



WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

900 to 976

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

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

NOTICE TO USERS

NEW NUMBERING SYSTEM FOR THE MONTHLY EDITION

Beginning with Edition 1 of 1998, the monthly editions of Notices to Mariners will now be numbered in blocks of 199. As an example, Edition 1 will be numbered from 100 to 299, Edition 2 from 300 to 499, etc. This administrative measure is necessary in order to allow our Information Section to publish any last minute Notices. Please note, that all numbers will not necessary be used.

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 xi 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 Visualisation de Cartes	:	Electronic Chart Display and Information System / Système de 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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976 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
<hr/> 1. New Editions. <hr/>					
	<u>British Columbia/Colombie-Britannique</u>				
70014	Victoria Harbour	-----	March 27/98		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3415.				
70197	Approaches to/Approches à Skidegate Inlet	-----	Oct. 31/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3890.				

(AMA8035-10-35)

(DFO-H98-043)

***967 CANADIAN COAST GUARD PUBLICATIONS - New editions of Radio Aids to Marine navigation publications - 1998.**

The 1998 editions of the Radio Aids to Marine Navigation (Atlantic and Great Lakes) and Radio Aids to Marine Navigation (Pacific) publications have been published. (Atlantic Price \$18.95), (Pacific Price \$14.95). These publications are available from:

Hydrographic Chart Distribution Office
 Fisheries and Oceans Canada
 1675 Russell Road
 P.O. Box 8080
 Ottawa, Ontario
 Canada
 K1G 3H6
 Tel: (613) 998-4931
 Fax: (613) 998-1217
 E-mail: chs_sales@chshq.dfo.ca

or

Hydrographic Chart Distribution Office
 Fisheries and Oceans Canada
 9860 W. Saanich Road
 P.O. Box 6000
 Sidney, British Columbia
 Canada
 V8L 4B2
 Tel: (250) 656-8358
 Fax: (250) 363-6323
 E-mail: chart_sales@ios.bc.ca

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

or

through your authorized Canadian Hydrographic Service Chart Dealer.

(M2204-146)

(CCG-H98-021)

***970 CANADIAN COAST GUARD PUBLICATIONS - 1998 Summary of Temporary and Preliminary Notices.**

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

This publication is also available on Internet: <http://www.notmar.com>

(AMA8035-10-1)

(CCG-H98-023)

***965 CANADA - TRANSPORT CANADA PUBLICATIONS - Ship Safety Bulletins - 1998.**

The following bulletins have been issued in 1998:

No. 1	January 13, 1998	FIRE IN THE SELF-UNLOADING BULK CARRIER "AMBASSADOR"
No. 2	February 25, 1998	CANADIAN CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER CARGOES, TP 2534
No. 3	March 2, 1998	NOTICE TO SHIPMASTERS LOADING COAL
No. 4	March 3, 1998	PORTABLE PUMPS IN THE MARINE ENVIRONMENT
No. 5	March 9, 1998	OPERATION OF MARINE RADAR FOR THE DETECTION OF SEARCH AND RESCUE TRANSPONDERS (SART'S)
No. 6	April 8, 1998	RESPONSIBILITIES OF SHIPOWNERS AND MASTERS RESPECTING MAINTENANCE OF WEATHERTIGHT INTEGRITY OF THEIR VESSELS

Single copies of these bulletins may be obtained by writing to:

Transport Canada
Marine Safety
AMSK, Tel. 991-3171
Fax # (613) 991-5670
Tower C, Place de Ville
330 Sparks Street, 10th floor
Ottawa, Ontario
K1A 0N8

(AMA8035-10-1)

(CCG-H98-020)

***900 CANADIAN HYDROGRAPHIC SERVICE - Cumulative chart correction list.**

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from 6 FEBRUARY, 1998 to 29 MAY, 1998

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4668.....	18(910/98)
4701.....	19(915/98)
L/C 4730.....	17(766/98 REPRINT)
L/C 4731.....	19(915/98)

