



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

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Marine Programs Directorate
Aids to Navigation



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*.

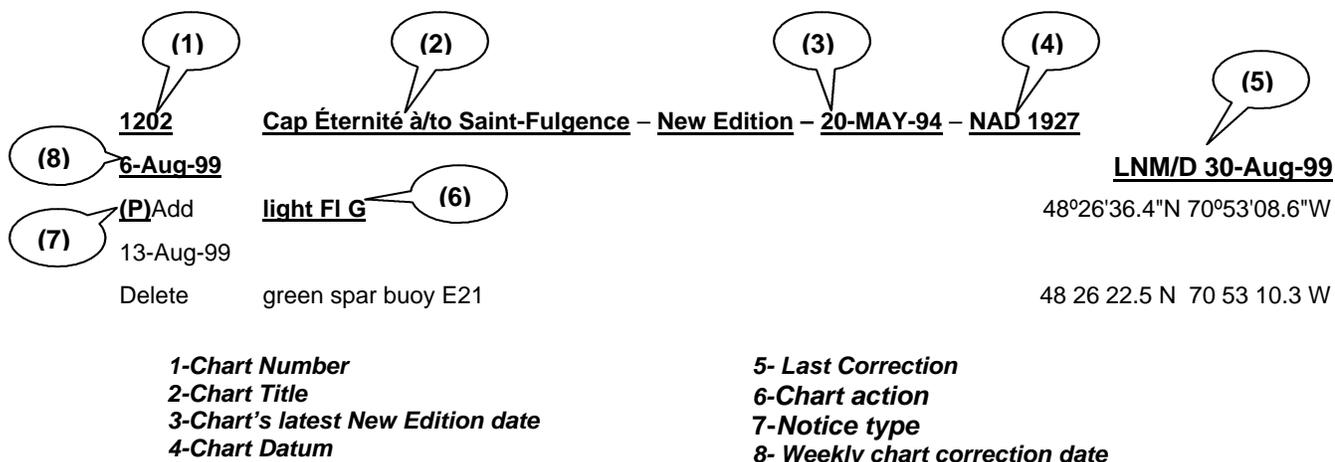
NOTE: Cette publication est aussi disponible en français.

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.



The last correction number is identified with the **LN/D** or **Last Notice to Mariners Number / Date**. 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 subscription 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
Warton, 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'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /
Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /
Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

Date and time of the anomaly / Date et heure de l'anomalie: _____ Duration / Durée: _____

Number of satellites tracked on GPS receiver / Nombre de satellites reçu par le récepteur: _____

DGPS site using / Station DGPS utilisée: Freq.: _____ kHz SS: _____ dB SNR: _____ dB

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

Votre équipement DGPS fonctionne-t-il normalement à l'utilisation d'autres stations DGPS?: Yes/ Oui ___ No / Non ___

Comments / Commentaires: _____

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

Phone / Téléphone : _____

Weather conditions / Conditions météo

Winds / Vents : Direction: _____ Speed / Vitesse: _____ KTS

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer : _____

Bearing and range to electrical storm /

Direction et distance de l'orage : _____

Time of the storm / Heure de l'orage: _____ UTC

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

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS: Make / Fabricant: _____ Model: _____

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

Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____

DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____

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

ECDIS / SVCEI: Make / Fabricant: _____ Model: _____

Radar image interfaced / Image radar intégrée?: Yes / Oui: _____ No / Non: _____

Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: _____ No / Non: _____

Permanent installation or in evaluation / Installation permanente ou en évaluation : _____

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

- 1) Fax / Par télécopieur : 613-998-8428 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.

CENTRAL & ARCTIC REGION

Marine Aids to Navigation 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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NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

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L/C 3462	6				
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NOTICE TO MARINERS USER SURVEY	1

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?

<input type="checkbox"/>	Commercial user	
<input type="checkbox"/>	Pleasure craft operator	
<input type="checkbox"/>	General public	
<input type="checkbox"/>	State/Military	
<input type="checkbox"/>	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

SECTION 1 – Edition 08/2000
SAFETY AND GENERAL INFORMATION

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

SECTION 1 – Edition 08/2000
SAFETY AND GENERAL INFORMATION

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.)

<input type="checkbox"/>	No
<input type="checkbox"/>	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.)

<input type="checkbox"/>	\$50 - \$75
<input type="checkbox"/>	\$75 - \$100
<input type="checkbox"/>	\$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 distribution)?

