



WESTERN 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.

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 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**

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 .

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.

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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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
<hr/> 1. New Edition. <hr/>					
	Chart Catalogue				
CAT-2	Pacific Coast / Côte Pacifique	-----	Jan. 2/98		
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	<u>British Columbia / Colombie</u> <u>Britannique</u>				
3550	Approaches to/Approches à Belize Inlet	-----	Jan. 2/98	2	\$ 20.00
3647	Port San Juan and/et Nitinat Narrows	1:18 000	Jan. 2/98	2	20.00
	<u>Northwest Territories / Territoires du</u> <u>Nord-Ouest</u>				
7072	Kane Basin to Lincoln Sea	1:500 000	July 25/97	1	20.00

(AMA8035-10-35)

(DFO-H98-022)

***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
<hr/>	
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

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L/C 1236 37(486/97),	3(123/98, 122/98), 50(671/97), 48(642/97, 641/97), 44(580/97), 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)
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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)
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1437	40(525/97), 37(485/97), 35(468/97 REPRINT)
1438	46(601/97), 40(528/97)
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2061	2(108/98), 40(530/97), 30(436/97)
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2067	1(101/98), 40(529/97), 24(350/97), 15(237/97)
2069	2(108/98), 30(436/97)
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L/C 2121	40(524/97), 22(338/97)
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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)

Chart	Edition and Notices to Mariners Numbers
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)
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)

Chart	Edition and Notices to Mariners Numbers
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)
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)

Chart Edition and Notices to Mariners Numbers

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)
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)

Chart	Edition and Notices to Mariners Numbers
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)
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 MCMURRA -
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 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 A FORT CHIPEWYAN, ALBERTA
 TO FORT MCMURRAY, ALBERTA**

MILE	AID TYPE	CHAR T	SHEET	Notes
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	6301	22	CHARTED

	TOWER(HELICOPTER)			
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 BUOY SB40	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)

***311 BRITISH COLUMBIA - STRAIT OF GEORGIA - ROBERTS BANK - Patch.**

Chart (Last correction) - 3442(NAD 27)(1)(651/97)

1. Affix	patch	49°00'37".2 N 123°09'57" W (approx)
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NOTE: Digital data products "R/M" 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-H98-020)

*** 302 BRITISH COLUMBIA - QUEEN CHARLOTTE STRAIT - MALCOLM ISLAND - PULTENEY POINT
- Sector light.**

Charts (Last correction) - 3546(NAD 83)(1)(511/97) - 3548(NAD 83)(1) (New ed. Sept. /97)

1. Delete	sector light and legend FR 11 m	50°37'49".9 N 127°09'17".6 W
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NOTE: Digital data products "R/M" 3546R/M, 3548R/M, 70025(3546) and 70031(3548) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P97-042; DFO-P97-084)

***315 BRITISH COLUMBIA -PRINCE RUPERT HARBOUR - BARRETT ROCK - Fog signal.**

Charts (Last correction) - 3955(Plan, Porpoise Harbour, Ridley Island)(NAD 27)(1)(691/97) - 3958(NAD 83)(2)(586/97) - 3956(NAD 83)(2)(691/97) - 3957(NAD 83)(2)(691/97)

1. Delete	Fog Sig	54°14'34".5 N 130°20'32".1 W (approx)
2. Delete	Fog Sig	54 14 33.4 N 130 20 38.3 W (approx)

NOTE: Digital data products "R/M" 3955R/M, 3956R/M, 3957R/M, 3958R/M, 70067(3955), 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.

(AMA8035-10-21)

(CCG-P96-011, DFO-P97-085)

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

Chart (Last correction) - 7662(and 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
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(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.

IV

Monthly Edition No. 2/98

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 (— • — —).

Great Slave Lake and Mackenzie River, Seventh Edition, 1989 —

Pages 58 and 59 — Delete paragraphs 129 to 134 inclusive. (P3/98)

Page 59 — Delete paragraph 141. (P3/98)

Page 59 — Paragraph 144, lines 4 and 5
Delete: “Floating and fixed” to end of paragraph. (P3/98)

Page 59 — Paragraph 145, lines 6 to 8
Delete: “The track” to end of paragraph. (P3/98)

IV

Monthly Edition No. 2/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 60 — Paragraph 149, lines 2 and 3
Delete: "A daybeacon range" to end of sentence.

(P3/98)

Chart 3313, Gulf Islands, 1995 —

Sheet 20a

After **ANCHORAGES**

Add: Artificial reef close E Snake Island; mooring buoys.

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 14 — Paragraph 176
Delete sub paragraphs (1) and (3)

(P4/98)

Page 117 — Paragraph 865, line 1
Delete: **Fog signal.** —

Page 117 — Paragraph 865, lines 4 and 5
Delete: "The fog signal" to end of paragraph.

Page 129 — Delete paragraphs 267 and 268.

(P4/98)

Page 155 — Before paragraph 703
Insert: 702.1 **Artificial reef. — Buoys.** — The HMCS
Saskatchewan has been sunk close east of Snake Island
as an artificial reef for divers. It is marked by three
cautionary/information buoys and has five mooring buoys.

Page 176 — Paragraph 184, lines 1 and 2
Delete: 36 m (118 ft)
Replace by: 27 m (89 ft)

Page 235 — Under heading **Cordero Channel**
Delete: , *Tidal Publication No. 23*

(P4/98)

Page 235 — Delete paragraph 84.

(P4/98)

Page 235 — Paragraph 99, line 1
Delete: *Tidal Publication No. 23* shows a
Replace by: A

(P4/98)

IV

Monthly Edition No. 2/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Small Craft Guide, British Columbia, Volume 1, Seventh Edition, 1989 —

Page 177 — After paragraph 435

Insert: 435.1 **Artificial reef. — Buoys.** — The HMCS
 Saskatchewan has been sunk close east of Snake Island
 as an artificial reef for divers. It is marked by three
 cautionary/information buoys and has five mooring buoys.

Page 209 — Paragraph 464, line 1

Delete: **Fog signal.** —

Page 209 — Paragraph 464, lines 6 to 8

Delete: "The fog signal" to end of paragraph.

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

Page 58 — Paragraph 390, lines 1 and 2

Delete: 36 m (118 ft)

Replace by: 27 m (89 ft)

Page 60 — Delete paragraphs 18 and 19.

(P4/98)

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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Pacific

553 G5628	Pulteney Point	On point, SW. end of Malcolm Island. 50 37 49.9 127 09 17.6	Fl R	10s	12.2	12	White square tower. Flash every 10 s Visible from 278° through N. and E. to 145°. Emergency light. Horns(2) - Blast 2s; sil. 3s; blast 2s; sil. 3s; blast 2s; sil. 48s Horns point 118° and 295°. Horns sound in unison. Chart:3546 302/98
703 G5794	Barrett Rock	On shore of reef. 54 14 34.5 130 20 32.1	Fl R	6s	5.1	5	White circular tower, red band at top. Year round. Delete Fog signal. Chart:3958 315/98

Inland Waters

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.
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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.
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