



EASTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

476 to 515

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

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

VERY IMPORTANT NOTICE TO ALL USERS

MONTHLY EDITION OF NOTICES TO MARINERS

Please be advised that the following changes in the production of the monthly edition of Notices to Mariners will be implemented on June 1, 1997. These changes are a result the low usage of some of our subscribers' list as well high operating costs.

The monthly edition will now be divided in two editions.

EASTERN EDITION

This edition will be comprised of the Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas.

WESTERN EDITION

This edition will be comprised of the Arctic and Pacific areas.

NOTE: Subscribers presently receiving the National or Regional editions will now receive either the Eastern or Western Monthly edition.

INTERNET SERVICE

We are presently in the midst of improving our new Internet site in order to offer you better distribution, format, access and search capabilities. Our Internet address is <http://www.notmar.com>

IMPORTANT NOTICE TO USERS

1997 SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES

CANADIAN COAST GUARD PUBLICATION - Summary of Temporary and Preliminary Notices · 1997.

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

Canadian Coast Guard
Marine Navigation Services
344 Slater St., 6th floor
Ottawa, Ontario
K1A 0E6

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

The publication is also available on our Internet Web Site: <http://www.notmar.com>

DGPS INITIAL OPERATIONAL SERVICE

The Canadian Coast Guard (CCG) announces that the Differential Global Positioning Service (DGPS) Initial Operational Service (IOS) is available for positioning and navigation.

IOS means the service will provide a DGPS broadcast using the type 9 RTCM message for pseudorange corrections at a data transmission rate of 200 baud. Refer to Radio Aids to Marine Navigation (RAMN) for estimated advertised coverage for each differential station.

Although the service is IOS, users may experience service interruptions without advance notice. Further, CCG advises that IOS DGPS broadcasts should not be used under any circumstances where a sudden system failure or inaccuracy could constitute a safety hazard. Following a one year verification period, the DGPS service will be declared as being a Full Operational Service (FOS).

Users are also advised that differential corrections are based on the NAD 83 datum position of the reference station antenna and positions obtained using DGPS should be referenced to this coordinate system only. DGPS receivers must be set to the WGS 84 datum in order to obtain optimum positioning accuracy.

Table of Stage 1 DGPS Reference Stations					
Station Name	Id Nos of Ref. Stations	DGPS Station ID	Geogr. Pos. Latitude Longitude	Frequency [khz]	Bits/sec.
Alert Bay BC	300,301	909	50 35 N 126 55 W	309	200
Amphitrite Pt BC	302,303	908	48 55 N 125 32 W	315	200
Cardinal ON	308,309	919	44 47 N 75 25 W	306	200
St. Jean Richelieu QUÉ	312,313	929	45 19 N 73 18 W	296	200
Lauzon QUÉ	316,317	927	46 48 N 71 09 W	309	200
Partridge Island NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminac NB	332,333	936	47 04 N 64 47 W	319	200
Fox Island NS	336,337	934	45 19 N 61 04 W	307	200
Cape Race NFLD	338,339	940	46 39 N 53 04 W	315	200
Cape Ray NFLD	340,341	942	47 34 N 59 09 W	290	200

DGPS USER ALERT

Currently, ten Phase 1 DGPS stations are providing Initial Operational Service (IOS) which was declared by Regional Notices to Mariners issued in September 1996. Another eight DGPS stations will be installed in 1997. Extensive validation of operational performance is being conducted throughout 1997. Full Operational Service (FOS) will follow after successful validation.

The Canadian Coast Guard has recently received reports of DGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. Reports indicate that some user equipment does not properly recognize this "do-not-use" correction flag and as a result erroneously processes it as a correction. This can result in position errors as large as 15 kilometers while the receiver is in DGPS mode. DGPS users are advised that they should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.

Apart from this, no major difficulties with DGPS implementation have been experienced to date nor are any expected in the future.

DISCREPANCY REPORT FOR DGPS USERS.

The Canadian Coast Guard is currently implementing the Differential Global Positioning System in Canada. In August 1996, 10 DGPS stations were announced as providing an Initial Operational Service (IOS). Eight (8) additional DGPS stations will be implemented in the fall of 1997.

Following a service validation period, it is expected that the DGPS service will be announced as providing a Full Operational Service (FOS) in December 1997. The fully operational DGPS service is expected to meet the advertised Levels of Service standards and all service guarantees will be provided with FOS.

Throughout the service validation period, the Coast Guard will be conducting numerous tests of the differential service. To assist the Coast Guard in this validation testing, mariners are requested to complete the attached anomaly report. Please take note of any DGPS service anomalies you experience and forward the completed form to the Director Marine Aids, 344 Slater Street, 6th floor, Ottawa, Ontario, K1A 0E6.

DGPS station anomaly report / Rapport d'anomalie des stations DGPS

With the purpose of constantly evaluating the quality of the DGPS service offered, the Canadian Coast Guard is providing the mariner with the following anomaly report. This report will allow us to get well-supported information concerning the anomaly and thus, will facilitate the identification of the origin of the problem. Please fill accordingly each section of this report and forward it by the suggested ways. You will find a legend at the end of this document.

Avec le souci d'évaluer constamment la qualité du service DGPS offert, la Garde côtière met à la disposition du navigateur le présent rapport d'anomalie. Ce rapport servira à bien documenter l'anomalie et, de ce fait, facilitera l'identification ou la recherche de la source du problème. Nous vous prions de bien remplir chaque section de ce rapport et de l'acheminer de la façon suggérée. Vous trouverez une légende à la fin de ce document.

User informations / Renseignements sur l'utilisateur

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

Anomaly report / Rapport d'anomalie

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

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

Weather conditions / Conditions météo

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

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

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : _____ Model: _____
Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____
DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____
If yes, please fill below / Si oui, S.V.P. compléter ci-dessous:

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

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

1) Fax / Par télécopieur : 613-998-2428 attention AWAD.

2) Mail / Par la poste: Director Marine Aids
344 Slater Street, 6 th floor
Ottawa, Ontario
K1A 0E6

Canada

**Legend/
Légende**

Position	:	Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc. La position peut être donnée en latitude, longitude, relèvement et distance, emplacement de bouée, etc.
KTS	:	Wind speed in knots / Vitesse du vent en noeuds.
N.M.	:	Visibility in Nautical Miles / Visibilité en milles nautiques.
Freq. kHz	:	Frequency in kilohertz / Fréquence en kilohertz .
SS	:	Signal strength in decibel / Force de signal en décibel.
SNR	:	Signal to noise ratio in decibel / Rapport signal-bruit en décibel .
DOP (dilution of precision):		Measure of the geometrical «strength» of the GPS satellite configuration. The DOP is measured on a scale of 1 to 10 / Mesure de la «force» géométrique de la configuration satellite. Le DOP est mesuré sur une échelle de 1 à 10
SVCEI / ECDIS		

IMPORTANT NOTICE TO USER

CANADIAN COAST GUARD

MARINE AIDS MODERNIZATION PROGRAM

Marine navigational technology is changing. And client needs are changing. As a result, more and more mariners are using technologies such as the Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS).

The Coast Guard is adjusting its aids to navigation to reflect the expanded use and availability of this new technology. To take advantage of these new systems and maintain the same level of safety in navigating their vessels as they have under the current system, mariners will need to equip their vessels with a DGPS receiver and ECDIS equipment.

The new Differential Global Positioning System will be served by 18 stations. The system will enable mariners to identify their precise position in most major southern coastal Canadian waterways, including the Great Lakes and the St. Lawrence River. It is expected that this system will be fully operational by December 1997.

National standards for the provision of aids to navigation will be revised as a result of the new technologies. As a result, many visual and aural aids will become unnecessary and will be reduced, eliminated or transferred to other authorities. Some fog horns and shore lights will be removed or scaled down. Some buoys will be discontinued in commercial shipping channels and coastal waters. Lighted buoys will be converted to unlighted buoys in a few pleasure craft channels.

The Coast Guard will also introduce new cost-saving technologies for its remaining conventional aids including five-year maintenance-free buoys, and downsized and solar powered aids at some lightstations. These changes will result in significant efficiencies. The removal of fuel tanks and diesel generators will also help ensure a cleaner environment.

In recognition of the heritage value that many communities place on lightstations, the Coast Guard is implementing an Alternative Use Program to promote the beneficial re-use of properties that are no longer required for Coast Guard operations and support their transfer to provincial, municipal or other authorities for future use.

Before decisions are finalized, the Coast Guard will consult with user groups on changes in their areas. 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.

Jacques Lorquet
Director, Marine Aids
Marine Navigation Services.

Very Important Notice to All Users

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 reprinting.

