



WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

647 to 702

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

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

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tides unless otherwise indicated.

Original Canadian Information - A star (*) adjacent to the Notice number indicates that this notice is based on original Canadian information.

Distances may be calculated as follows:

1 nautical mile	= 1 852 metres (6,076.1 feet)
1 statute mile	= 1 609.3 metres (5,280 feet)
1 metre	= 3.28 feet

Temporary & Preliminary Notices are indicated by a (T) or a (P) after the Notice number. Nautical charts and publications are not hand amended for Temporary (T) and Preliminary (P) Notices to Mariners. Listings of Charts Affected by Temporary and Preliminary Notices to Mariners are revised and promulgated quarterly, in Section I. Reference should be made to the latest published listing and to the monthly editions of Notices to Mariners published subsequently.

Please note that, in addition to the temporary and preliminary changes normally advertised as (T) and (P) Notices, there are a significant number of permanent changes to navigational aids that have been advertised as Preliminary Notices to Mariners while charts are being updated for new editions.

Marine Information Report & Suggestion Sheet - Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to publications are seen to be necessary. Such communications can be made using the *Marine Information Report & Suggestion Sheet* inserted on the last page of each monthly edition of *Notices to Mariners*.

Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page *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.

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 reçus 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

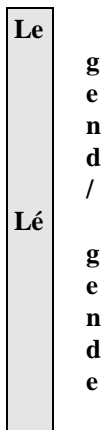
GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS: Make / Fabricant : _____ Model: _____

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



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 USER

The Canadian Coast Guard Marine Aids Modernization Program

- The Canadian Coast Guard is initiating an aids to navigation modernization program which takes advantage of modern technology and will result in a more equitable, safe, cost-effective and environmentally friendly service across Canada. Low maintenance buoys, solar power, the elimination of diesel power and the application of national provision and design standards, will be used to realize these objectives.
- In consultation with local users, aids to navigation which are redundant, exceed the national standards or should not be publicly funded, will be downsized, privatized or discontinued.
- Regional plans as well as detailed Notices to Shipping and Notices to Mariners will be issued and distributed in the usual manner in advance of all changes to aids to navigation. All users are encouraged to participate in local consultations and to monitor these Notices. It will be every user's responsibility to adapt to the changes and to take the appropriate measures.

1. Redundant Aids to Navigation

Many conventional aids to navigation were established for commercial mariners who now use radar. As a result these users no longer require as many landfall shore lights, large lighted buoys and fog signals and support their discontinuance.

However, before these commercially redundant marine aids are removed, the Coast Guard is assessing, where required, the local needs of small craft operators and redesigning the old commercial aids to meet these needs within national provision policies and design standards.

Coast Guard policy does not provide for the retention of fog horns for pleasure craft, due to the high cost to provide such a service across Canada. However, where practical and where there is local support, the existing redundant fog horns are being transferred to local authorities at no cost.

The conversion of lightstations to solar power allows major economic and environmental benefits by allowing removal of fuel tanks and diesel generators. Although this eliminates the need for many structures, the Coast Guard will protect all heritage lightstations through continued operation or transfer to provincial, municipal or other authorities for local use.

2. Aids to Navigation Standards

In consultation with local users, all aids to navigation systems across Canada are under review. National system design standards will be used to assess these systems. Systems that do not meet these standards will be upgraded; those systems that exceed them will be downsized.

Adjustments in some channels will result in an increase or a decrease in the number of buoys and/or the conversion of some lighted buoys to unlighted buoys displaying reflective material.

3. Private Aids to Navigation

Although Coast Guard policy does not provide for the establishment of aids to navigation in inadequately charted waters, or where the traffic volume does not justify the cost of the system, some have been established in the past. These aids to navigation will be transferred to local authorities at no cost, with Coast Guard retaining design and regulatory authority under the *Private Buoy Regulations*

NEW INITIATIVES

The Canadian Coast Guard is also introducing a new differential correction service to augment the satellite-based Global Positioning System (GPS), with 18 transmitting stations fully operational in 1998.

This Differential Global Positioning System (DGPS), will improve the accuracy and integrity of GPS and will enable mariners who are equipped with the appropriate receivers to identify their precise position in most major southern Canadian waters, including the Great Lakes and the St. Lawrence River.

The use of DGPS in conjunction with Electronic Chart Display and Information Systems (ECDIS), will greatly improve navigation accuracy. The expanding use of this new technology is expected to increase marine safety and thus provide greater environmental protection to Canadian waters. It is also believed that implementation of DGPS will allow further adjustment to conventional aids in the future.

