



Canada

Canada

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EASTERN EDITION OF NOTICES TO MARINERS

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NOTICES

300 to 343

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Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.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

GC\SO\COR
Notices to Shipping
Phone: (418) 648-5410
Fax: (418) 648-7244
E-Mail: OPSAVIS@dfo-mpo.gc.ca

Central & Arctic

Sarnia MCTS Centre
Toll Free in Ontario 1-800-265-0237
Phone: (519) 337-6360
Fax: (519) 337-2498

Pacific

Vancouver Regional Marine Information Centre
Phone: (604) 666-6011
Fax: (604) 666-8453

EXPLANATORY NOTES

Geographical positions refer directly to the graduations of the largest scale Canadian Hydrographic chart unless otherwise indicated.

Bearings refer to the true compass and are measured clockwise from 000° (North) clockwise to 359°; those relating to lights are from seaward.

Visibility of lights is that in clear weather.

Depths - The units used for soundings (metres, fathoms or feet) are stated in the title of each chart.

Elevations are normally given above Higher High Water, Large Tides unless otherwise indicated.

Original Canadian Information - A star (*) adjacent to the Notice number indicates that this notice is based on original Canadian information.

Distances may be calculated as follows:

1 nautical mile	=	1 852 metres (6,076.1 feet)
1 statute mile	=	1 609.3 metres (5,280 feet)
1 metre	=	3.28 feet

Temporary & Preliminary Notices are indicated by a (T) or a (P) after the Notice number. Nautical charts and publications are not hand amended for Temporary (T) and Preliminary (P) Notices to Mariners. Listings of Charts Affected by Temporary and Preliminary Notices to Mariners are revised and promulgated quarterly, in Section I. Reference should be made to the latest published listing and to the monthly editions of Notices to Mariners published subsequently.

Please note that, in addition to the temporary and preliminary changes normally advertised as (T) and (P) Notices, there are a significant number of permanent changes to navigational aids that have been advertised as Preliminary Notices to Mariners while charts are being updated for new editions.

Marine Information Report & Suggestion Sheet - Mariners are requested to notify the responsible authorities when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to publications are seen to be necessary. Such communications can be made using the *Marine Information Report & Suggestion Sheet* inserted on the last page of each monthly edition of *Notices to Mariners*.

Monthly edition of Notices to Mariners - *Notices to Mariners* are issued free of charge on a monthly basis. Mariners now have a choice between specific *Regional* issue(s) they wish to receive. Requests to be placed on or removed from the mailing list should be made by using the form inserted on page *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.

DGPS INITIAL OPERATIONAL SERVICE

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

IOS means the service will provide a DGPS broadcast using the type 9 RTCM message pseudorange corrections at a data transmission rate of 200 baud. Refer to Radio Aids to Marine Navigation (RAMN) for estimated advertised coverage for each differential station.

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

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

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

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.
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:

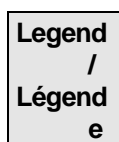
User equipment information / Renseignements sur l'équipement

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



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 endécibel.
SNR	:	Signal to noise ratio in decibel / Rapport signal-bruit endécibel .
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 DOPest mesuré sur une échelle de 1 à 10
SVCEI / ECDIS Visualisation de Cartes	:	Electronic Chart Display and Information System /Système de Electroniques etd'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.

NEWFOUNDLAND REGION

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

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

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

Aids to Navigation Superintendent
Department of Fisheries & Oceans
Canadian Coast Guard Directorate
P.O. Box 5667
St. John's, NFLD.
A1C 5X1

MARITIMES REGION

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

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

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

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

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

Regional Superintendent
Aids to Navigation
P.O. Box 1000
Dartmouth, N.S.
B2Y 3Z8
(902) 426-3151

LAURENTIAN REGION

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

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

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

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

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

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

AIDS TO NAVIGATION SUPERINTENDENT
 101 CHAMPLAIN BOULEVARD, QUÉBEC (QUÉ), G1K 7Y7

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 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.

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LC 4022	328	20	4682	332	21			
LC 4023	321	23	4830	312	19			
LC 4118	341	1	LC 4832	312	19			
LC 4227	324	22	4839	315	18			
LC 4230	308	24	LC 4841	309	18			
LC 4233	324	22	LC 4842	309	18			
LC 4234	324	22	LC 4845	307	18			
4281	324	22	LC 4851	310	18			
LC 4320	301(T)	23	4886	305	19			
LC 4321	324	22	5046	322	22			
LC 4363	325	22						
	333	22						

***341 CANADIAN HYDROGRAPHIC SERVICE - Charts.**

CHART	TITLE & CONTENTS	SCALE	DATED	CAT #	PRICE
<u>1. New Editions.</u>					
	<u>Lake Erie/Lac Érie</u>				
L/C 2120	Niagara River to à Long Point	1:120 000	Nov. 06/98	3	\$20.00
	<u>Newfoundland/Terre-Neuve</u>				
L/C 4118	St. Mary's Bay	1:60 000	Nov. 13/98	1	20.00
	NOTE: This chart cancels Notice 217(P)/96 and incorporates and cancels Notice 474(P)/92				
	<u>Labrador</u>				
5457	Deception Bay	1:25 000	Sept. 04/98	1	20.00
(AMA8035-10-35)				(DFO-H99-050)	

***342 CANADIAN HYDROGRAPHIC SERVICE - Raster 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	DATED	PRICE
<u>1. New Charts.</u>			
	<u>Rivière des Outaouais/Ottawa River</u>		
1514R/M	Rivière des Outaouais/Ottawa River Carillon à/to Papineau	July 24/98	(See Note 2)
1515R/M	Rivière des Outaouais/Ottawa River Papineauville à/to Ottawa	July 24/98	(See Note 2)
	<u>Lake Ontario/Lac Ontario</u>		
2059R/M	Scotch Bonnet Island to/à Cobourg	July 31/98	(See Note 2)
	<u>Lake Superior/Lac Supérieur</u>		
2300R/M	Lake Superior/Lac Supérieur	Apr. 24/98	(See Note 2)
	<u>Bay of Fundy/Baie de Fundy</u>		

4141R/M	Saint John to/à Ross Evandale	Nov. 01/96	(See Note 2)
4142R/M	Evandale to/à Ross Island	Nov. 01/96	(See Note 2)
4145R/M	Mactaquac Dam to Newburg Junction	Mar. 22/91	(See Note 2)
	<u>Newfoundland/Terre-Neuve</u>		
4855R/M	Bonavista Bay – Southern Portion/Partie Sud	June 06/97	(See Note 2)
4865R/M	Approaches to/Approches à Lewisporte and/et Loon Bay	Jan. 30/98	(See Note 2)

2. New Editions.

	<u>St. Lawrence River/Fleuve Saint-Laurent</u>		
1223R/M	Chenal du Bic et les approches/and Approches	Oct. 03/97	(See Note 2)
1235R/M	Pointe au Boisvert à/to Cap de la Tête au Chien	Apr. 25/97	(See Note 2)
1310R/m	Port de Montréal Harbour	May 29/98	(See Note 2)
1313R/M	Batiscan au/to Lac Saint-Pierre	June 27/97	(See Note 2)
	<u>St. Lawrence Seaway/Voie Maritime du Saint-Laurent</u>		
1409R/M	Canal de la Rive Sud	June 27/97	(See Note 2)
	<u>Rivière des Outaouais/Ottawa River</u>		
1510R/M	Rivière des Outaouais/Ottawa River – Lac des Deux Montagnes	Jan. 23/98	(See Note 2)
	<u>Bay of Fundy/Baie de Fundy</u>		
4011R/M	Approaches to/Approches à Bay of Fundy	Oct. 31/97	(See Note 2)
	<u>Nova Scotia/Nouvelle-Écosse</u>		
4276R/M	Little Bras d'Or	July 25/97	(See Note 2)
4277R/M	Great Bras d'Or – St. Andrews Channel and/et St. Ann's Bay	Apr. 17/98	(See Note 2)
4278R/M	Great Bras d'Or and/et St. Patrick's Channel	Mar. 20/98	(See Note 2)
4320R/M	Egg Island to West Ironbound Island	Sept. 26/97	(See Note 2)
	<u>Northumberland Strait/Détroit de Northumberland</u>		
4406R/M	Tryon Shoals to Cape Egmont	Feb. 27/98	(See Note 2)
	<u>Gulf of St. Lawrence/Golfe du Saint-Laurent</u>		
4416R/M	Havre de Gaspé	May 01/98	(See Note 2)

Nova Scotia/Nouvelle-Écosse

4449R/M	Cheticamp, Grand Étang and Margaree Harbours	July 03/98	(See Note 2)
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Gulf of St. Lawrence/Golfe du Saint Laurent

4485R/M	Cap des Rosiers à/to Chandler	Sept. 26/97	(See Note 2)
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4920R/M	Plans: Baie des Chaleurs/Chaleur Bay – Côté Sud/South Shore	Sept. 18/98	(See Note 2)
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4921R/M	Plans: Baie des Chaleurs/Chaleur Bay – Côté Nord/North Shore	Mar. 06/98	(See Note 2)
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4954R/M	Chenal du Havre de la Grande-Entrée	June 20/97	(See Note 2)
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(AMA8035-10-35)

(DFO-H99-051)

***343 CANADIAN HYDROGRAPHIC SERVICE – Sailing Directions**

The following Sailing Directions and Small Craft Guides have been permanently withdrawn

<u>Title</u>	<u>On Publication of</u>
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GEORGIAN BAY, Third Edition, 1988	CEN-306E
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BAIE GEORGIENNE, Troisième édition, 1988	CEN-306F
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(AMA8035-10-35)	(DFO-H99-053)
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***340 MANITOBA - LAKE WINNIPEG - GEORGE ISLAND - Buoys.**

The following buoys have been permanently discontinued.

Red spar buoy CH4 (52°49'00" N 97°38'11" W).

Green spar buoy CH5 (52°49'00" N 97°38'12" W).

(AMA8035-10-5-13)	(CCG-D98-003)
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***339 CAPE BRETON ISLAND - PLEASANT BAY - Lights to be discontinued.**

The Canadian Coast Guard intends to permanently discontinue Pleasant Bay breakwater light (L.L. 860.6) (46°50'00".5 N 60°47'50".8 W) and Pleasant Bay Main light (L.L. 860.8) (46°49'57" N 60°47'51" W).

Comments on this action are solicited from mariners and other interested parties and should be directed to Bev Cleaveland, Canadian Coast Guard Base, P.O. Box 1236, Charlottetown P.E.I., C1A 7M8, within three months from the date of publication of this notice. Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(AMA8035-10-7-6)	(CCG-G99-010)
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***337 CANADIAN HYDROGRAPHIC SERVICE – Current chart edition dates.**

CHART EDITIONS - The three terms described below are used to indicate the publication status of Canadian charts.

NEW CHART - The first publication of a Canadian chart embracing an area not previously charted to the scale shown, or embracing an area different from any existing Canadian chart.

NEW EDITION - A new issue of an existing chart containing amendments essential to navigation in addition to those issued in Notices to Mariners and making existing editions obsolete.

REPRINTS - A new print of the current edition of a chart incorporating no amendments of navigational significance other than those previously promulgated in Notices to Mariners. It may also contain amendments from other sources provided they are not essential to navigation. Previous printings of the current edition remain in force.

The accompanying list is a listing of the dates of current chart editions up to monthly edition 02 of 1999 (The asterisk indicates changes since Monthly edition 10, 1998). Please refer to the Monthly Notices to Mariners for detail.

Chart	Cat	Edition Date	Reprint Date
1	NE	05-JAN-96	
1202	NE	13-NOV-81	20-MAY-94
1203	NE	04-JAN-85	10-FEB-95
1209	NE	14-DEC-84	02-AUG-96
1220	NE	28-FEB-97	
L/C 1221	NE	27-DEC-91	
1223	NE	03-OCT-97	
1226	NC	27-MAY-83	03-MAY-91
1229	NE	31-DEC-76	15-DEC-95
1230	NE	29-FEB-80	10-FEB-89
1233	NE	18-MAY-84	03-JAN-97
*	L/C 1234	NE	24-JUL-98
	L/C 1235	NE	25-APR-97
*	L/C 1236	NE	25-SEP-98
	1260	NC	04-JAN-91
*	1310	NE	29-MAY-98
	1312	NC	05-APR-96
	1313	NE	27-JUN-97
*	1314	NE	04-SEP-98
*	1315	NE	25-SEP-98
	1316	NE	07-FEB-97
	1317	NE	07-JUN-96
	1338	NE	05-APR-96
	1339	NE	19-AUG-83
	1350	NC	06-JUL-84
	1351	NC	21-SEP-84
	1361	NC	28-MAY-76
	1400	NE	26-AUG-88
	1409	NE	27-JUN-97
	1410	NE	04-OCT-96
	1411	NE	02-AUG-96
	1412	NE	13-JAN-84
	1413	NE	21-AUG-87
	1414	NE	01-JUN-84
	1434	NC	01-MAR-96
	1435	NC	15-DEC-95
	1436	NC	15-JAN-93
	1437	NC	19-MAR-93

	1438	NE	06-OCT-95	
	1439	NE	22-FEB-91	07-FEB-97
	1509	NC	18-MAY-90	27-JUN-97
	1510	NE	23-JAN-98	
	1512	NE	03-AUG-84	09-OCT-92
	1513	NE	07-JUN-96	
*	1514	NC	24-JUL-98	
*	1515	NC	24-JUL-98	
	1550	NE	05-JAN-96	
	1551	NE	27-JUN-86	
*	1552	NE	05-JUN-98	
	1553	NC	15-FEB-80	21-APR-95
	1554	NE	16-SEP-88	15-AUG-97
	1555	NC	12-OCT-79	
	L/C 2000	NE	10-APR-98	
	2006	NE	03-JUL-87	16-FEB-90
	2007	NE	10-SEP-82	09-SEP-94
	2011	NC	08-JUL-88	
	2017	NC	13-JUL-90	
	2018	NC	22-JUN-90	
	2021	NE	25-JUN-93	
	2022	NE	02-AUG-96	
	2023	NE	01-MAR-85	24-MAR-95
	2024	NE	29-MAR-85	16-DEC-94
	2025	NE	01-MAR-85	28-MAY-93
	2026	NE	05-APR-85	15-DEC-95
*	2028	NE	05-JUN-98	
	2029	NE	20-MAR-87	08-MAY-92
	2042	NE	07-OCT-94	
	2043	NC	29-NOV-68	26-MAR-82
	2044	NC	28-FEB-97	
	2047	NC	07-APR-95	
	2048	NC	11-OCT-91	
	2049	NC	10-MAY-85	
	2050	NC	10-MAY-85	
	2053	NC	10-MAY-85	
	2054	NC	10-MAY-85	
	2055	NC	05-JUL-91	
	L/C 2058	NE	16-JUN-89	
*	2059	NC	31-JUL-98	

