



NOTICES TO MARINERS PUBLICATION WESTERN EDITION

Published monthly by the
CANADIAN COAST GUARD

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Maritime Services Directorate
Aids to Navigation



Internet: www.notmar.gc.ca

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tides unless otherwise indicated.

Distances may be calculated as follows:

1 nautical mile	= 1 852 metres (6,076.1 feet)
1 statute mile	= 1 609.3 metres (5,280 feet)
1 metre	= 3.28 feet

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

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

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

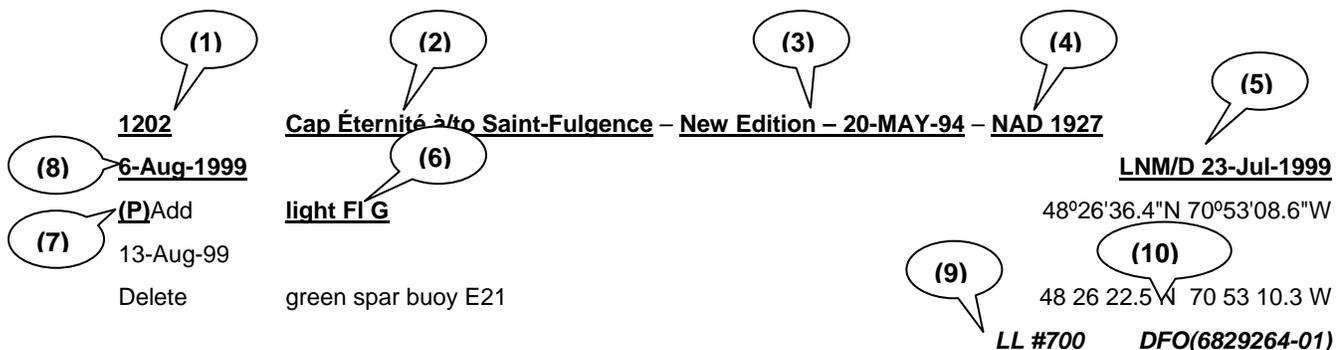
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page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

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

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

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

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

Pacific

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

Telephone : 604-666-6011
Facsimile : 604-666-8453

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

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

Note : Vancouver is a 10 digit dialing area

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 reçus 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
Department of Fisheries and Oceans
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

Directeur, Systèmes à la navigation
Ministère des Pêches et des Océans
200, rue Kent, Station 5N186
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 Électroniques et d'Information.

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Leader, Notices to Mariners
Navigation Aids
Navigation Systems
Canadian Coast Guard
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

Telephone (613) 990-3037
Facsimile (613) 998-8428
Internet www.notmar.gc.ca

Please indicate which edition you would like to receive.

EASTERN EDITION (Comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas)_____

WESTERN EDITION (Comprised of Arctic and Pacific areas)_____

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SECTION 1 – Edition 08/2007
SAFETY AND GENERAL INFORMATION

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

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

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

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

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

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

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

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.

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

CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES.

CHART EDITIONS

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

NEW CHART - "NEWCHT"

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

NEW EDITION - "NEWEDT"

A new issue of an existing chart containing amendments essential to navigation in addition to those issued in 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.gc.ca/pub/en/products/core.cfm>

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

Background

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

**SECTION 1 – Edition 08/2007
SAFETY AND GENERAL INFORMATION**

Care of Your POD Chart

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

CANADIAN HYDROGRAPHIC SERVICE - ARCTIC CHARTS.

Please be advised that effective February 2007 all Arctic notices will appear in both the Eastern and Western paper editions of Notices to Mariners.

Mariners may obtain all Arctic chart notices via the Canadian Coast Guard Notices to Mariners online service www.notmar.gc.ca or by contacting the Canadian Coast Guard, Notices to Mariners office at the following coordinates:

Leader, Notices to Mariners
Aids to Navigation
Navigation Systems
Canadian Coast Guard
200 Kent Street, Station 5N186
Ottawa, ON
K1A 0E6

Telephone (613) 993-6974
Facsimile (613) 998-8428

CANADIAN COST GUARD - MARINE COMMUNICATION AND TRAFFIC SERVICES (MCTS).

