



WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

586 to 646

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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.

IMPORTANT NOTICE TO USERS

1997 SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES

CANADIAN COAST GUARD PUBLICATION - Summary of Temporary and Preliminary Notices - 1997.

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

Canadian Coast Guard
Marine Navigation Services
344 Slater St., 6th floor
Ottawa, Ontario
K1A 0E6

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

The publication is also available on our Internet Web Site: <http://www.notmar.com>

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.

| Table of Stage 1 DGPS Reference Stations | | | | | |
|---|--------------------------------|------------------------|---------------------------------------|------------------------|------------------|
| Station Name | Id Nos of Ref. Stations | DGPS Station ID | Geogr. Pos. Latitude Longitude | Frequency [khz] | Bits/sec. |
| 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 reçus par le récepteur: _____
DGPS site using / Station DGPS utilisée: Freq.: _____ kHz SS: _____ dB SNR: _____ dB
DOP Geometry / Géométrie DOP : _____
User receiver operates correctly with other DGPS sites? /
Votre équipement DGPS fonctionne-t-il normalement à l'utilisation d'autres stations DGPS?: Yes/ Oui _____ No / Non _____
Comments / Commentaires: _____

Point of contact / Personne-ressource: Name/ Nom: _____
Phone / Téléphone : _____

Weather conditions / Conditions météo

Winds / Vents : Direction: _____ Speed / Vitesse: _____ KTS
Temp. °C: _____ VIS: _____ N.M.
Sea State / État de la mer : _____
Bearing and range to electrical storm /
Direction et distance de l'orage : _____
Time of the storm / Heure de l'orage: _____ UTC

Essential informations on user equipment to fill / Renseignements indispensables sur l'équipement à remplir:

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : _____ Model: _____
Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____
DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____
If yes, please fill below / Si oui, S.V.P. compléter ci-dessous:
ECDIS / SVCEI: Make / Fabricant: _____ Model: _____
Radar image interfaced / Image radar intégrée?: Yes / Oui: _____ No / Non: _____
Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: _____ No / Non: _____
Permanent installation or in evaluation / Installation permanente ou en évaluation : _____

This report can be sent the following ways / Ce rapport peut être acheminé selon les façons suivantes:

1) Fax / Par télécopieur : 613-998-2428 attention AWAD.

2) Mail / Par la poste: Director Marine Aids
344 Slater Street, 6 th floor
Ottawa, Ontario
K1A 0E6

Canada

| |
|----------------------------|
| Legend/ Légende |
|----------------------------|

| | | |
|------------------------------------|---|---|
| Position | : | Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc. La position peut être donnée en latitude, longitude, relèvement et distance, emplacement de bouée, etc. |
| KTS | : | Wind speed in knots / Vitesse du vent en noeuds. |
| N.M. | : | Visibility in Nautical Miles / Visibilité en milles nautiques. |
| Freq. kHz | : | Frequency in kilohertz / Fréquence en kilohertz . |
| SS | : | Signal strength in decibel / Force de signal en décibel. |
| SNR | : | Signal to noise ratio in decibel / Rapport signal-bruit en décibel . |
| DOP (dilution of precision) | : | Measure of the geometrical « strength » of the GPS satellite configuration. The DOP is measured on a scale of 1 to 10 / Mesure de la « force » géométrique de la configuration satellite. Le DOP est mesuré sur une échelle de 1 à 10 |
| SVCEI / ECDIS | | |

IMPORTANT NOTICE TO USER
CANADIAN COAST GUARD
MARINE AIDS MODERNIZATION PROGRAM

Marine navigational technology is changing. And client needs are changing. As a result, more and more mariners are using technologies such as the Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS).

The Coast Guard is adjusting its aids to navigation to reflect the expanded use and availability of this new technology. To take advantage of these new systems and maintain the same level of safety in navigating their vessels as they have under the current system, mariners will need to equip their vessels with a DGPS receiver and ECDIS equipment.

The new Differential Global Positioning System will be served by 18 stations. The system will enable mariners to identify their precise position in most major southern coastal Canadian waterways, including the Great Lakes and the St. Lawrence River. It is expected that this system will be fully operational by December 1997.

