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Coast Guard

Garde côtière
canadienne

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

MONTHLY EDITION N°10
October 25, 2019



Safety First, Service Always

CANADIAN COAST GUARD
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Notices to Mariners
Monthly Summary of (T) and (P) Notices
Monthly Edition N°10/2019

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**NOTICES TO MARINERS
MONTHLY REPRINT OF TEMPORARY AND PRELIMINARY NOTICES
IN EFFECT AS OF OCTOBER 25, 2019**

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

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

Visibility of lights is that in clear weather.

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

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

EXPLANATION OF TEMPORARY AND PRELIMINARY NOTICES

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

TEMPORARY (T) NOTICES

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

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

PRELIMINARY (P) NOTICES

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

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

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

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

CAUTION

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

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2007

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

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

For information, contact Captain Connelly at 1-250-598-4513 or 1-250-744-9818 or e-mail doncon@islandnet.com

(NOTSHIP H0212/06, Sarnia, June 2007)

2014

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

Reference Chart: 2017

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

(NOTSHIP C2409/10)

2015

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

Reference Chart: 2044

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

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

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

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

(NOTSHIP C567/15)

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

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

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

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

Gulf of St. Lawrence

NIL

Mainland NWT

NIL

Mackenzie Delta NWT/Beaufort Sea

NIL

Arctic Islands of the NWT/Arctic Islands of Nunavut

NIL

Eastern Arctic Offshore

NIL

Davis Strait

NIL

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

(NOTSHIP M2215/15) (NEB)

2016

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

Reference Chart: 2315

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

(NOTSHIP C1045)

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

Reference Chart: 2060

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

Barges are marked with cautionary buoys.

(NOTSHIP C1641/14)

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

Reference Chart: 2235

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

(NOTSHIP C2522/11)

2016

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

AIS Application-Specific Messages (ASM) and AIS AtoN

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

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

Ships need to be equipped with a proper Class "A" AIS device for the accurate onboard display of AIS message. The IMO mandatory carriage requirement for the Class "A" AIS display¹ is the Minimum Keyboard Display (MKD) which displays the binary data in an alphanumeric form. However, as there is no current requirement for the MKD to be capable of decoding all AIS binary messages, the display and use of the ASM information may require additional hardware and/or software².

AIS Aids to Navigation (AtoN)

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

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

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

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

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

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

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

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

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

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

2016

Displays and Symbology

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

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

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

Nautical Charts

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



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

Physical AIS Aton



Physical AIS Aton
off position



Virtual AIS Aton



Minimum Keyboard Display

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

| Range | Bearing | Name |
|------------------|------------|------------|
| XX.XX | XXX.X | XXXXXXXXXX |
| XX.XX | XXX.X | XXXXXXXXXX |
| XX.XX | XXX.X | XXXXXXXXXX |
| Latitude | XXX XX.XXX | |
| Longitude | XXX XX.XXX | |

Feedback on AIS-ASM

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

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

2016

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

Reference Chart: 2077

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

Mariners are requested to use caution in the area.

(NOTSHIP C2266/16)

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

Reference Chart: 2067

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

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

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

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

(NOTSHIP C1831/13)

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

Reference Chart: 2086

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

(NOTSHIP C2533/16)

2017

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

Reference Chart: 2181

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

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

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

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

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

(B2017-003)

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

Reference Chart: 6287

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

(D2016-016)

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

Reference Chart: 2123

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

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

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

(NOTSHIP C58/13)

2017

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

Reference Chart: 2085

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

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

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

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

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

(NOTSHIP C79/13)

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

Reference Chart: 6022

The following unlit buoy has been temporary established:

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

(D2017-006)

2018

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

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

Reference Chart: 2017

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

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

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

Reference Chart: 2058

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

Mariners are requested to stay clear of the area.

(NOTSHIP C1951/18)

2019

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

Reference Chart: 2085

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

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

***716(T) RIVIÈRE RISTIGOUCHE / RESTIGOUCHE RIVER – FEDERAL WHARF CLOSED TO NAVIGATION**

Reference Chart: 4426

The federal wharf at Miguasha is closed to navigation. For reasons of safety and because of the collapsing risk, it is not permitted to berth at the wharf or to come closer than 20 meters from these structures.

For more information, please contact the regional representative of port operations at Transport Canada, Quebec region, Mme Myriam Rouleau at 418-446-8402.

(NAVWARN NW-Q-0318-16)

***811(P) TAYLORS HEAD TO / À SHUT-IN ISLAND – BELL TO BE DISCONTINUED**

Reference Chart: 4236

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

Codray Shoal light and bell buoy HH2 (LL 565) (44° 40' 24.5"N 063° 10' 38.6"W)
Psyche Rock East Cardinal light and bell buoy YS (LL 580.3) (44° 39' 50.3"N 062° 50' 30.6"W)

The buoys and their lights will remain.

