV-1977	
4474	NEWEDN	28-MAY-1999	
4483	NEWEDN	10-JAN-2003	
4485	NEWEDN	26-SEP-1997	
4486	NEWEDN	19-FEB-1999	
4491	NEWEDN	13-DEC-2002	
4492	NEWEDN	08-NOV-2002	
4497	NEWEDN	27-JUN-2003	
4498	NEWEDN	20-JUN-2003	
4504	NEWEDN	23-MAY-2003	
4505	NEWEDN	10-MAY-2002	
4506	NEWEDN	05-DEC-2003	
4507	NEWEDN	05-DEC-2003	
4509	NEWEDN	06-JUN-2003	
4510	NEWEDN	10-MAY-2002	
4511	NEWEDN	20-DEC-2002	
4512	NEWEDN	24-JAN-2003	
4514	NEWEDN	23-MAY-2003	
4515	NEWEDN	20-NOV-1998	
4516	NEWEDN	26-DEC-2003	
4518	NEWEDN	08-NOV-2002	
4519	NEWEDN	09-AUG-2002	
4520	NEWEDN	02-JUN-1995	30-NOV-2001
4521	NEWEDN	04-JUL-2003	
4522	NEWEDN	10-OCT-2003	
4523	NEWEDN	20-DEC-2002	
4524	NEWEDN	04-JUL-2003	
4529	NEWEDN	13-JUN-2003	
4530	NEWEDN	15-MAR-2002	
4538	NEWEDN	11-JUL-2003	
4540	NEWEDN	05-DEC-2003	
4541	NEWEDN	04-JUL-2003	
4542	NEWEDN	07-MAR-2003	
4582	NEWEDN	25-JUL-2003	
4583	NEWEDN	31-MAY-2002	
4584	NEWEDN	11-JUL-2003	
4585	NEWEDN	30-MAY-2003	
4587	NEWEDN	10-JAN-2003	
4591	NEWEDN	26-DEC-2003	
4592	NEWEDN	10-OCT-2003	
4593	NEWEDN	05-DEC-2003	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
4594	NEWEDN	04-JUL-2003	
4595	NEWEDN	04-JUL-2003	
4596	NEWEDN	10-OCT-2003	
4597	NEWEDN	04-JUL-2003	
4615	NEWEDN	20-AUG-1999	
4616	NEWEDN	06-JUN-2003	
4617	NEWEDN	17-MAY-2002	
4619	NEWEDN	20-NOV-1998	
4622	NEWEDN	03-OCT-2003	
L/C4624	NEWEDN	07-JAN-2000	
4625	NEWEDN	24-JAN-2003	
4626	NEWEDN	24-JAN-2003	
4633	NEWEDN	14-MAR-2003	
4638	NEWEDN	11-JUL-2003	
4639	NEWEDN	10-MAY-2002	
4640	NEWEDN	27-AUG-1999	
4641	NEWEDN	25-DEC-1998	
4642	NEWEDN	08-NOV-2002	
4643	NEWEDN	28-MAR-2003	
4644	NEWEDN	25-JUN-1999	
4652	NEWEDN	10-JAN-2003	
4653	NEWEDN	30-MAY-2003	
4654	NEWEDN	22-NOV-2002	
4658	NEWEDN	10-OCT-2003	
4659	NEWEDN	01-AUG-2003	
4661	NEWEDN	04-JUL-2003	
4663	NEWEDN	01-AUG-2003	
4665	NEWEDN	04-JUL-2003	
4666	NEWEDN	11-JUL-2003	
4667	NEWEDN	27-JUN-2003	
4668	NEWEDN	04-JUL-2003	
4669	NEWEDN	06-DEC-2002	
4670	NEWEDN	13-JUN-2003	
4679	NEWEDN	29-NOV-2002	
4680	NEWEDN	07-NOV-2003	
4682	NEWEDN	27-JUN-2003	
4700	NEWEDN	21-MAR-2003	
4701	NEWEDN	13-DEC-2002	
4702	NEWEDN	10-OCT-2003	
4703	NEWEDN	04-APR-2003	
4712	NEWEDN	28-SEP-2001	
4722	NEWEDN	22-NOV-2002	
4724	NEWEDN	04-OCT-2002	
4725	NEWEDN	23-AUG-2002	
4728	NEWEDN	22-NOV-2002	
4730	NEWEDN	31-MAY-2002	
4731	NEWEDN	13-JUN-2003	
4732	NEWEDN	06-JUN-2003	
4744	NEWEDN	20-DEC-2002	
4745	NEWEDN	07-MAR-2003	
4763	NEWEDN	29-MAR-2002	
4764	NEWEDN	07-JUN-2002	
4765	NEWEDN	31-MAY-2002	
4766	NEWEDN	10-OCT-2003	
4767	NEWEDN	18-JUL-2003	

