



Canada

Canada

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JULY 30, 1999

WESTERN EDITION OF NOTICES TO MARINERS

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CANADIAN COAST GUARD

NOTICES

1300 to 1353

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Marine Navigation Services
Directorate
Marine Aids

RECYCLED PAPER

Internet:

<http://www.notmar.com>

ADVISORY

NOTICES TO SHIPPING (WRITTEN AND BROADCAST)

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

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

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

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

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

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

For further information contact your local Canadian Coast Guard office.

Newfoundland

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

Maritimes

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

Laurentian

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

Central & Arctic

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

Pacific

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

EXPLANATORY NOTES

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

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

Visibility of lights is that in clear weather.

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

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

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

Distances may be calculated as follows:

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

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

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

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

Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page *xiii* of each monthly edition. Notification of changes to the mailing addresses, regional issues and/or number of copies required should also be transmitted by means of this form.

Canadian Nautical Charts & Publications - A source list of *Canadian Nautical Charts & publications* is published in *Notice No. 14* of the current *Annual Edition of Notices to Mariners*. The source supply and the prices effective at the time of printing are listed. This list is periodically updated in the monthly edition of *Notices to Mariners*.

NOTE: Cette publication est aussi disponible en français.

DGPS INITIAL OPERATIONAL SERVICE

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

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

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

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

Table of DGPS Reference Stations in Canada					
Station Name	Id. Nos of reference stations	DGPS Station ID	Geog. Position Latitude Longitude	Frequency [kHz]	Bit/s
Cape Race, NFLD	338,339	940	46 46 N 53 11 W	315	200
Cape Ray, NFLD	340,341	942	47 38 N 59 14 W	290	200
Cape Norman, NFLD	342,343	944	51 30 N 55 49 W	310	200
Rigolet, NFLD	344,345	946	54 15 N 58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminiac, NB	332,333	936	47 04 N 64 48 W	319	200
Fox Island, NS	336,337	934	45 20 N 61 05 W	307	200
Western Head, NS	334,335	935	43 59 N 64 40 W	312	200
St.-Jean-sur-Richelieu, QC	312,313	929	45 19 N 73 19 W	296	200
Lauzon, QC	316,317	927	46 49 N 71 10 W	309	200
Riviere du Loup, QC	318,319	926	47 46 N 69 36 W	300	200
Moisie, QC	320,321	925	50 12 N 66 07 W	313	200
Wiaraton, ON	310,311	918	44 45 N 81 07 W	286	200
Cardinal, ON	308,309	919	44 47 N 75 25 W	306	200
Alert Bay, BC	300,301	909	50 35 N 126 55 W	309	200
Amphritrite Pt., BC	302,303	908	48 55 N 125 33 W	315	200
Richmond, BC	304,305	907	49 11 N 123 07 W	320	200
Sandspit, BC	306,307	906	53 14 N 131 49 W	300	200

DGPS RECEIVER - WARNING

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

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

DGPS USER ALERT

The Canadian Coast Guard received reports in March 97 of DGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. Reports indicate that some user equipment does not properly recognize this "do-not-use" correction flag and as a result erroneously processes it as a correction. This can result in position errors as large as 15 kilometers while the receiver is in DGPS mode. DGPS users are advised that they should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.

DISCREPANCY REPORT FOR DGPS USERS

Throughout the service validation period, the Coast Guard will be conducting numerous tests of the differential service. To assist the Coast Guard in this validation testing, mariners are requested to complete the attached anomaly report. Please take note of any DGPS service anomalies you experience and forward the completed form to the Director Marine Aids, Fisheries and Oceans Canada, 200 Kent Street, Station 5130, Ottawa, ON, K1A 0E6.

GPS "ROLLOVER" AUGUST 1999

The Global Positioning System accounts for time by using a number for every week the service is in operation and accounts for the seconds within each numeric week. It counts weeks using a starting point of midnight (0000) on the evening of January 5, 1980 / morning of January 6, 1980 (UTC), and has increased its count by 1 for each week since then. Both week and seconds are broadcast as part of the GPS message provided by the satellites and are used by receivers in their computations. The GPS week number field in this message can only provide for numbers up to 1024 which means that, at the completion of the week 1023, the week number field will roll over from 1023 back to 0. This will occur at midnight 21-22 August 1999. On 22 August 1999, unless repaired, many GPS receivers will claim that it is 6 January 1980.

