



NOTICES TO MARINERS

WESTERN EDITION

Published monthly by the



CANADIAN COAST GUARD

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Marine Programs Directorate
Aids to Navigation



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

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*.

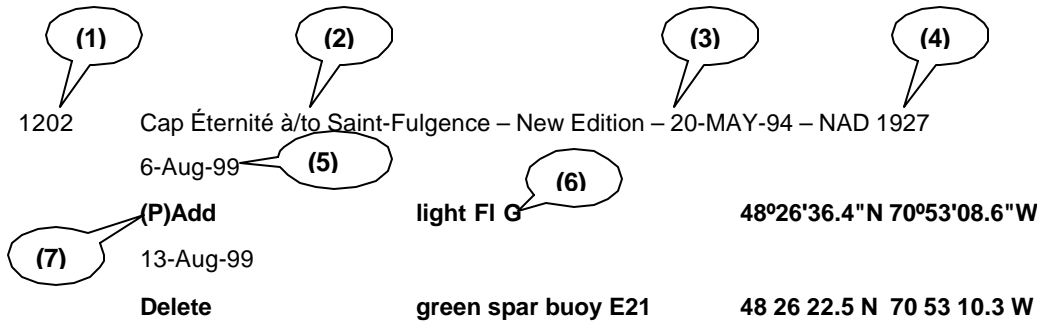
NOTE: Cette publication est aussi disponible en français.

NEWSLETTER NOTICE TO USERS

In our quest to improve our service to our clients, we are implementing the following changes to the Monthly Edition of Notices to Mariners at the start of the new millennium.

CHART CORRECTIONS – SECTION II

Corrections to nautical charts will be listed in numeric order by chart number. Each chart correction listed applies only to that particular chart. Related charts, if any, will have their own specific correction listed separately. Users should also refer to CHS Chart 1 Symbols, Abbreviations Terms for additional information pertaining to the correction of charts. The illustration below describes the elements that will comprise a typical Section II chart correction.



- (1) Chart Number
- (2) Chart Title
- (3) Most recent chart edition date
- (4) Chart Datum
- (5) Weekly chart correction date
- (6) Chart action
- (7) Notice type

UPCOMING NEW FEATURES

Activity Reports

A Regional Activity Report will be compiled detailing marine aid activities that have not yet been incorporated on charts or related nautical publications. These activity reports will be updated on a monthly basis and are to be used as a reference tool only and should not differ you from using caution when navigating in these areas. Charts and nautical publications will be updated to reflect the changes mentioned in the activity reports as expeditiously as possible.

Paper Mailing List

A renewal subscription address card will be mailed out through the Monthly Edition.

Notices to Mariner Internet Site - notmar.com

Publications

As an Internet user you now have access to all the Notices to Mariners publications free of cost. All volumes of the List of Lights, Buoys & Fog Signals as well as the Annual Edition of Notices to Mariners are kept-up-to date on a Monthly basis.

Chart User Profile

Users can set up a 'user profile' account on the site to receive Notices to Mariners chart correction changes via e-mail.

Weekly Posting of Chart Corrections

Chart corrections will soon be posted to the Internet Site on a weekly basis.

We will keep you posted in future Newsletters on the implementation of these new features.

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

Laurentian

Laurentian Regional Operations Centre GC\SO\COR
Operational Information Officer
Phone: (418) 648-5410
Fax: (418) 648-7244
E-Mail: OPSAVIS@dfo-mpo.gc.ca

Pacific

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

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

Central & Arctic

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

DGPS INITIAL OPERATIONAL SERVICE

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

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

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

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

Table of DGPS Reference Stations in Canada

Station Name	Id. Nos of reference stations	DGPS Station ID	Geog. Position		Frequency [kHz]	Bit/s
			Latitude	Longitude		
			Cape Race, NFLD	338,339		
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
Warton, 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 a 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 anomaly report. Please take note of any DGPS service anomalies you experience and forward the completed form to the Director, Navigation Systems, Department of Fisheries and Oceans, 200 Kent Street, Station 5130, Ottawa, ON, K1A 0E6

