



# NOTICES TO MARINERS

## WESTERN EDITION

Published monthly by the



## CANADIAN COAST GUARD

### CONTENTS

	Page
Section 1 Safety and General Information .....	1
Section 2 Chart Corrections .....	2 – 3
Section 3 Radio Aids to Marine Navigation Corrections .....	NIL
Section 4 Sailing Directions and Small Craft Guide Corrections .....	4 – 5
Section 5 List of Lights, Buoys and Fog Signals Corrections .....	NIL

Marine Programs Directorate  
Aids to Navigation



Internet: <http://www.notmar.com>

## 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 under the *Cumulative chart correction list* published 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*.

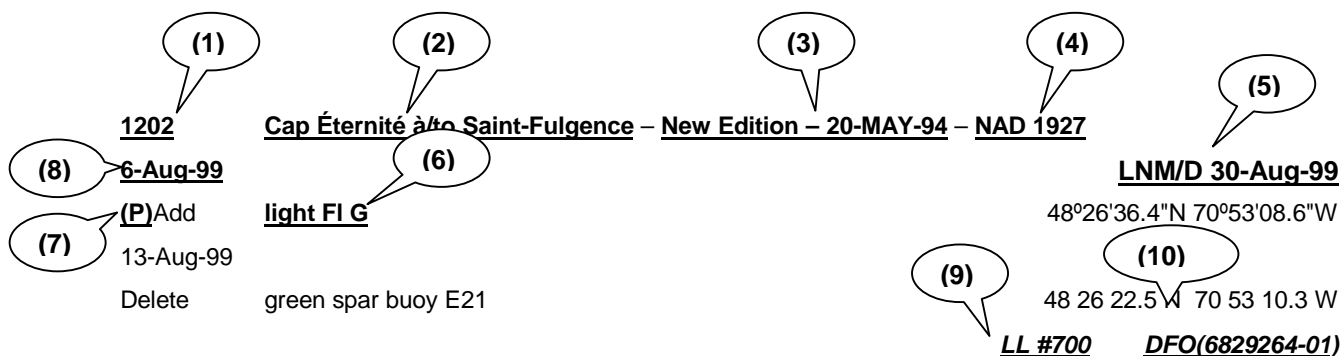
**Monthly edition of Notices to Mariners** - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on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

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 II chart correction.



- 1 - Chart Number
- 2 - Chart Title
- 3 - Chart's latest New Edition date
- 4 - 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 **LLM/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) 772-6285

#### **Maritimes**

Maritimes Regional Operations Centre  
Toll Free in Maritimes 1-800-565-1633  
Phone: (902) 426-6030  
Fax: (902) 426-6334  
<http://www.mar.dfo.mpo.gc.ca/cg/ops/roc.htm>  
Website E-Mail: ROCWeb@mar.dfo-mpo.gc.ca

#### **Laurentian**

Laurentian 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**

Vancouver 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  
<http://www.pacific.ccg-gcc.gc.ca/epages/mcts/notship/notosh2.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, NFLD	338,339	940	46 46 N	53 11 W	315	200
Cape Ray, NFLD	340,341	942	47 38 N	59 14 W	288	200
Cape Norman, NFLD	342,343	944	51 30 N	55 49 W	310	200
Rigolet, NFLD	344,345	946	54 15 N	58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N	66 03 W	295	200
Pt. Escuminiac, 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 (Tentative October 2000)	330, 331	937	44 35 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
Trois-Rivières, QC	314, 315	928	46 23 N	72 27 W	321	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
- 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 .

# IMPORTANT NOTICE TO USERS

## The Canadian Coast Guard Marine Aids Modernization Program

- The Canadian Coast Guard is initiating an aids to navigation modernization program which takes advantage of modern technology and will result in a more equitable, safe, cost-effective and environmentally friendly service across Canada. Low maintenance buoys, solar power, the elimination of diesel power and the application of national provision and design standards, will be used to realize these objectives.
- In consultation with local users, aids to navigation which are redundant, exceed the national standards or should not be publicly funded, will be downsized, privatized or discontinued.
- Regional plans as well as detailed Notices to Shipping and Notices to Mariners will be issued and distributed in the usual manner in advance of all changes to aids to navigation. All users are encouraged to participate in local consultations and to monitor these Notices. It will be every user's responsibility to adapt to the changes and to take the appropriate measures.

