



Canada

Canada

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JUNE 25, 1999

WESTERN EDITION OF NOTICES TO MARINERS

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CANADIAN COAST GUARD

NOTICES

1100 to 1143

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

Internet:

<http://www.notmar.com>

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

The Canadian Coast Guard is implementing a number of changes to the aids to navigation system in Canada.

These changes are advertised as Notices to Shipping (Broadcast and Written) by the Canadian Coast Guard and are followed up with Notices to Mariners, then charts are updated by hand correction, reprints or new editions.

The publication of Notices to Mariners and chart revisions are being delayed by the volume of changes that are taking place.

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

Written Notices to Shipping are published weekly and are available from local Canadian Coast Guard Offices.

The Canadian Hydrographic Service is reviewing the impact of these changes with the Canadian Coast Guard and together we are preparing an action plan on the issuing of chart revisions.

For further information contact your local Canadian Coast Guard office.

Newfoundland

St. John's MCTS Centre
Phone: (709) 772-2083
Fax: (709) 772-6285

Maritimes

Maritimes Regional Operations Centre
Toll Free in Maritimes 1-800-565-1633
Phone: (902) 426-6030
Fax: (902) 426-6334
<http://www.mar.dfo.mpo.gc.ca/cg/ops/roc.htm>
Website E-Mail: ROCWeb@mar.dfo-mpo.gc.ca

Laurentienne

GC\SO\COR
Notices to Shipping
Phone: (418) 648-5410
Fax: (418) 648-7244
E-Mail: OPSAVIS@dfo-mpo.gc.ca

Central & Arctic

Sarnia MCTS Centre
Toll Free in Ontario 1-800-265-0237
Phone: (519) 337-6360
Fax: (519) 337-2498

Pacific

Vancouver Regional Marine Information Centre
Phone: (604) 666-6011
Fax: (604) 666-8453

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 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 33 W	315	200
Richmond BC	304,305	907	49 11 N 123 07 W	320	200
Sandspit BC	306,307	906	53 14 N 131 49 W	300	200
Cardinal ON	308,309	919	44 47 N 75 25 W	306	200
Wiarton ON	310,311	918	44 45 N 81 07 W	286	200
St. Jean Richelieu QUÉ	312,313	929	45 19 N 73 19 W	296	200
Lauzon QUÉ	316,317	927	46 49 N 71 10 W	309	200
Rivière-du-Loup QUÉ	318,319	926	47 46 N 69 36 W	300	200
Moisie QUÉ	320,321	925	50 12 N 66 07 W	313	200

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.
Partridge Island NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminac NB	332,333	936	47 04 N 64 48 W	319	200
Western Head NS	334,335	935	43 59 N 64 39 W	312	200
Fox Island NS	336,337	934	45 20 N 61 05 W	307	200
Cape Race NFLD	338,339	940	46 46 N 53 11 W	315	200
Cape Ray NFLD	340,341	942	47 38 N 59 14 W	290	200
Cape Norman NFLD	342,343	944	51 30 N 55 49 W	310	200

DGPS USER ALERT

Currently, seventeen DGPS stations are providing Initial Operational Service (IOS) in Canada. The DGPS station at Rigolet, Labrador will be installed in November 30/98. Extensive validation of operational performance is being conducted throughout 1998. Full Operational Service (FOS) will follow after successful validation. Mariners are reminded to use caution when using DGPS until the Service is declared fully operational.

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. Currently, seventeen DGPS stations are providing Initial Operational Service (IOS) in Canada. The DGPS station at Rigolet, Labrador will be installed in November 30/98.

Following a service validation period, it is expected that the DGPS service will be announced as providing a Full Operational Service (FOS) in March 1999. 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, Fisheries and Oceans Canada, 200 Kent Street, Station 5130, Ottawa, ON, K1A 0E6.

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 upgrade. Mariners are advised to consult with the manufacturers of their receiver's compliance to GPS rollover.

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 information / 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: _____
 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: _____

Essential information on user equipment to fill / Renseignements indispensables sur l'équipement à remplir:

User equipment information / 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: _____

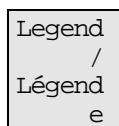
Radar image interfaced / Image radar intégrée?: Yes / Oui: _____ No / Non: _____
Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: _____ No / Non: _____
Permanent installation or in evaluation / Installation permanente ou en
évaluation : _____

This report can be sent the following ways / Ce rapport peut être acheminé selon les façons suivantes:

1) Fax / Par télécopieur : 613-998-8428 attention AWAD.

