



# EASTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

**300 to 330**

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Marine Navigation Services  
Directorate  
Marine Aids

**RECYCLED PAPER**

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.

**Original Canadian Information** - A star (\*) adjacent to the Notice number indicates that this notice is based on original Canadian information.

**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) after the Notice number. Nautical charts and publications are not hand amended for Temporary (T) and Preliminary (P) Notices to Mariners. Listings of Charts Affected by Temporary and Preliminary Notices to Mariners are revised and promulgated quarterly, in Section I. Reference should be made to the latest published listing and to the monthly editions of Notices to Mariners published subsequently.

**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 *iii* 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.*

## DGPS INITIAL OPERATIONAL SERVICE

The Canadian Coast Guard (CCG) announces that the Differential Global Positioning Service (DGPS) Initial Operational Service (IOS) is available for positioning and navigation.

IOS 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.

Although the service is IOS, users may experience service interruptions without advance notice. Further, CCG advises that IOS DGPS broadcasts should not be used under any circumstances where a sudden system failure or inaccuracy could constitute a safety hazard. Following a one year verification period, the DGPS service will be declared as being a Full Operational Service (FOS).

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 Stage 1 DGPS Reference Stations</b>					
<b>Station Name</b>	<b>Id Nos of Ref. Stations</b>	<b>DGPS Station ID</b>	<b>Geogr. Pos. Latitude Longitude</b>	<b>Frequency [khz]</b>	<b>Bits/sec.</b>
Alert Bay BC	300,301	909	50 35 N 126 55 W	309	200
Amphitrite Pt BC	302,303	908	48 55 N 125 32 W	315	200
Cardinal ON	308,309	919	44 47 N 75 25 W	306	200
St. Jean Richelieu QUÉ	312,313	929	45 19 N 73 18 W	296	200
Lauzon QUÉ	316,317	927	46 48 N 71 09 W	309	200
Partridge Island NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminac NB	332,333	936	47 04 N 64 47 W	319	200
Fox Island NS	336,337	934	45 19 N 61 04 W	307	200
Cape Race NFLD	338,339	940	46 39 N 53 04 W	315	200
Cape Ray NFLD	340,341	942	47 34 N 59 09 W	290	200

## **DGPS USER ALERT**

Currently, ten Phase 1 DGPS stations are providing Initial Operational Service (IOS) which was declared by Regional Notices to Mariners issued in September 1996. Another eight DGPS stations will be installed in 1997. Extensive validation of operational performance is being conducted throughout 1997. Full Operational Service (FOS) will follow after successful validation.

The Canadian Coast Guard has recently received reports 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.

Apart from this, no major difficulties with DGPS implementation have been experienced to date nor are any expected in the future.

## **DISCREPANCY REPORT FOR DGPS USERS.**

The Canadian Coast Guard is currently implementing the Differential Global Positioning System in Canada. In August 1996, 10 DGPS stations were announced as providing an Initial Operational Service (IOS). Eight (8) additional DGPS stations will be implemented in the fall of 1997.

Following a service validation period, it is expected that the DGPS service will be announced as providing a Full Operational Service (FOS) in December 1997. The fully operational DGPS service is expected to meet the advertised Levels of Service standards and all service guarantees will be provided with FOS.

Throughout the service validation period, the Coast Guard will be conducting numerous tests of the differential service. To assist the Coast Guard in this validation testing, mariners are requested to complete the attached anomaly report. Please take note of any DGPS service anomalies you experience and forward the completed form to the Director Marine Aids, 344 Slater Street, 6th floor, Ottawa, Ontario, K1A 0E6.

## 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 : 613-998-2428 attention AWAD.
- 2) Mail / Par la poste: Director Marine Aids  
 344 Slater Street, 6 th floor  
 Ottawa, Ontario  
 K1A 0E6

**Canada**

**Legend/  
Légende**

<b>Position</b>	:	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.
<b>KTS</b>	:	Wind speed in knots / Vitesse du vent en noeuds.
<b>N.M.</b>	:	Visibility in Nautical Miles / Visibilité en milles nautiques.
<b>Freq. kHz</b>	:	Frequency in kilohertz / Fréquence en kilohertz .
<b>SS</b>	:	Signal strength in decibel / Force de signal en décibel.
<b>SNR</b>	:	Signal to noise ratio in decibel / Rapport signal-bruit en décibel .
<b>DOP (dilution of precision):</b>	:	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
<b>SVCEI / ECDIS</b>	:	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.

#### 2. 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.

#### 3. 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.

## **NEWFOUNDLAND REGION**

The Canadian Coast Guard is planning to further modernize its marine aids to navigation service. Changes will include adjusting all service levels to national standards between 1997 and the year 2000 and reducing some conventional aids services based on the availability of the Global Positioning System, Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS). The new electronic systems will supplement the remaining conventional aids system, permitting continued maintenance of a safe service at lower cost.

More detailed information concerning each of these proposed changes will be provided in each region or geographic area by Notices to Shipping and Notices to Mariners, allowing users time to comment prior to finalizing planned changes. Further Notices to Shipping and Notices to Mariners will also be issued at the time of all changes.

Mariners and representatives of user groups wishing to provide comments or recommendations on this or any subsequent notice may write to:

Aids to Navigation Superintendent  
Department of Fisheries & Oceans  
Canadian Coast Guard Directorate  
P.O. Box 5667  
St. John's, NFLD.  
A1C 5X1

## MARITIMES REGION

The Canadian Coast Guard is planning to further modernize its marine aids to navigation service. Changes will include adjusting all service levels to national standards between 1997 and the year 2000 and reducing some conventional aids services based on the availability of the Global Positioning System, Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS). The new electronic systems will supplement the remaining conventional aids system, permitting continued maintenance of a safe service at lower cost.

IMPLEMENTATION OF THE FOLLOWING CHANGES WILL BEGIN WITHIN COAST GUARD MARITIMES REGION ON APRIL 1, 1997.

MEASURES
1) Privatization of aids systems in pleasure craft channels and/or conversion of some lighted buoys to unlighted buoys and removal of some aids in pleasure craft channels.
2) Privatization of aids systems in inadequately and uncharted waters and where there is a low volume of users.
3) Aids to navigation systems in Saint-John and Yarmouth Harbours will be restructured to meet national standards.
4) Decommissioning of some lightstations (major reference lights) and downsizing of others to minor lights.
5) Discontinuance of some fog horns.
6) Removal of some coastal fixed and floating aids.

Over the next year, more detailed information concerning each of these proposed changes will be provided in each region or geographic area by Notices to Shipping and Notices to Mariners, allowing users time to comment prior to finalizing planned changes. Further Notices to Shipping and Notices to Mariners will also be issued at the time of all changes.

Mariners and representatives of user groups wishing to provide comments or recommendations on this or any subsequent notice may write to:

Regional Superintendent  
Aids to Navigation  
P.O. Box 1000  
Dartmouth, N.S.  
B2Y 3Z8  
(902) 426-3151

## LAURENTIAN REGION

The Canadian Coast Guard is planning to further modernize its marine aids to navigation service. Changes will include adjusting all service levels to national standards between 1997 and the year 2000 and reducing some conventional aids services based on the availability of the Global Positioning System, Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS). The new electronic systems will supplement the remaining conventional aids system, permitting continued maintenance of a safe service at lower cost.

IMPLEMENTATION OF THE FOLLOWING CHANGES WILL BEGIN ON APRIL 1, 1997.

MEASURES
1) Introduction of DGPS
2) Service reduction on 25% (79 lighted buoys removed and 75 converted into unlighted spar buoys) of buoys in commercial channels.
3) Removal of 12 major reference lights from the existing 25.
4) Privatization of 200 aids to navigation due to low volume of users and/or inadequately charted waters.
5) Removal of 33% (50) of reference or wharf-lights.
6) Conversion of 20% (29) of lighted buoys to unlighted buoys in pleasure craft channels.
7) Removal of 20 fixed aids in pleasure craft channels.

Notices to shipping (L-3072/96, L-3117/96 and L-0107/97) and a detailed Notice to mariners (859P/96) have been published lately, allowing users time to comment prior to finalizing planned changes. Further Notices to shipping and Notices to mariners will also be issued at the time of all changes.

Mariners and representatives of user groups wishing to receive a copy of the detailed Notice to mariners (859P/96) or to provide comments/recommendations on this notice may write to:

AIDS TO NAVIGATION SUPERINTENDENT  
101 CHAMPLAIN BOULEVARD, QUÉBEC (QUÉ), G1K7Y7

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## CENTRAL & ARCTIC REGION

The Canadian Coast Guard is planning to further modernize its marine aids to navigation service. Changes will include adjusting all service levels to national standards between 1997 and the year 2000 and reducing some conventional aids services based on the availability of the Global Positioning System, Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS). The new electronic systems will supplement the remaining conventional aids system, permitting continued maintenance of a safe service at lower cost.

**Implementation of the following changes will begin within Coast Guard Central and Arctic region on April 1, 1997.**

MEASURES
1) Upgrading DGPS sites at Cardinal and Wiarton to Initial Operating Service to provide, with the United States Coast Guard, to provide complete coverage of the Great Lakes/St. Lawrence Seaway by December 1997.
2) Removal or divestiture of 700 floating and fixed aids to navigation in the Athabasca River System.
3) Removal of approximately 20 floating aids in the Western Arctic in Simpson Strait, Cambridge Bay, Gjoa Haven and Spence Bay.
4) Privatization of 30 buoys in the Napanee River and approximately 120 fixed and floating aids to navigation in Northern Ontario due to uncharted or inadequately charted waters .
5) Removal or divestiture of approximately 30 reference or wharf-lights in conjunction with Small Craft Harbours, or Ports and Harbours Canada initiatives.
6) Conversion of approximately 20 lighted buoys to unlighted buoys in pleasure craft channels.
7) Removal of 50 floating aids to navigation in commercial channels.
8) Divestiture of 1 light house and associated property.
9) Removal or transfer of 14 fog horns on Lake Superior.
10) Removal or downsizing of 31 large lighted floating aids to navigation on the Great Lakes.

Over the next year, more detailed information concerning each of these proposed changes will be provided in each region or geographic area by Notices to Shipping and Notices to Mariners, allowing users time to comment prior to finalizing planned changes. Further Notices to Shipping and Notices to Mariners will also be issued at the time of all changes.

Mariners and representatives of user groups wishing to provide comments or recommendations on this or any subsequent notice may write to:

Superintendent Marine Aids Program  
Central and Arctic Region  
201 Front Street North, Suite 703  
Sarnia, Ontario, N7T 8B1  
Telephone (519)383-1816  
Facsimile (519)383-1995

## MONTHLY EDITION OF NOTICES TO MARINERS

### MAILING LIST CHANGES

Director General,  
Marine Navigation Services Directorate,  
Canadian Coast Guard,  
Department of Fisheries and Oceans,  
Ottawa, Ontario,  
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) \_\_\_\_\_

**ADD** \_\_\_\_\_ **AMEND** \_\_\_\_\_ **REMOVE** \_\_\_\_\_ **NO. OF COPIES** \_\_\_\_\_

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**NATIONAL**

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**NOTICES 305 AND 306 ARE NOT PUBLISHED.**

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**\*325 CANADIAN HYDROGRAPHIC SERVICE Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
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**1. New Chart.**Newfoundland/Terre-Neuve

5080	Punchbowl and Approaches	1:25 000	Oct. 3/97	1	\$20.00
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Limit(s):      53°12'06" N 55°49'00" W  
                     53 16 30 N 55 49 00 W  
                     53 16 30 N 55 40 48 W  
                     53 12 06 N 55 40 48 W

and Inset: (1) Punchbowl                      1:8000

Limit(s):      53°14'45" N 55°45'46" W  
                     53 15 21 N 55 45 46 W  
                     53 15 21 N 55 44 38 W  
                     53 14 45 N 55 44 38 W

Note: (1) This is a metric chart.  
 (2) This chart is based on North  
 American Datum 1983(NAD  
 83).

