ARC 401

Canadian

Sailing Directions

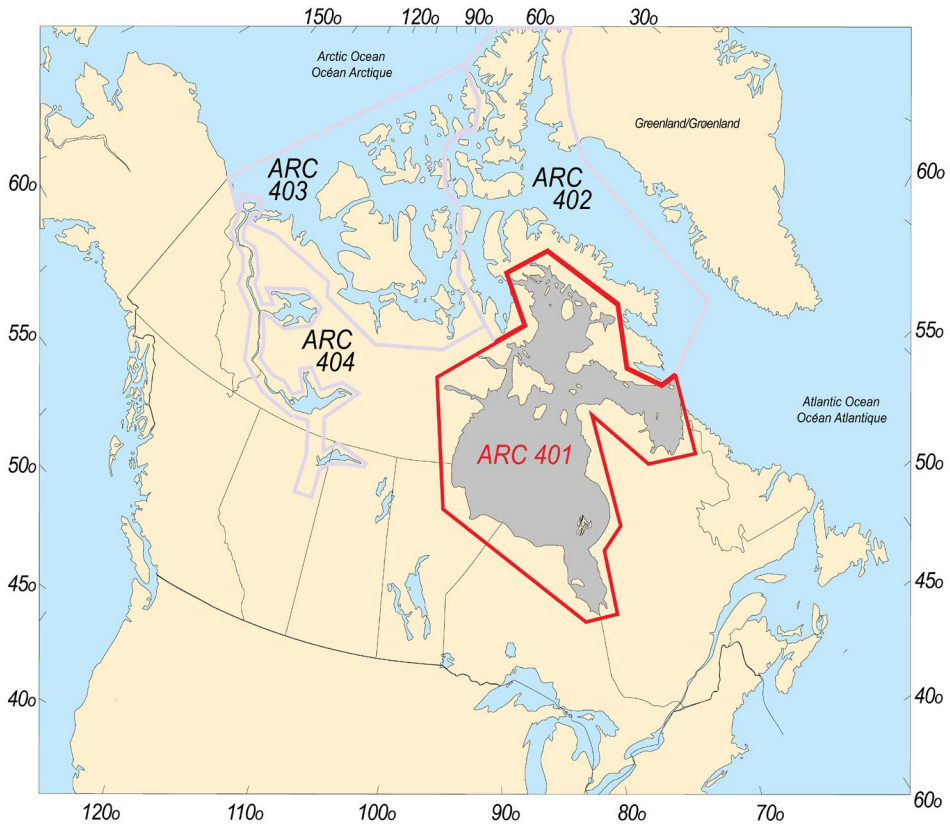
Hudson Strait, Hudson Bay and Adjoining Waters

2026/04



Fisheries and Oceans Canada
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Canada



Sailing Directions

ARC 400
General Information,
Northern Canada

ARC 401
Hudson Strait, Hudson Bay
and Adjoining Waters

ARC 402
Eastern Arctic

ARC 403
Western Arctic

ARC 404
Great Slave Lake
and Mackenzie River

Arctic Cautionary Note

CAUTION REQUIRED WHEN NAVIGATING IN ARCTIC WATERS

Updated March 6, 2026

A Joint Advisory from the Arctic Regional Hydrographic Commission and the Arctic Council's Working Group on the Protection of the Arctic Marine Environment

The Arctic Regional Hydrographic Commission (ARHC) and the Arctic Council's Working Group on the Protection of the Arctic Marine Environment (PAME) advise caution when navigating in Arctic waters.

Despite advancements in hydrographic surveying and charting in the region, ongoing limitations and risks associated with marine navigation, compounded by a rapidly changing Arctic including the opening of new potential maritime routes and increasing vessel traffic, are the impetus for issuing this updated notice.

The International Maritime Organization (IMO) allows S-100-capable Electronic Chart Display and Information Systems (ECDIS) on SOLAS ships beginning in 2026 (Resolution MSC.530(106)/Rev. 1(2024)). In the near future, vessels may become increasingly reliant on state-of-the-art products and services meeting the IHO S-100 Standards or other digital navigational tools. However, despite ongoing progress, substantial areas of the Arctic still lack modern hydrographic data regardless of whether the chosen official navigational method is paper or digital. Challenges with digital communication technology, modern surveys, and predictability of ice coverage limit availability and reliability of Electronic Navigation Charts (ENCs) and S-100 products and services in the Arctic.

Navigating outside areas supported by modern or adequate survey data, or without thorough voyage planning, ice experience, considering relevant local knowledge, or taking other precautions can result in the loss of human life and damage to property and the environment.

The International Code for Ships Operating in Polar Waters (Polar Code) and Regulation V/4 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers provide an international set of safety, crew training, and environmental standards. Following these standards helps to mitigate the risks associated with ships operating in hazard-prone areas of the Arctic and ensures that mariners are sufficiently experienced. Mariners must plan well in advance of any prospective voyages, review emergency procedures, understand their operating environment where conditions can change rapidly and vary seasonally, assess survival equipment and determine necessary risk control measures, and be familiar with the quality of navigational services and nautical charts along their planned routes.

While the safety of Arctic navigation continues to improve through the collective efforts of mariners, regulatory bodies, and national hydrographic offices, the Arctic remains a complex and potentially dangerous area for mariners to navigate. Mariners are encouraged to promptly report uncharted dangers, chart discrepancies, and other relevant navigational observations to the national hydrographic office responsible for charting in their navigational area of interest.

Pictogram Legend


Anchorage


Current


Radio calling-in point


Wharf


Caution


Lifesaving Station


Marina


Light


Pilotage

Report discrepancies between real-world observations and descriptions in the publication

Users of this publication are requested to forward information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, or other information that would be useful for the correction of nautical charts and publications affecting Canadian waters to: chsinfo@dfo-mpo.gc.ca

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Record of Changes

As the CHS acquires new information, relevant changes are applied to Sailing Directions volumes in order to maintain safety of navigation. It is the responsibility of the mariner to maintain their digital Sailing Directions file by ensuring that the latest version is always downloaded. Visit charts.gc.ca to download the most recent version of this volume, with all current changes already incorporated.

The table below lists the most recent changes that have been applied to this volume of Sailing Directions. This record of changes will be maintained at the discretion of the Canadian Hydrographic Service..

Date	Chapter / Paragraph	Description of Change
2025/02	Entire Booklet	ARC 401 has been reformatted and now meets Web Content Accessibility Guidelines (WCAG) 2.0. Other changes include updated imagery, hyper-links, and indexing.
2026/02	Entire Booklet	Updated all references of NOTSHIPs & Notice(s) to Shipping to NAVWARNs & Navigational Warning
2026/02	C1/P2-3	Added hyperlinks
2026/02	C1/P7	Updated paragraph and added hyperlinks
2026/02	C1/P28	Added hyperlinks
2026/02	C1/P114	Updated paragraph and added hyperlinks
2026/02	C1/P234	Updated paragraph
2026/02	C2/P209	Deleted paragraph 209 in chapter 2
2026/02	C2/P213	Deleted paragraph 213 in chapter 2
2026/02	C3/P41	Updated paragraph with beacon information
2026/02	C3/P113	Updated depth
2026/02	C4/P81-87	Updated paragraphs and added a hyperlink
2026/02	C6/P268	Updated paragraph with shoal information
2026/02	C6/P275	Updated paragraph with shoal information
2026/02	C3/P58	Added tidal current information
2026/02	C6/P91	Deleted paragraph 91 in chapter 6
2026/04	i pages	Added Arctic Cautionary Note
2026/04	Entire Booklet	Amended “Sail Plan” title in book to “Trip Plan” per Transport Canada

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Preface

The First Edition of *Sailing Directions, ARC 401 — Hudson Strait, Hudson Bay and Adjoining Waters*, 2009, has been fully updated from Canadian Government and other information sources. In general, all hydrographic terms used in this booklet are in accordance with the meanings given in the *Hydrographic Dictionary (Special Publication No. 32)*, published by the *International Hydrographic Bureau*.

This edition introduces the new presention and layout of the Geographical areas.

Sailing Directions, ARC 400 — General Information, Northern Canada contains general navigational information and a brief description of the main port facilities and anchorages as well as geographic, oceanographic and atmospheric characteristics of this region.

Detailed descriptions of geographical areas are given in the *ARC 401, Arctic Canada Vol. II (ARC 402), Arctic Canada Vol. 3 (ARC 403) and Great Slave Lake and Mackenzie River (ARC 404)*. Their limits are printed on the back cover. **The appropriate descriptive booklet(s) of *Sailing Directions* should be consulted in conjunction with *ARC 400 — General Information, Northern Canada*, which provides additional information.** Limits of the chapters in this booklet are shown on the inside of the front cover.

Tide, water level and current information has been revised by the Canadian Hydrographic Service.

Photographs are supplied by the Canadian Hydrographic Service and the Canadian Coast Guard, Fisheries and Oceans Canada.

Users' comments concerning the format, content or any other matter relating to *Sailing Directions* would be appreciated and should be forwarded to the Director General, Canadian Hydrographic Service, Fisheries and Oceans Canada, Ottawa, Ontario, Canada, K1A 0E6.

References to Other Publications

Canadian Hydrographic Service

- *Catalogue of Nautical Charts and Publications*
- *Canadian Tide and Current Tables*

Canadian Coast Guard

- *List of Lights, Buoys and Fog Signals*
- *Radio Aids to Marine Navigation (Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, Arctic and Pacific)*
- *Annual Edition of Notices to Mariners*

Explanatory Notes

Canadian Sailing Directions expand charted details and provide important information of interest to navigation which may not necessarily be found on charts or in other marine publications. They are intended to be read in conjunction with the charts quoted in the text.

Remarks

Buoys are described in detail only where they have special navigational significance, or where the scale of the chart is too small to clearly show all the details.

Chart references, in *italics*, refer to the largest scale Canadian chart. Occasionally a smaller scale chart may be quoted where its use is more appropriate.

Tidal information relating to the vertical movements of the water is not given and the *Canadian Tide and Current Tables* should be consulted. However, abnormal changes in water level are noted.

Names have been taken from the most authoritative source. Where an obsolete name still appears on the chart or is of local usage, it is given in brackets following the official name.

Wreck information is included where drying or submerged wrecks are relatively permanent features and are of navigation or anchoring significance.

Units and terminology used in this booklet

Latitude and **longitudes** given in brackets are approximate, and are intended to facilitate reference to the chart quoted.

Bearings and **directions** refer to True North (geographic) and are given in degrees from 000° clockwise to 359°. The bearings of conspicuous objects, ranges and light sectors are given from seaward. **Courses** always refer to the course to be made good.

Tidal streams and **currents** are described by the direction towards which they flow. The **ebb** stream is caused by a falling tide and the **flood** stream is caused by a rising tide. **Winds** are described by the direction from which they blow.

Distances, unless otherwise stated, are expressed in nautical miles. For practical purposes, a nautical mile is considered to be the length of one minute of arc, measured along the meridian, in the latitude of the position. The international nautical mile, which has now been adopted by most maritime nations, is equal to 1,852 m (6,076 ft).

Speeds are expressed in knots, which mean 1 nautical mile per hour.

Depths, unless otherwise stated, are referred to chart datum. As depths are liable to change, particularly those in dredged channels and alongside wharves, it is strongly recommended these be confirmed by the appropriate local authority.

Elevations and **vertical clearances** are given above Higher High Water, Large Tides. In non-tidal waters they are referred to chart datum.

Heights of objects, distinct from the elevations, refer to the heights of the structures above the ground. A statement, “a hill ... m (... ft) high”, is occasionally used when there could be no confusion and in this case the reference will signify an elevation.

The *List of Lights, Buoys and Fog Signals* number is shown **in brackets** after the navigational aid (light, leading lights, buoy). The expression “seasonal” indicates that it is operational for a certain period during the year; mariners should consult the *List of Lights, Buoys and Fog Signals* to determine the period of operation. The expression “private” means that the navigational aid is privately maintained; it will not necessarily be mentioned in the *List of Lights, Buoys and Fog Signals* and its characteristics may change without issuance of a *Navigational Warning*.

Time, unless otherwise stated, is expressed in local standard or daylight time. For the waters described in this booklet, local time is Atlantic Standard Time (AST Z+4).

Deadweight tonnage and **masses** are expressed in metric tonnes. The kilogram is used to describe relatively small masses.

Public wharf is a wharf that is available for public use, though certain fees may be charged by local authorities. It may be shown as “Government wharf” or “Gov’t whf” on older charts.

Conspicuous objects, natural or artificial, are those which stand out clearly from the background and are easily identifiable from a few miles offshore in normal visibility.

The expression "**small craft**" refers to pleasure craft and small vessels with shallow draught.

Diagrams are large scale cartographic representations of harbours, wharves, anchorages,or marinas.

Pictograms are symbols shown at the beginning of the paragraphs to allow quick reference to information or to emphasize details. The Pictogram Legend is shown on the third page of this booklet.

Abbreviations

Units

°C	degree Celsius
cm	centimetre
fm	fathom
ft	foot
h	hour
ha	hectare
HP	horsepower
kHz	kilohertz
km	kilometre
kn	knot
kPa	kilopascal
m	metre
mb	millibar
MHz	megahertz
min	minute
mm	millimetre
NM	nautical mile
t	metric tonne
°	degree (plane angle)
‘	minute (plane angle)

Directions

N	north
NNE	north northeast
NE	northeast
ENE	east northeast
E	east
ESE	east southeast
SE	southeast
SSE	south southeast
S	south
SSW	south southwest
SW	southwest
WSW	west southwest
W	west
WNW	west northwest
NW	northwest
NNW	north northwest

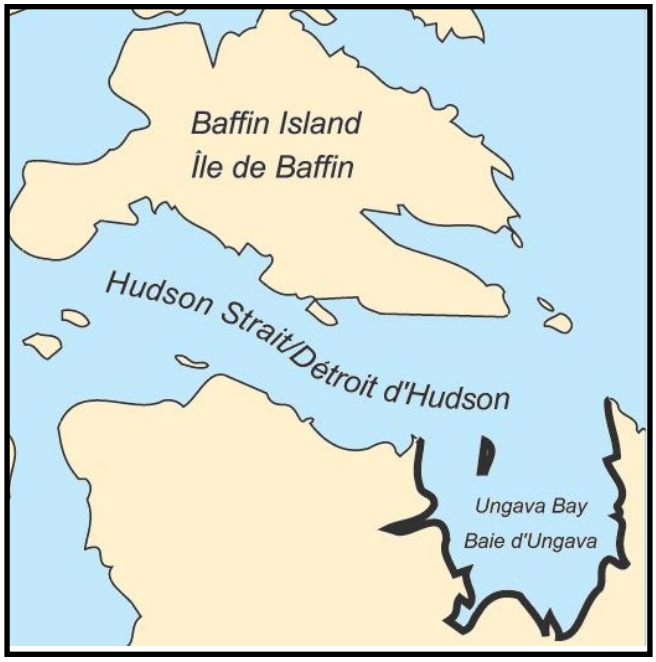
Various

A.P.A.	Atlantic Pilotage Authority
CCG	Canadian Coast Guard
CHS	Canadian Hydrographic Service
DFO	Department of Fisheries and Oceans, Canada
DWT	deadweight tonnage
ETA	estimated time of arrival
ETD	estimated time of departure
HF	high frequency
HW	high water
LW	low water
M	million, mega
MCTS	Marine Communications and Traffic Services
NAD	North American Datum
No.	number
SAR	Search and Rescue
U.S.A.	United States of America
VHF	very high frequency
VTS	Vessel Traffic Services

Chapter 1

Hudson Strait

South Shore (Ungava Bay)



General

Chart 5002

1 **Hudson Strait** lies between Péninsule d'Ungava and Baffin Island and connects Labrador Sea to Foxe Channel and Hudson Bay, allowing access to the interior of the North American continent. The strait is entered from the east between Button Islands *(60°40'N, 64°40'W)* and Resolution Island, 37 miles to the north. *(Button Islands and the areas to the east and south are described in ATL 121 — Labrador, Hamilton Inlet to Cape Chidley (including Button Islands and Gray Strait).)*

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (*MCTS*)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 The boundary between Hudson Strait and Hudson Bay is a line between Pointe Taliruq (Pointe Nuvuc), near Ivujivik on the NW tip of Péninsule d'Ungava, and Leyson Point, the SE end of Southampton Island.

6 The boundary between Hudson Strait and Foxe Channel is a line between Lloyd Point *(64°26'N, 78°02'W)*, on Baffin Island, and Seahorse Point *(63°46'N, 80°10'W)*, on Southampton Island.

7 The part of Quebec north of 55°00′N is known as the **Region of Nunavik**. The Inuit inhabitants of this region are working toward self-government. Settlements and villages along the Nunavik shore of Hudson Strait include Kangiqsualujjuaq (Port-Nouveau-Québec), Kuujjuaq

(Kuujaq or Fort-Chimo), Tasiujaq, Aupaluk, Kangirsuk (Bellin or Payne Bay), Quaqtaq (Koartac), Kangiqsujuaq (Maricourt), Salluit (Saglouc or Sugluk) and Ivujivik. There is no road access to any of these communities. Most are connected to each other by trails. Bulk commodities and fuel are supplied by annual sealift. Scheduled flights by Canadian North (previously *First Air)* and Air Inuit and modern telecommunications connect the communities to each other and to population centres in the south. The settlements at Port Burwell, Fox Harbour, Kuurujjuaq, George River and Deception Bay are no longer occupied.

8 Baffin Island, which forms the north shore of Hudson Strait, is part of **Nunavut**. The region includes most of the Arctic inhabited by the Inuit and is self-governing. Nunavut spreads across nearly 2,000,000 square kilometres of northern Canada and supports a population of less than 27,000 *(2001)* in 26 isolated settlements. There are no roads to or between any of the Nunavut communities except between Arctic Bay and Nanisivik. Bulk commodities and fuel are supplied by annual sealift. Scheduled and charter flights by a number of carriers and modern telecommunications connect the communities to each other and to population centres to the south. Some communities are linked by foot trails in summer; these become snow machine trails in winter. The only settlements on the south coast of Baffin Island are Kimmirut (Lake Harbour) and Cape Dorset.

9 The south shores of Hudson Strait extend from Button Islands to Digges Islands and Pointe Taliruq (Point Nuvuc), 400 miles to the WNW. This chapter describes Ungava Bay, between Button Islands and Cap (Cape) Hopes Advance.

10 **Caution**. — Many of the charts referred to in this chapter include areas that have not been surveyed or have not been surveyed to modern standards; many other areas show only soundings reported by ships crossing the area. Much of the charted information in offshore waters is of a reconnaissance nature.

Chart 5300

11 **Ungava Bay**, on the south shore near the east end of Hudson Strait, is entered between Button Islands *(60°40'N, 64°40'W)* and Cap (Cape) Hopes Advance, 142 miles to the west. Akpatok Island, in the NW part of the bay, is the only large island.

12 The high rugged shores of Hudson Strait give way to low rolling terrain rising inland to 500 feet (152 m) in Ungava Bay.

13 The weather is more moderate towards the head of the bay; it is warmer with less fog than further north. The tree line is close to the shore at the mouths of Rivière George, Rivière à la Baleine and Rivière Koksoak.

14 **Caution**. — There are very high **tides** and strong **tidal streams** in Ungava Bay.

Ungava Bay — East Shore

Charts 4773, 5065

Killiniq (Killinek) Island to Cap (Cape) William-Smith

15 **Killiniq (Killinek) Island** *(60°25'N, 64°40'W)*, 18 miles long and 6 miles wide, has high steep headlands and is separated from Button Islands by **Gray Strait**. **Bush Island** *(60°30'N, 64°44'W)* is at the north end of Killiniq Island. **Perrett Island**, **Hettash Island** and **Flat Island**, elevation 30 feet (9 m), lie west of Bush Island. **Lenz Strait** lies between these islands and the NW part of Killiniq Island.

16 **Caution**. — There are **tide rips** in the west part of Gray Strait and 0.5 mile NW of Hettash Island and Flat Island. *(Gray Strait and the areas east and SE of Killiniq Island are described in Sailing Directions booklet ATL 121 — Labrador, Hamilton Inlet to Cape Chidley (including Button Islands and Gray Strait).)*

Chart 4773

17 The NE shore of Ungava Bay between Flat Island and **Amittok (Amittoq) Inlet**, 3 miles to the south, on Killiniq Island, is **not surveyed**.

Chart 5064

18 **Jackson Island** *(60°25'N, 64°52'W)* lies 3.5 miles south of Flat Island. **Fox Harbour** is an inlet between the NE shore of Jackson Island and Killiniq Island. There is a **drying flat** at the head of Fox Harbour. **Munro Harbour**, an inlet on the south shore of Jackson Island, is suitable only for small craft.

19 **Anchorage** can be found in the outer part of Fox Harbour but it is exposed to north winds, swell and ice and swinging room is limited.

20 **Historical note**. — The former settlement at Port Burwell, including 25 buildings, was moved to Fox Harbour in 1965. Fox Harbour was abandoned in 1978 and the inhabitants were moved to other northern communities.

21 **Forbes Sound** lies south of Jackson Island. **Cap (Cape) William-Smith** *(60°22'N, 64°51'W)* is the south entrance point of Forbes Sound.

22 **Caution**. — An unexamined **shoal** with a depth of 26 feet (7.9 m) lies in the middle of the mouth of Forbes Sound 1.2 miles NW of Cap William-Smith. Islets and **drying area**s lie up to 0.7 mile off the south shore of the sound.

23 The harbour of **Port Burwell** *(60°25'N, 64°51'W)*, on the north shore of Forbes Sound, has rugged shores with steep rocky cliffs 100 to 500 feet (30 to 152 m) high. **Mission Cove** is in the NW arm of Port Burwell.

24 **Caution**. — The **tidal streams** in Port Burwell run at up to 3 knots.

25 Vessels of up to 1,500 t can find **anchorage** with ample swinging room and good holding in 16 fathoms (29 m), mud, in the middle of the harbour or, with less room, in the inner part of the harbour. The harbour offers good shelter in most winds but may become unusable in a southerly gale. The surrounding hills and valleys can cause a strong breeze in the harbour even when it is calm outside.

26 **Anchorage** can also be found in Forbes Sound in 20 to 25 fathoms (37 to 46 m), fair holding, 1 mile east of Port Burwell harbour entrance and 0.25 to 0.5 mile offshore, but west winds can bring a heavy swell.

27 There is a **landing beach** of mud, gravel and **boulders** on the north side of the head of Fox Harbour, just west of the **drying flat**. The landing can be reached from Fox Harbour at most stages of the tide but only for 2 hours before and after high water from Port Burwell anchorages.

28 The *Canadian Coast Guard* radio station "*Killinek*" is 0.3 mile NE of Mission Cove. This is a remote station controlled by MCTS *Iqaluit*. *(See* Radio Aids to Marine Navigation *— Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)*.

Charts 4773, 5064

29 **Goddard Island** is at the SE end of Forbes Sound; there is reported to be a **shoal** off the west side of the island. **McLelan Strait** leads between Goddard Island and Killiniq Island. **Young Inlet**, stretching 6 miles SE from Goddard Island, can be approached from McLelan Strait and entered through a passage on the east side of Goddard Island.

30 **Anchorage** has been found, in 17 fathoms (31 m), east of Goddard Island in the entrance to Young Inlet.

31 McLelan Strait continues SE to connect with Grenfell Sound and the Labrador Sea. *(Grenfell Sound and the Labrador Sea are described in Sailing Directions booklet ATL 121 — Labrador, Hamilton Inlet to Cape Chidley (including Button Islands and Gray Strait).)*

32 The usual approach to Fox Harbour and Forbes Sound is from northward following the sounded track.

33 **Caution**. — A vessel approaching from the west would make landfall on Button Islands because the coast south of Forbes Sound is **foul**. The water is deep close to the rocks; soundings give no warning.

Charts 5300, 4773

Cap William-Smith to Rivière George (River)

34 The land between Cap William-Smith *(60°22'N, 64°51'W)* and the mouth of Rivière George (River) *(58°54'N, 66°17'W)*, 100 miles to the SSW, is low but rises to 500 feet (152 m) a few miles inland and to over 1,000 feet (305 m) in places. **Drying flats** and islets and **rocks** lie off most of the shoreline. Named inlets along this coast, from north to south, are: **Coates Inlet**, **Polunin Inlet**, **Christopher Inlet**, **Singer Inlet**, **Bell Inlet**, **Langley Inlet**, **Low Inlet**, **Bray Inlet**, **Cox Inlet**, **Alluviaq (Abloviak) Fiord**, **Weymouth Inlet**, **Gregson Inlet** and **Davis Inlet**. These inlets are **not surveyed**.

Chart 5300

35 **Cap Kattaktoc** *(59°17'N, 65°44'W)*, the west entrance point of Davis Inlet, is low with a sharp point.

36 **Beacon Island** *(58°54'N, 66°21'W)* is the northernmost of a group of rocky islands and islets on a wide **boulder**-strewn **drying flat** that extends north and NE of **Pointe Hubbard**.

Chart 5373

37 **Kikkertoksoak Islands**, in the mouth of **Keglo Bay**, are low. There are islets and ledges and **drying flats** around the shorelines of these features.

38 The **beacon** at Beacon Island consists of fluorescent-orange rectangular **daymarks** and a **radar reflector** on a square skeleton **tower**.

39 A **racon** is also on the tower.

Charts 5373, 5335

Rivière George and Approaches

40 **Rivière George (River)** is approached from north of Beacon Island; the area south and SW of Beacon Island is foul. The river is entered east of Beacon Island. It is reported to be navigable by small craft for 200 miles with only one portage but the current is swift. Sealift vessels travel 14 miles upstream from the entrance to the village of Kangiqsualujjuaq (Port-Nouveau-Québec).

41 **Ningiluit Islands** *(59°03'N, 66°07'W)* and **Pissiulaarsitik Islands**, 6 miles to the south, are on the east

side of the approach to Rivière George. **Tikiraaluk Island** and **Qiggutuq Islands** lie farther to the east.

42 **Cap Kattatuuq**, 2 miles south of Tikiraaluk Island, divides the two arms of **Tasiujaaluk Bay**; **Rivière Koroc** enters the head of the south arm of Tasiujaaluk Bay.

43 **Pointe Elson** *(not named on Chart 5373)*, at the mouth of the south arm of Tasiujaaluk Bay, is an island at high water.

44 **Qikirtaaluk Island** *(58°51'N, 66°08'W) (not named on Chart 5373)* is 6.5 miles ESE of Beacon Island; it is 60 m high.

45 **Sallijukak Islet** is 2 miles west of Beacon Island.

46 **Caution**. — There are **dangerous reefs** in the approaches to Rivière George; rough seas will break on some of these reefs at low water. The outermost of these is a patch 3 miles NNE of Beacon Island that dries 3.5 m. **Shoal banks** and **isolated shoals** with depths of 3.4 m extend into the river from the east and west sides of the entrance.

47 The **tidal range** in Rivière George is 7.6 to 9.8 m in large tides and 3.7 to 6.7 m in mean tides.

48 **Caution**. — **Tidal streams** in the river reach 5 knots or more and there are **tide rips** when the wind is against the current.

49 Unsheltered **anchorage** can be found 1.0 mile east of Beacon Island.

Chart 5335

50 **Îles Naujakallak** lie 3 miles SSE of Beacon Island on the west side of the river.

51 **Pointe Kapitattalik** *(58°49'N, 66°16'W)* is on the west shore 5.6 miles SSE of Beacon Island; the site of the abandoned settlement of **Kuurujjuaq** is 0.9 mile SSE of the point.

52 **Pointe Allatalik** is on the same side 7.5 miles farther SSE.

53 **Cap Qairtualuk** *(58°46'N, 66°06'W)* and **Cap Nuvukallak** are on the east bank 7 and 11 miles from the entrance.

54 **The Narrows** is 13 miles from the river entrance and 2 miles SE of Cap Nuvukallak.

55 **Colline Qikirtaujaq** is a hill SW of The Narrows.

56 The land on both shores rises to 140 m, in gentle slopes, from the entrance of the river to The Narrows. Above The Narrows, the valley is more fiord-like. Most of the small bays along the river have bottoms of mud, some with scattered **boulders**, and **dry** out at low water.

57 **Caution**. — A **rock** 0.2 mile SSE of the SE point of Cap Nuvukallak dries 0.3 m.

58 At the downstream entrance to The Narrows there is a depth of 7.3 m at the edge of **shoals** extending from the SW shore. Depths of 7.7 m are found in the middle of The Narrows at the upstream entrance.

59 **Anse Akilasakallak** is a bay on the NE shore NE of The Narrows.

60 The village of **Kangiqsualujjuaq (Port-Nouveau-Québec)** *(58°41'N, 65°57'W)*, population 710 *(2001)*, is on the NW shore of Anse Akilasakallak. The village has a post office, police station, nursing station, retail stores and a hotel. *Air Inuit* provides daily flights except Sundays.

61 There are two breakwaters and a beach access ramp on the west shore of Anse Akilasakallak near the village. The south **breakwater**, 0.2 mile SSE of the village, is 1.3 m high and extends 160 m offshore. The **landing beach** protected by this breakwater is accessible from the village road by a stone and gravel ramp. The north **breakwater** is an extension of the natural point on the shore just SE of the village; it is 1.3 m high and extends the point by 30 m to protect the bay in front of the village. Much of the beach and channel area between the breakwaters has been cleared of boulders.

62 An **anchorage** charted 0.9 mile ESE of Pointe Allatalik has a bottom of mud and gravel.

63 Shallow-draught vessels with oil supplies for the settlement have used the two **anchorages** off the entrance to Anse Akilasakallak.

64 **Caution**. — The **tidal stream** in these berths is reported to run strongly southward for 3 hours after low water at the river entrance; a period of slack water lasts from then until 3½ hours after high water when the current becomes strongly northward. The inner berth has been reported to be unsafe because of strong eddies but the outer berth was considered to be more satisfactory.

Chart 5300

65 **Île Ford** is 8 miles upstream from Kangiqsualujjuaq.

66 **Historical note**. — A settlement known as George River, dating back to 1876, was on the east shore of the river near Île Ford. In 1965, the village was relocated to Anse Akilasakallak and renamed Port-Nouveau-Québec. The village officially became known by its Inuit name in 1990.

Ungava Bay — South Shore

Rivière George to Rivière Koksoak (River)

67 Between Pointe Hubbard *(58°50'N, 66°28'W)*, 5.5 miles SW of Beacon Island, and Pointe Qirniraujaq (Congnarauya Point), 50 miles to the WSW, the coast is low with **drying flats**, **shoal water** and many **outlying dangers**. Rivière Koksoak (River) enters Ungava Bay 5 miles SW of Pointe Qirniraujaq (Congnarauya Point).

Charts 5374, 5375



68 **Caution**. — The coastal waters covered by *Charts 5374* and *5375* were surveyed to different standards, as indicated on the "Source Classification" diagram on the charts. Most inshore waters have not been surveyed.

Chart 5374

69 **Îles Nauyut** and **Îles Arvalik** lie 6 and 14 miles SSW of Pointe Hubbard.

70 **Cap Kernertut** *(58°31'N, 66°56'W)*, 60 m high, is west of the mouth of **Rivière Qurlutuq**. **Pissiulaarsitik Island**, 55 m high, is the largest of a group of islets and **shoals** off Cap Kernertut.

71 **Alukpaluk Bay**, 9 miles SW of Cap Kernertut, has the mouth of **Rivière Tuttutuuq** at its head. **Colline Inuksulik**, 45 m high, is a hill on the NE side of the bay.

72 **Qikirtaaluk Islands** *(58°37'N, 67°10'W)* are 9 miles NW of Cap Kernertut.

Chart 5300

73 **Rivière à la Baleine** *(58°20'N, 67°30'W)* is at the south end of Ungava Bay. The banks of the river are generally low and wooded with small black spruce and larch trees almost to the river mouth. The land rises to 150 m a few miles inland.

74 There is an abandoned *Hudson's Bay Company* post 8 miles up Rivière à la Baleine. The channel to the site passes through **drying mud flats**. The current is swift and there are **rapids** and **tide rips** in several places.

Chart 5375

75 **Qikirtajuaq (Big) Island** *(58°20'N, 67°35'W)* is in the mouth of Rivière à la Baleine with **Tuvakutaaq Channel** on its west side. The island is 61 m high in its SW part; many islands, islets and **shoals** lie off its north and NE sides. **Sallijuaq Islands** and **Narruriat Islands** are groups of offshore rocky islands and **reefs** NE and north of Qikirtajuaq Island. **Saeglorsoak Island**, the southernmost of the larger Narruriat Islands, can be identified by a 30 m high hill in its south part; low land extends 1 mile north of this hill.



76 **Caution**. — **Drying patches** and **shoals** with depths of less than 10 m lie up to 20 miles NE, 12 miles north and 13 miles NW of Narruriat Islands.

77 **Pointe Tasker** *(58°28'N, 67°45'W)*, 6 miles NW of Qikirtajuaq Island, is 30 m high. **Rivière False**, west of Pointe Tasker, is very **shoal**. Rivière False is so named because it is often mistaken for the mouth of Rivière Koksoak (River).

78 **Pointe Qirniraujaq (Congnarauya Point)** *(58°35'N, 68°01'W)* is a low dark point 10 miles NW of Pointe Tasker; the point is 5 miles NE of the entrance to Rivière Koksoak (River). A **mud flat**, extending 1 mile NE of the point, has a **rock ledge drying** 2.7 m at its outer edge.

79 There is a **racon** and a **radar reflector** on a 9.1-m tall aluminium **tower** on Pointe Qirniraujaq.

Charts 5376, 5300

80 **Cap Inuksutujuq** *(58°33'N, 68°12'W)*, 6 miles WSW of Pointe Qirniraujaq, is the west entrance point of Riviere Koksoak (River). **Mud flats** and **drying ledges** extend more than 1 mile off the cape and off the shores west and north of here.

81 There is a **radar reflector** on a 30-m tall aluminium **tower** 1.2 miles south of Cap Inuksutujuq.

Approaches to Rivière Koksoak (River)



82 **Caution**. — The outermost dangers in the NE approaches to **Rivière Koksoak (River)** *(58°33'N, 68°09'W)* are **shoal patches** 15 miles NE of Cap Inuksutujuq and **isolated depths** of less than 10 m farther offshore.

83 **Springs Reef** and **Octopus Reef** are **drying area**s 8 miles NNE and 6 miles north of Cap Inuksutujuq; there are heavy **tide rips** near the reefs. **Caution Shoals**, which extend 3 miles west and NW of Pointe Qirniraujaq, have depths of 5.4 m and 7.3 m near the track usually followed.

Charts 5376, 5338

Rivière Koksoak

84 Rivière Koksoak is navigable by medium-draft ships to within 2 miles of the village of Kuujjuaq, 31 miles upstream. The upper reaches are **shoal** and must be navigated between half tide and high water.

85 Rivière Koksoak has been used regularly by a tanker drawing 5.5 m.

86 The **tidal ranges** for mean tides and large tides are 8.9 m and 12.6 m at the river entrance and 4.6 m and 5.9 m at Kuujjuaq.

87 High water travels from the river entrance to Île Mackays, 17 miles upstream, in 1¼ hours and to Kuujjuaq in 2 hours.

88 The tidal streams turn 1¼ hours after the times of high and low water.

89 **Caution**. — It has been reported that the **tidal stream** in the river can reach 12 knots in places during large tides and reach a rate of 6 to 8 knots in the river entrance. Tide **rips** and **overfalls** form in the entrance in NE winds when the ebb stream is running. In large tides there are **whirlpools** in the narrow parts of the river. These conditions are **dangerous** for small craft.

90 **Caution**. — **Depths** in Rivière Koksoak may change due to the action of ice and current and the movement of boulders on the river bed.

91 *Beacon Point (Inukshuktuyuk) range* **lights** *(2595, 2596)*, on Cap Inuksutujuq, lead clear of the dangers in the approaches.

92 Vessels usually approach the entrance to Rivière Koksoak at low water, when the off-lying **drying patches** are visible.

93 The **racon** on Pointe Qirniraujuq is a useful aid until the *Beacon Point (Inukshuktuyuk) range* lights are seen.

Chart 5338

94 **Pointe Aisavartalik** *(58°32'N, 68°08'W)*, separated from Pointe Qirniraujaq by **drying flats** of mud and **boulders**, is the east entrance point of Rivière Koksoak. **Anchor Island** lies 0.1 mile NW of Pointe Aisavartalik. **The Wart** is a **conspicuous** hill 0.7 mile to the south.

95 The river bank has **drying patches**, **conspicuous** at low tide, in front from Cap Inuksutujuq to **Schnak Cove** 1.7 miles to the south.

96 *Koksoak River East range* **lights** *(2593, 2594)* are on the east bank of the river 2.2 miles SSE of Schnak Cove.

97 **Caution**. — The range leads from the intersection with *Beacon Point (Inukshuktuyuk) range* into the mouth of the river. Do not use *Koksoak River East range* to approach the river from offshore between Octopus Reef and Springs Reef *(Chart 5376)*.

98 *Koksoak River range* **lights** *(2591, 2592)*, on the west bank of the river 4.2 miles south of Schnak Cove, lead through the lower reach of Rivière Koksoak.

99 **Île Edge** *(58°29'N, 68°12'W)* lies off the west shore 3 miles upstream from Schnak Cove. **The Narrows** is entered 1.5 miles SSE of Île Edge.

100 Vessels with local knowledge continue upstream and await the pilot at an **anchorage** 5 miles beyond The Narrows.

101 **Pointe Kisarvik** *(58°23'N, 68°13'W)* is on the west shore 4.2 miles SSW of The Narrows.

102 A series of **lighted beacon ranges** aid navigation south of here. Each **beacon** consist of a fluorescent orange trapezoid **daymark**, with a black vertical stripe, mounted on a galvanised steel **tower**.

103 **Anchorage** can be found in the river 0.7 mile SSE of Pointe Kisarvik.

104 In 1981, *MV Polar Circle* anchored here in 16 m, fine sand, 0.4 mile off the west shore, opposite a white boulder.

105 The river **shoals** to 5.8 m 2.5 miles south of Pointe Kisarvik. **Île Hendry** and **Île Mackays**, with **Île Pakkivik** at its south end, lie 4 and 5 miles south of the shoal area.

106 **Caution**. — Because of strong **currents** and nearby **shoals**, extreme **Caution** is necessary at all stages of the tide when passing Île Hendry.

107 There are privately maintained **lights** on the SW side of Île Hendry and on the east part of Île Mackays.

108 **Cap Whales**, rising abruptly to 23 m, lies 5 miles farther SSW.

109 There is a privately maintained **light** on the east side of Cap Whales.

110 **Colline Chapel** is a **conspicuous hill** opposite Cap Whales.

111 **The Elbow** is a **shoal** passage entered 4 miles south of Cap Whales. Islands in the river SE and south of The Elbow include **Grande île Elbow**, with a **conspicuous boulder** on its NE part, **Petite île Elbow**, **Île Midway** and several smaller islands and islets. **Île Bar** is in mid-river 1 mile SW of Île Midway.

112 **Anse Nascopie**, sheltered by **Pointe Illukuluttalik**, is on the NW shore west of Île Midway.

113 There are privately maintained **lights** on the west shore 0.9 mile north of Grande île Elbow, near the NE tip of Grande île Elbow, on the NW end of Île Midway, and on the NE side of Île Bar.

114 The village of **Kuujjuaq (Kuujjaq or Fort Chimo)**, population 1,932 *(2001)*, is on the NW shore of Anse Nascopie. The region of Nunavik is administered from here. The community has a post office, bank, police

services, a hospital with dental care facilities, several retail stores and restaurants and 2 hotels. Canadian North (previously *First Air)* and Air Inuit provide daily flights. Aircraft, including helicopters, are available for charter.

115 **Historical note**. — The site of the former community of Fort Chimo, abandoned in 1958, is 2.5 miles south of Colline Chapel. The present village is on the site of a former US military airport, built in 1942, turned over to Canada at the end of the Second World War. The two long airstrips make Kuujjuaq the transportation hub of Nunavik.

116 The usual **anchorage** for Kuujjuaq, in depths of 5 to 14 m, is from 0.15 to 0.35 mile north of a line between the NE point of Grande Île Elbow and a **conspicuous boulder** on the east shore.

117 **Caution**. — The holding ground of coarse stone is reported to be good but no anchorage in the river can be considered safe because of the ever-changing **currents**; a vessel should be ready to move at short notice.

118 The **landing beach** is on the shore of Anse Nascopie near a group of **oil tanks**.

119 Barges are used to land dry cargo at a small **pier** on the beach.

120 Oil products are offloaded to shallow-draught barges and taken to the pier to be pumped to the tank farm.

121 Due to swift **tidal streams** and **shoal** water, barges can only cross the river to the anchorage for 2 hours before and 2 hours after high water.

122 A privately maintained **aeromarine radiobeacon** *(58°03'N, 68°29'W)* near Kuujjuaq transmits on 390 kHz with identification VP (• • • — • — — •).

123 The average maximum thickness of winter **fast ice** at Kuujjuaq is 138 cm, with a record thickness of 177 cm *(1973)*. Break-up usually begins in the second half of May, with the river clear of ice in the first week of June. Freeze-up usually begins in the first week of November with complete ice cover in early January. Dates of break-up and freeze-up can vary by three to four weeks.

Ungava Bay — SW Shore

Charts 5376, 5467

Rivière Koksoak to Leaf Bay (Baie aux Feuilles)

124 **Pointe Ragged** *(58°49'N, 68°24'W)* is 17 miles NNW of Cap Inuksutujuq. Features between Cap Inuksutujuq and Pointe Ragged include **Qikirtaguluk Island** and **Baie Sèche**, **Qikirtaajuit Islands**, **Sham Bay**, **Itittaviit Islands**, **Pauktorvik Island**, **Sawtooth Bay**, **Pointe Asuqaaq (Asuraaq)** and **Asuuqaaq Island**.

125 **Caution**. — There is a **drying patch** surrounded by **shoals** 6 miles east of Pointe Ragged.

126 **Stony Islands** *(58°53'N, 68°32'W)*, rocky knolls that become islands at high water, are 6 miles NNW of Pointe Ragged. There are huge masses of rock scattered in the area.

127 **Caution**. — Most of the coast between Cap Inuksutujuq and Stony Islands is **not surveyed** but is known to be **foul** for several miles offshore; **shoals** of less than 6 fathoms (11 m) lie 12 miles and more from shore.

128 **Blind Reef** *(59°02'N, 68°41'W)* is a **drying area** 10 miles NNW of Stony Islands. A **rock** 1.5 miles to the NNE has a depth of 14 feet (4.3 m) and there are depths of less than 6 fathoms (11 m) up to 3 miles north, east and south of Blind Reef.

129 **Pointe Stony** *(58°55'N, 68°36'W)*, on the SE side of the entrance to Leaf Bay, rises to a rocky hill 200 feet (61 m) high. The water is very **shoal** for 2 miles off the point.

130 Five miles farther offshore, the sea breaks on **reefs**; one of these, **Bosuns Reef**, 5 miles NE of Stony Islands, dries 8.5 m.

131 The land west of Pointe Stony rises gradually to long rounded hills 200 feet (61 m) high.

Charts 5300, 5467, 5468, 5469

Leaf Bay and Lac aux Feuilles

132 **Leaf Bay** *(58°57'N, 68°50'W)* is the outer part of an inlet which leads 35 miles WSW to the mouth of Rivière aux Feuilles. The inner parts of this inlet are Passe Smoky, **Passage aux Feuilles**, Passe de l'Algerine and **Lac aux Feuilles**.

133 The **tidal ranges** in Lac aux Feuilles are among the highest in the world.

134 **Caution**. — There are very strong **currents** and **dangerous eddies** in Leaf Bay and Passage aux Feuilles. The **tidal currents** in Passe Smoky reach a maximum of 12 knots at springs and 4 knots at neaps, near the time of local high water.

Chart 5467

135 **Gyrfalcon Islands** *(59°03'N, 68°55'W)*, extending northward 10 miles from Leaf Bay, are formed of barren broken ridges of stratified rock. The islands vary from 50 to 300 feet (15 to 91 m) high and have cliffs that face SW. The mainland has the same character as the islands and is so broken by bays that it is very difficult to identify.

136 **Dome Island** *(59°04'N, 68°51'W)* is the easternmost of the Gyrfalcon Islands group. The **dome shape** is **conspicuous** when seen from the south.

137 **Falcon Anchorage**, between **Nipper Island** and **Tiercel Island**, offers good shelter and holding in 12 fathoms (22 m). Vessels planning to use Passage aux Feuilles anchor here while waiting for a favourable tide. The **tidal stream** in the anchorage is not excessive. **Nipper Reef**, 1 mile SE of Nipper Island, dries 34 feet (10.4 m).

138 There is a **beacon** with a fluorescent-orange rectangular **daymark** and a **radar reflector** on a skeleton **tower**, 25 feet (7.6 m) high, near the east tip of the south end of Nipper Island.

139 A **racon** is on top of the beacon.

140 **Talon Reefs**, off the south and SW part of Tiercel Island, **dry** 22 and 32 feet (6.7 and 9.8 m).

141 **Peregrine Sound** is between Gyrfalcon Islands and the mainland to the west.

142 **Pointe Flat** *(58°55'N, 68°46'W)* and **Pointe False**, 7 miles to the west, are on the south side of Leaf Bay, west of Pointe Stony. **False Islet**, **conspicuous**, is connected to Pointe False at low water by a rocky ridge. **Stony Shoals** extend 2 miles and more off the south shore of Leaf Bay, north of Pointe Stony and Pointe Flat and east of False Islet.

143 Passage aux Feuilles tends SW 15 miles from Leaf Bay to Lac aux Feuilles. **Passe Smoky** *(58°55'N, 69°15'W)* is the east entrance narrows. There is **shoal** water along the south shore of the narrows. Wide **rocky drying flats** line both sides of Passage aux Feuilles.

144 **Pointe Henderson**, 200 feet (61 m) high, is on the mainland north of Passe Smoky. **Îles Smoky** form the north side of Passe Smoky.

145 **Pointe Wedgehead** is a **conspicuous** headland to the south of Passe Smoky.

Chart 5468

146 On the north shore of the passage, **Detroit Island** leads NW of Îles Smoky.

147 **Îlot Irqituq** *(58°54'N, 69°24'W)* is in the entrance to **Baie Boulder**. The bay is **not surveyed**.

148 **Pointe au Fer**, 2.5 miles farther SW, is 50 feet (15 m) high.

149 **La Grande Ravine**, a point 2 miles farther WSW, has a **conspicuous vein** of yellow rock extending from the water's edge to its summit. **La Petite Ravine**, a small island with a similar feature, lies 1 mile to the south.

150 Features on the south shore of Passage aux Feuilles are **Cap Fox** *(58°52'N, 69°23'W)*, **Cap Halfway**, **Pointe Garry** and **Pointe Spur**. There is a **conspicuous waterfall** 1.2 miles SSE of Cap Halfway.

151 **Iron Shoal**, in mid-channel WSW of Cap Halfway, has a depth of 16 feet (4.9 m). There are depths of less than 5 fathoms (9.1 m) between Iron Shoal and Pointe au Fer.

152 **Pointe Reef** *(58°47'N, 69°32'W)* is on the south shore 2 miles WSW of Pointe Spur.

153 **Pointe Bluff**, 1.4 miles NNW of Pointe Reef, is 300 feet (91 m) high. **Drying banks** and **shoal** water extend up to 0.5 mile from Pointe Bluff.

154 **Passe de l'Algerine** is entered between Pointe Reef and Pointe Bluff. **Pointe de l'Algerine**, on the north shore, and **Pointe Mary**, 2 miles to the SE, are the west and SW entrance points to the narrows.

155 **Caution**. — There are very strong **currents** and **dangerous eddies** in Passage aux Feuilles. Vessels should transit Passage aux Feuilles only with a favourable tide. The **tidal currents** in Passe Smoky reach a maximum of 12 knots at springs and 4 knots at neaps; in Passe de l'Algerine, they reach a maximum of 10 knots at springs and 3 knots at neaps. These maximum currents occur near the time of local high water. The tidal stream is comparatively weak for 1 hour after the turn of the tide.

Chart 5469

156 Lac aux Feuilles *(58°46'N, 69°44'W)*, entered through Passe de l'Algerine, is a large landlocked basin with wide **drying flats** along its shores.

157 The climate in Lac aux Feuilles is milder than that at the entrance to Leaf Bay; Lac aux Feuilles is almost always free of fog.

158 The **tidal range** at spring tides in Lac aux Feuilles is estimated to be 54.5 feet (16.6 m); if confirmed, this would be the largest range in the world. High water at Baie Profonde is 1⅓ hours after high water at Falcon Anchorage.

159 **Caution**. — The **tidal streams** are 1 to 4 knots in Lac aux Feuilles.

160 **Whaleback Reef**, in the middle of the entrance to Lac aux Feuilles, dries 19 feet (5.8 m). Ships usually pass north of the reef.

161 **Trading Post Cove**, on the SE shore of the basin and sheltered to the west by **Îles Radisson**, offers **anchorage** in 12 fathoms (22 m). The buildings at the head of the bay are an abandoned *Hudson's Bay Company* post.

162 **Baie Sèche**, with extensive **drying flats**, is entered west of Îles Radisson. The bay lies between **Pointe Copper** and **Pointe Lajus**.

163 **Île de l'Hélicoptère (Copter Island)** *(58°46'N, 69°50'W)*, with a central hill 452 feet (138 m) high and two small islands to the south, is connected to **Pointe de la Jauge** at low water.

164 **Îlot Bittern**, 110 feet (33.5 m) high, **Île en Cône**, 250 feet (76 m) high, and **Récif Long** lie north, NE and SE of Île de l'Hélicoptère.

165 **Pointe de la Rivière** is 1.4 miles west of Île de l'Hélicoptère. **Îlot Poly** and **Îlot Mandarin** lie off Pointe de la Rivière.

166 **Baie Profonde** is entered between Îlot Bittern and Îlot Poly.



167 Baie Profonde offers the best **anchorage** in Lac aux Feuilles, with room for several medium-draught vessels. Little sea develops in the landlocked basin; the 225-foot (69-m) survey ship *Algerine* rode out 70-knot winds here without trouble. Anchorage can be found in most of the bay; a good well-sheltered location is midway between Pointe de la Jauge and **Île Rowe**, in 22 fathoms (37 m) with excellent holding ground, mud bottom.



168 **Caution**. — An isolated **shoal depth** of 33 feet (10 m) is 0.5 mile east of Île Rowe and an isolated **shoal depth** of 6 fathoms (11 m) is 1.4 miles south of the island.

169 **Rivière Bérard** flows into the SW corner of Baie Profonde.

170 The village of **Tasiujaq**, population 228 *(2001)*, is on the west shore north of Rivière Bérard. The village was founded in the 1960's to remove some of the hunting pressure on wildlife around Kuujjuaq. It has a post office, a nursing station and a police station. There is a community-owned-and-operated store; quantities of supplies for sale to non-residents are very limited. *Co-op* accommodation is available by prior arrangement. *Air Inuit* provides daily flights except Sundays.

171 **Baie aux Baleines**, on the north shore of Lac aux Feuilles between Pointe de l'Algerine and **Pointe Kennedy** *(58°50'N, 69°48'W)*, is **not surveyed**.

172 **Île Qirnilik** *(58°49'N, 69°54'W)*, 50 feet (15 m) high, is 1.7 miles west of Pointe Kennedy. **Anse aux Refuges** is a **drying bay** between Pointe Kennedy and Île Qirnilik.

173 **Fresh water** can be obtained from a **waterfall** and several small streams around Lac aux Feuilles.

174 **Rivière aux Feuilles** enters Lac aux Feuilles from the west between Pointe de la Rivière and Île Qirnilik; it flows between high bluffs and is deep in mid-channel as far as a **drying bar** 6 miles upstream. Only the mouth of the river has been surveyed.

Chart 5300

Leaf Bay to Hopes Advance Bay

175 The coast between Leaf Bay and Hopes Advance Bay, 30 miles to the NNW, has a belt of islets and **reefs** extending 10 to 15 miles offshore.

Chart 5348

176 **Sentinel Reef** *(59°16'N, 68°49'W)* dries 4 feet (1.2 m); it is the outermost charted danger. Between Sentinel Reef and the mainland are **Nanertak Reefs**, a group of **drying patches** in a wide area of unexamined foul ground. **Nanertak Island**, 45 feet (13.7 m) high, is at the NNW end of the reefs.

177 **Ikattok Bay**, SW of Nanertak Reefs, is **not surveyed**. **Cone Island** *(59°12'N, 69°09'W)*, small but 160 feet (48.8 m) high, is **conspicuous** in the mouth of Ikattok Bay.

178 **Pointe De Villiers**, at the NW end of **Pointe Takiyok** 9 miles NNW of Cone Island, is 100 feet (30 m) high. Pointe de Villiers is the east entrance point of **Anse De Villiers**. **Escarpement Tryon**, 7 miles SW of Pointe De Villiers, is a **conspicuous bluff** 402 feet (123 m) high.

179 **Shoal water** extends 6 miles NE from Pointe Takiyok. **Takiyok Reef** and **Sawtooth Reef** are two **drying area**s near the outer end of the shoal area.

Approaches to Hopes Advance Bay

180 **Hopes Advance Bay** *(59°21'N, 69°36'W)* is the site of an abandoned mining development. Inuit wishing to return to traditional hunting grounds established the settlement of Aupaluk near the old mine site in 1977.

181 The usual track through the approaches and into Hopes Advance Bay is shown on the chart. Much of the track has been wire-dragged; these areas are shown by broken lines and swept-depth symbols. A **conspicuous** radio **tower** *(59°18.190'N, 069°36.070'W)* with an elevation of 184 feet (56 m) showing a fixed red **light** is visible up to 20 miles to seaward while on the usual track through the approaches.

Charts 5348, 5349

182 **Barrier Shoals** *(59°33'N, 69°08'W)* lie along the NW side of the track.



183 **Caution**. — A **rock** on the SW part of Barrier Shoals has a depth of 6 feet (1.8 m) or less.

184 **Low Islands** is a line of **drying patches** and islets NW of Barrier Shoals. Low Islands include **Young Island** and **Lookout Island**. **Sandpiper Islet** and **Buttress Island** are 3 miles NE and 3 miles NW of Lookout Island.

185 A line of **reefs** extends 4 miles NE from **Alle Island** on the NW side of the entrance to Hopes Advance Bay. Two reefs at the outer end **dry** 6 and 17 feet (1.8 and 5.2 m). **Coffin Islet** is SW of Alle Island. **Alle Reefs** lie around the SW, south and east sides of Alle Island, forming the north side of the outer part of the bay.

186 **Pointe Gable** *(59°22'N, 69°26'W)* is the SE entrance point of Hopes Advance Bay.

187 **Black Rock**, 3 miles NE of Pointe Gable, dries 38 feet (12 m) and is **conspicuous** at low water.

Chart 5349

188 **Funnel Cove** is on the south side of Hopes Advance Bay. The cove lies between **Pointe Range** *(59°20'N, 69°34'W)* and the **conspicuous** cone-shaped **Colline Apex**.

189 **Rivière au Chien Rouge**, almost **dry** in summer, flows into the head of the bay through 20-foot (6-m) high sand banks.

190 **Anse Merganser** *(59°21'N, 69°39'W)* is on the north side of the inner part of Hopes Advance Bay between **Pointe Breakwater** and **Pointe Merganser**. Pointe Merganser was once the site of a mining camp.

191 A **reef** with 6 feet (1.8 m) over it lies near the middle of the bay 1 mile SW of Pointe Breakwater. A **shoal spit** projects 1 mile NNW from the east side of Funnel Cove.

192 **Anchorage** with good holding in 10 fathoms (18.3 m), mud, and excellent shelter can be found in Anse Merganser.

193 The route into Anse Merganser is marked by four **leading beacon ranges**.

194 Each **beacon** is a fluorescent-orange trapezoid **daymark** with a black vertical stripe on a square skeleton **tower**.

195 The outermost pair of beacons are on Pointe Range in line bearing 228°. They mark the approach to Hopes Advance Bay.

196 The next pair of beacons, in line bearing 239°, is on Colline Apex.

197 Beacons on Pointe Gable, in line astern bearing 078°, lead south of Pointe Breakwater.

198 Beacons in Anse Merganser, in line bearing 293°, lead to the anchorage off Anse Merganser.

199 The maximum **tidal stream** between Pointe Gable and Anse Merganser is less than 2 knots and in the anchorage it is negligible.

200 **Caution**. — The **tide** in the cove ebbs rapidly; the water level off Pointe Merganser has been observed to fall 5 or 6 feet (1.5 or 1.8 m) in 20 minutes. Rocks appear to rise from the water at an alarming rate.

201 Because of the large **tidal range**, the appearance of the approaches changes considerably between high and low water and can be deceiving. However, the following are good **landmarks** for visual fixing: Cone Island, Nanertak Island, Pointe Gable, Black Rock, Young Island, Lookout Island and Colline Apex. Landfall can usually be made while still in sight of Akpatok Island *(described in the next section)*.

202 The community of **Aupaluk** *(not shown on the charts)*, population 159 *(2001)*, is on the south coast of Hopes Advance Bay on the east shore of Funnel Cove. The settlement is the smallest of the Nunavik communities. There is a post office, nursing station and a police station. A *Co-op* store can provide only limited supplies. *Co-op* accommodation is available by prior arrangement. *Air Inuit* provides daily flights except Sundays.

Chart 5348

Hopes Advance Bay to Payne Bay

203 **False Bight**, on the mainland west of Low Islands *(previously described)*, has many **shoals** and **reefs**. **Rivière Saint-Fond** and **Rivière Borel** flow into the west side of False Bight.

Chart 5300

204 **Baie de Bonnard** *(59°42'N, 69°32'W)*, 23 miles north of Hopes Advance Bay, is almost completely **dry** at low water. **Rivière Lefroy** empties into the bay. This stretch of coast is **not surveyed**.

Chart 5351

Approaches to Payne Bay and Rivière Arnaud (Payne River)

205 **Baie Brochant** *(59°54'N, 69°42'W)* is **not surveyed**. **Rivière Brochant** flows into the head of the bay.

206 **Ivik Island** *(59°56'N, 69°40'W)*, with twin summits 250 feet (76 m) high, is on the north side of Baie Brochant. The island is separated from the mainland by **Illusion Sound**. The sound dries at low water but has not been completely surveyed. **Tuvak (Tuwak) Reefs**, 2 reefs 6 miles east of Ivik Island, **dry** 6 feet (1.8 m) and 24 feet (7.3 m). **Kidlikpait (Kitdliat) Islet** *(59°59'N, 69°38'W)* is near the outer edge of **drying flats** reaching more than 1 mile NE from Ivik Island. **Kidlikpait (Kitdliat) Reefs** extend 2 miles farther ENE.

207 There is a **radar reflector** on an aluminium **tower** 25 feet (7.6 m) tall on Kidlikpait Islet.

208 A **racon** is on the tower.

209 **Pamiok Island** is on the NE side of a wide **drying flat** on the north side of the entrance to Payne Bay. **Pamiok Point** is the SE end of the island. **Ranger Island** is on the south part of the **drying area**.

210 **Caution**. — **Ranger Reef**, 1 mile east of Ranger Island, dries 28 feet (8.5 m). **Guillemot Shoal** *(60°04'N, 69°28'W)*, submerged 3 fathoms (5.5 m), is 2.6 miles ESE of Pamiok Point. An **isolated shoal** of the same depth lies 1 mile SE of Pamiok Point.

Charts 5351, 5352

211 **Payne Bay** *(60°01'N, 69°39'W)* is entered between Kidlikpait Reef and Ranger Reef. **Colline Alakakvik (Altavik Summit)** *(60°05'N, 69°47'W)* is a useful landmark.

212 **Caution**. — Payne Bay has deep water in its entrance but is **shoal** in its west part. A channel through the SW part of the bay and into Rivière Arnaud (Payne River) has been wire-swept to 16 feet (4.9 m).

213 **Tuvalik Bay**, between **Tuvalik Point** and **Pointe Savik (Point)**, is the north part of Payne Bay. **Natsik (Natsek) Islet** is 1 mile south of Tuvalik Point. **Nanuk (Nanook) Islet** *(60°02'N, 69°42'W)* is 0.8 mile SSE of Pointe Savik. **Agvik (Arvik) Island** *(60°01'N, 69°43'W)* and **Akunok (Akunak) Islet** lie on **shoal** ground further SW.

214 **Kyak Bay**, between Pointe Savik and **Cap Sarvak (Sarfak Point)** *(60°00'N, 69°47'W)*, dries completely at low water. **Napatak (Nappatak) Island** is the easternmost island of a group inside the mouth of Kyak Bay.

215 The **anchorage** just south of Pointe Savik has poor holding ground and is uncomfortable in cross-currents.

216 **Anchorage** can be found 0.6 mile west of Tuvalik Point in 8 fathoms (14.6 m), rock bottom with patches of mud. This is sheltered from the east only by **drying ledges** and is exposed to the south but the tidal streams here are less than at Pointe Savik.

217 The route into Tuvalik Bay is marked by two **leading beacon ranges**.

218 Each **beacon** is a fluorescent-orange trapezoid **daymark** with a black vertical stripe mounted on a square skeleton **tower**.

219 The pair on Pointe Savik, in line bearing 302°, lead into the entrance of Tuvalik Bay.

220 The beacons at the head of Tuvalik Bay, in line bearing 013°, lead to the anchorage.

221 A **drying flat** of mud and **boulders** lines the south side of Payne Bay as far west as **Pointe Entrance (Point)** *(59°58'N, 69°43'W)*.

Chart 5352

Rivière Arnaud (Payne River)

222 **Rivière Arnaud (Payne River)** is entered between Pointe Entrance and Cap Sarvak. Rivière Arnaud is navigable by shallow-draught vessels for 35 miles but only the lower 11 miles have been sounded. The river broadens 6 miles upstream to form Bassin Payne (Basin); the settlement of Kangirsuk (Bellin or Payne Bay) is on the north shore 8 miles from the entrance.

223 **Caution**. — During large tides, **tidal streams** reach speeds of 10 knots in the mouth of Rivière Arnaud and 8.5 knots in Chenal Nakirtuq (Nakertok Narrows). Unpredictable **eddies** and **overfalls** form from the river entrance to the basin when these currents are at their strongest. These conditions are **dangerous** for small craft.

224 **Îlets Sitamat (Islands)**, the outermost with an elevation of 55 feet (17 m), are on the south side of the river 2 miles inside the entrance.

225 **Passe Mikittuq (Mikitok Narrows)** and **Chenal Nakirtuq (Nakertok Narrows)** run on each side of **Île Pikiulirjuakallak (Pikiyulik Island)** *(60°00'N, 69°55'W)*. Chenal Nakirtuq has been wire-swept to a depth of 20 feet (6.1 m); Passe Mikittuq has not been wire-swept and may have depths less than charted.

226 South of the track, **Récifs Malrok (Makok Reefs)**, between Chenal Nakirtuq and **Île Lodestone (Island)**, are on a **shoal** area with numerous **eddies** and **overfalls**. **Récif Lodestone (Reef)** lies on a wide **drying ledge** extending NW from Île Lodestone.

227 Very strong **tidal streams** run through the narrows; the time of transit must be carefully chosen. The survey ship *Algerine* steamed at 10.5 knots for 55 minutes abeam of Île Pikiulirjuakallak, stemming the flood stream, before being able to clear Chenal Nakirtuq.

228 **Bassin Payne (Basin)**, west of the narrows, has wide **drying ledges** around most of its shores. Depths in the central part are irregular and there are numerous **reefs** in the NW part. **Île Basking (Island)** is near the middle of Bassin Payne 3.6 miles west of Île Lodestone. **Pointe de l'Igloo (Point)** is on the north shore 1.5 miles NNW of Île Basking.

229 **Anse Kanik (Cove)** *(60°01'N, 70°01'W)* is on the north shore of Bassin Payne. An **isolated shoal** with a depth of 10 feet (3 m) is 0.9 mile SSW of the cove.

230 The route into Bassin Payne is marked by three **leading beacon ranges** and a fixed green lighted range.

231 Each **beacon** is a fluorescent-orange trapezoid **daymark** with a black vertical stripe mounted on a square skeleton **tower**.

232 The beacons on Pointe Entrance, in line bearing 241°, lead through Payne Bay to the entrance of Rivière Arnaud.

233 The beacons on Île Lodestone and an adjoining island, in line bearing 271°, lead through the entrance of Rivière Arnaud.

234 The fixed green lighted range on one of the Îlets Sitamat and the mainland behind, in line bearing 298°, and a reciprocal pair on the north shore east of Anse Kanik, in line bearing 118°, mark the route through Chenal Nakirtuq. To be on the safe side, it would be advisable to open the route slightly to the south or to stay more on the Innermost alignment than on the Sitamat range.


235 Well-sheltered **anchorage** with good holding in 12 fathoms (22 m), mud bottom, can be found 0.5 mile SE of the *Hudson's Bay Company* store in Kangirsuk (Bellin or Payne Bay). The survey ship *Algerine* rode out gale force winds here with no difficulty.



236 Good **anchorage** can also be found on the south side of Bassin Payne. The **tidal stream** in the basin seldom exceeds 3 knots.

237 The village of **Kangirsuk (Bellin or Payne Bay)**, population 436 *(2001)*, is on the NW shore of Anse Kanik. Kangirsuk has a post office, nursing station and a police station. There are two retail stores and a coffee shop, as well as *Co-op* hotel accommodation. *Air Inuit* provides flights 7 days a week.

Chart 5351

238 **Kuglukvik (Kudloovik) Point**, 4 miles north of Pamiok Island *(previously described)*, is a group of islands on a **drying flat** attached to the mainland.

239 **Five Islands** *(60°11'N, 69°26'W)*, 7 miles NNE of Pamiok Point, lie in the NE approaches to Payne Bay. **Mont Sugar Loaf**, a **conspicuous** hill on the mainland 5 miles to the west, is 300 feet (91 m) high.

NW part of Ungava Bay

Chart 5300

240 The NW coast of Ungava Bay between Five Islands *(60°11'N, 69°25'W)* and Cap (Cape) Hopes Advance, 54 miles to the north, is low. There are numerous wide **shoal** bays that show great expanses of **boulder-strewn flats** at low water. The land rises a mile or so inland to 200 or 300 feet (61 or 91 m) and farther inland the nearly flat terrain is broken only by a few rocky ridges less than 1,000 feet (305 m) high.