All mariners and shipowners are encouraged to equip their vessels with GPS receivers which have the capability to receive the Differential signals, particularly where there is frequent risk of reduced visibility.

The Canadian Coast Guard believes that the availability of GPS, particularly when augmented by the Differential service, will make Loran C obsolete. Consultations are underway to assess the impact of discontinuing Loran C in Canada.

NOTE: This Notice supersedes previous Notice to User concerning the Canadian Coast Guard Marine Aids Modernization Program.

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

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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***701 CANADIAN HYDROGRAPHIC SERVICE Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
<hr/> 1. New Editions. <hr/>					
	<u>British Columbia/Colombie-Britannique</u>				
3459	Approaches to/Approches à Nanoose Harbour	1:15 000	Oct. 24/97	2	\$20.00
	NOTE: This chart incorporates and cancels Notice 619(P)/92.				
LC 3463	Strait of Georgia - Southern Portion/Partie Sud	1:80 000	Oct. 3/97	2	20.00
<hr/>					
(AMA8035-10-35)				(DFO-H97-081)	

***660 HUDSON BAY - MELVILLE BAY AND PRAIRIE BAY - Chart amendment.**

Charts (Last correction) - 5396(1)(657/97) - 5427(2,3)(657/97)

1. Amend	legend (See Chart 5445) to read "(See Chart 5628)"	62°46'16" N 91°50'42" W (approx)
2. Delete	legend Chart 5445	62 44 15 N 91 52 09 W
3. Add	legend "Chart 5628"	62 46 57 N 91 55 04 W
(AMA8035-10-35)		(DFO-C97-129)

***657 HUDSON BAY - RANKIN INLET - Towers.**

Charts (Last correction) - 5628(NAD 83)(1-4,7)(New Edition, August/97) - 5427(5,6,8)(639/97) - 5396(5,8)(639/97)

1. Delete	radiobeacon	62°48'49".4 N 92°06'03".5 W
2. Delete	aeronautical light	62 48 37.6 N 92 06 05.7 W
3. Add	tower "Ro Tr R Lts (48)" metres	62 48 36.8 N 92 06 10.4 W
4. Add	tower "Ro Tr R Lts (46)" metres	62 48 37.4 N 92 06 12 W
5. Delete	radiobeacon	62 48 48 N 92 06 04 W
6. Add	tower "Ro Trs R Lts (157)" feet	62 48 36 N 92 06 10 W
7. Add	aeronautical radiobeacon "Aero RC, W Lts (70)" metres	62 49 30.4 N 92 06 34 W
8. Add	aeronautical radiobeacon "Aero RC, W Lts (230)" feet	62 49 29 N 92 06 34 W
(AMA8035-10-35)		(DFO-C97-103)

***665 UNITED STATES, WEST COAST - STRAIT OF GEORGIA - OFF POINT ROBERTS - Wreck.**

Chart (Last correction) - 3492(NAD 83)(1)(613/97)

1. Add	dangerous wreck, depth unknown and legend "PA"	48°58'04".4 N 123°02'25".7 W
(AMA8035-10-35)		(DFO-P97-063)

***651 BRITISH COLUMBIA - MAYNE ISLAND - GEORGINA POINT - Fog signal.**

Charts (Last correction) - 3473(Plan, Active Pass)(NAD 27)(1)(432/97) - 3442(NAD 27)(1)(613/97) - LC 3462(NAD 27)(1)(573/97) - LC 3463(NAD 27)(1)(522/97) - 3313(Sheet 9)(Galiano Island)(NAD 83) (2) - 3313(Sheet 11)(NAD 83)(2)

Reference: Notice 327(P)/97.

1. Delete	legend Fog Sig 30s	48°52'24".5 N 123°17'24".5 W (approx)
2. Delete	legend Fog Sig 30s	48 52 23.8 N 123 17 29.1 W (approx)

NOTE: Digital data products 3442R/M, 3462R/M, LC 3463R/M, 3473R/M, 70005(3442), 70006(3473), 70145(3463) and 70150(3462) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-21)

(CCG-P97-039, DFO-P97-062)

***652 BRITISH COLUMBIA - STRAIT OF GEORGIA - OFF SNAKE ISLAND - Wreck and buoys.**

Charts (Last correction) - 3458(NAD 83)(1-3)(614/96) - 3443(NAD 27)(4)(432/97) - 3313(Sheet 20) (NAD 83)(1-3)