Chart Edition and Notices to Mariners Numbers

L/C 4847	13(536/98)
4849.....	13(537/98)
L/C 4851	9(317/98)
4852.....	9(317/98)
L/C 4951	18(914/98), 15(721/98)
4956.....	18(913/98), 15(721/98)
L/C 5030.....	19(915/98), 17(755/98)
5080.....	9(325/98 NEW CHART)
5628.....	16(737/98)
7072.....	9(325/98 REPRINT)
7127.....	18(902/98)
7662.....	9(318/98)
7685.....	16(735/98)
L/C 8011	16(739/98), 12(530/98)
L/C 8012.....	12(530/98)
L/C 8049.....	19(915/98)

(AMA8035-10-35)

(DFO-H98-008)

***902 BAFFIN ISLAND - FROBISHER BAY - KOOJESSE INLET - Horizontal datum.**

Chart (Last correction) - 7127(Approaches to Koojesse Inlet)(1)(742/98)

- | | | |
|--------|------|--|
| 1. Add | note | right of Radar Reflectors Note
(approx) |
|--------|------|--|

HORIZONTAL DATUM: Astronomic Datum. Position on NAD 83 or WGS 84 must be moved 7.1 seconds southward and 26.5 seconds westward to agree with this chart.

SYSTÈME GÉODÉSIQUE :
Système de référence astronomique. Les positions rapportées au NAD 83 ou au WGS 84 doivent être corrigées de 7.1 secondes vers le Sud et de 26.5 secondes vers l'Ouest pour être en accord avec cette carte.

(AMA8035-10-35)

(DFO-C98-020)

***939 BRITISH COLUMBIA - FRASER RIVER - SAND HEADS - Fog signal.**

Charts (Last correction) - 3490(Compartment A-B)(NAD 83)(1)(New Edn. July/97) - LC 3463(NAD 83)(1)(534/98)

- | | | |
|-----------|-------------|---------------------------------------|
| 1. Delete | Fog Sig 30s | 49°06'20".4 N 123°18'11".3 W (approx) |
|-----------|-------------|---------------------------------------|

NOTE: Digital data products 3463R/M, 3490R/M, 70015(3490) and 70145(3463) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-21)

(CCG-P98-002, DFO-P98-004)

***946 BRITISH COLUMBIA - DENNY ISLAND - KLIKTSOATLI HARBOUR - Leading beacons - Buoys.**

Chart (Last correction) - 3785(Inset, Kliktsaatli Harbour)(NAD 27)(1-6)(685/96)

- | | | |
|--------|-------------------------|--|
| 1. Add | front leading beacon | 52°08'44".7 N 128°04'16" W |
| 2. Add | rear leading beacon | 159° 47.2 m (155) ft from front beacon |
| 3. Add | legend 159° - 339° | 52 09 07 N 128 04 30 W (approx) |
| 4. Add | "Priv" | 52 08 44 N 128 04 14 W (approx) |
| 5. Add | red pillar buoy "Priv" | 52 09 06.1 N 128 04 41 W |
| 6. Add | can mooring buoy "Priv" | 52 08 47.1 N 128 04 55.7 W |

NOTE: Digital data products 3785R/M and 70060(3785) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P98-006)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Page ix — Paragraph 4, line 3
Delete: and Atlantic Coast (P13/98)

Page xiv — Paragraph 5, line 2
Delete: **and Atlantic Coast** (P13/98)

Page 8 — Paragraph 161, line 1
Delete: (1828)
Replace by: (2500) (P13/98)

Page 9 — Paragraph 188, line 1
Delete: (1816.4)
Replace by: (2503) (P13/98)

Page 10 — Paragraph 228, line 1
Delete: (1824)
Replace by: (2516) (P13/98)

Page 11 — Paragraph 257, line 1
Delete: (1817, 1818)
Replace by: (2507, 2508) (P13/98)

Page 11 — Paragraph 259, line 1
Delete: (1816.7)
Replace by: (2506) (P13/98)

Page 11 — Paragraph 260, line 1
Delete: (1819)
Replace by: (2509) (P13/98)

Page 14 — Paragraph 261, line 1
Delete: (1820, 1821)
Replace by: (2510, 2511) (P13/98)

Page 14 — Paragraph 262, line 1
Delete: (1822, 1823)
Replace by: (2514, 2515) (P13/98)