	L/C 2060	NE	28-JUN-85	01-JUL-94
	L/C 2064	NE	10-FEB-89	05-MAY-95
	2067	NE	01-NOV-85	15-FEB-91
	2069	NE	04-MAR-83	13-FEB-98
	2070	NE	29-APR-83	
	L/C 2077	NE	25-AUG-95	
	2085	NE	22-JUN-90	08-APR-94
	2086	NC	09-JUN-89	03-APR-92
	L/C 2100	NE	15-MAY-87	02-APR-93
	L/C 2110	NE	29-MAY-98	
	L/C 2120	NE	27-MAR-87	06-MAR-92
	L/C 2121	NC	18-DEC-87	
	L/C 2122	NE	05-JUL-91	05-APR-96
	L/C 2123	NE	12-MAR-93	04-APR-97
	2140	NC	16-SEP-88	
	2165	NC	08-MAR-91	
	2181	NE	10-NOV-89	
	L/C 2200	NE	01-MAY-87	17-APR-92
*	L/C 2201	NE	13-NOV-98	
	2202	NE	04-APR-86	10-MAR-95
	2203	NE	07-OCT-88	13-NOV-92
	2204	NE	06-MAY-83	12-FEB-93
	2205	NE	18-DEC-87	06-MAR-92
	2206	NC	27-JUN-97	
	2212	NC	24-FEB-95	
	2213	NC	24-FEB-95	
	2214	NC	07-OCT-94	
	2215	NC	12-AUG-94	
	2218	NC	13-APR-84	
	2221	NE	07-JUN-96	
	2222	NC	13-APR-84	
	2223	NC	13-APR-84	
	2225	NE	08-MAR-91	11-JUL-97
	2226	NE	22-NOV-91	
	L/C 2228	NC	16-FEB-90	
	2235	NE	06-FEB-87	30-DEC-94
	2239	NE	08-MAR-85	01-MAR-96
	L/C 2243	NE	30-AUG-85	08-APR-94
	L/C 2244	NE	24-JUL-87	16-JUN-95
	L/C 2245	NE	06-JUN-86	05-APR-96
	2250	NC	09-MAY-86	
	2251	NC	11-APR-86	26-JUN-92
	2257	NE	02-NOV-84	07-JUN-96
	2258	NE	16-JUN-89	05-APR-96
	2259	NE	15-JUN-62	02-JUL-93
	2260	NE	13-JUN-86	05-APR-91
	2261	NE	13-JUN-86	21-APR-95
	2266	NC	22-JUN-84	
	2267	NC	22-JUN-84	
	2268	NE	31-MAR-89	06-MAY-94
	2273	NC	13-OCT-55	22-AUG-75
	2274	NE	08-JUN-90	
	L/C 2282	NE	07-JUN-96	
	L/C 2284	NE	27-OCT-89	07-JUN-96
	2286	NE	21-JAN-83	25-AUG-95
	2289	NE	16-OCT-87	05-JUN-92
	2291	NE	12-JUL-81	15-APR-88

	2292	NE	28-APR-89	05-APR-96
	2293	NE	11-JUN-65	12-DEC-80
	2294	NE	23-JUN-89	24-JAN-97
	2297	NE	20-JAN-60	19-SEP-97
	2298	NE	02-JUL-58	13-FEB-81
	2299	NE	30-SEP-83	30-JUN-95
	L/C 2300	NC	24-APR-98	
	L/C 2301	NE	22-FEB-91	
	L/C 2302	NE	02-AUG-85	
	2303	NE	18-MAY-55	29-JUN-90
	2304	NE	31-MAY-57	01-FEB-80
	2305	NE	17-DEC-56	08-FEB-80
	2306	NE	03-MAY-57	09-MAY-75
	2307	NE	31-AUG-56	11-MAR-77
	2308	NE	19-JUL-46	21-APR-78
	L/C 2309	NE	08-JUL-88	
	2310	NE	03-JUN-46	01-FEB-80
	2311	NE	08-JAN-58	12-APR-91
	2312	NE	13-NOV-87	08-APR-94
	2313	NE	21-JUN-57	28-OCT-77
	2314	NE	11-JUL-86	
	2315	NE	22-APR-88	
	2318	NE	03-DEC-82	
	2400	NE	29-JUN-90	
	L/C 3000	NE	20-JAN-89	22-APR-94
	L/C 3001	NE	07-OCT-94	
	L/C 3002	NE	16-DEC-94	
	3050	NE	03-MAY-96	
	3052	NE	07-OCT-94	
	3053	NC	11-APR-86	02-FEB-90
	3055	NC	21-JUN-91	
	3056	NC	21-JUN-91	
	3057	NC	21-JUN-91	
	3058	NC	21-JUN-91	
	3061	NC	29-MAY-81	21-JUN-85
	3062	NC	24-MAY-85	
	3080	NE	03-APR-92	
	3311	NE	31-DEC-93	
	3312	NC	31-JAN-86	05-APR-91
	3313	NC	28-JUL-95	
	3410	NC	24-MAR-95	
	3411	NC	24-MAR-95	
	3415	NE	13-FEB-87	08-APR-94
	3419	NC	02-JUL-93	
	3424	NC	24-JUL-87	02-APR-93
	3440	NE	11-MAR-83	15-OCT-93
	3441	NE	12-AUG-88	06-DEC-96
	3442	NE	03-JUN-88	06-DEC-96
	3443	NE	30-JAN-98	
	3457	NE	29-DEC-89	01-MAY-98
	3458	NE	10-MAR-95	
	3459	NE	24-OCT-97	
	L/C 3461	NC	06-JAN-84	02-DEC-94
*	L/C 3462	NE	23-OCT-98	
	L/C 3463	NE	03-OCT-97	
	3473	NE	13-FEB-87	04-DEC-92
	3475	NE	27-MAY-88	02-JUL-93

	3476	NC	31-AUG-84	22-APR-94
	3477	NE	03-MAY-85	08-SEP-89
	3478	NE	24-FEB-95	
	3481	NE	05-DEC-86	17-DEC-93
	3488	NC	21-OCT-94	
	3489	NC	21-OCT-94	
	3490	NE	25-JUL-97	
	3491	NE	05-JAN-96	
	3492	NC	27-JUN-97	27-NOV-98
	3493	NE	01-JUL-94	
	3494	NE	21-FEB-92	
	3495	NE	21-FEB-92	
	L/C 3512	NC	30-NOV-84	05-MAR-93
	L/C 3513	NC	30-NOV-84	19-FEB-93
	3514	NE	02-AUG-96	
	3515	NC	18-JAN-91	03-JUN-94
	3526	NE	24-FEB-95	
	3527	NE	01-JAN-88	02-APR-93
	3534	NE	07-MAY-93	
	3535	NE	16-AUG-85	16-APR-93
	3536	NC	21-APR-78	16-APR-93
	3537	NC	27-SEP-85	22-JUN-90
	3538	NE	27-NOV-92	02-AUG-96
	3539	NE	04-AUG-89	25-APR-97
	3540	NE	22-MAY-92	
	3541	NE	29-JUL-94	
	3542	NE	01-JUL-94	
	3543	NE	27-NOV-92	30-MAY-97
	3544	NE	25-SEP-87	01-MAY-98
	3545	NC	28-APR-89	12-AUG-94
	3546	NC	28-APR-89	11-JUL-97
	3547	NC	28-APR-89	05-APR-96
	3548	NE	26-SEP-97	
	3549	NC	03-DEC-93	05-APR-96
	3550	NC	03-DEC-93	02-JAN-98
	3552	NC	02-JAN-87	02-APR-93
	3555	NE	27-JUN-86	09-APR-93
	3559	NC	15-JUN-79	02-FEB-90
	3564	NC	04-DEC-87	08-SEP-95
	3598	NE	14-AUG-87	11-OCT-91
	3601	NC	26-AUG-94	
	L/C 3602	NE	24-MAY-85	12-AUG-94
	L/C 3603	NE	23-OCT-81	01-NOV-91
	L/C 3604	NE	06-NOV-87	13-JUN-97
	L/C 3605	NE	06-MAR-98	
	L/C 3606	NE	27-JUL-84	03-SEP-93
	3623	NE	26-AUG-77	06-JAN-89
	3624	NE	19-AUG-88	22-APR-94
	3625	NC	25-OCT-68	10-MAR-89
	3646	NE	30-JUN-95	
	3647	NE	05-JUL-85	02-JAN-98
	3651	NE	09-APR-93	
	3662	NE	07-AUG-87	17-DEC-93
	3663	NE	31-MAY-74	14-AUG-92
	3664	NE	13-MAY-77	05-APR-96
	3665	NE	13-NOV-87	11-MAR-94

	3668	NE	12-MAR-93	
	3670	NE	21-OCT-94	
	3671	NE	27-AUG-82	03-JUN-94
	3673	NC	01-DEC-95	
	3674	NC	01-DEC-95	
	3679	NC	14-JUN-91	21-FEB-97
	3680	NE	07-APR-78	26-APR-91
	3681	NC	08-JUN-90	
	3682	NE	05-JUN-87	
	3683	NE	06-MAR-98	
	3685	NE	25-AUG-95	
	3686	NC	08-APR-88	02-DEC-94
	3710	NE	04-JUL-86	15-JUN-90
	3711	NE	15-JUN-84	19-FEB-93
	3717	NE	28-JUL-95	
	3719	NE	17-APR-61	11-NOV-88
	3720	NE	12-FEB-88	03-SEP-93
	3721	NE	26-AUG-94	
	3722	NE	07-FEB-64	04-SEP-87
	3723	NE	29-JUN-84	
	3724	NE	23-MAY-80	21-APR-95
	3726	NE	23-MAY-80	06-JAN-89
	3727	NE	29-JUN-62	24-MAR-95
	3728	NE	05-FEB-82	24-JAN-97
	3729	NE	06-MAR-98	
	3730	NC	30-NOV-60	21-DEC-90
	3733-A	NC	01-FEB-56	
	3734	NE	09-JUL-76	24-MAY-91
	3736	NE	31-AUG-90	
	3737	NE	14-AUG-87	21-APR-95
	3738	NE	04-FEB-83	24-MAR-95
	3739	NE	03-FEB-84	01-SEP-89
	3740	NE	20-MAY-77	06-DEC-96
	3741	NE	15-FEB-63	30-JUN-89
	3742	NE	16-JUL-82	02-AUG-96
	3743	NE	25-MAR-77	10-FEB-95
	L/C 3744	NE	20-MAY-88	
	3745	NE	12-JUN-98	
	3746	NE	12-AUG-77	02-JUL-93
	3747	NE	16-SEP-77	30-MAY-97
	3753	NE	30-APR-59	12-AUG-88
	3761	NE	19-AUG-88	
	3772	NE	30-OCT-64	29-JAN-93
	3773	NE	26-APR-85	06-DEC-96
	3781	NE	18-MAY-59	15-MAR-91
	3784	NE	23-JUL-82	16-DEC-94
	3785	NE	04-OCT-91	12-JUN-98
	3786	NC	05-JUL-46	12-MAR-93
	3787	NE	29-JUL-77	04-APR-97
	3794	NE	07-FEB-75	17-MAR-89
	3795	NE	01-MAY-64	09-JUL-93
	L/C 3802	NE	24-NOV-89	
	3807	NC	07-JAN-60	07-OCT-88
	3808	NC	30-MAR-62	13-OCT-89
	3809	NE	24-AUG-79	24-MAR-95
	3811	NE	06-DEC-63	27-SEP-91
	3825	NE	16-DEC-77	09-JUN-89

	L/C 3853	NE	02-MAR-90	05-APR-96
	L/C 3854	NE	23-OCT-87	23-APR-93
	3855	NE	13-JAN-67	26-APR-91
	3857	NE	17-NOV-67	10-JUL-87
	3858	NE	28-JUL-67	28-JUL-89
*	3859	NE	21-AUG-98	
	3860	NE	12-SEP-69	05-JAN-90
	3863	NE	25-APR-80	16-MAR-90
	3864	NE	11-MAY-62	17-DEC-93
	3865	NE	01-NOV-55	10-JUL-87
	3868	NE	12-JUL-68	19-APR-91
	3869	NE	28-NOV-86	02-MAR-90
	3890	NC	14-MAR-86	07-APR-95
	3891	NC	08-SEP-89	01-AUG-97
	3892	NC	13-JAN-84	03-JUN-94
	3893	NC	13-JAN-84	
	3894	NE	12-JUN-98	
	3895	NC	15-JUN-84	09-JUN-89
	L/C 3902	NE	09-DEC-88	27-JUN-97
	3909	NC	11-DEC-87	03-JUN-94
	3920	NC	18-JAN-91	
	3921	NE	15-DEC-95	
	3927	NE	29-MAY-98	
	3931	NC	21-FEB-92	
	3932	NC	21-FEB-92	12-JUN-98
	3933	NE	20-JAN-89	19-FEB-93
	3934	NC	21-FEB-92	02-JUN-95
	3940	NC	01-MAR-96	
	3955	NC	15-FEB-85	20-MAY-94
	3956	NE	01-MAR-96	
*	3957	NE	05-JUN-98	
	3958	NE	24-MAR-95	
	3959	NC	11-DEC-87	03-JUL-92
	3960	NC	13-AUG-93	
	3962	NE	26-JAN-79	18-JUN-93
	3963	NC	26-OCT-90	12-JUN-98
	3964	NC	07-JUN-91	
	3994	NE	20-JAN-89	22-SEP-95
	4000	NE	14-DEC-84	
	L/C 4001	NE	01-DEC-95	
	L/C 4002	NE	27-DEC-91	05-JUL-96
	L/C 4003	NE	14-DEC-84	29-JUL-94
	L/C 4006	NE	14-DEC-84	19-FEB-93
	L/C 4010	NE	18-NOV-83	10-JUL-92
	L/C 4011	NE	31-OCT-97	
	L/C 4012	NE	13-MAR-87	14-JUL-95
	L/C 4013	NE	07-NOV-86	03-JUL-92
	L/C 4015	NE	24-JUL-92	
	L/C 4016	NE	05-MAY-95	
	L/C 4017	NE	16-JUN-95	
	L/C 4020	NE	27-DEC-91	
	L/C 4021	NE	27-DEC-91	
	L/C 4022	NE	27-DEC-91	02-AUG-96
	L/C 4023	NE	28-NOV-86	05-JAN-96
	L/C 4024	NE	27-DEC-91	
	L/C 4025	NE	27-DEC-91	
	L/C 4026	NE	27-DEC-91	18-JUL-97

