



Canada

Canada

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OCTOBER 29, 1999

WESTERN EDITION OF NOTICES TO MARINERS

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CANADIAN COAST GUARD

NOTICES

1900 to 1978

CONTENTS

	Page
SEC. I Safety and General Information	1 - 13
SEC. II Chart Corrections	14 - 16
SEC. III Radio Aids to Marine Navigation Corrections	17, 19
SEC. IV Sailing Directions and Small Craft Guide Corrections.....	21 - 43
SEC. V Light List Corrections	45

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Mariners are advised that all relevant Written Notices to Shipping should be kept until superseded by Notices to Mariners or through revised charts issued by the Canadian Hydrographic Service.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 pagexiii of each monthly edition. Notification of changes to the mailing addresses, regional issues and/or number of copies required should also be transmitted by means of this form.

Canadian Nautical Charts & Publications - A source list of *Canadian Nautical Charts & publications* is published in *Notice No. 14* of the current *Annual Edition of Notices to Mariners*. The source supply and the prices effective at the time of printing are listed. This list is periodically updated in the monthly edition of *Notices to Mariners*.

NOTE: Cette publication est aussi disponible en français.

DGPS INITIAL OPERATIONAL SERVICE

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

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

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

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

Table of 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
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 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 Marine Aids, Fisheries and Oceans Canada, 200 Kent Street, Station 5130, Ottawa, ON, K1A 0E6.

GPS "Rollover" August 1999

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

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

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

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

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

User informations / Renseignements sur l'utilisateur

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

Anomaly report / Rapport d'anomalie

Date and time of the anomaly / Date et heure de l'anomalie: _____ Duration / Durée: _____
Number of satellites tracked on GPS receiver / Nombre de satellites reçu par le
_____ DGPS site using / Station DGPS utilisée : Freq.: _____ kHz SS: _____ dB SNR: _____
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. oC: _____ 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: _____

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 / Fabricant: _____ Model: _____
DGPS beacon receiver / Démodulateur DGPS : Make / Fabricant : Model: _____
Gyro interface with GPS / Gyro intégré avec le GPS? Yes / Oui : _____ No / Non : _____
DGPS interfaced with an ECDIS / DGPS intégré dans un SVCEI? Yes / Oui: _____ No / Non : _____

If yes, please fill below / Si oui, S.V.P. compléter ci-dessous:

ECDIS / SVCEI : Make / Fabricant: _____ Model: _____

Radar image interfaced / Image radar intégrée ? : Yes / Oui: _____ No / Non: _____

Gyro interfaced with ECDIS / Gyro intégré avec SVCEI? Yes / Oui: _____ No / Non: _____

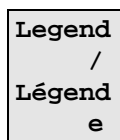
Permanent installation or in evaluation / Installation permanente ou en
évaluation : _____

This report can be sent the following ways / Ce rapport peut être acheminé selon

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

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

Canada



Position : Position can be provided by latitude, longitude, bearing and distance, location of a buoy, etc.
La position peut être donnée en latitude, longitude, 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

Aids Modernization consultations are continuing throughout the Central and Arctic Region of the Canadian Coast Guard. Mariners are urged to continue to read and monitor Notices to Shipping and Notices to Mariners for the most recent concerning adjustments to aids to navigation. You may also access the Central and Arctic Website at www.ccg-gcc.gc.ca/cen-arc/main.htm for further information.

Mariners and representatives of user groups seeking clarification, having questions, or wishing to provide comments or recommendations concerning any aids to navigation notice may to contact:

Superintendent Marine Aids Program
Central and Arctic Region
201 Front Street North, Suite 703
Sarnia, Ontario, N7T 8B1
Telephone (519) 383-1859 or (519) 383-1861
Facsimile (519) 383-1989

MONTHLY EDITION OF NOTICES TO MARINERS

MAILING LIST CHANGES

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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NATIONAL

CANADA - List of charts affected by (T) and (P) Notices in effect September 24, 1999.....	1969	4,5
- Safety of offshore exploration and exploitation vessels.....	1970(T)	1
- Summary of Temporary and Preliminary Notices in effect September 24, 1999.	1968	3,4
CANADIAN COAST GUARD PUBLICATIONS - Amendments to the Radio Aids to Marine Navigation (Pacific) publication 1999.....	1928	19
- Amendments to the Radio Aids to Marine Navigation (Pacific) publication - April 1999....	1941	17
- Amendments to the Radio Aids to Marine Navigation (Pacific) publication - April 1999....	1952	19
CANADIAN HYDROGRAPHIC SERVICE - Amendment to Notice 1523/99.....	1923	1
- Canadian Tide and Current Tables.....	1977	1,2
- Current Atlas.....	1978	2
- Current chart edition dates.....	1972	5-13
- New Edition of Sailing Directions.....	1973	2

ARCTIC

BEAUFORT SEA - BAILLIE ISLANDS - Racon.....	1952	15
HUDSON BAY - CHURCHILL HARBOUR - Buoy and racons.....	1924	14
NORTHWEST TERRITORIES - AMUNDSON GULF - DARNLEY BAY - Racon.....	1928	14

PACIFIC

BRITISH COLUMBIA - HECATE STRAIT - SOUTHERN PORTION - WEST OF CONROY ISLAND - Rocks.....	1950	15
- KYUQUOT SOUND - ENTRANCE TO FAIR HARBOUR - Rocks.....	1945(P)	14,15
- SPILLER CHANNEL - WIGHAM COVE - Rock.....	1949	15
BRITISH COLUMBIA - NORTH COAST - PORCHER ISLAND - KITKATLA INLET - Rock.....	1961	15,16
UNITED STATES, WEST COAST - JUAN DE FUCA STRAIT - CLALLAM BAY - Lights.....	1951	14

NUMERICAL INDEX OF CANADIAN CHARTS AFFECTED

Chart No.	Notice #	Page	Chart No.	Notice #	Page	Chart No.	Notice #	Page
LC 3001	1951	14						
LC 3002	1950	15						
3601	1951	14						
LC 3606	1951	14						
3623	1945(P)	14,15						
3682	1945(P)	14,15						
3720	1949	15						
3726	1950	15						
LC 3744	1950	15						
3761	1961	15,16						
LC 3902	1950	15						
3927	1961	15,16						
3940	1949	15						
5400	1924	14						
5640	1924	14						
7664	1952	15						
7665	1928	14						
7687	1928	14						

***1970(T) CANADA – Safety of offshore exploration and exploitation vessels.**

Reference: Notice 1346(T)/99 cancelled.

1999 Annual Edition of Notices to Mariners, 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

Mackenzie Delta
NIL

Beaufort Sea
NIL

Yukon
NIL

Arctic Islands
NIL

For information on Nova Scotia or Newfoundland Offshore activities, please contact C-NSOPB (902)422-5588; C-NOPB (709)778-1400.

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).

(AMA8035-10-17)

(NEB-H99-072)

***1923 CANADIAN HYDROGRAPHIC SERVICE - Amendment to Notice 1523/99.**

Reference: Notice 1523/99.

Please note that P138 Small Craft Guide, British Columbia, Vol. 1, 1989 has been permanently withdrawn. The Sailing Direction, British Columbia, Vol. 1 is still current.

(AMA8035-10-35)

(DFO-H99-102)

***1977 CANADIAN HYDROGRAPHIC SERVICE - Canadian Tide and Current Tables.**

The Canadian Tide and Current Tables for 2000 have been published in Seven volumes.

Volume 1 Atlantic Coast and Bay of Fundy/côte de l'Atlantique et Baie de Fundy

Volume 2 Gulf of St. Lawrence/Golfe du Saint-Laurent

Volume 3 St. Lawrence and Saguenay Rivers/Fleuve Saint-Laurent et rivière Saguenay

Volume 4 Arctic and Hudson Bay/l'Arctique et la Baie d'Hudson

Volume 5 Juan de Fuca Strait and Strait of Georgia/Détroits de Juan de Fuca et de Georgia

Volume 6 Discovery Passage and West Coast of Vancouver Island/Discovery Passage et côte Ouest de l'Île de Vancouver

Volume 7 Queen Charlotte Sound to Dixon Entrance/Queen Charlotte Sound à Dixon Entrance

(AMA8035-10-35)

(DFO-H99-122)

***1978 CANADIAN HYDROGRAPHIC SERVICE - Current Atl as.**

The 1970 Edition, of the Yakulta Rapids Tidas Current Atlas, has been permanently withdrawn.

(AMA8035-10-35)

(DFO-H99-123)

***1973 CANADIAN HYDROGRAPHIC SERVICE - New Edition of Sailing Directions.**

The Sixteenth Edition of British Columbia Coast (South Portion), Volume 1, 1999, is now available. This book cancels and replaces the Fifteenth Edition, 1990, of British Columbia Coast (South Portion) Sailing Directions, Volume 1. All relevant information published in Canadian Notices to Mariners up to and including Monthly Edition No. 7 of 1999 has been incorporated in this edition of British Columbia Coast (South Portion), Volume 1, 1999. The price of this publication is \$39.95.

The corrections contained in Section IV of this Edition of Notices to Mariners will bring the Sixteenth Edition of British Columbia Coast (South Portion), Volume 1, 1999, up-to-date.

(AMA8035-10-35)

(DFO-H99-118)

***1968 SUMMARY OF TEMPORARY AND PRELIMINARY NOTICES IN EFFECT SEPTEMBER 24, 1999.**

(Revised and promulgated quarterly)
Reference: Notice 1347/99 cancelled.

NOTICE	CHART	LOCALITY AND SUBJECT
		(1) MISCELLANEOUS
1346(T)/99	----	Canada – Safety of offshore exploration and exploitation vessels.
		(2) CANADIAN ARCTIC AND WEST COAST OF GREENLAND
847(P)/89	7740, 7083	Northwest Territories – Larsen Sound – Boothia Peninsula – Results of surveys.
634(P)/96	7371	Northwest Territories – Ellesmere Island – Alexandra Fiord – Off Skraeling Island –Result of survey.
666(P)/96	----	Western Arctic – Great Slave Lake – Curtis Island – Light to be discontinued.