It will be the responsibility of the user to account for this changeover, the satellite themselves will simply start broadcasting the new week number. How it will affect your particular GPS unit will depend on what brand and model of receiver you have. Some receivers may merely display inaccurate date information, but others may also calculate incorrect navigation information or might stop providing positions. If the rollover hasn't been taken into account at the time your GPS receiver was designed and built, then the unit might have problems. Some units will require a software upgrade. Mariners are advised to consult with the manufacturers of their receiver's compliance to GPS rollover.

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

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

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

User informations / Renseignements sur l'utilisateur

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

Anomaly report / Rapport d'anomalie

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

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

Weather conditions / Conditions météo

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

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

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS : Make / Fabricant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS : Make / Fabricant : Model: _____
Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____
DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____

If yes, please fill below / Si oui, S.V.P. compléter ci-dessous:

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

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

- 1) Fax / Par télécopieur : 613-998-8428 attention AWAD.
- 2) Mail / Par la poste: Director Marine Aids
 Fisheries and Oceans Canada
 200 Kent Street, Station 5130
 Ottawa, ON
 K1A 0E6.

Canada



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.

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. During the period between 1997 and year 2000, these changes will include levels of service adjustments to meet the national standards as well as the reduction of some conventional aids services based on the availability of the Global Positioning System, Differential Global Positioning System (DGPS) and the Electronic Chart Display Information System (ECDIS). The new electronic systems will supplement the remaining conventional aids system, permitting continued maintenance of a safe service at lower cost.

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

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

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

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

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

AIDS TO NAVIGATION SUPERINTENDENT
 101 CHAMPLAIN BOULEVARD, QUÉBEC (QUÉ), G1K 7Y7

CENTRAL & ARCTIC REGION

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

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

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

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Chief, Information and Publications,
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.

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***1300 CANADIAN HYDROGRAPHIC SERVICE - Charts.**

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1. New Editions.					
	CANADA				
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	NORTHWEST TERRITORIES/TERRITOIRES DU NORD-OUEST				
6410	MACKENZIE RIVER – KILOMETRE 330 TO KILOMETRE 390 – FORT SIMPSON TO TRAIL RIVER	1:50 000	April 30/99	4	\$12.00
6411	MACKENZIE RIVER – KILOMETRE 390 TO KILOMETRE 460 – TRAIL RIVER TO CAMSELL BEND	1:50 000	April 30/99	4	12.00
6412	MACKENZIE RIVER – KILOMETRE 460 TO KILOMETRE 510 – CAMSELL BEND TO MCGERN ISLAND	1:50 000	April 30/99	4	12.00
6413	MACKENZIE RIVER – KILOMETRE 510 TO KILOMETRE 580 – MCGERN ISLAND TO WRIGLEY RIVER	1:50 000	April 30/99	4	12.00
6414	MACKENZIE RIVER – KILOMETRE 580 TO KILOMETRE 650 – WRIGLEY RIVER TO THREE FINGER CREEK	1:50 000	April 30/99	4	12.00
6415	MACKENZIE RIVER – KILOMETRE 650 TO KILOMETRE 730 – THREE FINGER CREEK TO SALINE ISLAND	1:50 000	April 30/99	4	12.00
6416	MACKENZIE RIVER – KILOMETRE 730 TO KILOMETRE 810 – SALINE ISLAND TO POLICE ISLAND	1:50 000	April 30/99	4	12.00
6417	MACKENZIE RIVER – KILOMETRE 810 TO KILOMETRE 860 – FORT NORMAN, POLICE ISLAND TO HALFWAY ISLANDS	1:50 000	April 30/99	4	12.00
6418	MACKENZIE RIVER – KILOMETRE 850 TO KILOMETRE 920 – NORMAN WELLS, HALFWAY ISLANDS TO RADAR ISLAND	1:50 000	April 30/99	4	12.00
6419	MACKENZIE RIVER – KILOMETRE 910 TO KILOMETRE 980 – NORMAN WELLS TO CARCAJOU RIDGE	1:50 000	April 30/99	4	12.00
6420	MACKENZIE RIVER – KILOMETRE 980 TO KILOMETRE 1040 – CARCAJOU RIDGE TO HARDIE ISLAND	1:50 000	April 30/99	4	12.00
6421	MACKENZIE RIVER – KILOMETRE 1040 TO	1:50 000	April 30/99	4	12.00

