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NOTICES TO MARINERS

EASTERN EDITION

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CANADIAN COAST GUARD

CONTENTS

Marine Programs Directorate
Aids to Navigation

Canada

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.

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) before the chart action. Please note that Nautical charts are not hand amended by the Canadian Hydrographic Service for Temporary (T) and Preliminary (P) Notices. It is recommended that mariners chart these corrections in pencil. Listing of charts affected by Temporary and Preliminary Notices are revised and promulgated quarterly under the *Cumulative chart correction list* published in Section 1 of the Monthly Edition.

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.*

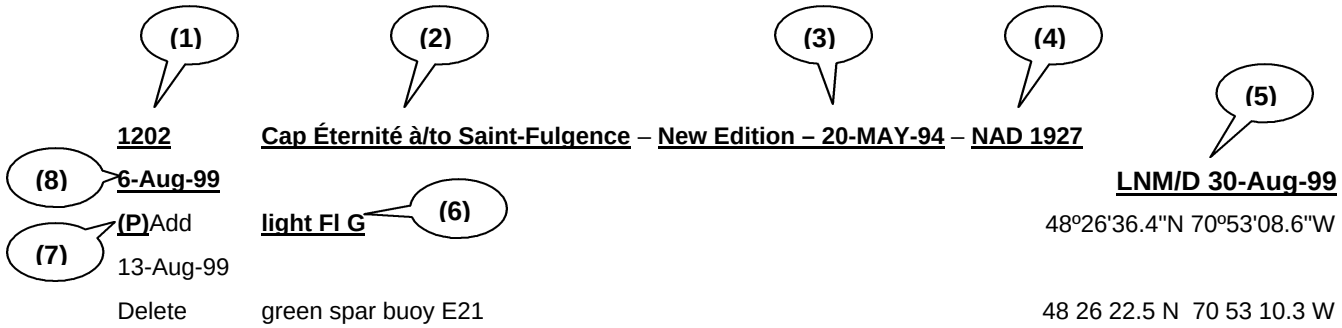
NOTE: Cette publication est aussi disponible en français.

NEWSLETTER
NOTICE TO USERS

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

CHART CORRECTIONS – SECTION II

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



1-Chart Number
2-Chart Title
3-Chart's latest New Edition date
4-Chart Datum
5- Last Correction
6-Chart action
7-Notice type
8- Weekly chart correction date

The last correction number is identified with the **LNM/D** or **L**ast **N**otice to **M**ariners Number **/ D**ate. This number is expressed in either old notice number format (ex.: 594/99) or in day-month-year format which is the date known as the weekly chart correction date shown in the above diagram as item (8).

UPCOMING NEW FEATURES

Activity Reports

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

Paper Mailing List

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

Notices to Mariner Internet Site - notmar.com

Publications

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

Chart User Profile

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

Weekly Posting of Chart Corrections

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

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

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

Laurentian Regional Operations Centre GC\SO\COR
Operational Information Officer
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

DGPS FULLY OPERATIONAL SERVICE

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

FOS 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.

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		Frequency [khz]	Bit/s
			Latitude	Longitude		
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	288	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
Hartlen Point, NS	330, 331	937	44 35 N	63 27 W	298	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
Rivière-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
Trois-Rivières, QC	314, 315	928	46 23 N	72 27 W	321	200
Wiarton, 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
Amphitrite Pt., BC	302,303	908	48 55 N	125 33 W	315	200
Richmond, BC	304,305	907	49 11 N	123 07 W	320	200
Sandspit, BC	306,307	906	53 14 N	131 49 W	300	200

DGPS RECEIVER - WARNING

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

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

DGPS USER ALERT

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

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'usager

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 / Vitessse:_____KTS

Temp. ^{o}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 / Fabriquant:_____ Model:_____

DGPS beacon receiver / Démodulateur DGPS: Make / Fabriquant :_____ 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 / Fabriquant:_____ 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 Aids to Navigation

2) Mail / Par la poste:

Director, Navigation Systems Branch
Department of Fisheries and Oceans
200 Kent Street, Station 5130
Ottawa, ON
K1A 0E6

Directeur, Direction des systèmes à la navigation maritimes
Ministère des Pêches et Océans
200, rue Kent, Station 5130
Ottawa, ON
K1A 0E6

Canada

Legend/Légende

Position : Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc.
La position peut être donnée en latitude, longitude, relèvement et distance, emplacement de bouée, etc.

KTS : Wind speed in knots / Vitesse du vent en noeuds.

N.M. : Visibility in Nautical Miles / Visibilité en milles nautiques.

Freq. kHz : Frequency in kilohertz / Fréquence en kilohertz .

SS : Signal strength in decibel / Force de signal en décibel.

SNR : Signal to noise ratio in decibel / Rapport signal-bruit en décibel .

DOP (dilution of precision) : Measure of the geometrical « strength » of the GPS satellite configuration. The DOP is measured on a scale of 1 to 10 / Mesure de la « force » géométrique de la configuration satellite. Le DOP est mesuré sur une échelle de 1 à 10

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

IMPORTANT NOTICE TO USERS

The Canadian Coast Guard Marine Aids Modernization Program

- The Canadian Coast Guard is initiating an aids to navigation modernization program which takes advantage of modern technology and will result in a more equitable, safe, cost-effective and environmentally friendly service across Canada. Low maintenance buoys, solar power, the elimination of diesel power and the application of national provision and design standards, will be used to realize these objectives.

- In consultation with local users, aids to navigation which are redundant, exceed the national standards or should not be publicly funded, will be downsized, privatized or discontinued.

- Regional plans as well as detailed Notices to Shipping and Notices to Mariners will be issued and distributed in the usual manner in advance of all changes to aids to navigation. All users are encouraged to participate in local consultations and to monitor these Notices. It will be every user's responsibility to adapt to the changes and to take the appropriate measures.

1. Redundant Aids to Navigation

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

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

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

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

2. Aids to Navigation Standards

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

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

3. Private Aids to Navigation

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

NEW INITIATIVES

The Canadian Coast Guard is also introducing a new differential correction service to augment the satellite-based Global Positioning System (GPS), with 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
Canadian Coast Guard
Department of Fisheries & Oceans
P.O. Box 5667
St. John's, NF
A1C 5X1

MARITIMES REGION

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

IMPLEMENTATION OF THE FOLLOWING CHANGES BEGAN WITHIN COAST GUARD MARITIMES REGION ON APRIL 1, 1997.

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

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

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

Aids to Navigation Superintendent
Canadian Coast Guard
Department of Fisheries & Oceans
P.O. Box 1000
Dartmouth, NS
B2Y 3Z8
Telephone: (902) 426-3151

LAURENTIAN REGION

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

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

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

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

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

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

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

CENTRAL & ARCTIC REGION

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

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

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

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

GREAT LAKES - Water levels.

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

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

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

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

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

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

Specific sites and details of the changes will be broadcast as they are reviewed and identified. Depending on the priority some changes may be made with limited advance notice.
All changes will be broadcast through Notices to Shipping.
Temporary placement of signage in areas of concern may be considered.

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

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

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Superintendent, Information and Publications
Navigation Aids
Navigation Systems Branch
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, ON
K1A 0E6

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

Please indicate which edition you would like to receive.

EASTERN EDITION (will be comprised of Arctic, Newfoundland, Maritimes, Gulf & River St. Lawrence and Central areas) _____

WESTERN EDITION (will be comprised of Arctic and Pacific areas) _____

ADD _____ **AMEND** _____ **REMOVE** _____ **NO. OF COPIES** _____

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CITY	**POSTAL CODE**
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NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

INDEX

NOTICE TO MARINERS USER SURVEY

FELLOW MARINERS

TELL US HOW WE CAN HELP YOU

INTERNET GIVES US THE OPPORTUNITY TO TAILOR THE NOTMAR SITE TO SUIT THE NEEDS OF OUR USERS. THIS USER SURVEY IS YOUR WINDOW TO THE FUTURE. IT IS IMPORTANT FOR US TO GET YOUR FEEDBACK TO ENABLE US TO EXPAND OUR SERVICES TO ACCOMMODATE YOUR REQUIREMENTS BY TAKING FULL ADVANTAGE OF NEW TECHNOLOGY.

NOW COME ON BOARD AND SAIL THROUGH OUR USER SURVEY

INSTRUCTIONS

This questionnaire is divided into three parts:

Statistical Information
On Line (Internet) Access
Future - Hard Copy (paper version) Access

You will find discreet closed questions, multiple-choice options and open-ended text based questions.

1. STATISTICAL INFORMATION

We would like to begin by collecting some basic information about yourself and your use of the Notices to Mariners information. The information in this section will enable us to confirm that respondents to the survey constitute a representative sample of the marine community. All information will be treated as strictly confidential and will not be released to any other persons.

Please provide us with the following information about yourself or your organization.