Chart Number	Category	Edition Date	Reprint Date
4769	NEWEDN	29-MAR-2002	
4771	NEWEDN	07-MAR-2003	
4773	NEWEDN	31-MAY-2002	
4774	NEWEDN	04-JUL-2003	
4775	NEWEDN	07-JUN-2002	
4776	NEWEDN	09-AUG-2002	
4817	NEWEDN	23-AUG-2002	
4823	NEWCHT	16-JAN-2004	
4824	NEWCHT	25-OCT-2002	
4825	NEWCHT	01-MAR-2002	
4830	NEWEDN	08-NOV-2002	
L/C4831	NEWCHT	26-DEC-1986	
L/C4832	NEWCHT	02-OCT-1987	
4839	NEWEDN	01-AUG-2003	
L/C4841	NEWCHT	19-MAY-1989	
4842	NEWEDN	27-OCT-2000	
4843	NEWEDN	26-DEC-2003	
4844	NEWEDN	08-MAR-2002	
L/C4845	NEWEDN	12-SEP-1997	
L/C4846	NEWEDN	15-DEC-1995	
4847	NEWEDN	03-AUG-2001	
4848	NEWCHT	12-JUN-1987	
4849	NEWCHT	30-DEC-1988	
L/C4850	NEWCHT	11-MAY-1990	
L/C4851	NEWEDN	04-APR-1997	
4852	NEWCHT	02-DEC-1994	
4853	NEWEDN	30-JUL-1999	
L/C4854	NEWCHT	25-APR-1997	
4855	NEWCHT	06-JUN-1997	
4856	NEWCHT	13-OCT-2000	
4857	NEWCHT	29-OCT-1999	
4858	NEWCHT	25-DEC-1998	
4862	NEWCHT	26-DEC-2003	
4863	NEWEDN	30-NOV-2001	
4865	NEWCHT	30-JAN-1998	
4885	NEWEDN	08-MAR-2002	
4886	NEWCHT	26-DEC-1997	
4905	NEWEDN	29-DEC-2000	
4906	NEWCHT	18-MAR-1988	11-JUN-1993
4909	NEWCHT	17-JUN-1988	01-MAR-1996
4911	NEWEDN	07-MAY-1993	
4912	NEWEDN	04-JUN-1993	
L/C4913	NEWCHT	07-AUG-1992	
4920	NEWEDN	18-SEP-1998	
4921	NEWEDN	06-MAR-1998	
4950	NEWCHT	23-AUG-2002	
L/C4951	NEWCHT	04-JAN-1991	
L/C4952	NEWCHT	21-AUG-1992	
4954	NEWEDN	21-FEB-2003	
4955	NEWCHT	15-FEB-1991	
4956	NEWEDN	21-FEB-2003	
4957	NEWCHT	13-JUL-1990	
4980	NEWCHT	03-JAN-1992	
5001	NEWEDN	17-JAN-2003	
5002	NEWCHT	25-JUL-1975	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
5003	NEWEDN	26-SEP-1969	23-JUL-1976
L/C5023	NEWCHT	20-APR-1990	
L/C5030	NEWCHT	26-OCT-1990	
5031	NEWEDN	31-DEC-1999	
5032	NEWCHT	31-JAN-2003	
5033	NEWCHT	09-MAY-2003	
5042	NEWEDN	27-JUN-2003	
5043	NEWEDN	20-AUG-1999	
5044	NEWEDN	20-AUG-1999	
5045	NEWEDN	01-MAR-2002	
5046	NEWEDN	27-APR-2001	
5047	NEWEDN	01-FEB-2002	
5048	NEWEDN	07-JUL-2000	
5049	NEWEDN	25-JUN-1999	
5051	NEWEDN	26-DEC-2003	
5052	NEWEDN	12-DEC-2003	
5070	NEWEDN	20-NOV-1998	
5080	NEWCHT	03-OCT-1997	
5133	NEWEDN	27-JUN-2003	
5134	NEWEDN	13-SEP-2002	
5135	NEWEDN	12-JUL-2002	
5138	NEWEDN	17-APR-1998	
5140	NEWEDN	27-JUN-2003	
5143	NEWEDN	07-MAR-2003	
5179	NEWEDN	10-OCT-2003	
5300	NEWCHT	25-NOV-1966	25-NOV-1977
5316	NEWEDN	16-MAY-2003	
5335	NEWCHT	15-MAR-1985	
5338	NEWCHT	06-JUN-1986	
5340	NEWCHT	19-APR-1963	14-DEC-1979
5348	NEWEDN	05-NOV-1976	
5349	NEWCHT	05-MAR-1958	03-MAR-1978
5351	NEWCHT	24-FEB-1956	25-MAR-1983
5352	NEWEDN	08-JUL-1960	16-MAY-1980
5365	NEWCHT	26-SEP-1969	25-AUG-1989
5373	NEWCHT	15-FEB-1985	
5374	NEWCHT	17-JAN-1986	
5375	NEWCHT	28-FEB-1986	
5376	NEWCHT	22-MAR-1985	
5390	NEWCHT	17-MAY-1968	04-NOV-1988
5391	NEWCHT	17-MAY-1968	18-FEB-1983
5399	NEWEDN	04-SEP-1981	
5400	NEWEDN	28-NOV-2003	
5403	NEWEDN	04-FEB-1987	
5405	NEWEDN	26-DEC-2003	
5406	NEWCHT	06-MAR-1914	15-AUG-1980
5410	NEWEDN	25-MAR-1977	19-MAR-1993
5411	NEWEDN	28-NOV-2003	
5412	NEWEDN	23-FEB-1968	27-APR-1984
5414	NEWEDN	06-AUG-1937	10-OCT-1980
5440	NEWEDN	01-NOV-1974	06-FEB-1981
5449	NEWEDN	15-AUG-1986	
5450	NEWEDN	22-MAY-1970	29-JUL-1977
5451	NEWEDN	05-NOV-1965	22-MAR-1985
5452	NEWCHT	16-DEC-1954	05-FEB-1982