**2. New Edition.**Chart Catalogue

CAT-3	Great Lakes / Grands Lacs	-----	Jan. 2/98
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**3. Reprints.**Nova Scotia / Nouvelle-Écosse

4203	Halifax Harbour - Black Point to/à Point Pleasant	1:10 000	Nov. 7/97	1	20.00
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Note: This reprint is affected by Notice  
 127(T)/96.

L/C 4234	Country Island to/à Barren Island	1:60 000	Dec. 26/97	1	20.00
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Note: This reprint incorporates Notice  
 805(P)/92

Newfoundland / Terre-Neuve

4635	Cape Ray to La Poile Bay	1:75 000	Nov. 28/97	1	20.00
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Note: This reprint is affected by  
Notices 463(P)/94, 594(T)/94,  
192(T)/95 and 239(P)/97.

Northwest Territories / Territoires du  
Nord-Ouest

7072	Kane Basin to Lincoln Sea	1:500 000	July 25/97	1	20.00
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#### 4. New Publications.

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CEN306F	Baie Georgienne	-----	Jan. 2/98		\$ 19.95
CEN306E	Georgian Bay	-----	Jan. 2/98		19.95

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(AMA8035-10-35)

(DFO-H98-022)

**\*326 CANADIAN HYDROGRAPHIC SERVICE Electronic Navigation Charts.**

**Notes: (1) The following ENC products are only available from:**  
**Nautical Data International Inc.**

**P.O. Box 127, Station C**

**St. John's, Newfoundland**

**A1C 5H5**

**Telephone: 1-800-563-0634 or 1-709-576-0634**

**Facsimile: 709-576-0636**

**(2) For licencing information and rates please contact the  
distributor, Nautical Data International Inc. (NDI) at the above-  
mentioned address.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Chart.					

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Newfoundland / Terre-Neuve

76389	Ariege Bay	-----	Nov. 14/97		See Note (2)
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NOTE: This ENC is derived from CHS  
Chart 4518.

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#### 2. New Editions.

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Atlantic Coast / Côte de l'Atlantique

79107	Levis	-----	Sept. 12/97	See Note (2)
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Nova Scotia/Nouvelle-Écosse

76095	Sydney Harbour	-----	Nov. 7/97	See Note (2)
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NOTE: This ENC is derived from CHS  
Chart 4266.

76096	International Piers	-----	Nov. 7/97	See Note (2)
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Note: This ENC id derived from CHS  
Chart 4266.

76097	North Sydney	-----	Nov. 7/97	See Note (2)
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NOTE: This ENC is derived from CHS  
Chart 4266.

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
2. New Editions. (Cont'd)					

76098	Sydney River	-----	Nov. 7/97	See Note (2)
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NOTE: This ENC is derived from CHS  
Chart 4266.

76099	Sydney Wharves	-----	Nov. 7/97	See Note (2)
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NOTE: This ENC is derived from CHS  
Chart 4266.

76100	Sydport	-----	Nov. 7/97	See Note (2)
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NOTE: This ENC is derived from CHS

Chart 4266.

76277	Canso Harbour to Strait of Canso	-----	Nov. 28/97	See Note (2)
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NOTE: This ENC is derived from CHS  
Chart 4307

(AMA8035-10-35)

(DFO-H98-023)

**\*327(P) ST. LAWRENCE RIVER - SOREL TO BEAUHARNOIS - Vertical clearances under the cables.**

It is possible that, after the ice storm, the vertical clearances under the cables are lower than those indicated on marine charts. Mariners are requested to be careful when using the following charts: 1310, 1312, 1338, 1339, 1409, 1410, 1310R/M, 1312R/M, 1338R/M, 1339R/M, 1409R/M, 1410R/M, as well as charts 79001, 79010, 79013, 79042, 79045, 79080, 79129 and 79130.

NOTE: Further information will be transmitted to you when complete information becomes available.

(AMA8035-10-35)

(DFO-Q98-014)

**\*300 CANADIAN HYDROGRAPHIC SERVICE - Cumulative charts correction list.**

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from  
28-FEBRUARY-97 to 06-FEBRUARY-98

Chart	Edition and Notices to Mariners Numbers
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1202	37(486/97), 36(478/97, 476/97)
1203	52(676/97), 37(486/97)
1209	31(447/97), 11(183/97)
1220	37(496/97), 30(433/97 NEW EDITION)
L/C 1221	37(496/97), 13(201/97)
1226	52(683/97), 31(442/97)
1230	20(308/97)
1233	3(118/98), 37(486/97), 13(210/97 REPRINT)
L/C 1234	2(112/98), 50(672/97), 37(486/97), 25(363/97), 17(278/97)
L/C 1235	2(112/98), 50(673/97), 48(642/97), 42(555/97), 39(515/97 NEW EDITION), 37(486/97), 21(324/97), 17(279/97, 278/97)

Chart	Edition and Notices to Mariners Numbers
L/C 1236	3(123/98, 122/98), 50(671/97), 48(642/97, 641/97), 44(580/97), 37(486/97), 34(458/97), 29(416/97), 17(280/97, 279/97, 270/97, 268/97), 15(242/97)
1310	52(689/97, 682/97), 49(650/97), 37(486/97), 31(448/97), 15(244/97), 11(184/97)
1312	52(677/97), 45(588/97), 28(406/97, 390/97), 12(199/97)
1313	2(110/98), 52(701/97 NEW EDITION, 677/97), 50(666/97), 21(322/97), 17(287/97, 271/97), 16(246/97)
1314	37(486/97), 22(331/97), 17(287/97), 14(229/97)
1315	49(654/97), 37(486/97), 28(395/97)
1316	3(127/98), 50(667/97), 49(654/97), 37(486/97), 30(433/97 NEW EDITION), 11(170/97)
1317	41(547/97), 37(486/97), 17(269/97)
1338	48(646/97), 37(488/97), 30(429/97), 28(406/97, 390/97)
1339	52(689/97), 48(646/97), 37(488/97), 31(448/97), 29(415/97), 15(244/97), 13(210/97 REPRINT)
1409	39(515/97 NEW EDITION)
1410	50(670/97), 17(273/97), 16(250/97)
1411	48(638/97)
1412	50(656/97), 48(637/97)
1413	50(656/97)
1414	1(102/98)
1435	40(541/97)
1436	30(433/97 REPRINT)
1437	40(525/97), 37(485/97), 35(468/97 REPRINT)
1438	46(601/97), 40(528/97)
1439	46(601/97), 19(303/97), 13(210/97 REPRINT)
2006	41(545/97), 31(451/97), 25(351/97)
2017	40(526/97)
2018	25(351/97)
2042	34(460/97), 27(383/97)
2043	25(359/97)
2047	15(236/97)
2050	25(352/97)
2053	10(151/97)
L/C 2058	40(530/97), 10(151/97)
2061	2(108/98), 40(530/97), 30(436/97)
L/C 2064	25(351/97)
2067	1(101/98), 40(529/97), 24(350/97), 15(237/97)
2069	2(108/98), 30(436/97)
2070	25(354/97)
L/C 2077	26(371/97), 25(359/97, 354/97)
2085	38(504/97, 503/97)
L/C 2100	50(659/97), 46(592/97), 40(524/97), 24(349/97), 22(338/97)
L/C 2120	46(592/97), 44(582/97), 40(536/97), 37(482/97), 34(461/97), 24(349/97)
L/C 2121	40(524/97), 22(338/97)

Chart	Edition and Notices to Mariners Numbers
L/C 2122	2(109/98), 24(349/97), 22(338/97)
L/C 2123	40(535/97), 30(433/97 REPRINT), 24(349/97)
2181	3(124/98)
L/C 2200	48(631/97), 46(604/97, 602/97), 40(532/97), 27(386/97)
L/C 2201	50(658/97), 48(629/97, 627/97, 626/97), 27(384/97), 15(235/97)
2213	37(479/97)
2215	31(452/97)
2223	48(623/97)
2225	35(468/97 REPRINT), 31(444/97)
L/C 2228	27(386/97)
2235	46(604/97, 603/97)
2239	48(630/97, 623/97), 15(235/97)
L/C 2243	48(629/97, 628/97), 40(532/97)
L/C 2244	48(629/97), 34(459/97)
L/C 2245	34(459/97), 26(373/97), 25(365/97, 353/97)
2250	46(591/97)
2251	34(462/97), 28(400/97)
2257	46(590/97)
2259	50(662/97), 46(590/97)
2268	46(597/97)
2273	46(604/97), 27(385/97)
2282	48(626/97), 37(479/97)
L/C 2284	48(628/97), 40(532/97), 26(372/97)
2289	50(658/97), 30(435/97), 28(402/97), 26(372/97)
2291	19(297/97)
2292	46(602/97)
2293	48(629/97)
2294	26(378/97 REPRINT), 19(302/97)
2298	48(631/97), 46(604/97)
2299	50(662/97), 46(590/97)
L/C 2300	22(339/97)
L/C 2301	46(599/97), 40(539/97)
2303	15(238/97)
2311	46(599/97)
2312	46(598/97), 15(238/97)
2314	40(539/97), 28(404/97)
L/C 3000	47(617/97), 44(572/97), 40(521/97), 22(329/97)
L/C 3001	40(522/97), 25(356/97), 22(329/97)
L/C 3002	47(617/97, 609/97), 46(605/97), 44(572/97), 40(521/97), 22(329/97)
3410	40(522/97), 38(506/97), 25(356/97)
3415	38(506/97), 25(356/97)
3424	44(573/97)
3440	44(573/97), 40(522/97), 38(506/97), 25(356/97)
3441	22(330/97), 15(240/97)
3442	49(651/97), 47(613/97), 30(432/97)
3443	49(652/97), 30(432/97)
3458	49(652/97)

Chart	Edition and Notices to Mariners Numbers
3459	52(701/97 NEW EDITION)
L/C 3461	48(620/97), 44(573/97), 40(522/97), 39(510/97), 38(506/97),
25(356/97)	
L/C 3462	49(651/97), 44(573/97), 25(356/97)
L/C 3463	52(701/97 NEW EDITION), 49(651/97), 40(522/97), 30(440/97,
	432/97)
3473	49(651/97), 30(432/97)
3490	35(468/97 NEW EDITION)
3492	50(665/97), 47(613/97), 39(515/97 NEW CHART)
3493	37(499/97), 25(357/97)
3494	25(357/97)
L/C 3512	40(522/97), 30(440/97), 11(163/97)
L/C 3513	52(697/97), 40(522/97)
3514	21(316/97)
3537	13(209/97)
3538	52(697/97)
3539	52(697/97), 30(433/97 REPRINT), 15(241/97), 14(216/97), 13(209/97)
3540	52(697/97)
3543	35(468/97 REPRINT), 14(228/97, 227/97)
3544	14(227/97)
3545	21(317/97)
3546	39(511/97), 29(414/97), 25(366/97), 21(317/97, 315/97)
3548	14(218/97)
3549	22(329/97), 14(218/97)
3550	40(523/97), 22(329/97)
3598	22(329/97)
3601	40(522/97), 38(506/97), 25(356/97), 22(329/97)
L/C 3602	22(329/97)
L/C 3604	35(468/97 REPRINT), 22(329/97), 17(266/97, 264/97)
L/C 3605	22(329/97)
L/C 3606	40(522/97), 38(506/97), 25(356/97), 22(329/97), 9(126/97)
3624	22(329/97)
3647	25(356/97)
3671	22(329/97)
3679	22(329/97), 17(283/97 REPRINT)
3682	44(566/97)
3686	22(329/97)
3719	37(500/97)
3720	38(507/97)
3723	44(572/97)
3724	47(609/97), 46(605/97), 44(572/97)
3728	17(283/97 REPRINT)
3736	37(498/97)
3737	47(609/97)
L/C 3744	47(609/97), 46(605/97), 44(581/97, 572/97), 22(329/97)
3747	35(468/97 REPRINT)
3773	48(621/97), 13(210/97 REPRINT)

