Fisheries and Oceans Canada | Pêches et Océans Canada

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WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

1700 to **1757**

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 x 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 : 613-998-8428 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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INDEX		NOTICE #
PAGE		

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Notice #	Page	Chart No.	Notice #	Page	Chart No.	Notice #	Page
3493	1730	4,5						
3494	1730	4,5						
3534	1728	5						
3957	1747	1						
7083	1727(P)	4						
	1729	4						
7502	1747	1						
7760	1727(P)	4						
7784	1729	4						

*1747 CANADIAN HYDROGRAPHIC SERVICE - Charts

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Editions.					
	British Columbia/Colombie-Britannique				
3957	Approaches to/Approches à Prince Rupert Harbour	1:40 000	June 5/98	2	$20.00
	Northwest Territories/Territoires du Nord-Ouest				
7502	Gulf of Boothia and/et Committee Bay	1:500 000	July 31/98	1	20.00

(AMA8035-10-35) (DFO-H98-071)

*1700 CANADIAN HYDROGRAPHIC SERVICE - Information about conversion to NAD 83.

Previous Notice 1100/98 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)
1338	98-07-10	-0.11	-1.53
3785	98-06-12	+0.65	+5.91

(AMA8035-10-35) (DFO-H98-014)

*1749 CANADIAN HYDROGRAPHIC SERVICE - Amendment to the 1998 Annual Edition of Notices to Mariners - Notice No. 35

Notice No. 35 - Firing Practice and Exercise Areas

Page F35-1

Under Explanatory Notes

Amend paragraph (1) to read as follows:

Firing and bombing practices and defense exercises take place in a number of areas off the coasts of Canada. These exercices are excluded from the French Maritime Area.

All references to exercise areas QUÉBEC ONE, QUÉBEC TWO AND QUÉBEC THREE on pages F35-10 and F35-11, should be replaced by the following:

Sea Areas	Air Space	Location	Coordinates	Employment
QUÉBEC ONE		Chart 4001	46°56¢N 55°30¢W 46°00¢N 55°30¢W 45°17¢N 60°00¢W 45°53¢N 60°00¢W and 47°00¢N 60°25¢W to 47°37¢N 59°17¢W	Sub surface operations area. * Does not include French Maritime Area.
		Chart 4003	45°53¢N 60°00¢W 45°17¢N 60°00¢W 45°35¢N 58°15¢W	
		Chart 4013	45°53¢N 60°00¢W 45°17¢N 60°00¢W 45°27¢N 59°00¢W	
QUÉBEC TWO		Chart 4001	45°17¢N 60°00¢W 46°00¢N 55°30¢W 45°20¢N 55°30¢W 44°45¢N 60°00¢W	Sub surface operations area. * Does not include French Maritime Area.
		Chart 4003	45°17¢N 60°00¢W 45°35¢N 58°15¢W 45°02¢N 58°15¢W 44°45¢N 60°00¢W	
		Chart 4013	45°17¢N 60°00¢W 45°27¢N 59°00¢W 44°55¢N 59°00¢W 44°45¢N 60°00¢W	
		Chart 8007	44°52.0¢N 60°00.0¢W 44°45.0¢N 60°00.0¢W 44°47.5¢N 59°45.0¢W	
QUÉBEC THREE		Chart 4001	44°45¢N 60°00¢W 45°20¢N 55°30¢W 44°00¢N 55°30¢W 44°00¢N 60°00¢W	Sub surface operations area. * Does not include French Maritime Area.
		Chart 4003	44°45¢N 60°00¢W 45°02¢N 58°15¢W 44°00¢N 58°15¢W 44°00¢N 60°00¢W	
		Chart 4013	44°45¢N 60°00¢W 44°55¢N 59°00¢W 44°00¢N 59°00¢W 44°00¢N 60°00¢W	
		Chart 8007	44°00.0¢N 59°45.0¢W 44°00.0¢N 60°00.0¢W 44°45.0¢N 60°00.0¢W 44°47.5¢N 59°45.0¢W	

(AMA8035-10-35) (DFO-H98-061)

*1755 CANADA - GPS Rollover - August 1999.

The Global Positioning System accounts for time by using a number for every week the service is in operation and accounts for the seconds within each numeric week. It counts weeks using a starting point of midnight (0000) on the evening of January 5, 1980 / morning of January 6, 1980 (UTC), and has increased its count by 1 for each week since then. Both week and seconds are broadcast as part of the GPS message provided by the satellites and are used by receivers in their computations. The GPS week number field in this message can only provide for numbers up to 1024 which means that, at the completion of the week 1023, the week number field will roll over from 1023 back to 0. This will occur at midnight 21-22 August 1999. On 22 August 1999, unless repaired, many GPS receivers will claim that it is 6 January 1980.

