

## Yachtsmen Routing Guide to Northwest Passage for safe/unsafe anchorage/shelter

"He that will not sail all dangers are over must never put to sea" (Thomas Fuller)

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The feedback of many NWP sailors collected over the years with most grateful contributions and review by David Cowper (Polar Bound), Richard Hudson (R.H.) Isuma, Capt. W. Jacobson (W.J.) Vagabond'eux, Michael Johnson (M.J.) Gitana, Claudia Kirchberger (C.K.) La Belle Epoque, Ali Parsons (A.P.) Arctic Tern, Larry Roberts (L.R.) Traversay III, Robert Shepton (R.S.) Dodo's Delight, Richard Weber (R.W.) Arctic Watch, Eef Willems (E.W.) Tooluka  
Intended to be updated annually.

### Heading from East to West

Eastern seaboard of Baffin Is. and Labrador coast is known for its constant fog and icebergs flowing with Labrador Current south, it is not a recommended route for any sail boat to cruise those waters.

### East coast Baffin Is.

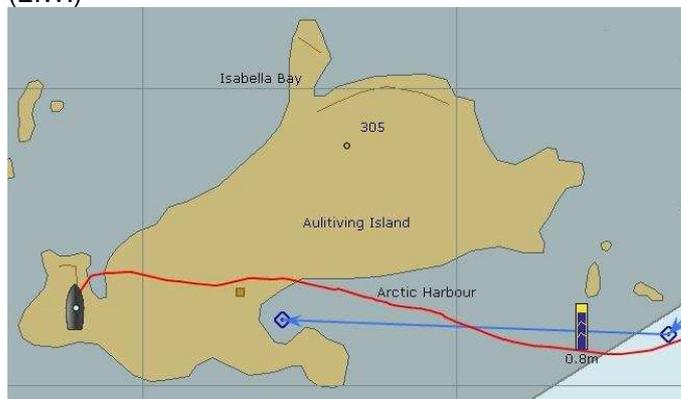
**Pangnirtung** – 66°08'N / 065°50'W. Accessible 0.6 Nm NW off landing beach. Poor holding. Sudden gales. Fuel and water from town. Airport.

**Cape Dyer** 66°39.6'N / 61°21.3' W. Anchorage in Sunneshine Fiord. Fair holding but poor shelter. Strong tidal stream. Sudden gusts, Radiobeacon, Airstrip.

**Broughton Is.** 067°33.5'N / 064°01.5'W. Very good holding with shelter available. Charts are off to the west. No reliable GSW84 positions. Fuel and water from village. Airport.

**Cape Hooper** 68°24.6'N / 66°37'W. Poor holding and open to NE winds is obtainable.

**Arctic Harbour**, Aulitiving Island 69°31'N / 067°33'W. Little shelter that can be filled outside with many icebergs. The position according to the GPS is about 4 miles further west, so during approach it was interesting to find sailing way over the island. "Well protected, strong S winds, no ice. Plenty of ice outside at sea. Holding was good." (E.W.)



**Clyde River** 70°26'N / 68°37'W .

Very good holding and protection from all except southerly winds. Its WGS84 location may vary by 0.35Nm West. Foggy place mornings and evenings. Good place to clear entry to Canada. Fuel from village, water from stream. Airport.

### Greenland, West Coast

**Irkens Havn** 63°04'N / 50°47'W Eqalugissat on Mannisaat Is. (R.S.)

**Ilulissat (Jacobshavn)** 69°13'N / 51°05'W.

Attractive place due to its proximity of one of the most productive glaciers named **Sermeq Kujalleq**. As one of the major harbors it can get filled with ice growlers and floes with no warning and it happens every year. According to some theory one of the ice bergs from this glacier caused collision with RMS Titanic on April 14<sup>th</sup> 1912. This led to the establishment in 1914 of the [International Convention for the Safety of Life at Sea](#) (SOLAS), which still governs maritime safety today and since 1913, the United States Coast Guard has been tasked with the management and operation of the patrol, known as the [International Ice Patrol](#).



### Upernavik

Important to point out that the safest anchorage in the Sortehul is:

**Qornoq kangigdleq** 72°44'N / 55°44'W. Shelter can be had either side of the promontory depending on wind direction. In the **Sarpinat** 72°46'N / 56°04'W for smaller bolder boats there is a more sheltered anchorage in the south west corner, gained by going close in along the southern rocky shore. Beware of rock at the end to starboard. Good when you get there! This was base camp for the first ascent of Sandersons Hope AD2000 (R.S.)

**Qaanaaq (Thule)** 77° 27'N / 69°14'W.

A safer anchorage has been reported ("*Tooluka*", 2012) to the west, on the western side of the drying reef. "A shallow bay gives wonderful protection there from SE wind and ice, as only the smallest of pieces of ice can move over the reef at high tide."