241 **Caution**. — Parts of this stretch have rocky islands close to shore. The water between them is so **shoal** that almost all of them are joined to the mainland and to each other at low water. The water stays **shallow** for a considerable distance outside the islands and the bottom is uneven. Any approach is **dangerous**.

Charts 5450, 5300

Akpatok Island

242 **Akpatok Island** *(60°25'N, 68°08'W)*, 35 miles offshore in the NW part of Ungava Bay, is a bare limestone plateau split by deep ravines. From offshore the coast appears as a line of unbroken vertical cliffs 400 to 600 feet (122 to 183 m) high, except for a few miles along the NE coast where the shoreline is low and composed of shingle. The cliffs are pale yellow in summer, backed by the flat or gently rounded skyline of the interior plateau. Small patches of snow that remain in the deeper ravines all summer are **conspicuous** from seaward. Below the cliffs a **flat ledge** of limestone **rock** dries for 150 feet (46 m) from the high water mark. Most of the ledge ends abruptly in 12 or 18 feet (3.7 or 5.5 m) of water. A narrow shingle beach lines the base of the cliffs. At the mouths of the larger ravines the ledge and shingle beach give way to the muddy bottom of Ungava Bay. The coastal waters of Akpatok Island have not been sounded.

243 **Harp Cove** *(60°20'N, 67°57'W)*, between **Scree Point** and **Southeast Point** on the east side of Akpatok Island, appears from soundings to shelve gently downward from the shoreline. **Bell Cove** *(not named on the charts)* lies 2 miles west of Southeast Point; **Umiak Cove** *(not named on the charts)* is 2 miles farther SW.

244 **Clutterbuck Head** is the south point of the island. **Singer Point**, **Hell Point** *(not named on the charts)* and **D'Aeth Point** are the NW, NE and east points. **Northeast Cliff** is between Singer Point and Hell Point. **Central Hill** *(not named on the charts)*, 6 miles west of Scree Point, has an elevation of 927 feet (283 m).



245 **Caution**. — **Tidal streams** along the east and west coasts of Akpatok Island flow SW when flooding and NE when ebbing. The maximum recorded rate was 3 to 4 knots in large tides.


246 **Caution**. — **Shoal spits** are reported to extend 0.2 mile from the north, east and south points

of the island; there are also **tide rips** off these points. It is **dangerous** to approach the shore within 0.2 mile because of the **rock** ledges at the foot of the cliffs.



247 **Anchorage** can be found in 5 to 15 fathoms (9.1 to 27 m) within 0.4 mile of the cliffs. There is good holding but no shelter.

248 **Fresh water** is available from streams in the larger ravines around Akpotok Island.

Chart 5300

Five Islands to Cap (Cape) Hopes Advance

249 The southernmost of **Plover Islands** *(60°18'N, 69°32'W)* lies 3 miles NW of Five Islands. Plover Islands is an extensive group of islets and rocks named for the large flocks of plovers and other birds seen here.

250 A **magnetic disturbance** has been reported 4 miles offshore from Plover Islands.

251 **Dry Bay** and **Baie De Rozière** lie 6 and 12 miles NNW of Plover Islands. An islet and an island are 5 and 11 miles offshore east of Dry Bay, and there is an islet 5 miles ESE of the north entrance point of Baie De Rozière.

252 **Ruisseau Garnier** is a river on the west shore 4 miles north of Baie De Rozière. **Île Guindon** *(60°44'N, 69°33'W)* is a low island 8 miles to the NNE.

253 **Eider Islands** are a labyrinth of islands and rocks 10 miles farther NNE. Large numbers of ducks nest here. **Aeeraktoo Island**, 9 miles to the NNW, is one of a group of low islands.

Chart 5452

254 The north end of a flat peninsula with a general elevation of 250 feet (76 m) ends in cliffs at **Cap (Cape) Hopes Advance** *(61°05'N, 69°33'W)*. This is the west entrance point of Ungava Bay.



255 *Cape Hopes Advance* **light** *(2560)* is near the NNE edge of the cape.

256 There are two cabins, a white building with a red roof and a helipad near the light structure; another cabin is near the shore 0.1 mile east of the light *(2003)*.

Chapter 2

Hudson Strait

South Shore (Cap Hopes Advance to Pointe Taliruq (Nuvuc))



General

Chart 5450

1 This chapter describes the south shore of Hudson Straight from Cap Hopes Advance (described in Chapter 1) to Pointe Taliruq (Nuvuc), 260 miles WNW.

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 **Caution**. — Many of the charts referred to in this chapter include areas that have not been surveyed or have not been surveyed to modern standards; many other areas show only soundings reported by ships crossing the area. Much of the charted information in offshore waters is of a reconnaissance nature.

Diana Bay

Chart 5452

6 **Diana Bay** lies between Cap Hopes Advance and **Pointe Jean-Talon** *(61°06'N, 70°08'W)*, a bluff head 15 miles to the west. Diana Bay offers excellent shelter with good holding in several **anchorages** including Arvavik Bay, Theron Bay and Kamik Bay. The approaches are not difficult and Diana Bay is free

of the shoal areas that line the west shores of Ungava Bay. The village of Quaqtaq (Koartac) is 2 miles SSW of Cap Hopes Advance.

7 **Historical note**. — Diana Bay is named after the steam whaler *Diana*, which was chartered by the Canadian Government for an expedition to Hudson Bay in 1897.

8 The land around Diana Bay is rolling and rocky. A few of the long hills on the east shore are 400 feet (122 m) high. The rock on the east side is sedimentary and crumbling; there are grassy plains between the hills. On the west side the rock is igneous; hills are 400 feet (122 m) to 1,000 feet (305 m) high.



9 The **tidal range** is less than that of Ungava Bay. The **tidal streams** in the mouth of Diana Bay and near Cap Hopes Advance are strong but in the south part of the bay the maximum rate is 2 knots.

10 The **weather** is more severe than that of the Ungava Bay coast to the south and there is more fog.

11 The average maximum thickness of winter **fast ice** in Diana Bay is 126 cm with a record thickness of 163 cm *(1973)*. The bay is usually ice-free from late July until mid-November.

East side of Diana Bay

12 **Pointe Short (Point)** *(61°05'N, 69°37'W)* is the NW tip of Cap Hopes Advance. **Hearn Island** is 2 miles to the west. There is a 9-foot (2.7-m) **shoal** 0.3 mile SW of Pointe Short. A deep passage separates Hearn Island from the mainland. **Escarpement Eyrie** and **Little Lake Cove** are south of Pointe Short.



13 **Anchorage** can be found in the passage in 15 fathoms (27 m) 0.3 mile SE of Hearn Island but holding is poor.



14 **Caution**. — Strong **tidal streams** in the passage frequently cause **tide rips**. Northerly and westerly gales produce a heavy sea around the island.

15 **Mission Cove** *(61°03'N, 69°38'W)* is on the NE side of Diana Bay 1.5 miles SE of Hearn Island. Mission Cove is **not surveyed** but is reported to be deep. A **rock** that dries 29 feet (8.8 m) is in the mouth of the cove. The passage on the north side of the rock has a depth of 10 fathoms (18.3 m); on the south side there is 4 fathoms (7.3 m).

16 The village of **Quaqtaq (Koartac)** *(61°03'N, 69°38'W)*, population 305 *(2001)*, is at the head of Mission Cove. Quaqtaq has a post office, police station and a nursing station. There are 2 retail stores and a *Co-op* hotel in the village. *Air Inuit* provides flights 7 days a week.

17 A breakwater and a small-craft launching ramp have been constructed at Quaqtaq. The **breakwater** is 5.2 m high; it extends from the SW entrance point of the small river at the head of Mission Cove and protects the **landing beach** in front of the village. The launching **ramp** is on the SW side of a hill that forms the south side of Mission Cove.

18 A privately maintained **aeromarine radiobeacon** *(61°03'N, 69°38'W)* near the village broadcasts on 285 kHz with identification UHA (• • — • • • • • —).

19 From **Long Cove** *(61°02'N, 69°39'W)* to **Kinak Island**, 3 miles SSW, the coastline consists of a series of small narrow bays open to the NW. These bays are **not surveyed**. Small islands, **drying rocks** and **shoals** also trending NW lie up to 1 mile or more offshore.

20 **Hall Bay**, **not surveyed** but reported to be **shoal**, is on the SE shore of Diana Bay.

21 **Cap Jagged** is the NE end of a peninsula that forms the west side of Hall Bay. **Dog Island**, to the east, is connected to Cap Jagged by a **drying flat**. There is a **conspicuous rock cairn** on a peak of **Collines Jagged** on the peninsula west of Hall Bay.

22 A dark diagonal **fault** on **Cap Pain**, 2 miles SW of Cap Jagged, is **conspicuous** from the north.

23 A cluster of islands, **shoals** and **drying patches** extends 4 miles north from Cap Jagged with deep water between some of them. **Middleton Island** is the northernmost and **Mary Island** is the largest of these features.

Central Islands in Diana Bay

24 **Diana Island** is the largest island in the bay; **North Head** *(61°02'N, 69°57'W)* and **Nuvugapik Point** are its north and NE points. **Taligok Point** and **Tulugak Point** are the SE and west points. A mesa-like **hill**, 699 feet (213 m) high, is **conspicuous** 2 miles SSE of Tulugak Point. There are three rock cairns on a ledge 0.7 mile SW of Taligok Point. **Berthe Cove** is on the east side of the island.

25 **Hannah Island** *(60°58'N, 69°55'W)*, with several rolling hills, and **Flat Island** lie east and SE of Diana Island. **La Petite Ile** is an islet off the east shore of Hannah Island.



26 **Anchorage** can be found 0.4 mile SW of Hannah Island.

27 **Eastern Passage** leads east of Diana and Hannah Islands to the head of Diana Bay. **Iceberg Shoal**, with a depth of 35 feet (10.7 m), lies near mid-channel 1.8 miles WNW of Middleton Island *(previously described)*.

28 Closer to Diana Island are **Pink Island**, **Taktuk Island** and **Mikoalat Island**.

29 **Caution**. — There is a **drying patch** of **rock** midway between Hannah Island and Mikoalat Island.

30 **Opingivik Island**, **Tiny Island** and **Fingernail Island** are joined to the south end of Diana Island by **drying flats**.

West side of Diana Bay

31 **Pointe Duchesnau** *(61°04'N, 70°07'W)* and **Tuvak Bay**, **not surveyed**, lie south and SSE of Pointe Jean-Talon on the west side of the entrance to Diana Bay.

32 **Ford Island** lies between Pointe Duchesnau and Diana Island. **Kingnektak Island**, **Imnak Island** and **Smooth Island**, all joined by **drying flats**, are between Ford Island and the mainland. **Ekkik Cove**, on the west shore, dries at low water.

33 **Anchorage** can be found south of Ford Island with good holding, weak tidal streams and shelter much better than that off Hearn Island.

34 **Waterfall Cove** *(60°58'N, 70°07'W)*, with a **waterfall** on its west shore, offers sheltered **anchorage** for small vessels in 10 fathoms (18.3 m). There is a **drying patch** of **rock** to the north of the entrance.

35 **Solomon Island**, **Slim Island**, **Paw Island** and **Claw Rock** lie off the west shore south of Ford Island; **Western Passage** leads between these islands and Diana Island.

36 **Caution**. — A **rock** with a depth of 3 feet (0.9 m) lies between Solomon and Slim Islands.

Chart 5464

SW side of Diana Bay

37 **Arvavik Bay** is on the SW shore of Diana Bay and is sheltered to the east by **Narrow Island** *(60°54'N, 70°03'W)*. **Rivière Latourette** and **Ruisseau Kogaluk** flow over **drying flats** at the head of Arvavik Bay.

38 Arvavik Bay offers **anchorage** with good holding in 13 fathoms (24 m), clay. The anchorage is sheltered but there is limited swinging room.

39 The best approach to Arvavik Bay is from the north; **Baldpate Rock**, which dries 5 feet (1.5 m), obstructs the channel SW of Narrow Island.

40 **Point Islands** *(60°52'N, 70°03'W)*, south of Narrow Island, extend from **Pointe Théron** to form the north side of **Theron Bay**. The bay is deep and free of hazards. The hills around the bay are 500 feet (152 m) high; a stream enters the NW part through a grassy valley.

41 Excellent **anchorage** with good holding can be found in the NW part of Theron Bay in 3 to 12 fathoms (5.5 to 22 m). Vessels have ridden out severe winds, including easterlies, in this anchorage without difficulty.

South part of Diana Bay

42 **Okivik Island** *(60°53'N, 69°59'W)*, **Papik Island** and **Round Rocks Island**, in the middle of the south part of Diana Bay, obstruct the south end of Eastern Passage.

43 **Caution**. — A **drying patch** of **rock** is close SW and a **reef** with a depth of 14 feet (4.3 m) lies 0.4 mile NNE of Round Rocks Island.

44 **Harlequin Rock** is on a **shoal** area that extends 0.5 mile north of Okivik Island; **Puffin Rock** is 1 mile to the east.

45 **Misfortune Shoals**, least depth 2 fathoms (3.7 m), lie midway between Round Rocks Island and **Ayuak Island**, 1.3 miles to the ENE.

46 **Igloo Island (Île Illutalialuk)** is at the head of Diana Bay. The NE part of the island is separated from the mainland only at high water springs. **(Pointe) Grave Point** is the south end of the island. **West Mussel Island** and **East Mussel Island** lie off the NW shore of Igloo Island.

47 **Caution**. — There is an 8-foot (2.4-m) **shoal** 0.5 mile WSW of Grave Point.

48 **Kamik Bay**, lying around the SW, south and SE sides of Igloo Island, is entered between **Pointe Buteo** *(60°51'N, 70°00'W)* and Igloo Island.

49 **Rivière Merganser** enters the bay south of Pointe Buteo.

50 **Heel Cove** is the south end of Kamik Bay; **shoal spits** extend from its west and SW sides. **Ankle Passage** leads SE of Grave Point to the inner basin of Kamik Bay.

51 **Caution**. — A **boulder shoal** with a depth of 1 foot (0.3 m) lies in the middle of the basin.

52 **Lake Cove (Baie Tasiujaaluk)** is the NE part of Kamik Bay.

53 Well-sheltered **anchorage** in 10 to 17 fathoms (18.3 to 31 m) can be found in Heel Cove.

54 Small craft can find protected **anchorage**, in 12 fathoms (22 m), 0.8 mile ENE of Grave Point.

Diana Bay to Wakeham Bay

Chart 5450

55 The inshore waters between Diana Bay and Wakeham Bay are **not surveyed**. The coast between Pointe Jean-Talon *(61°06'N, 70°08'W)* at the west entrance point of Diana Bay and Burgoyne Bay, 40 miles to the WNW, is rugged with hills rising directly from the water to heights of 700 to 1,000 feet (213 to 305 m). From Burgoyne Bay to Cape Prince of Wales, 20 miles to the north, the coast is comparatively low and the land behind it is seldom more than 500 feet (152 m) high.




56 **Caution**. —The bays along this stretch are **shoal**; **rocks**, **shoals**, **reefs** and strong **tidal streams** make the coastal waters **dangerous** to navigate.



57 **Baie Héricart** *(61°03'N, 70°26'W)* is 8 miles west of Pointe Jean-Talon. **Pointe de Tracy**, rising steeply to 1,000 feet (305 m), is a **conspicuous headland** 8 miles farther west. There is reported to be a good landlocked **anchorage** in the vicinity.

58 **Burgoyne Bay** is divided into two arms by a low peninsula.



59 Bergoyne Bay is reported to offer good **anchorage** but is exposed to northerly winds.



60 **Caution**. — A **rock** 5 miles offshore is 6 feet (1.8 m) high. A group of islands and **rocks**, including one which dries 18 feet (5.5 m), lie 5 miles north of the bay.

61 **Whitley Bay** *(61°22'N, 71°42'W)* **dries** completely. Eider ducks in the thousands are reported to feed on the boulder-strewn mud flats.




62 **Caution**. — **Tidal streams** rush through a narrows in the bay at 7 or 8 knots, causing powerful **rapids** at times.

63 **Joy Bay** is a **drying area** between **Pointe Frontenac** *(61°25'N, 71°34'W)* and **Tuttle Point**, 8 miles north *(both points are unnamed on Chart 5450)*. The bay has a low, broken shoreline backed by hills 300 to 700 feet (91 to 213 m) high.



64 **Caution**. — There are rocky islands in the bay and **dangerous rocks** near the middle of the bay.

Chart 5365

65 **Stupart Bay** lies between Tuttle Point and **Cap Neptune (Head)**, 1.5 miles NE. The bay is only partly sounded but is reported to have depths of 3 to 11 fathoms (5.5 to 20 m) with **shoal** water extending 0.2 mile from its shores. The mouth of the bay is obstructed by a **reef** reaching from the south side of the bay to within 0.3 mile of a **submerged rock** off the NE side of the entrance. This is the extent of sounding coverage.



66 **Caution**. — There are reported to be **uncharted** islets 1.6 miles ESE of the head. **Shoal water** and **drying patches** lie up to 1.5 miles ESE and east of Cap Neptune. **Drying patches** extend 0.5 mile north of an island 1.8 miles ENE of Neptune Head.



67 **Anchorage** for small vessels can be found in 24 feet (7.3 m) just inside the entrance to the cove in the north part of Stupart Bay. This anchorage provides good shelter except from south and SE winds.

68 **Cape Prince of Wales (Cap du Prince-de-Galles)** *(61°36'N, 71°31'W)* and the land nearby are low. Higher land lies 2 miles to the west.



69 **Caution**. — An islet on a **drying patch** surrounded by a large **shoal** area lies 3.6 miles east of the cape.



70 **Caution**. — Extreme care is necessary when navigating near Cape Prince of Wales because of the outlying **dangers** and inconspicuous shoreline.

71 **Doctor Island** is 1 mile offshore 3 miles NW of Cape Prince of Wales.



72 **Caution**. — There are several islets to the SE and to the west on the jagged **rock** ledges which surround the island. The island is difficult to distinguish against the high dark background of the mainland. A **rock** with a depth of 2 feet (0.6 m) is 1 mile NNW of Doctor Island.

73 **Historical note**. — Doctor Island is named after Dr. McDonald, surgeon aboard *Diana* for the Hudson Bay expedition of 1897.

74 **Uglik Islands** *(61°41'N, 71°41'W)* are 2 miles WNW of Doctor Island.



75 **Caution**. — **Reefs** extend from the south and east sides of the inner Uglik Island and from the SE point of the outer island.

76 Small craft can find shelter from all but westerly winds in a small cove on the NW side of the inner Uglik Island. A cove on the mainland south of the inner Uglik Island is protected to north and NE by a **drying spit**. This cove offers shelter for small craft from all except NW winds.

Chart 5390

Wakeham Bay and Approaches

77 **Wakeham Bay** *(61°37'N, 72°00'W)* is a deep fiord, 14 miles long, that trends SW through rugged rocky hills. The village of Kangiqsujuaq (Maricourt or Wakeham) is on the east shore 6 miles south of the entrance.

78 **Cap la Boule (La Boule)**, the SE entrance point of Wakeham Bay, appears to be a high prominent island from NE. A low neck of marshy land joins Cap la Boule to a perpendicular cliff to the SE. This cliff, which sometimes shows red and other colours, has a white fault cutting diagonally across its face. **Boat Cove** is a small cove with sand beaches on the north side of Cap la Boule. The cove offers good shelter for small craft except in NW winds but there is usually a heavy swell. **Nannuk Rock**, 0.3 mile off the north shore of Cap la Boule, dries 8 feet (2.4 m).

79 **Caution**. — Nannuk Rock has deep water on the south and east sides but **shoal** water extends NW from the rock for 0.4 mile.

80 **Walrus Island** *(61°43'N, 71°51'W)* is 2 miles ENE of Cap la Boule.

81 **Caution**. — A **reef** with 2 **drying spots** extends 0.7 mile WSW of Walrus Island. An **isolated rock** with a depth of 3 feet (0.9 m) lies midway between the island and the mainland shore to the south.

82 **Daryl Rock** *(61°45'N, 71°55'W)* and **Pelican Rock** are **isolated drying rock**s 2 miles north and 3 miles NW of Cap la Boule. There is a **rock** submerged 46 feet (14 m) 3.2 miles east of Daryl Rock; a **rock** submerged 48 feet (14.6 m) is 0.5 mile north of Pelican Rock.

83 The west end of Cap la Boule in line bearing 200° with the east tangent of Pointe Nichols leads 0.25 mile west of Daryl Rock; these points slightly open leads between Daryl and Pelican Rocks.

84 **Caution**. — Do not attempt to pass between Daryl Rock and Pelican Rock in restricted visibility until they both have been positively identified on radar. The **tidal stream** may set a vessel on either reef during the 6.5-mile run from Wales Island.

85 The NW entrance point *(61°42'N, 72°00'W)* of Wakeham Bay is a remarkable perpendicular cliff rising over 1,200 feet (366 m) from the water. A low but **conspicuous** rounded **ridge** slopes gently from the cliff to a sharp point 0.2 mile north. This point is a useful **landmark** if the cliff tops are obscured by clouds.

86 **Berthé Islet**, only 1 foot (0.3 m) high, lies 1 mile NNW of the NW entrance point.

87 **Pointe Nichols (Point)** *(61°40'N, 71°59'W)* is on the west side of Wakeham Bay 3 miles inside the entrance. **Pointe Ford (Point)** is on the east side, 4 miles to the SSW. **Shoal water** extends 0.2 mile NNW of Pointe Ford.

88 The village of **Kangiqsujuaq (Maricourt or Wakeham)** *(61°36'N, 71°57'W)*, population 536 *(2001)*, is 1.6 miles ENE of Pointe Ford on the east shore of a bight with sandy beaches. There is a post office, nursing station and a police station. The community has two retail stores and a bakery. Hotel accommodations are available and *Air Inuit* provides flights seven days a week.

89 Two **breakwaters** and a beach access **ramp** have been constructed 1 mile north of the community. The breakwaters form a well-sheltered basin for small boats and landing craft; the entrance to the basin is at the SW corner of the breakwaters and the ramp is at the NE corner of the basin.

90 **The Narrows**, near the head of the bay, has a mid-channel depth of 7 fathoms (12.8 m) opposite a **drying boulder spit** extending out from the south shore.

91 **Caution**. — This is the **shoalest** part of the bay and **tidal streams** here are strong.

92 **Rivière Wakeham (River)** flows into the basin at the head of the bay over a wide **boulder**-strewn **drying flat**. Strong squalls from the surrounding hills are common in the basin.

93 **Anchorage** can be found 0.4 mile off the village in 30 fathoms (55 m) with good holding. The anchorage is sheltered from swell but strong winds may be experienced.

94 Small vessels can find **anchorage** in 20 fathoms (37 m) in the small bay on the south side of Cap la Boule. The bay is sheltered by the surrounding high cliffs and is free of tidal streams and the associated dangers of quickly moving ice.

95 **Anchorage** can also be found 1.5 miles west of Pointe Ford inside the 20-fathom (37 m) line, south of the three islets, off the north shore.

96 Local fishing vessels sometimes land at high water in the southernmost stream south of the village or on the gravel strip at the high water line.

Wakeham Bay to Douglas Harbour

97 There is a **drying cove** 1 mile NNW of Berthé Islet *(previously described)*. The cove has a beach at the high tide mark, suitable for landing small craft, just inside the SE entrance.

Fisher Bay

98 **Fisher Bay** *(61°47'N, 72°08'W)* is 4 miles NW of Wakeham Bay. Although its anchorage area is small it is an excellent harbour.

99 **Cap La Potherie**, the point on the north side of Fisher Bay, is rounded and 200 feet (61 m) high. When approaching Fisher Bay from offshore, this point and the point on the south side of the entrance are low compared with the greater heights in this area. **Pointe Cantley (Point)** extends from the west side of Fisher Bay and divides the bay in two. Most of the NW arm of Fisher Bay dries.

100 **Drying banks** of sand and **boulders** surround **Parsons Island** and **Chalmers Island** in the south arm of Fisher Bay. These islands are joined to the mainland at low water by **boulder** and gravel ridges.

101 **Caution**. — Strong **tidal streams** run through the passages between Parsons and Chalmers Islands and between the islands and the mainland.

102 **Shepherd Island** *(61°46'N, 72°11'W)*, between Chalmers Island and Pointe Cantley, is small but easily recognized. The channel between Shepherd Island and Chalmers Island has a least mid-channel depth of 6 fathoms (11 m) and a width between the 5-fathom (9.1 m) contour lines of 0.1 mile.

103 Landlocked **anchorage** with good holding in 5 to 12 fathoms (9.1 to 22 m), mud, can be found in the basin west of Chalmers Island. Violent squalls from the high hills may be experienced but there is little danger of dragging. Fresh water is available from a stream draining a beautiful clear lake to the south between **Mont (Mount) Albert-Low** and **Mont (Mount) Young**.

104 A strong **tidal stream** flows NW out of the passage between Chalmers and Parsons Islands on the ebb tide.

105 **Fisher Rock**, midway between Cap La Potherie and Pointe Cantley, covers only at high water spring tides. Depths of less than 10 feet (3 m) extend 0.3 mile south of the rock and a ridge with depths less than 6 fathoms (11 m) joins the rock to Pointe Cantley.

106 Temporary **anchorage** with shelter from all but easterly winds can be found under the lee of Cap La Potherie.

Fisher Bay to Douglas Harbour

107 **Wales Island** *(61°52'N, 72°03'W)* has steep sides and although it has no pronounced peaks it can be recognized by the smaller islands extending to the NNW. **Drying patches** and **shoal** water reach 1.3 miles off the SW shore of Wales Island.

108 *Wales Island* **light** *(2558)* is at the east end of the island.

Chart 5365

109 A wide **drying bank** encompassing several islets extends 1 mile north of the west end of Wales Island. A narrow channel with a depth of 8 feet (2.4 m) separates this bank from a **bank** to the NW surrounding **Wivanhoe Island** *(61°55'N, 72°08'W)*. An **isolated rock** with a depth of 27 feet (8.2 m) lies 1.2 miles east of Wivanhoe Island. There is an **isolated** 6-fathom (11 m) **shoal** 1 mile SW of Wivanhoe Island; **Wales Rock** is at the outer end of the **reefs** 0.5 mile to the north.

Chart 5390

110 **Anchorage** with good holding in 20 fathoms (37 m), blue clay, and shelter from winds from west to north can be found in the lee of Wales Island.

111 **Wales Sound** lies between Wales Island and the mainland.

112 **Woman Islands** *(61°50'N, 72°09'W)* are surrounded by **shoal** water. **Isolated rocks** with depths of 35, 22 and 11 feet (10.7, 6.7 and 3.4 m) are 1.8 and 1.4 miles SE and 1.2 miles east. The channel through Wales Sound leads east of Woman Islands.

113 **Pinnacle Bluff**, on the mainland SSW of Woman Islands, makes an excellent **landmark**; it rises directly from the sea and from close eastward appears to be a sharp pinnacle; from farther out it looks more conical.

114 **Pointe Gillam (Point)** is a small peninsula 2.5 miles NNW of Pinnacle Bluff.

115 **Dark Island** *(61°53'N, 72°10'W)*, at the NW end of Wales Sound, is steep with two summits. The eastern summit rises from the sea to a height of 400 feet (122 m). The **island** has a very dark appearance and is **conspicuous** from south of Wales Island. An islet and **reefs** lie off the NW and north sides of Dark Island and an **isolated rock** with a depth of 33 feet (10.1 m) is 1.1 miles to the WNW.

116 **Caution**. — The **tidal streams** in Wales Sound flow strongly at both ebb and flood. **Tide rips** caused by opposing winds are **dangerous** to small craft.

Chart 5365

Approaches to Douglas Harbour

Off-lying islands

117 **King George Archipelago** is a chain of islands in the approaches to Douglas Harbour.




118 **Caution**. — There are always swift **tidal streams** through this chain.

119 **Peak Island** *(61°59'N, 72°11'W)*, the easternmost of the islands, is a **conspicuous landmark** rising symmetrically to a sharply defined summit with an elevation of 330 feet (101 m). Its NW end rises steeply from deep water and heavy **tide rips** occur off the north part of the island. There is an **isolated** 50-foot (15.2 m) depth 2 miles north of Peak Island. After an easterly gale there is a heavy swell here.

120 **Double Island**, with twin summits, is separated from Peak Island by a channel. The channel has an **isolated** 40-foot (12.2 m) **shoal** in the middle. A narrow ring of **shoal** water almost surrounds Double Island. There is an unnamed island NNW of Double Island.

Chart 5391

121 **Smooth Island** *(62°00'N, 72°17'W)* is surrounded by **drying area**s and **shoal** water. Islets and **reefs** extend up to 0.5 mile off its north and NW shores.



122 Local small craft have used a cove in the NW part of the island as an **anchorage**. The basin in the cove is landlocked at low water.

123 **Maiden Island**, the largest in the archipelago, is the next island to the west; it has many hills. A **drying ridge** connects low **Cairn Islet** to a **boulder**-filled **drying bay** in the SE part of Maiden Island. Islets and **shoal** water extend more than halfway across the channel between Maiden Island and Smooth Island. **Bold Point** *(62°02'N, 72°28'W)*, a perpendicular **cliff** at the west end of Maiden Island, is a useful **landmark** for making Douglas Harbour.



124 **Anchorage** with shelter from NE to NW winds and good holding can be found near the south or east sides of Maiden Island.

125 The western island of **Pinnacle Islands**, north of Maiden Island, rises to a **conspicuous summit** and is joined by **reefs** and **shoal** water to the SE Pinnacle Island. The NE island of this group is a prominent round islet separated from the western island by a narrow passage with a depth of 2 fathoms (3.7 m). There are **drying patches** and depths of 39 and 40 feet (11.9 and 12.2 m) near mid-channel between Maiden Island and Pinnacle Islands.

126 **Saddle Island** *(62°07'N, 72°27'W)*, named for its appearance from the SE and NW, is 2.4 miles north of Pinnacle Islands. **Reefs** and **shoal** water extend up to 0.2 mile off its south and east shores and there are islets on a **reef** 0.3 mile to the west.

127 **Flat Island** is 1 mile NNW of Saddle Island; a **drying patch** lies midway between these two islands.

128 **King George Sound** runs between King George Archipelago and the mainland. The mainland coast has rocky shores rising abruptly to 400 to 900 feet (122 to 274 m) and backed by hills of 1,500 feet (457 m) and more.

129 **Middle Island** *(61°57'N, 72°24'W)*, near the middle of King George Sound, has **shoal** water extending 1 mile to the ESE with a **drying patch** near the outer end. **Isolated rocks** 0.7 mile NW and up to 1.7 miles ESE of the island have depths of 3 to 6 fathoms (5.5 to 11 m).

130 **Cleft Island** *(61°57'N, 72°31'W)*, 1.5 miles east of the south entrance point of Douglas Harbour, is split by two fissures forming three summits; it is a good mark for approaching the harbour. The summit of Cleft Island *(61°57'N, 72°31'W)* bearing 270° in line with the north tangent of Middle Island leads 1 mile north of Wales Rock.

131 There is a cluster of small rocky islets on a **drying patch** off the mainland shore west of Maiden Island; an **isolated rock** with 49 feet (14.9 m) over it lies near the middle of the sound 2 miles ESE of these islets.

Douglas Harbour



132 **Douglas Harbour** *(61°58'N, 72°35'W)*, on the SW side of King George Sound, offers good well-sheltered **anchorage**. There is no settlement here. The harbour, which penetrates more than 10 miles inland, divides into two arms 5 miles inside the entrance. Both arms run between towering rocky hills with tumbling cataracts but the SW arm is more grand and severe.

133 The south entrance point of Douglas Harbour is low with scattered rocky hills; the north entrance point is steeper and higher. **Entrance Island**, 0.2 mile off the north entrance point, is joined to the point by a **drying boulder flat**. **Shoal water** extends up to 0.2 mile into the entrance channel. An **isolated rock** with a depth of 13 feet (4 m) lies 0.7 mile ENE of Entrance Island.

134 **Douglas Islet** and **Douglas Rock** are in the middle of the harbour entrance. There is a 34-foot (10.4-m) **shoal** 0.4 mile off the north shore 1.3 miles inside the entrance. An **islet** on the east shore, at the edge of the **drying foreshore** 0.5 mile inside the entrance, is 67 feet (20 m) high and makes a good **landmark**. There are two **conspicuous** pink rocky **bluffs** over 400 feet (122 m) high on the east side 1.5 miles south of the islet.

135 **The Helmet** *(61°54'N, 72°37'W)* is a **conspicuous** sharp-pointed **hill** on the east shore 4 miles south of the entrance.

136 The entrance to **Southeast Arm**, almost obstructed by **shoals**, is SW of The Helmet. Wide, **boulder**-covered **tidal flats** line most of the east side of Southeast Arm. A 10-fathom (18.3 m) basin near the head is separated from the outer part of the arm by **shoal water** and there is a **drying flat** at the head.

137 **Southwest Arm** is deeper than the other and is free of mid-channel dangers. A small river empties into the head through a terrace, 100 feet (30 m) high. The terrace extends 1 mile inland from the head.

138 **Anchorage** with good holding can be found almost anywhere in Douglas Harbour. **Fresh water** can be taken from a stream on the east shore 1 mile north of The Helmet; however, SW gales can blow with great violence out of Southwest Arm making the anchorage near the stream unsafe. A good **anchorage** can be found 2 miles NNW of The Helmet, in 30 fathoms (55 m), under the high west shore.

139 Douglas Harbour can be entered either north or south of Douglas Islet but at high water, when Douglas Rock is covered, the south channel is better.

Douglas Harbour to Deception Bay

Charts 5365, 5450

Foul Bay

140 **Promontoire De Martigny** *(62°07'N, 72°37'W)* is a prominent and imposing headland 10 miles north of the entrance to King George Sound. It has a high, sharply defined steep face but falls away to a low valley on its mainland side.

141 **Foul Bay**, between Promontoire De Martigny and **Pointe Radisson**, 20 miles to the NW, is named for its many islets, **rocks** and **shoals**. A large stream enters the bay 3 miles west of the promontory through a **boulder** foreshore that skirts the whole of Foul Bay. A narrow channel between a low unnamed island in the NW part of the bay and the foreshore does not dry and offers good sheltered **anchorage** for small craft.

142 **Davies Island** *(62°14'N, 72°50'W)*, 300 feet (91 m) tall at its west end, and **Weggs Island**, 7 miles to the NW, are both high and prominent. There are steep cliffs on the north side of Weggs Island.

Chart 5450

143 **Outer Island**, bare and yellow, is 9 miles NW of Weggs Island. It is steep-to on its east side but **dangerous rocks** lie SE and NW.

144 **Cap de Nouvelle-France** *(62°28'N, 73°42'W)* is 17 miles NW of Pointe Radisson. It rises abruptly to a height of 600 feet (183 m) and is **conspicuous** from east and west. There is a high perpendicular cliff just west of the cape and farther west there is a distinct summit.

145 **Caution**. — A 46-foot (14 m) **shoal** lies 6 miles offshore 15 miles WSW of Cap de Nouvelle-France.

146 **Charles Island** *(62°39'N, 74°20'W)*, 10 miles NW of Cap de Nouvelle-France, is uninhabited and bare. The east part of the island is high and prominent on the north and east sides, rising from deep water to 200 to 600 feet (61 to 183 m). The west part of the island ends in a flat boulder point 2 feet (0.6 m) high and is surrounded by a **boulder bank**. The 20-fathom (37 m) line, in contrast to the NE shore, lies 3 miles off the south coast of the island. **Cape Moses Oates** is a prominent headland at the east end of the island.

147 *Charles Island West End* **light** *(2556)* is on the low west end of the island.

148 **Foreman Island** *(not named on the chart)* is a small narrow island close south of the east end of Charles Island. Foreman Island is 80 feet (24 m) high and has three islets off the east end.

149 **Charles Inlet** *(62°35'N, 72°00'W)*, between Foreman Island and Charles Island, is 0.35 mile wide at its deep east end. The inlet narrows to the west to 0.15 mile and ends in a wide **bar** with a depth of 1 fathom (1.8 m).

150 **Anchorage** in 10 to 18 fathoms (18.3 to 33 m), sand, can be found in the inlet with good shelter from all but easterly gales and swells. The anchorage area is 1 mile long and 0.15 to 0.3 mile wide.

151 **Charles Bay**, on the north shore of Charles Island, offers **anchorage** with protection from southerly winds.

152 There is a **magnetic anomaly** north of Charles Island.

153 West of Cap de Nouvelle-France the coast rises to 500 feet (152 m) inland and there are sandy beaches; the coast becomes higher and steep again 7 miles east of Deception Bay.

ENTRANCE TO DECEPTION BAY

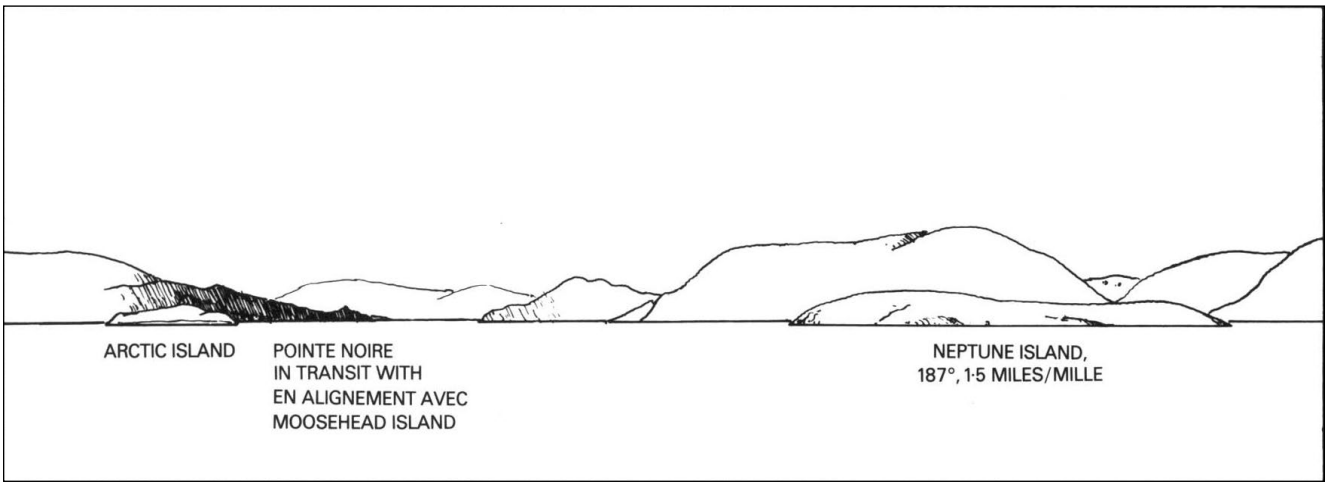


Chart 5457

Deception Bay

154 **Deception Bay** *(62°15'N, 74°46'W)* is 9 miles long from the entrance to the wide **drying flats** at the mouth of **Rivière Deception**. The shores of the bay rise steeply from the water on the west side and more gradually on the east.

155 A **tidal stream** flows 270° at 1.7 knots 9 to 11 miles off the entrance and a westerly set has been reported in the inner part of the bay.

156 **Pointe Rouge** *(62°15'N, 74°42'W)* is the east entrance point of Deception Bay. **Arctic Island** is in the middle of the entrance between Pointe Rouge and **Neptune Island**.

157 *Arctic Island* **light** *(2555)* is on the north side of Arctic island.

158 **False Passage** is a wide **drying bank** that separates Neptune Island from the mainland to the west. **Shoal water** less than 12 m deep extends up to 0.6 mile north and east of Neptune Island and extends 2 miles NNE from Arctic Island. An **isolated rock** with a depth of 9.1 m lies in mid-channel 0.6 mile NE of Arctic Island.

159 **East Channel** runs between Pointe Rouge and Arctic Island. **Main Channel** leads west of Arctic Island.

160 **Pointe Noire** *(62°13'N, 74°45'W)*, dark and 11 metres high, is on the east shore 2 miles SSE of Arctic Island. **Black Rock**, which dries, and **Channel Rock**, with a depth of 2.1 m, lie 0.2 mile SW and 0.5 mile SSE of Pointe Noire.

161 **False Cove** is on the west shore south of False Passage. **Rocher Tulugarnaq** is in the mouth of False Cove; **Mont de la Table** rises to the south.

162 **Moosehead Island** is three islets surrounded by **drying patches** and **shoal** water off the east shore of the bay 1.3 miles SSE of Pointe Noire. **Île Qikirtaapik** lies off the west shore of the bay 0.8 mile SSW of Moosehead Island.

163 **Careenage Arm** is an inlet on the SW shore of Deception Bay; **Pointe Théron** *(62°09'N, 74°43'W)* is its east entrance point.

164 **Anchorage** can be found in Careenage Arm in 20 m, mud; also at the head of Deception Bay and SE of Moosehead Island in 22 m.

165 An ore storage **warehouse** on the SW shore of Deception Bay, 1 mile SE of Pointe Théron, is **conspicuous**. There is an ore loading **wharf** 137 m to the north of the warehouse and **oil tanks** to the south. The wharf consists of two gravel-filled steel cells, faced with fenders, (76 m) apart. Depths alongside range from 11 to 13.4 m. There is a mooring bollard with a capstan on the shore north of the wharf and another at the north end of the warehouse. A mooring bollard is near the south end of the warehouse.

166 Two **leading beacon ranges** mark the route to the wharf. The **beacons** are fluorescent-orange **daymarks**, each with a black vertical stripe, shown from square skeleton **towers**.

167 The pair of beacons WSW of Moosehead Island on the west shore lead through Main Channel on a bearing of 174°.

DECEPTION BAY (date unavailable)



168 The second pair near the head of the bay on the west shore, in line bearing 142°, lead from the intersection with the first range towards the wharf.

169 **Plage du Bombardier**, 3.4 miles SE of the ore wharf, is the **landing beach** on the south shore at the head of the bay. There is a sealift wharf here and a dispersal area with a large shed. Four abandoned radio **towers** are all that remain of the former settlement of **Déception**.

170 There is no permanent settlement at Deception Bay; the mine and its administration and housing facilities are some 100 kilometres to the SE by gravel road. A small number of mine employees, when needed at the ore storage and loading facility, live in trailers parked on the north side of the warehouse.

171 The mine complex is connected to the harbour facilities by telephone. In emergencies, the staff at the mine can handle mechanical repairs, supply food and water and provide medical attention. The reception office at the mine can arrange air transportation.

Deception Bay to Cap Wolstenholme

Chart 5450

Deception Bay to Sugluk Inlet

172 Between Deception Bay *(62°15'N, 74°46'W)* and Sugluk Inlet, 21 miles to the west, the coast is high and generally steep. **Promontoire Maurepas**, at the east part, rises to almost 2,000 feet (610 m). **Baie Nanuttuvik**

(62°15'N, 75°06'W) (not named on the chart) dries almost completely. **Promontoire Pontchartrain**, further west, *(not named on the chart)* is a little less steep and has areas of low land and **drying flats** in front.

Chart 5458

173 **Cap Daulat** *(62°18'N, 75°25'W)* and **Cap du Long-Sault** are the entrance points to **East Cove**. The cove has steep shores but has **drying flats** along its west side and at its head.

174 A deep ice-filled **crevice** 1.5 miles SSW of Cap du Long-Sault shows as a **conspicuous** white mark.

175 **Cap Valets** is 3.5 miles SW of Cap du Long-Sault. **Ford Channel**, with a least depth of 2 feet (0.6 m), separates Cap Valets from **Sugluk Island**. **Shoal** depths under 6 fathoms (11 m) extend 0.5 mile NE and 0.3 mile east of Sugluk Island and a **rock** with 29 feet (8.8 m) over it lies 0.5 mile off its NW shore. A **bar** with a least depth of 34 feet (10.4 m) in mid-channel lies across the mouth of Sugluk Inlet abreast of Sugluk Island.

176 **Le Dôme** is 5 miles west of Sugluk Island. It is a prominent **landmark** with a steep cliff 500 feet (152 m) high.

Sugluk Inlet

177 The entrance to **Sugluk Inlet** *(62°16'N, 75°32'W)*, between Cap du Long-Sault and Sugluk Island, is easily recognized by a low part in the coast with Sugluk Island in the middle of the dip. The land around Sugluk Inlet is not as high and rugged as most other inlets in Hudson Strait. There is considerable grass and moss and the hills are smooth and rounded. Parts of the shores are lined with **drying flats** of sand and **boulders**.

178 **Pointe Niaqunnguut** *(62°14'N, 75°37'W)* is on the SE shore 5 miles from the entrance and is the most prominent **landmark** in the inlet. **Pointe Tikiraassiaq** and **Cap Aupartuapik**, farther up the inlet, are both low.

179 The village of **Salluit (Sugluk)**, population 1,072 *(2001)*, is on the shores of a small cove on the SE shore of the inlet 6 miles from the entrance. Salluit has a post office, police station and a health centre with a doctor and a dentist. There are a variety of retail stores. Hotel accommodations are available. *Air Inuit* provides flights seven days a week.

180 Three breakwaters at the west side of the cove provide shelter for a landing ramp and a small-craft harbour. The entrance has privately maintained navigation lights.

181 **The Bar**, which dries except for a narrow channel 4 fathoms (7.3 m) deep, protects **Sugluk Basin** at the head of the inlet. Two rivers flow into the basin through extensive **drying flats**; the SE of these is said to be navigable by small craft for 10 miles to the head of tidewater.

182 The best **anchorage** is 0.5 mile east of The Bar in 30 fathoms (55 m), mud, opposite a prominent cliff on the south shore.

183 An **anchorage** for smaller vessels is in the SE part of Ford Channel in 10 to 15 fathoms (18 to 27 m), mud. Protection is good from all but NE gales.

184 Ships serving the settlement usually find **anchorage** off the cove in 30 fathoms (55 m), mud; but the holding here is poor.

Chart 5450

Sugluk Inlet to Erik Cove

185 The coast between Sugluk Inlet *(62°16'N, 75°32'W)* and Erik Cove, 54 miles to the WNW, is comparatively low for the first 10 miles but then rises to steep granite cliffs 1,500 to 2,000 feet (457 to 610 m) high. Valleys alternate with bluffs and coves are numerous but there is little shelter except from offshore winds. There are few distinctive features in this stretch and with snow on the ground it is difficult to pick out the coves. Depths of 100 fathoms (183 m) are found within 1 mile of the coast but the inshore area is **not surveyed**.

186 **Caution**. — A current flows SE along this shore with an appreciable set into the bight west of Sugluk Inlet.

187 **Kugluk Cove** *(62°20'N, 76°00'W)*, much used by Inuit when travelling up and down this coast, has high steep shores and deep water with poor holding ground.

188 **Caution**. — Onshore **winds** bring a swell and offshore winds at times blow out of the cove with hurricane force, making the cove unsafe.

189 **Cap Hébert** is the west entrance point of an unnamed cove west of Kugluk Cove. **Cap Tavernier** *(not named on the chart)*, separating the two coves, has a small summit near its end.

190 **Promontoire Colbert**, 30 miles WNW of Kugluk Cove, rises steeply to over 1,200 feet (366 m).

Chart 5412

191 The entrance to **Erik Cove** *(62°33'N, 77°24'W)* is between the sheer and heavily rust-stained cliff of **Cap Dalmas** and lower and sloping **Cap De Châteauguay**. The cove has high ranges of bare rock hills on either side and is free of mid-channel dangers. There is a winding river

channel through a fine sandy beach at the head of the cove. Small craft drawing 3 or 4 feet (0.9 or 1.2 m) enter the river at high water and shelter just inside the entrance. The former *Hudson's Bay Company* post of **Wolstenholme**, long since abandoned, was at the head of the cove.

192 Good **anchorage** can be found near the head of Erik Cove in 20 fathoms (37 m), sand, with a small valley high on the west shore bearing 243°.

193 **Caution**. — Heavy swells from NW to NE gales or sometimes very violent southerly squalls from out of the valley at the head of the cove can make the anchorage unsafe.

194 **Fresh water** can be obtained from the streams at the head of the cove. Water from some of the other streams has an unpleasant iron taste.

Erik Cove to Cap Wolstenholme

195 The coast between Cap De Châteauguay and **Cap Wolstenholme** *(62°35'N, 77°31'W)* has remarkable perpendicular cliffs rising from the water. Cap Wolstenholme, an imposing headland with a concave slope, has a low and short beak-like projection extending northward; this makes a useful **landmark** when the cliff tops are obscured.

196 **Caution**. — Strong **currents** and **tidal streams** sweep past Cap Wolstenholme; east of the cape the flow is always eastward. A heavy sea, **dangerous** to small craft, builds up when the wind is against the current.

Cap Wolstenholme to Pointe Taliruq (Nuvuc)

Digges Islands

197 The two **Digges Islands** *(62°34'N, 77°52'W)*, west of Cap Wolstenholme, are separated by a deep narrow channel. The east island is the higher of the two; it is hilly with cliffs on its south side. **Cape Digges**, the east end of the east island, rises to 400 feet (122 m). A nearby islet is joined to the cape at low water.

198 The west end of the western Digges Island is a low peninsula joined to the island by a low narrow isthmus. **Port de Laperrière**, an inlet on the south side of the isthmus, shoals rapidly but offers **anchorage** for small vessels with shelter from all but southerly winds. A **rock awash** and a **drying patch** are 0.2 and 0.5 mile south of the east entrance point.

199 **Digges Islet** *(62°35'N, 78°07'W)*, off the NW end of the western Digges Island, is 65 feet (20 m) high. An **isolated rock** with 21 feet (6.4 m) over it lies 1.3 miles west of Digges Islet, and islets surrounded by **shoal** water lie 1.6 miles to the SW.

200 *Digges Islet* **light** (2553) is on the north part of the islet.

201 Secure **anchorage** with excellent holding in mud and sticky clay and little effect from tidal streams can be found in the passage between Digges Islands. There is protection from easterly gales and from moderate winds from all directions.

202 Fair **anchorage** with limited swinging room but good holding ground in clay can be found off the SE corner of the west Digges Island. A *Canadian Coast Guard* vessel found shelter here in NW to NE winds.

203 **Digges Harbour** *(62°34'N, 77°52'W)*, an inlet at the east end of the western Digges Island, offers good **anchorage** for small vessels in 21 fathoms (38 m). It is not recommended in northerlies as the harbour acts as a funnel for winds from that direction. The harbour has freshwater brooks and a place to beach small craft and was frequently used by Inuit when crossing from the mainland to Nottingham Island for the walrus hunt.

204 **Snelgrove Rock** *(62°34'N, 78°24'W)*, 7.8 miles west of Digges Islands, has a depth of 27 feet (8.2 m). Depths shoal rapidly; soundings give little warning. *Digges Islet* light in line with the north edge of Digges Islands, bearing 078°, leads 0.7 mile south of Snelgrove Rock.

Passe Digges (Sound)

205 **Passe Digges (Sound)** *(62°28'N, 77°49'W)* leads along the mainland shore for 23 miles SW of Cap Wolstenholme. The sound provides a shorter route to destinations on the east side of Hudson Bay and has the advantage of being ice-free for some 10 days after the route north of Digges Islands is filled with ice from Foxe Channel.

206 **Caution**. — It is not safe to use Passe Digges once Hudson Bay ice enters this sound. The strong **tidal streams** cause heavy rafting off Nuvuk Harbour and Ivujivik Harbour.

207 A group of islands, none more than 200 feet (61 m) high, and several **shoals** and **drying patches** lie along the NW side of Passe Digges. The area between these features is not completely sounded. **Dome Islet** *(62°31'N, 77°58'W)*, in the NW part of the group, is perhaps the most

conspicuous while **Fairway Island**, the southernmost, is the largest.

208 **North Skerries**, 1.5 miles west of Fairway Island, are a cluster of bare rocks on a **shoal bank**. There is an **isolated shoal** with a depth of 5 fathoms (9.1 m) 1 mile south of North Skerries. **South Skerries** *(62°23'N, 78°12'W)*, a smaller cluster of bare rock islets, mark the south side of the west entrance to Passe Digges.

209 **Nuvuk Islands**, in the SW part of the sound east of South Skerries, are low ragged islands separated from each other and the mainland by narrow channels of **shoal** water.

210 **Staffe Islet**, **conspicuous** from NE, is a high, symmetrical and mostly steep-to island in the east part of Passe Digges.

211 Small vessels can find **anchorage** sheltered from westerly winds in a cove in the SE part of the island.

Mainland coast of Passe Digges

212 The coastline SW of Cap Wolstenholme *(62°35'N, 77°31'W)* is a serrated cliff of light grey rock, rising almost vertically to 1,000 feet (305 m) and backed by higher land. This cliff is not visible from the east until the channel between the cape and Digges Islands is well open. In early summer thousands of Brönnich's guillemots, also called thick-billed murres, nest here high above the sea.

213 Between Cap Wolstenholme and Nuvuk Harbour, 16 miles to the SW, high perpendicular cliffs rise from deep water; near Nuvuk Harbour the coast becomes lower. The north part of the coast has provided a strong radar response at distances of 40 miles after Digges Islands faded at 30 miles.

214 **Cap Siukkaaluk (Siakkaaluk)** is 4 miles SW of Cap Wolstenholme.

215 **Ivugivik Harbour** *(62°25'N, 77°55'W)* is deep and free of shoals but exposed to both northerly winds and violent offshore winds blowing down the harbour. **Pointe d'Ivujivik** is the west entrance point.

216 **Caution**. — The flood **tidal stream** at the entrance to Ivugivik Harbour flows strongly SW.

217 The village of **Ivujivik**, population 298 *(2001)*, is on the west shore of the harbour. The settlement has a post office, police station and a health centre with a doctor and a dentist. There is a *Co-op* store and a *Co-op* hotel in the village. *Air Inuit* provides daily flights.

218 **Anchorage** can be found off the settlement in 30 fathoms (55 m) but it is not good because of the great depth and lack of shelter from the winds.

219 A coarse sand **landing beach** with deep water in front is near the settlement. A bollard has been installed near the shoreline *(62°24'58.392»N, 77°54'05.352»W)* to secure ships while unloading cargo and fuel.

220 **Nuvuk Harbour** *(62°24'N, 77°58'W)* lies between the mainland and Nuvuk Islands. There are cliffs around the east entrance point and there is a T-shaped inlet on the east shore of the harbour.

221 Good **anchorage** in 22 fathoms (40 m), mud and clay, can be found in the SE part of the harbour but the bottom drops off steeply to the NW. This anchorage has provided good shelter in a strong easterly gale.

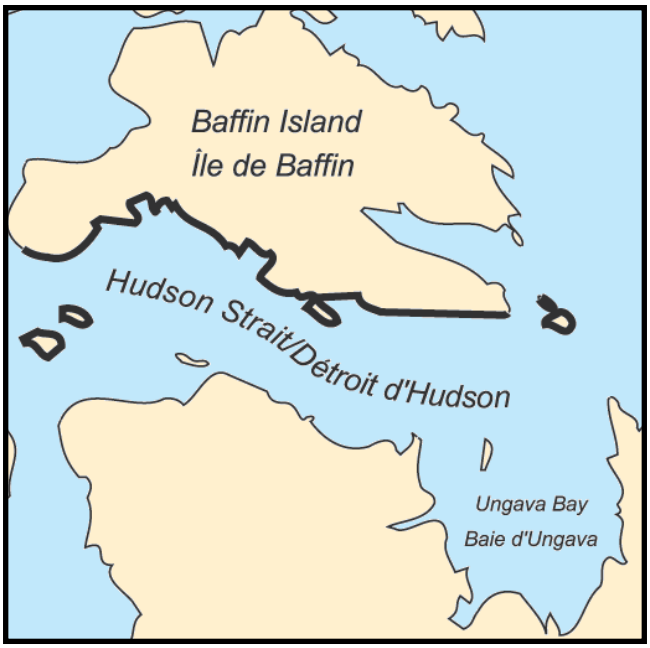
222 **Anchorage** in 21 fathoms (38 m), mud and clay, with shelter from westerly winds can be found in the west part of the harbour.

223 Shelter from northerly winds can be found just off the mouth of the SW arm of the T-shaped inlet; small vessels can find sheltered **anchorage** inside this arm.

224 Inconspicuous **Pointe Taliruq (Nuvuc)** *(62°22'N, 78°05'W)*, south of Nuvuk Islands, is the SE entrance point of Hudson Bay.

Chapter 3

Hudson Strait
North Shore



General

Chart 5300

1 Resolution Island *(61°33'N, 65°00'W)*, Edgell Island, Lower Savage Islands and numerous smaller islands lie in a group on the north side of the east entrance to Hudson Strait.

2 Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA) covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

Resolution Island

5 **Resolution Island**, barren and rough with many lakes, rises to over 1,600 feet (488 m) near the north shore. The coastline of the island has numerous inlets and bays. Some of these might provide shelter but only Sorry Harbour and Brewer Bay in the NE part of the island and Acadia Cove and Resolution Harbour near the southern point have been surveyed. Resolution Island was named in 1612 by Sir Thomas Button after his ship of that name.

Chart 5459

East, south and SW coasts

6 **Caution**. — Much of the area covered by *Chart 5459* is **not surveyed**; these waters should not be entered without local knowledge. Those areas in which

soundings are shown have not been surveyed to modern standards. **Caution** is recommended in sounded waters.

7 **Hatton Headland** *(61°19'N, 64°47'W)* is at the SE end of an island separated by a narrow channel from Resolution Island. The headland is generally regarded as the SE point of Resolution Island and is the most prominent landmark in the south approach. The south end of the headland is less than 200 feet (61 m) high but the land 1 mile to the north rises to 600 feet (183 m).

8 **Tidal streams** south of Hatton Headland in the east entrance to Hudson Strait flow east and west and attain a rate of 5 knots. Streams with rates of 6 to 7 knots have been reported flowing parallel to the shore near the SW shore of Resolution Island. Strong **tide rips** and **overfalls** have been reported 10 miles south of Hatton Headland and to westward closer inshore.

9 There are rocky islands with **drying rock flats** and **reefs** in the unnamed bay and in the waters off the unnamed peninsula between Hatton Headland and **Tusk Island** *(61°19'N, 64°49'W)*, 1 mile west.

10 **Foul Passage**, with **Watt Islands** and **Star Island** on its west side, has shoals and **dangerous** rocks in its northern part.

Resolution Harbour

11 **Resolution Harbour** is entered through **Resolution Tickle** between the islands described above and the coast of Resolution Island to the west. This channel narrows west of Star Island to a width of 150 feet (46 m) between the 6-fathom (11-m) lines. **Topsail Head** *(61°18'N, 64°51'W)*, on the west side of the entrance behind a group of islets, is a high bluff visible like a topsail for many miles. The beacon charted west of Topsail Head may no longer exist *(2006)*.

12 **Caution**. — **The Swirlers** is an area of strong **tidal streams** with heavy **tide rips**, **dangerous** in bad weather, close off Topsail Head.

13 **Haven Island**, with **Beak Point** at the south end, forms the east side of Resolution Harbour. **Mark Island**, **Mizzen Island**, **Dwarf Island** and **Stock Island** are inside the harbour.

14 **Shoals** line the shores of the harbour. **Puck Rock** and **Twin Rocks**, **drying** 4 and 11 feet (1.2 and 3.4 m), lie on the west side of the north part of the harbour. The beaches in this area are rocky and steep.

15 **Anchorage** with good shelter and excellent holding has been obtained SE of Twin Rocks by a vessel of about 1,000 t.

16 **Fresh water** is available from a stream draining **Sweetwater Lake** on the west side of the harbour.

17 **Caution**. — **Tidal streams** flow very strongly across the entrance to Resolution Harbour and entry should only be attempted at about the time of high water.

18 **Radio Island** *(61°19'N, 64°53'W)*, 1.3 miles west of the entrance to Resolution Harbour, is flanked by **Trident Island**, **Entry Islands** and **Boatswain Island**. Strong **tide rips** occur off the islands. **Lanyard Passage** separates Boatswain and Radio Islands from the mainland. The passage, suitable only for small craft, has been used for carrying stores from vessels anchored in Acadia Cove to Radio Island.

19 Two radio towers shown on Radio Island on the 2003 edition of the chart do not exist.

20 **Acadia Cove** *(61°20'N, 64°54'W)*, 1 mile NW of Radio Island, is sheltered to the SW and west by **Hen and Chicks**, **Sentinel Island** and **Cockade Island**. The cove offers **anchorage** for vessels up to 300 feet (91 m).

21 A small **beacon** with a diminutive cross, visible only at close range, stands on the summit of Sentinel Island at an elevation of 120 feet (37 m). The condition of this beacon is unknown *(2006)*.

22 **Shoals** lie off most of the shores of Acadia Cove. **Bilge Rocks**, parts of which **dry** 2 feet (0.6 m), are in the central part of the cove; a 22-foot (6.7-m) patch lies 0.1 mile SSW of the rocks.

23 **Acadia Passage** runs south of Sentinel Island. A **shoal bank** with depths between 21 and 33 feet (6.4 and 10.1 m) extends across much of the entrance.

24 Two small slatted **leading beacons** on the east shore of Acadia Cove, in line bearing 072½°, lead through Acadia Passage but are too close together to afford a precise transit. The condition of these beacons is unknown *(2006)*.

25 **Danger Passage**, well-named, is north of Sentinel Island. The passage has occasionally been used by vessels but **shoals** extending from both sides make the channel very narrow and a strong **tidal stream** flows across the entrance.

26 **Cook Passage** has shoals in its north part and is only used by small craft.

27 **Anchorage** is available in the NE part of Acadia Cove in 20 fathoms (37 m) with good holding over mud and clay. Elsewhere in the cove the bottom is rocky. Shelter is good from the prevailing winds of NW through north to SE. Some swell enters the cove

with southerly winds and in strong easterly gales. Shelter from westerly winds is limited.

28 The beaches around the cove are rocky and the cliffs rise steeply from the water. Fresh water is plentiful in the vicinity.

29 During the navigation season, **fog** is common when there is **ice** in the vicinity.

30 **Caution**. — The entrance to Acadia Passage is not easy to distinguish and very strong **tidal streams** flow almost directly across the entrance. The passage is usually entered at about the time of high water, which nearly coincides with slack water. The **shoal** spit extending north from Hen and Chicks may have depths less than charted.

31 **Cook Bay** is entered between Sentinel Island and **White Head** *(61°20'N, 64°58'W)*, a rocky promontory 1 mile WNW. **Watering Cove** is joined to Cook Bay by a **shallow** passage. The inner part of Cook Bay has many **shoals**.

Chart 5300

32 The SW coast of Resolution Island NW of Cook Bay is much lower than the north and east coasts and has many bays and inlets. The inshore waters have not been sounded; the suitability of the inlets for shelter is not known. Islets and **rocks** abound along the shore. This coast should be given a wide berth.

33 The east coast of Resolution Island between Hatton Headland *(61°19'N, 64°47'W)* and Cape Warwick, 17 miles NNE, has many indentations and its shores consist mostly of cliffs rising sheer from the sea. Many of the headland ridges continue offshore as **submerged ledges** or islets; some are up to 4 miles offshore. This coast should not be approached closer than 10 miles.

Chart 5340

34 **Caution**. — Much of the coast of Resolution Island covered by *Chart 5340* is **not surveyed**; these waters should not be entered without local knowledge. The areas in which soundings are shown have not been surveyed to modern standards. **Caution** is recommended in sounded waters.

35 **Cape Warwick** *(61°35'N, 64°38'W)* is a **conspicuous** steep red **cliff** unlike any other on Resolution Island. A large **dome** atop a tower and a nearby abandoned **radar installation** on the cape are **conspicuous** from seaward.

36 **Brewer Bay** *(61°35'N, 64°39'W)* offers **anchorage** in good weather, for vessels up to 240 feet (73 m) in length, off the small cove with Yellow Beach at its head. A vessel has moored in this berth, lying to two anchors on a heading of 045° with quarter lines to the shore, but the berth is **dangerous**. The bay is small and provides little shelter; there is, occasionally, heavy ground swell. Larger vessels, in good weather, can find **anchorage** *(not charted)* off the entrance to Brewer Bay.

37 **Caution**. — The **wreck** of the M/V *Minna* is on the north side of the entrance to Brewer Bay. Its position and depth over were determined in 1998, but mariners are cautioned that the wreck might have shifted due to ice action, in which case its exact position and depth over would be unknown.

38 **Yellow Beach** *(not named on the chart)*, in Brewer Bay, is well-sheltered for small craft by high hills on both sides. The beach is 150 feet (46 m) wide and 750 feet (229 m) long with a gradient of 1:30. It is flanked by prominent rock ridges and there are numerous boulders in the approach but no underwater obstacles in the beaching slot. The beach from low water to half tide is fine sand; from half tide to high water it is rough **rock**. A swell of from 4 to 6 feet (1.2 to 1.8 m) occasionally runs here.

39 **Mooring bollards** *(not charted)* are positioned on both sides of the entrance to Yellow Beach. Two large fuel **storage tanks** are located close west of Yellow Beach.

40 **Sorry Harbour**, 2 miles NNW of Cape Warwick, provides **anchorage** with fair shelter but poor holding over a rocky bottom with patches of mud, hard clay and shell. The harbour is open to the east but is better than Brewer Bay.

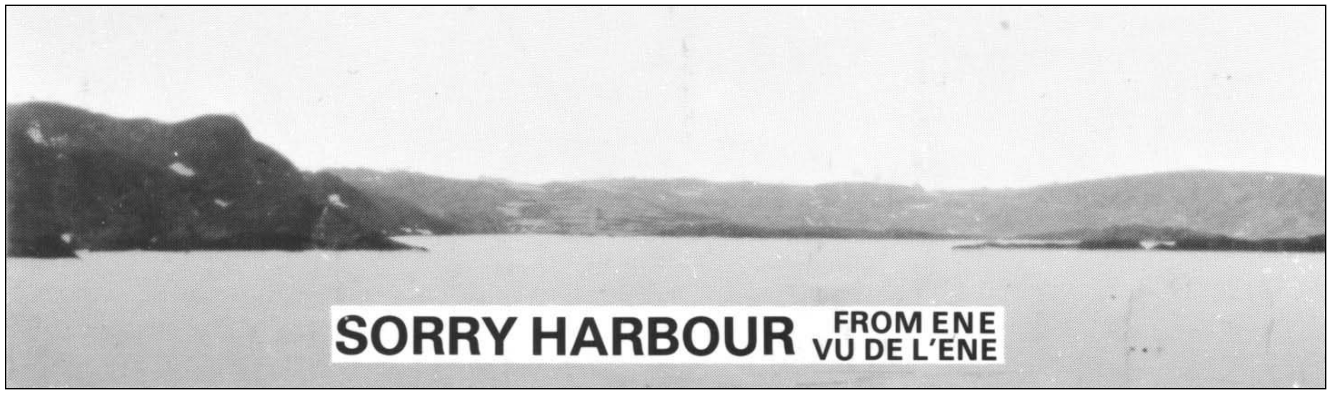
41 A **beacon** *(not shown on the chart)* is on the south side of the harbour 0.7 mile within the entrance. This beacon is no longer maintained and its condition is unknown *(2006)*.