2) Mail / Par la poste: Director Marine Aids
Fisheries and Oceans Canada
200 Kent Street, Station 5130
Ottawa, ON
K1A 0E6.

Canada



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

Aids Modernization consultations are continuing throughout the Central and Arctic Region of the Canadian Coast Guard. Mariners are urged to continue to read and monitor Notices to Shipping and Notices to Mariners for the most recent concerning adjustments to aids to navigation. You may also access the Central and Arctic Website at www.ccg-gcc.gc.ca/cen-arc/main.htm for further information.

Mariners and representatives of user groups seeking clarification, having questions, or wishing to provide comments or recommendations concerning any aids to navigation notice may to contact:

Superintendent Marine Aids Program
Central and Arctic Region
201 Front Street North, Suite 703
Sarnia, Ontario, N7T 8B1
Telephone (519) 383-1859 or (519) 383-1861
Facsimile (519) 383-1989

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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*** 1140 CANADIAN HYDROGRAPHIC SERVICE - Information about CHS chart dealers.**

1 - NEWLY APPOINTED CHART DEALERS

Association Sogerive Inc.
101, chemin de la Rive
C.P. 420, Succursale A
Longueuil, Québec
J4H 3Z2
Tel: (450) 442-9575
Fax: (450) 442-4357

Hot Knots Landing
R.R. #1, Forest Home Industrial Park
Box 74
Orillia, Ontario
L3V 6H1
Tel: (705) 327-9741
Fax: (705) 327-7036
Email: info@hotknots.com
Web: www.hotknots.com

R. & R. Marine Supply
550 East Portage Avenue
Sault Ste. Marie, MI 49783
U.S.A.
Tel: (906) 632-8934
Fax: (906) 632-6953

2- DEALER ADDRESS CHANGE

OLD ADDRESS

A/S Navicharts
Masteveien 3
P.O. Box 31
N-1483 Skytta, Norway
(Tel: (47) 67 06 11 50
Fax: (47) 67 06 00 15
Email: navicharts@online.no

Chase, Leavitt & Company Ltd.
10 Dana Street
Portland, ME 04112, U.S.A.
Tel: (207) 772-3751 1-800-638-8906
Fax: (207) 772-0297
Telex: 950027

Cornes & Co. Ltd.
Maritime Business Division
273 Yamashita-cho, Naka-Ku
Tel: (81) 45-650-1380
Fax: (81) 45-664-6516
Email: yokohama@cornes.co.jp

NEW ADDRESS

A/S Navicharts
Industriveien 28
P.O. Box 31
1483 Skytta, Norway
Tel: (47) 67 06 11 50
Fax: (47) 67 06 00 15
Email: navicharts@online.no

Chase, Leavitt & Company Ltd.
10 Dana Street
Portland, ME 04101, U.S.A.
Tel: (207) 772-3751 1-800-638-8906
Fax: (207) 772-0297
Telex: 950027

Cornes & Co. Ltd.
Maritime Business Division
273 Yamashita-cho, Naka-Ku
Tel: (81) 45-650-1380
Fax: (81) 45-664-6516
Email: chart@ykh.cornes.co.jp

Mains'L Marine
Box 1169, Main Highway
Manuels, Newfoundland
A1W 1N6
Tel: (709) 781-0228
Fax: (709) 781-1021

Mains'L Marine
Box 1169, Main Highway
Manuels, Newfoundland
A1W 1N6
Tel: (709) 834-6246
Fax: (709) 834-6247

Nanaimo Maps & Charts
8 Church Street
Nanaimo, B.C.
V9R 5H4
Tel: (604) 754-2513, 1-800-665-2513
Fax: (604) 754-2313, (800) 553-2313

Nanaimo Maps & Charts
8 Church Street
Nanaimo, B.C.
V9R 5H4
Tel: (604) 754-2513, 1-800-665-2513
Fax: (604) 754-2313, (800) 553-2313
Email nanmaps@island.net
Web www.island.net/~nanmaps/nmac.html

Entreprises Shippagan Ltée
262 boul. J.D. Gauthier
B.P. 250
Shippagan, New Brunswick
E0B 2P0
Tel: (506) 336-2213
Fax: (506) 336-8777

