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WESTERN EDITION OF NOTICES TO MARINERS

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CANADIAN COAST GUARD

NOTICES

1100 to **1164**

CONTENTS

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 *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 INITAL 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	Georgr. 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 anomoly report. Please take note of any DGPS service anomalies you experience and forward the completed form to the Director Marine Aids, Fisheries and Oceans Canada, 200 Kent Street, Station 5130, Ottawa, ON, 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'usager

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 / Vitessse:_____ KTS
Temp. ^{o}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 / Fabriquant:_____ Model:_____
DGPS beacon receiver / Démodulateur DGPS: Make / Fabriquant :_____ 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 / Fabriquant:_____ 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
Fisheries and Oceans Canada
200 Kent Street, Station 5130
Ottawa, ON
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 A pril 1, 1997.

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

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

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

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

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

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

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

Please indicate which edition you would like to receive.

EASTERN EDITION (will be comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas) _____

WESTERN EDITION (will be comprised of Arctic and Pacific areas) _____

ADD _____ **AMEND** _____ **REMOVE** _____ **NO. OF COPIES** _____

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***1162 CANADIAN HYDROGRAPHIC SERVICE - Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Editions.					
	British Columbia/Colombie-Britannique				
LC 3605	Quatsino Sound to/à Queen Charlotte Strait	1:150 000	March 6/98	2	$ 20.00
3651	Scouler Entrance and/et Kyuquot	------	April 10/98	2	20.00
3683	Checleset Bay	1:36 493	March 6 /98	2	20.00
	Northwest Territories/Territoires du Nord-Ouest				
6410	Mackenzie River - Kilometre 330 to Kilometre 390 - Fort Simpson to Trail River	1:50 000	April 17/98	2	12.00
6411	Mackenzie River - Kilometre 390 to Kilometre 460 - Trail River to Camsell Bend	1:50 000	April 17/98	2	12.00
6421	Mackenzie River - Kilometre 1040 to Kilometre 1100 - Hardie Island to Fort Good Hope	1:50 000	April 17/98	2	12.00
6422	Mackenzie River - Kilometre 1100 to Kilometre 1180 - Fort Good Hope to Askew Islands	1:50 000	April 17/98	2	12.00
6423	Mackenzie River - Kilometre 1180 to Kilometre 1240 - Askew Islands to Bryan Island	1:50 000	April 17/98	2	12.00
6424	Mackenzie River - Kilometre 1240 to Kilometre 1325 - Bryan Island to Travaillant River	1:50 000	April 17/98	2	12.00
6425	Mackenzie River - Kilometre 1325 to Kilometre 1400 - Travaillant River to Adam Cabin Creek	1:50 000	April 17/98	2	12.00
6426	Mackenzie River - Kilometre 1400 to Kilometre 1480 - Adam Cabin Creek to Point Separation	1:50 000	April 17/98	2	12.00
6427	Mackenzie River - Kilometre 1480 to Kilometre 1540 - Point Separation to Aklavik Channel	1:50 000	April 17/98	2	12.00
6428	Mackenzie River - Kilometre 1530 to Kilometre 1590 - Aklavik Channel to Napoiak Channel including Aklavik Channel to Aklavik - Kilometre 1530 to Kilometre 1597	1:50 000	April 17/98	2	12.00
7552	Bellot Strait and Approaches/et les Approches	1:50 000	March 27/98	4	20.00

(AMA8035-10-35) (DFO-H98-048)

***1163 CANADIAN HYDROGRAPHIC SERICE - Electronic navigation charts.**

Notes: The following ENC products are only available from:

Nautical Data International Inc.
P.O. Box 127, Station C
St. John's, Newfoundland
A1C 5H5
Telephone: 1-800-563-0634 or 1-709-576-0634
Facsimile: 709-576-0636

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

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Editions.					
	British Columbia/Colombie-Britannique				
70015	Fraser River/Fleuve Fraser - Sand Heads to/à Tilbury Island	------	May 15/98		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3490.				
70056	Grenville Channel - Sainty Point to Ormiston Point	------	Nov. 21/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3772.				
70057	Grenville Channel - Baker Inlet Entrance	------	Nov 21/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3772.				
70129	Grenville Channel - Ormiston Point to Baker Inlet	------	May 9/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3772.				
70263	Whiterock Passage	------	May 30/97		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3537.				