42 **Fresh water** is available from streams in Sorry Harbour.

43 **Caution**. — Several islets and many rocky **shoals** are in Sorry Harbour and its approaches. Mariners should note the "**Caution**" on *Chart 5340* concerning dangers reported south of the dashed line which extends SE and east from Brewer Bay. Uncharted **shoals** have been reported in the area extending up to 1 mile offshore between Cape Warwick and the point 1 mile to the north. **Breakers** have been reported near the 13-fathom (24-m) sounding 3.7 miles east of Cape Warwick. The NW side of the approach to Sorry Harbour appears to contain much **foul ground**. A small, low, **uncharted** islet, with islets and **reefs** extending SSW, has been sighted 013° from Cape Warwick, 3.1 miles distant.

44 The **tidal streams** in this vicinity are strong. In Brewer Bay, the tidal stream runs swiftly in a

SORRY HARBOUR (date unavailable)



circular path at high water and there can be considerable **swell**. At half tide and below the tidal streams and swell are considerably dampened by reefs. A **current** of 2 to 3 knots, flowing 210°, has been experienced 15 miles east of Resolution Island.

Cape Warwick to Baffin Island

45 An unnamed bay *(61°38'N, 64°43'W)*, filled with islets and **rocks**, is on the north coast of Resolution Island immediately NW of Sorry Harbour. The coast of Graves Strait west of this bay is high cliff in the east and central sections but towards the west the cliffs are lower.

Chart 5300

46 **Graves Strait**, between Resolution and Edgell Islands, has many **rocks** and small islands and irregular depths. It is only partly surveyed and **uncharted dangers** may exist.

47 **Edgell Island**, rough and barren with many lakes, reaches its maximum elevation near **Black Bluff** *(61°56'N, 65°06'W)*. The bays and inlets around Edgell Island have not been surveyed but have many **rocks** and islets and could be extremely **dangerous** to approach. There are **tide rips** or very strong **currents** off the SE point of the island.

48 **Gabriel Strait** separates Edgell and Resolution Islands from Lower Savage Islands. **Tidal streams** of up to 5 knots run through the deep strait causing a confused sea with **whirlpools** and remarkable **tide rips** near the Lower Savage Islands.

49 **Caution**. — Navigation of these waters by small craft is often hazardous during **spring tides**. When the **tidal streams** are strongest, vessels are set strongly towards the island and careful handling is necessary.

Chart 5411

50 **Caution**. — The area covered by *Chart 5411* is **not surveyed** to modern standards; caution is recommended.

51 **Lower Savage Islands** *(61°48'N, 65°47'W)*, three main islands separated by two narrow steep-sided channels, have numerous smaller islands, islets, **rocks** and **reefs** on the SW and east coasts. The terrain is extremely rough with many lakes, and all coasts rise precipitously from the sea. Elevations are lowest in the west section of the NW and SW coasts. **Point Meridian** *(61°47'N, 65°57'W)*, at the west end of the islands, has an elevation of 150 feet (46 m).

52 **Caution**. — Extreme caution is recommended in the vicinity of the Lower Savage Islands because of the strong **tidal streams** and the possibility of **uncharted dangers** near the coasts.

53 The channel between the east main island and the finger-shaped island off its SE coast has many **rocks** and **reefs**.

54 The two channels separating the main islands are blocked by **rocks** and islets at their south ends. The bay at the north end of the west channel has **rocks** off the east side and there are **rocks** off the east side of the point at the head of the bay.

55 **Savage Harbour** *(61°50'N, 65°46'W)*, at the north end of the east channel, is entered between headlands over 350 feet (107 m) high on the NW side and 500 feet (152 m) on the SE side. **Anchorage** with good shelter from all winds in 22 fathoms (40 m), mud, can be found NW of two 50-foot (15-m) high islands 1 mile inside the entrance. The anchorage, 0.4 mile long by 0.3 mile wide, is approached between the north shore and the NE island through a channel with a depth of 13 fathoms (24 m). The channel is only 300 feet (91 m) wide between **shoal spits** and **reefs** which extend from both shores.

56 High and low water at Savage Islands occur 55 minutes before the times of high and low water at Diana Bay *(see Tide and Current Tables, Volume 4)*. The approximate **tidal range** during large tides is 26 to 29 feet (7.9 to 8.8 m); during mean tides it is 9.5 to 20 feet (2.8 to 6.1 m).

57 **Fresh water** can be obtained by small craft from a cascade 2 miles within the channel.

58 **Annapolis Strait** is a deep passage running between the Lower Savage Islands and the SE end of Meta Incognita Peninsula on Baffin Island. Westerly **tidal currents** of 5-7.5 knots were observed in Annapolis Strait.

59 *Frobisher Bay and its east approaches are described in Sailing Directions booklet ARC 402 (ARCTIC CANADA VOL. II).*

Baffin Island — East Bluff to Lake Harbour

Chart 5300

60 The south coast of Baffin Island is very bleak; bare rugged hills of gneiss and granite rise to 600 feet (183 m) close to the sea and to greater heights inshore. The white surface of **Terra Nivea Ice Cap**, 18 miles inland on Meta Incognita Peninsula, is visible from Hudson Strait. Streams tumble from numerous small lakes into the sea at the heads of many of the narrow inlets that break the rough shore.

61 Many islands and **rocks** lie offshore, as far as 15 miles in places; the coast is difficult to approach. The water deepens rapidly seaward of the outer islands and rocks and there are no known isolated dangers farther out in the strait.

Charts 5411, 5300

62 *The topography of Chart 5300, based on more recent surveys, is more accurate than that of Chart 5411.*



63 **East Bluff** *(61°53'N, 65°57'W)*, the SE extremity of **Meta Incognita Peninsula**, is an imposing promontory rising sheer from the water to 750 feet (229 m). The bluff is at the south end of a high wall of solid rock extending for 3.5 miles into Annapolis Strait. Very strong **tidal streams** are deflected well out into the strait by the bluff.

64 The coast west of East Bluff is bold and rugged with many rocky islets and **reefs**.

65 **South Reefs** *(61°52'N, 66°14'W)* are a cluster of rocks and islands 8 miles west of East Bluff. The largest has an elevation of 160 feet (49 m). From east or west, the reefs appear to be a long spit jutting out into the sea. The terrain inland of the reefs is low. Small craft can find some shelter in the small bays or under the lee of the islets here while waiting for favourable conditions to round East Bluff.

66 **Nannuk Harbour** *(61°54'N, 66°22'W)* affords good shelter for small vessels. The narrow harbour is flanked on the east side by hills rising abruptly to over 400 feet (122 m). The west entrance point is low and shelving and backed by lower terrain. **Fresh water** can be obtained from a small overhanging fall on the west side 0.5 mile inside the entrance.

67 Numerous islands and reefs extend up to 2 miles offshore between Nannuk Harbour and Pritzler Harbour, 30 miles WNW. Vessels without local knowledge are cautioned not to approach within 3 miles of the coast or the off-lying islets. The coast is low and rocky, rising 2 to 3 miles inland to rugged hills up to 400 feet (122 m) high.

68 An inlet *(61°58'N, 66°38'W)*, **not surveyed**, lies 8 miles WNW of Nannuk Harbour. Many **reefs** and islets are off the north entrance point and the outer part of the inlet has low rocky shores. The south shore rises gradually in height within the inlet to a steep north-facing escarpment over 400 feet (122 m) high at the head of the east fork. The north shore is much lower.

69 **Sister Islets** *(62°00'N, 66°53'W)* lie in the approaches to an inlet, **not surveyed**, with low rocky shores sheltered to southward by an island and a peninsula *(see Chart 5300 for topography)*.

70 An inlet, 8 miles WNW of Sister Islets, is protected by extensive rocky islets and **drying reefs** and affords good shelter for small vessels. Soundings show depths of 2 to 32 fathoms (3.7 to 59 m). The island on the SW side of the entrance has an elevation of 60 feet (18 m).

Charts 5411, 5403

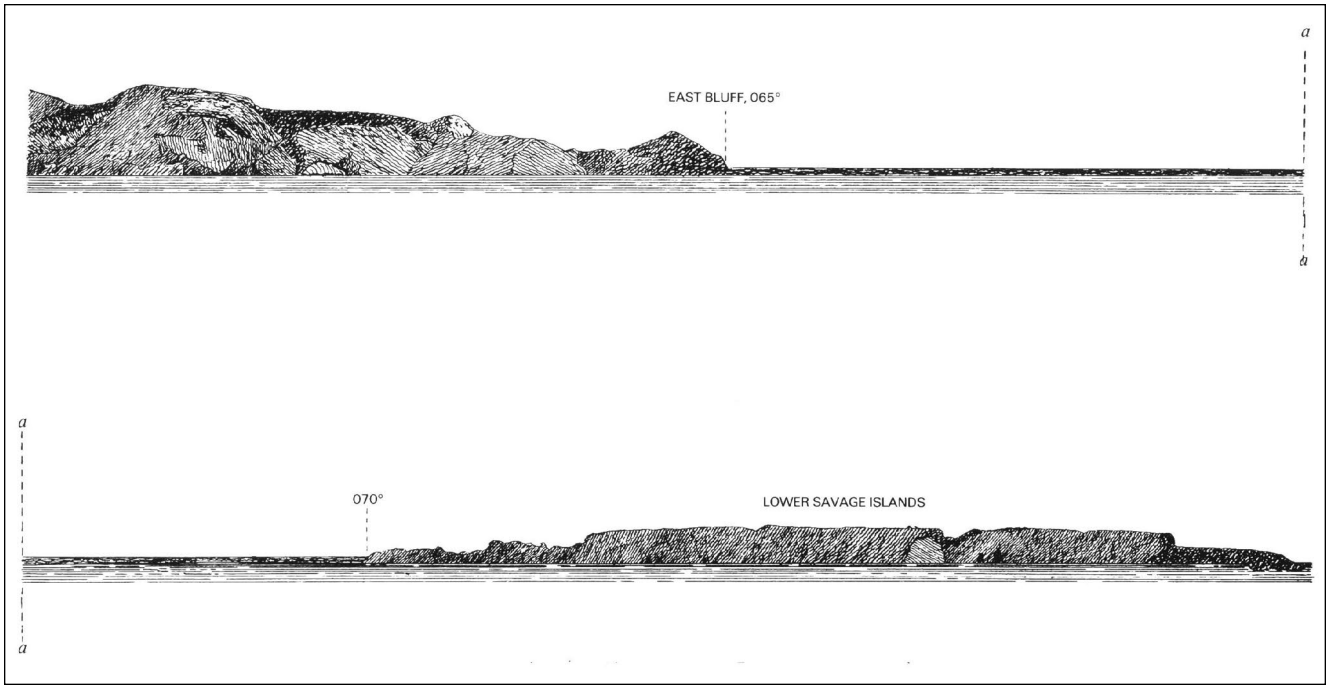


71 **Caution**. — The area covered by *Chart 5403* is **not surveyed** to modern standards; caution is recommended.



72 **Pritzler Harbour** *(62°07'N, 67°21'W)* is the best harbour in this area. The east shore of the harbour rises gradually northward to a group of rugged hills with elevations of over 300 feet (91 m) at the head. There are no known offshore dangers in the harbour or the south approach and **anchorage** is available in depths suitable for medium-draft vessels with shelter from all but south winds. Pritzler Harbour is sheltered to the west by a group of rocky islands and islets with **Thompson Island** at the west end. Small craft can obtain good shelter inside the islands. A passage, **not surveyed**, leading into the harbour from WSW is narrow with many islets and **reefs**.

VIEW IN TWO PARTS OF EAST BLUFF AND THE LOWER SAVAGE ISLANDS



Charts 5403, 5300

73 Many islets and very **dangerous rocks** and **shoals** line the shores between Pritzler Harbour and Barrier Inlet, 44 miles WNW. Mariners without local knowledge are cautioned to stay outside the 50-fathom (91-m) line for at least as far west as Gray Goose Islands *(62°13'N, 68°25'W)*. The coast is similar between Barrier Inlet and Maniittur Cape (Cape Weymouth), 20 miles WNW, but there are fewer offshore dangers.

74 **Saddleback Island** *(62°09'N, 67°54'W)*, named for its shape, is the largest and highest of **Middle Savage Islands**. Islands, **rocks** and **foul ground** extend up to 5 miles SE and 7 miles SW and west of Saddleback Island. Depths increase rapidly to seaward of the foul area; soundings give little warning. **Duck Island** and **Lyon Rocks** are at the SE and west extremities of the group.

75 **Bond Inlet** *(62°11'N, 67°49'W)*, small and landlocked, offers good **anchorage** for small vessels but the approach channel from westward between the islands and the mainland is narrow and intricate. Local knowledge is required.

76 **Tides** in this area rise over 35 feet (10.7 m) at springs and the **tidal streams** run violently between the offshore islands.

77 **Caution**. — A **tidal stream** of 5 knots has been encountered close south of Middle Savage Islands. A heavy sea builds up when the wind is against the current. These conditions are hazardous for small craft.

78 **Wight Inlet** *(62°13'N, 68°12'W)* is blocked by islets and **reefs** and, except for one small area in its mouth, dries at low water. **Gray Goose Islands** lie 6 miles to the west. The **shallow** mouth of a **drying inlet**, 5 miles WNW of Gray Goose Islands, is obstructed by islets and **reefs**.

79 **Balcom Inlet** *(62°19'N, 68°43'W)* offers good **anchorage** in a landlocked basin but the entrance has many dangers. **Mary Rock**, with less than 6 feet (1.8 m) over it, lies 2 miles WSW of the west entrance point. Depths of 15 and 12 feet (4.6 and 3.7 m) are in mid-channel in the mouth of the inlet and 2 miles within the mouth. The inlet can be entered only during favourable states of tide; near low water heavy seas against the outgoing tidal stream break to the bottom. Local knowledge is recommended.

80 **Barrier Inlet** *(62°21'N, 68°51'W)* is obstructed by **reefs** and **shoal water** in its entrance and outer part and by a reversing falls 2 miles within the entrance. Barrier Inlet does not afford safe anchorage even for small craft and should not be attempted without local knowledge. A

sheer outward **waterfall** 8.5 feet (2.6 m) high was observed at the reversing falls at the time of low water. The outward movement of water continued for 2½ hours while the tide was rising at the foot of the falls. There was slack water briefly when the flood tide reached the level of the waters in the upper reach but almost immediately the inward rush of water formed **whirlpools**, great **eddies** and waves up to 6 feet (1.8 m) high.

81 **Inuit Islet** is on the east side of the mouth of Barrier Inlet in the approaches to **Observation Cove**. The cove has a least depth of 1 foot (0.3 m) in the narrow channel leading to a deeper basin at its head.

82 High and low **tides** at Barrier Inlet occur 10 minutes after high and low tides at Diana Bay *(see Tide and Current Tables, Volume 4)*. The **tidal range** during large tides is from 32 to 35.5 feet (9.8 to 10.9 m); the range during mean tides is 25 feet (7.6 m).

83 The coast between Barrier Inlet and Shaftesbury Inlet, 16 miles NW, rises abruptly to rugged hills and is comparatively free from outlying islets and reefs.

Chart 5316

84 **Caution**. — Most of the inshore waters covered by *Chart 5316* have not been sounded and should not be entered without local knowledge.

85 **Shaftesbury Inlet**, entered between **Sentry Islet** and **Michael Point** *(62°32'N, 69°21'W)*, is flanked by high rocky hills. The inlet has steep shores through most of its length and is free of shoals. **Hare Islet** lies in mid-channel 3 miles north of Sentry Islet. **Anchorage** with good shelter can be obtained but the entrance requires careful navigation. **Depths** of 15 feet (4.6 m) and a **rock** which dries 16 feet (4.9 m) are within 2.3 miles south of Michael Point.

Charts 5316, 5455

Kimmirut (hamlet of Lake Harbour) and approaches

86 **Caution**. — Much of the area covered by *Chart 5455* is **not surveyed** and should not be entered without local knowledge.

87 Lake Harbour *(62°51'N, 69°52'W)*, at the head of Glasgow (Westbourne) Bay, is the best-sheltered harbour in this region. The hamlet of Kimmirut (Lake Harbour) is at the north end.

88 **North Bay**, in the south approaches to Glasgow (Westbourne) Bay and Lake Harbour, lies between **Maniittur Cape (Weymouth)** *(62°33'N, 69°25'W)* and the west entrance point of **Bruce Harbour** *(62°46'N, 70°09'W)*, 24 miles NW. A **rock**, 1.5 feet (0.4 m) high, is close SSE of Maniittur Cape.

89 **Carew Bay**, east of Maniittur Cape, is **not surveyed**. The east coast of North Bay between Maniittur Cape and **Cape Tanfield**, 8 miles NNW, is rocky and low in the south part becoming higher and bolder towards the north. **Juet Island** *(62°36'N, 69°30'W)*, highest at its north end, is one of many islands lying off this stretch. **Drying reefs** exist up to 2 miles off the islands.

90 **Upper Savage Islands**, a group of islands and islets visited and named by Bylot and Baffin in 1615, lie off the SW part of North Bay. **High Bluff Island** *(62°34'N, 70°01'W)* has high cliffs except at its SE and SW points but the other islands of the group are low; all are partly surrounded by **reefs** and **shoal water**.

91 **Pleasant Inlet**, in the NW part of North Bay, is entered west of **Cape Novoa** *(62°45'N, 69°51'W)*, a small point at the south end of **Tikkuut (Tikko) Peninsula**; **Soper Lake** is at the head of Pleasant Inlet. Pleasant Inlet is blocked 5 miles within its entrance by a maze of **rocks** and **drying reefs**. **Tidal streams** here are fierce.

92 **Itivirk Bay**, on the east side of North Bay, is entered between Cape Tanfield and the Sheer Islands; it is **not surveyed** but deep water close inshore has been reported. **Mount Chaunsler**, a **conspicuous** mass of grey and reddish gneiss, rises at the head of the bay.

93 **McKellar Bay**, **not surveyed**, lies between **Lee Island** *(62°41'N, 69°36'W) (not named on the chart)* and **Napparti Point (Noovoksit)**. **Black Bluff Island** *(62°43'N, 69°38'W)*, **Poodlatee Island** and several other islets and rocks lie in the entrance. **Drying rocks** lie up to 0.4 mile south of Poodlatee Island.

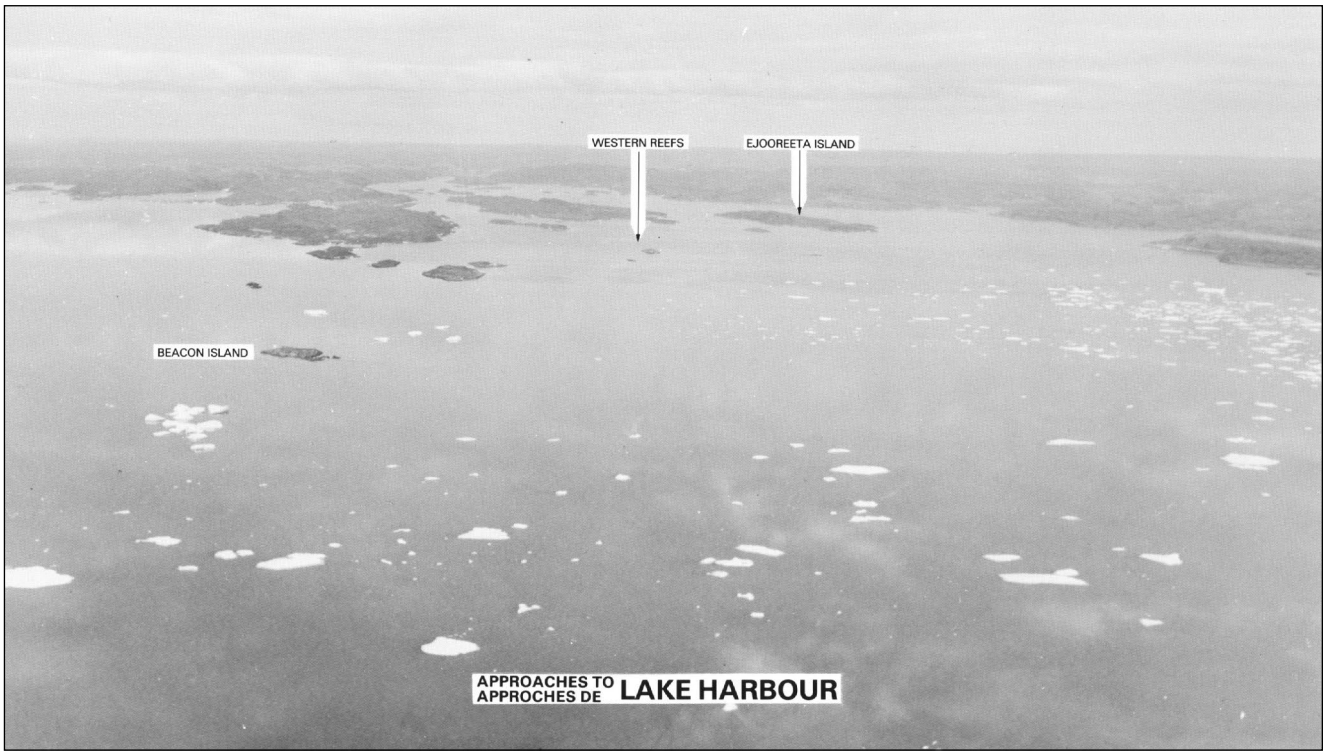
94 **Tidal streams** rush violently between these islands and islets causing **tide rips** and **eddies**. The channels are open throughout the winter and this is a favourite seal-hunting area for the Inuit.

Chart 5455

95 **Beacon Island** *(62°42'N, 69°43'W)*, in the north part of North Bay, is named for a large wooden pyramid; the condition of this beacon is unknown *(2006)*.

96 **Stanley Reef** lies 1 mile NW of Beacon Island; two rocky patches are in mid-channel between them. **Ivisaat Island (Eveeska)**, 1.5 miles west of Stanley Reef, has **shoal patches** of 16 to 30 feet (4.9 to 9.1 m) extending 1.8 miles SSE. A 23-foot (7-m) patch is 1 mile ENE of Beacon Island and **Larch Reef** is one of a number of **reefs** up to 1.5 miles SE and south of Beacon Island. A gravel **shoal patch** with a depth of 33 feet (10.1 m) and two **rocks**

APPROACHES TO LAKE HARBOUR (date unavailable)



with least depths of 15 and 4 feet (4.6 and 1.2 m) extend 1 mile east and SE of Larch Reef.

97 **Glasgow (Westbourne) Bay** is entered between **Nuvursirpaaraaluk Island (Noovoserparalo)**, the SE island of the group lying off **Cape Wight** *(62°44'N, 69°45'W)*, and Napparti Point, 2 miles ENE, the SE tip of the islands close off **Nuvualujjuaq Peninsula (Novoalojuak)**. **Aulassivik Island (Aulatsevik)** lies close off Cape Wight.

98 **Western Reefs**, only two of which are visible at high water, lie on the west side of the main ship channel just inside the entrance to Glasgow Bay. **Tasseoyak Bay** *(62°46'N, 69°39'W)* is sheltered to the west by **Sulussugut Peninsula (Sooloosoogut)**. **Ijjurittiak Island (Ejooreeta)** and **Glasgow Island (Takeyooala)**, along with islets, rocks and reefs, lie on the west side of Glasgow Bay.

99 The main ship channel leads through **Sealer Narrows** *(62°48'N, 69°49'W)*, between the north part of Glasgow Island and **Uugalautiit Island (Ongalaota)**. At high water springs Uugalautiit Island does not appear at all like its charted shape. Only a few pinnacles are visible. **Shoal depths** of 16 and 18 feet (4.9 and 5.5 m) are in the north part of the narrows off **Baldpate Island**. A **spit** with a **rock awash** and a depth of 4 fathoms (7.3 m) near its end projects north from Glasgow Island. There is a 3-knot **tidal stream** in the narrows.

100 **Buoys** are placed every year in Sealer Narrows for the duration of the resupply operation. Red conical buoys, marked "L2", "L4" and "L6" are placed off the south tip of Uugalautiit Island, and 0.15 mile ESE and 0.05 mile SE of the south end of Baldpate Island, respectively. A black can buoy, marked "L3", is placed 0.15 mile SE of the south end of Baldpate Island.

101 **Anchorage**. — In 1987, the CCGS *Norman McLeod Rogers* safely rode out 30 knot gusts in position 62°46'N, 69°41'W, 0.58 mile north of the north end of Nuvualujjuaq Peninsula. The vessel was anchored in 180 feet (55 m), clay bottom, using 540 feet (165 m) of cable. Mariners using this berth are cautioned about the **reef** with a depth of 32 feet (9.8 m) 0.38 mile NNW of the north end of Nuvualujjuaq Peninsula.

102 **Glasgow Inlet**, with **Iqaijuq Cove (Eegaiyo)** at its head, is entered east of **Nascopie Point** *(62°49'N, 69°50'W)*. **Glasgow Falls** *(not named on the chart)*, at the head of the inlet, provides **fresh water**.

103 **Lake Harbour**, entered west of Nascopie Point, is very well sheltered and has a least mid-channel depth of

LAKE HARBOUR (date unavailable)



40 feet (12.2 m). It is bordered for most of its length by land rising from 500 to 700 feet (152 to 213 m). The hills rise steeply in the upper reaches of the harbour. **The Heel** is a peninsula at the head of the harbour. The RCMP structure east of The Heel is abandoned. Lake Harbour was visited by whalers prior to 1900.

104 **Caution**. — An **anchorage** 0.4 mile SE of Sealer Narrows is not recommended in bad weather. A 370-foot (113-m) vessel has lain to a single anchor 0.4 mile SSE of The Heel and a 225-foot (69-m) vessel has moored to bow and stern anchors 0.1 mile SSE of The Heel. Both vessels dragged in NW gusts of 25 to 30 knots even though the holding ground had been reported to be good.

105 Tankers can berth 0.4 mile SSE of The Heel in 26 fathoms (48 m), laying on a SE heading, with stern lines out to the west shore and to the point SSW of the RCMP building. From this berth a vessel can discharge direct to the shore through 3,600 feet (1,100 m) of floating hose.

106 The **tidal stream** in Lake Harbour is negligible.

107 A **landing beach** of mud and boulders, NE of the hospital, can be used for two hours before and after high water.

108 The hamlet of **Kimmirut (Lake Harbour)**, population 433 *(2005)*, grew around an Anglican Mission established in 1900 and a *Hudson's Bay Company* post established in 1911. The hamlet has a post office, health centre and RCMP detachment. There are two retail stores and accommodations are available at a *Co-op* hotel. *First Air* provides flights to Iqaluit on Monday, Tuesday Thursday and Friday.

109 The **Itijjagiaq Trail**, used by the Inuit for centuries, leads 120 km (75 statute miles) from Kimmirut up through the Soper River valley and across Meta Incognita to Frobisher Bay.

Lake Harbour to Fair Ness

Charts 5316, 5450

110 The coast is very rugged between North Bay, in the approaches to Lake Harbour, and Fair Ness, 70 miles NW. The coastal hills, ranging in elevation from 50 to 700 feet (15 to 213 m), are backed 10 to 15 miles inland by mountains which rise 1,000 to 1,500 feet (305 to 457 m) and are generally more rounded and rolling than those along the coast. Big Island is the largest of the numerous islands along this shore.

111 **Caution**. — Most of the coastal waters covered by *Chart 5450* have not been surveyed and should not be entered without local knowledge.

112 **Big Island** *(62°40'N, 70°36'W)*, barren and rough, reaches elevations of 1,200 feet (366 m) in the central NE part and 800 feet (244 m) in the NW part. Most of the north coast of the island consists of a line of cliffs rising sheer from the water to over 700 feet (213 m) at the east end of the island and reduce gradually to 200 feet (61 m) at the west.

113 **White Strait** *(62°50'N, 70°34'W)*, between Big Island and Baffin Island, has not been fully surveyed but has mid-channel **depths** from 4 to 34 fathoms (6.5 to 62 m). The Baffin Island shore is rough and rocky and there are low, bare, rocky islands in the strait.

Chart 5316

114 Bruce Harbour *(62°46'N, 70°09'W)* and **Beaulieu Bay** are on the Baffin Island shore near the SE entrance of White Strait.

115 **Bosanquet Harbour**, on the NE coast of Big Island, is well-sheltered by steep cliffs except to the SW. The harbour shoals rapidly 1.5 miles within the entrance and there are **drying mud flats** in the upper reaches.

116 An unnamed inlet 10 miles NW of Bosanquet Harbour cuts through the cliffs inland for 2 miles to a restricted section and then widens into a small basin. The head is filled with **mud flats** but elsewhere this inlet appears to be deep close to the shores. This is believed to be the harbour described as "a good harbour" by Dr. Robert Bell in 1877.

Chart 5450

117 **Fisher Harbour** *(62°51'N, 70°54'W)*, in the north part of White Strait, is a bay on Big Island sheltered by a long, finger-shaped island. The finger-shaped island is separated from Big Island by a **drying channel** and has an islet and **shoals** with 6 feet (1.8 m) or less extending 5 miles to the WNW.

118 Broad rocky ridges rise steeply out of the water to 500 feet (152 m) on either side of a cut leading to **Beaumont Harbour**, on the Baffin Island shore of White Strait. **Henderson Harbour** *(63°00'N, 70°56'W)*, between rounded hills reaching 1,000 feet (305 m) in elevation, is obstructed halfway to its head by a rocky island and **reefs**. A channel less than 300 feet (91 m) wide leads south of the island.

119 **Crooks Inlet**, with high steep shores, is entered between **Cap Colmer** *(63°00'N, 71°13'W)* and a bluff 2 miles ESE. The bluff rises from deep water to 300 feet (91 m). A **rock** with a depth of 2 feet (0.6 m) is in the entrance to the inlet. An island 5 miles within the entrance is estimated to be 150 feet (46 m) high.

120 The upper part of Crooks Inlet divides into **Noel Harbour**, with relatively low shores, and **Irving Bay**, which opens out into a broad shallow valley. Silt from the **Ramsay River** has formed a delta at the head of Noel Harbour. Cliffs rise to more than 700 feet (213 m) behind a narrow beach on the south side of the entrance to Irving Bay. A number of **shoals** lie within the bay 1 mile from its head.

Chart 5316

SE shore of Big Island

121 **Reeves Harbour** *(62°32'N, 70°21'W)*, **not surveyed**, has two deep and narrow entrances. The small harbour provides **anchorage**, with good holding in 5 to 14 fathoms (9.1 to 26 m), with protection superior to that available in Ashe Inlet, 6 miles west.

122 **Ashe Inlet** is surrounded by hills 400 feet (122 m) high. **Rabbit Island** *(62°32'N, 70°34'W)* is the largest of a number of islands which protect the inlet.

123 **Caution**. — A **reef** with a depth of 21 feet (6.4 m) lies in the middle of the entrance to Ashe Inlet. A **low islet** which may cover at high water springs lies 1.6 miles east of Rabbit Island. Many **shoals** lie in the channel between this islet and Big Island.

124 **Anchorage** can be found in the middle of the inlet 1.2 miles NW of Rabbit Island. The anchorage is not safe in a SE gale.

125 The condition of the **beacon** and the **cairn** on the NE shore of Ashe Inlet is unknown *(2006)*.

Chart 5450

SW shore of Big Island

126 **North Bluff** *(62°36'N, 70°46'W)* has an elevation of 50 feet (15 m) and is backed by hills rising to 400 feet (122 m). **Shoal depths** are up to 2 miles south of the bluff.

127 The bay on the SW coast of Big Island from North Bluff to the west end of the island is filled with numerous **rocks**, islets and islands. **Emma Island**, the largest of the latter, rises to over 600 feet (183 m) and is joined to Big Island by **drying ledges** and islets.

Big Island to Fair Ness

128 **Strathcona Islands** *(63°00'N, 71°25'W)*, one large island and a group of small rocky islands, lie from 2 to 9 miles west of Cape Colmer. The north side of the larger island rises steeply in a series of ridges to 600 feet (183 m). The south side is lower.

129 **Glencoe Island** *(63°04'N, 71°28'W)* is the largest of a group of islands and rocks in front of **Canon Inlet**. The inlet is approached from SW between the islands and the mainland to the north. The entrance to the inlet is partially blocked by a large **shoal** near the NW entrance point and by two **submerged rocks** between this shoal and the SE entrance point. Canon Inlet is bounded by rock cliffs over 1,000 feet (305 m) high. **Rapids** separate the head of the inlet from **Overflow Lake**, a short distance inland.

130 Between Canon Inlet and Fair Ness, 27 miles NW, the coast of Baffin Island rises rapidly inland to a plateau with elevations of more than 1,000 feet (305 m) cut by a series of ESE-WNW ridges and valleys. The plateau decreases in elevation towards Fair Ness where it becomes a rocky peninsula and then slopes beneath the sea to form a maze of island chains.

131 This stretch of coast, not sounded, has many islands and islets. **Spicer Island** *(63°18'N, 71°52'W)* is the largest. A number of inlets break the coast; the named ones are **Chudliasi Bay**, **Wharton Harbour**, **Akuling Inlet** and **Bedford Harbour**.

132 **Fair Ness** *(63°24'N, 72°05'W)*, named by Baffin because of the fair weather he experienced here for 10 days in 1615, is bold and rocky, rising to 500 feet (152 m) and dropping steeply on its north side. Large numbers of rocky islands lie NW of Fair Ness.

Fair Ness to Chorkbak Inlet

133 The coast of Baffin Island between Fair Ness and Chorkbak Inlet, 90 miles NW, is a maze of very irregular inlets with archipelagos of islands and **rocks** extending almost 20 miles offshore. The highest islands are usually nearest the coast. From seaward it is very difficult to distinguish between the islands and the entrance points of the innumerable bays and inlets. Elevations near the coast are between 200 and 600 feet (61 and 183 m) but 10 to 15 miles inland there are elevations of more than 1,000 feet (305 m).

134 **Markham Bay** *(63°33'N, 71°51'W)* is filled with islands and **rocks** and has numerous bays. Most of these are full of rocky islets and **shoals** and are silted up at their heads. Access to these bays would be very difficult. Named features in Markham Bay are **George Bay**, **Blandford Bay**, **Robert Point**, **Ava Inlet**, **Aberdeen Bay** and **White Bear Bay**. **Mount Lansdowne**, on the west side of White Bear Bay, is estimated to be between 500 and 600 feet (152 and 183 m) high.

135 **Islands of God's Mercie** *(63°29'N, 72°04'W)*, on the SW side of Markham Bay, are small and rocky with elevations less than 200 feet (61 m). The four largest islands of the next group to the NW are more rugged. The two westernmost are over 500 feet (152 m) high with north-facing escarpments. **Hector Island**, **Macdonald Island** and a large island close north of the latter reach elevations of 500 to 600 feet (152 to 183 m) near their east ends. The islets NW and west of Macdonald Island are mostly low.




136 **Caution**. — The passage between the islands described above and the low islets bordering the mainland shore to the NE is filled with **rocks** and **reefs**. The **tidal streams** between the islets and in the entrances to the numerous inlets are strong; near low water there is a particularly powerful flow out of White Bear Bay.



137 **Amadjuak Bay** *(63°58'N, 72°38'W)*, the former site of a *Hudson's Bay Company* post, is surrounded by rugged hills 200 to 500 feet (61 to 152 m) high. There are several small bays; some have strips of beach at their heads. A river with foaming **rapids** enters the head of Amadjuak Bay past the foot of an isolated conical hill on the west shore. **Anchorage** near the head of the bay is good but the approach is intricate and local knowledge is recommended. Strong **tidal streams** are reported.

138 **Rawson Island** *(63°57'N, 72°56'W)* is a rounded ridge of rocks rising to 200 feet (61 m). **Bonney Island** is close north. **Chamberlain Island**, 23 miles WNW, elevation 100 feet (30 m), rises very steeply on the north side but gently on the south. A smaller island close NE is 150 feet (46 m) high. **Hobart Island** lies 8 miles to the NE.

139 The only named inlets in this region are **Korok Inlet** *(64°16'N, 73°28'W)*, **Keltie Inlet** and **Archibald Bay** *(64°23'N, 74°14'W)*. The last is entered between **Cape James** and **Julian Point**. **Jubilee Island** and **Diamond Islands** are some of the few named islands.

140 **Chorkbak Inlet** *(64°24'N, 74°28'W)*, 24 miles long, extends north and NW between rugged rounded hills of granite and gneiss 250 to 300 feet (76 to 91 m)

EEGATUAK HILL, DORSET ISLAND (prior to 1965)



high. **Shugba Bay** reaches east and north from a position 12 miles within the inlet. There are two bays at the head of Chorkbak Inlet; the NE of the two is **Shukbuk Bay** *(not shown on the chart)*.

141 In 1958 the *M.V. Arctic Sealer*, drawing 13 feet (4 m), entered Chorkbak Inlet. A **shoal** with a depth of 12 feet (3.7 m) was found 0.5 mile east of Julian Point and strong **tide rips** and **eddies** were encountered in this area. The bottom was very irregular in the outer part of the approaches to Chorkbak Inlet and there were several **uncharted shoals and reefs**; some of these were visible at low water.

Chorkbak Inlet to Cape Dorset

142 The SE coast of **Foxe Peninsula** is formed by hills with elevations of 100 to 400 feet (30 to 122 m) near Chorkbak Inlet. The hills increase to nearly 1,000 feet (305 m) towards Cape Dorset, 55 miles WSW.

143 The **magnetic compass** is erratic off Foxe Peninsula.

144 **Aquiatulavik Point** *(64°22'N, 74°42'W)*, 6 miles west of Chorkbak Inlet, is the site of a former Inuit settlement.

145 **Terreoukchuk Bay** *(64°33'N, 75°34'W)* is 6 miles west of **Neakok Lake**.

146 **Andrew Gordon Bay**, with chains of rocky islets, is bounded to the SW by **Pungnertuk Point** and **Alareak Island**, rocky and mostly low. Saunders River flows into the head of the bay and the Kimmik Range of mountains extends NW from the head. **Cape Willingdon** is at the east end of Alareak Island.

147 **Caution**. — Strong **tide rips** occur in Andrew Gordon Bay. The most violent are in the passage between Alareak Island and the mainland and in the narrow entrance to Terreoukchuk Bay.

148 **West Foxe Islands**, 3 miles SW of Alareak Island, are a group of rocky islands less than 30 feet (9 m) high. The largest of this group is **Tunitjuak Island**, the farthest SE is **Ooglukjuak Island** *(neither island is named on the chart)*. Another similar group of offshore islands lies 4 miles to the WNW.

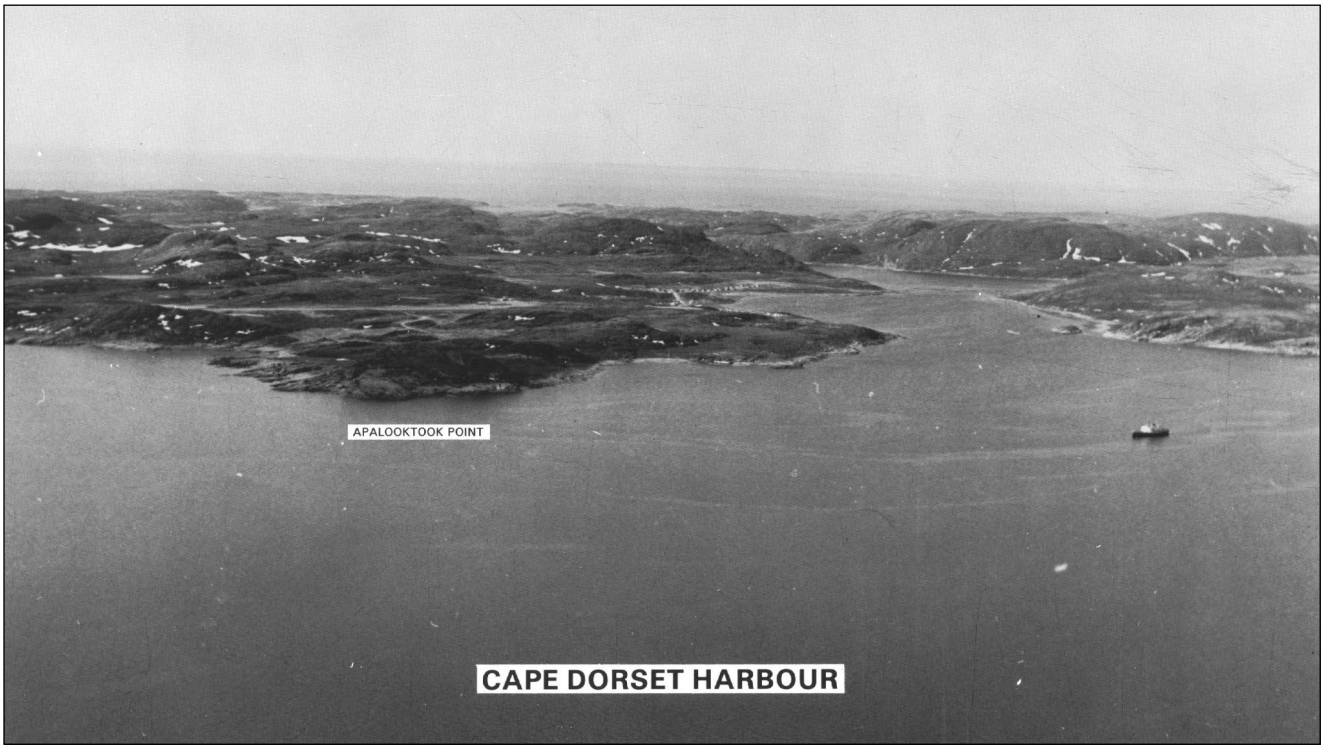
149 **Catherine Bay** *(64°23'N, 75°58'W)* and **Shartowitok Bay** are west of Andrew Gordon Bay on the mainland shore. **Pudla Inlet**, 4 miles SW, is north of **Iglukjuak Point**. **Shemia Islands** lie close SW of this point; **Neta Islands** lie 3 miles farther SW in the approaches to **Negus Bay**.

Chart 5451

Cape Dorset and approaches

150 **Caution**. — Much of the area covered by *Chart 5451* is **not surveyed**; these waters should not

CAPE DORSET HARBOUR (date unavailable)



be entered without local knowledge. The areas in which soundings are shown have not been surveyed to modern standards. **Caution** is recommended in sounded waters.

151 **Sakkiak Island** *(64°09'N, 76°33'W)* and **Okolli Island**, in the SW approaches to Cape Dorset, are relatively low and smooth. A **rock** with 6 feet (1.8 m) or less over it is 0.3 mile east of Sakkiak Island. Low rocky islets and **rocks** extend west of Okolli Island for 3 miles.

152 **Cape Dorset**, at the south end of **Dorset Island**, is a rounded rocky hill almost 800 feet (244 m) high connected by a narrow isthmus to the main part of the island. Cape Dorset was named by Captain Luke Foxe in 1631 in honour of the Earl of Dorset. Scattered rocky islets lie off the cape. **Eegatuak Hill**, 0.7 mile north of the cape, is a distinctive hill shaped like an inverted bowl. **Apalooktook Point** *(64°14'N, 76°30'W)*, the NE extremity of Dorset Island, has a low red granite summit. There are **cairns** on Eegatuak Hill and Apalooktook Point.

153 An **aeromarine radiobeacon** 1.1 miles SE of Apalooktook Point transmits on 332 kHz with identification YTE (— • — — — •).

154 **Mallik Island**, joined to Dorset Island by a **drying ridge** of sand, **rock** and **boulders**, rises over 700 feet (213 m) in the south part. **West Inlet** is on the SW sides of Dorset and Mallik Islands, and **Tellik Inlet** is on the NE side of Mallik Island and an unnamed island farther NW. Tellik Inlet divides; the west branch joins West Inlet and the east forms **Tellik Bay**. A **depth** of 4 feet (1.2 m) is in the middle of the entrance to Tellik Inlet and **drying reefs** are 0.5 mile inside the inlet. Two **rocks**, positions approximate *(1990)*, with **drying heights** of 6 feet (1.8 m) and 4 feet (1.2 m), are north of the east end of Mallik Island in the entrance to Tellik Inlet. The entrance to **Parketuk Bay**, with a **drying reef** in mid channel, is 2 miles north of Apalooktook Point.

155 **Caution**. — Four **shoal patches** with least depths from 29 to 45 feet (8.8 to 13.7 m) are from 2.5 to 3 miles SE and east of Sakkiak Island. An **islet awash** at high water, with **depths** under 30 feet (9.1 m) extending east of it for 0.5 mile, lies 0.7 mile NE of Cape Dorset. **Beacon Island** *(64°12'N, 76°26'W)* and an unnamed islet with **shoal water** all around are 1.3 and 2 miles ENE of Eegatuak Hill, respectively. Both are low and are difficult to see beyond 3 miles. **Nascopie Reefs**, an area of **dangerous shoals** and **drying patches**, extend 0.4 mile SE, east and NE from Beacon Island.

156 **Cape Dorset Harbour** *(64°14'N, 76°33'W)*, between the north end of Dorset Island and Mallik Island, has irregular depths and a large **reef**, **partly drying**, in its centre.

157 **Caution**. — A **shoal area** with depths under 6 feet (1.8 m) lies 0.2 mile off the east end of Mallik Island on the north side of the harbour entrance. A **rock** with a depth of 27 feet (8.2 m) lies 0.15 mile SE and a **shoal patch** with a depth of 14 feet (4.3 m) lies 0.6 mile NE from the eastern end of **Sheep Island** *(not named on the chart)* inside the north entrance.

158 The rugged hills of the **Kingnait Range**, which reach almost 1,000 feet (305 m) a few miles north of the harbour, are prominent to the east as far away as 30 to 40 miles.

159 **Kingnait Hill** is SW of Cape Dorset Harbour.

160 The community of **Cape Dorset** *(64°14'N, 76°33'W)*, population 1,148 *(2005)*, is on the SE side of Cape Dorset Harbour. Called **Kingnait** by the Inuit, Cape Dorset is well known to ornithologists as an entry point into Foxe Basin to the nesting grounds of the Snow Goose and its colour variant, or morph, the Blue Goose. The community has a post office, health centre and RCMP detachment. There are two hotels and a bed-and-breakfast to provide accommodation. *First Air* serves Cape Dorset on week days and *Unaalik Aviation* serves Cape Dorset on week days and Sundays.

161 A sand and gravel **landing beach** with fair traction for wheeled vehicles is near the *Hudson's Bay Company* store. It can be worked for two hours before and after high water. **Conspicuous** silver-coloured **oil tanks** are near the beach.

162 The shore manifolds of the **oil pipeline** to the tank farm are on the shore 0.75 mile west of the tip of Apalooktook Point.

163 The **tidal ranges** of large tides are 25 to 28 feet (7.6 to 8.5 m). The **tidal stream** at the landing beach is 1 to 2 knots.

164 **Anchorage** in 25 fathoms (45 m), mud, can be found 0.6 mile north of Apalooktook Point. Tankers anchor 0.1 mile north of the shore pipeline manifolds, with stern lines to the shore, in 10 fathoms (18 m). A vessel 300 feet (91 m) long and drawing 18 feet (5.5 m) has anchored in 10 fathoms (18 m), 0.5 mile north of the settlement over good gravel holding ground.

165 **Caution**. — Shelter is poor in all of these berths. The prevailing winds are NW, 10 to 15 knots, but may be strong in September and October. There is sometimes a heavy swell. Fog is frequent during the navigation season.

166 The average thickness attained by level **fast ice** at Cape Dorset is 137 cm with a record maximum thickness of 183 cm *(1973)*. The area is usually free of sea ice from the end of July until the first half of November.

Cape Dorset to Lloyd Point

Charts 5450, 5449

167 **Caution**. — The coastal waters described in this section have not been surveyed and should not be entered without local knowledge.

168 There is a large unnamed bay between Okolli Island *(64°10'N, 76°36'W)* and King Charles Cape, 18 miles WNW. The bay has a low, very irregular shelving shoreline with numerous islands and islets. **Shoal water** is reported off the NW shore of the bay. Rugged hills 300 or 400 feet (91 or 122 m) high are within a few miles of the sea and rise to greater elevations farther inland. **Shuke Islands**, less than 100 feet (30 m) in elevation, are the outermost islands in this area.

Chart 7065

169 **King Charles Cape** *(64°15'N, 77°23'W)*, named by Captain Foxe in 1631, is a low rocky point which rises gently to a rounded promontory 200 feet (61 m) in elevation. There is a group of very low **rocks** and islets close west of the cape.

170 Elevations of 400 to 500 feet (122 to 152 m) close to the shore between King Charles Cape and Lloyd Point, 20 miles NW, are backed a few miles inland by the higher ridges of the Kingnait Range. **Lona Bay** lies midway along this stretch.

171 **Schooner Harbour** *(64°25'N, 77°54'W)* affords **anchorage** for small vessels. The landlocked harbour can be entered through narrow deep channels on each side of the large island in the entrance. There are several islets in the harbour.

172 **Lloyd Point** *(64°26'N, 78°02'W)* is a low point at the end of a ridge which rises gently inland to over 300 feet (91 m). It is the SE entrance point of Foxe Channel. *(Foxe Channel is described in Chapter 8.)*

173 **Mill Island** *(63°58'N, 77°47'W)*, so named by Baffin for the great grinding of the ice in the vicinity, lies 25 miles south of Lloyd Point. A narrow channel separates **Putnam Island**, less than 300 feet (91 m) high, from the east end of Mill Island. **Hurin Throughlet** separates an unnamed island, low except for a rounded rocky knoll along the middle of its east coast, from the west end of Mill Island. Both channels contain rocky islets. **Dangerous shoals** are reported off the NW and west coasts of the Mill Island group.

174 Most of the north coast of Mill Island is a series of remarkable terraces rising abruptly from the sea. The south coast is low. All of the islands are barren.

175 **Morrissey Harbour** *(not named on the charts)*, in the middle of the north shore

of Mill Island, is an excellent harbour as described in 1927 by George Palmer Putnam. The main entrance is deep but there are strong **tidal streams** and **whirlpools** close outside. Putnam's vessel, the *Morrissey*, a 112-foot (34-m) long former Gloucester schooner, anchored in the SE part of the harbour in 7 fathoms (12.8 m), mud. There was no bottom at 30 fathoms (55 m) close by. **Anchorage** is also available at the north end of the channel between Putnam and Mill Islands; the only approach is from NE.

176 The **tidal streams** run with great strength between Mill Island and the Baffin Island coast to the north. A steep heavy sea results when the stream is opposed by the wind.

Charts 5449, 5450

177 **Salisbury Island** *(63°33'N, 77°00'W)*, named by Hudson in 1610, has a very bold NE coast which rises precipitously from the water to 1,500 feet (457 m) and more in places. It appears from NE as a massive wall with a smoothly rounded summit sloping gently seawards at each end. Many small bays notch the cliffs. Moss and grass grow in a number of deep valleys.

178 The SW coast of the island, with elevations of 150 to 300 feet (46 to 91 m), rises gently 5 miles inland to a plateau with elevations of 500 to 700 feet (152 to 213 m). Rivers rush down steep-sided valleys and enter the sea at the heads of narrow inlets. There are groups of **rocks** in places offshore.

179 The NW coast at Salisbury Island, with elevations of 100 to 200 feet (30 to 61 m), breaks into rugged islands of the same elevation. These islands are inhabited by large herds of walrus. The SE coast is low with islets and **rocks**; **foul ground** extends 2 miles offshore.

180 **Pricket Point** *(63°27'N, 76°32'W)*, at the east end of Salisbury Island, is low but elevations of 500 feet (152 m) occur 1 mile inland.

181 **Trinitie Rock**, elevation 40 feet (12 m), and **Minion Rock**, elevation 10 feet (3 m), lie 7 miles SE and 5 miles south of Pricket Point. **Submerged rocks**, positions approximate and doubtful, are 1.6 miles SW of Trinitie Rock and 4 miles SW of Minion Rock.

182 A long inlet can be entered between Pricket Point and a cape *(63°31'N, 76°35'W)*, 800 feet (244 m) high, 4 miles NNW. This inlet is reduced to 0.5 mile in width by an island 3 miles within the entrance. The inlet continues for 3 miles between smooth rocky shores, over 300 feet (91 m) high, almost to the SW coast of Salisbury Island.

183 An inlet with two islands in the entrance is on the north coast near the NW end of Salisbury Island. There are channels on each side of the eastern island and there is a narrow belt of **mud flats** at the head of the inlet.




184 In 1960 the *M.V. Arctic Sealer*, drawing 15 feet (4.6 m), found **anchorage** in **Edaloh Inlet** *(63°37'N, 77°24'W)* in 10 fathoms (18.3 m), mud, halfway up the inlet on the north side. Fresh water was obtained from a nearby stream. This inlet, because of its high shores, provides good shelter except to the west. Strong **tidal streams** flow through the channel between the west end of Salisbury Island and the off-lying islands and across the mouth of Edaloh Inlet. These currents presented little problem as there is ample manoeuvring room for small ships in the entrance and the flow inside the inlet is negligible.

185 **Nottingham Island** *(63°19'N, 78°00'W)* lies on the north side of the main shipping channel into Hudson Bay.

186 **Fraser Island** *(63°29'N, 78°28'W)*, 300 feet (91 m) high, is separated from the NW corner of Nottingham Island by a narrow channel. There are several islets lying offshore. The land on both sides of the channel between Fraser and Nottingham Islands is high at the NE end of the channel becoming lower towards the SW. Westerly seas break on the **reefs** and low points at the SW end near high water.



187 A small cove on the south shore at the east end of the channel described above provides **anchorage** for small vessels over mud, sand and shell, with good shelter from all except NE winds and seas. A small river flows into the head of the cove generating a strong current. **Fresh water** can be obtained here. A sandy beach provides a good landing place at all stages of the tide.

188 The north coast of Nottingham Island is low to the west, increasing in elevation towards the east where it rises abruptly in cliffs and hills to 600 feet (183 m). The NE coast is high and bold, reducing in elevation towards the east end of the island. The SE coast of Nottingham Island is 100 feet (30 m) or less in elevation and infested with rocks, shoals and islets.

189 Strong **tide rips** and **overfalls** occur in the channel between Nottingham and Salisbury islands.

190 A wide inlet *(63°26'N, 77°46'W)* at the north end of the NE coast narrows rapidly within its entrance to less than 0.2 mile in width. The inner portion has rocky islets.

191 **Barry Rock**, with 6 feet (1.8 m) or less over it, is 7 miles east of the east end of Nottingham Island; its position is doubtful.



192 **Port de Boucherville** *(63°11'N, 77°32'W)*, a small inlet near the SE tip of Nottingham Island, was the base of a Canadian Government expedition in 1884-86. The entrance is 0.25 mile wide between low rocky peninsulas. Depths in the outer part are from 4 to

8 fathoms (7.3 to 14.6 m). A narrows is formed 0.5 mile within the entrance by **shoals** extending from both shores. **Anchorage** may be obtained in a very restricted area inside the narrows in 4 fathoms (7.3 m), mud. The inlet is reported to be unsafe to enter for a vessel of 3,500 t.

193 To the SW the low coast, bordered by a narrow belt of rocks and reefs, rises gently from the sea to elevations of 400 and 500 feet (122 and 152 m) 5 miles inland.



194 *Nottingham Island* **light** *(2554) (63°05'N, 77°57'W)* is on the south end of the island.

195 A **racon**, identification Morse code letter "N" (— •), is at the *Nottingham Island* light structure.

196 A bay entered NW of *Nottingham Island* light has a number of islets along its north shore connected to the main shore by **drying flats**. The bay divides into two inlets 0.7 mile within the entrance; the northern of these dries completely but the eastern inlet can be navigated by small craft for 0.5 mile and has a sand foreshore which has been used for landing.



197 Vessels have found unsheltered **anchorage** off the above-mentioned outer bay in from 7 to 15 fathoms (13 to 24 m).



198 A strong easterly **current** may be encountered in the vicinity of the *Nottingham Island* light-structure, even during the flood tide, and **tide rips** form off the point south of the light-structure. These appear on radar as an extension of the point.

Chapter 4

Hudson Bay
East Side



General

Chart 5002

1 **Hudson Bay** is a large inland sea in the NE part of the Canadian mainland, accessed through Hudson Strait. This chapter covers the east coast from Pointe Taliruq to Pointe Louis-XIV.

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 Islands, islets and **shoals** are found more than 100 miles off the east shore of the bay. Patches with depths of 10 fathoms (18.3 m) are found between Mansel and Coats Islands; **isolated shoal areas** with depths of 14 to 20 fathoms (25 to 37 m) are in the NE and south-central parts of the bay and up to 60 miles off the SW and west shores. There are no known mid-bay depths under 10 fathoms (18.3 m).

6 **Firing practice and exercise areas** have been established in Hudson Bay for rocket-firing purposes *(for details see the annual edition of Canadian Notices to Mariners)*. Mariners are advised to contact *Canadian Coast Guard* radio station *MCTS Iqaluit (see Radio Aids to Marine Navigation — Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic)* before passage through the bay.

Pointe Taliruq to Cape Smith

Charts 5449, 5412

7 **Caution**. — Much of the area covered by *Chart 5449*, particularly the inshore waters, is **not surveyed**. Much of the charted hydrographic information on *Charts 5449* and *5412* is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended in sounded waters.

8 The coast is low and regular with no outstanding features between Pointe Taliruq *(62°22'N, 78°05'W) (described in Chapter 2)*, and Kovik Bay, 43 miles south.

Chart 5412

Ice Harbour to Pointe Bernier

9 **Ice Harbour**, 3 miles SSW of Pointe Taliruq, has **foul ground** off the entrance and has a **drying flat** at its head.

10 **Caution**. — **Depths** in the harbour are not known.

11 **Peck Inlet** lies 3.5 miles SSW of Ice Harbour. The inlet has not been fully surveyed but **rocks** and **shoal depths** of 2 fathoms (3.7 m) are up to 2 miles off its entrance.

12 There is good **anchorage** for small craft at the head of Peck Inlet.

Chart 5449

13 **Pointe de Sainte-Hélène** is a slight projection 7 miles south of Peck Inlet.

14 **Kovik Bay** *(61°30'N, 77°44'W)*, 30 miles farther SSE, has many islands and **shoals**. **Rivière Kovic**, **shallow** and rapid, flows into the bay through rounded rocky hills less than 100 feet (30 m) high. **Pointe Bernier** is a low flat point at the south entrance of Kovik Bay.

Offshore islands

15 **Mansel Island** *(62°04'N, 79°48'W)* is 32 miles west of the mainland coast. The island is composed of limestone gravel ridges from 10 to 40 feet (3 to 12 m) high on the west side and 100 feet (30 m) high on the east side. **Swaffield Harbour**, a cove in the north side of the island, was the site of a *Hudson's Bay Company* post.

16 **Caution**. — A **boulder reef** extends 1 mile NW from the north point of Mansel Island and **dangerous rocks** are close off the north shore. Give this shore a berth of 2 miles.

17 **Caution**. — **Cape Acadia**, the south end of Mansel Island, has **rocky reefs** for 5 miles offshore and should be given a berth of at least 7 miles. For almost 20 miles NW of Cape Acadia, the shore is bordered by a **shoal bank** extending up to 5 miles offshore.

18 The **tidal ranges** of mean and large tides are 2.7 and 4.1 feet (0.8 and 1.4 m) near Cape Acadia.

19 *Mansel Island* **light** and **racon** *(2550)* are at the north end of the island.

20 *Cape Acadia* **light** *(2551)* is shown from the south end of Mansel Island.

21 **Anchorage** with good holding in a heavy SW gale was obtained off the north end of Mansel Island, in 21 fathoms (38 m), with *Mansel Island* light bearing 252° and the east side of the island bearing 144°. **Anchorage** has also been obtained 1.5 miles off the north end of the island, 1.5 miles west of the boulder reef, in 7 fathoms (12.8 m), sand.

22 **Anchorage** in NE gales may be found NW of Cape Acadia in 30 fathoms (55 m). **Anchorage** has also been found 1.5 miles east of Cape Acadia in 15 fathoms (27.4 m). Vessels have found **anchorage** off the south point of the river 24 miles NNE of Cape Acadia, in depths of 16 fathoms (30 m).

23 **Currents** along the east side of Mansel Island have a dominant southerly flow.

24 A **magnetic anomaly** exists north of Mansel Island.

25 **Coats Island** *(62°35'N, 83°00'W)*, 60 miles WNW of Mansel Island, is low and flat with elevations less than 100 feet (30 m) except near Cape Pembroke.

26 **Cape Pembroke**, at the NE end of Coats Island, rises rapidly to 500 feet (152 m) on its north side and reaches 600 feet (183 m) 2 miles inland. It makes an excellent **landmark**, visible for many miles.

27 *Cape Pembroke* **light** *(2548)* is shown from the NE end of Coats Island.

28 **Caution**. — **Isolated** 10-fathom (18.3-m) **shoal patches** are near mid-channel, 27 miles SSE and 42 miles SE of *Cape Pembroke* light.

29 **Cairn Cove**, 3 miles south of *Cape Pembroke* light, is a small cove with a **conspicuous** cairn on its SE shore. It is the only harbour on Coats Island.

30 **Anchorage** with good holding, but of restricted area, is available in 8 fathoms (14.6 m) in the middle of Cairn Cove.

31 **Caution**. — The harbour is unusable in winds from NNE to SE because of **heavy swell**.

32 **Carys Swan Nest** *(62°10'N, 83°08'W)*, the SE end of Coats Island, is composed of limestone gravel ridges, not over 50 feet (15 m) high, with many freshwater lakes. The west shore of the point is swampy above the high water line.

33 **Caution**. — The west shore is bordered by a **boulder bank** that dries for 0.5 mile offshore and has depths of less than 6 feet (1.8 m) 2 miles south of the point. The 3 fathom (5.5 m) line is 0.5 mile farther off and the point should not be approached closer than 5 miles. The east shore of the point is much cleaner; the **boulder bank** extends only a short distance offshore.

34 *Coats Island* **light** and **racon** *(2549)* are on Carys Swan Nest.

35 **Shoran Bay** is between Carys Swan Nest and **Cape Southampton** at the low SW end of Coats Island.

36 *The west and north sides of Coats Island are described in Chapter 6.*

Pointe Bernier to Cape Smith

37 The coast between Pointe Bernier and Kettlestone Bay *(61°12'N, 77°44'W)*, 14 miles south, is low with occasional dark ridges of rock rising a few feet above the terrain. The shores of the wide, unsheltered bays have boulder-covered points and sandy heads with the odd outcrop of rock. There are a few boulder-covered islands close offshore.

38 **Pointe du Profond** is a **conspicuous hill**, 50 feet (15 m) high, 0.5 mile off the mainland on the end of a narrow neck of boulders. This is the north entrance point of **Kettlestone Bay**. The point has been used by Inuit for seal hunting in the spring.

39 Another **conspicuous hill** is 2.6 miles NE of Pointe du Profond. This hill, 211 feet (64 m) high, is the highest in the vicinity.

40 **Shelter** for small craft can be found at the head of Kettlestone Bay in the mouth of a small river.

41 **Pecten Harbour** *(61°02'N, 77°50'W)*, small and circular, is partly protected by a ring of boulders.

42 **Cape Smith** *(60°43'N, 78°43'W)*, the west end of **Smith Island**, is a prominent landmark 32 miles SW of Pecten Harbour. Smith Island is a rugged mass of dark green to black rock rising to elevations of 800 to 1,000 feet (244 to 305 m). A few narrow sheltered valleys running parallel to the long axis of the island support an abundant growth of grasses, heather, arctic flowering plants and some arctic willows.

43 **Caution**. — **Shoals** of 14 to 20 fathoms (26 to 37 m) are 60 to 90 miles west of Cape Smith.

Cape Smith to Akulivik

Chart 5512

44 **Babs Bay**, a large, well-protected bay on the south side of Smith Island, is sheltered on its south side by a narrow peninsula 3 miles long. A sand and gravel beach, at the mouth of a brook at the head of the bay, has provided a good landing place for small craft.

45 A cove on the south side of Smith Island, separated from Babs Bay by low land containing two lakes, was the site of the former *Hudson's Bay Company* post of *Cape Smith*. The head of this cove is sandy with a few stones. Small vessels can obtain **anchorage**, in 9.8 m of water, but the cove is exposed to SW winds.

46 Babs Bay provides sheltered **anchorage** with good holding in clay and sand.

47 The navigable channel from southward, between Smith Island and the mainland, ends at **Pointe Migeon**. This is the north entrance point to **Baie Akulivik** *(not named on the chart)*.

48 There is a strong SW ebb **current** off Pointe Migeon and a moderate to strong NE set on flood tides.

49 **Caution**. — Beyond this point, the northern section of the channel is **obstructed** by numerous **rocks** and **reefs** and is navigable only by small craft.

50 The south entrance point of Baie Akulivik is **Pointe Akulivik**.

51 **Caution**. — **Shoals**, **reefs** and above-water rocks also **obstruct** the centre of the south entrance to the channel to Baie Akulivik. A **route** between these obstructions and the east end of the peninsula on the south side of Babs Bay provides access with depths of 17 to 25 m. Follow the charted track to Baie Akulivik. The minimum depths are 12 m in the channel and 10 m in the entrance to Baie Akulivik.

52 **Caution**. — Deeper water is available elsewhere in the channel but deviation from the charted track should not be attempted without **local knowledge**.

53 The **current** in the channel is estimated to be 3 to 4 knots at all times except for periods of approximately 45 minutes at slack water.

54 The **tidal ranges** of mean and large tides at Babs Bay and Akulivik are 0.3 and 0.5 m.

55 **Monts d'Youville** is a prominent range of dark green rock, rising from nearly flat land on both sides. A number of sharp, narrow, parallel ridges start more than

40 miles inland to the NE and the range terminates on Smith Island. The highest peaks are snow-capped. **Rivière Illukotat** flows parallel to Monts d'Youville; it enters the sea in the inlet south of Pointe Akulivik.