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
Department of Fisheries & Oceans
Canadian Coast Guard Directorate
P.O. Box 5667
St. John's, NFLD.
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:

Regional Superintendent
Aids to Navigation
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8
(902) 426-3151

LAURENTIAN 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 ON APRIL 1, 1997.

MEASURES
1) Introduction of DGPS
2) Service reduction on 25% (79 lighted buoys removed and 75 converted into unlighted spar buoys) of buoys in commercial channels.
3) Removal of 12 major reference lights from the existing 25.
4) Privatization of 200 aids to navigation due to low volume of users and/or inadequately charted waters.
5) Removal of 33% (50) of reference or wharf-lights.
6) Conversion of 20% (29) of lighted buoys to unlighted buoys in pleasure craft channels.
7) Removal of 20 fixed aids in pleasure craft channels.

Notices to shipping (L-3072/96, L-3117/96 and L-0107/97) and a detailed Notice to mariners (859P/96) have been published lately, 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 receive a copy of the detailed Notice to mariners (859P/96) or to provide comments/recommendations on this notice may write to:

AIDS TO NAVIGATION SUPERINTENDENT
101 CHAMPLAIN BOULEVARD, QUÉBEC (QUÉ), G1K7Y7

CENTRAL & ARCTIC REGION

The Canadian Coast Guard is planning to further modernize its marine aids to navigation service. Changes will include adjusting all service levels to national standards between 1997 and the year 2000 and reducing some conventional aids services based on the availability of the Global Positioning System, Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS). The new electronic systems will supplement the remaining conventional aids system, permitting continued maintenance of a safe service at lower cost

Implementation of the following changes will begin within Coast Guard Central and Arctic region on April 1, 1997.

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

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

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

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

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.

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 *iii* 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.

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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***515 CANADIAN HYDROGRAPHIC SERVICE Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Chart.					
	<u>Hudson Bay/Baie d'Hudson</u>				
5628	Rankin Inlet including/y compris Melville Bay and/et Prairie Bay Limit(s): 62°43'24" N 91°55'12" W 62°51'36" N 91°55'12" W 62°51'36" N 92°08'27" W 62°43'24" N 92°08'27" W NOTE: This is a metric chart.	-----	8 Aug./97	1	\$20.00
2. New Editions.					
	<u>St. Lawrence River/Fleuve Saint-Laurent</u>				
L/C 1235	Pointe au Boisvert à/to Cap de la Tête au Chien NOTE: This chart is affected by Notice 486/97.	1:80 000	25 April/97	1	20.00
	<u>St. Lawrence Seaway/Voie Maritime du Saint-Laurent</u>				
1409	Canal de la Rive Sud	1:20 000	27 June/97	3	20.00
	<u>Northwest Territories/Territoires du Nord-Ouest</u>				
7740	M'Clintock Channel, Larsen Sound and/et Franklin Strait NOTE: This is a metric chart.	1:500 000	30 May/97	4	20.00
3. Reprint.					
	<u>Nova Scotia/Nouvelle-Écosse</u>				
L/C 4240	Liverpool Harbour to/à Lockeport Harbour	1:60 000	6 June/97	1	20.00
4. Chart permanently withdrawn.					
<u>Chart</u>	<u>Title</u>	<u>On publication of chart</u>			
5445	Prairie and Melvin Bays and Approaches	5628			
(AMA8035-10-35)				(DFO-H97-066)	

***514 CANADIAN HYDROGRAPHIC SERVICE Electronic Navigation Charts.**

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

Nautical Data International Inc.

P.O. Box 127, Station C

St. John's, Newfoundland

A1C 5H5

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

Facsimile: 709-576-0636

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

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Editions.					

St. Lawrence River/Fleuve Saint-Laurent

79003	Port de Québec	-----	28 March/97		See Note (2)
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NOTE: This ENC is derived from CHS Chart
1316.

79035	Pointe au Boisvert à/to Cap de la Tête au Chien	-----	21 March/97		See Note (2)
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NOTE: This ENC is derived from CHS Chart
1235.

(AMA8035-10-35)

(DFO-H97-097)

***513 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.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. New Charts.					

Nova Scotia/Nouvelle-Écosse

4140R/M	Avon River and Approaches	-----	2 July/82		See Note (2)
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4209R/M	Lockeporte Harbour and/et Shelburne Harbour	-----	21 Oct./94		See Note (2)
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4210R/M	Cape Sable to/à Pubnico Harbour	-----	5 April/91		See Note (2)
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4234R/M	Country Island to/à Barren Island	-----	10 April/87		See Note (2)
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CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
New Charts (cont'd).					

4236R/M	Taylors Head to/à Shut-In Island	-----	28 July/95	See Note (2)
4240R/M	Liverpool Harbour to/à Lockeport Harbour	-----	6 Oct./89	See Note (2)
4241R/M	Lockeport to/à Cape Sable	-----	2 Aug./96	See Note (2)
4243R/M	Tusket Islands to/au Cape St. Mary's	-----	25 Aug./89	See Note (2)
4244R/M	Wedgeport and Vicinity/et les Abords	-----	26 April/91	See Note (2)
4266R/M	Sydney Harbour	-----	29 Sept./89	See Note (2)
4277R/M	Great Bras D'Or - St. Andrews Channel and/ et St. Anns Bay	-----	28 Sept./90	See Note (2)
4281R/M	Canso Harbour and Inner Approaches	-----	14 July/95	See Note (2)
4307R/M	Canso Harbour to Strait of Canso	-----	13 Nov./92	See Note (2)
4308R/M	St. Peters Bay to Strait of Canso	-----	27 Sept./91	See Note (2)
4328R/M	Lunenburg Bay	-----	25 May/90	See Note (2)
4335R/M	Strait of Canso and Approaches	-----	27 Sept./85	See Note (2)
<u>New Brunswick/Nouveau-Brunswick</u>				
4340R/M	Grand Manan	-----	12 April/91	See Note (2)
4342R/M	Harbours in Grand Manan	-----	26 April/91	See Note (2)
<u>Nova Scotia/Nouvelle-Écosse</u>				
4376R/M	Louisburg Harbour	-----	2 Oct./87	See Note (2)
4377R/M	Main-à-Dieu Passage	-----	10 Jan./86	See Note (2)
4381R/M	Mahone Bay	-----	3 May/96	See Note (2)
4384R/M	Pearl Island to Cape La Have	-----	13 Aug./93	See Note (2)
4385R/M	Chebucto Head to/à Betty Island	-----	7 June/96	See Note (2)
4386R/M	St. Margaret's Bay	-----	24 March/95	See Note (2)
4394R/M	La Have River - West Ironbound Island to/à Riverport	-----	14 Sept./90	See Note (2)
4396R/M	Annapolis Basin	-----	30 July/93	See Note (2)
<u>Gulf of St. Lawrence/Golfe du Saint-Laurent</u>				
4454R/M	Pointe Curlew à/to Baie Washtawouka	-----	3 Feb./78	See Note (2)

(AMA8035-10-35)

(DFO-H97-064)

***497 QUÉBEC - RIVIÈRE DES MILLE-ÎLES - Aids discontinued.**

Mariners are advised that the Canadian Coast Guard has permanently discontinued the following buoys upstream of Milles-Îles River, between Lorraine and Saint-Eustache townships. This discontinuance is in effect since June 17, 1997.

MJ-3, MJ-5, MJ-6, MJ-8, MJ-9, MJ-12 (L.L. 1172), MJ-13 (L.L. 1174), MJ-14 (L.L. 1175), MJ-15, MJ-16, MJ-17, MJ-18, MJ-19, MJ-20, MJ-21, MJ-22, MJ-24, MJ-25, MJ-27, MJ-28, MJ-29, MJ-30 (L.L. 1177), MJ-31 (L.L. 1176), MJ-32, MJ-35, MJ-37, MJ-39 (L.L. 1178), MJ-40, MJ-41, MJ-42, MJ-43, MJ-43/1, MJ-43/3, MJ-44, MJ-44/2, MJ-45, MJ-46, MJ-48, MJ-49, MJ-50, MJ-51, MJ-52, MJ-53 (L.L. 1181), MJ-54 (L.L. 1180), MJ-55, MJ-56, MJ-57, MJ-59, MJ-61, MJ-62, MJ-63, MJ-64, MJ-65 (L.L. 1183), MJ-66 (L.L. 1182), MJ-67, LORRAINE.

This decision is a result of the application of the Coast Guard policy not to provide any aids to navigation service in uncharted waters or inadequately charted waters. This portion of the river is not a charted waterway; consequently, the aids to navigation service will no longer be maintained.

For the last year, the Coast Guard made every effort to find a purchaser. Consultations have been held with the concerned riparian municipalities and various organizations. However, the Coast Guard did not find any interested party to carry on with the operation of the aids to navigation system, at their own expenses, on this waterway.

