



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

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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*.

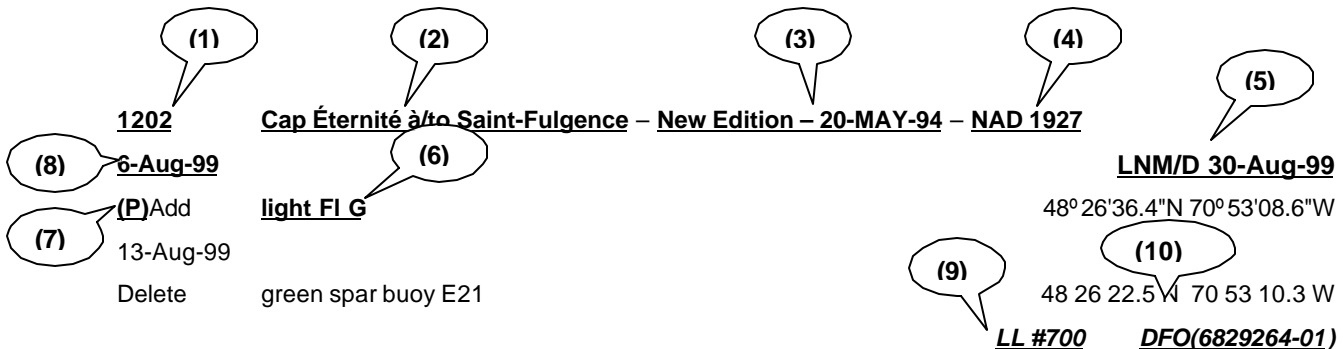
Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page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

Quebec

Quebec Regional Operations Centre GC\SO\COR
Operational Information Officer
Phone: (418) 648-5410
Fax: (418) 648-7244
E-Mail: OPSAVIS@dfo-mpo.gc.ca

Central & Arctic

Sarnia MCTS Centre
Toll Free in Ontario 1-800-265-0237
Phone: (519) 337-6360
Fax: (519) 337-2498

Pacific

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/mcts/notship>

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, 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 / 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 .

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.

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| 3494 | 6 | | | | |
| LC3602 | 6 | | | | |
| 3624 | 6 | | | | |
| 3680 | 6 | | | | |
| 3720 | 1 | | | | |
| 3785 | 1 | | | | |
| 3858 | 6 | | | | |
| 3860 | 1 | | | | |
| 3865 | 7 | | | | |
| 7661 | 7 | | | | |

**SECTION 1 – Edition 02/2002
SAFETY AND GENERAL INFORMATION**

CANADIAN HYDROGRAPHIC SERVICE - CHARTS.

| CHARTS | MAIN TITLE | SCALE | PUBLISHED | CAT# | PRICE |
|------------------------------------|--|----------|-------------|------|---------|
| Reprints | | | | | |
| 3720 | Idol Point to Ocean Falls | 1:41:110 | 03-SEP-1993 | 2 | \$20.00 |
| 3860 | Harbours on the West Coast of Graham Island | variable | 04-JAN-2002 | 2 | \$20.00 |
| Chart Permanently Withdrawn | | | | | |
| 3785 | Namu Harbour to Dryad Point | | | | |
| | This chart is cancelled following the printing of the new patch for chart 3720 named Klikitsoatli Harbour. | | | | |

CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART EDITION DATES.

The accompanying correction list is a cumulative listing of charts affected by Notices to Mariners from 03-DEC-2001 to 01-MAR-2002.