But there is only a narrow passage to get into this bay. 77°27.8'N / 69°17'W least depth on entering: 3,5 m., close to low water. In the bay itself it gets a little deeper. Attempts were made to find a way out of the bay further west, unsuccessfully. There may be a deeper passage, but that would need reconnoitering. Small Hospital, Airport (R.S.)

## Northwest Passage

The note from David Scott Cowper (Mable E. Holland, Polar Bound).

"The boats that come up to the Arctic are entering a hostile area weather-wise and should be fully aware that their boat must be capable of withstanding 80 mile per hour winds, ice and being nipped in the ice, which could easily crush their vessel, and make provisions for encountering these conditions with possibly the carrying of sledges, tents, extra food, skis, chainsaws, cumalongs etc.. In addition, they should have very good heavy duty ground tackle. Another important item in my view, is that all boats should carry enough paper charts as opposed to relying on electronics." ... "Venturing forth in many cases in unsuitable vessels which are not strong enough to deal with robust conditions. If I was advising anyone on a suitable boat, strength would be the major factor at the expense of speed. I would also insist on about four watertight bulk heads up to the deck level to give a boat a fighting chance if it was holed of being able to survive. The other areas on a boat that are vulnerable are, of course, the prop shafts and rudder" ...

**Albert Harbour** 72°45'N / 77°26'W separated by Beloeil Is. from Baffin Is. within approaches to Pond Inlet. Entry from east with good holding in mud and sheltered from all winds. Ice may drift in. Exit can be done at the west end with caution between Baffin Is. and small isle on the west side of Beloeil Is. Used by whalers at the end of 1800<sup>th</sup>. GPS coverage is nil due to high cliffs obscuring satellite signal. (M.J)



**Pond Inlet** 72°41.7'N / 77°58'W.

Open anchorage under constant threat from heavy ice flows. Fuel and water from village. Good place to clear entry to Canada. Airport.

In the fiords some 40 miles south west of Pond Inlet, and south of Eclipse Sound: Charts may differ from GPS positions by as much as 1.5 Nm.

**Emerson Island** 72°22'N / 79°03'W.

Several possibilities for anchoring in the open bay on west side of island. (R.S.)

## White Bay

Anchorage can be made on west shore of White Bay, on the south side of the small spit on east side of **Curry Island** 72°26'N / 79°25'W.

It may be possible to anchor on the north side, but beware of an extensive reef across the entrance. (R.S.)

**Deep Cove** off Milne Inlet 72°11'N / 80°24'W.

Strongly recommended by "Jonathan III" (2011) (R.S.)

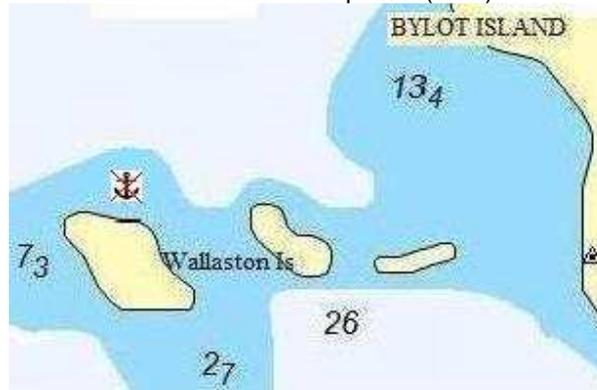
**Tay Bay** 73°29.5'N / 80°43.0'W – Navy Board Inlet.

Muddy clay bottom with fair holding. Good shelter from just all winds and ice for small boats. No settlements.

**Wollaston Islands** a.k.a. Wallaston Islands 73°43'N / 80°55'W

At north side of biggest islands that has bay like indentation of shore line, attempts were made to anchor at approx. 73°43.8'N / 80°58.0'W in 4 m. During gusty SE 8-9°B anchor was not holding at all. Most likely due to its rocky bottom. (W.J.)

**Navy Board Inlet** is known for its tunnel like accelerated winds mainly due to its high elevation shores as it is barely 4.5 Nm wide at its narrowest point. (W.J.)



**Nansivik Mine** 73°04'N / 84°33'W – Admiralty Inlet.

Excellent holding. Solid wharf available for mooring. May have some construction workers camp. 2.5 Nm east of wharf good anchorage can be found further in English Bay. No fuel or water. Access to Arctic Bay airport.

**Arctic Bay** 73°01'N / 85°07'W

Excellent holding. Fuel, water from village. Airport.

**Dundas Harbour** 74°32.4'N / 82°25'W and

Johnson Bay 74°31'N / 82°23'W – Lancaster Sound. Former RCMP outpost over the ridge. 2 locations

**Cuming Inlet** 74°34'N / 85°W A superb fiord, a bit of trip up to anchorage well worth it. On west side anchorage with protection from the north. A bay on the east side further up providing protection from the south, good holding. Muskox and walrus. (A.P.)



