



Canada

Canada

VOL 24 MONTHLY EDITION NO 5  
MAY 28, 1999

# WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

**900 to 958**

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Marine Navigation Services  
Directorate  
Marine Aids

**RECYCLED PAPER**

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Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.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

#### ***Laurentienne***

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 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.

<b>Table of Stage 1 DGPS Reference Stations</b>					
<b>Station Name</b>	<b>Id Nos of Ref. Stations</b>	<b>DGPS Station ID</b>	<b>Geogr. Pos. Latitude Longitude</b>	<b>Frequency [khz]</b>	<b>Bits/sec.</b>
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
Cardinal ON	308,309	919	44 47 N 75 25 W	306	200
Warton ON	310,311	918	44 45 N 81 07 W	286	200
St. Jean Richelieu QUÉ	312,313	929	45 19 N 73 19 W	296	200
Lauzon QUÉ	316,317	927	46 49 N 71 10 W	309	200
Rivière-du-Loup QUÉ	318,319	926	47 46 N 69 36 W	300	200
Moisie QUÉ	320,321	925	50 12 N 66 07 W	313	200

<b>Table of Stage 1 DGPS Reference Stations</b>					
<b>Station Name</b>	<b>Id Nos of Ref. Stations</b>	<b>DGPS Station ID</b>	<b>Geogr. Pos. Latitude Longitude</b>	<b>Frequency [khz]</b>	<b>Bits/sec.</b>
Partridge Island NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminac NB	332,333	936	47 04 N 64 48 W	319	200
Western Head NS	334,335	935	43 59 N 64 39 W	312	200
Fox Island NS	336,337	934	45 20 N 61 05 W	307	200
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

## **DGPS RECEIVER - WARNING**

The Canadian Coast Guard's Differential Global Positioning System (DGPS) broadcast contains built in 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 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**

Currently, seventeen DGPS stations are providing Initial Operational Service (IOS) in Canada. The DGPS station at Rigolet, Labrador will be installed in November 30/98. Extensive validation of operational performance is being conducted throughout 1998. Full Operational Service (FOS) will follow after successful validation. Mariners are reminded to use caution when using DGPS until the Service is declared fully operational.

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

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

## **DISCREPANCY REPORT FOR DGPS USERS.**

The Canadian Coast Guard is currently implementing the Differential Global Positioning System in Canada. Currently, seventeen DGPS stations are providing Initial Operational Service (IOS) in Canada. The DGPS station at Rigolet, Labrador will be installed in November 30/98.

Following a service validation period, it is expected that the DGPS service will be announced as providing a Full Operational Service (FOS) in March 1999. The fully operational DGPS service is expected to meet the advertised Levels of Service standards and all service guarantees will be provided with FOS.

Throughout the service validation period, the Coast Guard will be conducting numerous tests of the differential service. To assist the Coast Guard in this validation testing, mariners are requested to complete the attached anomaly report. Please take note of any DGPS service anomalies you experience and forward the completed form to the Director Marine Aids, 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 information on user equipment to fill / Renseignements indispensables sur l'équipement à remplir:**

### User equipment information / 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.

## 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](http://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**

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

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

Please indicate which edition you would like to receive.

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

**WESTERN EDITION** (will be comprised of Arctic and Pacific areas) \_\_\_\_\_

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**\*953 CANADIAN HYDROGRAPHIC SERVICE - Chart.**

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**1. New Editions.**

## BRITISH COLUMBIA/COLOMBIE-BRITANNIQUE

3807	ATLI INLET TO/À SELWYN INLET	1:37 500	Feb. 05/99	2	20.0 0
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(AMA8035-10-35)

(DFO-H99-081)

**\*900 CANADIAN HYDROGRAPHIC SERVICE - Cumulative chart correction list.**

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from 26-February-99 to 28-April-99	
Chart	Edition and Notices to Mariners Numbers
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3670	14(705/99)
3675	11(519/99 New Chart)
3676	11(519/99 New Chart)
3720	12(558/99)
3726	10(507/99)
3728	17(744/99)
3729	12(559/99)
3730	12(559/99)
L/C 3744	11(538/99, 525/99), 10(507/99)
3785	12(558/99)
3787	17(743/99)
3807	12(557/99)
L/C 3853	12(557/99)
L/C 3902	10(507/99)
3934	16(730/99), 11(537/99)
3960	15(718/99)
4000	12(550/99)
L/C 4001	17(747/99, 742/99), 12(550/99), 9(335/99)
L/C 4002	9(334/99)
L/C 4003	16(735/99), 12(550/99)

L/C 4006	12(550/99)
L/C 4012	16(736/99, 721/99)
L/C 4013	16(725/99), 12(564/99, 550/99), 9(321/99)
L/C 4015	9(328/99)
L/C 4020	16(726/99)
L/C 4022	9(328/99)
L/C 4023	10(503/99), 9(321/99)
L/C 4045	12(550/99)
L/C 4098	12(550/99)
L/C 4099	12(550/99)
L/C 4118	9(341/99 New Edition)
4211	16(736/99)
L/C 4227	12(564/99), 9(324/99)
L/C 4230	10(512/99)
L/C 4233	9(324/99)
L/C 4234	12(553/99), 9(324/99)
L/C 4236	12(564/99)
L/C 4237	13(568/99)
4279	10(504/99)
4281	9(324/99)
L/C 4320	16(736/99), 12(564/99, 562/99, 560/99, 555/99)
L/C 4321	9(324/99)
L/C 4363	9(333/99, 325/99)
4384	16(736/99)
L/C 4385	14(711/99), 12(555/99)
4386	13(567/99), 12(560/99)
L/C 4403	9(321/99)
L/C 4404	9(321/99)
4419	9(321/99)
4420	9(321/99)
L/C 4451	15(719/99)
4470	12(548/99)
L/C 4485	12(552/99)
4512	16(724/99)
4514	11(518/99)
4521	13(573/99)
4595	14(710/99), 13(572/99)
4596	14(710/99), 13(572/99)
4598	14(710/99)
4635	9(327/99)
4682	9(332/99)
L/C 4700	17(745/99), 10(500/99)
4701	17(745/99), 11(546/99, 517/99)
4702	17(745/99)
4703	13(566/99), 11(515/99)
4724	14(701/99)
4728	13(569/99), 11(541/99)
L/C 4730	10(500/99)
L/C 4731	17(745/99)
4744	13(566/99)
4745	11(515/99)
L/C 4831	11(544/99)
4839	9(315/99)
4843	14(702/99)
L/C 4847	11(539/99)
4849	11(539/99)
4855	16(727/99), 11(543/99)

