Canada Canada

VOL 24 MONTHLY EDITION NO 11
NOVEMBER 26, 1999

EASTERN EDITION OF NOTICES TO MARINERS

Published monthly by the

CANADIAN COAST GUARD

NOTICES

2100 to 2136

CONTENTS

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Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.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

Laurentian

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 INITAL 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 forpseudorange 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 DGPS Reference Stations in Canada

Station Name	Id. Nos of reference stations	DGPS Station ID	Geog. Position Latitude Longitude	Frequency [khz]	Bit/s
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
Rigolet, NFLD	344,345	946	54 15 N 58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N 66 03 W	295	200
Pt. Escuminiac, NB	332,333	936	47 04 N 64 48 W	319	200
Fox Island, NS	336,337	934	45 20 N 61 05 W	307	200
Western Head, NS	334,335	935	43 59 N 64 40 W	312	200
St.-Jean-sur-Richelieu, QC	312,313	929	45 19 N 73 19 W	296	200
Lauzon, QC	316,317	927	46 49 N 71 10 W	309	200
Riviere du Loup, QC	318,319	926	47 46 N 69 36 W	300	200
Moisie, QC	320,321	925	50 12 N 66 07 W	313	200
Wiarton, ON	310,311	918	44 45 N 81 07 W	286	200
Cardinal, ON	308,309	919	44 47 N 75 25 W	306	200
Alert Bay, BC	300,301	909	50 35 N 126 55 W	309	200
Amphritrite Pt., BC	302,303	908	48 55 N 125 33 W	315	200
Richmond, BC	304,305	907	49 11 N 123 07 W	320	200
Sandspit, BC	306,307	906	53 14 N 131 49 W	300	200

DGPS RECEIVER - WARNING

The Canadian Coast Guard's Differential Global Positioning System (DGPS) broadcast contains built in health information designed to alert a DGPS user receiver of an out of tolerance or fault condition. During testing, it was found that some user DGPS receivers did not process the health information properly. Improper processing by user equipment can result in incorrect positions.

Please contact your DGPS manufacturer or supplier to ensure that your receiver is capable of processing the DGPS Reference Station Health information correctly.

DGPS USER ALERT

The Canadian Coast Guard received reports in March 97 of DGPS receivers apparently ignoring the broadcast alarm which should signal the immediate discontinuation of a particular satellite correction. Reports indicate that some user equipment does not properly recognize this “do-not-use” correction flag and as a result erroneously processes it as a correction. This can result in position errors as large as 15 kilometers while the receiver is in DGPS mode. DGPS users are advised that they should contact the manufacturer of their equipment immediately to determine if they require a receiver upgrade.

DISCREPANCY REPORT FOR DGPS USERS

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 anomoly 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 upgraded. Mariners are advised to consult with the manufacturers of their receiver’s compliance to GPS rollover.

DGPS station anomaly report / Rapport dànomalie 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'usager

Vessel name / Nom du navire: _____ Destination: _____
Vessel position at the beginning of the anomaly /
Position du navire au début de l'anomalie : _____
Vessel position at the end of the anomaly /
Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

Date and time of the anomaly / Date et heure de l'anomalie: _____ Duration / Durée: ___
Number of satellites tracked on GPS receiver / Nombre de satellites reçu par le récepteur: _____
DGPS site using / Station DGPS utilisée : Freq.: _____ kHz SS: _____ dB SNR: ___ d
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 / Vitessse: _____ KTS
Temp. ^{o}C: _____ VIS: _____ N.M.
Sea State / État de la mer : _____
Bearing and range to electrical storm /
Direction et distance de l'orage : _____
Time of the storm / Heure de l'orage: _____ UTC

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

User equipment informations / Renseignements sur l'équipement

GPS receiver / Récepteur GPS : Make / Fabriquant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS : Make / Fabriquant : ____ 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 / Fabriquant: _____Model: _____
Radar image interfaced / Image radar intégrée?: Yes / Oui: _____No / Non: ___
Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: No / Non: _____
Permanent installation or in evaluation / Installation permanente ou en évaluation :_____

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

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

2) Mail / Par la poste: Director Marine Aids
Fisheries and Oceans Canada
200 Kent Street, Station 5130
Ottawa, ON
K1A 0E6.

Canada

Legend/ Légende

Position : Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc.
La position peut être donnée en latitude, longitude, relèvement et distance, emplacement de bouée, etc.
KTS : Wind speed in knots / Vitesse du vent en noeuds.
N.M. : Visibility in Nautical Miles / Visibilité en milles nautiques.
Freq. kHz : Frequency in kilohertz / Fréquence en kilohertz .
SS : Signal strength in decibel / Force de signal en décibel.
SNR : Signal to noise ratio in decibel / Rapport signal-bruit en décibel .
DOP (dilution of precision): Measure of the geometrical « strength » of the GPS satellite configuration. The DOP is measured on a scale of 1 to 10 / Mesure de la « force » géométrique de la configuration satellite. Le DOP est mesuré sur une échelle de 1 à 10
SVCEI / ECDIS : Electronic Chart Display and Information System / Système de Visualisation de Cartes Electroniques et d'Information .

IMPORTANT NOTICE TO USERS

The Canadian Coast Guard Marine Aids Modernization Program

- The Canadian Coast Guard is initiating an aids to navigation modernization program which takes advantage of modern technology and will result in a more equitable, safe, cost-effective and environmentally friendly service across Canada. Low maintenance buoys, solar power, the elimination of diesel power and the application of national provision and design standards, will be used to realize these objectives.

- In consultation with local users, aids to navigation which are redundant, exceed the national standards or should not be publicly funded, will be downsized, privatized or discontinued.

- Regional plans as well as detailed Notices to Shipping and Notices to Mariners will be issued and distributed in the usual manner in advance of all changes to aids to navigation. All users are encouraged to participate in local consultations and to monitor these Notices. It will be every user's responsibility to adapt to the changes and to take the appropriate measures.

1. Redundant Aids to Navigation

Many conventional aids to navigation were established for commercial mariners who now use radar. As a result these users no longer require as many landfall shore lights, large lighted buoys and fog signals and support their discontinuance.

However, before these commercially redundant marine aids are removed, the Coast Guard is assessing, where required, the local needs of small craft operators and redesigning the old commercial aids to meet these needs within national provision policies and design standards.

Coast Guard policy does not provide for the retention of fog horns for pleasure craft, due to the high cost to provide such a service across Canada. However, where practical and where there is local support, the existing redundant fog horns are being transferred to local authorities at no cost.

The conversion of lightstations to solar power allows major economic and environmental benefits by allowing removal of fuel tanks and diesel generators. Although this eliminates the need for many structures, the Coast Guard will protect all heritage lightstations through continued operation or transfer to provincial, municipal or other authorities for local use.

2. Aids to Navigation Standards

In consultation with local users, all aids to navigation systems across Canada are under review. National system design standards will be used to assess these systems. Systems that do not meet these standards will be upgraded; those systems that exceed them will be downsized.

Adjustments in some channels will result in an increase or a decrease in the number of buoys and/or the conversion of some lighted buoys to unlighted buoys displaying reflective material.

3. Private Aids to Navigation

Although Coast Guard policy does not provide for the establishment of aids to navigation in inadequately charted waters, or where the traffic volume does not justify the cost of the system, some have been established in the past. These aids to navigation will be transferred to local authorities at no cost, with Coast Guard retaining design and regulatory authority under the *Private Buoy Regulations*.

NEW INITIATIVES

The Canadian Coast Guard is also introducing a new differential correction service to augment the satellite-based Global Positioning System (GPS), with 18 transmitting stations fully operational in 1998.

This Differential Global Positioning System (DGPS), will improve the accuracy and integrity of GPS and will enable mariners who are equipped with the appropriate receivers to identify their precise position in most major southern Canadian waters, including the Great Lakes and the St. Lawrence River.

The use of DGPS in conjunction with Electronic Chart Display and Information Systems (ECDIS), will greatly improve navigation accuracy. The expanding use of this new technology is expected to increase marine safety and thus provide greater environmental protection to Canadian waters. It is also believed that implementation of DGPS will allow further adjustment to conventional aids in the future.

All mariners and shipowners are encouraged to equip their vessels with GPS receivers which have the capability to receive the Differential signals, particularly where there is frequent risk of reduced visibility.

The Canadian Coast Guard believes that the availability of GPS, particularly when augmented by the Differential service, will make Loran C obsolete. Consultations are underway to assess the impact of discontinuing Loran C in Canada.

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
Canadian Coast Guard
Department of Fisheries & Oceans
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 lightstations (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
Canadian Coast Guard
Department of Fisheries & Oceans
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) Introduction of a DGPS service (5 stations)	5	-	-
2a) 25% reduction of main commercial channel buoy service (79 lighted buoys removed and 75 changed for unlighted spar buoys).	79 buoys removed; 56 changed for unlit	19 buoys to be changed (unlit)	-
2b) 5 % reduction of main commercial channel buoy service (29 lighted buoys changed for unlighted spar buoys)	-	29	29
3) Removal or privatization of 12 major reference lights in commercial and/or fishing channels	8 (one will no longer be removed)	3	-
4) Privatization or removal of 272 aids to navigation (unique users and/or in inadequately charted waters)	187	85	-
5) 33% reduction (50) of reference lights or fog signals in commercial and/or fishing channels	6 (2 fixed aids + 4 fog signals)	25	19
6) Removal of 20 fixed aids or fog signals in pleasure craft channels	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
CANADIAN COAST GUARD
DEPARTMENT OF FISHERIES & OCEANS

101 CHAMPLAIN BOULEVARD, QUÉBEC, QC, 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
Canadian Coast Guard
Department of Fisheries & Oceans
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

Superintendent, Information and Publications,
Marine Navigation Services Directorate,
Canadian Coast Guard,
Department of Fisheries and Oceans,
Ottawa, Ontario,
K1A 0E6

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

Please indicate which edition you would like to receive.

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

WESTERN EDITION (will be comprised of Arctic and Pacific areas) _____

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Chart No.	Notice #	Page
1310	2112(P)	11
	2130(P)	10
1312	2101	9,10
1313	2110	9
1350	2101	9,10
1433	2120	11
LC 2100	2134	13
LC 2122	2134	13
LC 2123	2134	13
LC 2201	2121	12
	2122	12
	2124	12
2202	2118	11
	2123	11,12
2204	2127	11
2235	2122	12
	2124	12
2251	2125	13
2259	2119	13
LC 2282	2122	12
LC 2301	2116	14
LC 2302	2116	14
2310	2117	13,14
2315	2115	13
LC 4011	2108	7
LC 4012	2108	7
4114	2132	8
4117	2103	6,7
LC 4230	2133	6
LC 4242	2133	6
4244	2133	6
4278	2113	5
LC 4340	2106(P)	7,8
	2107(P)	8
	2132	8
4912	2128	5
4921	2104	5
4956	2100(P)	5
6100	2102(P)	9
7646	2114	14
7733	2114	14

*2136 CANADA - TRANSPORT CANADA PUBLICATIONS - Ship Safety Bulletins - 1999

The following bulletins have been issued in 1999:

No. 1	January 12, 1999	SPORT FISHING
No. 2	January 19, 1999	THE YEAR 2000 AND THE GPS ROLLOVER PROBLEMS
No. 3	February 2, 1999	CERTIFICATES OF COMPETENCY AS CHIEF ENGINEER – MOTOR DRIVEN FISHING VESSEL (C/E-MDFV) & WATCHKEEPING ENGINEER - MOTOR DRIVEN FISHING VESSEL (WKE-MDFV)
No. 4	March 25, 1999	NAVIGATIONAL EQUIPMENT PERFORMANCE STANDARDS
No. 5	April 5, 1999	CHANGEOVER VALVES ON FUEL SYSTEM
No. 6	May 12, 1999	AVOIDING A CLOSE QUARTERS SITUATION IN NARROW CHANNELS AND IN THE VICINITY OF BERTHS
No. 7	May 31, 1999	HAZARDS ASSOCIATED WITH IMPORTED CARGO TRANSPORT UNITS CONTAINING FUMIGANT GAS
No. 8	June 1, 1999	MEDICAL FITNESS OF SEAFARERS UNDER THE CREWING REGULATIONS (SOR/97-390)
No. 9	June 14, 1999	CARGO PUMPING SYSTEMS MAINTENANCE
No. 10	July 22, 1999	SHIPPING WAVES OVER THE STERN, MANOEUVRING ASTERN

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

Transport Canada
Marine Safety
AMSB, Tel. 991-3135
Fax # (613) 990-6191
Tower C, Place de Ville
330 Sparks Street, 11th floor
Ottawa, Ontario
K1A 0N8

(AMA8035-10-1) (CCG-H99-075)

*2135 CANADIAN HYDROGRAPHIC SERVICE - Cumulative chart correction list.