	KILOMETRE 1100 – HARDIE ISLAND TO FORT GOOD HOPE				
6422	MACKENZIE RIVER – KILOMETRE 1100 TO KILOMETRE 1180 – FORT GOOD HOPE TO ASKEW ISLANDS	1:50 000	April 30/99	4	12.00
6423	MACKENZIE RIVER – KILOMETRE 1180 TO KILOMETRE 1240 – ASKEW ISLANDS TO BRYAN ISLAND	1:50 000	April 30/99	4	12.00
6424	MACKENZIE RIVER – KILOMETRE 1240 TO KILOMETRE 1325 – BRYAN ISLAND TO TRAVAILLANT RIVER	1:50 000	April 30/99	4	12.00
	NORTHWEST TERRITORIES/TERRITOIRES DU NORD-OUEST (cont'd)				
6425	MACKENZIE RIVER – KILOMETRE 1325 TO KILOMETRE 1400 – TRAVAILLANT RIVER TO ADAM CABIN CREEK	1:50 000	April 30/99	4	\$12.00
6426	MACKENZIE RIVER – KILOMETRE 1400 TO KILOMETRE 1480 – ADAM CABIN CREEK TO POINT SEPARATION	1:50 000	April 30/99	4	12.00
6427	MACKENZIE RIVER – KILOMETRE 1480 TO KILOMETRE 1540 – POINT SEPARATION TO AKLAVIK CHANNEL	1:50 000	April 30/99	4	12.00
6428	MACKENZIE RIVER – KILOMETRE 1530 TO KILOMETRE 1590 – AKLAVIK CHANNEL TO NAPOIAK CHANNEL INCLUDING AKLAVIK CHANNEL TO AKLAVIK – KILOMETRE 1530 TO KILOMETRE 1597	1:50 000	April 30/99	4	12.00
6431	MACKENZIE RIVER – KILOMETRE 1710 TO KILOMETRE 1766 – EAST CHANNEL, LOUSY POINT TO TUKTOYAKTUK	1:50 000	April 30/99	4	12.00
6452	MACKENZIE RIVER/FLEUVE MACKENZIE – KILOMETRE/KILOMETRE 0-58	1:50 000	April 30/99	4	12.00
6453	MACKENZIE RIVER/FLEUVE MACKENZIE – KILOMETRE/KILOMETRE 58-90	1:50 000	April 30/99	4	12.00

2. Reprints.

	BRITISH COLUMBIA/COLOMBIE-BRITANNIQUE				
LC 3802	DIXON ENTRANCE	1:200 000	May 7/99	2	20.00
	NOTE: This chart is affected by Notice 733(T)/95.				
3960	APPROACHES TO/APPROCHES À PORTLAND INLET	1:40 000	April 16/99	2	20.00

(AMA8035-10-35)

(DFO-H99-088)

***1346(T) CANADA - Safety of offshore exploration and exploitation vessels.**

Reference: Notice 756(T)/99 cancelled.

1998 Annual Edition of Notices to Mariners, No. 20, pages A20-1 to A20-4.

Mariners are advised that offshore exploration and exploitation vessels are conducting drilling operations in the following approximate positions:

Well Name	Drilling Unit	Co-ordinates
Gulf of St. Lawrence NIL		
Mackenzie Delta NIL		
Beaufort Sea NIL Yukon NIL		
Arctic Islands NIL		

For information on Nova Scotia or Newfoundland Offshore activities, please contact C-NSOPB (902)422-5588; C-NOPB (709)778-1400.

NOTE: Mariners are advised to obtain up-to-date position reports on drilling vessels and production installations before entering an area of exploration or exploitation. This information is available by contacting, as appropriate, ECAREG CANADA, NORDREG CANADA or CVTS OFFSHORE via any Marine Communications and Traffic Services Centre (MCTS).

(AMA8035-10-17)

(NEB-H99-003)

***1349 CANADIAN COAST GUARD PUBLICATIONS - 1999 Summary of Temporary and Preliminary Notices.**

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

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

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

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

(AMA8035-10-1)

(CCG-H99-058)

***1347 SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES IN EFFECT JUNE 25, 1999.**

(Revised and promulgated quarterly)
Reference: Notice 754/99 cancelled.