	L/C 4045	NC	08-AUG-86	
*	L/C 4047	NE	09-OCT-98	
	L/C 4049	NE	19-MAY-95	
	L/C 4098	NC	21-SEP-84	
	L/C 4099	NC	21-SEP-84	
	4114	NC	08-MAY-92	
	L/C 4116	NC	09-APR-93	
	4117	NC	28-OCT-88	
	L/C 4118	NC	22-MAY-87	06-MAR-98
	4124	NC	07-AUG-92	
	4130	NC	30-MAY-69	17-DEC-76
	4140	NC	07-JAN-72	02-JUL-82
	4141	NE	01-NOV-96	
	4142	NE	01-NOV-96	
	4145	NE	22-MAR-91	
	4170	NC	28-FEB-92	
	4201	NE	26-JAN-90	10-MAR-95
	4202	NC	14-AUG-87	17-OCT-97
	4203	NC	07-AUG-87	07-NOV-97
	4209	NC	21-OCT-94	
	4210	NC	05-APR-91	
	4211	NE	07-DEC-90	02-JUN-95
	L/C 4227	NC	24-MAY-91	
	L/C 4230	NC	15-JUN-90	26-JUN-98
	L/C 4233	NC	11-JAN-91	
	L/C 4234	NC	10-APR-87	26-DEC-97
	L/C 4235	NC	31-MAR-89	
	L/C 4236	NC	30-JAN-87	28-JUL-95
	L/C 4237	NC	30-DEC-88	30-JAN-98
	L/C 4240	NC	06-OCT-89	06-JUN-97
	L/C 4241	NC	01-DEC-89	02-AUG-96
	L/C 4242	NE	28-AUG-92	
	L/C 4243	NC	20-JUN-86	25-AUG-89
	4244	NC	21-FEB-86	26-APR-91
	4245	NE	28-NOV-86	25-DEC-92
	L/C 4255	NC	27-JUL-90	
	4266	NC	29-SEP-89	
	4275	NE	23-DEC-83	03-MAY-96
	4276	NE	25-JUL-97	
*	4277	NE	17-APR-98	
	4278	NE	20-MAR-98	
*	4279	NE	28-AUG-98	
	4281	NE	20-FEB-87	14-JUL-95
	4306	NE	14-JUN-85	07-JUN-96
	4307	NE	15-FEB-85	13-NOV-92
	4308	NE	07-SEP-84	27-SEP-91
	L/C 4320	NE	26-SEP-97	
	L/C 4321	NE	11-OCT-85	01-FEB-91
*	4328	NE	10-JUL-98	
	4331	NE	19-OCT-84	26-DEC-97
	4332	NE	29-DEC-61	24-JAN-97
*	L/C 4335	NE	14-AUG-98	
	4337	NE	03-JAN-86	
	L/C 4340	NE	12-APR-91	
	4342	NE	03-JUN-88	26-APR-91
	L/C 4363	NE	01-NOV-85	13-NOV-92
	4365	NE	08-DEC-72	29-FEB-80

	L/C 4367	NE	01-NOV-85	06-JUL-90
	L/C 4374	NE	27-DEC-85	26-MAR-93
	L/C 4375	NE	25-OCT-85	01-JAN-93
	4376	NE	02-OCT-87	11-AUG-95
*	4377	NE	06-NOV-98	
	4379	NE	31-OCT-86	14-FEB-92
	4381	NE	17-JAN-86	03-MAY-96
	4384	NE	31-OCT-86	13-AUG-93
	L/C 4385	NE	07-JUN-96	
	4386	NE	03-OCT-86	24-MAR-95
	4391	NE	21-FEB-92	
	4394	NE	14-SEP-90	
	4395	NE	25-MAY-90	
	4396	NE	19-FEB-88	30-JUL-93
	4399	NC	03-APR-42	26-AUG-83
*	4402	NE	25-DEC-98	
	L/C 4403	NE	21-JUN-85	24-DEC-93
	L/C 4404	NE	26-JUL-85	29-JUN-90
	L/C 4405	NE	12-JUL-85	21-JUL-89
	L/C 4406	NE	27-FEB-98	
*	4416	NE	01-MAY-98	
	4419	NE	12-AUG-88	02-FEB-96
	4420	NE	03-OCT-69	06-NOV-81
	4421	NE	11-OCT-68	23-MAR-79
	4422	NE	10-OCT-69	17-JUN-94
	4425	NE	02-MAY-80	17-OCT-97
	4426	NE	18-MAR-88	
	4428	NE	06-OCT-78	
	4429	NE	04-JUN-93	
	4430	NE	02-OCT-81	21-MAY-93
	4432	NE	14-DEC-84	15-JUN-90
	4437	NE	17-MAY-91	
	4440	NE	18-JUL-80	
	4443	NC	16-JUN-67	18-FEB-77
	4445	NC	17-JUN-49	07-DEC-79
	4446	NC	06-JAN-53	31-DEC-93
	4447	NE	09-NOV-84	
	4448	NE	27-APR-90	
*	4449	NE	03-JUL-98	
	4450	NE	02-MAR-73	13-NOV-87
	L/C 4451	NE	27-MAR-87	15-JUL-88
	4452	NE	29-JUL-83	
	4453	NE	17-DEC-82	
	4454	NE	03-FEB-78	
	4455	NE	10-SEP-76	20-OCT-89
	4459	NE	22-JAN-88	
	4460	NE	11-SEP-87	03-MAY-91
	L/C 4462	NE	28-JUN-85	06-JUN-97
	L/C 4463	NE	09-AUG-85	15-JUN-90
	L/C 4464	NE	11-OCT-85	15-JUN-90
	4466	NE	17-MAY-91	01-MAR-96
	4467	NE	21-MAR-69	01-MAR-96
	4468	NE	12-JUL-85	
	4469	NE	08-NOV-85	
	4470	NE	04-JAN-80	
	4471	NE	11-FEB-77	11-AUG-89
	4472	NE	14-AUG-81	

	4473	NE	25-NOV-77	
	4474	NE	31-DEC-76	
	4483	NE	12-AUG-88	
	L/C 4485	NE	26-SEP-97	
	L/C 4486	NE	19-OCT-84	24-MAR-95
	4491	NC	06-MAY-66	01-FEB-80
	4492	NC	04-FEB-66	25-JUL-80
	4497	NE	30-JUL-71	12-OCT-79
	4498	NE	23-OCT-87	03-NOV-95
	4504	NE	14-FEB-64	23-JAN-76
	4505	NC	14-FEB-64	14-FEB-75
	4506	NC	28-FEB-64	25-JUN-82
	4507	NC	28-FEB-64	30-JAN-76
	4509	NC	05-DEC-69	21-JUL-78
	4510	NC	22-MAR-68	15-JUL-94
	4511	NC	10-JUL-64	17-OCT-80
	4512	NC	30-OCT-64	09-FEB-79
	4514	NE	23-OCT-81	29-SEP-89
*	4515	NE	20-NOV-98	
	4516	NE	02-NOV-62	10-DEC-76
	4518	NC	18-OCT-51	26-JAN-79
	4519	NC	13-OCT-51	04-FEB-83
	L/C 4520	NE	02-JUN-95	
	4521	NE	04-JUN-65	08-SEP-78
	4522	NC	15-JUL-59	04-SEP-81
	4523	NC	27-MAR-64	13-JUN-75
	4524	NE	07-FEB-64	15-AUG-80
	4529	NE	30-SEP-88	
	4530	NE	11-MAR-83	17-APR-92
	4531	NC	24-MAY-74	14-MAR-97
	4535	NC	12-MAR-65	21-AUG-81
	4536	NC	20-SEP-63	14-FEB-75
	4538	NE	26-MAR-76	
	4540	NC	10-OCT-57	26-JAN-79
	4541	NC	10-OCT-57	03-OCT-80
	4542	NE	09-SEP-66	23-JAN-76
	4543	NC	10-OCT-57	10-NOV-78
	L/C 4560	NE	14-MAR-86	25-DEC-92
	4582	NC	14-FEB-64	10-SEP-76
	4583	NC	16-JAN-61	02-JUL-82
	4584	NC	02-JAN-59	14-NOV-80
	4585	NC	02-JAN-59	29-AUG-80
	4587	NE	04-SEP-87	21-AUG-92
	4591	NC	02-JAN-59	18-AUG-78
	4592	NE	03-JUN-83	02-APR-93
	4593	NC	20-JAN-60	12-JUN-81
	4594	NC	02-JAN-59	14-FEB-92
	4595	NC	02-JAN-59	04-FEB-83
	4596	NC	02-JAN-59	09-JAN-81
	4597	NC	02-JAN-59	09-OCT-81
	4598	NE	21-JAN-83	
	4609	NE	20-SEP-63	07-JAN-77
	4615	NE	22-MAY-87	
	4616	NE	19-APR-91	17-OCT-97
	4617	NE	19-MAY-89	25-APR-97
	4619	NC	29-NOV-63	29-OCT-93
	L/C 4622	NE	25-APR-97	

	L/C 4624	NE	17-JAN-86	
	L/C 4625	NE	10-JAN-86	22-APR-88
	L/C 4626	NE	08-NOV-85	22-APR-88
	4633	NE	24-APR-87	21-APR-95
	4634	NE	14-JUL-95	
	4635	NE	24-JUN-83	28-NOV-97
	4637	NE	14-AUG-87	19-MAY-89
	4638	NC	20-SEP-55	12-DEC-80
	4639	NC	20-SEP-55	12-DEC-80
	4640	NE	10-AUG-84	
*	4641	NE	25-DEC-98	
	4642	NC	18-JAN-60	31-MAR-78
	4643	NE	03-MAY-85	15-MAY-92
	4644	NC	01-DEC-67	04-SEP-92
	4652	NE	31-OCT-80	
	4653	NE	12-MAR-76	24-MAR-95
	4654	NC	27-OCT-52	22-SEP-78
	4658	NC	08-MAY-70	15-FEB-80
	4659	NC	10-OCT-57	08-SEP-78
	4661	NC	20-SEP-55	23-JUN-89
	4663	NC	10-OCT-57	03-SEP-76
	4665	NC	10-OCT-57	08-MAY-81
	4666	NC	10-OCT-57	20-JUN-86
	4667	NE	08-OCT-65	13-AUG-76
	4668	NC	10-OCT-57	23-OCT-87
	4669	NC	10-OCT-57	29-MAR-85
	4670	NC	10-OCT-57	29-JUL-77
	4679	NE	31-DEC-76	04-JUN-82
	4680	NC	02-JAN-59	27-FEB-76
	4682	NC	19-OCT-62	01-MAY-87
	L/C 4700	NE	30-DEC-94	
	4701	NC	27-DEC-63	23-OCT-81
	4702	NC	17-JAN-64	28-SEP-90
	4703	NE	31-JAN-64	26-AUG-94
	4705	NE	30-JAN-56	06-AUG-76
	4712	NC	21-FEB-64	01-FEB-74
	4722	NE	27-FEB-87	
	4724	NE	20-MAY-60	08-SEP-78
	4725	NC	09-JUN-53	28-AUG-81
	4728	NE	16-JUN-95	
	L/C 4730	NE	07-OCT-83	17-OCT-97
	L/C 4731	NE	16-DEC-94	
	4732	NE	27-DEC-68	22-FEB-80
	4744	NC	22-FEB-63	27-NOV-81
	4745	NC	17-MAY-63	09-OCT-87
	4763	NC	01-FEB-63	26-JUL-85
	4764	NC	01-FEB-63	09-NOV-90
	4765	NC	29-NOV-63	26-APR-85
	4766	NC	06-DEC-63	05-APR-96
	4767	NC	06-DEC-63	06-JUL-90
	4769	NE	19-SEP-75	03-MAY-85
	4771	NE	02-JUL-76	29-JUL-83
	4773	NC	29-NOV-63	29-DEC-78
	4774	NC	24-JAN-64	19-MAR-82
	L/C 4775	NE	09-SEP-83	02-MAY-97
	L/C 4776	NE	08-JUL-83	
	L/C 4817	NC	11-APR-86	

	4830	NC	14-FEB-86	
	L/C 4831	NC	26-DEC-86	
	L/C 4832	NC	02-OCT-87	
	4839	NC	27-MAR-92	
	L/C 4841	NC	19-MAY-89	
	L/C 4842	NE	03-MAR-89	
	4843	NC	28-JAN-83	
	L/C 4844	NC	01-FEB-85	25-MAR-94
	L/C 4845	NE	12-SEP-97	
	L/C 4846	NE	15-DEC-95	
	L/C 4847	NE	05-JUL-96	
	4848	NC	12-JUN-87	
	4849	NC	30-DEC-88	
	L/C 4850	NC	11-MAY-90	
	L/C 4851	NE	04-APR-97	
	4852	NC	02-DEC-94	
	L/C 4853	NC	13-OCT-89	
	4854	NC	25-APR-97	
	4855	NC	06-JUN-97	
	4865	NC	30-JAN-98	
	4885	NE	12-FEB-88	
*	4886	NC	26-DEC-97	
	L/C 4905	NC	22-JUL-88	24-JUL-92
	L/C 4906	NC	18-MAR-88	11-JUN-93
	4909	NC	17-JUN-88	01-MAR-96
	4911	NE	07-MAY-93	
	4912	NE	04-JUN-93	
	L/C 4913	NC	07-AUG-92	
*	4920	NE	18-SEP-98	
	4921	NE	06-MAR-98	
	L/C 4951	NC	04-JAN-91	
	L/C 4952	NC	21-AUG-92	
	4954	NE	20-JUN-97	
	4955	NC	15-FEB-91	
	4956	NC	23-NOV-90	
	4957	NC	13-JUL-90	
	4980	NC	03-JAN-92	
	L/C 5001	NE	04-NOV-94	
	5002	NC	25-JUL-75	
	5003	NE	26-SEP-69	23-JUL-76
	L/C 5023	NC	20-APR-90	
	L/C 5030	NC	26-OCT-90	
	5031	NC	04-JAN-91	
	5042	NC	24-FEB-84	
	5043	NC	29-JUN-84	
	5044	NC	10-JUN-83	
	5045	NC	01-JUL-83	
	5046	NC	13-JAN-84	
	5047	NC	17-AUG-84	
	5048	NC	07-AUG-87	
	5049	NC	08-APR-88	
	5051	NC	07-JUN-96	
	5052	NC	25-APR-97	
*	5070	NC	31-JUL-98	
	5080	NC	03-OCT-97	
	5133	NC	10-OCT-69	14-MAY-82
	5134	NC	11-AUG-67	16-MAR-73