GPS "ROLLOVER" AUGUST 1999

The Global Positioning System accounts for time by using a number for every week the service is in operation and accounts for the seconds within each numeric week. It counts weeks using a starting point of midnight (0000) on the evening of January 5, 1980 / morning of January 6, 1980 (UTC), and has increased its count by 1 for each week since then. Both week and seconds are broadcast as part of the GPS message provided by the satellites and are used by receivers in their computations. The GPS week number field in this message can only provide for numbers up to 1024 which means that, at the completion of the week 1023, the week number field will roll over from 1023 back to 0. This will occur at midnight 21-22 August 1999. On 22 August 1999, unless repaired, many GPS receivers will claim that it is 6 January 1980.

It will be the responsibility of the user to account for this changeover, the satellite themselves will simply start broadcasting the new week number. How it will affect your particular GPS unit will depend on what brand and model of receiver you have. Some receivers may merely display inaccurate date information, but others may also calculate incorrect navigation information or might stop providing positions. If the rollover hasn't been taken into account at the time your GPS receiver was designed and built, then the unit might have problems. Some units will require a software upgrade. Mariners are advised to consult with the manufacturers of their receiver's compliance to GPS rollover.

DGPS station anomaly report / Rapport d'anomalie des stations DGPS

With the purpose of constantly evaluating the quality of the DGPS service offered, the Canadian Coast Guard is providing the mariner with the following anomaly report. This report will allow us to get well-supported information concerning the anomaly and thus, will facilitate the identification of the origin of the problem. Please fill accordingly each section of this report and forward it by the suggested ways. You will find a legend at the end of this document.

Avec le souci d'évaluer constamment la qualité du service DGPS offert, la Garde côtière met à la disposition du navigateur le présent rapport d'anomalie. Ce rapport servira à bien documenter l'anomalie et, de ce fait, facilitera l'identification ou la recherche de la source du problème. Nous vous prions de bien remplir chaque section de ce rapport et de l'acheminer de la façon suggérée. Vous trouverez une légende à la fin de ce document.

User informations / Renseignements sur l'utilisateur

Vessel name / Nom du navire: _____ Destination: _____

Vessel position at the beginning of the anomaly /

Position du navire au début de l'anomalie : _____

Vessel position at the end of the anomaly /

Position du navire à la fin de l'anomalie : _____

Anomaly report / Rapport d'anomalie

Date and time of the anomaly / Date et heure de l'anomalie: _____ Duration / Durée: _____

Number of satellites tracked on GPS receiver / Nombre de satellites reçu par le récepteur: _____

DGPS site using / Station DGPS utilisée: Freq.: _____ kHz SS: _____ dB SNR: _____ dB

DOP Geometry / Géométrie DOP : _____

User receiver operates correctly with other DGPS sites? /

Votre équipement DGPS fonctionne-t-il normalement à l'utilisation d'autres stations DGPS?: Yes/ Oui ____ No / Non_

Comments / Commentaires: _____

Point of contact / Personne-ressource: Name/ Nom: _____

Phone / Téléphone : _____

Weather conditions / Conditions météo

Winds / Vents : Direction: _____ Speed / Vitesse: _____ KTS

Temp. °C: _____ VIS: _____ N.M.

Sea State / État de la mer : _____

Bearing and range to electrical storm /

Direction et distance de l'orage : _____

Time of the storm / Heure de l'orage: _____ UTC

Essential 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, Navigation Systems
Department of Fisheries and Oceans
200 Kent Street, Station 5130
Ottawa, ON
K1A 0E6

Directeur, Systèmes à la navigation maritimes
Ministère des Pêches et Océans
200, rue Kent, 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.

CENTRAL & ARCTIC REGION

Marine Aids to Navigation Program 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
Canadian Coast Guard
Department of Fisheries & Oceans
201 Front Street North, Suite 703
Sarnia, ON
N7T 8B1

Telephone (519) 383-1859 or (519) 383-1861
Facsimile (519) 383-1989

GREAT LAKES - Water levels.