- | | | |
|--------|--|-----------------------------------|
| 1. Add | wreck, depth known "17" metres "8" decimetres, "Wk, HMCS SASKATCHEWAN" | 49°12'56".1 N 123°53'09" W |
| 2. Add | yellow and white spar buoy and legend "3 buoys/bouées Priv" | 49 12 56.1 N 123 53 09 W (approx) |
| 3. Add | orange and white spar buoy and legend "5 mooring buoys/bouées d'amarrage Priv" | 49 12 56.1 N 123 53 09 W (approx) |
| 4. Add | wreck, depth known "17" metres "8" decimetres, "Wk, HMCS SASKATCHEWAN" | 49 12 56.8 N 123 53 04.2 W |

NOTE: Digital data products 3443R/M, 3458R/M, 70070(3443), 70078(3313), 70089(3458) and 70090(3313) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-060)

***697 BRITISH COLUMBIA - DISCOVERY PASSAGE - QUADRA ISLAND - CAPE MUDGE - Light.**

Charts (Last correction) - 3540(NAD 83)(1)(638/96) - 3538(NAD 83)(1)(638/96) - 3539(NAD 83)(1) (241/97) - LC 3513(NAD 27)(2)(522/97) - 3312(Sheet 18)(NAD 27)(3)

- | | | |
|----------|---|---------------------------------------|
| 1. Amend | F FI WR 5s 18m to read "FI WR 5s 18m" | 49°59'54".8 N 125°11'44".2 W (approx) |
| 2. Amend | F FI WR 5s 18m 17M to read "FI WR 5s 18m 17M" | 49 59 55 N 125 11 39 W (approx) |
| 3. Amend | F FI WR 5s 18m to read "FI WR 5s 18m" | 49 59 55 N 125 11 39 W (approx) |

NOTE: Digital data products 3513R/M, 3538R/M, 3539R/M, 3540R/M, 70016(3513), 70017(3539) and 70195(3540) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P97-041, DFO-P97-065)

***695(P) BRITISH COLUMBIA - MILBANKE SOUND - BARDSWELL GROUP - Results of survey.**

Chart (Which will be affected) - 3787(NAD 27)(1-36)

- | | | |
|--------|------------------|------------------------------|
| 1. Add | 3 fathoms 2 feet | 52°14'18".6 N 128°26'27".2 W |
| 2. Add | 1 fathom 2 feet | 52°14'00".1 N 128°26'53".6 W |

3. Add	6 fathoms	52 13 51.9 N 128 26 38.2 W
4. Add	2 fathoms 4 feet	52 13 43.2 N 128 26 33.7 W
5. Add	2 fathoms 1 foot	52 11 24.5 N 128 28 23.7 W
6. Add	2 fathoms 3 feet	52 11 05.6 N 128 30 06.8 W
7. Add	2 fathoms 4 feet	52 10 30.9 N 128 30 54.9 W
8. Add	2 fathoms 4 feet	52 10 12.5 N 128 31 17.1 W
9. Add	4 fathoms	52 09 55.1 N 128 31 41.1 W
10. Add	6 fathoms 1 foot	52 09 42.2 N 128 32 34.9 W
11. Add	1 fathom 4 feet	52 09 31.6 N 128 31 50.9 W
12. Delete	10 fathoms	close southwest of (11)
13. Add	rock awash symbol	52 09 16.8 N 128 32 11.8 W
14. Add	0 fathom 5 feet	52 09 14.2 N 128 32 16.8 W
15. Add	3 fathoms	52 09 06.7 N 128 29 54.8 W
16. Delete	9 fathoms	close southeast of (15)
17. Add	1 fathom 4 feet	52 08 59.2 N 128 27 05.1 W
18. Add	0 fathom 4 feet	52 08 50.7 N 128 29 18.5 W
19. Delete	4 fathoms	close westward of (18)
20. Add	4 fathoms	52 08 47.7 N 128 28 28.4 W
21. Add	1 fathom	52 08 46.9 N 128 32 12.9 W
22. Add	2 fathoms	52 08 43.3 N 128 29 13 W
23. Delete	7 fathoms 3 feet	close northeast of (22)
24. Add	2 fathoms	52 08 40.7 N 128 29 45.9 W
25. Delete	8 fathoms	close northward of (24)
26. Add	3 fathoms 4 feet	52 08 33.8 N 128 32 23.9 W
27. Add	3 fathoms 4 feet	52 08 24.1 N 128 31 14.3 W
28. Add	3 fathoms 2 feet	52 08 21.3 N 128 31 34.6 W
29. Add	4 fathoms 4 feet	52 08 16.5 N 128 29 57.1 W
30. Add	1 fathom 5 feet	52 07 14.4 N 128 25 35.2 W
31. Add	0 fathom 4 feet	52°07'11".5 N 128°30'38".9 W
32. Delete	5 fathoms 3 feet	close northeast of (31)

33. Add	3 fathoms	52 06 53.5 N 128 25 06.9 W
34. Add	0 fathom 1 foot	52 06 35.6 N 128 26 13.5 W
35. Add	5 fathoms 5 feet	52 06 23.1 N 128 25 36.4 W
36. Delete	12 fathoms	close southward of (35)

NOTE: (1) Digital data product 3787R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.
 (2) A chart amendment patch incorporating the above changes will be available at a later date.