Marine Communications and Traffic Services will no longer provide the radiotelegram service subject to full international charges after December 31st, 2007. However, messages addressed to "Quarantine" and messages requesting a doctor to meet a ship on arrival will now be handled without charge. MCTS will continue to provide a Marine Telephone Call Service subject to full international charges in selected areas, based upon demand and the availability of alternate service delivery methods.

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

RELEASED PRODUCTS	
S-57 ENC NUMBER	CHART TITLE
CA573327	Erieau - Entrance to Rondeau Bay
CA373346	Melville Sound
CA573347	Cape Croker
CA573348	Roberts Bay
CA373349	Bathurst Inlet - Northern Portion/Partie nord
CA473350	Baychimo
CA373351	Bathurst Inlet - Central Portion/Partie Centrale
CA273357	Demarcation Bay to/à Liverpool Bay
CA573359	Deception Bay
CA573312	Wheatley Harbour
CA479017	Donnacona à/to Batiscan
CA479025	Sault-au Cochon à/to Quebec

**SECTION 1 – Edition 08/2007
SAFETY AND GENERAL INFORMATION**

*803 CANADIAN HYDROGRAPHIC SERVICE - RASTER NAVIGATION CHARTS.				
CHARTS	MAIN TITLE			
New Chart	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.			
R/M7220	Lancaster Sound, Eastern Approaches/ Approches Est		02-NOV-1979	See Note 2
R/M7568	Lancaster Sound and/et Admiralty Inlet		05-JUL-1985	See Note 2
R/M7569	Barrow Strait and/et Wellington Channel		05-JUL-1985	See Note 2
R/M7571	Viscount Melville Sound		11-APR-1986	See Note 2
R/M7572	Viscount Melville Sound and/et M'clure Strait		02-MAY-1986	See Note 2
R/M7600	Beaufort Sea/ Mer de Beaufort		26-JUL-1985	See Note 2
R/M7620	Demarcation Bay to/à Liverpool Bay		02-MAY-1997	See Note 2
R/M7621	Amundsen Gulf		02-MAY-1997	See Note 2
R/M7661	Demarcation Bay To/ A Philips Bay		14-MAR-1986	See Note 2
R/M7662	Mackenzie Bay		14-NOV-2003	See Note 2
R/M7663	Kugmallit Bay		25-APR-1997	See Note 2
New Edition	All temporary and preliminary notices affecting the previous versions of the following chart(s) (is / are) now cancelled. For any outstanding notices please consult section 2 of this edition.			
R/M7121	Cape Mills to/à Cape Rammelsberg		16-MAY-2003	See Note 2
R/M7122	Culbertson Island to/à Koojesse Inlet		08-JUL-2005	See Note 2
R/M7127	Koojesse Inlet and Approaches/et les Approches		15-AUG-2003	See Note 2

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

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

NON EQUIVALENT PRODUCTS		
S-57 ENC NUMBER	PAPER CHART NUMBER	CHART TITLE
CA176290	5001	Labrador Sea/Mer du Labrador
CA276286	4023	Northumberland Strait / Détroit de Northumberland
CA276477	8013	Flemish Cap/Bonnet Flamand
CA373067	2304	Oiseau Bay to/à Jackfish Bay
CA376014	4242	Cape Sable Island to/aux Tusket Islands
CA376045	4240	Liverpool Harbour to/à Lockeport Harbour
CA376047	4241	Lockeport to/à Cape Sable
CA376093	4367	Flint Island to/à Cape Smoky
CA376094	4020	Strait of Belle Isle/Détroit de Belle Isle
CA376212	5143	Lake Melville
CA476179	4466	Hillsborough Bay
CA476202	4211	Cape Lahave to/à Liverpool Bay
CA476327	4596	Bay of Exploits Sheet/feuille II (Middle/centre)
CA476328	4597	Bay of Exploits Sheet/feuille III (South/sud)
CA576226	4587	Fishery Products International Wharves / Quais