| Chart No. | Notices to Mariners Edition Date |
|-----------|---|
| 1233 | (09-NOV-2001 New Edition Advertised) |
| 1234 | 01-MAR-2002 |
| 1235 | 07-DEC-2001 |
| L/C1236 | 15-FEB-2002, 11-JAN-2002, (P)21-DEC-2001 |
| 1310 | 07-DEC-2001 |
| 1311 | 22-FEB-2002 |
| 1312 | (P)22-FEB-2002 |
| 1313 | 22-FEB-2002, 11-JAN-2002 |
| 1314 | 22-FEB-2002, 15-FEB-2002 |
| 1317 | 08-FEB-2002, 25-JAN-2002 |
| 1350 | 04-JAN-2002 |
| 1351 | 15-FEB-2002 |
| 1409 | (P)25-JAN-2002 |
| 1410 | 22-FEB-2002 |
| 1411 | 14-DEC-2001 |
| 1436 | 28-DEC-2001 |
| 1437 | 22-FEB-2002, 11-JAN-2002, 28-DEC-2001 |
| 1438 | 22-FEB-2002, (P)28-DEC-2001, (16-NOV-2001 New Edition Advertised) |
| 1509 | 01-FEB-2002, 21-DEC-2001 |
| 1510 | 22-FEB-2002, (P)22-FEB-2002, 11-JAN-2002, 21-DEC-2001 |
| 1551 | 15-FEB-2002, (24-AUG-2001 New Edition Advertised) |
| 1552 | 15-FEB-2002 |
| 2024 | 28-DEC-2001 |
| 2025 | 28-DEC-2001 |
| 2028 | 28-DEC-2001 |
| 2043 | 04-JAN-2002 |
| 2060 | (28-DEC-2001 New Edition Advertised) |
| 2077 | 04-JAN-2002, 21-DEC-2001, 14-DEC-2001 |
| 2085 | 21-DEC-2001 |
| 2086 | 21-DEC-2001 |
| L/C2100 | 18-JAN-2002, 14-DEC-2001 |
| L/C2110 | 21-DEC-2001 |
| L/C2120 | 22-FEB-2002, 21-DEC-2001 |
| L/C2121 | 22-FEB-2002, 18-JAN-2002 |
| L/C2122 | 22-FEB-2002, 18-JAN-2002 |
| L/C2123 | 18-JAN-2002 |
| L/C2200 | (P)28-DEC-2001, 21-DEC-2001, (P)21-DEC-2001 |

**SECTION 1 – Edition 02/2002
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| Chart No. | Notices to Mariners Edition Date |
|------------------|---|
| L/C2201 | (P)28-DEC-2001, 14-DEC-2001 |
| 2202 | 22-FEB-2002, 08-FEB-2002, 25-JAN-2002 |
| 2203 | 08-FEB-2002, 28-DEC-2001, 14-DEC-2001 |
| 2204 | (P)28-DEC-2001 |
| 2205 | (P)28-DEC-2001 |
| 2207 | (27-JUL-2001 New Chart Advertised) |
| L/C2228 | (P)28-DEC-2001, (P)21-DEC-2001, 14-DEC-2001 |
| L/C2243 | 21-DEC-2001 |
| 2244 | 21-DEC-2001 |
| L/C2245 | (P)28-DEC-2001, 14-DEC-2001 |
| 2250 | 01-MAR-2002, 04-JAN-2002 |
| 2259 | (P)22-FEB-2002, 21-DEC-2001 |
| 2260 | (P)21-DEC-2001 |
| 2261 | (P)28-DEC-2001, (P)21-DEC-2001, 14-DEC-2001 |
| 2267 | 08-FEB-2002 |
| 2268 | (P)22-FEB-2002 |
| L/C2282 | 21-DEC-2001, 14-DEC-2001 |
| 2283 | (P)04-JAN-2002, 21-DEC-2001, 14-DEC-2001 |
| 2284 | 08-FEB-2002 |
| 2291 | (P)28-DEC-2001, 14-DEC-2001 |
| 2292 | (P)28-DEC-2001 |
| 2293 | 21-DEC-2001, 14-DEC-2001 |
| 2294 | (25-FEB-2000 New Edition Withdrawn) |
| 2297 | 08-FEB-2002 |
| 2299 | 21-DEC-2001 |
| L/C2300 | 28-DEC-2001, 14-DEC-2001 |
| 2303 | 28-DEC-2001, (P)28-DEC-2001, 14-DEC-2001 |
| 2304 | 28-DEC-2001, (P)28-DEC-2001, 14-DEC-2001 |
| 2305 | (P)28-DEC-2001 |
| L/C3000 | 25-JAN-2002 |
| 3001 | 22-FEB-2002 |
| L/C3002 | 25-JAN-2002 |
| 3311 | 25-JAN-2002 |
| 3312 | 25-JAN-2002 |
| 3313 | 01-FEB-2002 |
| 3493 | 25-JAN-2002, (P)14-DEC-2001 |
| 3494 | 22-FEB-2002, (P)14-DEC-2001 |
| 3540 | 25-JAN-2002 |
| 3549 | 25-JAN-2002 |
| 3598 | 25-JAN-2002 |
| L/C3602 | 22-FEB-2002 |
| 3603 | 25-JAN-2002, (25-JAN-2002 Reprint Advertised) |
| LC3605 | 25-JAN-2002 |
| 3624 | 22-FEB-2002 |
| 3680 | 22-FEB-2002 |
| 3720 | 28-DEC-2001 |
| 3744 | 25-JAN-2002 |
| 3785 | 28-DEC-2001, (12-JUN-1998 Reprint Withdrawn) |
| 3787 | 18-JAN-2002 |
| 3802 | 25-JAN-2002 |
| 3858 | 22-FEB-2002 |
| 3860 | (04-JAN-2002 Reprint Advertised) |
| 3865 | 22-FEB-2002 |
| 4000 | 25-JAN-2002 |
| L/C4001 | 25-JAN-2002 |
| L/C4003 | 25-JAN-2002 |
| L/C4006 | 04-JAN-2002, 14-DEC-2001 |
| L/C4015 | 01-FEB-2002 |
| L/C4016 | 01-FEB-2002, 25-JAN-2002, 18-JAN-2002, 04-JAN-2002, 14-DEC-2001 |