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from 28-AUGUST-99 to 26-NOVEMBER-99

Chart	Edition and Notices to Mariners Numbers
1209	43(1957/99)
1220	39(1747/99)
1226	39(1747/99)
L/C 1234	40(1903/99)

L/C 1235	42(1935/99)
1312	38(1739/99, 1734/99)
1317	40(1905/99)
1409	39(1754/99 New Edition)
1410	43(1958/99), 39(1754/99 New Edition)
1412	44(1974/99 Permanently Withdrawn)
1413	44(1974/99 Permanently Withdrawn)
1432	44(1974/99 New Chart)
1436	40(1906/99)
1437	41(1930/99)
1438	41(1930/99)
1439	40(1916/99, 1907/99)
2006	41(1925/99)
2007	41(1926/99), 40(1909/99)
2017	41(1925/99), 40(1916/99, 1907/99)
2018	41(1925/99), 40(1907/99)
L/C 2058	40(1915/99)
2059	40(1915/99)
L/C 2064	40(1907/99)
2069	40(1909/99)
L/C 2077	43(1953/99)
L/C 2122	40(1914/99)
2181	40(1917/99)
L/C 2200	43(1947/99), 41(1929/99), 40(1908/99)
L/C 2201	40(1913/99, 1910/99), 36(1709/99)
2225	36(1708/99)
L/C 2228	41(1929/99)
2239	36(1718/99, 1709/99)
L/C 2243	36(1708/99)
L/C 2244	43(1948/99)
L/C 2245	36(1716/99, 1714/99)
2250	36(1704/99)
2251	37(1727/99, 1726/99), 36(1715/99, 1704/99)
2259	36(1706/99, 1703/99)
2268	36(1705/99, 1703/99)
L/C 2282	40(1910/99)
L/C 2284	36(1708/99)
2286	43(1947/99), 41(1932/99, 1927/99), 36(1719/99, 1716/99)
2289	36(1709/99)
2291	36(1707/99)
2292	40(1908/99), 36(1713/99)
2293	37(1724/99)
2294	36(1719/99)
2297	37(1727/99)
2299	43(1947/99)
L/C 3000	39(1745/99)
L/C 3001	43(1951/99)
L/C 3002	43(1950/99)
3419	38(1740/99)
3440	38(1740/99)
3601	43(1951/99)
L/C 3606	43(1951/99)
3720	43(1949/99), 36(1702/99)
3726	43(1950/99)
L/C 3744	43(1950/99)

3761	44(1961/99)
3785	36(1702/99)
3787	36(1702/99)
L/C 3802	39(1745/99)
L/C 3902	43(1950/99)
3927	44(1961/99)
3934	37(1732/99)
3940	43(1949/99)
L/C 4001	43(1959/99)
L/C 4002	43(1959/99)
L/C 4003	44(1965/99)
L/C 4013	40(1904/99)
L/C 4015	43(1959/99)
L/C 4016	43(1959/99), 42(1939/99)
L/C 4017	42(1939/99)
L/C 4022	42(1933/99)
4124	38(1733/99)
4279	36(1700/99)
4307	40(1904/99)
4308	40(1904/99)
4331	38(1733/99)
L/C 4335	40(1904/99)
L/C 4340	38(1733/99)
4421	38(1742/99)
4425	37(1729/99)
4437	42(1937/99)
L/C 4464	42(1933/99)
L/C 4486	40(1900/99)
4498	40(1901/99)
4511	36(1717/99)
4512	36(1717/99)
4530	43(1955/99)
4615	44(1974/99 New Edition)
4617	41(1920/99)
L/C 4624	41(1922/99)
L/C 4625	44(1963/99)
4633	43(1959/99)
4640	39(1754/99 New Edition)
4641	44(1966/99)
4642	44(1964/99)
4705	44(1974/99 Permanently Withdrawn)
L/C 4817	42(1939/99)
4839	39(1757/99)
L/C 4844	42(1939/99)
4849	40(1918/99)
L/C 4853	39(1754/99 New Edition)
4911	40(1902/99)
L/C 4913	44(1960/99)
4920	44(1960/99)
L/C 4951	42(1936/99), 39(1746/99)
L/C 4952	39(1746/99)
4954	39(1746/99)
5051	41(1921/99)
5400	41(1924/99)
5640	41(1924/99)
7664	43(1952/99)

7665	41(1928/99)
7687	41(1928/99)
7731	36(1721/99)
7733	36(1721/99)
7735	36(1720/99)
7750	36(1723/99)
7770	36(1711/99)
(AMA8035-10-35)	(DFO-H99-125)

***2113 CAPE BRETON ISLAND - BRAS D'OR LAKE - BADDECK HARBOUR - Anchorage areas.**

Chart (Last correction) - 4278(Inset,Baddeck Harbour)(NAD 83)(1,2)(New Edn. March/98)

1. Delete	anchorage symbol	46°05'54".7 N 60°44'53".2 W
2. Delete	anchorage symbol	46 05 48.7 N 60 44 45.2 W

NOTE: Digital data products 4278R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-A99-096)

***2100(P) QUÉBEC - ÎLES DE LA MADELEINE - CAP-AUX-MEULES - Shoal depths.**

Chart (Which will be affected) - 4956(NAD 83)(1-3)

1. Add	6 metres 3 decimetres	47°22'30".5 N 61°51'07".6 W
2. Add	5 metres 7 decimetres	47 22 26 N 61 51 03.6 W
3. Add	5 metres 9 decimetres	47 22 23.5 N 61 51 01.6 W

NOTE: (1) New infrastructures including a wharf, a breakwater and a dauphin have been constructed in Havre de Cap-aux-Meules. A new edition incorporating the above-mentioned changes will be available at a later date.

(2) Digital data products 4956R/M and 79046(4956) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-Q99-093)

***2104 CHALEUR BAY - NEWPORT-POINT - Chart amendments.**

Chart (Last correction) - 4921(Inset,Quai/Wharf Newport-Point)(NAD 83)(1-3)(909/99)

1. Replace	red buoy symbol with green buoy symbol	48°16'53".3 N 64°43'10".8 W
2. Replace	red buoy symbol with green buoy symbol	48 16 58.3 N 64 43 13.2 W
3. Replace	green buoy symbol with red buoy symbol	48 16 58.3 N 64 43 08.7 W

NOTE: Digital data products 4921R/M and 79068(4921) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-Q99-094)

***2128 GULF OF ST. LAWRENCE - MIRAMICHI RIVER - Depths.**

Chart (Which was temporarily affected) - 4912(Continuation A)(NAD 83)

Reference: Notice 358(T)/93 cancelled.

(AMA8035-10-35) (DFO-A99-099)

***2133 NOVA SCOTIA, SOUTHWEST COAST - LOBSTER BAY - Buoys.**

Charts (Last correction) - 4244(NAD 27)(1-8)(1123/99) - LC 4242(NAD 83)(9-13)(1134/99) - LC 4230(NAD 83)(12-14)(1134/99)

1. Delete	green spar buoy A17	43°43'24".3 N 65°50'52" W
2. Delete	red spar buoy NE14	43 42 34 N 65 51 58 W
3. Replace	red conical buoy NE2 with red light buoy Fl R, BELL, marked NE2	43 37 08.5 N 65 54 53 W
4. Add	red spar buoy, marked AA2	43 38 39 N 65 49 41 W
5. Amend	AA1 to read AA3 against green light buoy	43 38 47.5 N 65 49 14 W
6. Amend	Fl G to read Q G against green light buoy AC1	43 39 25 N 65 49 31 W
7. Delete	light and bell buoy A	43 38 26 N 65 50 53.5 W
8. Amend	F 30m 8M to read Fl 15s 30m 8M	43 39 45.6 N 65 52 04.3 W
9. Add	red spar buoy, marked AA2	43 38 39.3 N 65 49 38.9 W
10. Amend	AA1 to read AA3 against green light buoy	43 38 47.8 N 65 49 11.9 W
11. Amend	Fl G to read Q G against green light buoy AC1	43 39 25.3 N 65 49 29 W
12. Delete	light and bell buoy A	43 38 26.3 N 65 50 51.4 W
13. Replace	red conical buoy NE2 with red light buoy Fl R, BELL, marked NE2	43 37 08.8 N 65 54 51 W
14. Amend	F 30m 8M to read Fl 15s 30m 8M	43 39 45.9 N 65 52 02.3 W

NOTE: Digital data products 4230R/M, 4242R/M, 4244R/M, 76014(4242), 76044(4230) and 76048(4244) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-7) (CCG-F99-050,051,053,054,071,078,079,100,106, DFO-A99-087)

***2103 BAY OF FUNDY - LORNEVILLE HARBOUR - EAST OF BARBOURS POINT - Chart amendment.**

Chart (Last correction) - 4117(NAD 83)(1)(1306/99)

1. Reposition	green light and bell buoy JA1	from	45°11'12".8 N 66°08'20".9 W
		to	45 11 12.8 N 66 08 18 W

NOTE: Digital data products 4117R/M and 76005(4117) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-7) (CCG-F93-118, DFO-A99-095)

***2108 BAY OF FUNDY - SOUTHEAST OF GRAND MANAN - Buoy.**

Charts (Last correction) - LC 4011(NAD 83)(1)(1508/99) - LC 4012(NAD 27)(1)(1131/99)

1. Reposition	green light and whistle buoy	from	44°32'36" N 66°39'30" W
		to	44 32 45 N 66 39 00 W

NOTE: Digital data products 4011R/M, 4012R/M, 76019(4011), 76198(4012) and 76206(4011) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-7) (CCG-F99-082A, DFO-A99-097)

***2106(P) BAY OF FUNDY - SOUTHEAST OF GRAND MANAN - Buoys.**

Chart (Which will be affected) - LC 4340(NAD 27)(1-12)

1. Delete	fairway light and bell buoy XK		44°35'17" N 66°41'21".5 W
2. Add	red and white fairway light buoy Mo(A), BELL, marked XKA		44 35 07 N 66 40 48 W
3. Amend	XK10 to read XK6 against red conical buoy		44 37 47.4 N 66 45 12 W
4. Delete	green light and whistle buoy XK1		44 32 36 N 66 39 30 W
5. Add	green light buoy Fl G, WHIS, marked X1		44 32 45 N 66 39 00 W
6. Reposition	red conical buoy XM2	from	44 36 56 N 66 43 37.5 W
		to	44 36 43 N 66 43 24 W
7. Delete	green light and bell buoy XK11		44 38 18 N 66 45 56 W
8. Add	green light buoy Q G, BELL, marked XK7		44 38 18 N 66 45 56 W
9. Replace	green light buoy XK5 with green light Fl G, BELL, marked XK3		44 35 50 N 66 42 41.5 W
10. Add	east cardinal light buoy Q(3)10s, BELL, BYB, marked XK		44 33 46 N 66 39 42 W
11. Amend	XK6 to read XK2 against red conical buoy		44 35 52 N 66 41 53 W
12. Replace	red conical buoy XK8 with red light buoy Q R, BELL, marked XK4		44 37 00.2 N 66 44 32 W

NOTE: (1) Digital data products 4340R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.
(2) The above information will be included in the next edition of chart 4340, which will be made available at a later date.