Chart Number	Category	Edition Date	Reprint Date
5455	NEWEDN	13-JUN-2003	
5456	NEWEDN	26-MAY-1972	12-JUN-1981
5457	NEWEDN	04-SEP-1998	
5458	NEWEDN	08-MAR-1963	10-NOV-1978
5459	NEWEDN	26-DEC-2003	
5464	NEWEDN	15-AUG-2003	
5467	NEWEDN	05-DEC-2003	
5468	NEWCHT	18-MAR-1955	04-SEP-1981
5469	NEWCHT	18-MAR-1955	12-NOV-1982
5471	NEWEDN	12-MAY-1967	04-DEC-1981
5476	NEWEDN	03-JUL-1959	15-JUN-1973
5505	NEWCHT	25-JAN-2002	
5510	NEWEDN	11-JAN-1980	
5512	NEWCHT	18-DEC-1987	
5533	NEWEDN	11-MAR-1977	
5620	NEWEDN	29-DEC-2000	
5621	NEWEDN	26-APR-1991	
5622	NEWEDN	27-DEC-1991	
5623	NEWEDN	08-NOV-1991	
5624	NEWEDN	26-APR-1991	
5625	NEWEDN	10-JUL-1992	
5626	NEWCHT	08-AUG-1986	
5628	NEWCHT	08-AUG-1997	
5629	NEWCHT	27-OCT-2000	
5630	NEWCHT	05-DEC-2003	
5631	NEWCHT	10-JAN-2003	
5640	NEWCHT	22-APR-1994	
5641	NEWCHT	01-DEC-2000	
5642	NEWCHT	19-APR-2002	
5705	NEWEDN	13-MAY-1983	
5707	NEWEDN	28-JAN-1983	
5720	NEWCHT	22-APR-1994	
5800	NEWEDN	19-JUL-1974	22-MAR-1991
5801	NEWEDN	24-MAY-1974	
5860	NEWEDN	30-SEP-1966	14-MAY-1976
5861	NEWEDN	30-SEP-1966	14-MAY-1976
6021	NEWEDN	24-SEP-1999	
6022	NEWEDN	24-SEP-1999	
6023	NEWEDN	26-FEB-1988	30-JUN-1995
6026	NEWCHT	17-SEP-1976	
6028	NEWCHT	15-JAN-1971	
6030	NEWCHT	14-AUG-1987	
6035	NEWEDN	28-DEC-2001	
6036	NEWCHT	28-AUG-1987	
6037	NEWCHT	13-NOV-1987	
6038	NEWCHT	11-SEP-1987	19-SEP-1997
6050	NEWEDN	01-AUG-1986	
6100	NEWEDN	30-MAR-2001	
6105	NEWEDN	21-JUN-2002	
6106	NEWEDN	21-JUN-1991	
6107	NEWEDN	29-OCT-1999	
6108	NEWEDN	10-NOV-2000	
6109	NEWEDN	15-NOV-2002	
6110	NEWEDN	24-FEB-1989	15-DEC-1995
6111	NEWEDN	11-MAR-1983	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
6112	NEWCHT	06-FEB-1970	25-MAR-1994
6201	NEWEDN	09-AUG-2002	
6205	NEWCHT	30-JUN-1995	
6206	NEWEDN	15-SEP-2000	
6207	NEWEDN	24-MAR-2000	
6209	NEWCHT	04-SEP-1970	
6211	NEWEDN	08-FEB-2002	
6212	NEWEDN	08-MAR-2002	
6213	NEWEDN	08-FEB-2002	
6214	NEWEDN	08-FEB-2002	
6215	NEWEDN	08-FEB-2002	
6216	NEWEDN	08-FEB-2002	
6217	NEWEDN	01-MAR-2002	
6218	NEWEDN	11-JUL-2003	
6240	NEWEDN	15-DEC-1995	
6241	NEWEDN	06-AUG-1957	28-MAY-1982
6242	NEWEDN	13-JUN-1980	01-MAY-1992
6243	NEWEDN	10-DEC-1971	17-NOV-1995
6247	NEWEDN	19-FEB-1993	
6248	NEWCHT	04-MAY-1934	06-OCT-1995
6249	NEWEDN	29-MAR-1985	
6251	NEWEDN	26-MAY-2000	
6258	NEWCHT	30-DEC-1988	
6259	NEWCHT	23-FEB-1990	
6260	NEWCHT	06-JAN-1989	
6263	NEWCHT	14-APR-1989	
6264	NEWCHT	14-APR-1989	
6267	NEWCHT	09-JUL-1965	28-AUG-1981
6268	NEWEDN	15-JUN-1962	
6269	NEWEDN	04-NOV-1960	11-MAR-1977
6270	NEWEDN	09-NOV-1973	
6271	NEWEDN	15-NOV-2002	
6272	NEWEDN	14-SEP-1973	
6273	NEWEDN	28-SEP-1973	
6274	NEWEDN	07-SEP-1973	
6281	NEWEDN	02-JUN-2000	
6285	NEWCHT	03-JUN-1988	
6286	NEWEDN	06-SEP-2002	
6287	NEWEDN	07-JUN-2002	
6310	NEWEDN	04-MAY-1973	17-FEB-1978
6311	NEWCHT	17-AUG-1962	
6341	NEWEDN	16-JAN-2004	
6354	NEWCHT	09-NOV-1950	
6355	NEWEDN	09-FEB-1972	
6356	NEWCHT	30-OCT-1949	
6357	NEWCHT	28-FEB-1950	13-APR-1973
6358	NEWEDN	18-MAY-1949	28-JAN-1972
6359	NEWEDN	24-MAY-1968	
6360	NEWCHT	17-APR-1948	
6368	NEWCHT	16-JUN-1958	06-AUG-1976
6369	NEWEDN	24-MAY-1985	
6370	NEWEDN	03-AUG-1990	
6371	NEWEDN	01-MAR-1974	
6390	NEWEDN	08-FEB-1980	
6408	NEWEDN	25-OCT-2002	

Chart Number	Category	Edition Date	Reprint Date
6409	NEWEDN	25-OCT-2002	
6410	NEWEDN	25-OCT-2002	
6411	NEWEDN	16-JAN-2004	
6412	NEWEDN	25-OCT-2002	
6413	NEWEDN	25-OCT-2002	
6414	NEWEDN	25-OCT-2002	
6415	NEWEDN	25-OCT-2002	
6416	NEWEDN	25-OCT-2002	
6417	NEWEDN	25-OCT-2002	
6418	NEWEDN	25-OCT-2002	
6419	NEWEDN	25-OCT-2002	
6420	NEWEDN	25-OCT-2002	
6421	NEWEDN	25-OCT-2002	
6422	NEWEDN	25-OCT-2002	
6423	NEWEDN	16-JAN-2004	
6424	NEWEDN	16-JAN-2004	
6425	NEWEDN	16-JAN-2004	
6426	NEWEDN	16-JAN-2004	
6427	NEWEDN	16-JAN-2004	
6428	NEWEDN	16-JAN-2004	
6429	NEWEDN	16-JAN-2004	
6430	NEWEDN	16-JAN-2004	
6431	NEWEDN	25-OCT-2002	
6432	NEWEDN	25-OCT-2002	
6433	NEWEDN	25-OCT-2002	
6434	NEWEDN	25-OCT-2002	
6435	NEWEDN	25-OCT-2002	
6436	NEWEDN	25-OCT-2002	
6437	NEWEDN	25-OCT-2002	
6438	NEWEDN	25-OCT-2002	
6441	NEWEDN	25-OCT-2002	
6451	NEWEDN	25-OCT-2002	
6452	NEWEDN	25-OCT-2002	
6453	NEWEDN	25-OCT-2002	
6454	NEWEDN	16-JAN-2004	
6455	NEWEDN	16-JAN-2004	
6505	NEWCHT	05-APR-1985	28-FEB-1986
6506	NEWCHT	12-APR-1985	21-FEB-1986
7000	NEWEDN	16-JAN-2004	
7010	NEWEDN	12-JAN-1979	04-MAR-1988
L/C7011	NEWEDN	02-SEP-1983	
7050	NEWEDN	03-FEB-1989	
7051	NEWEDN	14-DEC-1973	08-AUG-1986
7052	NEWEDN	10-JUN-1966	19-JUL-1985
7053	NEWEDN	10-APR-1970	08-APR-1994
7065	NEWEDN	31-MAY-1963	30-DEC-1983
7066	NEWEDN	21-JUN-1963	30-AUG-1985
7067	NEWEDN	30-APR-1971	18-MAY-1990
7071	NEWEDN	31-JUL-1964	08-SEP-1978
7072	NEWEDN	30-APR-1971	25-JUL-1997
7082	NEWEDN	20-FEB-2004	
7083	NEWEDN	15-JUN-1984	
7103	NEWEDN	05-AUG-1977	
7121	NEWEDN	16-MAY-2003	
7122	NEWEDN	19-OCT-1962	06-SEP-1985