56 The settlement of **Akulivik** *(60°49'N, 78°10'W)*, population 472 *(2001)*, was established in 1977 on the south side of Baie Akulivik. The community has a post office, police station and a health centre that provides medical and dental care. There is a store in the settlement and a *Nunavik Cooperative Hotels* facility provides accommodation. *Air Inuit* provides flights seven days a week.

57 Three gravel and rubble breakwaters at Akulivik provide shelter for a landing ramp and a small-craft harbour. Privately maintained lights mark the breakwaters and entrance.

Cape Smith to Cape Dufferin

Charts 5449, 5512

58 Between Cape Smith and Cape Dufferin, 125 miles south, the coast is low and marshy with many bays, islands, **banks** and **shoals**.

Pointe Akulivik to Povungnituk Bay

59 **Knight Harbour** is 1.8 miles SE of Pointe Akulivik. **Île Gobin**, elevation 30 m, forms the south side of Knight Harbour.

60 **Anchorage**, in 25 to 30 m over a mud bottom, can be found in the bay east of the NE end of Île Gobin. A channel, with numerous **shoals** on each side, leads to the anchorage. The channel has depths of 15 to 42 m and a minimum width of 0.25 mile but should not be attempted without local knowledge. There is also **anchorage** at the head of the harbour in an average depth of 13 m. Knight Harbour, except for the anchorage NE of Île Gobin, is exposed to the SW.

Chart 5449

61 **Pointe Morin**, a low point 3 miles east of Île Gobin, is the south entrance point of **Rivière Chukotat**.

62 **Mosquito Bay** *(60°43'N, 77°53'W)* is a ragged indentation between Île Gobin and **Pointe Demers**, 10 miles SE. **Rivière Iktotat** enters a long inlet in the east part of the bay. The mouth of this inlet is **obstructed** for 3 miles by numerous small islands that are the tops of **submerged ridges**. The depth between the ridges is a uniform 5 fathoms (9.1 m). The inlet becomes gradually shallower towards the head.

63 **Korak Bay** is obstructed by islands and **reefs**. Low rounded hills form the south shore. **Rivière Korak** flows into the head of the bay.

64 The north and south shores of **Neakongut Bay** *(60°31'N, 77°38'W)* are bordered by islets and **rocks** for up to 3.5 miles offshore. **Rivière Sorehead** is navigable by small craft as far as **rapids** 12 miles upstream from the head of the bay. **Pointe Cusson** is the south entrance point of the bay.

65 **Thompson Harbour**, filled with islets and **rocks**, is sheltered by **Magnet Island** to the north and by two unnamed islands to the west.

66 A very strong **magnetic anomaly** is reported in the vicinity of Magnet Island.

67 **Pointe Coutlée** is 5 miles south of Thompson Harbour.

68 A group of three **radar conspicuous islets** are within 7 miles NW and 9 miles WNW of Pointe Coutlée. A **rock awash** lies 5.5 miles west of Magnet Island.

Charts 5510, 5449

69 **Caution**. — Much of the area shown on *Chart 5510* is **not surveyed** and some of the hydrographic information is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended when navigating in sounded waters.

70 **Povungnituk Bay** *(59°55'N, 77°40'W)*, entered between **Pointe Dufrost** and **Pointe aux Écueils**, 22 miles SSW, has irregular shores mostly under 30 m in elevation. There are numerous low islands, islets and **rocks** offshore.

71 **Shallow Bay** and **Reef Bay** are on the SE and south shores of Povungnituk Bay. **Rivière Kogaluc** flows through **Lac Kogaluc** into the head of Reef Bay.

Chart 5510

Approaches to Puvirnituq (Povungnituk)

72 **Uvillutuuq Islands** and **Qairtuinnaq Rock** are 5 and 8 miles NNE of Pointe aux Écueils.

73 **Caution**. — **Dangerous rocks** are up to 6.5 miles west and WNW of Qairtuinnaq Rock and **uncharted dangers** may exist.

74 **North Kopak Island**, elevation 5 m, and **South Kopak Island** *(60°00'N, 77°44'W)* lie 5 miles SW of Pointe Dufrost. **Long Reach Island**, elevation 2 m, lies 3 miles farther SE.

75 A **beacon**, elevation 22 m, is on Long Reach Island; the island has been detected at 10 miles. The

POVUNGNITUK (date unavailable)



condition of the Long Reach Island beacon is unknown *(2005)*.

76 **South Island**, **Rock Island** and **Inooksulik Island** lie 3, 4, and 6 miles eastward of Long Reach Island.

77 **Caution**. — The area inshore of Inooksulik Island is scattered with **dangerous rocks**.

78 **Rivière de Puvirnituq (Povungnituk)**, at the head of Povungnituk Bay, is entered between **Pointe Big Finger** *(60°01'N, 77°20'W)* and **Pointe Fish**; both points can be identified easily by their **conspicuous boulders**. **Innelatevik Island**, elevation 24 m, is the largest of three islands lying off the river mouth.

79 **Île Fat**, **Île Big (Island)** and **Île Inussuliapik (Cairn)** lie between 2 and 3 miles inside the river mouth. The river is **shoal** above these islands with many islands and **rocks**.

80 **Caution**. — **Rocks** with depths of 0.3 and 2.3 m, lying off Pointe Fish and Pointe Big Finger, **obstruct** the entrance to Rivière de Puvirnituq. A depth of 8 m can be maintained through the river entrance to the anchorage off Île Fat.

81 A series of six **leading beacon ranges** mark the approach and entrance to Rivière de Puvirnituq. Each **beacon** is a square skeleton **tower** carrying a trapezoid fluorescent-orange **daymark** with a black vertical stripe.

82 The front beacon of the outer range, on an island 0.2 mile SE of Innelatevik Island, is 7.6 m high with an elevation of 15 m. The rear beacon, bearing 046°, 1.38 miles from the front beacon, is 15 m high with an elevation of 42 m.

83 The front beacon of the second range, 0.23 mile SSE of Pointe Fish, is 9.1 m high with an elevation of 15 m. The rear beacon, bearing 080°, 0.31 mile from the front beacon, is 6.1 m high with an elevation of 24 m.

84 The front beacon of the third range, 0.38 mile NW of Pointe Big Finger, is 15 m high with an elevation

of 24 m *(see LL 6447.24)*. There is a **racon** on this tower, with identification Morse code letter 'P' (• — —•). The rear beacon, bearing 026°, 0.28 mile from the front beacon, is also the rear beacon of the first range.

85 The front beacon of the inner range, on an islet close west of Île Big, is 7.6 m high with an elevation of 10 m. The rear beacon, bearing 074°, 0.36 mile from the front beacon, is 6.1 m high with an elevation of 19 m. Both towers of the inner range are topped with radar reflectors.

86 The front beacon of the fifth range, approximately 0.22 mile N of Pointe Big Finger. The rear beacon, bearing 035° approximately 0.19 mile from the front beacon.

87 The front beacon of the sixth range, aprroximately 0.27 N of Timmijuuvinirtalik. The rear beacon, bearing 080° approximately 0.21 mile from the front beacon.

88 Follow the charted tracks to enter Povungnituk Bay and Rivière de Puvirnituq.

89 The **least depths** along the tracks are 12 m in the approaches and outer part and 8.3 m in the inner part of the bay, ESE of Inooksulik Island *(59°59'N, 77°27'W)*.

90 **Caution**. — The bottom is irregular and **rocks** and **shoals** lie close on either hand.

91 **Anchorage** has been obtained in a position bearing 195°, 3 miles distant from South Island, in 30 m with good holding but with no shelter. In 1976, a vessel anchored several times in this berth in northerly winds of up to 35 knots.

92 The settlement of **Puvirnituq (Povungnituk)** *(60°02'N, 77°16'W)*, population 1,287 *(2001)*, is on the north shore of Rivière de Puvirnituq at the head of Povungnituk Bay. The community has a post office, hospital and police station. There are a variety of retail stores and accommodation is available at 3 hotels. *Air Inuit* provides flights 7 days a week.

93 **Anchorage** can be obtained between the river mouth and the settlement and also east of Île Fat.

94 SE **winds** tend to decrease the **tidal range** at Puvirnituq while SW winds increase it. The **current** in the river is strong.

95 A privately maintained **aeromarine radiobeacon** near the settlement transmits on 338 kHz with identification YPX (— • — — • — — • — • • —).

96 **Jetties** for small craft, with 0.9 to 1.5 m (3 to 5 ft) of water alongside, are near the settlement.

Chart 5449

Offshore islands

97 **Ottawa Islands** *(59°30'N, 80°20'W)* are a group of bare rugged islands of black volcanic rock lying 65 miles off the east shore of Hudson Bay.

98 **Bronson Island** and **Booth Island**, at the north end of the group, have elevations of 400 and 500 feet (122 and 152 m). The unnamed island close SE of Bronson Island is 200 feet (61 m) high.

99 **Gilmour Island** rises to 1,130 feet (344 m) at **Mount Allan**. **Murray Harbour**, on the south side of the island, was frequently used by whaling ships in the 19th and early 20th centuries; it is surrounded by high hills. A stream flowing through a rounded valley empties at a sand beach at the head of the harbour. A bay on the NE side of the island is reported to be a good landing place. An islet and two dry rocks lie 2 and 5 miles west of the SW end of Gilmour Island.

100 **Perley Island** *(59°40'N, 80°16'W)*, elevation 740 feet (226 m), **Pattee Island** and **J. Gordon Island**, both 400 feet (122 m) high, lie SW of Gilmour Island.

101 **Eddy Island**, elevation 500 feet (152 m), and **House Island**, elevation 232 feet (71 m), are the largest islands of the chain extending SSW of Perley Island.

102 **Waters Island**, elevation 215 feet (66 m), is the only named island of a small group 15 miles south of House Island. The northernmost island of the group has an elevation of 200 feet (61 m).

Charts 5705, 5449

103 A small unnamed island *(58°52'N, 80°25'W)*, elevation 120 feet (37 m), with two dry rocks close south, lies 13 miles SE of Waters Island. Two islets, existence doubtful, are 12 miles SSE and 11 miles SSW and another unnamed island is 16 miles SW of Waters Island.

104 **Farmer Island** *(58°25'N, 80°47'W)*, of barren grey rock with a few shingle beaches, has a bay in the NE part of the island that is partly protected by smaller islands.

105 There is a **radar reflector** fitted to a skeleton **tower** 35 feet (11 m) high, with an elevation of 65 feet (20 m), on Farmer Island.

106 **Surge Islands**, actually two islets, and a **shoal rock** are 12 miles south of Farmer Island. Two **banks**, one whose position is approximate, with depths of 15 and 12 fathoms (27 and 22 m), are 14 miles NE of the island.

107 **Midbay Shoal**, with a depth of 16 fathoms (29 m), lies near the centre of Hudson Bay, 140 miles west of Farmer Island.

Chart 5449

Povungnituk Bay to Cape Dufferin

108 The coastal **current** between Povungnituk Bay and Cape Dufferin, 95 miles SSW, flows constantly northward.

109 **Caution**. — A **rock** *(59°14'N, 79°00'W)* with a depth of 38 feet (11.6 m), reported in 2003, lies 24 miles offshore.

110 **Pointe Boucher** *(59°38'N, 77°48'W)*, 27 miles SW of Povungnituk Bay, is the north entrance point of **Shoal Harbour**. The harbour is filled with islets and rocks; **Rivière Polemond** flows into the head. **Pointe Bourjoli**, 14 miles SSW, is the end of a low peninsula forming the north side of **Kogaluk Bay**. This bay is also filled with islets and rocks. **Checkered Islands** are a chain of four islands extending west from Pointe Bourjoli. **Pointe Pamiuq** projects from the east shore of Kogaluk Bay.

111 **Pointe Despins** *(59°10'N, 78°11'W)* is the north entrance point of **shallow**, island-filled **Mistake Bay**. **Rivière Koktac** enters the sea 2 miles south of this bay.

Chart 5705

112 **Caution**. — Most of the area covered by *Chart 5705* is **not surveyed** and much of the charted hydrographic information is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended in sounded waters.

113 **Elsie Island** *(58°50'N, 78°55'W)*, 200 feet (61 m) high and composed of granite, is the largest of a cluster of islands and islets lying up to 20 miles off the mainland shore. This chain includes the two **Komaluk Islands** and **Peckham Island**. There is a good harbour for small craft in the middle of the west side of Elsie Island with depths of 15 feet (4.6 m) in the entrance and 36 feet (11 m) inside.

114 A **beacon** with three fluorescent-orange rectangular **daymarks** and a **radar reflector** on a skeleton **tower** 30 feet (9.1 m) high, with an elevation of 76 feet (23 m), is on an islet 6 miles west of Elsie Island. The north end of the islet rises to an elevation of 65 feet (20 m).

115 **Alle Harbour**, on the mainland shore, is **obstructed** by many **rocks**. The harbour is sheltered to the west by **Staff Island**. **Commodore Island** *(58°47'N, 78°40'W)* and **Inman Island** are SW and south of Staff Island; all of the islands have elevations less than 100 feet (30 m). **Levy Island** is the only named island of a large group lying between Inman Island and **Promontoire Portland** *(58°41'N, 78°33'W)*, 4 miles SSE. The promontory, with an elevation of 100 feet (30 m), separates **Beartrack Bay** from **Portage Bay**. Both bays are full of islets. **Péninsule Bates**, 200 feet (61 m) high in its south part, forms the west side of **Witch Bay**. **Captain Island**, **Ward Island**, **Cox Island** and **Whitney Island**, all with elevations of 100 feet (30 m), lie off the west side of Péninsule Bates.

116 **Five Mile Inlet** is 3 miles SE of Péninsule Bates.

117 **Anchorage** for small craft can be found in a small bay on the SE side of the entrance to Five Mile Inlet.

118 **Cape Dufferin** *(58°38'N, 78°42'W)* is the NW end of **McCormack Island**. The island has an elevation of 100 feet (30 m).

Cape Dufferin to Nastapoka Islands

Chart 5003

119 The coast between Cape Dufferin and Pointe Louis-XIV, 240 miles south, forms a large semi-circular bight containing several groups of offshore islands. Belcher Islands are the largest. A series of islands, the Hopewell and Nastapoka groups, borders most of the northern two-thirds of the coast. These are totally different in origin and appearance from the mainland and, except for one 40-mile gap, provide a sheltered coastal channel for small craft. High steep land rises 1,000 to 2,000 feet (305 to 610 m) behind the mainland shore.

Chart 5705

Cape Dufferin to Inukjuak

120 **Hopewell Islands**, with a maximum elevation of 200 feet (61 m), lie parallel to the coast for 50 miles SE of Cape Dufferin; the islands are long and narrow. On the east side, the larger islands have steep but often broken cliffs; on the west side they have gradual slopes. **Hopewell Sound** extends between Hopewell Islands and the mainland.

121 **Moore Island** *(58°33'N, 78°32'W)*, separated from McCormack Island by a very narrow passage, has an elevation of over 100 feet (30 m) in the central part. An islet with an elevation of 4 feet (1.2 m), existence doubtful, was reported 2 miles WSW of the south end of Moore Island.

Chart 5471

Approaches to Inukjuak

122 **Caution**. — Some of the areas covered by *Chart 5471* are **not surveyed** and should not be entered without local knowledge.

123 The land behind the coast consists of low rolling hills of mostly bare rock.

124 **Young Island** *(58°30'N, 78°21'W)* is separated from **Murray Island**, close SE, by a passage suitable only for small craft. **Kit Island** is almost joined to Murray Island.

125 **Caution**. — A **rocky shoal**, with a least depth of 2 feet (0.6 m), lies in the middle of Hopewell Sound 0.8 mile ENE of Murray Island. An **isolated** breaking **rock** is 1 mile NE of Murray Island, in unsounded waters. **Shoal water** extends from **Patterson Island** more than halfway to Kit Island.

126 There is a **beacon** on the SE point of Patterson Island. The condition of this beacon is unknown *(2005)*.

127 **Bluff Island** *(58°25'N, 78°09'W)*, **conspicuous**, has high dark cliffs rising to a flat top. A **conspicuous rock** is on the west end of the island.

128 **Caution**. — **Shoals** with depths less than 6 fathoms (11 m) are in mid-channel north of Bluff Island.

129 **Algerine Channel**, between Patterson and Bluff Islands and **Harrison Island**, is obstructed on its south side by **Fairway Island** and two unnamed islands.

130 **Caution**. — **Breaker Shoal**, **obstructing** the centre of the channel with a least depth of 10 feet (3 m), is an extensive **shoal area** that breaks heavily in a moderate sea. **Shoal water** extends up to 0.2 mile west and north of Fairway Island and a 21 foot (6.4-m) **patch** lies 0.6 mile SW of the island.

131 **Palisade Cliffs**, prominent cliffs on the north coast of Harrison Island, have a **cairn** on the summit. There are several islands and shoals off the SW side of Harrison Island; vessels should remain outside the 20 fathom (37 m) line. **Fraley Island** is separated from the SE end of Harrison Island by a narrow deep channel.

132 **Hopewell Narrows** *(58°23'N, 78°04'W)*, between Harrison Island and the mainland, is only 60 feet (18 m) wide and is partly **obstructed** by large **boulders**. A transit of the narrows was made at high water by a launch drawing 3 feet (0.9 m). **Rivière Kongut** enters Hopewell Sound 2 miles ENE of the narrows.

133 **Sheep Island** *(58°26'N, 78°08'W)*, bare and rocky and bordered by **shoal water** except off its east point, lies 1 mile NE of Bluff Island.

134 **Rivière Innuksuac**, flowing at 4 knots, empties into Hopewell Sound 0.7 mile NE of Sheep Island. The river mouth is **shallow** with depths of 2 to 3 feet (0.6 to 0.9 m) and is **obstructed** by a central **drying bank**. The river flows over a series of **rapids** 2 miles upstream from the mouth.

135 **Caution**. — **Channels** in the river mouth change from year to year. **Boulders**, which could be deposited or moved by ice during break-up, are difficult to see due to discolouration of the water.

136 **Caution**. — **Seaplanes** land at the mouth of the river.

137 **Pointe du Poste** forms the NW side of the entrance of Rivière Innuksuac. A **drying sand spit** extends 0.2 mile SW and **shoal rocks** extend 0.1 mile SE of the point.

138 The **dome** of an inactive meteorological station, **radio masts** near the settlement and a **cairn** 1.3 miles east of the settlement are **conspicuous**. Red air obstruction **lights** on the masts are **conspicuous** at night.

139 The settlement of **Inukjuak (Inoucdjouac or Port Harrison)** *(58°27'N, 78°06'W)*, population 1,294 *(2001)*, is on the mainland shore of Hopewell Sound at the mouth of Rivière Innuksuac. The community has a post office, a police station and a health clinic with medical and dental facilities. There are two retail stores and a convenience store. Accommodation is provided by two hotels and *Air Inuit* provides flights seven days a week.

140 The average thickness attained by smooth **fast ice** at Inukjuak is 219 cm with a record maximum thickness of 284 cm *(1972)*. Break-up normally begins during the second half of May with the river clearing of ice by the third week of June. Freeze-up usually begins during the last week of October and complete ice cover is in place by the first of December. Three to four weeks variation in break-up and freeze-up dates can occur.

141 The **tidal ranges** of mean and large tides at Inukjuaq are 1.1 and 2.1 feet (0.3 and 0.4 m).

142 A privately maintained **aeromarine radiobeacon** near the settlement transmits on 396 kHz with identification PH (• — — • • • • •).

143 **Anchorage** can be obtained in 15 fathoms (27 m), clay and sand, 0.3 mile SE of Sheep Island and in 11 fathoms (20 m), clay, north of Sheep Island. There is little protection from southerly winds in either berth.

144 Small vessels can find **anchorage** in the bay 1 mile west of the settlement. **Fresh water** can be obtained

from a nearby stream using 1,000 feet (305 m) of hose. Two substantial rubble breakwaters off the east entrance point of the bay provide shelter for a small-craft harbour with a floating wharf, a landing ramp and a concrete wharf with a small crane. There are privately maintained lights marking the breakwaters and entrance. Small craft can find good **anchorage**, out of the current, in a small cove on the west side of the point 0.3 mile NNE of the church at the settlement.

145 A good **landing beach** near the settlement can be used at all stages of the tide. Roads are sand, with poor traction. Cargo is shuttled to shore by small craft.

146 An **overhead cable** with a clearance of 20 feet (6.1 m) crosses the river 0.2 mile north of the church.

Chart 5705

Inukjuak to Rivière Nastapoka

147 The southern islands of the Hopewell group are **Frazier Island** *(58°19'N, 77°53'W)*, **Drayton Island**, **Leonard Island**, **Hotchkiss Island** and **Bartlett Island**. All are similar in appearance with high east sides and elevations of 100 to 200 feet (30 to 61 m).

148 **Porpoise Cove** is on the mainland coast east of Frazier Island. **Pointe Normand** is on the mainland east of Bartlett Island.

149 **Success Island** *(58°04'N, 78°08'W)* and several islets are 17 to 18 miles west of Bartlett Island.

150 **Caution**. — A **shoal rock**, position approximate, lies 23 miles west of Bartlett Island. Discoloured water and a **shoal depth** of 7 fathoms (12.8 m) are 8 miles farther NW.

151 The coast is rugged and rocky between Pointe Normand and Cotter Island, 27 miles SSE, with ragged hills 1,000 feet (305 m) high a few miles inland.

152 **Landlocked Harbour** *(58°01'N, 77°12'W)*, 14 miles SE of Pointe Normand at the mouth of **Rivière Kikkerteluc**, offers good and sheltered **anchorage**. The river mouth is **shallow**.

153 **Bell Harbour** is 4 miles farther SSE; this inlet is **not surveyed**. An island, existence doubtful, is 10 miles WSW, and a 15 fathom (27 m) depth, reported in 1973, is 9 miles SSW of Bell Harbour.

Offshore Islands — Marcopeet,Sleeper and King George Islands

154 **Marcopeet Islands** *(57°54'N, 79°39'W)* are a chain of barren islands lying 80 miles off the east side of Hudson Bay. The largest island is 50 feet (15 m) in elevation; half the surface is shingle, the remainder rock. Two islets lie 9 miles north of Marcopeet Islands.

Charts 5705, 5505

155 **Sleeper Islands**, 11 miles south of Marcopeet Islands, form a chain of islands and rocks 26 miles long.

156 **Caution**. — **Rocks** and **shoal water** lie midway between Marcopeet and Sleeper Islands.

157 **Kidney Island** *(57°33'N, 79°45'W)* is the largest of the Sleeper Islands. It has a sheltered harbour suitable for small vessels, close off the NE tip, inside a line of small islands. Small craft can find shelter among some small islands extending north of Kidney Island; the northernmost of these is 9 m (30 ft) high. **Reefs** and **drying shoals** are up to 4 miles east of Sleeper Islands.

158 A **radar reflector** on a skeleton **tower** is on the island close south of Kidney Island.

Chart 5505

159 **Caution**. — Some of the area covered by *Chart 5505* is **not surveyed** and much of the hydrographic information is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended when navigating in sounded waters.

160 **King George Islands** are midway between Sleeper Islands and the east shore of Hudson Bay. The group extends 25 miles SSE from the farthest north island *(57°33'N, 78°34'W)*.

161 **Beach Island** *(57°30'N, 79°03'W)*, the farthest NW of the group, is 9 m high and made of shingle beaches.

162 **Husky Island**, rocky and with a **shoal spit** extending 1.5 miles WSW, is 13 miles east of Beach Island. A narrow inlet in the north shore of Husky Island has depths of only 1.8 to 2.4 m in the entrance but has deep water inside; it is a suitable harbour for small vessels. Unnamed islands lie NW and NE of Husky Island.

163 **Driftwood Island** *(57°18'N, 78°24'W)*, the largest of the King George Islands, is formed of raised beaches, lakes, marshes and rocks. A **shoal spit** extends west from the island for almost 5 miles. The south coast has 5 m cliffs and smooth flat areas of rock; a large amount of driftwood has been found here. An excellent harbour for small craft is between two shingle beaches near the east end of the south shore.

164 Unnamed islands and islets are scattered almost 20 miles off the larger islands of the King George group.

Charts 5505, 5707

Offshore islands — Belcher Islands

165 **Caution**. — Most of the waters surrounding Belcher Islands are **not surveyed** and much of the hydrographic information is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended in sounded waters.

166 **Belcher Islands** *(56°12'N, 79°19'W)*, in the SE part of Hudson Bay, are a main group of four large and many smaller islands and two smaller groups off the north end of the main group. The small group to the NW is the **North Belcher Islands** and the NE group is the **Bakers Dozen Islands**.

167 A **shipping corridor** has been sounded from the deep waters of Hudson Bay east past the north end of Belcher Islands, then SE to the entrance of Eskimo Harbour. This corridor has been surveyed more accurately and completely than the surrounding area.

168 **Caution**. — The west and SW shores of the main group are very irregular and bordered with **rocks** and **shoals**; they are **dangerous** to approach.

169 All the Belcher Islands are barren and rocky and have a maximum elevation of less than 152 m. White bands of quartzite, reddish masses of ores and black hills are noticeable.

170 The larger islands contain many lakes; Kasegalik Lake on Flaherty Island, elevation 12 m, is the largest. Arctic char and whitefish are found in many of these lakes. Kasegalik Lake has a resident population of harbour seals and is a breeding ground for geese in May, June and July. Walrus, polar bears, fox and various species of seals are plentiful in the area. Wood is scarce; driftwood is found only on the west coast. The only trees are arctic willows and dwarf birch.

171 The climate of Belcher Islands differs widely from that of the mainland to eastward. The islands have far more overcast skies and cloud, stronger and more constant winds, but higher and more uniform temperatures.

Chart 5505

Belcher Islands — North part

172 **Split Island** *(56°50'N, 79°51'W)*, the largest of the North Belcher Islands, has an elevation of 25 m; an inlet almost divides the island in two.

173 A **radar reflector** on an aluminium skeleton **tower** 9.1 m high, with an elevation of 14 m, is on the NW point of Split Island.

174 **Caution**. — **Rocks** and **depths** less than 11 m extend 2.5 miles north of Split Island. **North Belcher Shoals** with a least depth of 2.2 m are 9 miles NNW of Split Island. **Depths** less than 11 m exist between North Belcher Shoals and Sleeper Islands to the north. The surveyed channel runs south of North Belcher Shoals.

175 The **tidal ranges** of mean and large tides at Split Island are 0.3 and 0.6 m.

176 **Tidal streams** of 3 knots flow between North Belcher and Sleeper Islands. These streams tend to set a vessel across the passage.

177 **Anchorage** in 26 m, mud, can be obtained south of Split Island.

178 **Radar Island** *(56°57'N, 79°41'W)*, **Laddie Island**, **Lukisee Islands** and **Johnson Island**, with no known deep passage between any of them, lie east of Split Island. Johnson Island, the highest, has an elevation of 58 m.

179 **Kugong Island**,with **Lillico Point** *(56°32'N, 79°33'W)* at the north end, has elevations of 15 m along its NW and west shores, 30 m along its east shore and 61 m near its SW end. The largest of the three islands between Lillico Point and Johnson Island is 17 m high.

180 **Rocks** and **shoals**, position approximate, with no known deep passage through them, join the SW end of Split Island to Kugong Island.

181 **Churchill Sound** is filled with islands, islets and **shoals**, particularly in its north end. **Moore Island** rises to 30 m.

182 **Flaherty Island**, highest in the NE, is the largest of the Belcher group. **Howard Peninsula**, elevation 30 m and terminating in **Howard Point**, forms the west side of **Coats Bay**. **The Bluff**, on the east side of the entrance to Coats Bay, is a prominent hill with an elevation of 76 m.

183 **Caution**. — **Depths** of 2.2 m lie 4 miles north and 2 miles NNW of Howard Point.

184 **Eskimo Harbour** *(56°36'N, 79°12'W)* is at the north end of Flaherty Island. **Wiegand Island**, elevation 82 m, forms the north side of the harbour. **Renouf Island**, with twin hillocks, forms the east side. The north hillock is 56 m high and the south one is 54 m high.

185 Eskimo Harbour is entered between **Claw Point** and **Mosisee Point** *(not named on the chart)*. **Blocked Passage**, at the south end of Renouf Island, has islets and **drying patches**.

186 The **tidal ranges** of mean and large tides at Eskimo Harbour are 0.9 and 1.2 m.

187 The hamlet of **Sanikiluaq**, population 684 *(2001)*, is the farthest south of the Nunavut communities.

The hamlet, on the east side of a cove on the south shore of Eskimo Harbour, has a post office, a health centre and RCMP detachment. There are 3 retail stores and a gift shop. *Inns North* provides accommodation. *Air Inuit* provides flights Mondays, Wednesdays and Fridays.

188 A large **oil tank**, elevation 31 m, and a radio tower, elevation 73 m, are **conspicuous** east of the hamlet.

189 An **aeromarine radiobeacon** near Sanikiluaq transmits on 208 kHz with identification YSK (— • — — • • • — • —).

190 **Anchorage** has been obtained off the hamlet.

191 Bakers Dozen Islands are a chain of islands and islets extending 27 miles north of Cape Bartlett *(56°26'N, 78°40'W)*. **Twin Cairns Island** *(56°31'N, 78°48'W)*, **Cake Island**, **Loaf Island** and the island 2.5 miles north of Loaf Island have elevations of 30 m. **Bun Island** and the remainder of the chain, including an island 10 miles ENE of Loaf Island almost divided into two parts, are lower.

192 **Caution**. — A 4 m **shoal** is 3 miles west of Cake Island. Another **shoal**, with a depth of 7.1 m, is 1.6 miles WNW of Cake Island.

193 **Cape Bartlett**, at the north end of **Tukarak Island**, rises to southward to **Four Steps Hill**. This hill has a step-like rock formation on its south side and is a good **landmark** for approaching the north entrance of **Omarolluk Sound**.

194 **Gushie Point** *(56°25'N, 78°55'W)*, on Flaherty Island, is the NW entrance point of Omarolluk Sound. The north end of the sound is bordered to the west by Mukpollo Peninsula and to the east by Tukarak Island. Most of the shores of the sound rise steeply to hills 61 m in elevation.

195 **Range Island**, elevation 9.4 m, is in the middle of the north entrance to the sound.

196 **Burwash Point** and **Desgoffe Point** project from the east shore of the north part of the sound. **Young Point** and **Tragedy Point**, the NE end of **Gilmour Peninsula**, project from the west shore.

197 The **tidal ranges** of mean and large tides in the central part of Omarolluk Sound are 1.2 and 1.7 m.

198 **Tidal streams** of about 3 knots occur in the entrances to Omarolluk Sound with heavy **tide rips** at the change of tide. The ebb tide in the sound flows south, the flood flows north.

199 **Caution**. — **Shoal depths** under 11 m extend from both shores of the sound almost to mid-channel and several **isolated shoal depths** between 5.5 and 9.1 m are in mid-channel north of Gilmour Peninsula.

200 **Rowatt Harbour** *(56°20'N, 78°56'W)* is **shallow**. Nothing is known of **Spence Harbour**.

201 **Meeko Point** rises to 30 m on the east side of the sound. **Salty Bill Hill**, elevation 127 m, is to the NE.

202 **Bradbury Island**, elevation 46 m, **Nero Island**, **Karlay Island** and **Mata Island** border the east side of the sound south of Meeko Point.

203 **Caution**. — A 10.1-m **shoal patch** is in mid-channel west of Bradbury Island.

204 **Dove Island**, elevation 15 m, lies between Bradbury Island and Tukarak Island. Dove Island is just north of a small bay on Tukarak Island that is the site of the abandoned Belcher Islands trading post *(see Charts 5707 and 5003)*.

205 **Anchorage** with good holding has been obtained 0.55 mile south of Desgoffe Point in mud and sand. Good **anchorage** is available in the harbour close south of Dove Island in 6.1 m, mud, with swinging room for a 30 m vessel.

206 **Laddie Harbour** *(56°15'N, 78°40'W)*, on the east coast of Tukarak Island, has a **rock** in the middle of the entrance and is **shallow**. The coast between Cape Bartlett and Laddie Harbour rises steeply to more than 122 m.

207 **Quorik Point**, 2.5 miles south of Laddie Harbour, rises steeply to 107 m. **McLeary Point**, 3 miles farther south, has twin 61-m summits.

208 **Caution**. — A shoal **depth** of 10.1 m was reported *(1986)* to lie 1.8 miles ENE of McLeary Point.

209 **Caution**. — Numerous islands and **shoals** lie in the area between Belcher Islands and Nastapoka Islands, which border the east shore of Hudson Bay 65 miles to the east. Most of the area is **not surveyed**.

210 **Salikuit Islands** *(56°21'N, 77°45'W)*, a group of several large islands and many islets and **rocks**, are midway between Belcher Islands and the mainland to the east.

211 **Caution**. — This group covers an area of 10 miles NNW/SSE and 25 miles WSW/ENE, ending within 15 miles of the mainland, and is reported to be bordered by **shoal water** for 6 miles northward and southward. A chain of islands and **rocks**, some of whose positions are doubtful, stretches NNW from Salikuit Islands for 47 miles to King George Islands.

Chart 5707

Belcher Islands — South part

212 The SW entrance to Churchill Sound, bounded by Kugong Island and **Revillon Island** *(55°56'N, 80°09'W)*, is choked with shoals, rocks and islands.

213 **Robertson Bay**, in the SW part of Flaherty Island, contains numerous islets and **shoals**. **Freakly Point** *(55°46'N, 79°47'W)*, the SE entrance point to the bay, has **shoal water** extending SSW for 1 mile or more. **Kasegalik Lake** drains through **Kasegalik River** into the east side of the bay.

214 A wide bay with deep water is entered east of Freakly Point, at the SE end of Flaherty Island. The bay has a narrow inlet at its head; this is the site of an abandoned village. The inlet is entered through a deep channel between an islet and **foul ground** extending from the west entrance point.

215 **Caution**. — Inside the inlet, the bottom is irregular with several **shoal pinnacles**. With local knowledge, a depth of 3 fathoms (5.5 m) can be carried to the head of the inlet.

216 **Anchorage** in 20 fathoms (37 m), mud, can be obtained 0.5 mile SSE of the islet.

217 **Wetalltok Bay** *(56°00'N, 79°16'W)* is bound to the east by **Gibson Peninsula**. A chain of islets and **rocks** extends SW some 19 miles from the peninsula. More islets and **rocks** reach 15 miles farther SW.

218 The entrance to **Kipalu Inlet** is between Gibson Peninsula and **Mukpollo Peninsula**.

Chart 5505

219 Kipalu Inlet terminates in **Kihl Bay**. The inlet has **Ney Island**, elevation 61 m, near its head. **Face Channel** lies west of Ney Island.

Chart 5707

220 Gibson and Mukpollo Peninsulas are from 100 feet (30 m) high at the south ends to almost 400 feet (122 m) at the north.

221 **Snape Island** *(55°44'N, 79°20'W)*, 200 feet (61 m) high in its south part, forms the SW side of Omarolluk Sound. The island is separated from Mukpollo Peninsula by **Rock Passage**.

222 **Caution**. — Rock Passage is partly **obstructed** by a **ridge** with a depth of 5 feet (1.5 m).

223 **O'Leary Island** and **Broomfield Island**, with elevations of 200 and 100 feet (61 and 30 m), form the SE side of Omarolluk Sound. These islands are separated from **Innetalling Island**, to the north, by **Ridge Passage** *(55°47'N, 79°08'W)*. **Sainsbury Point** is the south end of Broomfield Island.

224 *Broomfield Island* **light** and **racon** *(2552)* are on Sainsbury Point.

225 **Narrow Passage** is the south entrance to Omarolluk Sound. The channel *(indicated on the inset on Chart 5707)* has a least width of 450 feet (137 m) and a least depth of 44 feet (13.4 m) off the south end of O'Leary Island.

226 In Omarolluk Sound, **Walton Island** *(55°58'N, 79°06'W)* and **Camp Islands** *(not named on the chart)*, to the south, are joined by a **submarine ridge** with depths of 3 to 7 fathoms (5.5 to 12.8 m).

227 **Caution**. — **Shoal spits** extend north and south from the islands.

228 Gales from SW and west have been ridden out at an **anchorage** in 15 fathoms (27 m), mud, off **Deposit Cove** *(not named on the chart)*, on the east side of the north end of Walton Island.

229 Farther north, the east side of Omarolluk Sound is bounded by **La Duke Island**, an extension of Innetalling Island.

230 **Anchorage** in 10 fathoms (18.3 m) with good mud holding ground can be obtained 1.25 miles south of Camp Islands. Good **anchorage** has been obtained in **Red Fox Cove** in the SW part of Omarolluk Sound.

231 **Fresh water** is available from a stream on Innetalling Island, SE of Camp Islands, draining Mine Lake *(not shown on the chart)* using 1,500 feet (457 m) of hose.

232 **Mavor Island**, elevation 200 feet (61 m), shelters **Fairweather Sound** *(56°06'N, 78°52'W)*. **Rainbow Point**, the north end of Innetalling Island, is the SW entrance point of the sound.

233 **Caution**. — **Depths** in Fairweather Sound are irregular, ranging between 2 and 4 fathoms (3.7 and 7.3 m) but with several deeper areas between 14 and 21 fathoms (25.6 and 38 m). There is a 16 foot (4.9 m) **shoal** in the middle of the east entrance of Fairweather Sound. **Fair Island** *(56°06'N, 78°52'W)*, in mid-sound and less than 50 feet (15 m) high, has a **rock** close north and an islet 0.2 mile SSW; **shoal water** extends 0.1 mile south of the latter. **Johnnys Island**, with a **drying rock** close NW, is just inside the west entrance. **Shoal water** extends 0.5 mile from the north side of this entrance. **Shoals** with depths of 7 and 1 feet (2.1 and 0.3 m) are in the NW approach to Fairweather Sound, east of La Duke Island.

234 **Fairweather Harbour** *(56°01'N, 78°59'W)*, entered between **Sala Point** and **Spracklin Point**, is deep and sheltered by several islands in its entrance but has limited swinging room.

235 **Caution**. — A dry rock and a **rock which covers and uncovers** are 1 mile ENE, and **shoal water** may extend north of the northern end of Spracklin Point.

236 **Camsell Island** *(56°02'N, 78°40'W)*, elevation 30 feet (9.1 m), is one of a line of islets and **rocks** that extend south for 25 miles from McLeary Point on Tukarak Island.

237 **Caution**. — More islands and **rocks**, some of whose positions are doubtful or approximate, are up to 35 miles east and SE of McLeary Point.

Chart 5505

Nastapoka Islands

238 **Nastapoka Islands** are a narrow chain of islands, islets and **rocks**, 100 miles long, lying parallel to and close off the east coast of Hudson Bay. The islands have steep but often broken cliffs on their eastern sides but on the west sides they slope gradually towards the sea. Some of the islands reach an elevation of 122 m. The eastern shores of the islands have deep water close inshore.

239 **Caution**. — The west shores are **dangerous** to approach because of **shoal water** and numerous **submerged reefs**.

240 **Nastapoka Sound**, between Nastapoka Islands and the mainland, has an average width of 2 miles. The sound is deep enough over most of its length for medium-sized vessels.

241 **Caution**. — A **submerged ridge** 0.8 mile east and SE of Anderson Island has a least depth of 9.9 m.

242 The mainland coast of the sound has elevations of 305 to 610 m close inland. There is deep water close inshore except at the mouths of rivers where alluvial sand has created shoals and where **reefs** lie off the coast, in places, especially around rocky points. There are no safe large harbours on the mainland. The mouths of Rivière Longland and Rivière Nastapoka are the only shelter for small craft.

243 **Cotter Island** *(57°46'N, 77°01'W)*, the farthest north of the Nastapoka group, has a greatest elevation of 61 m in its NE part. High and steep at each end and low in the middle, it appears from a distance to be two islands.

244 **McTavish Island** *(57°33'N, 76°53'W)* is 61 m high; it offers no safe anchorage. On the mainland, **Rivière Boniface** enters the sea 4 miles NNE of the island.

245 **Caution**. — There is a 16.3 m **sounding** 6.5 miles west of the river mouth.

246 The **tidal ranges** of mean and large tides are 0.7 and 1.1 m at McTavish Island.

247 **Broughton Island**, separated from McTavish Island by a passage with a least depth of 24 m, is the largest of the Nastapoka Islands chain; it rises to 122 m. Two small bays at the north end and two more at the south end of the east shore provide good shelter. The bays at the south end contain a number of islets lying 0.1 mile offshore.

248 **Caution**. — A **sounding** of 14.4 m is 7 miles west of the south end of Broughton Island.

249 **Rivière Longland** *(57°28'N, 76°45'W)*, on the mainland 3.5 miles ENE of the north end of Broughton Island, enters Hudson Bay close south of **Pointe Pamialluk**.

250 **Caution**. — The river entrance is **obstructed** by a **bar** with a depth of 1.2 m. Inside the bar, a basin 0.05 mile wide, **obstructed** by **shoals**, extends inland 0.5 mile to a **waterfall** 18 m high.

251 **Pointe au Canon** is 1.5 miles SE of Rivière Longland.

252 **Nicholson Island** has a good **small-craft harbour**, protected by a small rocky island, midway along the east coast.

253 **Davieau Island** is 61 m high in the middle of its rugged east side. There is small craft **anchorage** in a small bay near the SE end of the island.

254 **The Throat** *(57°04'N, 76°41'W)*, a navigable passage between Davieau and Christie Islands, runs between straight cliff walls that gradually lower towards the west entrance where they fall away to rocky points. The Throat is frequently visited by Inuit in the winter because of the abundance of seals found here. **Pointe de la Baleine Blanche** is on the mainland to eastward.

255 **Christie Island** is over 91 m high on its east side. A long sand **spit** projects south from the south end of the island and forms a sheltered bay. The bay provides a good harbour for small craft.

256 **Mowat Island**, separated from Christie Island by a deep but narrow channel, has a good harbour on the north side.

257 **Caution**. — A **shoal** *(56°59'N, 76°36'W)*, with a least depth of 0.7 m, lies 1.8 miles east of Mowat Island.

258 **Rivière Nastapoka** *(56°55'N, 76°33'W)*, on the mainland 5 miles SE of Mowat Island, can be entered only by small craft. **Nastapoka Falls**, with a vertical drop of 30 m, are close to the river mouth.

259 **Caution**. — A **dangerous drying rock**, reported in 1992, lies close north of the mouth of Rivière Nastapoka, 1.5 miles offshore, and there may be other **shoals** in the vicinity.

Rivière Nastapoka to Le Goulet

260 A chain of islets and rocks stretches between Mowat Island and **Gordon Island**, 4 miles to the south.

261 **Caution**. — Two **dangerous rocks**, reported in 1973, are 3 miles WNW of Gordon Island.

262 **Miller Island** *(56°47'N, 76°39'W)* is one of several islands and rocks extending 3 miles north of **Taylor Island**. A **small-craft** harbour is close east of two small islands at the north end of Taylor Island. A bay 1 mile long and 0.5 mile wide midway on the east side provides a safe and spacious harbour.

263 **Gillies Island** is separated from Taylor Island by a narrow navigable channel. The east side of Gillies Island has a number of wide bays offering shelter from all but easterly winds; the best is 1 mile north of the south end.

264 The **tidal ranges** of mean and large tides at Gillies Island are 1.2 and 1.6 m.

Approaches to Umiujaq

265 **Curran Island** *(56°31'N, 76°39'W)* and **Armstrong Island** are south of Gillies Island.

266 **Umiujaq** *(56°33'N, 76°33'W)*, population 348 *(2001)*, is on the mainland opposite the south end of Gillies Island. The settlement was founded in 1986 by Inuit from Kuujjuarapik. The community has a post office, a health centre offering medical and dental care and a police station. There are 3 retail stores and a *Nunavik Cooperative Hotels* facility. *Air Inuit* provides flights every day except Wednesday.

267 A low-lying rock point extending out into Nastapoka Sound at Umiujaq has been used for loading and unloading supplies and equipment from a barge. North and south of the settlement there are low sloping beaches. The **landing beach** is south of the settlement.

268 **Anchorage** may be obtained 0.3 mile offshore opposite the landing area in 29 m over a sandy bottom, with fair holding.

269 A weak and variable **tidal stream** of 0.35 knot has been recorded at the anchorage.

270 **Clarke Island**, 0.5 mile south of Armstrong Island, rises to over 61 m in its central and SE parts. Two low gravel islands, scattered with large boulders and joined by a **bar**, lie off the SW part of Clarke Island.

271 **Luttit Island**, 3 miles farther south, is steep with deep water inshore at the north end.

272 The **surveyed channel** through the Nastapoka Islands to Umiujaq lies between Clarke Island and Luttit Island. The channel is 1.8 miles wide and has a least depth of 19.5 m.

Umiujaq to Le Goulet

273 **Anderson Island** *(56°18'N, 76°42'W)* is separated from Luttit Island by a navigable channel 0.1 mile wide. A small bay, landlocked by two islets, near the north end of the east shore affords secure **anchorage**. The west coast of Anderson Island is low and sandy; the south shore and the south half of the east shore are steep and rugged.

274 The west coast of **Ross Island** forms a wide bay ending in two low rocky points.

275 **Caution**. — The NE coast is formed of steep cliffs but has **shoal water** and an islet within 1 mile of shore.

276 Secure **anchorage** for larger vessels is found in the bay formed on the east side of two small islands between Anderson Island and Ross Island.

Chart 5707

277 A deep channel separates **Bélanger Island** *(56°08'N, 76°45'W)* from Ross Island. **Tidal streams** from Le Goulet *(56°10'N, 76°37'W)* rush with great force through the channel and keep it free of ice long after the rest of Nastapoka Sound has frozen over. The west shore of Bélanger Island is low with sandy bays between rocky points.

278 **Caution**. — **Reefs** lie parallel to the shore and **shoal water** extends a considerable distance offshore; to approach Bélanger Island from seaward is **dangerous**. Deeper water is found close under the cliffs on the east side of the island.

279 **Flint Island**, the farthest south of Nastapoka Islands, is small and rocky.

280 **Caution**. — A **rock** 0.15 mile NW of Flint Island has a depth of 3 feet (1 m). A 10 foot (3 m) **patch** lies 0.5 mile west of the island. A **rock** 1.5 miles SSW of Flint Island has a depth of 29 feet (8.9 m). A **rock** 13 miles WNW of Flint Island has a depth of 44 feet (13.4 m). A **ridge** of **rock** 6.6 miles SW of Flint Island dries 6 feet (1.8 m).

Charts 5505, 5002

281 **Lac Guillaume-Delisle** is a large estuary of Hudson Bay with jagged shores formed of steep cliffs. A settlement, now abandoned, is on the SE side of the brackish lake.

282 **Le Goulet**, the entrance channel to Lac Guillaume-Delisle, is 0.15 mile wide. Le Goulet leads between perpendicular cliffs that increase in height, west to east, from 30 to 457 m.

283 The water in Le Goulet is deep but the **tidal streams** rush in and out of the channel with great velocity and create **whirlpools**.

284 **Caution**. — It is **dangerous** for **small craft** to transit Le Goulet except at slack water.

285 **Presqu'île Castle** is on the north side of Le Goulet. Prominent peaks are 3 miles north and 3 miles south of the peninsula.

Le Goulet to Pointe Louis-XIV

Chart 5707

286 **Caution**. — Most of the area covered by *Chart 5707* is **not surveyed** and much of the hydrographic information shown is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended when navigating sounded waters.

Le Goulet to Grande rivière de la Baleine

287 **Petite rivière de la Baleine** enters the sea 11 miles SSW of Le Goulet. **Pointe Qilalugarsiuvik** *(56°00'N, 76°47'W) (not named on the chart)*, with clumps of trees and a variety of vegetation, forms the north side of the river mouth. Steep hills close south of the river rise to 1,000 feet (305 m).

288 **Caution**. — A **bar** with a depth of 6 feet (1.8 m) lies across the river mouth; 20 feet (6.1 m) is found inside the bar. A **drying rock** lies 5 miles WSW of Pointe Qilalugarsiuvik.

289 **Duck Island** *(55°45'N, 77°12'W)*, 19 miles SW of Pointe Qilalugarsiuvik, is 52 feet (16 m) high and flat. The island, composed of gravel, makes a poor radar target.

290 **Caution**. — A **small-craft harbour** on the SW side of Duck Island offers little protection.

291 **Manitounuk Islands** lie parallel to the shore for 25 miles and form the west side of **Manitounuk Sound**. The main islands of the chain are **Castle Island** *(55°36'N, 77°18'W)*, **Merry Island**, **Neilsen Island** and **Bill of Portland Island**. The islands have high cliffs and are similar in appearance to Nastapoka Islands.

292 **Caution**. — A **reef that dries** 5 feet (1.5 m) forms part of a **shallow ridge** parallel to and 1.5 miles off the SW part of Merry Island. Very **shoal water** lies a farther 2 miles offshore. A **rock ridge** 6 miles offshore has a least depth of 35 feet (10.8 m). **Depths** of 20 and 26 feet (6.1 and 7.9 m) lie 5 miles WNW of the SW end of Merry Island. An area of **shoals** and **drying rocks** lies from 1 to 3.3 miles NW of the NE part of the island. **Reefs** and rocky islets extend 11 miles SSW from Duck Island; two of these islets are 31 feet (9.3 m) high.

293 **Caution**. — There are no good **radar targets** in this area.

294 **Boat Opening**, north of Castle Island, is **shallow** and suitable only for small craft. **Schooner Opening**, between Castle and Merry Islands, is narrow with a least depth of 4 fathoms (7.3 m).

295 **Paint Islands** *(55°29'N, 77°27'W)*, a group of several small islands, lie midway between Merry Island and the mainland.

Chart 5476

Approaches to Kuujjuarapik (Poste-de-la-Baleine)

296 **Gillies Island** *(55°20'N, 77°52'W)*, a rocky boulder-strewn islet, lies 4.5 miles NNW of the mouth of Grande rivière de la Baleine. A **spit** with a depth of 16 feet (4.9 m) extends 0.3 mile WSW of the island. **Depths** of 6 fathoms (11 m) or less are 1 mile SW, 2.4 miles north and 3.7 miles NNW of Gillies Island.

297 **Caution**. — A **hydrographic survey** in 1985 indicated that **depths** over the shoals in the vicinity of Gillies Island are **less than charted**.

298 **Maver Islands** lie close off the mainland shore 4 miles NNE of the river mouth.

299 **Caution**. — A **shoal patch**, a **rock** with 6 feet (1.8 m) or less over it, position approximate, and a **drying rock** are 0.7, 2.7 and 3.3 miles NE of Maver Islands.

300 **Pointe Walton**, 100 feet (30 m) high, lies 1 mile WSW of the river mouth.

301 **Grande rivière de la Baleine** *(55°16'N, 77°48'W)* is entered south of **Pointe au Sable**. The river **current** varies from 1.5 to 2 knots.

302 **Caution**. — The charted track leads over a **bar**, off the river entrance, with a least depth of 2 feet (0.6 m). At high water large tides, a draught of 9 feet (2.7 m) can be carried over the bar.

303 **Caution**. — Mariners are cautioned that with any **swell** the bar becomes an area of broken and confused water.

304 The Inuit settlement of **Kuujjuarapik (Poste-de-la-Baleine)** *(55°17'N, 77°46'W)*, population 555 *(2001)*, is at the mouth of Grande rivière de la Baleine. The location is shared with the Cree Indian settlement of **Whapmagoostui**, population 778 *(2001)*. Each community has a post office and police station; Kuujjuarapik has a heath centre with medical and dental facilities while Whapmagoostui has a dispensary. There are 4 retail outlets and a convenience store between the two communities and there are 4 hotels. *Air Inuit* provides flights 7 days a week; *Air Creebec* offers flights every day except Saturday. There is no road access to Kuujjuarapik/Whapmagoostui.

305 The average thickness attained by smooth **fast ice** at Kuujjuarapik is 148 cm with a record maximum thickness of 220 cm *(1983)*. Break-up on Grande rivière de la Baleine normally begins by the third week in May with the river clear of ice by the end of the month. Freeze-up usually begins the middle of November with complete ice cover forming by the early days of December. Two to four weeks variation in dates of break-up and freeze-up can occur. Freeze-up and break-up on Hudson Bay at Kuujjuarapik are, on the average, two weeks later.

306 The **tidal ranges** of mean and large tides are 4.7 and 6.5 feet (1.4 and 2 m) at Bill of Portland Island. Offshore **currents** usually flow north and are reported to be strong off Bill of Portland Island. **Tidal heights** at Kuujjuarapik can be affected by **wind**.

307 An **aeromarine radiobeacon** near the settlement transmits on 371 kHz with identification GW (— — • • — —).

308 **Oil tanks** on Pointe au Sable, a **hangar** on the airfield and several radio **masts** are **conspicuous**.

309 An aeronautical rotating **light** is on the airfield. The radio masts and the oil tanks carry red aircraft obstruction **lights**.

310 A floating **Public wharf** is on the north side of the river SW of the tank farm. The *Hudson's Bay Company* wharf no longer exists.

311 **Caution**. — There is a **sea-plane landing area** on the river east of the Public wharf.

312 Unsheltered **anchorage** in 17 fathoms (31 m), mud, can be obtained 1.2 miles WNW of Pointe au Sable. This berth is not recommended in winds over Beaufort force 5. Small vessels can find **shelter** from westerly gales in **Laverock Bay** *(55°24'N, 77°41'W)* on the east side of Neilsen Island.

313 **Caution**. — **Anchorage** may not be possible in Manitounuk Sound in strong **winds**; vessels should stay well offshore in these circumstances.

Chart 5707

Grande rivière de la Baleine to Long Island

314 The coast has only minor indentations, with little shelter, between Pointe Walton *(55°15'N, 77°51'W)* and Pointe Louis-XIV, 76 miles WSW.

315 **Caution**. — Sparse **soundings** 1 to 2 miles off the coast between Pointe Walton and Pointe Vauquelin, 40 miles WSW, show **depths** between 3 and 20 fathoms (5.5 and 37 m). There are a number of islets; **uncharted dangers** may exist.

316 Lines of **soundings** from 2 miles off Pointe Walton to between 8 and 11 miles off Pointe Vauquelin indicate a fairly even bottom with a **least depth** of 19 fathoms (35 m).

317 **Black Whale Harbour** *(55°09'N, 78°08'W)* and **Otaska Harbour** lie 11 and 17 miles SW of Pointe Walton; nothing is known about anchorage in these inlets.

318 **Bear Islands** is a group of islands and islets 2.5 miles NW of Otaska Harbour; the largest has an elevation of 138 feet (42 m).

319 **Caution**. — A **shoal depth** of 29 feet (8.8 m) is NE of the Bear Islands, 3.4 miles NW of the west entrance point of Black Whale Harbour.

320 **Pointe Vauquelin** *(54°55'N, 78°50'W)*, wooded, is less than 100 feet (30 m) high. **Rivière Vauquelin** enters Hudson Bay 2 miles to the east. The coast in this area has a foreshore of wide **drying flats**.

321 **Caution**. — An **islet**, elevation 29 feet (8.8 m), lies 7.5 miles NE of Pointe Vauquelin. Other islets have been reported 3 and 4 miles farther east but these were not found by a hydrographic survey in 1987. **Depths** of 3 to 9 fathoms (5.5 to 16.5 m) are 1 to 2 miles off this stretch of coast. Islets and **shoal water** lie up to 2 miles off Pointe Vauquelin and **soundings** of 3 and 6 fathoms (5.5 and 11 m) are 4 miles NNW of the point.

Charts 5801, 5476

Long Island and Long Island Sound

322 **Caution**. — Much of the area covered by *Charts 5801* and *5476* is **not surveyed** and some of the charted hydrographic information, indicated by sloped figures on *Chart 5801*, is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended in sounded waters.

Chart 5801

323 **Long Island** *(54°52'N, 79°25'W)*, with a greatest elevation of 30 m at its east end, has low limestone cliffs separated by wide valleys along its south shore. A bay on the south shore, 10 miles WSW of the east end of the island, affords good shelter for small craft. This bay, protected by a low or **shoal spit** on its south side, has a **drying rock** in its entrance and a **depth** of 5.5 m inside. A **depth** of 9.1 m is farther in.

324 A **beacon**, consisting of a rectangular **daymark** and a **radar reflector** mounted on a steel skeleton **tower** with an elevation of 42 m, is on an island close SW of Long Island.

325 **Anchorage** in depths of 24 to 38 m can be found close south of the SSW end of Long Island in a position 2.3 miles NE of the island with the beacon.

326 The **tidal ranges** of mean and large tides in this area are 1.5 and 2.1 m.

327 **Caution**. — **Dangerous obstructions**, extending as far as 9.2 miles SW of the island with the beacon, are in the SW approaches to Long Island Sound.

328 **Long Island Sound**, between Long Island and the mainland, has a least mid-channel depth in the east half of 11.9 m but the west half is **obstructed** by **shoals** and long narrow islands. A passage suitable for small vessels runs between the islands in the central part of the sound.

329 **Pointe Tikirakallaaluk**, **Pointe Tupialuviniq**, **Pointe Majuriarvik**, **Pointe Nasissaturarvik** and **Pointe Aquttutalik** *(54°45'N, 79°27'W)* are features on the mainland shore of the sound.

330 **Caution**. — A **drying reef**, position approximate, is 2 miles NW of Pointe Majuriarvik. A **reef drying** 1.2 m, 3 miles NNE of Pointe Aquttutalik, is in the east entrance of the channel through the west half of the sound.

Chart 5476

331 **Caution**. — Two **reefs**, only **just dry**, lie 0.8 mile SSE and 1.3 miles ESE of the anchorage.

332 **Pointe Louis-XIV** *(54°38'N, 79°45'W)*, the east entrance point of James Bay, has an elevation of less than 100 feet (30 m) but can be identified by two **conspicuous domes** 115 feet (35 m) high on the north part. An abandoned airstrip and buildings are near by.

333 **Anchorage** can be found in depths of 16 fathoms (29 m) in a position 2.2 miles north of the radar domes on Pointe Louis-XIV.

334 **George Bay**, between Pointe Louis-XIV and **Pointe Shave** , is mostly **shallow** and has numerous **rocks**, **shoals** and islets.

335 **Caution**. — The approaches to George Bay for 2 miles and farther offshore are strewn with islands, islets and **rocks**, rising from a very uneven bottom. **Cape Jones Island** is the largest of the islands.

Chapter 5

James Bay



General

Chart 5800

1 **James Bay** is entered between Pointe Louis-XIV *(54°38'N, 79°45'W)* and Cape Henrietta Maria, 95 miles WNW. James Bay extends south some 240 miles from Hudson Bay and is generally shallow with many offshore dangers. Depths along the routes followed by shipping are frequently less than 10 fathoms (18.3 m). The shores of the bay are mostly low and flat and the foreshore is wide **mud flats**.

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 **Caution**. — Much of James Bay is not surveyed and much of the charted hydrographic information is of a reconnaissance nature. Unsounded waters should not be entered without local knowledge. Caution is recommended in sounded waters.

James Bay — East shore

6 The east coast is very irregular and is bordered by innumerable islands and islets and **shallow water** for many miles offshore. The elevation inland is so low that **hills** rising from 100 to 200 feet (30 to 61 m) form **conspicuous landmarks**. The tree line is confined to the shores and interior on the north part of the coast; the

islands and outer points are barren, but farther south they too are wooded. There are several fair harbours on the east shore suitable for vessels drawing up to 12 feet (3.7 m). The west shore is even, almost free of islands and has few harbours.

Chart 5801

Pointe Louis-XIV to Fort George (Fort-George) and Chisasibi

7 **Bare Island** *(54°26'N, 79°56'W)*, 13 miles SSW of Pointe Louis-XIV *(described in Chapter 4)*, is composed of pink and white granite with a scant covering of moss and grass; the summit resembles a dome.

8 There is a **beacon** consisting of fluorescent-orange rectangular **daymarks** and a **radar reflector** on a skeleton **tower** on Bare Island.

9 **Roggan River** is a seasonal fishing camp available for emergency shelter at the mouth of **Rivière Roggan (River)**, on the mainland east of Bare Island. **Rivière au Phoque** enters James Bay 8 miles to the north; **Rivière Kapsaouis** enters 5 miles to the south.

10 **Pointe Attikuan (Attiquane)** *(54°18'N, 79°29'W)* is low and bare. **Pointe Kakassitug**, 8 miles to the SSE, rises to 30 m (100 ft) and is bare. **Pointe Kakachischuan (Kakachischuane)**, 14 miles farther SE, rises to 30 m (100 ft) and is wooded. The point forms the north side of **Paul Bay**, a **shoal** bay not navigable even by small craft. **Rivière Piagochioui** flows into Paul Bay.

11 **Wastikun Island** *(53°57'N, 79°09'W)*, black and cone-shaped, is the north entrance point of the **shallow Goose Bay**. The island, with an elevation of 41 m, is the most prominent landmark in this vicinity. **Rivière Guillaume** enters the head of Goose Bay.

12 **Grey Goose Island** *(53°54'N, 79°53'W)*, boulder-strewn, rises in a gentle slope. **Depths** under 10 m extend 1 mile NE of the island and a **shoal rock**, existence doubtful, is 3 miles SSW. **Depths** of 11 and 8.4 m are up to 6 miles south of the island.

13 A **beacon** consisting of a fluorescent-orange rectangular **daymark** and **radar reflector** are on a skeleton **tower** on Grey Goose Island.

14 **Caution**. — **North Star Shoal** *(53°57'N, 79°57'W)*, with a depth of 3.4 m, lies 3 miles NW of Grey Goose Island.

15 **East Cub Island** is a low rocky islet 12 miles NW of Grey Goose Island.

16 **Caution**. — A **dangerous rock** with a depth of 2 m or less is 3.2 miles east of East Cub Island. **Shoal depths** of 9.8 and 8.4 m are 11 and 15 miles NE of East Cub Island.

Charts 5720, 5801

Approaches to Fort George (Fort-George) and Chisasibi

17 **Caution**. — **Egg Rock** *(53°54'N, 79°21'W)* and another **drying rock** 2 miles west lie in the NW approaches to La Grande Rivière. **Depths** of less than 10 m are 5 miles WSW and 8 miles SW of Egg Rock.

Chart 5720

18 **Anik Islands** *(53°50'N, 79°18'W)*, on the south side of the approaches, are low and surrounded by **reefs** and **shoal water** to distances of up to 1 mile.

19 A **radar reflector** mounted on a square skeleton **tower** is on the south Anik Island.

20 **Caution**. — **Qairulik Reef**, 1.5 miles NNW of Anik Islands on the north side of Narwhal Passage, breaks in most sea states but is **not visible in calm conditions** at high water. A 7.2 m **patch** is 2 miles WNW of the reef.

21 **Peril Island** is 1 mile SSW of Anik Islands. **Wicked Reef** *(53°46'N, 79°23'W)* and **Hiding Rock** lie 3.5 miles SW and 3 miles south of Peril Island; **Blind Rock** lies 2.8 miles farther south.

22 **Caution**. — This area is scattered with **depths** under 10 m.

23 **Caution**. — **Loon Islands** are an extensive group of low, moss-covered or bare islands and **drying rock ledges** surrounded by **shoal water**. **Turning Island** *(53°51'N, 79°13'W)* is on the north side, and **Double Island**, elevation 7 m, is on the NE side of the group.

24 There is a **radar reflector**, mounted on a skeleton **tower**, on Turning Island.

25 **Marker Island** is in the SW part of Loon Islands and **Umiak Island** is in the SE part.

26 Private **beacons** on these two islands mark the north side of a narrow channel leading to Fort George Anchorage. Local knowledge is recommended if this channel is to be used.

27 **Caribou Island**, **Duckling Island**, **Slate Island**, **Grass Island** and **Tiny Island** are named islands of a large group of islands and **reefs** lying south of the Loon Island group and extending to the mainland shore.

28 **Anchorage**, open to NW, can be obtained 2 miles east of Turning Island.

29 **Fort George Anchorage** and **Narwhal Anchorage** *(53°49'N, 79°10'W)* are entered through a passage, with **depths** under 5 m near mid-channel, between Double Island and **Seal Islands**. Fort George Anchorage is frequently used by supply vessels but is exposed to NW gales. Narwhal Anchorage offers better protection but moderate holding in soft clay; CCGS *Narwhal*, a 2,100 tonne ice breaker, dragged both anchors here in 60-knot NW winds.

30 **Caution**. — A **rock** with a depth of 1.6 m is in the SW part of Fort George Anchorage.

31 **Stromness Island** *(53°52'N, 79°08'W)* and **Boat Island**, NW of the mouth of La Grande Rivière, are in the entrance to **Stromness Harbour**. The harbour, **not surveyed**, has many islets and **drying flats**.

32 *Boat Island range* **leading beacons**, established on Boat and Stromness Islands, in line astern bearing 356½°, lead into Fort George Anchorage in a least depth of 7.9 m. The front and rear beacons are fluorescent-orange **daymarks** shown from square skeleton **towers** 7 and 13.4 m high.

33 **Caution**. — Strong **tidal streams** in the Loon Islands area tend to set a vessel northward or southward.

34 **La Grande Rivière**, one of the largest rivers entering James Bay, has a large **shoal delta**, **partly drying**, in its mouth. A hydro-electric complex is 60 miles upriver. **Pointe Skidoo** *(53°51'N, 79°04'W)* is on the north side of the river entrance; **Black Island** is on the south side. **Monkey Hill**, rising to 27 m 1 mile ENE of Black Island, is a good **landmark**.

35 The channel into the river, prior to changes in river flow due to the *James Bay Hydro-electric Project*, ran north of **Sam Island** and **Governor Island** *(53°50'N, 79°05'W)* and south of **Barge Shoal**.

36 **Caution**. — A **depth** of 3 m could be carried through this channel at high water for 5 miles up river; it is **not known** if the **channel** or **depths** have changed. Local knowledge is essential.

37 **Caution**. — There are **strong currents** in this area, especially at ebb tide. Wind **against** tide in the shoal waters of the delta creates sea conditions **dangerous** to **small craft**.

38 **Caution**. — **Channels** change frequently due to **silting** and erosion. The river bed is mostly gravel or sand but there is a possibility of **isolated boulders**.

39 The settlement of **Fort George (Fort-George)**, on **Île de Fort George** 4 miles east of Governor Island, was virtually abandoned in 1981 because of concerns that changes in the currents in La Grande Rivière due to the *James Bay Hydro-electric Project* would scour away Île de Fort George. Only a handful of families still live on the island.