For more information on this notice, please contact :

Jacques Champagne
Superintendent, Marine Aids Program
101, Champlain Blvd.
Québec, Québec
G1K 7Y7
Telephone: (418) 648-7450

(AMA8035-10-5-9)

(CCG-L97-075)

***491(P) LAKE HURON - GEORGIAN BAY - MATCHEDASH BAY APPROACH - Amendments to the aids to navigation level of service - 1997.**

Reference: Notice 601(P)/90 cancelled.

Mariners are advised that, following the 1997 navigation season, the Canadian Coast Guard intends to permanently discontinue aids to navigation service on Matchedash Bay.

Interested parties may seek to take over responsibility for the operation and maintenance of all, or some, of these aids to navigation. This would require signing a memorandum of understanding transferring ownership and responsibility for the equipment.

Requests for information with regard to this notice should be directed to the Canadian Coast Guard. Contact any one of the following:

R.E Childerhose
Supervisor Marine Aids Program
P.O. Box 310
Parry Sound, Ontario
P2A 2X4
Tel.: (705) 746-2196 ext. 238

Al Dion
Superintendent Marine Aids Program
201 N. Front Street
Sarnia, Ontario
N7T 8B1
Tel.: (519) 383-1859

(AMA8035-10-5-13)

(CCG-D97-036)

***490(P) LAKE ERIE - NANTICOKE - Changes to the buoyage system - 1997.**

As a result of a recent Levels of Service review, the Canadian Coast Guard proposes to conduct the following changes to the aids to navigation on lake Erie - Nanticoke, Chart 2110. These changes are proposed to take effect at the end of the 1997 navigation season.

Replace green light buoy EN1 (L.L. 566.05) (42°44'36".3 N 80°05'46".1 W) with a green spar buoy, marked "EN1".

Replace red light buoy ET14 (L.L. 566.28) (42°47'04".2 N 80°04'33" W) with a red spar buoy, marked "ET14".

Reposition green light buoy EN7 (L.L. 566.08) from 42°45'28" N 80°04'35" W to 42°45'41" N 80°04'19".5 W.

Discontinue green spar buoy ET3 (42°46'31".5 N 80°04'32" W).

Discontinue green light buoy ET11 (L.L. 566.25) (42°46'50".2 N 80°04'37".4 W)

Comments on this action are solicited from mariners and the public, within three months of the date of this notice, and should be directed to: Mr. Steven D. Lear, Supervisor, Marine Aids Program, Canadian Coast Guard, 401 King St. W., P.O. Box 1000, Prescott, Ontario, K0E 1T0, Tel. (613) 925-2865 (ext. 215) Facs: (613) 925-5540. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(AMA8035-10-5-14)

(CCG-B97-034)

***489(P) LAKE ONTARIO - OSHAWA HARBOUR - Changes to the buoyage system - 1997.**

The Canadian Coast Guard intends to permanently discontinue the following spar buoys - Oshawa Harbour:

Green spar buoy MV5 (43°51'47".6 N 78°49'17".5 W)

Red spar buoy MV6 (43°51'49".1 N 78°49'14".7 W)

Red spar buoy MV10 (43°51'55" N 78°49'19".5 W)

Comments on this action are solicited from mariners and the public, within three months of the date of this notice, and should be directed to: Mr. Steven D. Lear, Supervisor, Marine Aids Program, Canadian Coast Guard, 401 King St. W., P.O. Box 1000, Prescott, Ontario, K0E 1T0, Phone (613) 925-2865 (ext. 215), Facs (613) 925-5540. Any objections must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(AMA8035-10-5-14)

(CCG-B97-035)

***492 ST. LAWRENCE RIVER - LAC SAINT-PIERRE - COURBE YAMACHICHE - Scientific mooring.**

Chart 1312

A measurement system to register the ice flow has been permanently established South of Yamachiche Bend Light at the following position: 46°12'48".9 N 72°49'03".4 W (NAD 83)

The equipment is located in a structure measuring 4.9 metres X 4.9 metres X 0.5 metres in height, directly installed at the bottom of the navigational channel.

(AMA8035-10-35)

(DFO-Q97-101)

***483 CANADA - TRANSPORT CANADA PUBLICATIONS - Ship Safety Bulletins - 1997.**

The following bulletins have been issued in 1997:

No. 1	January 6, 1997	INTERNATIONAL MARITIME DANGEROUS GOODS CODE
No. 2	March 7, 1997	REPLACEMENT BATTERIES FOR ALDEN SATFIND-406 ^{IM} EPIRBs MODEL M1, M2 (CANADIAN), M3, M4 (USA)
No. 3	April 16, 1997	FIRE CAUSED BY HEAT RADIATION FROM CARGO HOLD LIGHT
No. 4	May 6, 1997	MANNING REQUIREMENTS WHEN ENTERING EASTERN WATERS
No. 5	May 29, 1997	THE ARCTIC ICE REGIME SHIPPING SYSTEM (AIRSS)
No. 6	June 5, 1997	CARGO MATTERS - FUMIGATION
No. 7	June 13, 1997	TEXTILE COMPONENTS OF LIFEJACKETS AND PERSONAL FLOTATION DEVICES
No. 8	July 4, 1997	ELECTRICAL SHOCK HAZARD - SHORE POWER
No. 9	July 28, 1997	COMPUTER AND THE YEAR 2000
No. 10	August 22, 1997	FIRE IN THE SELF-UNLOADING BULK CARRIER "AMBASSADOR" TSB REPORT NO. M94M0057 {RECOMMENDATION - M96-08}

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

Transport Canada
Marine Safety
AMBE-A, Patricia Doris, Tel. 998-0594
Fax # (613) 991-5670
Place De Ville " TOWER C"
330 SPARKS ST.
Ottawa, (Ontario)
K1A 0N5

(AMA8035-10-1)

(CCG-H97-044)

***512 LABRADOR COAST - SPEAR POINT - Light.**

Charts (Last correction) - 5031(NAD 83)(1)(830/96) - 4701(NAD 27)(2)(505/97) - LC
4731(3)(505/97)

1. Add	light "FI"	52°26'38" N 55°37'48" W (approx)
2.	light "FI"	52 26 37.7 N 55 37 51.7 W (approx)
3.	light "FI"	52 26 36 N 55 37 55 W (approx)

(AMA8035-10-7-2)

(CCG-N96-082A)

***494 LABRADOR COAST - GRANBY ISLAND - CAPE ST. FRANCIS - Light.**

Charts (Last correction) - 5179(Compartment, Alexis Bay)(1)(701/94) - 4701(NAD 27)(1)(830/96) - 4701(Inset, St. Francis Harbor)(NAD 27)(1)(830/96) - LC 4731(1)(594/96)

1. Add light "FI" 52°33'52" N 55°42'06" W (approx)

(AMA8035-10-7-2)

(CCG-N96-081A)

***505 LABRADOR COAST - WILLIAMS HARBOUR - Results of survey.**

Charts (Last correction) - 5179(1)(494/97)(Inset, Williams Harbour)(2)(494/97) - 4701(NAD 27)(3-5)(494/97) - LC 4731(6)(494/97)

Reference: Notices 586(P)/96, 769(P)/96 and 770(P)/96 cancelled

1. Affix patch 52°34'00" N 55°50'00" W (approx)

2. patch Inset: Williams Harbour (approx)

3. Add depth "3" fathoms "2" feet 52 33 13.5 N 55 47 01.5 W

4. Delete depth 3 fathoms 3 feet close northeast of (3)

5. Replace depth 9 fathoms with depth "5" fathoms "4" feet 52 33 28.5 N 55 48 39 W

6. depth 15 fathoms with depth "3" fathoms "2" feet 52 33 14 N 55 47 02 W

(AMA8035-10-35)

(DFO-A97-033)

***493(P) ST. LAWRENCE RIVER - ÎLE D'ANTICOSTI - Wreck.**

Chart (Which will be affected) - LC 4026(NAD 27)(1)

1. Add wreck symbol showing any portion of superstructure "PA" 49°35'00" N 63°46'30" W (approx)

NOTE: Digital data products 4026R/M and 79044(4026) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q97-102)

***496 ST. LAWRENCE RIVER - BAE DES SEPT ÎLES - Marine farms.**

Charts (Last correction) - 1220(NAD 83)(1-6)(New Ed.,Feb./97) - L/C 1221(NAD 27)(6)(201/97)

1. Add pecked line joining 50°13'14".4 N 66°28'47".8 W
50 13 14.4 N 66 28 37.7 W
50 13 08 N 66 28 37.7 W
50 13 08 N 66 28 47.8 W
and 50 13 14.4 N 66 28 47.8 W