NOTICE	CHART	LOCALITY AND SUBJECT
		(1) MISCELLANEOUS
342(P)/97	- - - -	Canada - Loran-C lattices on nautical charts.
756(T)/99	- - - -	Canada - Safety of offshore exploration and exploitation vessels.
		(2) CANADIAN ARCTIC AND WEST COAST OF GREENLAND
847(P)/89	7740, 7083	Northwest Territories - Larsen Sound -Boothia Peninsula - Results of surveys.
634(P)/96	7371	Northwest Territories - Ellesmere Island - Alexandra Fiord - Off Skraeling Island -Result of survey.
666(P)/96	- - - -	Western Arctic - Great Slave Lake - Curtis Island - Light to be discontinued.
738(P)/96	6311	Northwest Territories - LakeAthabasca - Range lights to be discontinued.
751(P)/96	6311	Northwest Territories - LakeAthabasca - Range lights to be discontinued.
328(P)/98	- - - -	Northwest Territories - FortChipewyan to FortMcMurray - Changes to the buoyage system - 1998.
1510(P)/98	7760, 7733, 7083	Northwest Territories - Simpson Strait - Rae Strait - Shoal depths.
1727(P)/98	7760, 7083	Northwest Territories -Boothia Peninsula - James Ross Strait - Shoal depths.
577(P)/99	- - - -	Manitoba - Lake Winnipeg - Red River - Maintenance dredging.
		(3) BRITISH COLUMBIA INCLUDING VANCOUVER ISLAND, QUEEN CHARLOTTE ISLANDS, FRASER RIVER, U.S. WEST COAST SOUTH TO 48°N., AND PUGET SOUND
967(T)/85	3441, L/C 3462, 3313	Vancouver Island -Saanich Inlet - Off Coal Point and Squally Reach - Moorings established temporarily.
575(T)/92	3313, 3441	Vancouver Island -Saanich Inlet - Patricia Bay - Sub-surface acoustic target established.
702(P)/92	3053	British Columbia - Shuswap Lake - Salmon Arm - Range lights

		established.
784(P)/92	3540, 3312	Vancouver Island - Discovery Passage - Campbell River - Information about fuel barge.
454(T)/93	3490	British Columbia - Fraser River - Sturgeon Bank - Cautionary light buoy established temporarily.
651(T)/93	3419	Juan de Fuca Strait - Esquimalt Harbour - Off Yew Point - ODAS/SADO buoy established temporarily.
669(T)/93	3958, 3964	British Columbia - Prince Rupert Harbour - Current meters established temporarily.
684(T)/93	L/C 3602, L/C 3001, L/C 3000	Off Vancouver Island - Subsurface mooring established temporarily.
279(T)/94	L/C 3000	Off Vancouver Island - Subsurface moorings established temporarily.
301(T)/94	3680, 3623, L/C 3604, L/C 3001, L/C 3000	Off Vancouver Island - Scientific subsurface mooring established temporarily.
303(T)/94	L/C 3604, L/C 3001, L/C 3000	Off Vancouver Island - Scientific subsurface mooring established temporarily.
733(T)/95	LC 3802	British Columbia - Dixon Entrance - Rose Spit -Racon temporarily relocated.
814(P)/96	3682, 3663, 3662	Vancouver Island, West Coast - Approaches toEsperanza Inlet - Shoal depths.
96(P)/97	3682, 3623	Vancouver Island, West Coast -Kyuquot Sound - Entrance to Fair Harbour - Shoal reported.
516(P)/97	3662	Vancouver Island, West Coast - Approaches toEsperanza Inlet - Shoal depth.
693(P)/97	3728	British Columbia - Milbanke Sound - Bardswell Group - Results of survey.
694(P)/97	3711	British Columbia - Milbanke Sound - Bardswell Group - Wurtele Island - Results of survey.
695(P)/97	3787	British Columbia - Milbanke Sound - Bardswell Group - Results of survey.
556(P)/99	3457	British Columbia - Nanaimo Harbour - Newcastle Island Passage - Caution note.
(AMA8035-10-1)		(CCG-H99-056)

***1348 LIST OF CHARTS AFFECTED BY (T) AND (P) NOTICES IN EFFECT JUNE 25, 1999.**

(Revised and promulgated quarterly)

(Reference: Notice 755/99 cancelled)

