



Canada

Canada

VOL 24 MONTHLY EDITION NO 1  
JANUARY 29, 1999

# WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

## CANADIAN COAST GUARD

NOTICES

**100 to 177**

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Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.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

Québec MCTS Centre  
Phone: (418) 648-5410  
Fax: (418) 648-7244  
E-Mail: XLAUSCTM@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 for pseudorange corrections at a data transmission rate of 200 baud. Refer to Radio Aids to Marine Navigation (RAMN) for estimated advertised coverage for each differential station.

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

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

<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
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 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 reçus 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 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**

**Legend/  
Légende**

<b>Position</b>	:	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.
<b>KTS</b>	:	Wind speed in knots / Vitesse du vent en noeuds.
<b>N.M.</b>	:	Visibility in Nautical Miles / Visibilité en milles nautiques.
<b>Freq. kHz</b>	:	Frequency in kilohertz / Fréquence en kilohertz .
<b>SS</b>	:	Signal strength in decibel / Force de signal en décibel.
<b>SNR</b>	:	Signal to noise ratio in decibel / Rapport signal-bruit en décibel .
<b>DOP (dilution of precision):</b>	:	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
<b>SVCEI / ECDIS</b>	:	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 light stations 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 light stations 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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3492	174	1						

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**\*174 CANADIAN HYDROGRAPHIC SERVICE - Chart.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1. Reprint.					
<b>British Columbia/Colombie-Britannique</b>					
3492	Roberts Bank	20000	Nov. 27/98	2	20.00
(AMA8035-10-35)				(DFO-H99-008)	

**\*175 CANADIAN HYDROGRAPHIC SERVICE - Electronic Navigation Chart.**

- Notes:
- (1) The following ENC products are only available from:  
Nautical Data International Inc.  
P.O. Box 127, Station C  
St. John's, Newfoundland  
A1C 5H5  
Telephone: 1-800-563-0634 or 1-709-576-0634  
Facsimile: 709-576-0636
  - (2) For licencing information and rates please contact the distributor, Nautical Data International Inc. (NDI) at the above-mentioned address.

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
1 New Edition.					
BRITISH COLUMBIA/COLOMBIE-BRITANNIQUE					
70305	Dean Channel Southern Portion and/et Burke Channel	-----	Oct. 30/98		See Note (2)
NOTE: This ENC is derived from CHS Chart 3729					
(AMA8035-10-35)			(DFO-H99-022)		

**\*126 LIST OF CHARTS AFFECTED BY (T) AND (P) NOTICES IN EFFECT DECEMBER 25, 1998**

(Revised and promulgated quarterly)  
(Reference: Notice 1925/98 cancelled)

CHARTS	(T) and (P) NOTICES
L/C 3000	684(T)/93, 279(T)/94, 301(T)/94, 303(T)/94

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

(AMA8035-10-1)

(DFO-H99-001)

**\*125 SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES IN EFFECT DECEMBER 25, 1998**

(Revised and promulgated quarterly)  
 (Reference: Notice 1924/98 cancelled.)

NOTICE	CHART	LOCALITY AND SUBJECT
		(1) MISCELLANEOUS
342(P)/97	- - - -	Canada - Loran-C lattices on nautical charts.
1922(T)/98	- - - -	Canada - Safety of offshore exploration and exploitation vessels.
		(2) CANADIAN ARCTIC AND WEST COAST OF GREENLAND
847(P)/89	7740, 7083	Northwest Territories - Larsen Sound -Boothia Peninsula - Results of surveys.
634(P)/96	7371	Northwest Territories - Ellesmere Island - AlexandraFiord - Off Skraeling Island -Result of survey.
666(P)/96	- - - -	Western Arctic - Great Slave Lake - Curtis Island - Light to be discontinued.
738(P)/96	6311	Northwest Territories - LakeAthabasca - Range lights to be

