



# NOTICES TO MARINERS

## WESTERN EDITION

Published monthly by the



## CANADIAN COAST GUARD

### CONTENTS

	<b>Page</b>
Section 1 Safety and General Information .....	1, 2
Section 2 Chart Corrections .....	3 - 5
Section 3 Radio Aids to Marine Navigation Corrections .....	6
Section 4 Sailing Directions and Small Craft Guide Corrections .....	7
Section 5 List of Lights, Buoys and Fog Signals Corrections .....	8

Marine Programs Directorate  
Aids to Navigation



Internet: [www.notmar.gc.ca](http://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*.

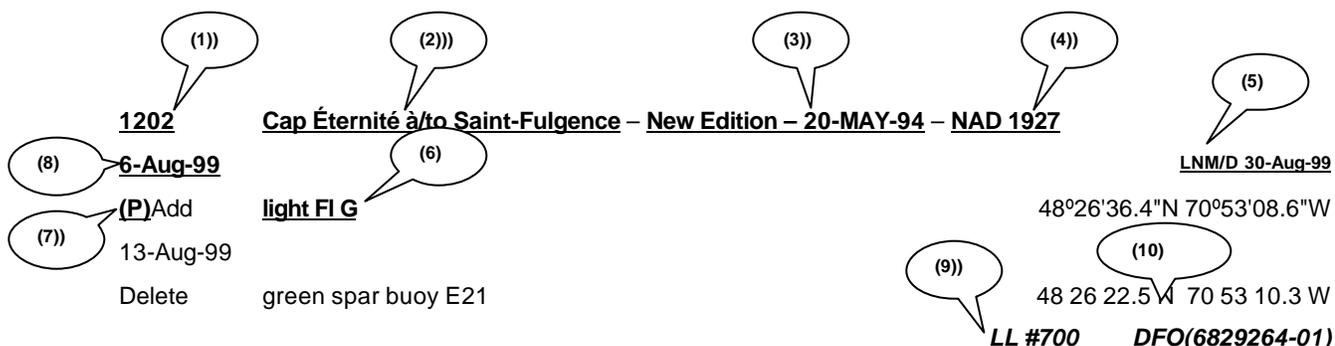
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on 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](http://www.mar.dfo-mpo.gc.ca/cg/ops)  
Website E-Mail: [ROCWeb@mar.dfo-mpo.gc.ca](mailto: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](mailto: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](mailto:RMIC-Pacific@pac.dfo-mpo.gc.ca)  
Notice to Shipping information  
[www.pacific.ccg-gcc.gc.ca/mcts-sctm/notship/index\\_e.htm](http://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.

<b>Table of DGPS Reference Stations in Canada</b>						
<b>Station Name</b>	<b>Id. Nos of reference stations</b>	<b>DGPS Station ID</b>	<b>Geog. Position</b>		<b>Frequency [khz]</b>	<b>Bit/s</b>
			<b>Latitude</b>	<b>Longitude</b>		
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

CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2004 EDITION OF RADIO AIDS TO MARINE NAVIGATION (P ACIFIC AND WESTERN ARCTIC) PUBLICATION. ....	6
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES.....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHARTS PURCHASED BETWEEN AUGUST 2002 AND MARCH 2003. ....	1
CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE PRINT ON DEMAND (POD) CHARTS. ....	1
CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.....	2
CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES. ....	2

## NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

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<b>Chart No.</b>	<b>Page</b>	<b>Chart No.</b>	<b>Page</b>	<b>Chart No.</b>	<b>Page</b>
3313	3				
3478	3				
3493	3				
3548	3				
3602	3				
5003	4				
5450	4				
5705	4				
6311	4,5				
7010	5				
L/C 7011	5				

**SECTION 1 – Edition 08/2004  
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](http://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 08/2004**  
**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](mailto:chsinfo@dfo-mpo.gc.ca)

**CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.**

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

**CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.**

**CHART EDITIONS**

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

**NEW CHART - "NEWCHT"**

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

**NEW EDITION - "NEWEDT"**

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

**REPRINTS**

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

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

**SECTION 2 – Edition 08/2004  
CHART CORRECTIONS**

**3313 - Sansum Narrows - Sheet 14 - New Chart - 28-JUL-1995 - NAD 1983**

13-AUG-2004		LNMD. 20-FEB-2004
Add	submarine cable	joining 48°48'56.4"N 123°36'33.9"W 48°48'56.1"N 123°35'42.6"W 48°47'33.6"N 123°31'48.9"W and 48°47'33.6"N 123°31'18.3"W <i>DFO(6201116-01)</i>