Chart	Edition and Notices to Mariners Numbers
3787	38(507/97), 26(378/97 REPRINT)
L/C 3802	47(617/97), 40(521/97)
3868	40(521/97)
3890	44(567/97)
3891	39(515/97 REPRINT), 31(443/97)
L/C 3902	47(609/97), 46(605/97), 44(572/97), 39(515/97 REPRINT), 19(298/97)
3932	17(274/97)
3934	17(274/97)
3940	1(105/98)
3955	52(691/97)
3956	52(691/97), 45(586/97)
3957	52(691/97), 47(617/97), 45(586/97)
3958	45(586/97)
L/C 4001	44(577/97)
L/C 4002	17(280/97), 14(232/97)
L/C 4003	52(685/97), 44(577/97)
L/C 4006	44(577/97)
L/C 4011	1(106/98), 52(701/97 NEW EDITION)
L/C 4013	3(121/98), 52(696/97)
L/C 4015	44(576/97), 40(518/97)
L/C 4016	17(272/97), 12(192/97, 191/97)
L/C 4017	19(300/97)
L/C 4020	40(517/97)
L/C 4021	40(517/97)
L/C 4023	52(696/97), 49(649/97), 29(410/97)
L/C 4025	16(248/97), 14(231/97)
L/C 4026	47(619/97, 618/97), 17(280/97), 16(247/97), 14(232/97)
L/C 4047	17(272/97)
4114	13(208/97)
4124	1(106/98)
4202	2(111/98)
4203	2(111/98), 52(698/97), 47(615/97)
L/C 4227	3(121/98), 34(456/97)
L/C 4233	3(121/98), 34(456/97)
L/C 4234	3(121/98), 2(111/98), 52(702/97), 34(456/97)
L/C 4235	52(702/97)
L/C 4236	35(470/97)
L/C 4240	1(107/98), 39(515/97 REPRINT), 23(347/97)
4244	15(234/97)
4276	52(701/97 NEW EDITION)
4278	42(558/97)
L/C 4321	3(121/98), 34(456/97)
4331	1(106/98)
4332	13(210/97 REPRINT)
L/C 4385	34(465/97)
L/C 4404	41(553/97)
L/C 4405	52(696/97)

Chart	Edition and Notices to Mariners Numbers
L/C 4406	52(696/97), 26(377/97)
4416	49(655/97), 45(589/97), 41(548/97)
4425	52(701/97 REPRINT), 43(561/97)
4428	14(231/97)
4429	3(120/98)
4430	16(253/97), 14(232/97)
4432	16(248/97)
4440	10(158/97)
4449	20(305/97, 304/97), 12(200/97)
L/C 4451	3(114/98), 47(612/97, 611/97)
4452	19(292/97)
4453	12(198/97)
4454	14(231/97)
L/C 4462	26(378/97 REPRINT), 23(348/97)
4468	16(249/97)
4470	14(230/97)
4474	28(389/97), 19(294/97)
4483	41(553/97)
L/C 4485	52(701/97 NEW EDITION), 47(606/97)
L/C 4486	2(113/98), 50(674/97, 668/97), 10(156/97)
4514	17(262/97)
L/C 4520	41(551/97), 14(220/97), 10(153/97)
4524	20(309/97)
4529	11(165/97)
4531	49(647/97), 17(283/97 REPRINT)
4609	12(197/97), 11(175/97)
4616	14(219/97, 217/97)
4617	26(378/97 REPRINT), 17(286/97, 272/97)
L/C 4622	45(587/97), 26(378/97 NEW EDITION)
4633	44(576/97)
4634	40(518/97), 28(396/97)
4637	40(518/97), 28(396/97)
4639	12(197/97), 11(176/97)
4644	40(519/97)
4665	17(261/97)
4668	40(517/97)
L/C 4700	52(675/97)
4701	52(688/97), 39(512/97), 38(505/97), 37(494/97)
L/C 4730	21(326/97)
L/C 4731	52(688/97), 40(517/97), 39(512/97), 38(505/97), 37(494/97)
4773	21(312/97)
L/C 4775	30(433/97 REPRINT), 13(203/97)
L/C 4817	41(552/97)
L/C 4831	12(191/97)
L/C 4832	12(191/97)
4839	44(574/97)
L/C 4841	45(587/97), 22(328/97), 17(272/97), 12(192/97)

Chart	Edition and Notices to Mariners Numbers
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L/C 4842	45(587/97)
L/C 4844	41(552/97)
L/C 4845	44(585/97 NEW EDITION)
L/C 4850	52(699/97)
L/C 4851	52(684/97), 30(433/97 NEW EDITION), 19(301/97)
L/C 4853	19(300/97)
4854	26(378/97 NEW CHART)
4855	41(550/97), 26(378/97 NEW CHART)
4885	50(669/97)
L/C 4905	40(520/97), 26(377/97)
L/C 4906	49(649/97), 29(410/97)
L/C 4913	50(668/97), 29(412/97)
4920	29(412/97)
4921	2(113/98), 47(606/97)
L/C 4951	3(117/98, 114/98), 48(640/97), 47(612/97), 40(544/97), 10(160/97)
L/C 4952	10(160/97)
4954	35(468/97 NEW EDITION)
4956	3(117/98), 47(611/97, 610/97)
5031	52(688/97), 39(512/97)
5042	28(392/97)
5043	28(392/97)
5045	27(388/97)
5048	44(575/97), 19(296/97)
5049	44(575/97)
5052	30(433/97 NEW CHART)
5179	38(505/97), 37(494/97)
5396	50(660/97, 657/97), 48(639/97, 635/97), 34(463/97)
5397	34(463/97)
5398	1(100/98), 48(624/97)
5399	1(100/98), 48(624/97)
5405	13(202/97)
5427	50(660/97, 657/97), 48(639/97), 34(463/97)
5620	48(634/97, 632/97)
5628	50(657/97), 39(515/97 NEW CHART)
5640	34(464/97)
L/C 7011	19(295/97)
7052	19(295/97)
7072	11(186/97)
7082	47(607/97), 44(579/97)
7083	48(636/97), 44(570/97, 569/97)
7578	14(226/97)
7600	44(571/97), 13(206/97)
7620	35(468/97 NEW CHART)
7621	44(571/97), 35(468/97 NEW CHART)
7663	35(468/97 NEW EDITION)
7664	13(206/97)
7665	13(206/97)

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Chart	Edition and Notices to Mariners Numbers
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7666	44(571/97)
7685	10(154/97, 152/97)
7686	44(578/97)
7710	44(579/97), 35(468/97 NEW EDITION)
7731	44(570/97), 25(355/97)
7733	44(569/97), 25(355/97)
7735	44(569/97), 25(355/97)
7740	39(515/97 NEW EDITION)
7750	35(468/97 NEW EDITION)
7776	44(579/97), 35(468/97 NEW EDITION)
7777	44(579/97), 35(468/97 NEW EDITION)
7778	47(607/97), 35(468/97 NEW EDITION)
7779	35(468/97 NEW EDITION)
7782	35(468/97 NEW EDITION)
7783	48(636/97), 35(468/97 NEW EDITION)
L/C 8005	30(433/97 REPRINT), 20(307/97, 306/97)
L/C 8014	19(300/97)

(AMA8035-10-35)

(DFO-H98-007)

**\*328(P) NORTHWEST TERRITORIES - FORT CHIPEWYAN TO FORT MCMURRAY -  
Changes to the buoyage system - 1998.**

The Canadian Coast Guard Central and Arctic Region is in the process of consulting mariners on the removal of the aids to navigation, between Fort McMurray and Fort Chipewyan on the Athabasca River and Lake Athabasca at the end of the 1998 navigation season.

The Canadian Coast Guard is providing an opportunity for written submissions by the marine community, affected by the removal of these commercial aids to navigation on the rationale for the requirement of any of these aids through the Notice to Mariners issued February, 1998.

In the event that concerns are expressed throughout the marine community on particular aids to navigation, Coast Guard will schedule a forum of interested parties in order to come to an agreement on what course of action shall be taken.

Please direct your responses to:

Mr. Tom Maher  
Supervisor - Marine Aids to Navigation, Hay River  
42037 Mackenzie Highway  
Hay River, N.W.T.  
X0E 0R9  
Telephone: (867) 874-5550  
Fax: (867) 874-5508

or

Al Dion  
 Superintendent, Aids to Navigation  
 201 Front Street North, Suite 703  
 Sarnia, Ontario  
 N7T-8B1  
 Telephone: (519) 383-1859  
 Fax: (519) 383-1989

**NAVIGATION AIDS AREA 1 SYSTEM FORT CHIPEWYAN, ALBERTA  
 TO FORT MCMURRAY, ALBERTA**

<b>MILE</b>	<b>AID TYPE</b>	<b>CHAR T</b>	<b>SHEET</b>	<b>Notes</b>
199.5	LIGHT BUOY (EMBARRASS CH)	6301	23	CHARTED
199.5	RED BUOY 5340	6301	23	CHARTED
188.3	GREEN CAN BUOY	6301	22	CHARTED
188.2	GREEN CAN BUOY	6301	22	CHARTED
188.1	GREEN CAN BUOY	6301	22	CHARTED
188	LL # 1651	6301	22	CHARTED
188	GREEN CAN BUOY	6301	22	CHARTED
187.9	GREEN CAN BUOY	6301	22	CHARTED
187.8	GREEN CAN BUOY	6301	22	CHARTED
187.7	GREEN CAN BUOY	6301	22	CHARTED
187.6	GREEN CAN BUOY	6301	22	CHARTED
187.5	GREEN CAN BUOY	6301	22	CHARTED
187.4	GREEN CAN BUOY	6301	22	CHARTED
187.3	GREEN CAN BUOY	6301	22	CHARTED
187.3	RED CONICAL BUOY	6301	22	CHARTED
187.2	GREEN BUOY 5340	6301	22	CHARTED
186.8	RED BUOY S340	6301	22	CHARTED
186.7	RED CONICAL BUOY	6301	22	CHARTED
186.6	RED CONICAL BUOY	6301	22	CHARTED
184.3	LL1648 TOWER(HELICOPTER)	6301	22	CHARTED
160	PORT DAYBEACON	6301	19	CHARTED
154.3	PORT DAYBEACON	6301	18	CHARTED
154.1	STBD DAYBEACON	6301	18	CHARTED
150.4	PORT DAYBEACON	6301	18	CHARTED
149.8	STBD DAYBEACON	6301	18	CHARTED
149.6	STBD DAYBEACON	6301	18	CHARTED
147.9	GREEN BUOY SB40	6301	18	CHARTED