Comments on this action are solicited from mariners and other interested parties by November 29, 2019, three months following the initial publication date of August 30, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Aids to Navigation
Canadian Coast Guard
P.O. Box 5667
250 Southside Road
St. John's, NL A1C 5X1
Telephone: (709) 552-6456
Email: renee.pope@dfo-mpo.gc.ca

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

(F2019-026, 027)

2019

***812(P) LIVERPOOL HARBOUR – NOTICE OF PROPOSED CHANGES**

Reference Chart: 4379

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

| LL # | Aid Name | Position | Proposed Changes |
|---------|--------------------------------------|-----------------------------------|--|
| 408.5 | Brooklyn Pier light buoy UM52 | 44° 02' 38.4"N 064° 41' 32.3"W | Reduce the size of the buoy. Remove red lantern. |
| 410 | Fort Point Shoal light buoy UM53 | 44° 02' 46.3"N 064° 42' 03.9"W | Increase light intensity. |
| 410.5 | Liverpool Harbour light buoy UM58 | 44° 02' 47.5"N 064° 42' 26.4"W | Increase light intensity. |
| 411 | Liverpool Harbour light buoy UM59 | 44° 02' 43.7"N 064° 42' 30.5"W | Increase the size of the buoy. Increase light intensity. |
| 411.5 | Liverpool Harbour light buoy UM60 | 44° 02' 43.8"N 064° 42' 36.0"W | Increase the size of the buoy. Increase light intensity. |
| 412.3 | Liverpool Harbour light buoy UM64 | 44° 02' 33.3"N 064° 42' 49.3"W | Increase the size of the buoy. Increase light intensity. |
| 5408.51 | Neils Ledge spar buoy UM50 | 44° 02' 14.9"N 064° 40' 18.8"W | Establish red lantern with flash characteristics: Flash 0.5 s; eclipse 3.5 s. |
| 5410.6 | Liverpool Harbour spar buoy UM62 | 44° 02' 36.4"N 064° 42' 45.4"W | Increase the size of the buoy. |
| 5410.9 | Liverpool Harbour spar buoy UM61 | 44° 02' 39.3"N 064° 42' 38.2"W | Increase the size of the buoy. |

Comments on this action are solicited from mariners and other interested parties by November 29, 2019, three months following the initial publication date of August 30, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Aids to Navigation
Canadian Coast Guard
P.O. Box 5667
250 Southside Road
St. John's, NL A1C 5X1
Telephone: (709) 552-6456
Email: renee.pope@dfo-mpo.gc.ca

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

(F2019-029)

2019

***813(P) LITTLE BAY ISLAND TO / À LEAGUE ROCK – LIGHT TO BE DISCONTINUED**

Reference Chart: 4592

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

Macks Island (LL 332.2) (49° 38' 30.2"N 055° 46' 54.3"W)

Comments on this action are solicited from mariners and other interested parties by November 29, 2019, three months following the initial publication date of August 30, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Aids to Navigation
Canadian Coast Guard
P.O. Box 5667
250 Southside Road
St. John's, NL A1C 5X1
Telephone: (709) 552-6456
Email: renee.pope@dfo-mpo.gc.ca

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

(N2019-058)

***814(P) CAPE ST MARY'S TO / À ARGENTIA – FOG SIGNAL TO BE DISCONTINUED**

Reference Chart: 4841

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

Point Verde (LL 16) (47° 14' 15.9"N 054° 00' 56.7"W): The light and structure to remain.

Comments on this action are solicited from mariners and other interested parties by November 29, 2019, three months following the initial publication date of August 30, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Aids to Navigation
Canadian Coast Guard
P.O. Box 5667
250 Southside Road
St. John's, NL A1C 5X1
Telephone: (709) 552-6456
Email: renee.pope@dfo-mpo.gc.ca

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

(N2019-059)

2019

***815(P) HOWE SOUND – DAYBEACON TO BE DISCONTINUED**

Reference Chart: 3526

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

White Cliff Point port daybeacon (LL 5276.5) (49° 22' 18.0"N 123° 17' 37.5"W)

Comments on this action are solicited from mariners and other interested parties by November 29, 2019, three months following the initial publication date of August 30, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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

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

(P2019-099)

***816(T) POINT CLARK TO À SOUTHAMPTON – OBSTRUCTION BELOW THE SURFACE OF THE WATER REPORTED**

Reference Chart: 2291

A fixed concrete obstruction just below the surface of the water has been reported in the Saugeen River west of highway 21 at the following position: 44° 30' 01.7"N 081° 22' 07.7"W. Mariners are requested to use caution in the area.

