



WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

442 to 475

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

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

VERY IMPORTANT NOTICE TO ALL USERS

MONTHLY EDITION OF NOTICES TO MARINERS

Please be advised that the following changes in the production of the monthly edition of Notices to Mariners will be implemented on June 1, 1997. These changes are a result the low usage of some of our subscribers' list as well high operating costs.

The monthly edition will now be divided in two editions.

EASTERN EDITION

This edition will be comprised of the Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas.

WESTERN EDITION

This edition will be comprised of the Arctic and Pacific areas.

NOTE: Subscribers presently receiving the National or Regional editions will now receive either the Eastern or Western Monthly edition.

INTERNET SERVICE

We are presently in the midst of improving our new Internet site in order to offer you better distribution, format, access and search capabilities. Our Internet address is **<http://www.notmar.com>**

IMPORTANT NOTICE TO USERS

1997 SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES

CANADIAN COAST GUARD PUBLICATION - Summary of Temporary and Preliminary Notices - 19

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 0N7

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 0N7.

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 0N7

Canada

**Legend/
Légende**

Position : Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc.
La position peut être donnée en latitude, longitude, relèvement et distance, emplacement de bouée, etc.

KTS : Wind speed in knots / Vitesse du vent en noeuds.

N.M. : Visibility in Nautical Miles / Visibilité en milles nautiques.

Freq. kHz : Frequency in kilohertz / Fréquence en kilohertz .

SS : Signal strength in decibel / Force de signal en décibel.

SNR : Signal to noise ratio in decibel / Rapport signal-bruit en décibel .

DOP (dilution of precision) : Measure of the geometrical «strength » of the GPS satellite configuration.
The DOP is measured on a scale of 1 to 10 / Mesure de la «force » géométrique de la configuration satellite. Le DOP est mesuré sur une échelle de 1 à 10

SVCEI / ECDIS : Electronic Chart Display and Information System / Système de Visualisation
de Cartes Electroniques et d'Information .

pcdoc 25413

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.

Very Important Notice to All Users

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 reprinting.

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

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.

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 *ii* 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.

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 0N7

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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***468 CANADIAN HYDROGRAPHIC SERVICE Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Charts.					
	<u>Northwest Territories/Territoires du Nord-Ouest</u>				
7620	Demarcation Bay to /à Liverpool Bay	1:500 000	May 2/97	4	\$20.00
	Limits : 68°48'00" N 127°26'00" W 68°48'00" N 141°30'00" W 72°00'00" N 127°26'00" W 72°00'00" N 141°30'00" W				
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7621	Amundsen Gulf	1:500 000	May 2/97	4	20.00
	Limits: 68°46'00" N 114°30'00" W 68°46'00" N 128°34'00" W 72°00'00" N 114°30'00" W 72°00'00" N 128°34'00" W				
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
2. New Editions.					
	<u>British Columbia/Colombie-Britannique</u>				
3490	Fraser River/Fleuve Fraser - Sand Heads to/à Douglas Island	1:20 000	July 25/97	2	20.00
	Note : This chart is affected by Notice 454(T)/93.				
	<u>Northwest Territories/Territoires du Nord-Ouest</u>				
7663	Kugmallit Bay	1:150 000	April 11/97	2	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7710	Lambert Channel and/et Cache Point Channel	1:80 000	June 13/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7750	Cambridge Bay	1:80 000	June 13/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE

New Editions (cont'd).					
7776	Dolphin and Union Strait	1:150 000	May 30/97	4	\$20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7777	Coronation Gulf - Western Portion/Partie Ouest	1:150 000	May 30/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7778	Coronation Gulf - Eastern Portion/Partie Est	1:150 000	June 13/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7779	Dease Strait	1:150 000	June 13/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7782	Queen Maud Gulf - Western Portion/Partie Ouest	1:150 000	June 13/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				
7783	Queen Maud Gulf - Eastern Portion/Partie Est	1:150 000	June 13/97	4	20.00
	Note: (1) This chart is a metric chart. (2) This chart is based on North American Datum 1983 (NAD 83)				