Cuming Inlet by Arctic Tern

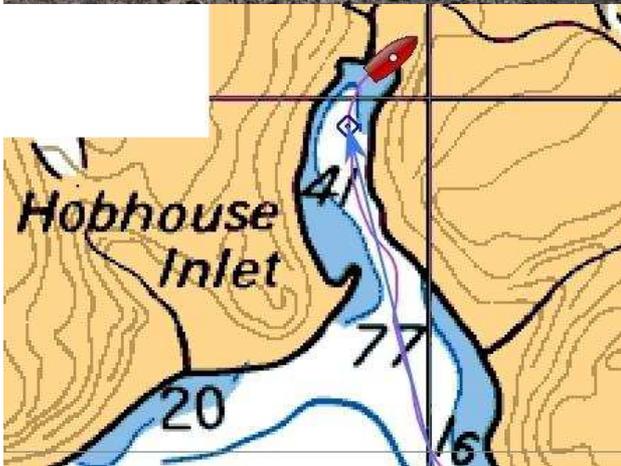
**Stratton Inlet** 74°30'N / 86°38'W. Good anchor at the head of the inlet (A.P.)

**Hobhouse Inlet** 74°30'N / 87°00'W.

Very deep up to shores, anchor in NE end. Charts are off by approx. 0.4 Nm West. Chart by "Tooluka". Anchorage at 74°50.2236'N / 87°00.7635'W. "Hobhouse definitely wasn't a good anchorage" (E.W.) No settlement.



Hobhouse Inlet by Libellule

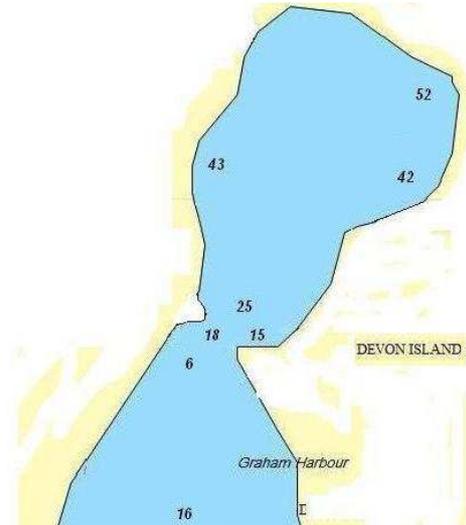


**Blanley Bay** 74°30'N / 87°24.4'W.

Good for short stop over, unknown depth anchorage. No settlement.

**Graham Harbour** 74°30.7'N / 88°09.7'W.

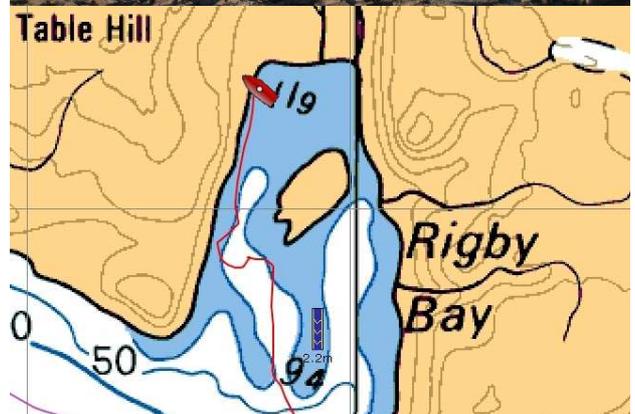
Excellent anchor past mid spit and shelter from all winds and ice. Soundings by C.K. No settlement.



**Rigby Bay** 74°34'N / 90°03' used by "Tooluka" in 2013 for shelter. The unnamed island position in the middle is off by some 0.2 Nm west. Entrance found close to the W shore. Anchored at 74°34.992'N / 90°02.8192'W good holding No settlement. (E.W.)



Rigby Bay by Arctic Tern



**Scallon Cove** at Radstock Bay 74°45.40'N / 91°10.70'W used by few boats in 2013 for shelter. Good holding and good shelter from all but SSE winds. Water ashore. No settlement. (L.R.), (A.P.)

**Kearney Cove** 74°43.6'N / 90°45.2'W on opposite side of Radstock Bay has better shelter from SE but parts of it may be a bit deep for small boat anchoring. No settlement. (L.R.)

### Erebus & Terror Bay, Beechey Is.

74° 43'N / 91°5.5'W

Place of three graves of late Franklin expedition crew are at the far west end. In odd years can be filled with ice and not accessible. Select Union Bay from north separated by the sand spit instead.

### Resolute Bay 74°41'N / 94°52.4'W – Barrow Str.

Poor holding available for smaller vessels in open bay. Deeper vessels in open roadstead. Can be swamped with ice at no notice. Advisable to enter on western side, for depth. Fuel and water from village. Airport.