(NAVWARN NW-C-2508-15)

***907(P) RIVIÈRE RISTIGOUCHE / RESTIGOUCHE RIVER – AIDS TO NAVIGATION TO BE DISCONTINUED**

Reference Chart: 4426

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

Campbellton Wharf (LL 1352.2) (48° 00' 47.8"N 066° 39' 53.8"W)
Restigouche River buoy EV18 (LL 6359.6) (48° 03' 15.7"N 066° 32' 12.9"W)
Baie d'Escuminac spar buoy EV12 (LL 6361) (48° 04' 21.7"N 066° 29' 15.9"W)

Comments on this action are solicited from mariners and other interested parties by December 27, 2019, three months following the initial publication date of September 27, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Aids to Navigation
Canadian Coast Guard
P.O. Box 5667
250 Southside Road
St. John's, NL A1C 5X1
Telephone: (709) 552-6456
Email: renee.pope@dfo-mpo.gc.ca

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

(G2019-104, 105P, 106P, 107P)

2019

***908(P) RIVIÈRE RISTIGOUCHE / RESTIGOUCHE RIVER – UNLIT BUOYS TO BE REPOSITIONED**

Reference Chart: 4426

The Canadian Coast Guard proposes to reposition the following aids to navigation:

| | |
|-------------------------------------|---|
| Baie d'Escuminac spar buoy EV6 | (LL 6349): 48° 05' 35.655"N 066° 25' 13.929"W |
| Restigouche River buoy EV8 | (LL 6349.1): 48° 05' 08.924"N 066° 26' 35.040"W |
| Point La Nim spar buoy EV9 | (LL 6350): 48° 04' 31.397"N 066° 28' 04.851"W |
| Restigouche spar buoy EV39 | (LL 6352.5): 48° 01' 22.811"N 066° 38' 08.800"W |
| Restigouche River spar buoy EV42 | (LL 6354.2): 48° 01' 00.000"N 066° 39' 33.860"W |
| Pointe au Chêne spar buoy EV29 | (LL 6357): 48° 02' 23.750"N 066° 36' 08.494"W |
| Restigouche River buoy EV34 | (LL 6357.1): 48° 01' 49.106"N 066° 37' 32.627"W |
| Pointe à la Batterie spar buoy EV25 | (LL 6358): 48° 02' 31.183"N 066° 34' 41.300"W |
| Anse Busteed spar buoy EV20 | (LL 6359): 48° 03' 01.515"N 066° 33' 03.362"W |
| Restigouche River buoy EV14 | (LL 6359.1): 48° 03' 38.806"N 066° 30' 57.607"W |
| Pointe à la Garde spar buoy EV17 | (LL 6359.5): 48° 03' 10.741"N 066° 32' 17.644"W |
| Restigouche River buoy EV21 | (LL 6359.7): 48° 02' 43.361"N 066° 33' 51.390"W |
| Restigouche River buoy EV27 | (LL 6359.8): 48° 02' 28.718"N 066° 35' 24.849"W |
| Pointe à la Garde buoy EV16 | (LL 6360): 48° 03' 25.795"N 066° 31' 37.980"W |

Comments on this action are solicited from mariners and other interested parties by December 27, 2019, three months following the initial publication date of September 27, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

Superintendent, Aids to Navigation
Canadian Coast Guard
P.O. Box 5667
250 Southside Road
St. John's, NL A1C 5X1
Telephone: (709) 552-6456
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Any objections raised must state the facts on which they are based and should include supporting information on safety, commerce and public benefit.

(G2019-104)

***909(P) RIVIÈRE RISTIGOUCHE / RESTIGOUCHE RIVER – UNLIT BUOYS TO BE ESTABLISHED**

Reference Chart: 4426

The Canadian Coast Guard proposes to establish the following aids to navigation:

| | |
|----------------------------------|---|
| Point La Nim spar buoy EV11 | (LL 6351: 48° 04' 00.571"N 066° 29' 34.787"W) |
| Restigouche River spar buoy EV41 | (LL 6354.1: 48° 01' 06.402"N 066° 38' 48.333"W) |
| Pointe au Chêne spar buoy EV33 | (LL 6357.3: 48° 02' 08.534"N 066° 36' 55.688"W) |

Comments on this action are solicited from mariners and other interested parties by December 27, 2019, three months following the initial publication date of September 27, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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(G2019-104)

2019

***910(P) BURGEO AND / ET RAMEA ISLANDS – NOTICE OF PROPOSED CHANGES**

Reference Chart: 4825

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

| LL # | Aid Name | Position | Proposed Changes |
|--------|---|-----------------------------------|--|
| 143 | Boar Rock light and bell buoy QG2 | 47° 35' 32.5"N 057° 33' 42.5"W | Increase intensity of the lantern. Change the colour of the lantern to white. Change flash characteristics to Fl(2) 5s. Change the function of the buoy to "Isolated Danger." Remove sound function. |
| 143.5 | Fish Island Rock light and bell buoy QG3 | 47° 37' 03.7"N 057° 35' 06.9"W | Remove sound function. |
| 144.54 | Sandbanks # 2 light buoy QV3.7 | 47° 35' 56.0"N 057° 39' 00.0"W | Reposition buoy to the following position: 47° 35' 55.2"N 057° 38' 45.0"W. |
| 144.55 | North of Douglas light buoy QV2.8 | 47° 36' 03.0"N 057° 37' 42.1"W | Increase intensity of the lantern. |