It will be the responsibility of the user to account for this changeover, the satellite themselves will simply start broadcasting the new week number. How it will affect your particular GPS unit will depend on what brand and model of receiver you have. Some receivers may merely display inaccurate date information, but others may also calculate incorrect navigation information or might stop providing positions. If the rollover hasn't been taken into account at the time your GPS receiver was designed and built, then the unit might have problems. Some units will require a software upgraded. Mariners are advised to consult with the manufacturers of their receiver's compliance to GPS rollover.

(AMA8035-10-1) (CCG-H98-047)

*1757 CANADIAN COAST GUARD PUBLICATIONS - New edition of Atlantic List of lights, buoys and fog signals - 1998.

The 1998 edition of the Atlantic List of lights, buoys and fog signals has been published. Information contained in Notices to Mariners up to and including monthly edition No. 3 of 1998 has been embodied in this publication. The price of this publication is $29.95.

Appendix B, Section V, of this monthly edition of Notices to Mariners list changes which will bring the above publication up to date. This publication is available from:

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

Phone: (613) 998-4931; Fax: (613) 998-1217
E-Mail: chs_sales@chshq.dfo.ca
Internet: http://www.chshq.dfo.ca

or through your authorized Canadian Hydrographic Service Chart Dealer

(M2204-395) (CCG-H98-049)

*1756 CANADIAN COAST GUARD - Canadian Radiotelegraphy (CW) Service.

The Canadian Coast Guard's Marine Communications and Traffic Services will discontinue providing radiotelegraphy service as of March 1st, 1999. The Global Maritime Distress and Safety System will have been fully implemented on February 1, 1999, and as a result vessels will no longer be required to carry radiotelegraphy installations.

(AMA8035-10-1) (CCG-H98-048)

*1727(P) NORTHWEST TERRITORIES - BOOTHIA PENINSULA - JAMES ROSS STRAIT - Shoal depths.

Charts (Which will be affected) - 7760(NAD 27)(1-10) - 7083(11-14)

1. Add	4 fathoms 5 feet	69°43'20".1 N 95°53'06".3 W
2. Delete	5 fathoms 3 feet	close westward of (1)
3. Replace	11 fathoms with 6 fathoms 4 feet	69 42 48.9 N 95 49 24.2 W
4. Replace	9 fathoms 5 feet with 5 fathoms 5 feet	69 42 58.6 N 95 47 59.4 W
5. Replace	8 fathoms 2 feet with 3 fathoms 5 feet	69 41 55.2 N 95 45 45.8 W
6. Add	2 fathoms 4 feet	69 41 15.4 N 95 43 41.9 W
7. Add	2 fathoms 4 feet	69 40 37.5 N 95 44 10 W
8. Add	2 fathoms 3 feet	69 39 41.8 N 95 42 00.8 W
9. Add	3 fathoms	69 40 07.6 N 95 39 52.7 W
10. Add	4 fathoms 3 feet	69 39 23.8 N 95 37 01.3 W
11. Replace	5 fathoms 3 feet with 4 fathoms 5 feet	69 43 23 N 95 50 00 W
12. Replace	9 fathoms 5 feet with 5 fathoms 5 feet	69 43 00 N 95 44 25 W
13. Replace	4 fathoms with 3 fathoms	69 40 05 N 95 36 00 W
14. Add	2 fathoms 3 feet	69 39 38 N 95 38 10 W

NOTE: These informations will be incorporated in an upcoming new edition of chart 7760.

(AMA8035-10-35) (DFO-P98-028)

*1729 NORTHWEST TERRITORIES - VICTORIA STRAIT - ALEXANDRA STRAIT - Shoal depths.

Charts (Last correction) - 7784(NAD 83)(1)(New Chart, July/98) - 7083(2)(636/97)

1. Add	8 metres 1 decimetre	69°00'02".2 N 99°40'30".9 W
2. Add	4 fathoms 3 feet	69 00 02.2 N 99 40 30.9 W

(AMA8035-10-35) (DFO-P98-029)

*1730 BRITISH COLUMBIA - VANCOUVER HARBOUR - NEPTUNE BANK - Shoal depths.

Charts (Last correction) - 3493(NAD 83)(1-4)(479/97) - 3494(NAD 83)(1-4)(357/97)

1. Add	14 metres 6 decimetres	49°17'58".4 N 123°03'12".4 W
2. Add	14 metres 7 decimetres	49 18 00.2 N 123 03 17.9 W
3. Add	14 metres 9 decimetres	49°18’00”.4 N 123°03’13” W
4. Add	14 metres 9 decimetres	49 18 00.9 N 123 03 32.1 W

NOTE: Digital data products 3493R/M, 3494R/M, 70073(3493) and 70123(3494) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-P98-027)

*1728 BRITISH COLUMBIA - HOWE SOUND - SQUAMISH HARBOUR - MAMQUAM BLIND CHANNEL - Shoal depth.

Chart (Last correction) - 3534(Plan, Squamish Harbour)(NAD 83)(1)(New Edn., May/93)

1. Replace	3 metres 3 decimetres with 2 metres 3 decimetres	49°41'24" N 123°09'18".8 W

NOTE: Digital data products 3534R/M and 70012(3534) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-P98-030)

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.