SECTION 1 – Edition 08/2007
SAFETY AND GENERAL INFORMATION

***805 CANADIAN HYDROGRAPHIC SERVICE - BSB RASTER CHART CD “CHS DIGITAL CHARTS” PAC03 QUEEN CHARLOTTE SOUND - HECATE STRAIT TO PORTLAND CANAL 3728 MILBANKE SOUND AND APPROACHES/ET LES APPROCHES**

Some copies of this raster CD product have been found to have an error affecting Chart 3728, Milbanke Sound and Approaches/et les Approches. There is a positional error of 2.59 km along a grid or true bearing of 188°. It is recommended that this BSB chart **not be used** until a corrected copy can be obtained. The Canadian Hydrographic Service will contact all registered owners to arrange for a replacement.

If you require further information please contact: CHSInfo@dfo-mpo.gc.ca

***806 HEALTH CANADA PUBLIC HEALTH AGENCY OF CANADA - INFORMATION BULLETIN - NO. 2007-01 - AUGUST 20, 2007 - CANADA'S QUARANTINE SERVICE - TO: CONVEYANCE OPERATORS USING CANADIAN POINTS OF ENTRY.**

CALL 1-800-545-7661 TO REPORT AN ILLNESS ON BOARD

Requirements for Advance Reporting under the new *Quarantine Act*

Background

Canada's new *Quarantine Act*¹ came into force on December 12, 2006. The new Act replaces the previous *Quarantine Act*.² The purpose of the new Act is to protect public health by taking comprehensive measures to prevent the introduction and spread of communicable diseases.

Section 34: Requirements for Conveyance Operators

Bill C-42, which amended the *Quarantine Act* by creating a new section 34, came into force on June 22, 2007³. This new section requires the operator of a conveyance used in the business of carrying persons or cargo, as soon as possible before the conveyance arrives at its destination in Canada, to inform a quarantine officer or cause a quarantine officer to be informed of any reasonable grounds to suspect that:

- (a) any person, cargo or other thing on board the conveyance could cause the spreading of a communicable disease listed in the schedule;
- (b) a person on board the conveyance has died; or
- (c) any prescribed circumstances exist.

If it is not reasonably possible for a conveyance operator to inform a quarantine officer prior to arrival, notification must occur on the conveyance's arrival at its destination in Canada. In the case of conveyances arriving by land, "destination" is interpreted to mean a border crossing.

Once a quarantine officer is informed, border authorities will be alerted and preparations made to assess any travellers who may be a risk to public health. In the case of conveyances, cargo or other thing on board which may be contaminated or infested with vectors, the quarantine officer will inform an environmental health officer who may apply public health measures.

Attached to this bulletin is a Fact Sheet with Questions and Answers that will assist conveyance operators to comply with this legal obligation.

Please ensure that all relevant parties have ready access to this information. Please emphasize to them the importance of their role in preventing communicable diseases from crossing our borders.

Further Information

Electronic copies of the new *Quarantine Act* (prior to its amendment by Bill C-42) can be accessed through the following website:

<http://www.parl.gc.ca/LEGISINFO/index.asp?Language=E&query=4219&Session=13&List=toc>

If you have any questions, please contact your nearest quarantine station

¹ SC 2005, c.20. Proclaimed in force, December 12, 2006.

² R.S. 1985, c.Q-1.