Page 14 — Paragraph 263, line 1
Delete: (1821.2, 1821.3)
Replace by: (2512, 2513) (P13/98)

Page 16 — Paragraph 318, line 1
Delete: (1824.3)
Replace by: (2517) (P13/98)

IV

Monthly Edition No. 05/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 16 — Paragraph 330, line 1

Delete: (1824.5)

Replace by: (2518) (P13/98)

Page 93 — Paragraph 84, line 1

Delete: (1475.1, 1475.2)

Replace by: (2520, 2521) (P13/98)

Page 93 — Paragraph 85, line 1

Delete: (1475.3, 1475.4)

Replace by: (2522, 2523) (P13/98)

Page 93 — Paragraph 86, line 1

Delete: (1475.5, 1475.6)

Replace by: (2524, 2525) (P13/98)

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

Page 92 — Delete paragraph 27

Replace by: 27 Range lights (L.L. Nos. 1747.1, 1747.2) at Mile
230.7 mark the channel between Miles 223 and 228.8. (P12/98)

Page 95 — After paragraph 51

Insert: 51.1 A starboard hand daybeacon is on the west bank at
Mile 277.2 (P12/98)

Page 124 — Paragraph 158, line 2

Delete correction promulgated in Weekly Edition No. 20/93.

Replace by: A port hand daybeacon is on the east bank at Mile
644.3. (P12/98)

Page 130 — Paragraph 226.1

(Re: correction promulgated in Monthly Edition No. 9/97)

Delete: 754.6

Replace by: 754.1 (P12/98)

Page 130 — Paragraph 229, line 4

(Re: correction promulgated in Bi-weekly Edition No. 15/94)

Delete: 763.4

Replace by: 764.6 (P12/98)

Page 131 — After paragraph 241

Insert: 241.1

A **tie-up marker**, showing the location of a barge-securing cable,
is on the east bank at Mile 808.5. (P12/98)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 131 — Delete paragraphs 245 to 253

Replace by: 245 Four river crossings between Miles 779 and 793.5 are marked by unlighted buoys. A starboard hand daybeacon is on the west bank at Mile 789.9 and a port hand daybeacon is on the east bank at Mile 792.6.

246 A river crossing between Miles 795.7 and 796.5 is marked by range daymarks with RAMs at Miles 795.4 and 797.4.

247 An unlighted buoy is at Mile 802.3.

248 A river crossing between Miles 805 and 807 is marked by a starboard hand daybeacon on the west bank at Mile 804.2 and a daybeacon range with a RAM at Mile 807. (P12/98)

Page 132 — Paragraph 264, after "830.6"

(Re: corrections promulgated in Bi-weekly Edition No. 20/93 and Monthly Edition No. 9/97)

Delete: 840.3

Replace by: , on an islet at Mile 836.3 and on the east bank at Mile 838.8. An unlighted buoy is at Mile 841.4.

(P12/98)

Page 132 — Delete paragraph 265

Replace by: 265 A river crossing between Miles 848.7 and 850.5 is marked by range daymarks at Mile 847.6, an unlighted buoy and a starboard hand daybeacon on the west bank at Mile 850.9.

(P12/98)

Page 132 — Paragraph 276, after "891.6"

(Re: correction promulgated in Monthly Edition No. 9/97)

Add: A port hand daybeacon is on the east bank at Mile 882.6.

(P12/98)

Page 142 — Paragraph 89, lines 1 and 2 (Re: correction promulgated in Bi-weekly Edition No. 15/94)

Delete: 920.3 and 921.6

Replace by: 921.4 and 923.9

(P12/98)

Page 142 — Paragraph 94

(Re: correction promulgated in Bi-weekly Edition No. 15/94)

Delete: 937.4, 937.9

Replace by: 938.8, 941.1

(P12/98)

Page 142 — Paragraph 96, line 1

(Re: correction promulgated in Weekly Edition No. 20/93)

Delete: 951.8

Replace by: 952.7

(P12/98)

IV

Monthly Edition No. 05/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 143 — Paragraph 106, lines 2 and 3

Delete: 952.7, 955.5

Replace by: 952.3, 956.3 (P12/98)

Page 151 — Paragraph 252, line 2

Delete: 1824)

Replace by: 2516) (P14/98)

Page 153 — Paragraph 282, line 2

Delete: 1817, 1818)

Replace by: 2507, 2508) (P14/98)

Page 153 — Delete paragraph 284

Replace by: 284

Tuktoyaktuk Approach light buoy (*L.L. No. 2506*), 5 miles NNW of
Tuktoyaktuk Island range lights, is a fairway buoy and
marks the turning point onto Tuktoyaktuk Island range.