National standards for the provision of aids to navigation will be revised as a result of the new technologies. As a result, many visual and aural aids will become unnecessary and will be reduced, eliminated or transferred to other authorities. Some fog horns and shore lights will be removed or scaled down. Some buoys will be discontinued in commercial shipping channels and coastal waters. Lighted buoys will be converted to unlighted buoys in a few pleasure craft channels.

The Coast Guard will also introduce new cost-saving technologies for its remaining conventional aids including five-year maintenance-free buoys, and downsized and solar powered aids at some lightstations. These changes will result in significant efficiencies. The removal of fuel tanks and diesel generators will also help ensure a cleaner environment.

In recognition of the heritage value that many communities place on lightstations, the Coast Guard is implementing an Alternative Use Program to promote the beneficial re-use of properties that are no longer required for Coast Guard operations and support their transfer to provincial, municipal or other authorities for future use.

Before decisions are finalized, the Coast Guard will consult with user groups on changes in their areas. 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.

Jacques Lorquet
Director, Marine Aids
Marine Navigation Services.

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

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) _____

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***614 ERRATUM - CANADIAN COAST GUARD PUBLICATIONS - Amendment to Notice 374/97.**

The following address should read:

Hydrographic Chart Distribution Office
Fisheries and Oceans Canada
1675 Russell Road
P.O. Box 8080
Ottawa, Ontario
Canada
K1G 3H6

Phone: (613) 998-4931
Fax: (613) 998-1217
E-mail: chs_sales@chshq.dfo.ca

Hydrographic Chart Distribution Office
Fisheries and Oceans Canada
9860 W. Saanich Road
P.O. Box 6000
Sidney, British Columbia
Canada
V8L 4B2

Phone: (250) 363-6358
Fax: (250) 363-6841
E-mail: chart_sales@ios.bc.ca

Internet: <http://www.chshq.dfo.ca>

or through your authorized Canadian Hydrographic Service Chart Dealer.

(AMA8035-10-1)

(CCG-H97-054)

***633(T) CANADA - Safety of offshore exploration and exploitation vessels.**

Reference: Notice 659(T)/96 cancelled.

Mariners are advised that offshore exploration and exploitation vessels are conducting drilling operations in the following approximate positions:

| Well name | Drilling unit | Coordinates |
|---|----------------------|------------------------------|
| <u>Scotian Shelf</u> | | |
| Nil | | |
| <u>Newfoundland</u> | | |
| HMDC Hibernia B-16 1 | Noble M71 | 46°45'02".1 N 48°46'57".7 W |
| HMDC Hibernia B-16 2 | Noble M72 | 46°45'02".3 N 48°46'59".2 W |
| Amoco et al West Bonne Bay C-23 | Sedco Bill Shoemaker | 46°32'13".9 N 48°19'02".8 W |
| <u>Northern Region</u> | | |
| Ranger Fort Liard P-66A | Precision #426E | 60°35'55".7 N 123°41'25".3 W |
| <u>Beaufort Sea and Mackenzie Delta</u> | | |
| Nil | | |

NOTE: Mariners are advised to obtain up-to-date position reports on drilling vessels before entering an area of exploration and exploitation. This information is available by contacting, as appropriate, ECAREG CANADA, NORDREG CANADA or CVTS OFFSHORE via any Coast Guard Radio Station.

(AMA8035-10-17)

(CCG-H97-057)

***645 CANADIAN HYDROGRAPHIC SERVICE - Tide and Current Tables - 1998.**

The Canadian Tide and Current Tables for 1998 have been published in six volumes.