³ See:

<http://www.parl.gc.ca/LEGISINFO/index.asp?Language=E&Chamber=N&StartList=A&EndList=Z&Session=14&Type=0&Scope=I&query=4897&List=stat>

SECTION 1 – Edition 08/2007
SAFETY AND GENERAL INFORMATION

Dr. Howard Njoo Acting Director General Centre for Emergency Preparedness and Response Public Health Agency of Canada	Stephane Hardy Director General Workplace Health and Safety Programme Healthy Environments and Consumer Safety Branch Health Canada
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Canada's Quarantine Service is operated collaboratively by the Quarantine Program of the Public Health Agency of Canada and the Travelling Public Program of Health Canada, supported by the Canada Border Services Agency. Quarantine Officers, Environmental Health Officers and Border Services Officers work together at Canada's international border to help prevent the introduction and spread of communicable disease.

Canada's Quarantine Stations

Vancouver Quarantine Station (responsible for all points of entry in British Columbia and the Yukon)

Office (604) 666-2499

Fax (604) 666-4947

24-hour (604) 317-1720

Toronto Quarantine Station (responsible for all points of entry in Ontario, west of Kingston, and Nunavut)

Office (905) 612-5397

Fax (905) 612-7987

24-hour (416) 315-5039

Montreal Quarantine Station (responsible for all points of entry in Quebec)

Office 514-633-3024 / 514-633-3015

Fax (514) 633-3031

24-hour (514) 229-2561

Calgary Quarantine Station (responsible for all points of entry in Alberta, Saskatchewan, Manitoba and the North West Territories)

Office (403) 221-3068

Fax (403) 250-9271

24-hour (403) 221-3067

Ottawa Quarantine Station (responsible for all points of entry in Eastern Ontario)

Office (613) 949-2050

Fax (613) 949-1566

24-hour (613) 949-1565

Halifax Quarantine Station (responsible for all points of entry in Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland and Labrador)

Office (902) 873-7656

Fax (902) 873-7657

24-hour (902) 873-7659

**SECTION 2 – Edition 08/2007
CHART CORRECTIONS**

3313 - Haro Strait North/Nord - Sheet 6 - New Chart - 28-JUL-1995 - NAD 1983

03-AUG-2007		LNM/D. 30-MAR-2007
Delete	note Chart/Carte 3476	48°39'43.0"N 123°21'12.0"W <i>DFO(6201699-08)</i>
Amend	note Chart/Carte 3476 to read Chart/Carte 3479	48°43'00.0"N 123°24'27.0"W <i>DFO(6201699-09)</i>
Add	note Chart/Carte 3479	48°37'31.0"N 123°21'54.0"W <i>DFO(6201699-10)</i>
Add	note Chart/Carte 3479	48°40'32.0"N 123°17'14.0"W <i>DFO(6201699-11)</i>

3313 - Swanson Channel - Sheet 8 - New Chart - 28-JUL-1995 - NAD 1983

03-AUG-2007		LNM/D. 30-MAR-2007
Amend	note Chart/Carte 3476 to read Chart/Carte 3479	48°43'00.0"N 123°24'27.0"W <i>DFO(6201699-09)</i>

3313 - Portland Island - Sheet 9 - New Chart - 28-JUL-1995 - NAD 1983

03-AUG-2007		LNM/D. 30-MAR-2007
Amend	note Chart/Carte 3476 to read Chart/Carte 3479	48°42'47.0"N 123°21'34.0"W <i>DFO(6201699-09)</i>

3411 - Sooke - New Chart - 24-MAR-1995 - NAD 1983

10-AUG-2007		LNM/D. 24-MAR-2006
Delete	mooring can buoy, marked Priv (see Chart No. 1 Q40)	48°21'43.4"N 123°43'23.5"W <i>DFO(6201702-01)</i>
Delete	mooring spherical buoy, marked Priv (see Chart No. 1 Q40)	48°21'41.6"N 123°43'19.7"W <i>DFO(6201702-02)</i>
Delete	red starboard hand spar buoy, marked Priv (see Chart No. 1 Qf)	48°22'29.7"N 123°42'55.8"W <i>DFO(6201702-03)</i>

