



Canada

Canada

VOL 23 MONTHLY EDITION NO 12  
DECEMBER 24, 1998

# WESTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

**2300 to 2355**

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Marine Navigation Services  
Directorate  
Marine Aids

**RECYCLED PAPER**

Internet: <http://www.notmar.com>

## **ADVISORY**

### **NOTICES TO SHIPPING (WRITTEN AND BROADCAST)**

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

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

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

Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.

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

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

For further information contact your local Canadian Coast Guard office.

#### ***Newfoundland***

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

#### ***Maritimes***

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

#### ***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.

Table of Stage 1 DGPS Reference Stations					
Station Name	Id Nos of Ref. Stations	DGPS Station ID	Geogr. Pos. Latitude Longitude	Frequency [khz]	Bits/sec.
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.

## 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

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**

- 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 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) \_\_\_\_\_

**ADD** \_\_\_\_\_ **AMEND** \_\_\_\_\_ **REMOVE** \_\_\_\_\_ **NO. OF COPIES** \_\_\_\_\_

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3442	2351	6						
LC 3462	2355	1						
3489	2306	6						
3490	2306	6						
3859	2355	1						

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**\*2355 CANADIAN HYDROGRAPHIC SERVICE - Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
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1. New Editions.

	British Columbia/Colombie-Britannique				
LC 3462	Juan de Fuca Strait to/à Strait of Georgia	1:80 000	Oct. 23/98	2	\$20.00
3859	Tasu Sound	1:24 340	August 21/98	2	20.00

(AMA8035-10-35)

(MPO-H98-117)

**\*2354 CANADIAN HYDROGRAPHIC SERVICE - Electronic Navigation Charts.**

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
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1. New Editions.

	<u>British Columbia/Colombie-Britannique</u>				
70320	Dean Channel – Cousins Inlet to Elcho Harbour	-----	Sept. 18/98		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3781.				
70321	Ocean Falls	-----	Sept. 18/98		See Note (2)
	NOTE: This ENC is derived from CHS Chart 3781.				

(AMA8035-10-35)

(DFO-H98-116)

**\*2323 BRITISH COLUMBIA - STRAIT OF GEORGIA - LUND - Aid to navigation.**

Reference: Notice 516(P)/92 cancelled.

(AMA8035-10-8-6)

(CCG-H98-095)

**\*2324 BRITISH COLUMBIA – STRAIT OF JUAN DE FUCA - Aids to navigation.**

Reference: Notice 715(P)/96 cancelled.

(AMA8035-10-21)

(CCG-H98-096)

**\*2325 BRITISH COLUMBIA - Aids to navigation.**

Reference: Notice 327(P)/97 cancelled.

(AMA8035-10-1) (CCG-H98-097)

**\*2326 BRITISH COLUMBIA – FRASER RIVER - Aids to navigation.**

Reference: Notice 474(P)/97 cancelled.

(AMA8035-10-1)

(CCG-H98-098)

**\*2353 CANADA - Pollution – Compliance with Canadian Regulations - Advance Notice to Mariners.**

WESTERN CANADA MARINE RESPONSE CORPORATION  
 EASTERN CANADA RESPONSE CORPORATION  
 GREAT LAKES RESPONSE CORPORATION  
 POINT TUPPER MARINE SERVICES LTD.  
 ATLANTIC EMERGENCY RESPONSE TEAM (“ALERT”) INC.

Effective October 3, 1998, the Western Canada Marine Response Corporation (WCMRC) was issued a certificate of designation as a Response Organization (RO), pursuant to Section 660.4(1) of the *Canada Shipping Act*. On November 1, 1998, the Great Lakes Response Corporation (GLRC) and Eastern Canada Response Corporation (ECRC) received their certificates; Point Tupper Marine Services Ltd. and Atlantic Emergency Response Team (“Alert”) Inc. were issued certificates of designation on November 9. All ROs have a rated response capability of 10,000 tonnes.

Western Canada Marine Response Corporation’s (WCMRC) geographic area of response covers the waters bordering the Province of British Columbia (including the shorelines associated with such waters) and excluding waters north of the 60° parallel.