### Polaris Mines NW off Resolute. 75°23'N / 96°53'W.

Sheltered from all directions.

### Bridport Inlet, Melville Is. 75°01'N / 108°45'W.

Good for large vessels available off south shore.

**Arctic Watch** 74°04.2N / 93°48.7W at Cunningham Inlet north side of Somerset Is. Never listed by any Pilot Books. It is an Arctic Lodge a tourism establishment for wildlife viewing since 2000. It is inhabited, annually from about 20 June to mid August. Operated by Richard Weber & Josee Auclair. Entry to inlet very shallow just above 0.6 m. pending chart information or own soundings. Tides can reach 1.5 m. Very quaint place not ready for any rescue. It may offer only the very final rescue for very stranded who will abandon their boat at the entrance of the Inlet. Was frozen solid in 2013. Contact only by [mail@arcticwatch.ca](mailto:mail@arcticwatch.ca). or skype telephone number: +1 802 375 7379. Active 1070 mtr. long airstrip with connections to civilized world.



Arctic Watch looking North

### Port Leopold 73°51'N / 90°18'W – Prince Regent Inlet.

Water in harbour has a dangerous looking light tinge. Anchoring quality fair. Shelter from N winds, ice may enter any time. Abandoned HBC outpost. In past used by whalers and Thule.

### Batty Bay 73°14'N / 91°24'W. Kennedy wintered there.

Middle channel offers 6-9 m. depth and good shelter for small crafts. Tides are 1.2 to 2.1 m.

### Cresswell Bay 72°40'N / 93°00'W generally shallow with few soundings.

**Port Bowen** 73°13'N / 89°00'W. Parry wintered there. Avoid south point entrance. Anchorage at North Cove in 8 m.

**Port Neill** 73°09'N / 89°10'W. Well sheltered in NW part, mud with good holding. No settlement.

**Fitzgerald Bay** 72°09'N / 89°45'W has very low and fronted shallow waters.

**Levesque Harbour** 71°54.6'N / 94°28.2'W. Off Smellie Point offers safe anchor from all winds. Used by M'Clintock and many other in 2013 during gales. No settlement.

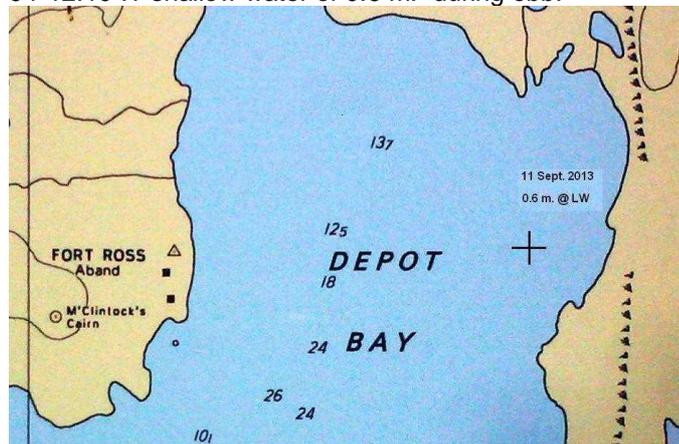


Levesque Harbour

Libellule

### Depot Bay at Ft. Ross 72°00.5'N / 94°13'W.

Anchorage in mud and gravel good for W winds only. Anything from WNW to ENE Gale force winds should be avoided in Depot Bay. Communication by VHF radio limited with west end of Bellot Str. At 72°00.65'N / 94°12.10'W shallow water of 0.6 m. during ebb.



Place may get engulfed with dense fog with no warning. Abandoned Hudson's Bay Co. outpost, new book inside south hut to sign by visitors.

Near Ft. Ross a good shelter from ice and wind can be found in a bay west of **Brands Is.** at 71°57.95'N / 94°28.33'W. Holding is fair and shelter excellent. Entry can be taken via the channel either south of or west of Brands Is. Care must be taken on either route as, while both channels are generally deep, there are shoals, some of which are uncharted. (L.R.)

**South of 71°06'N** the electronic charts end displaying much details of shore line and soundings of Boothia Gulf. Sailors need to maintain extreme caution.

### Cape M'Clure 72°54'N / 96°41'W – Peel Sd.

Channel between Prince of Wales Is. and Pandora Is. nearly blocked by shallow waters. Not for navigation.

**Young Point** 72°41'N / 97°00'W – Peel Sd. Very shallow bay with excessive shoaling at the mouth of streams.

**False Str.** 71°59.3'N / 95°08'W – Peel Sd.  
Shelter from all but westerly winds. Good holding 1Nm within entrance in 7-10 m. No settlement. (R.S.)