(AMA8035-10-35) (DFO-H98-049)

***1139 CANADA - Notice to ship owners and operators of Canadian Safety Convention Ships.**

Ship owners and operators of Canadian Safety Convention ships are reminded that under SOLAS Chapter IV, and the Canadian Ship Station Radio Regulations section 11, their ships will have to be fully fitted for the GMDSS and have on board suitably trained and certified officers for the GMDSS by February 1, 1999. To ensure compliance, SOLAS radio certificates issued in 1998 to ships not already in compliance with the GMDSS will not be valid after January 31, 1999. For this reason, these certificates are being endorsed to expire on this date.
In addition, owing to an expected heavy demand for GMDSS equipment and training courses,

shipowners and operators are advised to take early action in making the necessary arrangements to become GMDSS compliant.

Questions on this notice may be directed to:
Allen Willliams
Marine Safety,
Tower C , Place de Ville
330 Spark Street
Ottawa K1A 0N8
Telephone: (613) 991-2061
Facsimile: (613) 993-8196
E-mail Williaa@tc.gc.ca

Procedures for arranging a radio inspection, and a list of Canadian Coast Guard ship radio inspection contacts can be found in a correction to the Radio Aids to Marine Navigation published in Notices to Mariners EDN#10/97.

(AMA8035-10-1) (CCG-H98-030)

***1100 CANADIAN HYDROGRAPHIC SERVICE - Information about conversion to NAD 83.**

Previous Notice 500/98 cancelled.

The following reprints have been promulgated in the Notices to Mariners publications between edition 3 of 1998 to edition 6 of 1998 (inclusive).

These reprints include a note to convert positions based on the recently adopted horizontal datum *NAD 83* to the existing chart datum NAD 27 (North American Datum 1927).

The following list indicates the conversion to transfer positions from NAD 83 to the existing horizontal datum of the individual charts.

CHART	REPRINT DATE (Year-Month-Day)	LATITUDE (second)	LONGITUDE (second)
2069	98-02-13	-0.25	+0.98

(AMA8035-10-35) (DFO-H98-013)

***1129 JAMES BAY - LONG ISLAND - Chart amendment patch.**

Chart (Last correction) - 5801(1)(309/94)

1. Affix	patch	54°40'46" N 79°40'00" W (approx)

NOTE: To obtain patches contact: Navigation Officer, Canadian Hydrographic Service, Central and Arctic Region, 867 Lakeshore Road, P.O. Box 5050, Burlington, Ontario, L7R 4A6, Tel.: (905)336-4834, Fax: (905)319-6916. E-Mail: fenng@dfo-mpo.gc.ca

(AMA8035-10-35) (DFO-C98-096)

***1127 HUDSON BAY - WHALE COVE - Depths.**

Chart (Last correction) - 5397(1-3)(463/97)

1. Add	3 fathoms 1 foot "PA"	62°04'20" N 92°25'03" W (approx)
2. Add	6 fathoms 3 feet "PA"	62 04 12 N 92 29 24 W (approx)
3. Add	4 fathoms 4 feet "PA"	62 05 50 N 92 26 22 W (approx)

(AMA8035-10-35) (DFO-C97-160)

***1121 HUDSON BAY - ESKIMO POINT - Towers.**

Charts (Last correction) - 5398(3-5)(100/98) - 5398(Inset, Eskimo Point)(1-3)(100/98) - 5399(3,6,7) (100/98)