CHARTS	(T) and (P) NOTICES
L/C 3000	684(T)/93, 279(T)/94, 301(T)/94, 303(T)/94
L/C 3001	684(T)/93, 301(T)/94, 303(T)/94
3053	702(P)/92
3312	784(P)/92
3313	967(T)/85, 572(T)/92
3419	651(T)/93
3441	967(T)/85, 575(T)/92
3457	556(P)/99
L/C 3462	967(T)/85
3490	454(T)/93
3540	784(P)/92
L/C 3602	684(T)/93
L/C 3604	301(T)/94, 303(T)/94
3623	301(T)/94, 96(P)/97
3662	814(P)/96, 516(P)/97
3663	814(P)/96
3680	301(T)/94
3682	814(P)/96, 96(P)/97
3711	694(P)/97
3728	693(P)/97
3787	695(P)/97
LC 3802	733(T)/95
3958	669(T)/93
3964	669(T)/93
6311	738(P)/96, 751(P)/96
7083	847(P)/89, 1510(P)98, 1727(P)/98
7371	634(P)/96
7733	1510(P)98
7740	847(P)/89
7760	1510(P)98, 1727(P)/98

(AMA8035-10-1)

(CCG-H99-057)

***1336 NORTHWEST TERRITORIES - BAFFIN BAY - Depths.**

Charts (Last correction) - 7302(NAD 27)(1,2)(671/90) - 7071(3,4)(671/90)

1. Add	110 metres	76°44'54" N 76°11'30" W
2. Add	150 metres	76 33 48 N 76 36 48 W
3. Add	60 fathoms	76 44 54 N 76 11 30 W
4. Add	82 fathoms	76 33 48 N 76 36 48 W

(AMA8035-10-35)

(DFO-C99-089)

***1330 NORTHWEST TERRITORIES - QUEEN ELIZABETH ISLANDS - HASSEL SOUND - TEMPERANCE BAY - Shoal.**

Charts (Last correction) - 7950(1)(263/95) - 7951(1)(263/95)

1. Add	reported depth of 24m	78°07'17" N 97°54'32".7 W
--------	-----------------------	---------------------------

(AMA8035-10-35)

(DFO-C99-088)

***1312 BRITISH COLUMBIA - FRASER RIVER - TILBURY ISLAND - Lights.**

Chart - 3490(Compartment A-B)(NAD 83)(1-3) - 3490(Compartment B-C)(NAD 83)(1-3)

1. Delete	light F G	49°08'57".3 N 123°02'20".5 W (approx.)
2. Amend	F Y 8 m to read Q Y 8 m	49 08 57.3 N 123 02 20.5 W (approx.)
3. Amend	F Y 17 m to read Iso Y 2 s 17 m	49 09 04.5 N 123 02 10.9 W (approx.)

NOTE: Digital data products 3490R/M, 70015(3490) and 70128(3490) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P99-028)(DFO-P99-035)

***1343 BRITISH COLUMBIA - STRAIT OF GEROGIA - ROBERTS BANK - DELTAPORT - Lights.**

Chart (Last correction) - 3492(NAD 83)(1,2)(330/99)

1.	Replace light FY 7m with a beaconBn	49°01'27".8 N 123°09'12" W
2.	Replace light FY 7m with a beaconBn	49 01 29.8 N 123 09 17 W

NOTE: (1) The lights were removed from the structures. Only the trapezoidal day beacons remain on the structures.

- (2) Digital data products 3492R/M and 70297(3492) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P99-031, DFO-P99-040)

***1340 BRITISH COLUMBIA - APPROACHES TO VANCOUVER - WEST OF FIRST NARROWS - Buoy.**

Charts (Last correction) - 3493(NAD 83)(1)(NewEdn. Dec/98) - 3481(NAD 27)(2)(1318/99) - 3311 (Sheet 1, Port Moody to Howe Sound)(NAD 83)(1)

- | | | |
|-----------|----------------|------------------------------|
| 1. Delete | yellow buoy QD | 49°19'29".3 N 123°09'57".8 W |
| 2. Delete | yellow buoy QD | 49 19 29.6 N 123 09 53.1 W |

NOTE: Digital data products 3481R/M, 3493R/M, 70072(3481) and 70073(3493) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-16)

(CCG-P99-027)(DFO-P99-039)

***1305 BRITISH COLUMBIA, SOUTH COAST - HARO STRAIT - BEAUMONT SHOAL - Radar transponder beacon.**

Charts (Last correction) - 3313(Sheet 4)(NAD 83)(1) - 3440(NAD 83)(1)(NewEdn. Dec./98) - LC 3461(NAD 27)(2)(753/99) - LC 3462(NAD 83)(1)(932/99) - 3313(Sheet 1) (Vancouver Island) (NAD 83)(1) - 3601(NAD 83)(1)