40 The Cree settlement of **Chisasibi** *(53°48'N, 78°53'W)*, population 3,467 *(2001)*, was established on the south shore of the river 8 miles upstream of Governor Island to house the displaced population of Fort George. The community has a post office, a 30-bed hospital and a police station. There are two banks, 4 retail stores and two restaurants. A hotel provides accommodations and *Air Creebec* offers flights daily, except Saturdays. Chisasibi is accessible by paved road from the *James Bay Highway*.

41 The **tidal ranges** of mean and large tides at the mouth of La Grande Rivière are 1.5 and 2.1 m.

42 A **wharf** is located on the south shore 2 miles downstream of Chisasibi.

43 **Caution**. — A mariner **without local knowledge** is cautioned to make the passage between Pointe Louis-XIV and Fort George Anchorage in **daylight** with **good visibility** of at least 3 miles.

Chart 5800

Fort George and Chisasibi to Wemindji

44 The coast from La Grande Rivière past Wemindji to Eastmain, 100 miles south, has many small bays and wooded points and has numerous islands, islets, **reefs** and **shoals**. Most of the islands are hard to distinguish against the shore and there are few good landmarks.

45 The coastal route to Wemindji and Eastmain follows a lane of sounded water running 5 to 30 miles offshore with depths mostly under 15 fathoms (27 m) and in places as little as 4 fathoms (7.3 m).

46 **Big Island** *(53°44'N, 79°09'W)*, 7 miles SSW of the entrance to La Grande Rivière off the mouth of **Tees Bay**, and **Walrus Point**, to southward, are under 100 feet (30 m) high and treeless.

47 **Earthquake Island**, treeless and 100 feet (30 m) high, lies off **Pointe du Morse**. The point separates **Akwatuk Bay** from **Dead Duck Bay**. A cluster of islets *(53°37'N, 79°13'W)* off Akwatuk Bay stands out well visually and on radar.

48 **Caution**. — Two **shoal rocks**, position approximate, are 7 miles WNW of Earthquake Island. A chain of islets and **rocks** extends 6 miles westward from a point on the mainland shore 6 miles south of Earthquake Island.

49 **Burnt Island**, **Brae Island**, elevation 30 feet (9 m), **Hook Island** *(53°26'N, 79°07'W) (not named on*

Chart 5800) and **Black Whale Island** are some of the numerous islands and islets along the coast near the mouth of **Rivière au (du) Castor**. The easternmost of **Comb Islands** rises to 112 feet (34 m).

50 The **tidal ranges** of mean and large tides in this area are 3 and 4 feet (0.9 and 1.2 m).

51 **Goose Islands**, with a maximum elevation of 37 feet (11 m), and **Black Island** lie in a chain of islands extending 5.5 miles off the south entrance point of **Grimmington Bay**.

52 **Pointe au Héron (Huard)**, elevation 100 feet (30 m), is 11 miles south of Goose Islands. There is a chain of islands extending 6 miles NW of Pointe au Héron.

Offshore islands

53 **Spencer Island** *(53°30'N, 79°43'W)*, a series of gravel ridges covered with moss, grass and scrub brush, is a prominent landmark on the coastal route. Numerous ducks and geese nest on the island. An islet is 2 miles north.

54 **Caution**. — A **shoal rock** and a **shoal area** with a depth of 3 fathoms (5.5 m), position doubtful, are 6 and 10 miles NNW of Spencer Island.

55 **North Twin Island**, elevation 188 feet (57 m), is moss covered with sloping north and west sides and sandy grass-covered bluffs on its east and south sides; a few trees stand out clearly.

56 **Caution**. — An islet, position approximate, a **shoal reef** and **depths** of 5 to 39 feet (1.5 to 11.9 m) are in the passage between North Twin and Spencer Islands. A large 3-fathom (5.5-m) **shoal**, existence doubtful, is 2.5 to 7 miles NNW of **Cotter Point**, the NW point of North Twin Island.

57 **Anchorage** with good holding in 7 fathoms (12.8 m), mud, has been obtained 1.5 miles off the beach on the north side of North Twin Island; good **anchorage** has also been obtained close off the SE side.

58 **Emily Rock** is one of three above-water rocks lying midway between North Twin Island and **Walter Island** *(53°18'N, 79°40'W)*. Walter Island, treeless and moss covered, is 103 feet (31 m) high with bluff shores. The **island** is **conspicuous** both visually and on radar.

59 **Caution**. — **Shoal depths** of 5 fathoms (9.1 m) are 8 and 11 miles east of Walter Island.

60 **South Twin Island**, a sand and gravel island covered with grass and moss, rises gradually to 140 feet (43 m) and is not a strong radar target. **Lucy Point** is the SW end of the island. A **shallow** cove on the east side of the island contains a wide, **boulder-strewn mud flat** flanked by a beach.

61 **Caution**. — **Shoal water** extends 1 mile off the north, east and south shores of the island.

62 Good **anchorage** has been obtained close off the south side of South Twin Island.

63 **Caution**. — A breaking **reef**, position approximate *(1972)*, is 11 miles ENE of South Twin Island. A 7-fathom (12.8-m) **depth** is 1 mile farther east. An extensive area of possible **shoals** 11 miles SE of South Twin Island is probably joined to an area of **depths** under 10 fathoms (18.3 m) 5 miles farther WSW.

64 **Caution**. — A **shoal reef** and a 29-foot (8.8-m) **depth** are 10 miles west and 16 miles WSW of Pointe au Héron.

Approaches to Wemindji

65 **Caution**. — The charted **depths** are from reconnaissance soundings. Special care is recommended.

66 **Caution**. — **Local knowledge** is recommended to approach the outer and inner anchorages.

67 **Solomons Temple Islands** is a group of islands and islets 12 miles SW of Paint Hills Bay; the highest has an elevation of 100 feet (30 m). A second group of islands lies 2 miles to the north.

68 **Pebble Island**, 4 miles south of Solomons Temple Islands, rises to 100 feet (30 m) on the north side.

69 **Caution**. — A number of islets and **rocks** and **shoal depths** of 3 fathoms (5.5 m) or less are among the islands described above and between the islands and the mainland shore.

70 **Paint Hills Islands** *(52°57'N, 79°00'W)* and **Walrus Islands** are two chains of rust-coloured rocky islands with elevations of 100 to 200 feet (30 to 61 m). The largest Walrus Island is divided into two parts; **North Walrus Island** and **South Walrus Island**. These are prominent, rising to 250 feet (76 m), and are usually the first landmark to be sighted when approaching the coast from South Twin Island.

71 **Caution**. — A **rock**, 3 feet (0.9 m) high, is 2 miles SW of South Walrus Island.

72 **Pointe Bourlamaque**, at the tip of **Pointe Apiskutikutasich**, is the south entrance point of Paint Hills Bay.

73 The settlement of **Wemindji** *(53°00'N, 78°49'W)*, population 1,095 *(2001)*, is on the NE shore of **Paint Hills Bay** on the north side of the mouth of **Maquatua River**. The community has a post office, bank, medical and dental services and a police station. There are two retail stores, 5 restaurants and 1 hotel in the settlement. *Air Creebec*

provides flights daily except Saturdays. Wemindji is accessible by gravel road from the *James Bay Highway*.

74 Vessels drawing 8 feet (2.4 m) or less can find **anchorage** off the settlement. Vessels of greater draught can find **anchorage** in 4 to 5 fathoms (7.3 to 9.1 m), sand and clay, 1.5 miles NW of Pointe Apiskutikutasich. A depth of 21 feet (6.4 m) can be carried to this anchorage.

75 The landing beach is flat and **boulder-strewn**.

Wemindji to Eastmain

76 **Moar Bay** has **Monkey Islands** *(52°49'N, 78°50'W)*, a group of islands and **rocks**, in its central part. The largest island has an elevation of 100 feet (30 m). **Rivière Sabascunica**, **Rivière Clergue** and **Rivière du Peuplier** flow into the bay.

77 **Sheppard Island** is wooded and has an elevation of 100 feet (30 m). It is the largest island of a chain of islands and **rocks** extending 5 miles off **La Longue Pointe**.

78 **Black Stone Bay** *(52°40'N, 78°46'W)* lies 6 miles SSE of La Longue Pointe.

79 **Caution**. — This stretch of coast has islets and **rocks** up to 8 miles offshore.

80 **Old Factory Bay**, filled with islets and **shoals**, lies at the mouth of **Rivière du Vieux Comptoir**. The large island in the river mouth is the site of an abandoned settlement.

81 **Historical note**. — The *Hudson's Bay Company* established a trading post on the island at the mouth of Rivière du Vieux Comptoir, or Old Factory River, in 1939. A Cree settlement, Old Factory, grew around this post. The *Hudson's Bay Company* relocated to a more favourable location on the mainland at Paint Hills Bay in 1959 and the community followed, becoming Nouveau Comptoir, or New Factory. The name became Wemindji in 1984.

Offshore islands

82 **Weston Island** *(52°33'N, 79°36'W)*, composed of sand and gravel, is covered with moss and grass. It is low except for a **conspicuous** sand **bluff** rising to 100 feet (30 m) at its south end.

83 **Caution**. — **Depths** of 4 to 6 fathoms (7.3 to 11 m) are along the sounded track that passes between Weston Island and Pebble Island *(previously described)*, 19 miles NE.

84 **Anchorage** is available off the south side of Weston Island, and also off a neck of land on the west side of the island, 2 miles off in 19 fathoms (35 m), mud.

85 An unnamed cluster of islands and **rocks**, the two largest islands 100 feet (30 m) high, lies 15 miles east of Weston Island; scattered islets lie between this cluster and the mainland shore.

86 The largest of **Cape Hope Islands** *(52°26'N, 78°46'W)*, elevation 300 feet (91 m), is **conspicuous**. The mainland shore rarely exceeds 200 feet (61 m) in elevation.

87 **Gull Island** is 10 miles SW of Cape Hope Islands. There are widely spaced islets and rocks up to 6 miles NW.

88 **Caution**. — A **rock** with a depth of 19 feet (5.8 m) lies 8 miles NNW of Gull Island.

89 **Trodely Island** *(52°15'N, 79°25'W)* is wooded and rises to 200 feet (61 m) in its central part. **Tiders Islands** are 4 miles to the NW.

90 **Caution**. — **Drying reefs** are between Trodely and Gull Islands.

91 **High Rock Island** and **Spit Island**, close off the mainland shore with elevations of 100 and 200 feet (30 and 61 m), are the largest of the numerous islands between Cape Hope Islands and the coast. **Conn River** enters James Bay 3 miles SE of Spit Island. The river has a chain of islets extending 7 miles WSW from its mouth.

Approaches to Eastmain

92 **Caution**. — The charted **depths** are from reconnaissance soundings. Special care is recommended.

93 **Caution**. — **Eastmain River** is **shallow** and its mouth is scattered with **boulders** and is obstructed by **shoals** and rocky islets.

94 The outermost of numerous islets and **rocks** extending westward from the river mouth for almost 10 miles are known as **Flock Geese Islands** *(52°14'N, 78°48'W)*.

95 **Caution**. — A **rock** awash, position approximate, is close north.

96 **Inner Flock Geese Islands**, existence doubtful, are 5 miles south.

97 **Caution**. — **Dangerous rocks** are north of Inner Flock Geese Islands.

98 Several unnamed islands bordered by **drying flats** are 6 to 12 miles WSW of Flock Geese Islands. **Anchorage** in 40 feet (12.2 m), clay and sand, with good holding and some protection can be obtained 2 miles east of the easternmost of the unnamed islands in 52°10'N, 78°54'W.

99 **Caution**. — **Shoal depths** exist between this berth and the river mouth; **anchorage** can be found closer in, in shallower water, if desired.

100 **Caution**. — The **approach** to Eastmain River was difficult even for small craft; however, it

could be navigated at high water large tides, for 6 miles upstream by craft drawing up to 8 feet (2.4 m). The outflow of the river has been reduced by 90% as a result of the *James Bay Hydro-electric Project*. Local knowledge is essential.

101 The settlement of **Eastmain** *(52°15'N, 78°30'W)*, population 613 *(2001)*, is 2 miles within the entrance of Eastmain River on the south shore. The settlement has a post office, health clinic and police station. There is a general store, a grocery store, a restaurant and a hotel in the community. *Air Creebec* provides flights daily except Saturdays. Eastmain is accessible by gravel road from the *James Bay Highway*.



102 The **tidal stream** is reported to attain a rate of 5 knots at the settlement.



103 A small **pier** at the settlement has a depth of 5 feet (1.5 m) at its end *(1972)*.

Eastmain to Waskaganish (Fort-Rupert)

104 The coast is low and marshy with no prominent features from the entrance of Eastmain River to Pointe Goyeau (Snape Point), 33 miles SW. There are a number of islands and islets offshore.

105 **Rivière au Mouton (Sheep River)** and **Rivière Jolicoeur**, with **Pointe Loon (Point)** *(52°03'N, 78°42'W)* at its north entrance point, enter James Bay 8 and 14 miles SSW of the Eastmain River mouth.

106 **Caroline Island** is the outermost of a group of islands and rocks lying off the NE entrance point of **Boatswain Bay**. **Cormorant Rock**, position doubtful, elevation 14 feet (4 m), lies 3 miles to the SW.

107 **Strutton Islands**, 9 miles WNW of Pointe Loon, are wooded with spruce; the west island rises to 100 feet (30 m), the east to 200 feet (61 m).

108 **Strutton Harbour** *(52°06'N, 78°59'W)*, the channel between Strutton Islands, has been used by supply vessels and offers good shelter from most winds. The harbour has steep sides with deep water inshore and an average depth of 7 fathoms (12.8 m).




109 **Caution**. — The **tidal streams** flow strongly through Strutton Harbour.

110 **Charlton Island** *(51°59'N, 79°27'W)*, with **Wolf Islet** 1.9 miles off its NE shore, is a wooded island with a maximum elevation of 100 feet (30 m).



111 **Caution**. — **Rocks** and **shoal water** may extend for a considerable distance off the west shore; a 3-fathom (5.5-m) **depth** is 10 miles west of the island.



112 **Caution**. — **Lisbon Rocks** are 9 miles SW of Charlton Island. All are **submerged or drying** except for a **rock** 35 feet (11 m) high, position doubtful, near the NW end of the group. This rock is a good visual and radar target; there is breaking water for some distance SE.

113 **Carey Island** is separated from Charlton Island by a wide channel with a least mid-channel depth of 4 fathoms (7.3 m).



114 **Caution**. — A **shoal spit** with a depth of 4 feet (1.2 m) extends 2 miles from the east tip of Charlton Island, the NW entrance point of the channel.



115 **Charlton Harbour** *(51°58'N, 79°18'W)*, the site of the abandoned *Hudson's Bay Company* post of **Charlton Depot**, lies between Charlton Island and **Danby Island**. The harbour is approached from NE through a channel with a depth of 25 feet (7.6 m). **Anchorage** off the site of the former post provides good shelter from all winds and has been used by vessels drawing 24 feet (7.3 m).



116 **Caution**. — Danby Island has a **spit** with a depth of 7 feet (2.1 m) extending 1 mile from its north point and an extensive **drying flat** off its NE side. A **bar** across the south entrance to the harbour is reported to have a **depth** of 18 feet (5.5 m) at high water. **Depths** of 10 feet (3 m) and less are up to 4 miles south of the south entrance.

Charts 5414, 5800

Rupert Bay

117 **Rupert Bay** is entered between **Pointe Goyeau (Snape Point)** *(51°46'N, 79°02'W)* and **Pointe Saouayane**, a low point 12 miles SW on **Péninsule Ministikawatin**. **Colline Sherrick** is a **conspicuous hill** behind Pointe Goyeau.



118 **Caution**. — Rupert Bay is **obstructed** by **banks** and **shoals** and the only navigable channels are narrow passages kept open by river currents.



119 **Caution**. — **Tent Island** *(51°49'N, 79°06'W)*, in the approaches to Rupert Bay 3.5 miles NW of Pointe Goyeau, has **depths** under 12 feet (3.7 m) extending 1.7 miles north and 1.4 miles south. A **drying spit** with **rocks awash** at its end extends 1.8 miles west of the island.



120 **Caution**. — **Jacob Island**, 3 miles SW of Tent Island, has **depths** under 12 feet (3.7 m) extending 1 mile off its south side.

121 The **tidal ranges** of mean and large tides in this area are 6 and 8.5 feet (1.8 and 2.6 m).

Approaches to Waskaganish (Fort-Rupert)

122 The track usually followed into Rupert Bay leads through **Emelia Passage**, entered between Tent and Jacob Islands, with depths of 13 to 60 feet (4 to 18 m).

123 **Dixon Island**, **McNab Rocks**, **Moss Island**, **Gushue Island** and **Dufourmentel Rocks** lie on a long **shoal area** that extends south from Tent Island for 9 miles along the east side of the passage to **Stag Island** *(57°39'N, 79°04'W)*. **Stag Rock** lies 6 miles SE of Stag Island; both are reported to be good radar targets. There is a **conspicuous rock** on the NE part of Stag Island.

124 **Caution**. — **Ten Foot Patch** is on the west side of Emelia Passage, 2 miles SE of Jacob Island. Farther SE, the west side of the passage is formed by a long **spit** with **depths** under 12 feet (3.7 m).

125 **Chrissie Thomey Passage** *(51°50'N, 79°00'W)* cuts through the long shoal area between Tent and Dixon Islands and is bordered on its east side by **Perkins Rock**, **Maloney Islands**, **Fredericks Island** and a number of **rocks**.

126 **Caution**. — **Isolated** 14 and 17-foot (4.3 and 5.2-m) **shoal patches** are in mid-channel in Chrissey Thomey Passage.

127 **Boat Passage** runs south from Chrissie Thomey Passage along the east side of the long shoal area and is bordered on its east side by **Bossard Island**, **Prophet Island**, **Moore Island**, **Nicolson Rock**, **Hallé Rock**, **Stevens Island**, **Draulette Island**, **Lefaivre Island** and **Barboteau Rock**. With local knowledge, a depth of 14 feet (4.3 m) can be carried through Boat Passage past Stag Rock to the outer end of Rivière Rupert approach channel.

128 **Mallet Cove** *(51°44'N, 78°59'W)*, **shallow**, and **Hall Cove**, probably **shallow**, indent the east shore of Rupert Bay. **Pointe du Bois Brûlé**, the south entrance point of Hall Cove, has an elevation of 100 feet (30 m).

129 **Rivière à la Truite**, with a **conspicuous rock** at its entrance, and **Rivière Pontax (River)**, with **Jolly Islands** in its mouth, enter Rupert Bay 3 and 6 miles SE of Pointe du Bois Brûlé.

130 **Caution**. — **Rivière Nottaway** and **Rivière Broadback (River)**, at the head of Rupert Bay, are **obstructed** by **rapids**. **Île Lemoine** and **Île Middleton** lie off the mouths of these rivers. **Rivière Octave** enters the west shore of the bay 8 miles from the head. The SW portion of the bay is **not surveyed**.

131 **Inenew Passage**, down the west side of Rupert Bay, becomes very narrow in its inner part; it has only been sounded as far as **Pointe à l'Ours Noir (Black Bear Point)**. The **least** known **depth** to the point is 19 feet (5.8 m).

132 **Caution**. — **Depths** under 12 feet (3.7 m) extend up to 2 miles off Pointe Saouayane and a **shoal**, **depth not known**, is reported to lie 4 miles NW of this point.

133 **Cabbage Willows Bay** *(51°32'N, 79°13'W)*, believed to be very **shallow**, indents the west side of Rupert Bay between **Pointe de la Consolation** and Pointe à l'Ours Noir.

134 **Caution**. — The outer end of the approach channel to Rivière Rupert is 2.8 miles SW of **Pointe du Peuplier**; the channel has **depths** of only 3 to 6 feet (0.9 to 1.8 m). The water is deeper in the river entrance. At high water, the river is navigable for 4 miles by craft drawing up to 8 feet (2.4 m).

135 The approach channel is marked by privately maintained **beacons**. Port-hand beacons consist of bush-tipped stakes; those on the starboard hand are stakes with crosspieces.

136 The settlement of **Waskaganish (Fort-Rupert)**, population 1,699 *(2001)*, is near the head of Rupert Bay on the south bank of the mouth of **Rivière Rupert** *(51°29'N, 78°45'W)*. The community has a post office, a bank, a police station and a medical clinic. There are a variety of retail stores and restaurants and a hotel. *Air Creebec* provides flights daily except Saturday. Waskaganish is accessible by gravel road from the *James Bay Highway*.

137 **Caution**. — The settlement is on a point with deep water inshore, but there are swampy shores east and west of the point with **shoal water** extending off for 0.1 mile and more. **Shoal water** extends off the north shore for 0.4 mile.

138 An **aeromarine radiobeacon** near the settlement transmits on 351 kHz with identification YKQ (— • — — — • — — — • —).

Chart 5800

Waskaganish to Hannah Bay

139 The shoreline of the head of James Bay between **Pointe de la Fougère Rouge** *(51°39'N, 79°21'W)* and **Netitishi (Nattabisha) Point**, 36 miles SW, is low and marshy and has **drying flats** stretching up to 3 miles offshore.

140 **Caution**. — All the points are low and inconspicuous. The only relatively high ground is inland between **Pointe Cachechu** and **Pointe Mésaconane** where the terrain rises to 100 feet (30 m).

141 **Chiyask (Gull) Bay**, a shoal bay lying between Pointe Mésaconane and **Chiyask (Gull) Point**, is on the boundary between the provinces of Québec and Ontario.

142 **Iskoyaskweyau (East) Point** *(51°24'N, 79°41'W)* is the east entrance point of **Hannah Bay**. **Missisicabi River**, **Piscapecassy River**, **Harricanaw River** and **Kesagami River** flow into Hannah Bay. Netitishi Point,

the west entrance point of Hannah Bay, is low and inconspicuous.

143 **Caution**. — Hannah Bay is **not surveyed**.

James Bay — West shore

144 The west coast of James Bay is generally low and swampy and, unlike the east coast, is regular with very few islets. There are no prominent or easily identifiable land features. Trees on the shoreline can usually be seen at 8 miles.

145 **Caution**. — Most of the coastal waters of the west side of James Bay are **not surveyed** and should not be entered without local knowledge.

Cape Henrietta Maria to Albany River

146 **Cape Henrietta Maria** *(55°09'N, 82°20'W)*, the WNW entrance point of James Bay, is a narrow peninsula 15 feet (5 m) high composed of disintegrated limestone.

147 **Caution**. — Sparse soundings indicate that the area NW of the cape is very **shoal**.

148 The **tidal ranges** of mean and large tides near Cape Henrietta Maria are 7.2 and 9.8 feet (2.3 and 3 m).

Charts 5476, 5800

149 **Hook Point**, 17 miles SSE of Cape Henrietta Maria, is low, swampy and treeless.

150 **Caution**. — **Depths** under 6 feet (1.8 m) extend 1 mile offshore in this area and **dangers**, position approximate, are up to 8 miles offshore 12 miles south of the point.

151 An air defence **radar site**, abandoned in 1965, with parabolic **antennae** standing 120 feet (36.5 m) high, is 7 miles SW of Hook Point *(2005)*.

Offshore islands

152 **Bear Island** *(54°21'N, 81°06'W)*, the largest of a group of islands in the north part of James Bay, is the site of an **abandoned airstrip** and military installation; there is only one small building left standing *(1979)*. The island is highest at the north end, black in appearance and devoid of vegetation.

153 **North Bear Island**, **South Bear Island** and **Two Cubs Islands** are other islands in the group. **Sunday Island** *(54°19'N, 80°40'W)*, 15 miles eastward, is low and treeless.

154 **Caution**. — **Sheldrake Shoal**, with a depth of 4 feet (1.2 m), lies 1 mile east of the south end of Bear Island. **Whale's Back Rock**, an above-water rock, position approximate, lies 1.4 miles SSW of Bear Island. **Shoals** extend NNE of South Bear Island 1.8 miles towards Sheldrake Shoal.

155 **Anchorage** can be obtained in the berth close off the SE part of Bear Island but holding is poor over a bottom of flat glaciated rock.

156 A landing beach in a cove west of **Polar Point** is usable only by small landing craft for 2 hours either side of high water.

157 **Caution**. — Many **reefs** and **boulders** make the approach to the beach hazardous, particularly **rocks** extending 0.5 mile north of Polar Point.

Chart 5800

158 **Caution**. — **Gasket Rock** *(54°07'N, 81°30'W)*, with a depth of 6 feet (1.8 m) or less, lies 19 miles SW of Bear Island. A similar **rock**, existence doubtful, is 12 miles farther SSW.

159 The coast continues to be low and swampy and is bordered by **drying flats** between Hook Point and Ekwan Point, 97 miles south. **Big Owl Creek**, **Lakitusaki River**, **Opinnagau River**, **Patchepawapoka River**, **Nowashe Creek** and **Swan River** are the named of many creeks and rivers that enter the bay along this stretch. The abandoned buildings of the former *Hudson's Bay Company* post of Lake River are on Lakitusaki River.

160 **Akimiski Island** *(53°00'N, 81°25'W)* is swampy, mostly low, partly wooded and is composed of gravel, sand and boulders arranged in low rolling ridges. The island reaches an elevation of 100 feet (30 m) along its south coast but is said to be a poor radar target. The shores are bordered by **drying flats**.

161 **Houston Point** and **Cape Duncan**, the NE and SE extremities of Akimiski Island, are low and flat. **Gullery Island** and several unnamed islets lie close SE of Cape Duncan.

162 **Caution**. — **Drying shoals** and possible **shoals** are up to 19 miles off the north and east shores of Akimiski Island and up to 17 miles SW and SE of Cape Duncan, including **Albert Shoal** and **Bare Banks**. From sparse surveys in the area, it appears that **shoal water** extends a considerable distance off the north and east sides of Akimiski Island.

163 **Gasket Island** *(52°25'N, 80°15'W)*, a sandy island 23 miles SE of Cape Duncan, has **drying flats** on the north side.

164 **Caution**. — A **rock awash** lies 3 miles NNE of Gasket Island.

165 **Akimiski Strait** *(53°08'N, 82°05'W)* is **obstructed** by islets, **rocks** and **drying flats** and is reported to be **not navigable**.

Approaches to Attawapiskat

166 **Attawapiskat River** discharges through a large delta divided by several channels into large grassy islands bordered by extensive **tidal flats**. The north channel is the deepest and a draught of up to 7 feet (2.1 m) can be carried for 6 miles at high water. The water is deepest along the north shore of the river but the clay banks are eroding and care should be taken to avoid fallen trees.

167 Attawapiskat River is approached from SE only. During the navigation season, the channel is marked by **buoys** and **beacons** placed and maintained by *Moosonee Transportation Ltd*. The buoys are white 45 gallon oil drums; the beacons are poles topped by clusters of branches. Local knowledge is required.

168 The **tidal range** varies from 5 to 6.6 feet (1.5 to 2 m).




169 **Caution**. — Because of the **shoal water** extending far out from the shore, the **tidal range** is greatly affected by the **wind**. The river **current** reverses on a rising tide.

170 The settlement of **Attawapiskat**, population 1,293 *(2001)*, is on the north shore 6 miles within the north channel of Attawapiskat River. The community has a post office, a police department and a hospital with visiting doctors and dentists. A *Northern Store* in the settlement has an automated bank machine and there are several local retail businesses and a motel. *Air Creebec* provides flights daily except Saturday and *Keeshig Airlines* offers fixed-wing aircraft charters. A winter road connects Attawapiskat with Moosonee and other communities on the west shore of James Bay.

171 The Roman Catholic **church** is the most prominent building in the settlement. A radio **tower** near the settlement is 150 feet (46 m) high; it displays red aircraft obstruction **lights**.

172 An **aeromarine radiobeacon** transmits on 260 kHz with identification YAT (— • — — • — —) from the tower.

173 The mainland coast SW of Akimiski Island, between the Attawapiskat and Albany Rivers, continues to be low, featureless and fronted by **drying flats**. Numerous rivers enter this stretch; the named ones are **Lawashi River**, **Kapiskau River** and **Big Willow River**.

174 A **conspicuous** microwave **tower**, elevation 365 feet (111 m) with red aircraft obstruction **lights**, is near the mouth of Big Willow River.

Charts 5800, 5476

Approaches to Kashechewan and Fort Albany

175 **Albany River** enters James Bay 50 miles SE of Attawapiskat. The river splits into 3 main channels 19 miles from the coast; these are **Chickney Channel**, **North Channel** and **South Channel**.

176 **Albany Island** and **Fafard Island** lie in the mouth of Albany River. **Ball Island**, with **Anderson Point** *(52°14'N, 81°28'W)* at its SE end, is separated from Albany Island by **The Gutway (Cutaway Channel)**. **Clark Island** lies in South Channel 4 miles west of Anderson Point. **Sinclair Island** lies 8 miles WSW of Anderson Point. **Anderson Island** lies close east of Sinclair Island.



177 **Caution**. — Albany River can be approached only from east or SE as the north approach is **obstructed** by **shoals**.



178 **Caution**. — Clay **tidal flats** extend more than 2 miles off the mouth of Albany River and **depths** of less than 6 feet (1.8 m) are found 6 miles off the river mouth. Sand and gravel **bars**, with only 1 foot (0.3 m) over them, lie across North and South Channels. At high water, a draught of 7 feet (2.1 m) can be carried through both channels.



179 **Caution**. — Large **boulders** 5 to 6 feet (1.5 to 1.8 m) in diameter are scattered over the tidal flats. At **high water**, these boulders are only inches below the surface. They are **invisible** in the muddy water and are a serious **danger to navigation**.



180 **Caution**. — The clay **banks** of the river are **eroding** and care must be taken to avoid fallen trees.




181 **Caution**. — Because of the **shallow** coastal **waters**, **tides** are greatly affected by **winds**. The river **current** reverses on a rising tide.



182 North Channel is marked by private **buoys** and **beacons**. The buoys are spar buoys and spherical styrofoam buoys. The beacons are poles with wreaths on crosses. The outer two beacons mark a **bar** and should be kept to starboard; the buoys should be kept to port. A **beacon** at the river mouth should be kept to port. The innermost buoy is on the north side of the channel well upstream *(1976)*. From the innermost buoy, the route leads close along the north shore to Kashechewan where there is a small floating **wharf**. Local knowledge is required.

183 The settlement of Kashechewan *(52°17'N, 81°39'W)* is on the north side of North Channel, NW of **Kakago (Iserhoff) Island**. **Linklater Island** is close east of Kakago Island.

184 South Channel is also marked by private **buoys** and **beacons**. The buoys are spar buoys and spherical styrofoam buoys. The beacons consist of poles with horizontal bars forming crosses. In the entrance to South Channel, beacons are generally kept to starboard and buoys to port but local knowledge is essential. The buoy farthest upstream is 2 miles west of Anderson Point *(1976)*. From this buoy, the route leads along the north side of the channel to east of Clark Island. From here, the route crosses to the south shore and continues as far as the east point of Anderson Island, the head of barge navigation. There is a large floating steel **wharf** and a wooden **seaplane wharf** here.

185 The site of Fort Albany *(52°12'N, 81°41'W)* is 3 miles farther WSW, on the south shore of South Channel, abreast of the east end of Sinclair Island.

186 An **aeromarine radiobeacon** near Fort Albany settlement transmits on 216 kHz with identification YFA (— • — — • • — • • —).

187 The settlements of **Kashechewan** and **Fort Albany** have a combined population of 2,949 *(2001)*. Each community has a post office and there is a shared police department. Kashechewan has a nursing station; Fort Albany has a 17 bed hospital with visiting doctors and dentists. Kashechewan has a *Northern Store* with an automated bank machine. There are several retail stores and restaurants between the two settlements and accommodation is available. *Air Creebec* provides flights daily except Saturdays.

Chart 5800

Albany River to Moosonee

188 Between Albany River and Moose River, 60 miles SE, the coast continues to be low and featureless. **Drying flats** border the shore.

189 Named points on this coastline are **Nomansland Point** *(52°03'N, 81°05'W)*, **Cockispenny Point**, **Halfway Point**, **Longridge Point**, **Paskwachi Point** and **Big Piskwanish Point**. Some of the many rivers entering James Bay along this stretch are **Kinosheo (Kinoje) River**, **Nettichi River**, **Kabiskaubakau River** and **Lawabiskau River**.

190 **Conspicuous** microwave **towers** are on Cockispenny Point and 4 miles west of Big Piskwanish Point. Both towers are 310 feet (94 m) in elevation and show red air obstruction **lights**.

Chart 5860

Approaches to Moose River

191 **Northbluff (North) Point** *(51°30'N, 80°27'W)*, 7 miles north of the mouth of Moose River, rises only a few feet above the level of the surrounding flat terrain but is the first object definable on radar when approaching from northward.

192 **Ship Sands**, on the NW side of the river mouth, is a **drying flat** composed of firm sand and mud with scattered **rocks** and **boulders**; **The Elbow** is its NE end. **East Bar**, covered with scattered **boulders** 3 to 6 feet (0.9 to 1.8 m) high, and **Nielson Bar** form the SE side of the river entrance.

193 **Ship Sands Island** *(51°21'N, 80°27'W)*, in the mouth of **Moose River**, is separated from **Sandy Island** to the west by **Wavy Creek**.

194 **Caution**. — Extensive **drying flats** of mud or sand, peppered in places with **boulders**, extend 1 to 5 miles offshore in the approaches to Moose River. **Depths** under 12 feet (3.7 m) reach a further 1.5 miles offshore.

195 **Sand Head** *(51°25'N, 80°20'W)*, the outermost of the **flats** and devoid of boulders, dries from 1 to 6 feet (0.3 to 1.8 m).

196 The **tidal ranges** of mean and large tides are 7.2 and 9.8 feet (2.2 and 3 m) in the vicinity of Sand Head.

197 **Long Point**, the south entrance point of Moose River, is low and inconspicuous.

198 This is a resting area for geese and there are several **bird sanctuaries** near the river mouth.

199 **Le Moyne Passage**, the eastern and recommended entrance passage, has mid-channel depths of 6 to 11 feet (1.8 to 3.4 m).

200 **Caution**. — The passage has relatively calm water in northerly winds but heavy breakers frequently occur in the **shoal water** close south.

201 **Caution**. — **Duncan Passage**, not buoyed and no longer used, has **depths** of 1 to 3 feet (0.3 to 0.9 m). **The Bar** *(51°26'N, 80°20'W)*, a **drying shoal** in the mouth of Duncan Passage, causes breakers and a confused sea at any stage of the tide in north winds.

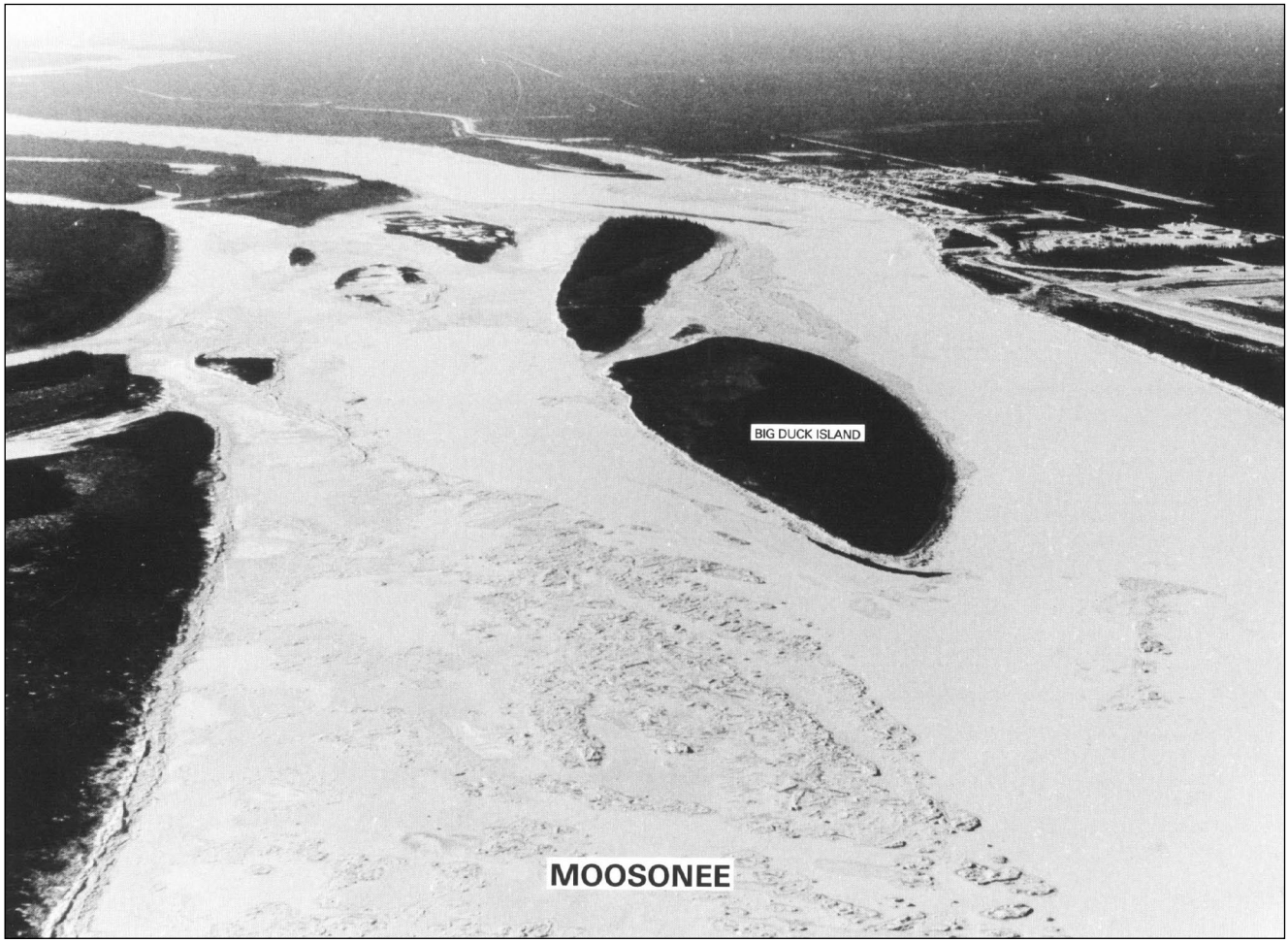
202 The approach to Le Moyne Passage is marked by a **lighted buoy**. The main entrance channel upstream of the junction of Le Moyne and Duncan Passages is marked by **lighted** and **unlighted buoys**. The positions of the buoys are approximate; they may be moved to mark the best channels.

203 Unsheltered **anchorage** can be found in the approaches to Le Moyne Passage outside the outer buoy in 4 to 5 fathoms (7.3 to 9.1 m), mud, with good holding.

204 Le Moyne and Duncan Passages converge into one main channel 1 mile SW of Sand Head.

205 **Sand Head Beacon**, position approximate, is on the SE side of Sand Head; it consists of a **radar reflector** fitted on a single **pole**. **Shears Beacon**, on the east side

MOOSONEE (date unavailable)



of Ship Sands 2.5 miles SW of Sand Head Beacon, is a **radar reflector** mounted on poles in the form of **sheer legs**. Shears Beacon is not readily visible because of its small size but the radar reflectors here and on Sand Head Beacon have been detected at 8 to 10 miles. Both beacons are privately maintained; their condition is unknown *(2006)*.

206 A bird watch **tower** *(51°20'N, 80°27'W)* on the SE shore of Ship Sands Island is topped by a **conspicuous spherical structure** *(1988)*.

207 **Anchorage** with good holding in 14 feet (4.3 m), mud and sand, but no shelter from NE winds can be obtained in the berth 0.9 mile ENE of the bird tower on Ship Sands Island.

Chart 5861

208 South of Ship Sands Island, the entrance channel divides into North Channel and South Channel, separated by a chain of islands and **drying flats**. These include **Horseshoe Islands**, **Tomisidenik Island**, **Moose Flats**, **Little Duck Island**, **Big Duck Island**, **Butler Island**, **Charles Island**, **Moose Factory Island**, **Sawpit Island** and **Bushy Island**.

209 **Caution**. — **South Channel** is **obstructed** at its NE end by **Horseshoe Shoals** *(51°19'N, 80°27'W)*; the channel has a **depth** of 1 foot (0.3 m) and is navigable only by canoes.

210 **North Channel** has a least depth of 4 to 5 feet (1.2 to 1.5 m) in its narrowest part, south of **Little Duck Bar** *(51°19'N, 80°32'W)*.

211 North Channel is marked by **lighted** and **unlighted buoys**; these may be moved to mark the best channel.

212 **Moosonee**, population 1,916 *(2001)*, is on the NW shore of the river between Butler Creek and Halfway Creek. The community has a post office, bank, police department and a health care clinic. *Purolator Couriers* offers document and small package expediting. There are a variety of retail stores and restaurants and a liquor store. Accommodation is

available in 4 hotels. *Air Creebec* provides daily air service except Saturdays and there are helicopter and fixed-wing aircraft for charter at *Moosonee Airport*. A passenger and freight railway service, operated by *Ontario Northland Railways*, connects Moosonee to Cochrane, Ontario. *Moosonee Transportation Ltd.* provides freight and tanker barge service to communities on James Bay and southern Hudson Bay.

213 **Moose Factory**, population 1,430 *(2001)*, is a First Nations Reserve on the island of the same name. The community has a post office that also offers some banking services, an automated bank machine, a police department and a regional hospital that serves the west shore of James Bay. There are several retail stores and restaurants and accommodation is available in 2 hotels. Travellers must take the local ferry in summer or the local taxi in winter to get to the mainland airport or train station.

214 The settlements, 10 miles within the entrance of Moose River, can be reached at high water by craft drawing 8 feet (2.4 m).

215 Near Moosonee are **conspicuous** microwave and radio **towers**, fitted with red aircraft obstruction **lights**, and a church **spire** that is sometimes **illuminated**.



216 *Charles Island* **light** *(2632)* is on the NE end of an unnamed island just SSW of Charles Island.

217 An aeronautical rotating **light** is 0.5 mile NE of Butler Creek.

218 An **aeromarine radiobeacon** near the settlement of Moosonee transmits on 224 kHz with identification MO (— — — — — —).



219 **Anchorage** with limited swinging room can be found off Moosonee. There is a **seaplane anchorage**, marked by buoys, off Butler Island.



220 *Moosonee Transportation Ltd.* sets up a floating **wharf** at Moosonee during the navigation season. The wharf consists of a ramp extending to a moored barge. Barges 170 feet (52 m) long drawing 6 feet (1.8 m) berth at this wharf, near the end of the railway spur line.



221 **Caution**. — Several small **wharves** are farther upstream but there is limited turning space due to the extensive **shoal** extending NE from **Maidmans Islands**.

222 A **submarine power cable** and an **overhead power cable** with a clearance of 50 feet (15.2 m) cross the channel between Moose Factory Island and Sawpit Island. An **overhead power cable** with a clearance of 40 feet (12.2 m) runs from Bushy Island westward across the Moose River to the shore.

223 The average thickness attained by level **fast ice** at Moosonee is 86 cm with a record maximum thickness of 130 cm *(1983)*. Break-up normally begins during the third week of April with the river clearing of ice early in the second week of May. Freeze-up usually begins during the second week of November with a complete ice cover forming by the last week of the month. Two to four weeks variation in break-up and freeze-up dates can occur.

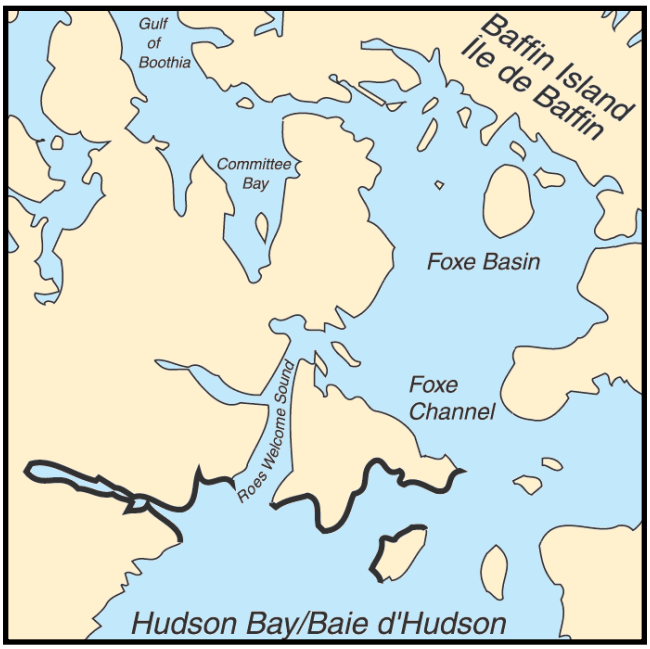
Charts 5800, 5860



224 **Caution**. — The land around Moose River estuary is flat and **featureless**. Northbluff Point is the first return on radar, and has been detected at 9 miles. Good visual bearings cannot be observed until 4 miles from the fairway buoy.

Chapter 6

Southampton Island (South Side)
Chesterfield Inlet



Southampton Island (South Side) — General

Chart 5449

1 The south coast of **Southampton Island** *(64°30'N, 84°00'W)* forms the north side of Hudson Bay. The coast is mostly low and marshy, backed farther inland by gently rounded plateaus. These plateaus reach elevations of 600 to 800 feet (183 to 244 m) in places and stand out clearly as horizontally bedded limestone on a base of darker crystalline rock. Parts of the coast have a shore of sand bars and sand spits with flights of raised beaches that end inland at the limestone plateaus. The raised beaches are gradually created as the earth's crust rebounds from the last ice-age. In the west the coast is backed by wide tracts of flat marshland. **Bell Peninsula** is the SE part of Southampton Island.

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 **Caution**. — **Drying flats** and **shoal water** border most of the shore and there are **shallow mud flats** at the heads of the bays.

6 Coral Harbour is the only refuge for craft drawing more than 3 or 4 feet (0.9 or 1.2 m). Anchorages that may be suitable for small craft are found at the mouths of some of the rivers; only a few of these can be used at low water.

7 **Caution**. — Except for Coral Harbour and approaches, the coastal waters of the south side of Southampton Island are **not surveyed**.

8 **Caution**. — There are *National Research Council* **firing practice and exercise areas** in Hudson Bay. Mariners are advised to contact a *Canadian Coast Guard* radio station before entering the bay. *(For details see the annual edition of Canadian Notices to Mariners.)*

Seahorse Point to Coral Harbour

9 **Seahorse Point** *(63°47'N, 80°10'W)*, the east tip of Bell Peninsula, was named in 1616 by Baffin and Bylot for the many walruses they saw here. The point, which separates high land on the north from low land on the south side of Southampton Island, has steep gneiss cliffs 100 feet (30 m) high; low rocky islets lie off the point. **Back Peninsula**, 2 miles SW of Seahorse Point, is a low rounded hill joined to the mainland by a narrow sand **bar**. Three islets lie off Back Peninsula and there are reported to be **rock banks** and small islets almost awash at high water.

10 **Expectation Point** *(63°44'N, 80°22'W)*, 3.5 miles to the west, is low. **Junction Bay**, 3 miles farther west, has a broad shallow valley in its NW part, and many raised beaches extend several miles inland. A few miles north of the bay are two broad rounded hills of dark crystalline rocks, 300 to 400 feet (91 to 122 m) high. These hills contrast with much of the land to the westward.

11 **Leyson Point** *(63°27'N, 80°58'W)* is the south point of Bell Peninsula and the NW entrance point of Hudson Bay. The point is low at its outer end but rises to 100 feet (30 m) 1.5 miles inland. **Anderson Brook** is on the east shore, 4 miles north of the point.

12 **Caution**. — **Shoal water**, over a gradually shelving bottom, borders most of the south coast of Bell Peninsula and extends as far as 5 miles off Leyson Point.

Evans Strait

13 **Evans Strait** lies along the SW side of Bell Peninsula.

14 The coast of Bell Peninsula between Leyson Point and Native Point, 46 miles to the WNW, forms the north side of Evans Strait. The coast is low with raised beaches, marshes and many ponds for 7 or 8 miles inland and then rises to a rounded limestone plateau. The coast near Native Point is particularly low with many sand bars, lagoons and marshes.

15 **Caution**. — The shore is bordered by **drying flats** and **shoal water** extends offshore.

16 **Native Point** *(63°45'N, 82°31'W)* is said to offer good landing and a safe small-craft shelter in a lagoon on its south side but landing may be possible only near high water.

17 The south side of Evans Strait is bounded by Coats Island *(described in Chapter 4)*. **Cape Prefontaine** *(62°59'N, 82°16'W)*, the north end of the island, is made of raised beaches with an elevation of 200 feet (61 m). The north coast of Coats Island is bordered by **drying flats**. Cape Pembroke *(described in Chapter 4)* is the NE end of Coats Island.

18 **Bencas Island**, 82 feet (25 m) high, off the north shore of Coats Island, is said to have a good harbour for small craft at its north end with a depth of 5 feet (1.5 m). There is a 12-fathom (22-m) patch 3 miles NE of Bencas Island.

19 **Caution**. — The passage south of the island has a reported **depth** of 5 fathoms (9.1 m) and a fossilized coral bottom with very **poor holding**.

20 **Calanus Bay**, on the north shore of Coats Island SW of Bencas Island, is **shoal**. There are many ponds behind the shores of the west half of the bay.

21 **Cape Netchek** *(62°55'N, 83°17'W)*, the NW point of Coats Island, is only 5 feet (1.5 m) high at its outer end. The land behind the cape, with raised beaches and many lakes, reaches an elevation of 100 feet (30 m) 4 miles inland.

22 **Walrus Island** *(63°16'N, 83°39'W)*, 22 miles NNW of Cape Netchek, is rock and rises abruptly from the water; it contrasts sharply with the low flat shore of Southampton Island and is a good radar and visual target.

23 *Walrus Island* **light** *(2537)* is in the middle of the island.

24 The west side of Coats Island is a low plain with many ponds. Raised beaches rise to 100 feet (30 m) 3 to 5 miles inland. **Santianna Point** is the low west end of Coats Island.

25 **Caution**. — **Shoal water** extends off Santianna Point and probably most of the west coast of the island. **Banks** with depths of 12 and 15 fathoms (22 and 27 m) lie 12 miles NNW and 18 miles west of the point.

Fisher Strait

26 **Fisher Strait**, NW of Coates Island, is entered from SW between Santianna Point and **Cape Low** *(63°06'N, 85°18'W)*, at the south end of Southampton Island. **Ranger Brook** empties over a shore of sand and gravel west of Cape Low.

27 **Caution**. — The NW shore of Fisher Strait shelves gradually and is bordered with **drying flats** and **shoal water** for 5 miles or more offshore. Even small craft must keep several miles offshore to avoid striking **rocks** or running aground, especially at low water. An **isolated** 10-fathom (18.3-m) **bank** lies 11 miles south of Cape Low.

28 The south coast of Southampton Island between Cape Low and **Ruin Point**, 62 miles to the NE, is low and marshy for several miles inland, rising more than 20 miles inland to limestone plateaus 400 to 500 feet (122 to 152 m) high.

29 **Hut Point** *(63°18'N, 84°34'W)*, **Bear Cove**, **Bear Cove Point** and **Maurice Point** are named but inconspicuous features along this stretch of coast. **The Points** is a range of steep-sided hills NW of Hut Point; from the east, they look like five peculiar shed-like hills. **Bursting Brook**, which flows through a great expanse of marshland, and **Sutton River** are two of numerous brooks and rivers entering Fisher Strait.

30 There is a **magnetic disturbance** in Fisher Strait.

Charts 5449, 5410

Coral Harbour and approaches

31 **South Bay** *(64°08'N, 83°10'W)*, entered between Native Point and Ruin Point, has low shores; 15 miles to the north, the land rises to 1,000 feet (305 m). Coral Harbour is at the head of the bay; the hamlet of Coral Harbour is on the north shore.

32 **Caution**. — South Bay has **foul ground** on both sides.

33 **Caution**. — South Bay is **incompletely surveyed**; there may be **uncharted dangers** even in sounded waters.

34 Prevailing winds are north and NW, but in summer sea breezes from the south become quite pronounced. Visibility is poorest during the summer; however, this region is not especially foggy.

35 **Native Bay** *(63°52'N, 82°40'W)*, on the east side of South Bay, has a low coastline backed inland by a flat expanse of marshes and lakes. **Prairie Point**, NW of the bay, is flat with a low, rounded limestone plateau rising 2 miles to the east. The shores of Native Bay shelve gently.

36 **Caution**. — **Drying flats** extend 3 miles and more offshore; further offshore there is **shoal water**.

37 On the west side of South Bay, the land rises gradually over flights of raised beaches to low, rounded limestone hills.

38 The **magnetic compass** is erratic in this area.

39 **Bear Island** *(64°00'N, 83°13'W)*, 1.7 miles NW of Prairie Point, is near the outer end of a wide, **drying**, **gravel** and **boulder foreshore**; Bear Island has been described as "a low uninteresting pile of gravel". The coast is composed of angular stones cemented by lime and has a whitish appearance. It is backed by wide marshland.

40 *Bear Island* **light** *(2545)* is on the north part of the island.

41 **Caution**. — **Depths** of less than 6 fathoms (11 m) extend up to 0.8 mile NW and north of Bear Island; **similar depths** are more than 2 miles off the mainland coast from Bear Island to Coral Harbour. **Patches** with depths of 6 to 10 fathoms (11 to 18.3 m) are scattered from Bear Island northward to Munn Bay. On the west side of South Bay, the shore is bordered by **drying flats** of sand and gravel up to 1 mile in width; **depths** of less than 10 fathoms (18.3 m) are found 2 miles off the south part and more than 3 miles off the north part of this shore.

42 **Renny Point** *(63°55'N, 83°36'W)*, with a small island offshore, is on the west coast 9 miles north of Ruin Point. **Mount Scotch Tom**, 20 miles NW of the head of South Bay, is a large rounded ridge at the south end of a range of mountains with elevations over 1,000 feet (305 m).

Chart 5410

43 **Rocky Brook**, 6.5 miles north of Renny Point, has a small **bar** off its mouth as do most of the streams along this stretch of coast. **Kirchoffer River**, in the NE part of the bay, is navigable by small craft at high water as far as a **waterfall** 1 mile upstream. East of the river mouth, the north shore of the bay above the high water line is rocky cliffs 20 to 40 feet (6 to 12 m) high.

44 **Munn Bay**, between **Seal Point** *(64°06'N, 83°11'W)* and an unnamed point 5 miles to the west, is **shallow** over most of its inner part. The NW foreshore is a **drying flat** of bedrock, **boulders** and mud. The NE shore is steep rough cliffs up to 25 feet (7.6 m) high.

45 *Munn Bay* **light** *(2546)* is on the NE side of the bay.

46 An **anchorage** 1.2 miles south of *Munn Bay* light, in 10 fathoms (18.3 m), has moderate holding over a bottom of sand, rocks and clay; vessels have dragged in strong southerly winds. There is a better **anchorage** in Coral Harbour.

47 **Caution**. — The NW **shores** of South Bay and Munn Bay, as shown on *Chart 5410*, are **unreliable** for position fixing by radar.

48 **Tern Island** is near the middle of Munn Bay on a **drying flat** surrounded by **shoal water**; it is difficult to distinguish from a distance.

49 **Caution**. — The **beacon** on Tern Island and the **cairn** and **beacon** on the points 1 mile WNW and 2.5 miles WSW of Tern Island, as shown on the 1977 edition of *Chart 5410*, were not in place in July 2003.



50 A prominent sand and gravel **wharf** has been built around a beached hulk at **Snafu Beaches** in Munn Bay; this wharf extends 100 feet (30 m) from the shore and has a depth of 3 feet (0.9 m) along its outer end. Supply barges berth bows-to at the end of the wharf 1 hour before high water. Freight, only, is handled at this wharf.

51 Radio **towers** charted north of Munn Bay and **buildings** at the airfield 3.5 miles NNW of the bay are **conspicuous**. Aircraft obstruction **lights** on the towers and a rotating aeronautical **light** at the airfield are shown when aircraft are in the area.

52 **Coral Harbour** *(64°08'N, 83°04'W)* is at the NE end of South Bay; it was named for the red coral frequently brought up by the lead when taking soundings. The west shore is low and rocky; ridges continue into the bay as reefs and islets, especially near Seal Point. To the north, the land rises very gradually to a low limestone plateau. The east shore is low and marshy from east of Bear Island to the head of the harbour, where **Ford River** enters through a wide delta. The foreshore of the bay is an extensive **drying flat** of **boulders**, gravel and mud; **drying patches** lie up to 2 miles offshore.

53 The hamlet of **Coral Harbour**, population 712 *(2001)*, is on the west shore of the harbour. The community has a post office, an RCMP detachment and a health centre. There is a *Northern Store* and *Co-op* store. *Inns North* operates a small hotel; other businesses offer lodgings as well. *Kivalliq Air* and *Calm Air* provide daily flights except Saturdays.

54 The *Canadian Coast Guard* radio station "*Coral Harbour*" is 3 miles WNW of Snafu Beaches. This is a remotely controlled station operated by *MCTS Iqaluit*. *(See Radio Aids to Marine Navigation — Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic.)*

55 A privately maintained **aeromarine radiobeacon** *(64°09'N, 83°22'W)* transmits on 362 kHz with identification YZS (— • — — — — • • • • •).

56 The average thickness attained by level **fast ice** at Coral Harbour is 171 cm with a record maximum thickness of 206 cm *(1983)*. Break-up normally begins towards the end of June with the harbour clearing of ice by the middle of July. Freeze-up usually begins by the end of the first week of October with complete ice cover developing by the end of the month. These dates can vary by two to three weeks.



57 The **tidal ranges** of mean and large tides at Coral Harbour are 8 and 13 feet (2.5 and 3.9 m). The maximum **tidal stream** at the anchorage in Munn Bay is reported to be 2 knots.



58 **Caution**. — **Guard Rock** *(64°06'N, 83°08'W)*, a **drying rock** in the mouth of Coral Harbour 1.2 miles ESE of Seal Point, is surrounded by **shoal water**, and **isolated shoals** of less than 3 fathoms (5.5 m) lie up to 0.8 mile to the SW and NE.

59 A channel with a least depth of 23 feet (7 m) leads eastward past the south side of Guard Rock and NNW to the hamlet. A **pilot** is recommended and can be arranged through *MCTS Iqaluit*.



60 The usual **anchorage** in Coral Harbour is 1 mile off the settlement in a small area of more than 6 fathoms (11 m). Holding is good but the berth is exposed.



61 The **harbour** at the hamlet of Coral Harbour is entered from the south of the settlement. This cove, 3 feet (0.9 m) deep in its entrance, is well-sheltered to the east by a **breakwater**. There are two small-craft **wharves** and a wide graded **ramp**. The small-craft wharf on the west side of the cove has less than 1 foot (0.3 m) alongside. Tankers deliver petroleum products through a floating hose to a shore connection at the west entrance point of the harbour. Care is necessary to avoid the **reefs** and any **rocks** moved into the channel by ice.

62 The south entrance point of the cove is marked by a fluorescent-orange **beacon**.

Chart 5533

Coral Harbour to Cape Kendall

63 **Bay of Gods Mercy** *(63°30'N, 86°20'W)*, a large open bight in the SW part of Southampton Island, was named in 1824-25 by Captain Lyon, of HMS *Griper*, because of his narrow escape there from striking a rock. The bay, **not surveyed**, is reported to be **shallow** with many **shoals**. The shores are low and the north coast is bordered by wide **drying flats**. The east shore of the bay, past **Gibbons Point** and as far north as **Manico Point**, is slightly higher than the other parts; there are distinct raised beaches and there is a low limestone plateau 1 to 2 miles inland.

64 **Unhealing Brook** and **Boas River** flow through marshy flats into the head of Bay of Gods Mercy. The mouth of Boas River has depths of less than 2 feet (0.6 m).

65 A flat peninsula of marshy land forms the north side of Bay of Gods Mercy. **Cape Kendall** *(63°36'N, 87°13'W)*, at the SW end of the peninsula, is slightly higher than the low land nearby.



66 **Caution**. — Limestone islets and **reefs** lie 6 miles to the SSW and other **shoals** are reported 5 to 6 miles offshore. A **bank** with a depth of 7 fathoms (12.8 m) is 17 miles south of the cape.

Hudson Bay — NW shore — Cape Fullerton to Chesterfield Inlet

67 **Cape Fullerton** *(63°58'N, 88°47'W)*, the west entrance point of Ne Ultra Strait and Roes Welcome Sound, has an elevation of 100 feet (30 m) *(Ne Ultra Straight and Roes Welcome Sound are described in Chapter 8)*.

68 **Caution**. — The coast between Cape Fullerton and the entrance to Chesterfield Inlet, 60 miles to the SW, is bordered by **drying flats**, **reefs**, islets and **rocks**. A **shoal** is reported to extend 10 miles SE from Cape Fullerton; several **dangerous rocks** lie within a few miles of the SE end of the shoal.

69 **Bernheimer Bay** lies between Cape Fullerton and **Poillon Point**.

70 **Fullerton Harbour** *(64°00'N, 88°59'W)*, a small **anchorage**, is entered from the west through a passage 150 feet (46 m) wide with a depth of 14 feet (4.3 m). The harbour is sheltered to the south by **Store Island**; the depth in the harbour is 6 fathoms (11 m).

71 **Caution**. — A **shoal spit** extends WNW from the NW point of the island for 750 feet (229 m). The east entrance is narrow and difficult.

72 The coast is broken and bordered by numerous islands, islets and **rocks** between Poillon Point and the east entrance point of **Daly Bay**, 14 miles to the west. **Lorillard River** enters the NW part of Daly Bay. **Bailey Islands** are off the west entrance point of the bay.**Walrus Island** *(63°54'N, 89°36'W)* is the outermost of the islands and islets in Daly Bay.

73 **Caution**. — **Dangerous submerged rocks** lie 2 miles west of Walrus Island.

74 **Winchester Inlet**, SW of Bailey Islands, is surrounded by low, rounded and bare hills separated by wide valleys. Boulders are scattered over the hills and there is little vegetation anywhere. The valleys are boggy and filled with lakes and ponds.

75 There is reported to be a good **anchorage**, well-sheltered by islands, on the NE side of the inlet 3 miles from the entrance.

76 **Caution**. — **Submerged rocks** are scattered across the mouth of Winchester Inlet.

77 The coast between Winchester Inlet and Chesterfield Inlet, 30 miles to the SW, is low and filled with lakes and ponds. The land slopes up from the coast gradually and there are no hills higher than 50 feet (15 m).

78 **Caution**. — The coast is bordered in most places by a wide belt of low rocky islands; **submerged rocks** extend for several miles seaward. Beyond the rocks the bottom is uneven; **shoal water** extends well offshore. There is danger of grounding even if out of sight of the land.

79 **Depot Island** *(63°47'N, 89°53'W)*, 4 miles SE of Winchester Inlet, was the site of a whaling station. **Whitney Inlet**, NW of Depot Island, has many **submerged rocks** off the entrance.

80 **Cape Silumiut**, elevation 49 feet (15 m), and the coast north and south are bordered by **drying flats**. **Rockhouse Island**, 16 miles to the SW, is 140 feet (43 m) high and joined to **Pintail Island** by a **drying bank**. Between Cape Silumiut and Rockhouse Island, the coast is broken with many bays and inlets.

81 **Caution**. — Islands, islets and **rocks** lie up to 6 miles offshore.

Approaches to Chesterfield Inlet

82 **Chesterfield Inlet** *(63°24'N, 90°45'W)*, on the SW side of Rockhouse Island, is a corridor of tidal waters joining Hudson Bay to Baker Lake. The distance along the usual track through the inlet is 124 miles from the open waters of Hudson Bay to the entrance to Baker Lake at Chesterfield Narrows. The offshore approaches to Chesterfield Inlet were surveyed in 1981.

83 **Caution**. — There are **shoals** and **rocks** and several **shoal depths** of 33 feet (10 m) or less in the area north and west of *63°20'N, 90°00'W*. There is a **rock reef** with a depth of 8 fathoms (14.6 m) 11.5 miles SE of Cape Silumiut, and there are other **shoals** to the west and SW. There are **rock reefs** with a depth of 10 fathoms (18.3 m) 10.7 miles ESE of Promise Island and a **shoal depth** of 9 fathoms (16.8 m) 10 miles SE of the island. The 4-fathom (7.3-m) patch charted 8.2 miles ESE of the island was not found in the 1981 hydrographic survey.

Chart 5620

84 Most of the shores of the islands and mainland coast in this area are bordered by **drying rock** and **boulder flats**.

85 **Promise Island** is a wedge-shaped island with a high west side off the entrance to Chesterfield Inlet; **Wag Islands** are low islands joined to Promise Island by a **shallow**, **partly drying bar**. The islands are difficult to identify from more than 5 miles. **Akreavenek (Sandpiper) Island**, elevation 5 m, lies north of Wag Islands and is joined to them by a **drying ledge**.

86 A **beacon**, consisting of a black and white **tripod** topped with a **mast**, is on the SW side of Promise Island. Promise Island beacon is not maintained; its condition is unknown *(2006)*.

CHESTERFIELD ANCHORAGE (date unavailable)



87 Chesterfield Inlet is entered between Promise Island and **Jaeger Point**.

88 **Anchorage** in 15 to 20 m, sand and gravel, with fair protection except from easterly winds can be found 1 mile south of Akreavenek Island. CCGS *N.B. Maclean*, an icebreaker 79.3 m in length, rode out 70-knot westerly winds here in 1973.

89 On the south side of the approaches to Chesterfield Inlet, **Fairway Island** *(63°15'N, 90°34'W)*, elevation 11 m, appears from offshore to be three distinct mounds.

90 **Caution**. — The west side of the island has deep water but a **drying spit** extends from the NW point for 1 mile.

91 **Sakpik Island**, **Sakpik Channel** and **Sakpik Bay** are NW of Fairway Island. Sakpik Island has two hills joined by a narrow isthmus; the western hill is 12 m high.

92 **Caution**. — **Isolated shoals** with depths of 4.9 and 12.3 m lie 0.6 mile ESE and 0.9 mile NNE of the NE end of Sakpik Island.

93 **Aulatsivik Point** *(63°16'N, 90°43'W)*, SW of Sakpik Island, has a **conspicuous** dark rock **ridge**, 15 m high, in its centre.