Name:	
Address:	
City, Province/State:	
Country:	
E-Mail:	

1.1 Which of the following best describes you as a person within the marine community?

- ☐ Commercial user
- ☐ Pleasure craft operator
- ☐ General public
- ☐ State/Military
- ☐ Other ____

2. ON LINE (INTERNET) ACCESS

2.1 Have you ever visited the notmar.com web site?

- ☐ Yes
- ☐ No **(If No, please jump to question # 2.11**)

2.2 If so, how often do you visit our site?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Seasonally
- ☐ Other ____

2.3 How did you hear about the site?

- ☐ Stumbled upon while surfing the Internet
- ☐ Word of mouth
- ☐ Advertising on the Notices to Mariners (paper version)
- ☐ Other ____

2.4 Which publication format offered on the site do you prefer to use?

- ☐ Hypertext Markup Language (HTML)
- ☐ Adobe Acrobat files (.pdf)
- ☐ MSWord files (.doc)

2.5 Which services on the site do you use?

- ☐ Monthly Notices to Mariners
- ☐ List of Lights, Buoys and Fog Signals
- ☐ Annual Notices to Mariners
- ☐ Other ____

2.6 What do you like most about our site?

- ☐ Easy to find what you're looking for
- ☐ The site contains useful information
- ☐ Downloading information is fast and reliable
- ☐ Site is always available
- ☐ Hot Links
- ☐ Other ____

2.7 What do you like least about our site?

- ☐ Difficult to find what you're looking for
- ☐ Information on the site is not useful
- ☐ Downloading information is difficult and unreliable
- ☐ Not enough links to other resources
- ☐ Graphics, Adobe Acrobat format, etc., are not accessible on my equipment
- ☐ Other ____

2.8 Do you use of the "*Notmar Search*" database feature which is located on the button bar of the site ?

- ☐ Yes
- ☐ No

2.9 Do you use the "*User Profile*" feature that allows you to automatically receive future notices (via e-mail) which affect your charts?

☐ Yes
☐ No

2.10 Would you recommend our site to others?

☐ Yes
☐ No **(If no, please explain)**

2.11 What do you think of the following new features which will be introduced to the site in the near future?

- Notices to Mariners notices being posted on a weekly basis versus monthly

Comments

- Chart patches affecting notices being posted onto the site

Comments

2.12 Do you have Internet access?

☐ No
☐ Yes **(If Yes, please specify)**

Please give any suggestions on how to improve any aspect of the site.

3. FUTURE - HARD COPY (PAPER VERSION) ACCESS

3.1 Which medium do you use to obtain the "Monthly Notices to Mariners" publications?

☐ Electronic version (Internet)
☐ Paper version
☐ both

3.2 If you are using *both* methods (See # 3.1) which one do you prefer and why?

3.3 How do you have access to the internet?

☐ Direct Access (Home, office)
☐ Other (Relatives, friends, library, marinas)
☐ No internet access

3.4 Is it necessary for you to receive the "Monthly Notices to Mariners" via Canada Post? (The Internet version is considered an official document.)

☐	No
☐	Yes **(If yes, why?)**

3.5 If you still require the paper version of the "Monthly Notices to Mariners", how much of an annual subscription fee would you be willing to pay to continue receiving it via Canada Post? (Please note that printing and postal costs average about $300,000.00 annually. The Internet version can be produced at an annual cost to taxpayers of about $1,200.)

- ☐ $50 - $75
- ☐ $75 - $100
- ☐ $100 - $125

3.6 Knowing that the Internet version is considered an official document, how soon would you consider using this medium exclusively (no further paper istribution)?

- ☐ Within 1 year
- ☐ Within 18 months
- ☐ Within 24 months
- ☐ Never

General Comments:

Thank you for taking the time to complete this survey.

Please forward this survey to the following address:

Superintendent, Information and Publications
Aids to Navigation
Marine Programs
Canadian Coast Guard
Fisheries & Oceans Canada
Ottawa, Ontario
K1A 0E6

TORONTO HARBOUR - Attention: All Yacht Clubs, Marinas and the Ontario Sailing Association.

Section 61 of the Canada Marine Act states that a port authority shall take appropriate measures for the maintenance of order, and the safety of persons and property in the port. We have been notified by Civil Aviation Department of Transport Canada that there is a concern regarding safety of commercial air traffic flying into Toronto City Centre Airport. As a result, the Toronto Port Authority has been instructed to implement a number of changes to the aides to navigation system in the port and harbour of Toronto by July 14, 2000. These changes will be published as Notices to Shipping (Broadcast and Written) and, as usual, followed up with Notices to Mariners, with charts to be updated. Written Notices to Shipping are published weekly, and available from local Canadian Coast Guard offices.

In essence, the changes to take place are as follows. First, all vessels over 60 ft. in height (above the water) will be under positive control when entering or exiting the Harbour through the Western Channel. This means these vessels must contact the Toronto City Centre Airport (TCCA) on marine radio channel 12 for clearance to pass through the channel. This clearance must be obtained at buoy TT14 on exiting and TT1 on entering the harbour through the channel. As well, over 60 ft. vessels must remain 1,000 ft east of the "KEEP OUT BUOYS" on the harbour side of the airport. For further clarification, call the TCCA on channel 12.

The second measure will be the movement of the "KEEP OUT BUOYS" 400 ft. further out at both ends of the runway. This change will greatly enhance the safety buffer between boats under 60 ft. in height and aircraft landing at the airport. At the same time these buoys are to be moved, new marker buoys 1,000 ft. east of the inner harbour side "KEEP OUT BUOYS" as marker for those vessels in excess of 60 ft. to pass by on the east side.

Changes to the Navigational Aids are made to attain a goal of acceptable level of safety for aircraft on approach to the runways. The Toronto Port Authority acknowledges that the movement of the Navigational Aids might impact certain segments of the boating community and harbour of Toronto. However, the Toronto Port Authority must balance the needs of the User Groups with consideration of the general public's safety.

We have attached for distribution/posting, the new positions of the KEEP OUT MARKERS for the port and harbour of Toronto, along with a rough sketch of the area.