145.8	STBD DAYBEACON	6301	17	CHARTED
145.2	STBD DAYBEACON	6301	17	CHARTED
143.6	STBD DAYBEACON	6301	17	CHARTED
142.8	PORT DAYBEACON	6301	17	CHARTED
142.5	STBD DAYBEACON	6301	17	CHARTED
139.7	WATER GAUGE	6301	17	CHARTED
139.5	STBD. DAYBEACON	6301	17	CHARTED
138.7	PORT DAYBEACON	6301	17	CHARTED
136.8	PORT DAYBEACON	6301	16	CHARTED
135	PORT DAYBEACON	6301	16	CHARTED
134.5	PORT DAYBEACON	6301	16	CHARTED
134.4	PORT DAYBEACON	6301	16	CHARTED
134.1	GREEN BUOY SB40	6301	16	CHARTED
133.9	STBD DAYBEACON	6301	16	CHARTED
132.8	RED BUOY SB40	6301	16	CHARTED
131.5	PORT DAYBEACON	6301	16	CHARTED
131.3	PORT DAYBEACON	6301	16	CHARTED
130.8	STBD DAYBEACON	6301	16	CHARTED
130.5	STBD DAYBEACON	6301	16	CHARTED
129.6	GREEN BUOY 5340	6301	16	CHARTED
128.3	PORT DAYBEACON	6301	15	CHARTED
127.8	PORT DAYBEACON	6301	15	CHARTED
126.8	STBD DAYBEACON	6301	15	CHARTED
125.8	STBD DAYBEACON	6301	15	CHARTED
122.3	PORT DAYBEACON	6301	15	CHARTED
121.8	STBD DAYBEACON	6301	15	CHARTED
121.2	STBD DAYBEACON	6301	15	CHARTED
121.1	RED BUOY SB40	6301	15	CHARTED
120.8	STBD DAYBEACON	6301	15	CHARTED
117.9	PORT DAYBEACON	6301	15	CHARTED
117.8	RED BUOY 5U40	6301	15	CHARTED
117.6	STBD DAYBEACON	6301	15	CHARTED
117.2	PORT DAYBEACON	6301	14	CHARTED
116.6	STBD DAYBEACON	6301	14	CHARTED
115.6	STBD DAYBEACON	6301	14	CHARTED
114.9	PORT DAYBEACON	6301	14	CHARTED
114.5	PORT DAYBEACON	6301	14	CHARTED
113.9	STBD DAYBEACON	6301	14	CHARTED
113	STBD DAYBEACON	6301	14	CHARTED
112.2	PORT DAYBEACON	6301	14	CHARTED
111.5	STBD DAYBEACON	6301	14	CHARTED
110.2	PORT DAYBEACON	6301	14	CHARTED
109.8	PORT DAYBEACON	6301	14	CHARTED
105.8	STBD DAYBEACON	6301	14	CHARTED
105.4	STBD DAYBEACON	6301	13	CHARTED

104.8	PORT DAYBEACON	6301	13	CHARTED
103.6	PORT DAYBEACON	6301	13	CHARTED
103.3	PORT DAYBEACON	6301	13	CHARTED
102.7	PORT DAYBEACON	6301	13	CHARTED
101.5	GREEN BUOY SB40	6301	12	CHARTED
100.6	STBD DAYBEACON	6301	12	CHARTED
99.8	STBD DAYBEACON	6301	12	CHARTED
98.2	PORT DAYBEACON	6301	12	CHARTED
97.2	STBD DAYBEACON	6301	12	CHARTED
96.7	PORT DAYBEACON	6301	12	CHARTED
96.2	STBD DAYBEACON	6301	12	CHARTED
95.7	PORT DAYBEACON	6301	12	CHARTED
94.5	GREEN CAN BUOY	6301	12	CHARTED
94.4	PORT DAYBEACON	6301	12	CHARTED
93.5	STBD DAYBEACON	6301	12	CHARTED
92.5	PORT DAYBEACON	6301	12	CHARTED
91.5	STBD DAYBEACON	6301	12	CHARTED
90.4	STBD DAYBEACON	6301	11	CHARTED
90.2	PORT DAYBEACON	6301	11	CHARTED
89.8	GREEN BUOY SB40	6301	11	CHARTED
89.7	STBD DAYBEACON	6301	11	CHARTED
88.5	PORT DAYBEACON	6301	11	CHARTED
88	GREEN BUOY SB40	6301	11	CHARTED
87.7	STBD DAYBEACON	6301	11	CHARTED
87	RED BUOY SB40	6301	11	CHARTED
86.6	PORT DAYBEACON	6301	11	CHARTED
86.4	PORT DAYBEACON	6301	11	CHARTED
85.7	PORT DAYBEACON	6301	11	CHARTED
84.7	PORT DAYBEACON	6301	11	CHARTED
84	PORT DAYBEACON	6301	11	CHARTED
83.6	PORT DAYBEACON	6301	10	CHARTED
83.5	PORT DAYBEACON	6301	10	CHARTED
83.2	STBD DAYBEACON	6301	10	CHARTED
82.9	PORT DAYBEACON	6301	10	CHARTED
82.1	PORT DAYBEACON	6301	10	CHARTED
81.4	STBD DAYBEACON	6301	10	CHARTED
80.6	PORT DAYBEACON	6301	10	CHARTED
79.5	STBD DAYBEACON	6301	10	CHARTED
79	STBD DAYBEACON	6301	10	CHARTED
77.7	STBD DAYBEACON	6301	10	CHARTED
77.6	STBD DAYBEACON	6301	10	CHARTED
76.9	PORT DAYBEACON	6301	10	CHARTED
76.7	PORT DAYBEACON	6301	10	CHARTED
75.7	PORT DAYBEACON	6301	10	CHARTED
75.6	PORT DAYBEACON	6301	10	CHARTED

75	STBD DAYBEACON	6301	10	CHARTED
74.2	STBD DAYBEACON	6301	9	CHARTED
73.8	STBD DAYBEACON	6301	9	CHARTED
73.2	STBD DAYBEACON	6301	9	CHARTED
72.5	STBD DAYBEACON	6301	9	CHARTED
72.2	PORT DAYBEACON	6301	9	CHARTED
71.7	PORT DAYBEACON	6301	9	CHARTED
70.8	STBD DAYBEACON	6301	9	CHARTED
70.6	STBD DAYBEACON	6301	9	CHARTED
70.2	STBD DAYBEACON	6301	9	CHARTED
69.1	PORT DAYBEACON	6301	9	CHARTED
68.9	STBD DAYBEACON	6301	9	CHARTED
68.3	STBD DAYBEACON	6301	9	CHARTED
67.9	STBD DAYBEACON	6301	9	CHARTED
67.8	PORT DAYBEACON	6301	9	CHARTED
67.3	PORT DAYBEACON	6301	9	CHARTED
67	PORT DAYBEACON	6301	9	CHARTED
65.9	PORT DAYBEACON	6301	8	CHARTED
65.4	GREEN BUOY SB40	6301	8	CHARTED
65	STBD DAYBEACON	6301	8	CHARTED
64.7	STBD DAYBEACON	6301	8	CHARTED
64	PORT DAYBEACON	6301	8	CHARTED
63	STBD DAYBEACON	6301	8	CHARTED
62.3	STBD DAYBEACON	6301	8	CHARTED
61.2	STBD DAYBEACON	6301	8	CHARTED
60.7	PORT DAYBEACON	6301	8	CHARTED
59.4	GREEN BUOY 5840	6301	8	CHARTED
58.1	STBD DAYBEACON	6301	7	CHARTED
57.9	PORT DAYBEACON	6301	7	CHARTED
57.1	PORT DAYBEACON	6301	7	CHARTED
56.7	PORT DAYBEACON	6301	7	CHARTED
55.8	PORT DAYBEACON	6301	7	CHARTED
55.3	STBD DAYBEACON	6301	7	CHARTED
55	PORT DAYBEACON	6301	7	CHARTED
54.1	PORT DAYBEACON	6301	7	CHARTED
53.8	PORT DAYBEACON	6301	7	CHARTED
53.5	GREEN BUOY SB40	6301	7	CHARTED
52.9	STBD DAYBEACON	6301	7	CHARTED
51.4	STBD DAYBEACON	6301	7	CHARTED
51	PORT DAYBEACON	6301	7	CHARTED
50.5	STBD DAYBEACON	6301	7	CHARTED
49.9	STBD DAYBEACON	6301	7	CHARTED
49.1	PORT DAYBEACON	6301	6	CHARTED
48.9	GREEN BUOYSB40	6301	6	CHARTED
48.8	STBD DAYBEACON	6301	6	CHARTED

48.4	PORT DAYBEACON	6301	6	CHARTED
48.1	RED BUOY SB40	6301	6	CHARTED
47.7	PORT DAYBEACON	6301	6	CHARTED
47.3	STBD DAYBEACON	6301	6	CHARTED
46	STBD DAYBEACON	6301	6	CHARTED
45.6	STBD DAYBEACON	6301	6	CHARTED
45.2	STBD DAYBEACON	6301	6	CHARTED
44	PORT DAYBEACON	6301	6	CHARTED
43.9	PORT DAYBEACON	6301	6	CHARTED
43.5	STBD DAYBEACON	6301	6	CHARTED
43.5	PORT DAYBEACON	6301		CHARTED
42.5	PORT DAYBEACON	6301	6	CHARTED
42.2	PORT DAYBEACON	6301	6	CHARTED
41.6	PORT DAYBEACON	6301	6	CHARTED
41.5	RED BUOY SB40	6301	6	CHARTED
41.2	PORT DAYBEACON	6301	5	CHARTED
40.8	PORT DAYBEACON	6301	5	CHARTED
40	PORT DAYBEACON	6301	5	CHARTED
39.8	PORT DAYBEACON	6301	5	CHARTED
38.8	STBD DAYBEACON	6301	5	CHARTED
37.5	STBD DAYBEACON	6301	5	CHARTED
37	PORT DAYBEACON	6301	5	CHARTED
35.9	STBD DAYBEACON	6301	5	CHARTED
35.6	PORT DAYBEACON	6301	5	CHARTED
35.3	PORT DAYBEACON	6301	5	CHARTED
35.2	GREEN BUOY 5B40	6301	5	CHARTED
34.9	STBD DAYBEACON	6301	5	CHARTED
33.6	PORT DAYBEACON	6301	5	CHARTED
32.9	GREEN BUOY 5B40	6301	5	CHARTED
32.6	STBD DAYBEACON	6301	4	CHARTED
32.4	STBD DAYBEACON	6301	4	CHARTED
31.8	PORT DAYBEACON	6301	4	CHARTED
31.3	PORT DAYBEACON	6301	4	CHARTED
31.1	PORT DAYBEACON	6301	4	CHARTED
30.8	STBD DAYBEACON	6301	4	CHARTED
30.6	STBD DAYBEACON	6301	4	CHARTED
29.3	GREEN CAN BUOY.	6301	4	CHARTED
29.1	PORT DAYBEACON	6301	4	CHARTED
28.6	STBD DAYBEACON	6301	4	CHARTED
27.4	STBD DAYBEACON	6301	4	CHARTED
27	PORT DAYBEACON	6301	4	CHARTED
26.1	STBD DAYBEACON	6301	4	CHARTED
25.6	STBD DAYBEACON	6301	4	CHARTED
25.1	STBD DAYBEACON	6301	4	CHARTED
24.8	RED BUOY SB40	6301	3	CHARTED