- | | | |
|-----------|---|------------------------------------|
| 1. Delete | radar transponder beacon and legend Racon | 48°27'05" N 123°10'51" W (approx.) |
| 2. Delete | radar transponder beacon and legend Racon | 48 27 05 N 123 10 45.5 W (approx.) |

NOTE: Digital data products 3440R/M, 3461R/M, 3462R/M, 70075(3440), 70113(3601), 70141(3461) and 70150(3462) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(CCG-P99-023)(DFO-P99-034)

***1318 BRITISH COLUMBIA - STRAIT OF GEORGIA - FRASER RIVER - NORTH ARM - Light.**

Charts (Last correction) - 3491(Compartment A-B)(NAD 83)(1)(NewEdn. Jan./96) - 3481 (NAD 27)(2)(505/99)

- | | | |
|------------|---|------------------------------|
| 1. Replace | light FI R with a starboard daybeacon and radar reflector | 49°15'03".5 N 123°16'05".1 W |
| 2. Replace | light FI R with a starboard daybeacon and radar reflector | 49 15 04.6 N 123 16 00.5 W |

NOTE: Digital data products 3481R/M, 3491R/M and 70072(3481) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P99-026, DFO-P99-037)

***1321 BRITISH COLUMBIA - STRAIT OF GEORGIA - ENTRANCE ISLAND - Light.**

Charts (Last correction) - 3458(NAD 83)(1)(746/99) - 3443(NAD 83)(1)(516/99) - LC 3463 (NAD 83)(1)(516/99) - 3313(Sheet 20)(NAD 83)(2)

- | | | |
|----------|--|---------------------------------------|
| 1. Amend | F Fl 5s 19m 15M to read
Fl 5s 19m 15M | 49°12'33" N 123°48'29" W
(approx.) |
| 2. Amend | F Fl 5s 19m to read Fl 5s 19m | 49°12'33" N 123°48'29" W
(approx.) |

NOTE: Digital data products 3443R/M, 3458R/M, 3463R/M 70070(3443), 70089(3458) and 70145(3463) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P99-030, DFO-P99-038)

***1326 NORTHWEST TERRITORIES - MACKENZIE RIVER - SANS SAULT RAPIDS - Buoy and beacon ranges.**

Chart - 6451(1-9)

- | | | |
|-----------|------------------------------|----------------------------------|
| 1. Add | red conical buoy | 65°40'00" N 128°44'18" W |
| 2. Delete | legend RAM | 65 40 35 N 128 49 12 W (approx.) |
| 3. Delete | legend RAM | 65 41 49 N 128 49 55 W (approx.) |
| 4. Delete | legend RAM | 65 43 33 N 128 47 27 W (approx.) |
| 5. Delete | legend RAM | 65 45 30 N 128 46 50 W (approx.) |
| 6. Delete | legend RAM | 65 46 05 N 128 45 32 W (approx.) |
| 7. Delete | legend RAM | 65 45 42 N 128 43 47 W (approx.) |
| 8. Delete | legend RAM | 65 44 24 N 128 41 45 W (approx.) |
| 9. Delete | beacon range with legend RAM | 65 41 00 N 128 49 22 W (approx.) |

(AMA8035-10-35)

(DFO-C99-077)

***1328 NORTHWEST TERRITORIES - MACKENZIE RIVER - INUVIK TO KILOMETRE 1645 - Buoy.**

Chart - 6429(1-4)

- | | | | |
|--------|------------------|------------|--|
| 1. Add | red conical buoy | from
to | 68°28'39".5 N 134°06'20" W
68 28 28 N 134 06 12 W |
|--------|------------------|------------|--|

2. Delete	range line	from	68 27 26	N	134 09 18	W
		to	68 29 04.5	N	134 04 22	W
3. Add	track	from	68 27 26	N	134 09 18	W
		to	68 27 36	N	134 08 18	W
4. Add	range line	from	68 27 36	N	134 08 18	W
		to	68 29 04.5	N	134 04 22	W

(AMA8035-10-35)

(DFO-C99-078)

***1327 NORTHWEST TERRITORIES - MACKENZIE RIVER - EAST CHANNEL - Buoys.**

Chart - 6430(1-3)

1. Add	green can buoy	69°13'40"	N	134°13'10"	W
2. Add	green can buoy	69°05'51"	N	134°25'34"	W
3. Add	green can buoy	68 45 24.5	N	134 22 10	W

(AMA8035-10-35)

(DFO-C99-076)

