



WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

500 to 537

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

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NOTICE TO USERS

NEW NUMBERING SYSTEM FOR THE MONTHLY EDITION

Beginning with Edition 1 of 1998, the monthly editions of Notices to Mariners will now be numbered in blocs of 199. As an example, Edition 1 will be numbered from 100 to 299, Edition 2 from 300 to 499, etc. This administrative measure is necessary in order to allow our Information Section to publish any last minute Notices. Please note, that all numbers will not necessary be used.

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 *xi* 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 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	:	Electronic Chart Display and Information System / Système de Visualisation de Cartes Electroniques et d'Information .

IMPORTANT NOTICE TO USERS

The Canadian Coast Guard Marine Aids Modernization Program

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

1. Redundant Aids to Navigation

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

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

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

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

2. Aids to Navigation Standards

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

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

3. Private Aids to Navigation

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

NEW INITIATIVES

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

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

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

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

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

CENTRAL & ARCTIC REGION

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

Implementation of the following changes will begin within Coast Guard Central and Arctic region on 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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NOTICE 529/98 IS NOT PUBLISHED.

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3443	532	1					
LC 3463	527	5					
	534	5					
3546	532	1					

***532 CANADIAN HYDROGRAPHIC SERVICE Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
<hr/> 1. New Edition. <hr/>					

British Columbia/Colombie-
Britannique

3443	Thetis Island to/à Nanaimo	1:40 000	Jan. 30/98	2	\$ 20.00
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2. Reprint

British Columbia/Colombie-
Britannique

3546	Broughton Strait	1:40 000	July 11/97	2	20.00
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(AMA8035-10-35)

(DFO-H98-030
)***531 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
<hr/> 1. New Charts. <hr/>					

British Columbia/Colombie-Britannique

70113	Juan de Fuca Strait to/à Vancouver Harbour	-----	Oct. 3/97		See Note (2)
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NOTE: This ENC is derived from CHS Chart 3601.

70291	Kyuquot Sound to/à Cape Cook	-----	May 30/97		See Note (2)
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NOTE: This ENC is derived from CHS

Chart 3623.

70297	Roberts Bank	-----	Dec. 12/97	See Note (2)
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NOTE: This ENC is derived from CHS
Chart 3492.

2. New Edition.

British Columbia/Colombie-Britannique

70193	Approaches to/Approches à Nanoose Harbour	-----	Sept. 12/97	See Note (2)
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NOTE: This ENC is derived from CHS
Chart 3459.

(AMA8035-10-35)

(DFO-H98-029)

***533 CANADIAN HYDROGRAPHIC SERVICE Raster Electronic Navigation Chart.**

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
<hr/> 1. New Chart. <hr/>					

Northwest Territories/Territoires du
Nord-Ouest

5405R/M	Port Burwell and Approaches	1:12 000	March 25/88	See Note (2)
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(AMA8035-10-35)

(DFO-H98-031)

***502 CANADIAN HYDROGRAPHIC SERVICE - List of charts not hand-corrected.**

Reference Notice 199/96.

The following is a list of charts which are not hand-corrected after their date of publication.

A list of corrections is available for each of these charts upon request.

1350	2029	3057	6050	6218	6285	6409	6432
1351	2044	3058	6100	6240	6286	6410	6433
1361	2048	3061	6101	6241	6287	6411	6434
1400	2055	3062	6105	6242	6301	6412	6435
1509	2086	3080	6106	6243	6302	6413	6436
1510	2140	3311	6107	6247	6310	6414	6437
1511	2202	3312	6108	6248	6311	6415	6438
1512	2203	3313	6109	6249	6321	6416	6439
1513	2204	3488	6110	6251	6322	6417	6440
1550	2205	3489	6111	6258	6341	6418	6441
1551	2206	4141	6112	6259	6354	6419	6445
1552	2212	4142	6201	6260	6355	6420	6451
1553	2214	4145	6205	6263	6356	6421	6452
1554	2260	6021	6206	6264	6357	6422	6453
1555	2261	6022	6207	6267	6358	6423	6454
2011	2266	6023	6209	6268	6359	6424	6455
2021	2267	6026	6211	6269	6360	6425	6505
2022	2400	6028	6212	6270	6368	6426	6506
2023	3050	6030	6213	6271	6369	6427	6730
2024	3052	6035	6214	6272	6370	6428	C-4
2025	3053	6036	6215	6273	6371	6429	
2026	3055	6037	6216	6274	6390	6430	
2028	3056	6038	6217	6281	6408	6431	

Notices to Mariners for the correction of these charts will still be issued and mariners should continue to correct their own charts.

New printings of these charts are published periodically to bring the charts up-to-date from the latest available information.

Copies of Notices to Mariners for charts that are not hand-corrected may be obtained by writing to Nautical Information, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa, Ontario, K1A 0E6. Please state the latest edition date of chart.

(AMA8035-10-35)

(DFO-H98-012)

***501 CANADIAN HYDROGRAPHIC SERVICE - List of hand-corrected charts for which lists of corrections are available.**

Reference Notice 198/96.

The following is a list of charts which are hand-corrected after their date of publication from information published in Notices to Mariners.

A list of corrections is available for each of these charts upon requests.