1. Reposition	radio tower RC	from	61°06'28".5 N 94°03'59".9 W
		to	61 05 53.1 N 94 04 17.6 W
2. Reposition	tank	from	61 06 11.7 N 94 03 58.9 W
		to	61 06 12.1 N 94 03 58.8 W
3. Delete	tower		61 05 43.5 N 94 04 11.1 W
4. Reposition	radio tower RC	from	61 06 28.5 N 94 03 59.9 W
		to	61 05 53.1 N 94 04 17.2 W
5. Reposition	tank	from	61 06 11.7 N 94 03 58.9 W
		to	61 06 12.1 N 94 03 58.5 W
6. Reposition	radio tower RC	from	61 06 28.5 N 94 03 59.9 W
		to	61 05 52.1 N 94 03 58.4 W
7. Reposition	tank	from	61 06 11.7 N 94 03 58.9 W
		to	61 06 11.1 N 94 03 58.4 W

(AMA8035-10-35) (DFO-C98-090)

***1116 BRITISH COLUMBIA - FRASER RIVER - STEVESTON BAR - Buoy.**

Chart (Last correction) - 3490(Compartment A-B)(NAD 83)(1)(1115/98)

1. Delete	green light buoy S17	49°07'19".3 N 123°11'40".8 W

NOTE: Digital data products 3490R/M, 70015(3490) and 70128(3490) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-16) (CCG-P97-031, DFO-P98-013)

***1113 BRITISH COLUMBIA - FRASER RIVER - STEVESTON BEND - Buoy.**

Chart (Last correction) - 3490(Compartment A-B)(NAD 83)(1)(939/98)

1. Delete	green light buoy S15	49°07'41" N 123°12'38".7 W

NOTE: Digital data products 3490R/M, 70015(3490) and 70128(3490) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-16) (CCG-P97-037, DFO-P98-010)

***1115 BRITISH COLUMBIA - FRASER RIVER - STEVESTON BEND - Buoy.**

Chart (Last correction) - 3490(Compartment A-B)(NAD 83)(1)(1114/98)

1. Reposition	red light buoy S14	from	49°07'38".5 N 123°12'54".5 W
		to	49 07 39 N 123 12 57 W

NOTE: Digital data products 3490R/M, 70015(3490) and 70128(3490) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-16) (CCG-P97-033, DFO-P98-012)

***1114 BRITISH COLUMBIA- FRASER RIVER - STEVESTON BEND - Buoy.**

Chart (Last correction) - 3490(Compartment A-B)(NAD 83)(1)(1113/98)

1. Delete	red light buoy S12	49°07'44" N 123°13'25".7 W

NOTE: Digital data products 3490R/M, 70015(3490) and 70128(3490) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-16) (CCG-P97-036, DFO-P98-011)

***1107 VANCOUVER ISLAND - SAANICH INLET - PATRICIA BAY - Mooring buoys.**

Charts (Last correction) -3441(NAD 27)(1-6)(330/97) - 3313(Sheet 13)(NAD 83)(7-12)

1. Delete	orange and white barrel mooring buoy NAVY	48°39'32".5 N 123°28'44" W
2. Delete	orange and white barrel mooring buoy NAVY	48 39 34 N 123 28 25.5 W
3. Delete	orange and white barrel mooring buoy NAVY	48°39’27”.5 N 123°28’29” W

4. Delete	orange and white barrel mooring buoy NAVY	48 39 39 N 123 28 42 W
5. Add	note See/Voir note NAVY MOORING BUOYS BOUÉES D'AMARRAGE DE LA MARINE	48 39 36 N 123 28 36 W (approx)
6. Add	note NAVY MOORING BUOYS Orange and white barrel mooring buoys, marked "NAVY" are located in this area. BOUÉES D'AMARRAGE DE LA MARINE Des bouées tonne d'amarrage orange et blanche, marquées "NAVY" sont mouil-lées dans cette zone.	48 40 21 N 123 26 30 W (approx)
7. Delete	orange and white barrel mooring buoy NAVY	48 39 31.9 N 123 28 48.7 W
8. Delete	orange and white barrel mooring buoy NAVY	48 39 33.4 N 123 28 30.2 W
9. Delete	orange and white barrel mooring buoy NAVY	48 39 26.9 N 123 28 33.7 W
10. Delete	orange and white barrel mooring buoy NAVY	48 39 38.4 N 123 28 46.7 W
11. Add	note See/Voir note NAVY MOORING BUOYS BOUÉES D'AMARRAGE DE LA MARINE	48 39 37 N 123 28 42 W (approx)
12. Add	note NAVY MOORING BUOYS Orange and white barrel mooring buoys, marked "NAVY" are located in this area. BOUÉES D'AMARRAGE DE LA MARINE Des bouées tonne d'amarrage orange et blanche, marquées "NAVY" sont mouil-lées dans cette zone.	48 40 20 N 123 26 24 W (approx)