Keep Out Markers

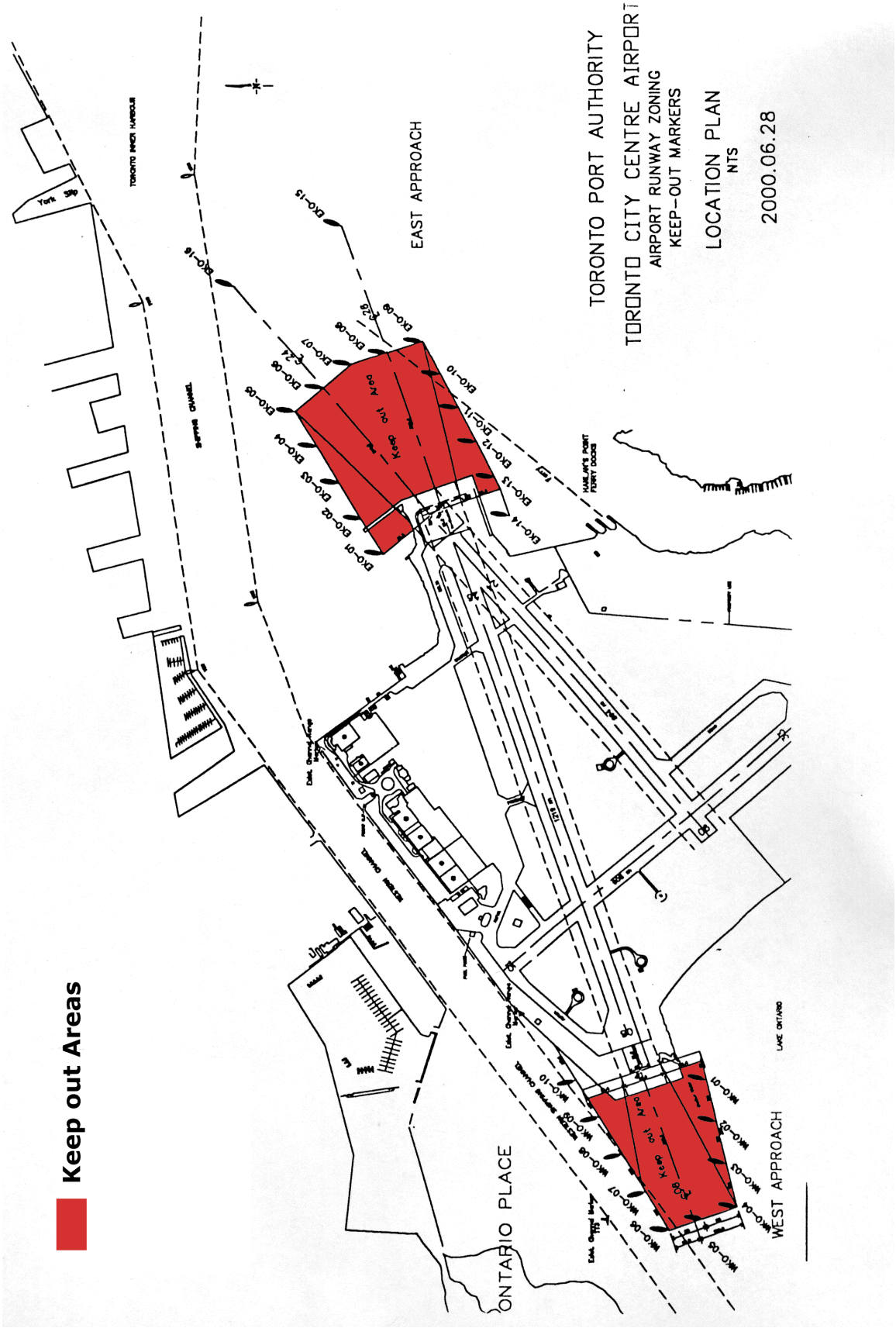
East Side

No.	*Northing*	*Easting*	**Latitude**	*Longitude*
			North	West
EKO-01	4,832,296.9	629,909.3	43°37'56.4"	79°23'22.5"
EKO-02	4,832,347.2	629,987.0	43°37'57.9"	79°23'19.0"
EKO-03	4,832,397.4	630,064.6	43°37'59.5"	79°23'15.5"
EKO-04	4,832,447.7	630,142.3	43°38'01.1"	79°23'12.0"
EKO-05	4,832,497.9	630,219.8	43°38'02.7"	79°23'08.5"
EKO-06	4,832,434.5	630,275.7	43°38'00.6"	79°23'06.0"
EKO-07	4,832,374.5	630,328.7	43°37'58.6"	79°23'03.7"
EKO-08	4,832,293.9	630,357.5	43°37'56.0"	79°23'02.5"
EKO-09	4,832,215.3	630,385.8	43°37'53.4"	79°23'01.3"
EKO-10	4,832,174.6	630,310.2	43°37'52.1"	79°23'04.7"
EKO-11	4,832,133.9	630,234.7	43°37'50.9"	79°23'08.1"
EKO-12	4,832,093.2	630,159.2	43°37'49.6"	79°23'11.5"
EKO-13	4,832,052.6	630,083.9	43°37'48.3"	79°23'14.9"
EKO-14	4,832,019.2	630,002.9	43°37'47.3"	79°23'18.6"
EKO-15	4,832,375.4	630,587.3	43°37'58.5"	79°22'52.2"
EKO-16	4,832,597.6	630,457.1	43°38'05.8"	79°22'57.8"

West Side

No.	*Northing*	*Easting*	*Latitude*	*Longitude*
			North	West
WKO-01	4,831,568.7	628,732.4	43°37'33.5"	79°24'15.6"
WKO-02	4,831,544.3	628,635.4	43°37'32.8"	79°24'20.0"
WKO-03	4,831,519.4	628,538.6	43°37'32.0"	79°24'24.3"
WKO-04	4,831,495.6	628,441.4	43°37'31.3"	79°24'28.7"
WKO-05	4,831,571.3	628,414.2	43°37'33.8"	79°24'29.8"
WKO-06	4,831,646.2	628,387.2	43°37'36.2"	79°24'31.0"
WKO-07	4,831,699.2	628,472.7	43°37'37.9"	79°24'27.1"
WKO-08	4,831,751.6	628,557.2	43°37'39.5"	79°24'23.3"
WKO-09	4,831,806.5	628,645.8	43°37'41.3"	79°24'19.3"
WKO-10	4,831,859.2	628,730.8	43°37'42.9"	79°24'15.5"

Coordinates System
Universal Traverse Mercator (UTM) – Zone 17 North – North American Datum 1983 (NAD83)


TORONTO PORT AUTHORITY
TORONTO CITY CENTRE AIRPORT
AIRPORT RUNWAY ZONING
KEEP-OUT MARKERS
LOCATION PLAN
NTS
2000.06.28
EAST APPROACH
WEST APPROACH
ONTARIO PLACE
Keep out Areas

CANADIAN COAST GUARD PUBLICATION - Amendments to the Annual Edition of Notices to Mariners 2000.

Page C25-5

Placentia Bay Vessel Traffic Services Zone
Table III – Calling-in-Points

Amend CIP coordinates to read:

Number	Geographic Description	
6	47°23'01"N	54°05'13"W
7	47°31'55"N	54°00'32"W
8	47°37'01"N	54°01'53"W
9	47°42'35"N	54°03'22"W

Page C25-14

Table II – Identification and Frequencies, Note under table

Delete the entire paragraph and replace with the following:
Note: Channel 6 (156.3 MHz) is available.

Page C25-15

Number 21, Sector 5, General Description

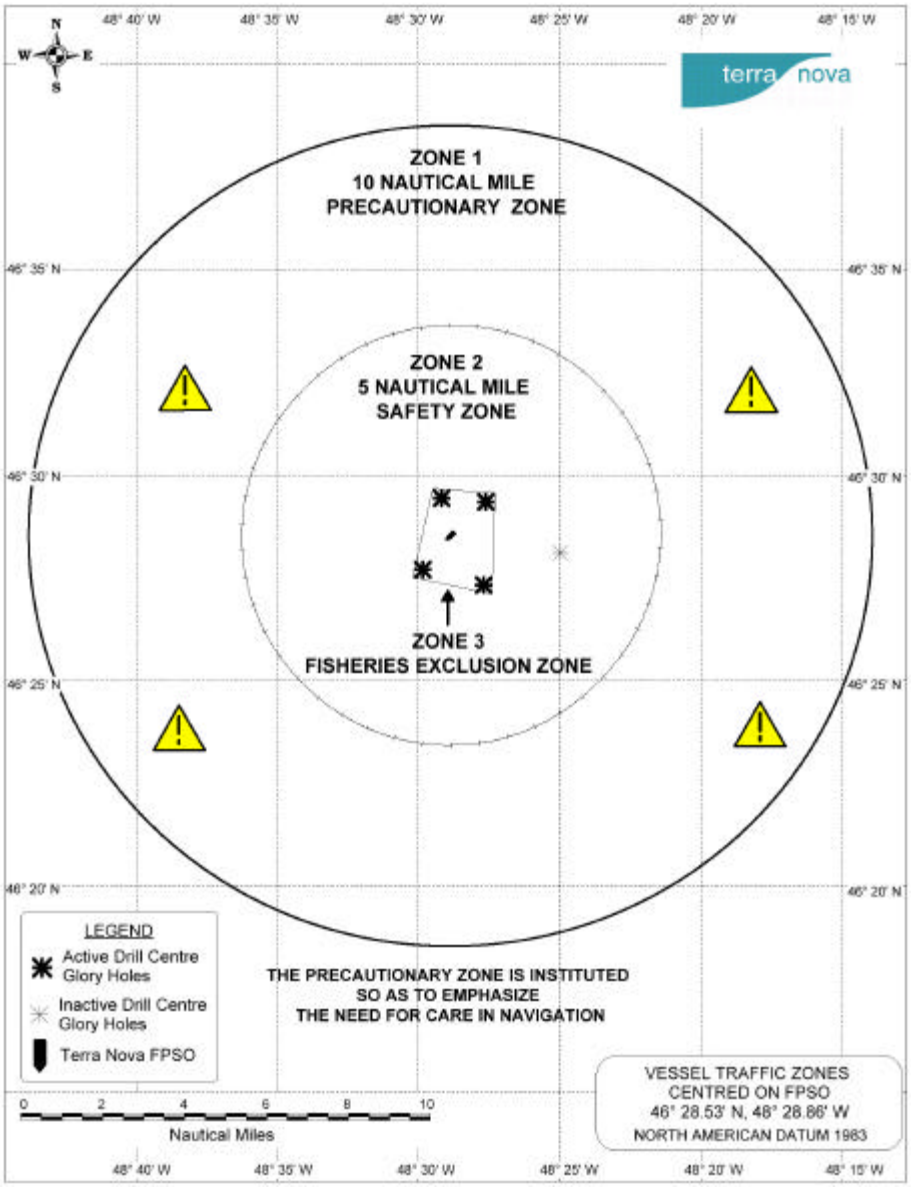
Delete the entry (Upbound ships only)

Page C25-16

Additional information, 6, second paragraph, last line

Delete *These broadcasts are….*, and replace with *This information is….*

ATLANTIC OCEAN – Control Zone surrounding drilling platform



Three traffic control zones have been established to protect the Terra Nova FPSO (Floating Production Storage and Offloading) vessel, MODUs (Mobile Offshore Drilling Units), and associated surface and sub-sea installations at the Terra Nova field from collision with other vessels. These zones are subject to the law of Canada. 24-hour surveillance measures are in effect and penalties may include fines and vessel and/or crew arrest. Vessels approaching the area must contact the Terra Nova FPSO or MODU on VHF Channel 16 or GMDSS.

10 Nautical Mile Precautionary - Zone 1 As soon as is practical before entering the Precautionary Zone, vessels must advise the FPSO or MODU of their position, course, and intention to pass through the area. No approach within 5 nautical miles of the FPSO or MODU is permitted except as detailed below.