**Willis Bay** 71°56'N / 96°38'W – Peel Sd.  
Good shelter from all winds with fair anchorage. No settlement.

**Jonathan Shoal** 71°43.9400'N / 95°41.3000'W.  
Reported by “Jonathan III” (2012) after hitting rock at 2.1 m. depth. Acknowledged by Canadian Hydrographic Service in Notice to Mariners.

#### Tasmanian Islands

**Teleport Shoal** 71°19.6610'N / 96°41.0320'W, own name.  
Reported by “Teleport” (2011) tidal rips in apparent 40 m. depth.

**Sophie Louise Cove** – assumed name 71°15'N / 96°32'W.  
A pleasant anchorage by a beach at the far western end of this cove. However ice floes on the unpredictable tidal currents can be a problem. (R.S.)

**Pasley Bay** 70°36'N / 96°09'W – Larsen Str.  
Used by St. Roch to winter. Fair holding and shelter except for W winds. No settlement.

**Cape Victoria** 69°52'N / 96°08'W charts can be off by 0.8Nm. Anchorage available at south side during fair weather only. Some shoals are reported in vicinity. (W.J.)

**Oscar Bay** 69°45'N / 95°39'W offers good anchorage in sand for small vessels except for NW winds bringing ice from Larsen Sd. (W.J.)

**James Ross Str.** at 69°42.4167'N / 95°43.50'W chart 7760 shows doubtful shoal. The depth is 32 m. (M.J.)

**Josephine Bay** on the North side of St. Roch Basin. At 69°38.57'N / 94°43.8'W anchorage in 8 m. sand. Gary River estuary offers good and safe anchorage and granite hills to 100 m. high with no evidence of shoaling. Sudden dense fog may be encountered in all Josephine Bay. No settlement. (W.J.)



**Taloyoak** (Spence Bay) 69°32'N / 93°31'W.  
Difficult approach. Good anchorage except in SW winds. Some fuel may be available and water from village. Airport. Not used by sail boats.

**Wilkins Point**, off route – Rasmussen Basin. Unsheltered with good holding for larger vessels 0.4 Nm of beach.

**Gjoa Haven** 68°38'N / 95°52.9'W King William Is.  
Good holding and shelter from all winds off landing beaches. Some Banking at the Northern Store. Fuel and water from town. Airport.

**Gladman Point** 68°38.634'N / 97°44'W – Simpson Str.  
Obtainable south of entrance to bay and off former landing beach.  
Abandoned DEW Line facility. Tide monitoring point.

**Hat Island** 68°19'N 100°06.5'W - Queen Maud  
Good holding. No settlement.

**Jenny Lind Bay** 68°38'N / 101°45'W - Queen Maud  
Anchorage with good shelter except from SE winds. No settlement.

**Parker Bay** 68°49'N / 103°12'W. Officially uncharted.  
Possibility of hiding from incoming ice from SE-SSE behind small unnamed islet at 68°50.21'N / 103°10.1 8' W in 5 m. as per Vagabond'eux information dated 20 Aug. 1986. The middle of bay has shoal with many places at 1.2 m. muddy bottom. (W.J.)

**Cambridge Bay** 69°06'N / 105°04'W Victoria Is.  
Good holding in central part of arm and off landing beach on N side of entrance. No charge fuel delivery during business hours otherwise \$157,- after hours per boat. Water delivery is \$100,- Propane available with North American style 20 lb. cylinder exchanged for \$80,- at Kitimuth Supplies. WiFi available at hotel restaurant. Repairs can be done. Major airport. (R.H.)

**Sinclair Creek** 68°44'N / 108°57.6'W.  
Unsheltered anchorage is available over rock and shingle bottom.

**Baychim Harbour** – off course  
Anchorage obtainable in NW part of the harbour

**Port Epworth** 67°43'N / 111°54'W.  
Available in the west and east arms. Excellent anchorage. Shallow draught vessels only.

**Kugluktuk** 67°49.7'N / 115°05.6'W. Should be approached with caution. Good holding 0.8 Nm NW of hamlet. Some time fuel available from village. Airport.

**Lady Franklin Point** 68°29.1'N / 113°14.5'W.  
0.4 Nm off landing beach. Barges if any, anchor with stern lines to shore. A small hut offers shelter for stranded.

**Muskox Bay** 69°13'N / 113°40'W (Vagabond'eux own name).  
Excellent anchor holding bottom with mud. Good shelter from all but southerly winds and ice. Small unoccupied Inuit cabin. Fog frequents the area (1986 W.J.)



**Read Is.** 69°13'N / 113°53'W.

Abandoned Hudson's Bay outpost. Long narrow bay offers 2.7 m. depth for small craft. 0.2 Nm North of island in 9 m. water has sand and mud with good holding. (W.J.)



**Bernard Harbour** 68°46.8'N / 114°46'W.

Large vessels at 1 Nm north of Chipman Point. Untenable w/NW gales. No settlement.