(AMA8035-10-35)

(DFO-H97-080)

***639 NORTHWEST TERRITORIES - RANKIN INLET - Depth.**

Charts (Last correction) - 5427(1)(463/97) - 5396(1)(634/97)

1. Add depth of "0" fathom "2" feet 62°48'23" N 91°56'37" W

(AMA8035-10-35)

(DFO-C97-111)

***636 NORTHWEST TERRITORIES - QUEEN MAUD GULF - JENNY LIND ISLAND - Daybeacon.**

Charts (Last correction) - 7783(NAD 83)(1)(New Edition June/97) - 7083(2)(570/97)

1. Reposition beacon, radar reflector and legend from 68°47'03" N 101°39'28" W
BnR to 68 47 25 N 101 42 22 W2. beacon, radar reflector and legend from 68 47 00 N 101 39 24 W
BnR to 68 47 20 N 101 42 30 W

(AMA8035-10-8-6)

(CCG-A97-119, DFO-P97-061)

***607 NORTHWEST TERRITORIES - CORONATION GULF - RICHARDSON ISLANDS - Daymark.**

Charts (Last correction) - 7778(NAD 83)(1)(New Edition June/97) - 7082(2)(579/97)

1. Delete daymark, radar reflector and legend 68°31'13" N 110°25'32" W
Bn R2. daymark, radar reflector and legend 68 31 00 N 110 24 10 W
Bn R

(AMA8035-10-18-5)

(CCG-A97-061, DFO-P97-051)

***620 UNITED STATES, WEST COAST - JUAN DE FUCA STRAIT - MINOR ISLAND - Light.**

Chart (Last correction) - LC 3461(NAD 27)(1,2)(573/97)

1. Delete light Fl 4s 7m 5M 48°19'28".5 N 122°49'05" W

2. Add light "Fl 4s 11m 6M" 48 19 27.4 N 122 49 04.7 W

NOTE: Digital data products 3461R/M and 70141(3461) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-058)

***613 BRITISH COLUMBIA - STRAIT OF GEORGIA - ROBERTS BANK - WESTSHORE TERMINALS - Depth.**

Charts (Last correction) - 3492(NAD 83)(1)(New Edition June/97) - 3442(NAD 27)(2)(432/97)

1. Add "21" metres "9" decimetres 49°00'37".2 N 123°09'57" W

2. Replace 24 metres 3 decimetres with "21" 49 00 38 N 123 09 52.8 W
metres "9" decimetres

NOTE: Digital data products 3442R/M and 70005(3442) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-056)

***609 BRITISH COLUMBIA - CAAMAÑO SOUND - ALEXANDER ISLAND - Light.**

Charts (Last correction) - 3724(1)(605/97) - 3737(2)(509/96) - LC 3902(NAD 27)(3)(605/97) - LC 3744(NAD 27)(4)(605/97) - LC 3002(NAD 27)(3)(605/97)

- | | | |
|--------|--------------------|--------------------------|
| 1. Add | light "FI 4s 39ft" | 52°57'18" N 129°18'24" W |
| 2. | light "FI 4s 39ft" | 52 57 18 N 129 18 22 W |
| 3. | light "FI" | 52 57 23 N 129 18 30 W |
| 4. | light "FI" | 52 57 24 N 129 18 35 W |

NOTE: Digital data products 3002R/M, 3724R/M, 3737R/M, 3744R/M, 3902R/M, 70064(3902) and 70084(3744) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P97-021, DFO-P97-053)

***605 BRITISH COLUMBIA - CAAMAÑO SOUND - DUPONT ISLAND - Light.**

Charts (Last correction) - 3724(1)(572/97) - LC 3902(NAD 27)(2)(572/97) - LC 3744(NAD 27)(3)(581/97) - LC 3002(NAD 27)(3)(572/97)

- | | | |
|--------|------------------------|--------------------------|
| 1. Add | light "FI(3) 12s 18ft" | 52°56'18" N 129°26'18" W |
| 2. | light "FI(3)" | 52 56 21 N 129 26 22 W |
| 3. | light "FI(3)" | 52 56 24 N 129 26 26 W |

NOTE: Digital data products 3002R/M, 3724R/M, 3744R/M, 3902R/M, 70064(3902) and 70084(3744) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P97-020, DFO-P97-050)

***621 BRITISH COLUMBIA - GRENVILLE CHANNEL - KUMEALON INLET - Shoal depth.**

Chart (Last correction) - 3773(NAD 27)(1)(325/96)