738(P)/96	6311	Northwest Territories – Lake Athabasca – Range lights to be discontinued.
751(P)/96	6311	Northwest Territories – Lake Athabasca – Range lights to be discontinued.
328(P)/98	- - - -	Northwest Territories – Fort Chipewyan to Fort McMurray – Changes to the buoyage system – 1998.
1510(P)/98	7760, 7733, 7083	Northwest Territories – Simpson Strait – Rae Strait – Shoal depths.
1727(P)/98	7760, 7083	Northwest Territories – Boothia Peninsula – James Ross Strait – Shoal depths.
577(P)/99	- - - -	Manitoba – Lake Winnipeg – Red River – Maintenance dredging.
	(3)	BRITISH COLUMBIA INCLUDING VANCOUVER ISLAND, QUEEN CHARLOTTE ISLANDS, FRASER RIVER, U.S. WEST COAST SOUTH TO 48°N., AND PUGET SOUND
967(T)/85	3441, L/C 3462, 3313	Vancouver Island – Saanich Inlet – Off Coal Point and Squally Reach – Moorings established temporarily.
575(T)/92	3313, 3441	Vancouver Island – Saanich Inlet – Patricia Bay – Sub-surface acoustic target established.
702(P)/92	3053	British Columbia – Shuswap Lake – Salmon Arm – Range lights established.
784(P)/92	3540, 3312	Vancouver Island – Discovery Passage – Campbell River – Information about fuelbarge.
454(T)/93	3490	British Columbia – Fraser River – Sturgeon Bank – Cautionary light buoy established temporarily.
651(T)/93	3419	Juan de Fuca Strait – Esquimalt Harbour – Off Yew Point – ODAS/SADO buoy established temporarily.
669(T)/93	3958, 3964	British Columbia - Prince Rupert Harbour - Current meters established temporarily.
684(T)/93	L/C 3602, L/C 3001, L/C 3000	Off Vancouver Island - Subsurface mooring established temporarily.
279(T)/94	L/C 3000	Off Vancouver Island - Subsurface moorings established temporarily.
301(T)/94	3680, 3623, L/C 3604, L/C 3001, L/C 3000	Off Vancouver Island - Scientific subsurface mooring established temporarily.
303(T)/94	L/C 3604, L/C 3001, L/C 3000	Off Vancouver Island - Scientific subsurface mooring established temporarily.
733(T)/95	LC 3802	British Columbia - Dixon Entrance - Rose Spit - Racon temporarily relocated.

814(P)/96	3682, 3663, 3662	Vancouver Island, West Coast - Approaches to Esperanza Inlet - Shoal depths.
96(P)/97	3682, 3623	Vancouver Island, West Coast - Kyuquot Sound - Entrance to Fair Harbour - Shoal reported.
516(P)/97	3662	Vancouver Island, West Coast - Approaches to Esperanza Inlet - Shoal depth.
693(P)/97	3728	British Columbia - Milbanke Sound - Bardswell Group - Results of survey.
695(P)/97	3787	British Columbia - Milbanke Sound - Bardswell Group - Results of survey.
556(P)/99	3457	British Columbia - Nanaimo Harbour - Newcastle Island Passage - Caution note.

(AMA8035-10-1)

(CCG-H99-069)

***1969 LIST OF CHARTS AFFECTED BY (T) AND (P) NOTICES IN EFFECT SEPTEMBER 24, 1999.**

(Revised and promulgated quarterly)

(Reference: Notice 1348/99 cancelled)

CHARTS (T) and (P) NOTICES

L/C 3000	684(T)/93, 279(T)/94, 301(T)/94, 303(T)/94
L/C 3001	684(T)/93, 301(T)/94, 303(T)/94
3053	702(P)/92
3312	784(P)/92
3313	967(T)/85, 572(T)/92
3419	651(T)/93
3441	967(T)/85, 575(T)/92
3457	556(P)/99
L/C 3462	967(T)/85
3490	454(T)/93
3540	784(P)/92
L/C 3602	684(T)/93
L/C 3604	301(T)/94, 303(T)/94
3623	301(T)/94, 96(P)/97
3662	814(P)/96, 516(P)/97
3663	814(P)/96
3680	301(T)/94
3682	814(P)/96, 96(P)/97
3728	693(P)/97
3787	695(P)/97
LC 3802	733(T)/95
3958	669(T)/93
3964	669(T)/93
6311	738(P)/96, 751(P)/96
7083	847(P)/89, 1510(P)/98, 1727(P)/98
7371	634(P)/96
7733	1510(P)/98
7740	847(P)/89

7760

1510(P)98, 1727(P)/98

(AMA8035-10-1)

(CCG-H99-070)

***1972 CANADIAN HYDROGRAPHIC SERVICE - Current chart edition dates.**

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

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

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

REPRINTS A New print of the current edition of a chart incorporating No amendments of Navigational significance other than those previously promulgated in Notices to Mariners. It may also contain amendments from other sources provided they are Not essential to Navigation. Previous printings of the current edition remain in force.

The accompanying list is a listing of the dates of current chart editions up to monthly edition 04 of 1999 (The asterisk indicates changes since Monthly edition 2, 1999). Please refer to the Monthly Notices to Mariners for detail.

	Chart	Cat	Edition Date	Reprint Date
	1	NE	05-JAN-96	
	1202	NE	13-NOV-81	20-MAY-94
	1203	NE	04-JAN-85	10-FEB-95
	1209	NE	14-DEC-84	02-AUG-96
	1220	NE	28-FEB-97	
*	L/C 1221	NE	23-APR-99	
	1223	NE	03-OCT-97	
	1226	NC	27-MAY-83	03-MAY-91
	1229	NE	31-DEC-76	15-DEC-95
	1230	NE	29-FEB-80	10-FEB-89
*	1233	NE	28-MAY-99	
	L/C 1234	NE	24-JUL-98	
	L/C 1235	NE	25-APR-97	
	L/C 1236	NE	25-SEP-98	
	1260	NC	04-JAN-91	
*	1310	NE	12-MAR-99	
*	1312	NE	02-APR-99	
	1313	NE	27-JUN-97	
	1314	NE	04-SEP-98	
	1315	NE	25-SEP-98	
*	1316	NE	26-FEB-99	
*	1317	NE	15-JAN-99	
	1338	NE	05-APR-96	10-JUL-98
	1339	NE	19-AUG-83	03-JAN-97
	1350	NC	06-JUL-84	25-MAR-94
	1351	NC	21-SEP-84	11-AUG-95
	1361	NC	28-MAY-76	01-MAR-96
*	1400	NE	25-JUN-99	
*	1409	NE	21-MAY-99	
*	1410	NE	25-JUN-99	
	1411	NE	02-AUG-96	
*	1432	NC	09-JUL-99	
*	1433	NC	28-MAY-99	
	1434	NC	01-MAR-96	
	1435	NC	15-DEC-95	
	1436	NC	15-JAN-93	03-JAN-97

	1437	NC	19-MAR-93	30-MAY-97
	1438	NE	06-OCT-95	
	1439	NE	22-FEB-91	07-FEB-97
	1509	NC	18-MAY-90	27-JUN-97
	1510	NE	23-JAN-98	
	1512	NE	03-AUG-84	09-OCT-92
	1513	NE	07-JUN-96	
	1514	NC	24-JUL-98	
	1515	NC	24-JUL-98	
	1550	NE	05-JAN-96	
	1551	NE	27-JUN-86	
	1552	NE	05-JUN-98	
	1553	NC	15-FEB-80	21-APR-95
	1554	NE	16-SEP-88	15-AUG-97
	1555	NC	12-OCT-79	
	L/C 2000	NE	10-APR-98	
	2006	NE	03-JUL-87	16-FEB-90
	2007	NE	10-SEP-82	09-SEP-94
	2011	NC	08-JUL-88	
	2017	NC	13-JUL-90	
	2018	NC	22-JUN-90	
	2021	NE	25-JUN-93	
	2022	NE	02-AUG-96	
	2023	NE	01-MAR-85	24-MAR-95
	2024	NE	29-MAR-85	16-DEC-94
	2025	NE	01-MAR-85	28-MAY-93
	2026	NE	05-APR-85	15-DEC-95
	2028	NE	05-JUN-98	
	2029	NE	20-MAR-87	08-MAY-92
	2042	NE	07-OCT-94	
	2043	NC	29-NOV-68	26-MAR-82
	2044	NC	28-FEB-97	
	2047	NC	07-APR-95	
	2048	NC	11-OCT-91	
	2049	NC	10-MAY-85	
	2050	NC	10-MAY-85	
	2053	NC	10-MAY-85	
	2054	NC	10-MAY-85	
	2055	NC	05-JUL-91	
	L/C 2058	NE	16-JUN-89	
	2059	NC	31-JUL-98	
	L/C 2060	NE	28-JUN-85	01-JUL-94
*	L/C 2064	NE	05-MAR-99	
	2067	NE	01-NOV-85	15-FEB-91
	2069	NE	04-MAR-83	13-FEB-98
	2070	NE	29-APR-83	
*	L/C 2077	NE	23-APR-99	
	2085	NE	22-JUN-90	08-APR-94
	2086	NC	09-JUN-89	03-APR-92
*	L/C 2100	NE	25-DEC-98	
	L/C 2110	NE	29-MAY-98	
*	L/C 2120	NE	06-NOV-98	
	L/C 2121	NC	18-DEC-87	
	L/C 2122	NE	05-JUL-91	05-APR-96
	L/C 2123	NE	12-MAR-93	04-APR-97
	2140	NC	16-SEP-88	
	2165	NC	08-MAR-91	
	2181	NE	10-NOV-89	
	L/C 2200	NE	01-MAY-87	17-APR-92
	L/C 2201	NE	13-NOV-98	
*	2202	NE	26-MAR-99	
	2203	NE	07-OCT-88	13-NOV-92
	2204	NE	06-MAY-83	12-FEB-93
	2205	NE	18-DEC-87	06-MAR-92