**Cape Young** 68°56'N / 116°54'W Unprotected obtained at 0.5 Nm off former beach landing. No settlement.

**Ulukhaktok (Holman)** 70°44'N / 117°46'W.

Poor holding and exposed to south winds. Easier anchorage at Queens Bay for sail boats in 6 m. Fuel and water sometime available from village. Internet access at library next to school. Health Center, Airport. (R.H.)

**Fresh Water Bay on Diamond Jenness Peninsula**

70°36'N / 117°28'W fresh water available at the far end west arm of bay from the stream 70°38.1N / 117°29.6'W. Proceed in the middle with no less than 13 m. water until close to creek. Anchor in 5 m. loose gravel/poor holding. (R.H.)

**Tysoe Point** 69°35.5'N / 120°43.2'W. 0.4 Nm offshore anchorage but exposed to wind and ice.

**Pearce Point Harbour** 69°49.4'N / 122°41.4'W.

Its charts follow GPS position with no offsets. Fair holding and protected from all but north winds. Difficult holding during gale winds. Careful selection of anchoring should be made according to Sailing Directions ARC 403. In less than gale winds good ground tackle should hold. Only sheltered anchorage for 200 Nm. No settlement.

**27/08/2012 0722 UTC Best Explorer**  
69° 48.702'N / 122° 41.212'W



**Darnley Bay** 69°45'N / 123°40'W at many places gets foggy for some 20 days a month. There is a constant set of currents in the bay. Letty Harbour 3 Nm South of Racing Is. at 69°51'N / 124°26'W offers full shelter off abandoned trading post in 3.7 m. depth.

**Cape Parry** 70°11.8'N / 124°32.3'W.

Available in Cow Cove with poor holding but good shelter from E winds. No settlement.

**Summer's House** 70°07.7'N / 125°04.6'W.

Excellent protection from sea and ice with good holding. No settlement.

**Franklin Bay** 69°50'N / 126°00'W known for its Smoking Hills. It gets similar doze of fog as Darnley Bay.

**Baillie Is. Snowgoose Pass**, 70°34'N / 128°06'W.

Shoaling and silting due to high tidal currents, not for deep draught yachts! For 1.8 m. draught smaller boats take center of channel during fair weather.

**Nicholson Island**, Liverpool Bay 69°56.1'N / 128°52.7'W.

Close off outer side of Hepburn Spit. Not recommended to sail due to erratic tidal currents.

**Sachs Harbour**, Banks Is. 71°58.4'N / 125°17'W.

Very clear water. Ice threat with NW winds. Better anchorage 6 Nm W. Not used much by sailors as is off the beaten track. Fuel and water if available from village. Airport.

**De Salis Bay**, Banks Is. 71°26.9'N / 121°37.2'W.

Sheltered from all but north to west winds on E side of bay. Alternate in NW part of bay. No settlement.

**Tuktoyaktuk** 69°27.1'N / 132°59.3'W.

The harbour is relatively deep and sheltered. Fuel, water and repairs available. Airport and full Banking Services.

**Shingle Point** 68°58.8'N / 137°16'W.

Good anchorage on south side of Escape Reef. Shallow !

**Herschel Is. , Pauline Cove** 69°34.4'N / 138°55'W.

Good anchorage in 6 m. Very quaint place.



**Komakuk Beach** 69°36'N / 140°11'W.

In open roadstead with good holding, alternative in Thetis Bay.

**Barter Is.** (AK) 70°08.5'N / 143°37'W.

Extensive shoaling to 1.0 m.

**Cross Is.** (AK) 70°29'N / 147°57'W.

Good anchorage, watch for shoaling. Ex whaling station.

**Cape Halkett** (AK) at Harrison Bay. Anchor at 70°46.12'N / 152°15.2'W in 2.7 m. It shelters from North and West winds. Unknown quality of bottom.

**14/09/2012 0025 UTC Best Explorer**

**70° 46.121'N / 152° 15.198'W**

**Elson Lagoon** 71°21'N / 156°21'W.

Shelter and rest can be found in the lagoon to the south east of Point Barrow. Enter through Eluitkak Pass. It offers shifting sand bottom with approx. 3 m. depth and some shelter from west winds. (R.S.)

Next is **Barrow** (AK).

Gravel beach landing only. Airport, Hospital. The hospital is a qualified Acute Care facility and State certified Medevac Service.

NSB Search & Rescue provides Critical Care Air Ambulance Service.

Emergency Services have coastal helicopter and floatplane access.

Emergency service is provided by 911 Telephone Service volunteers and health aide.

Borough Volunteer Fire Dept/EMS/Search & Rescue/Medevac (907) 852-0234 or (907) 852-6111

**US Coast Guard**, District Seventeenth, PO Box 25517, Juneau, AK 99802-5517, Tel: (907) 463-2000, (907) 463-2004, <http://www.uscg.mil/d17>

**Peard Bay** 70°50'N / 158°35'W.

Have seen its casualties. Its not the place to storm. Shifting sand banks and mainly very shallow.

