



NOTICES TO MARINERS

EASTERN EDITION

Published monthly by the

CANADIAN COAST GUARD

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Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.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

Laurentian

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 *xiii* 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 DGPS Reference Stations in Canada					
Station Name	Id. Nos of reference stations	DGPS Station ID	Geog. Position Latitude Longitude	Frequency [kHz]	Bit/s
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
Rigolet, NFLD	344,345	946	54 15 N 58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminiac, NB	332,333	936	47 04 N 64 48 W	319	200
Fox Island, NS	336,337	934	45 20 N 61 05 W	307	200
Western Head, NS	334,335	935	43 59 N 64 40 W	312	200
St.-Jean-sur-Richelieu, QC	312,313	929	45 19 N 73 19 W	296	200
Lauzon, QC	316,317	927	46 49 N 71 10 W	309	200
Riviere du Loup, QC	318,319	926	47 46 N 69 36 W	300	200
Moisie, QC	320,321	925	50 12 N 66 07 W	313	200
Warton, ON	310,311	918	44 45 N 81 07 W	286	200
Cardinal, ON	308,309	919	44 47 N 75 25 W	306	200
Alert Bay, BC	300,301	909	50 35 N 126 55 W	309	200
Amphritrite 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

DGPS RECEIVER - WARNING

The Canadian Coast Guard's Differential Global Positioning System (DGPS) broadcast contains built in health information designed to alert a DGPS user receiver of an out of tolerance or fault condition. During testing, it was found that some user DGPS receivers did not process the health information properly. Improper processing by a user equipment can result in incorrect positions.

Please contact your DGPS manufacturer or supplier to ensure that your receiver is capable of processing the DGPS Reference Station Health information correctly.

DGPS USER ALERT

The Canadian Coast Guard received reports in March 97 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.

DISCREPANCY REPORT FOR DGPS USERS

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 informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____
Vessel position at the beginning of the anomaly /
Position du navire au début de l'anomalie : _____
Vessel position at the end of the anomaly /
Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

Date and time of the anomaly / Date et heure de l'anomalie: _____ Duration / Durée: _____
Number of satellites tracked on GPS receiver / Nombre de satellites reçu par le récepteur: _____
DGPS site using / Station DGPS utilisée: Freq.: _____ kHz SS: _____ dB SNR: _____ dB
DOP Geometry / Géométrie DOP : _____
User receiver operates correctly with other DGPS sites? /
Votre équipement DGPS fonctionne-t-il normalement à l'utilisation d'autres stations DGPS?: Yes/ Oui _____ No /
Non _____
Comments / Commentaires: _____

Point of contact / Personne-ressource: Name/ Nom: _____
Phone / Téléphone : _____

Weather conditions / Conditions météo

Winds / Vents : Direction: _____ Speed / Vitesse: _____ KTS
Temp. °C: _____ VIS: _____ N.M.
Sea State / État de la mer : _____
Bearing and range to electrical storm /
Direction et distance de l'orage : _____
Time of the storm / Heure de l'orage: _____ UTC

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

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : _____ Model: _____
Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____
DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____
If yes, please fill below / Si oui, S.V.P. compléter ci-dessous:
ECDIS / SVCEI: Make / Fabricant: _____ Model: _____
Radar image interfaced / Image radar intégrée?: Yes / Oui: _____ No / Non: _____
Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: _____ No / Non: _____
Permanent installation or in evaluation / Installation permanente ou en évaluation : _____

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

- 1) Fax / Par télécopieur : 613-998-8428 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 20 transmitting stations in April 2000.

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.

NEWFOUNDLAND 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.

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:

Aids to Navigation Superintendent
Canadian Coast Guard
Department of Fisheries & Oceans
P.O. Box 5667
St. John's, NF
A1C 5X1

MARITIMES 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 MARITIMES REGION ON APRIL 1, 1997.

MEASURES
1) Privatization of aids systems in pleasure craft channels and/or conversion of some lighted buoys to unlighted buoys and removal of some aids in pleasure craft channels.
2) Privatization of aids systems in inadequately and uncharted waters and where there is a low volume of users.
3) Aids to navigation systems in Saint-John and Yarmouth Harbours will be restructured to meet national standards.
4) Decommissioning of some lightstations (major reference lights) and downsizing of others to minor lights.
5) Discontinuance of some fog horns.
6) Removal of some coastal fixed and floating aids.

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:

Aids to Navigation Superintendent
Canadian Coast Guard
Department of Fisheries & Oceans
P.O. Box 1000
Dartmouth, NS
B2Y 3Z8

Telephone: (902) 426-3151

LAURENTIAN REGION

The Canadian Coast Guard is planning to further modernize its marine aids to navigation service. During the period between 1997 and year 2000, these changes will include levels of service adjustments to meet the national standards as well as the reduction of 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.

The following table shows an update of changes already implemented in 1997/98 and hypothetical service cuts considered until year 2000:

IDENTITY OF MEASURES	97/98	98/99	99/00
1) <u>Introduction of a DGPS service (5 stations)</u>	5	-	-
2a) <u>25% reduction of main commercial channel buoy service (79 lighted buoys removed and 75 changed for unlighted spar buoys).</u>	79 buoys removed; 56 changed for unlit	19 buoys to be changed (unlit)	-
2b) <u>5% reduction of main commercial channel buoy service (29 lighted buoys changed for unlighted spar buoys)</u>	-	29	29
3) <u>Removal or privatization of 12 major reference lights in commercial and/or fishing channels</u>	8 (one will no longer be removed)	3	-
4) <u>Privatization or removal of 272 aids to navigation (unique users and/or in inadequately charted waters)</u>	187	85	-
5) <u>33% reduction (50) of reference lights or fog signals in commercial and/or fishing channels</u>	6 (2 fixed aids + 4 fog signals)	25	19
6) <u>Removal of 20 fixed aids or fog signals in pleasure craft channels</u>	5 (including 2 fog signals)	-	15

NOTE: - measures for 1997/98 and 1998/99 will be implemented after adjustment of *Levels of service*
 - measures for 1999/2000 will be implemented after adjustment of *Levels of service* and/or according to availability of DGPS/ECDIS technologies.