24.5	STBD DAYBEACON	6301	3	CHARTED
23.6	STBD DAYBEACON	6301	3	CHARTED
22.8	PORT DAYBEACON	6301	3	CHARTED
21.6	PORT DAYBEACON	6301	3	CHARTED
20.8	PORT DAYBEACON	6301	3	CHARTED
20.2	STBD DAYBEACON	6301	3	CHARTED
19.6	STBD DAYBEACON	6301	3	CHARTED
18.9	PORT DAYBEACON	6301	3	CHARTED
18.7	GREEN BUOY 51340	6301	3	CHARTED
18.2	STBD DAYBEACON	6301	3	CHARTED
17.7	STBD DAYBEACON	6301	3	CHARTED
17.6	GREEN BUOY SB40	6301	3	CHARTED
17.4	STBD DAYBEACON	6301	3	CHARTED
17.4	PORT DAYBEACON	6301	3	CHARTED
17.2	PORT DAYBEACON	6301	3	CHARTED
17.2	STBD DAYBEACON	6301	3	CHARTED
16.8	STBD DAYBEACON	6301	3	CHARTED
16.3	STBD DAYBEACON	6301	3	CHARTED
16	PORT DAYBEACON	6301	3	CHARTED
15	PORT DAYBEACON	6301	3	CHARTED
14.1	STBD DAYBEACON	6301	3	CHARTED
12.4	STBD DAYBEACON	6301	3	CHARTED
12.2	RED BUOY 51340	6301	3	CHARTED
9.4	GREEN CAN BUOY	6301	2	CHARTED
9.3	GREEN CAN BUOY	6301	2	CHARTED
7.4	GREEN CAN BUOY	6301	1	CHARTED
7.2	GREEN CAN BUOY	6301	1	CHARTED
7.2	TRANSITS	6301	1	CHARTED
7.1	GREEN CAN BUOY	6301	1	CHARTED
5.8	GREEN CAN BUOY	6301	1	CHARTED
5.6	RED CONICAL BUOY	6301	1	CHARTED
5.5	RED CONICAL BUOY	6301	1	CHARTED
5.5	TRANSITS	6301	1	CHARTED
5.4	GREEN CAN BUOY	6301	1	CHARTED
4.7	GREEN CAN BUOY	6301	1	CHARTED
4.6	RED CONICAL BUOY	6301	1	CHARTED
4.5	GREEN CAN BUOY	6301	1	CHARTED
4.3	GREEN CAN BUOY	6301	1	CHARTED
4.1	STBD DAYBEACON	6301	1	CHARTED
3.5	GREEN BUOY SB40	6301	1	CHARTED
3.5	RED BUOY SB40	6301	1	CHARTED
3.4	GREEN BUOY SB40	6301	1	CHARTED
3.4	RED BUOY SB40	6301	1	CHARTED
3.3	GREEN BUOY 5840	6301	1	CHARTED
3.3	RED BUOY SB40	6301	1	CHARTED

3.2	GREEN BUOY SB40	6301	1	CHARTED
3.2	RED BUOY SB40	6301	1	CHARTED
3	GREEN BUOY SB40	6301	1	CHARTED
2.9	GREEN BUOY SB40	6301	1	CHARTED
2.5	STBD DAYBEACON	6301	1	CHARTED

(AMA8035-10-5-12)

(CCG-C98-002)

**\*329 NORTHWEST TERRITORIES - FORT FITZGERALD TO FORT CHIPEWYAN - Aids discontinued.**

Reference: Notice 658(P)/96.

The Canadian Coast Guard Central and Arctic Region has removed the aids to navigation in the Athabasca River between Fort Chipewyan and Fort Fitzgerald on the Peace, Quatre Forche and Slave Rivers.

The Canadian Coast Guard is providing an opportunity for written submissions by the marine community, affected by the removal of these commercial aids to navigation, on the rationale for the requirement of any of these aids through the Notice to Mariners issued February 1998.

Please direct your responses to:

Mr. Tom Maher  
 Supervisor, Aids to Navigation - Hay River  
 42037 Mackenzie Highway  
 Hay River, N.W.T.  
 X0E-0R9  
 Telephone:(867) 874-5550  
 Fax: (867) 874-5508

or

Al Dion  
 Superintendent, Aids to Navigation  
 201 Front Street North, Suite 703  
 Sarnia, Ontario  
 N7T-8B1  
 Telephone:(519) 383-1859  
 Fax: (519) 383-1989

**NAVIGATION AIDS AREA 2 SYSTEM AT FORT FITZGERALD, ALBERTA  
 TO FORT CHIPEWYAN, ALBERTA**

MILE	AID TYPE	CHART	SHEET	NOTES
319	RIVER INFORMATION SIGN	6301	35	UNCHARTED

317.2	PORT DAYBEACON	6301	35	CHARTED
316.5	STBD. DAYBEACON	6301	35	CHARTED
314.5	STBD. DAYBEACON	6301	34	CHARTED
312.9	STBD. DAYBEACON	6301	34	CHARTED
311.8	STBD. DAYBEACON	6301	34	CHARTED
311.1	STBD. DAYBEACON	6301	34	CHARTED
310.3	PORT DAYBEACON	6301	34	CHARTED
308.9	RED CONIAL BUOY 18"	6301	34	CHARTED
308.9	TRANSITS	6301	34	UNCHARTED
308.1	GREEN CAN BUOY	6301	34	CHARTED
308.1	TRANSITS	6301	34	UNCHARTED
307.5	STBD. DAYBEACON	6301	34	CHARTED
306.5	PORT DAYBEACON	6301	33	CHARTED
305.8	RED CONICAL BUOY 18"	6301	33	CHARTED
305.8	TRANSITS	6301	33	UNCHARTED
304.1	STBD. DAYBEACON	6301	33	CHARTED
303.1	STBD. DAYBEACON	6301	33	UNCHARTED
302.7	PORT DAYBEACON	6301	33	CHARTED
301.8	PORT DAYBEACON	6301	33	CHARTED
300.8	STBD. DAYBEACON	6301	33	CHARTED
300.4	STBD. DAYBEACON	6301	33	CHARTED
299.3	RED CONICAL BUOY	6301	33	CHARTED
298.1	PORT DAYBEACON	6301	32	CHARTED
298	UNLIT FRONT RANGE	6301	32	CHARTED
298	UNLIT REAR RANGE	6301	32	CHARTED
297.8	RED CONICAL BUOY	6301	32	CHARTED
297.8	TRANSITS	6301	32	UNCHARTED
296.8	PORT DAYBEACON	6301	32	CHARTED
296.7	RED CONICAL BUOY	6301	32	CHARTED
296.7	TRANSITS	6301	32	UNCHARTED
296.3	UNLIT RANGES	6301	32	CHARTED
297.2	STBD. DAYBEACON	6301	32	CHARTED
290.7	STBD. DAYBEACON	6301	32	CHARTED
389.4	PORT DAYBEACON	6301	31	CHARTED
289.2	GREEN BUOY SB40	6301	31	CHARTED
288.7	GREEN CAN BUOY	6301	31	CHARTED
288.7	TRANSITS	6301	31	CHARTED
287.8	STBD. DAYBEACON	6301	31	CHARTED
285.8	PORT DAYBEACON	6301	31	CHARTED
285.1	STBD. DAYBEACON	6301	31	CHARTED
284.1	STBD. DAYBEACON	6301	31	CHARTED
283.2	STBD. DAYBEACON	6301	31	CHARTED
282.5	PORT DAYBEACON	6301	31	CHARTED
282.1	PORT DAYBEACON	6301	31	CHARTED
282	RED CONICAL BUOY	6301	31	CHARTED

282	TRANSITS	6301	31	UNCHARTED
281.3	RED CONICAL BUOY 18"	6301	30	CHARTED
281.3	TRANSITS	6301	30	UNCHARTED
280.6	PORT DAYBEACON	6301	30	CHARTED
280	PORT DAYBEACON	6301	30	CHARTED
279.6	STBD. DAYBEACON	6301	30	CHARTED
279.4	STBD. DAYBEACON	6301	30	CHARTED
279.1	GREEN CAN BUOY	6301	30	CHARTED
279.1	TRANSITS	6301	30	UNCHARTED
278.1	GREEN CAN BUOY	6301	30	CHARTED
278.1	TRANSITS	6301	30	CHARTED
277.3	RED CONICAL BUOY	6301	30	CHARTED
277.3	TRANSITS	6301	30	UNCHARTED
277	GREEN CAN BUOY	6301	30	CHARTED
277.3	TRANSITS	6301	30	UNCHARTED
276.9	RED CONICAL BUOY 18"	6301	30	CHARTED
276.9	TRANSITS	6301	30	UNCHARTED
276.8	PORT DAYBEACON	6301	30	UNCHARTED
276.5	RED CONICAL BUOY 18"	6301	30	CHARTED
276.5	TRANSITS	6301	30	UNCHARTED
276.3	PORT DAYBEACON	6301	30	UNCHARTED
276	PORT DAYBEACON	6301	30	CHARTED
274.5	RED CONICAL BUOY 18"	6301	30	CHARTED
274.5	TRANSITS	6301	30	UNCHARTED
274.4	STBD. DAYBEACON	6301	30	CHARTED
274.1	GREEN CAN BUOY	6301	30	CHARTED
274.1	TRANSITS	6301	30	UNCHARTED
273.3	STBD. DAYBEACON	6301	29	CHARTED
272.6	STBD. DAYBEACON	6301	29	CHARTED
271.4	PORT DAYBEACON	6301	29	CHARTED
271.2	GREEN CAN BUOY	6301	29	CHARTED
271.2	TRANSITS	6301	29	UNCHARTED
271.1	RED CONICAL BUOY	6301	29	CHARTED
271.1	TRANSITS	6301	29	UNCHARTED
270.7	GREEN CAN BUOY	6301	29	CHARTED
270.7	TRANSITS	6301	29	UNCHARTED
270.2	STBD. DAYBEACON	6301	29	CHARTED
269.6	RED CONICAL BUOY 18"	6301	29	CHARTED
269.6	TRANSITS	6301	29	UNCHARTED
269.1	GREEN CAN BUOY	6301	29	CHARTED
269.1	TRANSITS	6301	29	UNCHARTED
268.7	GREEN CAN BUOY	6301	29	CHARTED
268.7	TRANSITS	6301	29	UNCHARTED
268	STBD. DAYBEACON	6301	29	CHARTED
266.3	RED CONICAL BUOY 18"	6301	29	CHARTED

264.9	PORT DAYBEACON	6301	29	CHARTED
264.2	GREEN CAN BUOY	6301	29	CHARTED
264.2	TRANSITS	6301	29	UNCHARTED
264	PORT DAYBEACON	6301	29	CHARTED
263.1	PORT DAYBEACON	6301	29	CHARTED
261.9	PORT DAYBEACON	6301	29	CHARTED
261.4	GREEN CAN BUOY	6301	28	CHARTED
261.4	TRANSITS	6301	28	UNCHARTED
260.8	PORT DAYBEACON	6301	28	CHARTED
260.6	PORT DAYBEACON	6301	28	CHARTED
260.1	GREEN CAN BUOY	6301	28	CHARTED
260.1	TRANSITS	6301	28	UNCHARTED
260	RED CAN BUOY	6301	28	CHARTED
260	TRANSITS	6301	28	UNCHARTED
259.5	GREEN CAN BUOY	6301	28	CHARTED
259.5	TRANSITS	6301	28	UNCHARTED
259.1	STBD. DAYBEACON	6301	28	CHARTED
258.7	GREEN CAN BUOY	6301	28	CHARTED
258.7	TRANSITS	6301	28	CHARTED
258.7	STBD. DAYBEACON	6301	28	CHARTED
258.2	RED CONICAL BUOY 18"	6301	28	CHARTED
258.2	TRANSITS	6301	28	UNCHARTED
257.4	GREEN CAN BUOY	6301	28	CHARTED
257.4	TRANSITS	6301	28	UNCHARTED
256.4	STBD. DAYBEACON	6301	28	CHARTED
255.3	RED CONICAL BUOY	6301	28	CHARTED
255.3	TRANSITS	6301	28	UNCHARTED
255.1	GREEN CAN BUOY	6301	28	CHARTED
255.1	TRANSITS	6301	28	UNCHARTED
254.4	RED CAN BUOY	6301	28	CHARTED
254.4	TRANSITS	6301	28	UNCHARTED
254.3	STBD. DAYBEACON	6301	28	CHARTED
254.1	GREEN CAN BUOY	6301	28	CHARTED
253.8	RED CONICAL BUOY	6301	28	CHARTED
253.8	TRANSITS	6301	28	UNCHARTED
253.5	GREEN CAN BUOY	6301	28	CHARTED
253.5	TRANSITS	6301	28	UNCHARTED
253.1	STBD. DAYBEACON	6301	27	CHARTED
253	STBD. DAYBEACON	6301	27	UNCHARTED
252.8	GREEN CAN BUOY	6301	27	CHARTED
252.1	RED CONICAL BUOY 18"	6301	27	CHARTED
250.4	STBD. DAYBEACON	6301	27	CHARTED
250.2	RED CONICAL BUOY	6301	27	CHARTED
250.2	TRANSITS	6301	27	UNCHARTED
249	GREEN CAN BUOY	6301	27	CHARTED

