



Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

Canadian  
Coast Guard

Garde côtière  
canadienne

# NOTICES TO MARINERS PUBLICATION WESTERN EDITION

MONTHLY EDITION N<sup>o</sup> 06  
June 27<sup>th</sup>, 2014



Safety First, Service Always

Published monthly by the  
**CANADIAN COAST GUARD**  
[www.notmar.gc.ca/subscribe](http://www.notmar.gc.ca/subscribe)

## CONTENTS

	Page
Section 1	Safety and General Information ..... 1 - 4
Section 2	Chart Corrections ..... 5 - 14
Section 3	Radio Aids to Marine Navigation Corrections ..... N/A
Section 4	Sailing Directions and Small Craft Guide Corrections ..... 15
Section 5	List of Lights, Buoys and Fog Signals Corrections ..... 16 - 17

Canadian Coast Guard Programs  
Aids to Navigation and Waterways

## 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 and in the section 1. Please note that Nautical charts are not 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 few 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*.

### **Canadian Hydrographic Service.**

**Information Published in Section 2 Notices to Mariners** - Mariners are advised that only the most critical changes that directly affect safety to navigation are issued in Chart Corrections - Section 2. This limitation is required to ensure that charts remain as clear and easy to read as possible. As a result, mariners may see minor discrepancies of a non-critical nature between information in official publications. For example, a small change in the nominal range or height of a light may not result in the production of a chart correction, in *Notices to Mariners*, but may result in a *List of Light, Buoys and Fog Signals* correction.

**In case of discrepancy between information provided on CHS charts related to aids to navigation, and the List of Light publication, the latter shall be deemed as containing the most up to date information**

**Canadian Nautical Charts & Publications** - A source list of *Canadian Nautical Charts & Publications* is published in Notice No. 14 of the *Notices to Mariners Annual Edition April 2012*. The source supply and the prices effective at the time of printing are listed. For current chart edition dates refer to the following website:

[www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp](http://www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp)

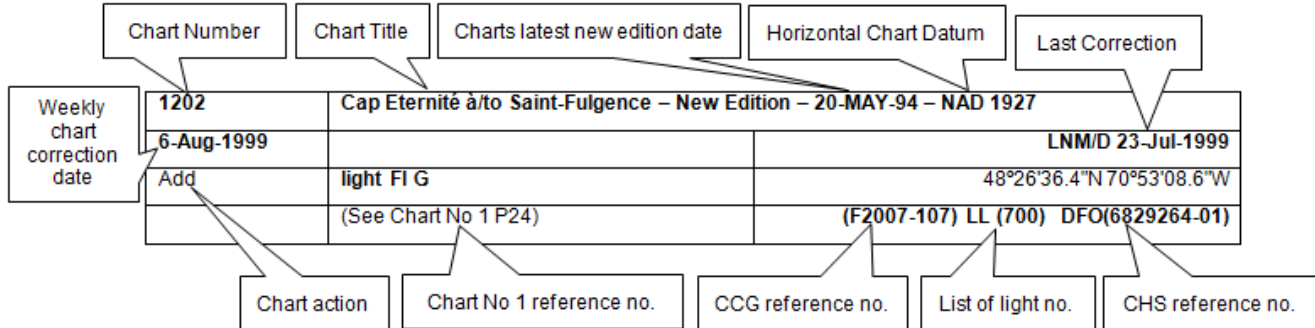
**NOTE: Cette publication est aussi disponible en français.**

## 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.



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).

## MONTHLY EDITION OF NOTICES TO MARINERS

### WEB ACCESS

We are offering a feature where subscribers to our on-line service are able to receive the complete electronic monthly edition of our Notices to Mariners. We are encouraging our clients to visit the website to subscribe for this service:  
[www.notmar.gc.ca/subscribe](http://www.notmar.gc.ca/subscribe)

Users wishing to receive information updates for their charts can do so by setting up a "User Profile" on the following web page :  
[www.notmar.gc.ca/search/mycharts-eng.php?czoXOToibnRtPXN0ZXBfb25JmXhbmc9ZSI7](http://www.notmar.gc.ca/search/mycharts-eng.php?czoXOToibnRtPXN0ZXBfb25JmXhbmc9ZSI7)

This feature permits users to register the nautical charts they currently have in their possession.

Registrants are then automatically notified by e-mail when a Notice to Mariners is published concerning these charts.

## 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 available on the Canadian Coast Guard Website at [www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP](http://www.ccg-gcc.gc.ca/eng/CCG/NOTSHIP).