### 1. Redundant Aids to Navigation

Many conventional aids to navigation were established for commercial mariners who now use radar. As a result these users no longer require as many landfall shore lights, large lighted buoys and fog signals and support their discontinuance.

However, before these commercially redundant marine aids are removed, the Coast Guard is assessing, where required, the local needs of small craft operators and redesigning the old commercial aids to meet these needs within national provision policies and design standards.

Coast Guard policy does not provide for the retention of fog horns for pleasure craft, due to the high cost to provide such a service across Canada. However, where practical and where there is local support, the existing redundant fog horns are being transferred to local authorities at no cost.

The conversion of lightstations to solar power allows major economic and environmental benefits by allowing removal of fuel tanks and diesel generators. Although this eliminates the need for many structures, the Coast Guard will protect all heritage lightstations through continued operation or transfer to provincial, municipal or other authorities for local use.

### 1. Aids to Navigation Standards

In consultation with local users, all aids to navigation systems across Canada are under review. National system design standards will be used to assess these systems. Systems that do not meet these standards will be upgraded; those systems that exceed them will be downsized.

Adjustments in some channels will result in an increase or a decrease in the number of buoys and/or the conversion of some lighted buoys to unlighted buoys displaying reflective material.



## **2. Private Aids to Navigation**

Although Coast Guard policy does not provide for the establishment of aids to navigation in inadequately charted waters, or where the traffic volume does not justify the cost of the system, some have been established in the past. These aids to navigation will be transferred to local authorities at no cost, with Coast Guard retaining design and regulatory authority under the *Private Buoy Regulations*.

### **NEW INITIATIVES**

The Canadian Coast Guard is also introducing a new differential correction service to augment the satellite-based Global Positioning System (GPS), with 18 transmitting stations fully operational in 1998.

This Differential Global Positioning System (DGPS), will improve the accuracy and integrity of GPS and will enable mariners who are equipped with the appropriate receivers to identify their precise position in most major southern Canadian waters, including the Great Lakes and the St. Lawrence River.

The use of DGPS in conjunction with Electronic Chart Display and Information Systems (ECDIS), will greatly improve navigation accuracy. The expanding use of this new technology is expected to increase marine safety and thus provide greater environmental protection to Canadian waters. It is also believed that implementation of DGPS will allow further adjustment to conventional aids in the future.

All mariners and shipowners are encouraged to equip their vessels with GPS receivers which have the capability to receive the Differential signals, particularly where there is frequent risk of reduced visibility.

The Canadian Coast Guard believes that the availability of GPS, particularly when augmented by the Differential service, will make Loran C obsolete. Consultations are underway to assess the impact of discontinuing Loran C in Canada.

## **CENTRAL & ARCTIC REGION**

Marine Aids to Navigation Program consultations are continuing throughout the Central and Arctic Region of the Canadian Coast Guard. Mariners are urged to continue to read and monitor Notices to Shipping and Notices to Mariners for the most recent concerning adjustments to aids to navigation. You may also access the Central and Arctic Website at [www.ccg-gcc.gc.ca/cen-arc/main.htm](http://www.ccg-gcc.gc.ca/cen-arc/main.htm) for further information.

Mariners and representatives of user groups seeking clarification, having questions, or wishing to provide comments or recommendations concerning any aids to navigation notice may to contact:

Superintendent Marine Aids Program  
Canadian Coast Guard  
Department of Fisheries & Oceans  
201 Front Street North, Suite 703  
Sarnia, ON  
N7T 8B1

Telephone (519) 383-1859 or (519) 383-1861  
Facsimile (519) 383-1989

### GREAT LAKES - Water levels.

The Canadian Coast Guard is reviewing the various Aids to Navigation systems to develop contingency plans should water levels in Lake Superior, Lake Huron and Georgian Bay significantly drop below chart datum.