Entreprises Shippagan Ltée
262 boul. J.D. Gauthier
Shippagan, New Brunswick
E8S 1R1
Tel: (506) 336-2213
Fax: (506) 336-8777

Librairie A à Z Inc.
57 Place Lasalle
Baie-Comeau (Québec)
G4Z 1J8
Tel: (418) 296-9334
Fax: (418) 296-2559

Librairie A à Z Inc.
79 Place Lasalle
Baie-Comeau (Québec)
G4Z 1J8
Tel: (418) 296-9334
Fax: (418) 296-2559
Courriel: libaz@globetrotter.net

Bay Port Marina
Fifth Street
Box 644
Midland, Ontario
L4R 4P4
Tel: (705) 527-7678
Fax: (705) 527-4190

Bay Port Marina
165 Marina Park Avenue
P.O. Box 644
Midland, Ontario
L4R 4P4
Tel: (705) 527-7678
Fax: (705) 527-4190
Email: bayport@bconnex.net

3 - THE FOLLOWING ARE NO LONGER AUTHORIZED CHS CHART DEALERS

Canada Map Company
63 Adelaide Street East
Toronto, Ontario
M5C 1K6

Cartographie Chasse et Pêche Enr.
25 Levasseur ouest
Alma, Québec
G8B 2C5

Chiott Marine
P.O. Box 65176
Burlington, VT 05406
U.S.A.

Cole Stationery & Office Services
52-C Marr Road
Rothesay (Fairvale), New Brunswick
E2E 3K6

Lake Superior Magazine
P.O. Box 16417
Duluth, MN 55816-0417
U.S.A.

L'Hypermarché du Plaisancier
605, boul. Charest est
Québec (Québec)
G1K 3J5

Peter Ayling & Associates
P.O. Box 201, Mill Street
Merrickville, Ontario
K0G 1N0

Richardsons' Marine Publishing
1100 West Cermak Road
Chicago, IL 60608
U.S.A.

Tempest Books
470 Thorn Ridge Crescent
Amherstburg, Ontario, N9V 3X4

(AMA8035-10-35)

(DFO-H99-087)

***1110 NELSON RIVER - PLAYGREEN LAKE - Buoys.**

Chart - 6259(NAD 83)(1-8)

1. Add	red spar buoy, marked P16	53°52'10" N 97°58'58" W
2. Add	red spar buoy, marked P14	53 52 39 N 97 58 47 W
3. Add	red spar buoy, marked P12	53 53 09 N 97 58 44 W
4. Add	red spar buoy, marked PH2	53 48 14 N 97 59 10 W
5. Add	green spar buoy, marked PH3	53 47 54 N 97 59 39 W
6. Add	red spar buoy, marked PH4	53 47 30 N 98 00 29 W
7. Add	red spar buoy, marked PH6	53 47 03 N 98 01 10 W
8. Add	red spar buoy, marked PH8	53 46 34 N 98 02 00 W

(AMA8035-10-5-13)

(CCG-D99-003)(DFO-C99-072)

***1103 BRITISH COLUMBIA - JOHNSTONE STRAIT - WEST CRACROFT ISLAND - SWAINE POINT - Light.**

Charts (Last correction) - 3545(NAD 83)(1)(574/99) - 3546(NAD 83)(1)(574/99)

1. Amend	QR to read Q	50°31'10".3 N 126°34'42" W (approx.)
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NOTE: Digital data products 3545R/M, 3546R/M, 70024(3545) and 70025(3546) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P99-022)(DFO-P99-033)

***1107 BRITISH COLUMBIA - BROUGHTON STRAIT - CORMORANT CHANNEL - JOHNSTONE STRAIT - Chart amendment.**

Charts (Last correction) - 3546(NAD 83)(1)(1103/99) - 3545(NAD 83)(1)(1103/99)

Reference: Notice 317/97.
On certain copies.

1. Replace	calling-in-point 35 with upbound and dowbound calling-in-point 33	50°30'19" N 126°34'42" W
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NOTE: Digital data products 3545R/M, 3546R/M, 70024(3545), 70025(3546), 70026(3546), 70027(3546) and 70135(3545) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-H99-083)

Section III
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

EDN. # 06/99

***1142 CANADIAN COAST GUARD PUBLICATION - Amendments to the Radio Aids to Marine Navigation (Pacific) publication 1999.**

Substitute page 1-1 by the following page.