	2206	NC	27-JUN-97	
	2212	NC	24-FEB-95	
	2213	NC	24-FEB-95	
	2214	NC	07-OCT-94	
	2215	NC	12-AUG-94	
	2218	NC	13-APR-84	
	2221	NE	07-JUN-96	
	2222	NC	13-APR-84	
	2223	NC	13-APR-84	
	2225	NE	08-MAR-91	11-JUL-97
	2226	NE	22-NOV-91	
	L/C 2228	NC	16-FEB-90	
	2235	NE	06-FEB-87	30-DEC-94
	2239	NE	08-MAR-85	01-MAR-96
	L/C 2243	NE	30-AUG-85	08-APR-94
	L/C 2244	NE	12-JUN-87	16-JUN-95
	L/C 2245	NE	06-JUN-86	05-APR-96
	2250	NC	09-MAY-86	
	2251	NC	11-APR-86	26-JUN-92
	2257	NE	02-NOV-84	07-JUN-96
	2258	NE	16-JUN-89	05-APR-96
	2259	NE	15-JUN-62	02-JUL-93
*	2260	NE	05-FEB-99	
	2261	NE	13-JUN-86	21-APR-95
	2266	NC	22-JUN-84	
	2267	NC	22-JUN-84	
	2268	NE	31-MAR-89	06-MAY-94
	2273	NC	13-OCT-55	22-AUG-75
	2274	NE	08-JUN-90	
	L/C 2282	NE	07-JUN-96	
	L/C 2284	NE	27-OCT-89	07-JUN-96
	2286	NE	21-JAN-83	25-AUG-95
	2289	NE	16-OCT-87	05-JUN-92
	2291	NE	12-JUL-81	15-APR-88
	2292	NE	28-APR-89	05-APR-96
	2293	NE	11-JUN-65	12-DEC-80
	2294	NE	23-JUN-89	24-JAN-97
	2297	NE	20-JAN-60	19-SEP-97
	2298	NE	02-JUL-58	13-FEB-81
	2299	NE	30-SEP-83	30-JUN-95
	L/C 2300	NC	24-APR-98	
	L/C 2301	NE	22-FEB-91	
	L/C 2302	NE	02-AUG-85	
	2303	NE	18-MAY-55	29-JUN-90
	2304	NE	31-MAY-57	01-FEB-80
	2305	NE	17-DEC-56	08-FEB-80
	2306	NE	03-MAY-57	09-MAY-75
	2307	NE	31-AUG-56	11-MAR-77
	2308	NE	19-JUL-46	21-APR-78
*	L/C 2309	NE	23-JUL-99	
	2310	NE	03-JUN-46	01-FEB-80
*	2311	NE	23-APR-99	
	2312	NE	13-NOV-87	08-APR-94
	2313	NE	21-JUN-57	28-OCT-77
*	2314	NE	23-APR-99	
	2315	NE	22-APR-88	
	2318	NE	03-DEC-82	
	2400	NE	29-JUN-90	
	L/C 3000	NE	20-JAN-89	22-APR-94
	L/C 3001	NE	07-OCT-94	
	L/C 3002	NE	16-DEC-94	
	3050	NE	03-MAY-96	
	3052	NE	07-OCT-94	
	3053	NC	11-APR-86	02-FEB-90

	3055	NC	21-JUN-91	
	3056	NC	21-JUN-91	
	3057	NC	21-JUN-91	
	3058	NC	21-JUN-91	
	3061	NC	29-MAY-81	21-JUN-85
	3062	NC	24-MAY-85	
	3080	NE	03-APR-92	
	3311	NE	31-DEC-93	
	3312	NC	31-JAN-86	05-APR-91
	3313	NC	28-JUL-95	
	3410	NC	24-MAR-95	
	3411	NC	24-MAR-95	
	3415	NE	13-FEB-87	08-APR-94
	3419	NC	02-JUL-93	
	3424	NC	24-JUL-87	02-APR-93
*	3440	NE	25-DEC-98	
	3441	NE	12-AUG-88	06-DEC-96
	3442	NE	03-JUN-88	06-DEC-96
	3443	NE	30-JAN-98	
	3457	NE	29-DEC-89	01-MAY-98
	3458	NE	10-MAR-95	
	3459	NE	24-OCT-97	
	L/C 3461	NC	06-JAN-84	02-DEC-94
	L/C 3462	NE	23-OCT-98	
	L/C 3463	NE	03-OCT-97	
	3473	NE	13-FEB-87	04-DEC-92
	3475	NE	27-MAY-88	02-JUL-93
	3476	NC	31-AUG-84	22-APR-94
	3477	NE	03-MAY-85	08-SEP-89
	3478	NE	24-FEB-95	
	3481	NE	05-DEC-86	17-DEC-93
	3488	NC	21-OCT-94	
	3489	NC	21-OCT-94	
	3490	NE	25-JUL-97	
	3491	NE	05-JAN-96	
	3492	NC	27-JUN-97	27-NOV-98
*	3493	NE	18-DEC-98	
*	3494	NE	18-DEC-98	
*	3495	NE	18-DEC-98	
*	L/C 3512	NE	25-DEC-98	
	L/C 3513	NC	30-NOV-84	19-FEB-93
	3514	NE	02-AUG-96	
	3515	NC	18-JAN-91	03-JUN-94
	3526	NE	24-FEB-95	
	3527	NE	01-JAN-88	02-APR-93
	3534	NE	07-MAY-93	
	3535	NE	16-AUG-85	16-APR-93
	3536	NC	21-APR-78	16-APR-93
		NC	27-SEP-85	22-JUN-90
	3	NE	27-NOV-92	02-AUG-96
	3539	NE	04-AUG-89	25-APR-97
	3540	NE	22-MAY-92	
	3541	NE	29-JUL-94	
	3542	NE	01-JUL-94	
	3543	NE	27-NOV-92	30-MAY-97
	3544	NE	25-SEP-87	01-MAY-98
	3545	NC	28-APR-89	12-AUG-94
	3546	NC	28-APR-89	11-JUL-97
	3547	NC	28-APR-89	05-APR-96
	3548	NE	26-SEP-97	
	3549	NC	03-DEC-93	05-APR-96
	3550	NC	03-DEC-93	02-JAN-98
	3552	NC	02-JAN-87	02-APR-93
	3555	NE	27-JUN-86	09-APR-93

	3559	NC	15-JUN-79	02-FEB-90
	3564	NC	04-DEC-87	08-SEP-95
	3598	NE	14-AUG-87	11-OCT-91
	3601	NC	26-AUG-94	
	L/C 3602	NE	24-MAY-85	12-AUG-94
	L/C 3603	NE	23-OCT-81	01-NOV-91
	L/C 3604	NE	06-NOV-87	13-JUN-97
	L/C 3605	NE	06-MAR-98	
	L/C 3606	NE	27-JUL-84	03-SEP-93
	3623	NE	26-AUG-77	06-JAN-89
	3624	NE	19-AUG-88	22-APR-94
	3625	NC	25-OCT-68	10-MAR-89
	3646	NE	30-JUN-95	
	3647	NE	05-JUL-85	02-JAN-98
	3651	NE	09-APR-93	
	3668	NE	12-MAR-93	
	3670	NE	21-OCT-94	
	3671	NE	27-AUG-82	03-JUN-94
	3673	NC	01-DEC-95	
	3674	NC	01-DEC-95	
*	3675	NC	20-NOV-98	
*	3676	NC	20-NOV-98	
	3679	NC	14-JUN-91	21-FEB-97
	3680	NE	07-APR-78	26-APR-91
	3681	NC	08-JUN-90	
	3682	NE	05-JUN-87	
	3683	NE	06-MAR-98	
	3685	NE	25-AUG-95	
	3686	NC	08-APR-88	02-DEC-94
	3710	NE	04-JUL-86	15-JUN-90
	3711	NE	15-JUN-84	19-FEB-93
	3717	NE	28-JUL-95	
	3719	NE	17-APR-61	11-NOV-88
	3720	NE	12-FEB-88	03-SEP-93
	3721	NE	26-AUG-94	
	3722	NE	07-FEB-64	04-SEP-87
	3723	NE	29-JUN-84	
	3724	NE	23-MAY-80	21-APR-95
	3726	NE	23-MAY-80	06-JAN-89
	3727	NE	29-JUN-62	24-MAR-95
	3728	NE	05-FEB-82	24-JAN-97
	3729	NE	06-MAR-98	
	3730	NC	30-NOV-60	21-DEC-90
	3733A	NC	01-FEB-56	
	3734	NE	09-JUL-76	24-MAY-91
	3736	NE	31-AUG-90	
	3737	NE	14-AUG-87	21-APR-95
	3738	NE	04-FEB-83	24-MAR-95
	3739	NE	03-FEB-84	01-SEP-89
	3740	NE	20-MAY-77	06-DEC-96
	3741	NE	15-FEB-63	30-JUN-89
	3742	NE	16-JUL-82	02-AUG-96
	3743	NE	25-MAR-77	10-FEB-95
	L/C 3744	NE	20-MAY-88	
	3745	NE	12-JUN-98	
	3746	NE	12-AUG-77	02-JUL-93
	3747	NE	16-SEP-77	30-MAY-97
	3753	NE	30-APR-59	12-AUG-88
	3761	NE	19-AUG-88	
	3772	NE	30-OCT-64	29-JAN-93
	3773	NE	26-APR-85	06-DEC-96
	3781	NE	18-MAY-59	15-MAR-91
	3784	NE	23-JUL-82	16-DEC-94
	3785	NE	04-OCT-91	12-JUN-98

	3786	NC	05-JUL-46	12-MAR-93
	3787	NE	29-JUL-77	04-APR-97
	3794	NE	07-FEB-75	17-MAR-89
	3795	NE	01-MAY-64	09-JUL-93
*	L/C 3802	NE	24-NOV-89	07-MAY-99
*	3807	NC	05-FEB-99	
	3808	NC	30-MAR-62	13-OCT-89
	3809	NE	24-AUG-79	24-MAR-95
	3811	NE	06-DEC-63	27-SEP-91
	3825	NE	16-DEC-77	09-JUN-89
	L/C 3853	NE	02-MAR-90	05-APR-96
	L/C 3854	NE	23-OCT-87	23-APR-93
	3855	NE	13-JAN-67	26-APR-91
	3857	NE	17-NOV-67	10-JUL-87
	3858	NE	28-JUL-67	28-JUL-89
	3859	NE	21-AUG-98	
	3860	NE	12-SEP-69	05-JAN-90
	3863	NE	25-APR-80	16-MAR-90
	3864	NE	11-MAY-62	17-DEC-93
	3865	NE	01-NOV-55	10-JUL-87
	3868	NE	12-JUL-68	19-APR-91
	3869	NE	28-NOV-86	02-MAR-90
	3890	NC	14-MAR-86	07-APR-95
	3891	NC	08-SEP-89	01-AUG-97
	3892	NC	13-JAN-84	03-JUN-94
	3893	NC	13-JAN-84	
	3894	NE	12-JUN-98	
	3895	NC	15-JUN-84	09-JUN-89
	L/C 3902	NE	09-DEC-88	27-JUN-97
	3909	NC	11-DEC-87	03-JUN-94
	3920	NC	18-JAN-91	
	3921	NE	15-DEC-95	
	3927	NE	29-MAY-98	
	3931	NC	21-FEB-92	
	3932	NC	21-FEB-92	12-JUN-98
	3933	NE	20-JAN-89	19-FEB-93
	3934	NC	21-FEB-92	02-JUN-95
	3940	NC	01-MAR-96	
	3955	NC	15-FEB-85	20-MAY-94
	3956	NE	01-MAR-96	
	3957	NE	05-JUN-98	
	3958	NE	24-MAR-95	
	3959	NC	11-DEC-87	03-JUL-92
*	3960	NC	13-AUG-93	16-APR-99
	3962	NE	26-JAN-79	18-JUN-93
	3963	NC	26-OCT-90	12-JUN-98
*	3964	NE	30-APR-99	
	3994	NE	20-JAN-89	22-SEP-95
	4000	NE	14-DEC-84	
	L/C 4001	NE	01-DEC-95	
	L/C 4002	NE	27-DEC-91	05-JUL-96
	L/C 4003	NE	14-DEC-84	29-JUL-94
	L/C 4006	NE	14-DEC-84	19-FEB-93
	L/C 4010	NE	18-NOV-83	10-JUL-92
	L/C 4011	NE	31-OCT-97	
	L/C 4012	NE	13-MAR-87	14-JUL-95
	L/C 4013	NE	07-NOV-86	03-JUL-92
	L/C 4015	NE	24-JUL-92	
	L/C 4016	NE	05-MAY-95	
	L/C 4017	NE	16-JUN-95	
	L/C 4020	NE	27-DEC-91	
	L/C 4021	NE	27-DEC-91	
	L/C 4022	NE	27-DEC-91	02-AUG-96
	L/C 4023	NE	28-NOV-86	05-JAN-96