<input type="checkbox"/>	Within 1 year
<input type="checkbox"/>	Within 18 months
<input type="checkbox"/>	Within 24 months
<input type="checkbox"/>	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

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....*

**SECTION 2 – Edition 08/2000
CHART CORRECTIONS**

**L/C3001 - Vancouver Island/Île de Vancouver Juan De Fuca Strait to/à Queen Charlotte Sound - New Edition - 07-OCT-1994
- Nad 1927**

18-AUG-2000. LNM/D. (2344-1999, 2350-1999, 2360-1999)

Amend "F Fl 5s 90ft 17M" to read "Fl 5s 93ft 17M" 50°26'29.1"N 128°01'52.0"W

3312 - LASQUETI ISLAND - Sheet 1 - New Chart - 31-JAN-1986 - Nad 1927

04-AUG-2000. LNM/D. 24-MAR-2000

Delete drying height of 0.3 metres against rock that covers and uncovers 49°30'31.0"N 124°13'50.9"W

Add small rock which does not cover with elevation of 1 metre. 49°30'31.0"N 124°13'50.9"W

3313 - Captain Passage - Sheet 10 - New Chart - 28-JUL-1995 - NAD 1983

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

Add white and orange spar light buoy "Fl Y ", marked "Priv" 48°50'42.7"N 123°28'33.2"W

Delete light "F G" 48°51'12.7"N 123°29'50.8"W

Delete legend "Esso" 48°51'12.7"N 123°29'46.9"W

Delete 5 tanks 48°51'11.4"N 123°29'51.0"W

3313 - Haro Strait South/Sud - Sheet 22 - New Chart - 28-JUL-1995 - NAD 1983

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

Amend "F Fl 5s 28m" to read "Fl 5s 28m" 48°25'28.3"N 123°13'32.7"W

3313 - Approches to/Approches à Victoria - Sheet 4 - New Chart - 28-JUL-1995 - NAD 1983

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

Amend "F Fl 5s 28m" to read "Fl 5s 28m" 48°25'28.3"N 123°13'32.7"W

3424 - Approches to / Approches à Oak Bay - New Chart - 24-JUL-1987 - NAD 1983

18-AUG-2000. LNM/D. (536-1999)

Amend "F Fl 5s 28m" to read "Fl 5s 28m" 48°25'28.3"N 123°13'32.7"W

3440 - Race Rocks to/à D'Arcy Island - New Edition - 25-DEC-1998 - NAD 1983

18-AUG-2000. LNM/D. (1740-1999)

Amend "F Fl 5s 28m" to read "Fl 5s 28m" 48°25'28.3"N 123°13'32.7"W

L/C3461 - Juan de Fuca Strait, Eastern Portion / Partie Est - New Chart - 06-JAN-1984 - Nad 1927

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

Amend "F Fl 5s 28m" to read "Fl 5s 28m 16M" 48°25'29.0"N 123°13'28.0"W

L/C3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 23-OCT-1998 - NAD 1983

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

Amend "F Fl 5s 28m" to read "Fl 5s 28m 16M" 48°25'28.3"N 123°13'32.7"W

3478 - Ganges Harbour and/et Long Harbour - New Edition - 24-FEB-1995 - NAD 1983

18-AUG-2000. LNM/D. 31-MAR-2000

Add white and orange spar light buoy "Fl Y ", marked "Priv" 48°50'42.7"N 123°28'33.2"W

Delete light "F G" 48°51'12.7"N 123°29'50.8"W

Delete legend "Esso" 48°51'12.7"N 123°29'46.9"W

Delete 5 tanks 48°51'11.4"N 123°29'51.0"W

3493 - Vancouver Harbour, Western Portion / Partie Ouest - New Edition - 18-DEC-1998 - NAD 1983

18-AUG-2000. LNM/D. 24-MAR-2000

(P)Amend "F R" to read "F G" 49°17'41.0"N 123°01'28.5"W

A patch incorporating this change will be issued at a later date.

**SECTION 2 – Edition 08/2000
CHART CORRECTIONS**

(P)Amend	"F Y" to read "F"	49°17`42.5"N 123°01`35.2"W
	A patch incorporating this change will be issued at a later date.	
(P)Amend	"F G" to read "F"	49°17`42.5"N 123°01`34.0"W
	A patch incorporating this change will be issued at a later date.	
(P)Add	light "F"	49°17`40.9"N 123°01`34.1"W
	A patch incorporating this change will be issued at a later date.	
(P)Add	light "F"	49°17`39.0"N 123°01`35.1"W
	A patch incorporating this change will be issued at a later date.	
(P)Add	light "F"	49°17`39.0"N 123°01`34.0"W
	A patch incorporating this change will be issued at a later date.	

