



Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

Canadian  
Coast Guard

Garde côtière  
canadienne

# NOTICES TO MARINERS MONTHLY SUMMARY OF (T) AND (P) NOTICES

MONTHLY EDITION N°04  
April 26, 2019



Safety First, Service Always

**CANADIAN COAST GUARD**  
[www.notmar.gc.ca](http://www.notmar.gc.ca)

Notices to Mariners  
Monthly Summary of (T) and (P) Notices  
Monthly Edition N°04/2019

**Published under the authority of:**  
Canadian Coast Guard Programs  
Aids to Navigation and Waterways  
Fisheries and Oceans Canada  
Montreal, Quebec  
H2Y 2E7

© Her Majesty the Queen in Right of Canada, 2019  
DFO/2019-2031  
Fs151-19E-PDF  
ISSN 2561-5106

Available on the Notices to Mariners website:  
[www.notmar.gc.ca](http://www.notmar.gc.ca)

Disponible en français :  
Avis aux navigateurs  
Sommaire mensuel des avis (T) et (P)  
Édition mensuelle N°04/2019

**NOTICES TO MARINERS  
MONTHLY REPRINT OF TEMPORARY AND PRELIMINARY NOTICES  
IN EFFECT AS OF APRIL 26, 2019**

**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.

**EXPLANATION OF TEMPORARY AND PRELIMINARY NOTICES**

Certain Notices to Mariners appearing in the monthly editions have a (T) or (P) appended to the regular number. These letters indicate that the information contained in the notice is of a temporary or preliminary nature.

**TEMPORARY (T) NOTICES**

If a temporary change in conditions affecting navigation exists and if the change will be effective for a period of over three months, a (T) notice will be published. Temporary changes which are effective for periods of less than three months will not normally be published (unless it is of exceptional interest). Otherwise, information will be broadcast as a Navigational Warning by the Canadian Coast Guard Marine Communications and Traffic Services (MCTS) centre of the area in question. (T) notices will be cancelled as necessary.

Please note that Temporary Notices (T) with an end date will be automatically cancelled once the end date has passed. In the event of a change to these notices, a new Notice to Mariners will be issued.

**PRELIMINARY (P) NOTICES**

- (a) When important changes affecting navigation are to take place in the near future, a Notice to Mariners describing the change will be published, so that the mariners will have advanced information on the change. Such notices will be designated (P).
- (b) When a change in conditions affecting navigation has taken place but full information is not available, a (P) notice giving available information will be published. This notice will be followed by a regular notice when complete information becomes available. The regular notice will cancel the (P) notice.
- (c) When a change has taken place which is too complex to describe in a written notice, a (P) notice giving general information will be published. This notice will explain that follow up action will be taken to update charts by publishing patch corrections, new editions or new charts.

Please note that following the expiry of the 90-day comment or objection period, Preliminary (P) Notices of proposed changes or intention to discontinue will be automatically cancelled. In the event of a change to these notices, a new Notice to Mariners will be issued.

**ACTION REQUIRED ON RECEIPT OF (T) & (P) NOTICES**

It is not customary to make permanent corrections to charts and publications from (T) and (P) notices. On receipt of such notices, the information they contain should be noted in pencil on the affected charts and/or the publications.

**CAUTION**

Mariners are reminded that charts and publications are not corrected from (T) and (P) notices when purchased from suppliers. Reference should be made to the latest list of charts affected by Temporary and Preliminary Notices published.