Great Lakes Response Corporation’s (GLRC) geographic area of response includes the Canadian Great Lakes system and connecting channels within the Province of Ontario including Lake Superior, the St. Mary’s River, Lake Huron, the St. Clair River, Lake St. Clair, the Detroit River, Lake Erie, Lake Ontario, the St. Lawrence River from Kingston, Ontario to a line drawn between Butternut Bay (44°31.12’N 75°46.54’W) on the Canadian side to Oak Point (44°30.48’N 75°45.20’W) on the U.S. side of the St. Lawrence River, Lake Winnipeg, the Athabasca River from Fort McMurray to Lake Athabasca and the waters of Lake Athabasca.

Eastern Canada Response Corporation’s (ECRC) geographic area of response includes the waters of James Bay, Hudson Bay and Ungava Bay and the waters in the Province of Québec and that portion of the St. Lawrence River in the Province of Ontario to a line drawn between Butternut Bay (44°31.12’N 75°46.54’W) on the Canadian side to Oak Point (44°30.48’N 75°45.20’W) on the U.S. side of the St. Lawrence River. It will also cover the Atlantic Provinces south of the 60th parallel of latitude, excluding the areas served by Point Tupper

Marine Services Ltd. and Atlantic Emergency Response Team ("Alert") Inc.

Point Tupper Marine Services Ltd.'s geographic area of response comprises all the waters between an arc having a 50 nautical mile radius about Bear Head light, 45°33' N 61°17' W, but not extending north of the Canso Causeway into St. George's Bay and the contiguous land mass and, for greater certainty, not to include the waters of the Bras d'Or Lakes, St. Andrews Channel, St. Patrick's Channel, Great Bras d'Or and other waters internal to Cape Breton Island.

Atlantic Emergency Response Team ("Alert") Inc.'s geographic area of response covers the primary areas of response associated with the designated port of Saint John, New Brunswick. This comprises all Canadian waters between the western boundary consisting of an arc having a 50 nautical mile radius about the point 45°08' 03" N 66° 17' 12" W and the eastern boundary consisting of an arc having a 50 nautical mile radius about a point, centered on Cape Spencer Light.

All oil tankers of 150 or more tons gross tonnage and all other vessels of 400 or more tons gross tonnage that carry oil as fuel or as cargo in Canadian waters south of the 60th parallel of latitude are required to enter into an arrangement with a certified response organization.

This does not apply to a non-Canadian ship transiting the territorial sea of Canada (within the meaning of the *Territorial Sea and Fishing Zones Act*) or the fishing zones of Canada, other than any part of the fishing zones that are in the territorial sea of Canada, within the meaning of the Act, if it is not engaged in the loading or unloading of oil during transit.

For complete details, contact:

Canadian Coast Guard

- B. DUTRIZAC                      Western Region  
(604) 209-6206
- L. TRIGATTI                      Central Region  
(519) 383-1958
- R. SAVARD                      Laurentian Region  
(418) 648-6382
- R. BARRIE                      Maritimes Region  
(902) 426-2940
- B. ENGLISH                      Newfoundland Region  
(709) 772-2122

Response Organizations

- M. GREEN                      WCMRC  
(604) 985-0855
- C. BAILEY                      GLRC  
(519) 862-2281
- P. SAMSON                      ECRC – Québec Region Office  
(418) 692-8989
- J. CARSON                      ECRC – Atlantic Region Office  
(902) 461-9170
- S. JARVIS                      Atlantic Emergency Response Team (“Alert”) Inc.  
(506) 632-4499
- D. HART                      Point Tupper Marine Services Ltd.  
(902) 625-1711

(AMA8035-10-1)

(CCG-H98-201)

**\*2344 CANADIAN HYDROGRAPHIC SERVICE - Amendment to Canadian Tide and Current Tables 1999.**

The Canadian Tide and Current Tables for the Arctic and Hudson Bay Volume 4 pages 77-84 must be corrected as shown in the following table. Please amend the old headings "ft/pi" to read "metres/mètres".