The Canadian Hydrographic Service is reviewing the impact of these changes with the Canadian Coast Guard and together 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 Centre  
2380 - 555 West Hastings Street  
VANCOUVER BC V6B 4N6

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

RMIC Email: [rmic-pacific@pac.dfo-mpo.gc.ca](mailto:rmic-pacific@pac.dfo-mpo.gc.ca)  
Website: [www.ccg-gcc.gc.ca/e0003907](http://www.ccg-gcc.gc.ca/e0003907)

\* Fisheries and Oceans Canada  
Canadian Coast Guard  
Iqaluit MCTS Centre  
Notices to Shipping Series "A" and Series "H"  
P.O. Box 189  
IQALUIT NU X0A 0H0

Telephone: (867) 979-5269  
Facsimile: (867) 979-4264

Email: [IQANORDREG@INNAV.GC.CA](mailto:IQANORDREG@INNAV.GC.CA)  
Website: [www.ccg-gcc.gc.ca/eng/CCG/Notship\\_Home](http://www.ccg-gcc.gc.ca/eng/CCG/Notship_Home)

\* Services provided in English and French

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**INDEX**

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CANADIAN HYDROGRAPHIC SERVICE - ANNOUNCEMENT REGARDING CANADIAN HYDROGRAPHIC SERVICE CHART PATCHES. ....	1
CANADIAN HYDROGRAPHIC SERVICE - CUMULATIVE CHART CORRECTIONS.....	1
CANADIAN HYDROGRAPHIC SERVICE - CURRENT CHART EDITION DATES. ....	1
CANADIAN HYDROGRAPHIC SERVICE - PRINT ON DEMAND CHARTS - CARE AND USE.....	1
CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY – ECDIS.....	2
CONSOLIDATION OF MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) CENTRES. ....	2
*601 SAGUENAY-ST. LAWRENCE MARINE PARK AND SURROUNDING WATERS - WHALE PROTECTION .....	2
*602 CANADIAN HYDROGRAPHIC SERVICE – NAUTICAL CHARTS.....	4

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**NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED**

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<b>Chart No.</b>	<b>Page</b>	<b>Chart No.</b>	<b>Page</b>	<b>Chart No.</b>	<b>Page</b>
3001	5				
3002	5				
3050	5				
3313	5,6,7				
3440	8,9				
3441	9				
3442	9				
3443	10				
3456	10				
3458	10				
3461	10,11				
3462	11				
3475	11,12				
3478	12				
3490	12,13				
3513	13				
3527	13				
3602	13				
3676	13				
3800	14				
4025	4				
4404	4				
6100	14				

**Monthly Notices to Mariners - Western Edition  
Edition /2014**

**SECTION 1  
SAFETY AND GENERAL INFORMATION**

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

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.

CHS welcomes your feedback on this service at [chsinfo@dfo-mpo.gc.ca](mailto:chsinfo@dfo-mpo.gc.ca)

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

The cumulative Notices to Mariners corrections for charts can now be accessed at [www.notmar.gc.ca/search/notmar-eng.php](http://www.notmar.gc.ca/search/notmar-eng.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 Notices 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 Notices 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 be accessed at [www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp](http://www.chs-shc.gc.ca/charts-cartes/paper-papier/index-eng.asp)

**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.

**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.

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 1  
SAFETY AND GENERAL INFORMATION

**CANADIAN HYDROGRAPHIC SERVICE - TRANSPORT CANADA NAVIGATION SAFETY – ECDIS.**

Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard display" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured to display "all data". The automated voyage planning check function should not be solely relied upon.

**CONSOLIDATION OF MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS) CENTRES.**

The Canadian Coast Guard is consolidating and modernizing its Marine Communications and Traffic Services. These changes will result in a configuration of 12 MCTS Centres strategically located across the country. Information pertaining to consolidation will be advertised to clients by all available means.

**Western Region**

Tofino MCTS will close; services will be provided remotely by Prince Rupert MCTS  
Comox and Vancouver MCTS will close; services will be provided remotely by Victoria MCTS

There will be no reduction in the MCTS level of service provided to clients. Mariners should be aware that, as a result of consolidation, contact information, weather and other pertinent marine broadcast schedules may change. These changes will be advertised in RAMN, as they become available.

**Mariners should check NOTMAR PART 3 on a monthly basis for updates.**

**\*601 SAGUENAY-ST. LAWRENCE MARINE PARK AND SURROUNDING WATERS - WHALE PROTECTION**

The waters in and around the Saguenay-St. Lawrence Marine Park are well known for their resident threatened beluga population and the wide diversity of whales that migrate there to feed, particularly between April and November.

**REGULATORY PROTECTION MEASURES**

All whale species that are found in the St. Lawrence are protected under the *Marine Mammal Regulations*, pursuant to the *Fisheries Act*. Within the boundaries of the Marine Park, specific measures are set out in the *Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations*, pursuant to the *Act Establishing the Saguenay-St. Lawrence Marine Park*. Any collision with a marine mammal within the Marine Park must immediately be reported to a park warden at 1-866-508-9888. For collisions that occur outside the Marine Park or for any situation involving a marine mammal that is dead or in trouble, contact the emergency network at 1-877-722-5346 or on channel 16.  
(see section 5C of the Annual Edition of the Notices to Mariners – April 2014 to March 2015).

**VOLUNTARY PROTECTION MEASURES**

Provisional measures in effect from May 1 to October 31, 2014

These measures apply to merchant vessels and cruise ships between Pointe à Boisvert and Cap de la Tête au Chien to prevent collisions with whales (see link below to view map). These measures should only be taken when they will not jeopardize navigational safety.