<b>INDEX OF (T) &amp; (P) NOTICES</b>							
<b>Notice #</b>	<b>Page</b>	<b>Notice #</b>	<b>Page</b>	<b>Notice #</b>	<b>Page</b>	<b>Notice #</b>	<b>Page</b>
616(T)/07	1	814(T)/16	4	113(T)/17	8	207(P)/19	11
909(T)/14	2	818(T)/16	4	309(T)/17	8	208(P)/19	11
1006(T)/14	2	819(T)/16	5, 6	1205(T)/17	9	209(P)/19	12
1005(T)/15	3	1011(T)/16	7	1206(T)/17	9	313(P)/19	13
1105(T)/15	3	1218(T)/16	7	709(T)/18	10	314(P)/19	13
1106(T)/15	3	1219(T)/16	7	809(T)/18	10	416(P)/19	14
515(T)/16	4	108(T)/17	8	1011(T)/18	10	417(T)/19	14

<b>INDEX OF CHARTS AFFECTED BY (T) &amp; (P) NOTICES</b>							
<b>Chart</b>	<b>Page</b>	<b>Chart</b>	<b>Page</b>	<b>Chart</b>	<b>Page</b>	<b>Chart</b>	<b>Page</b>
1430	10	2086	7	3936	13	4832	13
2017	2, 10	2123	8	3937	13	4849	11
2044	3	2181	8	3938	13	4920	14
2058	10	2235	4	3939	13	4950	11
2060	4	2315	4	3940	13	6022	9
2067	7	3463	12	3974	13	6287	8
2077	7	3481	12	4244	2		
2085	9, 14	3910	13	4644	3		

2007

**\*616(T) DEMARCATION BAY TO/À PHILIPS BAY – MOBILE OFFSHORE DRILLING UNIT TEMPORARILY ESTABLISHED**

The unmanned mobile offshore drilling unit “SDC” has been temporarily established at 69° 24.71’N 138° 53.76’W. The unit is marked with a light FI R, the structure is 202.4 metres long and 53 metres wide.

For information, contact Captain Connelly at 1-250-598-4513 or 1-250-744-9818 or e-mail [doncon@islandnet.com](mailto:doncon@islandnet.com)

(NOTSHIP H0212/06, Sarnia, June 2007)

2014

**\*909(T) KINGSTON HARBOUR AND APPROACHES/ET LES APPROCHES – DOCK UNSERVICEABLE**

Reference Chart: 2017

The Kingston psychiatric hospital dock is unserviceable and out of bounds for use as dockage until further notice.

(NOTSHIP C2409/10)

**\*1006(T) WEDGEPORT AND VICINITY / ET LES ABORDS – TEMPORARY LIGHT ESTABLISHED**

Reference Chart: 4244

A temporary light has been installed at Whitehead Island (LL 295) (43° 39' 45.8"N 065° 52' 02.5"W) approx.  
Flash characteristics have changed to Fl 4s Ec 11s and the nominal range has been reduced from 13 to 7.

This light is temporarily replacing the previous light, which however still serves as landfall.

(F2014-028)

2015

**\*1005(T) PORT DALHOUSIE - EAST AND WEST PIERS – ACCESS FORBIDDEN**

Reference Chart: 2044

A recent engineering investigation identified structural issues and safety concerns with both the East and West piers at Port Dalhousie. In light of the inspection findings, the Department of Fisheries and Oceans is taking action to protect the safety of the public by prohibiting vessel, vehicular, and pedestrian access to the piers.

Vessels can still safely navigate the waters surrounding the piers, but will be unable to moor at the piers. The City of St. Catharines will accommodate boaters as possible at other local wharves.

Mark Sandeman  
Area Manager, Client Services  
Small Craft Harbours  
Central & Arctic Region  
Fisheries and Oceans Canada

3027 Harvester Road, Unit 310  
Burlington, ON L7N 3G7  
Telephone: (905) 639-2050  
Facsimile: (905) 639-5975  
Email: [mark.sandeman@dfo-mpo.gc.ca](mailto:mark.sandeman@dfo-mpo.gc.ca)

(NOTSHIP C567/15)

**\*1105(T) CANADA – SAFETY OF OFFSHORE EXPLORATION AND EXPLOITATION VESSELS**

Reference: Notice 410(T)/2007 is cancelled.