(AMA8035-10-5-7) (CCG-F99-080-082,085,086,093-095,102, DFO-A99-091)

***2107(P) BAY OF FUNDY - EAST OF GRAND MANAN AND WHITE HEAD ISLAND - Buoys.**

Chart (Which will be affected) - LC 4340(NAD 27)(1-7)

1. Reposition	red spar buoy XP6	from	44°40'37" N 66°41'50" W
		to	44 40 36 N 66 42 08 W
2. Reposition	green can buoy XP7	from	44 40 44.5 N 66 42 36 W
		to	44 40 49 N 66 42 36 W
3. Delete	green can buoy XU1		44 42 44 N 66 42 12 W
4. Add	east cardinal spar buoy BYB, marked XU		44 42 44 N 66 42 12 W
5. Delete	red conical buoy XT2		44 41 58 N 66 42 24 W
6. Add	south cardinal spar buoy YB, marked XT		44 41 57 N 66 42 24 W
7. Delete	red conical buoy XQ2		44 38 14 N 66 40 55 W

NOTE: (1) Digital data products 4340R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.
(2) The above information will be included in the next edition of chart 4340, which will be made available at a later date.

(AMA8035-10-5-7) (CCG-F99-083,084,097,098,105, DFO-A99-090)

***2132 UNITED STATES, EAST COAST - MAINE - OFF ESTES HEAD - Buoy.**

Charts (Last correction) - 4114(NAD 83)(1)(1510/99) - LC 4340(NAD 27)(2)(1733/99)

1. Add	green can buoy, marked 3	44°53'09".5 N 66°59'27".4 W
2. Add	green can buoy, marked 3	44 53 09.9 N 66 59 30.3 W

NOTE: Digital data products 4114R/M, 4340R/M and 76033(4114) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-2) (US-W99-035, DFO-A99-101)

***2102(P) QUÉBEC - LAC SAINT-JEAN - ROBERVAL - Lights and breakwaters.**

Chart (Which will be affected) - 6100(Sheet 1) and (Inset, Roberval)(NAD 27)(1-4)

1. Add	breakwater	joining	48°31'10" N 72°13'06".5 W (approx.) 48 31 08.5 N 72 13 05.5 W (approx.) 48 31 06.7 N 72 13 03.2 W (approx.) 48 31 04.2 N 72 13 02.6 W (approx.)
		and	48 31 02.9 N 72 13 03.8 W (approx.)
2. Add	breakwater	joining	48 31 02.7 N 73 13 12.2 W (approx.) 48 31 02.4 N 73 13 06.9 W (approx.) 48 31 02.8 N 73 13 06.2 W (approx.)
		and	48 31 04.6 N 73 13 04.9 W (approx.)
3. Add	light Fl R Priv		48 31 03.3 N 72 13 03.5 W
4. Add	light Fl G Priv		48 31 04.2 N 72 13 05.2 W

NOTE: (1) New installations have been built at Roberval Marina. Floating pontoons have been installed inside the basin created by the two breakwaters mentioned above.

(2) A chart amendment patch showing the above changes will be available at a later date.

(3) Digital data products 6100R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates. A chart amendment patch showing the above changes will be available at a later date.

(AMA8035-10-7-9) (CCG-L97-076,L99-079, DFO-Q99-045)

***2110 ST. LAWRENCE RIVER - TROIS-RI VIÈRES - Chart amendment.**

Chart (Last correction) - 1313(Inset, Port de Trois-Rivières)(NAD 83)(1)(1509/99)

On certain copies.

1. Add	Fl 12m	46°21'21".4 N 72°30'28".3 W

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

(AMA8035-10-35) (DFO-Q99-100)

***2101 ST. LAWRENCE RIVER - SOREL - Shoal depths.**

Charts (Last correction) - 1312(Inset, Port de Sorel)(NAD 83)(1,2)(1739/99) - 1350(Sheet 1) (Compartment A) (NAD 27)(3,4)

1. Replace	6 metres 9 decimetres with 6 metres 5 decimetres	46°03'01".1 N 73°06'47".5 W
2. Replace	6 metres 6 decimetres with 6 metres 3 decimetres	46 02 59 N 73 06 47.9 W
3. Replace	6 metres 9 decimetres with 6 metres 5 decimetres	46 03 00.9 N 73 06 49 W

4. Replace	6 metres 6 decimetres with 6 metres 3 decimetres	46 02 58.9 N 73 06 49.4 W

NOTE: Digital data products 1312R/M, 1350R/M and 79130(1312) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-Q99-091)

***2130(P) ST. LAWRENCE RIVER - MONTREAL HARBOUR - MONTREAL EAST - Dredged areas.**

Chart (Which will be affected) - 1310(Compartment A-B)(NAD 83)(1-8) - 1310(Compartment B-C) (NAD 83)(1-8)

1. Delete	dredged area with depth of 7,6m	between	45°37'31".4 N 73°29'55".3 W
			45 37 32.9 N 73 29 48.3 W
			45 37 31.2 N 73 29 49.4 W
			45 37 29.6 N 73 29 57.2 W
		and	45 37 31.4 N 73 29 55.3 W
2. Delete	dredged area with depth of 8,7m	between	45 37 29.6 N 73 29 57.2 W
			45 37 31.2 N 73 29 49.4 W
			45 37 27.8 N 73 29 58.9 W
			45 37 29.6 N 73 29 50.6 W
		and	45 37 29.6 N 73 29 57.2 W
3. Add	dredged area with depth of 7m	between	45 37 31.6 N 73 29 54.2 W
			45 37 32.9 N 73 29 48.3 W
			45 37 31.1 N 73 29 49.9 W
			45 37 29.8 N 73 29 56.1 W
		and	45 37 31.6 N 73 29 54.2 W
4. Add	legend (1999)		45 37 31 N 73 29 52 W (approx.)
5. Add	dredged area with depth of 8m	between	45 37 29.8 N 73 29 56.1 W
			45 37 31.1 N 73 29 49.9 W
			45 37 29.4 N 73 29 51.4 W
			45 37 28.1 N 73 29 57.8 W
		and	45 37 29.8 N 73 29 56.1 W
6. Add	legend (1999)		45 37 30 N 73 29 52 W (approx.)
7. Delete	limit of dredged area	between	45 37 32.9 N 73 29 48.3 W
		and	45 37 33.2 N 73 29 46.9 W
8. Add	limit of dredged area	between	45 37 33.2 N 73 29 46.9 W
		and	45 37 29.3 N 73 29 50.5 W

NOTE: (1) Digital data products 1310R/M, 79001(1310) and 79080(1310) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(2) A new edition incorporating the above-mentioned changes will be available at a later date.

(AMA8035-10-35) (DFO-Q99-102)

***2112(P) ST. LAWRENCE RIVER - MONTREAL HARBOUR - LONGUE-POINTE - Dredged area.**

Chart (Which will be affected) - 1310(Compartment B-C)(NAD 83)(1)

1. Add	a dredged area limit with a depth of 9 metres 1 decimetre	joining	45°35'02".8 N 73°30'18".3 W
			45 35 05.7 N 73 30 17.1 W
			45 35 06 N 73 30 18.4 W
		and	45 35 03.2 N 73 30 19.5 W

NOTE: (1) Digital data products 1310R/M and 79080(1310) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.
(2) A new edition incorporating the above-mentioned changes will be available at a later date.

(AMA8035-10-35) (DFO-Q99-099)

***2120 ST. LAWRENCE RIVER - CORNWALL ISLAND - Light.**

Chart (Last correction) - 1433(Plan,Île St. Régis to/à Croil Islands)(NAD 83)(1)(New Chart May/99)

1. Amend	F 15m to read F R 15m	45°00'08".1 N 74°42'51" W

(AMA8035-10-35) (DFO-C99-143)

***2118 LAKE HURON - GEORGIAN BAY - SEVERN SOUND - STURGEON BAY - Pipeline.**

Chart - 2202(Sheet 1)(Port Severn to/à Penetang Harbour)(NAD 27)(1)

1. Add	pipeline	joining	44°45'21" N 79°45'30".5 W
		and	44 45 17 N 79 45 07.5 W

NOTE: Digital data products 2202R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-C99-142)

***2127 LAKE HURON - GEORGIAN BAY - FRENCH RIVER - BORRON AND CHEROKEE ROCKS - Daybeacons.**

Chart - 2204(Sheet 2)(Compartment B-C)(Key Harbour to/à French River)(NAD 27)(1,2) - 2204(Sheet 3)(Compartment C-D)(French River to/à Beaverstone Bay)(NAD 27)(1,2)

1. Add	port hand daybeacon, marked DA55	45°55'50" N 80°54'23" W
2. Add	port hand daybeacon, marked DA55	45 55 28 N 80 54 44 W

NOTE: Digital data products 2204R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-8-5) (CCG-D99-092,093, DFO-C99-150)

***2123 LAKE HURON - GEORGIAN BAY - MCLAREN ISLAND - Buoys.**

Chart - 2202(Sheet 4)(Compartment D-E)(South Channel Amanda Island to/à Parry Sound)(NAD 27) (1-3)

1. Add	green spar buoy marked CV1	45°15'22" N 80°08'42" W
2. Add	red spar buoy marked CV2	45°15’32” N 80°08’28”.6 W
3. Add	green spar buoy marked CV3	45 15 32 N 80 08 29.5 W

NOTE: Digital data products 2202R/M may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-5-13) (CCG-D99-087-089, DFO-C99-151)

***2122 LAKE HURON - GEORGIAN BAY - CABOT HEAD - Fog signal.**

Charts (Last correction) - LC 2201(NAD 83)(1)(1913/99) - LC 2282(NAD 83)(2)(1910/99) - LC 2282 (Inset, Wingfield Basin)(NAD 83)(2)(1910/99) - 2235(NAD 27)(1)(604/97)

Reference: Notice 182(P)/94 cancelled.

1. Delete	fog signal	45°14'42".8 N 81°17'31".1 W
2. Delete	fog signal	45 14 43 N 81 16 50 W

NOTE: Digital data products 2201R/M, 2235R/M, 2282R/M, 73057(2235), 73076(2282), 73077(2282), 73078(2282), 73079(2282) and 73097(2201) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-21) (CCG-D99-090, DFO-C99-154)

***2121 LAKE HURON - MCNAD POINT - Radiobeacon.**

Chart (Last correction) - LC 2201(NAD 83)(1)(1913/99)

1. Delete	radiobeacon	44°28'23" N 81°23'26" W

NOTE: Digital data products 2201R/M and 73097(2201) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value AddedRemarketers (VAR) for updates.