PART 1
FOREWORD

ADVANCE NOTICES

In order that mariners may have advance knowledge of proposed changes to existing facilities to be provided, additions, deletions and changes to such facilities under the jurisdiction of the Department of Fisheries and Oceans are listed hereunder. Effective dates of changes and dates for the commissioning of new facilities are, however, extremely hard to forecast owing to difficulties in obtaining materials and subject to provision of necessary funds. Every effort will be made to amend dates as far in advance as possible. In every case of changes to facilities and commissioning new facilities, an appropriate Notice to Mariners will be issued.

1) *Global Maritime Distress and Safety System (GMDSS)*

IMPLEMENTATION OF VHF/DSC ON THE PACIFIC COAST

The Canadian Coast Guard is installing VHF/Digital Selective Calling (DSC) equipment at Tofino and Vancouver MCTS Centres during the spring of 1999. Tofino will control installations at Holberg, Eliza Dome, and Mount Ozzard. Vancouver will control installations at Mount Helmcken, Mount Parke, and Bowen Island. Further VHF/DSC installations at Prince Rupert and Comox MCTS Centres are planned for future years. Canadian Coast Guard MCTS Centres will continue to monitor CH 16 for distress, urgency, safety and calling purposes until at least February 1st, 2005.

Implementation of HF/DSC in the Canadian Arctic

The Canadian Coast Guard, Central and Arctic Region, will implement a High Frequency Digital Selective Calling (HF/DSC) system at the Iqaluit Marine Communications and Traffic Services Centre with a remote receiver site located at Resolute Bay in order to provide continuous HF/DSC alerting, voice communications and narrow-band direct printing broadcasting capabilities on a number of selected frequencies in the 4, 6, 8, 12 and 16 MHz radio bands that will cover the Arctic waters above latitude 70 degrees of latitude north as the final element of the implementation of the Global Maritime Distress and Safety System (GMDSS) in the Canadian Arctic. This system is planned to be operational as of July 1st, 2000.

The following type of radio communications mode is the minimum complement of services that can be offered to meet GMDSS Sea Area A-4 guidelines:

Frequency Band	DSC Alerting Frequency	R/T distress/safety traffic frequency	NBDP (broadcast) frequency
HF 4	4207.5 kHz	4125 kHz	4210 kHz
HF 6	6312 kHz	6215 kHz	6314 kHz
HF 8	8414.5 kHz	8291 kHz	8416.5 kHz
HF12	12,577 kHz	12,290 kHz	12,579 kHz
HF16	16,804.5 kHz	16,420 kHz	16,806.5 kHz

2) *The Commercial Public Correspondence Service*

The Canadian Coast Guard is proposing to discontinue the provision of the commercial public correspondence service in selected areas, based upon the demand for the service and the availability of alternate service delivery methods. This has been brought about by the advent of cellular telephone services and various satellite options.

The radiotelegraphy (Morse code) service

As a result of the implementation of the IMO Global Maritime Distress and Safety System (GMDSS) on February 1, 1999, which no longer requires vessels to carry radiotelegraph (Morse code) installations, the Canadian Coast Guard has discontinued using this mode of communications and no longer provides this service.

Substitute page 2-46 by the following page.

RADAR BEACON STATIONS (RACONS)
(Reference Part 4 for details)