2. yellow cautionary spar buoy "Priv" 50 13 14.4 N 66 28 47.8 W

3. yellow cautionary spar buoy "Priv" 50 13 14.4 N 66 28 37.7 W

4. yellow cautionary spar buoy "Priv" 50 13 08 N 66 28 37.7 W

- | | | |
|----|------------------------------------|---------------------------|
| 5. | yellow cautionary spar buoy "Priv" | 50 13 08 N 66 28 47.8 W |
| 6. | marine farm symbol | 50 13 11.2 N 66 28 42.7 W |

NOTE: Digital data products 1220R/M, 1221R/M, 79006(1220) and 79028(1221) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q97-105)

***486 ST. LAWRENCE RIVER - Calling-in-points.**

Charts (Last correction) - 1202(NAD 27)(14-16)(478/97) - 1203(NAD 27)(5,6,9,17)(590/96) - 1203 (Continuation A)(NAD 27)(17)(590/96) - 1233(NAD 27)(12,13)(851/96) - LC 1235(NAD 27)(3-9) (New Edn. April/97) - LC 1236(NAD 83)(1-3)(458/97) - 1314(NAD 27)(24-26)(331/97) - 1315 (NAD 83)(21-24) (395/97) - 1316(NAD 83)(20-22)(170/97) - 1317(NAD 83)(18)(269/97) - 1317 (Continuation A)(NAD 83)(19-21)(269/97) - 1310(Compartment B, C)(NAD 83)(27,28)(448/97) - LC 1234(NAD 27)(8,10-12)(363/97)

- | | | |
|-------------|---|----------------------------------|
| 1. Delete | calling-in-point 4A | 48°43'51" N 68°31'00" W (approx) |
| 2. | calling-in-point 4B | 48 40 12 N 68 28 16 W (approx) |
| 3. Amend | calling-in-point 6A to read "5A" | 48 20 54 N 69 19 38 W (approx) |
| 4. | calling-in-point 7 to read "6" | 48 03 51 N 69 30 19 W (approx) |
| 5. | calling-in-point 7 to read "6" | 48 06 00 N 69 35 14 W (approx) |
| 6. | calling-in-point 7 to read "6" | 48 07 11 N 69 37 18 W (approx) |
| 7. | calling-in-point 7A to read "7" | 47 59 17 N 69 41 48 W (approx) |
| 8. | calling-in-point 7A to read "7" | 47 55 29 N 69 34 59 W (approx) |
| 9. Delete | calling-in-point S1 | 48 07 41 N 69 42 38 W (approx) |
| 10. | calling-in-point 8 | 47 45 33 N 69 52 31 W (approx) |
| 11. Delete | calling-in-point 8 | 47°43'29" N 69°46'44" W (approx) |
| 12. Amend | calling-in-point 9 to read "8" | 47 28 07 N 70 12 24 W (approx) |
| 13. Replace | calling-in-point 10 with upbound
calling-in-point symbol, marked "9" | 47 15 15 N 70 33 08 W (approx) |
| 14. Delete | calling-in-point S3 | 48 21 59 N 70 45 32 W (approx) |
| 15. | calling-in-point S3 | 48 22 33 N 70 43 48 W (approx) |
| 16. Amend | calling-in-point S4 to read "S2" | 48 25 17 N 70 52 36 W (approx) |
| 17. | calling-in-point S2 to read "S1" | 48 15 27 N 70 01 07 W (approx) |
| 18. | calling-in-point 11 to read "10" | 47 06 25 N 70 42 28 W (approx) |

19.	calling-in-point 12 to read "11"	46 51 15 N 71 00 07 W (approx)
20.	calling-in-point 13 to read "12"	46 50 23 N 71 07 50 W (approx)
21.	calling-in-point 14 to read "13"	46 48 32 N 71 11 43 W (approx)
22.	calling-in-point 14A to read "13A"	46 46 12 N 71 14 23 W (approx)
23.	calling-in-point 15 to read "14"	46 42 42 N 71 27 03 W (approx)
24.	calling-in-point 16 to read "15"	46 38 23 N 71 42 04 W (approx)
25.	calling-in-point 17 to read "16"	46 34 43 N 72 02 01 W (approx)
26.	calling-in-point 18 to read "17"	46 29 58 N 72 13 53 W (approx)
27. Delete	calling-in-point 26	45 33 28 N 73 31 02 W (approx)
28. Amend	calling-in-point 27 to read "26"	45 31 37 N 73 31 40 W (approx)

NOTE: Digital data products 1202R/M, 1203R/M, 1233R/M, 1234R/M, 1235R/M, 1236R/M, 1310R/M, 1314R/M, 1315R/M, 1316R/M, 1317R/M, 79003(1316), 79017(1314), 79020(1315), 79021 (1233), 79025(1317), 79029(1234), 79035(1235), 79037(1236), 79053(1203), 79080(1310), 79082(1317), 79087(1203) and 79094(1202) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q97-099)

***476 QUÉBEC - RIVIÈRE SAGUENAY - BAIE DES HA! HA! - Chart amendment patch.**

Chart (Last correction) - 1202(Inset, Baie des Ha! Ha!)(NAD 27)(1)(503/96)

Reference: Notices 588(P)/95, 189(P)/97 and 441(P)/97 cancelled.

1. Affix patch 310°, 4420m (14500ft) from lower right corner of the inset

NOTE: Digital data products 1202R/M and 79079(1202) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q97-067)

***478 QUÉBEC - RIVIÈRE SAGUENAY - LA BAIE - Caution notes.**

Chart (Last correction) - 1202(Continuation A)(NAD 27)(1-5)(476/97)

1. Add line joining 48°21'44".6 N 70°54'36".5 W
48 21 44.6 N 70 49 00.7 W
48 18 38.3 N 70 49 00.7 W
48 18 38.3 N 70 54 36.5 W
and 48 21 44.6 N 70 54 36.5 W

2. note 48 20 11 N 70 49 04 W (approx)
UTILISER LE CARTOUCHE BAIE
DES HA! HA! À L'INTÉRIEUR DE
CETTE LIGNE (Voir note ZONE
NON CORRIGÉE) USE INSET

BAIE DES HA! HA! INSIDE THIS
LINE (See note AREA NOT
CORRECTED)

3. note 48 19 39 N 70 41 10 W (approx)

ZONE NON CORRIGÉE

Pour plus de précisions sur les aides à la navigation et les plus récentes données hydrographiques à l'intérieur de la zone délimitée en magenta, on doit utiliser la carte indiquée. Cette zone ne sera plus tenue à jour au moyen des Avis aux navigateurs.

AREA NOT CORRECTED

For details of the aids to navigation and latest hydrographic information within the area outlined in magenta, the referenced chart must be used. This area will no longer be maintained from Notices to Mariners.

4. note 48 21 36 N 70 53 50 W (approx)
Voir note ZONE NON CORRIGÉE
See note AREA NOT CORRECTED

NOTE: Digital data products 1202R/M and 79094(1202) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q97-100)

***477 QUÉBEC - RIVIÈRE RICHELIEU - SAINT-MATHIAS - Outfall.**

Chart - 1351(Sheet 1)(Bassin de Chambly à/to Île Sainte-Thérèse)(NAD 27)(1)

1. Add outfall joining 45°29'15".5 N 73°15'53".5 W
and 45 29 16.2 N 73 15 55 W

(AMA8035-10-35)

(DFO-Q97-098, CCG-L97-070)

***488 ST. LAWRENCE RIVER - MONTREAL HARBOUR - Buoys.**

Charts (Last correction) - 1339(NAD 27)(1-6)(448/97) - 1338(NAD 27)(3-6)(429/97)

Reference: Notice 859(P)/96

- | | | |
|------------|---|-----------------------------|
| 1. Replace | green light buoy M77 with a green pillar buoy, marked "M77" | 45°49'48".8 N 73°17'34".2 W |
| 2. | yellow light anchorage buoy VEB with a yellow pillar buoy, marked "VEB" | 45 49 40.2 N 73 17 29.3 W |
| 3. | yellow light anchorage buoy VEA with a yellow pillar buoy, marked | 45 49 47.4 N 73 17 18 W |

"VEA"

- | | | |
|-----------|--|---------------------------|
| 4. | green light buoy M49 with a green
pillar buoy, marked "M49" | 45 51 12.1 N 73 16 09.3 W |
| 5. | green light buoy M37 with a green
pillar buoy, marked "M37" | 45 52 31.4 N 73 15 04.5 W |
| 6. Delete | red light buoy M50 | 45 51 15 N 73 16 19.9 W |