3494 - Second Narrows - New Edition - 18-DEC-1998 - NAD 1983

18-AUG-2000.		LNM/D. 07-JUL-2000
(P)Amend	"F R" to read "F G"	49°17`41.0"N 123°01`28.5"W
	A patch incorporating these changes will be issued at a later date.	
(P)Reposition	light	from 49°17`42.5"N 123°01`34.9"W
		to 49°17`42.5"N 123°01`35.2"W
	A patch incorporating these changes will be issued at a later date.	
(P)Amend	"F Y" to read "F"	49°17`42.5"N 123°01`35.2"W
	A patch incorporating these changes will be issued at a later date.	
(P)Reposition	light	from 49°17`42.5"N 123°01`34.2"W
		to 49°17`42.5"N 123°01`34.0"W
	A patch incorporating these changes will be issued at a later date.	
(P)Amend	"F G" to read "F"	49°17`42.5"N 123°01`34.0"W
	A patch incorporating these changes will be issued at a later date.	
(P)Add	light "F"	49°17`40.9"N 123°01`34.1"W
	A patch incorporating these changes will be issued at a later date.	
(P)Add	light "F"	49°17`39.0"N 123°01`35.1"W
	A patch incorporating these changes will be issued at a later date.	
(P)Add	light "F"	49°17`39.0"N 123°01`34.0"W
	A patch incorporating these changes will be issued at a later date.	

3494 - Vancouver Harbour, Central Portion / Partie Centrale - New Edition - 18-DEC-1998 - NAD 1983

18-AUG-2000.		LNM/D. 07-JUL-2000
(P)Amend	"F R" to read "F G"	49°17`41.0"N 123°01`28.5"W
	A patch incorporating these changes will be issued at a later date.	
(P)Amend	"F Y" to read "F"	49°17`42.5"N 123°01`35.2"W
	A patch incorporating these changes will be issued at a later date.	
(P)Amend	"F G" to read "F"	49°17`42.5"N 123°01`34.0"W
	A patch incorporating these changes will be issued at a later date.	
(P)Add	light "F"	49°17`40.9"N 123°01`34.1"W
	A patch incorporating these changes will be issued at a later date.	
(P)Add	light "F"	49°17`39.0"N 123°01`35.1"W
	A patch incorporating these changes will be issued at a later date.	
(P)Add	light "F"	49°17`39.0"N 123°01`34.0"W
	A patch incorporating these changes will be issued at a later date.	

**SECTION 2 – Edition 08/2000
CHART CORRECTIONS**

L/C3604 - Nootka Sound to/à Quatsino Sound - New Edition - 06-NOV-1987 - Nad 1927

18-AUG-2000. LNM/D. (329-1997)
Amend "F Fl 5s 28m 17M" to read "Fl 5s 28m 17M" 50°26`29.1"N 128°01`52.0"W

L/C3605 - Quatsino Sound to/à Queen Charlotte Strait - New Edition - 06-MAR-1998 - NAD 1983

18-AUG-2000. LNM/D. (2360-1999)
Amend "F Fl 5s 28m 17M" to read "Fl 5s 28m 17M" 50°26`28.4"N 128°01`56.9"W

3624 - Cape Cook to Cape Scott - New Edition - 19-AUG-1988 - Nad 1927

18-AUG-2000. LNM/D. (329-1997)
Amend "F Fl 5s 90ft 17M" to read "Fl 5s 93ft 17M" 50°26`29.1"N 128°01`52.0"W

3679 - Quatsino Sound - New Chart - 14-JUN-1991 - NAD 1983

18-AUG-2000. LNM/D. (329-1997)
Amend "F Fl 5s 27m" to read "Fl 5s 28m" 50°26`28.4"N 128°01`56.9"W

3686 - Approaches to/ Approches à Winter Harbour - New Chart - 08-APR-1988 - NAD 1983

18-AUG-2000. LNM/D. (329-1997)
Amend "F Fl 5s 27m" to read "Fl 5s 28m" 50°26`28.4"N 128°01`56.9"W

3890 - Alliford Bay - New Chart - 14-MAR-1986 - Nad 1927

11-AUG-2000. LNM/D. (567-1997)
Add submarine cable joining 53°12`53.0"N 131°59`08.0"W
53°13`14.9"N 131°58`49.8"W
and 53°13`28.0"N 131°59`07.4"W

3890 - Approaches to/Approches à Skidegate Inlet - New Chart - 14-MAR-1986 - Nad 1927

11-AUG-2000. LNM/D. (567-1997)
Add submarine cable joining 53°12`53.0"N 131°59`08.0"W
53°13`14.9"N 131°58`49.8"W
and 53°14`39.0"N 132°00`45.0"W

3894 - Selwyn Inlet to/à Lawn Point - New Edition - 12-JUN-1998 - NAD 1983

11-AUG-2000. LNM/D. (2117-1998)
Add submarine cable joining 53°12`52.1"N 131°59`14.2"W
53°13`14.0"N 131°58`56.0"W
and 53°14`38.1"N 132°00`51.2"W

5801 - Long Island to Fort George - New Edition - 24-MAY-1974 - Nad 1927

04-AUG-2000. LNM/D. (1129-1998)
Add maritime limit joining 54°46`23.1"N 080°10`00.0"W
54°31`00.0"N 080°10`00.0"W
and 54°31`00.0"N 079°45`48.5"W