**Caution area (yellow area):** To reduce the risk of collisions with whales that can be present anywhere in this area, heightened vigilance is critical for navigators. Posting a lookout is recommended in order to increase the chances of seeing the whales and thus taking necessary measures to avoid them. If bypassing the whales is not possible, slow down and wait for the animals to move away to a distance greater than 400 meters (0.215 nautical miles) before resuming original speed. It is more difficult to see the animals at night therefore increased caution is recommended.

**Slow down to 10 knots area (red area):** To reduce the risk of collisions with whales in this feeding area, it is recommended that vessels slow down to a maximum speed through the water of 10 knots and post a lookout. It is further recommended to

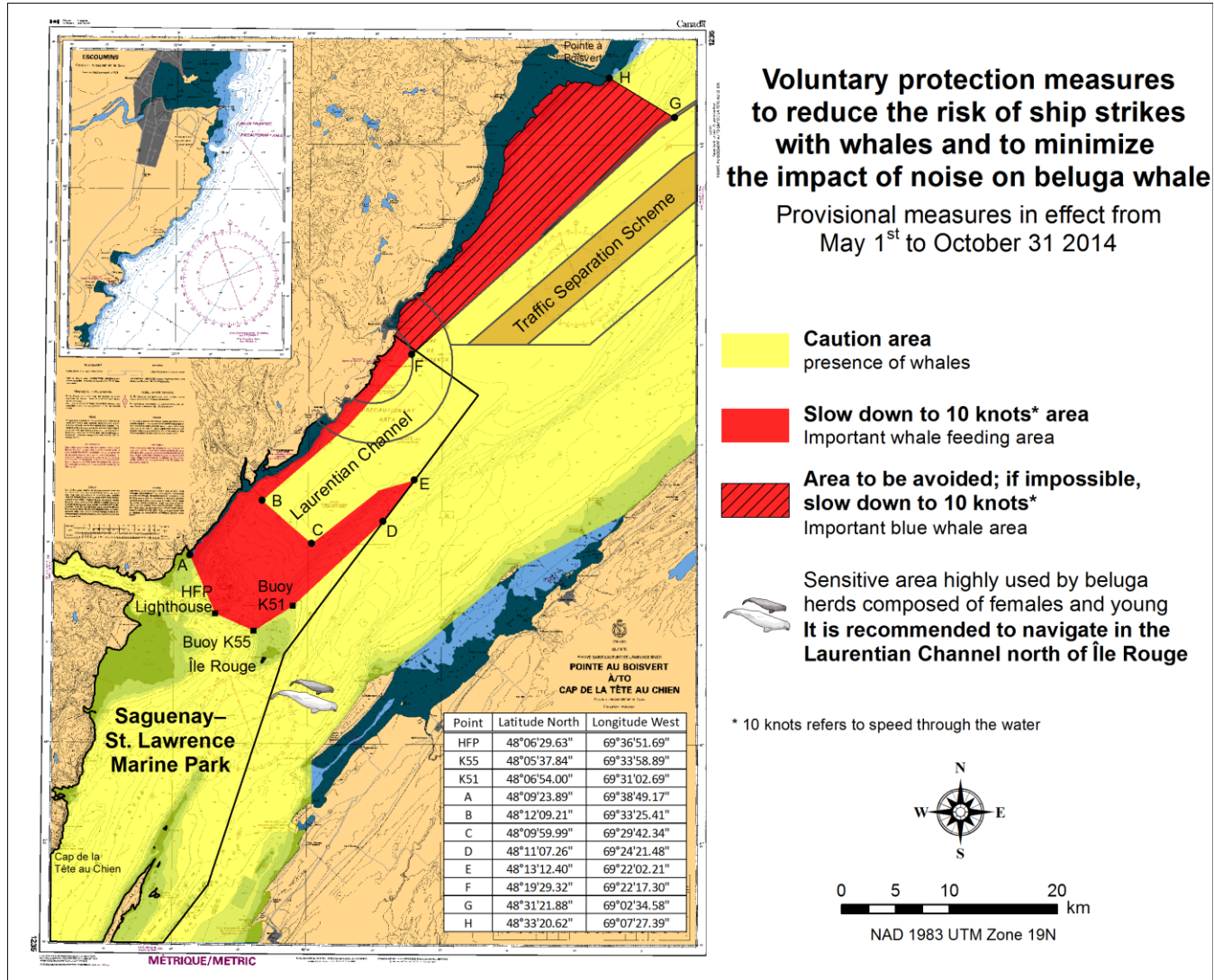


SECTION 1  
SAFETY AND GENERAL INFORMATION

remain in the Laurentian Channel to the north of Île Rouge to minimize the impact of noise in a sensitive area south of this island, which is highly frequented by herds of beluga whales composed of females and young.

**Area to be avoided (hatched red area):** To reduce noise and the risk of collisions with whales, vessels should avoid transiting through this area which is highly frequented by blue whales, an endangered species. If the area cannot be avoided, slow down to a maximum speed through the water of 10 knots.