Changes to the Aids to Navigation in both small craft and commercial channels may be necessary. The changes may incorporate one or more of the following.

- Temporary repositioning of buoys
- Temporary addition of buoys
- Temporary removal of ranges
- Temporary narrowing of channels
- Temporary re-routing of channels and removal of buoys

Necessary changes to the Aids to Navigation will take place at or as near to the opening of the 2000 navigation season as possible.

Areas of concern currently identified in the small craft channels between Port Severn, Little Current and the North Channel are:

- |                          |                             |
|--------------------------|-----------------------------|
| 1) Potato Island Channel | 2) Quarry Island            |
| 3) Big Dog Channel       | 4) Big David Bay Range Line |
| 5) Starvation Bay        | 6) Seven Mile Narrows       |
| 7) Shebeshekong Channel  | 8) Shoal Narrows            |
| 9) Hangdog               | 10) Norgate                 |
| 11) Cunninghams Channel  | 12) Rogers Cut              |
| 13) Parting channel      | 14) Beaverstone Bay         |
| 15) Lansdowne Channel    |                             |

Specific sites and details of the changes will be broadcast as they are reviewed and identified. Depending on the priority some changes may be made with limited advance notice.

All changes will be broadcast through Notices to Shipping.

Temporary placement of signage in areas of concern may be considered.

Mariners are invited to voice any concerns through their nearest Coast Guard Radio Station or directly to:

Randy Childerhose or Mike Phillips - Parry Sound - (705) 746-2196  
Steve Lear or Chuck Lemaire - Prescott - (613) 925-2865  
Al Dion - Regional Superintendent - Sarnia - (519) 383-1859

**MONTHLY EDITION OF NOTICES TO MARINERS**

**MAILING LIST CHANGES**

Superintendent, Information and Publications  
Navigation Aids  
Navigation Systems Branch  
Canadian Coast Guard  
Department of Fisheries and Oceans  
Ottawa, ON  
K1A 0E6

Telephone - (613) 990-3037  
Facsimile - (613) 998-8428

Please indicate which edition you would like to receive.

**EASTERN EDITION** (will be comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas) \_\_\_\_\_

**WESTERN EDITION** (will be comprised of Arctic and Pacific areas) \_\_\_\_\_

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# INDEX

<b>CANADA - Public Port Tariff Increases.....</b>	<b>1</b>
<b>CANADIAN HYDROGRAPHIC SERVICE - Canadian Tide and Current Tables.....</b>	<b>1</b>

## NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

<b>Chart No.</b>	<b>Page</b>	<b>Chart No.</b>	<b>Page</b>	<b>Chart No.</b>	<b>Page</b>
3053	2				
3313	2				
3442	2				
L/C 3462	2				
L/C 3463	2				
3473	2				
L/C 3602	2				
3670	2				
3674	2				
3734	2				
3934	3				
7575	3				

**SECTION 1 – Edition 01/2001  
SAFETY AND GENERAL INFORMATION**

**CANADIAN HYDROGRAPHIC SERVICE - Canadian Tide and Current Tables.**

The Canadian Tide and Current Tables for 2001 have been published in seven volumes.

Volume 1 - Atlantic Coast and Bay of Fundy/Côte de l'Atlantique et Baie de Fundy

Volume 2 - Gulf of St. Lawrence/Golfe du Saint-Laurent

Volume 3 - St. Lawrence and Saguenay Rivers/Fleuve Saint-Laurent et rivière Saguenay

Volume 4 - Arctic and Hudson Bay/l'Arctique et la Baie d'Hudson

Volume 5 - Juan de Fuca Strait and Strait of Georgia/Détroits de Juan de Fuca et de Georgia

Volume 6 - Discovery Passage and West Coast of Vancouver Island/Discovery Passage et côte Ouest de l'Île de Vancouver