4865	13(572/99)
L/C 4906	11(524/99), 10(503/99)
4912	17(748/99)
4920	11(540/99)
4921	12(547/99)
L/C 4951	15(719/99)
L/C 5001	10(500/99)
L/C 5023	10(500/99)
L/C 5030	11(517/99)
5031	11(517/99)
5046	9(322/99)
5047	9(322/99)
5048	10(500/99)
5049	10(508/99)
5133	13(566/99)
5134	15(716/99)
5135	10(513/99)
5138	15(716/99)
5143	13(569/99)
5397	17(749/99)
5457	9(341/99 New Edition)
L/C 8005	15(715/99)
L/C 8006	15(717/99)
L/C 8007	16(723/99), 12(564/99, 550/99)
L/C 8049	17(745/99)
(AMA8035-10-35)	(DFO-H99-082)

**\*957 CANADA - Entry into force for Canada of the International Convention on Civil Liability for Oil Pollution Damage, 1992 (1992 CLC) and denunciation of the 1969 CLC.**

1.	The 1969 CLC first entered into force for Canada on April 24, 1989, as provided for in Part XVI of the Canada Shipping Act (CSA). Amendments to Part XVI of the CSA contained in Chapter 6 of the Statutes of Canada 1998 implemented the 1992 CLC, which will come into force for Canada on May 29, 1999. Therefore, on May 29, 1999, Canada will have denounced the 1969 CLC and will be party to the 1992 CLC.
2.	These amendments substantially increase the shipowners' limits of liability for oil pollution damage and will result in new certification requirements.
3.	Up to May 29, 1999, certain foreign ships calling at Canadian ports and offshore terminals and certain Canadian ships are required to carry certificates showing that a contract of insurance or other security that satisfies the requirements of the 1969 CLC is in force in respect of the ship. After May 29, 1999 all these ships will instead be required to carry a certificate showing that a contract of insurance or other security that satisfies the requirements of the 1992 CLC is in force in respect of the ship.
4.	It should be noted that the area of application has been extended to include voyages to offshore terminals in the exclusive economic zone, and therefore the requirement for certification under the 1992 CLC may include some ships that did not require certification under the 1969 CLC. A 1992 CLC Certificate will be required for all sea going ships carrying, in bulk as cargo, more than 2,000 tons (which is equivalent to 2,040 tonnes based on metric conversion in Part XVI of the CSA) of crude oil, fuel oil, heavy diesel oil, lubricating oil or any other persistent hydrocarbon mineral oil that:
	(a) enter or leave a port in Canadian waters or in the exclusive economic zone of Canada or arrive at or leave an offshore terminal in Canadian waters or in the exclusive economic zone of Canada, or
	(b) if the ship is registered in Canada, enter or leave a port in any other state, whether or not that state is a party to the Civil Liability Convention, or arrive at or leave an offshore terminal

		(i)	in the territorial sea or internal waters of any such state, or
		(ii)	in the exclusive economic zone of any such state or, if the state has not established an exclusive economic zone, in an area beyond and adjacent to the territorial sea of that state, and extending not more than 200 nautical miles from the baselines from which the breadth of its territorial sea is measured.
5.	Certificates shall be carried on board and be available for production to any duly authorized officer of the Government of Canada.		
6.	For Canadian ships, the 1992 CLC Certificate shall be issued by the Marine Safety Directorate, Transport Canada.		
7.	For ships registered in States that are party to the 1992 CLC, the 1992 CLC Certificate shall be issued under the authority of the government of that State.		
8.	For ships registered in States that are party to the 1969 CLC, the 1992 Certificate shall be issued either:		
	(a)	under the authority of the government of a State that is party to the 1992 CLC,	
	(b)	by the Marine Safety Directorate, Transport Canada, or	
	(c)	under the authority of the government of the flag State.	
9.	For ships registered in States that are not party to either the 1969 CLC or the 1992 CLC, the 1992 CLC Certificate shall be issued either:		
	(a)	under the authority of the government of a State that is party to the 1992 CLC, or	
	(b)	by the Marine Safety Directorate, Transport Canada.	
10.	Additional information may be obtained from any Transport Canada Marine Safety office.		
(AMA8035-10-1)		(CCG-H99-050)	

**\*955 TRANSPORT CANADA PUBLICATIONS - Canada Ship Safety Bulletins - 1999**

The following bulletins have been issued in 1999:		
No. 1	January 12, 1999	SPORT FISHING
No. 2	January 19, 1999	THE YEAR 2000 AND THE GPS ROLLOVER PROBLEMS
No. 3	February 2, 1999	CERTIFICATES OF COMPETENCY AS CHIEF ENGINEER - MOTOR DRIVEN FISHING VESSEL (C/E-MDFV) & WATCHKEEPING ENGINEER - MOTOR DRIVEN FISHING VESSEL (WKE-MDFV)
No. 4	March 25, 1999	NAVIGATIONAL EQUIPMENT PERFORMANCE STANDARDS
Single copies of these bulletins may be obtained by writing to:		