(P14/98)

Page 153 — Paragraph 285, line 2

Delete: 1819)

Replace by: 2509) (P14/98)

Page 153 — Paragraph 286, line 2

Delete: 1820, 1821)

Replace by: 2510, 2511) (P14/98)

Page 153 — Paragraph 287, line 2

Delete: 1822, 1823)

Replace by: 2514, 2515) (P14/98)

Page 153 — Paragraph 288, line 2

Delete: 1821.2, 1821.3)

Replace by: 2512, 2513) (P14/98)

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 206 — Paragraph 51, lines 5 and 6

Delete: "Mooring buoys" to end of sentence (P10/98)

Page 207 — Paragraph 75, line 2

Delete: 7.8 m (26 ft)

Replace by: 9.6 m (31 ft) (P10/98)

Page 207 — Paragraph 75, line 3

Delete: 3.6 m

Replace by: 3.8 m (P10/98)

IV

Monthly Edition No. 05/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 223 — Delete paragraph 250 (P10/98)

Page 229 — Delete paragraph 392 (P10/98)

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 148 — Paragraph 419, line 1 - after "(730)"
Insert: operates only at night and (P11/98)

Page 207 — Paragraph 343, lines 5 and 6
Delete: "A **marine farm**" to end of paragraph. (P9/98)

Page 236 — Paragraph 348, line 2
Delete: (•— ••)
Replace by: (— • —) (P11/98)

Page 243 — Paragraph 455, line 2
Delete: SE
Replace by: SW (P15/98)

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
-----	------	--	--------------------------	--	-----------------------	--	---------------------------------

Atlantic and Inland Waters List of Lights - Edition 4/98

Under Old Atlantic L.L. # amend 1463.2 to read 1453.2

Atlantic

Inland light

2500	Tent Island	NS. point of island. 68 55 00 136 37 30	Fl	W	4s	10.5	10	Tripod tower, orange rectangular daymark on NW. and SE. faces. 9.1	Year round	Chart:6441 Edn 05/98
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Inland Waters

1753.5	Mackenzie River (Mile 286.9) range	62 17 50 123 24 26	F	W		14.0	Square skeleton tower, white daymark, red vertical stripe. 9.1		
1753.6		315° 75m from front.	F	W		30.0	Skeleton tower. 18.3		Chart:6412 726/98
2500	Tent Island	NS. point of island. 68 55 00 136 37 30	Fl	W	4s	10.5	10	Tripod tower, orange rectangular daymark on NW. and SE. faces. 9.1	Year round	Chart:6441 Edn 05/98

**CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SUGGESTION SHEET**

Navigating Officer or Observer: _____ Captain: _____

Ship (or address) _____

If Merchant Vessel add Line or Company with Head Office address: _____

General locality: _____

Subject: _____

Approx. position: _____ Lat. _____ Long. _____

Chart No. used to plot: _____ (Corrected to N/N No. _____ of 19 _____)

Publications affected: (Quote Volume and page) _____

* Full details (Attach additional sheets as necessary)

Time (UTC) _____ Date _____

INSTRUCTIONS:

Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, or corrections to publications are seen to be necessary.

** In the case of new or suspected dangers to navigation, it is important that all details be given in order to aid with future investigations. Items of interest include heights, depths, physical description, type of bottom and equipment method used to position the item. It is helpful to mark details on chart, which will be promptly replaced by the Canadian Hydrographic Service.*

Reports should be made to the nearest Marine Communications and Traffic Services Centre and should be confirmed in writing to:

Director General, Marine Navigation Services Directorate,
Canadian Coast Guard,
Department of Fisheries and Oceans,
Ottawa, Ontario, K1A 0E6

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

OR

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

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