**SECONDARY PORTS**

TABLE 3  
INFORMATION AND TIDAL DIFFERENCES  
RENSEIGNEMENTS ET DIFFÉRENCES DES MARÉES

**PORTS SECONDAIRES**

INDEX NO.  NO D'INDEX	SECONDARY PORT  PORT SECONDAIRE	TIME ZONE  FUSEAU HORAIRE	POSITION		DIFFERENCES			DIFFERENCES			RANGE		MEAN WATER LEVEL  NIVEAU MOYEN DE L'EAU
					HIGHER HIGH WATER			LOWER LOW WATER			MARNAGE		
					PLEINE MER SUPÉRIEURE		BASSE MER INFÉRIEURE	MEAN TIDE		LARGE TIDE	MEAN TIDE	LARGE TIDE	
LAT. N	LONG. W.	TIME	MEAN TIDE	LARGE TIDE	TIME	MEAN TIDE	LARGE TIDE	MEAN TIDE	LARGE TIDE	MEAN TIDE	LARGE TIDE		
LAT. N	LONG. O.	HEURE	MARÉE MOYENNE	GRANDE MARÉE	HEURE	MARÉE MOYENNE	GRANDE MARÉE	MARÉE MOYENNE	GRANDE MARÉE	MARÉE MOYENNE	GRANDE MARÉE		
			ft/pi	ft/pi		ft/pi	ft/pi	ft/pi	ft/pi	ft/pi	ft/pi		
			meters/mètres	meters/mètres		meters/mètres	meters/mètres	meters/mètres	meters/mètres	meters/mètres	meters/mètres		
			° ' "	° ' "	h. m.	ft/pi	ft/pi	h. m.	ft/pi	ft/pi	ft/pi	ft/pi	ft/pi

(AMA8035-10-35)

(DFO-H98-110)

**\*2329 CANADIAN HYDROGRAPHIC SERVICE - Information about CHS chart dealers****1 - NEWLY APPOINTED CHART DEALERS**

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Antigonish Rent-All & Equipment Ltd.  
233 Old South River Road  
Antigonish, Nova Scotia  
B2G 2H6  
Tel: (902) 863-6633  
Fax: (902) 863-1918  
Email: [antigonish.rent-all@ns.sympatico.ca](mailto:antigonish.rent-all@ns.sympatico.ca)

Hurst Marina  
2726 River Road  
Manotick, Ontario  
K4M 1B4  
Tel: (613) 692-1234  
Fax: (613) 692-3019  
Email: [hurst@fox.nstn.ca](mailto:hurst@fox.nstn.ca)  
Web: [www.hurstmarina.com](http://www.hurstmarina.com)

Centre Nautique Lachine Inc.  
2280, boul. St-Joseph  
Lachine, Québec  
H8S 2N7  
Tel: (514) 634-0407  
Fax: (514) 634-0407

Indigo Books Music & Café  
259 Princess Street  
Kingston, Ontario  
K7L 1B4  
Tel: (613) 546-4684  
Fax: (613) 546-5638  
Email: [ballan@indigo.ca](mailto:ballan@indigo.ca)

**2 - DEALER ADDRESS CHANGE**

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OLD ADDRESSNEW ADDRESS

Marina de Trois-Rivières  
C.P. 11  
Île St-Quentin, Québec  
G9A 5E3  
Tel: (819) 374-5862  
Fax: (819) 374-9450

Marina de Trois-Rivières Inc.  
1 chemin de l'Île St-Quentin, C.P. 11  
Île St-Quentin, Québec  
G9A 5E3  
Tel: (819) 374-5862  
Fax: (819) 374-9450

Marine Press of Canada  
295 de la Montagne  
Montréal, Québec  
H3C 4K4  
Tel: (514) 932-8342  
Fax: (514) 931-3711

Marine Press of Canada  
640 St-Paul West, Suite 300  
Montréal, Québec  
H3C 1L9  
Tel: (514) 866-8342  
Fax: (514) 866-9050  
Email: [m\\_press@magnet.ca](mailto:m_press@magnet.ca)