5135	NC	11-AUG-67	19-FEB-88
5138	NE	17-APR-98	
5140	NC	15-NOV-63	20-OCT-78
5143	NE	02-MAY-86	
5179	NC	28-AUG-64	12-JUN-81
5300	NC	25-NOV-66	25-NOV-77
5316	NC	24-AUG-61	25-JAN-80
5335	NC	15-MAR-85	
5338	NC	06-JUN-86	
5340	NC	19-APR-63	14-DEC-79
5348	NE	05-NOV-76	
5349	NC	05-MAR-58	03-MAR-78
5351	NC	24-FEB-56	25-MAR-83
5352	NE	08-JUL-60	16-MAY-80
5365	NC	26-SEP-69	25-AUG-89
5373	NC	15-FEB-85	
5374	NC	17-JAN-86	
5375	NC	28-FEB-86	
5376	NC	22-MAR-85	
5390	NC	17-MAY-68	04-NOV-88
5391	NC	17-MAY-68	18-FEB-83
5396	NC	01-JUN-60	26-SEP-75
5397	NC	04-NOV-60	18-NOV-83
5398	NE	04-SEP-81	
5399	NE	04-SEP-81	
5400	NE	19-DEC-60	23-APR-82
5403	NE	04-FEB-87	
5405	NC	26-DEC-51	25-MAR-88
5406	NC	06-MAR-14	15-AUG-80
5410	NE	25-MAR-77	19-MAR-93
5411	NE	04-JUN-58	30-JAN-81
5412	NE	23-FEB-68	27-APR-84
5414	NE	06-AUG-37	10-OCT-80
5427	NC	11-JUN-59	31-OCT-80
5440	NE	01-NOV-74	06-FEB-81
5449	NE	15-AUG-86	
5450	NE	22-MAY-70	29-JUL-77
5451	NE	05-NOV-65	22-MAR-85
5452	NC	16-DEC-54	05-FEB-82
5455	NE	15-FEB-61	15-DEC-78
5456	NE	26-MAY-72	12-JUN-81
5457	NE	08-MAR-63	01-DEC-78
5458	NE	08-MAR-63	10-NOV-78
5459	NC	26-JAN-53	06-FEB-81
5464	NC	16-DEC-54	07-MAY-82
5467	NC	18-MAR-55	29-JUN-90
5468	NC	18-MAR-55	04-SEP-81
5469	NC	18-MAR-55	12-NOV-82
5471	NE	12-MAY-67	04-DEC-81
5476	NE	03-JUL-59	15-JUN-73
5510	NE	11-JAN-80	
5512	NC	18-DEC-87	
5533	NE	11-MAR-77	
5620	NE	21-JUN-91	
5621	NE	26-APR-91	
5622	NE	27-DEC-91	
5623	NE	08-NOV-91	

5624	NE	26-APR-91	
5625	NE	10-JUL-92	
5626	NC	08-AUG-86	
5628	NC	08-AUG-97	
5640	NC	22-APR-94	
5705	NE	13-MAY-83	
5706	NE	24-JUN-83	
5707	NE	28-JAN-83	
5720	NC	22-APR-94	
5800	NE	19-JUL-74	22-MAR-91
5801	NE	24-MAY-74	
5860	NE	30-SEP-66	14-MAY-76
5861	NE	30-SEP-66	14-MAY-76
6021	NE	23-MAY-86	
6022	NE	23-MAY-86	
6023	NE	26-FEB-88	30-JUN-95
6026	NC	17-SEP-76	
6028	NC	15-JAN-71	
6030	NC	14-AUG-87	
6035	NC	20-NOV-87	
6036	NC	28-AUG-87	
6037	NC	13-NOV-87	
6038	NC	11-SEP-87	19-SEP-97
6050	NE	01-AUG-86	
6100	NC	15-MAY-87	10-APR-92
6101	NC	10-APR-64	
6105	NE	20-JAN-89	
6106	NE	21-JUN-91	
6107	NE	10-JUN-83	
6108	NE	28-JAN-83	05-JUN-92
6109	NE	30-MAR-90	
6110	NE	24-FEB-89	15-DEC-95
6111	NE	11-MAR-83	
6112	NC	06-FEB-70	25-MAR-94
6201	NE	16-MAR-73	22-NOV-91
6205	NC	30-JUN-95	
6206	NE	02-APR-82	06-OCT-95
6207	NE	02-APR-82	21-FEB-92
6209	NC	04-SEP-70	
6211	NC	26-AUG-88	29-OCT-93
6212	NE	12-NOV-82	21-APR-95
6213	NE	10-AUG-84	28-JUL-89
6214	NC	18-MAR-77	07-JUL-89
6215	NC	01-JUL-77	08-MAY-92
6216	NC	02-APR-82	28-FEB-92
6217	NC	18-JUN-76	12-FEB-93
6218	NE	11-MAR-88	13-NOV-92
6240	NE	15-DEC-95	
6241	NE	06-AUG-57	28-MAY-82
6242	NE	13-JUN-80	01-MAY-92
6243	NE	10-DEC-71	17-NOV-95
6247	NE	19-FEB-93	
6248	NC	04-MAY-34	06-NOV-95
6249	NE	29-MAR-85	
6251	NE	18-JUL-86	05-APR-96
6258	NC	30-DEC-88	
6259	NC	23-FEB-90	

6260	NC	06-JAN-89	
6263	NC	14-APR-89	
6264	NC	14-APR-89	
6267	NC	09-JUL-65	28-AUG-81
6268	NE	15-JUN-62	
6269	NE	04-NOV-60	11-MAR-77
6270	NE	09-NOV-73	
6271	NE	07-SEP-73	
6272	NE	14-SEP-73	
6273	NE	28-SEP-73	
6274	NE	07-SEP-73	
6281	NE	29-JAN-82	25-MAR-88
6285	NC	03-JUN-88	
6286	NC	25-NOV-88	
6287	NC	11-JUN-82	
6301	NE	03-MAY-96	
6302	NE	20-APR-73	
6310	NE	04-MAY-73	17-FEB-78
6311	NC	17-AUG-62	
6321	NC	15-MAY-57	
6322	NC	15-MAY-57	
6341	NE	14-JAN-91	
6354	NC	09-NOV-50	
6355	NE	09-FEB-72	
6356	NC	30-OCT-49	
6357	NC	28-FEB-50	13-APR-73
6358	NE	18-MAY-49	28-JAN-72
6359	NE	24-MAY-68	
6360	NC	17-APR-48	
6368	NC	16-JUN-58	06-AUG-76
6369	NE	24-MAY-85	
6370	NE	03-AUG-90	
6371	NE	01-MAR-74	
6390	NE	08-FEB-80	
6408	NE	13-FEB-87	
6409	NE	02-APR-93	
6410	NE	17-APR-98	
6411	NE	17-APR-98	
6412	NE	18-APR-97	
6413	NE	17-FEB-89	
6414	NE	13-FEB-87	
6415	NE	18-APR-97	
6416	NE	31-MAY-91	
6417	NE	18-APR-97	
6418	NE	01-APR-88	
6419	NE	05-APR-96	
6420	NE	18-APR-97	
6421	NE	17-APR-98	
6422	NE	17-APR-98	
6423	NE	17-APR-98	
6424	NE	17-APR-98	
6425	NE	17-APR-98	
6426	NE	17-APR-98	
6427	NE	17-APR-98	
6428	NE	17-APR-98	
6429	NE	17-JUN-94	
6430	NE	01-APR-88	

6431	NE	01-APR-88	
6432	NE	02-JUN-95	
6433	NE	02-MAR-84	
6434	NE	20-FEB-87	
6435	NE	20-FEB-87	
6436	NE	31-MAY-91	
6437	NE	02-MAR-84	
6438	NE	02-APR-93	
6439	NE	02-MAR-84	
6440	NE	02-MAR-84	
6441	NE	20-FEB-87	
6451	NE	17-JUN-94	
6452	NC	29-MAY-87	
6453	NC	29-MAY-87	
6454	NC	15-MAY-87	
6455	NC	15-MAY-87	
6455 SUPP	NE		01-JAN-89
6505	NC	05-APR-85	28-FEB-86
6506	NC	12-APR-85	21-FEB-86
6730	NC	26-DEC-69	16-MAR-79
7000	NC	05-MAR-82	
7010	NE	12-JAN-79	04-MAR-88
L/C 7011	NE	02-SEP-83	
7050	NE	03-FEB-89	
7051	NE	14-DEC-73	08-AUG-86
7052	NE	10-JUN-66	19-JUL-85
7053	NE	10-APR-70	08-APR-94
7065	NE	31-MAY-63	30-DEC-83
7066	NE	21-JUN-63	30-AUG-85
7067	NE	30-APR-71	18-MAY-90
7071	NE	31-JUL-64	08-SEP-78
7072	NE	30-APR-71	25-JUL-97
7082	NE	20-MAY-66	27-APR-84
7083	NE	15-JUN-84	
7103	NE	05-AUG-77	
7121	NE	17-NOV-72	06-OCT-89
7122	NE	19-OCT-62	06-SEP-85
7125	NE	20-APR-60	26-SEP-80
7126	NE	08-MAR-54	13-AUG-93
7127	NE	27-MAY-83	14-DEC-84
7134	NC	23-JUL-93	
7135	NE	07-MAR-58	14-DEC-79
7136	NC	23-JUL-93	
7150	NE	09-JUL-65	01-OCT-82
7170	NE	18-APR-75	23-DEC-83
7171	NE	15-APR-60	08-SEP-78
7180	NE	11-AUG-78	
7181	NC	22-FEB-63	04-MAY-84
7184	NC	10-JUL-64	16-DEC-77
7185	NE	08-APR-60	27-APR-84
7193	NC	10-MAY-63	10-MAR-78
7194	NE	20-MAR-81	
7195	NC	23-JUL-93	
7212	NE	11-JAN-85	
7220	NE	02-NOV-79	16-MAR-84
7292	NC	30-JAN-62	27-SEP-85
7302	NE	18-AUG-78	09-NOV-90

	7304	NC	17-FEB-78	06-SEP-85
	7310	NC	11-JUL-86	
	7371	NE	14-DEC-73	27-MAR-81
	7404	NE	17-MAY-63	02-SEP-83
	7405	NE	01-OCT-82	
	7411	NE	13-APR-73	29-SEP-89
	7430	NE	21-MAY-76	07-OCT-83
	7465	NE	28-FEB-57	02-AUG-91
	7481	NC	21-AUG-92	
	7482	NC	21-AUG-92	
	7485	NC	17-MAR-89	
	7486	NC	10-FEB-89	
	7487	NC	10-JUL-87	
	7488	NC	08-MAR-91	
	7489	NC	28-AUG-92	
*	7502	NE	31-JUL-98	
	7511	NE	29-DEC-89	
	7512	NC	05-JUL-85	
	7520	NC	01-JUN-84	
	7521	NC	01-JUN-84	
	7527	NE	12-APR-74	27-SEP-85
	7540	NC	07-JAN-83	
	7552	NE	27-MAR-98	
	7565	NC	04-OCT-96	
	7566	NC	22-JUN-90	
	7568	NC	05-JUL-85	
	7569	NC	05-JUL-85	
	7570	NC	02-MAY-86	
	7571	NC	11-APR-86	
	7572	NC	02-MAY-86	
	7575	NC	06-MAR-92	
	7578	NC	27-JAN-95	
	7600	NC	26-JUL-85	
	7608	NE	04-JUN-76	04-MAR-83
	7620	NC	02-MAY-97	
	7621	NC	02-MAY-97	
	7646	NE	02-FEB-73	28-NOV-80
	7661	NC	14-MAR-86	
	7662	NE	19-JUL-91	
	7663	NE	25-APR-97	
	7664	NC	28-FEB-86	
	7665	NC	13-JUN-86	
	7666	NC	28-FEB-86	
	7667	NC	14-MAR-86	
	7668	NC	18-MAY-90	
	7669	NC	18-MAY-90	
	7685	NC	28-FEB-86	
	7686	NC	27-MAR-81	19-JAN-90
	7687	NC	05-AUG-83	
	7710	NE	13-JUN-97	
	7725	NE	22-JUN-84	
	7731	NE	25-MAY-84	
	7733	NE	19-MAR-71	08-FEB-80
	7735	NE	14-AUG-70	18-NOV-83
	7740	NE	30-MAY-97	
	7750	NE	13-JUN-97	
	7760	NC	03-MAY-68	19-AUG-83

	7770	NE	27-AUG-71	04-JUL-80
	7776	NE	30-MAY-97	
	7777	NE	30-MAY-97	
	7778	NE	13-JUN-97	
	7779	NE	13-JUN-97	
	7780	NC	06-JUL-90	
	7781	NC	06-JUL-90	
	7782	NE	13-JUN-97	
	7783	NE	13-JUN-97	
*	7784	NC	03-JUL-98	
	7830	NE	02-MAR-84	
	7832	NE	19-FEB-71	06-MAR-81
	7920	NE	27-APR-84	23-MAY-86
	7930	NE	18-MAY-84	
	7935	NE	21-JUN-85	
	7940	NE	27-APR-79	20-SEP-85
	7941	NC	05-JAN-73	14-MAR-86
	7950	NE	03-MAY-85	
	7951	NE	24-FEB-84	
	7952	NE	17-MAR-72	27-JUL-84
	7953	NE	05-APR-96	
	7954	NC	17-MAY-74	17-JUN-83
	7980	NC	16-JAN-87	
	L/C 8005	NE	07-DEC-84	02-MAY-97
	L/C 8006	NE	05-AUG-88	
	L/C 8007	NE	19-AUG-88	
	L/C 8010	NE	01-AUG-86	26-MAY-89
	L/C 8011	NE	30-DEC-94	
	L/C 8012	NE	04-NOV-94	
	L/C 8013	NE	04-NOV-94	
	L/C 8014	NE	18-NOV-94	
	L/C 8015	NE	16-DEC-94	
	L/C 8046	NE	07-OCT-83	
	L/C 8047	NE	07-OCT-83	06-DEC-85
	L/C 8048	NE	30-DEC-94	
	L/C 8049	NE	30-DEC-94	
	C-4	NC	25-JUL-86	