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

***1350 CANADIAN COAST GUARD PUBLICATION - Amendments to the Radio Aids to Marine Navigation (Pacific) publication 1999.**

Substitute page 5-19 with the following page.			
Other <u>Marine Forecasts</u> for Baffin Bay Waters			
Number	Area name	Availability period	Available via:
907	Nunap Isuata Kitaa	Year round	Danish Meteorological Institute, Copenhagen attel: (45) 39 15 7500
908	Nuuarsuit		
909	Narsalik		
910	Mcqquitsq		
911	Attu		
912	Uiffaq		
913	Qimusseriarsuaq		
914	Kiatak		
<u>Marine Forecasts</u> for Major Inland Lakes, Western & Central Canada			
Number	Area name	Availability period	Radio Telephony Broadcast Stations
180	Great Slave Lake (See note (1) Eastern & Western Arctic waters)	June 15 - October 31	Inuvik: 0115
181	Lake Athabasca	Open water season	Yellowknife Weather Radio
182	Lake Manitoba	Open water season	Thunder Bay: 0030, 1000, 1130, 1330, 1730, 2230
183	Lake Winnipeg South Basin	Open water season	Thunder Bay: 0030, 1000, 1130, 1330, 1730, 2230 Winnipeg, Riverton & Long Point Weatheradio
184	Lake Winnipeg North Basin		
185	Lake Winnipegosis	Open water season	Thunder Bay: 0030, 1000, 1130, 1330, 1730, 2230
<u>Marine Weather Observations</u> , Western Arctic and Great Slave Waters			
	Weather reports (See note 2) for:		Broadcast stations
1	Inuvik		Inuvik Weatheradio 05:00 to 23:00 Local Standard Time
2	Sachs Harbour		
3	Tuktoyaktuk		
4	Aklavik		
5	Fort MacPherson		
6	Norman Wells		
7	Yellowknife		Yellowknife Weatheradio 05:00 to 23:00 Local Standard Time
8	Hay River		
9	Fort Reliance		
10	Fort Resolution		
11	Inner Whale Back Island automatic station		
12	Great Slave Lake Seasonal Buoy 45141 and 45150		
13	Lake Winnipeg South Basin buoy		Winnipeg, Riverton & Long Point Weatheradio

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

14	Lake Winnipeg: Gimli Grand Rapids George Island Norway House Berens River Victoria Beach.	Thunder Bay Ch26, Ch19 at 0030, 1000, 1130, 1330, 1730, 2230		
(2)	Only if available. Full weather broadcasts from manned stations. Temperature and winds from automatic stations and buoys.			
Substitute page 2-45 with the following page.				
RADIO BEACON STATIONS CONTINUOUSLY OPERATING RADIO BEACONS (Reference Part 4 for details)				
1	2	3	4	5
Station Name and Location	Freq.	Range Nautical Miles	Identifier	Remarks
ACTIVE PASS, B.C. 48 52 26 N 123 17 23 W	378	50	.- .-. (A P)	Open year round. Caution: bearing error could result from coastal refraction.
CAPE SCOTT, B.C. 50 46 57 N 128 25 31 W	353	125	-. . . (Z E S)	Open year round.
DEAD TREE POINT, B.C. 53 21 01 N 131 56 23 W	248	25	-. . (Z)	Open year round.
EGG ISLAND, B.C. 51 14 54.3 N 127 49 55.7 W	207	25	.-. .- (U E M)	Open year round.
ESTEVAN POINT, B.C. 49 22 59 N 126 32 30 W	373	125	.- .-. (E P)	Open year round.
MCINNES ISLAND, B.C. 52 15 42 N 128 43 18 W	388	100	-. . . (M S)	Open year round.
PRINCE RUPERT, B.C. 54 15 49 N 130 25 20 W	218	100	.-. .- (P R)	Open year round.
SANDSPIT, B.C.* 53 11 48 N 131 46 33 W	368	75	-. . .- .-. (Z P)	Open year round. Caution: bearing error could result from coastal refraction.
TOFINO, B.C. 49 02 54 N 125 42 16 W	359	50	-. .- .- .-. (Y A Z)	Open year round. Caution: bearing error could result from coastal refraction.
*Note:	Used for Differential Global Positioning System (DGPS) test transmissions. Mariners will detect a different modulation note but marine direction finding accuracy will not be affected.			
Informational:	The Point Atkinson radiobeacon (49 19 50 N 123 15 48 W) was decommissioned in 1998, and removed from the 1998 Edition of Radio Aids to Marine Navigation (Pacific). It is no longer in service.			