249	TRANSITS	6301	27	UNCHARTED
249	STBD. DAYBEACON	6301	27	CHARTED
248.9	RIVER INFO. SIGN	6301	27	CHARTED
248.7	GREEN CAN BUOY	6301	27	CHARTED
248.7	TRANSITS	6301	27	UNCHARTED
248.5	RED BUOY SB40	6301	27	UNCHARTED
248.3	RED CONICAL BUOY 18"	6301	27	CHARTED
248.3	TRANSITS	6301	27	UNCHARTED
248.2	PORT DAYBEACON	6301	27	CHARTED
247.8	PORT DAYBEACON	6301	D	CHARTED
246	PORT DAYBEACON	6301	D	CHARTED
244.8	STBD. DAYBEACON	6301	D	CHARTED
243.2	STBD. DAYBEACON	6301	D	CHARTED
241.2	STBD. DAYBEACON	6301	D	CHARTED
239.8	RED CONICAL BUOY 18"	6301	D	CHARTED
239.8	TRANSITS	6301	D	UNCHARTED
238.6	STBD. DAYBEACON	6301	C	CHARTED
237.8	PORT DAYBEACON	6301	C	CHARTED
237.3	RED BUOY SB40	6301	C	UNCHARTED
237	STBD. DAYBEACON	6301	C	CHARTED
225.1	GREEN CAN BUOY	6301	B	CHARTED
225.1	TRANSITS	6301	B	UNCHARTED
204.9	GREEN CAN BUOY	6301	24	UNCHARTED
204.8	GREEN CAN BUOY	6301	24	CHARTED
204.7	GREEN CAN BUOY	6301	24	CHARTED
204.3	GREEN CAN BUOY	6301	24	CHARTED
204.3	RIVER INFO. SIGN	6301	24	CHARTED
203.1	LL 1653.4 RED LIGHT BUOY	6301	24	CHARTED
203.1	LL 1652 FORT CHIPEWYAN APPROACH	6301	24	UNCHARTED
202.8	LL 1653.1 FORT CHIPEWYAN HARBOUR	6301	24	CHARTED
202.4	RED CONICAL BUOY	6301	23	UNCHARTED
202.3	GREEN CAN BUOY	6301	23	UNCHARTED
202.3	PORT DAYBEACON	6301	23	UNCHARTED

(AMA8035-10-5-12)

(CCG-C98-001)

**\*317 NEWFOUNDLAND, EAST COAST - TRINITY BAY - NORTHWEST ARM - Buoy.**

Charts (Last correction) - 4852(NAD 83)(1)(116/97) - LC 4851(NAD 83)(2)(684/97)

- |            |  |      |                         |
|------------|--|------|-------------------------|
| 1.         | red light and bell buoy TV8                              | from | 48°06'30" N 53°54'06" W |
| Reposition |  | to   | 48 06 04 N 53 54 14 W   |
| 2. Add     | red light and bell buoy, "FI R",<br>"BELL", marked "TV8" |      | 48 06 04 N 53 54 14 W   |

NOTE: Digital data products "R/M" 4851R/M, 4852R/M, 76051(4852) and 76153(4851) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-2)

(TC-N95-042, CCG-N97-054, DFO-A98-001)

**\*312 GULF OF ST. LAWRENCE, NORTH SHORE - SAINT-AUGUSTINÎLE HAYNES - Beacon range.**

Chart (Last correction) - 4473(NAD 27)(1)(557/96)

- |           |              |                                   |
|-----------|--------------|-----------------------------------|
| 1. Delete | beacon range | 51°10'42"N 58°30'14"W<br>(approx) |
|-----------|--------------|-----------------------------------|

NOTE: Digital data product "R/M" 4473R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-8-4)

(CCG-L96-121, DFO-Q98-007)

**\*330 NOVA SCOTIA, SOUTHEAST COAST - Amendment to previous notice.**

Charts (Last correction) - LC 4234(NAD 83)(1,2)(121/98) - 4202(Int. 4633)(NAD 83)(3,4)(111/98)

Reference: Notice 111/98 paragraphs 1 and 5.

An error in the position of limits has been found. Please make appropriate changes using the following positions:

- |           |                     |         |                         |
|-----------|---------------------|---------|-------------------------|
| 1. Delete | exercise area limit | from    | 44°50'00" N 62°00'00" W |
|           |                     | to      | 45 36 00 N 62 00 00 W   |
| 2. Add    | exercise area limit | joining | 44 50 00 N 62 00 00 W   |
|           |                     | and     | 44 58 37 N 62 00 00 W   |

3. Delete exercise area limit from 44 37 45 N 63 31 17.2 W  
to 44 37 37.3 N 63 31 43.2 W
4. Add exercise area limit joining 44 37 45 N 63 31 17.2 W  
and 44 37 31.3 N 63 31 43.2 W

NOTE: Digital data products "R/M" 4202R/M, 4234R/M, 76003(4202), 76004(4202), 76109(4234), 76110(4234), 76111(4234) and 76112(4234) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-H98-021)

**\*316 GULF OF ST. LAWRENCE - HAVRE ST-PIERRE AND APPROACHES - Light buoy.**

Charts (Last correction) - 4429(NAD 27)(1)(120/98) - 4432(NAD 27)(1)(248/97) - LC 4026(NAD 27) (1)(619/97)

Reference: Notice 415/86.

1. Delete fairway light buoy (Mingan) 50°09'30"N 63°44'36"W

NOTE: Digital data products "R/M" 4026R/M, 4429R/M, 4432R/M, 79004(4429), 79026(4432) and 79044(4026) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L96-118, DFO-Q98-008)

**\*322 ST. LAWRENCE RIVER - ÎLE D'ANTICOSTI - Wreck.**

Chart (Last correction) - LC 4026(NAD 27)(1)(316/98)

Reference: Notice 493(P)/97 cancelled.

1. Add wreck showing any portion of hull or superstructure 49°35'44".8 N 63°46'35".3 W

NOTE: Digital data products "R/M" 4026R/M and 79044(4026) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q98-001)

**\*324 GULF OF ST. LAWRENCE, NORTH SHORE - Fog signals.**

Charts (Last correction) - 4429(NAD 27)(1)(316/98) - 4430(Plan, Pointe de l'Ouest)(NAD 27)(2)(253/97) - 4432(NAD 27)(1,3)(316/98) - 4456(NAD 27)(1)(326/94) - LC 1221(NAD 27)(6)(496/97) - LC 4025(NAD 27)(5)(248/97) - LC 4026(NAD 27)(4-7)(322/98)

1. Delete	Fog Sig 60 s	50°12'14".4 N 63°33'33" W
2. Delete	Fog Sig (3) 60 s	49 51 50.4 N 64 31 26.1 W
3. Delete	Fog Sig 30 s	50 13 13.8 N 64 12 26.5 W
4. Delete	Fog Sig	50 13 13.8 N 64 12 26.5 W
5. Delete	Fog Sig	50 12 14.4 N 63 33 33 W
6. Delete	Fog Sig	50 05 19.4 N 66 22 44.4 W
7. Delete	Fog Sig	49 51 50.4 N 64 31 26.1 W

NOTE: Digital data products "R/M" 1221R/M, 4025R/M, 4026R/M, 4429R/M, 4430R/M, 4432R/M, 4456R/M, 79004(4429), 79026(4432), 79028(1221), 79043(4025) and 79044(4026) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-21)

(CCG-L96-127, DFO-Q98-012)

**\*309 ST. LAWRENCE RIVER - PORT CARTIER - Radiobeacon.**

Chart (Last correction) - 1226(Plan, Port-Cartier)(NAD 27)(1)(683/97)

1. Delete	radiobeacon	50°02'09" N 66°46'52" W
-----------	-------------	-------------------------

NOTE: Digital data products "R/M" 1226R/M and 79047(1226) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-18-4)

(CCG-L96-133; DFO-Q98-006)

**\*304 ST. LAWRENCE RIVER - MATANE - Shoal depths.**

Chart (Last correction) - LC 1236(Inset, Matane)(NAD 83)(1,2)(123/98)

1. Replace	6 metres 6 decimetres with 6 metres 1 decimetre	48°50'39".8 N 67°34'47".6 W
2. Replace	6 metres 7 decimetres with 6	48 50 51.1 N 67 34 42.4 W

metres 2 decimetres

NOTE: Digital data products "R/M" 1236R/M and 79040(1236) may also be affected.  
Contact Nautical Data International Inc. (NDI) or your local Value Added  
Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q98-004)

**\*313 ST. LAWRENCE RIVER - CHENAL DU SUD - RIVIÈRE DU LOUP - Light buoy.**

Chart (Last correction) - LC 1234(NAD 27)(1)(112/98)

1. Delete red light buoy H60 47°48'16" N 69°42'35" W

NOTE: Digital data products "R/M" 1234R/M and 79029(1234) may also be affected.  
Contact Nautical Data International Inc. (NDI) or your local Value Added  
Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L96-096, DFO-Q98-009)

**\*314 ST. LAWRENCE RIVER - MONTMAGNY - Buoys.**

Chart (Last correction) - 1317(NAD 83)(1,2)(547/97)

1. Delete red light buoy HP4 47°01'18".7 N 70°39'54".7 W

2. Delete yellow light buoy Marina 47 01 34.2 N 70 33 43.1 W  
Montmagny

NOTE: Digital data products "R/M" 1317R/M and 79025(1317) may also be affected.  
Contact Nautical Data International Inc. (NDI) or your local Value Added  
Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L96-095, DFO-Q98-010)

**\*301 QUÉBEC - SAGUENAY RIVER - SAINT-FULGENCE TO RIVIÈRE SHIPSHAW -  
Shoal depths.**

Chart (Last correction) - 1209(NAD 27)(1-7)(447/97)

1. Add "18" feet 48°27'06".7 N 71°00'27".2 W

2. Add "17" feet 48 27 11.7 N 70 59 39.7 W

3. Amend (1985) to read "(1995)" 48°25'53".6 N 71°03'33" W  
(approx)

- |          |                         |   |
|----------|-------------------------|---|
| 4. Amend | (1985) to read "(1995)" | 48 25 55 N 71 03 06 W<br>(approx)       |
| 5. Amend | (1985) to read "(1995)" | 48 26 05.6 N 71 01 57.4 W<br>(approx)   |
| 6. Amend | (1985) to read "(1995)" | 48°27'12".4 N 70°59'39".3 W<br>(approx) |
| 7. Add   | note                    | 48 27 08 N 71 02 49 W<br>(approx)       |

#### PROFONDEURS

Plusieurs profondeurs moindres que celles cartographiées peuvent être rencontrées à l'extérieur du chenal commercial et des zones draguées. Les navigateurs doivent être prudents en navigant dans ces eaux.