**Wainwright** 70°36'N / 160°07'W.

Is subject to shifting sand banks and information should be sought by radio before any attempt to enter. (R.S.)

No shelters till Point Hope (AK).

**Point Hope**

As its name indicates the shelter can be found to the north or south of Point Hope. To the north:

Karen's Cove 68°27'N / 166°19'W (assumed name).

Anchor in 7 m. off beach by curve of the shoreline. It may be possible to enter beginning of the laguna, well hidden a little to the west, but it is still ten miles from the settlement.

To the south:

The shore is very steep-to in the vicinity of the settlement.

The best anchorage is approximately 3 miles to the east.

Recommended 60°20'N / 166°37'W

A bank gives depth for anchoring at a reasonable distance from the shoreline or further east still 62°20'N / 166°36'W (R.S.)

Once through Bering Str. **Port Clarence** offers good shelter with its Teller place and airstrip while most will be proceeding as fast as possible for **Nome** (Alaska) where USA immigration clearance can be get. (R.S.)

For those arriving to seek winter shelter in Alaska can be intimidating and difficult. Anchoring in kelp should be discouraged.

The following places are recommended:

**Nome**, 64°30'N / 165°25'W US Customs Port of Entry.

Proper port with nearly all facility. Limited wintering for smaller boats on shore, contact Rolland Trowbridge for help at (907) 434-1516.

**St Paul, Pribilof Islands**, has sheltered harbor (Port of Refuge). Docking is \$2 ft for each 12 hours (so \$4 ft/day).

Groceries available. Anchoring in the lee of the island is also possible. Not recommended for wintering.

**Dutch Harbor**, 53°54'N / 166°31'W.

is a major fishing port with all services available. US Customs Port of Entry. Potential place to winter in-water.

**Sand Point** (Humbolt Harbor) 55°20'N / 160°30'W fishing port with available wintering facility.

**Kings Cove** 55°30'N / 162°19'W major fishing port with 150 ton lift. Repairs available. Check for wintering availability.

**Kodiak**, 57°46'53"N / 152°26'09"W.

is a major fishing port with all services available. US Customs Port of Entry. Potential place to winter in-water.

**Homer** 59°36'N / 151°25'W. Crowded wintering either in water or on dry. Many services.

**Halibut Cove** 59°35'N / 151°14'W. Pristine Alaska place. Reachable by boat or sea plane only. Former fishing place now resided by artists and business people. Electricity on shore. Possible wintering for sail boats in water, no services.

**Seward** 60°07'N / 149°26'W. Some yachts wintered in water, available on dry as well. Many services. Road to Fairbanks.

**Yakutat**, 59°33'N / 139°44'W.

is a small fishing town of about 500 people. Airport. Small boat harbor has good protection, inexpensive docking (no electricity for transients). Many boats run aground on rock outside harbor.

Follow both daymarks to avoid the rocks. (R.H.)

**Chignik**, 56°17'54"N / 158°24'16"W.

is a fishing harbor. Fuel and propane likely available. (R.H.)

**Hoonah (Inside Passage, near Juneau)** 58°06.5'N / 135°26'W

has a 250 ton Travelift and a large gravel pad to store boats ashore. Potential place to winter boat ashore (or in water, but harbor is small). (R.H.)

**Sitka**, 57°3'5.62"N / 135°20'19.11"W.

is a fishing port of about 8 000. All services available, and a potential place to winter in-water. (R.H.)

All Alaska ports and harbors have access to the airports.

See Websites of major Alaska harbor choices:

[http://www.mxak.org/ports/all\\_regions.html](http://www.mxak.org/ports/all_regions.html)

For contact list of all Alaska Harbor Masters see:

[http://www.alaskaharbors.org/membership\\_corporate.html](http://www.alaskaharbors.org/membership_corporate.html)

### Canada Search and Rescue

The Canadian Armed Forces (DND) are responsible for coordinating all Search and Rescue (SAR) activities in Canada, including Canadian waters and the high seas off the coasts of Canada. A Joint Rescue Coordination Center (JRCC) are situated in the Canadian Forces base at Halifax, Nova Scotia to coordinate activities in the region. The JRCC is the headquarters of a coordinated network of agencies trained and responsible to search for and aid vessels in distress. There are Canadian Coast Guard officers at the JRCC who are on continuous watch to arrange the response to marine SAR incidents.

Maritime Rescue Coordination Subcenters (MRSC) are maintained at St. John's, Newfoundland and Quebec City. These centers function as subcenters of the above-mentioned JRCC. MRSC St. John's will coordinate the necessary response measures during marine SAR incidents in the waters off the coasts of Newfoundland and Labrador. MRSC Quebec will similarly respond to SAR incidents in the waters off the province of Quebec.