**SECTION 1 – Edition 02/2002
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| Chart No. | Notices to Mariners Edition Date |
|------------------|---|
| L/C4020 | 15-FEB-2002, (P)15-FEB-2002, 04-JAN-2002 |
| L/C4023 | 14-DEC-2001 |
| 4024 | 14-DEC-2001 |
| L/C4045 | 01-FEB-2002 |
| 4047 | 01-FEB-2002, 18-JAN-2002, 14-DEC-2001 |
| 4098 | (30-NOV-2001 New Edition Advertised) |
| 4114 | 15-FEB-2002, 11-JAN-2002 |
| 4115 | 25-JAN-2002, 11-JAN-2002 |
| L/C4116 | 01-MAR-2002, 22-FEB-2002 |
| 4117 | 22-FEB-2002 |
| 4141 | 01-MAR-2002, 22-FEB-2002 |
| 4210 | 11-JAN-2002 |
| 4236 | (13-JUL-2001 New Edition Advertised) |
| 4237 | 25-JAN-2002 |
| L/C4242 | 11-JAN-2002 |
| L/C4320 | 25-JAN-2002 |
| L/C4340 | (P)15-FEB-2002 |
| 4396 | 01-MAR-2002 |
| 4416 | (T)07-DEC-2001 |
| 4422 | 14-DEC-2001 |
| 4429 | (P)18-JAN-2002 |
| L/C4485 | 07-DEC-2001, (T)07-DEC-2001 |
| 4486 | 08-FEB-2002, (T)04-JAN-2002, (P)21-DEC-2001 |
| 4491 | 01-FEB-2002 |
| 4512 | 25-JAN-2002 |
| 4516 | 22-FEB-2002 |
| 4520 | (30-NOV-2001 Reprint Advertised) |
| 4521 | 18-JAN-2002 |
| 4523 | 18-JAN-2002 |
| 4530 | 18-JAN-2002, 11-JAN-2002 |
| 4531 | 18-JAN-2002, 11-JAN-2002, 04-JAN-2002 |
| 4585 | 18-JAN-2002 |
| 4593 | 25-JAN-2002 |
| 4595 | 25-JAN-2002, 18-JAN-2002 |
| 4596 | 25-JAN-2002 |
| 4619 | 04-JAN-2002 |
| L/C4622 | 04-JAN-2002, (P)04-JAN-2002 |
| L/C4625 | 01-FEB-2002, 14-DEC-2001 |
| L/C4626 | 01-FEB-2002 |
| 4635 | 11-JAN-2002 |
| 4639 | 11-JAN-2002 |
| 4644 | 01-FEB-2002 |
| 4652 | 18-JAN-2002 |
| 4682 | 18-JAN-2002 |
| L/C4817 | 18-JAN-2002, 28-DEC-2001 |
| L/C4831 | 25-JAN-2002, 07-DEC-2001 |
| L/C4832 | 25-JAN-2002 |
| 4839 | 22-FEB-2002, 25-JAN-2002 |
| L/C4841 | 11-JAN-2002, 04-JAN-2002, (P)04-JAN-2002 |
| L/C4846 | 25-JAN-2002, 11-JAN-2002 |
| L/C4847 | 25-JAN-2002, (03-AUG-2001 New Edition Advertised) |
| 4849 | 25-JAN-2002 |
| L/C4850 | 25-JAN-2002, 18-JAN-2002, 11-JAN-2002 |
| L/C4851 | 15-FEB-2002, 01-FEB-2002, 11-JAN-2002 |
| 4852 | 11-JAN-2002 |
| 4853 | 25-JAN-2002 |
| L/C4854 | 22-FEB-2002 |
| 4855 | 04-JAN-2002 |
| 4858 | 18-JAN-2002 |