	Transport Canada Marine Safety AMSB, Tel. 991-3135 Fax # (613) 990-6191 Tower C, Place de Ville 330 Sparks Street, 11 <sup>th</sup> floor Ottawa, Ontario K1A 0N8
(AMA8035-10-1)	(CCG-H99-048)

**\*941 HUDSON BAY - POINTE LOUIS XIV - Elevation.**

Chart (Last correction) - 5476(Plan, Pointe-Louis XIV)(NAD 83)(1)(304/99)

1. Amend Dm (113) to read Dm (115) 54°38'24" N 79°44'42" W

(AMA8035-10-35)

(DFO-C99-060)

**\*935 HUDSON BAY - CHURCHILL - Light.**

Chart (Last correction) - 5003(1)(403/93)

1. Amend FI R to read FI RW 58°46'30" N 94°10'30" W

NOTE: Digital data products 73148(5003) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-13)

(CCG-D99-001)(DFO-C99-069)

**\*939 MANITOBA - LAKE WINNIPEG - SELKIRK TO LAKE WINNIPEG - Buoys.**

Chart - 6242(Sheet 2)(Compartment B-C)Selkirk to Lake Winnipeg)(NAD 27)(1-3)

1. Add green spar buoy, marked X7 50°24'54" N 96°49'09" W

2. Add red spar buoy, marked X12 50 24 37 N 96 49 06 W

3. Add green spar buoy, marked X11 50 24 36.5 N 96 49 00 W

(AMA8035-10-5-13)

(CCG-D99-004)(DFO-C99-067)

**\*937 MANITOBA - LAKE WINNIPEG - RABBIT POINT - Buoy.**

Chart - 6240(1)

1. Delete green light buoy DN3 51°55'54" N 96°54'10" W

(AMA8035-10-5-13)

(CCG-D98-044)(DFO-C99-065)

**\*936 MANITOBA - LAKE WINNIPEG - BIRDNEST POINT - Buoy.**

Chart - 6241(1)

1. Delete green lighted can buoy CM3 53°10'30" N 97°40'40" W

(AMA8035-10-5-13)

(CCG-D98-043)(DFO-C99-064)

**\*947 BRITISH COLUMBIA - LAREDO SOUND - HIGGINS PASSAGE - WEETEEAM BAY - Chart amendment and chart amendment patch.**

Chart (Last correction) - 3710(Plan, Weeteeam Bay)(NAD 27)(1)(673/96) - 3710(Plan, Higgins Passage)(NAD 27)(2)(673/96)

- |               |   |            |   |
|---------------|---|------------|---|
| 1. Reposition | Adjoining Chart/Carte adjacente<br>3726 | from<br>to | 52°29'30" N 129°03'55" W<br>(approx.)<br>52 29 30 N 129 03 24 W (approx.) |
| 2. Affix      | patch                                   |            | 52 29 00 N 128 44 00 W (approx.)  |

- NOTE: (1) This chart amendment patch supersedes the existing plan of Higgins Passage. It is recommended that mariners trim off the Southeast corner so as not to obscure the CABLES note in the Weeteeam Bay plan.
- (2) Digital data products 3710R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-031)

**\*932 BRITISH COLUMBIA - HARO STRAIT - BAZAN BAY - Pipeline.**

Charts (Last correction) - 3441(NAD 27)(1-3,7)(2160/98) - LC 3462(NAD 83)(5,6,8)(753/99) - 3313(Sheet 6)(NAD 83)(4-6,8)

- |           |               |                |  |
|-----------|---------------|----------------|--|
| 1. Delete | pipeline      | from<br>to     | 48°37'31".2 N 123°24'24" W<br>48 37 36.4 N 123 24 13.5 W                               |
| 2. Add    | pipeline      | joining<br>and | 48 37 29 N 123 24 21.9 W<br>48 37 40.8 N 123 23 08.3 W                                 |
| 3. Add    | pipeline      | joining<br>and | 48 37 30.8 N 123 24 23.8 W<br>48 37 35.5 N 123 24 09.1 W<br>48 37 33.7 N 123 23 19.7 W |
| 4. Delete | pipeline      | from<br>to     | 48 37 30.8 N 123 24 29.1 W<br>48 37 36 N 123 24 17 W                                   |
| 5. Add    | pipeline      | joining<br>and | 48 37 28.4 N 123 24 26.6 W<br>48 37 40.1 N 123 23 13 W                                 |
| 6. Add    | pipeline      | joining<br>and | 48 37 30.1 N 123 24 28.5 W<br>48 37 34.9 N 123 24 13.8 W<br>48 37 33.1 N 123 23 24.4 W |
| 7. Add    | pipeline sign |                | 48 37 28.7 N 123 24 22.5 W   |
| 8. Add    | pipeline sign |                | 48 37 27.5 N 123 24 28 W   |

- NOTE: Digital data products 3441R/M, 3462R/M, 70003(3441) 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)

(DFO-P99-030)

**\*903 BRITISH COLUMBIA, WEST COAST - LA PEROUSE BANK - Submarine cables.**

Chart (Last correction) - LC 3602(NAD 27)(1-16)(331/99)