Section III
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

EDN. # 06/99

1 Station Name and Location	2 Range Nautica 1 Miles	3 Arc Degrees	4 Identifier	5 Remarks
ALEXANDRA BANK BIFURCATION LIGHT BUOY DAX BRITISH COLUMBIA 54 14 09N 130 33 57.1W	10	360	- . - (K)	Open year round.
BILLARD ROCK WHISTLE BUOY QUATSINO SOUND BRITISH COLUMBIA 50 25 47.3N 127 57 47.7W	10	360	- - . (G)	Open year round.
BURRARD INLET CAUTIONARY LIGHT BOUY BRITISH COLUMBIA 49 19 02.5N 123 12 00W	8	360	- . - (K)	Open year round.
BUTTERWORTH ROCKS RACON BRITISH COLUMBIA 54 14 08N 130 58 30W	8	360	- . . - (X)	Open year round.
CANOE PASS LIGHT AND BELL BOUY BRITISH COLUMBIA 49 02 18N 123 15 18W	4/15	360	- . - (K)	Open year round.
ESPERANZA INLET LIGHT AND WHISTLE BOUY MD BRITISH COLUMBIA 49 47 07 N 127 02 48 W	8	360	- . - (K)	In operation year round.
HANMER ROCKS BROWNS PASSAGE BRITISH COLUMBIA 54 19 26.8N 130 49 15.7W	10	360	- - (M)	Open year round.
HARO STRAIT SOUTH CARDINAL LIGHT BOUY VD BRITISH COLUMBIA 48 27 06N 123 103 4W	10/20	360	. - . (R)	Open year round.
JACINTO ISLAND BRITISH COLUMBIA 52 56 31N 129 36 43W	10/15	360	- - . - (Q)	Open year round.
JUAN DE FUCA TRAFFIC LANE SEPARATION LIGHT BOUY "J" U.S.A. 48 29 14 N 124 43 36W	8	360	- - - (O)	Open year round.
PLAWN POINT RANGE BRITISH COLUMBIA 53 25 29.7N 131 54 50.2W	10	360	- . - (K)	Open year round.

Substitute pages 3-7, 3-8 AND 3-9 by the following pages.

RADAR BEACON STATIONS (RACONS)
(Reference Part 4 for details)

Section III
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

EDN. # 06/99

1 Station Name and Location	2 Range Nautical Miles	3 Arc Degrees	4 Identifier	5 Remarks
ATKINSON POINT N.W.T. 69 56 54N 131 26 42W	5	360	--- (G) --- (K)	Navigation season only.
BAILLE ISLANDS N.W.T. 70 38 22N 128 15 42W	20	360	--- (K)	Navigation season only.
BILLY CREEK RACON N.W.T. 69 20 03N 124 09 42W	15	360	--- (C)	Navigation season only.
CACHE POINT N.W.T. 68 39 24N 113 25 00W	20	360	-- -- (G)	Navigation season only.
CALTON POINT BEAUFORT SEA N.W.T. 69 30 09N 139 06 30W	12	360	-- (N)	Navigation season only.
CAPE BEXLEY, N.W.T. 69 00 40N 115 55 00W	10/20	210	-- -- (Y)	Navigation season only.
CAPE DALHOUSIE N.W.T. 70 16 05N 129 42 36W	5	360	-- -- (G)	Navigation season only.
COLLINSON HEAD N.W.T. 69 34 30N 138 51 34W	10	360	-- -- (G)	Navigation season only.
DELTA ISLAND, N.W.T. 68 35 26N 100 01 45W	20	360	-- -- (G)	Navigation season only.
DEMARICATION RACON N.W.T. 69 38 06N 140 59 06W	10	360	- . - (K)	Navigation season only.
HARDISTY ISLAND N.W.T. 61 43 52N 114 34 36W	10	360	-- -- (G)	Navigation season only.

RADAR BEACON STATIONS (RACONS)
(Reference Part 4 for details)

1 Station Name and Location	2 Range Nautical Miles	3 Arc Degrees	4 Identifier	5 Remarks
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Section III
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

EDN. # 06/99

KAY POINT N.W.T. 69 17 26N 138 22 42W	20	190	— . — (K)	Navigation season only.
M'CLINTOCK POINT, N.W.T. 69 18 45N 99 53 00W	20	360	— . — . (C)	Navigation season only.
McKINLEY NORTH N.W.T. 69 93 42.73N 130 58 52.38W	5	360	— — . (Z)	Navigation season only.
McKINLEY SOUTH N.W.T. 69 57 1.89N 131 03 16.59W	5	360	— — (W)	Navigation season only.
NORDENSKIOLD ISLANDS N.W.T. 68 21 12N 100 47 12W	10	360	— . — (K)	Navigation season only.
NORTH PEAK N.W.T. 69 35 35N 132 55 30W	20	360	— . (N)	Navigation season only.
PELLY ISLAND N.W.T. 69 37 54N 135 29 00W	5	360	— — . (Z)	Navigation season only.
PILOT ISLANDS RANGE N.W.T. 62 13 04N 114 06 48W	15	360	— . — . (C)	Navigation season only.
PITT HEAD N.W.T. 69 09 15N 136 10 30W	10	360	— — (K)	Navigation season only.
PULLEN ISLAND N.W.T. 69 46 28N 134 24 40W	20	360	— — (U)	Navigation season only.
RELIEF ISLAND N.W.T. 70 08 45N 130 49 30W	20	210	— — . (Z)	Navigation season only.