#### DEPTHS

Numerous depths shoaler than those charted may exist outside the commercial channel and dredged areas. Mariners are warned to exercise caution when navigating in these waters.

NOTE: Digital data products "R/M" 1209R/M and 79077(1209) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q97-175)

### **\*307 ST. LAWRENCE RIVER - QUÉBEC TO DONNACONA - POINTE AUX PINS - Shoal depth.**

Chart (Last correction) - 1315(NAD 83)(1)(143/98)

- |        |                        |                             |
|--------|------------------------|-----------------------------|
| 1. Add | 10 metres 7 decimetres | 46°41'38".3 N 71°31'26".9 W |
|--------|------------------------|-----------------------------|

NOTE: Digital data products "R/M" 1315R/M and 79020(1315) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q98-005)

### **\*321 ST. LAWRENCE RIVER - RIVIÈRE YAMASKA - Buoy.**

Chart (Last correction) - 1312(NAD 83)(1)(677/97)

1. Delete green barrel buoy SM25 46°05'53".1 N 72°56'42".4 W

NOTE: Digital data products "R/M" 1312R/M and 79129(1312) may also be affected.  
Contact Nautical Data International Inc. (NDI) or your local Value Added  
Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L96-094, DFO-Q98-013)

**\*319 ST. LAWRENCE RIVER - MONTRÉAL HARBOUR - Light buoys.**

Chart (Last correction) - 1310(Compartment B-C)(NAD 83)(1-4)(157/98)

1. Delete green light buoy MT71 45°33'46".3 N 73°30'26" W

2. Delete green light buoy MT73 45 33 26.3 N 73 30 37.5 W

3. Delete green light buoy MT75 45°33'06".1 N 73°30'50".9 W

4. Delete green light buoy MT77 45 32 55.7 N 73 31 06.1 W

NOTE: Digital data products "R/M" 1310R/M and 79080(1310) may also be affected.  
Contact Nautical Data International Inc. (NDI) or your local Value Added  
Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L96-078C, DFO-Q98-011)

**\*323 ST. LAWRENCE RIVER - PORT DE TROIS-RIVIÈRES - Shoal depths.**

Chart (Last correction) - 1313(Inset, Port de Trois-Rivières)(NAD 83)(1-3)(156/98)

1. Add drying height of 0 metre 1 46°21'40".2 N 72°31'58".1 W  
decimetre

2. Add 1 metre 2 decimetres 46°21'41".7 N 72°31'56".5 W

3. Replace underwater crib with a drying 46 21 42.2 N 72 31 54.7 W  
crib having a drying height of  
0 metre 2 decimetres

NOTE: Digital data products "R/M" 1313R/M and 79015(1313) may also be affected.  
Contact Nautical Data International Inc. (NDI) or your local Value Added  
Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q98-003)

**\*310 QUÉBEC - LAC DES DEUX MONTAGNES - OKA - Shoal depths.**

Chart - 1510(Sheet 1)(Compartment A-B)(Carillon au Lac Saint-Louis)(NAD 27)(3) -  
1510(Sheet 2) (Compartment B-C)(Baie de Vaudreuil à/to Laval)(NAD 27)(1-3)

- |            |                                     |                             |
|------------|-------------------------------------|-----------------------------|
| 1. Add     | 4 feet                              | 45°28'27".1 N 73°59'33".3 W |
| 2. Add     | 5 feet                              | 45 28 05.5 N 74 01 12.9 W   |
| 3. Replace | 3 feet by a drying height of 0 feet | 45 27 56.9 N 74 01 44.1 W   |

NOTE: Digital data product "R/M" 1510R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q98-002)

**\*320 TRENT-SEVERN WATERWAY - LAKE SIMCOE - Bar scales.**

Chart - 2028(Sheet 1)(Inset, Beaverton Harbour)(NAD 27)(1) - 2028(Sheet 3)(Inset, Maskinonge River Entrance/Entrée de la Maskinonge River)(NAD 27)(2) - 2028(Sheet 3)(Inset, Lefroy Harbour)(NAD 27) (3)

- |          |       |                         |
|----------|-------|-------------------------|
| 1. Affix | patch | over existing bar scale |
| 2. Affix | patch | over existing bar scale |
| 3. Affix | patch | over existing bar scale |

(AMA8035-10-35)

(DFO-C96-092)

**\*303 ONTARIO - LAKE MUSKOKA - TAYLOR ISLAND - Wharves.**

Chart - 6021(1-7)

- |        |       |         |                             |
|--------|-------|---------|-----------------------------|
| 1. Add | wharf | joining | 44°59'44".8 N 79°29'03".5 W |
|        |       | and     | 44 59 46 N 79 29 01 W       |
| 2. Add | wharf | joining | 44 59 41 N 79 28 54 W       |
|        |       |         | 44 59 40 N 79 28 56 W       |

- 44 59 44 N 79 29 02 W  
and 44 59 44.7 N 79 28 59.6 W
3. Add wharf joining 44 59 43.1 N 79 28 59.8 W  
and 44 59 44 N 79 28 58.5 W
4. Add wharf joining 44 59 43 N 79 28 57 W  
and 44 59 42 N 79 28 58.5 W
5. Add wharf joining 44 59 42 N 79 28 55.5 W  
and 44 59 40.9 N 79 28 57.1 W
6. Delete ramp 44 59 42 N 79 29 00 W
7. Add ramp 44 59 44 N 79 29 03 W

NOTE: Digital data product "R/M" 6021R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-C98-001)

**\*308 ONTARIO - LAKE OF THE WOODS - KENORA - Submerged pipelines.**

Chart - 6218(NAD 27)(1-3)

1. Add submerged pipeline joining 49°45'08" N 94°28'26" W  
49 45 05.3 N 94 28 34 W  
49 45 06 N 94 28 41 W  
49 44 59.7 N 94 28 57 W  
49 44 58.6 N 94 29 09.6 W  
and 49 45 02 N 94 29 09.7 W
2. Add submerged pipeline joining 49 45 00.4 N 94 28 43 W  
and 49 45 04 N 94 28 46.3 W
3. Add submerged pipeline joining 49 45 38.7 N 94 27 47 W  
49 45 43 N 94 27 29 W  
and 49 45 43 N 94 27 26 W

(AMA8035-10-35)

(DFO-C98-002)

**\*318 NORTHWEST TERRITORIES - BEAUFORT SEA - MACKENZIE BAY - ESCAPE REEF - Beacon.**

Chart (Last correction) - 7662(Inset, Trent Bay)(NAD 27)(1)(788/96)

1. Delete beacon BnR and radar  
reflector

68°59'48".7 N 137°13'41".5 W

(AMA8035-10-8-6)

(CCG-A97-064, DFO-P98-001)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

## Arctic Canada, Volume 3, Fifth Edition, 1994 —

Page 2 — Paragraph 36, line 2

Delete: 6 m (20 ft)

Replace by: 5 m (16 ft)

Page 2 — Paragraph 37, line 2

Delete: 3 m (10 ft)

Replace by: 4 m (13 ft)

Page 2 — Paragraph 38, line 2

Delete: (1987) to be awash

Replace by: to have 4 m (13 ft) over it

Page 2 — Paragraph 39, line 2 – after (1988)

Insert: and has 8 m (26 ft) over it

Page 2 — Paragraph 44, line 2

Delete: “2 m” to end of paragraph.

Replace by: has 3.1 m (10 ft) over it.

Page 9 — Paragraph 190, line 3

Delete: 1 m (3 ft)

Replace by: 2 m (7 ft)

Page 9 — Paragraph 194, line 1

Delete: **Buoys.** —

Page 9 — Paragraph 194, lines 3 to 6

Delete: “The north ... reflector.”

Page 9 — Delete paragraph 195.

Page 9 — Paragraph 196, line 3

Delete: awash in 1987

Replace by: has 2.5 m (8 ft) over it

Page 9 — Paragraph 196, line 4

Delete: 3 m (10 ft)

Replace by: 2.7 m (9 ft)

Page 16 — Paragraph 322, line 2

Delete: to be awash

Replace by: to have 2.1 m (7 ft) over it

Page 16 — Delete paragraph 332.

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 16 — Paragraph 334, line 3  
Delete: (1981 and 1982)  
Replace by: (1993)

Page 16 — Delete paragraphs 335 and 336  
Replace by: 335 **Beacon ranges**, in line bearing 193° and 229°, lead respectively, through the outer and inner sections of the dredged channel. These aids are privately maintained.

Page 28 — Delete paragraph 65.

Page 45 — Delete paragraph 200.

Page 63 — Delete paragraph 131.

Page 70 — Paragraph 223, line 2 – after “Point.”  
Insert: A shoal with 7.4 m (24 ft) over it is 1.3 miles ENE of Leo Islands.

Page 70 — Paragraph 242, line 2 – after correction promulgated in Bi-weekly Edition No. 17/94  
Add: A shoal area with a least depth of 1.6 m (5 ft) is 1.8 miles south of Seven Mile Island.

Page 97 — Paragraph 107, lines 3 and 4  
Delete: “except for” to end of sentence.

Page 104 — Paragraph 235, line 2 – after “daymark”  
Insert: , a RACON (— — ••)

Page 108 — Paragraph 51, line 4 – after “extremity.”  
Insert: It is fitted with a RACON (— • — —).

## Gulf of St. Lawrence, First Edition, 1992 —

Page 44 — Paragraph 92, line 4  
Delete: mast  
Replace by: skeleton tower

Page 91 — Paragraph 231, last line  
Add: There is a load limit of 1,050 lbs/ft<sup>2</sup> (5,000 kg/m<sup>2</sup>) and a gross vehicle weight of 101,000 lbs (45,900 kg) on the Public wharf. There are also two 220 tonne crane pads measuring 64 feet (19.5 m) by 60 feet (18.3 m) on this wharf. For additional information contact the Harbours and Ports Directorate at (709)772-5154.

(N6/98)



## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 95 — Paragraph 309, last line

Add: There is a load limit of 2,500 kg/m<sup>2</sup> (500 lbs/ft<sup>2</sup>) and a gross vehicle weight of 45,900 kg (101,000 lbs) on this wharf. For additional information contact the Harbours and Ports Directorate at (709) 772-5154.

(N6/98)

Page 95 — Paragraph 310, line 5 – after “shore”

Insert: The dolphins and bridges are reported to be in disrepair in 1998.

(N6/98)

## ATL 100 — General Information — Atlantic Coast, First Edition, 1992 —

Page 2 — Before paragraph 4

Insert: <sup>3.1</sup> The Hibernia Oil Production Platform is permanently installed on the Grand Banks of Newfoundland in position (46°45'01.620"N, 48°46'58.592"W). The platform exhibits white lights Mo(U), red lights Mo(U), red air obstruction lights, and sound fog horns Mo(U) every 30seconds. Offshore Loading System Bases are reported to be installed in positions (46°44'49.614"N, 48°45'23.491"W) and (46°44'37.175"N, 48°45'28.751"W). Unauthorized navigation within 500 metres of any platform and its associated structures is prohibited. It has been reported that at night the glow from the flame of the flare boom when in operation on the platform is visible up to 40 to 50 miles away.

(N8/98)

## ATL 101 — Newfoundland — Northeast and East Coasts, First Edition, 1997 —

Page 5 — Paragraph 41, line 5 – after “face”

Insert: (in disrepair in 1997)

(N5/98)

Page 8 — Paragraph 90, line 9 – after “end”

Insert: which was in disrepair in 1997.

(N5/98)

Page 10 — Paragraph 115, line 9 – after “long”

Insert: which was in disrepair in 1997.