See attached map:



Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 1  
SAFETY AND GENERAL INFORMATION

\*602 CANADIAN HYDROGRAPHIC SERVICE – NAUTICAL CHARTS

CHARTS	MAIN TITLE	SCALE	PUBLISHED	CAT#	PRICE
<b>New Editions</b>					
4025	Cap Whittle à/to Havre-Saint-Pierre et/and Île d'Anticosti	1:300000	28-MAR-2014	1	20.00
4404	Cape George to/à Pictou	1:75888	28-FEB-2014	1	20.00

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

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

06-JUN-2014 LNM/D. 07-MAR-2014  
Add obstruction, depth unknown, marked Mooring/Amarrage 48°25'38.5"N 126°10'27.0"W  
(See Chart No. 1, K40)  
This notice affects Electronic Navigational Chart: CA270389  
DFO(6202843-02)

**3002 - Queen Charlotte Sound to/à Dixon Entrance - New Edition - 16-DEC-1994 - NAD 1927**

13-JUN-2014 LNM/D. 25-APR-2014  
Reposition yellow ODAS/SADO lighted buoy FI (5) Y, marked 46145 from 54°23'00.0"N 132°25'40.0"W  
(See Chart No. 1, Q58) to 54°22'00.0"N 132°26'38.0"W  
This notice affects Electronic Navigational Chart: CA270390  
DFO(6202847-02)

**3050 - Kootenay Lake, Kuskonook to Boswell - Sheet/Feuille 5 - New Edition - 03-MAY-1996 - NAD 1927**

20-JUN-2014 LNM/D. 03-SEP-2010  
Reposition red starboard hand spar buoy, marked K6 from 49°30'04.0"N 116°47'18.0"W  
(See Chart No. 1, Qf) to 49°30'03.3"N 116°47'09.4"W  
(P2014030) DFO(6202856-01)

**3050 - Kootenay Lake, Rhinoceros Point to Riondel - Sheet/Feuille 6 - New Edition - 03-MAY-1996 - NAD 1927**

20-JUN-2014 LNM/D. 03-SEP-2010  
Reposition red starboard hand spar buoy, marked K6 from 49°30'04.0"N 116°47'18.0"W  
(See Chart No. 1, Qf) to 49°30'03.3"N 116°47'09.4"W  
(P2014030) DFO(6202856-01)

**3313 - Approaches to/Approches à Victoria - Sheet/Feuille 4 - New Edition - 02-JAN-2009 - NAD 1983**

27-JUN-2014 LNM/D. 13-JUN-2014  
Delete fishing prohibited area joining 48°25'02.0"N 123°27'32.0"W  
(See Chart No. 1, N21) 48°24'57.0"N 123°27'17.0"W  
48°24'50.0"N 123°27'22.0"W

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

		48°24'54.0"N 123°27'37.0"W and 48°25'02.0"N 123°27'32.0"W
	This notice affects Electronic Navigational Chart: CA470075	<i>DFO(6202866-01)</i>
Add	fishing prohibited area (See Chart No. 1, N21)	joining 48°24'41.8"N 123°27'03.8"W 48°24'38.4"N 123°26'47.6"W 48°24'30.3"N 123°26'51.7"W 48°24'33.9"N 123°27'07.8"W and 48°24'41.8"N 123°27'03.8"W
	This notice affects Electronic Navigational Chart: CA470075	<i>DFO(6202866-02)</i>
Add	submarine cable (See Chart No. 1, L30.1)	joining 48°25'54.5"N 123°26'18.5"W 48°25'52.5"N 123°26'27.5"W 48°25'48.0"N 123°26'30.0"W 48°25'01.5"N 123°26'49.5"W and 48°24'39.0"N 123°26'59.5"W
	This notice affects Electronic Navigational Chart: CA470075	<i>DFO(6202866-03)</i>
Delete	anchor berth, marked E (See Chart No. 1, N11.1) This notice affects Electronic Navigational Chart: CA470075	48°24'43.0"N 123°26'41.0"W <i>DFO(6202866-04)</i>
Delete	barrel mooring buoy (See Chart No. 1, Q40)	48°25'02.0"N 123°27'32.0"W <i>DFO(6202866-05)</i>
Delete	barrel mooring buoy (See Chart No. 1, Q40)	48°24'57.0"N 123°27'17.0"W <i>DFO(6202866-06)</i>
Delete	barrel mooring buoy (See Chart No. 1, Q40)	48°24'50.0"N 123°27'22.0"W <i>DFO(6202866-07)</i>
Delete	barrel mooring buoy (See Chart No. 1, Q40)	48°24'54.0"N 123°27'37.0"W <i>DFO(6202866-08)</i>

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

Delete NAVY 48°25'01.0"N 123°27'18.0"W  
*DFO(6202866-09)*

**3313 - Sansum Narrows - Sheet/Feuille 14 - New Edition - 02-JAN-2009 - NAD 1983**

13-JUN-2014 LNMD. 30-MAY-2014

Add wreck least depth known of 15.9 metres 48°44'49.8"N 123°37'09.2"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA470003, CA570237  
*DFO(6202848-01)*

**3313 - Stuart Channel South/Sud - Sheet/Feuille 15 - New Edition - 02-JAN-2009 - NAD 1983**

13-JUN-2014 LNMD. 30-MAY-2014

Add wreck least depth known of 4.5 metres 48°55'44.5"N 123°42'50.0"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA470005, CA570153  
*DFO(6202840-01)*