- | | | |
|--------|---------------------|------------------------------|
| 1. Add | "1" fathom "5" feet | 53°51'36".3 N 129°59'59".2 W |
|--------|---------------------|------------------------------|

NOTE: Digital data products 3773R/M and 70058(3773) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-059)

***586 BRITISH COLUMBIA - CHATHAM SOUND - PRINCE RUPERT HARBOUR - ELLINOR ROCK - Buoy.**

Charts (Last correction) - 3958(NAD 83)(1,2)(176/96) - 3957(NAD 83)(1,2)(467/96) - 3956(NAD 83)(1,2)

- | | | |
|-----------|--------------------------|----------------------------|
| 1. Delete | port bifurcation buoy DH | 54°12'25" N 130°22'41".5 W |
|-----------|--------------------------|----------------------------|

2. Add yellow and black south cardinal 54 12 23.5 N 130 22 38 W
pillar buoy "YB", marked "DH"

NOTE: Digital data products 3956R/M, 3957R/M, 3958R/M, 70074(3957), 70125(3958) and 70130(3956) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-16)

(CCG-P97-027, DFO-P97-055)

***617 BRITISH COLUMBIA - BROWN PASSAGE - TRIPLE ISLAND - Radiobeacon.**

Charts (Last correction) - 3957(NAD 83)(1)(586/97) - LC 3802(NAD 27)(2)(521/97) - LC 3002(NAD 27)(2)(609/97) - LC 3000(NAD 27)(2)(572/97)

1. Delete radiobeacon and legend RC 54°17'40".8 N 130°52'49".2 W(approx)

2. radiobeacon and legend RC 54 17 38 N 130 52 40 W (approx)

NOTE: Digital data products 3000R/M, 3002R/M, 3802R/M, 3957R/M, 70074(3957) and 70189(3802) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-8-6)

(CCG-P97-038, DFO-P97-057)

***635 HUDSON BAY - CHESTERFIELD INLET - Depths.**

Chart (Last correction) - 5396(1-6)(463/97)

1. Delete depth of 3 fathoms 5 feet 63°20'00" N 90°38'00" W

2. depth of 0 fathom 1 foot 63 19 22 N 90 42 00 W

3. Add rock awash symbol 63 19 26.5 N 90 41 53.9 W

4. depth of "2 fathoms 4 feet" 63 20 07.3 N 90 38 12.5 W

5. depth of "1 fathom 5 feet" 63 19 42.3 N 90 39 04.7 W

6. depth of "2 fathoms 5 feet" 63 18 59.4 N 90 40 58.6 W

(AMA8035-10-35)

(DFO-C97-126)

***632 HUDSON BAY - CHESTERFIELD INLET - Depths.**

Chart (Last correction) - 5620(NAD 27)(1-12)(New Edition June/91) - 5620(Inset, Chesterfield Anchorage)(NAD 27)(4,7,8,13-18)(New Edition June/91)