3. Reprints.

<u>British Columbia/Colombie-Britannique</u>					
3543	Cordero Channel	1:40 000	May 30/97	2	20.00
L/C 3604	Nootka Sound to/à Quatsino Sound	1:150 000	June 13/97	2	20.00
	Note : This chart is affected by Notices 301(T)/94 and 303(T)/94.				
3747	Browning Entrance	1:39 058	May 30/97	2	20.00

4. Charts permanently withdrawn.

<u>Chart</u>	<u>Title</u>	<u>On publication of chart</u>			
7081	Cape Bathurst to Cape Baring	7620, 7621			
CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE

Charts permanently withdrawn (cont'd).

7630	Harbour and Beaches in Amundsum Gulf	7621
7650	Barter Island to Toker Point	7620
7651	Toker Point to Cape Lyon and Cape Kellett	7621
(AMA8035-10-35)		(DFO-H97-059)

466 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
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1. New Charts.

	<u>British Columbia/Colombie-Britannique</u>				
70268	Alice Arm	-----	May 30/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3920.				
70271	Portage Inlet	-----	March 21/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3415.				

2. New Editions.

	<u>British Columbia/Colombie-Britannique</u>				
70004	Howe Sound	-----	April 04/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3526.				
70021	Green Point Rapids	-----	Dec. 20/96		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3543.				
70026	Alert Bay	-----	May 30/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3546.				

(AMA8035-10-35) (DFO-H97-057)
***474(P) BRITISH COLUMBIA - FRASER RIVER - Changes to the buoyage system - 1997.**

In December 1995, the Canadian Coast Guard initiated an aids to navigation modernization program intended to take advantage of proven modern technology and result in a safe, more efficient and environmentally friendly service across Canada.

The modernization begins with an assessment of all navigational aids in the region to see if the aids meet the National Level of Service. This assessment forms the basis for developing a proposal for changes. Generally, the proposal is developed in consultation with users. Once a proposal is developed it is then advertised for formal comment from users. These consultations are used to determine the navigation safety issues users have, which must be addressed if the aid is changed.

In keeping with this review process, the Coast Guard is now proposing the following changes, late September 1997:

Chart 3490

1) Discontinue the following range lights and convert the all-round fixed lights to all-round flashing yellow lights. The flashing yellow light will serve as both the front range and the all-round light:

L.L. 323 - Wing Dam Front Range light (49°07'58".2 N 123°14'00" W)
 L.L. 327 - New Cut #1 Front Range light (49°07'55".3 N 123°13'16".6 W)
 L.L. 338 - New Cut #2 Front Range light (49°06'37".3 N 123°10'01".3 W)
 L.L. 342 - Woodward Island Upstream Front Range light (49°06'22".8 N 123°08'14".2 W)
 L.L. 348.5 - Deas Island Front Range light (49°07'07".2 N 123°04'28".3 W)
 L.L. 351 - Tilbury #1 Front Range light (49°08'37".9 N 123°02'59".4 W)
 L.L. 353 - Tilbury #2 Front Range light (49°08'57".9 N 123°02'15".8 W)
 L.L. 356 - Purfleet Point Front Range light (49°09'33".8 N 123°58'47".9 W)
 L.L. 359 - City Reach #1 Front Range light (49°09'11".5 N 122°57'08" W)
 L.L. 361 - City Reach #2 Front Range light (49°09'18" N 122°56'40".8 W)
 L.L. 363 - Annieville Channel Front Range light (49°09'52".7 N 122°55'45".3 W)

2) Change characteristic of the following Fraser River Range lights from fixed lights to Isophase (2 seconds):