2015 Annual Edition of Notices to Mariners, Notice No. 20, pages A20-1 to A20-4.

Mariners are advised that offshore exploration and exploitation vessels may be conducting drilling operations in the following areas:

**Gulf of St. Lawrence**

NIL

**Mainland NWT**

NIL

**Mackenzie Delta NWT/Beaufort Sea**

NIL

**Arctic Islands of the NWT/Arctic Islands of Nunavut**

NIL

**Eastern Arctic Offshore**

NIL

**Davis Strait**

NIL

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

(NOTSHIP M2215/15) (NEB)

**\*1106(T) BAY D'ESPOIR AND/ET HERMITAGE BAY– BUOY TEMPORARILY DISCONTINUED**

Reference Chart: 4644

The Blackfish Cove light buoy (LL 133.22) (47° 40' 10.0"N 055° 56' 00.2"W) is temporarily discontinued.

(N2015-044)

2016

**\*515(T) HARBOURS ON THE EAST SHORE OF LAKE SUPERIOR/PORTS SUR LA RIVE EST DU LAC SUPÉRIEUR – BUOYS TEMPORARILY DISCONTINUED**

Reference Chart: 2315

The Canadian Coast Guard has temporarily discontinued the following aids to navigation:  
XT1, XT2, XT3, XT4, XT5, XT6, XT7, XT8, XT9, XT10, XT11, XT12.

(NOTSHIP C1045)

**\*814(T) MAIN DUCK ISLAND TO/À SCOTCH BONNET ISLAND – PARTIALLY SUBMERGED FIXED STEEL BARGES**

Reference Chart: 2060

There are 3 partially submerged fixed steel barges in North end of West Lake (43° 57' 02.3"N 077° 20' 12.8"W), which have been reported just below the water line.

Barges are marked with cautionary buoys.

(NOTSHIP C1641/14)

**\*818(T) CAPE HURD TO/À LONELY ISLAND – LIGHT CHARACTERISTICS TEMPORARILY CHANGED**

Reference Chart: 2235

The light characteristics of Cove Island (LL 805) (U.S. LL 12675) have temporarily changed to flash 1 second, eclipse 9 seconds and night-time operation only.

(NOTSHIP C2522/11)



2016

**\*819(T) AUTOMATIC IDENTIFICATION SYSTEM (AIS)**

**AIS Application-Specific Messages (ASM) and AIS AtoN**

Mariners are advised that the Canadian Coast Guard will perform a test of AIS Application-Specific Messages (AIS-ASM) on the Pacific Coast from the Sand Heads meteorological/hydrological station: 49°06'21"N 123°18'12"W, and may extend this testing to other stations in the coming months. The test will start at the end of August and consist of broadcasting meteorological/hydrological (MET/HYDRO) data through AIS binary "Message 8".

Although AIS was originally developed as a means for positive identification and tracking of ships, it includes functionalities to transmit binary messages such as MET/HYDRO information and other types of data. These additional functionalities of AIS may be useful to mariners to assist in onboard voyage planning.

Ships need to be equipped with a proper Class "A" AIS device for the accurate onboard display of AIS message. The IMO mandatory carriage requirement for the Class "A" AIS display<sup>1</sup> is the Minimum Keyboard Display (MKD) which displays the binary data in an alphanumeric form. However, as there is no current requirement for the MKD to be capable of decoding all AIS binary messages, the display and use of the ASM information may require additional hardware and/or software<sup>2</sup>.

**AIS Aids to Navigation (AtoN)**

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) defines an AtoN as:

*'a device or system external to vessels that is designed and operated to enhance the safe and efficient navigation of vessels and/or vessel traffic'.<sup>3</sup>*

The primary purpose of an AIS AtoN Station is to promote and enhance safety and efficiency of navigation by one or more of the following:

- Providing a positive and all-weather means of identification;
- Complementing existing services (e.g. RACONS) from AtoN;
- Transmitting accurate positions of floating AtoN;
- Indicating if a floating AtoN is off position (monitoring the status of an AtoN);
- Marking or delineating tracks, routes, areas, and limits;
- Marking offshore structures;
- Enable timely marking of new hazards (fixed or dynamic) using Virtual AIS AtoN.