Add wreck least depth known of 10.8 metres 48°55'42.5"N 123°42'48.0"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA570153  
*DFO(6202840-02)*

Add wreck least depth known of 10.4 metres 48°55'40.0"N 123°42'49.0"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA570153  
*DFO(6202840-03)*

**3313 - Approaches to/Approches à Nanaimo - Sheet/Feuille 20 - New Edition - 02-JAN-2009 - NAD 1983**

27-JUN-2014 LNMD. 13-JUN-2014

Amend bearing 254° to read 255° 49°10'08.0"N 123°54'51.0"W  
*DFO(6202864-04)*

**3313 - Nanaimo Harbour and/et Departure Bay - Sheet/Feuille 21 - New Edition - 02-JAN-2009 - NAD 1983**

27-JUN-2014 LNMD. 13-JUN-2014

Amend bearing 254° to read 255° 49°10'08.0"N 123°54'46.0"W  
*DFO(6202864-05)*

Amend bearing 74° to read 75° 49°09'59.0"N 123°55'37.0"W  
*DFO(6202864-06)*

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

**3313 - Boundary Pass - Sheet/Feuille 24 - New Edition - 02-JAN-2009 - NAD 1983**  
13-JUN-2014

LNMD. 30-MAY-2014

Replace white and orange cylindrical hazard buoy, marked C  
with beacon marked danger reef  
(See Chart No. 1, Q80)

48°45'39.5"N 122°52'34.0"W

*DFO(6202861-02)*

**3440 - Race Rocks to/à D'Arcy Island - New Edition - 01-JUL-2005 - NAD 1983**

27-JUN-2014

LNMD. 13-JUN-2014

Delete fishing prohibited area  
(See Chart No. 1, N21)

joining 48°25'02.0"N 123°27'32.0"W

48°24'57.0"N 123°27'17.0"W

48°24'50.0"N 123°27'22.0"W

48°24'54.0"N 123°27'37.0"W

and 48°25'02.0"N 123°27'32.0"W

This notice affects Electronic Navigational Chart: CA470075

*DFO(6202866-01)*

Add fishing prohibited area  
(See Chart No. 1, N21)

joining 48°24'41.8"N 123°27'03.8"W

48°24'38.4"N 123°26'47.6"W

48°24'30.3"N 123°26'51.7"W

48°24'33.9"N 123°27'07.8"W

and 48°24'41.8"N 123°27'03.8"W

This notice affects Electronic Navigational Chart: CA470075

*DFO(6202866-02)*

Add submarine cable  
(See Chart No. 1, L30.1)

joining 48°25'54.5"N 123°26'18.5"W

48°25'52.5"N 123°26'27.5"W

48°25'48.0"N 123°26'30.0"W

48°25'01.5"N 123°26'49.5"W

and 48°24'39.0"N 123°26'59.5"W

This notice affects Electronic Navigational Chart: CA470075

*DFO(6202866-03)*

Delete anchor berth, marked E  
(See Chart No. 1, N11.1)

48°24'43.0"N 123°26'41.0"W

This notice affects Electronic Navigational Chart: CA470075

*DFO(6202866-04)*

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

13-JUN-2014		LNMD. 30-MAY-2014
Delete	depth of 31 metres (See Chart No. 1, I10)	48°18'31.0"N 123°04'05.0"W  <i>DFO(6202846-01)</i>
Add	depth of 23.5 metres (See Chart No. 1, I10)	48°18'26.5"N 123°04'13.5"W  <i>DFO(6202846-02)</i>
Add	depth of 25.5 metres (See Chart No. 1, I10)	48°18'40.0"N 123°04'00.0"W  <i>DFO(6202846-03)</i>
Delete	depth of 29.3 metres (See Chart No. 1, I10)	48°18'46.0"N 123°04'01.0"W  <i>DFO(6202846-04)</i>
Delete	depth of 25.6 metres (See Chart No. 1, I10)	48°19'23.5"N 123°03'36.0"W  <i>DFO(6202846-05)</i>
Add	depth of 21.5 metres (See Chart No. 1, I10)	48°19'30.5"N 123°03'28.0"W  <i>DFO(6202846-06)</i>
Add	depth of 16.2 metres (See Chart No. 1, I10)	48°19'51.0"N 123°03'08.0"W  <i>DFO(6202846-07)</i>

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

13-JUN-2014		LNMD. 21-FEB-2014
Add	wreck least depth known of 15.9 metres (See Chart No. 1, K26) This notice affects Electronic Navigational Chart: CA470003, CA570237	48°44'49.8"N 123°37'09.2"W  <i>DFO(6202848-01)</i>

**3442 - North Pender Island to/à Thetis Island - New Edition - 01-JUL-2005 - NAD 1983**

13-JUN-2014		LNMD. 04-APR-2014
Add	wreck least depth known of 4.5 metres (See Chart No. 1, K26) This notice affects Electronic Navigational Chart: CA470005, CA570153	48°55'44.5"N 123°42'50.0"W  <i>DFO(6202840-01)</i>