(AMA8035-10-35)

(DFO-P97-069)

***693(P) BRITISH COLUMBIA - MILBANKE SOUND - BARDSWELL GROUP - Results of survey.**

Chart (Which will be affected) - 3728(NAD 27)(1-11)

1. Add	6 fathoms	52°13'51".9 N 128°26'38".2 W
2. Delete	14 fathoms	close southward of (1)
3. Replace	9 fathoms with 3 fathoms	52 09 06.7 N 128 29 54.8 W
4. Replace	10 fathoms with 1 3/4 fathoms	52 08 59.2 N 128 27 05.1 W
5. Add	4 fathoms	52 08 47.7 N 128 28 28.4 W
6. Delete	10 fathoms	close westward of (5)
7. Add	2 fathoms	52 08 43.3 N 128 29 13 W
8. Add	3 3/4 fathoms	52 08 24.1 N 128 31 14.3 W
9. Delete	11 fathoms	close northward of (8)
10. Add	4 3/4 fathoms	52 08 16.5 N 128 29 57.1 W
11. Add	3 fathoms	52 06 53.5 N 128 25 06.9 W

NOTE: (1) A chart amendment patch incorporating the above changes will be available at a later date.
 (2) Digital data products 3728R/M and 70044(3728) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-067)

***694(P) BRITISH COLUMBIA - MILBANKE SOUND - BARDSWELL GROUP - WURTELE ISLAND - Results of survey.**

Chart (Which will be affected) - 3711(Plan, St. John Harbour)(NAD 27)(1-4)

1. Add	2 fathoms 1 foot	52°11'24".6 N 128°28'22".5 W
2. Add	2 fathoms 3 feet	52°11'05".6 N 128°30'06".8 W
3. Add	2 fathoms 4 feet	52 10 30.9 N 128 30 54.9 W
4. Add	1 fathom 1 foot	52 12 33.4 N 128 27 44.2 W

NOTE: (1) A chart amendment patch incorporating the above changes will be available at a later date.

(2) Digital data products 3711R/M and 70041(3711) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-068)

***691 BRITISH COLUMBIA - CHATHAM SOUND - PRINCE RUPERT HARBOUR - GEORGIA ROCK - Chart amendment.**

Charts (Last correction) - 3955(Plan, Porpoise Harbour, Ridley Island and Approaches/et les approches)(NAD 27)(1)(367/96) - 3956(NAD 83)(2)(586/97) - 3957(NAD 83)(2)(617/97)

1. Amend FI G to read "QG" 54°13'15".5 N 130°21'37" W (approx)

2. Amend FI G to read "QG" 54 13 14.5 N 130 21 43.1 W (approx)

NOTE: Digital data products 3955R/M, 3956R/M, 3957RM, 70067(3955), 70074(3957) and 70130(3956) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P97-066)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 126 — Paragraph 178, line 1 – after “breakwater”
Insert: protecting a *marina*

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 91 — Paragraph 558, line 3
Delete correction promulgated in Monthly Edition No. 4/97.
Replace by: A rock, that dries 9 feet (2.7 m), lies in the entrance channel.

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

Page 219 — Paragraph 40, line 2 – after “Point”
Insert: ; a **marina**

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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Pacific

189 G5300	Race Rocks	Great Race Rock. 48 17 53.5 123 31 48	FI	W	10s	36.0	15	Circular tower, black and white bands. 24.4	Flash 0.5 s; eclipse 9.5 s. Emergency light. Year round. Horn - Blast 2s; sil. 3s; blast 2s; sil. 3s; blast 2s; sil. 48s Horn points 155°. Delete radiobeacon.	Chart:3410 Edn #12/97
511 G5580	Cape Mudge Sector	W. extremity. 49 59 54.8 125 11 44.2	FI	W-R	5s	17.7	17	White octagonal tower. 12.2	White 316° through N. and E. to 134°, red 134° to 149°, white 149° to 151°. High intensity white and red flash (0.15s) superimposed every 5s. Emergency light. Horns(2) - Blast 3s; sil. 27s. Horns point 148° and 312°. Horns sound in unison.	Chart:3540 697/97

**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.