(AMA8035-10-35) (DFO-C99-156)

***2124 LAKE HURON - GEORGIAN BAY - HALFMOON ISLAND - Rock.**

Charts (Last correction) - LC 2201(NAD 83)(1)(2122/99) - 2235(NAD 27)(1)(2122/99)

1. Add	dangerous underwater rock of 6ft or less	45°25'46".2 N 81°27'52".8 W

NOTE: Digital data products 2201R/M, 2235R/M, 73057(2235) and 73097(2201) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-C99-157)

***2134 LAKE ERIE - PELEE PASSAGE - S OUTHEAST SHOAL -Racon.**

Charts (Which were temporarily affected) - LC 2122(NAD 27) - LC 2123(NAD 27) - LC 2100(NAD 27)

Reference: Notice 812(T)/92 cancelled.

NOTE: Digital data products 2100R/M, 2122R/M, 2123R/M, 73089(2123), 73090(2122) and 73094(2100) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-18-5) (CCG-H99-074)

***2119 LAKE HURON - CLARA AND SANFORD ISLANDS - Chart amendments.**

Chart (Last correction) - 2259(NAD 27)(1,2)(1706/99)

1. Amend	Clara Island to read Sanford Island	46°09'00" N 82°49'00" W
2. Amend	Sanford Island to read Gibson Island	46 10 00 N 82 50 00 W

NOTE: Digital data products 2259R/M and 73045(2259) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-C99-144)

***2125 LAKE HURON - NORTH CHANNEL - Radio tower.**

Chart (Last correction) - 2251(NAD 27)(1)(1727/99)

1. Add	radio tower R Lts + Ro Tr (201)	46°16'14".3 N 83°25'52".4 W

NOTE: Digital data products 2251R/M and 73060(2251) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (CCG-C99-155)

***2115 LAKE SUPERIOR - MAMAINSE HARBOUR - Light and Racon.**

Chart (Last correction) - 2315(Plan,Mamainse Harbour)(NAD 27)(1)(2115/99)

1. Reposition	light and Racon	from	47°02'15".2 N 84°47'11".5 W
		to	47 02 15 N 84 47 11.6 W

NOTE: Digital data products 2315R/M, 73137(2315), 73139(2315) and 73142(2315) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (CCG-D99-007, DFO-C99-148)

***2117 LAKE SUPERIOR - MCMILLAN BANK - Depth.**

Chart (Last correction) - 2310(U.S. Standard)(1)(712/99)

1. Amend	131 fathoms to read 31 fathoms	47°31'09" N 85°49'30" W

NOTE: Digital data products 2310R/M and 73087(2310) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-C99-146)

***2116 LAKE SUPERIOR - ISLE ROYALE - BLAKE POINT - Buoy.**

Charts (Last correction) - LC 2302(U.S. Standard)(1)(712/99) - LC 2301(U.S. Standard)(1)(712/99)

1. Delete	green can buoy	48°11'36" N 88°24'56" W

NOTE: Digital data products 2301R/M, 2302R/M, 73068(2302) and 73070(2301) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35) (DFO-C99-141)

***2114 NORTHWEST TERRITORIES - KING WILLIAM ISLAND - M'CLINTOCK BAY - Beacons.**

Charts (Last correction) - 7646(Plan, Wilkins Point)(NAD 83)(1,2)(389/96) - 7733(3,4)(1721/99)

1. Amend	Bn R 6m to read Bn R 5m	027° 2050m from Gladman Pt. Beacon
2. Amend	Bn R 15m to read Bn R 14m	017 1/2° 130m from front range beacon mentioned in paragraph (1)
3. Amend	Bn R 18ft to read Bn R 17ft	68 40 06 N 97 42 00 W
4. Amend	Bn R 48ft to read Bn R 45ft	68 40 02 N 97 42 04 W

(AMA8035-10-35) (DFO-C99-145)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Page 42 — After paragraph 180
Insert: 180.1 There is an aeronautical **radiobeacon** 6.5 miles inland midway between Keats Point and Dease Thompson Point.

(C80/99)

Page 57 — Paragraph 60, lines 2 and 3
Delete: "A 3.7 m (12 ft) sounding" to end of paragraph.

(C80/99)

Page 93 — After paragraph 80
Insert: 80.1 **Buoys**. — The north side of the shoal north of Simpson Rock and the narrow channel past the SE side of Jago Islet are marked by buoys.

(C77/99)

Page 107 — Paragraph 27, line 3
Delete: buoyed

(C77/99)

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

Page 251 — Paragraph 72, lines 6 and 7
Delete: "Light and bell **buoy**" to end of paragraph.

(A20/99)

Page 253 — Paragraph 85, last line
Add: Light and bell **buoy** NE2 is moored 0.4 mile south of Gull Ledge.

(A20/99)

Page 291 — Paragraph 44, lines 1 and 2
Delete: "Light and whistle buoy" to end of paragraph.
Replace by: Port hand light and whistle buoy X1 is moored 0.8 mile SE of Old Proprietor Shoal.

(A20/99)

Page 291 — Paragraph 45, last line
Add: East Cardinal light and bell **buoy** XK is moored about 0.8 mile east of Crawley Shoal.

(A20/99)

Monthly Edition No. 11/99

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Gulf of St. Lawrence, First Edition, 1992 –

Page 61 — Paragraph 180, last line
Add: A wharf is situated west of Pointe au Diable. The channel leading to the wharf is buoyed. Conspicuous ice silos stand on the wharf.

(L56/99)

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

Add: An overhead **power cable**, clearance 70 feet (21 m), crosses from the south tip of Quirpon Island to the mainland close NW of **Noble Point**.

(N31/99)

Page 51 — Before paragraph 362
Add: , *4863*

(N31/99)

Page 51 — Paragraph 364, lines 10 – after "and"
Insert: **buoyed**;

(N31/99)

Page 52 — Top left column
Add: , *4863*

(N31/99)

Page 52 — Paragraph 368, line 4
Delete: (0.3 m)
Replace by: (0.2 m)

(N31/99)

Page 52 — Paragraph 369, line 4
Delete: 2 feet (0.6 m)
Replace by: 3 feet (1 m)

(N31/99)

Page 52 — Paragraph 369, last line
Add: A shoal with a depth of 3 feet (1 m) is located about 0.33 mile WSW of Whale Back Rock.

(N31/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 52 — After paragraph 372
Add: 372.1 Bridgeport Rock which dries 3 feet (0.9 m) and is marked by starboard hand light **buoy** DBP2 *(355.2)* lies about 0.26 mile SSE of Bridgeport Point. **West Rock** with a least depth of 14 feet (4.4 m) lies 0.4 mile SW of Bridgeport Rock. Between Bridgeport Rock and Cottle's Island about 1.2 miles SSE numerous shoals exist. **Hose Island** located 0.2 mile NW of the east end of Cottle's Island has a shoal with a least depth of 6 feet (1.7 m) located 0.1 mile west of its NW end.

(N31/99)

Page 52 — Paragraph 375, line 2 – after "Island."
Insert: A shoal with a least depth of 11 feet (3.5 m) is located near mid-channel about 0.4 mile east of the entrance into Luke's Arm.

(N31/99)

Page 52 — Paragraph 376, line 3
Delete: 15 feet (4.6 m)
Replace by: 10 feet (3 m)

(N31/99)

Page 53 — Paragraph 381, line 8 – after "rocks"
Add: known as **Mussel Rocks**

(N31/99)

Page 53 — Before paragraph 385
Delete: *Charts 4598, 4520*

(N31/99)

Page 54 — Top left column
Delete: *4520*
Replace by: *4863*

(N31/99)

Page 54 — Before paragraph 387
Delete: *Chart 4598*

(N31/99)

Page 54 — Paragraph 389, line 4
Delete: (12.5 m)
Replace by: (12.6 m)

(N31/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 54 — Paragraph 394, line 5
Delete: (0.3 m)
Replace by: (0.2 m)

(N31/99)

Page 54 — Paragraph 394, line 6
Delete: close west of the islets
Replace by: 0.17 mile west of the north islet. A rock drying 4 feet (1.3 m) lies 0.1 mi le SW of the south Jock Island.

(N31/99)

Page 54 — Before paragraph 396
Add: , *4863*

(N31/99)

Page 55 — Top left column
Add: , *4863*

(N31/99)

Page 58 — Before paragraph 447
Add: , *4863*

(N31/99)

Page 58 — Paragraph 448, line 3
Delete: 3¼ fathoms (5.9 m)
Replace by: 16 feet (4.9 m)

(N31/99)

Page 59 — Top left column
Add: , *4863*

(N31/99)

Page 59 — Before paragraph 457
Delete: *4520*
Replace by: *4863*

(N31/99)

Page 59 — Paragraph 462, line 4
Delete: (1.5 m)
Replace by: (1.4 m)

(N31/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 59 — Paragraph 467, lines 5 to 7
Delete: "A number … Rock."
Replace by: A shoal bank with a least depth of 3 feet (0.9 m) at its southern extremity extends 0.1 mile SW from Captain Pearce Rock. An islet at an elevation of 3 feet (1 m) lies about 0.1 mile SE of the same point. Two shoals with least depths of 8 feet (2.4 m) and 1 foot (0.9 m) lie 0.2 mile SSW and 0.28 mile south respectively of Captain Pearce Rock.

(N31/99)

Page 59 — Paragraph 470, lines 3 to 5
Delete: "(2.7 m) … end."
Replace by: (2.6 m) is located about 300 feet (91 m) west of the SW tip.

(N31/99)

Page 60 — Top left column
Delete: *4520*
Replace by: *4863*

(N31/99)

Page 60 — Paragraph 471, last line
Delete: (0.9 m)
Replace by: (1 m)

(N31/99)

Page 60 — Paragraph 471, last line
Add: A shoal bank extends 0.1 mile north of the north end of Black Island to a depth of 8 feet (2.4 m). Another shoal with a depth of 6 feet (1.7 m) is located 0.2 mile WNW of the NW end of Black Island. There are numerous sunken and drying rocks between Black Island Harbour and Duck Island.

(N31/99)

Page 60 — Paragraph 473, line 5
Delete: (4.3 m)
Replace by: (4.4 m)

(N31/99)

Page 60 — Paragraph 477, line 10
Delete: (0.3 m)
Replace by: (0.2 m)

(N31/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 60 — Paragraph 480, line 1
Delete: 19 feet (5.8 m)
Replace by: 20 feet (6 m)

(N31/99)

Page 60 — Paragraph 480, line 7 – after "point."
Add: A shoal with a depth of 11 feet (3.3 m) lies about 200 feet (61 m) NW of the bare islet.

(N31/99)

Page 60 — Paragraph 480, line 8
Delete: (1.8 m)
Replace by: (1.7 m)

(N31/99)

Page 60 — Paragraph 480, line 9 – after "island."
Add: A shoal with a least depth of 2 feet (0.5 m) extends 200 feet (61 m) north of the drying rock.

(N31/99)

Page 61 — Paragraph 484, line 6
Delete: drying rock
Replace by: rock drying 0 feet (0.1 m)

(N31/99)

Page 61 — Paragraph 486, line 6 – after "flat"
Add: with a least depth of 26 feet (8 m)

(N31/99)

Page 61 — Paragraph 489, last line
Add: The approach to Purcell's Harbour is buoyed.