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
7125	NEWEDN	20-JUN-2003	
7126	NEWEDN	08-MAR-1954	13-AUG-1993
7127	NEWEDN	15-AUG-2003	
7134	NEWCHT	23-JUL-1993	
7135	NEWEDN	07-MAR-1958	14-DEC-1979
7136	NEWCHT	23-JUL-1993	
7150	NEWEDN	09-JUL-1965	01-OCT-1982
7170	NEWEDN	18-APR-1975	23-DEC-1983
7171	NEWEDN	15-APR-1960	08-SEP-1978
7180	NEWEDN	11-AUG-1978	
7181	NEWCHT	22-FEB-1963	04-MAY-1984
7184	NEWCHT	10-JUL-1964	16-DEC-1977
7185	NEWEDN	08-APR-1960	27-APR-1984
7193	NEWCHT	10-MAY-1963	10-MAR-1978
7194	NEWEDN	20-MAR-1981	
7195	NEWCHT	23-JUL-1993	
7212	NEWEDN	11-JAN-1985	
7220	NEWEDN	02-NOV-1979	16-MAR-1984
7292	NEWCHT	30-JAN-1962	27-SEP-1985
7302	NEWEDN	18-AUG-1978	09-NOV-1990
7304	NEWCHT	17-FEB-1978	06-SEP-1985
7310	NEWCHT	11-JUL-1986	
7371	NEWEDN	14-DEC-1973	27-MAR-1981
7404	NEWEDN	17-MAY-1963	02-SEP-1983
7405	NEWEDN	01-OCT-1982	
7411	NEWEDN	13-APR-1973	29-SEP-1989
7430	NEWEDN	21-MAY-1976	07-OCT-1983
7465	NEWEDN	28-FEB-1957	02-AUG-1991
7481	NEWCHT	21-AUG-1992	
7482	NEWCHT	21-AUG-1992	
7485	NEWCHT	17-MAR-1989	
7486	NEWCHT	10-FEB-1989	
7487	NEWCHT	10-JUL-1987	
7488	NEWCHT	08-MAR-1991	
7489	NEWCHT	28-AUG-1992	
7502	NEWEDN	31-JUL-1998	
7511	NEWEDN	29-DEC-1989	
7512	NEWCHT	05-JUL-1985	
7520	NEWCHT	01-JUN-1984	
7521	NEWCHT	01-JUN-1984	
7527	NEWEDN	29-DEC-2000	
7540	NEWCHT	07-JAN-1983	
7552	NEWEDN	27-MAR-1998	
7565	NEWCHT	04-OCT-1996	
7566	NEWCHT	22-JUN-1990	
7568	NEWCHT	05-JUL-1985	
7569	NEWCHT	05-JUL-1985	
7570	NEWCHT	02-MAY-1986	
7571	NEWCHT	11-APR-1986	
7572	NEWCHT	02-MAY-1986	
7573	NEWCHT	25-FEB-2000	
7575	NEWCHT	06-MAR-1992	
7578	NEWCHT	27-JAN-1995	
7600	NEWCHT	26-JUL-1985	
7608	NEWEDN	04-JUN-1976	04-MAR-1983

Chart Number	Category	Edition Date	Reprint Date
7620	NEWCHT	02-MAY-1997	
7621	NEWCHT	02-MAY-1997	
7646	NEWEDN	14-FEB-2003	
7661	NEWCHT	14-MAR-1986	
7662	NEWEDN	14-NOV-2003	
7663	NEWEDN	25-APR-1997	
7664	NEWCHT	28-FEB-1986	
7665	NEWCHT	13-JUN-1986	
7666	NEWCHT	28-FEB-1986	
7667	NEWCHT	14-MAR-1986	
7668	NEWCHT	18-MAY-1990	
7669	NEWCHT	18-MAY-1990	
7685	NEWCHT	28-FEB-1986	
7686	NEWCHT	27-MAR-1981	19-JAN-1990
7687	NEWCHT	05-AUG-1983	
7710	NEWEDN	13-JUN-1997	
7725	NEWEDN	22-JUN-1984	
7731	NEWEDN	25-MAY-1984	
7733	NEWEDN	19-MAR-1971	08-FEB-1980
7735	NEWEDN	14-AUG-1970	18-NOV-1983
7750	NEWEDN	13-JUN-1997	
7760	NEWCHT	03-MAY-1968	19-AUG-1983
7770	NEWEDN	27-AUG-1971	04-JUL-1980
7776	NEWEDN	30-MAY-1997	
7777	NEWEDN	30-MAY-1997	
7778	NEWEDN	13-JUN-1997	
7779	NEWEDN	13-JUN-1997	
7780	NEWCHT	06-JUL-1990	
7781	NEWCHT	06-JUL-1990	
7782	NEWEDN	13-JUN-1997	
7783	NEWEDN	13-JUN-1997	
7784	NEWCHT	03-JUL-1998	
7792	NEWCHT	06-FEB-2004	
7793	NEWCHT	10-JAN-2003	
7832	NEWEDN	19-FEB-1971	06-MAR-1981
7920	NEWEDN	27-APR-1984	23-MAY-1986
7930	NEWEDN	18-MAY-1984	
7935	NEWEDN	21-JUN-1985	
7940	NEWEDN	27-APR-1979	20-SEP-1985
7941	NEWCHT	05-JAN-1973	14-MAR-1986
7950	NEWEDN	03-MAY-1985	
7951	NEWEDN	24-FEB-1984	
7952	NEWEDN	17-MAR-1972	27-JUL-1984
7953	NEWEDN	05-APR-1996	
7954	NEWCHT	17-MAY-1974	17-JUN-1983
7980	NEWCHT	16-JAN-1987	
8005	NEWEDN	20-JUN-2003	
8006	NEWEDN	14-FEB-2003	
8007	NEWEDN	30-AUG-2002	
8010	NEWEDN	07-JUN-2002	
8011	NEWEDN	30-AUG-2002	
8012	NEWEDN	11-OCT-2002	
8013	NEWEDN	06-FEB-2004	
8014	NEWEDN	25-JUL-2003	
8015	NEWEDN	16-NOV-2001	

**SECTION 1 – Edition 07/2004
SAFETY AND GENERAL INFORMATION**

Chart Number	Category	Edition Date	Reprint Date
8046	NEWEDN	23-MAY-2003	
8047	NEWEDN	23-MAY-2003	

Chart Number	Category	Edition Date	Reprint Date
8048	NEWEDN	20-JUN-2003	
8049	NEWEDN	07-MAR-2003	

***712 TRANSPORT CANADA PUBLICATIONS - SHIP SAFETY BULLETINS (TP-3231) - 2004.**

Ship Safety Bulletins address safety-related matters pertaining to vessels. Bulletins are available from Transport Canada's Marine Safety Directorate free of charge and are issued on an "as needed" basis.