Yachting World, Div. of R.E.F. Corp.  
One Water Street, Box 268  
Youngstown, NY 14174  
U.S.A.  
Tel: (716) 745-3700  
Fax: (716) 745-3796

Yachting World, Div. of R.E.F. Corp.  
400 Main Street  
Youngstown, NY 14174-1017  
U.S.A.  
Tel: (716) 745-3700  
Fax: (716) 745-3796

Cole Stationery & Office Services  
115B Old Hampton Road  
Fairvale, New Brunswick  
E2E 2P9  
Tel: (506) 849-1790  
Fax: (506) 849-1851

Cole Stationery & Office Services  
52C Marr Road  
Rothesay, New Brunswick  
E2E 3K6  
Tel: (506) 849-1790  
Fax: (506) 849-1851

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Lauderdale Point Resort Inc.  
R.R. #1  
Severn Bridge, Ontario  
P0E 1N0  
Tel: (705) 689-1800  
Fax: (705) 689-2601

Lauderdale Point Resort Inc.  
3500 Lauderdale Point Crescent  
Severn Bridge, Ontario  
P0E 1N0  
Tel: (705) 689-1800  
Fax: (705) 689-2601

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Peninsula Press Limited  
39 Ontario Street, P.O. Box 1628  
St. Catharines, Ontario  
L2R 7J9  
Tel: (905) 641-3030  
Fax: (905) 641-4700

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Peninsula Press Limited  
217 Bunting Road  
St. Catharines, Ontario  
L2M 3Y2  
Tel: (905) 641-3030, 1-888-485-5653  
Fax: (905) 641-4700  
Email: e-mail@penpress.com  
Web: www.penpress.com

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3 - THE FOLLOWING ARE NO LONGER AUTHORIZED CHS CHART DEALERS

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Alexander Marine Ltd.  
570 Davie Street  
Vancouver, B.C.  
V6B 2G4  
Tel: (604) 689-5972

Nordest Marine  
Marina du Vieux Port de Québec  
105 Abraham-Martin, Suite 100B  
Québec, Québec  
G1K 7G7  
Tel: (418) 694-2095  
Fax: (418) 694-1165

Cross Marine Electronics Ltd.  
71 Ilsley Avenue, Unit 1  
Dartmouth, Nova Scotia  
B3B 1L5  
Tel: (902) 468-3993  
Fax: (902) 468-4374

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(AMA8035-10-35)

(DFO-H98-105)

**\*2351 VANCOUVER ISLAND - STRAIT OF GEORGIA - SAMUEL ISLAND - Chart amendment patch.**

Chart (Last correction) - 3442(NAD 27)(1)(2160/98)

Reference: Notice 528(P)/98 cancelled.

1. Affix Patch 48°49'00" N 123°12'00" W (approx)

NOTE: Digital data products 3442R/M and 70005(3442) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-H98-113)

**\*2306 BRITISH COLUMBIA - FRASER RIVER - ANNIEVILLE CHANNEL - Lights.**

Charts (Last correction) - 3490(Compartment B-C)(NAD 83)(1)(2114/98) – 3490  
(Compartment A-B)(NAD 83)(2)(2114/98) - 3489(Compartment A-B)(NAD 83)(1)

1. Replace light FI R with starboard day beacon 49°11'59".5 N 122°54'04"1 W

2. Amend FG to read FI G 49 06 20.5 N 123 18 11.4 W

NOTE: Digital data products 3489R/M, 3490R/M, 70128(3490) and 70253(3489) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-16)

(CCG-P98-033)

IV  
SAILING DIRECTIONS AND SMALL CRAFT GUIDES CORRECTIONS

Monthly Edition No. 12/98

British Columbia, Volume 1, Fifteenth Edition, 1990 —

Page 125 — Paragraph 123, line 4 – After “conspicuous.”  
Insert: Air obstruction lights on dolphins and towers at the airport  
are on the west side of Sea Island. (P30/98)

Page 179 — Paragraph 222, lines 3 and 4  
Delete: at Twigg Island Railway Bridge  
Replace by: adjacent to two piers (P30/98)