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| Chart No. | Notices to Mariners Edition Date |
|-----------|---|
| 4863 | (30-NOV-2001 New Edition Advertised) |
| 4865 | 25-JAN-2002 |
| 4921 | 22-FEB-2002, 28-DEC-2001 |
| L/C4951 | 08-FEB-2002 |
| 4956 | (P)11-JAN-2002 |
| 5052 | 25-JAN-2002 |
| 6035 | 14-DEC-2001, (28-DEC-2001 New Edition Advertised) |
| 6201 | (P)11-JAN-2002 |
| 6211 | 18-JAN-2002, (P)11-JAN-2002, 28-DEC-2001 |
| 6212 | 15-FEB-2002, 14-DEC-2001 |
| 6214 | 18-JAN-2002, 28-DEC-2001 |
| 6215 | (P)11-JAN-2002 |
| 6216 | (P)11-JAN-2002 |
| 6217 | 15-FEB-2002, 28-DEC-2001 |
| 6218 | 15-FEB-2002, (P)15-FEB-2002, 14-DEC-2001 |
| 6240 | 28-DEC-2001 |
| 6242 | 04-JAN-2002 |
| 6248 | 28-DEC-2001 |
| 6251 | 21-DEC-2001 |
| 6411 | 21-DEC-2001 |
| 6423 | 11-JAN-2002 |
| 6424 | 04-JAN-2002, 28-DEC-2001 |
| 6425 | 11-JAN-2002, 28-DEC-2001, 21-DEC-2001 |
| 6427 | 04-JAN-2002, 28-DEC-2001 |
| 6428 | 04-JAN-2002 |
| 6441 | 04-JAN-2002, 28-DEC-2001 |
| 7600 | 28-DEC-2001 |
| 7620 | 28-DEC-2001 |
| 7661 | 15-FEB-2002 |
| 7662 | 28-DEC-2001 |
| L/C8010 | 25-JAN-2002 |
| L/C8048 | 11-JAN-2002 |
| L/C8049 | 01-FEB-2002 |

CANADA - 96 HOURS NOTIFICATION PRIOR TO ENTERING CANADIAN WATERS - CAUTION.

Effective October 11th, 2001, 0000 UTC, all vessels that are:

- a) of 500 tons gross tonnage or more;
- b) engaged in towing or pushing a vessel, where the combined tonnage of the ship and the vessel being towed or pushed is 500 tons gross tonnage or more; or
- c) carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods;

must request clearance 96 hours prior to entering Canadian waters from seaward, or as soon as practical where the estimated time of arrival of the ship in Canadian waters is less than 96 hours after the time the ship departed its last port of call. This will remain in effect until further notice.