The use of AIS within the marine aids to navigation service is accomplished by the broadcasting of the aids to navigation report message "Message 21".

An AIS AtoN can be implemented in three ways, Real, Synthetic, and Virtual.

- 1) Physical/real AIS AtoN: An AIS device which is physically located on the AtoN and transmits "Message 21".
- 2) Synthetic AIS AtoN: There are 2 types of Synthetic AIS AtoN – Monitored and Predicted.
  - a. Monitored: A "Message 21" is transmitted from a nearby AIS base station. The AtoN physically exists but there is no AIS device on it. A communication link is installed on the AtoN to allow the monitoring of its status.
  - b. Predicted: A "Message 21" is transmitted from a nearby AIS base station. The AtoN physically exists but there is neither an AIS device on it nor a communication link. Status and position of the AtoN cannot be monitored.
- 3) Virtual AIS AtoN: A "Message 21" is transmitted from a nearby AIS base station for an AtoN that does not physically exist. The "Message 21" will clearly identify this as a virtual AIS AtoN.

<sup>1</sup> Class A AIS units are those meeting the mandatory SOLAS carriage requirements (SOLAS Chapter V, Rule 19) for vessels over 300GRT. Class B AIS units are for use on craft that are not covered by the mandatory carriage requirements.

<sup>2</sup> IALA Guideline No. 1095 On Harmonised implementation of Application-Specific Messages (ASMs) Edition 1 May 2013.

<sup>3</sup> IALA Recommendation A-126 On The Use of the Automatic Identification System (AIS) in Marine Aids to Navigation Services Edition 1.5 June 2011 Edition 1; June 2004.

**2016**

**Displays and Symbology**

As the AIS information available to mariners will be dependent on their display system, **not all transmitted information may be displayed**. Mariners are encouraged to install systems that provide AIS overlay on either ECDIS or Radar, or both.

Of those vessels that are AIS equipped the various displays available can range from no display on some Class B units, through to the mandatory Class A MKD, and to a full ECDIS or Radar overlay. In the absence of an ECDIS or Radar overlay, mariners will not be able to fully utilize the AIS AtoN functionality. Also note that there is a variance in the information that can be displayed on ECDIS or Radar equipment by the different AIS manufacturers.

The symbology that may be displayed on nautical charts, display systems and the MKD is summarised below.

Nautical Charts

On nautical charts AIS AtoN are indicated by a magenta circle surrounding the existing AtoN symbol and an adjacent legend stating AIS. The font will be straight for fixed AtoN and italic for floating AtoN.



A physical AIS AtoN provided as an overlay on ECDIS, Radar or other display systems are indicated by a diamond shape with crossed lines at the reported position of the AtoN. A physical AIS AtoN that is off position will use the same symbol but in red. A virtual AIS AtoN is indicated by a dotted line diamond shape with the crossed lines at the reported position.

Physical AIS Aton



Physical AIS AtoN  
off position



Virtual AIS AtoN



Minimum Keyboard Display

The mandatory MKD is only required to display data in alphanumeric form. Some MKD are units supplemented by a small graphical display. Exact presentation will vary but this layout below would be typical of MKD displays.

Range	Bearing	Name
XX.XX	XXX.X	XXXXXXXXXX
XX.XX	XXX.X	XXXXXXXXXX
XX.XX	XXX.X	XXXXXXXXXX
<b>Latitude</b>	XXX XX.XXX	
<b>Longitude</b>	XXX XX.XXX	

Feedback on AIS-ASM

Mariners are requested to provide feedback on the AIS-ASM test bed to their applicable Regional MCTS Office.

Contact information can be found in the publication Radio Aids to Marine Navigation, Part 1.

2016

**\*1011(T) LAKE ONTARIO/LAC ONTARIO (WESTERN PORTION/PARTIE OUEST) – SILTING REPORTED**

Reference Chart: 2077

Silting reported in main entrance channel to Fifty Point Marina. Centre of channel depth reported to be 1.9 metres with shallower depths on the sides.