(N5/98)



#### IV

Monthly Edition No. 2/98

#### SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 10 — Paragraph 115, line 9 – after “slipway”

Insert: in ruins in 1997

(N5/98)

Page 24 — Paragraph 265, lines 8 and 9

Delete: “The ... pipelines.”

(N5/98)

Page 29 — Paragraph 35, lines 1 to 5

Delete: “An ... basins.”

Replace by:           A small peninsula located about 0.2  
mile within the harbour entrance creates an  
inner harbour with two basins. An isolated rock  
dangerous to navigation is reported to lie close  
off the NW corner of the peninsula; caution is  
requested.

(N5/98)

Page 29 — Paragraph 36, line 5

Delete: 1992

Replace by: 1997

(N5/98)

Page 32 — Paragraph 74, line 8 – after “wharf”

Insert: in disrepair in 1997

(N5/98)

Page 32 — Paragraph 74, line 10

Delete: “There ... wharf.”

(N5/98)

Page 35 — Paragraph 111, line 4 – after “**wharf**”

Insert: in disrepair in 1997

(N5/98)

Page 36 — Paragraph 140, lines 7 to 9

Delete: “The ... alongside.”

Replace by:           The outer section 49 feet (15 m) long,  
in ruins in 1997, consists of rock filled cribs  
which dry; extreme caution is advised.

(N5/98)

Page 37 — Paragraph 144, lines 4 to 7

Delete: “A ... Dock.”

(N5/98)



## IV

Monthly Edition No. 2/98

### SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 38 — Paragraph 162, line 4 – after **“wharf”**

Insert: in disrepair in 1997

(N5/98)

Page 44 — Paragraph 251, line 8 – after “extends”

Insert: about 43 feet (13 m)

(N5/98)

Page 44 — Paragraph 252, line 1

Delete: disrepair in 1992

Replace by: ruins in 1997

(N5/98)

Page 45 — Paragraph 265, lines 2 to 4

Delete: “There ... alongside.”

(N5/98)

Page 45 — Paragraph 265

Delete wharf pictograph.

(N5/98)

Page 49 — Paragraph 336, lines 4 and 5

Delete: “Close ... slipway.”

(N5/98)

Page 50 — Paragraph 347, lines 8 to 10

Delete: “The ... removed.”

(N5/98)

Page 51 — Paragraph 349, line 1 – after **“wharf”**

Insert: in disrepair and barricaded in 1997

(N5/98)

Page 51 — Paragraph 351, lines 4 to 6

Delete: “Close ... 1995.”

Replace by: The previous ruins are marked by **buoys**.

(N5/98)

Page 51 — Paragraph 357, line 8 – after “long”

Add: which was in ruins in 1997

(N5/98)



#### IV

Monthly Edition No. 2/98

#### SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 52 — Paragraph 373, last line

Add: A floating wharf extends from the SW corner of the Public wharf. Gasoline, diesel fuel, fresh water and shower facilities are available at the Harbour Authority Office near the Public wharf.

(N5/98)

Page 55 — Paragraph 405, line 3 – after “slipway”

Insert: in ruins in 1997

(N5/98)

Page 56 — Paragraph 422, line 6 – after “long”

Add: which was in disrepair in 1997

(N5/98)

Page 58 — Paragraph 443, line 7 –after “railway.”

Insert: In 1997 it is reported an additional 600-foot (183 m) long stone breakwater extends in a SW and west direction from the outer end of the previous breakwater.

(N5/98)

Page 59 — Paragraph 456, last line

Add: A slipway is located at the settlement.

(N5/98)

Page 59 — After paragraph 459

Insert: <sup>459.1</sup> At the settlement of **Ragged Point**, population 136 in 1991, and located about 0.5 mile north of the entrance to Bluff Head Cove, there is a wharf 135 feet (41 m) long and 20 feet (6.1 m) wide which was in ruins in 1997.

(N5/98)

Page 60 — Paragraph 478, line 6 – after “end.”

Insert: Fresh water is available.

(N5/98)

ATL 102 —Newfoundland — East and South Coasts, First Edition, 1995 —



## IV

Monthly Edition No. 2/98

### SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 31 — After paragraph 296

Insert: <sup>296.1</sup> The Harbour International  
**wharf** 83 m (272 ft) long and 9.5 m (31 ft) wide  
with depths of 5.4 and 8 m (18 to 26 ft)  
alongside, extends from the north shore of Bay  
Roberts Harbour, close WSW of the Public  
wharf; fresh water is available. A **light** is  
shown from a mast on the outer end of the  
wharf and a large blue building is situated  
adjacent to its inner end.

(N7/98)

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins, First  
Edition, 1992 —

Page 12 — Paragraph 137, lines 3 and 4

Delete: "There ... direction."

(L5/98)

Page 14 — Delete paragraph 155.

(L2/98)

Page 16 — Paragraph 182, lines 5 and 6

Delete: "There ... light."

(L5/98)

Page 16 — Paragraph 191, lines 2 and 3

Delete: "There ... direction."

(L5/98)

Pages 40 and 41 — Paragraph 81, lines 1 to 3 (Re: correction promulgated in Monthly Edition  
No. 10/96)

Delete: "A 400 ... **prohibited**."

Replace by: A wharf, at the outer end of the  
breakwater which extends from Pointe Sèche,  
is in ruins.

(L7/98)

Page 47 — Paragraph 153, line 1 — after "wreck"

Delete: lies

Replace by: and barge lie

(L1/98)

ATL 111 — St. Lawrence River — Île Verte to Québec, First Edition, 1992 —

Page 36 — Paragraph 58, line 7

## IV

Monthly Edition No. 2/98

### SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Delete: "**buoys** ... (1828)."

Replace by: **buoy** H58 (1825.5).

(L3/98)

Page 40 — Paragraph 118, lines 1 to 4

Delete: "An ... . This"

Replace by: The approach

(L4/98)

Page 47 — Paragraph 26, line 2

Delete: (190 ft)

Replace by: (302 ft)

(L8/98)

Great Lakes, Volume 2, Seventh Edition, 1993 —

Page 164 — Paragraph 209, line 3

Delete: 4 feet (1.2 m)

Replace by: 1 foot (0.3 m)

(C1/98)

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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**Newfoundland**

466 Forster Rock light and bell buoy TV8 SW. of the rock. 48 06 04 53 54 14 FI R 4s ..... Red, marked "TV8". Seasonal. Chart:4852 317/98

**Atlantic**

1489.1 Étang du Nord light buoy YS3 47 22 08.4 61 58 13 FI G 4s ..... Green, marked "YS3" Seasonal. Delete Emergency light. Chart:4951 Edn 02/98

1489.2 Étang du Nord light buoy YS4 47 22 06.3 61 58 13.6 FI R 4s ..... Red marked "YS4" Seasonal. Delete Emergency light. Chart:4951 Edn 02/98

1507.5 Sandy Hook Channel light buoy YM7 E. of Sandy Hook. 47 15 48.1 61 43 23 FI G 4s ..... Green, marked "YM7". Year round. Winter spar. Delete Emergency light. Chart:4951 Edn 02/98

1523 H1878 Pointe de l'Ouest On W. extremity of island. 49 51 50.4 64 31 26.1 FI W 5s 26.8 19 Skeleton tower. 18.3 Night emergency light Year round. Delete Fog signal. Chart:4430 324/98

1585 H1934 Petite Île au Marteau On S. end of island. 50 12 14.4 63 33 33 FI W 2.5s 28.6 20 Square skeleton structure. 25.6 Flash every 2.5 s Operates at night only. Seasonal. Delete Fog signal. Chart:4429 324/98

1599 Îles de Mingan light and bell buoy Delete from list. Chart:4429 316/98

1608 H1958 Îles aux Perroquets On NW. island of the group. 50 13 13.8 64 12 26.5 FI W 5s 24.0 15 White octagonal tower, red upper portion. 10.6 Flash every 5 s Obscured by Île Mingan between 269° and 292°. Operates at night only. Seasonal. Delete Fog signal. Chart:4432 324/98

1658 H1990 Île du Corossol On island. 50 05 19.4 66 22 44.4 FI W 2.5s 60.3 20 Skeleton tower. 18.3 Flash every 2.5 s Night emergency light Radar reflector. Year round. Delete Fog signal. Chart:1220 324/98

1678 H2002 50 02 09 66 46 52 F G 30.5 ..... Square skeleton tower on a garage, yellow diamond daymark, black cross. Visible in line of range. Privately maintained by Compagnie Minière Québec Cartier. Year round. Delete Radiobeacon.

Port-Cartier range

1679 H2002.1 016°30' 494.7m from front. F G 42.7 ..... Skeleton tower, yellow diamond daymark, black cross. Visible in line of range. Privately maintained by Compagnie Minière Québec Cartier. Year round. Chart:1226 309/98



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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**Atlantic (Cont'd)**

1773 H2106	Haut-fond Prince	On shoal. 48 06 29.6 69 36 53.5	Fl W 2.5s	25.3	20	Red and white horizontally banded tower	Flash every 2.5 s Operates at night only. Year round.  <b>Horns(3)</b> - Blast 2s; sil. 18s  Horns point 045°, 180° and 288°. The operation of the fog signal will be made remotely on channel 69 (156.475 MHz). Mariners requiring the operation of the fog signal will have to press the button of the VHF radio five (5) consecutive times at 1 second interval on channel 69. The signal will be in operation for 60 minutes. After this delay, it will have to do the same operation.  Horns sound alternately. <b>Chart:1203 Edn 02/98</b>
1779 H2112	Pointe Noire range	On E. extremity of point. 48 07 23.8 69 43 02.2	F W	25.6	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe.	Year round. Visible in line of range. Emergency light.
			F G	25.3	.....	10.7	Visible from 077° through E. and S. to 257°.  Horn - Blast 3s; sil. 27s Horn points 275°.  The operation of the fog signal will be made remotely on channel 69 (156.475 MHz). Mariners requiring the operation of the fog signal will have to press the button of the VHF radio five (5) consecutive times at 1 second interval on channel 69. The signal will be in operation for 60 minutes. After this delay, it will have to do the same operation.
1780 H2112.1		273°04' 427m from front.	F W	39.9	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe.  7.6	Visible in line of range. Emergency light. Year round.  <b>Horn</b> - Blast 3s; sil. 27s Horn points 275°. <b>Chart:1203 Edn 02/98</b>
1828	Banc Milieu light buoy H60						Delete from List. <b>Chart:1234 313/98</b>
1890.6	Montmagny Information light buoy						Delete from List. <b>Chart:1317 314/98</b>
1891.3	La Grosse Ile light buoy HP4						Delete from List. <b>Chart:1317 314/98</b>
2365.85	Light buoy MT71						Delete from List. <b>Chart:1310 319/98</b>
2365.87	Light buoy MT73						Delete from List. <b>Chart:1310 319/98</b>



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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**Atlantic (Cont'd)**

2365.89    *Light buoy MT75*    *Delete from List.*    **Chart:1310  
319/98**

2365.9    *Light buoy MT77*    *Delete from List.*    **Chart:1310  
319/98**

**Inland**

1652    Fort Chipewyan  
Approach    *Delete from List.*    **Chart:6310  
329/98**

1653.1    Fort Chipewyan  
Harbour    *Delete from List.*    **Chart:6301  
329/98**

1653.4    *Fort Chipewyan  
light buoy*    *Delete from List.*    **Chart:6301  
329/98**

**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/N No. \_\_\_\_\_ of 19 \_\_\_\_\_) 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 General, Marine Navigation Services Directorate,  
Canadian Coast Guard,  
Department of Fisheries and Oceans,  
Ottawa, Ontario, K1A 0E6

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

**OR**

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

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