L.L. 324 - Wing Dam rear range light (057°15' 720m from front range light - L.L. 323)
 L.L. 328 - New Cut #1 rear range light (301°19' 190m from front range light - L.L. 327)
 L.L. 338.5 - New Cut #2 rear range light (121°25' 220m from front range light - L.L. 338)
 L.L. 343 - Woodward Island upstream rear range light (253°32' 262.1m from front range light - L.L. 342)
 L.L. 348.6 - Deas Island rear range light (073°25' 190m from front range light - L.L. 348.5)
 L.L. 352 - Tilbury #1 rear range light (251°15' 274.3m from front range light - L.L. 351)
 L.L. 354 - Tilbury #2 rear range light (041° 297m from front range light - L.L. 353)
 L.L. 357 - Purfleet Point rear range light (071°10' 274.3m from front range light - L.L. 356)

3) Discontinue all-round light on the following range:

LL 340 - Woodward Island Downstream Front Range light (49°06'23".8 N 123°08'36".6 W)

Comments on this action are solicited from mariners and other interested parties and should be directed to Superintendent, Aids to Navigation Program, Canadian Coast Guard, 25, Huron St., Victoria, B.C., V8V 4V9, tel. (250) 480-2602 within three months from the date of publication of this notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(AMA8035-10-1)

(CCG-P97-023)

***463 NORTHWEST TERRITORIES - RANKIN INLET Depths.**

Charts (Last correction) - 5427(1,2)(776/96) - 5396(1,2)(776/96) - 5397(1,2)(776/96)

1. Delete depth 4 fathoms 2 feet 62°38'54".7 N 91°28'56" W

2. Add depth "4" fathoms "1" foot 62 39 02.9 N 91 28 58.4 W

(AMA8035-10-35)

(DFO-C97-061)

***464 HUDSON BAY - CHURCHILL - CHURCHILL RIVER - Depth.**

Chart (Last correction) - 5640(NAD 83)(1)(New chart, April /94)

1. Add depth "7.8" metres 58°47'12" N 94°12'40".2 W

(AMA8035-10-35)

(DFO-C97-067)

***443 BRITISH COLUMBIA - QUEEN CHARLOTTE ISLANDS GRAHAM ISLAND - KAGAN BAY - NOBLE ROCK - Islet**

Chart (Last correction) - 3891(NAD 83)(1,2)(87/92)

1. Delete islet 53°13'29".7 N 132°10'16".8 W

2. elevation (2) 53 13 29.7 N 132 10 16.8 W

NOTE: (1) Digital data products 3891R/M and 70204(3891) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(2) Low water drying rock remains at this location.

(AMA8035-10-35)

(DFO-P97-032)

No.	Name	Position	Light Characteristics		Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground		Remarks ----- Fog Signals
		----- Latitude N. Longitude W.							

PACIFIC

337	Light buoy S19	S. of Steveston Bar. 49 06 58.4 123 10 43.7	Fl	G	4s	.....	.....	Green, marked "S19".	Year round.	Chart:3490 Edn. 8/97
337.5	Light buoy S21	49 06 36.4 123 09 16.7	Q	G	1s	.....	.....	Green, marked "S21".	Year round.	Chart:3490 Edn. 8/97
339	Woodward Island North	On N. side of island. 49 06 27 123 09 13.3	Fl	R	4s	6.1	.....	White circular tower, red band at top.	Radar reflector. Year round.	Chart:3490 Edn. 8/97
340	Woodward Island Downstream range	\ 49 06 23.8	F	Y		8.2	.....	Square skeleton tower on		
		\ 123 08 36.6						5-pile dolphin, red		
		\	Fl(2)	R	6s	8.8	.....	daymark, white vertical	Flash 0.5 s; eclipse 1 s; flash 0.5 s;	
		\						stripe.	eclipse 4 s	
		\							Visible in line of range.	
341		\ 109°21' 261.9m from	F	Y		12.2	.....	Square skeleton tower on	Year round.	Chart:3490 Edn. 8/97
		\ front.						5-pile dolphin, red		
		\						daymark, white vertical		
		\						stripe.		
		\								
		\								
		\								

**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.

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.