A complete list of Ship Safety Bulletins are available on Transport Canada's Web site.

If you do not have access to our Web site and wish to be included in the Ship Safety Bulletins mailing list, please send your request to the Marine Safety location provided below.

As of June 30, 2004, the following bulletins have been issued.

Bulletin Number	Title	Date of Creation
01/2004	Halon Fire Extinguishing Systems Servicing, Recycling and Banking Facilities in Canada	2004-02-06
02/2004	Ship's Alarm and Internal Communications System	2004-03-04
03/2004	Mustang Survival Ocean Commander Immersion Suits	2004-04-20

Transport Publications (TPs) New and/or Amended - 2004

Publication No.	Title	Date
TP 10655	Approved Training Courses (New)	2004
TP 14070	Small Commercial Vessel Safety Guide (New)	2004
TP 14230	As an Employer are you ensuring the Health and Safety of your employees working onboard Ships? (New)	2004
TP 14231	Marine Occupational Health and Safety Program (New)	2004

Copies of these publications may be obtained from:

Marine Safety
Transport Canada
Place de Ville, Tower "C"
330 Sparks Street, 11th floor
Ottawa, Ontario, K1A 0N8

E-mail: marinesafety@tc.gc.ca

Web site: Ship Safety Bulletins: http://www.tc.gc.ca/marinesafety/bulletins/toc_e.htm

Transport Publications: www.tc.gc.ca/MarineSafety/TP/menu.htm

Phone: (613) 991-3135

Fax: 613) 990-6191

**SECTION 2 – Edition 07/2004
CHART CORRECTIONS**

**3001 - Vancouver Island/Île de Vancouver, Juan de Fuca Strait to/à Queen Charlotte Sound - New Edition - 23-FEB-2001
- NAD 1927**

09-JUL-2004 LNM/D. 27-JUN-2003
Add yellow ODAS/SADO light buoy, Fl Y, marked Priv 49°18'42.0"N 127°42'52.0"W
DFO(6201105-01)

16-JUL-2004 LNM/D. 09-JUL-2004
Amend Iso WR to read Fl WR 48°23'06.0"N 124°35'59.0"W
DFO(6201108-02)

3052 - Penticton to/à Kelowna - Sheet 1 - New Edition - 07-OCT-1994 - NAD 1983

23-JUL-2004 LNM/D. 07-MAR-2003
Add light Q 49°44'55.0"N 119°43'03.2"W
DFO(6201114-02)

3312 - Discovery Passage and/et Sutil Channel - Sheet 18 - New Chart - 31-JAN-1986 - NAD 1927

16-JUL-2004 LNM/D. 21-MAY-2004
Amend FY to read FG 50°01'42.1"N 125°14'30.5"W
DFO(6201106-01)

Amend FY to read FG 50°01'42.3"N 125°14'29.1"W
DFO(6201106-02)

3488 - Crescent Island to/à Strawberry Island - Sheet 1 - New Chart - 21-OCT-1994 - NAD 1983

23-JUL-2004 LNM/D. 14-MAY-2004
Add sewer pipeline and legend Sewer/Égout between 49°06'38.2"N 122°19'22.5"W
and 49°07'16.0"N 122°19'21.0"W
DFO(6201113-01)

3492 - Roberts Bank - New Edition - 29-NOV-2002 - NAD 1983

09-JUL-2004 LNM/D. 07-MAY-2004
Delete red starboard hand conical buoy marked Priv 49°00'44.2"N 123°06'52.5"W
DFO(6201101-01)

Delete red starboard hand conical buoy marked Priv 49°00'51.2"N 123°06'43.2"W
DFO(6201101-02)

Delete red starboard hand conical buoy marked Priv 49°01'00.9"N 123°06'28.9"W
DFO(6201101-03)

Delete green port hand can buoy marked Priv 49°00'45.9"N 123°06'56.1"W
DFO(6201101-04)

Delete green port hand can buoy marked Priv 49°00'52.9"N 123°06'46.2"W
DFO(6201101-05)

Delete green port hand can buoy marked Priv 49°01'04.3"N 123°06'30.2"W
DFO(6201101-06)

16-JUL-2004 LNM/D. 09-JUL-2004
Delete light F R 49°00'26.2"N 123°07'57.8"W
DFO(6201112-01)

Delete leading line between 49°00'26.2"N 123°07'57.8"W
and 49°00'09.2"N 123°08'21.8"W
DFO(6201112-02)

**SECTION 2 – Edition 07/2004
CHART CORRECTIONS**

3540 - Approaches to/Approches à Campbell River - New Edition - 22-MAY-1992 - NAD 1983

16-JUL-2004 LNMD. 25-JAN-2002
Amend FY 13m to read FG 13m 50°01'43.2"N 125°14'37.3"W
DFO(6201106-01)

Amend FY 11m to read FG 11m 50°01'43.4"N 125°14'35.9"W
DFO(6201106-02)

3603 - Ucluelet Inlet to/à Nootka Sound - New Edition - 23-OCT-1981 - NAD 1927

09-JUL-2004 LNMD. 09-JAN-2004
Add yellow ODAS/SADO light buoy, Fl Y, marked Priv 49°18'42.0"N 127°42'52.0"W
DFO(6201105-01)

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

16-JUL-2004 LNMD. 02-MAY-2003
Delete Fog Sig (2) 30s 48°23'06.0"N 124°35'59.0"W
DFO(6201108-01)

Amend Iso WR 6s 19m 7M to read Fl WR 4s 19m 6M 48°23'06.0"N 124°35'59.0"W
DFO(6201108-02)

3720 - Idol Point to Ocean Falls - New Edition - 12-FEB-1988 - NAD 1927

09-JUL-2004 LNMD. 25-JUN-2004
Add rescue station 52°09'13.0"N 128°07'09.0"W
DFO(6201102-01)

3890 - Approaches to/Approches à Skidegate Inlet - New Chart - 14-MAR-1986 - NAD 1927

09-JUL-2004 LNMD. 04-JUL-2003
Add rescue station 53°14'09.0"N 131°51'45.0"W
DFO(6201104-01)

3891 - East Narrows and/et West Narrows - New Chart - 08-SEP-1989 - NAD 1983

30-JUL-2004 LNMD. 05-DEC-2003
Delete depth of 3.2 metres 53°08'59.7"N 132°21'04.8"W
DFO(6201115-01)

Add depth of 0.6 metres, Rep (2004) with bottom quality of Bo 53°09'00.0"N 132°21'05.0"W
DFO(6201115-02)

3894 - Selwyn Inlet to/à Lawn Point - New Edition - 12-JUN-1998 - NAD 1983

09-JUL-2004 LNMD. 04-JUL-2003
Add rescue station 53°14'04.0"N 131°51'36.0"W
DFO(6201104-01)