		discontinued.
751(P)/96	6311	Northwest Territories - LakeAthabasca - Range lights to be discontinued.
328(P)/98	- - - -	Northwest Territories - FortChipewyan to FortMcMurray - Changes to the buoyage system - 1998.
1510(P)/98	7760, 7733, 7083	Northwest Territories - Simpson Strait - Rae Strait - Shoal depths.
1727(P)/98	7760, 7083	Northwest Territories -Boothia Peninsula - James Ross Strait - Shoal depths.
		(3) BRITISH COLUMBIA INCLUDING VANCOUVER ISLAND, QUEEN CHARLOTTE ISLANDS, FRASER RIVER, U.S. WEST COAST SOUTH TO 48°N., AND PUGET SOUND
967(T)/85	3441, L/C 3462, 3313	Vancouver Island -Saanich Inlet - Off Coal Point and Squally Reach - Moorings established temporarily.
575(T)/92	3313, 3441	Vancouver Island -Saanich Inlet - Patricia Bay - Sub-surface acoustic target established.
702(P)/92	3053	British Columbia -Shuswap Lake - Salmon Arm - Range lights established.
784(P)/92	3540, 3312	Vancouver Island - Discovery Passage - Campbell River - Information about fuel barge.
454(T)/93	3490	British Columbia -Fraser River - Sturgeon Bank - Cautionary light buoy established temporarily.
651(T)/93	3419	Juan de Fuca Strait - Esquimalt Harbour - Off Yew Point - ODAS/SADO buoy established temporarily.
669(T)/93	3958, 3964	British Columbia - Prince Rupert Harbour - Current meters established temporarily.
684(T)/93	L/C 3602, L/C 3001, L/C 3000	Off Vancouver Island - Subsurface mooring established temporarily.
279(T)/94	L/C 3000	Off Vancouver Island - Subsurface moorings established temporarily.
301(T)/94	3680, 3623, L/C 3604, L/C 3001, L/C 3000	Off Vancouver Island - Scientific subsurface mooring established temporarily.
303(T)/94	L/C 3604, L/C 3001, L/C 3000	Off Vancouver Island - Scientific subsurface mooring established temporarily.
733(T)/95	LC 3802	British Columbia - Dixon Entrance - Rose Spit -Racon temporarily relocated.
814(P)/96	3682, 3663, 3662	Vancouver Island, West Coast - Approaches toEsperanza Inlet - Shoal depths.
96(P)/97	3682, 3623	Vancouver Island, West Coast -Kyuquot Sound - Entrance to Fair Harbour - Shoal reported.

516(P)/97	3662	Vancouver Island, West Coast - Approaches to Esperanza Inlet - Shoal depth.
693(P)/97	3728	British Columbia - Milbanke Sound - Bardswell Group - Results of survey.
694(P)/97	3711	British Columbia - Milbanke Sound - Bardswell Group - Wurtele Island - Results of survey.
695(P)/97	3787	British Columbia - Milbanke Sound - Bardswell Group - Results of survey.
(AMA8035-10-1)		(CCG-H99-002)

**\*129(T) CANADA - Safety of offshore exploration and exploitation vessels.**

Reference: Notice 1922(T)/98 cancelled.

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

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

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

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

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

(AMA8035-10-17)

(NEB-H99-001)

**\*121 CANADIAN HYDROGRAPHIC SERVICE – Small Craft Guide.**

The British Columbia Small Craft Guide Volume 2, Eighth edition 1990 has been discontinued.

(AMA8035-10-35)

(DFO-H98-119)

**\*154 CANADA - Sea Coasts of Canada - GMDSS and Domestic Ships.**

Mariners operating on the sea coasts of Canada are advised that the Global Maritime Distress and Safety System (GMDSS) completes its phase-in internationally on February 1, 1999. As a result, ships subject to the International Convention for the Safety of Life at Sea (SOLAS), which include **passenger ships of any size and cargo ships of 300 gross tonnage and over** making international voyages, will no longer be obligated to maintain a listening watch on medium frequency (MF) 2182 kHz. SOLAS ships will instead be maintaining an automated watch using digital selective calling (DSC) on 2187.5 kHz. With respect to very high frequency (VHF) communications, SOLAS ships will be maintaining a DSC watch on VHF channel 70 (156.525 MHz); however, as an interim measure until February 1, 2005, they are also required to maintain the voice listening watch on VHF channel 16 (or vessel traffic service zone channel, as appropriate). It should be noted in the GMDSS, DSC messages are used for making initial contact and follow-up communications will still take place on the usual voice channels.