94 **Fox Trap Island** is on the north side of Sakpik Bay. There are rock cairns at the north end of Fox Trap Island; these have been used by the Inuit for trapping fox. **Fish Bay** is NW of Fox Trap Island. Fish Bay, used by the Inuit for netting arctic char, has low rocky shores.

95 **Caution**. — There are **shoal depths** of 3 to 4.5 m in the entrance to the bay.

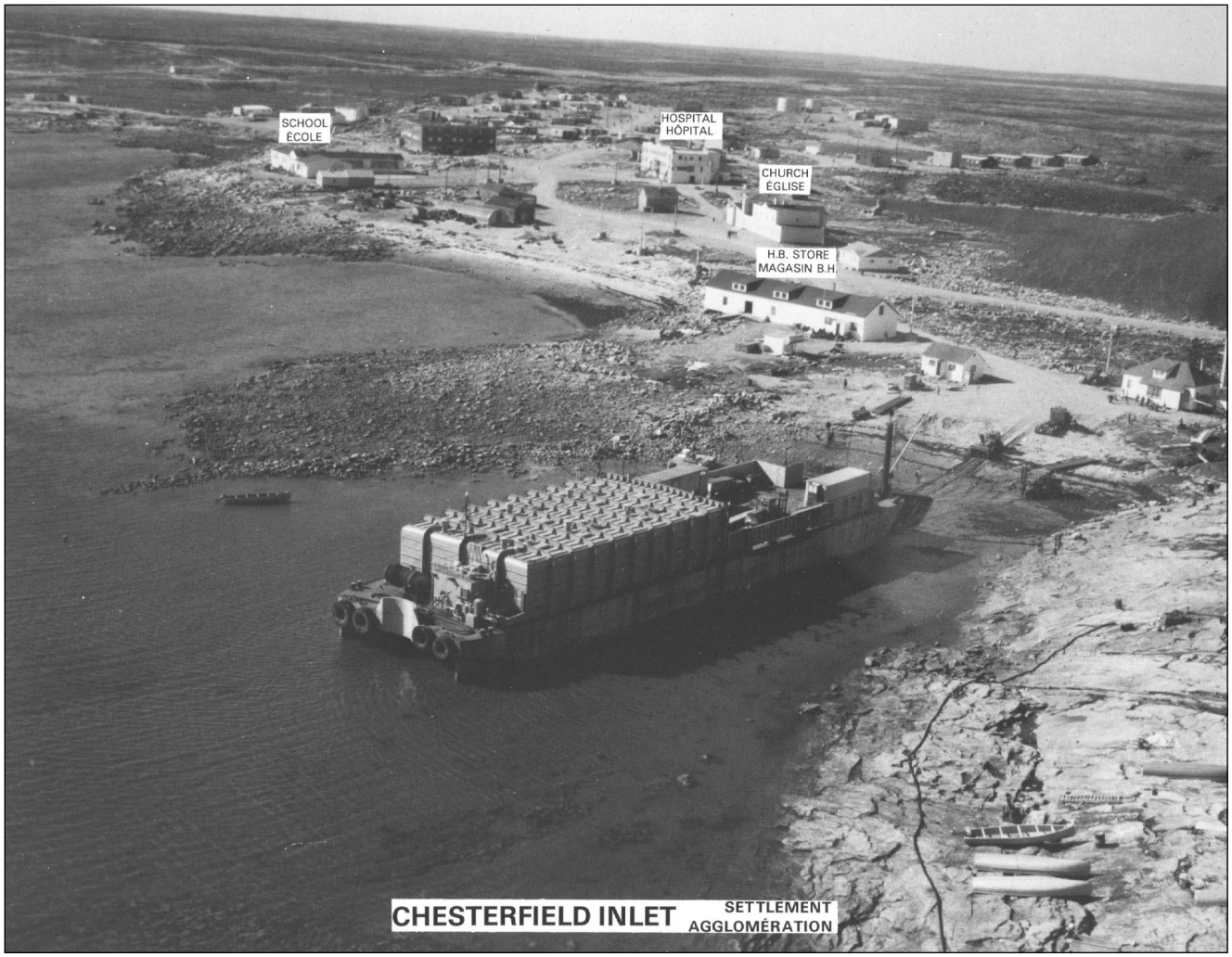
96 On the NE side of Fish Bay, **Clay Island**, elevation 1.8 m, is attached to **Thibert Point**.

97 **Caution**. — There are **shoal depths** of less than 1 m 0.35 mile ESE of the island.

98 **Chesterfield Anchorage** *(63°20'N, 90°42'W)* is a sheltered bay between Thibert Point and **Finger Point**, 1.3 miles NE.

99 The hamlet of **Chesterfield Inlet**, population 345 *(2001)*, is on the north shore of Chesterfield Anchorage. The **buildings** are prominent; the most **conspicuous** are homes with **aluminium siding** on high ground. There is a post office, a health centre, a *Co-op* store and an *Inns North* hotel in the community. Other businesses offer retail sales. Police services are administered from the RCMP detachment at Rankin Inlet.

CHESTERFIELD INLET (date unavailable)



Kivalliq Air provides daily flights except Saturdays and *Calm Air* provides flights on weekdays.

100 The average thickness attained by level **fast ice** at Chesterfield Inlet is 185 cm with a record maximum thickness of 226 cm *(1975)*. Ice thickness measurements have not been made since 1981. Break-up usually begins in mid-June with the inlet clearing of ice a month later. Freeze-up usually begins during the first week of November with complete ice cover forming a week later. These dates can vary by two to four weeks.

101 The **tidal ranges** of mean and large tides are 3.2 and 4.6 m at Akreavenek Island.

102 **Caution**. — There are **tide rips** off Finger Point in large tides. There may be cross **currents** between Fairway Island and Promise Island.

103 A privately maintained **aeromarine radiobeacon** *(63°20'N, 90°44'W)* transmits on 341 kHz with identification YCS (— • — — — • — • • •).

104 *Mission Lake* **light** *(2600)* is NE of the settlement.

105 A **conspicuous** white rotating aeronautical **light** at the airport is not visible in all directions.

106 **Anchorage** can be found, in 15 m, 0.5 mile south of the charted tanks and 0.2 mile off the NE shore.

107 **Caution**. — The anchorage has only **fair holding** in sand and gravel and it is exposed to **winds** from south through SE to east. If strong winds arise from these directions, vessels should seek shelter in Chesterfield Inlet or ride out the wind in open water.

108 There is a **landing beach** of clay, gravel and stones near the end of the charted pipeline; shelter is poor. The supply barge berths here 1 hour before high water.

Chesterfield Inlet — General

109 Depths of 29 m can be found along the route as far west as Cross Bay *(63°54'N, 93°30'W)*, and 20 m from there to Chesterfield Narrows, where there is a **rock shelf** with depths of 2.1 to 3 m. At high water levels the narrows have been navigated by vessels drawing up to 4.6 m. Depths along the route through Baker Lake are from 31 to 84 m, decreasing to 9.1 m near the hamlet.

110 The **tidal range** of large tides in Chesterfield Inlet varies from 4.6 m at the mouth, to 5.2 m at Deer Island, to 2 m at Primrose Island and to 2.5 m at Norton Island, 2 miles east of Chesterfield Narrows. The time lag of the progression of the tide, from the entrance of the inlet on Hudson Bay to Norton Island, is 5 hours.




111 **Caution**. — The **tidal streams** are strong and cross **currents** can set a vessel across the channel. The ebb stream, which reaches a maximum rate at low water, runs for 8 hours; the flood for 4 hours.



112 There are several good **anchorages** over a soft clay bottom and free of strong tidal streams. The best of these are at Moor Island, Robin Hood Bay, Sculpin Island and Cross Bay *(all described later in this chapter)*.

113 The shores of the inlet are mostly rock slopes rising gently from the water to elevations of 50 m and covered with moss, lichens and dwarf shrubs. High points are often marked by rock cairns built by the Inuit. Islands and headlands blend into the background and are difficult to distinguish, and there are few prominent features useful for navigation. The rock formations are shades of black and brown broken occasionally by splashes of white.

114 The only regular traffic are small fuel tankers and the *Northern Transportation Company* tug *Keewatin*, which tows two barges, drawing up to 2.4 m, from Churchill to the hamlet of Baker Lake twice a year.

Chesterfield Inlet entrance to Ellis Island

115 The maximum **tidal range** of large tides in this stretch is 4.9 m.




116 **Caution**. — The ebb **tidal stream** runs at up to 4 knots and there are cross **currents**.

117 **Black Rocks Point** *(63°23'N, 90°46'W)*, **False Inlet** and **Ptarmigan Island** are on the SW side of the inlet. A dark steep **cliff** 0.7 mile NW of Black Rocks Point is **conspicuous**. **Ellis Island** is off the SW shore of Chesterfield Inlet, 5 miles NW of Ptarmigan Island. **Observation Point**, on the mainland south of Ellis Island, is low.



118 **Caution**. — **Shoal depths** of less than 1 m extend up to 1 mile off the SW shore of the inlet.

119 On the NE side of the inlet, **Demon Point** *(63°32'N, 90°55'W)* is an extension of **Hanbury Island**, a large island with an elevation of 30 m. **Severn Harbour** is at the NW end of Hanbury Island.



120 **Caution**. — A **reef** 0.7 mile SW of Demon Point **breaks conspicuously** in heavy seas; **rocks** and **shoals** lie up to 1.3 miles off the SW shore of the point.

Chart 5621

Ellis Island to Centre Island

121 The maximum **tidal range** of large tides in this stretch is 5.4 m at Deer Island. Between Hudson Bay and Deer Island, the lag between tidal events is 45 minutes.




122 **Caution**. — On the ebb, a **tidal stream** of up to 4 knots, and up to 5 knots near Deer Island, can be expected; **tide rips** are frequent.

123 **Black Boulder Point** *(63°30'N, 91°01'W)*, the north point of Ellis Island, is named for a **conspicuous** black **boulder** here. **Ephemeral Cove**, **Inukuk Point** and **Ikalupilinak Point** are on the mainland SW of Ellis Island.



124 **Anchorage** can be found over a mud bottom in the berth north of Black Boulder Point.

125 Midway between Ellis Island and **Moor Island**, 1 mile farther WNW, there is a **rock** with a depth of 7.8 m.



126 A vessel has lain safely in a Beaufort force 10 SE storm at a good **anchorage** south of Ellis Island, in 12.8 m, approached between Ellis and Moor Islands.



127 **Caution**. — The area south of Ellis Island is **not surveyed**; local knowledge is necessary.

128 The two **Imilit Islands** are NW of Ellis Island.



129 **Caution**. — **Rascal Rock**, a **conspicuous drying patch** 0.7 mile NE of South Imilit Island, can usually be seen on radar but covers at large tides. There are **boulders** in the area west of Imilit Islands.



130 **Anchorage** with protection from all but NE winds can be found in the berth midway between Ellis Island and South Imilit Island over a bottom of soft mud.

131 An **anchorage** 2 miles WNW of Severn Harbour, off **Apqusiurniq Island**, offers good protection from northerly winds.

132 **Iripajuk Island** is 8 miles WNW of Severn Harbour; **Poston Point** is off the NE shore of Chesterfield Inlet 3 miles farther NW. **Illusive Islands** are in an offshore shoal area 1.2 miles west of Poston Point; **Merles Harbour** is 3.5 miles NNW of the point.

133 On the south side of the inlet, **Merry Headland** *(63°36'N, 91°21'W)* is the NE end of **Big Island**, elevation 30 m. **Camp Cove Island** lies midway between Merry Headland and **Deer Island**, 3 miles to the NW.

134 **Caution**. — **Adversary Bank** is a **shoal area** off the east end of Deer Island.

135 An **anchorage** 1 mile west of Camp Cove Island offers protection from all winds with moderate holding in gravel.

136 **Caution**. — The ebb **current** here reaches 3 knots.

137 **Deer Island Channel**, between Deer Island and **Centre Island**, is 0.5 mile wide. **Ragged Island** is west of Deer Island.

138 There are two pairs of **leading beacon ranges** marking the route around Centre Island. Each **beacon** is a fluorescent-orange **daymark**, black vertical stripe, mounted on a lattice **tower**. Both front towers are 3 m high.

139 Deer Island beacons, with the front tower on an islet north of Illusive Islands, in line bearing 071° leads through Deer Island Channel.

140 Big Island beacons, on the NW part of Big Island, in line bearing 150½° leads between Centre Island and Ragged Island.

Chart 5622

Centre Island to Farther Hope Point

141 The maximum **tidal range** of large tides in this stretch is 5.2 m; at Farther Hope Point it is 3 m.

142 **Caution**. — **Currents** reach 5 knots on the ebb and there are often **tide rips**.

143 **Dangerous Point** *(63°43'N, 91°34'W)* is on the north shore 2 miles NW of Centre Island.

144 **Caution**. — **Christopher Rocks** are in a **shoal area** on the east side of the route, west of Centre Island.

145 On the SW and west shores, **Steep Bank Bay** is west of Big Island, and **Boulder Island** is west of Centre Island. **Ujagasukjulik Point** is the north end of Boulder Island. **Fish Bay** is on the south shore 4.6 miles NW of Boulder Island.

146 **Caution**. — **London Rock**, with a depth of 1.6 m, and a **dangerous area awash** are 0.25 mile off the south shore near Fish Bay.

147 On the north shore, **Ranger Seal Bay** is NNE of Fish Bay. **Pelletier Bay**, 2 miles west of Ranger Seal Bay, lies between **Pelletier Point** and **Tattiggaq Point**. **Rubble Rock**, 0.2 mile SW of Pelletier Point, is 3 m high.

148 **Caution**. — **Shoal water** reaches up to a mile or more off the north shore for 2 miles each side of Dangerous Point and up to 0.5 mile offshore west of Ranger Seal Bay and across the mouth of Pelletier Bay.

149 An **anchorage** SE of the east entrance point of Ranger Seal Bay offers excellent holding over a mud, gravel and boulder bottom. A **rock** with a depth of 7.6 m is 0.3 mile south of the anchorage.

150 **Ekatuvik Point**, on the south shore, is 1.5 miles WNW of Fish Bay. **Needle Point** is a narrow point 2 miles farther WSW.

151 **Caution**. — **Shoal water** lies up to 0.6 mile off the south shore west of Needle Point.

152 Four pairs of **leading beacon ranges** mark this difficult part of the route. Each beacon is a lattice **tower** 3 m high with a fluorescent-orange **daymark**, black vertical stripe.

153 Ranger Seal beacons, on the north shore SE of Ranger Seal Bay, are in line bearing 089°.

154 Fox Point beacons, on Pelletier Point, are in line bearing 057°.

155 Ekatuvik beacons, on the south shore SW of Ekatuvik Point, are in line bearing 128½°.

156 Bittern Point beacons, on Tattiggaq Point, are in line bearing 062½°.

157 On the south shore, **Reference Island** is 1.8 miles WSW of Needle Point; **Headwind Point** is 3 miles farther SW. **Barbour Bay** is a 15-mile long inlet entered west of Headwind Point. **North Midway Island** and **South Midway Island** are large islands in the mouth of Barbour Bay. **Oaqulluk Rock**, in mid-channel 0.9 mile NW of North Midway Island, is an **isolated rock** with a depth of 8.8 m.

158 On the north shore NW of Reference Island are **East Point**, **Robinhood Bay** and **Patch Island**. **West Point** is 3 miles west of Robinhood Bay.

159 An **anchorage** between shoals in the mouth of Robinhood Bay is free of strong currents and offers good holding in 15 m, soft clay, with shelter from

northerly winds. This anchorage, midway between Hudson Bay and Baker Lake, is one of the best in Chesterfield Inlet.

160 **Farther Hope Point** is on the south shore 2.5 miles west of West Point.

Chart 5623

Farther Hope Point to Terror Point

161 The maximum **tidal range** of large tides in this stretch is 3.5 m.



162 **Caution**. — **Currents** are estimated to be up to 5 knots, especially north and east of Little Big Island *(63°51'N, 92°51'W)*.

163 On the south shore, **Tent Bay** *(63°45'N, 92°25'W)* is 4.7 miles west of Farther Hope Point; **Conway Point** is 3.4 miles farther NNW. **Promise Point** is 1.8 miles NW of Conway Point; **Akunak Bay** is 3.6 miles SW of Promise Point.



164 **Anchorage** with good room and moderate shelter can be found in Akunak Bay, free of strong currents.



165 **Caution**. — The north shore from opposite Promise Point to 2 miles NW of **Ragged Point** is bordered by **shoal water** for up to 0.4 mile offshore.



166 Mariners are advised that they may encounter a sweeping current phenomenon abeam Promise Point that pushes their vessel when manoeuvering the course change rounding Promise Point. This may be the result of the bulging coast line and the narrowing channel at the point.

167 **Eider Island** is off the SW shore 2.5 miles west of Ragged Point. A large bay between Eider Island and **Little Big Island** appears to be mostly **shallow**.



168 **Caution**. — **Monark Reef**, a **dangerous drying shoal** just awash at high water large tides, is in the outer part of this bay.



169 **Caution**. — An **anchorage** 1.2 miles east of the south point of Little Big Island should be used only with local knowledge as the area is **shallow** and large portions are **not surveyed**.

170 On the NW shore, **Low Point** *(63°52'N, 92°45'W)* is opposite Monark Reef. **Uvauk Inlet** is north of Low Point.



171 **Caution**. — **Shoal water**, an above-water rock and a **drying patch** extend up to 0.9 mile offshore in the bay. **Shoal rocks** lie 1 mile off the north shore opposite the NW end of Little Big Island.

172 **Stony Point** and small but **conspicuous Orbit Rock**, 1 m high, lie off the NE end of Little Big Island. **Target Rock**, 2 m high, and **Skua Reef** lie off the north shore.



173 **Caution**. — The **channel** here **narrows** to 0.23 mile between the 20 m lines.



174 **Caution**. — The north shore of Little Big Island is bordered by an area of **shoal water**.



175 **Anchorage** with good shelter over sand bottom and currents of no more than 2 knots can be found in the bay between Little Big Island and **Sculpin Island**, to the west.

176 **Riot Rock**, on the west side of the route 0.6 mile NW of Sculpin Island, is a **conspicuous** pile of large **boulders** 2 m high. There is a prominent bluff on the east shore 0.5 mile NNE of Riot Rock.

177 **Primrose Island**, with **Bold Point** at the NE end, is west of Riot Rock. **Lemming Island** lies off the north shore of Primrose Island 0.5 mile NW of Bold Point.



178 **Caution**. — **Shoal water** extends 0.5 mile off the southern two-thirds of the east side of Primrose Island. On the north shore NE of Primrose Island, **Big Bay** has **rocks** with depths of 3.8, 7.2 and 10.2 m across the entrance, and the inner part of the bay appears to be **shoal**.



179 **Caution**. — A **rock** with a depth of 4.8 m lies 0.3 mile off Bold Point, and there are islets and **shoal water** off Lemming Island.

180 **Peril Point** and **Terror Point** *(63°55'N, 93°06'W)* are on the north shore WSW of Big Bay.



181 **Caution**. — **Drying banks** and **shoal depths** of less than 10 m extend up to 0.4 mile off the north shore between Big Bay and Terror Point.

182 Four pairs of **leading beacon ranges** mark the route east and north of Little Big Island and Primrose Island; each beacon is a lattice **tower** 3 m high with a fluorescent-orange **daymark**, black vertical stripe.

183 Monark Reef beacons, leading east of Monark Reef and Orbit Rock, are in line bearing 330°.

184 Skua Reef beacons, leading NW of Skua Reef, are in line bearing 068°.

185 Riot Rock beacons, on Riot Rock and Sculpin Island, are in line bearing 158½°.

186 Big Bay beacons, on the SE side of Big Bay, are in line bearing 072°.

Chart 5624

Terror Point to Baleen Island

187 The maximum **tidal range** of large tides in this stretch is 2.9 m.

188 **Caution**. — **Currents** are estimated to be up to 4 knots, and there are **tide rips** between Terror Point and Big Point, 8 miles to the WNW.

189 **Bowser Island** *(63°56'N, 93°09'W)*, in mid-channel 1 mile NW of Terror Point, has a **conspicuous bluff** on its NW end. **Walker Island** is off the SE end of Bowser Island.

190 **Caution**. — **Shoal water** borders the east and SE shores of Bowser Island. **Isolated rocks** with depths of 10 and 4.6 m lie off the north shore 2 miles WNW of the NW end of Bowser Island. **Horizon Islands** are low flat islands west of Bowser Island; **some** of them **cover** at **high water**.

191 **Anchorage** over a sand bottom can be found south of Walker Island.

192 There is a **conspicuous** rock **bluff** at the north end of **Big Point**, on the south shore 5 miles west of Bowser Island; **Duncan Island** lies 0.1 mile offshore near the bluff.

193 **Caution**. — A **rock** with a depth of 4.6 m is on the north side of the channel 1.2 miles east of Duncan Island.

194 **Twin Pack Island** is off the north shore north of Duncan Island. **Flat Point** is 1.5 miles WNW of Twin Pack Island. **Quoich River** is west of Flat Point.

195 **Caution**. — There is a 1-m **shoal** in the mouth of the river, 0.7 mile west of the point.

196 **Caution**. — There is reported to be a strong **current** from the river into the channel.

197 **Anchorage**, over a soft clay bottom, can be found SW of Flat Point.

198 On the south side of the route west of Big Point, **Cross Bay**, over 6 miles wide, reaches south and SSE for more than 10 miles. **Long Island**, **Round Island** and **Strivewell Island** lie across the mouth of the bay. The north point of Round Island is a sheer bluff. **Etuksit Point** is on the south shore of the bay. **Helicopter Island** *(63°57'N, 93°39'W)*, 2.3 miles west of Round Island, is the largest of a group of islands and islets; **White Rock** is the SW island.

199 **Caution**. — An area of **shoal water** extends up to 1 mile north and east of Helicopter Island.

200 **Brant Island Channel** is a deep narrow passage along the north side of the shoal area off Helicopter Island; **Borealis Reef** and **Brant Island** lie on the north side of the channel.

201 **Cross Bay Channel** passes north of Cross Bay; it is a deep passage south and west of the Helicopter Island group.

202 Vessels can pass north or south of the Helicopter Island group; the southern route is wider.

203 **Anchorage** can be found south of Helicopter Island, mud bottom. This location is better, for swinging room, shelter from northerly winds and freedom from strong currents, than the anchorage off Flat Point.

204 **Bowell Islands** are two large islands that form the north shore of the 18 miles of Chesterfield Inlet west of Cross Bay. **Baleen Island** is 3 miles inside this more restricted stretch of the passage.

Chart 5625

Baleen Island to Chesterfield Narrows

205 Between Baleen Island and Eddy Point, 1 mile east of Chesterfield Narrows, channel depths are mostly over 20 m, with a depth of 15.2 m in the west part of Strivewell Narrows. There is a limiting depth of 6.7 m in mid-channel 0.25 mile west of Eddy Point, and 4.2 m in Chesterfield Narrows. Vessels drawing up to 4.6 m have passed through the narrows at high water levels.

206 There is a **tidal range** of 2.5 m at large tides as far west as Norton Island *(64°00'N, 94°13'W)*.

207 **Caution**. — The height of the tide and the strength of the **tidal currents** in Chesterfield Narrows depend on the **water level** in Baker Lake. The lake level varies by 0.6 to 0.9 m from the high levels in late June and early July to the lower levels in September and October. The tidal information given below is for summer conditions.

208 The **tidal ranges** of mean and large tides at Chesterfield Narrows are 1.4 and 2 m, respectively. High water at Norton Island, 2 miles east of the narrows, follows high water at Churchill by ½ to 1 hour. High water at Chesterfield Narrows can be expected to begin 1 to 1½ hours after high water at Churchill and to last for 3 to 4 hours.

209 **Caution**. — **Tidal currents** flow westward for the 3 to 4 hours of flood and can reach rates of up to 4 knots, with ½-hour periods of slack water before and after. The eastward ebb flow lasts some 8 hours, reaching maximum rates at low water. Ebb tide flows of up to 8 knots have been reported.

210 **Schooner Harbour** *(63°56'N, 93°54'W)* is on the north shore 1.5 miles WSW of Baleen Island.

211 A well-protected **anchorage** SW of Schooner Harbour offers excellent holding in soft clay and sand.

212 **Caution**. — Due to the strong **currents**, the area from the anchorage SW of Schooner Harbour to Chesterfield Narrows is suitable only for daytime navigation in good visibility.

213 **Ippijjuaq Bay** *(63°55'N, 93°57'W)* is on the south shore of Chesterfield Inlet, 2 miles SW of Schooner Harbour. There are two rocks with depths of 8 and 9 m in mid-channel between Schooner Harbour and Ippijjuaq Bay. **Auk Island** is off the north shore 0.8 mile NNW of Ippijjuaq Bay.

214 **Caution**. — **Ice Hunter Rock** *(63°59'N, 94°06'W)* is in mid-channel, 4.3 miles NW of Auk Island. This is a great **danger**, **drying** 1 m and covering 2 m. It can be passed on either side; the south channel is deeper and more direct. A passage leads north from Ice Hunter Rock between the two Bowell Islands; the passage is **not surveyed**.

215 **Strivewell Narrows** leads west from Ice Hunter Rock. On the south shore of Strivewell Narrows, **Cone Hill** is prominent 2.5 miles west of Ice Hunter Rock. **Slippery Point** is 0.4 mile west of Cone Hill.

216 **Caution**. — The bay west of Slippery Point has several **dangerous rocks**.

217 Farther west, **Norton Island** and **Moses Island** are two distinctive islands on the south side of the channel, 2 miles west of Slippery Point. There are Inuit inukshuks on Moses Island; these are **conspicuous** rock **cairns** resembling persons.

218 **Caution**. — **Shoal water** extends 0.2 mile from the north shore opposite Moses Island.

219 **Eddy Point** *(64°00'N, 94°16'W)*, 1 mile west of Moses Island, is a sheer bluff, **conspicuous** from east and west.

220 The south shore of the inlet, from Ice Hunter Rock past Slippery Point to Eddy Point, rises steeply from the water with dark rock bluffs, particularly near Ice Hunter Rock. The north shore slopes gently, and in summer is covered with moss, numerous arctic flowers and dwarf shrubbery.

221 **Schooner Cove**, with a **submerged rock** in its entrance, and **Beyts Cove** lie 0.3 and 0.8 mile west of Eddy Point.

222 **Caution**. — Anchorage between Ice Hunter Rock and Chesterfield Narrows is not recommended because of the narrow channel and strong **currents**.

Chesterfield Narrows

223 **Twist Point** and **Ice Breaker Point** are on the north side of **Chesterfield Narrows**. **Ice Cutter Point** is on the south side of the narrows; there is a **conspicuous cairn** south of the point and **Big Swallow Hill** rises farther south to a height of 61 m. **Burial Point** is on the SE shore of Baker Lake, 0.8 mile SW of Ice Cutter Point. **Ice Breaker Islet**, on the north side of the entrance, is prominent from both the lake and the inlet.

224 **Caution**. — A **rock** in mid-channel, 0.15 mile NE of Ice Cutter Point, has a depth of 2.8 m.

225 Two pairs of **leading beacon ranges** mark the route through Chesterfield Narrows in a least depth of 4.2 m. Each **beacon** is a lattice **tower** 3 m high with a fluorescent-orange **daymark**, black vertical stripe.

226 Schooner Cove beacons, on the SE side of Schooner Cove, in line bearing 110½°, lead through the east part of the narrows to the intersection with Twist Point range, on Twist Point.

227 Twist Point beacons, in line bearing 079°, lead from the intersection to a position south of Ice Breaker Islet.

228 These ranges are used by the *Northern Transportation Co.* tug *Keewatin*.

Baker Lake

Charts 5625, 5626

229 **Baker Lake** is a freshwater lake extending west for 50 miles from Chesterfield Narrows to the mouth of Thelon River and the hamlet of Baker Lake. The shores of the lake are mostly gentle slopes with pronounced ridges or rock hills; small craft can land almost anywhere. Most of the terrain is covered by a heavy carpet of moss. The lake supports populations of lake trout, arctic char, whitefish and grayling. Duck, goose, fox, rabbit and caribou are hunted near here.

230 The northern two-thirds of Baker Lake is comparatively deep; the southern one-third, not completely sounded, appears to be **shallow** and scattered with **shoals**.

231 The average thickness attained by level **fast ice** at Baker Lake is 221 cm, with a record maximum thickness of 248 cm *(1969)*. Break-up normally begins in mid-June, with the lake becoming clear of ice by the end of July. Freeze-up usually begins in mid-October, with complete ice cover before the end of the month. These dates can vary by two to three weeks.

232 The effect of **tides**, measured at the east end of the lake north of Ice Breaker Islet, is negligible.

Chart 5625

Chesterfield Narrows to James Point

233 The east end of Baker Lake is filled with islands. The largest of these, **Christopher Island**, is separated from the shores of the lake by South Channel and North Channel; **Shell Island** lies SE of Christopher Island. **Grebe Point** *(64°00'N, 94°20'W)* is the SE tip of Shell Island; this point and Ice Cutter Point mark the entrance to **South Channel**.

234 **Caution**. — **Grebe Shoals** and other **shoals** and **dangerous underwater rocks** south and SW of Grebe Point obstruct the east end of South Channel; further west, the channel is wide and deep. The passage is frequently swept by strong NW **winds**. This channel is not recommended without local knowledge; **shoals** have not been examined and many **depths** will be less than charted.

235 **Severn Point** is on the south shore 5 miles NW of Burial Point. **Camp Bay** and **Deceptive Bay** are on the south shore of Christopher Island. **Camp Islet** is in the middle of Camp Bay.

236 **Caution**. — Camp Bay has a **shallow** NW arm and a 2.7-m **shoal** in the middle of the entrance but is otherwise free of dangers. Deceptive Bay is **shallow**.

237 The usual route from Chesterfield Narrows to the hamlet of Baker Lake leads around the east side of Christopher Island and through **North Channel**. This is a sometimes narrow route, but it is deeper and more sheltered than South Channel, with ranges leading through the more hazardous sections.

238 **Kennedy Point** is on the east side of the route, 0.6 mile NNW of Ice Breaker Point. **Monument Bay**, on the NE side of Shell Island, is bordered by sand beaches with good landing places; **Top Hill** is on Shell Island west of the bay. **Bertrand Point** *(64°02'N, 94°20'W)* is the SE end of an island NE of Shell Island; **Knob Hill**, 0.8 mile to the NNW, is **conspicuous**.

239 Islands NE of Shell Island include **Bannerman Island**, 35 m high, **Rio Island** and **Pilon Island**.

240 There are pairs of **leading beacon ranges** on Bertrand Point and Bannerman Island. Each **beacon** is a fluorescent-orange **daymark**, black vertical stripe.

241 Bertrand Point beacons are in line bearing 358½°; the front beacon is on a lattice **tower** 3 m high; the rear beacon is on a lattice **tower** 9 m high.

242 Bannerman Island beacons are in line bearing 027°; the front beacon is on a lattice **tower** 3 m high; the rear beacon is on a lattice **tower** 6 m high.

243 **Caution Point** is the south end of Pilon Island; **Barbour Point** is the NW end of the island. **Regina Narrows**, a passage between Caution Point and **Dean Islet**, is 200 m wide between the 5-m contours. Dean Islet is low but gives a good radar response and makes a better mark than Caution Point for navigating Regina Narrows.

244 **Caution**. — **Depths** may be less than charted between the 2-m contour and Caution Point.

245 **Low Point** is the NW end of an island SW of Dean Islet; **McGill Islet** and **Ptarmigan Islet** lie 0.6 and 1.3 miles NW of Low Point.

246 Low Point **leading beacon range**, in line bearing 174°, is on Low Point and an island to the south. Each **beacon** is a lattice **tower** 3 m high with a fluorescent-orange **daymark**, black vertical stripe.

247 **Peck Point** *(64°06'N, 94°20'W)* is the north tip of Rio Island; a **conspicuous** black **hill** with a square top, 0.8 mile south of the point, is 67 m high. **Red Point** and **Bowser Point** are the SE and NE points of an unnamed island 2 miles NW of Rio Island. **Jessiman Islet** and **Chain Islet** *(64°08'N, 94°26'W)* are NE and north of Bowser Point.

248 **Polaris Narrows** is a passage between reefs extending 0.4 mile east of Red Point and other reefs 0.3 mile farther NE.

249 Barbour Point **leading beacon range** is on Pilon Island near Barbour Point. The **beacons** are lattice **towers** 3 m high, each with a fluorescent-orange **daymark** and a black vertical stripe. Barbour Point range, in line bearing 156°, leads through Polaris Narrows.

250 A **conspicuous** white **boulder**, on the mainland shore north of Chain Islet, is a good steering mark for passing through Polaris Narrows.

251 **Kanangnaaqslirjuaq Island** and **Wedd Islet**, elevation 21 m, are on the north side of North Channel, west of Chain Islet.

252 **Lunan Point** *(64°07'N, 94°39'W)*, the WNW end of Christopher Island, is 15 m high. There are cliffs along the north shore of the island; **Terrace Hill**, 1 mile ESE of Lunan Point, is 81 m high and **conspicuous**.

253 **James Point** *(64°08'N, 94°38'W)* is the north entrance point of North Channel; **Jeffers Islet**, off the NNW end of Christopher Island, is the south entrance point.

254 Polaris Narrows can be avoided by passing north of Ptarmigan Islet, then WNW and NW parallel to the NE shore of Christopher Island, to join North Channel 1.5 miles ENE of Terrace Hill.

255 **Caution**. — This route is **not marked** with aids to navigation.

Chart 5626

James Point to Baker Lake hamlet

256 Along the south shore of Baker Lake, **Lofthouse Point** *(64°07'N, 94°59'W)* is 9 miles west of James Point. **Lofthouse Hill**, a prominent hill SSE of Lofthouse Point, is the highest of the **Manimaniit Hills**. The coast west of Lofthouse Point is irregular with many bays and is bordered in places by islets. **Qulaituijarvik River**, **Clear Water River** and **Kazan River** are on the south shore west of Lofthouse Point.

257 **Tanataluk Islands**, 4 to 14 m high, and **Big Hips Island**, 50 m high, are on the south side of the lake, 10 and 16 miles west of Lofthouse Point. **Takijuq Island**, off the south shore SW of Big Hips Island, is a pair of islands each 5 m high.



258 **Caution**. — A **boulder shoal** with a depth of 1.2 m lies 2.2 miles NW of the north end of the west Tanataluk Island, and **shoal patches** of less than 5 m lie up to 2.1 miles north of the islands.

259 **Sugarloaf Mountain** *(64°00'N, 95°52'W)*, on the mainland SW of Big Hips Island, is 180 m high and **conspicuous**. **Kingatnaaq Hill**, 8 miles NW of Sugarloaf Mountain, is 80 m high. Sugarloaf Mountain and Big Hips Island are clearly visible on the horizon from Lofthouse Point.

260 The black dome of **Akilahaarjuk Mountain**, on the north shore 8 miles east of Baker Lake hamlet, is **conspicuous**. Along the north shore of Baker Lake NW of James Point, **Jigging Point** *(64°12'N, 94°47'W)* and **Tingaujaqtujut Islands**, 2 miles south of Jigging Point, are **conspicuous**. **Tasiujaq Bay** is a river mouth east of the islands. **Ketyet River** enters Baker Lake north of Jigging Point; **Aulatsivittuaq Bay** is west of the point.

261 **Helix Point**, **Ingilik Point**, **Akilahaarjuk Point** and **Nuvuttuaq Point** are other named features along the north shore of Baker Lake. **Prince River** enters a **shallow** bay north of Akilahaarjuk Point.



262 **Caution**. — There is a **rock awash** 1 mile off the north shore 5 miles NW of Helix Point.

263 In the west part of Baker Lake, **Nunagiak Point** *(64°13'N, 95°49'W)* is the east end of **Arlug Island**. Arlug Island rises to a **conspicuous bluff** 34 m high; this is the largest island of a group which includes **Little Islands** and **Nicholls Island**.

264 **Sagliq Island** is in a wide bay SW of Arlug Island. On the mainland south and SW of Sagliq Island are **Tikirakuluk Point**, **Aniguq River** and **Qikiqtaujaq Island**.

265 **Thelon River** enters the west end of Baker Lake between **Iglujat Hills** and **Paunraqtuuq Hill**; channels flow each side of Nicholls Island. **Hornet Point** is the north side of the river mouth; the Baker Lake airstrip is north of the point.

266 An **aeromarine radiobeacon** ENE of Paunraqtuuq Hill transmits on 403 kHz with identification BK (— • • • — • —).

Baker Lake Harbour

267 On the Approaches to Baker Lake Harbour 2 shoals of 1.5m and 1.8m reported in 2025 are present south of the beacon range line. Also present are **sand bars** extending from the mouth of Thelon River. The shores, mostly sand and boulder, slope gently. The SW part of the harbour abreast of the airstrip is **shallow**.



268 The usual **anchorage** is 0.5 mile offshore in depths of 6 to 12 m, soft clay with good holding.



269 **Caution**. — The **current** is strong in the river entrance but negligible off the north shore of the harbour.



270 **Caution**. — The harbour is sometimes busy with **seaplane traffic**.

271 A **satellite dish**, 62 m in elevation, and a weather station **dome**, 19 m in elevation, 1.1 miles and 0.75 mile east of the NW corner of the harbour, make good **landmarks**. Aircraft obstruction **lights** are shown from the receiver dish and from radio **towers** 0.2 mile SW of the dish.

272 A cluster of radio **towers** on the west side of the harbour is prominent; the highest tower has an aircraft obstruction **light**. There is a white aeronautical rotating **light** near the north end of the airstrip.



273 There is a rubble **jetty** with a depth of 4 m at its outer end, abreast of Department of Transport buildings, 1 mile east of the NW corner of the harbour.

274 Baker Lake **leading beacon range** is on the west side of the harbour near the north end of the airstrip. Each **beacon** is a lattice **tower** 3 m high with a fluorescent-orange **daymark**, black vertical stripe. These beacons, in line bearing 258½°, with a shoal present of 3.6m reported in 2025 which lies 0.5 miles East of the front beacon range and 185m North of the becon range line, and lead to a beach used mainly for landing drums of fuel.

275 The hamlet of **Baker Lake**, population 1,507 *(2001)*, is on the north shore north of the mouth of Thelon River. The community has a post office, health centre, dental clinic and RCMP detachment. There are several retail stores in the settlement and accommodations are available at hotels, lodges and a bed-and-breakfast. *Calm Air International* provides daily flights; *Keewatin Air* provides daily flights except Saturdays. There are fixed-wing aircraft available for charter.

Chapter 7

Hudson Bay
West Side



General

1 There are *National Research Council of Canada* **firing practice and exercise areas** in Hudson Bay. *(For details see the annual edition of Canadian Notices to Mariners.)*

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

Chesterfield Inlet to Rankin Inlet

Chart 5449

5 From Chesterfield Inlet to the entrance of **Rankin Inlet**, 40 miles to the SSW, the coast is irregular and mostly low; the terrain rises to 100 feet (30 m) 2 to 4 miles inland. Long gravel ridges run parallel to the many rivers and streams entering this stretch.

Chart 5630

6 **Josephine River** *(shown on Chart 5449)* is on the mainland 13 miles SSW of Fairway Island *(described in Chapter 6)*.

7 **Baker Foreland** *(62°55'N, 90°49'W)* is easily identified; its two hills are the highest land in the area. The north point, a narrow bare ridge of grey rock, contrasts sharply with the surrounding shore of sand and boulders.

8 **Caution**. — The coastal waters between Josephine River and Baker Foreland are **shoal** for a long distance offshore.

9 **Baird Bay**, on the SW side of Baker Foreland, has mostly low shores with many red and grey boulders. A ridge of terraced grassy hills rises behind the bay to 30 m.

Chart 5629

10 **Hazy Islet** *(62°48'N, 90°57'W)*, 2 m high, is the highest part of a wide **rocky patch**. **Rabbit Island**, 7.5 miles west of Hazy Islet, is 20 m high.

11 **Caution**. — There are **rocks** and small islets around Hazy Islet and there are other **reefs** between the islet and the shores of Baird Bay.

12 **Scarab Point**, on the mainland 3 miles west of Rabbit Island, is the NE entrance point of Rankin Inlet; **Pangertot Peninsula**, 17 miles to the SW, is the south side of the inlet. Pangertot Peninsula is 30 m high.

Rankin Inlet and approaches

13 **Caution**. — **Local knowledge** is necessary to navigate to the head of Rankin Inlet.

14 **Cairns** are usually on high points but many are reported difficult to identify.

15 The **tidal ranges** of mean and large tides at Marble Island are 2.5 and 3.7 m. At Panorama Island, near the head of Rankin Inlet, they are 3.2 and 4.6 m.

16 **Caution**. — Strong **cross-currents** have been experienced in the entrance to Rankin Inlet. These usually flow SW at 1 knot on the flood but sometimes flow in the opposite direction. There are also **tide rips**.

17 It is reported *(1995)* that ships approach and leave Rankin Inlet 2 to 3 hours before high tide.

18 **Marble Island** *(62°40'N, 91°07'W)*, whitish grey in appearance, is the largest offshore island and is the highest land in the approaches to Rankin Inlet. **Quartzite Island** is a smaller island off the east end of Marble Island; **Mittilik Island** is joined to the north shore of Marble Island by **drying flats**. **Nauja Cove** is on the NW side of Marble Island. **Deadman Island** *(62°40'N, 91°12'W)*, composed of rock, gravel and piles of boulders, protects **Knight Harbour** on the south side of the west end of Marble Island.

19 There is a **magnetic disturbance** south of Marble Island.

20 **Caution**. — There are many **rocks** with depths of less than 10 m across the passage between Marble Island and the mainland to the NW, making it suitable only for small craft. Several **rocks** up to 5 miles SW of Marble Island also have depths of less than 10 m.

21 **Anchorage** with good holding and protection from southerly winds can be found north of Quartzite Island, NW of Mittilik Island and off Nauja Cove. **Anchorage** with shelter from all but southerly winds can be found off the south coast of Marble Island, south of Deadman Island. Small craft can find shelter north of Deadman Island or in Knight Harbour.

22 On the south side of the entrance to Rankin Inlet, **Mirage Islands** lie in unsounded waters up to 8 miles east of Pangertot Peninsula. These islands include **Crane Island**, **Nedlik Island** and **Isle of Cairns**.

23 **Caution**. — It is **dangerous** to use **fixes** based on Mirage Islands; because of the wide tidal flats, large tides and low shores, sight or radar fixes give **inaccurate** positions relative to Position Rock *(62°42'N, 91°41'W)*.

24 The east tip of Pangertot Peninsula is **Papik Point**, 7 m high. The NE shore of the peninsula is bordered by **drying reef**s, islets and islands; the named ones are **Kind Islet** *(62°40'N, 91°56'W)*, **Broken Islands** and **Sandy Islets**.

25 **Twin Knolls** *(62°48'N, 91°36'W)* appear as a dark knob when seen from near Marble Island. **False Knoll**, 4 miles to the WNW on the east side of **Dry Cove**, is similar in appearance to Twin Knolls and is sometimes mistaken for them. **Falstaff Island** is a **conspicuous island** 3 miles farther west; from the SE, the island looks like an isolated cone-shaped mound. **Outer Shoals** lie 3 miles SW of Twin Knolls. **Hidden Rock** and **Middle Shoals** lie 4 to 5 miles west of Outer Shoals.

26 **Caution**. — The north shore of Rankin Inlet is bordered by **drying ledges** and **reefs** up to 3 miles offshore.

27 The east tip of Falstaff Island is reported to provide a good radar target.

28 In the middle of the inlet 12 miles west of Marble Island are **Fairway Shoals**; **Position Rock** *(62°42'N, 91°41'W)*, which dries 1 m, usually breaks when covered. **Pin Rock**, one of a string of **shoals** and **rocks** 2 miles WSW of Position Rock, dries 1.6 m. **South Shoals** lie 4 miles WNW of Position Rock.

29 A slight easterly **set** has been reported on the **flood tide** between Fairway Shoals and Middle Shoals.

30 **Pod Rock**, **Little Pod Rock** and **Big Pod Rock** lie 3 miles NW of South Shoals along the SW side of **Separation Shoals**.

31 **Caution**. — A **rock** near the SE end of Separation Shoals has a depth of 1.5 m. **Tiny Rock**, 1.5 miles SW of Pod Rock, dries 2.4 m.

Chart 5449

32 **Diana River** flows into the NW end of the west arm of Rankin Inlet. **Smooth Island** *(62°44'N, 92°08'W)* is in the entrance to this arm. Islands NW and west of here include **Longspur Island**, **Ground Squirrel Island**, **Barrier Islands** and **Ahigik Island**. **Buttress Islands** *(62°45'N, 92°10'W)*, in the bay NW of Smooth Island, are cone-shaped from eastward.

33 **Caution**. — The west arm of Rankin Inlet is **not surveyed**.

Chart 5629

34 **Prairie Bay** is entered between **Fist Point** *(62°48'N, 92°04'W)*, on **Kudlulik Peninsula**, and **Siskin Point**, 5 miles to the ENE.

35 **Caution**. — Prairie Bay is bordered by **drying flats** and has islands, islets, **reefs** and **shoal water**.

36 **Thomson Island** lies on the north side of the entrance of Prairie Bay. **Horseshoe Deep** is the basin to the south of Thomson Island. **Dark Point**, the east end of the island, can be identified by a **cairn** 0.3 mile inland. **Penny Islet** lies on extensive, partly **drying shoal**s extending 1.5 miles ESE and SE and 0.8 mile south of Dark Point. The larger of **Gravel Islets** *(not named on the charts)*, 1 mile NW of Dark Point, has a **cairn**.

37 **Thomson Passage** is **shoal** at the west end but **anchorage** can be found in the east part. **Swan Island** is at the west end of Thomson Passage.

38 **Caution**. — Thomson Passage is **obstructed** by **shoals**.

Chart 5628

39 **Sanderling Island** *(62°51'N, 92°06'W) (not named on Chart 5628)* lies on a **drying flat** near the head of Prairie Bay. **Rightfoot Islet** is 0.7 mile east. **Mittik Island**, marked with a **cairn**, is 1.2 miles SE of Sanderling Island.

40 The channel to Prairie Bay leads from east of Separation Shoals between **Guillemot Bank** *(62°46'N, 91°55'W)*, with a least depth of 2.8 m, and the NE and north sides of a chain of islands, islets and **rocks**. Some of these rocks are 5 m high at low tide. The named features in this chain are **Harp Rock**, **Kelp Rock**, **Guillemot Island**, **Mannik Islet**, **Crag Rock** and **Guillemot Rocks**.

41 The channel leads north of Guillemot Rocks and is bordered on the west by **Bag Island** and **Cur Island**, and on the east by **Kresik Island** and an unnamed islet 1 m high.

42 **Caution**. — There are many **shoals** and there are **rocks** with depths of 2.3 m in this passage.

43 There is a **cairn** with a privately maintained orange daymark on Cur Island. A **cairn** on Bag Island was reported *(1995)* to be in good condition.

44 **Bunting Island**, **Leftfoot Islet** *(62°48'50"N, 92°00'34"W)*, elevation 2 m, and **Suluk Islet** *(62°48'48"N, 92°00'48"W)*, 3 m high, lie off the SW part of Thomson Island. **Pikuk Rock**, with a **drying height** of 2 m, lies midway between Suluk Islet and Kresik Island.

45 **Johnston Cove** is north of Fist Point. **Esker Island** *(not named on the charts)* is the point of land that forms the NE side of Johnston Cove.

46 **Caution**. — The waters between Fist Point and Cur Island are **obstructed** by islets, **drying patches** and **submerged boulders**.

47 **Caution**. — **Drying banks** are 0.3 mile NE of Fist Point; **drying banks** with **boulders** and **shoal water obstruct** Johnston Cove and extend 0.2 mile east of Esker Island.

48 Vessels have used an **anchorage** 0.4 mile east of Esker Island in 12.8 m.

49 **Caution**. — The anchorage off Esker Island offers little shelter and is not recommended for extended use.

50 Vessels waiting for a pilot have found **anchorage** 1.25 miles ESE of Kresik Island in 33 m.

51 **Caution**. — **Tidal streams** of 2 to 3 knots have been reported in these anchorages.

52 Supply barges off-load fuel to nearby storage tanks from a **landing beach** on the south side of Johnston Cove. A small-craft **wharf**, constructed in two tiers to compensate for the tidal range, extends from the NW side of the cove.

53 A **conspicuous** galvanized metal **warehouse** near the oil tanks on the south side of Johnston Cove is **floodlit** around the clock. Close west of the oil tanks there is a **conspicuous tower** with red **lights** and white **satellite dishes** near its base.

54 On the west side of Kudlulik Peninsula, **Melvin Bay** *(62°48'N, 92°07'W)* is sheltered to the SW by **Tudlik Peninsula**. The bay is very **shallow** in the NW half but has a deep, well-sheltered basin in the SE.

55 **Kango Island**, **Slab Island**, **Hump Island** and **Hillock Islet** lie in the south approaches to the bay. **Silent Cove** *(not shown on Chart 5628)* is a small bay on the SW side of an inlet on the SW side of Tudlik Peninsula.

56 The route into Melvin Bay leads south of Pod Rock, Little Pod Rock and Big Pod Rock. South of the route there is a chain of **reefs** and islands; named islands are **Net Island**, **Stickle Islet** and **Aukpik Island**. To the north lie Guillemot Island and Guillemot Rocks *(previously described)*.

57 Net Island is reported to be a good radar target.

58 **Caution**. — Only islands and land on the north side of Rankin Inlet should be used for radar fixing as **land** to the south is **very low**.

59 From NE of Aukpik Island, the route leads through **Access Passage** between **Buff Island**, to NE, and **Theron Island** and **Panorama Island**, to SW and west.

60 **Caution**. — **Rocks** with depths of 0.1 and 3.6 m lie near mid-channel 0.1 mile west and 0.2 mile NW of the north part of Buff Island, and **shoal water** extends up to 0.2 mile east of Panorama Island.

61 **Anchorage** with good shelter in 20 to 31 m, mud, can be found in the berth west of **Survey Point**.

62 Supply barges off-load dry cargo on the east side of Melvin Bay, NE of Panorama Island.

63 The hamlet of **Rankin Inlet**, population 2,177 *(2001)*, is on the SE end of Kudlulik Peninsula. There is a post office, RCMP detachment and a regional health centre in the community. A variety of retail stores and accommodations are available. *Calm Air* provides daily flights, *First Air* and *Kivalliq Air* provide daily flights except Saturdays and *Canadian North* provides flights on Mondays, Wednesdays and Fridays.

64 A privately maintained **aeromarine radiobeacon** near the hamlet of Rankin Inlet *(62°50'N, 92°07'W)* transmits on 284 kHz with identification RT (• — • —). A privately maintained **aeronautical radiobeacon** *(62°49'N, 92°07'W)* transmits on 112.4 MHz with identification YRT (— • — — • — • —).

65 **Historical Note**. — The settlement at Rankin Inlet was first established in 1955 to provide a work force for a nickel mine which was closed in 1962. In recent years, helped by the establishment of a fish cannery, an arts and crafts program, the development of Rankin Inlet Airport as a transportation hub and the relocation here of Nunavut Government offices for the Kivalliq region, the hamlet has recovered from the closing of the mine and made good economic progress.

Charts 5628, 5629

66 The following route from Marble Island, to a position in Horseshoe Deep north of Guillemot Island, is followed by the *Northern Transportation Company* tug *Keewatin*, towing supply barges. From a position 1.4 miles SW of Deadman Island, set a course about 300° on Falstaff Island, passing close NE of three patches with 6.1, 7 and 6.7 m over them 3 miles south of Twin Knolls near the NE edge of Outer Shoals. When north of Outer Shoals, alter course westward, proceeding as required to pass north of Middle Shoals, Guillemot Bank and Guillemot Island and into Prairie Bay. This route leads over a least depth, as far as Horseshoe Deep, of 7.9 m.

Chart 5449

67 The *Northern Transportation Company* tug *Keewatin*, towing a barge whose tow cable reaches a depth of about 90 feet (27 m), sets course from Churchill direct for a position 10 miles east of Marble Island.

Rankin Inlet to Eskimo Point

Charts 5630, 5631

68 The coast between Rankin Inlet and Whale Cove, and farther SW to Eskimo Point, is mostly under 30 m in elevation and is strewn with innumerable lakes and ponds.

69 **Caution**. — Coastal features are difficult to identify visually or by radar. Mariners must therefore rely for fixes upon the **navigational aids** near Dunne Foxe Island and on Walrus and Sentry Islands.

70 **Caution**. — **Shoals**, islands and **reefs** extend many miles to seaward; vessels must stay well offshore.

71 **Caution**. — The inshore waters between the entrance of Rankin Inlet and Term Point *(62°08'N, 92°28'W)*, 35 miles SW, are **not surveyed** and should not be entered without local knowledge.

Rankin Inlet to Whale Cove

72 **Cape Jones** *(62°34'N, 91°51'W)* is the low east tip of Pangertot Peninsula, previously described.

73 **Corbett Inlet** and **Pistol Bay**, separated by **Pork Peninsula**, appear to contain many **drying flats**. **Igloo Point** is the east extremity of Pork Peninsula.

74 **Dunne Foxe Island**, elevation 9 m, has **drying patches** and islets extending ESE for 4.5 miles.

75 *Dunne Foxe Island* **light** *(2601)* is on the easternmost of the islets extending from Dunne Foxe Island.

76 **Dunne Foxe Shoal**, with a depth of 2.1 m, lies 5.3 miles ESE of *Dunne Foxe Island* light.

Chart 5631

77 **Whale Cove** *(62°10'N, 92°34'W)*, 13 miles SW of Dunne Fox Island, is at the SE end of an unnamed peninsula. **Wilson Bay** *(62°15'N, 92°43'W)* and **Akuuniq Bay** lie west of this peninsula.

Chart 5642

Whale Cove and approaches

78 **Walrus Island** *(61°58'N, 92°28'W)*, 12 miles SSE of Whale Cove, is a prominent island with an elevation of 17.4 m; it is an important landmark when approaching the cove.

79 **Caution**. — **Vessels** proceeding along the coast should pass no less than 4 miles to seaward of Walrus Island.

80 *Walrus Island* **light** and **racon** *(2602)* are on the highest point of the island.

81 **Morso Islands**, 5 miles NW of Walrus Island, reach a maximum elevation of 9.1 m in their SW part; there is a stone **cairn** on the summit. An inconspicuous **beacon**, 6.4 m in height, located on the SW end of the largest of the Morso Islands, consists of a wooden **mast** with a forty gallon **drum** for a base.

Chart 5631

82 The largest islet of the group lying 2.5 miles NNW of Morso Islands has an elevation of 7 m; the eastern islets in this group are very low.

83 **Caution**. — **Mistake Bay**, NW of Morso Islands, is filled with islands and **shoals**.

Chart 5642

84 **Term Point**, elevation 4 m and rocky, is the SE end of an island bounding the east side of Whale Cove; this island is separated from the mainland peninsula by **shallow Hell Gate**. **Irik Island** and **Kayak Island** are NE of Hell Gate.

85 **Caution**. — **Corridor Shoal** lays 7 to 9 miles SE of Term Point. **Walrus Island Reef** is a wide **drying area** 2 miles ENE of Walrus Island.

86 **Caution**. — There are **shoal** areas NW of Walrus Island and around Morso Islands. A **breaking shoal** lies 1.6 miles SE of Term Point. There is a 5.9 m **shoal** 3.2 miles south of Term Point, in the approaches to Whale Cove.

87 The hamlet of **Whale Cove**, population 305 *(2001)*, is on the NW shore of Whale Cove. The community has a post office and a nursing station. Police services are administered by the RCMP detachment in Rankin Inlet. There is a retail store and an *Inns North* hotel in the settlement. *Kivalliq Air* provides daily flights except Saturdays; *Calm Air* provides flights on weekdays.

88 The brightly coloured houses of Whale Cove can be seen for about 6 miles. A **monument** in the shape of the tail of a whale, constructed of concrete and rock, is prominent on a hill above the settlement.

89 There is an **aeromarine radiobeacon** 4 miles NNW of the settlement. It transmits on 256 kHz with identification YXN (— • — — — • • — — •).

90 The air obstruction **lights** of the radiobeacon **tower** are **conspicuous**.

91 **Anchorage** can be found south of the hamlet in Whale Cove but the water is deep with protection only from the north. **Anchorage** with excellent protection, clay bottom, can be found in the eastern part of Akuuniq Bay.

92 The supply barge is berthed bows-to 1 hour before high water at a gravel **landing area** in the NE bay of Whale Cove.

Chart 5449

93 The *Northern Transportation Company* tug *Keewatin*, towing a barge whose tow cable reaches a depth of 90 feet (27 m), sets course directly for Churchill from a position 10 miles east of Walrus Island.

Chart 5631

Walrus Island to Eskimo Point

94 The coast between Walrus Island *(61°58'N, 92°28'W)* and Eskimo Point, 68 miles SW, is low with no distinct features. **Tidal flats** extend from the shore for up to 10 miles in places. There are only a few prominent islands useful for navigation.

95 A corridor 5 miles wide between Walrus Island and Eskimo Point has been surveyed to modern standards *(1998)*.

96 **Caution**. — Most of the inshore coastal waters, except those off Walrus Island and Eskimo Point, are **not surveyed** and should not be entered without local knowledge.

97 **Caution**. — The sounded waters offshore were surveyed in 1977 and indicate a fairly even

bottom. Because of the **wide spacing** of the sounding lines it is possible that **undetected dangers** exist and caution is recommended.

98 The approaches to Eskimo Point were also sounded in 1977.

99 **Tavani** *(62°03'N, 93°05'W)*, on the mainland WNW of Walrus Island, is the site of a former *Hudson's Bay Company* post and Roman Catholic mission. A **hill** with a flat top, 0.5 mile south of Tavani, is **conspicuous**. **Flattop Island** lies 3 miles to the east.

100 **Anchorage** in 18.3 m is available off Tavani.

101 **Caution**. — The Tavani **approaches**, sparsely surveyed, are **dangerous**; there are numerous **rocks** and **shoals**.

102 **Caution**. — **Vessels** drawing more than 3.7 m should not proceed west of Walrus Island towards Tavani without **local knowledge**.

103 **Bibby Island**, elevation 30 m, forms the south side of **Nevill Bay**; **Ferguson River** enters the head of the bay.

104 **Caution**. — Nevill Bay is **obstructed** with islands and **reefs**.

105 **Imilijjuaq Island** and **Imiligaarjuk Island**, with elevations of 23 to 30 m, lie 10 miles SW of Walrus Island. **Ivuniraarjuq Island**, low, lies 3 miles east of Imilijjuaq Island.

106 **Dawson Inlet**, with **Copperneedle River** at the head of the south arm, is believed to be **shallow** with irregular depths. **Angusko Point**, elevation 23 m, is at the SW entrance of the inlet.

107 **Caution**. — **Breakers** have been reported 6 miles east of the point.

108 **Sandy Point** *(61°44'N, 93°16'W)* forms the north entrance point to a well-sheltered bay with a reported depth of 6.4 m.

109 The coast between Dawson Inlet and Maguse Point, 30 miles SSW, is characterized for many miles inland by glacier-formed gravel ridges known as eskers. Some of the eskers reach the water's edge as long narrow points and continue offshore as narrow islands.

110 **Caution**. — **Depths** off this stretch are very **irregular**; these waters should not be entered without **local knowledge**.

Chart 5641

111 **Maguse Point** *(61°20'N, 93°49'W)*, the east extremity of **Austin Island**, is less than 15 m high but is prominent. Austin Island, elevation 36 m, is separated from the mainland by the two island-choked channels of **Maguse River**. The site of an abandoned trading post is at the mouth of the south channel.

112 **Caution**. — Maguse River is **not navigable**, except with difficulty by canoe.

Eskimo Point and approaches

113 **Sentry Island** *(61°09'N, 93°52'W)* rises gently from both ends to a central elevation of 17 m; it can normally be detected visually and on radar at 8 miles and sometimes has been sighted at 15 miles.

114 *Sentry Island* **light** and **racon** *(2603)* are near the highest point of the island. There is a triangular **beacon**, not maintained, on the highest point of land 9 m NW of the light structure.

115 **Caution**. — **Sentry Island Shoal**, a **drying boulder ridge**, extends 4 miles ESE of Sentry Island. **Rocks** with depths of 5 m or less extend 3.6 miles ENE. A vessel proceeding along the coast should pass at least 8 miles east of Sentry Island.

116 **Caution**. — **Tidal streams** off Sentry Island reach rates of 2 knots on the ebb and up to 5 knots on the flood. Rates can be affected by winds and streams are deflected by Sentry Island Shoal. The strongest streams are in **shallow** waters close to the shoal.

117 There is **anchorage** with good protection from northerly winds and free of strong tidal streams in a position bearing 174°, 2.2 miles from the *Sentry Island* light; depths of 13 m are close north of a 7 m **patch** of **mud** and **boulders**. Shallow-draught vessels can find **anchorage** closer to Eskimo Point but should be prepared to move should easterly winds develop. **Anchorage** in 24 m, soft clay, can also be found 1 mile north of Sentry Island.

118 **Eskimo Point** *(61°06'N, 93°59'W)*, low and sandy, is the south entrance point to an unnamed bay.

119 A **beacon** formed by wooden **poles** is on Eskimo Point; a similar **beacon** is on an unnamed point 2.5 miles to the north, at the north entrance of the bay.

120 **Caution**. — **Tidal flats** and **drying patches**, most covered with **boulders**, extend up to 1.5 miles off the north entrance point of the unnamed bay and fill the northern half of the inner part of this bay; there is a narrow channel along the south side. There is a **shoal depth** of 2.6 m in the approaches to the bay. A **rock** with a depth of 3.1 m lies 2.4 miles east of Eskimo Point. A **drying flat** extends 0.4 mile off the south shore 1.2 miles WNW of Eskimo Point.

121 The community of **Arviat (Eskimo Point)**, population 1,899 *(2001)*, is on the south side of the unnamed bay, 2 miles WNW of Eskimo Point. The community has a

post office, health centre, RCMP detachment, 2 retail stores, 2 hotels, a bed-and-breakfast and a coffee shop. *Calm Air* provides flights daily and *Kivalliq Air* provides flights daily except Saturdays. Helicopter charters are available.

122 A privately maintained **aeromarine radiobeacon** *(61°06'N, 94°04'W)* transmits on 329 kHz with identification YEK (— • — — • — • —).

123 The radiobeacon **tower**, elevation 23.1 m, with red aircraft obstruction **lights** and two shorter **towers** with fixed red **lights** are **conspicuous** at night. A white, rotating aeronautical **light** on top of the airport building is also **conspicuous** at night.

124 A **conspicuous school** near the middle of the hamlet has been seen at 15 miles. The school has orange walls visible from north and south and a white roof visible from the east.

125 Six large **oil tanks** south of the hamlet are **conspicuous**, as is a wooden **cross** 5 m high on the south point of a narrow peninsula, elevation 11 m, lying 1 mile north of the hamlet.

126 Sand and gravel **landing beaches** with scattered boulders are between 2 boat **ramps**. The supply barge is berthed bows-to about 2 hours before high water. The *Northern Transportation Company* tug *Keewatin* uses a boat to mark the channel to the landing beaches with buoys before bringing the barges in.

Chart 5449

127 The *Northern Transportation Company* tug *Keewatin*, towing barges whose tow cables reach depths of 90 feet (27 m), sets an easterly course from the hamlet to a position 38 miles east of Eskimo Point, then alters course directly for Churchill.

Eskimo Point to Churchill

Charts 5399, 5400

128 **Caution**. — Most of the inshore coastal waters between Eskimo Point *(61°06'N, 93°59'W)* and Egg Island, 75 miles to the SSW, are **not surveyed** and require local knowledge. The sounded waters offshore *(shown on Chart 5399)* were surveyed in 1977 and indicate a fairly even bottom; however, because of the **wide spacing** of the sounding lines it is possible that **undetected dangers** exist and caution is recommended. Hydrographic information between Egg Island and Churchill is based on lead-line surveys between 1928 and 1931 and should be used with caution.

Chart 5399

Eskimo Point to Egg Island

129 The coast between Eskimo Point and Egg Island is marshy and low; the land rises less than 30 m in elevation for 3 to 5 miles inland. The coast is bordered by **drying flats** extending up to 4 miles offshore and should not be approached closer than 6 miles.

130 **McConnell River** *(60°52'N, 94°22'W)*, **Tha-anne River**, **Thlewiaza River** and **Geillini River** *(not named on the chart)* enter Hudson Bay along this stretch.

131 **Egg Island** *(59°55'N, 94°50'W)*, a low island at the mouth of **Egg River**, is the site of the former trading post of **Nunalla**. The abandoned **buildings** of this post are **conspicuous** *(2007)*. The parallel of 60°N, about 4 miles north of Egg River, is the boundary between Nunavut and the province of Manitoba.

Chart 5400

Egg Island to Churchill

132 The coast continues to be low and featureless between Egg Island and Churchill, 68 miles southward. The tree line approaches the coast a few miles north of Seal River and from there to Churchill it is within a few miles of the shore.

133 **Caution**. — **Tidal flats**, littered with **boulders**, extend up to 3 miles offshore in the northern part and up to 5 miles offshore in the southern part of this coastline.

134 **Hubbart Point** *(59°22'N, 94°39'W)*, elevation 30 feet (9 m), is a prominent feature at the NE end of a group of islands lying on a **drying spit**. **Caribou River** enters Hudson Bay 3 miles SW of the point.

135 **Anchorage** with shelter from westerly winds can be found 1.5 miles SE of Hubbart Point in about 8 fathoms (15 m).

136 There is a **drying bank** 6 miles south of Hubbart Point. The mouth of **Little Seal River** is 5 miles SW of the bank.

Approaches to Churchill Harbour

137 **Point of the Woods** *(59°02'N, 94°44'W)* is the south entrance point of **Seal River**. A large island splits the river into 2 channels. The river mouth can be identified by **The Knoll**, a hillock on the island.

138 **Caution**. — A large **boulder** lies 5.7 miles ESE of Point of the Woods. **Shoal depths** of less than 3 fathoms (5.5 m) lie 9.5 miles east of the point.

CHURCHILL (date unavailable)



139 **Knife Delta**, elevation 17 feet (5 m), lies in the mouth of **North River**. **North Knife River** and **South Knife River** join just upstream of the delta to form North River. **Wales Point** is the east end of an esker.