1. Delete	submarine cable	from	48°19'21" N 125°26'53" W
		to	48 00 00 N 125 45 24 W
2. Add	submarine cable	joining	48°19'21" N 125°26'53" W
			48 19 02 N 125 35 23 W
			48 16 49 N 125 44 49 W
			48 11 28 N 125 56 00 W
			48 08 39 N 125 59 48 W
		and	48 00 00 N 126 00 00 W
3. Delete	submarine cable	from	48 24 41 N 124 37 30 W
		to	48 23 12 N 124 59 24 W
4. Delete	submarine cable	from	48 26 19 N 124 37 30 W
		to	48 23 34 N 125 03 00 W
5. Add	Aband		48 18 48 N 125 13 00 W
6. Add	Aband		48 28 12 N 125 57 36 W
7. Add	Aband		48 37 00 N 126 43 00 W
8. Add	Aband		48 20 48 N 125 14 00 W
9. Add	Aband		48 32 12 N 125 58 36 W
10. Add	Aband		48 41 00 N 126 42 36 W
11. Add	Aband		48 37 00 N 125 17 48 W
12. Add	Aband		48 16 48 N 125 39 12 W
13. Add	Aband		48 08 00 N 126 03 48 W
14. Add	Aband		48 36 00 N 125 16 24 W
15. Add	Aband		48 21 06 N 125 32 00 W
16. Add	Aband		48 09 22 N 126 03 12 W

NOTE: Digital data products 3602R/M and 70203(3602) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-027)

**\*917 BRITISH COLUMBIA - CAAMANO SOUND - DUPONT ISLAND - Chart amendments.**

Charts (Last correction) - 3724(1)(609/97) - LC 3902(NAD 27)(2)(507/99) - LC 3744(NAD 27)(3)(538/99) - LC 3002(NAD 27)(3)(538/99)

Reference: Notice 605/97.

On certain copies.

1. Amend	Q(3) 12s 18ft to read Fl(3) 12s 18ft	52°56'18" N 129°26'18" W
----------	--------------------------------------	--------------------------

(approx.)

2. Amend Q(3) to read FI(3) 52 56 21 N 129 26 22 W (approx.)
3. Amend Q(3) to read FI(3) 52 56 24 N 129 26 26 W (approx.)

NOTE: Digital data products 3002R/M, 3724R/M, 3744R/M, 3902R/M, 70064(3902) and 70084(3744) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-028)

**\*902 BRITISH COLUMBIA - DIXON ENTRANCE - Calling-in points.**

Chart (Last correction) - LC 3802(NAD 27)(1-14)(617/97)

- |         |   |         |  |
|---------|---|---------|--|
| 1. Add  | inbound and outbound calling-in point 20A                         |         | 54°19'36" N 131°00'00" W                     |
| 2. Add  | inbound and outbound calling-in point 20A                         |         | 54 07 30 N 130 53 15 W                       |
| 3. Add  | inbound and outbound calling-in point 20B                         |         | 53 58 06 N 130 45 24 W                       |
| 4. Add  | line  | joining | 53 56 24 N 130 43 15 W                       |
|         |   |         | 54 00 00 N 130 47 30 W                       |
|         |   | and     | 54 11 12.5 N 131 38 43 W                     |
| 5. Add  | upbound and downbound calling-in point 21                         |         | 54 07 06 N 131 19 50 W                       |
| 6. Add  | inbound and outbound calling-in point 22                          |         | 54 26 40 N 131 38 45 W                       |
| 7. Add  | upbound and downbound calling-in point 23                         |         | 54 41 15 N 131 43 45 W                       |
| 8. Add  | inbound and outbound calling-in point 24                          |         | 54 32 45 N 132 56 15 W                       |
| 9. Add  | line  | from    | 54 15 23 N 133 03 25 W                       |
|         |   | to      | 54 42 12 N 132 52 17 W                       |
| 10. Add | upbound and downbound calling-in point 25                         |         | 54 06 30 N 133 16 15 W                       |
| 11. Add | line  | from    | 54 21 15 N 133 22 13 W                       |
|         |   | to      | 54 31 25 N 133 12 33 W                       |
| 12. Add | legend See/Voir note VTS ZONES/ZONES STM                          |         | 54 26 00 N 133 17 30 W (approx.)             |
| 13. Add | Note  |         | outside east border at 53°55'00" N (approx.) |
|         | VTS ZONE  |         |  |
|         | Limits of the Prince Rupert Vessel Traffic Services zone. Vessels |         |  |

must report on entering or leaving the zone.

**ZONE STM**

Limites de la zone des Services de trafic maritime pour Prince Rupert. Les navires doivent se rapporter en entrant dans la zone ou en la quittant.

14. Amend

Vessel Traffic Services note to read

53°45'00" N 132°09'00" W  
(approx.)

**VESSEL TRAFFIC SERVICES**

Traffic Services calling-in point with number; arrow indicates direction of vessel movement.

For additional information concerning these services, see Notice to Mariners No. 25 of each year.

**SERVICES DE TRAFIC MARITIME**

Point d'appel numéroté pour les Services de trafic maritime; la flèche indique la direction du mouvement du navire.

Pour plus de renseignements concernant ces services, consulter l'Avis aux navigateurs no. 25 de chaque année.

**NOTE:** Digital data products 3802R/M and 70189(3802) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P98-038)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

**\*954 CANADIAN COAST GUARD PUBLICATION - Amendments to the Radio Aids to Marine Navigation (Pacific) publication - 1999.**

Substitute page 2-4 by the following page.