SECTION 1 – Edition 02/2002
SAFETY AND GENERAL INFORMATION

CANADIAN COAST GUARD PUBLICATION - ANNUAL SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES - 2002.

The new edition of the Annual Summary of Temporary and Preliminary Notices publication is available on demand at the following address:

Canadian Coast Guard
Navigation Systems
200 Kent St., Stn. 5N130
Ottawa, Ontario
K1A 0E6
Telephone: (613) 990-3037
Facsimile: (613) 998-8428

This publication is also available on the Notices to Mariners Web Site at <http://www.notmar.com>

CANADIAN HYDROGRAPHIC SERVICE PUBLICATIONS - NEW EDITIONS OF SAILING DIRECTIONS.

The First Editions of *ATL 104 - Cape North to Cape Canso (including Bras d'Or Lake), 2001*, *ATL 105 - Cape Canso to Cape Sable (including Sable Island), 2001* and *ATL 106 - Gulf of Maine and Bay Fundy, 2001* are now available and they cancel and replace *Sailing Directions, Nova Scotia (Atlantic Coast) and Bay of Fundy, First Edition, 1990*. All relevant information published in Canadian Notices to Mariners up to and including **Monthly Edition No. 11** of **2001** has been incorporated in this edition of *ATL 104*, and up to and including **Monthly Edition No. 12** of **2001** has been incorporated in this edition of *ATL 105* and up to and including **Monthly Edition No. 10** of **2001** has been incorporated in this edition of *ATL 106*. The price for *ATL 104* is \$14.95, for *ATL 105* is \$18.95 and for *ATL 106* is \$18.95.

TRANSPORT CANADA - PUBLIC PORTS AND PUBLIC PORT FACILITIES REGULATIONS.

Pursuant to subsection 2(2) of the *Public Port and Public Port Facilities Regulations*, notice is hereby given that the following public port facilities have been transferred. As a consequence, pursuant to subsection 2(1) of the Regulations, the designation of the related public port has been repealed effective on the day of the last transfer.

| Public port | Public Port Facility | Province | Day of Transfer | New Owner |
|--------------|----------------------|----------|-----------------|---|
| Powell River | Powell River | B.C. | Sept. 6, 2000 | Corporation of the District of Powell River |
| | Savary Island | B.C. | Dec. 13, 2001 | Powell River Regional District |
| Ucluelet Arm | Ucluelet Arm | B.C. | Nov. 30, 2001 | District of Ucluelet |

As a result of the transfer, Transport Canada no longer has the authority to regulate these waters and the federally appointed harbour master, whose prime responsibility was the administration of the *Public Harbour Regulations*, has been removed. However, other federal departments continue to have jurisdiction at the port. To receive a list of other federal contacts, please contact Mr. Sean Sunquist at (613) 998-3734.

BRITISH COLUMBIA - PRINCE RUPERT - ETTRICK ROCK - ERRATUM.

Reference: Edition 11/2001 - Section I

The coordinates for spar buoy DA should read 54°06'48" N 130°29'48" W.

(P2000-024)

**SECTION 2 – Edition 02/2002
CHART CORRECTIONS**

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

| | | |
|-------------|---|--|
| 22-FEB-2002 | | LNMD. 26-OCT-2001 |
| Add | obstruction and legend " Unexploded Ordnance/Explosifs non-éclatés" | 48°19'24.8"N 125°41'12.3"W <i>DFO(6200009-01)</i> |
| Add | obstruction and legend " Unexploded Ordnance/Explosifs non-éclatés" | 48°16'06.4"N 126°06'13.5"W <i>DFO(6200009-02)</i> |

3313 - Victoria Harbour - Sheet 3 - New Chart - 28-JUL-1995 - NAD 1983

| | | |
|-------------|-------|--|
| 01-FEB-2002 | | LNMD. 07-SEP-2001 |
| Affix | patch | 48°25'00.0"N 123°23'00.0"W <i>DFO(6500007-01)</i> |