NOTE: Digital data products 1338R/M, 1339R/M, 79010(1338) and 79013(1339) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L97-035A)

***487 QUÉBEC - OTTAWA RIVER - ÎLE MILLER - Overhead cable.**

Chart - 1511(Sheet 3)(Papineauville à/to l'Original)(NAD 27)(1,2)

- | | | | |
|-----------|----------------|----------------|--|
| 1. Delete | overhead cable | joining
and | 45°38'24".6 N 74°56'25".6 W
45 38 25.2 N 74 56 32.4 W |
| 2. | (18 ft) | | 45 38 24 N 74 56 22 W (approx) |

(AMA8035-10-35)

(DFO-Q97-097)

***495 QUÉBEC - OTTAWA RIVER - ÎLE MILLER - Shoal depths.**

Chart - 1511(Sheet 3)(Papineauville à/to l'Original)(NAD 27)(1-4)

- | | | |
|-----------|----------|---------------------------|
| 1. Delete | 5 feet | 45°38'22" N 74°56'35".3 W |
| 2. | 7 feet | 45 38 21.9 N 74 56 32.9 W |
| 3. Add | "1" foot | 45 38 21.6 N 74 56 34.3 W |
| 4. | "2" feet | 45 38 22.1 N 74 56 33.3 W |

(AMA8035-10-35)

(DFO-Q97-104)

***485 ST. LAWRENCE RIVER - ASTOUNDER ISLAND - Chart amendment.**

Chart (Last correction) - 1437(NAD 83)(1)(161/95)

- | | | | |
|---------------|-------|------------|--|
| 1. Reposition | light | from
to | 44°18'42" N 76°05'41" W
44 18 42 N 76 05 39.9 W |
|---------------|-------|------------|--|

NOTE: Digital data products 1437R/M and 73034(1437) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-C97-059)

***501 ONTARIO - OTTAWA RIVER - CHUTE DU GRAND CALUMET TO ÎLE FRASER - Cribs.**

Charts - 1552(Sheet 1)(NAD 27)(34-40,57,58) - 1552(Sheet 2)(NAD 27)(32-58) - 1552(Sheet 2)(Inset, La Passe)(NAD 27)(60 - 1552(Sheet 3)(NAD 27)(1-31) - 1552(Sheet 3)(Inset, Upper Ottawa Improvement Co.)(NAD 27)(59)

1. Delete	crib and drying height (3)	45°53'45".5 N 76°54'23" W
2.	crib and drying height (4)	45 53 43 N 76 54 29.5 W
3.	crib and legend (10)	45 53 44 N 76 54 36.5 W
4.	crib and legend (7)	45 53 41.5 N 76 54 38.5 W
5.	crib and drying height (1)	45 53 57 N 76 50 45 W
6.	crib	45 53 58 N 76 50 46 W
7.	crib and legend (9)	45 54 02 N 76 50 56 W
8.	crib and legend (7)	45 54 01 N 76 50 59 W
9.	crib and legend (6)	45 54 00.5 N 76 51 01.5 W
10.	crib and legend (11)	45 54 02.5 N 76 51 02.5 W
11.	crib and legend (9)	45 54 07 N 76 51 04 W
12.	crib and legend (9)	45 54 11 N 76 51 06 W
13.	crib and drying height (4)	45 54 16 N 76 51 12 W
14.	crib and drying height (3)	45 54 20.5 N 76 51 15 W
15.	crib and legend (9)	45 54 19.5 N 76 51 20 W
16.	crib and legend (6)	45 54 20.5 N 76 51 28 W
17.	crib and legend (9)	45 54 20 N 76 51 35 W
18.	crib and legend (10)	45 54 20.5 N 76 51 42 W
19.	crib and legend (10)	45 54 16 N 76 51 46 W
20.	crib and legend (6)	45 54 10 N 76 51 45 W
21. Delete	crib and legend (9)	45°54'03" N 76°51'46" W
22.	crib and drying height (2)	45 54 04 N 76 51 50 W
23.	crib and drying height (4)	45 54 05.5 N 76 51 54 W
24.	crib and drying height (0)	45 54 07 N 76 52 02 W
25.	crib and legend (9)	45 54 02 N 76 51 38.5 W
26.	crib and legend (6)	45 54 02 N 76 51 31 W
27.	crib and legend (10)	45 54 01.5 N 76 51 22 W
28.	crib and legend (9)	45 54 01 N 76 51 16 W
29.	crib and legend (8)	45 54 00.5 N 76 51 11 W

30.	crib and legend (9)	45 53 59.5 N 76 51 07 W
31.	crib and legend (7)	45 54 00 N 76 51 04 W
32.	crib and drying height (1)	45 49 13 N 76 45 48 W
33.	crib and drying height (1)	45 49 09.5 N 76 45 48.5 W
34.	crib and depth over an artificial feature (2)	45 49 06 N 76 45 49 W
35.	crib and depth over an artificial feature (2)	45 49 02.5 N 76 45 50 W
36. Amend	crib legend to read known depth over "(8)"	45 48 46 N 76 46 04 W
37.	crib legend to read known depth over "(8)"	45 48 39.5 N 76 46 01 W
38.	crib legend to read known depth over "(8)"	45 48 34 N 76 45 58.5 W
39.	crib legend to read known depth over "(8)"	45 48 29.5 N 76 45 57 W
40.	crib legend to read known depth over "(8)"	45 48 25.5 N 76 45 54.5 W
41. Delete	crib and legend (7)	45 44 08 N 76 36 18 W
42.	crib and legend (9)	45 44 06.5 N 76 36 15.5 W
43.	crib and legend (8)	45 44 04 N 76 36 15.5 W
44.	crib and legend (8)	45 44 01 N 76 36 15 W
45.	crib and drying height (0)	45 43 58 N 76 36 15 W
46. Delete	crib and drying height (0)	45°43'57" N 76°36'15" W
47.	crib and legend (8)	45 43 51.5 N 76 36 15.5 W
48.	crib and legend (11)	45 42 39 N 76 36 26.5 W
49.	crib and legend (11)	45 42 40 N 76 36 15.5 W
50.	crib and legend (11)	45 42 24 N 76 36 19 W
51.	crib and legend (13)	45 42 09 N 76 36 22 W
52.	crib and legend (10)	45 41 54 N 76 36 28 W
53.	crib and legend (11)	45 41 53 N 76 36 28 W
54. Amend	crib legend to read known depth over "(8)"	45 41 29.5 N 76 36 53 W
55.	crib legend to read known depth	45 41 21.5 N 76 37 05.5 W

	over "(8)"	
56. Delete	crib and legend (11)	45 41 19 N 76 37 09 W
57.	crib	45 40 01 N 76 37 49 W
58.	crib	45 39 52 N 76 37 44.5 W
59.	crib and legend (9)	233° 175ft from southwest corner of building
60. Amend	crib legend to read known depth over "(8)"	155° 255ft from southeast corner of wharf where it meets the shoreline
(AMA8035-10-35)		(DFO-C97-037)

***484(P) LAKE ONTARIO - COBOURG HARBOUR - Light to be changed.**

Charts (Which will be affected) - 2054(NAD 27)(1) - LC 2058(2) - 2061(3)

1. Amend	FIR 10s 15m 8M to read "Iso R 2s 15m 8M"	43°57'08".2 N 78°09'53".4W
2.	FIR 10s 50ft 8M to read "Iso R 2s 49ft 8M"	43 57 08.2 N 78 09 53.4W
3.	FIR 10s 49ft 8M to read "Iso R 2s 49ft 8M"	43 57 08.2 N 78 09 53.4W

NOTE: (1) The Canadian Coast Guard proposes to permanently reduce the intensity and change the above-mentioned aid to navigation. Comments on this action are solicited from mariners and the public and should be directed to: Mr. Steven D. Lear, Supervisor, Marine Aids Program, Canadian Coast Guard, 401 King St. W., P.O. Box 1000, Prescott, Ont., K0E 1T0, Tel: (613) 925-2865, (ext. 215) Facs: (613) 925-5540 within three months of the date of this notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit. (2) Digital data products 2054R/M, 2058R/M, 2061R/M, 73064(2058) and 73069(2061) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-14) (CCG-B97-010, DFO-C97-064)

***481 QUÉBEC - OTTAWA RIVER - MATTAWA - Spar buoys.**

Chart - 1554(Sheet 3)(Bald Rock au/to Lac La Cave)(NAD 27)(1-3)

1. Delete	red spar buoy K102	46°19'14" N 78°41'54" W
2.	red spar buoy K104	46 19 23 N 78 42 04 W
3.	green spar buoy K105	46 19 25 N 78 42 14 W

(AMA8035-10-5-14) (CCG-B97-019, DFO-C97-071)

***480 ONTARIO - TRENT-SEVERN WATERWAY - BALSAM LAKE - Submarine cable.**

Chart - 2025(Sheet 2)(Balsam Lake)(NAD 27)(1)

1. Add	submarine cable	from 44°34'03".5 N 78°50'33" W
--------	-----------------	--------------------------------

to 44 34 06.5 N 78 50 37.5 W

NOTE: Digital data product 2025R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-C97-073)

***482 LAKE ERIE - POINT ABINO - Light buoy.**

Chart (Last correction) - LC 2120(NAD 27)(1)(461/97)

Reference: Notice 511(T)/96 cancelled.