(N31/99)

Page 61 — Paragraph 492, line 6 – after "long"
Add: located 0.1 mile ENE of Crow Head

(N31/99)

Page 62 — Top left column (Re : correction promulgated in Monthly Edition No. 2/99)
Add: *Chart 4863*

(N31/99)

Page 62 — Before paragraph 496 (Re : correction promulgated in Monthly Edition No. 2/99)
Add: , *4863*

(N31/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 64 — Top of left column (Re : correction promulgated in Monthly Edition No. 2/99)
Add: *, 4683*

(N31/99)

Page 65 — Top right column
Delete: *4520*
Replace by: *4863*

(N31/99)

Page 65 — After paragraph 3
Insert: 3.1 Overhead cables with a vertical clearanc e of 57 feet (17.3 m) cross between the western extremity of Ship Island and the NE end of **Gut Arm** close west and between the NE extremity of Gut Arm and Sunnyside, 0.1 mile SSE.

(N31/99)

Page 66 — Top left column
Delete: *4520*
Replace by: *4863*

(N31/99)

Page 66 — Paragraph 7, lines 10 and 11
Delete: is foul.
Replace by: is shallower with several drying rocks lying close off Starve Head.

(N31/99)

Page 114 — INDEX, after "Gunning Rocks, *35*"
Insert: Gut Arm, *65*

(N31/99)

Page 114 — INDEX, after " Horwood North (Stoneville), *68*"
Insert: Hose Island, *52*

(N31/99)

Page 116 — INDEX, after "Mussel Bed Rocks, *56*"
Insert: Mussel Rocks, *53*

(N31/99)

Page 116 — INDEX, after "Noble Head, *29*"
Insert: Noble Point, *2*

(N31/99)

Page 119 — INDEX, after "West Brook Arm, *9*"
Insert: West Rock, *52*

(N31/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

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

Cancel correction promulgated in Monthly Edition No. 7/99.

(N32/99)

Page 35 — Paragraph 347, lines 6 and 7
Delete: Fresh water is available.

(N32/99)

Page 35 — Paragraph 348, lines 2 to 5
Delete: "a Public … long."
Replace by: an L-shaped armour stone breakwater extending 135 m (443 ft) from the shore. A **light** *(492.6)* is shown from a 2.1 m (7 ft) high mast at the outer end of the breakwater. The front leading light in the SE end of the South Arm is situated on the armour stone breakwater close ENE of the previous light.

(N32/99)

Page 35 — Paragraph 348, lines 6 and 7
Delete: Public wharf.
Replace by: armour stone breakwater.

(N32/99)

Page 39 — Paragraph 379, last line
Add: A **light** *(493.52)* is shown from a 2.1 m (7 ft) high mast on the outer end of the stone breakwater at Bauline. A floating wharf is moored on the east shore of the harbour close off the slipway. A boat launching ramp is located alongside the slipway.

(N32/99)

Page 83 — Paragraph 185, lines 1 and 2
Delete: the Marystown Shipyard,
Replace by: Friede Goldman Newfoundland Limited

(N32/99)

Page 83 — Paragraph 185, lines 7 and 8
Delete: stern

(N32/99)

Page 83 — Paragraph 185, line 9
Delete: 16 feet (5 m)
Replace by: 23 feet (6.9 m)

(N32/99)

Page 83 — Paragraph 185, line 10 – after "wharf."
Add: Cranes with capacities up to 750 tons are available at this facility.

(N32/99)

Page 84 — Paragraph 187, line 1
Delete: Marystown
Replace by: Friede Goldman Newfoundland Ltd.

(N32/99)

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

Page 29 — Paragraph 344, line 8
Delete: southerly and

(L54/99)

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

Page 24 — Paragraph 85, lines 5 to 15
Cancel correction promulgated in Bi-weekly Edition No. 17/95.
Delete: "The bridge ... *Shipping*."
Replace by: The bridge operator can be reached by phone during office hours at (450) 780-5700; nights and weekends, dial (450) 746-7349.

(L59/99)

Page 24 — **Table 2.2 Port of Sorel Wharves**
Make the following correction under **Depth** column.

Berth	Depth
Dock no. 2	
6	6.3 (21)

(L52/99)

Pages 38, 39, 40 and 41 — Tables 2.4 and 2.5
Replace **Tables 2.4 (Port of Montréal wharves)** and **2.5 (Cranes in the Port of Montréal)** promulgated in Monthly Edition No. 9/99 by new tables attached at the end of **Section IV** of this Monthly Edition.

CEN 304 — Detroit River, Lake St. Clair, St. Clair River, First Edition, 1996 —

Page 5 — Paragraph 50, line 11 – after "Manager."
Add: There is a **launching ramp** at the base.

(C78/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

CEN 306 — Georgian Bay, First Edition, 1998 —

Page 18 — Delete paragraph 238.

(C74/99)

Page 25 — After paragraph 82
Page 26 — Top of left column
Delete: *Chart 2212*
Replace by: *Chart 2283 (back)*

(C82/99)

Page 26 — Before paragraph 95
Page 27 — Top of left column
Delete: *Chart 2282*
Replace by: *Charts 2282, 2283*

(C82/99)

Page 27 — Before paragraph 113
Page 28 — Top of left column
Delete: *Chart 2213*
Replace by: *Chart 2283*

(C82/99)

Page 29 — Before paragraph 146
Page 34 — Top of left column
Delete: *Chart 2201*
Replace by: *Chart 2283*

(C82/99)

Page 29 — Paragraph 150, line 1
Delete: 1.4 miles
Replace by: 0.9 mile

(C82/99)

Page 29 — Before paragraph 153
Delete: *Chart 2214*

(C83/99)

Page 30 — Top of left column
Delete: *Chart 2214*
Replace by: *Chart 2283*

(C83/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 30 — After paragraph 171
Page 31 — Top of left column
Page 33 — After paragraph 219
Delete: *Chart 2201*

(C83/99)

Page 30 — Delete paragraph 176
Replace by: 176 *Thornbury Sector light (842)* is at the outer edge of the rubble breakwater extending eastward from the west pier. The centre of the white sector of the light leads 204° to the harbour entrance. The green sector shows to the east of the approaches.

(C74/99)

Page 31 — Before paragraph 186
Delete: *Chart 2215*

(C83/99)

Page 32 — Top of left column
Delete: *Chart 2215*
Replace by: *Chart 2283*

(C83/99)

Page 33 — Paragraph 220, lines 1 and 2
(not shown on ... close to"
Replace by: , attached to the

(C83/99)

Page 34 — Paragraph 236, line 1
Delete: *(not named on the chart)*

(C84/99)

Page 34 — Paragraph 237, lines 3 and 4
Delete: 3 feet (0.9 m)
Replace by: 0.3 m
Line 4 — Delete: 7 feet (2.1 m)
Replace by: 1 m

(C84/99)

Page 56 — After paragraph 44
Insert: 44.1 **Caution**. — A 12-foot (3.7-m) spot lies 300 feet (91 m) east of the marked channel, 0.1 mile north of Iron Island.

(C79/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 90 — After paragraph 293
Insert: 293.1 **Caution**. — There is a **submerged power cable** crossing the centre of the bay north of Niblett Island.

(C79/99)

Page 98 — Paragraph 91, line 5 – after " *Site*."
Add: **Buoys** mark the entrance channel.

(C74/99)

Page 100 — After paragraph 147
Insert: 147.1 **Caution**. — A 12-foot (3.7-m) spot lies 300 feet (91 m) east of the marked channel, 0.1 mile north of Iron Island.

(C79/99)

Page 120 — Paragraph 109, line 2
Delete: ligths
Replace by: light

(C74/99)

Page 120 — Paragraph 110, line 8 – after "channel."
Insert: Borron Rock and Cherokee Rocks are marked by **daybeacons**.

(C74/99)

Great Lakes, Volume 2, Seventh Edition, 1993 —

Page 58 — Paragraph 87, line 1
Delete: red and white
Replace by: starboard-hand

(C75/99)

Page 58 — Paragraph 105, line 2 – after "4.7 m (15 ft)."
Add: There is an **overhead power cable**, clearance 7.8 m (26 ft), close downstream of the bridge.

(C75/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 62 — Delete paragraph 165
Replace by: 165 **Sector light**. — *Kincardine sector light (783)*, near the west end of the north pier, is shown from a mast 25 feet (7.6 m) high with a white daymark with a red vertical stripe. The centre of the white sector of the light leads 101° into the harbour. The green sector of the light shows to the north of the entrance. The former rear range light structure is near the NE corner of the basin.

(C62/99)

Page 65 — Paragraph 218, line 3
Delete: and bell

(C75/99)

Page 70 — Paragraph 303
Cancel correction promulgated in Monthly Edition No. 9/99.

(C75/99)

Page 70 — Paragraph 303, line 6 – after " *VK*"
Add: *2*

(C75/99)

Page 175 — Delete paragraph 458
Replace by: 458 **Caution**. — There are **shoals** of 25 feet (7.6 m) and 27 feet (8.2 m) in the approach to Aird Bay.

(C75/99)

Page 188 — Delete paragraph 56.1, as promulgated in Monthly Edition No. 4/99.

(C62/99)

Page 193 — Paragraph 194, lines 3 to 5
Delete: "Another submerged power" to end of paragraph.
Replace by: Other submerged power and telephone cables cross from **Cricket Island** and **Alice Island** north to the mainland.

(C81/99)

Page 203 — Paragraph 93, line 1
Delete: *Marine Park*

(C62/99)

Page 203 — Paragraph 97, line 1
Delete: *Norgoma*
Replace by: *Roberta Bondar*

(C62/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 223 — Paragraph 317, lines 2 and 3
Delete: "The head … boom."

(C81/99)

Page 223 — After paragraph 317
Insert: 317.1 **Caution**. — The cove at the head of Port Munroe was formerly used to store log rafts. The cove north of *48°45'54"N* is **foul** and dangerous to surface navigation.

(C81/99)

Page 243 — Paragraph 191, lines 4 and 5
Delete: structure 0.3
Replace by: north side of the *Department of National Defence* property 0.1

(C75/99)

Small Craft Guide, Rideau Waterway and Ottawa River, Second Edition —

Chapter VII — Delete paragraph 104
Replace by: 104 **Ile Sainte-Rosalie** is marked by a lighted buoy.