In the following month, more details about these changes will be provided by *Notices to Shipping* and *Notices to Mariners*. The Canadian Coast Guard will delay implementation of measures allowing users enough time to comment on planned changes. Further *Notices to Shipping* and *Notices to Mariners* will be issued when changes are implemented.

Mariners and representatives of users groups wishing to transmit their comments or recommendations on this Notice may do so by writing to:

Aids to Navigation Superintendent
 Canadian Coast Guard
 Department of Fisheries & Oceans
 101 Champlain Boulevard
 Quebec, QC
 G1K 7Y7

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
Canadian Coast Guard
Department of Fisheries & Oceans
201 Front Street North, Suite 703
Sarnia, ON
N7T 8B1

Telephone (519) 383-1859 or (519) 383-1861
Facsimile (519) 383-1989

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Superintendent, Information and Publications
Marine Navigation Services Directorate
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, ON
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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4466	8				
4535	2				
4543	2				
LC 4560	2				
4857	1				
5043	1				
5044	1				

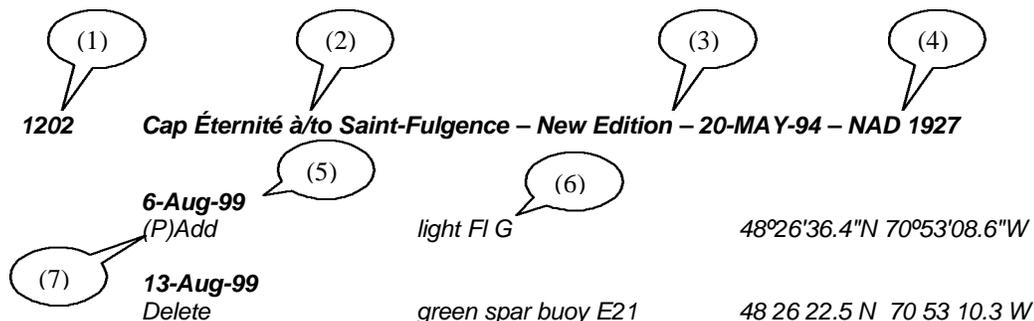
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NEWSLETTER NOTICE TO USERS

In our quest to improve our service to our clients, we are implementing the following changes to the Monthly Edition of Notices to Mariners at the start of the new millennium.

CHART CORRECTIONS - SECTION 2

Corrections to nautical charts will be listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to CHS Chart 1 Symbols, Abbreviations Terms for additional information pertaining to the correction of charts. The illustration below describes the elements that will comprise a typical Section II chart correction.



- (1) Chart Number
- (2) Chart Title
- (3) Most recent chart edition date
- (4) Chart Datum
- (5) Weekly chart correction date
- (6) Chart action
- (7) Notice type

UPCOMING NEW FEATURES

Activity Reports

A Regional Activity Report will be compiled detailing marine aid activities that have not yet been incorporated on charts or related nautical publications. These activity reports will be updated on a monthly basis and are to be used as a reference tool only and should not differ you from using caution when navigating in these areas. Charts and nautical publications will be updated to reflect the changes mentioned in the activity reports as expeditiously as possible.

Paper Mailing List

A renewal subscription address card will be mailed out through the Monthly Edition.

NotMar Internet Site

Publications

As an Internet user you now have access to all the Notices to Mariners publications free of cost. All volumes of the List of Lights, Buoys & Fog Signals as well as the Annual Edition of Notices to Mariners are kept-up-to date on a Monthly basis.

Chart User Profile

Users can set up a 'user profile' account on the site to receive Notices to Mariners chart correction changes via e-mail.

Weekly Posting of Chart Corrections

Chart corrections will soon be posted to the Internet Site on a weekly basis.

We will keep you posted in future Newsletters on the implementation of these new features.

CANADIAN HYDROGRAPHIC SERVICE - Charts.

CHARTS	TITLE & CONTENTS	SCALE	PUBLISHED	CAT #	PRICE
1. New Charts.					
<u>NEWFOUNDLAND / TERRE-NEUVE</u>					
4857	Indian Bay to / à Wadham Islands	1:60 000	Oct. 29/99	1	\$20.00
	Limit(s): 49°36'15"N 53°10'00"W 49°00'30"N 53°10'00"W 49°00'30"N 53°47'15"W 49°36'15"N 53°47'15"W				
	and Inset: (1) Lumsden Harbour	1:20:000			
	Limit(s): 49°20'12"N 53°34'48"W 49°17'30"N 53°34'48"W 49°17'30"N 53°36'54"W 49°20'12"N 53°36'54"W				
2. New Editions.					
<u>SAGUENAY RIVER / RIVIÈRE SAGUENAY</u>					
1202	Cap Éternité à / to Saint-Fulgence	1:37:500	Sept. 10/99		\$20.00
	NOTE: This chart incorporates and cancels Notice 1501(P)/99.				
<u>ST. LAWRENCE RIVER / FLEUVE SAINT-LAURENT</u>					
1226	Moullages et Installations Portuaires / Anchorages and Harbour Installations - Haute Côte-Nord		Nov. 19/99	1	20.00
<u>LAKE ONTARIO / LAC ONTARIO</u>					
L/C 2058	Cobourg to Oshawa	1:72:400	Feb.25/00	3	20.00
	NOTE: This chart is affected by Notice 494(T)/94.				
<u>GEORGIAN BAY / BAIE GEORGIENNE</u>					
2235	Cape Hurd to / à Lonely Island	1:60:000	Sept. 24/99	3	20.00
<u>NOVA SCOTIA / NOUVELLE-ÉCOSSE</u>					
4202	Halifax Harbour - Point Pleasant to / à Bedford Basin	1:10:000	Dec. 31/99	1	20.00
<u>LABRADOR</u>					
5043	Quaker Hat to / à Cape Harrison	1:60:000	Aug. 20/99	1	20.00
5044	Cape Harrison to / à Dog Islands	1:60:000	Aug. 20/99	1	20.00

CHARTS	TITLE & CONTENTS	SCALE	PUBLISHED	CAT #	PRICE
3. Charts Permanently Withdrawn.					