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(N2019-088, 089)

2019

***911(P) HOLYROOD AND / ET LONG POND – RANGE LIGHTS TO BE DISCONTINUED**

Reference Chart: 4848

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

Holyrood Bay front range (LL 492.7) (47° 23' 19.6"N 053° 07' 39.8"W)
Holyrood Bay rear range (LL 492.8) (183°32' 279.6 m from front)

Comments on this action are solicited from mariners and other interested parties by December 27, 2019, three months following the initial publication date of September 27, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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

(N2019-092)

***912(P) BONAVISTA BAY: SOUTHERN PORTION / PARTIE SUD – LIGHT TO BE DISCONTINUED**

Reference Chart: 4855

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

Happy Adventure West Wharf (LL 441.2) (48° 37' 53.4"N 053° 46' 05.0"W)

Comments on this action are solicited from mariners and other interested parties by December 27, 2019, three months following the initial publication date of September 27, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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(N2019-092)

2019

***1003(P) LITTLE BAY ARM AND APPROACHES / ET LES APPROCHES – NOTICE OF PROPOSED CHANGES**

Reference Chart: 4523

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

| LL # | Aid Name | Position | Proposed Changes |
|--------|--|-----------------------------------|--|
| 336 | Tom Cod Rock light buoy DB1 | 49° 36' 41.9"N 055° 53' 11.3"W | Change from a 0.6 m Spar Can (Long) to a 0.6 m plastic spar. |
| 336.21 | Otter Island Shoal light buoy DB2 | 49° 36' 38.9"N 055° 53' 50.8"W | Change from a 0.6 m Spar Conical (Long) to a 0.6 m plastic spar. |
| 336.25 | Little Bay Arm light buoy DB3 | 49° 36' 10.4"N 055° 54' 34.3"W | Change from a 0.6 m Spar Can (Long) to a 0.3 m plastic spar. |
| 336.26 | Otter Island Narrows light buoy DB4 | 49° 36' 11.9"N 055° 54' 36.3"W | Change from a 0.6 m Spar Conical (Long) to a 0.3 m plastic spar. |
| 336.27 | Little Bay Arm light buoy DB5 | 49° 35' 29.9"N 055° 55' 45.8"W | Change from a 0.6 m Spar Can (Long) to a 0.3 m plastic spar. |

Comments on this action are solicited from mariners and other interested parties by January 31, 2020, three months following the initial publication date of October 25, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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Canadian Coast Guard
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(N2019-097)

2019

***1004(P) HARBOURS IN PLACENTIA BAY / HAVRES DANS PLACENTIA BAY: PETIT FORTE TO / À BROAD COVE HEAD – LIGHT BUOYS TO BE DISCONTINUED**

Reference Chart: 4615

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

| | | |
|--------------------------------------|------------|----------------------------------|
| Chimmleys light buoy PD2 | (LL 53.9) | (47° 17' 36.0"N 054° 49' 30.2"W) |
| Oderin Harbour Middle light buoy PD4 | (LL 53.91) | (47° 17' 37.5"N 054° 48' 55.9"W) |
| Oderin Harbour Inner light buoy PD6 | (LL 53.92) | (47° 17' 37.5"N 054° 48' 26.5"W) |

Comments on this action are solicited from mariners and other interested parties by January 31, 2020, three months following the initial publication date of October 25, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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(N2019-094)

***1005(P) PRESQUE HARBOUR TO / À BAR HAVEN ISLAND AND / ET PARADISE SOUND – LIGHT BUOY TO BE DISCONTINUED**

Reference Chart: 4619

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

Merasheen Harbour light and whistle buoy PH (LL 49.5) (47° 23' 25.8"N 054° 22' 15.5"W)

Comments on this action are solicited from mariners and other interested parties by January 31, 2020, three months following the initial publication date of October 25, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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(N2019-100)

2019

***1006(P) TWILLINGATE HARBOURS – LIGHT BUOY TO BE DISCONTINUED**

Reference Chart: 4886

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

Twillingate light buoy DT9 (LL 358.39) (49° 39' 06.0"N 054° 46' 06.0"W)

Comments on this action are solicited from mariners and other interested parties by January 31, 2020, three months following the initial publication date of October 25, 2019. Following this date, this notice will be cancelled. Comments should be directed to the following:

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(N2019-098)