1. Add red light buoy "Fl R" marked "EA2" 42°49'39" N 79°05'48" W

NOTE: Digital data products 2120R/M and 73093(2120) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-B97-015, DFO-C97-069)

***503 LAKE ONTARIO - TORONTO HARBOUR - EASTERN GAP - Depths.**

Chart (Last correction) - 2085(NAD 27)(1,2)(145/96)

1. Add depth "7.1" metres 43°37'42".9 N 79°20'55".1 W

2. depth "8.2" metres 43 37 41.1 N 79 20 53.5 W

NOTE: Digital data products 2085R/M and 73008(2085) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-C97-066)

***504 LAKE ONTARIO - TORONTO HARBOUR - WESTERN GAP - Depths.**

Chart (Last correction) - 2085(NAD 27)(1-5)(503/97)

1. Add depth "8" metres 43°37'35" N 79°24'30".2 W

2. depth "8" metres 43 37 36.3 N 79 24 27.6 W

3. depth "7" metres 43 37 41.4 N 79 24 20.9 W

4. depth "7.8" metres 43 37 42.6 N 79 24 18.7 W

5. depth "7.8" metres 43 37 42.5 N 79 24 22.3 W

NOTE: Digital data products 2085R/M and 73008(2085) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-C97-076)

***479 LAKE HURON - GEORGIAN BAY - OWEN SOUND HARBOUR - Buoys.**

Charts (Last correction) - 2213(NAD 83)(1,2)(258/96) - LC 2282(NAD 83)(3)(New Ed., June/96)

- | | | |
|---------------|---------------------|--------------------------------|
| 1. Reposition | green light buoy T9 | from 44°37'04".5 N 80°54'59" W |
| | | to 44 37 02 N 80 55 08 W |
| 2. | green spar buoy T11 | from 44 35 17 N 80 56 07 W |
| | | to 44 35 08 N 80 56 12 W |
| 3. | green light buoy T9 | from 44 37 00.2 N 80 55 07.5 W |
| | | to 44 37 02 N 80 55 08 W |

NOTE: Digital data products 2213R/M, 2282R/M, 73076(2282), 73077(2282), 73078(2282), 73079 (2282) and 73123(2213) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-13)

(CCG-D97-012, 013, DFO-C97-074)

***502 MANITOBA - LAKE WINNIPEG - WARREN LANDING - Racon.**

Charts - 6258(NAD 83)(1) - 6241(2)

- | | | |
|-----------|---------------------------------|---------------------------|
| 1. Delete | magenta circle and legend Racon | 53°36'42" N 97°56'53.5" W |
| 2. | magenta circle and legend Racon | 53 37 28 N 97 58 00 W |

(AMA8035-10-18-6)

(CCG-D96-039, DFO-C97-062)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Labrador and Hudson Bay, Sixth Edition, 1988 —

Page 143 — After paragraph 110

Add: 110.1 A **light** (276.2) is shown from a mast
with a red daymark on Spear Point.

Page 144 — Paragraph 122, lines 1 and 2

Delete: 13 feet (4 m)

Replace by: 14 feet (4.3 m)

Page 149 — Paragraph 168.1, line 1 (Re: correction promulgated in Bi-weekly Edition No. 20/94)

Delete: 14 feet (4.3 m)

Replace by: 15 feet (4.6 m)

Page 149 — Paragraph 168.1, line 4 (Re: correction promulgated in Bi-weekly Edition No. 20/94)

Delete: 4 feet (1.2 m)

Replace by: 2 feet (0.6 m)

Page 149 — Paragraph 168.1, after last line

Add: Port hand light **buoy** NW5, marking the
previous shoal is moored close off the west entrance
point to the Williams Harbour. Another shoal with a
least depth of 20 feet (6.1 m) lies about 0.33 mile
WSW of the same point.

Page 149 — After paragraph 175

Insert: 175.1 A **light** (270.1) is shown from a mast
with a red daymark on Cape St. Francis.

Page 250 — Before paragraph 340

Delete: 4748

Replace by: 5052

Page 250 — Paragraph 340, lines 10 and 11

Delete: "The charted ... longer exists."

Page 250 — Paragraph 342, lines 5 to 9

Delete: ", but should ... shore of the bay."

Replace by: . An island, 230 feet (70 m) in elevation, with
a small islet lying 0.2 mile east of it, lie at the entrance
to the west shore of the cove. Two shoals with depths
of 15 feet (4.5 m) and 11 feet (3.4 m) extend NW from
the east shore of the bay about 0.6 and 1.4 mile SSW
respectively of the small islet.

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 251 — Top of left column
Page 252 — Top of left column
Page 253 — Top of left column
Page 254 — Before paragraph 384
Page 255 — Before paragraph 405
Page 256 — Top of left column
Page 257 — Top of left column
Page 257 — Before paragraph 422
Page 257 — Before paragraph 425
Page 259 — Top of left column
Page 260 — Top of left column
Page 260 — Before paragraph 450
Page 260 — Before paragraph 453
Page 261 — Top of left column

Delete: 4748

Replace by: 5052

Page 251 — Paragraph 354, after last line

Add: A rock drying 1 foot (0.3 m) lies 0.4 mile NW
of the SW tip of Dolphin Island.

Page 251 — Paragraph 359, line 8

Delete: 7 feet (2.1

Replace by: 10 feet (3

Page 252 — Paragraph 363, line 4 — after **Challenger Rock**

Insert: with a least depth of 3 feet (0.9 m)

Page 252 — Paragraph 365, line 7

Page 252 — Paragraph 368, line 5

Delete: 28-foot (8.5 m)

Replace by: 27-foot (8.3 m)

Page 252 — Paragraph 370, lines 1 and 2

Delete: "with ... them, lying"

Replace by: drying 4 feet (1.2 m) lie

Page 254 — Before paragraph 382, after '5049'

Page 255 — Before paragraph 403, after '5049'

Page 257 — Before paragraph 421, after '5049'

Insert: 5052

Page 254 — Paragraph 385, line 6

Delete: 28-foot (8.5 m)

Replace by: 27-foot (8.3 m)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 255 — Paragraph 403, line 13

Delete: awash

Replace by: drying 2 feet (0.6 m)

Page 256 — Paragraph 406, line 3

Delete: 29 feet (8.8 m)

Replace by: 9 feet (2.7 m)

Page 256 — Paragraph 406, line 6

Delete: 20 feet (6.1

Replace by: 17 feet (5.3

Page 256 — Paragraph 406, line 9

Delete: 10 fathoms (18.3 m)

Replace by: 7 fathoms (13.4 m)

Page 256 — Paragraph 408, last line

Delete: 4 fathoms (7.3 m)

Replace by: 3 fathoms (6.1 m)

Page 256 — Paragraph 409, line 3 – after **Hill**"

Insert: is

Page 256 — Paragraph 409, lines 5 to 7

Delete: ", has a conspicuous ... through the passage"

Page 256 — Paragraph 411, lines 2 and 3

Delete: 8 feet (2.4 m)

Replace by: 13 feet (4 m)

Page 256 — Paragraph 411, line 4

Delete: with 2 feet (0.6 m) over it lies 0.4

Replace by: drying 1 foot (0.2 m) lies 0.3

Page 256 — Paragraph 411, line 5

Delete: 32 feet (9.8 m)

Replace by: 31 feet (9.5 m)

Page 256 — Paragraph 411, lines 6 and 7

Delete: 40-foot (12.2 m)

Replace by: 44-foot (13.4 m)

Page 256 — Paragraph 411, line 8 – after "spit"

Insert: with a least depth of 12 feet (3.7 m) at its outer end

Page 256 — Paragraph 411, line 9

Delete: 23-foot (7 m)

Replace by: 24-foot (7.2 m)

Page 256 — Paragraph 411, line 11

Delete: 6 feet (1.8 m)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Replace by: 0 foot (0.1 m)

Page 256 — Paragraph 418, lines 1 and 2

Delete: not been surveyed

Replace by: only been surveyed to about 1.2 miles east of
its entrance

Page 261 — Before paragraph 461

Delete: *Chart 4748*

Page 261 — Paragraph 462, line 5

Delete: or less

Page 261 — Paragraph 462, line 6

Delete: 26-foot (7.9 m)

Replace by: 38-foot (11.6 m)

Page 261 — Paragraph 463, line 8

Delete: 23 feet (7 m)

Replace by: 21 feet (6.4 m)

Page 261 — Paragraph 464, line 5

Delete: 2-fathom (3.7 m)

Replace by: 3-fathom (5.2 m)

Gulf of St. Lawrence, First Edition, 1992 —

Page 47 — Paragraph 118, last line

Add: A visible wreck lies at the end of the cape.