**3478 - Sansum Narrows - New Edition - 24-FEB-1995 - NAD 1983**

13-AUG-2004		LNMD. 14-NOV-2003
Add	submarine cable	joining 48°48'56.4"N 123°36'33.9"W 48°48'56.1"N 123°35'42.6"W 48°47'33.6"N 123°31'48.9"W and 48°47'33.6"N 123°31'18.3"W <i>DFO(6201116-01)</i>

**3493 - Vancouver Harbour, Western Portion/Partie Ouest - New Edition - 18-DEC-1998 - NAD 1983**

27-AUG-2004		LNMD. 04-JUN-2004
Add	light FI Y (Priv)	49°17'23.7"N 123°06'24.1"W <i>DFO(6201121-01)</i>

Add	light FI Y (Priv)	49°17'23.4"N 123°06'23.9"W <i>DFO(6201121-02)</i>
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**3548 - Port Hardy - New Edition - 26-SEP-1997 - NAD 1983**

27-AUG-2004		LNMD. 25-JUL-2003
Reposition	yellow cautionary spar buoy, marked ND	from 50°43'15.8"N 127°29'08.1"W to 50°43'12.3"N 127°29'04.6"W <i>(P2004049) DFO(6201118-01)</i>

Reposition	yellow cautionary spar buoy, marked NE	from 50°43'12.3"N 127°29'04.6"W to 50°43'10.2"N 127°29'01.9"W <i>(P2004050) DFO(6201118-02)</i>
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**3602 - Approaches to/Approches à Juan de Fuca Strait - New Edition - 29-NOV-2002 - NAD 1983**

13-AUG-2004		LNMD. 30-JAN-2004
Add	legend See/Voir note SPORT FISHING/PÊCHE SPORTIVE	48°31'54.0"N 125°02'36.0"W <i>DFO(6201117-01)</i>

Add	note SPORT FISHING Concentration of small sport fishing vessels may be encountered from June to September. Some vessels may not be well equipped and have inexperienced crews. Vessel movements may be unpredictable. Extra caution should be exercised.	48°07'24.0"N 126°27'30.0"W
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**PÊCHE SPORTIVE**  
De juin à septembre, il peut y avoir des grandes concentrations de bateaux de pêche, dont certains peuvent être sous-équipés et ne disposer que d'un équipage inexpérimenté. Les déplacements de ces bateaux peuvent être imprévisibles, forçant ainsi les autres navigateurs à redoubler de prudence.

*DFO(6201117-02)*

**SECTION 2 – Edition 08/2004  
CHART CORRECTIONS**

**5003 - Hudson Bay (Southern Portion) and James Bay - New Edition - 26-SEP-1969 - Unknown**

13-AUG-2004 LNMD. 26-DEC-2003  
Amend legend (See Chart 5706) to read (See Chart 5505) 57°01'00.0"N 077°28'00.0"W  
DFO(6601997-01)

Amend note "For additional information concerning these areas see Notice to Mariners No. 2 of each year." to read "For additional information concerning these areas see Notice to Mariners No. 35 of each year." 56°06'00.0"N 091°00'00.0"W  
DFO(6602005-02)

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

13-AUG-2004 LNMD. 09-JUL-2004  
Amend note "For additional information concerning these areas see Notice to Mariners No. 2 of each year." to read "For additional information concerning these areas see Notice to Mariners No. 35 of each year." 59°14'00.0"N 070°40'00.0"W  
DFO(6602005-03)

20-AUG-2004 LNMD. 13-AUG-2004  
Amend legend Fl 6 sec 270 ft 6M to read Fl 6 sec 270 ft 8M against light 61°04'48.0"N 069°33'30.0"W  
LL(2560) DFO(6601998-01)

**5705 - Cape Dufferin to/à Broughton Island - New Edition - 13-MAY-1983**

13-AUG-2004 LNMD. (485-1983)  
Amend note "For additional information concerning these areas see Notice to Mariners No. 2 of each year. Pour plus de renseignements concernant ces zones, consulter l'Avis aux navigateurs No. 2 de chaque année." to read "For additional information concerning these areas see Notice to Mariners No. 35 of each year. Pour plus de renseignements concernant ces zones, consulter l'Avis aux navigateurs No. 35 de chaque année." 58°51'15.0"N 078°08'00.0"W  
DFO(6602005-01)

**6311 - Continuation A/B - New Chart - 17-AUG-1962**

06-AUG-2004 LNMD. (388-1983)  
CANCELS Pine Channel Entrance range lights 59°15'12.0"N 106°39'00.0"W  
By this notification, Notice 738(P)/96 is cancelled. See Section 1, Notice 1002/03, published in Edition 10/2003.  
DFO(6015339-01)