3938 - Queens Sound to/à Seaforth Channel - New Chart - 02-APR-2004 - NAD 1983

09-JUL-2004
Add rescue station 52°09'15.0"N 128°07'11.0"W
DFO(6201102-01)

16-JUL-2004 LNMD. 09-JUL-2004
Add legend BELL against buoy marked E33 52°13'02.3"N 128°09'22.9"W
DFO(6201107-01)

**SECTION 2 – Edition 07/2004
CHART CORRECTIONS**

5450 - Hudson Strait - New Edition - 22-MAY-1970 - NAD 1927

09-JUL-2004

Delete depth of 33 fathoms

LNMD. 26-DEC-2003

59°04'30.0"N 063°12'00.0"W

DFO(6301370-09)

Delete depth of 29 fathoms

59°05'30.0"N 063°16'00.0"W

DFO(6301370-10)

7122 - Culbertson Island to Koojesse Inlet - New Edition - 19-OCT-1962 - NAD 1927

02-JUL-2004

Delete triangulation point

LNMD. 27-OCT-2000

63°43'08.0"N 068°29'54.0"W

DFO(6601968-01)

Add beacon Bn Or

63°43'06.7"N 068°29'57.2"W

DFO(6601968-02)

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 1, Fourth Edition, 1994 —

Page 107 — Paragraph 413, lines 4 to 7

Delete: “During winter months” to end of paragraph.

Replace by: During the winter months, seasonal ice development is monitored via satellite imagery once a month.

(C2004-027.1)

Page 107 — Delete paragraph 415

Replace by: 415 The production of daily ice analysis charts and daily ice hazard bulletins is the responsibility of the Canadian Ice Service, Environment Canada, Ottawa. This ice information service co-ordinates data recorded via satellite with data recorded during aircraft reconnaissance flights. These and other inputs are analysed and used to develop both daily and weekly regional ice analysis charts of current conditions. From these charts and predicted meteorological parameters, plain language daily ice hazard bulletins and 30-day ice forecast bulletins are also prepared. All these ice products are now freely available on the web site of the Canadian Ice Service. The mailing address for this office is:

The Canadian Ice Service
Environment Canada
Lasalle Academy
373 Sussex Drive
Block ‘E’, Third floor
Ottawa, Ontario K1A 0H3
Telephone: 1-800-767-2885 or 1-613-996-1550
Fax: 1-613-947-9160
E-mail: cis-scg.client@ec.gc.ca
Web site: <http://ice-glaces.ec.gc.ca>

(C2004-027.2)

Page 107 — Paragraph 416, lines 1 and 2

Delete: ice forecasts

Replace by: daily ice hazard bulletins

(C2004-028.1)

Page 107 — Paragraph 417, line 2

Delete: ice

Replace by: daily ice analysis

(C2004-028.2)

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 70 — Paragraph 82, lines 7 and 8

Delete: *and fog signal are*

Replace by: *is*

(P2004-16.1)

Page 70 — Paragraph 82, line 8 – after “*island.*”

Insert: *A fog signal is at the S end of the island.*

(P2004-16.2)

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

Page 26 — Before paragraph 409

Delete: *Charts 3936, 3787*

Replace by: *Charts 3936, 3938*

(P2004-11.1)

Pages 28 and 29 — After paragraph 428

Delete *Chart 3787* to paragraph 453.

Replace by: *Chart 3938*

⁴²⁹ **McLoughlin Bay** (*52°08'N 128°09'W*) is a short distance NNW of Napier Point. A shoal with 12.1 m over it is in the centre of the bay.

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

430 A private float and dolphins are in the south part of the bay. The **Bella Bella Fish Plant** building, wharf and float are in the centre of the bay, fresh water is available. The **B.C. Ferries landing**, in the centre of the bay, is marked by a light. The ferry makes regular stops during summer months.

431 A **submarine pipeline** extends in a NE direction into the middle part of McLoughlin Bay.

432 **Story Point**, 0.6 mile NE, is on the east side of Lama Passage.

433 **Story Point light (608)** is shown from a skeleton tower.

434 A **submarine cable area** (power) crosses Lama Passage 0.4 mile north of Story Point.

435 Lama Passage in front of Bella Bella is a **water aerodrome**.

436 **Old Bella Bella**, a former fish company settlement with a wharf and floats, is on the east shore of the passage. It now belongs to the Indian settlement of Bella Bella. Net floats are NE of the main wharf with fresh water available. Close SW of the wharf is the Fisheries and Oceans Canada office and float. Coast Guard has a **year round rescue unit** based here. It is equipped with a 14 m search and rescue vessel and a rigid hull inflatable. A boat works is between Bella Bella Islands and Spirit Island, approximately 0.5 mile NE from the wharf. It offers a repair yard and a marine railway capable of hauling vessels up to 45 tonnes.

437 A **conspicuous radio tower** at the north extremity of Denny Island has a red air obstruction light.

438 **Bella Bella Islands** consisting of several small islets connected at LW by rocky ledges are an Indian cemetery. A detached drying rock lies about 250 m east of the islets. A narrow boat passage between Bella Bella Islands and the NW side of Denny Island has a least depth of 6.5 m.

439 **Tidal predictions** for Bella Bella (Index No. 8976) are in *Tide Tables, Volume 7*.

440 **Bella Bella** is a large Indian community on the west side of Lama Passage about 1 mile NNW of Story Point. It has a grocery store, hardware, bank, accommodation, restaurants, school, churches, and hospital and drug store operated by the United Church of Canada. **Waglisla** Post Office (V0T 1Z0) is in the community. Coastal supply vessels make regular calls. An asphalt airstrip, north of the community, is 1,128 m (3,700 ft) long. There are regularly scheduled flights to Port Hardy and Vancouver.

441 A **conspicuous microwave tower**, north of the community ($52^{\circ}10'13''N$ $128^{\circ}08'38''W$), is fitted with a red obstruction light.

442 **Submarine pipelines** (sewer outfalls) extend into Lama Passage in the vicinity of Bella Bella.

443 A **submarine cable** (power) is laid from the islet north of the public wharf to 0.6 mile SW of Dryad Point.

444 The **public wharf** has a berthing face 61 m long with a least depth of 7.3 m alongside. A metal freight shed and a fuel company office are on the wharf. Floats for small craft are attached to the inshore side of, and parallel to the wharf. The **fuel dock** supplies gasoline, diesel fuel, naphtha, kerosene and lubricants. Garbage disposal facilities, fresh water, showers, a marine railway and hull and engine repairs are available. There is also a seaplane float.