	L/C 4024	NE	27-DEC-91	
	L/C 4025	NE	27-DEC-91	
	L/C 4026	NE	27-DEC-91	18-JUL-97
	L/C 4045	NC	08-AUG-86	
	4047	NE	09-OCT-98	
	L/C 4049	NE	19-MAY-95	
	L/C 4098	NC	21-SEP-84	
	L/C 4099	NC	21-SEP-84	
	4114	NC	08-MAY-92	
	L/C 4116	NC	09-APR-93	
	4117	NC	28-OCT-88	
*	L/C 4118	NE	13-NOV-98	
	4124	NC	07-AUG-92	
	4130	NC	30-MAY-69	17-DEC-76
	4140	NC	07-JAN-72	02-JUL-82
	4141	NE	01-NOV-96	
	4142	NE	01-NOV-96	
	4145	NE	22-MAR-91	
	4170	NC	28-FEB-92	
	4201	NE	26-JAN-90	10-MAR-95
	4202	NC	14-AUG-87	17-OCT-97
	4203	NC	07-AUG-87	07-NOV-97
	4209	NC	21-OCT-94	
	4210	NC	05-APR-91	
	4211	NE	07-DEC-90	02-JUN-95
	L/C 4227	NC	24-MAY-91	
	L/C 4230	NC	15-JUN-90	26-JUN-98
	L/C 4233	NC	11-JAN-91	
	L/C 4234	NC	10-APR-87	26-DEC-97
	L/C 4235	NC	31-MAR-89	
	L/C 4236	NC	30-JAN-87	28-JUL-95
	L/C 4237	NC	30-DEC-88	30-JAN-98
	L/C 4240	NC	06-OCT-89	06-JUN-97
	L/C 4241	NC	01-DEC-89	02-AUG-96
	L/C 4242	NE	28-AUG-92	
	L/C 4243	NC	20-JUN-86	25-AUG-89
	4244	NC	21-FEB-86	26-APR-91
	4245	NE	28-NOV-86	25-DEC-92
	L/C 4255	NC	27-JUL-90	
	4266	NC	29-SEP-89	
	4275	NE	23-DEC-83	03-MAY-96
	4276	NE	25-JUL-97	
	4277	NE	17-APR-98	
	4278	NE	20-MAR-98	
	4279	NE	28-AUG-98	
	4281	NE	20-FEB-87	14-JUL-95
	4306	NE	14-JUN-85	07-JUN-96
	4307	NE	15-FEB-85	13-NOV-92
	4308	NE	07-SEP-84	27-SEP-91
	L/C 4320	NE	26-SEP-97	
	L/C 4321	NE	11-OCT-85	01-FEB-91
	4328	NE	10-JUL-98	
	4331	NE	19-OCT-84	26-DEC-97
	4332	NE	29-DEC-61	24-JAN-97
	L/C 4335	NE	14-AUG-98	
	4337	NE	03-JAN-86	
	L/C 4340	NE	12-APR-91	
	4342	NE	03-JUN-88	26-APR-91
	L/C 4363	NE	01-NOV-85	13-NOV-92
	4365	NE	08-DEC-72	29-FEB-80
	L/C 4367	NE	01-NOV-85	06-JUL-90
	L/C 4374	NE	27-DEC-85	26-MAR-93
	L/C 4375	NE	25-OCT-85	01-JAN-93
	4376	NE	02-OCT-87	11-AUG-95

	4377	NE	06-NOV-98	
	4379	NE	31-OCT-86	14-FEB-92
	4381	NE	17-JAN-86	03-MAY-96
	4384	NE	31-OCT-86	13-AUG-93
	L/C 4385	NE	07-JUN-96	
	4386	NE	03-OCT-86	24-MAR-95
	4391	NE	21-FEB-92	
	4394	NE	14-SEP-90	
	4395	NE	25-MAY-90	
	4396	NE	19-FEB-88	30-JUL-93
	4399	NC	03-APR-42	26-AUG-83
	4402	NE	25-DEC-98	
	L/C 4403	NE	21-JUN-85	24-DEC-93
	L/C 4404	NE	26-JUL-85	29-JUN-90
	L/C 4405	NE	12-JUL-85	21-JUL-89
	L/C 4406	NE	27-FEB-98	
	4416	NE	01-MAY-98	
	4419	NE	12-AUG-88	02-FEB-96
	4420	NE	03-OCT-69	06-NOV-81
	4421	NE	11-OCT-68	23-MAR-79
	4422	NE	10-OCT-69	17-JUN-94
	4425	NE	02-MAY-80	17-OCT-97
	4426	NE	18-MAR-88	
	4428	NE	06-OCT-78	
	4429	NE	04-JUN-93	
	4430	NE	02-OCT-81	21-MAY-93
	4432	NE	14-DEC-84	15-JUN-90
	4437	NE	17-MAY-91	
	4440	NE	18-JUL-80	
	4443	NC	16-JUN-67	
	4445	NC	17-JUN-49	07-DEC-79
	4446	NC	06-JAN-53	31-DEC-93
	4447	NE	09-NOV-84	
	4448	NE	27-APR-90	
	4449	NE	03-JUL-98	
	4450	NE	02-MAR-73	13-NOV-87
	L/C 4451	NE	27-MAR-87	15-JUL-88
	4452	NE	29-JUL-83	
	4453	NE	17-DEC-82	
	4454	NE	03-FEB-78	
	4455	NE	10-SEP-76	20-OCT-89
*	4456	NE	19-DEC-80	17-JUN-94
*	4459	NE	25-JUN-99	
	4460	NE	11-SEP-87	03-MAY-91
	L/C 4462	NE	28-JUN-85	06-JUN-97
	L/C 4463	NE	09-AUG-85	15-JUN-90
	L/C 4464	NE	11-OCT-85	15-JUN-90
	4466	NE	17-MAY-91	01-MAR-96
	4467	NE	21-MAR-69	01-MAR-96
	4468	NE	12-JUL-85	
	4469	NE	08-NOV-85	
	4470	NE	04-JAN-80	
	4471	NE	11-FEB-77	11-AUG-89
	4472	NE	14-AUG-81	
	4473	NE	25-NOV-77	
*	4474	NE	28-MAY-99	
	4483	NE	12-AUG-88	
	L/C 4485	NE	26-SEP-97	
*	L/C 4486	NE	19-FEB-99	
	4491	NC	06-MAY-66	01-FEB-80
	4492	NC	04-FEB-66	25-JUL-80
	4497	NE	30-JUL-71	12-OCT-79
	4498	NE	23-OCT-87	03-NOV-95
	4504	NE	14-FEB-64	23-JAN-76

	4505	NC	14-FEB-64	14-FEB-75
	4506	NC	28-FEB-64	25-JUN-82
	4507	NC	28-FEB-64	30-JAN-76
	4509	NC	05-DEC-69	21-JUL-78
	4510	NC	22-MAR-68	15-JUL-94
	4511	NC	10-JUL-64	17-OCT-80
	4512	NC	30-OCT-64	09-FEB-79
	4514	NE	23-OCT-81	29-SEP-89
	4515	NE	20-NOV-98	
	4516	NE	02-NOV-62	10-DEC-76
	4518	NC	18-OCT-51	26-JAN-79
	4519	NC	13-OCT-51	04-FEB-83
	L/C 4520	NE	02-JUN-95	
	4521	NE	04-JUN-65	08-SEP-78
	4522	NC	15-JUL-59	04-SEP-81
	4523	NC	27-MAR-64	13-JUN-75
	4524	NE	07-FEB-64	15-AUG-80
	4529	NE	30-SEP-88	
	4530	NE	11-MAR-83	17-APR-92
	4531	NC	24-MAY-74	14-MAR-97
	4535	NC	12-MAR-65	21-AUG-81
	4538	NE	26-MAR-76	
	4540	NC	10-OCT-57	26-JAN-79
	4541	NC	10-OCT-57	03-OCT-80
	4542	NE	09-SEP-66	23-JAN-76
	4543	NC	10-OCT-57	10-NOV-78
	L/C 4560	NE	14-MAR-86	25-DEC-92
	4582	NC	14-FEB-64	10-SEP-76
	4583	NC	16-JAN-61	02-JUL-82
	4584	NC	02-JAN-59	14-NOV-80
	4585	NC	02-JAN-59	29-AUG-80
	4587	NE	04-SEP-87	21-AUG-92
	4591	NC	02-JAN-59	18-AUG-78
	4592	NE	03-JUN-83	02-APR-93
	4593	NC	20-JAN-60	12-JUN-81
	4594	NC	02-JAN-59	14-FEB-92
	4595	NC	02-JAN-59	04-FEB-83
	4596	NC	02-JAN-59	09-JAN-81
	4597	NC	02-JAN-59	09-OCT-81
	4598	NE	21-JAN-83	
*	4615	NE	20-AUG-99	
	4616	NE	19-APR-91	17-OCT-97
	4617	NE	19-MAY-89	25-APR-97
*	4619	NE	20-NOV-98	
	L/C 4622	NE	25-APR-97	
	L/C 4624	NE	17-JAN-86	
	L/C 4625	NE	10-JAN-86	22-APR-88
	L/C 4626	NE	08-NOV-85	22-APR-88
	4633	NE	24-APR-87	21-APR-95
	4634	NE	14-JUL-95	
	4635	NE	24-JUN-83	28-NOV-97
	4637	NE	14-AUG-87	19-MAY-89
	4638	NC	20-SEP-55	12-DEC-80
	4639	NC	20-SEP-55	12-DEC-80
*	4640	NE	27-AUG-99	
	4641	NE	25-DEC-98	
	4642	NC	18-JAN-60	31-MAR-78
	4643	NE	03-MAY-85	15-MAY-92
*	4644	NC	25-JUN-99	
	4652	NE	31-OCT-80	
	4653	NE	12-MAR-76	24-MAR-95
	4654	NC	27-OCT-52	22-SEP-78
	4658	NC	08-MAY-70	15-FEB-80
	4659	NC	10-OCT-57	08-SEP-78