(AMA8035-10-35)

(DFO-H99-042)

***338 CANADIAN HYDROGRAPHIC SERVICE - Cumulative chart correction list.**

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from 06 November 98 to 29 January 99

Chart -----	Edition and Notices to Mariners Numbers -----
1202	52(2339/98)
1220	5(149/99)
1230	5(150/99), 3(122/99)
L/C 1235	52(2340/98)
L/C 1236	52(2355/98 NEW EDITION, 2347/98), 51(2333/98)
1310	52(2342/98), 47(2151/98)
1312	52(2345/98)
1314	49(2307/98), 48(2168/98 NEW EDITION), 46(2132/98)
1315	52(2352/98), 51(2336/98), 48(2168/98 NEW EDITION)
1317	51(2337/98)
1409	4(135/99)
1411	1(108/99)
1413	5(163/99)
1414	5(167/99)
1434	5(165/99)
1435	1(105/99)
2018	5(160/99)
2050	45(2121/98)
2054	47(2150/98)
L/C 2058	47(2150/98)
L/C 2060	47(2150/98)
L/C 2064	5(160/99)
2067	5(161/99)
2069	47(2150/98)
L/C 2100	45(2102/98)
L/C 2120	45(2102/98)
L/C 2121	45(2102/98)
L/C 2122	45(2102/98)
L/C 2201	52(2355/98 NEW EDITION), 45(2101/98)
2225	45(2101/98)
2226	45(2104/98)
L/C 2243	45(2101/98)
2251	1(107/99)
L/C 2282	45(2110/98)
L/C 2284	45(2101/98)
2297	1(103/99)
2298	1(103/99)
2303	45(2107/98)
2312	45(2108/98, 2107/98)
3415	48(2161/98)
3419	48(2161/98)
3441	48(2160/98)
3442	52(2351/98), 48(2160/98)
3457	45(2115/98)
3458	45(2118/98, 2115/98)
L/C 3461	48(2162/98, 2161/98)
L/C 3462	52(2355/98 NEW EDITION)
L/C 3463	48(2160/98)

3475	45(2118/98)
3490	49(2306/98), 45(2114/98)
3492	5(174/99 REPRINT), 48(2160/98)
L/C 3512	45(2119/98)
3539	46(2124/98)
3543	46(2124/98)
L/C 3606	48(2161/98)
3646	45(2120/98)
3807	45(2117/98)
L/C 3853	45(2117/98)
3859	52(2355/98 NEW EDITION)
3894	45(2117/98)
L/C 3902	45(2117/98)
L/C 4011	1(112/99)
L/C 4013	5(168/99)
L/C 4017	50(2332/98)
L/C 4021	1(110/99)
L/C 4022	52(2343/98)
L/C 4025	4(136/99)
L/C 4026	50(2311/98)
L/C 4045	5(168/99)
L/C 4047	48(2168/98 NEW EDITION)
L/C 4099	47(2153/98)
4117	49(2310/98)
4124	1(112/99)
4331	1(112/99)
4377	52(2355/98 NEW EDITION)
4379	4(139/99)
4402	5(174/99 NEW EDITION)
4429	50(2327/98)
L/C 4451	3(123/99)
L/C 4486	51(2335/98)
4515	5(174/99 NEW EDITION)
L/C 4520	48(2164/98)
4591	5(171/99)
4593	5(171/99)
4595	48(2164/98)
4615	51(2334/98)
L/C 4622	5(170/99)
L/C 4624	1(111/99)
4634	2(115/99), 45(2106/98)
4637	2(115/99)
4638	45(2106/98)
4640	3(120/99)
4641	5(174/99 NEW EDITION)
4644	3(131/99)
4667	5(142/99)
4668	47(2147/98)
4669	1(109/99)
4702	5(169/99)
4703	5(159/99)
L/C 4730	50(2331/98)
4744	5(159/99)
4745	5(159/99)
4771	52(2341/98)
4839	48(2158/98)
L/C 4842	5(170/99)
L/C 4844	46(2122/98)
L/C 4846	47(2152/98)

L/C 4847	47(2149/98)
4848	47(2149/98)
4849	47(2155/98, 2149/98)
L/C 4850	50(2332/98)
4852	50(2332/98)
L/C 4853	50(2332/98)
4854	50(2332/98), 45(2113/98)
4855	45(2113/98)
4921	5(140/99), 51(2335/98)
L/C 4951	3(123/99)
4956	3(128/99)
L/C 5023	50(2331/98)
5043	1(100/99)
5044	50(2331/98)
5045	50(2331/98)
5047	50(2331/98)
5048	50(2331/98)
5049	3(124/99)
5052	48(2157/98)
5134	5(145/99, 143/99, 141/99)
5135	1(100/99)
5138	5(145/99, 144/99, 143/99, 141/99)
L/C 8006	52(2350/98)
L/C 8007	47(2153/98)
L/C 8014	50(2332/98)
(AMA8035-10-35)	(DFO-H99-043)

***307 NEWFOUNDLAND, SOUTHEAST COAST - AQUAFORTE HARBOUR - Buoy.**

Chart (Last correction) - LC 4845(Inset,Aquaforte Harbour)(NAD 83)(1)(1541/98)

1. Add red lighted spar buoy 47°00'21".8 N 52°57'22".8 W
FI R, marked MA2

NOTE: Digital data products 4845R/M and 76074(4845) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-2)

(CCG-N98-296,360, DFO-H99-022)

***310 NEWFOUNDLAND, SOUTHEAST COAST - DILDO HEAD - Light.**

Chart (Last correction) - LC 4851(NAD 83)(1)(1909/98)

1. Add light FI G 47°34'06" N 53°34'24" W

NOTE: Digital data products 4851R/M and 76153(4851) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-2)

(CCG-N98-382, DFO-H99-025)

***309 NEWFOUNDLAND, SOUTHEAST COAST - ST. BRIDE'S - Buoys.**

Charts (Last correction) - LC 4841(NAD 83)(1)(587/97) - LC 4841(Inset, St. Bride's)(NAD 83)(2)(587/97) - LC 4842(NAD 83)(1)(170/99) - LC 4622(NAD 27)(3)(170/99)

1. Reposition	red lighted spar buoy PSB2	from	46°54'52" N 54°10'58" W
		to	46 54 52 N 54 11 04 W
2.	green lighted spar buoy PSB3	from	46 55 06 N 54 10 43.8 W
		to	46 55 07 N 54 10 41 W
3.	red lighted spar buoy PSB2	from	46 54 54 N 54 11 01 W
		to	46 54 52.2 N 54 11 07.2 W

NOTE: Digital data products 4622R/M, 4841R/M, 4842R/M, 76135(4842), 76173(4622), 76296(4841) and 76297(4841) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-2)

(CCG-N98-361, 362, DFO-H99-023)

***315 NEWFOUNDLAND, SOUTHEAST COAST - BAR HAVEN - Light.**

Chart (Last correction) - 4839(NAD 83)(1)(2158/98)

1. Add light FI 7m 47°42'48" N 54°12'23" W

NOTE: Digital data products 4839R/M, 76079(4839), 76080(4839) and 76081(4839) may also be

affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-2)

(CCG-N98-286, DFO-H99-027)

***305 NEWFOUNDLAND, NORTHEAST COAST - TWILLINGATE HARBOUR - Buoys.**

Chart (Last correction) - 4886(NAD 83)(1,2)(New Chart Dec. /97)

1. Reposition	green spar buoy D9	from	49°40'32" N 54°46'05" W
		to	49 40 28.8 N 54 45 59.4 W
2.	green spar buoy D3	from	49 40 52 N 54 44 41 W
		to	49 40 49.2 N 54 44 40.2 W

(AMA8035-10-5-2)

(CCG-N98-307,308, DFO-H99-020)

***302 NEWFOUNDLAND - QUIRPON HARBOUR - Buoy.**

Chart (Last correction) - 4512(1)(389/94)

1. Add	isolated danger light buoy BRB FI(2) 10s, marked KQB	51°34'52".8 N 55°26'33" W
--------	---	---------------------------

NOT Digital data products 4512R/M may also be affected. Contact Nautical Data International Inc.
E: (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-2)

(CCG-N98-299, DFO-H99-019)

***312 NEWFOUNDLAND, SOUTH COAST - FORTUNE BAY - Lights and buoy.**

Charts (Last correction) - 4830(1,2)(1912/98) - LC 4832(NAD 83)(3-5)(1912/98)

1. Add	light FI R	47°29'51".5 N 55°36'31" W
2. Amend	FI to read FI G	47 27 22.6 N 55 37 55.4 W
3. Add	light FI R	47 29 51.4 N 55 36 28 W
4. Amend	FI to read FI G	47 27 22.5 N 55 37 52.4 W
5. Add	north cardinal light buoy BY Q, marked VFC	47 14 58.2 N 55 24 01.8 W

NOTE: Digital data products 4830R/M, 4832R/M and 76233(4832) may also be affected.
Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-2)

(CCG-N98-124,147,157, DFO-H99-026)

***306 NEWFOUNDLAND, EAST COAST - RAFT TICKLE - Buoys.**

Charts (Last correction) - 4591(Plan, Pilley's Island Harbour)(1,2)(171/99) – 4593(1,2)(171/99)

- | | | |
|------------|--|---------------------------|
| 1. Replace | black can buoy DP3 with a lighted green spar buoy FI G, marked DP3 | 49°28'41" N 55°43'08".5 W |
| 2. | red conical buoy DP2 with a lighted red spar buoy FI R, marked DP2 | 49 28 41 N 55 43 01.5 W |

NOTE: Digital data products 4591R/M and 4593R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-2)

(CCG-N98-302. 303, DFO-H99-021)

***300 NEWFOUNDLAND, NORTHEAST COAST - NOTRE DAME BAY - Light and wreck.**

Chart (Last correction) - LC 4520(1,2)(2164/98)

- | | | |
|--------|---------------------|-------------------------|
| 1. Add | non-dangerous wreck | 49°59'12" N 55°45'18" W |
| 2. | light FI 3s 80ft 5M | 49 46 34 N 54 16 42 W |

NOTE: Digital data products 4520R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-2)

(CCG-N98-376,141, DFO-H99-018)

***328 GULF OF ST. LAWRENCE - CABOT STRAIT - ASPY BAY TO LARKIN POINT - Submarine cable.**

Charts (Last correction) - LC 4015(NAD 27)(1)(1904/98) - LC 4022(NAD 27)(1)(2343/98)

- | | | | |
|--------|-----------------|---------|--|
| 1. Add | submarine cable | joining | 47°49'37" N 59°19'48".8 W
47 48 34.4 N 59 20 47.5 W
47 48 15.1 N 59 20 39.5 W
47 46 50.1 N 59 22 11.8 W
47 45 41.2 N 59 23 44.3 W
47 41 36.1 N 59 27 21.1 W
47 36 41.9 N 59 33 36.1 W
47 33 16.6 N 59 37 07 W
47 29 54.8 N 59 41 02.3 W
47 23 53.8 N 59 46 19.3 W
47 18 52.1 N 59 52 14.1 W
47 15 53.2 N 59 55 28.6 W
47 10 09.2 N 60 01 46.2 W
47 05 38.5 N 60 08 54.6 W
47 01 27.5 N 60 14 35.8 W
46 56 52.7 N 60 22 56 W
and
46 56 32.6 N 60 27 47.9 W |
|--------|-----------------|---------|--|

NOTE: Digital data products 4015R/M, 4022R/M, 76271(4022) and 76284(4015) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-12)

(DFO-A98-136)

***335 GULF OF ST. LAWRENCE - CABOT STRAIT - Submarine cable.**

Chart (Last correction) - LC 4001(Int. 404)(NAD 83)(1)(1737/98)

1. Add	submarine cable	joining	47°49'37" N 59°19'48".8 W
			47 10 09.2 N 60 01 46.2 W
			46 56 52.7 N 60 22 56 W
		and	46 56 32.6 N 60 27 47.9 W

NOTE: Digital data products 76030(4001) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-A98-133)

***334 GULF OF ST. LAWRENCE - CABOT STRAIT - ASPY BAY TO LARKIN POINT - Submarine cable.**

Chart (Last correction) - LC 4002(NAD 27)(1)(1339/98)

1. Add	submarine cable	joining	47°49'37" N 59°19'48".8 W
			47 41 36.1 N 59 27 21.1 W
			47 33 16.6 N 59 37 07 W
			47 29 54.8 N 59 41 02.3 W
			47 23 53.8 N 59 46 19.3 W
			47 18 52.1 N 59 52 14.1 W
			47 10 09.2 N 60 01 46.2 W
			47 01 27.5 N 60 14 35.8 W
			46 56 52.7 N 60 22 56 W
		and	46 56 32.6 N 60 27 47.9 W

NOT Digital data products 4002R/M and 79076(4002) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-A98-134)

***332 NEWFOUNDLAND, SOUTHWEST COAST - LARKIN POINT - Submarine cable.**

Chart (Last correction) - 4682(1)(1903/98)

1. Add	submarine cable	joining	47°49'37".8 N 59°19'50" W
			47 49 37 N 59 19 57.4 W
			47 48 34.4 N 59 20 50.1 W
			47 48 15 N 59 20 42 W
			47 47 41.3 N 59 21 12.9 W
			47 46 50.1 N 59 22 14.3 W
			47 46 17.7 N 59 22 49.1 W
			47 45 41.2 N 59 23 47 W
		and	47 44 50 N 59 24 30 W

NOT Digital data products 4682R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-A98-140)

***327 NEWFOUNDLAND, SOUTH COAST - OFF LARKIN POINT - Submarine cable.**

Chart (Last correction) - 4635(NAD 27)(1)(465/96)

1. Add	submarine cable	joining	47°48'00" N 59°20'52".8 W
			47 47 46.6 N 59 21 05.1 W
			47 46 55.4 N 59 22 06.5 W
			47 46 23.1 N 59 22 41.3 W
			47 45 46.5 N 59 23 39 W
			47 41 59.9 N 59 26 54.9 W
			47 41 41.4 N 59 27 15.8 W
			47 41 27.5 N 59 27 43.7 W
		and	47 39 36.9 N 59 30 00 W