3494 - Vancouver Harbour, Central Portion/Partie Centrale - New Edition - 18-DEC-1998 - NAD 1983

| | | |
|-------------|------------------------------|--|
| 22-FEB-2002 | | LNMD. 02-NOV-2001 |
| Add | can mooring buoy marked Priv | 49°18'06.0"N 122°58'22.2"W <i>DFO(6200007-01)</i> |

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

| | | |
|-------------|---|--|
| 22-FEB-2002 | | LNMD. 19-JAN-2001 |
| Add | obstruction and legend " Unexploded Ordnance/Explosifs non-éclatés" | 48°19'24.8"N 125°41'12.3"W <i>DFO(6200009-01)</i> |
| Add | obstruction and legend " Unexploded Ordnance/Explosifs non-éclatés" | 48°16'06.4"N 126°06'13.5"W <i>DFO(6200009-02)</i> |

3624 - Sea Otter Cove - New Edition - 19-AUG-1988 - NAD 1927

| | | |
|-------------|------------------|--|
| 22-FEB-2002 | | LNMD. 26-OCT-2001 |
| Add | can mooring buoy | 50°40'30.0"N 128°20'53.6"W <i>DFO(6200015-01)</i> |
| Add | can mooring buoy | 50°40'29.9"N 128°20'51.3"W <i>DFO(6200015-02)</i> |
| Add | can mooring buoy | 50°40'29.9"N 128°20'48.8"W <i>DFO(6200015-03)</i> |
| Add | can mooring buoy | 50°40'29.8"N 128°20'46.0"W <i>DFO(6200015-04)</i> |

3680 - Brooks Bay - New Edition - 07-APR-1978 - NAD 1927

| | | |
|-------------|-----------------------|--|
| 22-FEB-2002 | | LNMD. 08-JUN-2001 |
| Add | can mooring buoy | 50°15'20.7"N 127°43'53.8"W <i>DFO(6200014-01)</i> |
| Add | legend 4 buoys/bouées | 50°15'20.0"N 127°43'28.0"W <i>DFO(6200014-02)</i> |

3858 - Flamingo Inlet - New Edition - 28-JUL-1967 - Unknown

| | | |
|-------------|---|--|
| 22-FEB-2002 | | LNMD. (490-1985) |
| Add | note" HORIZONTAL DATUM: This chart is drawn on an unknown datum. Positions on NAD 83 or WGS 84 may be in error by 0.1 miles." | 52°09'30.0"N 131°22'48.0"W <i>DFO(6200010-01)</i> |

**SECTION 2 – Edition 02/2002
CHART CORRECTIONS**

3865 - Englefield Bay and Vicinity - New Edition - 01-NOV-1955 - NAD 1927

22-FEB-2002

Reposition dangerous underwater rock of 6 feet or less marked Thorn Rk

LNMD. (475-1987)

from 52°57'27.0"N 132°10'49.0"W

to 52°57'31.2"N 132°10'48.6"W

DFO(6200013-01)

7661 - WORKBOAT PASSAGE - New Chart - 14-MAR-1986 - NAD 1927

15-FEB-2002

Reposition front beacon range

LNMD. 23-MAR-2001

from 69°31'55.0"N 139°08'10.0"W

to 69°31'36.0"N 139°06'00.0"W

(A2001016) DFO(6601696-01)

Reposition rear beacon range

from 69°31'52.0"N 139°07'52.0"W

to 69°31'35.0"N 139°05'56.0"W

(A2001016) DFO(6601696-02)

SECTION 4 – Edition 02/2002
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 210 — After paragraph 832

Add: ^{832.1} An **aeronautical strobe light** activated by the aircraft pilot to alert mariners of aircraft landing or taking off is on the central breakwater at the entrance to Commercial Inlet.

(P2002-04.1)

Page 364 — Paragraph 26, lines 1 and 2

Delete: are at Cape Scott and

Replace by: is at

(P2002-04.2)

Page 376 — Paragraph 343, line 2

Delete: SE

Replace by: south

(P2002-04.3)

**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.