	4661	NC	20-SEP-55	23-JUN-89
	4663	NC	10-OCT-57	03-SEP-76
	4665	NC	10-OCT-57	08-MAY-81
	4666	NC	10-OCT-57	20-JUN-86
	4667	NE	08-OCT-65	13-AUG-76
	4668	NC	10-OCT-57	23-OCT-87
	4669	NC	10-OCT-57	29-MAR-85
	4670	NC	10-OCT-57	29-JUL-77
	4679	NE	31-DEC-76	04-JUN-82
	4680	NC	02-JAN-59	27-FEB-76
	4682	NC	19-OCT-62	01-MAY-87
	L/C 4700	NE	30-DEC-94	
	4701	NC	27-DEC-63	23-OCT-81
	4702	NC	17-JAN-64	28-SEP-90
	4703	NE	31-JAN-64	26-AUG-94
	4712	NC	21-FEB-64	01-FEB-74
	4722	NE	27-FEB-87	
	4724	NE	20-MAY-60	08-SEP-78
	4725	NC	09-JUN-53	28-AUG-81
	4728	NE	16-JUN-95	
	L/C 4730	NE	07-OCT-83	17-OCT-97
	L/C 4731	NE	16-DEC-94	
	4732	NE	27-DEC-68	22-FEB-80
	4744	NC	22-FEB-63	27-NOV-81
	4745	NC	17-MAY-63	09-OCT-87
	4763	NC	01-FEB-63	26-JUL-85
	4764	NC	01-FEB-63	09-NOV-90
	4765	NC	29-NOV-63	26-APR-85
	4766	NC	06-DEC-63	05-APR-96
	4767	NC	06-DEC-63	06-JUL-90
	4769	NE	19-SEP-75	03-MAY-85
	4771	NE	02-JUL-76	29-JUL-83
	4773	NC	29-NOV-63	29-DEC-78
	4774	NC	24-JAN-64	19-MAR-82
	L/C 4775	NE	09-SEP-83	02-MAY-97
	L/C 4776	NE	08-JUL-83	
	L/C 4817	NC	11-APR-86	
	4830	NC	14-FEB-86	
	L/C 4831	NC	26-DEC-86	
	L/C 4832	NC	02-OCT-87	
	4839	NC	27-MAR-92	
	L/C 4841	NC	19-MAY-89	
	L/C 4842	NE	03-MAR-89	
	4843	NC	28-JAN-83	
	L/C 4844	NC	01-FEB-85	25-MAR-94
	L/C 4845	NE	12-SEP-97	
	L/C 4846	NE	15-DEC-95	
	L/C 4847	NE	05-JUL-96	
	4848	NC	12-JUN-87	
	4849	NC	30-DEC-88	
	L/C 4850	NC	11-MAY-90	
	L/C 4851	NE	04-APR-97	
	4852	NC	02-DEC-94	
*	L/C 4853	NE	30-JUL-99	
	4854	NC	25-APR-97	
	4855	NC	06-JUN-97	
*	4858	NC	25-DEC-98	
*	4863	NC	22-JAN-99	
	4865	NC	30-JAN-98	
	4885	NE	12-FEB-88	
	4886	NC	26-DEC-97	
	L/C 4905	NC	22-JUL-88	24-JUL-92
	L/C 4906	NC	18-MAR-88	11-JUN-93
	4909	NC	17-JUN-88	01-MAR-96

	4911	NE	07-MAY-93	
	4912	NE	04-JUN-93	
	L/C 4913	NC	07-AUG-92	
	4920	NE	18-SEP-98	
	4921	NE	06-MAR-98	
	L/C 4951	NC	04-JAN-91	
	L/C 4952	NC	21-AUG-92	
	4954	NE	20-JUN-97	
	4955	NC	15-FEB-91	
	4956	NC	23-NOV-90	
	4957	NC	13-JUL-90	
	4980	NC	03-JAN-92	
	L/C 5001	NE	04-NOV-94	
	5002	NC	25-JUL-75	
	5003	NE	26-SEP-69	23-JUL-76
	L/C 5023	NC	20-APR-90	
	L/C 5030	NC	26-OCT-90	
	5031	NC	04-JAN-91	
	5042	NC	24-FEB-84	
	5043	NC	29-JUN-84	
	5044	NC	10-JUN-83	
	5045	NC	01-JUL-83	
	5046	NC	13-JAN-84	
	5047	NC	17-AUG-84	
	5048	NC	07-AUG-87	
	5049	NC	08-APR-88	
	5051	NC	07-JUN-96	
	5052	NC	25-APR-97	
*	5070	NE	20-NOV-98	
	5080	NC	03-OCT-97	
	5133	NC	10-OCT-69	14-MAY-82
	5134	NC	11-AUG-67	16-MAR-73
	5135	NC	11-AUG-67	19-FEB-88
	5138	NE	17-APR-98	
	5140	NC	15-NOV-63	20-OCT-78
*	5143	NE	02-MAY-86	
	5153	NC	15-OCT-76	
	5179	NC	28-AUG-64	12-JUN-81
	5300	NC	25-NOV-66	25-NOV-77
	5316	NC	24-AUG-61	25-JAN-80
	5335	NC	15-MAR-85	
	5338	NC	06-JUN-86	
	5340	NC	19-APR-63	14-DEC-79
	5348	NE	05-NOV-76	
	5349	NC	05-MAR-58	03-MAR-78
	5351	NC	24-FEB-56	25-MAR-83
	5352	NE	08-JUL-60	16-MAY-80
	5365	NC	26-SEP-69	25-AUG-89
	5373	NC	15-FEB-85	
	5374	NC	17-JAN-86	
	5375	NC	28-FEB-86	
	5376	NC	22-MAR-85	
	5390	NC	17-MAY-68	04-NOV-88
	5391	NC	17-MAY-68	18-FEB-83
	5396	NC	01-JUN-60	26-SEP-75
	5397	NC	04-NOV-60	18-NOV-83
	5398	NE	04-SEP-81	
	5399	NE	04-SEP-81	
	5400	NE	19-DEC-60	23-APR-82
	5403	NE	04-FEB-87	
	5405	NC	26-DEC-51	25-MAR-88
	5410	NE	25-MAR-77	19-MAR-93
	5411	NE	04-JUN-58	30-JAN-81
	5412	NE	23-FEB-68	27-APR-84

5414	NE	06-AUG-37	10-OCT-80
5427	NC	11-JUN-59	31-OCT-80
5440	NE	01-NOV-74	06-FEB-81
5449	NE	15-AUG-86	
5450	NE	22-MAY-70	29-JUL-77
5451	NE	05-NOV-65	22-MAR-85
5452	NC	16-DEC-54	05-FEB-82
5455	NE	15-FEB-61	15-DEC-78
5456	NE	26-MAY-72	12-JUN-81
5457	NE	04-SEP-98	
5458	NE	08-MAR-63	10-NOV-78
5459	NC	26-JAN-53	06-FEB-81
5464	NC	16-DEC-54	07-MAY-82
5467	NC	18-MAR-55	29-JUN-90
5468	NC	18-MAR-55	04-SEP-81
5469	NC	18-MAR-55	12-NOV-82
5471	NE	12-MAY-67	04-DEC-81
5476	NE	03-JUL-59	15-JUN-73
5510	NE	11-JAN-80	
5512	NC	18-DEC-87	
5533	NE	11-MAR-77	
5620	NE	21-JUN-91	
5621	NE	26-APR-91	
5622	NE	27-DEC-91	
5623	NE	08-NOV-91	
5624	NE	26-APR-91	
5625	NE	10-JUL-92	
5626	NC	08-AUG-86	
5628	NC	08-AUG-97	
5640	NC	22-APR-94	
5705	NE	13-MAY-83	
5706	NE	24-JUN-83	
5707	NE	28-JAN-83	
5720	NC	22-APR-94	
5800	NE	19-JUL-74	22-MAR-91
5801	NE	24-MAY-74	
5860	NE	30-SEP-66	14-MAY-76
5861	NE	30-SEP-66	14-MAY-76
6021	NE	23-MAY-86	
6022	NE	23-MAY-86	
6023	NE	26-FEB-88	30-JUN-95
6026	NC	17-SEP-76	
6028	NC	15-JAN-71	
6030	NC	14-AUG-87	
6035	NC	20-NOV-87	
6036	NC	28-AUG-87	
6037	NC	13-NOV-87	
6038	NC	11-SEP-87	19-SEP-97
6050	NE	01-AUG-86	
6100	NC	15-MAY-87	10-APR-92
6101	NC	10-APR-64	
6105	NE	20-JAN-89	
6106	NE	21-JUN-91	
6107	NE	10-JUN-83	
6108	NE	28-JAN-83	05-JUN-92
6109	NE	30-MAR-90	
6110	NE	24-FEB-89	15-DEC-95
6111	NE	11-MAR-83	
6112	NC	06-FEB-70	25-MAR-94
6201	NE	16-MAR-73	22-NOV-91
6205	NC	30-JUN-95	
6206	NE	02-APR-82	06-OCT-95
6207	NE	02-APR-82	21-FEB-92
6209	NC	04-SEP-70	