Marine Communications and  
Traffic Services Centre: PRINCE RUPERT, BRITISH COLUMBIA

Call Sign: VAJ

Communication Sites  
Located at:

Prince Rupert	54 17 51 N 130 25 06 W	Klemtu	52 34 45 N 128 33 45 W
Sandspit	53 14 00 N 131 48 50 W	Mount Dent	55 12 57 N 129 59 18 W
Hunter Point	53 15 31 N 132 42 53 W	Mount Gil	53 15 46 N 129 11 42 W
Barry Inlet	52 34 30 N 131 45 13 W	Mount Hays	54 17 12 N 130 18 49 W
Rose Inlet	52 13 18 N 131 12 54 W	Naden Harbour	53 57 18 N 132 56 30 W
Cumshewa	53 09 33 N 131 59 47 W	Van Inlet	53 15 08 N 132 32 31 W
Dundas Island	54 31 16 N 130 54 55 W	Calvert Island	51 35 21 N 128 00 43 W
Kitimat	54 03 20 N 128 37 51 W		

- For Radio Services call Prince Rupert Coast Guard Radio.

- For Vessel Traffic Services call Prince Rupert Traffic.

Prince Rupert Marine Communications and Traffic Services Centre VHF Direction Finding Advisory Service:

A VHF/DF advisory service is available for ships in difficulty from receiver sites located at Mount Hays, Dundas Island, Cumshewa, Van Inlet, Naden Harbour, Barry Inlet, Mt. Gil Klemtu and Calvert Island. Position and/or bearing and distance information may be provided for use at the discretion of the recipient.

Mailing address: Department of Fisheries and Oceans  
Canadian Coast Guard  
Officer-in-Charge - MCTS Operations  
Prince Rupert MCTS Centre  
Bag 4444  
Prince Rupert, British Columbia  
V8J 4K2

Telephone Numbers: (250) 627-3081 MCTS Operations  
(250) 627-3074 MCTS Operations  
(250) 627-3077 Officer-in-Charge  
 Facsimile: 250) 624-2465 MCTS Operations  
250) 627-3068 Officer-in-Charge

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Substitute page 2-5 by the following page.

☑MCTS Prince Rupert/VAJ - Ship/shore Communications:

SITES:	Channel:	VTS Sector:	Frequencies:		Remarks:
			Transmit:	Receive:	
Prince Rupert			2182H3E 2054J3E 4125J3E	2182 2054 4125	
Sandspit			2182H3E 2054J3E	2182 2054	
Hunter Point			2182H3E 2054J3E	2182 2054	
Barry Inlet	Ch11 Ch16 Ch22A Ch26*	1	156.550	156.550	
Cumshewa	Ch11 Ch16 Ch22A Ch84*	1	156.550	156.550	
Dundas Island	Ch16 Ch22A Ch71 Ch84	1	156.550	156.550	
		2	156.575	156.575	
Kitimat	Ch11 Ch16 Ch22A	1	156.550	156.550	
Klemtu	Ch11 Ch16 Ch22A Ch84*	1	156.550	156.550	
Rose Inlet	Ch11 Ch16 Ch22A Ch26*	1	156.550	156.550	
Mount Dent	Ch16 Ch84*				
Mount Gil	Ch11 Ch16 Ch22A Ch26*	1	156.550	156.550	

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Mount Hays	Ch11 Ch16 Ch22A	1	156.550	156.550	
	Ch71 Ch84*	2	156.575	156.575	
Naden Harbour	Ch11 Ch16 Ch22A	1	156.550	156.550	
	Ch71 Ch84*	2	156.575	156.575	
Van Inlet	Ch11 Ch16 Ch22A Ch26*	1	156.550	156.550	
Calvert Island	Ch11 Ch16 Ch22A Ch84*	1	156.550	156.550	
Substitute page 2-6 by the following page.					
MCTS Prince Rupert/VAJ - Broadcasts:					
Time PST:	Frequency:	Contents:			
0030	518F1B	NAVTEX (D) - Weather.			
0430	518F1B	NAVTEX (D) - NOTSHIPS.			

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

<p>0505</p>	<p>2054J3E Prince Rupert Sandspit Hunter Point</p>	<p>RADIOTELEPHONY: Synopsis and weather forecasts for areas 2,3,4,5,13,14,15,16,17</p> <ul style="list-style-type: none"> <li>- Automated Weather Reports:             <ol style="list-style-type: none"> <li>1. Grey Islet</li> <li>2. Lucy Island</li> <li>3. Holland Rock</li> <li>4. Bonilla Island</li> <li>5. Rose Spit</li> <li>6. Kindakun Rock</li> <li>7. Prince Rupert</li> </ol> </li> </ul> <p>Langara Island</p> <p>Cumshewa Island Cape St. James Cathedral Point Sartine Island Sandspit Herbert Island</p> <p>Ocean Buoy Reports:             <ol style="list-style-type: none"> <li>1. North Nomad</li> <li>2. Middle Nomad</li> <li>3. West Dixon Entrance</li> <li>4. Central Dixon Entrance</li> <li>5. North Hecate Strait</li> </ol> </p> <p>South Hecate Strait West Moresby Nanakwa Shoal West Sea Otter South Moresby East Dellwood</p> <ul style="list-style-type: none"> <li>- Safety Notices to Shipping.</li> <li>- Traffic List.</li> </ul>
<p>0830</p>	<p>518F1B</p>	<p>NAVTEX (D)</p> <ul style="list-style-type: none"> <li>- Weather</li> </ul>