<u>CHARTS</u>	<u>TITLE</u>	<u>ON PUBLICATION OF CHART</u>
4535	Greenspond Island to Cape Freels	4857
4543	Western or Hauling Arm	
L/C 4560	Indian Bay to Wadham Islands	4857
(AMA8035-10-35)		(DFO-H00-003)

CANADIAN HYDROGRAPHIC SERVICE - Raster Electronic Navigation Charts.

Notes: (1) The following ENC products are only available from:

Nautical Data International Inc.

P.O. Box 127, Station C

St. John's, Newfoundland

A1C 5H5

Telephone: 1-800-563-0634 or 1-709-576-0634

Facsimile: 709-576-0636

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

CHARTS	TITLE & CONTENTS	PUBLISHED	PRICE
1. New Charts.			
	<u>RAINY LAKE/LAC À LA PLUIE</u>		
6109R/M	Rainy Lake/Lac à la Pluie	March 26/99	See Note (2)
	<u>MANITOBA</u>		
6205R/M	Seven Sisters Falls to/à Lac Du Bonnet	June 29/90	See Note (2)
	<u>LAKE OF THE WOODS/LAC DES BOIS</u>		
6211R/M	Big Traverse Bay	Oct. 29/93	See Note (2)
	<u>LAKE WINNIPEG/LAC WINNIPEG</u>		
6260R/M	Marin Point to/à Wightman Point	Jan. 06/89	See Note (2)

2. Chart Permanently Withdrawn.

CHART	TITLE
2239R/M	Port Severn to/à Hope Island

(AMA8035-10-35)

(DFO-H00-022)

GREAT LAKES - Water levels.

The Canadian Coast Guard is reviewing the various Aids to Navigation systems to develop contingency plans should water levels in Lake Superior, Lake Huron and Georgian Bay significantly drop below chart datum.

Changes to the Aids to Navigation in both small craft and commercial channels may be necessary. The changes may incorporate one or more of the following.

- Temporary repositioning of buoys
- Temporary addition of buoys
- Temporary removal of ranges
- Temporary narrowing of channels
- Temporary re-routing of channels and removal of buoys

Necessary changes to the Aids to Navigation will take place at or as near to the opening of the 2000 navigation season as possible.

Areas of concern currently identified in the small craft channels between Port Severn, Little Current and the North Channel are:

- | | |
|--------------------------|-----------------------------|
| 1) Potato Island Channel | 2) Quarry Island |
| 3) Big Dog Channel | 4) Big David Bay Range Line |
| 5) Starvation Bay | 6) Seven Mile Narrows |
| 7) Shebeshekong Channel | 8) Shoal Narrows |
| 9) Hangdog | 10) Norgate |
| 11) Cunninghams Channel | 12) Rogers Cut |
| 13) Parting channel | 14) Beaverstone Bay |
| 15) Lansdowne Channel | |

Specific sites and details of the changes will be broadcast as they are reviewed and identified. Depending on the priority some changes may be made with limited advance notice.

All changes will be broadcast through Notices to Shipping

Temporary placement of signage in areas of concern may be considered.

Mariners are invited to voice any concerns through their nearest Coast Guard Radio Station or directly to:

Randy Childerhose or Mike Phillips - Parry Sound - (705) 746-2196
 Steve Lear or Chuck Lemaire - Prescott - (613) 925-2865
 Al Dion - Regional Superintendent - Sarnia - (519) 383-1859

(AMA8035-10-1)

(CCG-H00-010)

CANADIAN COAST GUARD PUBLICATIONS - Annual Summary of Temporary and Preliminary Notices - 2000.

The Annual Summary of Temporary and Preliminary Notices publication is available on demand at the following address:

Canadian Coast Guard
Marine Navigation Services
200 Kent St., Stn. 5N130
Ottawa, Ontario
K1A 0E6

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

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

(AMA8035-10-1)

(CCG-H00-030)

ST. LAWRENCE RIVER - ÎLE VERTE - Light remains in service.

Reference: Notice 1940(P)/98 cancelled.

(AMA8035-10-7-9)

(CCG-L99-113)

GREAT LAKES - ST. MARY'S RIVER - Buoys.

This information is applicable to U.S. Chart 14884.

Red spar buoy QM16 (46°30'22" N 84°23'18" W) has been permanently discontinued.

Green spar buoy QM19 (46°30'12".5 N 84°23'24".5 W) has been permanently discontinued.

Red spar buoy QM20 (46°30'16" N 84°23'29" W) has been permanently discontinued.

(AMA8035-10-5-13)

(CCG-D99-040)

GREAT LAKES - ST. MARY'S RIVER - Buoy.

This information is applicable to U.S. Chart 14883.

Red spar buoy QY20 (46°30'00" N 84°15'37" W) has been permanently discontinued.

(AMA8035-10-5-13)

(CCG-D99-044)

1203 - Tadoussac - New Edition - 10-FEB-1995 - NAD 1927

25-FEB-2000.

(P)Amend FI 6s 12m 9M to read FI 6s 12m 8M

77°30', 953 m from southwest
corner of margin**1203 - Tadoussac à/to Cap Éternité - New Edition - 10-FEB-1995 - NAD 1927**

25-FEB-2000.

(P)Amend FI 10s 20m 20M to read FI 10s 20m 16M

48°04' 10.1"N 069°33' 18.7"W

(P)Amend FI 2½s 25m 20M to read FI 2½s 25m 18M

48°06' 29.7"N 069°36' 53.3"W

(P)Amend F 26m to read F 28m 22M

48°07' 24.0"N 069°43' 02.3"W

(P)Amend F G 25m to read F G 28m 7M

48°07' 24.0"N 069°43' 02.3"W

(P)Amend F 40m to read F 42m 22M

48°07' 24.8"N 069°43' 22.8"W

(P)Amend FI 6s 12m 9M to read FI 6s 12m 8M

48°08' 07.4"N 069°43' 01.2"W

1223 - Chenal Du Bic et les approches/and approaches - New Edition - 03-OCT-1997 - NAD 83

11-FEB-2000.