Volume 7 - Queen Charlotte Sound to Dixon Entrance/Queen Charlotte Sound à Dixon Entrance

**CANADA - Public Port Tariff Increases.**

Following extensive consultations held in the summer and fall of 1999, the Minister of Transport approved a public port fee increase of 5% per annum for fiscal years 2000/01 and 2001/02. The second year of the two-year year fee increase previously approved for Transport Canada's public ports comes into force on April 1, 2001. As such, all public port fees, except those for utilities and other services which will remain unchanged, will be increased by 5% on April 1, 2001. The increases will, therefore, apply to harbour dues, wharfage, berthage, storage, and transfer charges levied at Transport Canada's public ports and public port facilities.

The revised fees are applicable only to the regional/local ports and the remote ports remaining under the purview of Transport Canada. They do not apply to Canada Port Authorities, divested sites, nor facilities owned and operated by other government departments or private entities.

The tariff notices can be found on Transport Canada's website at <http://www.tc.gc.ca/PortPrograms/en/Menu.htm>. For further information, please contact:

Transport Canada  
Director  
Port Corporations and Port Property  
330 Sparks Street  
Place de Ville, Tower "C"  
Ottawa, Ontario  
K1A 0N5  
Facsimile: 613-954-0838

**SECTION 2 – Edition 01/2001  
CHART CORRECTIONS**

**3053 - Cinnemousun Narrows - Sheet 2 - New Chart - 11-APR-1986 - Nad 1927**

19-JAN-2001. LNM/D. (725-1996)

(P)Add 3 barges 50°59'44.3"N 119°00' 15.5"W (position approximate)

A store doing business on these barges is located on the South side of the Eastern approach to Cinnemousun Narrows, from June until September. This information will be incorporated in the next New Edition.

**3313 - Plumper Sound - Sheet 11 - New Chart - 28-JUL-1995 - NAD 1983**

19-JAN-2001. LNM/D. 15-DEC-2000

Amend F Fl 10s 17m to read Fl 10s 17m 48°52' 23.8"N 123°17' 29.1"W

**3313 - Active Pass - Sheet 9 - New Chart - 28-JUL-1995 - NAD 1983**

19-JAN-2001. LNM/D. 15-DEC-2000

Amend F Fl 10s 17m to read Fl 10s 17m 48°52' 23.8"N 123°17' 29.1"W

**3442 - North Pender Island to/à Thetis Island - New Edition - 03-JUN-1988 - Nad 1927**

19-JAN-2001. LNM/D. 01-DEC-2000

Amend F Fl 10s 17m 12M to read Fl 10s 17m 15M 48°52' 24.6"N 123°17' 24.8"W

**L/C3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 23-OCT-1998 - NAD 1983**

19-JAN-2001. LNM/D. 15-DEC-2000

Amend F Fl 10s 17m 12m to read Fl 10s 17m 15M 48°52' 25.0"N 123°17' 29.5"W

**L/C3463 - Strait of Georgia, Southern Portion / Partie Sud - New Edition - 03-OCT-1997 - NAD 1983**

19-JAN-2001. LNM/D. 24-MAR-2000

Amend F Fl 10s 17m 12M to read Fl 10s 17m 15M 48°52' 24.4"N 123°17' 29.6"W

**3473 - Active Pass - New Edition - 13-FEB-1987 - Nad 1927**

19-JAN-2001. LNM/D. (336-1999)

Amend F Fl 10s 17m to read Fl 10s 17m 48°52' 24.6"N 123°17' 24.8"W

**L/C3602 - Approaches to/Approches à Juan de Fuca Strait - New Edition - 24-MAY-1985 - Nad 1927**

19-JAN-2001. LNM/D. (903-1999)

Add obstruction and legend "Unexploded Ordnance/Explosifs non-éclatés" 48°21' 07.7"N 125°19' 28.3"W

Add obstruction and legend "Unexploded Ordnance/Explosifs non-éclatées" 48°21' 19.3"N 125°19' 37.5"W

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

19-JAN-2001. LNM/D. 21-APR-2000

Reposition elevation of (6) metres from 48°54' 14.6"N 125°16' 43.1"W  
to 48°54' 12.7"N 125°16' 47.3"W

Add depth of 3.8 metres 48°54' 14.9"N 125°16' 44.0"W

**3674 - Marktosis - New Chart - 01-DEC-1995 - NAD 1983**

26-JAN-2001.