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

<p>☑1105</p>	<p>2054J3E Prince Rupert Sandspit Hunter Point</p>	<p>RADIOTELEPHONY: Synopsis and weather forecasts for areas 2,3,4,5,13,14,15,16,17</p> <p>Automated Weather Reports:</p> <ol style="list-style-type: none"> <li>1. Grey Islet 9.</li> <li>2. Lucy Island 10.</li> <li>3. Holland Rock 11.</li> <li>4. Bonilla Island 12.</li> <li>5. Rose Spit 13.</li> <li>6. Kindakun Rock 14.</li> <li>7. Prince Rupert 15.</li> </ol> <p>Langara Island</p> <ol style="list-style-type: none"> <li>9.</li> <li>10.</li> <li>11. Cumshewa Island</li> <li>12. Cape St. James</li> <li>13. Cathedral Point</li> <li>14. Sartine Island</li> <li>15. Sandspit</li> <li>16. Herbert Island</li> </ol> <p>Ocean Buoy Reports:</p> <ol style="list-style-type: none"> <li>1. North Nomad</li> <li>2. Middle Nomad</li> <li>3. West Dixon Entrance</li> <li>4. Central Dixon Entrance</li> <li>5. North Hecate Strait</li> </ol> <p>South Hecate Strait</p> <ol style="list-style-type: none"> <li>7. West Moresby</li> <li>8. Nanakwa Shoal</li> <li>9. West Sea Otter</li> <li>10. South East</li> <li>11. Dellwood Moresby</li> </ol> <p>- Safety Notices to Shipping. Traffic List.</p>
<p>1230</p>	<p>518F1B</p>	<p>NAVTEX (D) - Weather</p>
<p>1630</p>	<p>518F1B</p>	<p>NAVTEX (D) NOTSHIPS</p>
<p>Substitute page 2-7 by the following page.</p>		
<p>MCTS Prince Rupert/VAJ - Broadcasts:</p>		
<p>Time PST:</p>	<p>Frequency:</p>	<p>Contents:</p>

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

1705	2054J3E Prince Rupert Sandspit Hunter Point	<p>RADIOTELEPHONY: Synopsis and weather forecasts for areas 2,3,4,5,13,14,15,16,17</p> <ul style="list-style-type: none"> <li>- Automated Weather Reports:             <ol style="list-style-type: none"> <li>1. Grey Islet</li> <li>2. Lucy Island</li> <li>3. Holland Rock</li> <li>4. Bonilla Island</li> <li>5. Rose Spit</li> <li>6. Kindakun Rock</li> <li>7. Prince Rupert</li> </ol> </li> </ul> <p>Langara Island</p> <p>Cumshewa Island Cape St. James Cathedral Point Sartine Island Sandspit Herbert Island</p> <p>Ocean Buoy Reports:             <ol style="list-style-type: none"> <li>1. North Nomad</li> <li>2. Middle Nomad</li> <li>3. West Dixon Entrance</li> <li>4. Central Dixon Entrance</li> <li>5. North Hecate Strait</li> <li>6. South Decate Strait</li> <li>7. West Moresby</li> <li>8. Nanakwa Shoal</li> <li>9. West Sea Otter</li> <li>10. South Moresby</li> <li>11. East Dellwood</li> </ol> </p> <ul style="list-style-type: none"> <li>- Safety Notices to Shipping.</li> <li>- Traffic List.</li> </ul>
2030	518F1B	<p>NAVTEX (D)</p> <ul style="list-style-type: none"> <li>- Weather</li> </ul>

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

<p>2305</p>	<p>2054J3E Prince Rupert Sandspit Hunter Point</p>	<p>RADIOTELEPHONY: - Synopsis and weather forecasts for areas 2,3,4,5,13,14,15,16,17</p> <p>Automated Weather Reports: 1. Grey Islet 9. 2. Lucy Island 10. 3. Holland Rock 11. 4. Bonilla Island 12. 5. Rose Spit 13. 6. Kindakun Rock 14. 7. Prince Rupert 15.</p> <p>Langara Island 9. 10. 11. Cumshewa Island 12. Cape St. James 13. Cathedral Point 14. Sartine Island 15. Sandspit 16. Herbert Island</p> <p>Ocean Buoy Reports: 1. North Nomad 2. Middle Nomad 3. West Dixon Entrance 4. Central Dixon Entrance 5. North Hecate Strait South Hecate Strait West Moresby Nanakwa Shoal West Sea Otter South Moresby East Dellwood</p> <p>- Safety Notices to Shipping - Traffic List.</p>
<p>Substitute page 2-8 by the following page.</p>		
<p>MCTS Prince Rupert/VAJ - Broadcasts:</p>		
<p>Time PST:</p>	<p>Frequency:</p>	<p>Contents:</p>

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

<p>Continuous</p>	<p>Ch21B Mount Hays Kitimat Mount Dent</p> <p>WX1 Klemtu Van Inlet</p> <p>WX2 Barry Inlet Dundas Island Mount Gil Calvert Island</p> <p>WX3 Cumshewa Naden Harbour</p>	<p>RADIOTELEPHONY:</p> <ul style="list-style-type: none"> <li>- Synopsis and weather forecasts for areas 2,3,4,5,13,14,15, 16,17.</li> <li>- Local and Lighthouse Weather Reports:             <ul style="list-style-type: none"> <li>1. Green Island</li> <li>2. Triple Island</li> <li>3. Bonilla Island</li> <li>4. Langara Island</li> <li>5. Boat Bluff</li> <li>6. McInnes Island</li> </ul> </li> <li>.Ivory Island</li> <li>Addenbroke Island</li> <li>. Egg Island</li> <li>. Pine Island</li> <li>. Cape Scott</li> <li>. Dryad Point</li> <li>. Scarlett Point</li> </ul> <p>Automated Weather Reports:</p> <ul style="list-style-type: none"> <li>1. Grey Islet</li> <li>2. Lucy Island</li> <li>3. Holland Rock</li> <li>4. Bonilla Island</li> <li>5. Rose Spit</li> <li>6. Kindakun Rock</li> <li>7. Prince Rupert</li> </ul> <p>Langara Island</p> <p>Cumshewa Island Cape St. James Cathedral Point Sartine Island Sandspit Herbert Island</p> <p>Ocean Buoy Reports:</p> <ul style="list-style-type: none"> <li>1. North Nomad</li> <li>2. Middle Nomad</li> <li>3. West Dixon Entrance</li> <li>4. Central Dixon Entrance</li> <li>5. North Hecate Strait</li> </ul> <p>South Hecate Strait West Moresby Nanakwa Shoal . West Sea Otter South Moresby East Dellwood</p> <p>Notices to Shipping &amp; NOTFISH &amp; Traffic Lists</p>
<p>Continuous broadcast information available by telephone from Prince Rupert (250) 624-9009.</p>		
<p>Substitute page 2-13 by the following page.</p>		
<p><input checked="" type="checkbox"/> Marine Communications and Traffic Services Centre: VANCOUVER HARBOUR, BRITISH COLUMBIA</p>		