The Canadian Coast Guard is reviewing the various Aids to Navigation systems to develop contingency plans should water levels in Lake Superior, Lake Huron and Georgian Bay significantly drop below chart datum.

Changes to the Aids to Navigation in both small craft and commercial channels may be necessary. The changes may incorporate one or more of the following.

- Temporary repositioning of buoys
- Temporary addition of buoys
- Temporary removal of ranges
- Temporary narrowing of channels
- Temporary re-routing of channels and removal of buoys

Necessary changes to the Aids to Navigation will take place at or as near to the opening of the 2000 navigation season as possible.

Areas of concern currently identified in the small craft channels between Port Severn, Little Current and the North Channel are:

- | | |
|--------------------------|-----------------------------|
| 1) Potato Island Channel | 2) Quarry Island |
| 3) Big Dog Channel | 4) Big David Bay Range Line |
| 5) Starvation Bay | 6) Seven Mile Narrows |
| 7) Shebeshekong Channel | 8) Shoal Narrows |
| 9) Hangdog | 10) Norgate |
| 11) Cunninghams Channel | 12) Rogers Cut |
| 13) Parting channel | 14) Beaverstone Bay |
| 15) Lansdowne Channel | |

Specific sites and details of the changes will be broadcast as they are reviewed and identified. Depending on the priority some changes may be made with limited advance notice.

All changes will be broadcast through Notices to Shipping.

Temporary placement of signage in areas of concern may be considered.

Mariners are invited to voice any concerns through their nearest Coast Guard Radio Station or directly to:

Randy Childerhose or Mike Phillips - Parry Sound - (705) 746-2196
Steve Lear or Chuck Lemaire - Prescott - (613) 925-2865
Al Dion - Regional Superintendent - Sarnia - (519) 383-1859

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

Superintendent, Information and Publications
Navigation Aids
Navigation Systems Branch
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, ON
K1A 0E6

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

Please indicate which edition you would like to receive.

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

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

ADD _____ **AMEND** _____ **REMOVE** _____ **NO. OF COPIES** _____

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NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

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NOTICE TO MARINERS USER SURVEY

FELLOW MARINERS

<u>TELL US HOW WE CAN HELP YOU</u>

INTERNET GIVES US THE OPPORTUNITY TO TAILOR THE NOTMAR SITE TO SUIT THE NEEDS OF OUR USERS. THIS USER SURVEY IS YOUR WINDOW TO THE FUTURE. IT IS IMPORTANT FOR US TO GET YOUR FEEDBACK TO ENABLE US TO EXPAND OUR SERVICES TO ACCOMMODATE YOUR REQUIREMENTS BY TAKING FULL ADVANTAGE OF NEW TECHNOLOGY.

NOW COME ON BOARD AND SAIL THROUGH OUR USER SURVEY

INSTRUCTIONS

This questionnaire is divided into three parts:

Statistical Information
 On Line (Internet) Access
 Future - Hard Copy (paper version) Access

You will find discreet closed questions, multiple-choice options and open-ended text based questions.

1. STATISTICAL INFORMATION

We would like to begin by collecting some basic information about yourself and your use of the Notices to Mariners information. The information in this section will enable us to confirm that respondents to the survey constitute a representative sample of the marine community. All information will be treated as strictly confidential and will not be released to any other persons.

Please provide us with the following information about yourself or your organization.

Name:

Address:

City, Province/State:

Country:

E-Mail:

1.1 Which of the following best describes you as a person within the marine community?

- Commercial user
 Pleasure craft operator
 General public
 State/Military
 Other

--	--

2. ON LINE (INTERNET) ACCESS

2.1 Have you ever visited the notmar.com web site?

- Yes
- No (If No, please jump to question # 2.11)

2.2 If so, how often do you visit our site?

- Daily
- Weekly
- Monthly
- Seasonally
- Other

2.3 How did you hear about the site?

- Stumbled upon while surfing the Internet
- Word of mouth
- Advertising on the Notices to Mariners (paper version)
- Other

2.4 Which publication format offered on the site do you prefer to use?

- Hypertext Markup Language (HTML)
- Adobe Acrobat files (.pdf)
- MSWord files (.doc)