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

**3443 - Thetis Island to/à Nanaimo - New Edition - 20-DEC-2002 - NAD 1983**

27-JUN-2014

LNMD. 11-APR-2014

Amend bearing 254° to read 255°

49°10'09.5"N 123°54'47.0"W

*DFO(6202864-02)*

Amend bearing 74° to read 75°

49°10'03.0"N 123°55'20.0"W

*DFO(6202864-03)*

**3456 - Halibut Bank to/à Ballenas Channel - New Chart - 01-JUL-2011 - NAD 1983**

27-JUN-2014

LNMD. 20-DEC-2013

Delete yellow spar buoy marked Priv

49°11'52.5"N 123°55'16.0"W

*DFO(6202865-01)*

**3458 - Approaches to/Approches à Nanaimo Harbour - New Edition - 10-MAR-1995 - NAD 1983**

27-JUN-2014

LNMD. 06-JUN-2014

Amend bearing 254° to read 255°

49°10'09.5"N 123°54'43.0"W

*DFO(6202864-01)*

06-JUN-2014

LNMD. 11-APR-2014

Add yellow, black and yellow West cardinal pillar, marked PS  
(See Chart No. 1, Q130.3)

49°10'21.5"N 123°55'39.0"W

*DFO(6202841-01)*

**3461 - Juan de Fuca Strait, Eastern Portion/Partie Est - New Edition - 01-JUL-2005 - NAD 1983**

27-JUN-2014

LNMD. 13-JUN-2014

Add submarine cable  
(See Chart No. 1, L30.1)

joining 48°25'54.0"N 123°26'20.0"W

48°25'52.0"N 123°26'27.0"W

and 48°24'39.0"N 123°26'59.0"W

*DFO(6202866-10)*

13-JUN-2014

LNMD. 25-APR-2014

Add depth of 23.5 metres  
(See Chart No. 1, I10)

48°18'26.5"N 123°04'13.5"W

*DFO(6202846-02)*

Add depth of 25.5 metres  
(See Chart No. 1, I10)

48°18'40.0"N 123°04'00.0"W

*DFO(6202846-03)*



Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

Add depth of 16.2 metres  
(See Chart No. 1, I10) 48°19'51.0"N 123°03'08.0"W

*DFO(6202846-07)*

Delete depth of 29 metres  
(See Chart No. 1, I10) 48°18'46.0"N 123°04'02.0"W

*DFO(6202846-08)*

Delete depth of 20.1 metres  
(See Chart No. 1, I10) 48°19'57.0"N 123°03'08.0"W

*DFO(6202846-09)*

**3462 - Juan de Fuca Strait to à Strait of Georgia - New Edition - 01-JUL-2005 - NAD 1983**

27-JUN-2014

LNMD. 13-JUN-2014

Add submarine cable  
(See Chart No. 1, L30.1) joining 48°25'54.0"N 123°26'20.0"W

48°25'52.0"N 123°26'27.0"W  
and 48°24'39.0"N 123°26'59.0"W

*DFO(6202866-10)*

13-JUN-2014

LNMD. 25-APR-2014

Amend FR marked Priv to read FY marked Priv against light  
(See Chart No. 1, P10.1) 48°50'33.5"N 122°43'19.5"W

This notice affects Electronic Navigational Chart: CA370368

*DFO(6202860-01)*

Amend FR marked Priv to read FY marked Priv against light  
(See Chart No. 1, P10.1) 48°50'24.0"N 122°43'15.0"W

This notice affects Electronic Navigational Chart: CA370368

*DFO(6202860-02)*

Add beacon marked danger reef  
(See Chart No. 1, Q80) 48°45'39.5"N 122°52'34.0"W

This notice affects Electronic Navigational Chart: CA370368

*DFO(6202861-01)*

**3475 - Chemainus Bay - New Edition - 30-DEC-2005 - NAD 1983**

13-JUN-2014

LNMD. 11-APR-2014

Add wreck least depth known of 4.5 metres  
(See Chart No. 1, K26) 48°55'44.5"N 123°42'50.0"W

This notice affects Electronic Navigational Chart: CA470005, CA570153

*DFO(6202840-01)*

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

Add wreck least depth known of 10.8 metres 48°55'42.5"N 123°42'48.0"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA570153

*DFO(6202840-02)*

Add wreck least depth known of 10.4 metres 48°55'40.0"N 123°42'49.0"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA570153

*DFO(6202840-03)*

**3478 - Sansum Narrows - New Edition - 12-JUL-2013 - NAD 1983**

13-JUN-2014 LNM/D. 04-APR-2014

Add wreck least depth known of 15.9 metres 48°44'49.8"N 123°37'09.2"W  
(See Chart No. 1, K26)  
This notice affects Electronic Navigational Chart: CA470003, CA570237

*DFO(6202848-01)*

**3490 - Fraser River/Fleuve Fraser, Sand Heads toà Douglas Island, Compartment A-B - New Edition - 02-NOV-2012 - World Geodetic System 1984**

20-JUN-2014 LNM/D. 30-MAY-2014

Amend bearing 237½° to read 237° 49°07'40.5"N 123°14'48.5"W  
This notice affects Electronic Navigational Chart: CA570015  
*(P2014023) DFO(6202850-01)*