5 Nautical Mile Safety - Zone 2 Vessels wanting to enter the Safety Zone, including Terra Nova field support and fishing vessels, must obtain prior authorization from the FPSO or MODU. On conclusion of each visit, vessel masters must advise the FPSO or MODU when clear of the Safety Zone, and re-apply for entry on the next visit. No approach within 3 nautical miles of the FPSO or MODU is permitted except for Terra Nova field support vessels or fishing vessels operating with FPSO approval.

Fisheries Exclusion – Zone 3 Corners for this zone are 500 metres from the four active Terra Nova drill centres. Fishing vessels are prohibited from fishing in or passing through the Fisheries Exclusion Zone at any time and must not fish within 50 metres of the MODU anchor pattern. Terra Nova field support vessels must obtain permission from the appropriate OIM before entering the Fisheries Exclusion Zone and approaching the FPSO, MODU, or associated surface installations.

Exclusion Zone Corner Points

NW	46° 29.65' N	48° 29.50' W
NE	46° 29.55' N	48° 27.29' W
SW	46° 27.51' N	48° 30.20' W
SE	46° 27.10' N	48° 27.41' W

SECTION 2 – Edition 08/2000
CHART CORRECTIONS

1311 - Sorel à/to Varennes - New Chart - 05-NOV-1999 - NAD 1983

04-AUG-2000. LNM/D. 28-JUL-2000

Delete	dredged area with depth of 9.1 metres	joining	46°02`48.6"N	073°08`28.0"W
			46°02`50.7"N	073°08`29.3"W
			46°02`55.3"N	073°08`15.3"W
		and	46°02`53.2"N	073°08`14.0"W
Add	dredged area with depth of 9.1 metres	joining	46°02`48.6"N	073°08`28.0"W
			46°02`50.8"N	073°08`29.4"W
			46°02`56.7"N	073°08`11.5"W
			46°02`54.5"N	073°08`10.0"W
		and	46°02`53.2"N	073°08`14.0"W

1312 - Lac Saint-Pierre - New Edition - 02-APR-1999 - NAD 1983

04-AUG-2000. LNM/D. 21-APR-2000

Delete	dredged area with depth of 9.1 metres	joining	46°02`48.6"N	073°08`28.0"W
			46°02`50.7"N	073°08`29.3"W
			46°02`55.3"N	073°08`15.3"W
		and	46°02`53.2"N	073°08`14.0"W
Add	dredged area with depth of 9.1 metres	joining	46°02`48.6"N	073°08`28.0"W
			46°02`50.8"N	073°08`29.4"W
			46°02`56.7"N	073°08`11.5"W
			46°02`54.5"N	073°08`10.0"W
		and	46°02`53.2"N	073°08`14.0"W

1312 - Port de Sorel - New Edition - 02-APR-1999 - NAD 1983

04-AUG-2000. LNM/D. 21-APR-2000

Delete	dredged area with depth of 9.1 metres	joining	46°02`48.7"N	073°08`27.6"W
			46°02`50.9"N	073°08`29.1"W
			46°02`55.4"N	073°08`15.1"W
		and	46°02`53.1"N	073°08`13.6"W
Add	dredged area with depth of 9.1 metres	joining	46°02`48.7"N	073°08`27.6"W
			46°02`48.6"N	073°08`27.9"W
			46°02`50.8"N	073°08`29.4"W
			46°02`56.7"N	073°08`11.5"W
			46°02`54.3"N	073°08`09.9"W
		and	46°02`53.2"N	073°08`13.5"W

1512 - Black Rapids Lock/Écluse 13 - Sheet 1 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000. LNM/D. (526-1999, 530-1999)

Add	green, port hand, spar buoy, marked "N33"	334° 1640 ft from buoy "N41"	

1512 - Ottawa to/à Long Island - Sheet 1 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000. LNM/D. (526-1999, 530-1999)

Add	green, port hand, spar buoy, marked "N33"	45°19`27.0"N	075°41`55.5"W

1512 - Long Island to/à Becketts Landing - Sheet 2 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000. LNM/D. (526-1999, 530-1999)

Delete	orange and white mooring barrel buoy, marked , Priv	45°14`46.0"N	075°41`44.0"W

Reposition	red, starboard hand, spar buoy, marked "N68/2"	from	45°14`16.0"N 075°41`26.0"W
		to	45°14`17.0"N 075°41`25.0"W
Delete	orange spar buoy marked "Priv"		45°12`05.0"N 075°38`39.0"W
Reposition	red, starboard hand, spar buoy, marked "N122"	from	45°07`39.5"N 075°37`55.0"W
		to	45°07`38.0"N 075°37`55.0"W
Amend	legend N144 to read N142 against red spar buoy		45°05`22.7"N 075°38`04.5"W

1512 - Andrewsville Locks/Écluses 18-20 - Sheet 3 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (526-1999, 530-1999)
Add	port daybeacon marked "N259"	170°, 280ft. from buoy N258

1512 - Becketts Landing to/à Burritts Rapids - Sheet 3 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (526-1999, 530-1999)
Add	green, port hand, spar buoy, marked "N209/1"	45°00`43.0"N 075°44`19.0"W

1512 - Burritts Rapids to/à Edmunds Lock - Sheet 3 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (526-1999, 530-1999)
Add	port daybeacon marked "N259"	44°57`19.0"N 075°48`56.0"W
Delete	red, starboard hand, spar buoy, marked "N304"	44°55`00.5"N 075°50`44.0"W
Add	red, green, red, starboard bifurcation spar buoy, marked "NMA"	44°55`00.5"N 075°50`44.0"W
Add	green, port hand, spar buoy, marked N389	44°52`20.0"N 075°55`35.5"W
Amend	legend N390/1 to read N388/2 against red spar buoy	44°52`22.0"N 075°55`27.0"W

1512 - Edmunds Lock to/à Smiths Falls - Sheet 3 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (526-1999, 530-1999)
Add	red, starboard hand, spar buoy, marked "N460"	44°52`56.5"N 075°59`22.5"W
Amend	legend N477 to read N479 against port daybeacon	44°53`28.0"N 076°00`00.5"W
Delete	black and yellow, north cardinal spar buoy, marked "NSF9"	44°53`37.5"N 076°00`39.0"W
Add	green, red, green port bifurcation spar buoy, marked "NSF9"	44°53`39.0"N 076°00`39.0"W

1512 - Merrickville Locks/Écluses 21-23 - Sheet 3 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (526-1999, 530-1999)
Delete	yellow and black, south cardinal spar buoy, marked "NM"	282°, 315ft. from port daybeacon N301
Add	green, port hand, spar buoy, marked "NM1"	290°, 290ft. from port daybeacon N301

1512 - Old Slys Locks/Écluses 26,27 - Sheet 3 - New Edition - 03-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (526-1999, 530-1999)
Amend	legend N477 to read N479 against port daybeacon	261°, 157ft. from starboard daybeacon N478

1513 - Coninuation A, Tay River to/a Perth - Sheet 1 - New Edition - 07-JUN-1996 - Nad 1927

04-AUG-2000.		LNM/D. 07-JUL-2000
Add	green, port hand, spar buoy, marked "NT29"	44°53`20.0"N 076°11`26.5"W
Reposition	red, starboard hand, spar buoy, marked "NT30"	from 44°53`21.0"N 076°11`26.0"W
		to 44°53`23.0"N 076°11`26.5"W

1513 - SMITH FALLS LOCKS 29A,31 - Sheet 1 - New Edition - 07-JUN-1996 - Nad 1927

04-AUG-2000.		LNM/D. 07-JUL-2000
Reposition	green, port hand, spar buoy, marked "N507"	from 264°, 2100ft. of starboard daybeacon N502 to 262°, 1875ft. of starboard daybeacon N502

Reposition	red, starboard hand, spar buoy, marked "N508"	from 266°, 2050ft. of starboard daybeacon N502	
		to 268°, 2220ft. of starboard daybeacon N502	

1513 - SMITH FALLS TO/A ROCKY NARROWS - Sheet 1 - New Edition - 07-JUN-1996 - Nad 1927

04-AUG-2000. LNM/D. 07-JUL-2000

Reposition	green, port hand, spar buoy, marked "N507"	from	44°53`46.0"N 076°01`57.7"W
		to	44°53`45.0"N 076°01`53.0"W
Reposition	red, starboard hand, spar buoy, marked "N508"	from	44°53`46.0"N 076°01`57.0"W
		to	44°53`47.0"N 076°01`59.0"W

1513 - JONES FALLS TO/A WASHBURN - Sheet 4 - New Edition - 07-JUN-1996 - Nad 1927

04-AUG-2000. LNM/D. 07-JUL-2000

Add	green, port hand, spar buoy, marked "S187"	44°22`24.0"N 076°20`43.0"W

1513 - WASHBURN TO/A KINGSTON - Sheet 5 - New Edition - 07-JUN-1996 - Nad 1927

04-AUG-2000. LNM/D. 07-JUL-2000

Add	green, port hand, spar buoy, marked "S187"	44°22`24.0"N 076°20`43.0"W

2203 - Isle of Pines to/à Byng Inlet - Sheet 3 - New Edition - 30-JUN-2000 - NAD 1983

11-AUG-2000. LNM/D. (2337-1999)

Delete	depth of 6 feet	45°42`45.5"N 080°39`29.8"W
Delete	depth of 7 feet	45°42`37.8"N 080°39`22.9"W
Add	depth of 5 feet	45°42`45.2"N 080°39`30.8"W
Add	depth of 5 feet	45°42`38.3"N 080°39`21.8"W

L/C2228 - Lake Huron/Lac Huron (Southern Portion/Partie sud) - New Chart - 16-FEB-1990 - NAD 1983

11-AUG-2000. LNM/D. 30-JUN-2000

Amend	F R 10 m to read Oc RWG 10m	44°10`42.0"N 081°38`33.0"W

Reference: Notice for Chart 2228 (2000-06-09). Sector lines are not shown on this chart. Please see Kincardine inset on chart 2291 for a complete representation of this light.