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

RADIO BEACON STATION U.S. WEST COAST					
1	2	3	4	5	6
Station Name and Location	Type	Freq.	Range Nautical Miles	Identifier	Remarks
EDIZ HOOK, A. 48 08 25 N 123 24 04 W	C		20	-- (K)	
S - Sequenced Radio Beacon					
C - Continuously Operating Radio Beacon					
(AMA2204-145)			(CCG-H99-059)		

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Fifteenth Edition, 1990 –

- Page 16 — Paragraph 213, line 2
Cancel correction promulgated in Monthly Edition No. 6/99.
- Page 35 — Paragraph 367, line 2
Delete: (1969)
Replace by: (1992) (P29/99)
- Page 35 — Paragraph 367, line 5 – after “fuel oil,”
Insert: heavy diesel oil, (P29/99)
- Page 35 — Paragraph 367, line 5
Delete: persistent oil
Replace by: other persistent hydro carbon mineral oil. (P29/99)
- Page 35 — Paragraph 368, line 1
Delete: XXI
Replace by: XVI (P29/99)
- Page 35 — Paragraph 368, line 2
Delete: Chapter 7, SC 1987
Replace by: Chapter 6 SC 1998 (P29/99)
- Page 35 — Paragraph 368(a), line 1
Delete: Minister of Transport
Replace by: Marine Safety Directorate, Transport Canada. (P29/99)
- Page 36 — Paragraph 368(c), line 1
Delete: Minister of Transport
Replace by: Marine Safety Directorate, Transport Canada. (P29/99)
- Page 36 — Paragraph 369, lines 2 and 3
Delete: “regional office” to end of paragraph.
Replace by: Transport Canada Marine Safety office. (P29/99)
- Page 123 — Paragraph 97, line 1
Delete: **ranges**
Replace by: **range** (P30/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 123 — Delete paragraph 98

Replace by: 98 **Beacon range.** — A beacon range bearing 302° is near the inner end of the berths at Deltaport.

(P30/99)

Page 277 — Paragraph 181, line 1 and line 2

Cancel corrections promulgated in Monthly Edition No. 6/99.

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 36 — Paragraph 333, line 2

Delete: (1969)

Replace by: (1992)

(P29/99)

Page 36 — Paragraph 333, line 5 – after “fuel oil”

Insert: heavy diesel oil,

(P29/99)

Page 36 — Paragraph 333, line 5

Delete: persistent oil

Replace by: other persistent hydro carbon mineral oil.

(P29/99)

Page 36 — Paragraph 334, line 1

Delete: XXI

Replace by: XVI

(P29/99)

Page 36 — Paragraph 334, line 2

Delete: Chapter 7, SC 1987

Replace by: Chapter 6 SC 1998

(P29/99)

Page 36 — Paragraph 334(a), line 1

Delete: Minister of Transport

Replace by: Marine Safety Directorate, Transport Canada.

(P29/99)

Page 36 — Paragraph 334(c), line 1

Delete: Minister of Transport

Replace by: Marine Safety Directorate, Transport Canada.

(P29/99)

Page 36 — Paragraph 335, lines 2 and 3

Delete: “regional office” to end of paragraph.

Replace by: Transport Canada Marine Safety office.

(P29/99)

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

307.93 G5399.2	Roberts Bank Limit range						Delete from List.
307.94 G5399.21							Chart:3499 1343/99
353	Tilbury range 2	Near N. bank of river. 49 08 57.9 123 02 15.8	Q Y	1s	7.6 Square skeleton tower, white daymark, red vertical stripe.	Visible in line of range. Year round.
354		041° 297m from front.	Iso Y	2s	15.2 Square skeleton tower, white daymark, red vertical stripe.	Visible in line of range. Year round.
							Chart:3490 1312/99
383 G5416	North Arm Second						Delete from List.
							Chart:3491 1318/99
435 G5488	Entrance Island	On island, northern approach to Nanaimo. 49 12 33.1 123 48 29.3	FI W	5s	19.0	15 White cylindrical tower. 10.7	Flash 0.14 s; eclipse 4.86 s High intensity flash superimposed every 5 s Emergency light. Year round.
							Chart:3458 1321/99

**CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SU GGESTION 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, Marine Aids,
Coast Guard,
Department of Fisheries and Oceans,
Ottawa, Ontario, K1A 0E6

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

OR

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

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