Furthermore, with the GMDSS comes the ability for suitably equipped ships to send long-range rapid distress alerts and messages to coast stations through the Inmarsat A, B or C systems, or by using high frequency (HF) DSC through one of the United States coast radio stations that now maintain an HF DSC watch on dedicated HF frequencies.

In light of the above:

- I. for ship-to-ship distress alerting, ships operating beyond the VHF coverage area should consider carrying an MF radio installation which includes facilities for transmitting and receiving distress alerts by DSC on 2187.5 kHz;
- II. for effective ship-to-shore distress alerting and shore-to-ship communications, ships operating beyond the VHF coverage area are strongly encouraged to carry either:
  - A. an Inmarsat A, B or C terminal (Inmarsat C with Enhanced Group Call (EGC) is recommended when operating outside of Navtex coverage), or;
  - B. an MF/HF radio installation which includes facilities for:
    1. transmitting and receiving, for distress and safety purposes by radiotelephony, narrow band direct-printing and DSC on all distress and safety frequencies between 1,605 kHz and 4,000 kHz (MF) and between 4,000 kHz and 27,500 kHz (HF), and;
    2. maintaining a DSC watch on 2187.5 kHz, 8414.5 kHz and on at least one of 4207.5, 6312, 12577 or 16,804.5 kHz;
- III. all ships operating on the sea coasts of Canada are strongly encouraged, when purchasing new marine radiocommunications equipment, to purchase GMDSS equipment appropriate to their area of operation and that complies fully with the latest International Maritime Organization (IMO) performance standards; and
- IV. ships carrying an Inmarsat A, B or C terminal and equipment capable of MF or HF DSC should ensure there are two navigation officers who have received the proper training and hold a GMDSS General Operator Certificate, issued by Industry Canada, and ships carrying VHF DSC equipment should ensure all operators hold a GMDSS Restricted Operator Certificate.

Question on this notice may be directed to:

Russ Renaud,  
 Radio and Navigational Technical Advisor  
 Marine Safety  
 Tower C, Place de Ville  
 330 Sparks Street  
 Ottawa, K1A 0N8  
 Telephone: (613) 998-0602  
 Facsimile: (613) 993-8196  
 Internet e-mail: renauru@tc.gc.ca

(AMA8035-10-1)

(CCG-H99-031)

**\*173 CANADA - TRANSPORT CANADA PUBLICATIONS – Ship Safety Bulletins - 1998.**

Ship Safety Bulletins – 1998

The following bulletins have been issued in 1998:

No. 1	January 13, 1998	FIRE IN THE SELF-UNLOADING BULK CARRIER “AMBASSADOR”
No. 2	February 25, 1998	CANADIAN CODE OF SAFE PRACTICE FOR SHIPS CARRYING TIMBER CARGOES, TP 2534
No. 3	March 2, 1998	NOTICE TO SHIPMASTERS LOADING COAL
No. 4	March 3, 1998	PORTABLE PUMPS IN THE MARINE ENVIRONMENT
No. 5	March 9, 1998	OPERATION OF MARINE RADAR FOR THE DETECTION OF SEARCH AND RESCUE TRANSPONDERS (SART'S)
No. 6	April 8, 1998	RESPONSIBILITIES OF SHIPOWNERS AND MASTERS RESPECTING MAINTENANCE OF WEATHERTIGHT INTEGRITY OF THEIR VESSELS
No. 7	May 21, 1998	MERCURY (Hg) CONTAMINATION
No. 8	June 12, 1998	IMPLEMENTATION OF STCW - 95 TRANSITIONAL ARRANGEMENTS
No. 9	August 5, 1998	ARRANGEMENTS WITH RESPONSE ORGANIZATION (ROs)
No. 10	August 19, 1998	RECOMMENDATIONS FOR ENTERING ENCLOSED SPACES ABOARD SHIPS
No. 11	Oct 5, 1998	REQUIREMENTS FOR SERVICING OF LIFERAFTS BY AUTHORISED PERSONNEL ONLY
No. 12	Oct 1, 1998	ACCESS LADDERS AND GANGWAYS
No. 13	Oct 26, 1998	CODE OF PRACTICE FOR THE SAFE LOADING AND UNLOADING OF BULK CARRIERS
No. 14	Oct 27, 1998	RADAR REFLECTORS ON SMALL VESSELS - FITTINGS AND LIMITATIONS
No. 15	Nov 2, 1998	PERSONAL LOCATOR LIGHTS
No. 16	Nov 18, 1998	INTERNATIONAL MARITIME DANGEROUS GOODS CODE
No. 17	Dec 2, 1998	SHIP/SHORE BONDING CABLE BY TERMINAL