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Call Sign: VAS		
<input checked="" type="checkbox"/> Communication Sites Located at:	Vancouver Harbour Centre	49 17 05 N 123 06 45 W
	Watts Point, Howe Sound	49 38 54 N 123 12 36 W
<input checked="" type="checkbox"/> - For Radio Services call Vancouver Coast Guard Radio.		
<input checked="" type="checkbox"/> - For Vessel Traffic Services call Vancouver Traffic.		
<input checked="" type="checkbox"/> Mailing address:	Department of Fisheries and Oceans Canadian Coast Guard Vancouver Harbour MCTS Centre Officer-in-Charge - MCTS Operations 2380 – 555 West Hastings Street Vancouver, British Columbia V6B 5G3	
<input checked="" type="checkbox"/> Telephone Numbers:	(604) 666-6011 MCTS Operations (604) 666-1004 Officer-in-Charge (604) 666-1003 Administrative (604) 775-8919 Watch Supervisor	
Telex Number:	043-52586 CGTC VAS VCR	
Facsimile:	(604) 666-8453	
<input checked="" type="checkbox"/> MCTS Vancouver/VAS Ship/Shore Telephone:		(604) 775-8920 (604) 775-8921
Delete pages 5-13 to 5-15.		
(M2204-145)		(CCG-H99-047)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 4 — Paragraph 31, lines 1 to 5

Delete: "The Canadian ... *Tofino Traffic*."

Replace by: The Canadian Coast Guard has four Marine Communications and Traffic Services Centres (MCTSC). One is at Amphitrite Point ( $48^{\circ}55'31''N$   $125^{\circ}32'25''W$ ) and is identified as *Tofino Traffic*. The second in Vancouver is identified as *Victoria Traffic*. The third in Vancouver ( $49^{\circ}17'05''N$   $123^{\circ}06'45''W$ ) is identified as *Vancouver Traffic*. The fourth is at Comox ( $49^{\circ}42'24''N$   $124^{\circ}51'41''W$ ) and identified as *Comox Traffic*.

(P23/99)

Page 4 — Paragraph 37, lines 8 and 9

Delete: *Vancouver Traffic*Replace by: *Victoria Traffic*

(P23/99)

Page 4 — Paragraph 38, line 5

Delete: *Vancouver Traffic*Replace by: *Victoria Traffic*

(P23/99)

Page 4 — Paragraph 41.1, line 11 (Re : correction promulgated in Weekly Edition No. 45/92)

Delete: *Vancouver Traffic*Replace by: *Victoria Traffic*

(P23/99)

Page 4 — Paragraph 41.2, line 2 (Re : correction promulgated in Weekly Edition No. 45/92)

Delete: Vancouver

Replace by: Victoria

(P23/99)

Page 15 — Paragraph 197, line 9

Delete: ( $49^{\circ}10'30''N$ ,  $123^{\circ}07'15''W$ ) call sign VAIReplace by: ( $49^{\circ}17'05''N$   $123^{\circ}06'45''W$ ) call sign VAS

(P23/99)

Page 15 — Paragraph 197, line 10

Cancel correction promulgated in Weekly Edition No. 13/92.

Replace by: Victoria ( $49^{\circ}17'05''N$   $123^{\circ}06'45''W$ ) call sign VAK.

(P23/99)

Page 16 — Paragraph 203, lines 4 to 6

Delete: "For telegraphy ... 500 kHz."

(P23/99)