2241 - Port Severn to/à Christian Island - Sheet 1 - New Chart - 30-JUL-1999 - NAD 1983

04-AUG-2000.

Add	breakwater	joining	44°48`58.3"N 079°50`50.9"W
			44°48`57.5"N 079°50`48.9"W
		and	44°48`55.8"N 079°50`47.7"W

2261 - Bayfield to/à Douglas Point - New Edition - 13-JUN-1986 - Nad 1927

11-AUG-2000. LNM/D. 09-JUN-2000

Amend	F R 10 m to read Oc RWG 10m	44°10`40.0"N 081°38`37.0"W

Reference: Notice for Chart 2228 (2000-06-09). Sector lines are not shown on this chart. Please see Kincardine inset on chart 2291 for a complete representation of this light.

L/C4001 - Gulf of Maine to Strait of Belle Isle/au Détroit de Belle Isle - New Edition - 01-DEC-1995 - NAD 1983

04-AUG-2000. LNM/D. 14-APR-2000

Reposition	yellow ODAS/SADO light buoy, marked 44011	from	41°03`30.0"N 066°33`30.0"W
		to	41°05`30.0"N 066°35`30.0"W

L/C4003 - Cape Breton to/à Cape Cod - New Edition - 14-DEC-1984 - Nad 1927

04-AUG-2000.			LNM/D. 05-MAY-2000
Reposition	yellow ODAS/SADO light buoy Fl (4) Y, marked 44011	from	41°03`36.0"N 066°33`18.0"W
		to	41°05`30.0"N 066°35`30.0"W
Add	obstruction and legend Obstn,(PA), Rep(2000)		42°11`15.0"N 067°40`00.0"W

L/C4006 - Newfoundland/Terre-Neuve to/à Bermuda - New Edition - 14-DEC-1984 - Nad 1927

04-AUG-2000.			LNM/D. (1130-1999, 1137-1999)
Reposition	yellow ODAS/SADO light buoy, marked 44011	from	41°03`00.0"N 066°32`00.0"W
		to	41°05`30.0"N 066°35`30.0"W

L/C4012 - Yarmouth to/à Halifax - New Edition - 13-MAR-1987 - Nad 1927

04-AUG-2000.		LNM/D. 05-MAY-2000
CANCELS	temporary yellow light buoy, "Fl Y"	44°21`51.6"N 063°53`16.7"W
	Notice 301(T)/99 cancelled.	
CANCELS	temporary yellow light buoy "Fl Y"	44°21`22.6"N 064°02`12.3"W
	Notice 301(T)/99 cancelled.	

4142 - Evandale to/à Ram Island - Sheet 1 - New Edition - 01-NOV-1996 - NAD 1983

11-AUG-2000.		LNM/D. 26-MAY-2000
CANCELS	lighted red spar buoy, Fl R, marked H10	45°50`00.0"N 066°10`45.0"W
	Notice 1731(T)/99 cancelled.	
CANCELS	lighted green can buoy, "Fl G", marked "H11"	45°50`05.9"N 066°10`55.7"W
	Notice 1731(T)/99 cancelled.	
CANCELS	red starboardhand spar buoy, marked "H12"	45°50`07.4"N 066°10`55.0"W
	Notice 1731(T)/99 cancelled.	

4244 - Wedgeport and Vicinity/et les abords - New Chart - 21-FEB-1986 - NAD 1983

11-AUG-2000.		LNM/D. 14-APR-2000
(T)Add	yellow and black south cardinal spar buoy, marked ND	43°40`48.0"N 065°54`00.0"W
	Temporary replacement of radar reflector with south cardinal buoy.	
(T)Delete	radar refelector	43°41`00.5"N 065°54`03.0"W
	Temporary replacement of radar reflector with south cardinal buoy.	

4245 - Yarmouth Harbour and Approaches/et les Approches - New Edition - 19-NOV-1999 - NAD 1983

25-AUG-2000.		LNM/D. 05-MAY-2000
Amend	LFl 12s 38m 10M to read "Fl 12s 35m 13M"	43°47`38.8"N 066°09`19.2"W
Delete	Fog Sig	43°48`44.5"N 066°08`36.5"W

L/C4255 - Georges Bank/Banc des Georges Eastern Portion/Partie est - New Chart - 27-JUL-1990 - NAD 1983

04-AUG-2000.			LNM/D. 12-MAY-2000
Reposition	yellow ODAS/SADO light buoy Fl (4) Y, marked 44011	from	41°03`36.0"N 066°33`18.0"W
		to	41°05`30.0"N 066°35`30.0"W

L/C4320 - Egg Island to/à West Ironbound Island - New Edition - 26-SEP-1997 - NAD 1983

04-AUG-2000.		LNM/D. (1131-1999)
CANCELS	temporary yellow light buoy "Fl Y"	44°21`22.6"N 064°02`12.3"W
	Notice 301(T)/99 cancelled.	
CANCELS	temporary yellow light buoy "Fl Y"	44°21`51.9"N 063°53`14.5"W
	Notice 301(T)/99 cancelled.	

L/C4340 - Grand Manan - New Edition - 12-APR-1991 - Nad 1927

11-AUG-2000. LNM/D. (2132-1999)

(P)Amend Fl R to read Fl G 44°43`24.0"N 066°43`36.0"W

This change will be incorporated in the next new edition of this chart which will be available at a later date.

4342 - Long Island Bay - New Edition - 03-JUN-1988 - Nad 1927

11-AUG-2000. LNM/D. 14-JAN-2000

Amend Fl R to read Fl G 44°43`23.4"N 066°43`36.6"W

4386 - Head Harbour - New Edition - 03-OCT-1986 - Nad 1927

11-AUG-2000. LNM/D. (1131-1999)

Add marina 44°38`04.0"N 063°55`06.0"W

4386 - St.Margaret's Bay - New Edition - 03-OCT-1986 - Nad 1927

04-AUG-2000. LNM/D. (1131-1999)

CANCELS temporary yellow light buoy "Fl Y" 44°21`51.6"N 063°53`16.7"W

Notice 301(T)/99 cancelled.

11-AUG-2000. LNM/D. (1131-1999)

Add marina 44°38`04.0"N 063°55`06.0"W

4426 - Rivière Ristigouche / Restigouche River - New Edition - 18-MAR-1988 - Nad 1927

04-AUG-2000. LNM/D. (1322-1999)

Delete green light, port hand pillar buoy Fl G, marked EV3 48°05`02.0"N 066°21`38.0"W

Add green, port hand, spar buoy, marked EV3 48°05`02.0"N 066°21`38.0"W

4633 - Ramea Islands to Bonne Bay - New Edition - 24-APR-1987 - NAD 1983

11-AUG-2000. LNM/D. (1959-1999)

Amend QPW to read QLW against west cardinal pillar buoy. 47°22`55.0"N 057°01`30.0"W

4663 - Cow Head to Pointe Riche - New Chart - 10-OCT-1957 - Unknown

11-AUG-2000. LNM/D. (509-1992)

Affix patch 49°56`00.0"N 057°47`00.0"W

4763 - Port Manvers Area - New Chart - 01-FEB-1963 - Unknown

04-AUG-2000. LNM/D. (728-1995)

Add light, Fl 57°07`37.5"N 061°19`37.0"W

Add light, Fl R 56°54`48.0"N 061°18`10.0"W

4764 - Cape Mugford Area - New Chart - 01-FEB-1963 - Unknown

04-AUG-2000. LNM/D. (728-1995)