Add submarine cable

joining 48°26' 51.0"N 068°41' 58.1"W
and 48°27' 28.9"N 068°42' 27.2"W**1226 - Baie-Comeau - New Edition - 19-NOV-1999 - NAD 83**

11-FEB-2000.

Add submarine cable

joining 49°14' 04.2"N 068°07' 43.4"W
49°13' 58.8"N 068°07' 07.2"W
49°12' 17.5"N 068°04' 30.3"W
49°11' 30.6"N 068°03' 41.3"W
and 49°11' 14.2"N 068°02' 58.1"W**1226 - Quai public/Public Wharf - New Edition - 19-NOV-1999 - NAD 83**

11-FEB-2000.

Add submarine cable

joining 49°14' 04.2"N 068°07' 43.4"W
49°13' 58.8"N 068°07' 07.2"W
and 49°13' 56.8"N 068°07' 04.1"W**L/C1236 - Baie Verte - New Edition - 25-SEP-1998 - NAD 83**

11-FEB-2000.

Add submarine cable

joining 48°44' 22.2"N 069°03' 34.4"W
48°44' 05.0"N 069°03' 08.8"W
48°43' 58.7"N 069°02' 45.2"W
48°43' 51.5"N 069°02' 30.8"W
48°43' 41.7"N 069°02' 06.5"W
48°43' 43.3"N 069°02' 00.0"W
48°43' 42.5"N 069°01' 55.2"W
and 48°43' 30.1"N 069°01' 31.2"W

Section 2

EDN 02/00

L/C1236 - Pointe des Monts aux/to Escoumins - New Edition - 25-SEP-1998 - NAD 83

11-FEB-2000.

Add	submarine cable	joining	48°44'22.2"N	069°03'33.9"W
			48°40'05.1"N	068°53'15.1"W
			48°39'21.7"N	068°51'04.6"W
			48°38'27.4"N	069°50'52.2"W
			48°24'03.0"N	068°39'57.4"W
		and	48°23'34.8"N	068°40'19.6"W

Add	submarine cable	joining	49°14'04.2"N	068°07'42.8"W
			49°13'58.8"N	068°07'07.2"W
			49°12'17.5"N	068°04'30.4"W
			49°11'30.6"N	068°03'41.3"W
			49°10'48.0"N	068°01'47.9"W
			49°03'00.1"N	068°00'01.7"W
			48°57'24.4"N	068°03'18.8"W
			48°39'00.1"N	068°32'27.8"W
			48°37'22.0"N	068°32'38.5"W
			48°31'53.7"N	068°28'44.6"W
			48°31'49.5"N	068°28'20.2"W
			48°31'27.9"N	068°28'34.1"W
		and	48°31'03.3"N	068°28'11.7"W

L/C1236 - Rimouski, Pointe au Père - New Edition - 25-SEP-1998 - NAD 83

11-FEB-2000.

Add	submarine cable	joining	48°31'30.1"N	068°28'31.0"W
			48°31'27.9"N	068°28'34.1"W
			48°31'18.5"N	068°28'21.5"W
			48°31'03.5"N	068°28'13.3"W
		and	48°31'02.3"N	068°28'11.0"W

2223 - Port McNicoll and/et Victoria Harbour - New chart - 13-APR-1984 - NAD 1927

25-FEB-2000.

On certain copies rock symbol has been removed accidentally.

Add	R		44°44'58.8"N	079°47'57.2"W
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L/C2243 - Bateau Island to/à Byng Inlet - New Edition - 08-APR-1994 - NAD 1927

04-FEB-2000.

CANCELS	Notices to Mariners 2336(T)/99, para. 3			
Add	depth of "16" feet		45°25'27.2"N	080°28'30.1"W

2286 - Georgian Bay to Clapperton Island - New Edition - 25-AUG-1995 - Unknown

11-FEB-2000.

Delete	red, starbord hand, spar buoy, marked J71		46°02'00.0"N	082°11'10.0"W
Add	green, port hand, spar buoy, marked J71		46°02'00.0"N	082°11'10.0"W

4114 - Campobello Island - New chart - 08-MAY-1992 - NAD 83

18-FEB-2000.

Amend	S to read "SA" against east cardinal buoy		44°59'53.4"N	066°52'38.5"W
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4416 - Havre de Gaspé - New Edition - 01-MAY-1998 - NAD 83

11-FEB-2000.

Add outfall

joining 48°49`38.5"N 064°26`31.2"W

48°49`35.1"N 064°26`34.4"W

and 48°49`34.6"N 064°26`34.7"W

4416 - Quai Public/Public Wharf - New Edition - 01-MAY-1998 - NAD 83

11-FEB-2000.

Add outfall

joining 48°49`38.5"N 064°26`31.2"W

48°49`35.1"N 064°26`34.4"W

and 48°49`34.6"N 064°26`34.7"W

Add depth of 5 fathoms 5 feet, over artificial feature

48°49`38.5"N 064°26`31.2"W

4460 - Charlottetown Harbour - New Edition - 03-MAY-1991 - NAD 1927

04-FEB-2000.

Delete green spar buoy, marked CG1

46°12`45.0"N 063°08`49.0"W

Delete red spar buoy, CG2

46°12`46.0"N 063°08`52.0"W

Add green spar buoy, marked "CH3"

46°12`48.0"N 063°09`07.0"W

4466 - Hillsborough Bay - New Edition - 01-MAR-1996 - NAD 1927

04-FEB-2000.

Add green spar buoy, marked CH3

46°12`48.0"N 063°09`07.0"W

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Labrador and Hudson Bay, Sixth Edition, 1988 —

Page 220 — Paragraph 20, last line (Re: correction promulgated in Monthly Edition No. 5/99)

Add: A **racon** identification (— — • —) operates from the light.