SECTION 4 - Edition 08/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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)

SECTION 4 - Edition 08/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 36 — Delete paragraph 195
Replace by: 195 **Radiobeacon.** — A privately maintained radiobeacon (69°22'N, 81°49'W) at the hamlet of Igloodik 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)

SECTION 4 - Edition 08/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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)

SECTION 4 - Edition 08/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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)

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 19 — After paragraph 227

Add: ^{227.1} **Global Maritime Distress and Safety System** (GMDSS), a new international system using improved terrestrial and satellite technology and ship-board radio systems, was implemented February 1, 1999. The system ensures rapid alerting of distress situations providing a minimum of delay in co-ordinating search and rescue activities, and also provides for urgency and safety communications and the promulgation of marine safety information.

^{227.2} A transition period of 3 to 5 years will take place in Canada to fully implement the system and Canadian Coast Guard Marine Communications and Traffic Services Centres will continue to monitor VHF Channel 16 (156.8 MHz) and MF 2182 kHz until at least 2003. Canada will provide GMDSS service in Sea Areas A1, A3 and A4 (*see Radio Aids to Marine Navigation*) covering its waters. To supplement broadcasts of Marine Safety Information on NAVTEX, and INMARSAT Enhanced Group Calling (EGC), Canadian Coast Guard Marine Communications and Traffic Services Centres will continue safety broadcasts using MF frequencies until further notice and on the existing VHF continuous broadcast system.

^{227.3} Mariners are strongly advised to contact **Transport Canada Marine Safety Directorate Offices** for communications equipment carriage requirements relating to the GMDSS.

(P00-50)

SECTION 4 - Edition 08/2000
SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 16 — After paragraph 171

Add: 171.1 **Global Maritime Distress and Safety System** (GMDSS), a new international system using improved terrestrial and satellite technology and ship-board radio systems, was implemented February 1, 1999. The system ensures rapid alerting of distress situations providing a minimum of delay in co-ordinating search and rescue activities, and also provides for urgency and safety communications and the promulgation of marine safety information.

171.2 A transition period of 3 to 5 years will take place in Canada to fully implement the system and Canadian Coast Guard Marine Communications and Traffic Services Centres will continue to monitor VHF Channel 16 (156.8 MHz) and MF 2182 kHz until at least 2003. Canada will provide GMDSS service in Sea Areas A1, A3 and A4 (*see Radio Aids to Marine Navigation*) covering its waters. To supplement broadcasts of Marine Safety Information on NAVTEX, and INMARSAT Enhanced Group Calling (EGC), Canadian Coast Guard Marine Communications and Traffic Services Centres will continue safety broadcasts using MF frequencies until further notice and on the existing VHF continuous broadcast system.

171.3 Mariners are strongly advised to contact **Transport Canada Marine Safety Directorate Offices** for communications equipment carriage requirements relating to the GMDSS.

(P00-51)

SECTION 5 – Edition 08/2000
LIST OF LIGHTS, BUOYS AND FOG SIGNALS CORRECTIONS

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

68 G5178	Quatsino	On SE. end of Kains Island. 50 26 28.3 128 01 56.8	Fl W 5s	28.4	17	White cylindrical tower.	Flash 0.14 s; eclipse 4.86 s. Year round. Horn - Blast 3s; sil. 27s. Horn points 140°. Chart:3686 Edn 08/00
216 G5334	Discovery Island	On extremity of island, Haro Strait. 48 25 28.3 123 13 32.7	Fl W 5s	28.3	16	White cylindrical tower. 10.7	Flash 0.14 s; eclipse 4.86 s. Year round. Horn - Blast 3s; sil. 54s. Chart:3424 Edn 08/00
409	CN Railway Bridge Northeast	49 17 41 123 01 27.9	F R	8.0	.....	On railway bridge.	Marks centre of navigation channel. Visible from W. approach. Privately operated. Year round. Chart:3494 Edn 08/00
409.1	CN Railway Bridge Southeast	49 17 40.9 123 01 27.9	F G	8.0	.....	On railway bridge.	Marks centre of navigation channel. Visible from W. approach. Privately operated. Year round. Chart:3494 Edn 08/00
409.2	CN Railway Bridge Southwest	49 17 40.9 123 01 28.5	F G	8.0	.....	On railway bridge.	Marks centre of navigation channel. Visible from W. approach. Privately operated. Year round. Chart:3494 Edn 08/00
409.3	CN Railway Bridge Northwest	49 17 41 123 01 28.5	F G	8.0	.....	On railway bridge.	Marks centre of navigation channel. Visible from W. approach. Privately operated. Year round. Chart:3494 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.