Add light, Fl R 57°34`22.5"N 061°18`55.0"W

L/C4775 - Nain to Saglek Bay - New Edition - 09-SEP-1983 - Unknown

04-AUG-2000. LNM/D. 14-JUL-2000

Add light, Fl G 56°47`15.0"N 061°19`37.0"W

Add light, Fl 57°07`30.0"N 061°19`25.0"W

Add light, Fl R 57°34`20.0"N 061°18`30.0"W

Add light, Fl R 56°54`42.0"N 061°18`00.0"W

6201 - Lake of the Woods - New Edition - 16-MAR-1973 - Nad 1927

04-AUG-2000. LNM/D. 23-JUN-2000

Amend F R to read Fl against light 49°24`32.0"N 094°05`37.0"W

6213 - Sioux Narrows - New Edition - 10-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (537-1997)
Amend	F R to read Fl against light	222°, 400 feet from southern tip of floating breakwater

6213 - Whitefish Bay - New Edition - 10-AUG-1984 - Nad 1927

04-AUG-2000.		LNM/D. (537-1997)
Amend	F R to read F against light	49°24`32.0"N 094°05`37.0"W

6216 - Sturgeon Channel to/à Big Narrows Island - New Chart - 02-APR-1982 - Nad 1927

25-AUG-2000.		LNM/D. 02-JUN-2000
Add	rock which covers and uncovers with drying height of 3ft.	49°21`17.8"N 094°57`18.8"W

6240 - Red River to Berens River - New Edition - 15-DEC-1995 - Unknown

25-AUG-2000.		LNM/D. (937-1999)
Delete	radar transponder beacon	50°25`32.0"N 096°50`00.0"W
Add	radar transponder beacon	50°23`48.0"N 096°49`00.0"W

6242 - Selkirk to Lake Winnipeg - Sheet 2 - New Edition - 13-JUN-1980 - Nad 1927

25-AUG-2000.		LNM/D. (939-1999)
Delete	radar transponder beacon	50°25`32.0"N 096°49`30.0"W
Add	radar transponder beacon	50°24`06.0"N 096°48`46.0"W

6251 - Red River / Rivière Rouge to/à Gull Harbour - New Edition - 26-MAY-2000 - Nad 1927

25-AUG-2000.		LNM/D. 26-MAY-2000
Delete	radar transponder beacon	50°25`32.0"N 096°49`30.0"W
Add	radar transponder beacon	50°24`09.0"N 096°48`46.0"W

L/C8005 - GEORGES BANK,ATLANTIC OCEAN/OCÉAN ATLANTIQUE - New Edition - 07-DEC-1984 - NAD 1983

04-AUG-2000.		LNM/D. 12-MAY-2000
Reposition	yellow ODAS/SADO light buoy Fl (4) Y, marked 44011	from 41°03`30.0"N 066°33`35.0"W
		to 41°05`30.0"N 066°35`30.0"W
Add	obstruction and legend Obstn, PA, Rep(2000)	42°11`15.0"N 067°40`00.0"W
11-AUG-2000.		LNM/D. 04-AUG-2000
Add	obstruction and legend "DANGER Unexploded ordnance Explosifs non éclatés PA"	42°35`00.0"N 069°04`00.0"W
Add	obstruction and legend DANGER Unexploded ordnance Explosifs non éclatés Repd 1999 PA	42°32`00.0"N 069°03`30.0"W
Add	obstruction and legend "DANGER Unexploded ordnance Explosifs non éclatés PA"	42°31`00.0"N 068°53`00.0"W

L/C8046 - Button Islands to Cod Island - New Edition - 07-OCT-1983 - Unknown

04-AUG-2000.		LNM/D. (1026-1986)
Add	light, Fl R	57°34`20.0"N 061°18`30.0"W

L/C8047 - Cod Island to Cape Harrison - New Edition - 07-OCT-1983 - Unknown

04-AUG-2000.		LNM/D. (1319-1999)
Add	light, Fl	57°07`30.0"N 061°19`25.0"W
Add	light, Fl R	57°34`20.0"N 061°18`30.0"W
Add	light, Fl R	56°54`42.0"N 061°18`00.0"W

CANADIAN COAST GUARD PUBLICATION - Amendment to the Radio Aids to Marine Navigation (Atlantic and Great Lakes) publication – Annual Edition 2000.

Labrador/VOK
Page 2-9

Delete, Telex number 016-4530 CCGTC SNF

Page 2-10

Amend the table to include :

Sites :	Channel :	VTS Sector :	Frequencies : Transmit :	Receive :	Remarks :
Hopedale	**Ch16** **Ch26***				

Page 2-11

MCTS Labrador/VOK – Broadcasts :
Under Continuous, amend **the Frequency and Contents column to read** :

Frequency :	Contenu:
Ch21B Hopedale	**Actual weather observations (when available) for the following sites :** 1. Goose Bay 3. Makkovik 5. Nain **2. Cartwright** 4. Hopedale 6. Mary's Harbour

Page 2-11

MCTS Labrador/VOK – Traffic Lists:
Add:

Time:	Frequency:	Sites:
0036 UTC then every 4 hours	Ch26	Goose Bay Hopedale

St. Anthony, Newfoundland/VCM
Page 2-39

Amend :
Telephone Numbers :
(709) 896-5817 Officer-in-Charge
(709) 454-3523 Centre Operations Supervisor

Page 2-44

MCTS St. John's/VON - Broadcasts:
Under Continuous Broadcast (CMB), RADIOTELEPHONY
Delete Weather forecast for Conception Bay (May 1 – September 30)

Page 2-73

Delete the following listing:

Red River Mouth
Light buoy
50 25 46.5N
96 49 37 W

Page 3-27

Placentia Bay VTS Zone, Calling-in-Points:
Amend CIP coordinates to read:

Number	Geographic Description	
6	47°23'01"N	54°05'13"W
7	47°31'55"N	54°00'32"W
8	47°37'01"N	54°01'53"W
9	47°42'35"N	54°03'22"W

Page 3-35

Number 21, sector 5, Ile des Barques

Delete the entry: *Upbound only* under General Description & Conditions

Arctic Canada, Volume 2, Fourth Edition, 1985 —

Page 4 — Before paragraph 33
Insert: *Charts 7000, 7066, 7482.*

(C00-025.1)

Page 4 — Delete paragraph 33
Replace by: 33 **Elizabeth Bank** lies 25 to 35 miles ESE of Adderley Bluff. **Elizabeth Reef**, a shoal spot on Elizabeth Bank, has a depth of 1.5 m *(Chart 7482)*.

(C00-025.2)

Page 4 — After paragraph 34
Insert: *Charts 7000, 7065, 7066, 7481, 7482.*

(C00-025.3)

Page 6 — Paragraph 51, line 1
Delete: "The small bay ... of Cape Donovan"
Replace by: The small inlet on the west side of **Qakutaak Bay**, 5 miles west of Cape Donovan,

(C00-025.4)

Page 18 — Delete paragraph 204
Replace by: 204 **Radiobeacon**. — A privately maintained radiobeacon *(66°32'N, 86°15'W)* north of the hamlet of Repulse Bay transmits on 335 kHz with identification YUT (— • — — • • — —).

(C00-026.1)

Page 22 — Delete paragraph 28
Replace by: 28 **Radiobeacons**. — A privately maintained radiobeacon *(68°46'N, 81°15'W)* at the hamlet of Hall Beach transmits on 378 kHz with identification UX
(• • — — • • —). A privately maintained aeronautical radiobeacon *(68°47'N, 81°14'W)* transmits on 117.3 MHz with identification YUX (— • — — • • — — • • —).

(C00-026.2)

Page 33 — Paragraph 162, line 9 – after "airstrip"
Insert: , not maintained,

(C00-027.1)

Page 33 — Delete paragraph 166.

(C00-027.2)

Pages 33 and 34 — Delete paragraphs 173 and 174
Replace by: 173 A gravel road connects the beach with the site and the airstrip. (C00-027.3)
174 The Longstaff Bluff site is not manned. There is an emergency shelter with a telephone and a motion-activated camera but no supplies or services. (C00-027.4)

Page 36 — Delete paragraph 195
Replace by: 195 **Radiobeacon**. — A privately maintained radiobeacon *(69°22'N, 81°49'W)* at the hamlet of Igloolik transmits on 241 kHz with identification YGT (— • — — — — • —).

(C00-028.1)

Page 36 — Paragraph 205, line 1 – after "**beacon**"
Insert: , fitted with a radar reflector,

(C00-028.2)

Page 38 — Delete paragraph 207
Replace by: 207 **Tern Island** *(69°33'N, 80°50'W)*, elevation 25 feet (8 m), is on the NE side of the fairway through Fury and Hecla Strait and is marked by a **beacon** fitted with a radar reflector. There is **shoal** water close around the island and many drying **rocks** off its north side. Gravel spits extend from its east and west ends.

(C00-028.3)

Page 38 — Delete paragraph 208
Replace by: 208 **Dangers**. — A large **shoal** patch, centered 3.5 miles SW of Tern Island on the SW side of the fairway, has three pinnacles. The least depth is 19 feet (5.8 m).