3441 - Haro Strait, Boundary Pass and/et Satellite Channel - New Edition - 01-JUL-2005 - NAD 1983

03-AUG-2007		LNM/D. 23-MAR-2007
Delete	note Chart/Carte 3476	48°38'30.0"N 123°22'30.0"W <i>DFO(6201699-01)</i>
Delete	note Chart/Carte 3476	48°42'24.0"N 123°22'06.0"W <i>DFO(6201699-02)</i>
Amend	note Chart/Carte 3476 to read Chart/Carte 3479	48°43'02.0"N 123°26'18.0"W <i>DFO(6201699-03)</i>
Add	note Chart/Carte 3479	48°37'32.0"N 123°21'58.0"W <i>DFO(6201699-04)</i>
Add	note Chart/Carte 3479	48°41'28.0"N 123°18'15.0"W <i>DFO(6201699-05)</i>

**SECTION 2 – Edition 08/2007
CHART CORRECTIONS**

3477 - Bedwell Harbour to/à Georgeson Passage - New Edition - 03-MAY-1985 - NAD 1927

03-AUG-2007 LNM/D. (62-1997)
 Add note Chart/Carte 3479 48°44'02.0"N 123°16'18.0"W
 DFO(6201699-07)

3478 - Fulford Harbour - New Edition - 17-JUN-2005 - NAD 1983

03-AUG-2007
 Amend Adjoining Chart Carte adjacente 3476 to read Adjoining Chart Carte outside south border at
 adjacente 3479 123° 25' 15"W
 DFO(6201699-06)

3489 - Barnston Island to/à Crescent Island - Sheet 2 - New Chart - 21-OCT-1994 - NAD 1983

03-AUG-2007 LNM/D. 08-JUN-2007
 Add fixed bridge joining 49°11'59.5"N 122°40'00.7"W
 (see Chart No. 1 D22) 49°11'30.5"N 122°39'52.0"W
 49°11'30.6"N 122°39'51.2"W
 and 49°11'59.5"N 122°39'59.2"W
 DFO(6201700-01)
 Add legend Constr (2007) 49°11'30.5"N 122°39'45.0"W
 DFO(6201700-02)

3670 - Broken Group - New Edition - 21-OCT-1994 - NAD 1983

10-AUG-2007 LNM/D. 01-SEP-2006
 Delete depth of 7.2 metres 48°54'56.1"N 125°18'37.8"W
 DFO(6201703-01)
 Add depth of 2.4 metres 48°54'56.1"N 125°18'37.9"W
 DFO(6201703-03)
 Add depth of 3.3 metres 48°54'52.4"N 125°18'35.6"W
 DFO(6201703-04)

3671 - Barkley Sound - New Edition - 04-NOV-2005 - NAD 1983

10-AUG-2007 LNM/D. 29-SEP-2006
 Delete depth of 15.2 metres 48°54'58.0"N 125°18'40.5"W
 DFO(6201703-02)
 Add depth of 2.4 metres 48°54'56.1"N 125°18'37.9"W
 DFO(6201703-03)

3722 - Union Passage and/et Tuwartz Inlet - New Edition - 30-DEC-2005 - NAD 1983

31-AUG-2007
 Delete depth of 7.3 metres 53°18'28.3"N 129°31'34.8"W
 DFO(6201708-01)
 Delete depth of 4.6 metres 53°18'31.3"N 129°31'35.9"W
 DFO(6201708-02)
 Delete depth of 3.7 metres 53°18'32.9"N 129°31'33.7"W
 DFO(6201708-03)
 Add depth of 1.7 metres 53°18'28.8"N 129°31'35.2"W
 DFO(6201708-04)

**SECTION 2 – Edition 08/2007
CHART CORRECTIONS**

Add depth of 3.4 metres 53°18'31.9"N 129°31'34.7"W
DFO(6201708-05)

Add depth of 4.7 metres 53°18'57.2"N 129°31'23.5"W
DFO(6201708-06)