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

445 **Port hand buoy “E17”** lies off the edge of a shallow bank, about 0.1 mile south of the wharf.

446 **Campbell Island** community is on a small island 0.5 mile north of the public wharf. **Martins Cove**, close north of the small island, is protected on its east side by a rock breakwater and **port hand buoy “E19”** marks the rock awash at the entrance. In the cove are public floats with 543 m of berthing for small craft. West of the floats is a small boatyard with a large aluminum shed. It has a marine railway capable of hauling vessels up to 55 tonnes.

447 **Anchorage** can be obtained in about 27 m about 0.4 mile ENE of the public wharf at Bella Bella.

448 **Cavin Cove**, 1.0 mile north of Bella Bella, has a bar 0.2 mile within its entrance with a rock that dries 2 m. It is only suitable for small craft.

449 The north end of Lama Passage is constricted to a least width of about 0.2 mile between the NE end of **Campbell Island** and **Saunders Island**. Care should be taken to keep in mid-channel through this passage.

450 **Saunders Island light buoy “E20” (610)**, a starboard hand buoy, marks the edge of the foul ground projecting SW from the island.

451 **Dryad Point (52°11'N 128°07'W)** is at the junction of Lama Passage and Seaforth Channel.

452 **Dryad Point Sector light (611)** is shown from a white structure. White buildings with red roofs and a radio tower with a red air obstruction light are near the light.

Page 29 — Before paragraph 454

Delete: *Charts 3787, 3720*

Replace by: *Charts 3938, 3720*

(P2004-11.2)

Page 34 — Paragraph 581, line 5

Delete: East of

Replace by: West of

(P2004-11.3)

Page 34 — Paragraph 581, line 8

Delete: the east

Replace by: the west

(P2004-11.4)

Page 35 — Before paragraph 595

Delete: *Charts 3787, 3720, 3728*

Replace by: *Charts 3720, 3728, 3938*

(P2004-11.5)

Pages 35 and 36 — After paragraph 598

Delete *Chart 3787* to paragraph 624.

Replace by:

Chart 3938

(P2004-11.6)

Dryad Point to Idol Point

599 Dryad Point (52°11'N 128°07'W) and light are described earlier in this chapter under Lama Passage.

600 **Ardmillan Bay**, 0.7 mile NW of Dryad Point, on the west side of **Song Island**, is unsuitable as an anchorage. A narrow passage only suitable for small craft connects the bay to Ormidale Harbour and has a least depth of 2.5 m.

601 **Ormidale Harbour**, NW of Ardmillan Bay, is protected from north and east by **Thorburne Island** and **Nevay Island**. **Wellington Rock** lies in the approach to the main entrance west of Nevay Island. The passage between Nevay and Thorburne Islands is encumbered with drying and below-water rocks.

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

602 **Anchorage** can be obtained in Ormidale Harbour in 30 m, mud bottom, about 0.2 mile south of Nevay Island.

603 **Kynumpt Harbour**, known locally as Strom Bay, is entered between **Defeat Point** and **Lay Point**, which can be identified by **Oland Islet**, lying close-off it. **Shelf Point** lies on the west side of the harbour. **Active Islet** lies close SW of Defeat Point. **Green Neck**, at the head of the harbour, is a narrow isthmus of formerly cultivated land.

604 The best **anchorage** in Kynumpt Harbour is in 13 to 16 m about 0.1 mile west of **Spratt Point**, at the entrance to **Strom Cove**. It is suitable for vessels up to 60 m long. Holding is reported to be good over a sand and mud bottom.

605 **Odin Cove**, close west of Kynumpt Harbour, has a shoal with 1.6 m over it on its east side.

606 Raymond Passage, entered west of Odin Cove between Kintail Point and Hose Point, is described in Chapter 4.

607 **Rithet Island** (*52°13'N 128°08'W*) lies in mid-channel and has a drying reef extending 50 m west from it and shoal water lying to the NW.

608 **Regatta Rocks** are 0.5 mile NW of Rithet Island.

609 **Regatta Rocks light** (*611.7*) is shown from a white tower with a red band at the top.

610 **Dall Rocks**, 0.6 mile WSW of Regatta Rocks, are a series of rocky shoals marked on the south side by **starboard hand buoy "E34"**. A dangerous submerged wreck is on the north side of the rocks.

611 **Dall Rocks light and bell buoy "E33"** (*612*), north of the rocks, is a port hand buoy.

612 **Wood Island** and **Ark Island** are close offshore at the junction of Seaforth Channel and Troup Passage. **Newby Island**, **Munsie Point** and **Christiansen Point** lie 0.5 to 2 miles WNW of Ark Island. **Nose Island**, 0.6 mile west of Christiansen Point, is steep-to on its south side and has a conspicuous tree about 60 m high. **Beazley Islands** lie north of Nose Island. The area surrounding Beazley Islands is encumbered with numerous small islets and drying and below-water rocks.

613 The passage entered between Christiansen Point and Nose Island leads north to Return Channel.

614 **Restless Rock**, 0.5 mile NE of **Noon Point**, is a pinnacle not usually marked by kelp. **Insley Rock** lies close-off the east end of Dearth Island.

615 **Raven Cove** affords anchorage for small craft only. **Beak Island** and drying rocks lie in the entrance to the cove.

616 **Ferrie Island**, 1 mile WNW of Nose Island, has reefs off its east and NW shores.

617 **Bardswell Group** consists of large islands bordering the south side of Seaforth Channel between Raymond Passage and Milbanke Sound.

618 **Mount Gowlland** (*52°13'N 128°14'W*), at the NE end of **Horsfall Island**, is conspicuous.

619 **Dundivan Inlet**, west of Mount Gowlland, is entered between **McGown Point** and the NE point of **Dufferin Island**. Depths within the inlet are too great for satisfactory anchorage, however small craft may be able to find anchorage in the small bay between **Kimlock Point** and **Mallory Islands**. **Muir Island**, **Check Island**, **Penny Point**, and **Lockhart Bay** are features in the inlet. Rait Narrows is described in Chapter 4.

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

⁶²⁰ **Idol Point** (*52°14'N 128°17'W*) is on the south side of Seaforth Channel.

⁶²¹ **Idol Point light** (*613*) is shown from a white tower.

Idol Point to Cape Swaine

⁶²² **Denniston Point** (*52°14'N 128°18'W*) lies 1 mile WSW of Idol Point. Reefs and numerous drying and below-water rocks exist up to 0.3 mile off the coast between Denniston Point and **Cape Swaine**, 5 miles west, named ones are **Gale Rock** and **Edge Reef**. Gale Passage is described in Chapter 4.