RADAR BEACON STATIONS (RACONS)
(Reference Part 4 for details)

1	2	3	4	5
Station Name and Location	Range Nautic al Miles	Arc Degrees	Identifier	Remarks

Section III
CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

EDN. # 06/99

RISTVEST ISLAND N.W.T. 68 31 11N 97 15 10W	10	360	—.— (Y)	Navigation season only.
SHINGLE POINT N.W.T. 69 00 30N 137 34 12W	10	360	—.— (Y)	Navigation season only.
TAYLOR POINT N.W.T. 69 37 15N 95 35 27W	6	360	—. (K)	Navigation season only.
TUKTOYAKTUK ISLAND RANGE N.W.T. 69 27 21N 132 59 49W	5	360	—.— (C)	Navigation season only.
WARREN POINT N.W.T. 69 45 00N 132 21 30W	10	360	—.— (C)	Navigation season only.
WIIK ISLAND N.W.T. 68 31 22N 99 33 06W	10	360	—.— (Z)	Navigation season only.

Section IV
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

EDN. # 06/99

British Columbia, Volume 1, Fifteenth Edition, 1990 –

Page 16 — Paragraph 213, line 2

Delete: Estevan Point,

(P25/99)

Page 16 — Paragraph 220, line 7 – after “land.”

Insert: Beginning in 1999, the Canadian Hydrographic Service will
 remove Loran-C lattices from its charts at the next printing.

(P26/99)

Page 16 — Paragraph 222, line 2

Delete: complete

(P26/99)

Page 25 — Paragraph 340

Delete: 16. Public Harbours Regulations

(P28/99)

Pages 37 and 38 — Delete **PUBLIC HARBOURS REGULATIONS**, paragraphs 391 to Rule 51.

(P28/99)

Page 42 — Paragraph 452, line 2

Delete: is a Public Harbour

(P28/99)

Page 42 — Paragraph 454, line 2

Delete: is a Public Harbour

(P28/99)

Page 42 — Paragraph 458, line 2

Delete: Public Harbour

(P28/99)

Page 42 — Paragraph 460, line 2

Delete: is a Public Harbour

(P28/99)

Page 42 — Paragraph 467, line 3

Delete: a Public Harbour

(P28/99)

Page 42 — Paragraph 477, line 1

Delete: a Public Harbour

(P28/99)

Page 42 — Paragraph 479, lines 1 and 2

Delete: a Public Harbour

(P28/99)

Section IV
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

EDN. # 06/99

Page 76 — Paragraph 282, line 2 Delete: quoted in Chapter I	(P28/99)
Page 78 — Paragraph 330, line 2 Delete: quoted in Chapter I	(P28/99)
Page 95 — Delete paragraph 281.	(P28/99)
Page 96 — Delete paragraph 291.	(P28/99)
Page 98 — Paragraph 374, lines 1 to 3 Regulations. — Sansum ... apply.”	(P28/99)
Page 100 — Delete paragraph 402.	(P28/99)
Page 100 — Delete paragraph 414.	(P28/99)
Page 101 — Delete paragraph 441.	(P28/99)
Page 102 — Delete paragraphs 452 and 453.	(P28/99)
Page 104 — Delete paragraph 540.	(P28/99)
Page 125 — Paragraph 145, line 2 Delete: (● — —) Replace by: (— ● ● —)	(P24/99)
Page 126 — Paragraph 170, lines 5 and 6 Delete: quoted in Chapter I	(P28/99)
Page 149 — Delete paragraphs 539 and 540.	(P28/99)
Page 149 — Delete paragraph 557.	(P28/99)