CANCELS Fond du Lac River Entrance range lights 59°16'14.0"N 105°59'00.0"W  
By this notification, Notice 751(P)/96 is cancelled. See Section 1, Notice 1002/03, published in Edition 10/2003.  
DFO(6015344-01)

**6311 - Continuation B/C - New Chart - 17-AUG-1962**

06-AUG-2004 LNMD. (388-1983)  
CANCELS Pine Channel Entrance range lights 59°15'12.0"N 106°39'00.0"W  
By this notification, Notice 738(P)/96 is cancelled. See Section 1, Notice 1002/03, published in Edition 10/2003.  
DFO(6015339-01)

CANCELS Fond du Lac River Entrance range lights 59°16'14.0"N 105°59'00.0"W  
By this notification, Notice 751(P)/96 is cancelled. See Section 1, Notice 1002/03, published in Edition 10/2003.  
DFO(6015344-01)

**SECTION 2 – Edition 08/2004  
CHART CORRECTIONS**

**6311 - Continuation C/D - New Chart - 17-AUG-1962**

06-AUG-2004

CANCELS Pine Channel Entrance range lights

By this notification, Notice 738(P)/96 is cancelled. See Section 1, Notice 1002/03, published in Edition 10/2003.

LNMD. (388-1983)

59°15'12.0"N 106°39'00.0"W

*DFO(6015339-01)*

CANCELS Fond du Lac River Entrance range lights

By this notification, Notice 751(P)/96 is cancelled. See Section 1, Notice 1002/03, published in Edition 10/2003.

59°16'14.0"N 105°59'00.0"W

*DFO(6015344-01)*

**7010 - Davis Strait and/et Baffin Bay - New Edition - 12-JAN-1979 - NAD 1927**

13-AUG-2004

Delete depth of 6 fathoms

LNMD. 09-NOV-2001

64°18'00.0"N 052°22'30.0"W

*DFO(6602010-01)*

Add depth of 2 fathoms, 5 feet

64°16'43.0"N 052°19'40.0"W

*DFO(6602010-02)*

**L/C7011 - Hudson Strait/Detroit D'Hudson to/à Gronland - New Edition - 02-SEP-1983**

13-AUG-2004

Add depth of 2 fathoms, 5 feet

LNMD. 09-NOV-2001

64°16'43.0"N 052°19'40.0"W

*DFO(6602010-02)*

SECTION 3 – Edition 08/2004  
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE 2004 EDITION OF RADIO AIDS TO MARINE NAVIGATION (PACIFIC AND WESTERN ARCTIC) PUBLICATION.

**Page 3-5**

Under **If bound for a Canadian port:**

- Delete: *Internet E-Mail:* [mctsrmic@attmail.com](mailto:mctsrmic@attmail.com) (no attachments, plain text only)

**Page 3-11**

Under **Offshore/Advance Report Contact**

- Delete: *Directly to Vancouver MCTS Centre e-mail:* [MCTSRMIC@ATTMAIL.COM](mailto:MCTSRMIC@ATTMAIL.COM) (plain text only)
- Add: *Directly to Vancouver MCTS Centre e-mail:* [rmic-pacific@pac.dfo-mpo.gc.ca](mailto:rmic-pacific@pac.dfo-mpo.gc.ca)

**Page 3-14**

**CVTS OFFSHORE/NORDREG Report Contacts - Under Electronic Mail:**

- Delete: [MCTSRMIC@ATTMAIL.COM](mailto:MCTSRMIC@ATTMAIL.COM) (Plain Text Only)
- Add: [RMIC-PACIFIC@PAC.DFO-MPO.GC.CA](mailto:RMIC-PACIFIC@PAC.DFO-MPO.GC.CA)

**SECTION 4 – Edition 08/2004**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

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

Page 11 — Paragraph 475, line 1  
Delete: 111°  
Replace by: 113°

(P2004-17.1)

Page 111 — After paragraph 483  
Add: <sup>483.1</sup> A **daybeacon** with a port hand daymark is on  
the south end of the mid channel reef in the west entrance  
to West Narrows.

(P2004-17.2)

**SECTION 5 – Edition 08/2004**  
**LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS**

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

180.9	Juan de Fuca Traffic Lane Separation light buoy JA (U.S.)	48 29 37.7 124 43 38.3	F Y	2.5s	.....	.....	Yellow, marked "JA".  Year round.
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Chart:3606  
Edn 08/04(P04-51)

**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.