Page 16 — Paragraph 209, line 4

Delete: Vancouver (VAI)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Replace by: Victoria (VAK) (P23/99)
- Page 16 — Delete paragraph 212. (P23/99)
- Page 64 — Paragraph 21, line 6  
Delete: *Vancouver Traffic*  
Replace by: *Victoria Traffic* (P23/99)
- Page 78 — Paragraph 337, lines 6 and 7  
Delete: An aeronautical strobe light, on Berens Island, is  
Replace by: Aeronautical strobe lights, on Shoal Point light, Pelly Island and  
Laurel Point, are (P22/99)
- Page 80 — Paragraph 348, line 3 – after “dolphin.”  
Insert: An **aeronautical strobe light**, associated with the water  
aerodrome, is activated by the aircraft pilot when intending to land or  
take off. (P22/99)
- Page 80 — Paragraph 355, line 2 – after “island.”  
Insert: An **aeronautical strobe light**, associated with the water  
aerodrome, is activated by the aircraft pilot when intending to land or  
take off. (P22/99)
- Page 80 — Paragraph 361, line 2 – after “point.”  
Insert: An **aeronautical strobe light**, associated with the water  
aerodrome, is activated by the aircraft pilot when intending to land or  
take off. (P22/99)
- Page 80 — Paragraph 351, line 1  
Delete: **Aeronautical light.** — (P22/99)
- Page 80 — Delete paragraph 352. (P22/99)
- Page 85 — Paragraph 14, line 2  
Delete: *Vancouver Traffic*  
Replace by: *Victoria Traffic* (P23/99)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 85 — Paragraph 15, lines 3 and 4  
Delete: *Vancouver Traffic*  
Replace by: *Victoria Traffic* (P23/99)
- Page 86 — Paragraph 19, lines 1 and 2  
Delete: Beaumont Shoal (P22/99)
- Page 88 — Paragraph 46, line 1  
Delete: **Racon.** — (P22/99)
- Page 88 — Paragraph 46, line 3  
Delete: with a Racon (●—●) (P22/99)
- Page 105 — Paragraph 580, line 2 – after “*Zone*”  
Insert: administered by *Victoria Traffic* (P23/99)
- Page 110 — Paragraph 705, line 2 – after “*Zone*”  
Insert: administered by *Victoria Traffic* (P23/99)
- Page 114 — Paragraph 808, line 2  
Delete: *Vancouver Traffic*  
Replace by: *Victoria Traffic* (P23/99)
- Page 114 — Paragraph 832, line 2  
Delete: *Vancouver Traffic*  
Replace by: *Victoria Traffic* (P23/99)
- Page 119 — Paragraph 13, line 7 – after “*Zone* and”  
Insert: is administered by *Victoria Traffic* and (P23/99)
- Page 119 — Paragraph 14, line 2 – after “*Three* and”  
Insert: is administered by *Vancouver Traffic* and (P23/99)
- Page 119 — Paragraph 15, line 2 – after “*Zone* and”  
Insert: is administered by *Victoria Traffic* and (P23/99)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 120 — Paragraph 19, line 4

Delete: *Vancouver Traffic*

Replace by: *Victoria Traffic*

(P23/99)

Page 120 — Paragraph 27 (Re : correction promulgated in Monthly Edition No. 7/97)

Delete: *Vancouver Traffic*

Replace by: *Victoria Traffic*

(P23/99)

Page 120 — Paragraph 33, line 10

Delete: *Vancouver Traffic*

Replace by: *Victoria Traffic*

(P23/99)

Page 128 — Paragraph 249, line 3 – after “ *Zone* and”

Insert: is administered by *Vancouver Traffic* and

(P23/99)

Page 148 — Paragraph 512, line 2 – after “ *Zone* and”

Insert: is administered by *Vancouver Traffic* and

(P23/99)

Page 156 — Paragraph 722, line 2 – after “ *Zone* and”

Insert: is administered by *Victoria Traffic* and

(P23/99)

Page 164 — Paragraph 13, line 4 – after “ *Zone*”

Insert: and administered by *Victoria Traffic*

(P23/99)

Page 179 — Paragraph 215, line 3 – after “ *Zone*”

Insert: and is administered by *Victoria Traffic*

(P23/99)

Page 179 — Paragraph 217, line 3

Delete: North Arm Second light (383)

(P22/99)

Page 183 — Paragraph 8 (Re : correction promulgated in Monthly Edition No. 7/97)

Delete: *Vancouver Traffic*

Replace by: *Victoria Traffic*

(P23/99)

## SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

## British Columbia, Volume 2, Twelfth Edition, 1991 –

Page 178 — Paragraph 354, line 1

Delete: 8 feet (2.4 m)

Replace by: 13 feet (4 m)

(P20/99)

Page 192 — Paragraph 667, line 1

Delete: 50°28'N

Replace by: 53°28'N

(P21/99)

## Small Craft Guide, British Columbia, Volume 1, Seventh Edition, 1989 –

Page 113 — Paragraph 305, lines 8 and 9

Delete: An aeronautical strobe light, on Berens Island, is

Replace by: Aeronautical strobe lights, on Shoal Point light, Pelly Island and  
Laurel Point, are

(P22/99)

Page 114 — Paragraph 317, line 4 – after “dolphin.”

Insert: An **aeronautical strobe light**, associated with the water  
aerodrome, is activated by the aircraft pilot when intending to land or  
take off.

(P22/99)

Page 114 — Paragraph 329, line 5 – after “reflector.”

Insert: An **aeronautical strobe light**, associated with the water  
aerodrome, is activated by the aircraft pilot when intending to land or  
take off.

(P22/99)

Page 115 — Paragraph 338, line 5 – after “reflector.”

Insert: An **aeronautical strobe light**, associated with the water  
aerodrome, is activated by the aircraft pilot when intending to land or  
take off.

(P22/99)

Page 121 — Paragraph 445, lines 5 to 7

Delete: “This light buoy” to end of paragraph.

(P22/99)

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

Navigating Officer or Observer \_\_\_\_\_ Captain: \_\_\_\_\_

Ship (or address) \_\_\_\_\_

If Merchant Vessel add Line or Company with Head Office address: \_\_\_\_\_

General locality: \_\_\_\_\_

Subject: \_\_\_\_\_

Approx. position: \_\_\_\_\_ Lat. \_\_\_\_\_ Long. \_\_\_\_\_

Chart No. used to plot: \_\_\_\_\_ (Corrected to N/N No. \_\_\_\_\_ of 19 \_\_\_\_\_)

Publications affected: (Quote Volume and page) \_\_\_\_\_

\* Full details (Attach additional sheets as necessary)

Time (UTC) \_\_\_\_\_ Date \_\_\_\_\_

**INSTRUCTIONS:**

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

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

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

Director, 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.