	6211	NC	26-AUG-88	29-OCT-93
	6212	NE	12-NOV-82	21-APR-95
	6213	NE	10-AUG-84	28-JUL-89
	6214	NC	18-MAR-77	07-JUL-89
	6215	NC	01-JUL-77	08-MAY-92
	6216	NC	02-APR-82	28-FEB-92
	6217	NC	18-JUN-76	12-FEB-93
	6218	NE	11-MAR-88	13-NOV-92
	6240	NE	15-DEC-95	
	6241	NE	06-AUG-57	28-MAY-82
	6242	NE	13-JUN-80	01-MAY-92
	6243	NE	10-DEC-71	17-NOV-95
	6247	NE	19-FEB-93	
	6248	NC	04-MAY-34	06-OCT-95
	6249	NE	29-MAR-85	
	6251	NE	18-JUL-86	05-APR-96
	6258	NC	30-DEC-88	
	6259	NC	23-FEB-90	
	6260	NC	06-JAN-89	
	6263	NC	14-APR-89	
	6264	NC	14-APR-89	
	6267	NC	09-JUL-65	28-AUG-81
	6268	NE	15-JUN-62	
	6269	NE	04-NOV-60	11-MAR-77
	6270	NE	09-NOV-73	
	6271	NE	07-SEP-73	
	6272	NE	14-SEP-73	
	6273	NE	28-SEP-73	
	6274	NE	07-SEP-73	
	6281	NE	29-JAN-82	25-MAR-88
	6285	NC	03-JUN-88	
	6286	NC	25-NOV-88	
	6287	NC	11-JUN-82	
	6301	NE	03-MAY-96	
	6302	NE	20-APR-73	
	6310	NE	04-MAY-73	17-FEB-78
	6311	NC	17-AUG-62	
	6321	NC	15-MAY-57	
	6322	NC	15-MAY-57	
	6341	NE	14-JAN-91	
	6354	NC	09-NOV-50	
	6355	NE	09-FEB-72	
	6356	NC	30-OCT-49	
	6357	NC	28-FEB-50	13-APR-73
	6358	NE	18-MAY-49	28-JAN-72
	6359	NE	24-MAY-68	
	6360	NC	17-APR-48	
	6368	NC	16-JUN-58	06-AUG-76
	6369	NE	24-MAY-85	
	6370	NE	03-AUG-90	
	6371	NE	01-MAR-74	
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	6408	NE	13-FEB-87	
	6409	NE	02-APR-93	
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*	6427	NE	30-APR-99	
*	6428	NE	30-APR-99	
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	6430	NE	01-APR-88	
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	6435	NE	20-FEB-87	
	6436	NE	31-MAY-91	
	6437	NE	02-MAR-84	
	6438	NE	02-APR-93	
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	6451	NE	17-JUN-94	
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	6454	NC	15-MAY-87	
	6455	NC	15-MAY-87	
	6455_SUPP	NE	01-JAN-89	
	6505	NC	05-APR-85	28-FEB-86
	6506	NC	12-APR-85	21-FEB-86
	6730	NC	26-DEC-69	16-MAR-79
	7000	NC	05-MAR-82	
	7010	NE	12-JAN-79	04-MAR-88
	L/C 7011	NE	02-SEP-83	
	7050	NE	03-FEB-89	
	7051	NE	14-DEC-73	08-AUG-86
	7052	NE	10-JUN-66	19-JUL-85
	7053	NE	10-APR-70	08-APR-94
	7065	NE	31-MAY-63	30-DEC-83
	7066	NE	21-JUN-63	30-AUG-85
	7067	NE	30-APR-71	18-MAY-90
	7071	NE	31-JUL-64	08-SEP-78
	7072	NE	30-APR-71	25-JUL-97
	7082	NE	20-MAY-66	27-APR-84
	7083	NE	15-JUN-84	
	7103	NE	05-AUG-77	
	7121	NE	17-NOV-72	06-OCT-89
	7122	NE	19-OCT-62	06-SEP-85
	7125	NE	20-APR-60	26-SEP-80
	7126	NE	08-MAR-54	13-AUG-93
	7127	NE	27-MAY-83	14-DEC-84
	7134	NC	23-JUL-93	
	7135	NE	07-MAR-58	14-DEC-79
	7136	NC	23-JUL-93	
	7150	NE	09-JUL-65	01-OCT-82
	7170	NE	18-APR-75	23-DEC-83
	7171	NE	15-APR-60	08-SEP-78
	7180	NE	11-AUG-78	
	7181	NC	22-FEB-63	04-MAY-84
	7184	NC	10-JUL-64	16-DEC-77
	7185	NE	08-APR-60	27-APR-84
	7193	NC	10-MAY-63	10-MAR-78
	7194	NE	20-MAR-81	
	7195	NC	23-JUL-93	

7212	NE	11-JAN-85	
7220	NE	02-NOV-79	16-MAR-84
7292	NC	30-JAN-62	27-SEP-85
7302	NE	18-AUG-78	09-NOV-90
7304	NC	17-FEB-78	06-SEP-85
7310	NC	11-JUL-86	
7371	NE	14-DEC-73	27-MAR-81
7404	NE	17-MAY-63	02-SEP-83
7405	NE	01-OCT-82	
7411	NE	13-APR-73	29-SEP-89
7430	NE	21-MAY-76	07-OCT-83
7465	NE	28-FEB-57	02-AUG-91
7481	NC	21-AUG-92	
7482	NC	21-AUG-92	
7485	NC	17-MAR-89	
7486	NC	10-FEB-89	
7487	NC	10-JUL-87	
7488	NC	08-MAR-91	
7489	NC	28-AUG-92	
7502	NE	31-JUL-98	
7511	NE	29-DEC-89	
7512	NC	05-JUL-85	
7520	NC	01-JUN-84	
7521	NC	01-JUN-84	
7527	NE	12-APR-74	27-SEP-85
7540	NC	07-JAN-83	
7552	NE	27-MAR-98	
7565	NC	04-OCT-96	
7566	NC	22-JUN-90	
7568	NC	05-JUL-85	
7569	NC	05-JUL-85	
7570	NC	02-MAY-86	
7571	NC	11-APR-86	
7572	NC	02-MAY-86	
7575	NC	06-MAR-92	
7578	NC	27-JAN-95	
7600	NC	26-JUL-85	
7608	NE	04-JUN-76	04-MAR-83
7620	NC	02-MAY-97	
7621	NC	02-MAY-97	
7646	NE	02-FEB-73	28-NOV-80
7661	NC	14-MAR-86	
7662	NE	19-JUL-91	
7663	NE	25-APR-97	
7664	NC	28-FEB-86	
7665	NC	13-JUN-86	
7666	NC	28-FEB-86	
7667	NC	14-MAR-86	
7668	NC	18-MAY-90	
7669	NC	18-MAY-90	
7685	NC	28-FEB-86	
7686	NC	27-MAR-81	19-JAN-90
7687	NC	05-AUG-83	
7710	NE	13-JUN-97	
7725	NE	22-JUN-84	
7731	NE	25-MAY-84	
7733	NE	19-MAR-71	08-FEB-80
7735	NE	14-AUG-70	18-NOV-83
7740	NE	30-MAY-97	
7750	NE	13-JUN-97	
7760	NC	03-MAY-68	19-AUG-83
7770	NE	27-AUG-71	04-JUL-80
7776	NE	30-MAY-97	
7777	NE	30-MAY-97	

	7778	NE	13-JUN-97	
	7779	NE	13-JUN-97	
	7780	NC	06-JUL-90	
	7781	NC	06-JUL-90	
	7782	NE	13-JUN-97	
	7783	NE	13-JUN-97	
	7784	NC	03-JUL-98	
	7830	NE	02-MAR-84	
	7832	NE	19-FEB-71	06-MAR-81
	7920	NE	27-APR-84	23-MAY-86
	7930	NE	18-MAY-84	
	7935	NE	21-JUN-85	
	7940	NE	27-APR-79	20-SEP-85
	7941	NC	05-JAN-73	14-MAR-86
	7950	NE	03-MAY-85	
	7951	NE	24-FEB-84	
	7952	NE	17-MAR-72	27-JUL-84
	7953	NE	05-APR-96	
	7954	NC	17-MAY-74	17-JUN-83
	7980	NC	16-JAN-87	
	L/C 8005	NE	07-DEC-84	02-MAY-97
	L/C 8006	NE	05-AUG-88	
	L/C 8007	NE	19-AUG-88	
	L/C 8010	NE	01-AUG-86	26-MAY-89
	L/C 8011	NE	30-DEC-94	
	L/C 8012	NE	04-NOV-94	
	L/C 8013	NE	04-NOV-94	
	L/C 8014	NE	18-NOV-94	
	L/C 8015	NE	16-DEC-94	
	L/C 8046	NE	07-OCT-83	
	L/C 8047	NE	07-OCT-83	06-DEC-85
	L/C 8048	NE	30-DEC-94	
	L/C 8049	NE	30-DEC-94	
	C-2	NE	01-JAN-99	
	C-4	NE	01-JAN-99	
(AMA8035-10-35)			(DFO-H99-117)	

***1924 HUDSON BAY - CHURCHILL HARBOUR - Buoy and racons.**

Charts (Last correction) - 5640(NAD 83)(1-3)(464/97) - 5400(4,5)(441/94)

1. Delete	green light buoy C9	58°46'45".8 N 94°11'57" W
2. Delete	radar transponder beacon	58 46 32.3 N 94 11 25.6 W
3. Add	radar transponder beacon	58 47 00.9 N 94 13 59.2 W
4. Delete	radar transponder beacon	58 46 29 N 94 11 23 W
5. Add	radar transponder beacon	58 46 56 N 94 13 54 W

NOTE: Digital data products 73227(5640) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-5-13)

(CCG-D99-072,073, DFO-C99-137)

***1928 NORTHWEST TERRITORIES - AMUNDSON GULF - DARNLEY BAY - Racon.**

Charts (Last correction) - 7687(1)(695/90) - 7665(1)(206/97)

1. Delete	racon	69°20'03" N 124°09'42" W
-----------	-------	--------------------------

(AMA8035-10-18-5)

(CCG-A96-105, DFO-C99-136)

***1951 UNITED STATES, WEST COAST - JUAN DE FUCA STRAIT - CLALLAM BAY - Lights.**

Charts (Last correction) - LC 3606(NAD 27)(1,2)(331/99) - 3601(NAD 83)(3) - LC 3001(NAD 27)(4)(525/99)

1. Replace	green bell buoy 1 with green light and bell buoy FI G, marked 1	48°16'09" N 124°15'21".5 W (approx.)
2. Delete	light FI 5s 17m 17M and legend Fog Sig 30s	48 15 55 N 124 14 56 W
3. Delete	Light	48 15 54 N 124 15 00 W (approx.)
4. Delete	light FI	48 15 50 N 124 15 00 W (approx.)