(AMA8035-10-35)

(DFO-A98-135)

***333 CAPE BRETON ISLAND - ASPY BAY - Submarine cable.**

Chart (Last correction) - LC 4363(NAD 27)(1)(325/99)

1. Add	submarine cable	joining	47°11'39" N 60°00'00" W
			47 10 09.1 N 60 01 48.7 W
			47 05 38.4 N 60 08 57.1 W
			47 01 27.4 N 60 14 38.2 W
			47 00 27 N 60 16 19.9 W
			46 58 32.5 N 60 19 58.6 W
			46 57 40.2 N 60 21 28.5 W
			46 57 41.9 N 60 21 37.3 W
			46 57 35.5 N 60 21 36.9 W
			46 56 57.5 N 60 22 41.8 W
			46 56 52.6 N 60 22 58.5 W
			46 56 30.5 N 60 27 16.9 W
		and	46 56 33 N 60 27 43 W

NOTE: Digital data products 4363R/M and 76167(4363) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-A98-139)

***322 NEWFOUNDLAND - LABRADOR - ANNALTALIK ISLAND AND HOPE DALE - Lights.**

Charts (Last correction) - 5047(1-4)(2331/98) - 5046(4)(681/94)

1. Add	light LFI 10 s	55°26'09" N 60°11'24" W
2.	light Q R	55 28 48 N 60 12 39 W
3.	light FI R	55 29 34.2 N 60 13 42 W
4.	light FI 6s 34m	55 27 10.8 N 59 46 06 W

(AMA8035-10-7-2)

(CCG-N98-025,027,030,283, DFO-H99-032)

***325 NOVA SCOTIA, NORTH COAST - ST. LAWRENCE BAY - Buoy.**

Chart (Last correction) - LC 4363(NAD 27)(1)(76/97)

1. Delete green light buoy VV1 47°00'36" N 60°28'15" W

NOTE: Digital data products 4363R/M and 76167(4363) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-6)

(CCG-G98-055, DFO-H99-034)

***324 NOVA SCOTIA, SOUTHEAST COAST - AN DREW ISLAND - Buoys.**

Charts (Last correction) - 4281(NAD 27)(1,2)(662/96) - LC 4233(NAD 83)(3-5)(121/98) - LC 4234(NAD 83)(10)(330/98) - LC 4234(Inset, PortBickerton)(NAD 83)(10)(330/98) - LC 4321(NAD 27)(6-9)(121/98) - LC 4227(NAD 83)(10)(121/98)

1. Delete green light buoy PK1 45°18'07".6 N 60°54'11".5 W

2. Add east cardinal lighted pillar buoy BYB Q(3)10s, marked PK 45°17'17".7 N 60°53'08".3 W

3. Delete green light buoy PK1 45 18 07.9 N 60 54 09.2 W

4. red light buoy P18 45 16 37.3 N 60 53 46.7 W

5. Add east cardinal lighted pillar buoy BYB Q(3)10s, marked PK 45 17 18 N 60 53 06 W

6. Delete fairway light and bell buoy VCA 45 04 49.2 N 61 41 40.9 W

7. green light buoy PK1 45 18 09.1 N 60 54 13.1 W

8. red light buoy P18 45 16 38.5 N 60 53 50.6 W

9. Add east cardinal lighted pillar buoy BYB Q(3)10s, marked PK 45 17 19.2 N 60 53 09.9 W

10. Delete fairway light and bell buoy VCA 45 04 48 N 61 41 37 W

NOTE: Digital data products 4227R/M, 4233R/M, 4234R/M, 4281R/M, 4321R/M 76061(4227), 76067(4233), 76109(4234) and 76110(4234) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-6)

(CCG-G98-059,060,067,088, DFO-H99-033)

***321 PRINCE EDWARD ISLAND, EAST COAST - Light.**

Charts (Last correction) - 4419(NAD 27)(1)(878/93) - 4420(2,3)(701/96) - LC 4403(NAD 27)(1-4) (625/96) - LC 4404(NAD 27)(2,3)(553/97) - LC 4023(NAD 27)(1,3)(954/98) - LC 4013(NAD 27) (1)(168/99)

1. Amend Fl(3) 5s 86ft 18M to read 46°20'45" N 62°14'53".2 W
Iso 4s 89ft 15M

- | | | |
|-----------|-------------------------------|---------------------------|
| 2. Delete | Fog Sig 30s | 46 01 17.2 N 62 28 44 W |
| 3. Delete | red light and whistle buoy N4 | 46 00 37 N 62 24 16 W |
| 4. | Fog Sig 60s | 46 05 47.6 N 62 27 12.9 W |

NOTE: Digital data products 4013R/M, 4023R/M, 4403R/M, 4404R/M, 4419R/M, 4420R/M, 76155(4404), 76204(4013), 76248(4403) and 76286(4023) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-7-6)

(CCG-G98-033,056,101,102, DFO-H99-031)

***301(T) NOVA SCOTIA, SOUTHEAST COAST - ST. MARGARETS BAY - Buoys established temporarily.**

Charts (Temporarily affected) - 4386(NAD 27)(1) - LC 4320(NAD 83)(2,3) - LC 4012(NAD 27)(1,2)

- | | |
|---------------------------|-----------------------------|
| 1. Yellow light buoy FI Y | 44°21'51".6 N 63°53'16".7 W |
| 2. Yellow light buoy FI Y | 44 21 22.6 N 64 02 12.3 W |
| 3. Yellow light buoy FI Y | 44 21 51.9 N 65 53 14.5 W |

NOTE: (1) Lighted buoys delineating the southeast and southwest corners of the Swissair 11 exclusion zone have been established temporarily.
 (2) Digital data products 4012R/M, 4320R/M, 4386R/M, 76055(4320), 76195(4386) and 76198(4012) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-7)

(CCG-F98-207,208, DFO-A98-131)

***326 GULF OF ST. LAWRENCE - CHALEUR BAY - Marine farm.**

Charts (Which were temporarily affected) - LC 4485(NAD 83) - LC 4486(NAD 27)

Reference: Notice 690(T)/96 cancelled.

NOTE: Digital data products 4485R/M, 4486R/M, 76187(4486) and 79086(4485) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-1)

(CCG-L98-107, DFO-Q99-011)

***308 NOVA SCOTIA, SOUTHEAST COAST - Firing practice and exercise areas.**

Chart (Last correction) - LC 4230(NAD 83)(1,2)(1715/98)

Reference: Notice 1153/98.

- | | | | |
|-----------|---------------------|-------------|--|
| 1. Delete | exercise area limit | joining and | 44°00'00" N 64°49'36" W
44 00 00 N 66 09 00 W |
| 2. Add | exercise area limit | joining and | 44 00 00 N 66 49 36 W
44 00 00 N 66 09 00 W |

NOTE: Digital data products 4230R/M and 76044(4230) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-H99-023)

***314 ST. LAWRENCE RIVER - MATANE - Buoy.**

Chart (Last correction) - LC 1236(NAD 83)(2)(2347/98) - LC 1236(InsetMatane)(NAD 83) (1,2)(2347/98)

1. Reposition	fairway light buoy Matane	from	48°51'56".9 N 67°32'42".5 W
		to	48 51 56.9 N 67 32 40.5 W

2. Add	legend BELL		48 51 56.9 N 67 32 40.5 W
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NOTE: Digital data products 1236R/M, 79037(1236) and 79040(1236) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L98-122, DFO-Q99-002)

***317 ST. LAWRENCE RIVER - POINTE AUX CENELLES - Buoy.**

Chart (Last correction) - LC 1236(NAD 83)(1)(314/99)

1. Add	yellow lighted ODAS buoy, FI(5) Y SADO/ODAS, marked IML-A		48°39'36" N 68°09'23".5 W
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NOTE: Digital data products 1236R/M and 79037(1236) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L98-149, DFO-Q99-003)

***320(P) ST. LAWRENCE RIVER - ÎLE AUX COUDRES - SAINT-BERNARD-DE-L'ÎLE-AUX-COUDRES - Shoal depths.**

Chart (Which will be affected) - 1233(Inset,Îles aux Coudres)(NAD 27)(1-20)

1. Add	9 metres 5 decimetres		001°30' 418m (1371 feet) (approx.) from lower left corner of inset
2.	8 metres 9 decimetres		007°30' 457m (1499 feet) (approx.) from lowerleft corner of Inset
3.	9 metres 4 decimetres		014°30' 504m (1654 feet) (approx.) from lower left corner of Inset
4. Replace	8 metres 3 decimetres with 7 metres 2 decimetres		022° 506m (1660 feet) (approx.) from lower left corner of Inlet
5.	6 metres 8 decimetres with 4 metres 5 decimetres		001°30' 289m (948 feet) (approx.) from lower left corner of Inset
6. Add	4 metres 6 decimetres		012° 337m (1106 feet) (approx.) from lower left corner of Inset

7.	4 metres 8 decimetres	018°30' 366m (1201 feet) (approx.) from lower left corner of Inset
8. Amend	5,5 m (1997) to read 5,5 m (1998)	037° 547m (1795 feet) (approx.) from lower left corner of Inset
9. Replace	3 metres 2 decimetres with 1 metre 9 decimetres	006°30' 221m (725 feet) (approx.) from lower left corner of Inset
10. Add	2 metres	010°30' 256m (840 feet) (approx.) from lower left corner of Inset
11. Replace	2 metres 8 decimetres with 1 metre 2 decimetres	019° 256m (840 feet) (approx.) from lower left corner of Inset
12. Add	2 metres	018° 274m (899 feet) (approx.) from lower left corner of Inset
13.	drying height of 0 metre 4 decimetres	032° 371m (1217 feet) (approx.) from lower left corner of Inset
14.	4 metres 4 decimetres	036° 450m (1476 feet) (approx.) from lower left corner of Inset
15.	4 metres	041°30' 448m (1470 feet) (approx.) from lower left corner of Inset
16. Amend	5,0m (1997) to read 5,0m (1998)	038° 456m (1496 feet) (approx.) from lower left corner of Inset
17. Replace	0 metre 3 decimetres with a drying height of 0 metres 4 decimetres	050° 313m (1027 feet) (approx.) from lower left corner of Inset
18.	0 metre 1 decimetre with a drying height of 0 metres 6 decimetres	049° 336m (1102 feet) (approx.) from lower left corner of Inset
19.	3 metres 3 decimetres with a drying height of 0 metres 5 decimetres	049°30' 364m (1194 feet) (approx.) from lower left corner of Inset
20. Add	6 metres 6 decimetres	033°30' 611m (2005 feet) (approx.) from lower left lower corner of Inset

- NOTE: (1) A new edition incorporating the above-mentioned changes will be available at a later date.
(2) Digital data products 1233R/M and 79023(1233) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q98-169)

***318 QUÉBEC – LAC-SAINT-JEAN – PARC DE LA POINTE TAILLON – Light.**

Chart – 6100(Sheet 1)(Lac Saint-Jean)(NAD 27)(1)

1. Delete light 48°41'13".8 N 72°00'15".2 W

NOTE: Digital data products 6100R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-7-9)

(CCG-L98-145, DFO-Q99-004)

***311 ST. LAWRENCE RIVER – CHAMPLAIN – Buoys.**

Chart (Last correction) – 1313 (1-4), (Inset, Port deTrois-Rivières)(NAD 83) (3,4)
(1521/98)

1. Add	red lighted pillar buoy FI R, marked C14	46°26'16".3 N 72°20'01".9 W
2. Delete	red light buoy C16	46 26 13.7 N 72 20 37.3 W
3.	green light buoy C57	46 20 07.4 N 72 31 40.9 W
4. Replace	green spar buoy C49 with a green lighted pillar buoy FI G, marked C49	46 21 06.5 N 72 30 23.3 W

NOTE: Digital data products 1313R/M, 79014(1313) and 79015(1313) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-5-9)

(CCG-L98-139-142, DFO-Q98-166)

***313 ST. LAWRENCE RIVER - PORT DE SOREL - Shoal depths.**

Chart - 1350(Sheet 1) (Compartment A)(Inset,Sorel)(NAD 27)(1-9)

1. Delete	6 metres 4 decimetres	46°02'50".4 N 73°06'59" W
2. Add	5 metres 6 decimetres	46 02 49.8 N 73 06 58.3 W
3. Amend	3.4m (1982) to read 3.1m (1998)	46 02 49 N 73 07 04 W (approx.)
4. Add	6 metres 4 decimetres	46 02 52.2 N 73 07 02.3 W
5. Delete	7 metres 9 decimetres	46 02 52.6 N 73 07 01.6 W
6. Add	6 metres 2 decimetres	46 02 53.9 N 73 06 59.1 W
7. Delete	7 metres 3 decimetres	46 02 53.5 N 73 06 58.1 W
8. Add	4 metres 2 decimetres	46 02 55.6 N 73 06 56.9 W
9. Delete	5 metres 8 decimetres	46 02 55.9 N 73 06 56.3 W

NOTE: Digital data products 1350R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-Q99-001)

***303 ST. LAWRENCE RIVER - COLLINS BAY - Buoys.**

Charts (Last correction) - 2017(NAD 83)(1-6)(1320/98) - 2018(NAD 83)(7)(160/99)

1. Add	green spar buoy markedPriv	44°14'15.4 N 76°36'52".7 W
2.	red spar buoy markedPriv	44 14 14.3 N 76 36 51.7 W
3.	red spar buoy, markedPriv	44 14 22.6 N 76 36 30.5 W
4.	green spar buoy, markedPriv	44 14 23.4 N 76 36 31 W
5.	red spar buoy, markedPriv	44 14 22.1 N 76 36 23.2 W
6.	green spar buoy, markedPriv	44 14 23 N 76 36 22.7 W
7.	legend Channel BuoyedChenal balisé	44 14 16 N 76 36 45 W (approx)

NOTE: Digital data products 2017R/M, 2018R/M, 73037(2018), 73038(2018) and 73118(2017) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-14)

(CCG-B98-077-082, DFO-C98-189)

***304 HUDSON BAY - POSTE-DE-LA-BALEINE - Results of survey.**

Charts (Last correction) - 5476(Inset, Great Whale River)(1-3)(739/96) - 5707(NAD 27)(3-6)(545/94) – 5707(Inset, Narrow Passage)(NAD 27)(7)(545/94)

1. Add	radiobeacon	55°17'06" N 77°45'36" W
2. Add	tower Trs	55°16'59" N 77°45'31" W
3. Replace	WT with Trs	55 16 50.9 N 77 45 10.3 W (approx.)
4. Amend	Bn R to read Bn Or	54 44 54 N 79 46 54 W
5. Amend	Dm to read Dm (115)	54 38 24 N 79 44 30 W
6. Amend	FI R 6s 127ft to read FI R 6s 144ft	55 40 24 N 79 14 18 W
7. Amend	FI R 6s 127 ft to read FI R 6s 144ft	020° 860m from rock symbol below Sainsbury Pt. (approx.)