(N00-05.4)

Page 220 — Paragraph 24 (Re: correction promulgated in Monthly Edition No. 7/97)

Add: **Anchorage** is available off the mouth of **Ship Harbour** on the south side of the entrance to Jeanette Bay in 21.5 m (71 ft) and in the bay 1.6 miles SW of Seal Rocks in 20 m (66 ft). Access to Jeanette Bay is available through a surveyed corridor extending WSW from Quaker Hat to Red Rock Point and then in a NW direction passing east of False Cape and joining the “Route Usually Followed”, 4.3 miles NNE of False Cape.

(N00-05.5)

Page 220 — Paragraph 27, last line

Add: A **light** (319.09) is shown from a 25.8 m (85 ft) high tower on an island situated 0.5 mile NE of False Cape.

(N00-05.6)

Page 220 — Paragraph 29.1 (Re: correction promulgated in Weekly Edition No. 49/90)

Add: A radio tower, elevation 395 m (1,296 ft) is located 0.1 mile east of the light.

(N00-05.7)

Page 220 — Paragraph 30, last line

Add: A radar dome, elevation 89 m (292 ft) is reported to lie near the north end of Bear Island.

(N00-05.8)

Page 223 — Paragraph 51, last line

Add: A shoal point extending to a depth of 6.9 m (23 ft) at its outer end extends 0.2 mile NNE of Smooth Point.

(N00-05.9)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 223 — Delete paragraph 52

Replace by: 52 **Tuchialic Bay** is entered 1.2 miles south of Bear Island. A shoal, least depth 6.5 m (21 ft) is located 0.5 mile ESE of Smooth Point. A wreck which dries 0.2 m (1 ft) and partially obstructs the entrance is situated on the shoal. Shoals of 8 and 8.6 m (26 and 28 ft) lie 0.3 and 0.7 mile ENE and SE respectively of Smooth Point. At the mouth of the Tuchialic River in the SW end of the bay, a shoal bank extends about 0.7 mile from the shore with a depth of 0.4 m (1 ft) at the outer end. A shoal with a least depth of 7.2 m (24 ft) lies 0.5 mile off the east shore of the bay. **Anchorage** is available in 40 m (131 ft) 0.6 mile NE of Smooth Point or in the bay in hard white sand with reported good holding ground.

(N00-06.0)

Gulf of St. Lawrence, First Edition, 1992 —

Page 186 — After paragraph 256.1 (Re: correction promulgated in Montly Edition No. 3/96)

Insert: 256.2 An outfall extends 467 feet (142 m) from the shore west of the public wharf. The outer end has a depth of 35 feet (10.6 m) of water over it.

(L64/99)

ATL 101 — Newfoundland — Northeast and East Coasts, First Edition, 1997 —

Page 64 — Top of left column (Re: correction promulgated in Monthly Edition No. 11/99)

CORRECTION SHOULD HAVE READ:

Add: 4863

Page 80 — Before paragraph 188

Delete: 4560

Replace by: 4857

(N00-02.3)

Page 80 — Paragraph 193, last line

Add: A shoal with a least depth of 17 feet (5.2 m) is located 0.3 mile SE of South Southwest Rock.

(N00-02.4)

Page 81 — Before paragraph 201

Delete: 4560

Replace by: 4857

(N00-02.5)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 81 — Paragraph 202, line 3
Delete: **Outer Cat Island** locally known as **Northern Island**
Replace by: **Northern Cat Island** (N00-02.6)
- Page 81 — Paragraph 205, lines 1 and 2
Delete: **Inner Cat Island** known locally as **Southern Island**
Replace by: **Southern Cat Island** (N00-02.7)
- Page 81 — Paragraph 205, line 3
Delete: Outer Cat Island
Replace by: Northern Cat Island (N00-02.8)
- Page 81 — Paragraph 206, lines 2 and 3
Delete: Inner and Outer Cat Islands
Replace by: Northern and Southern Cat Islands (N00-02.9)
- Page 81 — Paragraph 211, line 2
Delete: Inner Cat Island
Replace by: Southern Cat Island (N00-03.0)
- Page 81 — Before paragraph 212
Page 82 — Top left column
Delete: 4535, 4560
Replace by: 4857 (N00-03.1)
- Page 83 — Before paragraph 219
Delete: 4535, 4560
Replace by: 4857 (N00-03.2)
- Page 83 — Paragraph 223, line 1
Delete: **Black Islet**
Replace by: **Bleak Islet** (N00-03.3)
- Page 83 — Paragraph 227, line 3
Delete: **Cobblers Island**
Replace by: **Cape Island** (N00-03.4)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 83 — Paragraph 227, last line
Page 83 — Paragraph 229, lines 2 and 3
Delete: Cobblers Island
Replace by: Cape Island
(N00-03.5)
- Page 84 — Top left column
Delete: 4535, 4560
Replace by: 4857
(N00-03.6)
- Page 84 — Paragraph 232, lines 1 and 2
Delete: 95 feet (29 m)
Replace by: 453 feet (138 m)
(N00-03.7)
- Page 84 — Top right column (Re: correction promulgated in Monthly Edition No. 6/99)
Add: 4857
(N00-03.8)
- Page 85 — Top left column (Re: correction promulgated in Monthly Edition No. 6/99)
Add: 4857
(N00-03.9)
- Page 86 — Top left column (Re: correction promulgated in Monthly Edition No. 6/99)
Add: 4857
(N00-04.0)
- Page 86 — Before paragraph 264 (Re: correction promulgated in Monthly Edition No. 6/99)
Delete: 4535
Replace by: 4857
(N00-04.1)
- Page 87 — Top left column
Delete: 4535
Replace by: 4857
(N00-04.2)
- Page 87 — Before paragraph 280 (Re: correction promulgated in Monthly Edition No. 6/99)
Delete: 4535
Replace by: 4857
(N00-04.3)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 88 — Top left column
Delete: 4535
Replace by: 4857 (N00-04.4)
- Page 88 — Before paragraph 281
Delete: 4560 (N00-04.5)
- Page 111 — INDEX
Delete: Black Islet, 83 (N00-04.6)
- Page 111 — INDEX, after “Blanche Point, 10”
Add: Bleak Islet, 83 (N00-04.7)
- Page 112 — INDEX, after “Cape Goboso Summit, 15”
Add: Cape Island, 83 (N00-04.9)
- Page 112 — INDEX
Delete: Cobblers Island, 83 (N00-04.8)
- Page 114 — INDEX
Delete: Inner Cat Island, 81 (N00-05.0)
- Page 116 — INDEX, after “Northern Arm (Howe Harbour), 7”
Add: Northern Cat Island, 81 (N00-05.2)
- Page 116 — INDEX
Delete: Outer Cat Island, 81 (N00-05.1)
- Page 118 — INDEX, after “Southern Bay, 100”
Add: Southern Cat Island, 81 (N00-05.3)
- ATL 102 — Newfoundland — East and South Coasts, First Edition, 1995 —
- Page 26 — Paragraph 255, last line
Add: **Buoys** mark the approach to Ochre Pit Cove. (N00-01.0)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 28 — Paragraph 268, lines 3 and 4