(C00-028.4)

Page 38 — Delete paragraph 210
Replace by: 210 A **beacon** on Tangle Island is 30 feet (9 m) high and is fitted with a radar reflector**.**

(C00-028.5)

Page 41 — Delete paragraph 232
Replace by: 232 **Depths**. — There is a mid-channel depth of 11.1 m 0.9 mile ENE of Freuchen Point. An isolated **shoal** on the south side of the sounded channel 2.6 miles north of the west end of the island has a depth of 16.2 m.

(C00-029.1)

Page 41 — Delete paragraph 245
Replace by: 245 There is a **beacon** with a radar reflector on the middle Mocklin Island.

(C00-029.2)

Page 44 — Paragraph 6, line 11
Delete: has not been surveyed.
Replace by: was surveyed between 1984 and 1992; these were reconnaissance surveys with 2 km between soundings. Ships track soundings are included.

(C00-029.3)

Page 59 — Delete paragraphs 131 and 132
Replace by: 131 **Dome. — Tower**. — The domed building of a **North Warning System** site is on a 325-m (1,066-ft) hill 6.5 miles SSE of the hamlet. A tower on the building is 30 m (100 ft) high; it has an air obstruction **light**.

132 The Pelly Bay site is not manned. There is an emergency shelter with a telephone and a motion-activated camera but no supplies or services. (C00-030.2)

132.1 **Radiobeacon**. — An unmonitored privately maintained radiobeacon *(68°32'N, 89°47'W)* near the hamlet of Pelly Bay transmits on 263 kHz with identification YBB (— • — — — • • • — • • •). (C00-030.3)

Page 59 — Delete paragraph 135.

(C00-030.4)

Page 60 — Paragraph 145, line 3 – after “an”
Insert: abandoned

(C00-031.1)

Page 60 — Delete paragraph 146.

(C00-031.2)

Page 60 — Delete paragraph 147
Replace by: 147 **Conspicuous features**. — The abandoned installations of Mackar Inlet DEW Line site are on a hill 3.6 miles ESE of Cape Sibbald. These consist of an oil tank; a group of buildings, one with a dome; and a 91-m (300-ft) tower with an elevation of 387 m (1,270 ft).

(C00-031.3)

Page 79 — Paragraph 172, lines 1 and 2
Delete: village of Frobisher
Replace by: town of Iqaluit

(C00-031.4)

Page 79 — Paragraph 174, line 1
Delete: Frobisher
Replace by: Iqaluit

(C00-031.5)

Page 80 — Delete paragraph 181
Replace by: 181 **Radiobeacons**. — A privately maintained radiobeacon *(63°44'N, 68°33'W)* transmits on 204 kHz with identification YFY (— • — — • • — • — • — —). A privately maintained aeronautical radiobeacon *(63°45'N, 68°28'W)* transmits on 117.4 MHz with identification YFB (— • — — • • — • — • • •). Two other nearby aeronautical radiobeacons transmit on 109.9 MHz.

(C00-032.1)

Page 81 — Paragraph 194, lines 1 and 2
Delete: "**Frobisher Bay village** ... This modern community"
Replace by: **Iqaluit town. — Facilities and services**. — This modern community is the capital of Nunavut and

(C00-032.2)

Page 237 — INDEX, after "Elder Point ..... 30"
Insert: Elizabeth Bank 4

(C00-025.5)

Page 237 — INDEX, after "Elizabeth Point..... 13"
Insert: Elizabeth Reef 4

(C00-025.6)

Page 241 — INDEX, left-hand column
Before "Irene Bay ..... 226"
Insert: Iqaluit 81

(C00-032.3)

Page 247 — INDEX, right-hand column
Before "Qarsau (Rodgers) Island ..... 80"
Insert: Qakutaak Bay..... 6

(C00-032.4)

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
NEWFOUNDLAND									
139.2	*Penguin Islands West Cardinal light and whistle buoy QLW*	*47 22 55* *57 01 30*	*Q(9)*	*W*	*15s*	.....	.....	*Yellow, black and yellow, marked "QLW".*	*Year round.* **Chart:4633** **Edn 08/00**
324.33	Black Island	56 47 15 61 19 37	Fl	G	4s	52.2		Square skeleton tower, green and white daymarks on 3 sides. 3.7	Flash 0.5 s; eclpse 3.5 s Seasonal. **Chart:4775** **Edn 08/00**
324.34	Little Fish Island	56 54 42 61 18 00	Fl	R	4s	49.2	4	Square skeleton tower, red and white daymarks on 3 sides. 3.7	Flash 0.5 s; eclipse 3.5 s Seasonal. **Chart:4775** **Edn 08/00**
324.35	Beachy Island	57 07 30 61 19 25	Fl	W	4s	65.9	6	Square skeleton tower, red and white daymarks on 3 sides. 3.6	Flash 0.5 s; eclipse 3.5 s Seasonal. **Chart:4775** **Edn 08/00**
324.9	Stirrup Island	57 34 20 61 18 30	LFl	R	10s	74.8	6	Square skeleton tower, red and white daymarks on 3 sides. 3.7	Flash 2 s; eclipse 8 s Seasonal. **Chart:4775** **Edn 08/00**
ATLANTIC									
30.5 H4170.4	Farmer Ledge	44 43 23.4 66 43 36.6	Fl	G	4s	4.1	.....	Green skeleton tower. 4.1	Year round. **Chart:4342** **Edn 08/00**
1087 H1306 1088 H1306.1	Indian Point range								Delete from List. **Chart:4905** **Edn 08/00**
1088.5 H1307 1088.6 H1307.1	Indian Point North range								Delete from List. **Chart:4406** **Edn 08/00**
1347	*Middle Ground light buoy EV3*								*Delete from List.* **Chart:4426** **Edn 08/00**
1375 H1664	**Paspébiac**	On sand bank. 48 00 57.8 65 14 49.7	Fl	W	5s	13.7	**20**	Square skeleton tower, two fluorescent orange rectangular daymarks; on E. and S. sides. 12.2	Flash every 5 s Year round. **Chart:4921** **Edn 08/00**
1379 H1680	**Port Daniel West**	On Pointe Ouest. 48 09 04.8 64 56 59.1	Fl	W	5s	20.0	**20**	White octagonal tower. 10.0	Flash every 5 s. Year round. **Chart:4921** **Edn 08/00**

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

ATLANTIC

1428
H58

Koksoak River range

1429
H58.1

Delete from List.

Chart:5338
Edn 08/00

1430
H58.4

Koksoak River East range

1430.1
H58.41

Delete from List.

Chart:5338
Edn 08/00

1431
H59

Beacon Point (Inukshuktuyuk) range

1432
H59.1

Delete from List.

Chart:5338
Edn 08/00

1434
H57

Button Islands

Radiobeacon

Delete from List.

Chart:5456
Edn 08/00

1779
H2112

Pointe Noire range

On E. extremity of point.
48 07 23.8
69 43 02.2

F W 28.0 **22** Square skeleton tower, fluorescent orange daymark, black vertical stripe.

Year round.
Visible in line of range.
Emergency light.

F G 28.0 7 10.7

Visible from 077° throught E. and S. to 257°.

Horn – Blast 3s; sil. 27s

Horn points 275°.

The operation of the fog signal will be made remotely on channel 69 (156,475 MHz). Mariners requiring the operation of the fog signal will have to press the button of the VHF radio five (5) consecutive times at 1 second interval on channel 69. The signal will be in operation for 60 minutes. After this delay, it will have to do the same operation.
The fog signal can be deactivated by pressing the button of the VHF radio 7 times

1780
H2112.1

273°05' 427.4m from front.

F W 42.0 **22** Square skeleton tower, fluorescent orange daymark, black vertical stripe. 9.1

Visible in line of range.
Emergency light.
Year round.

Chart:1203
Edn 08/00

1823.611 Roberval

48 31 03.3
72 13 03.5

Fl R 6s 7.3 ….. Cylindrical mast.

Privately maintained.
Year round.