Page 49 — End of Chapter II

Cancel **MILLERAND**Diagram

Replace by new diagram attached at the end of **Section IV** of this monthly Edition.

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

Page 79 — Paragraph 182, line 6

Delete: tower

Replace by: mast

Page 84 — Paragraph 239, line 4

Delete: white tower

Replace by: tower with red and white daymark on three sides

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins, First Edition, 1992 —

Page 64 — Paragraph 135, lines 5 and 6
Delete: “The breakwaters ... in ruins.”

Page 64 — Paragraph 135, last line – after “enter”
Add: in the channel which is bordered on either
 side by a breakwater

Page 72 — Paragraph 229, lines 5 and 6
Delete the last sentence.

ATL 111 — St. Lawrence River — Île Verte to Québec, First Edition, 1992 —

Page 24 — Cancel **LÉVIS** diagram
Replace by new diagram attached at the end of **Section IV** of this monthly Edition.

Page 24 — Delete paragraph 97
Replace by: ⁹⁷ A **marina** (Parc Nautique Lévy (1984)
 Inc.), protected by breakwaters, is in a basin,
 situated on the south shore of the river, 1.3 miles
 above the ferry wharf. (See the Appendix for
 facilities.) The entrance to the basin is partially
 obstructed by a pontoon which is used for a boom
 installation in case of an oil spill. The pontoon is
 connected to the outer end of the south breakwater
 by a submarine cable; ships should not drag their
 anchors in the entrance. Two private lights are on
 the outer end of the north breakwater.

Page 26 — Paragraph 112, line 10
Page 26 — Paragraph 115, line 6
Delete: 50 m (164 ft)
Replace by: 49 m (161 ft)

Page 27 — **Table 2.2 Port of Québec : Ports Canada Wharves and Facilities**
Change the following information in the “**Depth**” column.

Berth	Depth m (ft)
5	*5,3 (*17)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS**Page 28 — Table 2.3 Port of Québec : Private Berths**

Change the following information in the **“Depth”** column.

Berth	Depth m (ft)
72	*4.3 (*14)
78	*5.3 (*17)
95	*9.3 (*30)

Page 54 — Delete paragraph 122.

ATL 112 — St. Lawrence River — Cap-Rouge to Montréal, First Edition, 1992 —

Page 23 — Delete paragraph 77.

Page 24 — **Table 2.2 Port of Sorel Wharves**(Re: correction promulgated in Editions Nos. 19/92 and 6/96)

Change the following information in the **“Depth”** column.

Berth	Depth m (ft)
5	8.8 (29)
6	6.6 (22)

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

Page 3 — Paragraph 20, lines 6 and 7

Delete: “The canal ... walls.”

Replace by: The width of the canal is 225 feet (68.6 m)
at the downstream approach wall and 476 feet
(145 m) at the upstream approach wall.

Page 3 — Paragraph 21, lines 6 and 7

Delete: 134 and 123 feet (40.8

Replace by: 135 and 123 feet (41.3

Page 4 — Paragraph 26, line 5

Delete: 123 feet (37.5 m)

Replace by: 122 feet (37.2 m)

Page 5 — Paragraph 36, line 2

Delete: 127 feet (38.7 m)

Replace by: 128 feet (39 m)

CEN 302 — Lake Ontario, First Edition, 1996 —

Page 60 — Paragraph 264, line 5 – after “(27 ft).”

Insert: The channel had a depth of 7 m (23 ft) in 1997.

CEN 303 — Welland Canal and Lake Erie, First Edition, 1996 —

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 28 — After paragraph 94

Insert: ^{94.1} There is (1997) a privately maintained **light** 0.4 mile NE of Evans Point. This light is reported to be a white strobe light shown at an elevation of 15 m (49 ft) from a pole near the water's edge. The light marks the concrete launching **ramp** of *Austin's Trailer Park*. This light is shown only when required by local boaters.

CEN 304 — Detroit River, Lake St Clair, St. Clair River, First Edition, 1996 —

Page 18 — Paragraph 13, line 1

Delete: , well marked by buoys.

Great Lakes, Volume 2, Seventh Edition, 1993 —

Page 90 — Paragraph 82, line 3

Delete: 55 feet (16.8 m)

Replace by: 64 feet (19.5 m)

Page 90 — Paragraph 92, line 3

Cancel correction promulgated in Monthly Edition No. 9/96

Delete: 23 feet (7 m)

Replace by: 27 feet (8.2 m)

Small Craft Guide, Rideau Waterway and Ottawa River, Second Edition —

Chapter VII — Delete paragraph 122

Replace by: ¹²²**Wharf**. — The Public wharf at Fassett is protected with rocks; a launching ramp and pontoons are at the outer end.

Chapter VIII — Delete paragraph 20.

Chapter VIII — Paragraph 30, second sentence

Delete: and is well marked with buoys

Chapter VIII — Paragraph 73, last line

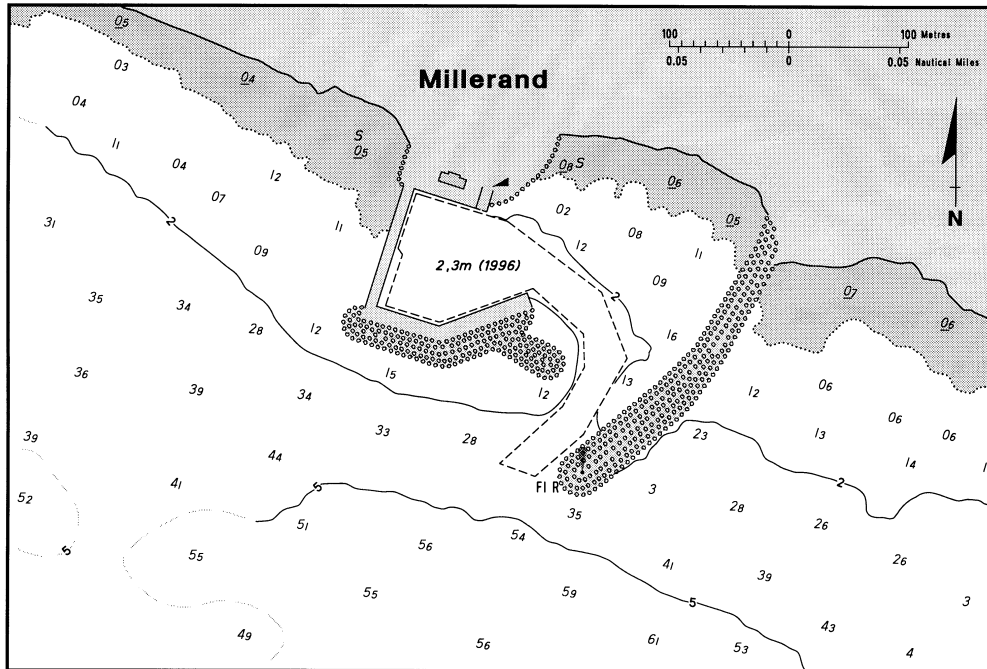
Cancel correction promulgated in Monthly Edition No. 7/97.

Chapter VIII — Delete paragraph 77.1

Replace by: ^{77.1}**Buoy**. — South cardinal buoy "OKA" marks a **rock awash** 1.2 miles north of Pointe Cadieux.