NOTE: Digital data products 3441R/M and 70003(3441) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-P98-008)

***1142 VANCOUVER ISLAND, WEST COAST - PACHENA POINT - Light.**

Charts (Last correction) - LC 3602(NAD 27)(1)(329/97) - LC 3001(NAD 27)(2)(522/97)

1. Amend	Fl(2) 7 1/2s 56m 17M to read "Fl(2) 7 1/2s 47m 17M"	48°43'21" N 125°05'47" W (approx)
2. Amend	Fl(2) 7 1/2s 185ft 17M to read "Fl(2) 7 1/2s 154ft 17M"	48 43 21 N 125 05 47 W (approx)

NOTE: Digital data products 3001R/M, 3602R/M and 70203(3602) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16) (CCG-P98-012, DFO-P98-014)

***1106 BRITISH COLUMBIA - CHATHAM SOUND - UNION INLET - Marine farm.**

Chart (Last correction) - 3963(Compartment A-B)(NAD 83)(1)(776/93)

1. Delete	marine farm	54°38'54" N 130°22'33" W (approx)

NOTE: Digital data products 3963R/M and 70284(3963) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-P98-009)

***1101 BRITISH COLUMBIA - CHATHAM SOUND - PRINCE RUPERT HARBOUR - ELLINOR ROCK - Chart amendment.**

Charts (Last correction) - 3956(NAD 83)(1)(691/97) - 3957(NAD 83)(1)(586/97) - 3958(NAD 83) (1)(691/97)

Reference: Notice 586/97.

On certain copies.

1. Add	"DH" against south cardinal pillar buoy	54°12'23".5 N 130°22'38" W (approx)

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

(AMA8035-10-35) (DFO-P98-007)

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

***1158 NORTHWEST TERRITORIES - Amendments to the Radio Aids to Marine Navigation (Pacific) publication - 1998.**

Page:	Amend:	
3-3	RADIOTELEGRAPHY to read "RADIOTELEPHONY"	against Time UTC 0235, under Contents
3-3	Hay River to read "Inuvik"	against Time UTC 1315, under Frequency
3-3	Inuvik to read "Hay River"	against Time UTC 1315, under Frequency
3-3	RADIOTELEGRAPHY to read "RADIOTELEPHONY"	against Time UTC 1315, under Contents

(M2204-145) (CCG-H98-029)

Monthly Edition EDN #06/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 67 — Paragraph 106, line 7 - after “lights on it.”
Insert: Starboard hand **light buoy** “4” *(U.S. 16224)* is 3 miles ENE of Angeles Point. (P17/98)

Page 68 — Paragraph 136, line 2
Delete: “56.4 m … (40 ft)”
Replace by: 46.9 m (154 ft) from a white tower, 6.1 m (20 ft)

Page 166 — Delete paragraph 48. (P18/98)

Page 183 — Paragraph 9, line 2 - after “Lazo”
Delete: light *(507)* (P19/98)

Page 185 — Delete paragraphs 58, 59 and 60
Replace by: 58 **Light**. — Comox Aeronautical Beacon light *(508)* is 1.25 miles NW of Cape Lazo.
59 **Buoy**. — East cardinal buoy “PJ” is 1.3 miles ESE of Cape Lazo.
60 **Light buoy**. — Cape Lazo east cardinal light buoy *(507.5)* is 1 mile ENE of Cape Lazo. (P19/98)

Page 245 — Paragraph 290, line 6
Delete: 1.2 m (4 ft)
Replace by: 2.1 m (7 ft) (P16/98)

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

Page 90 — Paragraph 37, lines 3 and 4
Delete: “56.4 m … (40 ft)”
Replace by: 46.9 m (154 ft) from a white tower, 6.1 m (20 ft)