Mariners are requested to use caution in the area.

(NOTSHIP C2266/16)

**\*1218(T) HAMILTON HARBOUR – SILTING REPORTED**

Reference Chart: 2067

Silting reported along the North faces of Pier 11 and Pier 12:

Pier 11 North Face between positions 43° 16' 31"N 079° 50' 56"W and 43° 16' 29"N 079° 50' 49"W,  
and at position 43° 16' 28"N 079° 50' 42"W.

Pier 12 North Face between positions 43° 16' 27"N 079° 50' 39"W and 43° 16' 26"N 079° 50' 33"W.

Mariners are requested to use caution and reduce speed upon arrival and departure. Seaway draft will be affected when water level is less than 0.70 metres above chart datum in these areas.

(NOTSHIP C1831/13)

**\*1219(T) TORONTO TO/À HAMILTON – CONSTRUCTION OPERATIONS**

Reference Chart: 2086

Construction operations taking place from November 14, 2016 until approximately 2026 at Lakeview Water Treatment Plant between Marie Curtis Park and Serson Creek. A variety of equipment will be used to expand the land mass along the shoreline. Landfill and 3 islands will be lit and marked.

(NOTSHIP C2533/16)

2017

**\*108(T) HARBOURS IN LAKE ERIE/HAVRES DANS LE LAC ÉRIÉ – UNLIT BUOYS TEMPORARILY REPOSITIONED**

Reference Chart: 2181

The following unlit spar buoys have been temporarily repositioned due to silting:

ES2 (LL 7169) to position 42° 39' 10.0"N 081° 12' 32.0"W

ES3 (LL 7170) to position 42° 39' 15.4"N 081° 12' 40.7"W

ES4 (LL 7171) to position 42° 39' 16.8"N 081° 12' 37.7"W

The shallowest depth to 3.5M occurs between ES3 and ES4 with the deepest water off the red side of the channel. Mariners are requested to use caution in the area.

(B2017-003)

**\*113(T) MINAKI TO/À KENORA – DAYBEACON REPORTED LEANING**

Reference Chart: 6287

The daybeacon DB - Q64 (LL 5635) (49° 51' 06.0"N 094° 34' 44.0"W) has been reported leaning.

(D2016-016)

**\*309(T) PELEE PASSAGE TO/À LA DETROIT RIVER – LOW WATER LEVELS REPORTED**

Reference Chart: 2123

Low water levels have been reported from the south end of the entrance to Sturgeon Creek Harbour northward.

Annette Winter  
Project and Divestiture Officer  
Small Craft Harbours  
Fisheries and Oceans Canada

Canada Centre for Inland Waters (CCIW)  
867 Lakeshore Road  
Burlington, ON L7S 1A1  
Telephone: (905) 315-5286  
Email: [annette.winter@dfo-mpo.gc.ca](mailto:annette.winter@dfo-mpo.gc.ca)

(NOTSHIP C58/13)

2017

**\*1205(T) TORONTO HARBOUR –BREAKWATER ENTRANCE TO MARINA CLOSED DUE TO THE COLLAPSE OF THE BREAKWATER**

Reference Chart: 2085

The breakwater entrance to the west of Ontario Place Marina has been closed due to the collapse of the breakwater.

Sub-surface hazards exist in the breakwater gap and on the inner and outer edge of the breakwater wall.

Green spar buoy BW1 has been removed, and 3 white and orange keep out markers have been placed in the breakwater entrance.

The outer edge of the breakwater wall is marked with 2 white and orange keep out markers.

The inner edge of the breakwater wall is marked with 3 white and orange keep out markers.