<u>Chart</u>	<u>Edition</u>	<u>Chart</u>	<u>Edition</u>	<u>Chart</u>	<u>Edition</u>	<u>Chart</u>	<u>Edition</u>
1310	1994	2043	1973	2218	1984	2292	1989
1338	1984	2049	1985	2221	1984	2293	1975
1339	1983	2050	1985	2222	1984	2294	1989
1340	Cancelled	2053	1985	2223	1984	2297	1975
1352	Cancelled	2054	1985	2225	1991	2298	1975
1409	1987	L/C 2058	1989	2226	1991	2299 (2252)	1983
1410	1987	L/C 2060	1985	L/C 2228	1990	L/C 2300	1980
1411	1984	2061	1977	2235	1987	L/C 2301	1991
1412	1984	L/C 2064	1989	2239	1985	L/C 2302	1985
1413	1987	2067	1985	L/C 2243	1985	2303	1971
1414	1984	2069	1983	L/C 2244	1987	2304	1973
1418	Cancelled	2070	1983	L/C 2245	1986	2305	1971
1419	Cancelled	L/C 2077	1995	2250	1986	2306	1975
1420	Cancelled	2085	1990	2251	1986	2307	1972
1434	1996	L/C 2100	1987	2257	1984	2308	1973
1435	1995	L/C 2110	1987	2258	1989	L/C 2309	1988
1436	1993	L/C 2120	1987	2259	1974	2310	1972
1437	1993	L/C 2121	1987	2268	1989	2311	1972
1438	1995	L/C 2122	1991	2271	Cancelled	2312	1987
1439	1991	L/C 2123	1993	2273	1975	2313	1971
L/C 2000	1989	2165	1991	2274	1990	2314	1986
2006	1987	2181	1989	2282	1988	2315	1988
2007	1982	L/C 2200	1987	L/C 2284	1989	2318	1982
2017	1990	L/C 2201	1984	2286	1983		
2018	1990	2213	1995	2289	1987		
2042	1994	2215	1994	2291	1981		

Copies of Notices to Mariners are available for the above charts back to the edition indicated. They may be obtained by writing to Nautical Information, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa, Ontario, K1A 0E6. Please state the latest edition date of chart.

(AMA8035-10-35)

(DFO-H98-024)

***500 CANADIAN HYDROGRAPHIC SERVICE - Information about conversion to NAD 83**

CHART	REPRINT DATE (Year-Month-Day)	LATITUDE (second)	LONGITUDE (second)
1209	96-08-02	-0.14	+1.68
1233	97-01-03	-0.08	+1.74
1314	96-03-01	-0.09	+1.65
1339	97-01-03	-0.14	+1.51
1412	96-07-05	-0.15	+1.36
1413	96-07-05	-0.17	+1.29
1554	97-08-15	-0.20	+0.83
2225	97-07-11	-0.33	+0.48
2239	96-03-01	-0.19	+0.59
2284	96-06-07	-0.36	+0.42
2294	97-01-24	-0.16	+0.24
3441	96-12-06	+0.65	-4.37
3604	97-06-13	+0.66	-5.47
3747	98-01-02		
Plan :	Port San Juan	+0.76	-4.87
	Nitinat Narrow	+0.75	-4.96
3664	96-04-05	+0.68	-5.29
3728	97-01-24	+0.69	-5.96

3740	96-12-06	+0.78	-6.09
3742	96-08-02	+0.81	-6.09
3747	97-05-30	+0.89	6.10
3773	96-12-06	+0.43	-6.13
3787	97-04-04	+0.68	-5.95
3853	96-04-05	+0.80	-5.95
3902	97-06-27	+0.83	-6.03
4275	96-05-03	-0.20	+2.63
4306	96-06-07	-0.26	+2.38
4381	96-05-03	-0.36	+2.28
4419	96-02-02	-0.18	+2.49
4466	96-03-01	-0.21	+2.33
4531	97-03-14	+0.16	+3.39
4617	97-04-25	+0.18	+3.33

(AMA8035-10-35)

(DFO-H98-011)

***528(P) BRITISH COLUMBIA - GULF ISLANDS - SAMUEL ISLAND - OFF RALPH GREY POINT - Chart amendment.**

Chart (Which will be affected) - 3442(NAD 27)(1,2)

1. Add rock which covers and uncovers 48°48'53".1 N 123°11'11".4 W

2. Replace drying height 0 metre 3 decimetres with 0 metre 6 decimetres close northeastward of (1)

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

(2) Digital data products 3442R/M and 70005(3442) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P98-003)

***534 BRITISH COLUMBIA - MAYNE ISLAND - GEORGINA POINT - Chart amendment.**

Chart (Last correction) - LC 3463(NAD 83)(1)(527/98)

Reference: Notice 651/97.

On certain copies.

1. Delete Fog Sig 30 s 48°52'24".5 N 123°17'24".5 W

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

(AMA8035-10-35)

(DFO-H98-028, CCG-P97-039)

***527 BRITISH COLUMBIA - STRAIT OF GEORGIA - SOUTHERN PORTION - Chart amendment.**

Chart (Last correction) - LC 3463(NAD 83)(1)(440/97)

1. Delete note Campus 49°16'24" N 122°54'18" W (approx.)

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

(AMA8035-10-35)

(DFO-P98-002)

**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.