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

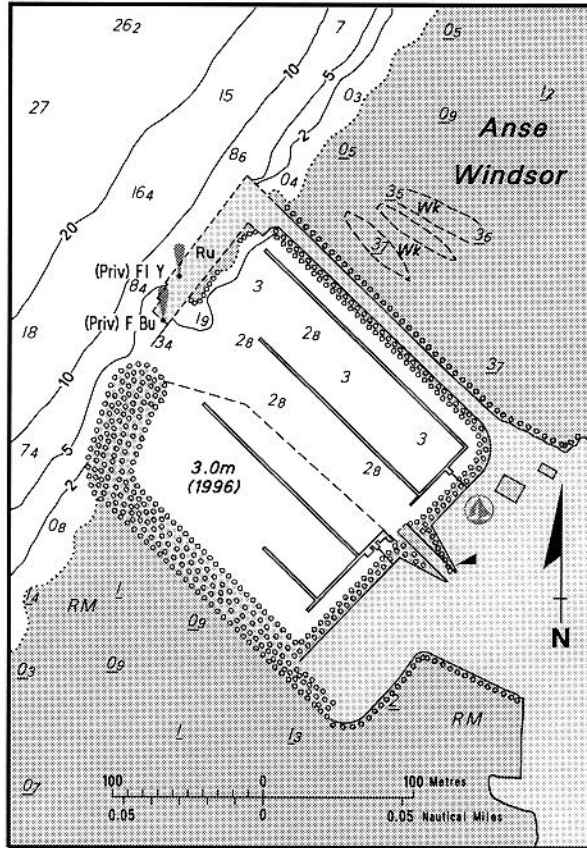
MILLERAND (Scale 1:5 000)



SOURCES: Surveyed by the Department of Public Works and Government Services, 1986-1996.

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

LÉVIS (Scale 1:5 000)



SOURCES: Surveyed by the Canadian Hydrographic Service in 1988.

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

Newfoundland

270.1	Cape St. Francis	52 33 52 55 42 06	FI	W	6s	2.1	Mast; red daymark.	Seasonal.			Chart:5179 494/97
276.2	Spear Point	52 26 38 55 37 48	FI	W	3s	2.1	Mast, red daymark.	Flash 0.5s, eclipse 2.5s Seasonal			Chart:5031 512/97

Inland Waters

94.2	Pointe au Foin upstream range	45 12 59.8 74 17 24.5	Iso	R	4s	14.2	White circular tower on a white circular crib, fluorescent orange triangular daymark, black vertical stripe. 9.1	Visible in line of range. Year round.			
94.3		029°08' 299.7m from front.	F	R		20.0		White skeleton tower on a white circular crib, fluorescent orange triangular daymark, black vertical stripe. 12.2	Visible in line of range. Year round.			Chart:1412 Edn. 9/97
366	Jackstraw Shoal	N. side of channel, E. of Gananoque. 44 19 31.2 76 07 09.4	FI	R	4s	7.6	White circular tower, red upper portion. 6.1	Year round.			Chart:1438 Edn. 9/97
379	Banford Point (Wolfe Island)	On S. side of island. 44 12 26.6 76 14 18.1	FI	R	4s	9.1	White circular tower, red top. 6.1	Year round.			Chart:1438 Edn. 9/97
553.2	Point Abino light buoy EA2	42 49 39 79 05 48	FI	R	4s	Red, marked "EA2".				Chart:2120 482/97
834	Squaw Point Shoal light buoy T9	W. of shoal. 44 37 02 80 55 08	FI	G	4s	Green, marked "T9".	Seasonal.			Chart:2213 479/97
1624	Warren Landing light buoy	53 37 28 97 58 02	Mo(A)	W		Red and white vertical stripes.	Year round. Delete racon.			Chart:6241 502/97

Atlantic

114.5	Rowans Point light buoy JE6								Delete from List.			Chart:4141 Edn. 9/97
114.5	Rowans Point light buoy JE2	45 16 15 66 05 21	FI	R	4s	Red, marked "JE2".	Year round.			Chart:4141 Edn. 9/97

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 (cont'd)

639 H3504	Country Island	S. side of island. 45 05 59.8 61 32 31.9	Fl W 20s	16.5	14	White tower. 13.7	Flash 2 s; eclipse 18 s Emergency light. Year round. Horn - Blast 6s; sil. 54s Horn points 180°. Seasonal.	Chart:4233 Edn. 9/97
1248.1	Shippegan South Gully light buoy TJ5	47 42 42.8 64 39 43.3	Fl G 4s	Green, marked "TJ5".		Chart:Nil Edn. 9/97
1248.2	Shippegan South Gully light buoy TJ6	47 42 43.4 64 39 40.1	Fl R 4s	Red, marked "TJ6"	Winter spar.	Chart:Nil Edn. 9/97
1248.3	Shippegan South Gully light buoy TJ7						Delete from List.	Chart:Nil Edn. 9/97
1248.4	Shippegan South Gully light buoy TJ8						Delete from List.	Chart:Nil Edn. 9/97
1248.6	Shippegan Gully breakwater light buoy TJ10	47 43 03.3 64 39 52.4	Fl R 4s	Red, marked "TJ10".		Chart:Nil Edn. 9/97
1719 H2056	Pointe de Manicouagan Racon -- (X) X & S Band	On point. 49 06 04.3 68 11 39.7	Fl W 5s	38.1	15	Skeleton tower. 30.5	Flash every 5 s Emergency light. Radar reflector. Year round.	Chart:1236 Edn. 9/97
2050 H2370	Gentilly range Racon -- (K) X & S Band	N. of Gentilly. 46 25 48 72 15 46.9	F G	7.9	White tower, fluorescent orange daymark.	Operates at night only. Visible in line of range. Year round.	Chart:1313 Edn. 9/97
2051 H2370.1		197°45' 2596.7m from front.	F G	30.8	Skeleton tower, white enclosed upper portion, fluorescent orange slatwork daymark, black vertical stripe.	Visible in line of range. Operates at night only. Year round.	
2119.5 H2400	Nicolet Sector Racon -- (G) X & S Band	On pier. 46 15 27 72 39 03	Iso W 2s Iso G 2s	8.8	8 5	Black and white square tower. 6.1	White from 353° through N. and E. to 173°; green from 173° through S. and W. to 353°. Operates at night only. Radar reflector. Year round.	Chart:1312 Edn. 9/97

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)

2137.2 H2405	Yamachiche Curve West range Racon -- (M) X & S Band	46 12 18.6 72 49 49.1	F	W	10.5	White circular tower, fluorescent red daymark, black vertical stripe.	Operates at night. Visible in line of range. Year round.	
2137.3 H2405.1		236° 763m from front.	F	W	25.5	White tower, fluorescent orange daymark. 12.8	Operates at night. Visible in line of range. Year round.	
Chart:1337 Edn. 9/97									
2143 H2408	Lac St-Pierre Upstream (Curve Louiseville) range Racon -. (N) X & S Band	On pier in water. 46 11 10.6 72 54 58.2	F	G	12.1	14	Circular tower, fluorescent orange daymark. 3.3	FG light is visible in line of range. Radar reflector. Year round.	
			Fl	G	6s	11.6	4	Fl G light operates at night only and is visible 360°.	
2143.5 H2408.1		249°57' 914.4m from front.	F	G	22.9	14	Skeleton tower, fluorescent orange square daymark. 15.8	FG light is visible in line of range. Radar reflector. Year round.	
			Iso	R	2s	24.4	5	Iso R light operates at night only and is visible 360°.	
Chart:1312 Edn. 9/97									
2153.3 H2411	Maskinongé Curve	S. side. 46 09 24.4 72 56 28.6	Iso	Y	2s	13.9	7	Circular tower, red and white horizontal bands. 4.0	Operates at night only. Visible 360°. Year round.
Chart:1312 Edn. 9/97									
2166 H2414	Île aux Raisins range Racon --. (K) X & S Band	N. edge of island. 46 06 10.6 72 57 54	F	G	9.4	Tower, fluorescent orange daymark. 5.8	Visible in line of range. Year round.	
2167 H2414.1		193°01' 573.3m from front.	F	G	29.9	Skeleton structure, fluorescent red slatwork daymark. 33.6	Visible from side. Year round. Visible on a bearing from 103° to 193° through S.	
Chart:1312 Edn. 9/97									
2294.5	Contrecoeur light buoy M37							Delete from List.	Chart:1338 488/97
2313.05	Light buoy M49							Delete from List.	Chart:1339 488/97
2313.06	Light buoy M50							Delete from List.	Chart:1339 488/97
2322.2	Verchères light buoy VEA							Delete from List.	Chart:1338 488/97
2322.4	Verchères light buoy VEB							Delete from List.	Chart:1339 488/97

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

Atlantic (cont'd)2323 *Light buoy M77**Delete from List.***Chart:1339
488/97**2331.5 *Île Bellegarde light
buoy M116**Delete from List.***Chart:1339
488/97**

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

Navigating Officer or Observer: _____ Captain: _____

Ship (or address) _____

If Merchant Vessel add Line or

Company with Head Office address: _____

General locality: _____

Subject: _____

Approx. position: _____ Lat. _____ Long. _____

Chart No. used to plot: _____ (Corrected to N/N No. _____ of 19 _____) Publications
affected: (Quote Volume and page) _____

* Full details (Attach additional sheets as necessary)

Time (UTC) _____ Date _____

INSTRUCTIONS:

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

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

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

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

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

OR

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

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