1. Delete depth of 13.7 m 63°17'39".2 N 90°37'26" W

2. Add depth of "12.7 m" 63 17 39.3 N 90 37 30.3 W

3. Delete depth of 4.6 m 63 19 40.7 N 90 39 03 W

4. Add depth of "3.4 m" 63 19 42.3 N 90 39 04.7 W

5. Delete depth of 7 m 63 20 06 N 90 38 09 W

6. Add depth of "5 m" 63°20'07".3 N 90°38'12".5 W

| | | |
|------------|------------------|---------------------------|
| 7. Delete | depth of 0.9 m | 63 20 04.5 N 90 39 07.5 W |
| 8. Add | depth of "0.6 m" | 63 20 05.3 N 90 39 07.4 W |
| 9. Delete | depth of 3.7 m | 63 18 40 N 90 41 42 W |
| 10. Add | depth of "2 m" | 63 18 39.1 N 90 41 40.3 W |
| 11. Delete | depth of 8.8 m | 63 18 57 N 90 40 59 W |
| 12. Add | depth of "5.3 m" | 63 18 59.4 N 90 40 58.6 W |
| 13. Delete | depth of 9.4 m | 63 19 23.3 N 90 41 13.5 W |
| 14. Add | depth of "8.6 m" | 63 19 23.8 N 90 41 13.4 W |
| 15. Delete | depth of 4.3 m | 63 19 50.5 N 90 41 45.8 W |
| 16. Add | depth of "3.8 m" | 63 19 50.4 N 90 41 49.3 W |
| 17. Delete | depth of 5.5 m | 63 19 33.2 N 90 41 53.3 W |
| 18. Add | depth of "4.5 m" | 63 19 33.7 N 90 41 53.3 W |

(AMA8035-10-35)

(DFO-C97-124)

***634 HUDSON BAY - CHESTERFIELD INLET - Depths.**

Chart (Last correction) - 5620(Inset, Chesterfield Anchorage)(NAD 27)(1-3)(632/97) - 5620(NAD 27)
(3-5)(632/97)

| | | |
|--------|-------------------|-----------------------------|
| 1. Add | depth of "0.1 m" | 63°19'26".5 N 90°41'53".9 W |
| 2. | depth of "4 m" | 63 19 50.2 N 90 40 13.8 W |
| 3. | depth of "0.8 m" | 63 19 14.1 N 90 41 48.2 W |
| 4. | depth of "17.4 m" | 63 15 55.8 N 90 28 56.3 W |
| 5. | depth of "15.7 m" | 63 17 20.1 N 90 32 02.1 W |

(AMA8035-10-35)

(DFO-C97-125)

***624 HUDSON BAY - ESKIMO ISLAND - SENTRY ISLAND - Light.**

Charts (Last correction) - 5398(1)(210/85) - 5398(Inset, Eskimo Point)(2)(210/85) - 5399(1)(210/85)

| | | |
|---------------|-------|------------------------------|
| 1. Reposition | light | from 61°09'30" N 93°51'52" W |
| | | to 61 09 34.6 N 93 52 14.5 W |
| 2. | light | from 61 09 30 N 93 51 52 W |
| | | to 61 09 34.7 N 93 52 14.2 W |

(AMA8035-10-35)

(DFO-C97-104A)

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

***617 BRITISH COLUMBIA - Amendments to the Radio Aids to Marine Navigation (Pacific) publication - 1997.**

Page:

63 Delete
 Triple Island, B.C.
 54 17 41.1 N
 130 52 49.9 W

(AMA8035-10-18-6)

(CCG-P97-038)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Page 98 — Paragraph 139, lines 2 and 3

Delete: islet off the NE point

Replace by: unnamed point on the NE side

Page 170 — Paragraph 447, lines 2 to 4

Delete: “operated ... thaw.”

Replace by: is abandoned.

Page 170 — Delete paragraph 450.

Page 170 — Paragraph 451, lines 7 and 8

Delete: “*Transportation...* Resolute.”

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 123 — Paragraph 102, line 3

Delete: 24.3 m (80 ft)

Replace by: 21.9 m (72 ft)

Pages 164 and 165 — Delete paragraph 22.

Page 165 — Delete diagram.

Page 166 — Paragraph 42, lines 4 to 6

Delete: “; for specific fishery” to end of paragraph.

Page 166 — Paragraph 56, line 2 – before ‘**Blair Point**’

Insert: 0.3 mile WNW of

Page 166 — Paragraph 57, line 2

Delete: SE

Replace by: west

Page 166 — Paragraph 59, line 2

Delete: 0.4 mile SSW

Replace by: 0.5 mile SW

Page 166 — Paragraph 63, lines 2 and 3

Delete: Fletcher Challenge

Page 166 — Delete paragraph 64.

Page 172 — Delete paragraph 79.

IV

Monthly Edition No. 11/97

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 172 — Paragraph 95, lines 3, 4 and 5

Delete: “Two breaks” to end of sentence.

Replace by: A break in Annieville Dyke has a submerged weir off
Shoal Point with 3.4 m (11 ft) over it.