Delete: “The west ... alongside.”

Replace by: The westernmost face of the wharf 23 m (75 ft) long has depths of 1.4 to 3 m (5 to 10 ft) alongside. Another wharf face adjoining the east side of the previous section is 40 m (131 ft) long with a least depth of 3.7 m (12 ft) alongside.

(N00-01.1)

Page 28 — After paragraph 268

Insert: 268.1 The Land and Sea Welding wharf is located about 0.2 mile WNW of the Public wharf. The centre face of the wharf is 25 m (82 ft) long with depths of 0.4 to 0.8 m (1 to 3 ft) alongside.

(N00-01.2)

Page 29 — Paragraph 283.1, line 8 (Re: correction promulgated in Monthly Edition No. 2/99)

Delete: 20 m (66 ft)

Replace by: 14.6 m (48 ft)

(N00-01.3)

Page 30 — Paragraph 294, last line

Add: **Buoys** mark the approach into Bay Roberts Harbour.

(N00-01.4)

Page 31 — After paragraph 297

Add: 297.1 Veterans Quay Marina is situated adjacent to the Royal Canadian Legion, 0.4 mile west of the Avalon Coal, Salt and Oil Co. wharf. On the east side of the marina a pier extends 107 m (351 ft) from the shore with a bent outer end 17 m (56 ft) long. Depths of 1.8 to 2.1 m (6 to 7 ft) exist alongside the outer end. A **light** privately maintained is shown from a mast at the outer end of the pier. Floating wharves extends from the west end of the pier. Another pier 45 m (148 ft) long with depths of 1.6 to 2 m (5 to 7 ft) alongside exists WSW of the previous pier. Both piers are joined by a marginal wharf 76 m (249 ft) long with depths of 1.3 to 1.8 m (4 to 6 ft) alongside. A boat launching ramp 6.6 m (22 ft) wide is located at the facility. Fresh water and 110V electricity are available. A “No Wake” **buoy** is moored close off the outer end of the easternmost pier.

(N00-01.5)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 31 — Paragraph 298, line 7 – after “wharf”
 Insert: in disrepair (N00-01.6)
- Page 32 — Paragraph 308, lines 4 and 7 – after “wharf”
 Insert: in disrepair (N00-01.7)
- Page 33 — Paragraph 324, line 8 – after “wharf”
 Insert: in disrepair (N00-01.8)
- Page 34 — Paragraph 337, line 7 – after “wharf”
 Insert: in disrepair (N00-01.9)
- Page 45 — Table of Private Berths, Berth 14, Wharf Length, Least Depth
 Delete: 153 m (502 ft) 6.0-6.8 m (20-22 ft)
 Replace by: 182 m (597 ft) 6.0-7.9 m (20-26 ft) (N002-02.0)
- Page 45 — Table of Private Berths, Berth 15, Wharf Length, Least Depth
 Delete: 107 m (351 ft) 6.7-8.5 m (22-28 ft)
 Replace by: 88 m (289 ft) 7.6 m (25 ft) (N00-02.1)
- Page 83 — Paragraph 186, line 3 – after correction promulgated in Monthly Edition No. 12/99
 Add: Port hand lighted spar **buoy** PM7 (63.54) marking
 the outer end of a shoal bank which dries 2 feet
 (0.6 m) is moored 0.42 mile SSE of Jones Rock. (N00-02.2)
- ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins, First Edition, 1992 —
- Page 38 — After paragraph 56
 Insert: 56.1 **Caution.** — The public wharf at
 Cloridorme is equipped with a cathodic protection
 system. In order to avoid damage to ships,
 operational procedures are to be followed while
 berthing. For additional information call the
 Harbour Master’s office at (418) 395-2315. (L04/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 45 — After paragraph 121

Insert: 121.1 **Caution.** — The fishermen's wharf at Les Méchins is equipped with a cathodic protection system. In order to avoid damage to ships, operational procedures are to be followed while berthing. For additional information call the Harbour Master's office at (418) 729-3204.

(L04/99)

Page 52 — After paragraph 11

Insert: 11.1 **Telecommunication submarine cables** extend from Pointe-au-Père to Baie-Comeau and from Bic to Forestville; their position are best shown on the chart. Mariners are advised not to anchor in the vicinity of these cables.

(L62/99)

Page 65 — After paragraph 147

Insert: 147.1 **Caution.** — The public wharf at Matane is equipped with a cathodic protection system. In order to avoid damage to ships, operational procedures are to be followed while berthing. For additional information call the Harbour Master's office at (418) 566-7152.

(L04/99)

Page 67 — Delete paragraph 172 and the pictograph pertaining to it.

(L65/99)

Page 67 — Paragraph 173, lines 2 and 4 (Re: correction promulgated in Monthly Edition No. 12/98)

Line 2 — Delete: west of the radiobeacon

Replace by: east of the wharf in ruins

Line 4 — Delete: more visible than the radiobeacon structure

Replace by: visible on Pointe au Père

(L65/99)

CEN 301 — St. Lawrence River, Montréal to Kingston, First Edition, 1996 —

Page 25 — Delete paragraph 38

Replace by: 38 Light 68 (237), on a white circular crib off Weaver Shoal 0.5 mile SE of **Cooks Point** ($44^{\circ}56'N$, $75^{\circ}05'W$), is shown at an elevation of 13.7 m (45 ft) from a white cylindrical tower with a red upper portion, 13.2 m (43 ft) high, marked 68.