3726 - Laredo Sound and Approaches - New Edition - 23-MAY-1980 - Unknown

03-AUG-2007 LNM/D. 11-MAY-2007
Delete depth of 12 fathoms 52°36'56.0"N 129°28'05.0"W
DFO(6201701-01)

Add depth of 9 fathoms 52°36'54.6"N 129°28'04.1"W
DFO(6201701-02)

Add depth of 19 fathoms 52°35'44.3"N 129°29'40.6"W
DFO(6201701-03)

24-AUG-2007 LNM/D. 03-AUG-2007
Delete depth of 10 fathoms 52°20'05.8"N 128°45'42.0"W
DFO(6201706-01)

Add depth of ½ fathom 52°20'03.5"N 128°45'36.7"W
DFO(6201706-02)

3728 - Milbanke Sound and Approaches/et les approches - New Edition - 05-FEB-1982 - NAD 1927

24-AUG-2007 LNM/D. 02-DEC-2005
Delete depth of 10 fathoms 52°20'05.8"N 128°45'40.0"W
DFO(6201706-01)

Add depth of ½ fathom 52°20'01.6"N 128°45'33.1"W
DFO(6201706-02)

3744 - Queen Charlotte Sound - New Edition - 20-MAY-1988 - NAD 1927

03-AUG-2007 LNM/D. 22-SEP-2006
Delete depth of 12 fathoms 52°37'00.0"N 129°28'06.0"W
DFO(6201701-01)

Add depth of 9 fathoms 52°36'52.7"N 129°28'00.4"W
DFO(6201701-02)

3772 - Grenville Channel, Sainty Point to Baker Inlet B-C - New Edition - 30-OCT-1964 - NAD 1927

24-AUG-2007 LNM/D. 13-FEB-2004
Reposition light Fl from 53°36'16.0"N 129°41'36.0"W
to 53°36'13.1"N 129°41'31.8"W
DFO(6201707-01)

LC3902 - Hecate Strait - New Edition - 09-DEC-1988 - NAD 1927

03-AUG-2007 LNM/D. 11-MAY-2007
Delete depth of 12 fathoms 52°37'00.0"N 129°28'06.0"W
DFO(6201701-01)

Add depth of 9 fathoms 52°36'52.8"N 129°28'00.4"W
DFO(6201701-02)

**SECTION 2 – Edition 08/2007
CHART CORRECTIONS**

Add depth of 19 fathoms 52°35'42.4"N 129°29'36.9"W
DFO(6201701-03)

6416 - Saline Island to/à Police Island - New Edition - 29-APR-2005 - Unknown

24-AUG-2007 LNM/D. 20-APR-2007

Reposition Danger Zone 4
Zone dangereuse 4 from 64°42'12.0"N 124°53'51.0"W
to 64°41'09.0"N 124°51'36.0"W
(A2007004) DFO(6602933-01)

Amend legend F 18m to read F 33m against front leading light
(See Chart No.1, P16) 64°42'07.0"N 124°56'58.0"W
(A2007002) LL(1773.1) DFO(6602932-01)

Amend legend F 27m to read F 43m against rear leading light
(See Chart No.1, P16) 64°42'09.0"N 124°56'48.0"W
(A2007003) LL(1773.2) DFO(6602935-01)

7621 - Amundsen Gulf - New Chart - 02-MAY-1997 - NAD 1983

24-AUG-2007 LNM/D. 08-SEP-2000

Delete tower, Tr R Lts
(See Chart No. 1, E20) 69°21'03.0"N 124°04'31.0"W
DFO(6602965-01)

Amend legend Aero RC to read RC against radiobeacon
(See Chart No.1, S10) 69°21'03.0"N 124°04'31.0"W
DFO(6602965-05)

Add aeronautical light, AERO
(See Chart No.1, P60) 69°21'03.0"N 124°04'31.0"W
DFO(6602965-06)