Page 172 — Paragraph 109, lines 3 and 4

Delete: “both weirs” to end of paragraph.

Replace by: the weirs have 11.6 and 11.5 m (38 ft) over them.

Page 174 — Paragraph 129, line 2

Delete: 4.3 (14 ft)

Replace by: 2.9 m (10 ft)

Page 174 — Paragraph 149, line 4

Delete: 926-7464

Replace by: 666-9728

Page 257 — Paragraph 52

Cancel correction promulgated in Monthly Edition No. 4/96.

Page 257 — After paragraph 61.1

Insert: 61.2 Private lights are shown from a **breakwater**
on the south shore.

Page 258 — After paragraph 89

Insert: 89.1 **Marine farm** facilities lie off the west shore
of the northernmost island of the Raynor Group.

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 17 — Paragraph 188, lines 1 and 2

Delete: “Dixon Entrance ... Triple Island and in”

Page 119 — Paragraph 543, line 2 – after “Point.”

Insert: A shoal with 11 feet (3.4 m) over it lies in the
approach to the bay.

Page 127 — Paragraph 48, line 1

Delete: **Radiobeacon** —

Page 127 — Paragraph 48, line 4

Delete: and a radiobeacon

Page 167 — Paragraph 133, line 1

Delete: **Light**

Replace by: **Lights**

IV

Monthly Edition No. 11/97

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 167 — After paragraph 133

Add: 133.1 Dupont Island South light (630.1) is on the
SW extremity of the island.

Page 185 — After paragraph 486

Add: 486.1 **Light.** — Alexander Islands light (630.2) is
on the south extremity of the largest island.

Small Craft Guide, British Columbia, Volume 2, Eighth Edition, 1990 —

Page 35 — Delete paragraph 116.

Page 36 — Delete diagram.

Page 37 — Paragraph 129, lines 4 to 6

Delete: “; for specific fishery” to end of sentence.

Page 37 — Paragraph 150, line 3

Delete: , close SE of **Blair Point**

Page 37 — Paragraph 151, line 2

Delete: SE

Replace by: west

Page 37 — Paragraph 151.1

Delete: 0.5 mile

Replace by: 0.25 mile

Page 41 — Paragraph 162, lines 2 and 3

Delete: “A water-tower” to end of sentence.

Page 42 — Delete paragraph 193.

Page 44 — Delete paragraph 231

Replace by: 231 **Weir.** — A break in Annieville Dyke has a
submerged weir off **Shoal Point** with 3.4 m (11 ft) over it.

Page 45 — Paragraph 259, line 1

Delete: 4.3 m (14 ft)

Replace by: 2.9 m (10 ft)

Page 45 — Paragraph 272, line 3

Delete: “both weirs” to end of paragraph.

Replace by: the weirs have 11.6 and 11.5 m (38 ft) over them.

| 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 |
|-----|------|--|--------------------------|--|-----------------------|--|---------------------------------|
|-----|------|--|--------------------------|--|-----------------------|--|---------------------------------|

Pacific

218.8
G4780

Delete from List.

Chart:3461
620/97

218.8
G4780

Minor Island
(U.S.)

E. end of shoal.
48 19 27.4
122 49 04.7

FI W 4s

11.0

6

White circular tower on
white square house.

Year round.

Chart:3461
620/97

630.1

Dupont Island
South

52 56 18
129 26 18

FI(3) W 12s

5.5

.....

White circular tower.

Chart:3724
605/97

630.2

Alexander Island

52 57 18
129 18 24

FI W 4s

11.8

.....

White circular tower.

Chart:3724
609/97

752
G5812

Triple Islands

On the northwesterly
rock of the Triple
Islands.
54 17 41.1
130 52 49.9

FI(2) W 8s

25.0

.....

White tower.
18.9

Flash 0.25 s; eclipse 1.25 s; flash
0.25 s; eclipse 6.25 s
Emergency light.
Year round.

Horn - Blast 4s; sil. 56s
Horn points 278°.
Delete radiobeacon.

Chart:3957
617/97

**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.