All distress situations and requests for assistance should be directed to the appropriate MRSC or JRCC via the nearest Canadian Coast Guard Radio Station, Vessel Traffic System Center, or by any other available means. The JRCC and the MRSCs can be contacted, as follows:

#### JRCC Halifax

Telephone: 1-902-427-8200

1-800-563-2444 (Newfoundland & Labrador Region)

E-mail: [jrcchalifax@sarnet.dnd.ca](mailto:jrcchalifax@sarnet.dnd.ca)

Facsimile: 1-902-427-2114

#### MRSC Quebec City

Telephone: 1-418-648-3599

Facsimile: 1-418-648-3614

E-mail: [mrsqcbc@dfo-mpo.gc.ca](mailto:mrsqcbc@dfo-mpo.gc.ca)

#### Arctic SAR, Trenton

Telephone 1-800 267-7270

+1-613-965-3870 (Satellite, Local, or Out of Area)

E-mail: [jrcctrenton@sarnet.dnd.ca](mailto:jrcctrenton@sarnet.dnd.ca)

#### JRCC, Victoria

Telephone: 1-800-567-5111, Cellular: #727

Satellite, local, or out of area: 250-413-8933

Email: [jrcvictoria@sarnet.dnd.ca](mailto:jrcvictoria@sarnet.dnd.ca)

All Canadian government ships and aircraft are available for search and rescue duties when required, as are all Canadian registered ships in accordance with the Canada Shipping Act.

In addition, the Canadian Coast Guard operates a number of specialized vessels whose prime mission is search and rescue.

Medical assistance in Canadian part of NWP is provided at most places with qualified nurses, for more severe cases the lift by aircraft to Yellowknife Hospital or University Hospital in Edmonton is available.

Pond Inlet, Nunavut has now official immigration officer during summer time while the rest of Canadian Arctic uses its Royal Canadian Mounted Police (RCMP) to do the clearance. For all aliens leaving Canada it is not required to report to authorities.

Canadian gun permit fee in 2013 was \$50,- and is usually good for 2 months unless requested otherwise (for boats wintering). Inquire at local RCMP detachment.

Notes to the places:

If no note about safe anchorage or specific anchor bottom holding that means no information is available.

If no emergency landing strip mentioned it means no aircraft can land for lift up.

Typically **Kenn Borek** Aircrafts can land nearly anywhere in Arctic and provides an emergency lifts. They work with Aklak Air and Unaalik Aviation. Contact at: Kenn Borek, 290 McTavish Rd. NE, Calgary, AB T2E 7G5 phone 403-291-3300, 1-800-536-1149 toll free, [admin@borekkair.com](mailto:admin@borekkair.com) and Resolute Bay, NU, P.O. Box 210, X0V 0V0, 867-252-3845, [yrb@kbaops.com](mailto:yrb@kbaops.com)

Note to cellular phone users: Greenland, Nunavut, Northwest Territory and Yukon is not covered with roaming that Europe, North America can enjoy unless satellite connections are in place. For Alaska North Slope shore it is very limited while starting from Barrow it gets increased and from Nome more frequent while Alaska roaming service has to be in place.

Many emergency parcels with spare parts air lifted to Arctic or Alaska were missed in past and not delivered on time. To make sure of prompt delivery the **Waybill Number** has to be printed on parcel by shipper in big **Letters/Numbers** visible from the distance by the warehouse personnel. It will ease identification fast. Address to c/o (care of) airport name including its postal code and boat name and recipient name. In order to avoid custom duties hassle, the best is to ship from local place like Canada or USA. For American parcels to Alaska use US Postal Service which is faster than courier as Postal contracts with airlines specify Mail cannot be bumped from flight.

Geographical positions reported by Vagabond'eux are very accurate as they were using Sat-Nav system, predecessor of today GPS.

Obtaining reliable GPS signal in the Arctic depends on "visibility" of satellite signal coming from south direction. Any obstruction of horizon below 3° will make signal very weak or unavailable.

For other support notes refer to Royal Cruising Club Pilot Foundation (RCCPF) as well as Canadian Hydrographic Service Sailing Directions ARC403 as well as old version of P102 that covers Eastern Arctic. The new ARC402 publication for Eastern Arctic listed since 2008/2009 has not seen its daylight yet and is not available. Also please note the changes of Canadian Hydrographic Service publication dealers listing mainly due to the global change requirements to electronic format. Effective April 1<sup>st</sup> 2013, in an effort to adopt and focus on newer technologies, the Canadian Coast Guard (CCG) will cease the printing of its List of Lights book & Annual Edition of the Notices to Mariners. Also note, NOAA as of 13 April 2014 stops distributing paper charts except for purchases from shops with print-on-demand capabilities. See <http://www.oceangrafix.com/> for full list of worldwide retailers.