- No. 18 Dec 9, 1998                    CESSATION OF THE ISSUE OF EQUIVALENT CANADIAN CERTIFICATES  
TO HOLDERS OF SELECTED COMMONWEALTH CERTIFICATES
- No. 19 Dec 12, 1998                POTENTIAL FIRE RISK - LAUNDRY VENTILATION SYSTEMS
- No. 20 Dec 15, 1998                SEA COASTS OF CANADA - GMDSS AND DOMESTIC SHIPS

Single copies of these bulletins may be obtained by writing to:

Transport Canada  
Marine Safety  
AMSB, Tel. (613) 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-H99-032)

**\*176 CANADIAN HYDROGRAPHIC SERVICE – Policy on electronic charting.**

The CHS Policy on NTX as of April 1, 1999 is as follows:

1. S57 is the official format for ENC's in Canada; they are available for some areas of Canada and this area is expanding as per the resources available to convert these data.
2. The NTX electronic chart (EC) product is supported by CHS in those cases where there is no S57 ENC coverage. CHS will continue to maintain the NTX EC product files up-to-date until the S57 ENC equivalent is released. After this point the NTX will not be maintained by CHS.
3. CHS cannot subsidize the continued production and maintenance of both NTX EC products and S57 ENC's. Therefore where S57 products are created, production of NTX will cease. CHS will cooperate with commercial entities wishing to continue NTX production. Shipowners are advised to contact their ECDIS vendor or agent as to availability and pricing.

For detailed information please refer to the CHS web site at <http://www.chs-shc.dfo-mpo.gc.ca> or issue number 14 of Maritime Magazine.

(AMA8035-10-35)

(DFO-H99-029)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 131 — Paragraph 287, line 1  
Delete: Spanish Bank No. 1 light(386.1),

(P01/99)

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

135 G5246	<b>Amphitrite Point</b>	On extremity of point, entrance to Ucluelet Harbour. 48 55 17 125 32 23	Fl W 12s	15.2	<b>16</b>	White rectangular tower. 6.1	Flash 0.4 s; eclipse 11.6 s Year round. Delete Emergency light.  <b>Horn - Blast 2s; sil. 18s</b>
							<b>Chart:3646 Edn. 01/99</b>
186 G5292	Sheringham Point	On point. 48 22 37.1 123 55 11.1	Fl G 15s	21.9	.....	White hexagonal tower. 19.5	Flash 0.15 s; eclipse 14.9 s Year round. Delete Emergency light.
							<b>Chart:3606 Edn. 01/99</b>
441.6	Nanaimo Harbour Sector	Corner of ferry terminal. 49 10 00.3 123 55 51.5	Q R W G	1s	6.0	.....	Structure.  Privately operated. Red from 250° to 257°; white from 257° to 270°30'; green from 270°30' to 278°. White sector indicates preferred channel. Maintained by Nanaimo Harbour Commission.
							<b>Chart:3457 Edn. 01/99</b>
774 G5833.4	Darwin Point	NW. of the point. 52 34 32 131 37 42	Fl W 4s	12.9	5	White cylindrical tower. 13.0	Flash 0.5 s; eclipse 3.5 s Year round.
							<b>Chart:3808 Edn. 01/99</b>

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 (UTQ) \_\_\_\_\_ 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  
1. to availability and pricing.

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

For detailed information please refer to the CHS web site at <http://www.chs-shc.dfo-mpo.gc.ca> or issue number 14 of Maritime Magazine.

(AMA8035-10-35)

(DFO-H99-029)