7665 - Franklin Bay and/ et Darnley Bay - New Chart - 13-JUN-1986 - NAD 1927

24-AUG-2007 LNM/D. (1928-1999)

Delete air obstruction light, Aero FR, Priv (PA)
(See Chart No.1, P61.1) 69°20'55.0"N 124°04'20.0"W
DFO(6602965-02)

Delete aeronautical radiobeacon, Aero RC
(See Chart No.1, S16) 69°20'55.0"N 124°04'20.0"W
DFO(6602965-03)

Add circular radiobeacon, RC
(See Chart No.1, S10) 69°21'03.0"N 124°04'31.0"W
DFO(6602965-04)

Add aeronautical light, AERO
(See Chart No.1, P60) 69°21'21.0"N 124°04'32.0"W
DFO(6602965-06)

7687 - Approaches To/ Approches A Paulatuk Harbour - New Chart - 05-AUG-1983 - NAD 1927

24-AUG-2007 LNM/D. (1928-1999)

Delete radio tower, Ro Tr, R Lts
(See Chart No.1, E28) 69°21'06.0"N 124°04'03.0"W
DFO(6602965-01)

Delete air obstruction light, Aero FR, Priv (PA)
(See Chart No.1, P61.1) 69°20'55.0"N 124°04'18.0"W
DFO(6602965-02)

**SECTION 2 – Edition 08/2007
CHART CORRECTIONS**

Delete	aeronautical radiobeacon, Aero RC (See Chart No.1, S16)	69°20'55.0"N 124°04'18.0"W <i>DFO(6602965-03)</i>
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Delete	light Fl (PA) (See Chart No. 1, P1)	69°20'52.0"N 124°03'55.0"W <i>DFO(6602965-07)</i>
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7687 - Paulatuk Harbour - New Chart - 05-AUG-1983 - No geographic reference

24-AUG-2007 LNM/D. (1928-1999)

Delete	radio tower, Ro Tr, R Lts (See Chart No.1, E28)	2825m, 67½° from bottom left corner of inset <i>DFO(6602965-01)</i>
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Delete	air obstruction light, Aero FR, Priv (PA) (See Chart No.1, P61.1)	2525m, 73° from bottom left corner of inset <i>DFO(6602965-02)</i>
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Delete	aeronautical radiobeacon, Aero RC (See Chart No.1. S16)	2525m, 73° from bottom left corner of inset <i>DFO(6602965-03)</i>
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Delete	light Fl (PA) (See Chart No.1, P1)	2750m, 76½° from bottom left corner of inset <i>DFO(6602965-07)</i>
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Add	circular radiobeacon, RC (See Chart No.1, S10)	2515m, 66½° from bottom left corner of inset <i>DFO(6602965-04)</i>
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Add	aeronautical light, AERO (See Chart No.1, P60)	2780m, 56½° from bottom left corner of inset <i>DFO(6602965-06)</i>
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SECTION 3 – Edition 08/2007
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

CANADIAN COAST GUARD PUBLICATION - AMENDMENT TO THE RADIO AIDS TO MARINE NAVIGATION (PACIFIC AND WESTERN ARCTIC) PUBLICATION 2007.

Page -2-11

MCTS Tofino/VAE – Ship Shore Communications:

Communication site located at: Mount Ozzard
delete Channel 26.

Page 2-17

Victoria, British Columbia MCTS Center

Electronic-mail should read: mctsvictoria@pac.dfo-mpo.gc.ca

SECTION 4 – Edition 08/2007
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Seventeenth Edition, 2004 —