Section IV
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

EDN. # 06/99

Page 150 — Delete paragraph 592.	(P28/99)
Page 153 — Paragraph 652, lines 1 and 2 Delete: is a Public Harbour and	(P28/99)
Page 153 — Delete paragraphs 653 and 654.	(P28/99)
Page 187 — Delete paragraph 132.	(P28/99)
Page 188 — Delete paragraphs 159 and 160.	(P28/99)
Page 197 — Delete paragraph 438.	(P28/99)
Pages 206 and 207 — Delete paragraph 54.	(P28/99)
Page 207 — Paragraph 68, line 2 Delete: Public	(P28/99)
Page 262 — Paragraph 209, lines 2 and 3 Delete: “It is a ... of Transport.”	(P28/99)
Page 262 — Delete paragraph 212.	(P28/99)
Page 277 — Paragraph 181, line 1 Delete: Radiobeacon. —	(P25/99)
Page 277 — Paragraph 181, line 2 Delete: a radiobeacon,	(P25/99)
Page 284 — Delete paragraph 307.	(P28/99)
Page 305 — Delete paragraph 416.	(P28/99)

Section IV
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

EDN. # 06/99

Page 306 — Paragraph 421, lines 2 and 3

Delete: “It is a ... of Transport.”

(P28/99)

Page 316 — Delete paragraph 730.

(P28/99)

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 17 — Paragraph 193, line 7 – after “land.”

Insert: Beginning in 1999, the Canadian Hydrographic Service will
 remove Loran-C lattices from its charts at the next printing.

(P26/99)

Page 17 — Paragraph 195, line 2

Delete: complete

(P26/99)

Page 26 — Paragraph 306

Delete: 16. Public Harbours Regulations

(P28/99)

Page 38 — Delete **PUBLIC HARBOURS REGULATIONS**, Paragraphs 357 to Rule 51.

(P28/99)

Page 42 — Paragraph 420, line 2

Delete: a Public Harbour

(P28/99)

Page 42 — Paragraph 423, lines 2 and 3

Delete: “is a Public ... Transport.”

(P28/99)

Page 42 — Paragraph 424, lines 2 and 3

Delete: “is a Public ... Transport.”

(P28/99)

Page 116 — Delete paragraphs 442, 443 and 444.

(P28/99)

Page 154 — Paragraph 68, lines 1 and 2

Delete: , elevation 604 feet (184 m),

(P27/99)

Page 216 — Delete paragraph 564.

(P28/99)

Page 217 — Delete paragraph 580.

(P28/99)

Section IV
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

EDN. # 06/99

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

Pages 28 and 29 — Delete paragraphs 299 to 316.	(P28/99)
Page 53 — Delete paragraph 24.	(P28/99)
Page 73 — Delete paragraphs 312 and 313.	(P28/99)
Page 109 — Paragraph 252, line 4 Delete: quoted in Chapter I	(P28/99)
Page 110 — Paragraph 262, line 3 Delete: quoted in Chapter I	(P28/99)
Page 111 — Paragraph 297, line 2 Delete: (<i>see</i> Chapter I)	(P28/99)
Page 142 — Delete paragraph 304.	(P28/99)
Page 143 — Delete paragraph 311.	(P28/99)
Page 149 — Paragraph 6, lines 1 to 4 Regulations. — Sansum ... apply.”	(P28/99)
Page 152 — Delete paragraph 51.	(P28/99)
Page 153 — Delete paragraphs 63 and 64.	(P28/99)
Page 159 — Delete paragraphs 156 and 157.	(P28/99)
Page 160 — Delete paragraph 175.	(P28/99)
Page 165 — Delete paragraph 251.	(P28/99)

Section IV
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

EDN. # 06/99

Page 215 — Paragraph 560, line 5

Delete: W (• — —)

Replace by: X (— •• —)

(P24/99)

Page 218 — Paragraph 30, line 3

Delete: quoted in Chapter I

(P28/99)

Page 236 — Delete paragraphs 362 and 363.

(P28/99)

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

PACIFIC

544 G5613	Boat Bay	W. of bay. 50 31 11 126 34 37	Q	W	1s	10.7	White cylindrical tower, red band at top.	Obscured by high land northward of 102°. Year round.
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**Chart:3545
1103/99**

568 G5633	Doyle Island	On SE. extremity of island. 50 48 19.4 127 27 38.2	Fl	W	5s	14.1	9	White cylindrical tower, green band at top.	Flash 0.15 s; eclipse 4.85 s Year round.
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**Chart:3549
1102/99**

**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 (UTQ) _____ 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, Marine Aids,
Coast Guard,
Department of Fisheries and Oceans,
Ottawa, Ontario, K1A 0E6

In the case of information Canadian
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.