(AMA8035-10-35)

(DFO-C98-120)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Labrador and Hudson Bay, Sixth Edition, 1988 —

Page 198 — Paragraph 25, last line

Add: A shoal with a depth of 4 feet (1.2 m) lies about 0.6 mile NE of the SE and largest of the South Duck Islands. Port hand **buoy** HD3 (287.3) is moored 0.15 mile NE of the previous shoal.

(N06/99)

Page 239 — Paragraph 219, last line

Add: A **light** (321.7) is shown at an elevation of 34.1 m (112 ft) from a skeleton tower with a red, white, reddenmark on the south end of Annatalik Island. The channel between Annatalik Island and a small island 3 m (10 ft) in elevation 0.4 mile SSW is used by local traffic. This alternate route provides access from Hopedale Run and extends close west of Mussel Islands to join the "Route Usually Followed" close west of Stump Island.

(N06/99)

Page 241 — Paragraph 246, line 2 – after **Bay.**"

Add: A **light** (321.75) is shown at an elevation of 8.5 m (28 ft) from a skeleton tower with a red, white, reddenmark on the SE end of Satoarsook Island.

(N06/99)

Page 243 — After paragraph 265

Insert: 265.1 A **light** (321.8) is shown at an elevation of 14.5 m (48 ft) from a skeleton tower with a red and white daymark on a small islet close west of Umiaginak Island. A **light** (321.9) is shown at an elevation of 48.6m (159 ft) from a skeleton tower with a red and white daymark on Middle Black Head on the NW end of Achvitaaksoak Island.

(N06/99)

Page 244 — After paragraph 275

Insert: 275.1 A **light** (322.1) is shown at an elevation of 7.1 m (23 ft) from a skeleton tower with a red, white and red daymark situated on the NW end of Windy Tickle about 1.1 mile SSE of Lants Ground.

(N06/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 245 — Paragraph 284, line 6 – after “(100 ft).”

Add: A **light** (322.2) is shown at an elevation of 53.9 m (177 ft) from a skeleton tower with a red, white and red daymark on the NE end of the SE and largest Nanuktok (Farmyard Islands).

(N06/99)

Page 247 — Paragraph 310, last line

Add: A **light** (322.3) is shown at an elevation of 21.7 m (71 ft) from a skeleton tower with a red, white and red daymark situated on Ukasiksalik Island about 1.7 miles south of the east end of Sioralik Island.

(N06/99)

Nova Scotia (Atlantic Coast) and Bay of Fundy, First Edition, 1990 —

Page 70 — After paragraph 20

Insert: 20.1 **Caution.** — A communications cable is laid from the shore 5.9 miles SW of Money Point, ENE to Searston Bay, Newfoundland.

(A03/99)

Page 268 — Paragraph 62, last line

Add: The ferry wharf, 107 m (350 ft) long, is situated 0.1 mile north of the Public wharf. The ferry ramp is on the north side of the wharf.

(A08/99)

Gulf of St. Lawrence, First Edition, 1992 —

Page 47 — Paragraph 128, lines 4 and 5 (Re correction promulgated in Monthly Edition No. 5/97)

Delete: , a marine railway

(L83/98)

Page 99 — After paragraph 347

Insert: 347.1 **Caution.** — A communications cable is laid from the east side of **The Gut**, at the east entrance to the Grand Codroy River, to Aspy Bay, Nova Scotia.

(A04/99)

Page 111 — Paragraph 142, lines 3 and 4

Delete: “and whistle ... Bear.”

Replace by: **buoy** NN2 (970.5) is moored 1 mile NE of Cape Bear, close east of Bear Reef.

(A05/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 111 — Paragraph 143, lines 5 to 7

Delete: "A **fog** ... 054°."

(A06/99)

Page 141 — Paragraph 200, lines 7 and 8

Delete: "A **fog** ... tower."

(A07/99)

Page 183 — Paragraph 233, lines 8 and 10 & 11

Line 8 —Delete: 2.6 m (9 ft)

Replace by: 2.5 m (8 ft)

Lines 10 and 11 — Delete: 1.5 m (5 ft)

Replace by: 1.7 m (6 ft)

(L81/98)

Page NOTES — **GROSSE-ÎLE-NORD** Diagram

Delete the legend "Slip" @ 007°30', 244metres from the inner SW corner of the border.

(L83/98)

Page NOTES — **POINTE-BASSE** Diagram (Re: correction promulgated in Monthly Edition No. 1/99)

SHOULD HAVE READ

Add 4₃ @ 062°, 211 metres from the inner SW corner of the border.

Add 1₃ @ 042°30', 407 metres from the inner SW corner of the border.

Add 0₄ @ 043°, 416 metres from the inner SW corner of the border.

Substitute (1998) for (1997) @ 049°, 365metres from the inner SW corner of the border.

Substitute 1₅ for 1₈ @ 044°, 244 metres from the inner SW corner of the border.

(L08/99)

Page NOTES — **ÎLE D'ENTRÉE** Diagram (Re: correction promulgated in Monthly Edition No. 1/99)

SHOULD HAVE READ

Substitute (1998) for (1997) @ 045°, 395metres from the inner SW corner of the border.

Substitute 2₃ for 2₉ @ 030°30', 386 metres from the inner SW corner of the border.

(L08/99)

Page NOTES — **GROSSE-ÎLE-NORD** Diagram (Re: correction promulgated in Monthly Edition No. 1/99)

SHOULD HAVE READ

Substitute 1,6 m (1998) for 1,6 m (1996) @ 023°30', 285metres from the inner SW corner of the border.

Substitute 2,2 m (1998) for 2,2 m (1996) @ 033°30', 343metres from the inner SW corner of the border.

Add 0₇ @ 019°30', 217 metres from the inner SW corner of the border.

Add 0₃ drying @ 012°30', 255metres from the inner SW corner of the border.

(L08/99))

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page NOTES — **GASCONS** Diagram (Re: correction promulgated in Monthly Edition No. 1/99)

SHOULD HAVE READ

Add 1₅ @ 011°30', 486 metres from the inner SW corner of the border.

Substitute (1998) for (1996) @ 014°, 467metres (approx.) from the inner SW corner of the border.

Add 2₇ @ 018°, 426 metres from the inner SW corner of the border.

Substitute (1998) for (1996) @ 022°30', 424metres (approx.) from the inner SW corner of the border.

Add 1₆ @ 037°, 306 metres from the inner SW corner of the border.

Add 4₅ @ 047°30', 301 metres from the inner SW corner of the border.

Substitute 5₅ for 6₁ @ 050°30', 349 metres from the inner SW corner of the border.

(L08/99)

Page NOTES — **SAINT-GODEFROI** Diagram (Re: correction promulgated in Monthly Edition No. 1/99)

SHOULD HAVE READ

Substitute 0₇ for 1₄ @ 027°, 291 metres from the inner SW corner of the border.

Substitute 1,0 m (1998) for 1,0 m (1996) @ 036°30', 437metres from the inner SW corner of the border.

Delete 0₈ @ 039°30', 354 metres from the inner SW corner of the border.

Add 0₅ @ 038°30', 294 metres from the inner SW corner of the border.

(L08/99)

ATL 101 —Newfoundland — Northeast and East Coasts, First Edition, 1997 —

Page 37 — Paragraph 158, lines 2 and 3

Delete: "The fairway ... **buoys**."

Replace by: Port and starboard hand **buoys** DP3 (341.6) and DP2 (341.7) moored off the SW extremity of Pretty Island mark the fairway into Raft Tickle.

(N04/99)

Page 61 — Before paragraph 490

Delete: *Chart 4548*

(N04/99)

Page 62 — Top left column

Delete: *Chart 4548*

(N04/99)

Page 62 — Before paragraph 496

Insert: *Chart 4886*

(N04/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 62 — Paragraph 498, line 2
Delete: 2¾ fathoms (5 m)
Replace by: 23 feet (6.9 m) (N04/99)
- Page 62 — Paragraph 503, line 5
Delete: (1.2 m)
Replace by: (1.1 m) in 1990 (N04/99)
- Page 62 — Paragraph 503, line 6
Delete: (2.7 m)
Replace by: (2.6 m) (N04/99)
- Page 62 — Paragraph 509, line 2 – after Harbour.”
Add: **Buoys** mark the approach to the fish plant wharf. (N04/99)
- Page 64 — Top left column
Delete: *Chart 4548*
Replace by: *Chart 4886* (N04/99)
- Page 64 — Paragraph 510, line 7 – after “0.3 m”
Insert: and marked by a **buoy** (N04/99)
- Page 64 — Paragraph 515, last line (Re correction promulgated in Monthly Edition No. 6/98)
Add: The dredged channel leading into Farmers Arm had a least depth of 12 feet (3.6 m) in 1992. (N04/99)
- Page 89 — Paragraph 310, line 4 – after “NNE.”
Insert: A shoal with a least depth of 2 feet (0.5 m) is located about 0.5 mile NNE of the western end of Pincher Island. Another shoal with a least depth of 28 feet (8.6 m) is situated 0.27 mile NE of the previous shoal. (N04/99)
- Page 90 — Paragraph 316, last line
Add: An isolated rock at a depth of 9 feet (2.7 m) is located about 254 feet (77.5 m) SSW of the outer end of the previous wharf; caution is recommended. (N04/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 90 — Paragraph 326, last line

Add: A shoal with a least depth of 6 feet (1.7 m) is located about 0.37 mile NE of the light at Hare Cut Point, the west entrance point to Mole Cove. Another shoal with a least depth of 19 feet (5.8 m) is situated 0.18 mile ESE of the same point. A small island with shoal water extending about 400 feet (122 m) NNE and SSW from it is located near the west side of Mole Cove. The deepest passage is reported to be east of the island in about 36 feet (11 m).

(N04/99)

Page 91 — Paragraph 327, last line

Add: A small islet about 46 feet (14 m) in elevation is located about 0.5 mile east of the island on the west side of Mole Cove. An extensive shoal least depth 5 feet (1.6 m) at its outer end extends 0.15 mile SW from the SW end of the islet. Between the shoal and the shore about 0.1 mile south, depths of 13 to 30 feet (4 to 9 m) are reported.

(N04/99)

ATL 102 — Newfoundland — East and South Coasts, First Edition, 1995 —

Page 15 — Paragraph 164, lines 1 and 2

Delete: Hibernia construction

Replace by: Bull Arm Fabrication

(N03/99)

Page 15 — Paragraph 164, lines 2 and 13

Delete: Hibernia

Replace by: Bull Arm

(N03/99)

Page 15 — Paragraph 168, lines 2 and 3

Delete: "Gravity ... development"

Replace by: Floating Production, Storage and Offloading vessel for the Terra Nova oil development and future construction projects for the Bull Arm fabrication site

(N03/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 16 — “Diagram Bull Arm Calling-In Points” Inset top left corner
 Delete: Hibernia Construction
 Replace by: Bull Arm Fabrication Site (N03/99)
- Page 16 — “Diagram Bull Arm Calling-In Points” Below Inset left corner
 Delete: **Hibernia**
 Replace by: **Bull Arm Marine Communications** (N03/99)
- Page 16 — “Diagram Bull Arm Calling-In Points – Authority”
 Delete: Hibernia Management and Development Company Ltd.
 Replace by: Bull Arm Fabrication Site (N03/99)
- Page 17 — Paragraph 170, line 1
 Delete: NODECO
 Replace by: Bull Arm Hook-Up Quay (N03/99)
- Page 17 — Paragraph 170, lines 5 and 11
 Delete: wharf
 Replace by: pier (N03/99)
- Page 18 — Paragraph 188, line 3 – after “Point.”
 Insert: A **light** (467.06) is shown from a 3.6 m (12 ft) high tower with a green and white daymark located about 0.1 mile north of Dildo Head. (N03/99)
- Page 29 — After paragraph 283
 Insert: ^{283.1} Admirals Marina providing a recreational and fishing vessel tie-up only is located about 0.4mile south of Ship Head at Long Beach. Fish handling and unloading of fishing gear is prohibited at this site but is available at the Public wharf on the north side of the harbour. The marina entrance on the SW end of Long Beach has a reported width of about20 m (66 ft). Both the approach and the outer section of the marinahas a reported depth of about 2.7 m (9 ft). The east section of the marina suitable only for small boats has a reported depth of about 1.2 m (4 ft). Port and starboard hand spar light **buoys** (482.5) CG7 and (482.7) CG8 marking the

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

approach to Admirals Marina are moored close off Long Beach. **Lights** (482.71, 482.72, 482.73, 482.74) mark the marina's entrance. Fresh water is available.

(N03/99)

Page 52 — Paragraph 87, line 5 – after “(2 ft)”

Insert: and marked by starboard hand light spar **buoy** MA2 (509.5)

(N03/99)

Page 64 — Paragraph 11, line 5 – after “inaccessible.”

Insert: Starboard hand spar light **buoy** PSB2 (14.4) is moored about 0.4 mile SW of the harbour entrance. Port hand spar light **buoy** PSB3 (14.5) marks the harbour entrance close off the breakwaters.

(N03/99)

Page 89 — Paragraph 238, lines 1 to 4

Delete: “There ... poor.”

(N03/99)

Page 94 — Paragraph 297, line 5

Delete: A disused pyramidal light-tower stands

Replace by: A **light** (44.1) is shown at an elevation of 6.6 m (22 ft) from a 4.7 m (15 ft) high skeleton tower with a red, white and red daymark

(N03/99)

ATL 103 — Newfoundland — Southwest Coast, First Edition, 1995 —

Page 13 — Paragraph 127, last line

Add: North Cardinal light **buoy** VFC (111.8) is moored about 1.4 miles WSW of White Rock.

(N05/99)

Page 23 — Paragraph 190, last line

Add: A **light** (122) is shown from a mast on the outer end of the Public wharf.

(N05/99)

Page 23 — Paragraph 191, lines 8 to 10

Delete: “There ... island.”

(N05/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 27 — Paragraph 230, last line

Add: Close north of The Matchums the coastline
contains rock slides.