(C76/99)

Table 2.4 – Port of Montréal – Wharves

Berth	Wharf Length	DEPTH †	Elevation ††	Remarks
	metres	metres	metres	
Cité-du-Havre				*Not used for cargo handling*
M1	91	7.6	3	Open space: 3,982 m ^{2}; ro-ro ramp
M2	157	7.6	3	
M3	157	7.6	3	
M4	157	7.6	3	
M5	157	7.6	3	
M6	218	4.6	3	Port of Montréal flottilla; floating crane VMS Hercule (250 t)
Jetée Bickerdike				
B1	183	7.6 - 8.8	7.7	Shed: 5,828 m ^{2}
B2	187	8.8	7.7	Shed: 5,828 m ^{2}
B3	198	8.8	7.7	Open space: 13,546 m ^{2}
12 North	152	* 8.8	7.5	*10.7 m with fenders of 4.6 m, which are available upon request from port authorities; open space: 1,937 m ^{2}
B4	200	8.8	7.3	Shed: 6,347 m ^{2}
B5	187	8.8	7.3	Shed: 7,050 m ^{2}
B6	199	8.8	7.4	Shed: 6,757 m ^{2}
Bickerdike Terminal (Empire)				*Container Terminal (9.6 ha)*
B7	174	8.8	7.4	30 t gantry crane
B8	183	8.8	7.4	35 t gantry crane; ro-ro ramp
Pointe du Moulin à Vent				***Decommissioned ships***
5W	142	8.8	7.7	Pipeline for vegetable oil
6W	152	8.8	7.7	
7W	164	8.8	7.7	
9W	183	8.8	7.7	
10W	190	8.8	7.7	
Vieux-Port de Montréal (Canal Lachine)				
11 NE	91	4.3	—	Berthing prohibited
11 NW	41	4.3	—	Berthing prohibited
12	285	4.3 - 8.8	8.6	Berthing authorization required
Vieux-Port de Montréal (Quai Alexandra)				***Gare maritime Iberville***
3 et 5 (south side)	360	10.2	8.7	Shed: 4,453 m ^{2}
4 et 6 (north side)	372	9.7	8.7	Shed: 5,572 m ^{2}
14 E (outer end)	107	8.8	8.7	
Vieux-Port de Montréal (Jetée No. 1)				
15 S	203	9.7	8.7	Berthing authorization required
15 N	203	9.7	8.7	Berthing authorization required
Vieux-Port de Montréal (Quai King-Edward)				
7and 9	387	9.7	8.6	Berthing authorization required
8 and 10	389	9.7	8.6	Berthing authorization required
16 E (outer end)	107	8.8	8.6	Berthing authorization required
Vieux-Port de Montréal				
16 W	178	8.8	8.4	Port d'escale du Vieux-Port de Montréal (marina)
Vieux-Port de Montréal (Quai Jacques-Cartier)				
16	345	9.7	8.7	Port d'escale du Vieux-Port de Montréal (marina)
17	190	8.8	8.7	Berthing authorization required
18 and 19	421	8.8	8.7	Berthing authorization required
Vieux-Port de Montréal (Bassin de l'Horloge)				
20	100	* 6.7	—	
21	165	* 6.7	—	Cruise ship flotilla of Port de Montréal
22	136	* 7.5	3.9	Towing and Salvage McAllister Inc.
23	209	* 7.5	3.8	Towing and Salvage McAllister Inc.

† Depth below chart datum
* Depth not maintained by dregging
†† Elevation above chart datum

Table 2.4 – Port of Montréal – Wharves (cont'd)

Berth	Wharf Length	DEPTH †	Elevation ††	Remarks
	metres	metres	metres	
Sections 24 to 37				
24	143	* 7.6	—	
25	296	9.4	8.7	Open space: 6,750 m 2
27	252	9.4	8.6	Shed: 3,393 m 2
28	245	9.4	8.4	Open space: 7,053 m 2
29	252	9.4	8.2	Open space: 13,732 m 2
30	172	* 9.4	—	Berthing prohibited
31	154	* 7.0	7.4	Berthing prohibited
32	153	9.1	7.6	Shed: 4,155 m 2; pipeline for molasses
33	152	9.1	7.9	Shed: 4,153 m 2
34	143	9.1	8.2	Open space: 7,042 m 2
35	169	9.1	8.2	Open space: 6,477 m 2
36	161	9.1	8.2	Open space: 7,844 m 2
37	164	9.1	7.9	Open space: 7,678 m 2
Laurier Terminal				
39	183	9.4	7.7	Shed: 5,222 m 2
40	186	9.4 - 10.7	7.7	Shed: 5,222 m 2; pipeline for molasses
41	200	10.7	7.9	Shed: 5,466 m 2
42	187	10.7	7.9	Shed: 5,470 m 2
Quai Laurier				
43	266	10.2	7.8	Open space: 31,082 m 2
Quai Tarte				
44S	225	9.1	8.2	Open space: 26,795 m 2
44E	95	6.1	8.2	
44N	263	9.4	8.2	Cement elevator not in use
45	162	6.1	8.1	Tugs flottilla; floating crane VMS Hercule (250 t)
Pie-IX Terminal (Quai Sutherland)				
46	144	10.7	8	Shed: 4,921 m 2
46SE	162	10.7	8	Sugar conveyor
46E	69	6.1	7.8	
47	** 101	9.9	7.7	Shed: 996 m 2; ** the maximun berthing length is 101 m
48	158	10.4	7.7	Open space: 21,160 m 2; ro-ro ramp
49 (en partie)	92	10.4	7.7	Shed: 3,521 m 2
Hochelaga Terminal				
49 (part of)	91	10.4	7.7	Shed: 3,521 m 2
50	190	10.7	7.7	Shed: 3,520 m 2; open space: 20,500 m 2
51	240	10.7	7.6	Refrigerating shed: 8,445 m 2
52	338	10.7	7.6	Shed: 9,868 m 2; open space: 24,358 m 2; ro-ro ramp
Grain elevator No. 4				*Handling of grain products*
54 and 55	395	10.7	7.7	Loading capacity: 4,500 t/h
56	245	8.2	7.6	Unloading capacity: 3,000 t/h
Sections 56 E to 56 S				
56E	155	8.2	8.2	Decommissioned ships
56N and 56S	462	5.5	8.2	Decommissioned ships
Racine Terminal				*Container terminal: 25 ha*
57S	265	8.2	8.4	
57N	200	9.8	7.7	Pipeline for molasses and vegetable oil
58	163	10.0	7.7	Pipeline for molasses and vegetable oil
59	152	10.7	7.7	40 t gantry crane
60	152	10.7	7.7	Two 40 t gantry cranes
61	182	10.7	7.7	40 t gantry crane; pipeline (oil)
62	245	10.7	7.7	Two 40 t gantry cranes
64	283	9.1	5	

† Depth below chart datum
* Depth not maintained by dredging
†† Elevation above chart datum

Table 2.4 – Port of Montréal – Wharves (cont'd & end)

Berth	Wharf length	DEPTH †	Elevation ††	Remarks
	metres	metres	metres	
Maisonneuve Terminal (Termont)				*Container Terminal (17.9 ha)*
66	199	10.7	5.3	Two gantry cranes (30 t and 35 t); ro-ro ramp
67	223	10.7	5.3	40 t gantry crane
68	195	10.7	5.5	20 t gantry crane
70	200	10.7	5.5	20 t gantry crane (out of order)
				Bulk terminal (4.6 ha)
71	198	10.7	5.5	13 t traveling crane; shed: 4,638 m ^{2}
72	172	10.7	5.5	18 t traveling crane; open space: 23,436 m ^{2}
Boucherville Terminal				*General cargo terminal (5.2 ha)*
73	193	10.7	5.5	Shed: 1,836 m ^{2}; ro-ro ramp; 36 t gantry crane (out of order)
74	193	10.7	5.5	Open space: 49,723 m ^{2}
Cast Terminal				*Container terminal (20.6 ha)*
76	156	10.7	5.5	Pipeline
77	249	10.7	5.5	Shed: 1,671 m ^{2}
78	175	10.7	5.4	Two 50 t gantry crane
79	245	10.7	5.4	Two 50 t gantry crane
80	69	10.7	5.4	
93	—	—	—	Not maintained area; berthing prohibited
Olco				
94	238	10.7	6.1	Pipeline
Montréal-Est Terminal				
95	135	10.7	6.1	Pipeline
96	135	9.1	6.1	Pipeline
97	136	9.1	6.1	Open space for salt: 4,900 m ^{2}
98	146	10.7	5.2	
99	147	9.1 - 10.7	5.2	
100	146	9.1	5.2	
Esso Canada				
101	192	10.7	4.2	Pipeline
102E	192	10.7	4.2	Pipeline
102W	98	4.6	4.2	Fueling service boat
Shell Canada				
103S	190	10.7	5.2	Pipeline
103N	190	8.7	5.2	Pipeline
Sunoco				
104	** 33	7.6	5.1	Pipeline; ** the mamimun berthing length is 137 m
Ultramar				
105	116	9.4	5.2	Pipeline
106	116	9.4	5.2	Pipeline
Pétro-Canada				
109	139	10.7	5.9	Pipeline
110E	139	10.7	5.9	Pipeline
110W	164	4.6	5.9	
Quai Marien	32	—	3.8	

† Depth below chart datum
†† Elevation above chart datum
* Depth not maintained by dredging

Table 2.5 – Port of Montréal – Cranes

Berth	Cn	CAPACITY	Outreach	CRANE IN POSITION				Distance from wharf face
				Lowered		RAISED		
				A	B	C	D	E
		tons	metres	metres	metres	metres	metres	metres
Bickerdike Terminal (Empire)								
B7		30	28	22.6	30.0	22.6	30.0	0.80
B8		35	39.9	30.0	37.4	35.3	42.7	0.90
Racine Terminal								
59 / 62	2	40	38.8	32.8	40.5	42.1	49.8	1.60
59 / 62	3	40	41.5	31.2	38.9	32.2	39.9	1.00
59 / 62	4	40	39.4	31.2	38.9	32.2	39.9	1.20
59 / 62	5	40	38.8	32.8	40.5	42.1	49.8	1.60
59 / 62	6	40	38.8	32.8	40.5	42.1	49.8	1.60
Maisonneuve Terminal (Termont)								
66 / 67	1	20 / 30	30.9	26.6	32.1	26.6	32.1	0.90
66 / 67	2	35	38.6	28.7	34.2	28.7	34.2	0.77
67 / 68	3	40	40.8	35.2	40.7	61.0	66.6	0.78
67 / 68	Not oper.	20	28.6	20.7	26.2	—	—	0.50
70	Not oper.	20	28.6	20.7	26.2	—	—	0.50
Boucherville Terminal								
73	Not oper.	36	32.4	21.4	26.9	31.3	36.8	0.50
Cast Terminal								
76 / 79	1	50	38.8	32.8	38.3	42.2	47.7	0.90
76 / 79	2	50	38.8	32.8	38.3	42.2	47.7	0.90
76 / 79	3	50	39.9	32.8	38.3	61.0	66.5	1.0
76 / 79	4	50	39.9	32.8	38.3	61.0	66.5	1.0

A Height above wharf
B Elevation abvce chart datum
C Height above the wharf where a section of the crane extends from the wharf face
D Elevation above chart datum where a section of the crane extends from the wharf face
E Minimum clearance from the wharf face to a fixed part of the crane