(NOTSHIP C79/13)

**\*1206(T) LAKE ROSSEAU AND/ET LAKE JOSEPH – UNLIT BUOY TEMPORARY ESTABLISHED**

Reference Chart: 6022

The following unlit buoy has been temporary established:

P3/1 (LL 9089.1) (45° 08' 09.0"N 079° 40' 36.0"W)

(D2017-006)

2018

**\*709(T) KINGSTON HARBOUR AND APPROACHES/ET LES APPROCHES – INFORMATION REGARDING MOORING AND ANCHORING**

Reference: Notice 309(T)/14 is cancelled.

Reference Chart: 2017

All mooring or anchoring within the public port of Kingston is prohibited outside of designated marina areas until further notice without authorization from the port official.

Inquiries are to be directed to Transport Canada at (416) 952-0475.

**\*809(T) COBOURG TO/À OSHAWA – DREDGING OPERATIONS**

Reference Chart: 2058

Dredging operations in Port Hope Harbour from August 3, 2018 until December 30, 2022. A wave attenuator will block the entrance to the western basin.

Mariners are requested to stay clear of the area.

(NOTSHIP C1951/18)

**\*1011(T) LAC SAINT-LOUIS – REAR RANGE LIGHT AND STRUCTURE TO REMAIN IN PLACE TEMPORARILY UNTIL DISMANTLED**

Reference: Notice 409(P)/18 is cancelled.

Reference Chart: 1430

The light and structure of the Dixie front range (LL 1201) have been replaced by a sector light (LL 1201.5). However, the light and structure of the Dixie rear range (LL 1202) remain in place temporarily until dismantled at a later date.

For more information:

Superintendent, Lise Richard  
Aids to Navigation & Waterways, Central & Arctic Region  
Canadian Coast Guard  
101 boulevard Champlain  
Québec, QC G1K 7Y7  
Telephone: (418) 648-7450  
Email: [lise.richard@dfo-mpo.gc.ca](mailto:lise.richard@dfo-mpo.gc.ca)

(Q2018-149)

2019

**\*207(P) PLANS, CONCEPTION BAY, TRINITY BAY AND / ET BONAVISTA HARBOUR – LIGHT TO BE DISCONTINUED**

Reference Chart: 4849

The Canadian Coast Guard proposes to permanently discontinue the following aid to navigation:

Manuel Island (LL 458) (48° 30' 40.2"N 053° 04' 03.1"W)

Comments on this action are solicited from mariners and other interested parties by May 22, 2019, three months following the initial publication date of February 22, 2019. Comments should be directed to the following:

Superintendent, Renee Pope  
Aids to Navigation and Waterways  
Canadian Coast Guard  
P.O. Box 5667  
St. John's, NL A1C 5X1  
Telephone: (709) 772-2800  
Email: [renee.pope@dfo-mpo.gc.ca](mailto:renee.pope@dfo-mpo.gc.ca)

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(N2019-001)

**\*208(P) ÎLES DE LA MADELEINE – LIGHT BUOY TO BE DISCONTINUED**

Reference Chart: 4950

The Canadian Coast Guard proposes to permanently discontinue the following aid to navigation:

Old Harry Ledge light buoy YA2 (LL 1480.5) (47° 33' 42.2"N 061° 27' 27.4"W)

Comments on this action are solicited from mariners and other interested parties by May 22, 2019, three months following the initial publication date of February 22, 2019. Comments should be directed to the following:

Superintendent, Lise Richard  
Aids to Navigation & Waterways, Central & Arctic Region  
Canadian Coast Guard  
101 boulevard Champlain  
Québec, QC G1K 7Y7  
Telephone: (418) 648-7450  
Email: [lise.richard@dfo-mpo.gc.ca](mailto:lise.richard@dfo-mpo.gc.ca)

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(Q2019-025)





2019

**\*313(P) FORTUNE BAY: SOUTHERN PORTION / PARTIE SUD – LIGHTS TO BE DISCONTINUED**

Reference Chart: 4832

The Canadian Coast Guard proposes to permanently discontinue the following aids to navigation:

Fortune Harbour Wharf (LL 103.3) (47° 04' 18.4"N 055° 49' 50.0"W)  
Fortune Harbour Wharf (Floating Dock) (LL 105.3) (47° 04' 19.5"N 055° 49' 51.0"W)

Comments on this action are solicited from mariners and other interested parties by June 29, 2019, three months following the initial publication date of March 29, 2019. Comments should be directed to the following:

Superintendent, Renee Pope  
Aids to Navigation and Waterways  
Canadian Coast Guard  
P.O. Box 5667  
St. John's, NL A1C 5X1  
Telephone: (709) 772-2800  
Email: [renee.pope@dfo-mpo.gc.ca](mailto:renee.pope@dfo-mpo.gc.ca)

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(N2019-002, 003)

**\*314(P) BELLA BELLA & BELLA COOLA AREAS – CONSTRUCTION ON FIXED AIDS TO NAVIGATION**

Reference Chart: 3910, 3936, 3937, 3938, 3939, 3940, 3974

The Canadian Coast Guard advises mariners that it will be performing construction on various fixed aids to navigation, from approximately May 14, 2019 to June 21, 2019 in the following areas:

- Fitz Hugh Sound, North of Kiwash Island
- Gosling Rocks (Currie Islet)
- Burke, Dean & Labouchere Channels
- Cousins Inlet
- Fisher Channel
- Lama Passage
- Seaforth Channel
- Johnson Channel
- Return Channel
- Gunboat Pass
- Perrin Anchorage
- Reid Passage

This construction includes both building new and rebuilding existing fixed aids to navigation. As construction takes place, navigation warnings will be issued advising of each affected aid's status. Mariners are advised to navigate with caution in these areas during this period.

Any concerns may be addressed to:

A/Superintendent, Glenna Evans  
Aids to Navigation & Waterways, Western Region  
Canadian Coast Guard  
25 Huron Street  
Victoria, BC V8V 4V9  
Telephone: (250) 480-2602  
Fax: (250) 480-2702  
Email: [glenna.evans@dfo-mpo.gc.ca](mailto:glenna.evans@dfo-mpo.gc.ca)

(P2019-049)

2019

**\*416(P) PLANS BAIE DES CHALEURS / CHALEUR BAY - CÔTE SUD / SOUTH SHORE – BUOYS TO BE DISCONTINUED**

Reference Chart: 4920

The Canadian Coast Guard proposes to permanently discontinue the following buoys:

Bathurst Entrance light buoy EP10	(LL 1330.4)	(47° 40' 27.1"N	065° 36' 21.1"W)
Bathurst Harbour bifurcation light buoy EP	(LL 1334.5)	(47° 38' 01.9"N	065° 39' 06.9"W)
Bathurst Harbour spar buoy EP43	(LL 6332.71)	(47° 38' 25.5"N	065° 38' 40.8"W)
Bathurst Harbour spar buoy EP54	(LL 6334.12)	(47° 37' 51.5"N	065° 39' 01.8"W)
Bathurst Harbour spar buoy EP49	(LL 6334.4)	(47° 38' 04.4"N	065° 39' 02.6"W)

Comments on this action are solicited from mariners and other interested parties by July 26, 2019, three months following the initial publication date of April 26, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Renee Pope  
Aids to Navigation and Waterways  
Canadian Coast Guard  
P.O. Box 5667  
St. John's, NL A1C 5X1  
Telephone: (709) 772-2800  
Email: [renee.pope@dfo-mpo.gc.ca](mailto:renee.pope@dfo-mpo.gc.ca)

Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(G2019-021P to 025P)

**\*417(T) TORONTO HARBOUR – CONSTRUCTION OPERATIONS**

Reference Chart: 2085

Construction operations in position 43° 36' 46.84"N 079° 23' 27.99"W and marked by a line of yellow cautionary buoys from September 2018 to December 2020. Tug and barge operation will be placing stone in the water to 0.3 m above chart datum.

Vessels in the area are advised to keep clear of the operation and to contact David G on VHF channel 16 or at 416-938-9607.