2.5 Which services on the site do you use?

- Monthly Notices to Mariners
- List of Lights, Buoys and Fog Signals
- Annual Notices to Mariners
- Other

2.6 What do you like most about our site?

- Easy to find what you're looking for
- The site contains useful information
- Downloading information is fast and reliable
- Site is always available
- Hot Links
- Other

2.7 What do you like least about our site?

- Difficult to find what you're looking for
- Information on the site is not useful
- Downloading information is difficult and unreliable
- Not enough links to other resources
- Graphics, Adobe Acrobat format, etc., are not accessible on my equipment
- Other

2.8 Do you use of the "Notmar Search" database feature which is located on the button bar of the site ?

- Yes
- No

2.9 Do you use the "***User Profile***" feature that allows you to automatically receive future notices (via e-mail) which affect your charts?

- Yes
 No

2.10 Would you recommend our site to others?

- Yes
 No (If no, please explain)

2.11 What do you think of the following new features which will be introduced to the site in the near future?

- Notices to Mariners notices being posted on a weekly basis versus monthly

Comments

- Chart patches affecting notices being posted onto the site

Comments

2.12 Do you have Internet access?

- No
 Yes (If Yes, please specify)

Please give any suggestions on how to improve any aspect of the site.

3. FUTURE - HARD COPY (PAPER VERSION) ACCESS

3.1 Which medium do you use to obtain the "Monthly Notices to Mariners" publications?

- Electronic version (Internet)
 Paper version
 both

3.2 If you are using ***both*** methods (See # 3.1) which one do you prefer and why?

3.3 How do you have access to the internet?

- Direct Access (Home, office)
 Other (Relatives, friends, library, marinas)
 No internet access

3.4 Is it necessary for you to receive the “Monthly Notices to Mariners” via Canada Post? (The Internet version is considered an official document.)

<input type="checkbox"/>	No
<input type="checkbox"/>	Yes (If yes, why?)

3.5 If you still require the paper version of the “Monthly Notices to Mariners”, how much of an annual subscription fee would you be willing to pay to continue receiving it via Canada Post? (Please note that printing and postal costs average about \$300,000.00 annually. The Internet version can be produced at an annual cost to taxpayers of about \$1,200.)

<input type="checkbox"/>	\$50 - \$75
<input type="checkbox"/>	\$75 - \$100
<input type="checkbox"/>	\$100 - \$125

3.6 Knowing that the Internet version is considered an official document, how soon would you consider using this medium exclusively (no further paper distribution)?

<input type="checkbox"/>	Within 1 year
<input type="checkbox"/>	Within 18 months
<input type="checkbox"/>	Within 24 months
<input type="checkbox"/>	Never

General Comments:

Thank you for taking the time to complete this survey.

Please forward this survey to the following address:

Superintendent, Information and Publications
Aids to Navigation
Marine Programs
Canadian Coast Guard
Fisheries & Oceans Canada
Ottawa, Ontario
K1A 0E6

CANADIAN HYDROGRAPHIC SERVICE - Cumulative chart correction list.

The accompanying correction list is a cumulative list of charts affected by Notices to Mariners from 01-JANUARY-2000 to 31-MAY-2000