140 **Button Bay** is only partly surveyed but is believed to be **shallow**. Two prominent rocky knolls on the east side of the bay are separated by **Sea Horse Gully**.

141 **Cape Churchill** *(58°47'N, 93°15'W)*, 30 miles east of Churchill Harbour, has an elevation of 25 feet (7.6 m).

142 The cape is marked with a **beacon** consisting of a **square structure** with a **pyramidal top**; the structure has a **radar reflector**. The condition of this beacon is unknown *(2006)*.

143 The coast from Cape Churchill westward past **La Pérouse Bay**, **Watson Point** and **Gordon Point** to Halfway Point is low and swampy.

144 **Caution**. — The foreshore here is **flats** of **sand** and **mud** covered with **boulders**. These flats extend up to 3.5 miles offshore and **shoal depths** less than 6 fathoms (11 m) exist up to 6.5 miles off as far as Watson Point and up to 8 miles off between Watson Point and Halfway Point.

145 **Churchill Shoals** *(58°52'N, 93°44'W)*, an extensive area of shoals with several **drying patches**, has depths of 3 fathoms (5.5 m) and less up to 5 miles off Gordon Point.

146 **Caution**. — **Vessels** should stay outside the 10 fathom (18.3 m) line to avoid Churchill Shoals and the depths under 6 fathoms (11 m) extending seaward.

147 **Fox Islands** *(58°48'N, 93°35'W)* are bare. **Halfway Point** is small and rocky.

148 An O*cean Data Acquisition System* **light buoy** is 15 miles NNW of Halfway Point.

149 A rocket-launching **tower** 2.5 miles SSE of Halfway Point is **conspicuous**. A number of prominent radio **towers** are along the coast between Halfway Point and Churchill. A **conspicuous** white **grain elevator** on the east side of Churchill Harbour is visible for 20 miles. The

only prominent natural features are near Watson Point; these are **Knights Hill**, a small whale-backed mound, and **Stony Knoll**, similar in appearance but lower.

150 **Bird Cove** is close west of Halfway Point.

151 **Caution**. — **Rocks** and **drying patches** exist more than 2 miles offshore between Bird Cove and Churchill airport.

Chart 5640

Churchill Harbour

152 **Churchill Harbour** *(58°47'N, 94°12'W)*, in the mouth of the **Churchill River**, is bordered on the east side by a rocky peninsula tapering to a blunt point at **Cape Merry**. On the west side of the harbour, on another rocky peninsula, **Fort Prince of Wales**, begun in 1732 and finished 40 years later, is black, flat-topped and prominent. It is now known as **Prince of Wales Fort National Historic Site of Canada**. **Eskimo Island**, with **Eskimo Point** at its north end, lies north of the west peninsula.

153 **Caution**. — **Merry Rock**, **drying** 3 m, lies on a shoal extending 0.2 mile NNW of Cape Merry. **Foul ground** extends 0.15 mile off the NW entrance point of the harbour. Both shores of the harbour are bordered by **drying flats**; those on the west side are more extensive.

154 *Merry Rock* **light buoy** *C1 (2606)* is in the harbour entrance 0.1 mile NNW of Merry Rock. The entrance and fairway through the harbour are marked by **lighted buoys**.

155 *Churchill range* **leading lights** *(2612, 2613)*, SW of Ship Point, in line bearing 236½°, lead through the harbour entrance to the intersection of *Fort Prince of Wales range* in a least depth of 7.1 m. The lights are visible only when in alignment. There is a **racon** at the front tower.

156 *Fort Prince of Wales range* **leading lights** *(2608, 2609)*, in line bearing 344°, lead from the intersection of *Churchill range* to that of *Ship Point range*. The lights are visible only when in alignment.

157 *Ship Point range* **leading lights** *(2610, 2611)*, NNW of Ship Point, in line bearing 317½°, lead from the intersection of *Fort Prince of Wales range* to the wharf. The lights are visible only when in alignment.

158 *Churchill Harbour* **light** *(2622)* is shown from the top of the grain elevator.

159 There are 3 privately maintained **aeromarine radiobeacons** at Churchill. The most powerful *(58°46'N, 93°57'W)* transmits on 305 kHz with identification YQ (— • — — — — • —). The second *(58°46'N, 94°11'W)* transmits on 356 kHz with identification Q (— — • —). The third *(58°40'N, 94°00'W)* transmits on 257 kHz with identification Y (— • — —). A privately maintained **aeronautical radiobeacon** *(58°45'N, 94°08'W)* transmits on 114.1 MHz with identification YYQ (— • — — — • — — — — • —).

160 An aeronautical rotating **light** is shown from a building at Churchill airport; aircraft obstruction **lights** are shown from the many radio towers in Churchill and vicinity.

161 The **tidal ranges** of mean and large tides at Churchill Harbour are 3.4 and 4.8 m.

162 The speed and direction of **currents** *(shown on Chart 5640)* were derived from studies carried out in 1992. These speeds and directions are averages of the currents observed in the upper 2 to 5 m of the water column; they indicate the current that can be expected to affect a vessel during spring tides.

163 **Caution**. — Shallow-draft vessels will experience near-surface **currents** stronger than those shown *(on Chart 5640)*. Ebbing surface flows at the mouth of the river, near Merry Rock, can reach speeds of 5 knots and can cause a slight set towards the NW shore. Ebbing surface flows near the grain wharf reach speeds of 4 knots and tend to set in a NE direction onto the wharf.

164 There is a noticeable back **current** along the east and west shores of Cape Merry during the ebb tide. The flow is stronger along the western shore and can reach speeds of about one knot near the surface.

165 During the flood, surface **currents** reach about 3 knots at the river mouth near Merry Rock and about 2 knots near the grain wharf; this flow tends to run parallel to the wharf.

166 **Currents** outside the deeper dredged areas are significantly weaker than those in the channel; shear lines develop and are visible near the western side of the dredged channel. These shear lines are most prominent during spring tides.

167 **Caution**. — During the ebb, the river flows into Hudson Bay in a strong jet flowing in a NE direction past *Merry Rock light buoy C1*. There may be **rips** and **eddies** near and north of this buoy during spring tides. During strong NE and easterly winds, steep **waves** develop at the river mouth on the ebb tide.

168 A vessel under 162 m long can enter on the flood tide and turn bows north on her port anchor, letting it go off the berth. A larger vessel enters on the ebb and lays bows south, turning on the next flood. Vessels berthed bows south should be well secured by a minimum of four head lines and two breast lines as a precaution against the strong ebb flow. A vessel berthed bows north should use six stern lines as well as her back springs.

169 **Pilotage** is compulsory for merchant ships entering or shifting berth in Churchill Harbour.

Pilotage is controlled by the *Great Lakes Pilotage Authority Ltd*. Masters can arrange for a **pilot** through *MTCS Iqaluit* or may call the Port Warden's office at 204 675-2263 or the pilot boat *H. M. Wilson* direct on VHF. The pilot boat will meet vessels 4 miles NE of the harbour entrance. It is essential that a ship's ETA is known at least three hours in advance so that the pilot boat can be on station. During adverse weather, vessels are requested to provide a good lee for the pilot boat boarding and disembarking operations.



170 The recommended **anchorage** for larger vessels is 1 to 3 miles NW to NE of the pilot boarding station in 20 to 26 m over sand and mud. This anchorage is exposed; vessels in light condition may drag, particularly in strong NE winds. Vessels should not anchor off the harbour entrance because the ebb tide is strong and there is a danger of dragging ashore should a NE gale develop.

171 Masters of smaller vessels may consult harbour authorities about possible short-term **anchorage** inside the harbour.

172 The average thickness attained by level **fast ice** at Churchill Harbour is 177 cm with a record maximum thickness of 206 cm *(1976)*. Break-up normally begins about the end of May, with the river clearing of ice about the middle of June. Freeze-up usually begins during the second half of October with complete ice cover developing during the second week of November. Two to four weeks variation in break-up and freeze-up can occur. Freeze-up and break-up on Hudson Bay, off Churchill Harbour, occur on the average two to four weeks later.

173 For non ice-strengthened (type E) vessels, navigation through Hudson Strait and Hudson Bay to Churchill is generally feasible by the last week in July; the latest departure date, governed by the ice in Churchill Harbour, is about October 20. The navigation season is several weeks longer for type C and type D vessels *(see "Arctic Shipping Pollution Prevention Regulations")*.

174 The *Canadian Coast Guard* provides ice information and routing and icebreaker assistance in Hudson Strait and Hudson Bay. To obtain these services a master should, before entering or leaving these waters, communicate with *NORDREG CANADA* directly or through the nearest *MCTS* centre *(see "Radio Aids to Marine Navigation — Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg and Eastern Arctic")*.

175 Masters can obtain ice information for Churchill from the Port Warden *(see "Ice Navigation in Canadian Waters", 1999 Edition)*.

Port of Churchill

176 The Port of Churchill is owned and operated by *OmniTRAX Canada*.

177 The port facilities of **Churchill** are on the east side of Churchill Harbour. Churchill is a major terminal for shipping grain to markets in Europe. The grain is brought by rail from the prairies and transferred to a storage elevator with a capacity of 154,000 tonnes. About 500,000 tonnes of grain are shipped each year. Other cargoes include gasoline, diesel fuel, jet fuel and dry goods destined for Nunavut.



178 The main **wharf**, 838 m long with depths alongside of 9 to 11.5 m *(2002)*, has a tanker berth and two grain loading berths; one is a deep berth where loaded ships can lay at low water spring tide. There is also a general cargo and coastal traffic berth.

179 The usual procedure is to load one vessel at a time using up to four grain belts; each belt has a capacity of 227 tonnes per hour. Loading is suspended when a draught of 9.1 m is reached and then resumed on the flood to enable the vessel to sail at high water. The water density varies from almost fresh at low water to almost salt at high water; a hydrometer must be used to determine fresh water allowance for the loaded draught.

180 A crawler **crane** on the wharf, with a 24 m boom length, has approximate capacities of 35 tonnes at 75 degrees and 72 tonnes at 45 degrees. The maximum rated capacity is 100 tonnes.

181 **Stevedoring** is done by the port's general utility workers.

182 The community of **Churchill**, population 963 *(2001)*, is a local government district for administrative purposes. The town has a post office, bank, health centre with medical and dental care and a detachment of RCMP. Because Churchill is a centre for ecotourism, hotels, restaurants and gift shops abound. There is a *Northern Store* in the community. Accommodation may be difficult to find at certain times of the year, particularly in late fall. *Calm Air* provides daily flights and *Kivallik Air* provides flights daily except Saturdays.

183 The site of the former military base of *Fort Churchill* is 3 miles east of the town. Further east, the **Churchill Rocket Research Range**, now designated by Parks Canada as a National Historic Site, was formerly operated by the National Research Council of Canada to conduct atmospheric research.

Churchill to James Bay

Chart 5003

184 **Caution**. — The coastal waters along the SW shore of Hudson Bay from Churchill to James Bay, except for the entrance of Nelson River, are **not surveyed** and should not be entered without local knowledge.

185 **Caution**. — The SW shore of Hudson Bay is low with **shoal water** extending, in most places, for a considerable distance offshore. There are numerous beaches of sand, gravel, pebbles and boulders where small craft can land but they can find shelter afloat only at Port Nelson and Fort Severn. The whole coast is open to northerly winds and there are no sheltered anchorages for larger vessels.

186 The land is flat. The tree line is 10 to 15 miles behind the coast from Churchill almost to Owl River, then is close to the coast as far as Cape Tatnam. From there to Cape Henrietta Maria the tree line lies 5 to 15 miles inland.

Cape Churchill to Cape Tatnam

187 The coast is low and swampy with no distinguishing features between Cape Churchill *(58°47'N, 93°15'W)* and Cape Tatnam, 116 miles SE. **Rupert Creek**, **White Whale River**, **Salmon Creek**, **Broad River** and **Owl River** are named creeks and rivers entering this stretch, most through wooded valleys.

188 **Caution**. — The coast is bordered by a **drying flat** and **shoal water** extends an average of 6 miles offshore and as much as 10 miles off at Rupert Creek.

189 **Thompson Point** is a slight projection 30 miles SSE of Cape Churchill.

Charts 5003, 5406

190 **Caution**. — **Nelson Shoal** *(57°36'N, 92°15'W)* is an extensive **shoal** and **drying patch** extending 10 miles offshore, about 30 miles north of the mouth of Nelson River. Composed of gravel and occasional **boulders**, it dries 16 feet (4.9 m), remains partly uncovered at neaps but covers 2 feet (0.6 m) at springs.

191 **Port Nelson** *(57°05'N, 92°24'W)* is in the estuary of **Nelson River**.

192 **Historical Note**. — This is where Thomas Button wintered in 1612-13. Button named the site after Francis Nelson, master of the *Resolution*, who died during that winter. Almost 300 years later, Port Nelson was intended to be the terminus of the Hudson Bay railway; a considerable amount of work was done but it was abandoned, in 1917, in favour of Churchill.

193 The ruins of Port Nelson settlement and wharf are on the west shore near **Root Creek**.

194 The **tidal ranges** of mean and large tides at Port Nelson are 12 and 16 feet (3.8 and 4.8 m).

195 **Caution**. — The **tidal stream** floods at up to 3.5 knots and ebbs at up to 6.5 knots; the stream sets a vessel strongly SE in the entrance.

196 A narrow channel, with depths over 18 feet (5.5 m), leads as far as the anchorage at the site of the former settlement. The river upstream, with broad **mud flats** at low water, is navigable as far as **Flamborough Head**.

197 **Caution**. — **Depths** and the position of channels in Nelson River may have changed due to **silting**.

198 **Caution**. — Two **wrecks** in Port Nelson and approaches were reported *(1954)* to be good landmarks but may no longer be prominent.

199 **Hayes River**, site of the abandoned *Hudson's Bay Company* post of **York Factory** *(57°01'N, 92°16'W)*, is entered through a very narrow channel with a depth of only 1.5 feet (0.5 m) between extensive **mud banks**. Once over the entrance **bar** it is reported that, by keeping close to the NW shore, a depth of 4 feet (1.2 m) can be carried to York Factory.

200 **Historical note**. — York Factory, first established as Fort York in 1682, was the major *Hudson's Bay Company* post on the bay. Furs from the interior were brought down the Nelson and Hayes Rivers for shipment to Europe. The Red River settlers from Scotland were landed here in the early 1800's and made their way south along the Hayes River to what is now Winnipeg.

201 **Marsh Point** is at the end of a low swampy peninsula between Nelson River and Hayes River. The outer 10 miles of the peninsula is almost covered at high water. A narrow strip of slightly higher land along the SE side of this peninsula is about 2 feet (0.6 m) above high water at Marsh Point and 25 feet (8 m) above at York Factory.

202 There is an **anchorage** suitable for small vessels off Port Nelson. **Anchorage** can be found bearing 027°, 12 miles from Marsh Point in 7 fathoms (12.8 m), in an area known as **York Roads**.

203 **Caution**. — Both anchorages are **exposed** to frequent NE gales.

204 A communications **tower** 820 feet (250 m) high is on Marsh Point.

205 **Cape Tatnam** *(57°16'N, 91°00'W)*, low and swampy, is 40 miles ENE of Marsh Point. A large **boulder** close west of the cape is **conspicuous**. **Tatnam Shoal**, 4 miles NNE of the cape, is a pile of **drying boulders**.

206 **Caution**. — **Vessels** should stay outside the 5 fathom (9.1 m) line in this vicinity.

Chart 5003

Cape Tatnam to Fort Severn

207 The coast between Cape Tatnam and Fort Severn, 137 miles ESE, continues to be low and swampy.

208 **Caution**. — Sparse soundings indicate **shoal water** extends 10 to 15 miles offshore, and perhaps farther.

209 **Anabusko River**, **Kaskattama River**, the site of a former *Hudson's Bay Company* summer trading post, and **Kettle River** reach salt water 18, 33 and 58 miles ESE of Cape Tatnam. **Black Duck River** enters Hudson Bay 12 miles farther ESE. Inconspicuous **monuments** near the mouth of Black Duck River mark the boundary between the provinces of Manitoba and Ontario.

210 **West Pen Island** *(56°51'N, 88°50'W)* and **East Pen Island** are low islands composed of disintegrated limestone ridges. A sandy **knoll**, on the mainland opposite East Pen Island, is **conspicuous**. The knoll has an elevation of 50 feet (15 m).

211 **Caution**. — The Pen Islands lie in a **shoal area** with depths of less than 3 fathoms (5.5 m) extending 10 miles offshore.

212 **Niskibi River** and **Pipowitan River** enter Hudson Bay 24 and 52 miles SE of East Pen Island.

213 **Partridge Island**, in the mouth of **Severn River**, has elevations of 8 to 15 feet (2.4 to 5 m); salt marshes extend off its NW point.

214 The estimated **tidal range** of large tides at Severn River is 11 feet (3.4 m). West winds tend to increase the range.

215 The channel on the west side of Partridge Island is marked by **private buoys** and **beacons** and is navigable by craft drawing up to 8 feet (2.4 m).

216 **Caution**. — **Mud bars** in the approaches and entrance and **rapids** within the entrance must be navigated at high water. Local knowledge is essential; a local **pilot** is available.

217 The settlement of **Fort Severn** *(56°00'N, 87°38'W)*, population 401 *(2001)*, lies at the head of navigation 6 miles within the entrance of Severn River. The community has a post office, a health centre staffed with 2 nurses and a police station with 1 constable. There is a *Northern Store*, a convenience store and a hotel. *Wasaya Airways* provides flights daily except Sundays and *North American Charters* provides flights on weekdays.

218 A **jetty** made of poles is constructed at the settlement each year. A new permanent wharf, in deeper water, is planned *(2005)*.

Fort Severn to Winisk River

219 The low marshy coast between Severn River and Winisk River, 96 miles ESE, is broken by only four features: **Goose Creek**, **Shell Brook**, **Wood Creek** and **Gooseberry Brook**.

Chart 5476

220 **Winisk River**, wide but **shallow**, has a broad **bar** of **stones**, **boulders** and **gravel** with depths of 1.5 to 2 feet (0.4 to 0.6 m) across the entrance. The bar can be crossed at high water by small craft or canoes only.

221 **Caution**. — Winisk River bar **breaks** with the slightest sea or swell. A **shoal area** filled with **reefs**, SE of **Wabuk Point**, extends 3 miles off the bar.

222 The **tidal ranges** of mean and large tides in the Winisk River area are 7.5 and 11 feet (2.3 and 3.4 m).

223 **Drying sand and mud flats** border the coast east of the river mouth, extending 2 miles off **Oman Point**. There is a **conspicuous rock** just off Oman Point. A dredged approach channel and turning basin at **Flagstaff Point** are no longer maintained and are reported to have silted up. A **wharf** along the approach channel is in **ruins**.

224 An **anchorage** in 4 fathoms (7.3 m), 5 miles NNE of Flagstaff Point, is unsheltered with poor holding over rock or stone.

225 The site of the former settlement of **Winisk** *(55°16'N, 85°14'W)* lies in the mouth of Winisk River. Winisk was destroyed by a spring flood in 1986; the settlement was relocated to the west side of the Winisk River about 20 miles from the entrance and renamed Peawanuck. Many of the structures of the abandoned *RCAF Winisk* station on the east shore at the mouth of the river are still standing *(2004)*.

226 **Peawanuck** *(55°01'N, 85°28'W)*, population 193 *(2001)*, has a post office, a health clinic staffed with 2 nurses and a police station staffed with 2 constables. There is one retail store in the community; there are no hotel accommodations. *Air Creebec* provides flights on Tuesdays and Thursdays.

227 The sealift barge discharges cargo at the mouth of the river near the site of Winisk. Supplies are transported to Peawanuck later in the year over a winter road.

228 A draught of 3 feet (0.9 m) can be carried above the **bar** in the mouth of Winisk River upriver to Peawanuck.

Freighter canoes can navigate the river; local knowledge is recommended.

Chart 5003

Winisk River to Cape Henrietta Maria

229 **Wachi Creek** flows into Hudson Bay midway between Winisk River and **Cape Lookout** *(55°18'N, 83°56'W)*, 42 miles east. The cape, low and backed to SE by an area of raised beaches, has a boulder and pebble islet 0.25 mile offshore.

230 **Caution**. — A sunken **reef** is reported to extend NW from the cape.

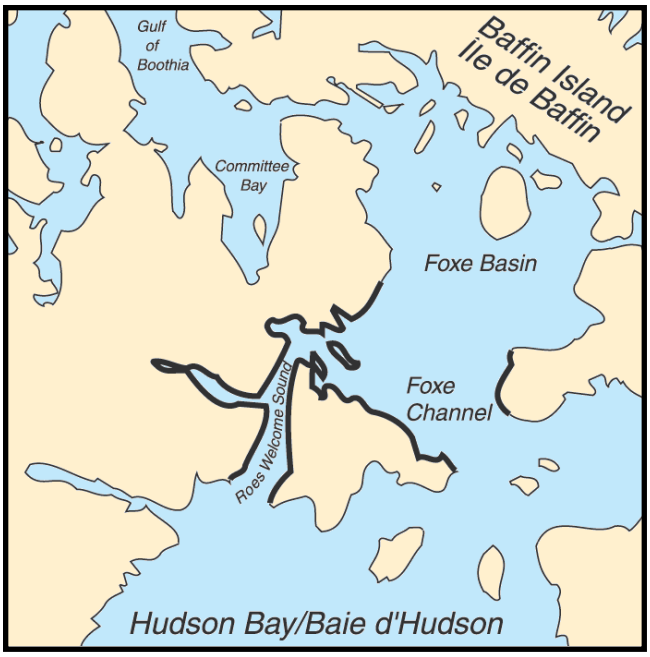
231 **Sutton River** and **Kinushseo River** enter a **shallow** reef-filled bay on the west side of **Little Cape**.

232 An island, with an elevation of 25 feet (8 m), lies close offshore 25 miles east of Little Cape; an islet and **drying patches** lie up to 8 miles offshore from here.

233 **Caution**. — Between the **drying patches** and Cape Henrietta Maria *(55°09'N, 82°20'W) (described in Chapter 5)*, two small islands on **drying flats** and a **rock** with a depth of 2 fathoms (3.7 m) lie up to 6 miles offshore.

Chapter 8

Foxe Channel and Roes Welcome Sound



General

Chart 7000

1 **Foxe Channel**, between Foxe Peninsula on Baffin Island and Southampton Island, joins Hudson Strait and Hudson Bay to Foxe Basin. Roes Welcome Sound separates Southampton Island from the mainland to the west.

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 The **magnetic compass** is erratic throughout the area described in this chapter.

Foxe Channel

Chart 7065

6 Foxe Channel is entered between Seahorse Point *(63°47'N, 80°08'W)*, the SE end of Southampton Island, and Lloyd Point, 68 miles NE on Foxe Peninsula.

7 **Caution**. — **Depths** through Foxe Channel are mostly from track soundings except for Duke of York Bay, near the north tip of Southampton Island, where a controlled **survey** was done in 1962. Ice conditions permitting, vessels should follow sounded tracks.

8 The west side of Foxe Channel has a wide, deep trough parallel with the east side of Southampton Island.

The water gradually shoals north and NE of this trough. The east side of Foxe Channel is much more shoal than the west side; **shallow water** is reported to extend several miles off Foxe Peninsula and **depths** of 9 fathoms (16.5 m) have been reported 8 miles off this shore.

Charts 7481, 7482

9 A **shipping corridor**, leading from abreast of Cape Queen on Foxe Peninsula to abreast of Parry Bay on Melville Peninsula, was surveyed in 1985. **Soundings** in the corridor are more accurate than track soundings.

Chart 7065

Offshore dangers

10 **Seven Fathom Bank**, 68 miles north of Seahorse Point, was reported in 1955. The bank, position doubtful, has a depth of 7 fathoms (12.8 m).

Charts 7481, 7065, 7066

11 **Fife Rock** *(65°17'N, 82°30'W)*, 25 miles ENE of Cape Comfort on the NE side of Southampton Island, is a rocky islet with three small above-water rocks extending 0.4 mile SW. Fife Rock is a good radar target.

Charts 7482, 7065, 7066

12 **Elizabeth Bank** is 25 to 35 miles ESE of Adderley Bluff *(66°36'N, 82°31'W)*. **Elizabeth Reef**, a **shoal spot** on Elizabeth Bank, has a depth of 1.5 m.

Charts 7482, 7066

13 A **shoal area** with a depth of 11 m is 13 miles SSE of Cape Wilson *(67°00'N, 81°27'W)*. This shoal, position approximate, was reported in 1955.

Chart 7065

West side of Foxe Channel — Southampton Island

14 The NE coast of **Southampton Island** rises abruptly from the sea to high broken ranges of gneiss. Very few islands lie offshore. There appears to be deep water close inshore except in some of the bays in the SE section of the coast. The highest point along the coast is 5 miles inland in the **Porsild Mountains**.

15 Seahorse Point *(63°47'N, 80°08'W) (described in Chapter 6)* is low but a hill 1 mile inland has been identified at a distance of 20 miles to seaward. Another hill, 9 miles west of Seahorse Point, is 780 feet (238 m) high and has a flat top.

16 **Caution**. — **Gorden Bay** is **too shallow** for navigation.

17 There are a few small islets close to the shore and a narrow band of **shoal water** between **Saunders Point** and **Terror Point**, 18 miles NW.

18 **M'Clure Point** *(64°04'N, 81°16'W)* consists of steep gneiss cliffs 400 feet (122 m) high. Neither M'Clure nor **Gore Point**, 3 miles west, is visible at a distance of 30 miles but the land, elevation 750 feet (229 m), 4 miles south of Gore Point appears as an island.

19 **Nalojoaq Bay** is SE of M'Clure Point. The SW shore of the bay is steep, rising to 500 feet (152 m); its NE shore is sloping. **Mount Minto**, at the head of the bay, is cone-shaped, **conspicuous** and visible for 35 miles. A mound-shaped hill, prominent from northward, lies 7 miles SE of Mount Minto.

20 **Caution**. — Nalojoaq Bay is reported to be **shallow**. There are low, shelving beaches at its head; probably bordered with **shoal water**.

21 **East Bay** is **shallow** with low shores; the small island 6 miles from its head is low. **Caribou Island** *(64°12'N, 81°27'W)* has **McMurdo Point** at its eastern end. The island has a ridge in the centre running almost the entire length; otherwise it is low, swampy and difficult to distinguish from seaward.

22 **Caution**. — **Ascension Islands** are low with **shoal water** between them and possible **submerged reefs** to the north.

Charts 7481, 7065

23 **Cape Fisher** and a 152-m hood-like **hill** 1 mile west are **conspicuous** between bearings of 135° and 225°. The cape is composed of rocky cliffs rising almost vertically from the water to a height of over 213 m.

24 **Caution**. — Observations in 1955 showed a **tidal stream** of 4 knots parallel to the coast off Cape Fisher.

25 **Stanley Harbour**, surrounded by rugged hills and rocky cliffs, appears to have deep water except near its head; there are two small islets near the western shore of the harbour.

26 **Cape Donovan** *(64°46'N, 82°22'W)* is easily identified by its white cliffs. They rise to 213 m within 1 mile SE of the point and extend SE for some 5 miles before being replaced by darker rock.

27 Between Cape Donovan and Cape Comfort, 34 miles NW, the coast is rocky cliffs or very steep slopes

rising to more than 305 m. This stretch of coast is broken by a number of river gorges.

28 **Qakutaak Bay** is 5 miles west of Cape Donovan.

29 **Caution**. — The head of the small inlet on the west side of Qakutaak Bay and the low point protecting the north side of the inlet have **shoal water** extending a short distance off.

30 The mouth of **Mathiassen Brook**, 12 miles WNW of Cape Donovan, offers shelter for small craft. There is a small rocky islet close NW near the shore.

31 **Kokumiak Harbour** is steep-sided. The head of the harbour is silting up; the silt is from a river that cuts through a number of old beaches to reach the sea.

32 **Cape Comfort** *(65°08'N, 83°24'W)* is a prominent, high, double-headed bluff with another steep rock face rising behind; the cape is backed by hills reaching 457 m.

East side of Foxe Channel

33 **Lloyd Point** *(64°26'N, 78°02'W)*, 30 m high, is the SW end of Foxe Peninsula. The point is the end of the largest of a series of rocky ridges with an east-west axis. A short distance inland this ridge rises to 91 m.

34 **Caution**. — This coast is usually **ice-bound** until mid July. Pieces of **ice** detached from the Foxe Basin ice pack after break-up and driven onto the shores of Foxe Peninsula pose a regular **danger to navigation**.

35 The **tidal range** at Schooner Harbour is almost 7.3 m; it is believed to increase to northward.

36 **Caution**. — Observations in 1955 showed **tidal streams** of 5 knots running north and south off Foxe Peninsula; strong **eddies** and **tide rips** have been reported.

37 The west coast of Foxe Peninsula between Lloyd Point and Cape Dorchester, 63 miles NNE, is composed of low Precambrian rock rising to 152 to 244 m 10 to 20 miles inland. Elevations are least towards the north end of the peninsula.

38 **Caution**. — Many islets, **rocks** and **shoal patches** lie near this coast and very **irregular depths** have been reported offshore.

39 The coastal hills have an elevation of 61 m between Lloyd Point and Cape Queen, while 15 miles east the Kingnait Range *(described in Chapter 3)* rises to over 396 m.

40 **Trinity Islands**, in the approaches to **Lonebutte Bay**, are bare, dark-coloured rock; the NE and highest of the group rises 15 m.

41 **Caution**. — There are **drying rocks** in the vicinity of Trinity Islands.

42 **Caution**. — A **tidal stream** of 3 to 4 knots has been recorded and strong **eddies** and **tide rips** have been reported inshore of these islands.

43 **Enukso Point** and **Green Point** are 9 and 14 miles north of Lloyd Point.

44 **Cape Queen** *(64°42'N, 78°18'W)*, a steep, **conspicuous bluff** 46 m high, is the termination of an inland east-west ridge.

45 **Caution**. — The small coves between **Harkin Bay** and Cape Enauolik are filled with **drying flats** and it is reported that the water is very **shoal** for several miles offshore along this stretch.

46 **Cape Enauolik** is a granite cape 61 m high and slightly higher than its surroundings; the cape rises 2 miles inland to 122 m.

47 **Caution**. — In 1955, *HMCS Labrador*, draught 8.1 m, had to lie 8 miles off this cape because of **shoal water**; she had 7.6 m under her keel at one time and encountered many **pinnacles**.

48 North of Cape Enauolik, the granite hills recede inland; a low, swampy plain backs the shore with occasional granite hummocks 12 to 18 m high. At **Nuwata**, this wetland plain extends inland for 6 miles. The area is a breeding place for several species of water fowl and small wading birds.

49 **Wildbird Islands** *(65°01'N, 78°03'W)*, low and rocky, are north of the mouth of the **Dunne River**.

50 **Caution**. — There are **shoal patches** near the Wildbird Islands and a number of **shoals** lie from 2 to 5 miles off the coast between these islands and Nuwata.

51 The beach in the area of **Finnie Bay** consists of sand, gravel and silt interspersed with rock outcrops. North of Finnie Bay, the coast is low and rocky with elevations of 23 to 46 m.

52 **Weston Escarpment**, elevation 152 m, is an extension of the Kimmik Range. The range crosses Foxe Peninsula in a NW direction from Hudson Strait.

53 **Cape Weston** *(65°22'N, 77°29'W)*, with swampy meadows, ponds, streams and rocky hummocks, is low and inconspicuous at its outer end.

54 **Caution**. — Numerous islets lie off the cape and **shoal water** has been reported up to 4 miles offshore.

55 **Nabukjuak Bay** has extensive **tidal flats** towards its head. A number of streams, fed from **McNabb Lake**, drain into the bay through a boggy delta.

56 **Cape Dorchester** is composed of low, broken, barren hills 30 m high.

57 **Caution**. — A long chain of **rocks** and **shoals** 3 miles NNE of the cape projects into Foxe Channel. There are numerous **tide rips** in this vicinity, extending out to a distance of 25 miles.

Frozen Strait

Charts 7404, 7405

58 **Frozen Strait** joins Foxe Channel to the north end of Roes Welcome Sound and Repulse Bay.

59 **Caution**. — The available **soundings** show the strait to be full of **peaks** and **pinnacles**. This is consistent with a report from *HMCS Labrador* in 1955.

60 **Shoal patches** of 13 and 8 fathoms (23.8 and 14.6 m) are 3 miles east and 5 miles NE of Passage Island, at the NW end of the strait.

61 The **tidal range** at Cape Welsford *(65°29'N, 84°32'W)* is reported to be from 14 to 18 feet (4.3 to 5.5 m); Vansittart Island, 9.5 feet (2.9 m).

62 **Caution**. — The **tidal stream** is reported to be 3 knots, running parallel to the shores. *HMCS Labrador* experienced a westerly set with a rate of 3.6 knots north of Cape Frigid *(66°05'N, 85°04'W)* in September, 1955.

Chart 7404

SW side of Frozen Strait and approaches

63 Between Cape Comfort *(65°08'N, 83°24'W) (previously described)* and Cape Bylot, 21 miles NW, the coast is rocky with cliffs rising to an elevation of 1,000 feet (305 m). The water appears to be deep until very close to the shore.

64 **Smyth Harbour**, protected by a rocky point on the north side, is steep-walled and appears to be deep. The inlet 5 miles west of Smyth Harbour has a low coastline on its south side but on the promontory forming its north side the hills fall to the water in sheer cliffs 600 feet (183 m) high. The mouth of **Canyon River**, at a small inlet 4 miles farther west, affords shelter for small craft.

65 **Cape Bylot** *(65°20'N, 84°08'W)* is a high, rounded mass of grooved rock strata connected to the shore by a low ridge.

66 Between Cape Bylot and Cape Welsford, the coast is mostly steep and rocky with heights of 500 feet (152 m), but the occasional raised beach breaks the continuity of the hills.

67 **Caution**. — There is **shoal water** near the heads of the two inlets 6 and 8 miles NW of Cape Bylot.

68 **Cape Welsford** is rocky but less steep than the coast to the SW; it has an elevation of 500 feet (152 m).

Chart 7405

Duke of York Bay

69 **Duke of York Bay** *(65°26'N, 84°49'W)* was discovered, examined and named by Parry, in *Fury*, in August 1821.

70 **Soundings** in Falcon Strait and Duke of York Bay are mostly from a controlled survey in 1962; only part of the bay was surveyed.

71 **Caution**. — A **drying patch** of 2 feet (0.6 m) and a **drying patch** of 6 feet (1.8 m), limestone **rocks**, are 2.5 and 8 miles north of the head of the bay.

72 **Falcon Strait** is obstructed by **Nias Island**, rocky with cliffs; by a group of five rocky islets of varying heights; and by **Black Rock**, which dries 8 feet (2.4 m). Black Rock may be passed on either side at a distance of 0.3 mile. Nias Island rises to 480 feet (146 m) and has a deep north-south valley in the centre.

73 The **tidal stream** through Falcon Strait has a rate of 1.5 knots; the outgoing stream continues for 1¾ hours after low water at Cape Welsford.

74 The east coast of Duke of York Bay is high and steep for 10 miles SSW of Cape Welsford and then becomes a strip of low and light-coloured land, 1 or 2 miles wide, backed by hills rising 800 to 900 feet (244 to 274 m).

75 **Cleveland River** *(65°12'N, 84°48'W)* empties at the head of the bay. The land here is low and marshy; there is a broad **tidal flat**.

76 The land on the west side of the bay rises gradually from the beach to an elevation of 60 to 70 feet (18 to 21 m). **Thomsen River** discharges into the bay through low and marshy shores. **Point Henderson** is low.

Comer Strait

77 **Comer Strait** *(65°47'N, 85°10'W)*, **not sounded**, runs NNW from the north end of Duke of York Bay.

78 **Caution**. — **Shoals** and islets are scattered in the strait, especially in its south approaches.

79 **Caution**. — The **tidal stream** sweeps through the strait with violence and

irregularity, attaining a rate of 5 or 6 knots; it sets south on the ebb. In winter there are always current holes in the ice.

80 The shore on the west side of Comer Strait between Point Henderson and Cape Munn *(65°54'N, 85°31'W)* is low and bordered by **shallow water**. The large bay west of the north entrance to the strait is almost filled with **tidal flats**; its shores are mostly low marshland with limestone flats and ridges.

81 The west coast of **White Island**, from the south end to the north end of Comer Strait, has raised beaches with rocky broken land sloping up to 500 feet (152 m). North of Comer Strait the coast rises quickly from a narrow foreshore to rocky hills with elevations of 700 to 800 feet (213 to 244 m).

Charts 7404, 7405

West side of Frozen Strait

82 **Cape Deas** *(65°33'N, 84°38'W)*, the SE end of White Island, rises to a height of over 500 feet (152 m). The east side of White Island is rocky and steep-to in places with elevations of up to 1,200 feet (366 m) in its southern one-third, and averaging 500 feet (152 m) over its northern two-thirds. **Seekoo Island** is 300 feet (91 m) high.

83 The outer of the two large islands, 7 miles NNW of **Toms Harbour**, has an elevation of 200 feet (61 m); the inner, 300 feet (91 m).

84 **Caution**. — **Shoal water** is apparent near some of the islands that shelter **Whale Sound**; the largest of the islands has an elevation of over 600 feet (183 m).

85 **Passage Island** *(66°01'N, 84°46'W)* has an elevation of over 200 feet (61 m). Shoals *(previously mentioned)* with depths of 13 and 8 fathoms (23.8 and 14.6 m) lie 3 miles east and 5 miles NE of Passage Island.

86 **Cape Frigid** is on the north end of an island, elevation over 300 feet (91 m), north of White Island.

East side of Frozen Strait

87 **Sanderson Island** and **Mooneshine Island** *(65°32'N, 83°12'W)* lie on the east side of the south entrance to Frozen Strait.

88 **Vansittart Island** is almost divided into two parts; **Petersen Bay** *(65°43'N, 83°51'W)* and **Sokongen Bay** are separated only by a low, flat neck of land. In September 1821, *Fury*, with a draught of about 13.8 feet (4.2 m), passed between Vansittart Island and the rocky islet that lies 3 miles NNW of Sanderson Island.

89 The SE half of Vansittart Island is high and steep with elevations of 700 feet (213 m); **Cape Baffin** falls to the sea in a series of terraces. **Opposite Island** and **Danish Island**, in Sokongen Bay, have elevations of 500 feet (152 m). The inlets on the south side of the SE part of Vansittart Island are apparently shallow towards their heads.

90 **Historical note**. — The headquarters of the Fifth Thule Expedition in 1921-24 was on Danish Island.

91 **Sun Island**, 300 feet (91 m) high, has steep sides and a flat top.

92 **Ivaluarjuk Island** has an elevation of 20 feet (6.1 m). There are indications of a **shoal** 3 miles east of this island.

93 **Cape Shackleton** *(66°08'N, 84°27'W)*, the NW end of Vansittart Island, is a steep headland 300 feet (91 m) high. **Bushnan Island** has an elevation of 400 feet (122 m). **Garnet Island** and **October Island**, with elevations of 100 and 200 feet (30 and 61 m), lie in the SE approaches to **Palmated Bay**. **Bluhme Island**, elevation 100 feet (30 m), lies 2 miles ESE of **Cape Clarke**.

94 **Caution**. — Follow the sounded tracks, if possible, as there is less likelihood of encountering **uncharted dangers** on or near these tracks than elsewhere in the strait.

Hurd Channel

95 **Hurd Channel**, surveyed by Parry's expedition in 1821, separates the coast of Melville Peninsula to the north from Vansittart and Bushnan Islands to the south. Parry passed through Hurd Channel from west to east.

96 **Georgina Island**, NE of **Cheyne Point** *(66°09'N, 84°21'W)*, is 200 feet (61 m) high. **Cape Montagu** is a steep point 100 feet (30 m) high. The north side of Hurd Channel is mostly steep and rocky; the greatest elevation is at **Brooks Bluff**.

97 **Bear Islands**, 200 feet (61 m) high, are connected by **drying rocky ledges**. The islet midway between Bear Islands and **Duckett Cove** is surrounded by a **rocky shoal**.

98 Parry's ships found **anchorage** 0.5 mile from the head of Duckett Cove in 12 to 15 fathoms (21.9 to 27.4 m) with a bottom of stiff mud. He described the anchorage as affording perfect shelter with little tidal stream. He reported that the only ice to enter the cove is that brought in by a SE wind, but this comes in with little force and is not likely to cause damage to a ship.

99 **Caution**. — Parry found a **shoal** depth of 2¾ fathoms (4.9 m) off the SW entrance point to Duckett Cove and depths of 13 to 25 fathoms (23.8 to 46 m) 0.3 mile NE of Bushnan Island. A **rocky shoal** with depths of 12 to 17 feet (3.7 to 5.2 m) lies 1 mile SE of the SE end of Georgina Island. This is the extent of positive information on depths in Hurd Channel.

100 Parry reported that, with a rising tide, the **tidal stream** runs west and NW through Hurd Channel and SW through the channel between Cape Shackleton and Bushnan Island; on the ebb the directions are reversed.

101 **Caution**. — Near Bushnan Island, the **tidal stream** attains a rate of 4 knots, while in the narrows near the east end of Hurd Channel it reaches 6 knots.

102 **Historical note**. — Parry's route from westward was north of Bushnan Island to Duckett Cove, where his ships anchored. From the cove, the vessels passed west of the islet midway between the cove and Bear Islands, then NE of Bear Islands and east, in mid-channel, between Cape Montagu and Cape Shackleton.

SE coast of Melville Peninsula

Chart 7404

Gore Bay and Moyle Bay

103 **Sturges Bourne (Sturges) Islands** *(66°03'N, 83°36'W)*, NE of Vansittart Island, form the east side of the approaches to Gore and Moyle Bays. Sturges Bourne Islands are of low to moderate elevation with rugged and steep areas; the most southerly rises to 180 feet (55 m).

104 **Caution**. — Little is known about the **depths** in the channel between Sturgess Bourne Islands and Vansittart Island. According to Parry's chart, they appear to be very irregular with over 100 fathoms (183 m) in some places and as little as 8 fathoms (14.6 m), 4 miles SW of Cape McLaren.

105 **Cape McLaren** is 100 feet (30 m) high. **Farhill Point**, between Gore Bay and Moyle Bay, has an elevation of 200 feet (61 m).

106 The SW coast of **Gore Bay** is steep. At the head of the bay there is a strip of low land between the shore and the hills. The east coast is low and uniform.

Charts 7404, 7000

Lyon and Hoppner Inlets

107 **Lyon Inlet** has a total length of 65 miles; it leads NNW for 53 miles then SW for 12 miles to its head. *(Only the wide southern portion is covered by a large-scale chart.)*

108 **Cape Martineau** *(66°10'N, 83°40'W)*, near the SW entrance point to Lyon Inlet, has an elevation of 400 feet (122 m). **Cape Edwards**, the SE entrance point, is rocky and low.

109 **Cape Reid** *(66°41'N, 84°06'W)* is on the west side of Lyon Inlet, 31 miles inside the entrance.

110 **Hoppner Inlet** branches from the east side of Lyon Inlet opposite Cape Reid. Hoppner Inlet has a length of 15 miles and an average width of 1 mile. It is surrounded by high land that rises near the head of the inlet to between 800 and 900 feet (244 and 274 m). **Red Point**, named for the bright colour of the rocks, lies 5.5 miles within the entrance of Hoppner Inlet on the east side.

111 **Caution**. — Depths in the upper part of Hoppner Inlet are irregular and there are numerous **shoals**. The deepest water is towards the steep east shore.

112 Lyon Inlet, now narrow, trends west for 5 miles from Cape Reid, then NNE for 4 miles, where the channel is encumbered by an islet. There is a deep passage, 0.5 mile wide, west of the islet; the water is shallow on the east side. North of this passage the main inlet widens out in places but is filled with islets and **shoals**. **Culgruff Inlet** and **Sherer Inlet** indent the shores of Lyon Inlet on its west side; **Norman Inlet** and other smaller unnamed bays are on the east side. **Ross Bay** forms the last 5 miles of Lyon Inlet.

113 **Caution**. — **Tidal streams** attain 6 knots in the narrow channel in Lyon Inlet.

114 The shores around Lyon Inlet are hilly, rising steeply from the water in places. In other places there are strips of low, grassy land at the foot of the hills. **Allison Bluff**, on the west side of the inlet 18 miles within the entrance, is a remarkable bluff over 600 feet (183 m) high.

115 **Caution**. — **Bay of Shoals** *(66°31'N, 83°43'W)* is full of **dangerous rocks** and **shoals**. Most are submerged at high water.

116 Parry's vessels obtained **anchorage** in **Safety Cove** *(66°31'N, 83°38'W)* in 13 fathoms (23.8 m), mud, where they were sheltered from an ENE gale; however, with an onshore wind there would be little shelter from weather or ice.

117 Parry also found **anchorage** in **Five-Hawser Bay**, a passage between the mainland and a group of islands close off the eastern shore 20 miles NNW of Cape Edwards. The vessels anchored close to the shore in depths of 17 to 19 fathoms (31 to 35 m) with their sterns secured by hawsers to the rocks.

118 **Anchorage** was also obtained abreast the mouth of Hoppner Inlet, the most northerly position in Lyon Inlet reached by *Fury* and *Hecla*.

119 In the middle of Lyon Inlet, there is 100 to 200 fathoms (183 to 366 m) nearly as far up as Five-Hawser Bay.

Chart 7404

Winter Island to Cape Wilson

120 **Winter Island** *(66°15'N, 83°07'W)* is low and brown, when free of snow, with a smooth outline. The island is very low at its NW end towards **Point Belford** and its greatest elevation is 225 feet (69 m). **Cape Fisher** is 76 feet (23 m) high.

121 **Crawford Island**, 60 feet (18 m) high at the north end, is separated from Winter Island by a channel with a depth, reported by Parry, of 16 fathoms (29.3 m).

122 Parry reported depths off the SE side of Winter Island to be deep and regular near the shore, but he saw a **reef** indicated by the breakers east of the east end of the island. Air photographs indicate that the bays in the coast of Winter Island are shallow towards their heads and there are extensive shallows off **Bird Islands** *(66°22'N, 83°12'W)*. **Hoppner Strait** is also shallow.

123 *Fury* and *Hecla* found **anchorage** for the winter in the bay west of Cape Fisher; they moored in 6 fathoms (11 m), secured by hawsers to grounded ice and by cables to anchors on the beach.

124 **High water**, **spring tide** *(spring rise)* in the bay west of Cape Fisher is 14 feet (4.3 m); **neap rise** is 11 feet (3.4 m). High water occurs 20 minutes before high water at Resolute.

125 **Turton Island**, 8 miles NE of Hoppner Strait, is low, light-coloured and surrounded by **shallow water**.

126 The coast between Hoppner Strait and Adderley Bluff is low with **drying flats**; these flats are extensive in **Blake Bay**. **Adderley Bluff** *(66°36'N, 82°31'W)* is a steep gneiss cliff with three steps; the lower one drops straight down to the beach. The height of the bluff is over 500 feet (152 m); this elevation continues northward for 6 miles. The bluff is prominent on this otherwise low coast.

Charts 7482, 7066

127 Parry considered that a small, unnamed cove 6 miles NNE of Adderley Bluff would afford a safe **anchorage**. A small rocky islet, 0.5 mile off the coast, guards the entrance.

128 **Caution**. — There are a number of **drying shoals** in the vicinity of the islet.

129 **Palmer Bay** is filled with extensive **drying flats**. **Aua River** discharges into the bay.

130 **Point Elizabeth** *(66°42'N, 82°07'W)*, 30 m high, is difficult to pick out without radar assistance when approaching from the south. When abreast or north of the point it appears as a low, distinct projection against a background of dark hills. The southern tip of the point has a clear patch with a reddish tinge. A small islet surrounded by a **drying flat** lies close off its eastern side. The land around Point Elizabeth is a low plain of sedimentary rock with outcrops of low gneiss ridges.

131 **Caution**. — The **tidal stream** off Point Elizabeth is reported to run at 3 knots parallel to the coast.

132 The coast of Melville Peninsula, between Point Elizabeth and **Cape Wilson** *(67°00'N, 81°28'W)*, is low and rocky and covered with limestone gravel. The largest islet off **Freuchen Bay** is 15 m high.

133 Cape Wilson is relatively low. A 122-m ridge north of the cape and the terrain inland form a plateau of nearly uniform elevation. Close west of the cape there are two parallel bluffs running NW-SE with their perpendicular faces towards the SW.

134 There is a **beacon** on Cape Wilson consisting of a skeleton **tower** 12.2 m high fitted with a fluorescent-orange rectangular **daymark** and a **radar reflector**.

135 **Owlitteeweek Island** is 30 m high in the north end but lower towards the south.

136 **Caution**. — There is **shoal water** close off the SE side of Owlitteeweek Island. From the air photograph evidence of heavy masses of grounded ice, **shallow water** may extend south and SW as well.

137 **Caution**. — A 9-m **shoal**, position approximate, was reported in 1955 to lie 6.5 miles SSE of Cape Wilson; a 22-m **shoal patch** lies 2 miles farther south.

138 The **tidal stream** in the Cape Wilson area is rectilinear and parallels the coast although there is a net southerly drift. Observations in August 1955 showed rates of 2.8 knots in a SW direction and 1 knot in a NE direction.

Roes Welcome Sound

Charts 5533, 7065

139 **Roes Welcome Sound** separates Southampton Island from the mainland to the west and runs from Hudson Bay 160 miles NNE to Repulse Bay. **Ne Ultra Strait** is the south part of the sound. *(The south part of Southampton Island is described in Chapter 6.)*

140 **Caution**. — The **depths** through Roes Welcome Sound are mostly from track soundings.

141 **Caution**. — The strong **tidal streams** in Roes Welcome Sound tend to keep the ice in motion throughout most of the year; even in winter, there is usually some open water near the middle of the sound. It is reported that the tidal undulations from north and south meet opposite Wager Bay. Thus, with a rising tide, a north-flowing tidal stream will be found in the southern part of the sound and a south-flowing stream in the northern part. With a falling tide, the directions will be reversed.

Chart 5533

East side of Roes Welcome Sound

142 Cape Kendall *(63°36'N, 87°13'W) (described in Chapter 6)*, although low, is somewhat higher than the adjacent coast; it is the SE entrance point to Roes Welcome Sound. **Drying flats** extend from 1 to 3 miles off the cape; landing is difficult and can be made only at high water.

143 The west coast of **Southampton Island** is low, with no distinguishing landmarks between Cape Kendall and Cape Munn, 145 miles NNE. The land behind the shoreline rises in a succession of ridges, each a few feet higher than the one immediately in front. Very little plant life grows on the ridges, but there is typical tundra vegetation in the wide depressions between the ridges on wet ground surrounding many lakes and ponds.

144 **Caution**. — **Shoal water** extends 2 or 3 miles from the land, and in some places as much as 8 miles; **reefs** of limestone lie much farther out. There is no shelter on this coast except to a very limited extent, for small craft, in one or two bays and river entrances. **Shallow water** extends for many miles off **Ell Bay**.

145 Bluffs 6 feet (1.8 m) high form the coastline for some miles north of **Anchor Cove** *(64°15'N, 86°17'W)*. These bluffs increase moderately in height northward and develop into cliffs and terraces interspersed with ridges. **Tidal flats** appear, from air photographs, to extend from 0.5 to 2 miles offshore; **shallow water** probably extends much farther out.

146 **Murray River** enters the sea 41 miles north of Anchor Cove.

147 **Battery Bay** offers fair shelter for small craft, from north and NW winds, off its north point in 10 feet (3 m). The bay is otherwise exposed. At the south point of Battery Bay there is a small, prominent limestone bluff; the main ridge is higher than farther north.

148 Between Battery Bay and **Cape Munn**, the north end of Southampton Island, the coast consists of raised beaches with occasional outcrops of limestone. Inland, the land rises to over 100 feet (30 m) with a very gentle even slope. The beaches are shingle with scattered boulders.

149 At Cape Munn, the coast is low and numerous beach lines are evident.

150 **Caution**. — The tidal flats do not appear, from air photographs, to extend far from the shoreline but there are many small **spits** and there are **shoals** offshore; these are marked by **tide rips**.

SW side of Roes Welcome Sound

151 Cape Fullerton *(63°58'N, 88°47'W) (described in Chapter 6)* is the SW entrance point to Roes Welcome Sound.

152 **Caution**. — A **shoal** is reported to extend 10 miles SE from Cape Fullerton; several **dangerous rocks** lie within a few miles of the SE end of the shoal.

153 The west coast of Roes Welcome Sound is low and mostly bordered by islets, **rocks** and **shoal water**. It is composed almost entirely of solid rock, often in the form of knoblike hills which, near the shoreline, seldom rise to more than 20 to 40 feet (6 to 12 m). Similar but somewhat higher hills farther inland are visible from seaward.

154 The coast consists of barren, rugged, red and grey granite rocks between Cape Fullerton and Whale Point; there are extensive **tidal flats**.

155 Rae, in 1846, reported finding a good harbour in an inlet 14 miles NE of Cape Fullerton in 64°05'N. The harbour, 0.1 mile wide and nearly 4 miles long, has depths of 4 to 6 fathoms (7.3 to 11 m) over a bottom of sand and mud. **Borden River** *(not named on the charts)*, with a succession of rapids and deep pools, empties into this inlet. The shores in the vicinity have a very rugged appearance, with many ridges of ancient rock running far out into the sea in an east-west direction.

156 Rae reported the **tidal range** here as being 13.5 feet (4.1 m).

157 **Whale Point** *(64°12'N, 88°02'W)*, although not high, rises somewhat above the near-by coast. It was used as a lookout station in the days when whaling flourished. A **bank** with a depth of 9 fathoms (16.5 m) is reported to lie 6 miles ESE of Whale Point.

158 **Mistake Creek** *(64°14'N, 88°02'W)* enters the sea close north of Whale Point. The area around the creek is composed of low rock ridges, 15 to 100 feet (5 to 30 m) high, covered with shattered boulders. The highest point in the immediate vicinity is a hill, 130 feet (40 m) high, almost vertical on the side facing the sea. The ridges reach elevations of 90 to 100 feet (27 to 30 m) 3 to 4 miles from the sea. A group of hills 500 feet (152 m) high can be seen 10 miles farther inland. The water offshore is shallow.

159 **Yellow Bluff** *(64°22'N, 87°50'W)* is a small promontory 9 miles NNE of Mistake Creek. The name comes from the colour of the rock here. This sector of the coast is higher, rising from 100 to 200 feet (30 to 61 m).

160 **Caution**. — From Yellow Bluff to Kamarvik Harbour, 21 miles NNE, the coast is low and there are **reefs** with depths of less than 6 feet (1.8 m) as far as 3 miles offshore.

161 **Iterdlak Bay** *(not named on the chart)* is the wide bay 7 miles NNE of Yellow Bluff; the **Gordon River** discharges into the head of the bay.

Charts 5533, 7065

162 **Kamarvik Harbour** *(64°41'N, 87°29'W)* affords shelter for small craft. It is possible to carry a draught of 7 feet (2.1 m) at any state of the tide by keeping to the eastern side of the channel into the harbour. The channel, not surveyed, is thought to have a depth of not less than 2 fathoms (3.7 m). The inner harbour is spacious for small craft, with depths of over 50 feet (15.2 m). **Kamarvik Creek** empties into the head of the harbour.

163 Between Kamarvik Harbour and Cape Dobbs, the coast consists mostly of bare rocky hills. These are less than 30 to 40 feet (9 to 12 m) high as far as **Nuvuk Point**, and are seldom more than 50 feet (15 m) high from Nuvuk Point to **Cape Dobbs**.

164 **Caution**. — The shore is bordered with islets and **shoal water**, and there are **tidal flats** scattered with **boulders** in the bays.

Chart 5440

Wager Bay

165 **Wager Bay** extends 90 miles from Roes Welcome Sound to the reversing falls at Ford Lake. The mouth of Wager Bay between Cape Dobbs and **Handkerchief Point** *(65°17'N, 88°00'W)* is known as **Wager Bay Narrows**.

166 **Caution**. — The information on **depths** in Wager Bay is from track soundings.

167 164 It is reported that there is deep water close to the shore along almost the whole of the SW side of the bay.

168 **Caution**. — **Tidal streams** run with great strength in Wager Bay Narrows. The rates reach 6 to 7 knots, according to some reports; the water continues to flow out of the bay for some time after low water on the open coast. There are many **whirlpools** and **eddies**; the Inuit claim these are predominant towards the south side of the channel where the tidal streams are at their strongest. A weaker stream, said to be 4 knots or less, is found towards the north side. Several reports indicate that, owing to the strength of these streams, the narrows are seldom frozen over; however, the great quantities of **ice** in motion are a serious **danger** to ships. In the middle of December, open water was found for 40 miles within the entrance. The Inuit stated that this was the normal condition due to the strength of the tidal streams.

169 **Handkerchief Inlet** affords good protection and is a useful temporary **anchorage** for small craft waiting for the tide to turn. The shores of the inlet are boulder beach and there is deep water to within 46 m of its head.

170 **Savage Islands** *(65°27'N, 88°25'W)*, with **Nuvudlik Island** at the SE end, are all 30 m high and are almost entirely bare rock. **Paliak Islands** have a maximum height of 61 m.

171 **Caution**. — Savage Islands should be given a wide berth because **soundings** to the south, SW and west indicate a very irregular bottom with several **dangerous shoals**.

172 **Tikilak Point** *(65°39'N, 88°50'W)* is the SE entrance point to **Douglas Harbour**.

173 **Mackay Bluff** rises abruptly from the water to heights of 214 to 244 m.

174 Douglas Harbour provides **anchorage**, with good holding ground of rock and gravel, with some protection just inside the harbour entrance on the south side. A very rocky beach surrounds the harbour. Small craft can reach the mouth of the **Piksimanik River**, at the head of the harbour, approaching up the centre or favouring the south shore.

175 **Tidal range** at Douglas Harbour is 4.9 m.

176 **Caution**. — A 3.7-m **shoal**, position approximate, lies 4 miles SSE of Tikilak Point. A **shoal rock**, position approximate, lies 3 miles west of the same point. It is reported that there are **uncharted drying areas** in Douglas Harbour and its entrance.

177 **Aiqqujat (Abruyuk) Islands** *(65°46'N, 89°15'W)* are mostly bare rock 30 m high. The two arms at the head of **Bennett Bay** are **shallow**; the peninsula between them has conical hills 213 m in elevation.

178 The channel through **Reversing Falls** into **Ford Lake** is 46 m wide. The channel broadens at high tide; passage should be made at slack water.

179 The small inlet 3 miles from the west end of Ford Lake was formerly the site of a *Hudson's Bay Company* post. Small craft can obtain **anchorage** with good holding near the post.

180 **Tidal range** in Ford Lake is reported to be 0.5 to 0.9 m. The **tide** flows northward into Ford Lake for 4 hours followed by slightly less than 1 hour of slack water and then 6 hours of rather faster outflow.

181 In 2003, Wager Bay and the surrounding area became **Ukkusiksalik National Park of Canada**.

NW side of Roes Welcome Sound

182 **Cape Montague** *(65°19'N, 87°21'W)* is on the north side of the mouth of Wager Bay. **Berthie Harbour** was the site of a *Hudson's Bay Company* post. A short distance west of the harbour there is a hill shaped like a flat-topped cone.

Chart 7405

183 The coast between Cape Montague and Beach Point *(66°12'N, 85°52'W)* is low with a few modest hills interspersed with lakes and large alluvial plains.

184 **Caution**. — Islets, **rocks** and **shoals** extend from 1 to 4 miles offshore, especially in the SW part. The whole of this stretch is **dangerous** to approach.

185 **Bury Cove** is backed by a steep ridge, 175 feet (53 m) high, parallel to the coast.

186 Bury Cove offers **anchorage** for small craft although it is exposed at high tide.

187 **Caution**. — Special care is required when approaching this anchorage because of the many **reefs**.

188 The coast does not exceed 150 feet (46 m) high from Bury Cove to the mouth of **Snowbank River** *(65°54'N, 86°23'W)*. There is a steep slope 100 feet (30 m) high on the NE side of the river mouth. Small craft can, with great care, enter the mouth of this river.

189 **Panalik Point** is reported to be low but prominent.

Repulse Bay

190 **Repulse Bay**, discovered by Middleton in 1742, can be approached either by Roes Welcome Sound or by Frozen Strait. The bay is surrounded by hills; the highest land is on its SW side. **Beach Point**, at the west entrance, is low and the hills in its vicinity are less than 150 feet (46 m) in height.

191 Ice conditions vary greatly from year to year but generally, ice conditions are very good during supply operations. The period of navigation in Repulse Bay is from early August to late September, but with SE winds ice may be blown back to block the bay almost anytime during the summer.

192 **Caution**. — The **depths** through most of Repulse Bay are from track soundings. **Soundings** in Talun Bay and approaches are from a reconnaissance survey in 1955.

193 **Cape Hope** *(66°14'N, 86°04'W)*, on the SW side of Repulse Bay, is a bluff 300 feet (91 m) high. There is reported to be deep water close to shore at Cape Hope. The peninsula SW of **Gibson Cove**, at the west end of Repulse Bay, has an elevation of 300 feet (91 m). The mouth of the **North Pole River** is the site of **Fort Hope**, used as winter quarters by Dr. John Rae in 1846-47 and 1853-54.

194 Cape Clarke *(66°15'N, 85°10'W)* is the east entrance point of Repulse Bay. **Cleveland Harbour**, on the west side of the cape, appears to be quite **shallow**. **Hall Islands** are low. The east side of **Haviland Bay** has cliffs and steep slopes rising to 600 feet (183 m); the NW side of the bay is somewhat lower. From the head of Haviland Bay, an overland crossing leads to Ross Bay at the head of Lyon Inlet.

Chart 7430

195 **Harbour Islands**, elevation 100 feet (30 m), do not show up visually until after the mainland has been sighted.

196 **Anchorage** with ample room for a small vessel to swing in 6 fathoms (11 m) can be found in a very well sheltered harbour, with over 9 fathoms (16.5 m) in the middle, south of the NE island of the Harbour Islands. This harbour may be approached from the east by following a channel that runs south of the NE island; the minimum depth is 22 feet (6.7 m).

Talun Bay

197 **Talun Bay** is entered between **Walrus Island** *(66°30'N, 86°15'W)* and an unnamed point 2 miles to the west. **Aivilik Point** lies 1 mile farther west.

198 Talun Bay is noted for the persistence of strong **winds** during the summer. Night **fog** is said to be frequent during the first part of July but apart from this there appears to be little fog in summer.

199 Private red **tripod beacons**, 18 feet (5.5 m) high, are on the west entrance point of Talun Bay, on Walrus Island and on an islet close north of Walrus Island. These beacons are **no longer charted**, **no longer maintained** and the **condition** of these beacons is **unknown** *(2013)*.

200 **Caution**. — The **anchorage** between Walrus Island and the west entrance point of Talun Bay is extremely **exposed**.

201 Supply vessels can find **anchorage** in Talun Bay from 0.6 to 0.8 mile west of **Netchik Point** in 10 fathoms (18.3 m). The bottom is gravel and rock and the holding is fair. A deep-water channel runs from Repulse Bay to the anchorage.

202 **Caution**. — This anchorage is very **exposed**; the bay becomes rough in winds from any direction but particularly in a southerly wind of more than 18 knots.

203 There is good **anchorage** for vessels less than 150 feet (46 m) in length, over gravel and mud, between Netchik Point and the NE shore in the inner harbour. This anchorage is fairly well sheltered by land on three sides but swinging room is restricted; a kedge anchor should be used to hold the stern.

204 **Caution**. — There are a number of **shoal areas** in Talun Bay, between Repulse Bay and the inner harbour, with depths of 10 to 12 feet (3 to 3.7 m). The bottom in Talun Bay is uneven.

205 **Caution**. — Vessels with a **draught** of more than 10 feet (3 m) should not enter the inner harbour without local knowledge.

206 The **tidal range** is from 14 to 22 feet (4.3 to 6.7 m). The **tidal streams** in the outer anchorage and in the inner harbour are negligible.

207 The hamlet of **Repulse Bay**, population 612 *(2001)*, is on the SW end of a peninsula on the east side of Talun Bay. The settlement has a post office, health centre and RCMP detachment. There is a *Northern Store*, a *Co-op* store and an *Inns North* hotel. Both *Calm Air* and *Kivalliq Air* provide flights daily except Saturdays.

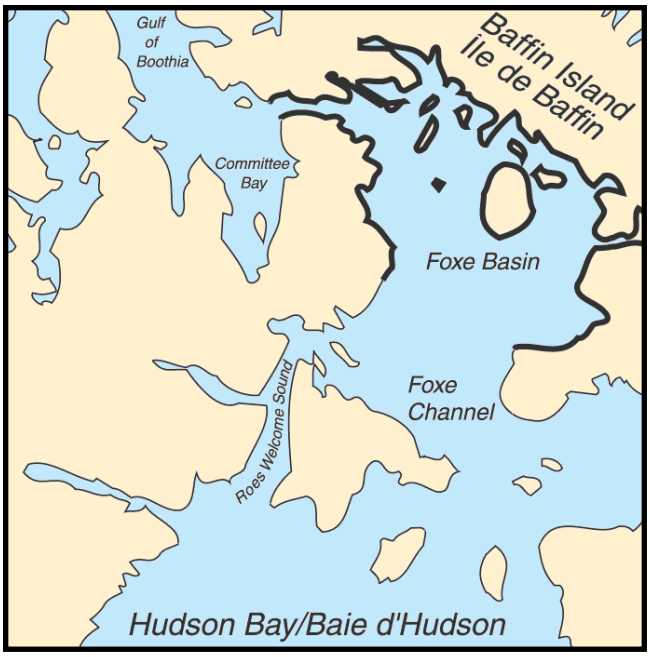
208 A privately maintained **aeromarine radiobeacon** *(66°32'N, 86°15'W)* north of the hamlet transmits on 335 kHz with identification YUT (— • — — • • — —)

209 The main **landing beach** is 0.2 mile WNW of the former Roman Catholic Mission. A second beach, known as Hudson's Bay beach, is close north. Hudson's Bay beach was used in the 1976 supply operation. Both beaches have a very gradual gradient from the low water mark and are workable at all stages of the tide. However, **caution** is required during the ebb and at low tide to avoid **rocks** and **boulders**.

210 Dry cargo vessels normally anchor in Talun Bay and their cargo is transferred by barge to a landing beach. Tankers discharge directly through a floating hose from the berth west of Netchik Point.