Page 37 — Paragraph 78, line 3 Delete: cautionary/information buoys and has	(P2007-15.01)
Page 38 — Before paragraph 116 Delete: <i>Chart 3441</i> Replace by: <i>Chart 3479</i>	(P2007-15.02)
Page 40 — Top left column Delete: <i>Chart 3441</i> Replace by: <i>Chart 3479</i>	(P2007-15.03)
Page 40 — After paragraph 129 Insert: <i>Chart 3441</i>	(P2007-15.04)
Page 40 — After paragraph 137 Insert: <i>Chart 3479</i>	(P2007-15.05)
Page 40 — Paragraph 138, lines 2 and 3 Delete: A private mooring buoy is north of the wharf.	(P2007-15.06)
Page 40 — Paragraph 141, line 2 Delete: 1.5 Replace by: 1.7	(P2007-15.07)
Page 40 — After paragraph 144 Delete: <i>Chart 3476</i>	(P2007-15.08)
Page 40 — Before paragraph 147 Delete: <i>Chart 3441</i>	(P2007-15.09)
Page 40 — After paragraph 152 Delete: <i>Charts 3441, 3476</i>	(P2007-15.10)
Page 40 — Paragraph 153, line 1 Delete: east Replace by: west	(P2007-15.11)
Page 40 — After paragraph 159 Delete: <i>Chart 3441</i>	(P2007-15.12)
Page 40 — Paragraph 164, line 2 Delete: 0.6 m Replace by: 2 m	(P2007-15.13)
Page 41 — Top left column Delete: <i>Chart 3441</i> Replace by: <i>Chart 3479</i>	(P2007-15.14)
Page 41 — Before paragraph 165 Delete: <i>Charts 3441, 3476</i>	(P2007-15.15)
Page 41 — After paragraph 166 Delete: <i>Chart 3476</i>	(P2007-15.16)
Page 41 — Paragraph 171, line 3 Delete: cautionary/information buoys and has	(P2007-15.17)

SECTION 4 – Edition 08/2007
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 43 — Top left column
Delete: *Chart 3476*
Replace by: *Chart 3479* (P2007-15.18)
- Page 43 — Paragraph 189, line 1
Delete: Washington State Ferries terminal
Replace by: **Sidney Ferry Terminal** (P2007-15.19)
- Page 43 — Paragraph 198, line 5
Delete: with two private buoys used for traffic separation (P2007-15.20)
- Page 43 — Paragraph 200, line 1
Delete: **Washington State Ferry landing**
Replace by: **Sidney Ferry Terminal** (P2007-15.21)
- Page 43 — Delete paragraph 216. (P2007-15.22)
- Page 45 — Top left column
Delete: *Chart 3476*
Replace by: *Chart 3479* (P2007-15.23)
- Page 45 — Paragraph 233, line 5
Delete: 1.7 m
Replace by: 2.2 m (P2007-15.24)
- Page 47 — Top left column
Delete: *Chart 3476*
Replace by: *Chart 3479* (P2007-15.25)
- Page 47 — Delete paragraph 240. (P2007-15.26)
- Page 48 — Top left column
Delete: *Chart 3476*
Replace by: *Chart 3479* (P2007-15.27)
- Page 163 — After paragraph 259
Insert: ^{259.1} **Golden Ears Bridge** is a fixed span road bridge under construction and scheduled for completion mid 2009. Vertical clearance is planned to be 40 m. Channel width will be 170 m on the Bishops Reach (north) side and 120 m on the Parsons Channel (south) side. (P2007-16.01)

SECTION 5 – Edition 08/2007
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

225 G5339	Tom Point Sector	On small islet E. of point. 48 39 44.4 123 16 25.6	FI	G-W	4s	6.4	7	White cylindrical tower, green band at top.	Green from 171° to 181°; white from 181° to 171°. Radar reflector. Year round.
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Chart:3479
Edn 08/07(P07-034)

**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 Date: _____

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 concerning
navigational aids or the List of Lights,
Buoys and Fog Signals.

OR

Dominion Hydrographer
Canadian Hydrographic Service
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

In the case of new or suspected
dangers to navigation, or where
corrections to "Sailing Directions"
appear to be necessary.

CHSINFO@DFO-MPO.GC.CA

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

info@dfo-mpo.gc.ca

(Please include your postal and e-mail address)