Chart Numbers	Notices to Mariners Dates			
L/C3000	(P) 28-APR-2000.			
L/C3001	(P) 28-APR-2000.			
L/C3002	21-APR-2000.	07-APR-2000.	10-MAR-2000.	
3061	25-FEB-2000 (New Edition 29-OCT-1999)			
3311	05-MAY-2000.	24-MAR-2000.	10-MAR-2000.	
3312	24-MAR-2000.			
3313	14-APR-2000.	07-APR-2000.	31-MAR-2000.	24-MAR-2000.
3410	(P) 31-MAR-2000.			
3419	(P) 21-APR-2000.			
3441	(P) 31-MAR-2000.			
3442	31-MAR-2000.			
3447	31-MAR-200 (New Chart 10-DEC-1999)			
3457	31-MAR-200 (Permanently Withdrawn)		18-FEB-2000.	
3458	07-APR-2000.			
3459	24-MAR-2000.	(T) 17-MAR-2000.		
L/C3461	(P) 28-APR-2000.			
L/C3462	05-MAY-2000.			
L/C3463	24-MAR-2000.	10-MAR-2000.		
3478	31-MAR-2000.	24-MAR-2000.		
3481	(P) 31-MAR-2000.	24-MAR-2000.	10-MAR-2000.	
3488	12-MAY-2000.			
3489	12-MAY-2000.			
3492	14-APR-2000.			
3493	24-MAR-2000.	10-MAR-2000.		
L/C3512	05-MAY-2000.	24-MAR-2000.		
3513	05-MAY-2000.	25-FEB-2000 (New Edition 29-OCT-1999)		
3514	24-MAR-2000.			
3526	24-MAR-2000.	10-MAR-2000.		
3527	05-MAY-2000.			
L/C3602	(P) 28-APR-2000.			
L/C3606	(P) 28-APR-2000.			
3670	21-APR-2000.			
3685	07-APR-2000.	24-MAR-2000.		
3711	17-MAR-2000.			
3734	17-MAR-2000.			
3738	11-FEB-2000.			
3742	05-MAY-2000.			
L/C3802	05-MAY-2000.	21-APR-2000.	07-APR-2000.	10-MAR-2000.
3808	21-APR-2000.			

Chart Numbers	Notices to Mariners Dates			
3868	10-MAR-2000.			
3955	05-MAY-2000.			
3957	21-APR-2000.	07-APR-2000.		
3959	05-MAY-2000.			
3960	05-MAY-2000.			
5003	28-APR-2000.			
5449	28-APR-2000.			
7512	31-MAR-2000.			
7621	18-FEB-2000.			

CANADA - TRANSPORT CANADA PUBLICATIONS - Ship Safety Bulletins - 2000.

The following bulletins have been issued in 2000:

- No. 1 March 08, 2000 AMENDMENTS TO THE EXAMINATION AND CERTIFICATION OF SEAFARERS DOCUMENT - TP 2293
- No. 2 March 16, 2000 SERVICING OF MARINE ABANDONMENT IMMERSION SUIT SYSTEM BY AUTHORIZED PERSONNEL ONLY
- No. 3 March 30, 2000 LOAD LINE - SUBMERSION ALLOWANCES
- No. 4 April 17, 2000 FLOODING DETECTION ON FISHING VESSELS
- No. 5 April 17, 2000 PREMATURE RELEASE OF LIFEBOAT SAFETY HOOKS
- No. 6 April 18, 2000 ADVICE ON WATER LEVELS IN THE GREAT LAKES SYSTEM, AND TESTING OF STEERING GEAR

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

3311 - Sunshine Coast, Vancouver Harbour to/à Desolation Sound - New Edition - 31-DEC-1993 - Nad 1983

05-MAY-2000.

Add note below main title on cover jacket.

GAS PIPELINES. Gas pipelines contain natural gas under pressure and damage to these installations could create an immediate fire hazard. Mariners are cautioned not to anchor or trawl near pipelines.

GAZODUCS. Les gazoducs et les puits à gaz sous pression et du dommage à ces installations pourraient créer un danger de feu immédiat. Les navires ne devraient ni mouiller ni chaluter près de pipelines ou de têtes de puits.

L/C3462 - Juan de Fuca Strait to/à Strait of Georgia - New Edition - 23-OCT-1998 - Nad 1983

05-MAY-2000.

Replace starboard daybeacon with radar reflector with bifurcation daybeacon with radar reflector 48°35'19.0"N 122°48'05.0"W

3488 - Crescent Island to/à Strawberry Island - Sheet 1 - New chart - 21-OCT-1994 - Nad 1983

12-MAY-2000.

Replace red pillar light buoy FI R marked S60 with red conical buoy marked S60 49°09'28.1"N 122°24'39.0"W

3489 - Barnston Island to/à Crescent Island - Sheet 2 - New chart - 21-OCT-1994 - Nad 1983

12-MAY-2000.