(C00-009.1)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Great Lakes, Volume 2, Seventh Edition, 1993 —

- Page 167 — Reference to correction promulgated in Monthly Edition No. 1/2000, delete paragraph 278.
 Insert: 278 *Town Point light (1024)* is on Town Point. (C00-005.1)
- Page 174 — After paragraph 441
 Insert: 441.1 A wind-powered generator on a hill above the marina
 is prominent. (C00-005.2)
- Page 207 — Paragraph 133, lines 4 and 5 as promulgated in Monthly Edition No. 6/99
 Delete: “as well as ... charts and publications,” (C00-011.1)
- Page 207 — After paragraph 135
 Insert: 135.1 **Caution.** — Downbound vessels approaching the Sault
 Canal may encounter strong northward **currents** in the area of
 the caissons that run from the NW pier of the canal to the
 Algoma Steel Corporation shoreline. Upbound vessels
 approaching the entrance to the Sault Canal may encounter
 strong southward **currents** and choppy water due to the
 confluence of the Great Lakes Power Canal tailrace with the
 St. Marys River rapids. (C00-011.2)
- Page 242 — Paragraph 168, line 2
 Delete: *Harbour Commission*
 Replace by: *Canada Marine* (C00-005.3)
- Page 242 — Paragraph 169, line 5
 Delete: free of charge (C00-005.4)
- Page 242 — Paragraph 175, lines 2 and 3
 Delete: “and closes ... navigation.”
 Replace by: and icebreakers enable navigation to late December or early
 January. (C00-005.5)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 243 — After paragraph 190

Insert: 190.1 **Caution.** — A line of **pilings** extends offshore from the abandoned *Pool 2* facility, 0.3 mile east of McVicar Creek. The piles are marked by a private **buoy**. These piles are submerged at higher water levels and are especially dangerous at night.

190.2 **Caution.** — Dredging was discontinued in 1991. **Silting** is occurring along the edges of dredged areas in Main Harbour North. Particular care is required during periods of low water.

190.3 The water levels for Thunder Bay may be obtained from the *Canadian Hydrographic Service Automated Water Level Gauge*, telephone number (807) 344-3141. (*For more information on water levels, see Sailing Directions Booklet CEN 300 — General Information, Great Lakes.*)

(C00-007.1)

Page 244 — Delete paragraph 207

Replace by: 207 **Radio calls.** — Vessels requiring opening of the *Jackknife Bridge* must contact *Thunder Bay MCTS Centre*, call sign *VBA*, at least two hours in advance and then *Jackknife Bridge*, call sign *Jackknife Bridge*, at least 30 minutes before passing through. The *Jackknife Bridge* has VHF radiotelephone, guarding Channel 16 and working Channel 14.

(C00-011.3)

Page 244 — Paragraph 208, line 1

Delete: The swing bridge 3.8 miles from the river entrance

Replace by: The *Canadian National Railway* swing **bridge** 3.8 miles from the river entrance, known locally as *James Street Swing Bridge*,

(C00-007.3)

Page 244 — After paragraph 209

Insert: 209.1 **Caution.** — Both **bridges** normally close in the second half of December for maintenance. Vessels that will require a late-season passage through either bridge should contact the Harbourmaster.

(C00-008.1)

Section 5

EDN 02/00

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

1 H444	Cape Race	On the cape. 46 39 31 53 04 28.5	Fl W	7.5s	51.8	24	White tower. 20.7	Flash 0.25 s; eclipse 7.25 s. Year round. Horn - Blast 3s; sil. 3s; blast 3s; sil. 51s. Horn points 135°.	Chart:4844 Edn 02/00
5	Powles Head	Entrance to Trepassey Harbour. 46 41 25.2 53 24 09.2	Fl W	6s	30.8	12	Red octagonal tower. 2.1	Year round. Horn - Blast 3s; sil. 27s. Horn points 183°.	Chart:4844 Edn 02/00
14 H432	Cape St. Mary's	46 49 23.1 54 11 48.9	Fl W	5s	118.9	21	White octagonal tower. 11.6	Flash 0.5 s; eclipse 4.5 s. Year round. Horn - Blast 3s; sil. 27s. Horn points 220°.	Chart:4842 Edn 02/00
202.3	<i>Harbour Rock light buoy XW2</i>	49 55 29 57 47 51	Fl R	4s	.....	.....	Red spar, marked "XW2".	Seasonal.	Chart:4663 Edn 02/00
202.4	<i>Cow Head Harbour light buoy XW3</i>	49 55 24 57 47 35	Fl G	4s	.....	.....	Green spar, marked "XW3".	Seasonal.	Chart:4663 Edn 02/00
202.5	<i>Cow Head Outer light buoy XW4</i>	49 55 20 57 47 35	Q R	1s	.....	.....	Red spar, marked "XW4".	Seasonal.	Chart:4663 Edn 02/00
202.6	<i>Cow Head Harbour Outer light buoy XW1</i>	49 55 33 57 47 51	Q G	1s	.....	.....	Green spar, marked "XW1".	Seasonal.	Chart:4663 Edn 02/00
358 H640	Long Point (Twillingate)	On Devils Cove Head. 49 41 24 54 47 34	Fl W	5s	100.9	16	Red square tower. 8.8	Flash 0.5 s; eclipse 4.5 s. Year round. Horn - Blast 4s; sil. 56s. Horn points 356°.	Chart:4548 Edn 02/00
449 H536	Cape Bonavista	E. side of cape. 48 42 05 53 05 12	Fl W	10s	50.3	16	Skeleton tower. 12.2	Flash 0.5 s; eclipse 9.5 s. Year round. Horn - Blast 3s; sil. 27s. Horn point 355°.	Chart:4569 Edn 02/00