NOTE: Digital data products 3001R/M, 3606R/M, 70113(3601) and 70144(3606) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-049)

***1945(P) BRITISH COLUMBIA - KYUQUOT SOUND - ENTRANCE TO FAIR HARBOUR - Rocks.**

Charts (Which will be affected) - 3682(NAD 27)(1,2) - 3623(NAD 27)(1,3)

1. Add	dangerous underwater rock	50°04'37" N 127°09'10".5 W
2. Add	dangerous underwater rock	50 04 40.9 N 127 09 21.8 W

3. Add dangerous underwater rock 50 04 41 N 127 09 21.7 W

NOTE: (1) Additional information will be available upon completion of survey.
 (2) Digital data products 3623R/M, 3682R/M and 70291(3623) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-046)

***1949 BRITISH COLUMBIA - SPILLER CHANNEL - WIGHAM COVE - Rock.**

Charts (Last correction) - 3940(NAD 83)(1)(105/98) - 3720(NAD 27)(2)(1702/99)

1. Add dangerous underwater rock of 2m 52°16'46".5 N 128°10'22" W
 (6 ft) or less, Repd (1999) (approx.)

2. Add dangerous underwater rock of 2m 52 16 47.2 N 128 10 16 W
 (6 ft) or less, Repd (1999) (approx.)

NOTE: Digital data products 3720R/M, 3940R/M, 70087(3940) and 70119(3720) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-047)

***1952 BEAUFORT SEA - BAILLIE ISLANDS - Racon.**

Chart (Last correction) - 7664(1)(206/97)

1. Reposition racon from 70°38'18" N 128°15'42" W
 to 70 38 16.5 N 128 15 46.6 W

(AMA8035-10-18-6)

(CCG-A99-001, DFO-C99-138)

***1950 BRITISH COLUMBIA - HECATE STRAIT - SOUTHERN PORTION - WEST OF CONROY ISLAND - Rocks.**

Charts (Last correction) - 3726(NAD 27)(1,2)(507/99) - LC 3902(NAD 27)(1,2)(917/99) - LC 3744 (NAD 27)(1,2)(917/99) - LC 3002(NAD 27)(1,2)(917/99)

1. Add dangerous underwater rock of 6 ft 52°29'46" N 129°29'01".5 W (approx.)
 (2m) or less, Repd (1999)

2. Add dangerous underwater rock of 6 ft 52 35 35 N 129 28 09.5 W (approx.)
 (2m) or less, Repd (1999)

NOTE: Digital data products 3002R/M, 3726R/M, 3744R/M, 3902R/M, 70064(3902) and 70084(3744) may also be affected. Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers (VAR) for updates.

(AMA8035-10-35)

(DFO-P99-048)

***1961 BRITISH COLUMBIA - NORTH COAST - PORCHER ISLAND - KITKATLA INLET - Rock.**

Charts (Last correction) - 3761(NAD 27)(1)(297/93) - 3927(NAD 83)(2)(New Edn., May/99)

- | | | |
|--------|---|---------------------------------------|
| 1. Add | rock with known depth of 3 fathoms
4 feet Rep (1999) | 53°54'53" N 130°39'06" W
(approx.) |
| 2. Add | rock with known depth of 3 fathoms
4 feet Rep (1999) | 53°54'54" N 130°39'12" W
(approx.) |

NOTE: Digital data products 3761R/M, 3927R/M and 70181(3927) may also be affected.
Contact Nautical Data International Inc. (NDI) or your local Value Added Remarketers
(VAR) for updates.

(AMA8035-10-35)

(DFO-P99-050)

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

***1941 CANADIAN COAST GUARD PUBLICATION - Amendments to the Radio Aids to Marine Navigation (Pacific) Publication - April 1999.**

 Replace page 3-7 by the following.

 RADAR BEACON STATIONS (RACONS)
 (Reference Part 4 for details)

1 Station Name and Location	2 Range Nautical Miles	3 Arc Degrees	4 Identifier	5 Remarks
ATKINSON POINT N.W.T. 69 56 54N 131 26 42W	5	360	-- (K)	Navigation season only.
BAILLE ISLANDS N.W.T. 70 38 22N 128 15 42W	20	360	-- (K)	Navigation season only.
BILLY CREEK RACON N.W.T. 69 20 03N 124 09 42W	15	360	--- (C)	Navigation season only.
CACHE POINT N.W.T. 68 39 24N 113 25 00W	20	360	-- (G)	Navigation season only.
CALTON POINT BEAUFORT SEA N.W.T. 69 30 09N 139 06 30W	12	360	- (N)	Navigation season only.
CAPE BEXLEY, N.W.T. 69 00 40N 115 55 00W	/20	10 210	--- (Y)	Navigation season only.
CAPE DALHOUSIE N.W.T. 70 16 05N 129 42 36W	5	360	--- (G)	Navigation season only.
COLLINSON HEAD N.W.T. 69 34 30N 138 51 34W	10	360	- (N)	Navigation season only.
DELTA ISLAND, N.W.T. 68 35 26N 100 01 45W	20	360	-- (G)	Navigation season only.
DEMARICATION RACON N.W.T. 69 38 06N 140 59 06W	10	360	-- (K)	Navigation season only.
HARDISTY ISLAND N.W.T. 61 43 52N 114 34 36W	10	360	--- (G)	Navigation season only.

CORRECTIONS TO RADIO AIDS TO MARINE NAVIGATION

(AMA2204-145)

(CCG-H99-065)

***1928 CANADIAN COAST GUARD PUBLICATIONS - Amendments to the Radio Aids to Marine Navigation (Pacific) Publication - April 1999.**

Page 3-7

Delete

Billy Creek Racon N.W.T.
69 20 03 N
124 09 42 W

(AMA8035-10-18-5)

(CCG-A96-105)

1952 CANADIAN COAST GUARD PUBLICATIONS - Amendments to the Radio Aids to Marine Navigation (Pacific) Publication - April 1999.

Page 3-7

Column 1

Under Baille Islands amend coordinates to read:

Baille Islands
N.W.T.
70 38 16.5N
128 15 46.6W

(AMA8035-10-18-6)

(CCG-A96-105)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

British Columbia, Volume 1, Fifteenth Edition, 1990 is now CANCELLED and REPLACED by British Columbia, Volume 1, Sixteenth Edition, 1999.

Arctic Canada, Volume 3, Fifth Edition, 1994 —

Page 37 — Delete paragraph 132.

(C67/99)

British Columbia, Volume 1, Sixteenth Edition, 1999 —

Page 3 — Paragraph 24

Delete: GOLF Last port of call ;

Replace by: GOLF Name of port or place of departure;

(P38/99)

Page 3 — Paragraph 24, under PAPA – after subparagraph (2)

Add: (3) If a tank vessel, indicate whether loaded.

(P38/99)

Page 3 — Paragraph 24, under TANGO – after “Agent name;”

Insert: owner name; and name of operator or person in charge of vessel;

(P38/99)

Page 3 — Paragraph 24, under XRAY – after subparagraph (1) d

Add: (e) Indicate if a shipboard oil pollution emergency plan is on board ;

(f) Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination ;

(g) ISM: Safety Management Certificate, and ISM Document of Compliance.

(P38/99)

Page 3 — Paragraph 24, under XRAY

Delete subparagraph 2 (b)

Replace by: (b) indicate name of Washington State spill contingency plan ;

(c) Classification society of the vessel;

(d) Name and phone number of a 24 hour point of contact for vessel related concerns;

(e) If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

(P38/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 13 — Paragraph 162, line 9
Delete: Director General,
Replace by: Chief, Information and Publications,
(P38/99)
- Page 13 — Paragraph 162, line 13
Delete: K1A 0N7.
Replace by: K1A 0E6.
(P38/99)
- Page 13 — Paragraph 164, lines 4 to 9
Delete: “Regional Marine ... 1A2.”
Replace by: Canadian Coast Guard,
Room 2380 – 555 West Hastings Street,
Vancouver, B.C. V6B 5G3.
(P38/99)
- Page 15 — Paragraph 202, lines 20 and 21
Delete: “Director ... Directorate,”
Replace by: Director, Marine Aids,
(P38/99)
- Page 15 — Paragraph 202, line 24
Delete: K1A 0N7.
Replace by: K1A 0E6.
(P38/99)
- Page 22 — Paragraph 271, line 4
Delete: radiotelegraph or
(P38/99)
- Page 39 — Paragraph 364, line 12
Delete: Ottawa, Ontario K1A 1K8.
Replace by: 200 Promenade du Portage,
4th Floor, Place du Centre,
Hull, Québec, Canada K1A 1K8.
(P38/99)
- Page 44 — Paragraph 413, lines 8 and 9
Delete: the Canada Ports Corporation
Replace by: Port Authorities
(P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 46 — Paragraph 449, line 1 – before “Ganges”

Insert: Campbell River (50°00'N 125°14'W), Comox (49°40'N
124°56'W),

(P38/99)

Page 46 — Paragraph 449, line 5 – before “Tofino”

Insert: Sechelt (49°28'N 123°45'W),

(P38/99)

Page 46 — Paragraph 452, lines 3 to 7

Delete: “Vancouver is” to end of paragraph.

Replace by: Vancouver Harbour, Fraser River Harbour, Nanaimo Harbour,
North Fraser Harbour and Port Alberni Harbour are administered by Port
Authorities. Victoria, Esquimalt and Nanoose Harbour are Public
Harbours, the remainder are administered as Harbour Authorities or by
private companies.

(P37/99)

Page 46 — Paragraph 469, line 3 – after “newsprint.”

Add: The pulp and paper mill closed in 1999.

(P38/99)

Page 56 — Top of diagram

Delete: Use Current Atlas
VANCOUVER HARBOUR

(P38/99)

Page 71 — Delete paragraph 96.