Chapter 9

Foxe Basin and Fury and Hecla Strait



Foxe Basin — General

Chart 7000

1 **Foxe Basin** is bounded to the west by **Melville Peninsula** and to the north, east and SE by Baffin Island.

2 ***Arctic Canada Vessel Traffic Services Zone (NORDREG CANADA)*** covers all waters described in this chapter. The primary objective of this system is to assist the Master in the safe and expeditious conduct of the vessel by promulgating information on ice conditions, giving advice on routes and providing icebreaker support where available and considered necessary.

3 Traffic clearance requests and reports required by this system shall be addressed to *NORDREG CANADA*. Requests and reports may be passed through any *Canadian Coast Guard Marine Communications and Traffic Services (MCTS)* centre free of charge. All times shall be given in *Co-ordinated Universal Time (UTC)*.

4 For further information concerning this system consult *Radio Aids to Marine Navigation*, available at: https://www.ccg-gcc.gc.ca/publications/mcts-sctm/ramn-arnm/index-eng.html.

5 The coastal topography of Foxe Basin presents two distinct types of relief related to the bedrock of the region. Pre-Cambrian granite forms the coast of Melville Peninsula, southward of Cape Penrhyn; also the north coast of Foxe Peninsula. Palaeozoic sedimentary rocks *(sandstone, dolomite and limestone)* form the coastline of the west side of the basin, from Cape Penrhyn to Fury and Hecla Strait, and of the east side from Bowman Bay to Taverner Bay. The northern shores of Foxe Basin are predominantly granite, except for Baird Peninsula and the large peninsula separating Steensby Inlet from Murry Maxwell Bay; these are sedimentary. The areas of pre-Cambrian origin are characterized by a rugged, barren landscape of moderate elevation, while the coast formed of palaeozoic rocks exhibits a gentle topography with low, poorly drained areas extending many miles inland. In the NE of Foxe Basin there are a number of large islands, some very flat and low, others rising a few hundred feet above sea level.

6 Controlled surveys of limited extent were made between 1955 and 1970 in or near Roche Bay, Hall Beach, Frustration Bay and Longstaff Bluff. In subsequent years, a

corridor was surveyed in the northern part of Foxe Basin in the approaches to, and through, Fury and Hecla Strait.

7 **Caution**. — Charted **depths** through much of Foxe Basin are based on reconnaissance surveys and track soundings; mariners are advised to follow sounded tracks if possible.

8 Depths of 37 to 110 m are found in Foxe Basin off the west shore. In the central part of the basin, there are depths of 37 to 46 m.

9 **Caution**. — Based on sparse soundings, the basin is quite **shoal** in the east part. The north section has an irregular bottom with air photo evidence of a number of **dangerous shoals**. Particular caution must be exercised when navigating in this area.

10 Maximum **tidal range** has been estimated as 7.6 m at Cape Dorchester and 9.1 m in Bowman Bay, in the SE part of Foxe Basin along the coast of Foxe Peninsula. The tidal range decreases to the north and west to 1.2 to 1.5 m in the NW corner of the basin.

11 **Caution**. — The **magnetic compass** is erratic throughout the area described in this chapter (see Magnetic Declination chart, Sheet No. 10 of the Geophysical Atlas Series, published by the Geological Survey of Canada).

West side of Foxe Basin

Chart 7482

Cape Wilson to Hall Beach

12 Between Cape Wilson *(67°00'N, 81°27'W) (described in Chapter 8)* and Cape Penrhyn, 30 miles north, the coast rises to elevations of 30 to 61 m and radar fixes are easy to obtain.

13 **Caution**. — A south-flowing **current** of 2 to 3 knots has been experienced off Cape Penrhyn.

14 **Barrow River** flows through a steep-walled rocky gorge. The land north of the river is very rocky with small rough hills up to 61 m high; to the south there is a narrow piece of lower land 30 m high. The spectacular **Barrow Falls**, falling 31.6 m, is 1.2 miles above the river mouth.

15 An **anchorage** for small craft is inside the Barrow River entrance in 4.9 m. The deepest channel in the approach to the anchorage has a depth of 3 m.

16 A prominent hill, 107 m high with a vertical cliff on part of its face, is 1 mile south of **Cape Penrhyn** *(67°27'N, 81°11'W)* and within 0.5 mile of the shore.

17 The bay immediately north of Cape Penrhyn affords good **anchorage** for small craft.

18 There is a **beacon** consisting of a skeleton **tower** 12.2 m high, fitted with three fluorescent-orange rectangular **daymarks** and a **radar reflector**, on Cape Penrhyn.

19 **Cape Robert Brown** is a prominent headland over 61 m high; 2 miles to the NW there is a cliff of red rock 18 m high.

20 **Cape Jermain**, 9 m high, is at the end of a narrow spit. It is easy to identify on radar.

21 **Caution**. — **Shoal water** extends SE from Cape Jermain for 1 mile.

22 **Anchorage** for small vessels can be found in **McCaig Bay** *(67°46'N, 81°44'W)*.

Chart 7485

23 **Amitioke Peninsula**, low and sandy, is the south entrance point of an unnamed bay. **Ignertok Point** *(68°20'N, 82°00'W)* is the north entrance point; it and the land west are low. The inshore areas of the bay are **shallow** and **drying areas** lie in the entrance to its NW arm; inland the terrain rises gradually to hills with elevations of over 305 m.

24 **Roche Bay**, in the NW part of **Parry Bay**, is entered between Ignertok Point and **Qavvialuk Point**, 4 miles to the NNE. Roche Bay has lower shores than the unnamed bay south of Ignertok Point. Depths in the entrance and central part of Roche Bay are between 16.5 and 20.1 m. **Ajaqutalik River** flows into the SW arm of the bay. Roche Bay is the proposed site of an iron ore loading terminal.

25 The **anchorage** in Roche Bay provides only moderate shelter. However, in 1981, M.V. *Polar Circle* obtained excellent holding over a mud and sand bottom and rode out a NW gale.

26 **Ikerasak River** drains **Hall Lake**. **Walrus Island** and **Kite Island** are in the north portion of the lake.

27 **South Ooglit Island** has an elevation of 21 m. A **beacon** with a **radar reflector**, 9 m high, is on a high part of the island. This aid to navigation is **no longer charted**, **no longer maintained** and the **condition** of this aid is **unknown** *(2013)*.

28 **Quarman Point** *(68°31'N, 81°34'W)* has an elevation of 15 m. The bay west of the point has low shores with lines of raised beaches.

29 From Quarman Point to Arlagnuk Point, 41 miles north, the shore is backed by a broad belt of low land; the high land is a considerable distance from the coast.

Hall Beach

30 **Hall Beach** *(68°46'N, 81°13'W)* is the site of a decommissioned *Distant Early Warning (DEW) Line* radar station, a *North Warning System* radar station, a *North Warning System* logistics support base, a meteorological station and an Inuit community.

31 **Iligliak Point**, 7 miles south of Hall Beach, is low and inconspicuous. **Hall Point** is low; the cove on its west side is **shallow**. Between Hall Point and Nugsanarsuk Point, the coast is low; there are **shallows** up to 0.5 mile wide off the beaches.

32 Red **tripod beacons**, 5 m high, are 2.5 miles south of Hall Point and on **Kingmitokvik Point**. A similar **beacon**, with a **radar reflector**, is 2 miles SE of **Nugsanarsuk Point**. These three aids to navigation are **no longer charted**, **no longer maintained** and the **condition** of these aids is **unknown** *(2013)*.

33 An aeronautical rotating **light** is near the airstrip. Radio **towers** and radar **domes** and **towers** carry air obstruction **lights**.

34 Radar **domes** south of the airport are **conspicuous**. The radar domes have been sighted at a distance of 30 miles. Two **conspicuous** parabolic **antennas**, 37 m high, are 0.9 mile south of the airport. These features are remnants of the *DEW Line* radar station. The radio **tower**, buildings and oil **tanks** of the *North Warning System* complex also show up well from seaward.

35 A privately maintained **aeromarine radiobeacon** *(68°46'N, 81°15'W)* at Hall Beach transmits on 378 kHz with identification UX (• • — — — • • —) and a privately maintained **aeronautical radiobeacon** *(68°47'N, 81°14'W)* transmits on 117.3 MHz with identification YUX (— • — — • • — — — • • —).

36 Break-up at Hall Beach occurs early in July but Foxe Basin is never completely free of ice. Normal ice drift is south towards Foxe Channel and the pack usually passes 5 miles to the east of Hall Beach. In 1955 and 1956, the ice moved back into the anchorage and landing areas after the final break-up; this was unusual. The recommended period for resupply is the last part of August and the first two weeks of September.




37 **Caution**. — The **tidal stream** 5 miles east of Hall Point reaches maximum rates and directions of 2.9 knots, 350° on the flood, and 3.2 knots, 160° — 170° on the ebb. At the beach the tidal stream runs constantly southward and at a lesser rate than offshore; during strong winds its rate appears to increase. Vessels anchored 0.2 mile off the beach experience little tidal stream.



38 **Caution**. — The predicted times of slack water cannot be relied upon. Vessels maneuvering into position at the landing beach must watch the tide carefully.



39 The **anchorage** area is 1 to 3 miles east of Hall Beach in 21.9 to 31 m. The holding is fair in clay covered by a thin layer of sand, gravel, shells and some boulders.



40 **Caution**. — The anchorage is **open roadstead**, sheltered only to the west. Winds from any other direction can cause very rough conditions and may force vessels to proceed to sea for safety. In September 1976, the resupply vessels were forced to move from Hall Beach and found shelter in the lee of Rowley Island, 45 miles ENE.



41 **Caution**. — There is an uncharted **wreck** off Hall Beach; mariners are advised to remain outside the 20-m contour when approaching the anchorage.



42 A **pier** at Hall Beach, now in **ruins** *(2006)*, is formed of round steel caissons filled with rubble.

43 The **landing beach**, close south of the pier, is composed of small and medium sized gravel; a stretch of 61 m is workable at all stages of the tide.



44 **Caution**. — The shoreline at Hall Beach is low and flat. The water off the beach is **shallow** and the landing beach should be approached with caution. The best approach is close to the south side of the jetty ruins.



45 **Caution**. — Strong easterly winds usually cause **flooding** in the beaching area by 0.6 to 0.9 m of water extending inshore for 0.2 mile. Cargo should be moved off the beach immediately.

46 The Inuit settlement **landing beach**, also composed of small and medium sized gravel, is in the slight bay 1.2 miles south of Kingmitokvik Point. The Inuit beach their boats and canoes here. The water off this beach is too **shallow** for barges; there are sand **bars** 30 m from the shore.

47 General cargo for both the *North Warning System* station and the settlement is landed at the beach. Dry cargo vessels, during good weather, lie 0.25 mile off the beach. There is strong current and rough water farther out which can make it impossible to work cargo.

48 When discharging bulk oil tankers moor 0.25 mile off the landing beach. Oil is discharged to the shore pipeline through two floating hoses.



49 **Caution**. — Vessels anchored off the landing beach should be prepared to move instantly as the **holding** is **unreliable**.

50 The hamlet of **Hall Beach**, population 609 *(2001)*, was established when Inuit came to settle near the *DEW Line* site, built in 1957. The community has a post office, an RCMP detachment and a nursing station. There is a *Northern Stores* outlet, a *Co-op* store and an *Inns North* hotel. *First Air* provides daily flights except Sundays.

Chart 7486

Hall Beach to Hooper Inlet

51 **Pinger Point** *(69°05'N, 81°14'W)*, elevation 14 m, is the north entrance point to **Foster Bay**. The south part of the south arm and the narrow west arm of Foster Bay are **shallow**. Most of the NW shore of the bay is lined by **drying flats**; the coast is formed of lines of raised beaches.

52 **North Ooglit Islands** appear from a distance as three islands; the SE island is divided into two parts by a long, narrow **bar** which may be covered at high water.

53 A **beacon**, fitted with a **radar reflector**, stands 9 m high on the highest part of the SE island. The condition of this beacon is unknown *(2006)*.

54 **Caution**. — A **rock** with a depth of 1.8 m or less, reported in 1979, lies 1 mile NW of the NW island.

55 Between Pinger Point and Arlagnuk Point the coast is low with lines of raised limestone beaches. The water appears, from satellite imagery, to be deep except south off Pinger Point where a **shoal area** discolours the water for 1.5 miles to seaward.

56 **Arlagnuk Point** *(69°12'N, 81°19'W)*, elevation 23 m, is the SE entrance point to Fury and Hecla Strait.

57 **Caution**. — Depths from 5.5 to 9.1 m are reported to extend more than 2.5 miles off Arlagnuk Point.

Charts 7486, 7487

Hooper Inlet

58 **Caution**. — The stretch of coast extending 25 miles NW of Arlagnuk Point is low and bordered by very **shoal water** to a distance of 2.5 miles in places. This coast forms the south shore of **Hooper Inlet**.

59 **Mogg Bay** is very shallow. **Coxe Islands** rise to over 30 m. **Cape Matthew Smith** is at the east end of this group. **Khemig Island** is steep and rugged. The south shore of **Quilliam Bay** is low, seldom exceeding 30 m in elevation, but the north shore is hilly, rising to over 122 m. Many small islands obstruct the entrance to Quilliam Bay. **Crozier River** flows into the head of the bay. The land here is a range of high hills stretching NW that attain elevations of over 305 m.

60 **Caution**. — **Depths** as little as 7.6 m are charted near the sounded track into Hooper Inlet. A **rock** submerged 4.3 m lies 4.1 miles NNE of Arlagnuk Point. **Uncharted rocks** are reported in the passage between Coxe Islands and Igloolik Island.

Chart 7486

Igloolik

61 **Igloolik Island** *(69°23'N, 81°48'W)* is generally low, particularly in its eastern part where lines of raised beaches reach an elevation of 34 m. The island is composed of flat plateaus of sedimentary rock interspersed with bare raised beaches of loose stones.

62 **Caution**. — **Shoal water** borders the whole island except along part of the south coast.

63 **Turton Bay** almost separates the island into two parts.

64 **Caution**. — The bay is divided into inner and outer parts by a **shoal bar** that runs SE from the land close east of the settlement to the SE entrance point of the bay. The bar has a patch that just dries, 1.1 miles SE of the church, and several other very **shoal patches**. **Shoals** with 0.5 and 4.7 m over them are in the inner part of Turton Bay, 1.8 miles ESE and 1.3 miles ENE of the church. **Depths** of 9.7 m lie 0.3 mile off the west side of the outer part of the bay. **Depths** of 9 and 9.1 m, existence doubtful, are 0.5 mile offshore on the NE side of the approach to the bay.

65 Small vessels, able to cross the bar, can obtain very well-sheltered **anchorage** in 18 m in the inner part of Turton Bay.

66 **Anchorage** for larger vessels, in depths of 10 to 20 m, can be obtained 0.5 to 1 mile SSE of the settlement, on the west side of the outer part of Turton Bay. This anchorage is well-sheltered from the north and NW winds which prevail in summer but affords no protection from south or SE winds. The holding ground, of sand, is not good.

67 **Ice** in Turton Bay breaks up in mid July and the bay usually clears by the first week of August. The pack ice drifting south from Fury and Hecla Strait sometimes comes into the bay with southerly winds in August and September. Normally, this ice is driven out with a change of wind. The optimum period for supply is the first week of September. Freeze-up generally occurs in mid October.

68 The **tidal stream** in the outer part of the bay is weak.

69 Oil tankers normally moor in a position 0.6 mile SSE of the church, lying on a heading of ESE, with two

anchors and with stern lines to the shore. Bulk oil is delivered direct to the shore through a floating hose.

70 The hamlet of **Igloolik**, population 1,286 *(2001)*, on the NW shore of a small cove in the outer part of Turton Bay, is known as the cultural centre of Nunavut. It is home to the *Igloolik Research Centre*, primarily focused on documenting Inuit knowledge, social and cultural values, practices, beliefs, language and world-view. The community has a post office, a Health Centre with a staff of 4 nurses and an RCMP detachment. There is a *Northern Stores* outlet, a *Co-op* store, a coffee shop and several hotels. *First Air* provides scheduled flights to Iqaluit daily except Sundays; *Air Nunavut* has a charter service at the airport.

71 A disc-shaped, elevated **building** in the settlement, containing Nunavut Department of the Environment laboratories, is **conspicuous**. **Oil tanks** and buildings are prominent.

72 A gravel **landing ramp** has been constructed at the NW corner of the cove at Igloolik. A **breakwater**, projecting from the north shore at the east edge of the settlement, protects the ramp area from easterly winds. Small craft are moored in the vicinity.

73 Two radio **towers**, the highest with an elevation of 60 m, show air obstruction **lights**.

74 A privately maintained **aeromarine radiobeacon** *(69°22'N, 81°49'W)* at Igloolik airport transmits on 241 kHz with identification YGT (— • — — — — • —).

South and east sides of Foxe Basin

Chart 7066

Foxe Peninsula — North Coast

75 Between Cape Dorchester *(65°27'N, 77°27'W) (described in Chapter 8)* and Bowman Bay, 95 miles to the east, the land is generally low. Inland there are extensive grassy plains with numerous ponds and lakes. Ridges trending SE-NW terminate in low points along the coast.



76 **Caution**. — **Drying flats** extend from 0.5 mile to at least 1 mile from the shore and there are numerous rocky islets and **reefs** farther offshore. The prevalence of **shoals** and the movement of **pack ice** along this shore make it **inaccessible** to large vessels and **dangerous** for small craft.

77 The maximum **tidal range** is estimated to be 25 feet (7.6 m) at Cape Dorchester and 30 feet (9.1 m) at Bowman Bay.



78 **Caution**. — **Tidal streams** flow roughly parallel to the coast and are reported to attain a rate of 6 knots.

79 Expeditions in 1928-1929 found a considerable amount of pack ice along the north coast of Foxe Peninsula in August. The ice, most of it old and dirty, was jammed against the points and shoals by the flood stream; it receded with the ebb and changed position with any change of wind.

80 **Dorchester Bay**, entered east of **Cape Willoughby** *(65°27'N, 77°10'W)*, has **drying shoals** extending seaward for several miles; hundreds of large and small **boulders** are exposed near the shore at low water. The land at the head of the bay is low, marshy grassland.

81 **Peregrine Point** is slightly higher than the surrounding country and terminates in a bluff 30 to 40 feet (9 to 12 m) high.



82 **Caution**. — Although deep water is reported in places nearby, there are **dangerous shoals** off Peregrine Point.

83 The shores of **Gibson Bay** are low and rocky. **Kommanik River** empties into the bay.



84 **Caution**. — **Drying shoals** extend several miles offshore in this area.

85 **Viola Bay** and **Garnet Bay** have **shallow water** extending from their shores.

86 **Cape Ketoria** *(65°26'N, 75°14'W)* is the end of a range of flattened hills and ridges. Hills with elevations of 100 to 200 feet (30 to 61 m) or higher, several miles SE of the cape, are prominent on this otherwise low and featureless coast.

87 **Drying flats** extend a considerable distance off the shores of **Cory Bay**, and as much as 3.5 miles off **Cape Alberta**.

88 **Floe Bay**, at the mouth of the **Aukpar River**, is almost completely filled by **drying flats**. A rocky ledge extends east of **Farley Point** for 3.5 miles. Two named hills in this area are **Keeka Hill** and **Kokittwa Hill**.

89 **Bowman Bay** *(65°30'N, 73°40'W)*, at the mouth of the **Bluegoose River**, is shallow with rocky ledges and **drying flats** extending as much as 5 miles from the south and east shores. **Bluegoose Prairie**, a vast marsh around the head and eastern side of the bay, was once thought to be one of the few known nesting places of the Blue Goose. The Blue Goose was later discovered to be a colour variation, or morph, of the Snow Goose. **Putnam Highland**, elevation 550 feet (168 m) is the one distinctive landmark in this area.

East side of Foxe Basin — Bowman Bay to Point Peters

90 For 135 miles the east coast of Foxe Basin, from Bowman Bay past **Cape Dominion** *(66°10'N, 74°28'W)* to Taverner Bay, is very flat and low with **drying flats** extending in places as much as 10 miles offshore. This stretch of coast is the western edge of the **Great Plain of the Koukdjuak**.

91 This coast was described by T.H. Manning as follows: "From a mile or two offshore, where at high tide there is only 3 or 4 feet (0.9 or 1.2 m) of water, the coast line appears only as a line of boulders, the height of which is greatly exaggerated by mirage. Along most of this coast the spring tides penetrate a mile farther inland than the neaps and a very short, close grass grows on a border of land, several hundred yards wide, that is covered only by the highest tides. This border in summer is a favourite feeding ground for both geese and caribou. Toward the sea the grass gives place to a fine gritty mud. This mud has a firm, cracked surface where it is seldom flooded, but is soft and sticky below the level of the spring tides. In many places farther out still, mud has either never formed, or has been washed away by the tides, leaving limestone gravel and perhaps some limestone in situ; at least when sounding with the boathook, we struck places that seemed like solid rock. The sea bottom, like the land, is quite flat, and the water is very muddy".

92 The **Koukdjuak River** *(66°43'N, 73°00'W)* drains **Nettilling Lake**, 40 miles inland, the largest lake in Baffin Island. The depth in the mouth of the river is only 2.5 feet (0.8 m); 7 miles upstream the depth in the middle is 8 feet (2.4 m), shoaling rapidly towards the sides.

93 **Caution**. — The **current** is swift, probably 6 knots, in the lower reach of the river but there are no rapids.

94 **Taverner Bay** has numerous **shoals** in its outer part and its inner part is **very shallow**.

95 **Figgures Point** *(67°17'N, 72°18'W)* is on a small island at the north end of Taverner Bay. There is a **spit**, partly dry at low water, extending west from the point for at least 5 miles.

96 Between Taverner Bay and Point Peters, 80 miles NNW, the coast becomes higher and the depths are generally greater than to the south. The water near the shore is for the most part clear, so that the bottom can be seen in depths of 20 feet (6.1 m) or more. In some places the water is deep close to shore; in others, **drying flats** may extend as much as 0.3 mile offshore.

97 **Caution**. — **Reefs** are numerous in all the bays.

98 From Figgures Point to Hantzsch Bay, the land consists of low, rocky hills with a maximum elevation of 60 feet (18 m). **Hantzsch Bay** *(67°34'N, 72°31'W)* is bordered by low hills that rise to 200 feet (61 m) high near the head of the bay; the hills recede 5 miles inland from the north entrance point. There are rapids in the mouth of **Hantzsch River**; these are drowned at high water. The unnamed bight north of Hantzsch Bay appears to be **shallow** and rocky.

99 Maximum **high water**, **spring tide** *(spring rise)* is 25 feet (7.6 m) at Hantzsch Bay.

100 **Caution**. — Strong **tidal streams** are reported to northward of Hantzsch Bay.

101 **Caution**. — **Weeks Bay** is **obstructed** by rocky islets and **shoals**.

102 The coast between Weeks Bay and **Parry Point** *(67°59'N, 72°57'W)* is low with hills rising 4 to 5 miles inland to 200 feet (61 m).

103 **Caution**. — The river 2 miles south of Parry Point is **shoal**; the inlet 2 miles farther south is **shoal** with rocky islets and **reefs** in its entrance.

104 **Nichols Bluff** is on the SE shore of **Wordie Bay**. The bluff is over 300 feet (91 m) in elevation and is distinguishable by a band of white quartz visible for several miles. The high land recedes from the coast north of the bluff; around the NE side of Wordie Bay it is several miles inland.

105 At the south end of Wordie Bay the average **high tide** is 12 feet (3.7 m). A marked pause in the rise and fall was noted although there was no actual double tide.

106 **Caution**. — At Parry Point the **tidal stream** flows northward into Wordie Bay, on the flood, with a rate of 1.5 to 2 knots.

107 **Point Peters** *(68°15'N, 73°38'W)*, the NW entrance point of Wordie Bay, is at the end of a low rocky island connected to the mainland by **shoals**. A knoll over 100 feet (30 m) high rises close NE of the point.

Prince Charles and Air Force Islands

108 **Prince Charles Island**, the largest island in Foxe Basin, is typical flat limestone terrain. Wet arctic meadows interspersed with melt-water lakes surround higher, dryer gravel fields that support only sparse low shrubs further inland. The centre of the island is bare bedrock. Limestone gravel beaches surround the island. The maximum elevation is reported to be 250 feet (76 m). **Outcrop Point** *(68°20'N, 76°18'W)*, at the north end of the island, is a low projection of limestone.

109 The western half of the island faces open sea and has many raised beaches. The more-sheltered eastern half is low and swampy and subject to seasonal flooding, with innumerable ponds. A few low hummocks interrupt the flat terrain and there are many boulders on the land and along the shore.

110 **Caution**. — The water off the north coast of the island is extremely shallow with numerous **rock shoals**. **Shoal water** extends 2 to 3 miles off the south coast and at least 6 miles off the east coast where depths of only 2 or 3 fathoms (3.7 or 5.5 m) are found at this distance offshore. Captain Poole of the Department of Railways and Canals tug *Ocean Eagle*, who first sighted Prince Charles Island in 1932, found a depth of 10 fathoms (18.3 m) 4 miles off **Poole Point**, the west extremity of the island.

111 Near **Gravell Point**, at the south end of Prince Charles Island, there is a **landing beach** that is one of the few places usable at all stages of the tide. There are no sheltered anchorages, even for small craft, on this island.

112 Brief observations near Gravell Point showed a **tidal range** of only 3 feet (0.9 m).

113 **Caution**. — The **tidal stream** at Gravell Point reaches 3 knots. Captain Poole reported that off Poole Point the ebb stream runs south for 5 hours at 2 knots; the flood stream runs north for 7 hours at 2.5 knots.

114 **Air Force Island** is separated from Prince Charles Island by **Cockram Strait**. The island is low and flat except for a ridge of granite and gneiss 100 feet (30 m) high in the western part. The ridge tends north to terminate in **Fee Peninsula** *(68°08'N, 74°19'W)*, also 100 feet (30 m) high. The island has a surface of beach gravels and flattened glacial deposits. Except for Fee Peninsula the coasts of the island are extremely low, wet and slope gently into the sea.

115 Good **anchorage** for small craft with shelter from winds from south to NW can be found in the outer part of **Nauja Harbour**, close to the shore of Fee Peninsula.

North shores of Foxe Basin

Charts 7486, 7067

Jens Munk Island to Cape Thalbitzer

116 **Jens Munk Island**, with **(Cape) Konig Cape** *(69°29'N, 80°01'W)* at its south end, lies in the NW part of Foxe Basin. Low shores rise to higher land in the interior of the island.

117 **Caution**. — Partly **drying shoal banks** extend a considerable distance offshore from the NE and SE sides of Jens Munk Island.

Chart 7486

118 **Cape Elwyn** *(69°34'N, 80°18'W)*, at the entrance to Skeoch Bay, is 30 m high and rises gradually northward to over 122 m.

119 **Skeoch Bay**, reported to be an excellent harbour and ice-free during most of the navigation season, has a depth of 9.1 m in the middle of the entrance.

Chart 7067

120 The coast between Cape Elwyn and Cape Lamprenen, 13 miles NW, is rocky and rough and has several rocky, small islets close offshore. The land around **Cape Lamprenen** is steep, 100 feet (30 m) high and prominent.

121 **Caution**. — **Shoal water** extends 0.5 mile offshore in this area.

122 **South Passage** provides access to Murray Maxwell Bay. **Deer Island** *(69°47'N, 80°42'W)* is surrounded by **shoal water**.

123 **Caution**. — South Passage is **dangerous** for ships; **currents** of up to 7 knots cause heavy **tide rips**, and the passage may be blocked by **ice**.

124 The NE shore of **Siorarsuk Peninsula** is low and smooth with hills rising inland to over 500 feet (152 m).

125 The north shore of **Murray Maxwell Bay** is low. To the west, there are numerous rocky islets in front of this shore. Several islands lie off the eastern part; many **rocks** and **shoals** lie close to the shore and among the islands.

126 **Caution**. — The east entrance to Murray Maxwell Bay, known as **East Channel**, is almost completely **obstructed** by **shoal water** extending from both sides and in the east entrance.

127 From the NW end of East Channel to Cape Thalbitzer, 20 miles east, the coast is smooth and even and the hinterland low and rolling. The shore is a continuous beach.

128 **Caution**. — A wide stretch of **shoal water** lies offshore of the beach.

129 **Cape Thalbitzer** *(69°53'N, 78°45'W)*, the west entrance point to Steensby Inlet, is 40 feet (12 m) high and rugged with steep cliffs on both sides.

130 An offshore **survey** in 1981 and earlier track soundings indicate **depths** ranging from 12 to 69 fathoms (22 to 126 m) between Jens Munk Island and Koch Island. **Uncharted depths** of 16 fathoms (30 m) lie NE of Tangle Island.

131 **Caution**. — **Shoal depths** as little as 15 feet (4.6 m) are charted 10 to13 miles south of Cape Thalbitzer. An **uncharted shoal** with 31.5 feet (9.4 m) over it lies 4 miles north of the north end of Maneetok Island *(69°44'N, 78°24'W)*. Depths of less than 11 fathoms (20 m) lie in the area between the shoal and the island; deeper water is found north of the shoal.

Cape Thalbitzer to Reid Point

132 **Steensby Inlet** is entered between Cape Thalbitzer and **Cape Jensen** *(69°43'N, 77°33'W)*, the south end of **Nuvuit Peninsula** *(not named on the chart)*. Cape Jensen is rocky. The islands in the mouth of the inlet are low and surrounded by **shallow water**.

133 Offshore track **soundings** in 1981, as shown, indicate depths of up to 82 fathoms (150 m) in the south, decreasing to 21 fathoms (38 m) midway within the inlet.

134 **Ravn River** and **Harder River** flow into the shallow bay at the NW end of the inlet.

135 **Caution**. — The west shore of Steensby Inlet is low and **shoal water** extends 1 mile offshore.

136 **Tariujaq Arm** is the narrow channel at the north end of Steensby Inlet; **Aulasivik Peninsula**, 100 feet (30 m) high and pocked with numerous small lakes, forms the west side of the arm *(neither feature is named on the chart)*.

137 The east side of Steensby Inlet from Cape Jensen north to **Rowley River** *(70°15'N, 77°42'W)* is precipitous, rising to over 500 feet (152 m), and elevations of over 1,000 feet (305 m) are found a short distance inland. The shore is less steep NW of Rowley River and generally does not rise higher than 200 feet (61 m); however, elevations over 1,700 feet (518 m) are found 6 miles east of this stretch.

138 **Caution**. — Pack **ice** drifts freely in and out of Steensby Inlet with wind and tide and, some years, this condition may persist until mid or late September.

139 **Grant-Suttie Bay** is entered between Cape Jensen and **Ignerit Point** *(69°39'N, 77°10'W)*. The shores rise moderately to elevations of 500 to 800 feet (152 to 244 m). **Isortoq Fiord** runs NE from the NW part of the bay. **Imarujuk Island**, 100 feet (30 m) high, and **Imiliq Island** lie in the mouth of the bay.

140 **Caution**. — Grant-Suttie Bay contains many small rocky islands and **rocks** and **shoals**.

141 Good **anchorage** for small craft may be obtained in the NE part of Grant-Suttie Bay, 6 miles from Ignerit Point.

Chart 7411

142 **Harbour Bay**, 7 miles ESE of Ignerit Point, is reported to provide good **anchorage** for small craft.

143 A least depth of 6 fathoms (11 m) in mid-channel can be maintained to the head of **Eqe Bay**. The land at the head of the bay is over 800 feet (244 m) high.

144 The coast between Eqe Bay and **Tikerarsuk Point** is low and smooth; rounded hills with elevations of 500 to 600 feet (152 to 183 m) are inland.

145 **Caution**. — A narrow belt of **shoal water** borders the shore, reaching 0.5 mile in width at Tikerarsuk Point.

146 **Inniq Point** *(69°28'N, 76°27'W)* is a low point at the mouth of a stream. The entrance to **Trident River** lies 2.5 miles NW of Inniq Point; the river drains **Trident Lake**, 3 miles inland *(both shown but not named on Chart 7067)*.

147 **Caution**. — **Ikpik Bay** has not been sounded but it is reported that the channel between Bray Island *(69°20'N, 77°00'W)* and **Reid Point**, on Baird Peninsula, is very **shoal**.

148 **Ikpik River**, which drains **Lake Gillian** *(both named on Chart 7067)*, enters Ikpik Bay 10 miles ESE of Tikerarsuk Point. The shore is sandy beach in this area.

149 **Caution**. — Numerous **shoals** and **drying areas** extend 3 miles offshore from the Ikpik River to the head of Ikpik Bay and westward to Reid Point.

150 **Ullit Island** *(69°11'N, 75°34'W)*, at the head of Ikpik Bay, is composed of lines of raised beach. **Drying flats**, extensive along this coast, join Ullit Island to the mainland.

Islands in north part of Foxe Basin

Charts 7485, 7411, 7067

151 **Caution**. — From air photos there is shallow to moderate depths off the low islands in the north part of Foxe Basin; great caution must be exercised when navigating these waters.

Spicer and Manning Islands

152 **South Spicer Island** *(68°16'N, 79°00'W)* is low, flat and marshy with a maximum height of 7.6 m along the coast and 30 m near its north end. The island is composed of lines of raised limestone gravel beaches. **Era Island**, 4 miles eastward, is low; the water in the vicinity appears shallow.

153 **Caution**. — Several unnamed islands lie up to 7 miles offshore and extensive areas of very **shoal water** surround South Spicer Island. There is no shelter.

154 **Caution**. — A **shoal depth** of 13.1 m is 20.5 miles west of the north end of South Spicer Island.

Charts 7485, 7489, 7411

155 **North Spicer Island**, mostly marsh, is lower than South Spicer Island and is a poor radar target. **Ocean Eagle Point** and **Bowdoin Point** are its NW and NE extremities.

156 **Caution**. — The island is almost entirely surrounded by extensive **drying areas** and wide **shoal areas**.

157 There is a **beacon**, consisting of a square skeleton **tower** 15.2 m high, fitted with three fluorescent-orange rectangular **daymarks** and a **radar reflector**, on Ocean Eagle Point.

158 **Skelton Bay** affords **anchorage** with moderate shelter, except from the east, for small craft. Anchor 0.8 mile from the shore because of the shallow water.

159 **Manning Islands** *(68°47'N, 80°04'W)* is a group of four small islands 27 miles WNW of Ocean Eagle Point.

160 There is a **beacon**, consisting of a fluorescent-orange rectangular **daymark** on a galvanized steel **tower** 15.2 m high, fitted with a **radar reflector**, on the highest island.

161 **Caution**. — Manning Islands are surrounded by **shallow water**; there is a 6.7-m **shoal** 6 miles SSE of these islands.

162 **Navy Channel** runs between North Spicer and Rowley Islands.

163 **Caution**. — Only the fairway has been sounded. **Shoal water** extends into Navy Channel for a considerable distance from North Spicer Island and probably also from Rowley Island. A vessel using the channel should fix its position by ranges and bearings on Manning and Rowley Islands as the soundings are relative to those islands.

Chart 7486

Rowley Island

164 **Rowley Island** is flat with a generally low shoreline and a greatest elevation of 67 m.

Charts 7486, 7411

East shore of Rowley Island

165 Between **Morrisey Point** *(68°50'N, 79°15'W)* and **Dunn Point**, 10 miles to the NE, the shore is composed mainly of raised beaches. **Shallow water** borders this stretch of coast.

166 There is a square skeleton **tower** 16.1 m high, fitted with three fluorescent-orange rectangular **daymarks** and a **radar reflector**, on Morrisey Point.

167 **Clay Point** and **Tideflat Bay** are the only named features between **Dunn Point** and **Kootyuk Point**. The bay is nearly **dry** at low water; the **flats** consist of solid, horizontally bedded limestone.

West shore of Rowley Island

168 Between **Bartlett Point** and **Ewerat Point**, the coast is bordered with **shallows** more than 0.5 mile wide.

169 Bartlett Point is marked by a **beacon** with a **radar reflector**. The condition of this aid is unknown *(2006)*.

Chart 7465

170 There is a **beacon**, consisting of a square skeleton **tower** 50 feet (15.2 m) high fitted with three fluorescent-orange rectangular **daymarks** and a **radar reflector**, on Ewerat Point.

171 **Needle Point** *(69°06'N, 79°08'W)* is bluff and 60 feet (19 m) high. The points of land protruding into Frustration Bay are low and inconspicuous.

172 Red, 18-foot (5-m) **tripod beacons** were constructed, in 1955, 0.9 mile east of Ewerat Point, on Needle Point and 0.5 mile ESE of **Frustration Point**. The condition of these beacons is unknown *(2006)*.

173 A radar **dome** mounted on a skeleton **tower** at a *North Warning System* site, 1.8 miles SE of the head of Needle Cove, is **conspicuous**; the dome has an aircraft warning light on top. Two smaller domes at ground level and a building are prominent *(the radio tower shown on the 1957 edition of Chart 7465 and on the 1973 edition of Chart 7411 no longer exists)*. An abandoned airstrip is near the site.

174 **Caution**. — The Rowley Island *North Warning System* site is **not manned**. There is an emergency shelter with a telephone and a motion-activated camera but no supplies or services.

175 The soundings off Needle Point and in Needle Cove are from a controlled survey in 1955.

176 **Caution**. — The east part of Frustration Bay has not been surveyed; **shallow water** prevails

inshore from Frustration Point past **Elder Point** to **Fife Point** and northwards. The bay entered 5 miles NNE of Fife Point is shallow. The whole of the SE side of Needle Cove is bordered with **shoal water**.

177 If ice conditions permit, vessels may find **anchorage** in 12 to 18 fathoms (21.9 to 33 m) 1 mile NNW of Needle Point. The holding ground is reported to be very good; the bottom is small rocks, gravel and clay. **Anchorage** for small craft is available 0.2 mile off the west shore of Needle Cove. Some protection is afforded from winds between NE and SW by a range of low hills running from near Needle Point to Frustration Point.

178 **Caution**. — Frustration Bay usually presents a lee shore because of the prevailing NW winds. **Ice** from the north part of Foxe Basin might enter the bay at any time during the navigation season.

179 The **tidal range** in Needle Cove is 7 to 10 feet (2 to 3 m). With a persistent strong south or SE wind, the tidal range is considerably reduced.

180 **Caution**. — **Tidal streams** in the main anchorage area have maximum rates and directions of 2 knots, 060° on the flood, and 1.8 knots, 230° on the ebb. The streams are weaker near the shore.

181 A **landing beach**, at the head of Needle Cove, is composed of fine soft gravel. There are **oil tanks** and equipment behind the beach. The approach is made along the centre line of Needle Cove.

182 **Caution**. — Keep well clear of the **shoal water** off Needle Point.

Charts 7486, 7411

Labrador Channel and Koch Island

183 **Labrador Channel** runs between Rowley and Koch Islands. Soundings in the channel are from a controlled survey in 1956.

184 **Wallace Head** *(69°24'N, 78°31'W)*, the north end of Rowley Island, is bluff and rises quite steeply from the sea. **Cape Bushnan** and **Cape Lindenwald**, on Koch Island, are reported to stand out enough to provide good fixing marks. The shores of **Tremblay Bay** are shallow.

185 There are 9-m high beacons on **Pursuit Point**, Wallace Head, **Cape Sadlek**, Cape Bushnan, Cape Lindenwald and in a position 5.4 miles NE of Cape Lindenwald. All of these beacons are fitted with **radar reflectors**. The condition of these beacons is unknown *(2006)*.

186 **Caution**. — **Bushnan Rock** *(69°25'N, 78°51'W)* lies 2.8 miles south of Cape Bushnan; there is **shoal water** between the rock and the cape. A **shallow spit** projects north of Pursuit Point. **Shoal patches** with 14.9 and 11.9 m over them lie near mid-channel.

187 The **tidal range** in Labrador Channel is 3 to 3.7 m.

188 **Caution**. — Brief current observations in the west approaches to Labrador Channel indicate a **tidal stream** of 2 knots, apparently flowing east through the channel on the flood tide.

Charts 7486, 7411, 7067

189 **Koch Island** is generally low with a maximum elevation of 210 feet (64 m) near the middle of the west shore. **Tidal flats** extend a considerable distance offshore along most of the coast. **Cape Bazin** *(69°38'N, 77°56'W)* is the east end of the island. **Maneetok Island**, off the NW shore of Koch Island, is 30 feet (9 m) high. From air photos, there appear to be other low islets in the vicinity *(offshore dangers, NW of Koch Island, have been previously described)*.

Chart 7411

Bray Island

190 **Bray Island** is low and flat with numerous ponds in the interior. **Thuban Point**, **Polecat Point** and **Turner Point** are the SE, SW and NW extremities of the island.

191 **Caution**. — Bray Island is surrounded by **shoal water** and broad **drying flats**; it should be approached only with extreme caution.

192 There is a *North Warning System* site several miles inland from the SW coast of Bray Island.

193 **Caution**. — The Bray Island site is **not manned**. There is an emergency shelter with a telephone and a motion-activated camera but no supplies or services.

194 A **landing beach** is 2 miles south of **Aggakjuk Point** *(69°17'N, 77°23'W)*. The soft beach, usable only at high water, is composed of gravel and crushed limestone.

195 Four wooden **tripod beacons**, 18 feet (5 m) high, fitted with **radar reflectors**, are near the landing beach. The condition of these beacons is unknown *(2006)*.

196 **Anchorage** may be obtained in the open roadstead west of the landing place in 6 to 10 fathoms (11 to 18.3 m) over clay bottom with good holding.

197 **Caution**. — Because of the prevailing NW wind, **drift ice** may be encountered in this area. Records over nine years indicate that mid September to early October is the period most likely to be ice-free.

198 **Caution**. — The **tidal stream** at the anchorage flows north and south with average maximum rates of 2.4 and 1.3 knots, respectively. Near the landing beach the stream is reported to run continuously southward.

Charts 7489, 7411

SW approaches to Longstaff Bluff

199 **Cape Burpee** *(68°40'N, 76°35'W)* is the SW end of **Baird Peninsula**. The cape has a maximum elevation of 30 m and there are numerous ponds. The bight midway along this stretch is nearly dry at low water. The shoreline north and east of Cape Burpee is composed of lines of raised beach.

200 **Caution**. — Between Reid Point and Cape Burpee, **shoal water** extends offshore for 2.5 miles.

201 A **beacon**, consisting of a skeleton **tower** 18.3 m high fitted with three orange **daymarks** and a **radar reflector**, is 4 miles north of Cape Burpee.

202 A **radar reflector**, fitted on a mast 12.2 m high, is 4 miles south of Reid Point. The condition of this aid is unknown *(2006)*.

203 **Caution**. — Extensive areas of **shoal water** are reported in the vicinity of the **drying shoal** 2 miles SSE of Cape Burpee.

204 From Cape Burpee to **Sidjegiak Point** *(68°55'N, 75°31'W)*, the SE coast of Baird Peninsula is low. This coast forms the NW shore of **Nauja Bay**.

205 **Caution**. — The NW shore of Nauja Bay is bordered with **shoal water**.

206 **Rushmore Bay** has **drying flats** at its head. A line of hills 122 m high, with steep slopes facing west, approaches the head of Rushmore Bay and extends SE to Longstaff Bluff. A coastal plain, which narrows towards the SE, is between the hills and the sea.

207 **Caution**. — **Shoal water** extends from the west shore and a narrow belt of **shoal water** borders the east shore of Rushmore Bay.

208 **Foley Island**, on the SE side of Nauja Bay, has a maximum elevation of 85 m near prominent **Anderson Bluff** *(68°39'N, 75°01'W)*. The NE part of the island is composed of raised beaches; most of the remainder is low with many scattered ponds. Between **Kotuko Point** and **Makalu Point** the land is a little higher.

209 **Caution**. —The east and west coasts have a narrow border of **shoal flats** that widen towards the south end of the island. The west coast of Foley Island is lower than the east and shallows extend a considerable distance seaward.

210 **Anderson Island** has rough rocky coasts. From air photos, the north side of the channel between Anderson Island and Foley Island appears to be deep.

211 **Caution**. — Anderson Island is bordered by narrow **shoal** areas.

212 **Amagok Island** *(68°48'N, 75°12'W)*, 2.5 miles NW, is low and rocky.

213 **Caution**. — There is **shoal water** 0.5 mile SSE of Amagok Island.

Charts 7067, 7411

SE and east approaches to Longstaff Bluff

214 Point Peters *(68°15'N, 73°38'W) (previously described)* is the SE entrance point to Clarke Sound.

215 **Clarke Sound** is reported to be very **shallow** where it narrows north of the entrance to Straits Bay.

216 **South Tweedsmuir Island** *(68°23'N, 74°15'W)* is almost entirely devoid of vegetation. The highest elevation on the island, 390 feet (119 m), is a rounded rocky dome in its NE part. In its south part a rounded hill rises to 100 feet (30 m). The shoreline is of solid rock or gravel and shingle beaches except at the north end where there is a low boulder beach. Raised beaches are found up to 60 feet (18 m) above the present shoreline. From air photos, the east coast of the island appears to have deep water close inshore.

217 **Caution**. — Most of the west coast is low and bordered with rocky **shoals** and **shallow water** for some distance offshore. The unnamed island south of South Tweedsmuir Island is entirely barren; the channel between the islands is full of islets and **shoals**.

218 **North Tweedsmuir Island** is almost uniformly bare and rocky. The granite rocks extend into the sea in low peninsulas, especially on the east side, separated by small bays with pebble and gravel beaches. A ridge with a few lakes along its foot forms a prominent feature along the north and east coasts of the island. On the SW coast the water deepens quickly; on the NW coast it shoals gradually and forms a wider **tidal flat**.

219 The islands between North and South Tweedsmuir Islands are rocky with a maximum elevation of 100 feet (30 m).

220 **Caution**. — These unnamed islands have numerous **rocks** and **drying shoals** among them.

221 The islands in the entrance to **Straits Bay** are low, rocky and surrounded by **shoals**; those in the inner part of the bay are of moderate elevation, the highest 180 feet (55 m). The east shore of the bay is broken by a series of rocky ridges; the north shore is low and the west rises steeply to over 400 feet (122 m).

222 The shore between Straits Bay and Piling Bay, 29 miles NW, is low, irregular and rocky and bordered with a number of rocky islets and **drying areas** which extend, in places, more than 1 mile offshore.

223 The south entrance point to **Piling Bay** *(68°52'N, 74°50'W)* is low and rocky.

224 **Caution**. — The head and south shore of the bay are **obstructed** by **shoal spits** and rocky islets.

225 The entrance to **Piling Lake**, to the north of Piling Bay, can be navigated by shallow-draught boats at high water but there are **rapids** at low water.

Chart 7488

Longstaff Bluff

226 **Longstaff Bluff** *(68°54'N, 75°12'W)* consists of sharp, jagged hills of rock interspersed with lakes; it is prominent from south and SW. The buildings, radar domes, oil tanks and a tower of an abandoned DEW Line site are near the summit of the bluff; there are more oil tanks near the landing beach. An abandoned airstrip is 2.5 miles NW of the landing place. A *North Warning System* site has been built near here.

227 **Caution**. — The Longstaff Bluff site is **not manned**. There is an emergency shelter with a telephone and a motion-activated camera but no supplies or services.

228 The **conspicuous** radar **domes** have been sighted at a distance of 35 to 40 miles.

229 Soundings in the vicinity of Longstaff Bluff are based on controlled surveys in 1955, those in the approaches are based on reconnaissance surveys.

230 **Message Island** is close SE of Longstaff Bluff; there is a depth of 4 m in the middle of the channel between the two. A 4.9-m depth is 0.2 mile east of the island. **Akalukjuk Island** *(68°54'N, 75°03'W)* is on the west end of several **drying patches**.

231 The **landing beach** is 1.3 miles west of the DEW station. The recommended **anchorage** for dry cargo vessels is 0.5 mile SW of the landing beach, in 27.4 m clay, good holding ground. It is protected only from offshore winds.

232 Good **anchorage** is available on the SE side of Longstaff Bluff in 40 to 55 m, clay and mud. The area is enclosed by the bluff, Message and Akalukjuk Islands and **Index (Finger) Point**, 1 mile north of Akalukjuk Island. The best approach to this anchorage is from the south between Message and Akalukjuk Islands.

233 **Caution**. — Care must be taken to avoid the **shoal patch** lying east of Message Island.

234 The anchorage area off the landing beach is usually free of fast ice towards the end of July; medium to big floes may be expected to remain in the approach to Longstaff Bluff until late September. The floes usually stay 2 miles offshore but may sometimes be brought into the anchorage and beaching areas by southerly winds. The tidal stream, islands and drying reefs keep the anchorage SE of Longstaff Bluff free of ice during the navigation season. Freeze-up usually commences mid October.

235 The **tidal range** at Longstaff Bluff is reported to be 4.6 m.

236 **Tidal flats**, scattered with boulders, extend over 0.1 mile from the high water line at the landing place. A channel 91 m wide has been cleared to create the landing beach. This beach can only be worked between full and half tide.

237 **Caution**. — The **tidal stream** is rectilinear and runs parallel to the beach at 1 to 2 knots. Operators of landing craft or barges approaching the beach must exercise extreme caution to avoid being set onto the boulders that line the sides of the channel.

238 Tankers normally moor at a 45° angle, stern to the beach, with bow and stern anchors. Fuel is delivered through a floating hose 915 m long.

239 An abandoned airstrip is 4 miles NW of Longstaff Bluff. A gravel road connects the beach with the *North Warning System* site and the airstrip.

Fury and Hecla Strait — General

Charts 7486, 7487, 7067

240 **Fury and Hecla Strait**, named after the ships of Parry's expedition of 1821-23, runs 105 miles WNW from Foxe Basin to the Gulf of Boothia. The east entrance lies between Arlagnuk Point on Melville Peninsula and Cape Konig, 33 miles NE on Jens Munk Island *(both previously described)*. The west entrance lies between Cape Englefield on Melville Peninsula and Cape Hallowell, 11 miles NE, on Baffin Island.

241 The south coast of the strait is formed of sloping rounded hills of rusty-looking dark rock cut by many small valleys. The hills gradually attain a height inland of 345 m. The north side is similar but has snow-capped mountains behind the coast in the middle of the strait. The highest

mountain, some 9 miles inland, has an elevation of over 579 m.

242 The mid-channel route through Fury and Hecla Strait was surveyed to modern standards between 1960 and 1981.

243 The channel is 7 miles wide, between 20-m contours, southwest of Tern Island.

244 The width of the channel, within Labrador Narrows, is 1 mile except in the central part where it is reduced to 0.5 mile. Depths in the channel range from 120 to 205 m.

245 West of Labrador Narrows, the sounded channel widens to 2 miles but between Liddon and Ormonde Islands, NE of a shoal, the fairway is restricted to a width of 1 mile.

246 Beyond Ormonde Island, and as far as the Mocklin Islands, the sounded channel, 5½ miles wide, lies along the centre line of the strait. Apart from a shoal area, north of the west end of Liddon Island, the strait is clear of charted dangers and has mid-channel depths of between 80 and 220 m.

247 **Caution**. — In the area west of Purfur Cove *(69°50'N, 84°15'W)*, soundings are derived from reconnaissance surveys and track soundings. At the west end of the strait, from Mocklin Islands to the west entrance, sparse soundings show depths between 146 and 366 m.

248 The least charted depths in or near the sounded channel are 5.8 m SW of Tern Island, 20 m SE of Cape Ossory, 3.9 m NW of Northeast Cape and 11.1 m ENE of Freuchen Point. Depths of 16.2 and 18.6 m lie 7.6 miles NW of Freuchen Point.

249 It is not usually feasible for ships, other than icebreakers, to attempt to reach Bellot Strait by way of Fury and Hecla Strait. There may be ice in Fury and Hecla Strait and there is pack ice that lies to the westward and also to the south of Crown Prince Frederick Island in the Gulf of Boothia.

250 Tremblay, in 1913, said "The heavy arctic ice floes that drift in from the Gulf of Boothia and Prince Regent Inlet are driven eastwards by the strong prevailing current and become solidly jammed between Ormonde and Elder Islands and the mainland...". Observations in recent years confirm that this may happen, but on occasions, in August and September, Fury and Hecla Strait has been nearly ice-free except for a concentration in or close westward of the western entrance. It is reported that due to the strength of the current ice never forms in Labrador Narrows; any ice there will have been carried in by the current.

251 The first passage of Fury and Hecla Strait was made by a U.S. icebreaker from west to east in September 1948. At that time 4/10 to 6/10 ice coverage was found in the western entrance; there was less than 1/10 coverage in the remainder of the strait.

252 In September 1956, the icebreaker H.M.C.S. *Labrador* made the first east to west passage through the strait and found only scattered ice floes.

253 There may be rare occasions when ice conditions are suitable for ordinary vessels but they cannot be relied upon. One such occasion was in 1975 when several vessels made the west to east transit of Bellot and Fury and Hecla Straits, in September, with no problems from ice.

254 H.M.C.S. *Labrador* reported moderate currents in the wider parts of the strait with a possible maximum of 2 knots to the eastward.

Fury and Hecla Strait — SE entrance — Islands

255 **Neerlonakto Island**, 1 mile north of Igloolik Island *(previously described)*, is formed of limestone and is very low and flat. It is covered with muskeg and ponds and reaches a maximum elevation of 19 m near its NW end. **Drying flats** extend off its NE and east sides from gently shelving beaches.

256 There is a **beacon**, fitted with a **radar reflector**, on the highest part of Neerlonakto Island; it is the first part of the island to be detected by radar when approaching from any direction. The condition of this beacon is unknown *(2006)*.

257 Local **magnetic anomalies** of 90° or more have been observed over a small area 7 miles ENE of the north point of Neerlonakto Island.

258 **Tern Island** *(69°33'N, 80°50'W)*, elevation 8 m, is on the NE side of the fairway through Fury and Hecla Strait.

259 Tern Island is marked by a **beacon** with a **radar reflector**. The condition of this beacon is unknown *(2006)*.

260 **Caution**. — Tern Island has **shoal water** close around and many **drying rocks** off the north side; **gravel spits** extend from the east and west ends. A large **shoal patch**, centered 3.5 miles SW of Tern Island on the SW side of the fairway, has three pinnacles; the least depth is 5.8 m.

261 **Tangle Island**, the southernmost of the Calthorpe Islands, was so named by Parry because of the quantity of seaweed floating nearby. It is low, composed of raised beach lines 30 m high, and is surrounded by **shoal water** except off its SE coast. The west coast of the narrow island, 1 mile north of Tangle Island, consists of steep cliffs 18 m high.

262 A **beacon** on Tangle Island is 9 m high and is fitted with a **radar reflector**. The condition of this beacon is unknown *(2006)*.

263 **Caution**. — Heavy **tide rips** have been reported in the area east of Tern Island and Tangle Island.

264 **Caution**. — **Depths** of 10.4 and 10.1 m are charted 15 miles south and 12 miles SW of the south point of Tangle Island, near the main sounded route between Foxe Basin and Fury and Hecla Strait.

265 *Fury*, in July 1822, found **anchorage** 1 mile west of the middle three islands of the Calthorpe group, in 21.9 m, with good holding over a flat bottom.

266 In August 1975, the survey ship *Baffin*, length 90 m, found **anchorage** in 37 m with Cape Elwyn bearing 082°, 1.9 miles distant.

Chart 7487

SE approaches to Labrador Narrows

267 **Bouverie Islands** *(69°38'N, 82°12'W)* lie off the east end of the south side of Labrador Narrows. **Mount Sabine**, near the west end of the largest island, has a **cairn** on its summit and is the most **conspicuous** landmark in the area.

268 **Caution**. — **Uncharted rocks** and islets are reported north and south of Bouverie Islands. **Shoal water**, of limited extent, lies off the SE and SW coasts. **Depths** of 4.3 m and 14.5 m are charted on either side of the approach channel to Labrador Narrows, 0.5 mile and 3 miles north of the northernmost of the islands.

269 **Richards Bay** is on the south side of Bouverie Islands; the land at the head of the bay has an elevation of 122 m.

Chart 7067

NE approaches to Labrador Narrows

270 The SW coast of Siorarsuk Peninsula *(previously described)*, from **Augarnar Point** *(69°43'N, 80°57'W)* NW to a point opposite Cape Griffith, rises to over 600 feet (183 m). There is a narrow sandy beach along the shore.

271 **Caution**. — **Shoal areas** and a few **rocks** lie within 1.5 miles of the shore of the peninsula.

272 **Cape Griffith** is low, light-coloured gneiss fringed with a sandy beach.

273 **Caution**. — Some narrow **shoals** and a few islets, some of them **uncharted** *(1978)*, lie off the cape.

Gifford Fiord

274 The land around the mouth of **Gifford Fiord** is low and formed of rock with rounded edges; the depressions between the ridges have been filled with marine deposits. Within the fiord, the sides become gradually steeper and higher, reaching elevations of over 1,000 feet (305 m); the surrounding land is plateau-like. **Ikuma Bay** is a small inlet. **Gifford River** flows into the head of the fiord; **Asta Lake** is a widening of the river.

275 From Cape Griffith to **Sévigny Point**, 12 miles SW, the coast is 200 feet (61 m) high and bordered by islets.

276 In late August 1975, the survey ship *Baffin* found **anchorage** in 22 fathoms (40 m) with Sévigny Point bearing 348°, 4.8 miles distant.

Chart 7487

277 **Elder Island** *(69°50'N, 82°33'W)* is separated from Baffin Island to the north by **Adolf Jensen Sound**. Elder Island is rocky and has a conical peak, 91 m high with a cleft at the top, near its north side.

278 **Caution**. — Very strong **tidal streams** run through Adolf Jensen Sound and through the narrow channel separating Elder Island from **Ormonde Island** to the south. The stream flows east with the flood and west with the weaker ebb tide. Patches of open water are found in winter in these channels.

Labrador Narrows to Gulf of Boothia

279 **Northeast Cape** *(69°41'N, 82°32'W)*, the SE entrance point to the narrows, is low. The land to westward, terminating in **Cape Lilly**, is higher and formed of red sandstone.

280 **Cape Ossory**, the SE end of Ormonde Island, is steep sided and composed of very broken grey or dark rock. The NW portion of the cape rises to 213 m. **Friday Point**, the SW end of Ormonde Island, has an elevation of 106 m. Ormonde Island is **conspicuous** from westward.

281 **Caution**. — Labrador Narrows has a least depth near mid-channel of 20 m, 1.2 miles SE of Cape Ossory. Depths of 4 and 13.1 m lie on the north side of the narrows, 2 miles WNW of Cape Ossory. A 9.8-m patch lies on the north side of the approach, 0.7 mile east of the cape.

282 **Caution**. — The **current** through Labrador Narrows usually flows continuously to the east at rates of 2 to 5 knots but at times there is a westward **eddy** along the south shore. Numerous **eddies** and **tide rips** have been observed near the east entrance, and very strong **tide rips** occur off Cape Lilly. Information

on tidal streams in Fury and Hecla Strait, and especially in Labrador Narrows, is scant. In Labrador Narrows, mid-channel tidal streams flowing westerly on the ebb, at indicated rates of up to 8 knots, have been reported *(2008)*.

283 Very strong **magnetic anomalies** were reported by *Fury* and *Hecla* 9 miles east of Northeast Cape and 8 miles east of Cape Ossory.

284 **Liddon Island** has a maximum elevation of 61 m. **Freuchen Point** *(69°45'N, 82°58'W)* appears as a long low spit with the land gradually rising to the west.

285 **Caution**. — **Shoal water** extends off the point for a short distance, and off the south side of the point for 0.5 mile in places. **Submerged rocks** and **rocks** reported to dry lie between Liddon Island and the mainland to the south.

286 **Caution**. — A **shoal depth** of 11.1 m is in mid-channel, 0.9 mile ENE of Freuchen Point.

287 **Caution**. — An **isolated shoal**, with a depth of 16.2 m, is on the south side of the sounded channel, 2.6 miles north of the west end of Liddon Island.

288 **Caution**. — The **currents** in mid-strait north of Liddon Island have rates from 0 to 2 knots. The currents are variable in direction, frequently flowing across the axis of the strait.

289 **Cape Tordenskjold** *(69°59'N, 83°20'W)*, 12 miles NNW of Liddon Island at the west end of **Sikosak Bay**, rises from a low foreland to an elevation of 410 m 4 miles inland. The shore from Cape Tordenskjold west to **Whyte Inlet** is bordered by **shallows** that reach a width of 0.8 mile in the west part of this stretch. Hills from 183 to 244 m high rise a short distance inland. Farther north, snow-capped mountains rise to over 600 m.

290 **Autridge Bay** has high shores except in the NE parts.

291 **Cape Hallowell** *(69°59'N, 85°13'W)*, a bluff 142 m high, is the NW entrance point of Fury and Hecla Strait. From the SW the cape appears as a high headland with a marked depression to the NW. The cape is recognizable at 12 to 15 miles from the SE. It appears dark with a marked split in its lengthwise direction; the right half is very much lower.

292 **Dybbol Harbour** is narrow with steep sides.

South shore — Cape Lilly to Cape Englefield

293 The south shore, from Cape Lilly west for 16 miles to Griffiths Bay, is moderately high. **Griffiths Bay** has steep cliffs near its head with elevations of 250 m. From Griffiths Bay the coast gradually becomes lower until, 4 miles west of **Purfur Cove**, it again becomes steep and rugged, rising 2 miles inland to 350 m.

294 **Amherst Island**, elevation 80 m, appears as part of the mainland from westward and northward; the narrow strait that separates the island from the mainland is difficult to identify.

295 **East Cape** *(69°51'N, 84°52'W)* is a low point that rises gradually to an elevation of 110 m. There are three saw-tooth **peaks** with elevations of 213 m 4 miles south of the cape; the northernmost of these is **conspicuous** and a useful landmark when entering the strait from westward.

296 **Alfred Island**, 9 miles west of East Cape, has an elevation of 137 m.

297 **Cape Englefield** *(69°49'N, 85°34'W)*, the SW entrance point of Fury and Hecla Strait, has an elevation of 145 m. From the NW the cape shows as a **conspicuous** black, rounded **promontory** with a very distinctive sharp notch. Several islets and **rocks** lie close off the north and NW shores of the cape.

298 An unnamed island with an elevation of 41 m and two adjacent islets lie 3 miles NNW of Cape Englefield. **Mocklin Islands**, four rocky islets, lie 9 miles NE of the cape.

299 There is a **beacon**, with a **radar reflector**, on the middle Mocklin Island. The condition of this beacon is unknown *(2006)*.

300 *Gulf of Boothia and the western approaches to Fury and Hecla Strait are described in ARC 402 (ARCTIC CANADA VOL. II).*

Trip Plan

Adapted from Transport Canada Publication TP 511E.

Fill out a trip plan for every boating trip you take and file it with a responsible person. Upon arrival at your destination, be sure to close (or deactivate) the trip plan. Forgetting to do so can result in an unwarranted search for you.

Trip Plan

Owner Information

Name: _____

Address: _____

Telephone Number: _____ Emergency Contact Number: _____

Boat Information

Boat Name: _____ Licence or Registration Number: _____

Sail: _____ Power: _____ Length: _____ Type: _____

Colour _____ Hull: _____ Deck: _____ Cabin: _____

Engine Type: _____ Distinguishing Features: _____

Communications

Radio Channels Monitored: HF: VHF: MF:

MMSI (Maritime Mobile Service Identity) Number: _____

Satellite or Cellular Telephone Number: _____

Safety Equipment on Board

Lifejackets (include number): _____

Liferafts: _____ Dinghy or Small Boat (include colour): _____

Flares (include number and type): _____

Other Safety Equipment: _____

Trip Details — Update These Details Every Trip

Date of Departure: _____ Time of Departure: _____

Leaving From: _____ Heading To: _____

Proposed Route: _____ Estimated Date and Time of Arrival: _____

Stopover Point: _____ Number of People on Board: _____

Search and Rescue Telephone Number: _____

The responsible person should contact the nearest Joint Rescue Coordination Centre (JRCC) or Maritime Rescue Sub-Centre (MRSC) if the vessel becomes overdue.

Act smart and call early in case of emergency. The sooner you call, the sooner help will arrive.

JRCC Victoria (British Columbia and Yukon) 1-800-567-5111
+1-250-413-8933 (Satellite, Local or out of area)
727 (Cellular)
+1-250-413-8932 (fax)
jrccvictoria@sarnet.dnd.ca (Email)

JRCC Trenton (Great Lakes and Arctic) 1-800-267-7270
+1-613-965-3870 (Satellite, Local or Out of Area)
+1-613-965-7279 (fax)
jrcctrenton@sarnet.dnd.ca (Email)

MRSC Québec (Quebec Region) 1-800-463-4393
+1-418-648-3599 (Satellite, Local or out of area)
+1-418-648-3614 (fax)
mrscqbc@dfo-mpo.gc.ca (Email)

JRCC Halifax (Maritimes Region) 1-800-565-1582
+1-902-427-8200 (Satellite, Local or out of area)
+1-902-427-2114 (fax)
jrcchalifax@sarnet.dnd.ca (Email)

MRSC St. John's (Newfoundland and Labrador Region) 1-800-563-2444
+1-709-772-5151 (Satellite, Local or out of area)
+1-709-772-2224 (fax)
mrscsj@sarnet.dnd.ca (Email)

MCTS Trip Plan Service

Marine Communications and Traffic Services Centres provide a trip plan processing and alerting service. Mariners are encouraged to file Trip Plans with a responsible person. In circumstances where this is not possible, Trip Plans may be filed with any MCTS Centre by telephone or marine radio only. Should a vessel on a Trip Plan fail to arrive at its destination as expected, procedures will be initiated which may escalate to a full search and rescue effort. Participation in this program is voluntary.

See Canadian Radio Aids to Marine Navigation.

Other References

Information for the Protection of Right Whales:
https://www.dfo-mpo.gc.ca/fisheries-peches/commercial-commerciale/atl-arc/narw-bnan/index-eng.html

Meteorological data:
https://www.canada.ca/en/services/environment/weather.html

Marine Forecasts and Warnings for Canada:
https://weather.gc.ca/marine/index_e.html

Current Predictions (Data Viewer by DFO - MSDI Dynamic Current Layer):
https://gisp.dfo-mpo.gc.ca/apps/dataviewer/?locale=en

Customs:
https://www.cbsa-asfc.gc.ca/travel-voyage/pb-pp-eng.html

SAR:
Search and rescue (ccg-gcc.gc.ca)

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