Section 5

EDN 02/00

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
ATLANTIC							
1748 H2084	Île Bicquette Sector	NW. side of centre of island. 48 24 55.5 68 53 35.9	FI W 3s FI R 6s	34.1 34.1	12 5	White cylindrical tower.	White light visible from 011° through E., S. and W. to 295°. Red light visible from 192° through W., N. and E. to 116°. Red and white night light only. Seasonal.
Chart:1223 Edn 02/00							
1770 H2104	Île Rouge	On centre of islet. 48 04 09.9 69 33 18.8	FI W 10s	19.8	16	Grey cylindrical tower.	Flash every 10 s. Night emergency light. Year round.
Chart:1203 Edn 02/00							
1773 H2106	Haut-fond Prince	On shoal. 48 06 29.6 69 36 53.5	FI W 2.5s	25.3	18	Red and white horizontally banded tower.	Flash every 2.5s. Operates at night only. Year round.
<p>Horns(3) - Blast 2s; sil. 18s.</p> <p>Horns point 045°, 180° and 288°.</p> <p>The operation of the fog signal will be made remotely on channel 69 (156,475 MHz). Mariners requiring the operation of the fog signal will have to press the button of the VHF radio five (5) consecutive times at 1 second interval on channel 69. The signal will be in operation for 60 minutes. After this delay, it will have to do the same operation.</p> <p>Horns sound alternately.</p>							
Chart:1203 Edn 02/00							
1779 H2112	Pointe Noire range	On E. extremity of point. 48 07 23.8 69 43 02.2	FI W 28.0	22	Square skeleton tower, fluorescent orange daymark, black vertical stripe.	10.7	Year round. Visible in line of range. Emergency light.
			FI G 28.0	7			Visible from 077° through E. and S. to 257°.
<p>Horn - Blast 3s; sil. 27s</p> <p>Horn points 275°.</p> <p>The operation of the fog signal will be made remotely on channel 69 (156,475 MHz). Mariners requiring the operation of the fog signal will have to press the button of the VHF radio five (5) consecutive times at 1 second interval on channel 69. The signal will be in operation for 60 minutes. After this delay, it will have to do the same operation.</p>							
1780 H2112.1		273°04' 427m from front.	FI W 42.0	22	Square skeleton tower, fluorescent orange daymark, black vertical stripe.	7.6	Visible in line of range. Emergency light. Year round.
Chart:1203 Edn 02/00							

Section 5

EDN 02/00

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
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ATLANTIC - (cont'd)

1783 H2115	Pte de l'Islet	At point. 48 08 07.2 69 43 01.2	Fl W 6s	12.0	7	Square skeleton tower. 9.1	Flash 1 s; eclipse 5 s Year round. Delete Emergency light.
							Chart:1203 Edn 02/00

INLAND WATERS

237	Light 68	44 55 56 75 04 08	Q R 1s	13.7	.....	White cylindrical tower on white cylindrical crib, red upper portion. 13.2	Year round.
							Chart:1434 Edn 02/00
513	West Entrance light buoy T	West of Toronto Island 43 37 14 79 25 14	Mo(A) W 6s	.....	.....	Red and white vertical stripes, marked "T".	Year round. Operated by Toronto Port Authority.
							Chart:2085 Edn 02/00
853	Collingwood Sector	44 30 25.6 80 13 33.9	Oc R W G 10s	13.1	.....	Cylindrical tower, white daymark, orange vertical stripe.	Flash 5 s; eclipse 1 s; flash 1 s; eclipse 1 s; flash 1 s; eclipse 1 s Visible over an arc of 072°; red from 145° to 180°; white from 180° to 182° and green from 182° to 217°.
							Chart:2215 Edn 02/00
1346.2	Twelve O'Clock Point	Murray Canal, E. entrance. 44 03 40 77 34 56	Fl W 5s	10.4	.....	Tower, red and white triangular daymark.	Operated by Parks Canada. Year round.
							Chart:2021 Edn 02/00
1346.6	Sherwood Point	Murray Canal, W. entrance. 44 01 56.5 77 40 38	Fl W 5s	10.4	.....	Tower, red and white triangular daymark.	Flash 1 s; eclipse 4 s Operated by Parks Canada. Year round.
							Chart:2021 Edn 02/00
1515	Harvey Narrows						Delete from List.
							Chart:N/A Edn 02/00
1516	Syd's Island						Delete from List.
							Chart:N/A Edn 02/00
1517	Abram Chute						Delete from List.
							Chart:N/A Edn 02/00
1518	Walter's Island						Delete from List.
							Chart:N/A Edn 02/00
1519	Frog Island						Delete from List.
							Chart:N/A Edn 02/00

Section 5

EDN 02/00

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics	Focal Height in m. above water	Nomi- nal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
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INLAND WATERS - (cont'd)

1521	Pelican Reef						Delete from List. Chart:N/A Edn 02/00
1522	Powder Island						Delete from List. Chart:N/A Edn 02/00
1523	Pine Narrows						Delete from List. Chart:N/A Edn 02/00
1526	Bear Narrows (Lac Seul, East end)						Delete from List. Chart:N/A Edn 02/00
1527	Omega Point, (Lac Seul, East end)						Delete from List. Chart:N/A Edn 02/00
1528	McLean Narrows, (Lac Seul, East end)						Delete from List. Chart:N/A Edn 02/00
1528.2	Pauli Island (Lac Seul)						Delete from List. Chart:N/A Edn 02/00
1528.4	Deception Bay (English River)						Delete from List. Chart:N/A Edn 02/00
1528.6	Manitou Rapids (English River)						Delete from List. Chart:N/A Edn 02/00
1529	Devil's Elbow						Delete from List. Chart:N/A Edn 02/00
1530	Canoe River						Delete from List. Chart:N/A Edn 02/00
1531	Eagle Island						Delete from List. Chart:N/A Edn 02/00
1532	Broken Stick Island						Delete from List. Chart:N/A Edn 02/00
1533	Little Pine Island						Delete from List. Chart:N/A Edn 02/00

**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/M No. _____ of 2000 _____)
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, 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,
Ottawa, Ontario, K1A 0E6

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