Replace red pillar light buoy FI R marked S60 with red conical buoy marked S60 49°09'28.1"N 122°24'39.0"W

L/C3512 - Strait of Georgia, Central Portion / Partie Centrale - New Edition - 25-DEC-1998 - Nad 1983

05-MAY-2000.

Add note 49°33'05.0"N 123°55'24.0"W

GAS PIPELINES. Gas pipelines contain natural gas under pressure and damage to these installations could create an immediate fire hazard. Mariners are cautioned not to anchor or trawl near pipelines.

GAZODUCS. Les gazoducs et les puits à gaz sous pression et du dommage à ces installations pourraient créer un danger de feu immédiat. Les navires ne devraient ni mouiller ni chaluter près de pipelines ou de têtes de puits.

3513 - Strait of Georgia – Northern Portion / Partie nord - New Edition - 29-OCT-1999 - Nad 1983

05-MAY-2000.

Add note 49°44'12.0"N 124°57'48.0"W

GAS PIPELINES. Gas pipelines contain natural gas under pressure and damage to these installations could create an immediate fire hazard. Mariners are cautioned not to anchor or trawl near pipelines.

GAZODUCS. Les gazoducs et les puits à gaz sous pression et du dommage à ces installations pourraient créer un danger de feu immédiat. Les navires ne devraient ni mouiller ni chaluter près de pipelines ou de têtes de puits.

3527 - Baynes Sound – New Edition - 01-JAN-1988 - Nad 1927

05-MAY-2000.

Add note 49°44'42.0"N 124°57'33.0"W

GAS PIPELINES. Gas pipelines contain natural gas under pressure and damage to these installations could create an immediate fire hazard. Mariners are cautioned not to anchor or trawl near pipelines.

GAZODUCS. Les gazoducs et les puits à gaz sous pression et du dommage à ces installations pourraient créer un danger de feu immédiat. Les navires ne devraient ni mouiller ni chaluter près de pipelines ou de têtes de puits.

3742 - Otter Passage to/à Mckay Reach - New Edition - 16-JUL-1982 - Nad 1927

05-MAY-2000.

Add "BELL" against red light buoy marked E78

53°12'15.0"N 129°36'20.0"W

L/C3802 - Dixon Entrance - New Edition - 24-NOV-1989 - Nad 1927

05-MAY-2000.

Delete Fog Sig

54°34'08.0"N 130°42'25.0"W

3955 - Venn Passage – New chart - 15-FEB-1985 - Nad 1927

05-MAY-2000.

Delete orange and white mooring buoy

54°19'55.8"N 130°26'20.9"W

Delete orange and white mooring buoy OrW

54°19'58.9"N 130°26'10.0"W

Delete orange and white mooring buoy OrW

54°19'58.1"N 130°26'06.0"W

Delete orange and white mooring buoy OrW

54°19'57.6"N 130°26'03.0"W

3959 - Hudson Bay Passage - New chart - 11-DEC-1987 - Nad 1983

05-MAY-2000.

Delete Fog Sig 30s

54°34'06.8"N 130°42'31.5"W

3960 - Approaches to/Approches à Portland Inlet - New chart - 13-AUG-1993 - Nad 1983

05-MAY-2000.

Delete Fog Sig 30s

54°34'06.8"N 130°42'31.5"W

Section 5

EDN 05/00

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

371.5	<i>Crescent Island light buoy S60</i>						Delete from List.	Chart:N/A Edn 05/00
730 G5814	Green Island	On SW. side of island. 54 34 06.8 130 42 31.5	Fl W 5s	19.2	13	White tower. 10.7	Flash every 5 s Emergency light. Year round. Operates at night only.	Chart:3959 Edn 05/00
741.5	<i>Nepean Rock light and bell buoy E78</i>	53 12 15 129 36 20	<i>Fl R 4s</i>	<i>Red, marked "E78".</i>	<i>Year round.</i>	Chart:3742 Edn 05/00

**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/M No. _____ of 2000) _____ 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, Navigation Systems
Canadian Coast Guard
Department of Fisheries and Oceans
Ottawa, Ontario, K1A 0E6

In the case of information Canadian navigational aids or the List Department 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.