Bullen Rock to Robb Point

⁶²³ **Bullen Rock** (*52°15'N 128°18'W*) lies 0.1 mile off the north shore of Seaforth Channel and a rock that dries 0.8 m lies close NE of it. **Joanna Rock** lies 0.5 mile west of Bullen Rock. **Porter Reef** is 0.5 mile west of Joanna Rock and about 0.3 mile SSW of **Bush Point**.

⁶²⁴ **Berry Inlet** is entered between **Wootton Islet** and **Fisher Point** then leads between **Evening Islets** and the treed islet 40 m high lying in the fairway 0.1 mile NNE. Berry Inlet is useless as an anchorage however small vessels can find shelter in **Mouat Cove**. Local knowledge is advised.

- Page 37 — Top of left column (P2004-11.7)
Delete: *Charts 3710, 3728*
Replace by: *Chart 3710*
- Page 37 — Paragraph 627, lines 5, 6 and 7 (P2004-11.8)
Delete: “**Rat Rock**” to end of paragraph.
- Page 37 — Paragraph 628, lines 3 and 4 (P2004-11.9)
Delete: It is fitted with an emergency light.
- Page 37 — Before paragraph 639 (P2004-11.10)
Insert: *Chart 3938*
- Page 40 — After paragraph 24 (P2004-11.11)
Insert: *Chart 3733*
- Page 40 — After paragraph 29 (P2004-11.12)
Insert: *Chart 3728*
- Page 41 — After paragraph 36 (P2004-11.13)
Delete: *Chart 3787*
Replace by: *Chart 3938*
- Page 41 — Paragraph 39, line 2 (P2004-11.14)
Delete: less than 6 feet (2 m)
Replace by: 2.7 m
- Page 41 — Paragraph 39, lines 4 and 5 (P2004-11.15)
Delete: is awash
Replace by: has 1 m over it
- Page 41 — After paragraph 43 (P2004-11.16)
Delete: *Chart 3711*
Replace by: *Chart 3938*
- Page 42 — Top of left column (P2004-11.17)
Delete: *Chart 3711*
Replace by: *Chart 3938*

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 125 — Before paragraph 164 Delete: <i>Charts 3937, 3787</i> Replace by: <i>Charts 3937, 3938</i>	(P2004-11.18)
Page 125 — Before paragraph 169 Insert: <i>Chart 3938</i>	(P2004-11.19)
Page 125 — Paragraph 169, line 2 Delete: (<i>Chart 3787</i>)	(P2004-11.20)
Page 125 — Before paragraph 171 Delete: <i>Chart 3787</i>	(P2004-11.21)
Page 125 — Paragraph 172, line 5 Delete: 18 fathoms	(P2004-11.22)
Page 126 — Top of left column Delete: <i>Charts 3937, 3787</i> Replace by: <i>Charts 3937, 3938</i>	(P2004-11.23)
Page 126 — Paragraph 175, line 1 Delete: <i>52°03'N</i> Replace by: <i>52°02'N</i>	(P2004-11.24)
Page 126 — Before paragraph 180 Delete: <i>Chart 3787</i> Replace by: <i>Chart 3938</i>	(P2004-11.25)
Page 126 — Before paragraph 181 Delete: <i>Charts 3937, 3787</i> Replace by: <i>Charts 3937, 3938</i>	(P2004-11.26)
Page 126 — Paragraph 181, lines 2 and 3 Delete: , has islets and drying reefs west and south of it	(P2004-11.27)
Page 126 — Before paragraph 184 Delete: <i>Chart 3787</i> Replace by: <i>Chart 3938</i>	(P2004-11.28)
Page 126 — Before paragraph 184 Delete: <i>Chart 3787</i> Replace by: <i>Chart 3938</i>	(P2004-11.29)
Page 127 — Top of left column Delete: <i>Chart 3787</i> Replace by: <i>Chart 3938</i>	(P2004-11.30)
Page 127 — Paragraph 196, line 9 Delete: 15-foot (4.6-m) Replace by: 3 m	(P2004-11.31)
Page 127 — Paragraph 203, line 1 Delete: Morrison Replace by: Morison	(P2004-11.32)
Page 128 — Top of left column Delete: <i>Chart 3787</i> Replace by: <i>Chart 3938</i>	(P2004-11.33)
Page 128 — Paragraph 212, lines 2 and 3 Delete: “consists of two rocks” to end of sentence. Replace by: have a least depth of 0.6 m over them.	(P2004-11.34)
Page 128 — Paragraph 213, line 1 Delete: south Replace by: SSE	(P2004-11.35)
Page 128 — Paragraph 214, line 3	(P2004-11.35)

SECTION 4 – Edition 07/2004
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Delete: 10 feet (3 m)
Replace by: 2.1 m

(P2004-11.36)

Page 128 — Paragraph 215, line 4
Delete: 30 feet (9.1 m)
Replace by: 8.1 m

(P2004-11.37)

Page 128 — Paragraph 215, lines 5 and 6
Delete: 15 feet (4.6 m)
Replace by: 4.3 m

(P2004-11.38)

Page 128 — Paragraph 216, line 3
Delete: awash
Replace by: with 0.1 m over it

(P2004-11.39)

Page 128 — Paragraph 217, lines 6 and 7
Delete: rocks with less than 6 feet (2 m) over them.
Replace by: drying and below water rocks.

(P2004-11.40)

SECTION 5 – Edition 07/2004
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
62.5	Rattlesnake Island	49 44 55 119 43 03.2	Q W	1s	3 Mast. 1.5	Year round. Chart: 3052 Edn 07/04(P04-048)
389	Kitsilano Base	SW. approach to False Creek, at end of floating breakwater. 49 16 33.8 123 08 17.5	FI R	4s	4.3	4 1-pile dolphin.	Year round. Chart:3493 Edn 07/04(P04-046)
630.2	Alexander Island	52 57 18 129 18 24	FI W	4s	11.1	9 Square skeleton tower.	Year round. Chart:3724 Edn 07/04(P04-044)
704 G5795	Casey Point	On edge of shoal, off point. 54 16 27.1 130 21 41.8	Q R	1s	7.4	3 White cylindrical tower, red band at top on 3-pile dolphin.	Year round. Chart:3957 Edn 07/04(P04-045)
721.6 G5807.4	Devastation Island	N. side of island. 54 19 21.3 130 29 10.7	FI R	4s	5.3	4 White cylindrical tower, red band at top.	Year round. Chart:3955 Edn 07/04(P04-012)
763 G5988	Barren Island (U.S.)	On highest part of island. 54 44 39 131 20 57	FI W	4s	25.9	7 Tower, red and white diamond daymark.	Year round. Chart:3802 Edn 07/04(P04-005)

**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.