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals	
	ATLANTIC									
9	*Old Proprietor light and whistle buoy XK1*								*Delete from List.*	**Chart:4340 2108/99**
9	*Old Proprietor light and whistle buoy X1*	*44 32 45 66 39 00*	*Fl*	*G*	*4s*	*.....*	*.....*	*Green, marked "X1"*	*Year round.*	**Chart:4340 2108/99**
9.5	*Old Proprietor Shoal East cardinal light and bell buoy XK*	*44 33 46 66 39 42*	*Q(3)*	*W*	*10s*	*.....*	*.....*	*Black, yellow and black, marked "XK"*	*Year round.*	**Chart:4340 2106(P)/99**
10	*Tinker Shoal light and bell buoy XK3*	*N. of shoal. 44 35 50 66 42 41.5*	*Fl*	*G*	*4s*	*.....*	*.....*	*Green, marked "XK3".*	*Year round.*	**Chart:4340 2106(P)/99**
10.4	*White Head South light and bell buoy XK4*	*44 37 00.2 66 44 32*	*Q*	*R*	*1s*	*.....*	*.....*	*Red, marked "XK4"*	*Year round.*	**Chart:4340 2106(P)/99**
19	*Ox Head Ledges light and bell buoy XK11*								*Delete from List.*	**Chart:4342 2106(P)/99**
19	*Ox Head Ledges light and bell buoy XK7*	*44 38 18 66 45 56*	*Q*	*G*	*1s*	*.....*	*.....*	*Green, marked "XK7"*	*Year round.*	**Chart:4340 2106(P)/99**
26	*Brazil Shoal light and bell buoy XK*								*Delete from List.*	**Chart:4340 2106(P)/99**
26	*Brazil Shoal light and bell buoy XKA*	*44 35 07 66 40 48*	*Mo(A)*	*W*	*6s*	*.....*	*.....*	*Red and white vertical stripes, marked "XKA"*	*Year round.*	**Chart:4340 2106(P)/99**
98	*Negro Head light and bell buoy JA1*	*Off head. 45 11 12.8 66 08 18*	*Fl*	*G*	*4s*	*.....*	*.....*	*Green, marked "JA1".*	*Year round.*	**Chart:4117 2103/99**
285.2	*Gull Ledge light and bell buoy NE2*	*43 37 08.5 65 54 53*	*Fl*	*R*	*4s*	*.....*	*.....*	*Red, marked "NE2"*	*Year round.*	**Chart:4244 2133/99**
295 H3800	Whitehead Island	On S. point of island. 43 39 45.6 65 52 04.3	Fl	W	15s	30.0	8	White square tower on white square building. 11.9	Emergency light. Year round. **Horn -** Blast 3s; sil. 27s. Horn points 190°.	**Chart:4244 2133/99**
296.2	*Abbotts Harbour light buoy AC1*	*S. of Abbots Harbour Island. 43 39 25 65 49 31*	*Q*	*G*	*1s*	*.....*	*.....*	*Green, marked "AC1".*	*Year round.*	**Chart:4244 2133/99**

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

ATLANTIC (cont'd)

296.3	*Ledge Harbour light buoy AA3*	*Off S. end of island.* *43 38 47.5* *65 49 14*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "AA1".*	*Year round.* **Chart:4244** **2133/99**
297	*Abbotts Harbour light and bell buoy A*								*Delete from List.* **Chart:4244** **2133/99**
1039	North Lake Harbour range	On outer end of E. breakwater. 46 28 06.7 62 04 07.6	Q	G	1s	9.1	.....	Square skeleton tower, white daymark, red vertical stripe. 6.5	Visible in line of range. Seasonal. **Horn -** Blast 3s; sil. 27s Privately maintained by Local Harbour Authority. Seasonal.
1039.1		204°32' 328.1m from front.	Iso	G	4s	13.9	.....	Square skeleton tower, white daymark, red vertical stripe. 9.2	Visible in line of range. Seasonal. **Chart:4023** **Edn. 11/99**
1051	Covehead Harbour	On Cape Stanhope. 46 25 47 63 08 39	Fl	W	5s	10.1	7	Red and white square tower. 8.2	Flash 0.5 s; eclipse 4.5 s Emergency light. Seasonal. **Horn -** Blast 3s; sil. 27s Horn points 005°. Privately maintained by Local Harbour Authority. **Chart:4425** **Edn. 11/99**
1753 H2088	Les Escoumins wharf	On outer end of wharf. 48 20 45.2 69 23 22.6	Fl	G	6s	12.2	6	On superstructure. 10.4	Flash 1 s; eclipse 5 s Emergency light. Radar reflector. Seasonal. **Chart:1235** **Edn. 11/99**
1754 H2089	**Anse aux Basques** **Racon -.- (K)** **X & S Band**	On shore, E. side. 48 19 07.4 69 24 46.5	Fl	Y	5s	17.1	**19**	Square skeleton tower.	Flash every 5 s Emergency light. Year round. **Chart:1235** **Edn. 11/99**
1754.2 H2090	Anse aux Basques range	On outer end of wharf. 48 19 05.3 69 24 51	F	R		6.7	.....	Red and white square skeleton tower, fluorescent orange daymark, black vertical stripe. 4.6	Visible in line of range. Year round.
1754.3 H2090.1		301°48' 69m from front.	F	R		12.2	.....	Red and white square skeleton tower, fluorescent orange daymark, black vertical stripe. 4.6	Visible in line of range. Year round. **Chart:1235** **Edn. 11/99**

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

ATLANTIC (cont'd)

1754.7 H2094	Escoumins East range (Measured Distance)	48 16 20.5 69 29 23	F	Y		.....	.....	Red and white square skeleton tower, fluorescent orange triangular daymark, black vertical stripe. 4.6	Visible in line of range. Year round.
1754.8 H2094.1		310°03' 544.9m from front.	F	Y		.....	.....	Red and white square skeleton tower. 15.2	Visible in line of range. Year round. **Chart:1235** **Edn. 11/99**
1755	**Bon Désir**	48 16 19.5 69 28 07.2	Fl	W	6s	44.5	**18**	White octagonal tower, red upper portion.	Flash 1 s. eclipse 5 s. Night emergency light. Year round. **Chart:1235** **Edn. 11/99**
1755.5 H2094.3	Escoumins West range (Measured Distance)	48 15 33.4 69 30 18.7	F	Y		.....	.....	Red and white square skeleton tower, fluorescent orange triangular daymark, black vertical stripe. 4.6	Visible in line of range. Year round.
1755.6 H2094.31		310°01' 330.9m from front.	F	Y		.....	.....	Red and white square skeleton tower, fluorescent orange triangular daymark, black vertical stripe. 6.1	Visible in line of range. Year round. **Chart:1235** **Edn. 11/99**
1756 H2098	Trois-Pistoles range	On outer end of wharf. 48 08 05.1 69 11 12.4	F	R		9.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 7.5	Seasonal.
1756.1 H2098.1		136°55' 240.9m from front.	F	R		17.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 15.2	Visible in line of range. Year round. **Chart:1235** **Edn. 11/99**
1756.14	*Trois-Pistoles light buoy HR3*	*48 08 26.4* *69 11 40.5*	*Fl*	*G*	*4s*	.....	.....	*Green, boat type, marked "HR3".*	*Year round.* **Chart:1235** **Edn. 11/99**
1756.2	*Trois-Pistoles light buoy HR2*	*48 08 18.2* *69 11 32.5*	*Fl*	*R*	*4s*	.....	.....	*Red, boat type, marked "HR2".*	*Year round.* **Chart:1235** **Edn. 11/99**
1756.4 H2096	Île aux Basques	E. end of island. 48 08 57.1 69 14 18.4	Fl	Y	6s	14.6	7	Square skeleton tower. 9.1	Flash 1 s; eclipse 5 s Emergency light. Seasonal. **Chart:1235** **Edn. 11/99**
1757	*Grandes-Bergeronnes light buoy KJ2*	*Grandes-Bergeronnes entrance.* *48 13 18.1* *69 33 11.2*	*Fl*	*R*	*4s*	.....	.....	*Red, boat type, marked "KJ2".*	*Year round.* **Chart:1235** **Edn. 11/99**

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

ATLANTIC (cont'd)

1760 H2147	Île Verte (East End)	At NE. end of island. 48 03 58.2 69 23 08.9	Fl	W	6s	13.0	8	Square skeleton tower. 9.1	Flash 1 s; eclipse 5 s Emergency light. Seasonal. **Chart:1235** **Edn. 11/99**
1761 H2146	**Île Verte**	On NW. point of island. 48 03 03.9 69 25 27.3	Fl	W	5s	16.5	**19**	White cylindrical tower.	Flash every 5 s Night emergency light. Year round. **Chart:1235** **Edn. 11/99**
1762 H2148	Île Verte (East wharf)	On S. corner of wharf. 48 02 22.4 69 24 22.7	F	G		5.6	8	Square skeleton tower. 4.6	Seasonal. **Chart:1235** **Edn. 11/99**
1766.8	*Bancs de l'Île Rouge light buoy K51*	*NE. extremity of bank.* *48 06 53.1* *69 31 03.2*	*Q*	*G*	*1s*	.....	.....	*Green, marked "K51".*	*Year round.* **Chart:1235** **Edn. 11/99**
1769	*Bancs de l'Île Rouge light buoy H52*	*On NE. end of bank.* *48 04 31.1* *69 31 39.2*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "H52".*	*Year round.* **Chart:1235** **Edn. 11/99**
1823.611	Roberval	48 31 03.3 72 13 03.5	Fl	R	6s	7.3	.....	Cylindrical mast.	Maintained by the City of Roberval (1-418-227-0202) **Chart:6100** **2102(P)/99**
1823.612	Roberval	48 31 04.2 72 13 05.2	Fl	G	6s	.....	.....	Cylindrical mast.	Maintained by the City of Roberval (1-418-227-0202). **Chart:6100** **2102(P)/99**
1824.1 H2160	Cacouna Harbour range	47 55 55.4 69 29 35.7	F	R		29.6	.....	Tripod tower, fluorescent orange daymark, black vertical stripe. 28.9	Visible in line of range. Emergency light. Year round.
1824.2 H2160.1		082°09' 349.2 m from front.	F	R		40.0	.....	Square skeleton tower, fluorescent orange daymark, black vertical stripe. 15.3	Visible in line of range. Emergency light. Year round. **Chart:1234** **Edn. 11/99**
1824.3 H2160.5	Cacouna Harbour North	47 55 50.4 69 31 13.4	Fl	Y	6s	8.2	7	Square skeleton tower. 5.1	Flash 1 s; eclipse 5 s Emergency light. Radar reflector. Year round. Operates at night only. **Chart:1234** **Edn. 11/99**
1824.4 H2160.6	Cacouna Harbour South	47 55 41.6 69 31 13	Iso	W	2s	8.0	7	Square skeleton tower. 5.1	Emergency light. Year round. Operates at night only. **Chart:1234** **Edn. 11/99**

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

ATLANTIC (cont'd)

1825	*Barrett Ledges light and bell buoy H56*	*On E. side of ledge.* *47 52 54.1* *69 37 11.2*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "H56".*	*Year round.* **Chart:1234** **Edn. 11/99**
1825.5	*Rocher Demers light buoy H58*	*Off S. side of rock.* *47 51 22.1* *69 38 55.2*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "H58".*	*Year round.* **Chart:1234** **Edn. 11/99**
1826 H2162	Pointe de la Rivière du Loup	On end of wharf. 47 50 52.2 69 34 13.4	Iso	G	2s	10.6	7	Square skeleton tower. 9.2	Emergency light. Year round. **Whistle -** Blast 3s; sil. 27s **Chart:1234** **Edn. 11/99**
1827 H2164	Île du Pot à l'Eau-de-Vie	E. end of islet. 47 52 20.5 69 40 52.7	Iso	Y	2s	36.3	.....	Square skeleton tower. 12.2	Emergency light. Year round. **Chart:1234** **Edn. 11/99**
1834 H2166	Cap de la Tête au Chien	On the cape. 47 54 41.5 69 48 23.7	Fl(2)	W	5s	63.1	13	White octagonal tower.	Flash 0.25 s; eclipse 0.75 s; flash 0.25 s; eclipse 3.75 s Night emergency light. Year round. **Chart:1234** **Edn. 11/99**
1849 H2202	**Cap-aux-Oies**	On cape. 47 29 17.6 70 13 53.2	Fl	W	5s	15.5	**15**	Square skeleton tower. 9.4	Flash every 5 s Emergency light. Year round. **Chart:1233** **Edn. 11/99**
1849.5 H2204	Cap Saint-Joseph	On outer end of wharf. 47 26 54.1 70 21 53	Iso	Y	2s	17.7	8	Red and white square skeleton tower. 15.2	Emergency light. Radar reflector. Year round. **Chart:1233** **Edn. 11/99**
1850 H2206	Île aux Coudres wharf	On outer end of wharf. 47 25 14.9 70 23 33.4	F	G		13.7	7	On landing stage of superstructure.	Year round. **Chart:1233** **Edn. 11/99**
1851 H2208	**Pte de la Prairie**	N. edge of La Grande Batture. 47 24 33.8 70 25 51.2	Fl	W	2.5s	15.8	**16**	Red cylindrical pile, white upper portion.	Flash every 2.5 s Night emergency light. Year round. **Chart:1233** **Edn. 11/99**
1852 H2218		E. of Cap-aux-Corbeaux wharf. 47 26 06.7	F	W		32.9	9	Skeleton tower, fluorescent orange daymark.	Emergency light. Year round.
	Cap-aux-Corbeaux range	70 25 40.6	F	W		32.9	**21**	24.1	2nd light - Visible from eastward
1853 H2218.1		024°12' 374.6m from front.	F	W		53.0	**21**	Square skeleton tower, fluorescent orange daymark.	Emergency light. Year round.
			F	W		53.0	9	18.9	2nd light - Visible from eastward. **Chart:1233** **Edn. 11/99**