Add submarine cable between 49°16' 53.5"N 126°04' 17.4"W  
and 49°16' 32.7"N 126°03' 55.2"W

**3734 - Jorkins Point to/à Sarah Island - New Edition - 09-JUL-1976 - Nad 1927**

12-JAN-2001. LNM/D. 07-JUL-2000

Add marine farm 52°32' 14.8"N 128°24' 04.1"W

Add marine farm 52°32' 03.0"N 128°21' 31.2"W

**SECTION 2 – Edition 01/2001  
CHART CORRECTIONS**

**3934 - Approaches to/Approches à Smith Sound and/et Rivers Inlet - New Chart - 21-FEB-1992 - NAD 1983**

19-JAN-2001.

LN/D. 14-JUL-2000

Add depth of 9.2 metres and legend Repd (2000)

51°24`08.4"N 127°39`06.0"W

**7575 - Peel Sound and/et Prince Regent Inlet - New Chart - 06-MAR-1992 - NAD 1983**

05-JAN-2001.

LN/D. 13-OCT-2000

Affix patch

72°04`00.0"N 095°18`00.0"W



**SECTION 4 - Edition 01/2001**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

Arctic Canada, Volume II, Fourth Edition, 1985 —

Page 59 — After paragraph 130

Insert: 130.1 **Simik Island** (*68°32'N, 89°52'W*) and **Iglulik Island** are two islands of the group surrounding St. Peter Bay.

130.2 The northern approach to the hamlet of Pelly Bay is north of Simik Island.

130.3 **Caution.** — There are dangerous **shoals** near this approach. (C00-090.1)

130.4 **Range lights.** — Simik Island range lights (*2535, 2536*), on the mainland NE of Simik Island, in line bearing 093° mark the route north of Simik Island. (C00-090.2)

130.5 Pelly Bay range lights (*2539, 2540*), on the mainland SE of Simik Island, in line bearing 140° mark the route east of Simik Island. (C00-090.3)

130.6 The southern approach to the hamlet of Pelly Bay is through the passage along the SE side of Iglulik Island. (C00-090.4)

130.7 **Range lights.** — Desgroseillers range lights (*2537, 2538*), on the mainland east of Simik Island, in line bearing 358° mark the route between two **shoals** 0.6 mile SW of the hamlet. (C00-090.5)

Page 240 — After “Igludjat Islands ..... 148”

Insert: Iglulik Island ..... 59 (C00-090.6)

Page 249 — After “Silt Point..... 142”

Insert: Simik Island ..... 59 (C00-090.7)

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 7 — Paragraph 59, line 2

Delete: (*50°31'36"N 128°54'36"W*).

Replace by: (*50°52'30"N 129°54'48"W*).

(P2001-01)

Page 191 — Delete paragraph 510

Replace by: <sup>510</sup> **Beacon.** — Granite Falls daybeacon, close south of the falls, is a white tower with a red band at the top, fitted with a radar reflector.

(P00-79)

Page 274 — Paragraph 526, line 1 – after “**Beacons.** —”

Insert: A private daybeacon with a starboard hand daymark is on the SE extremity of the islet in the approach to Egmont.

(P00-78)

Page 403 — Paragraph 505, line 1

Delete: A **submarine cable** crosses

Replace by: Two **submarine cables** cross

(P00-77)

**SECTION 4 - Edition 01/2001**  
**SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 152 — Paragraph 7, lines 1 and 2 (Re: correction promulgated in Monthly Edition No. 2/99)

Delete: *51°23'00"N 128°44'17.4"W*

Replace by: *51°22'06"N 128°44'54"W*

(P2001-02)

**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.