Amend bearing 57½° to read 57° 49°06'04.5"N 123°18'36.0"W  
This notice affects Electronic Navigational Chart: CA570015  
*(P2014023) DFO(6202850-02)*

Amend F G 10m to read F G 9m against light 49°07'57.6"N 123°14'04.7"W  
(See Chart No. 1, P10.1)  
This notice affects Electronic Navigational Chart: CA570015  
*(P2014022) LL(323) DFO(6202850-03)*

Amend F Y 9m to read F Y 8m against light 49°06'23.2"N 123°08'41.4"W  
(See Chart No. 1, P10.1)  
This notice affects Electronic Navigational Chart: CA570015  
*(P2014026) LL(340) DFO(6202852-01)*

Amend F Y 13m to read F Y 12m against light 49°06'22.0"N 123°08'36.1"W  
(See Chart No. 1, P10.1)  
This notice affects Electronic Navigational Chart: CA570015  
*(P2014027) LL(341) DFO(6202852-02)*

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

Amend F Y 9m to read F Y 7m against light 49°06'22.3"N 123°08'18.9"W  
(See Chart No. 1, P10.1)  
(P2014028) LL(342) DFO(6202854-01)

Amend F Y 16m to read F Y 14m against light 49°06'19.8"N 123°08'31.3"W  
(See Chart No. 1, P10.1)  
This notice affects Electronic Navigational Chart: CA570015  
(P2014029) LL(343) DFO(6202854-02)

**3513 - Strait of Georgia, Northern Portion/Partie Nord - New Edition - 29-OCT-1999 - NAD 1983**

06-JUN-2014 LNM/D. 31-MAY-2013

Add submarine pipeline between 49°44'22.5"N 124°54'57.0"W  
(See Chart No. 1, L41.1) and 49°44'34.0"N 124°54'57.0"W  
This notice affects Electronic Navigational Chart: CA470218  
DFO(6202844-01)

**3527 - Baynes Sound - New Edition - 06-APR-2001 - NAD 1983**

06-JUN-2014 LNM/D. 29-MAR-2013

Add submarine pipeline between 49°44'22.5"N 124°54'57.0"W  
(See Chart No. 1, L41.1) and 49°44'34.0"N 124°54'57.0"W  
This notice affects Electronic Navigational Chart: CA470218  
DFO(6202844-01)

**3602 - Approaches to/Approches à Juan de Fuca Strait - New Edition - 29-NOV-2002 - NAD 1983**

06-JUN-2014 LNM/D. 07-MAR-2014

Add obstruction, depth unknown, marked Mooring/Amarre 48°25'38.5"N 126°10'27.0"W  
(See Chart No. 1, K40)  
This notice affects Electronic Navigational Chart: CA370203  
DFO(6202843-01)

**3676 - Esperanza Inlet - New Chart - 20-NOV-1998 - NAD 1983**

20-JUN-2014 LNM/D. 12-JUL-2013

Delete radar reflector 49°50'38.3"N 126°59'51.8"W  
(see Chart No. 1, S4)  
This notice affects Electronic Navigational Chart: CA470354  
(P2014025) LL(91) DFO(6202851-01)

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 2  
CHART CORRECTIONS

**3800 - Dixon Entrance - New Chart - 06-MAY-2011 - NAD 1983**

13-JUN-2014

LNMD. 08-JUN-2012

Reposition yellow ODAS/SADO lighted buoy FI (5) Y, marked 46145  
(See Chart No. 1, Q58)

from 54°22'00.0"N 132°24'54.0"W  
to 54°22'00.0"N 132°26'38.0"W

This notice affects Electronic Navigational Chart: CA370190

*DFO(6202847-01)*

**6100 - La Belle Rivière - Sheet/Feuille 1 - New Edition - 30-MAR-2001 - NAD 1983**

27-JUN-2014

LNMD. 16-DEC-2011

Amend vertical clearance of 7 metres 8 decimetres, to read 6 metres 9 decimetres  
(See Chart No. 1, D20)

48°28'55.3"N 071°47'42.1"W

*DFO(6408922-01)*

Amend vertical clearance of 7 metres 1 decimetre, to read 6 metres 2  
decimetres  
(See Chart No. 1, D20)

48°28'58.8"N 071°47'40.1"W

*DFO(6408922-02)*

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 4  
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

PAC 201 — Juan de Fuca Strait and Strait of Georgia, First Edition, 2012

Chapter 8 — After paragraph 242

Insert: 242.1 A **submarine pipeline** (sewer outfall), east of the  
ferry landing, extends 0.2 mile seaward.

(P2014-12.1)

Chapter 8 — Adjacent to paragraph 242.1, add a caution pictograph.

(P2014-12.2)

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

Chapter 3 — Paragraph 262, before “**Philips Point**,”

Insert: Phillips Point Sector **light** (703.7) is on drying  
rocks off the point and is shown from a tower.

(P2014-11.1)

Chapter 3 — Paragraph 515

Delete: “**Wharves**. — The **public wharf** ... not to berth at the wharf.”

(P2014-13.1)

Chapter 3 — Paragraph 516, after “extends 37 m north”

Delete: “; the outer end has ... are about 7.3 m.”