Chart:6100
Edn 08/00

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
ATLANTIC									
1823.612	Roberval	48 31 04.2 72 13 05.2	Fl	G	6s	…..	…..	Cylindrical mast.	Privately maintained. Year round. **Chart:6100** **Edn 08/00**
1823.63	Saint-Prime	48 36 04 72 19 22	F	R		7.0	…..	….....	Privately maintained. Seasonal. Operates at night only. **Chart:6100** **Edn 08/00**
1851 H2208	**Pte de la Prairie**	N. edge of La Grande Batture. 47 24 33.8 70 25 51.2	Fl	W	5s	15.8	**16**	Red cylindrical pile, white upper portion.	Flash every 5 s Year round. **Chart:1233** **Edn 08/00**
1887 H2238.2	Île aux Grues	47 03 18.3 70 31 53.6	Fl	G	6s	11.1	…..	On wharf structure. 9.1	Flash 1 s; eclipse 5 s. Year round. Operates at night only. **Chart:1317** **Edn 08/00**
1946 H2300	Pointe Saint-Pierre range	On beach on S. side of channel. 46 55 35.3 71 02 26.8	F	G		6.3	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 6.1	Visible in line of range. Year round.
1947 H2300.1		218°36' 166.7m from front.	F	G		13.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 12.2	Visible in line of range. Year round. **Chart:1317** **Edn 08/00**
1946 H2300	Pointe Saint-Pierre range	On beach on S. side of channel. 46 55 35.3 71 02 26.8	F	G		6.3	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 6.1	Visible in line of range. Year round.
1947 H2300.1		218°36' 166.7m from front.	F	G		13.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 12.2	Visible in line of range. Year round. **Chart:1317** **Edn 08/00**
Inland LL 2535	Simik Island - range	68 32 46 89 52 11	F	W		13.3	.....	Skeleton tower. 7.6	
Inland LL 2536		092°55' 107.7 m from front	F	W		23.8	.....	Skeleton tower. 4.6	**Chart:7578** **Edn 08/00**
Inland LL 2537	Desgroseillers - range	68 32 24 89 51 05	F	Y		6.8	.....	Skeleton tower. 10.7	
Inland LL 2538		357°57' 49.9 m from front	F	Y		16.7	.....	Skeleton tower. 3.0	**Chart:7578** **Edn 08/00**
Inland LL 2539	Pelly Bay - range	68 31 31 89 49 59	F	R		10.6	.....	Skeleton tower. 12.2	
Inland LL 2540		140°17' 266.7 m from front	F	R		30.7	.....	Skeleton tower. 4.6	**Chart:7578** **Edn 08/00**

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals
ATLANTIC									
Inland LL 2545 H34	Bear Island range								Delete from List.
Inland LL 2546 H35									**Chart:5410** **Edn 08/00**
Inland LL 2545 H34	Bear Island	On E. side of entrance to Coral Harbour. 64 00 30 83 13 01	Fl	W	6s	20.1	8	Red and white square skeleton tower, fluorescent orange rectangular daymark. 11.9	Flash 1 s; eclipse 5 s. Radar reflector. Seasonal. **Chart:5410** **Edn 08/00**
Inland LL 2546 H35	Munn Bay	W. of Coral Harbour, Southampton Island. 64 07 33 83 15 13	Fl	W	6s	21.0	7	Square skeleton tower, 2 fluorescent orange rectangular daymarks, black vertical stripe. 10.7	Flash 1 s; eclipse 5 s. Radar reflector. Seasonal. **Chart:5410** **Edn 08/00**
Inland LL 2590 H57	Button Islands **Radiobeacon**	NE. extremity of Goodwin Island. 60 41 45 64 37 36	Fl	W	6s	54.9	8	Square skeleton tower. 9.4	Flash 1 s; eclipse 5 s Seasonal. **Chart:5456** **Edn 08/00**
Inland LL 2591 H58	Koksoak River range	58 27 37.2 68 12 26.9	F	G		18.0	.....	Square skeleton tower, fluorescent orange daymark. 7.6	Visible in line of range. Seasonal Operates at night only.
Inland LL 2592 H58.1		197°38' 613.6m from front.	F	G		39.6	.....	Triangular skeleton tower, fluorescent orange daymark. 24.4	Visible in line of range. Seasonal. Operates at night only. **Chart:5338** **Edn 08/00**
Inland LL 2593 H58.4	Koksoak River East range	58 29 42 68 10 20.2	Iso	W	2s	19.7	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 7.6	Visible in line of range. Seasonal Operates at night only.
Inland LL 2594 H58.41		189°36' 651.4m from front.	Iso	W	2s	35.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 19.8	Visible in line of range. Seasonal. Operates at night only. **Chart:5338** **Edn 08/00**
Inland LL 2595 H59	Beacon Point (Inukshuktuyuk) range	58 33 04.2 68 11 32.6	F	W		17.4	.....	Square skeleton tower, fluorescent orange daymark. 7.6	Visible in line of range. Seasonal Operates at night only.
Inland LL 2596 H59.1		219°49' 1025.2m from front.	F	W		44.0	.....	Square skeleton tower, fluorescent orange daymark. 7.6	Visible in line of range. Seasonal. Operates at night only. **Chart:5338** **Edn 08/00**
INLAND WATERS									
23.4	*Pointe à Fourneau light buoy AE2*	*45 22 11* *73 50 41.5*	*Fl*	*R*	*4s*	*.....*	*.....*	*Red, marked "AE2".*	*Seasonal.* **Chart:1410** **Edn 08/00**

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics		Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals	
INLAND WATERS									
23.5	*Pointe à Fourneau light buoy AE4*	*E. of point.* *45 22 29* *73 51 04.5*	*Fl*	*R*	*4s*	…..	…..	*Red, marked "AE4".*	*Year round.*	**Chart:1410 Edn 08/00**
23.6	*Light buoy AE7*	*45 22 39* *73 51 56*	*Fl*	*G*	*4s*	…..	…..	*Green, marked "AE7".*	*Year round.*	**Chart:1410 Edn 08/00**
23.65	*Light buoy AE10*	*45 22 58.9* *73 52 15.5*	*Q*	*R*	*1s*	…..	…..	*Red, marked "AE10".*	*Year round.*	**Chart:1410 Edn 08/00**
1475.71 1 1475.721	Simik Island - range								Delete from List.	**Chart:7578 Edn 08/00**
1475.73 1 1475.741	Desgroseillers - range								Delete from List.	**Chart:7578 Edn 08/00**
1475.751 1475.761	Pelly Bay - range								Delete from List.	**Chart:7578 Edn 08/00**
2537	Desgroseillers – range	68 32 24 89 51 05	F	Y		6.8	…..	Skeleton tower. 10.7		
2538		357°57' 49.9 m from front	F	Y		16.7	…..	Skeleton tower. 3.0		**Chart:7578 Edn 08/00**
2539	Pelly Bay – range	68 31 31 89 49 59	F	R		10.6	…..	Skeleton tower. 12.2		
2540		140°17' 266.7 m from front	F	R		30.7	…..	Skeleton tower. 4.6		**Chart:7578 Edn 08/00**
2545 H34 2546 H35	Bear Island								Delete from List.	**Chart:5410 Edn 08/00**
2545 H34	Bear Island	On E. side of entrance to Coral Harbour. 64 00 30 83 13 01	Fl	W	6s	20.1	8	Red and white square skeleton tower, fluorescent orange rectangular daymark. 11.9	Flash 1 s; eclipse 5 s. Radar reflector. Seasonal.	**Chart:5410 Edn 08/00**
2546 H35	Munn Bay	W. of Coral Harbour, Southampton Island. 64 07 33 83 15 13	Fl	W	6s	21.0	7	Square skeleton tower, 2 fluorescent orange rectangular daymarks, black vertical stripe. 10.7	Flash 1 s; eclipse 5 s. Radar reflector. Seasonal.	**Chart:5410 Edn 08/00**

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

INLAND WATERS

2590 H57	Button Islands **Radiobeacon**	NE. extremity of Goodwin Island. 60 41 45 64 37 36	Fl	W	6s	54.9	8	Square skeleton tower. 9.4	Flash 1 s; eclipse 5 s Seasonal. **Chart:5456** **Edn 08/00**
2591 H58	Koksoak River range	58 27 37.2 68 12 26.9	F	G		18.0	.....	Square skeleton tower, fluorescent orange daymark. 7.6	Visible in line of range. Seasonal Operates at night only.
2592 H58.1		197°38' 613.6m from front.	F	G		39.6	.....	Triangular skeleton tower, fluorescent orange daymark. 24.4	Visible in line of range. Seasonal. Operates at night only. **Chart:5338** **Edn 08/00**
2593 H58.4	Koksoak River East range	58 29 42 68 10 20.2	Iso	W	2s	19.7	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 7.6	Visible in line of range. Seasonal Operates at night only.
2594 H58.41		189°36' 651.4m from front.	Iso	W	2s	35.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 19.8	Visible in line of range. Seasonal. Operates at night only. **Chart:5338** **Edn 08/00**
2595 H59	Beacon Point (Inukshuktuyuk) range	58 33 04.2 68 11 32.6	F	W		17.4	.....	Square skeleton tower, fluorescent orange daymark. 7.6	Visible in line of range. Seasonal Operates at night only.
2596 H59.1		219°49' 1025.2m from front.	F	W		44.0	.....	Square skeleton tower, fluorescent orange daymark. 7.6	Visible in line of range. Seasonal. Operates at night only. **Chart:5338** **Edn 08/00**

CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SUGGESTION SHEET

Navigating Officer or Observer:_____ Captain:_____

Ship (*or address*)_____
If Merchant Vessel add Line *or* Company with Head Office address: _____
General locality:_____
Subject:_____
Approx. position:_____Lat._____Long_____
Chart No. used to plot: _____*(Corrected to N/M No. _____of 2000)*_____Publications affected: *(Quote Volume and page)*
* Full details *(Attach additional sheets as necessary)*
Time (UTC) _____Date _____

INSTRUCTIONS:

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

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

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

Director, Navigation Systems
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

In the case of information Canadian navigational aids or the List Department 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.