(P36/99)

Page 98 — Paragraph 40, line 2

Delete: with a port hand daymark

(P36/99)

Page 160 — Paragraph 61, line 3

Delete: *Canada Ports Corporation Act*

Replace by: *Canada Marine Act*

(P37/99)

Page 160 — Paragraph 85, line 3

Delete: *Canada Ports Corporation Act*

Replace by: *Canada Marine Act*

(P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 162 — Paragraph 110, line 3
Delete: Vancouver Port Corporation
Replace by: Vancouver Port Authority (P37/99)
- Page 162 — Paragraph 110, line 4
Delete: 666-2405
Replace by: 665-9144 (P37/99)
- Page 169 — Paragraph 264, line 2
Delete: *Canada Ports Corporation Act*
Replace by: *Canada Marine Act* (P37/99)
- Page 169 — Paragraph 265, lines 1 to 4
Delete: “The Vancouver ... obtained from”
Replace by: The Vancouver Port Authority regulations are obtainable from (P37/99)
- Page 169 — Paragraph 265, line 5
Delete: Vancouver Port Corporation
Replace by: Vancouver Port Authority (P37/99)
- Page 169 — Paragraph 265, line 9
Delete: 666-3226
Replace by: 665-9000 (P37/99)
- Page 169 — Paragraph 266, line 6
Delete: Corporation.
Replace by: Port Authority. (P37/99)
- Page 169 — Paragraph 267, lines 1 and 5
Delete: Corporation
Replace by: Authority (P37/99)
- Page 172 — Paragraph 327, lines 1 and 2
Delete: *Vancouver Port Corporation Navigation Restriction By-Law*
Replace by: Vancouver Port Authority regulations (P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 172 — Paragraph 346, line 2
Delete: Vancouver Port Corporation
Replace by: Vancouver Port Authority (P37/99)
- Page 180 — Paragraph 384, line 5
Delete: Port Corporation
Replace by: Port Authority (P37/99)
- Page 184 — Paragraph 406, line 5
Delete: Port Corporation
Replace by: Port Authority (P37/99)
- Page 184 — Paragraph 406, line 6
Delete: 666-3226
Replace by: 665-9000 (P37/99)
- Page 186 — Paragraph 445, line 3
Delete: Corporation.
Replace by: Authority. (P37/99)
- Page 188 — Paragraph 460, line 5
Delete: Vancouver Port Corporation
Replace by: Vancouver Port Authority (P37/99)
- Page 188 — Paragraph 465, lines 1 and 2
Delete: *Vancouver Port Corporation Navigation Restriction By-Law*
Replace by: Vancouver Port Authority (P37/99)
- Page 202 — Paragraph 724, line 2
Delete: 18.6 m
Replace by: 19 m (P36/99)
- Page 203 — Paragraph 745, lines 1 to 3
Nanaimo ... writing to"
Replace by: The Nanaimo Port Authority regulations are obtainable from (P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 203 — Paragraph 745, line 4
Delete: Nanaimo Harbour Commission
Replace by: Nanaimo Port Authority (P37/99)
- Page 206 — Paragraph 799, lines 2 and 3
Delete: *Nanaimo Harbour Commission General By-Law*.
Replace by: *Nanaimo Port Authority*. (P37/99)
- Page 214 — Paragraph 38, lines 3 and 4
Delete: Fraser River Harbour Commission.
Replace by: Fraser River Port Authority. (P37/99)
- Page 214 — Paragraph 39, line 4
Delete: Fraser River Harbour Commission,
Replace by: Fraser River Port Authority, (P37/99)
- Page 218 — Paragraph 122, line 6
Delete: Fraser River Harbour Commission,
Replace by: Fraser River Port Authority, (P37/99)
- Page 222 — Paragraph 151, lines 1 and 2
Delete: Fraser River Harbour Commission,
Replace by: Fraser River Port Authority, (P37/99)
- Page 222 — Paragraph 152, lines 4 and 5
Delete: Fraser River Harbour Commission
Replace by: Fraser River Port Authority (P37/99)
- Page 224 — Paragraph 167, line 3
Delete: North Fraser Harbour Commission ;
Replace by: North Fraser Port Authority; (P37/99)
- Page 224 — Paragraph 168, lines 1 and 2
Delete: Copies of the *North Fraser Harbour Commission By-Laws*
Replace by: The North Fraser Port Authority regulations (P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Page 224 — Paragraph 168, line 3
Delete: North Fraser Harbour Commission,
Replace by: North Fraser Port Authority, (P37/99)
- Page 224 — Paragraph 169, line 2
Delete: North Fraser Harbour Commission
Replace by: North Fraser Port Authority (P37/99)
- Page 224 — Paragraph 173, line 3
Delete: Harbour Commission
Replace by: Port Authority (P37/99)
- Page 226 — Paragraph 198, line 3
Delete: Fraser River Harbour Commission.
Replace by: Fraser River Port Authority. (P37/99)
- Page 226 — Paragraph 202, line 6
Delete: Fraser River Harbour Commission,
Replace by: Fraser River Port Authority, (P37/99)
- Page 419 — Paragraph 846, line 2
Delete: Port Alberni Harbour Commission.
Replace by: Port Alberni Port Authority. (P37/99)
- Page 419 — Delete paragraph 849
Replace by: 419 **Regulations.** — The Port Alberni Port Authority regulations
are obtainable from the
Port Alberni Port Authority
2750 Harbour Road
Port Alberni, B.C. V9X 72X
Telephone (250) 723-5312. (P37/99)
- Page 422 — Paragraph 912, line 2
Delete: Harbour Commission,
Replace by: Port Authority, (P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 425 — Paragraph 948, line 5

Delete: Port Alberni Harbour Commission

Replace by: Port Alberni Port Authority

(P37/99)

Page 425 — Paragraph 956, line 1

Delete: **Port Alberni Harbour Commission**

Replace by: **Port Alberni Port Authority**

(P37/99)

British Columbia, Volume 2, Twelfth Edition, 1991 —

Page 1 — Paragraph 15, line 3 (Re : correction promulgated in Weekly Edition No. 45/93)

Delete: Voluntary

(P38/99)

Page 1 — Paragraph 16, line 3 (Re : correction promulgated in Weekly Edition No. 45/93)

Delete: 300 gross tons

Replace by: 500 gross tons

(P38/99)

Page 1 — Paragraph 16 (Re : correction promulgated in Weekly Edition No. 45/93)

Delete: GOLF Last port of call;

Replace by: GOLF Name of port or place of departure;

(P38/99)

Page 1 — Paragraph 16, under PAPA – after subparagraph (2) (Re: correction promulgated in Weekly Edition No. 45/93)

Add: (3) If a tank vessel, indicate whether loaded.

(P38/99)

Page 1 — Paragraph 16, under TANGO – after “Agent name,” (Re : correction promulgated in Weekly Edition No. 45/93)

Insert: owner name; and name of operator or person in charge of vessel;

(P38/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 1 — Paragraph 16, under XRAY – after subparagraph (1) d (Re : corrections promulgated in Weekly Edition No. 45/93 and Bi-weekly Edition No. 19/94)

- Add: (e) Indicate if a shipboard oil pollution emergency plan is on board ;
 (f) Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination ;
 (g) ISM: Safety Management Certificate, and ISM Document of Compliance.

(P38/99)

Page 1 — Paragraph 16, under XRAY (Re : correction promulgated in Weekly Edition No. 45/93)

Delete subparagraph 2 (b)

- Replace by: (b) Indicate name of Washington State spill contingency plan ;
 (c) Classification society of the vessel;
 (d) Name and phone number of a 24 hour point of contact for vessel related concerns.
 (e) If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

(P38/99)

Page 16 — Paragraph 163, line 7

Delete: “Director ... Waterways,”

Replace by: Chief, Information and Publications,
 Marine Navigation Directorate,

(P38/99)

Page 16 — Paragraph 163, line 10

Delete: K1A 0N7.

Replace by: K1A 0E6.

(P38/99)

Page 16 — Paragraph 166, line 12

Delete: “Director ... Waterways”

Replace by: Director, Marine Aids,

(P38/99)

Page 16 — Paragraph 166, line 13

Delete: K1A 0N7.

Replace by: K1A 0E6.

(P38/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 21 — Paragraph 235, line 3

Delete: radiotelegraph or

(P38/99)

Page 36 — Delete paragraphs 328 and 329

Replace by: 328 **Shipping Casualties Reporting Regulations** of the *Canada*

Shipping Act require any person responsible for a ship in Canadian waters or a Canadian ship in any waters, to report without delay a shipping casualty, accident or dangerous occurrence. The report shall be made by radio or other fast means to a Canadian Marine Communications and Traffic Services Centre, a Canadian marine regulating centre or a Canadian harbour radio station. The incident shall also be reported as soon as possible there after in writing by completing the Report of a Marine Occurrence/Hazardous Occurrence Report and forward to

Transportation Safety Board of Canada,

200 Promenade du Portage

4th Floor, Place du Centre

Hull, Québec, Canada K1A 1K8.

329 There are penalties for failing to report a shipping casualty.

(P38/99)

Page 40 — Paragraph 376, line 9

Delete: Canada Ports Corporation

Replace by: Port Authorities

(P37/99)

Page 42 — Paragraph 420, line 3

Delete: Prince Rupert Port Corporation ;

Replace by: Prince Rupert Port Authority;

(P37/99)

Page 90 — Paragraph 528, lines 3 and 4

Delete: a rock awash lie in the middle of

Replace by: drying and below-water rocks encumber

(P35/99)

Page 123 — Paragraph 647, lines 3 and 4

Delete: "Canada Ports" to end of paragraph.

Replace by: Prince Rupert Port Authority regulations apply.

(P37/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

- Replace by: Port Authority under the Canada Marine Act. (P37/99)
- Page 132 — Paragraph 157, line 2
Delete: Corporation,
Replace by: Port Authority, (P37/99)
- Page 132 — Paragraph 157, lines 3 and 4
Delete: Canada Ports Corporation
Replace by: Prince Rupert Port Authority (P37/99)
- Page 132 — Paragraph 157, line 7
Delete: Canada Ports Corporation
Replace by: Prince Rupert Port Authority (P37/99)
- Page 132 — Delete paragraph 163
Replace by: 163 **Regulations.** — The Prince Rupert Port Authority regulations are obtainable from the
Prince Rupert Port Authority
110 Third Avenue West
Prince Rupert, B.C. V8J 1K8
Telephone (250) 627-7545. (P37/99)
- Page 132 — Paragraph 165, line 1
Delete: Port Corporation
Replace by: Port Authority (P37/99)
- Page 139 — Paragraph 282, line 2
Delete: Port Corporation
Replace by: Port Authority (P37/99)
- Page 163 — Paragraph 47, line 1 – after “Island”
Insert: and a rock with less than 6 feet (2 m) over it is 1.4 miles SW of Baker Shoal. (P35/99)

SAILING DIRECTIONS AND SMALL CRAFT GUIDE CORRECTIONS

Page 163 — Paragraph 48, line 4 – after “Islands”

Insert: and a rock with less than 6 feet (2 m) over it is 1 mile NW of
Eaton Rock.

(P35/99)

Page 174 — Paragraph 321, line 6 – after “over it”

Insert: and a rock (reported 1999) with 22 feet (6.7 m) over it

(P35/99)

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

184 **Slip Point (U.S.)**
G4764

Delete from List.

Chart:3606
1951/99

**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.