Replace by: . A **float** 24 m long is attached alongside the west  
end of the wharf.

(P2014-13.2)

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 5  
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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The amendments have been highlighted in yellow

**PACIFIC**

43	Salmon Arm Inner	50 42 38.8 119 17 09.9	Fl R 4s	7.2	4	Mast on a 3 pile dolphin, 2 red triangular daymarks.	Year round.  Chart:3053 Edn 06/14 (P14-031)
91 G5206	Double Island	On the island. 49 50 38.3 126 59 51.8	Fl W 10s	10.2	7	White cylindrical tower, green band at top.	Flash 1 s; eclipse 9 s. Year round.  Chart:3676 Edn 06/14 (P14-025)
323 G5410	Wing Dam range	Close behind Steveston Jetty. 49 07 57.6 123 14 04.7	F Y .....	8.7	15	Cylindrical mast, red daymark, white vertical stripe.	In operation 24 hours.
			F G .....	8.7	4		Visible upstream. Year round.
324 G5410.1		057°25' 715m from front.	F Y .....	21.8	15	Cylindrical mast , red daymark, white vertical stripe.	In operation 24 hours. Year round.  Chart:3490 Edn 06/14 (P14-022; 023)
340	Woodward Island Downstream range	49 06 23.2 123 08 41.4	F Y .....	7.6	10	Square skeleton tower, on 5-pile dolphin, red daymark, white vertical stripe.	Visible in line of range. Flash 0.5 s; eclipse 1 s; flash 0.5 s; eclipse 4 s. Year round.
341		109°09' 113.6m from front.	Fl(2) R 6s	7.9	4		
			F Y .....	11.7	10	Square skeleton tower, on 6-pile dolphin, red daymark, white vertical stripe.	Year round.  Chart:3490 Edn 06/14 (P14-026; 027)
342	Woodward Island Upstream range	49 06 22.3 123 08 18.9	F Y .....	7.3	10	Square skeleton tower, on 9-pile dolphin, white daymark, red vertical stripe.	Visible upstream. Flash 0.5 s; eclipse 2 s; flash 0.5 s; eclipse 2 s; flash 0.5 s; eclipse 6.5 s. Year round.
343		253°24' 262m from front.	Fl(3) R 12s	7.3	4		
			F Y .....	14	10	Square skeleton tower, on 9-pile dolphin, white daymark, red vertical stripe.	Year round.  Chart:3490 Edn 06/14 (P14-028; 029)

Monthly Notices to Mariners - Western Edition  
Edition /2014

SECTION 5  
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
369	Port Mann Training Dyke Lower	On channel end of dyke. 49 12 53.8 122 53 06.1	Fl G 4s	6.9	4	White square skeleton tower, green band at top on single-pile dolphin.	Year round.  Chart:3490 Edn 06/14(P14-036)
370	Port Mann Training Dyke Upper	On channel end of dyke. 49 13 01.2 122 52 45.5	Q G 1s	6.9	3	White square skeleton tower, green band at top on single-pile dolphin.	Year round.  Chart:3490 Edn 06/14 (P14-034)
703.7	Philips Point Sector	Entrance to Prince Rupert harbor. 54 15 54.3 130 21 53.4	Q G 1s W G	6.8	5	White square skeleton tower 3 white rectangular daymark, on a 3-pile dolphin.	Green 167° through S. to 176°40'; White 176°40'; through W. to 337°50'; Green 337°50' to 354°10'; Obscured from 354°10' through N. and E. to 167° Privately maintained. Year round.  Chart:3958 Edn 06/14 (P14-021)

Monthly Notices to Mariners - Western Edition  
Edition /2014

CANADIAN COAST GUARD MARINE INFORMATION REPORT AND SUGGESTION SHEET.

Name of Ship or Sender: ..... Date: .....

Address of Sender: .....  
Street # Street Name

Town / City: ..... Prov / State: ..... Postal Code / Zip Code: .....

Tel / Fax / E-mail address of sender: .....

Observation Date: ..... Time (UTC): .....

Geographical Position: .....

Coordinate Position: Lat: ..... Long: .....

Position Method:  DGPS  GPS with WAAS  GPS  Radar  Other

Horizontal Datum Used:  WGS 84  NAD 27  Other

Estimated Position Accuracy: .....

Chart #: ..... Datum:  NAD 27  NAD 83

Chart Edition: ..... Last Correction applied: .....

Publications affected: (Quote Volume and page): .....

\*Full details (Attach additional sheets as necessary) .....

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 (MCTS) and should be confirmed in writing to:

Leader, Notices to Mariners  
Canadian Coast Guard  
Department of Fisheries and Oceans  
Montréal, Qc H2Y 2E7

In the case of information concerning aids to navigation  
or the List of Lights, Buoys and Fog Signals.

[Notmar.XNCR@dfm-mpo.gc.ca](mailto:Notmar.XNCR@dfm-mpo.gc.ca)

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](mailto:CHSINFO@DFO-MPO.GC.CA)

Or general questions on Coast Guard programs or services please send an e-mail message to:  
[info@dfm-mpo.gc.ca](mailto:info@dfm-mpo.gc.ca)