No.	Name	Position ----- Latitude N. Longitude W.	Light Characteristics			Focal Height in m. above water	Nominal Range	Description ----- Height in meters above ground	Remarks ----- Fog Signals	
ATLANTIC (cont'd)										
1857	*Île aux Coudres light buoy K65*	*Off Prairie Shoal, NW. end of island.* *47 24 40.1* *70 26 04.3*	*Q*	*G*	*1s*	.....	.....	*Green, marked "K65".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1857.2 H2212	Marina Baie St-Paul range	47 25 53.9 70 29 31	F	G		3.4	.....	Orange, black and white tripod skeleton tower, fluorescent orange daymark, black vertical stripe. 2.9	Visible in line of range. Privately maintained. Emergency light. Year round.	
1857.21 H2212.1		308°59' 27.9m from front.	F	G		5.9	.....	Orange, black and white tripod skeleton tower, fluorescent orange daymark, black vertical stripe. 5.4	Visible in line of range. Privately maintained. Emergency light. Year round.	**Chart:1233** **Edn. 11/99**
1867	*Light and bell buoy H68*	*47 25 02.1* *70 13 00.2*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "H68".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1869	*Light buoy H72*	*On W. side of St. Roch Traverse at N. entrance.* *47 22 45.8* *70 14 31.5*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "H72".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1870	*Lower Traverse light and bell buoy H79*	*On E. side of lower end of St. Roch Traverse.* *47 21 18.1* *70 15 19.2*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "H79".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1871	*Light buoy H83*	*47 19 05.1* *70 16 51.3*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "H83".*		**Chart:1233** **Edn. 11/99**
1873	*St-Roch Shoals light buoy H89*	*SW. of shoals.* *47 16 47.1* *70 18 03.3*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "H89".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1874	*Light buoy H93*	*47 14 19.1* *70 19 09.8*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "H93".*		**Chart:1233** **Edn. 11/99**
1875 H2226	Saint-Jean-Port-Joli wharf	On outer end of wharf. 47 12 58 70 16 28.6	Fl	G	6s	6.6	6	Red and white square skeleton tower. 4.6	Flash 1 s; eclipse 5 s Emergency light. Seasonal.	**Chart:1233** **Edn. 11/99**
1876 H2228	Le Pilier de Pierre	S. side of islet. 47 12 20.7 70 21 34.4	Fl	W	6s	25.3	12	Grey cylindrical tower. 12.8	Flash 1 s; eclipse 5 s Emergency light. Seasonal.	**Chart:1233** **Edn. 11/99**
1878.3	*La Roche à Veillon light buoy H98*	*47 12 02.4* *70 21 07*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "H98".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1892.1	*Light buoy K82*	*47 15 15.1* *70 34 16.3*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "K82".*	*Year round.*	**Chart:1233** **Edn. 11/99**
1892.2	*Light buoy K83*	*47 13 58.2* *70 33 10.3*	*Q*	*G*	*1s*	.....	.....	*Green, marked "K83".*	*Year round.*	**Chart:1233** **Edn. 11/99**

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

ATLANTIC (cont'd)

1892.6	*Light buoy K87*	*47 11 00.1* *70 36 36.3*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "K87".*	*Year round.* **Chart:1233** **Edn. 11/99**
1893 H2254	Sault-au-Cochon	47 11 49.5 70 38 15.6	Fl	W	6s	16.2	8	Red and white mast, fluorescent orange rectangular daymark. 8.5	Flash 1 s; eclipse 5 s Emergency light. Radar reflector. Year round. **Chart:1233** **Edn. 11/99**

INLAND WATERS

826	Cabot Head	On cliff E. of Wingfield Basin. 45 14 42.8 81 17 31.1	Fl	W	15s	24.1	14	White square skeleton tower. 12.9	Flash every 15 s Seasonal. **Chart:2235** **2122/99**
828	**Cape Croker**	On the point SE. of Cape Croker. 44 57 21.3 80 57 38.1	Fl(2)	W	5s	18.7	**24**	White octagonal tower. 15.9	Flash 0.25 s; eclipse 0.75 s; flash 0.25 s; eclipse 3.75 s Seasonal. **Chart:2282** **Edn. 11/99**
857	**Hope Island**	On NE. point of island. 44 54 56.4 80 09 52.9	Fl	W	5s	17.8	**21**	Square skeleton tower. 15.5	Flash 1 s; eclipse 4 s Emergency light. Seasonal **Chart:2239** **Edn. 11/99**
860	*Sawlog Point light buoy M6*	*N. of point.* *44 52 26* *79 57 06*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "M6".*	*Winter spar.* *Seasonal.* *Delete Emergency light.* **Chart:2239** **Edn. 11/99**
887	Mary Rocks	On the most eastern rock of Mary Rocks. 44 46 12.4 79 43 23.8	Fl	W	4s	6.9	.....	Cylindrical mast, red and white rectangular daymark, black square in centre. 8.0	Seasonal. **Chart:2202** **Edn. 11/99**
929	*Parry Sound Harbour control light buoy*	*On N. side of shoal.* *45 20 06* *80 02 06*	*Fl*	*Y*	*4s*	.....	.....	*White and orange, marked "Priv".*	*Seasonal.* **Chart:2226** **Edn. 11/99**
953	*Byng Inlet light buoy HH2*	*Westward of Magnetawan Ledges.* *45 43 58* *80 44 40.5*	*Fl*	*R*	*4s*	.....	.....	*Red, marked "HH2".*	*Seasonal.* **Chart:2293** **Edn. 11/99**
1015	Clapperton Island	At N. point of island. 46 03 17 82 14 15	Fl	W	4s	15.2	.....	Square skeleton tower, white slatwork daymarks on 3 sides of tower. 10.5	Seasonal. Delete Radar reflector. **Chart:2257** **Edn. 11/99**
1088	Mamainse Harbour **Racon -- (M)** **X Band**	On N. point of largest island off Mamainse Point. 47 02 15 84 47 11.6	F	R		10.9	6	Cylindrical mast, red and white rectangular daymark, red triangle in centre. 6.7	Seasonal. **Chart:2315** **2115/99**

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

INLAND WATERS (cont'd)

1098	**Davieaux Island**	On summit of island, S. of Québec Harbour, Michipicoten. 47 41 41.5 85 48 39.7	Fl	W	20s	39.3	**20**	White hexagonal tower. 13.4	Flash 0.5 s; eclipse 19.5 s Emergency light. Seasonal. **Horn –** Blast 3s; sil. 3s; blast 3s; sil. 51s Mariners requiring horn to be turned on can activate it clicking radio mike five times within a five (5) second window on channel 19 - 156.95 VHF. Horn can be activated with 1 watt power at 3 NM range. Horn will stay activated for 30 minutes and can be reactivated as required. **Chart:2315** **Edn. 11/99**
1111.1	Terrace Bay	48 46 08 87 07 14	Fl	W	4s	4.9	.....	White cylindrical mast. 4.8	Privately operated by the Township of Terrace Bay. Seasonal. **Chart:2303** **Edn. 11/99**
1342	Squirrel Point	North Arm, on Sealrock Point.	Fl	W	4s	6.7	.....	Cylindrical mast, red and white rectangular daymark. 4.9	Year round. Delete Radar reflector. **Chart:N/A** **Edn. 11/99**
1377.8	*Shantyman Point light buoy EM2*	*44 57 06* *79 24 37*	*Fl*	*R*	*4s*	.....	.....	*Red spar, marked "EM2"*	*Seasonal.* **Chart:6021** **Edn. 11/99**
1440	Lavigne Bridge	On middle of bridge. 46 19 16.3 80 10 17	F	R		7.8	5	Cylindrical mast, red and white rectangular daymark. 4.3	Visible from E. and W. approaches to bridge. Seasonal. Delete Radar reflector. **Chart:6037** **Edn. 11/99**
1442	Sturgeon River range	On E. side of river mouth. 46 19 11 79 58 05	F Fl	R R	 4s	8.2 8.8	....	Cylindrical mast, white daymark, orange vertical stripe. 6.1	Seasonal. Visible 360°. Delete Radar reflector.
1443		308°30' 466.9m from front.	F	R		11.3	.....	Cylindrical mast, white daymark, orange vertical stripe. 8.2	Seasonal. Delete Radar reflector. **Chart:6037** **Edn. 11/99**
1444	Little Sturgeon River	W. side of river entrance. 46 21 43 79 44 47	F	G		7.9	.....	Cylindrical mast, red and white rectangular daymark. 6.1	Seasonal. Delete Radar reflector. **Chart:6035** **Edn. 11/99**
1541	*Gull Rock Lake*								*Delete from list*. **Chart:N/A** **Edn. 11/99**
1541	*Gull Rock Lake light buoy*	*50 56 35.9* *93 36 28*	*Fl*	*G*	*4s*	.....	.....	*Green, marked "E13".*	Seasonal. **Chart:N/A** **Edn. 11/99**

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

INLAND WATERS (cont'd)

1610.2		52 59 31 97 18 45	F	W	9.2	13	Cylindrical tower, white daymark, red vertical stripe. 6.0	Visible in line of range.
	Poplar River							
1610.3		104° 1200 m from front light.	F	R	18.2	11	Skeleton tower, white daymark, red vertical stripe. 13.7	Visible in line of range.

Chart:6241
Edn. 11/99

CANADIAN COAST GUARD
MARINE INFORMATION REPORT AND SUGGESTION SHEET

Navigating Officer or Observer _____ Captain: _____

Ship (*or address*) _____

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

General locality: _____
Subject: _____
Approx. position: _____ Lat. _____ Long. _____
Chart No. used to plot: _____ *(Corrected to N/N No. _____ of 19 _____)* _____
Publications affected: *(Quote Volume and page)* _____
* Full details *(Attach additional sheets as necessary)*
Time (UTC) _____ Date _____

INSTRUCTIONS:

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

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

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

Director, Marine Aids,
Coast Guard,
Department of Fisheries and Oceans,
Ottawa, Ontario, K1A 0E6

In the case of information Canadian navigational aids or the List of Lights, Buoys and Fog Signals.

OR

Dominion Hydrographer,
Canadian Hydrographic Service,
Department of Fisheries and Oceans,
Ottawa, Ontario, K1A 0E6

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