Page 179 — Paragraph 222, lines 4 and 5  
Delete: railway bridge  
Replace by: piers (P30/98)

Page 179 — Paragraph 225, line 1  
Delete: four swing  
Replace by: three swing (P30/98)

Page 182 — Delete paragraph 230. (P30/98)

Page 186 — Delete paragraph 83. (P29/98)

Page 234 — Paragraph 69, line 3  
Delete: “and **marine**” to end of paragraph. (P29/98)

Page 234 — After paragraph 71  
Add: 71.1 **Marine farm** facilities are in the bay 1.8 miles NE  
of Raza Point. (P29/98)

Page 245 — Paragraph 287, line 2  
Delete: has marine farm facilities and (P29/98)

Page 245 — Paragraph 294, line 3 – After “shelter.”  
Insert: **Marine farm** facilities are at Homfray Creek. (P29/98)

Page 245 — Paragraph 294, lines 4 and 5  
**Marine farm**” to end of sentence (P29/98)

Page 246 — Delete paragraph 311  
Replace by: 311 A log dump and **booming ground** are in  
**Higgins Bay** (a local name), 3.5 miles NE of Brettell  
Point. (P29/98)

Page 246 — Paragraph 313, lines 1 and 2  
Delete: and the site of a log dump (1984) (P29/98)

Page 247 — Paragraph 327, lines 2 and 3  
**Marine farm**” to end of paragraph. (P29/98)

IV  
SAILING DIRECTIONS AND SMALL CRAFT GUIDES CORRECTIONS

Monthly Edition No. 12/98

- Page 247 — Paragraph 332, line 5  
Delete: has **marine farm** facilities and (P29/98)
- Page 247 — Paragraph 334, lines 1 and 2  
Delete: “A logging camp” to end of sentence. (P29/98)
- Page 249 — After paragraph 391  
Add: 391.1 A booming ground and a private buoy are on the  
north side of the bay east of Tribune Point. (P29/98)
- Page 249 — Paragraph 408, line 5 – After “direction.”  
Insert: **Marine farm** facilities are on the north side of Steep Head. (P29/98)
- Page 259 — Paragraph 123, line 3 – After “high.”  
Insert: The light operates only at night. (P29/98)
- Page 271 — Delete paragraph 38  
Replace by: 38 Predictions of the times and rates of maximum  
current and the time of slack water are given for Scott  
Channel in the Tide Tables, Volume 6. (P29/98)
- Small Craft Guide, British Columbia Volume 2, Eighth Edition 1990 —
- Page 34 — Paragraph 89, line 4 – After “conspicuous.”  
Insert: Air obstruction lights on dolphins and towers at the airport  
are on the west side of Sea Island. (P30/98)
- Page 52 — Paragraph 330, lines 3 and 4  
Delete: at Twigg Island Railway Bridge  
Replace by: adjacent to two piers (P30/98)
- Page 52 — Paragraph 330, line 5  
Delete: railway bridge  
Replace by: piers (P30/98)
- Page 55 — Delete paragraph 356. (P30/98)
- Page 114 — Delete paragraph 149. (P29/98)
- Page 154 — Paragraph 282, lines 4 and 5  
Delete: has a **marine farm** facilities in it and (P29/98)

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

313 G5402	Northside Jetty 1	Off westerly extremity of Steveston Jetty. 49 06 20.5 123 18 11.4	Fl G 4s	7.0	5	White cylindrical tower, green band at top.	Year round.  <b>Chart:3490 2306/98</b>
366.8	Annieville Rock Wall 5						Delete from List.  <b>Chart:3490 2306/98</b>
845	Takla Narrows	55 10 03 125 43 00	Fl R 4s	4.6	.....	Tower. 3.0	Year round. Flash 0.5 s; eclipse 3.5 s  <b>Chart:3080 Edn. 12/98</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,  
Canadian Coast Guard,  
Department of Fisheries and Oceans,  
Ottawa, Ontario, K1A 0E6

In the case of information  
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.