(N05/99)

Page 53 — Paragraph 130, lines 9 and 10

Delete: "A ... (37 m)."

(N05/99)

ATL 110 — St. Lawrence River — Cap Whittle/Cap Gaspé to Les Escoumins, First Edition,
1992 —

Page 3 — After paragraph 14

Insert: ^{14.1} A **light** buoy (1563.2), marked
"ODAS/SADO", is moored about 40 miles south of
Rochers au Cormoran light.

(L74/98)

Page 64 — Paragraph 135.1, line 1 – after "light"

Insert: and bell

(L03/99)

Page 67 — Paragraph 164, line 3 – after Cenelles."

Insert: An ODAS buoy, marked "IML-A", is moored
100 m (325 ft) off the water intake.

(L02/99)

ATL 111 — St. Lawrence River — Île Verte to Québec, First Edition, 1992 —

Page 22 — Paragraph 89, line 1 – before "From"

Insert: A **water intake** pipeline extends 475 m (1,560
ft) from the shore in Anse aux Sauvages. The crib at
the end of the pipeline has a depth of 23 m (8 ft) over it.

(L05/99)

ATL 112 — St. Lawrence River — Cap-Rouge to Montréal, First Edition, 1992 —

Page 3 — Cancel **NEUVILLE** Diagram

Replace with new diagram **NEUVILLE** attached at the end of **Section IV** of this Monthly Edition.

(L09/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 24 — **Table 2.2**

Make the following corrections in the **Depth** column

Berth	Depth m (ft)
Dock no 1	
11, 12, 13	3.1 to 6.2 (10 to 20)
Bassin Lanctôt	
8, 9, 10	3.1 to 5.6 (10 to 18)

(L01/99)

Page 58 — Delete paragraph 126

Replace by: ¹²⁶ Four information light **buoys** (2272.6, 2272.9, 2272.910, 2272.920), marked “Douanes”, “DOUA-1”, “DOUA-2” and “DOUA-3”, respectively, are moored at the international boundary.

(L82/98)

CEN 300 — General Information, Great Lakes, First Edition, 1996 —

Page 14 — After paragraph 146.1

Insert: ^{146.2} **Caution.** — Vessels with modern navigational equipment such as Loran-C, GPS or DGPS can navigate with a degree of accuracy and precision that was not available to hydrographic surveyors until very recently. Chart users are cautioned that the charted positions of islands and other features shown on older nautical charts may not agree with latitude and longitude positions given by modern navigational equipment. Such older charts are generally on an unknown or assumed datum, as noted in the Horizontal Datum note printed on each chart. Positions on such charts should be confirmed by reference to range and bearing of known objects.

(C08/98)

CEN 302 — Lake Ontario, First Edition, 1996 —

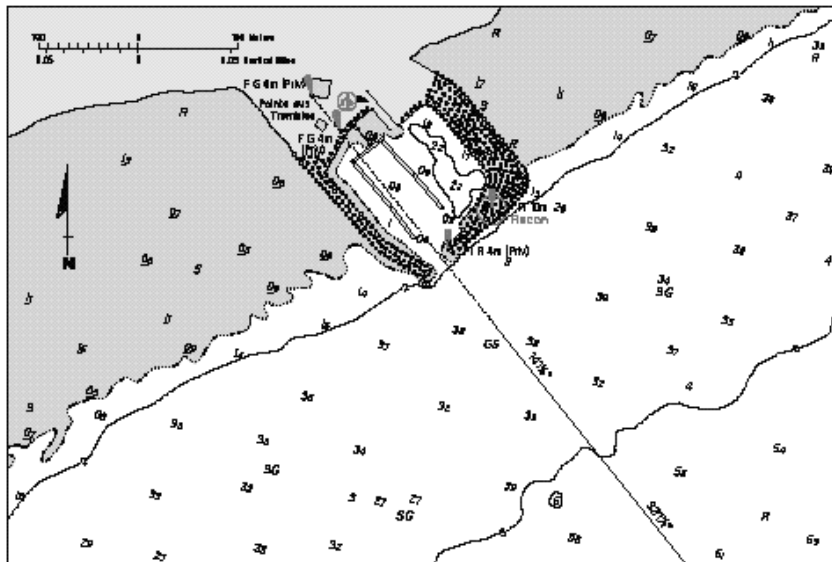
Page 4 — Paragraph 61, lines 2 and 3

Delete: “, a white ... (193 ft),”

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

ATL 10. St. Lawrence River—Cap-Rouge to Montreal First Edition, 1992

NEUVILLE (Scale 1:5 000)



SOURCE: Surveyed by the Canadian Hydrographic Service in 1964-69 and by the Department of Public Works and Government Services, 1868

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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Newfoundland

14.4	<i>St. Bride's light buoy PSB2</i>	46 54 52 54 11 04	Fl R 4s	Red spar, marked "PSB2".	Chart:4841 309/99
14.5	<i>St. Bride's light buoy PSB3</i>	Port Entrance. 46 55 07 54 10 41	Fl G 4s	.....	.....	Green spar, marked "PSB3".	Chart:4841 309/99
44.1	Tobin's Point	47 42 48 54 12 23	Fl W 3s	6.6	.....	Tower, red and white horizontal bands. 4.7	Flash 0.5 s; eclipse 2.5 s Year round. Chart:4839 315/99
111.8	<i>Garnish Sunker North Cardinal light buoy VFC</i>	47 14 58.2 55 24 01.8	Q W 1s	.....	.....	Black and yellow, marked "VFC".	Year round. Chart:4832 312/99
121	Coomb's Cove	On Bull Point. 47 27 22.6 55 37 55.4	Fl G 4s	10.7	.....	Square skeleton tower, red and white horizontal bands. 3.6	Flash 0.5 s; eclipse 3.5 s. Year round. Chart:4830 312/99
122	Wreck Cove	47 29 51.5 55 36 31	Fl R 4s	.....	.....	Cylindrical mast. 2.1	Flash 0.5 s; eclipse 3.5 s Chart:4830 312/99
235.2	<i>Butter Rock light buoy KQB</i>	51 34 52.8 55 26 33	Fl(2) W 10 s	.....	.....	Black, red and black, marked "KQB".	Chart:4512 302/99
321.7	Annaltalik Island	55 27 12 59 46 06	Fl W 6s	34.1	.....	Square skeleton tower, red and white horizontal bands. 4.7	Flash 1 s; eclipse 5 s Year round. Chart:5047 322/99
321.75	Satoarsook Island	55 26 09 60 11 24	LFI W 10s	8.5	.....	Skeleton tower, red and white horizontal bands on three sides. 4.9	Flash 2 s; eclipse 8 s Year round. Chart:5047 322/99
321.8	Umiaginak Island	55 28 48 60 12 39	Q R 1s	14.5	.....	Skeleton tower, red and white horizontal bands on three sides. 3.7	Flash 0.3 s; eclipse 0.7 s Year round. Chart:5047 322/99
321.9	Achvitaaksook Island	55 29 34.2 60 13 42	Fl R 4s	48.6	.....	Skeleton tower, red and white horizontal bands on three sides. 3.7	Flash 0.5 s; eclipse 3.5 s Year round. Chart:5047 322/99

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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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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Newfoundland (Cont'd)

341.6	Raft Tickle light buoy DP3	49 28 41 55 43 08.5	Fl G 3s	Green spar, marked "DP3".	Chart:4591 306/99
341.7	Raft Tickle light buoy DP2	49 28 41 55 43 01.5	Fl R 4s	.....	.....	Red spar, marked "DP2".	Chart:4591 306/99
364.8	Gappy Island	49 46 34 54 16 42	Fl W 3s	24.2	.....	Tower. 3.6	Chart:4520 300/99
467.06	Dildo Head	47 34 06 53 34 24	Fl G 4s	24.4	.....	White tower, green band. 3.7	Year round. Chart:4851 310/99
509.5	Aquaforte Harbour Shoal light buoy MA2	47 00 21.8 52 57 22.8	Fl R 4s	.....	.....	Red spar, marked "MA2".	Seasonal. Chart:4845 307/99

Atlantic

236.5 H3858	Comeauville wharf	On wharf. 44 17 31.2 66 07 56.3	Fl R 4s	7.1	.....	Skeleton tower. 6.0	Year round. Chart:4118 Edn. 02/99
628	Port Bickerton Inner light and bell buoy VCA						Delete from List. Chart:4234 324/99
666.8	Andrew Island light and whistle buoy P18				.....	.....	Delete from List. Chart:4233 324/99
666.8	Andrew Island East cardinal light and whistle buoy PK	45 17 18 60 53 06	Q(3) W 10s	.....	.....	Black, yellow and black, marked "PK".	Seasonal. Chart:4233 324/99
667	Cape Breaker light and bell buoy PK1				.....	.....	Delete from List. Chart:4281 324/99
859.1	St. Lawrence Bay light buoy VV1						Delete from List. Chart:4363 325/99

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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Atlantic (Cont'd)

947 H922	Souris East	On Knight Point, SE. of breakwater. 46 20 45 62 14 53.2	Iso W 4s	27.2	15	White square tower. 14.3	Flash 2 s; eclipse 2 s Emergency light. Year round Horn - Blast 3s; sil. 27s Horn points 204°. Year round.	Chart:4419 321/99
960.5	Graham Pond Fog Signal						Delete from List.	Chart:4403 321/99
964	Murray Harbour range	On Oldstore Point, S. side of harbour. 46 01 17.2 62 28 44	F R	6.3	.....	White square tower, red vertical stripe.	Visible in line of range. Seasonal.	
965		234°04' 1360.9m from front.	F R	17.8	.....	White square tower, red vertical stripe. 13.6	Visible in line of range. Seasonal.	Chart:4420 321/99
970	<i>Bear Reef light and whistle buoy N4</i>						Delete from List.	Chart:4420 321/99
1702	<i>Matane light and bell buoy</i>	48 51 56.9 67 32 40.5	Mo(A) W	.....	.....	Red and white vertical stripes, marked "MATANE".	Radar reflector. Seasonal. Privately maintained by Club de Yacht de Matane Inc.	Chart:1236 314/99
1705.4 H2043	Matane East breakwater	On outer end of E. breakwater. 48 50 49.7 67 34 32.9	Fl G 6s	10.7	7	Square skeleton tower. 6.0	Flash 1 s; eclipse 5 s Emergency light. Year round.	Chart:1236 Edn. 02/99
1707.1	ODAS Light buoy IML-A	48 39 36 68 09 23.5	Fl(5) Y 20s	.....	.....	Yellow, marked "IML-A".	Seasonal.	Chart:1260 317/99
1823.72	Parc de la Pointe Taillon						Delete from List.	Chart:6100 318/99
1974 H2334	Pointe aux Trembles (Neuville) Racon --. (G) X & S Band	On outer end of wharf, E. side. 46 41 47.4 71 34 22.5	Fl W 5s	9.8	15	Red and white square skeleton tower. 7.9	Flash every 5 s Emergency light. Year round.	Chart:1315 Edn. 02/99

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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Atlantic (Cont'd)

1982.5	Sainte-Croix-Est light buoy Q42						Delete from List.	
								Chart:1315 Edn. 02/99
1990	Traverse Cap- Santé light buoy Q54						Delete from List.	
								Chart:1314 Edn. 02/99
1990.6	Traverse Cap- Santé light buoy Q55	S. side of channel. 46 39 36.2 71 47 42.5	Fl G 4s Fl G 4s	..... .....	..... .....	Green, marked "Q55".	Delete from List. Year round.	
								Chart:1314 Edn. 02/99
2057.5	Poulier Carpentier light buoy C14	46 26 16.3 72 20 01.9	Fl R 4s	.....	.....	Red, marked "C14".	Winter spar. Year round.	
								Chart:1313 311/99
2058.5	Light buoy C16						Delete from List.	
								Chart:1313 311/99
2085	Light buoy C49	46 21 06.5 72 30 23.3	Fl G 4s	.....	.....	Green, marked "C49".	Winter spar. Year round.	
								Chart:1313 311/99
2097	Light buoy C57						Delete from List.	
								Chart:1313 311/99
2365.53	Light buoy MT3						Delete from List.	
								Chart:1310 Edn. 02/99
Inland L.L. 2552 H36.4	Broomfield Island Racon -. (N) X & S Band	55 40 24 79 14 18	Fl R 6s	43.9	5	Square skeleton tower, 2 fluorescent orange rectangular daymarks on E. and S. faces. 7.6	Flash 1 s; eclipse 5 s Radar reflector. Seasonal.	
								Chart:5707 304/99

Inland

1284.31	Light buoy PAP	45 36 47.7 75 59 13.8	Fl R 6s (2+1)	.....	.....	Red, green and red, marked "PAP".	Seasonal. Privately maintained by Municipalité du village de Papineauville.	
								Chart:1514 Edn. 02/99

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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Inland (Cont'd)

1284.32	Baie de la Pentecôte Entrance light buoy HP9	45 36 55.2 74 59 23.7	Fl G 4s	Green, marked "HP9".	Seasonal. Privately maintained by Municipalité du village de Papineauville.	Chart:1514 Edn. 02/99
1284.34	Papineauville wharf light buoy HP30	45 36 41.7 75 00 44.7	Fl R 4s	.....	.....	Red, marked "HP30".	Seasonal. Privately maintained by Municipalité du village de Papineauville.	Chart:1514 Edn. 02/99
1293.9	Light buoy H424	45 30 07.7 75 31 00.8	Fl R 4s	.....	.....	Red, marked "H424".	Year round.	Chart:1515 Edn. 02/99
1299.9	Armitage Marina West	Centre pier, Port of Call Marina. 45 28 39 75 59 36	Fl R 4s	4.8	.....	White cylindrical tower, red band at top. 3.1	Year round. Operated by Port of Call Marina of Ottawa Ltd.	Chart:1550 Edn. 02/99
2552 H36.4	Broomfield Island Racon -. (N) X & S Band	55 40 24 79 14 18	Fl R 6s	43.9	5	Square skeleton tower, 2 fluorescent orange rectangular daymarks on E. and S. faces. 7.6	Flash 1 s; eclipse 5 s Radar reflector. Seasonal.	Chart:5707 304/99

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

Navigating Officer or Observer _____ Captain: _____

Ship (or address) _____

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

General locality: _____

Subject: _____

Approx. position: _____ Lat. _____ Long. _____

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

Publications affected: (Quote Volume and page) _____

* Full details (Attach additional sheets as necessary)

Time (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.