Page 227 — Delete paragraphs 202, 203 and 204
Replace by: 202 **Light**. — Comox Aeronautical Beacon light *(508)* is 1.25 miles NW of Cape Lazo.
203 **Buoy**. — East cardinal buoy “PJ” is 1.3 miles ESE of Cape Lazo.
204 **Light buoy**. — Cape Lazo east cardinal light buoy *(507.5)* is 1 mile ENE of Cape Lazo. (P19/98)

Monthly Edition EDN #06/98

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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

Page 37 — Delete paragraph 139. (P18/98)

Page 152 — Paragraph 247, line 1
Delete: 1.2 m (4 ft)
Replace by: 2.1 m (7 ft) (P16/98)

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

Inland Waters

1755.4	Mile 300.3 range	On E. side of small island. 62 27 47 123 15 00	F	W		9.1	.....	Tripod skeleton tower, white daymark, red vertical stripe. 9.2	Year round.
1755.5		182° 165m from front.	F	W		18.3	.....	Tripod skeleton tower, white daymark, red vertical stripe. 18.2	Year round. **Chart:6412** **Ed. 06/98**
1764 1765	Birch Island (Mile 438.1) range								Delete from Lst. **Chart:6415** **Ed. 06/98**
1777.5	Mile 526.8 range	64 56 03 126 01 03	F	W		18.6	.....	Square skeleton tower, white daymark, red vertical stripe. 6.1	Visible in line of range. Year round.
1777.6		288.5° 75m from front.	F	W		30.4	.....	Square skeleton tower, white daymark, red vertical stripe. 12.2	Visible in line of range. Year round. **Chart:6417** **Ed. 06/98**
1794	Stanley Island (Mile 591.4) range	On island. 65 29 03 127 39 15	F	W		14.3	.....	Square skeleton tower, orange daymark, white vertical stripe. 9.1	Visible in line of range. Year round.
1795		314° 121.9m from front.	F	W		18.6	.....	Tripod skeleton tower, orange daymark, white vertical stripe. 18.3	Visible in line of range. Year round. **Chart:6419** **Ed. 06/98**
2524 H13.87	Cambridge Bay range 3	69 02 53.7 104 54 42	F	Y		6.5	.....	Tripod tower, orange daymark, white vertical stripe.	Radar reflector. Year round.
2525 H13.88		137° 1,493.5m from front.	F	Y		18.0	.....	Tower, fluorescent red and white vertical stripes.	Radar reflector. Year round **Chart:7750** **Ed. 06/98**

Pacific

178 G5280	**Pachena Point**	On the point. 48 43 20.4 125 05 46.2	Fl(2)	W	7.5s	46.9	**17**	White circular tower. 6.1	Flash 0.37 s; eclipse 1.25 su; flash 0.37 s; eclipse 5.5 s Operates at night only. Emergency light. Year round. **Horn -** Blast 6s; sil. 54s Horn points 150°. **Chart:3602** **1142/98**
330	*Light buoy S12*								*Delete from List.* . **Chart:3490** **1114/98**

Pacific (Cont'd)

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
331	*Light buoy S15*						*Delete from List.* **Chart:3490 1113/98**
332	*Light buoy S14*	*S. side of channel.* *49 07 39* *123 12 57*	*Fl R 4s*	.....	.....	*Red, marked "S14".*	*Year round.* **Chart:3490 1115/98**
336.5	*Light buoy S17*						*Delete from List.* **Chart:3490 1116/98**

CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SUGGESTION SHEET

Navigating Officer or Observer: _____ Captain: _____

Ship (*or address*) _____

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

General locality: _____
Subject: _____
Approx. position: _____ Lat. _____ Long. _____
Chart No. used to plot: _____ *(Corrected to N/N No. _____ of 19 _____)* _____
Publications affected: *(Quote Volume and page)* _____
* Full details *(Attach additional sheets as necessary)*
Time (UTC)_____ Date _____

INSTRUCTIONS:

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

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

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

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

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

OR

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

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