

Project Summary:

Canadian Coast Guard, tower removal, Mulroak Island, NU. 2019

Akiah (Queen Maud Gulf) Migratory Bird Sanctuary.

Applicant name and contact information:

Canadian Coast Guard, Central & Arctic Region.

Main contact: Jacob Barkley, Area Supervisor, Integrated Technical Services, Canadian Coast Guard 28 Waubeek St., Parry Sound, Ontario, P2A 1B9

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Field contact : Commanding Officer, CCGS Sir Wilfred Laurier

e-mail: LaurierCO@swl.ccg- ngcc.gc.ca

Number of personnel that will be covered under the permit:

Three Coast Guard personnel

Project objectives:

Decommissioning of Coast Guard Aid to Navigation site by removal of tower. The tower is a 30' (9.2m) tall tripod aluminum tower formerly used as an aid to navigation (See" Appendix A" attached for location and pictures of structure).

Project location:

Mulroak Island, Queen Maud Gulf (67 57 18N / 102 40 00W)

Proposed date

The operation will take place during the Arctic work program of the Canadian Coast Guard Ship (CCGS) 'Sir Wilfrid Laurier' , which is from mid-August to mid-September, 2019. However if birds are found to be nesting on the tower, the project will be deferred to a future year and Coast Guard will request an amendment to the permit.

Methods of transportation:

The CCGS 'Sir Wilfrid Laurier' will be used to transit to the area but will remain outside the boundary of the bird sanctuary, approximately 10nm (nautical miles) from Mulroak Island; the vessel will serve as a platform for workers and for the CCG helicopter (Bell 429) which will deploy personnel, tools and material between the vessel and the island.

Projected number of hours for each mode of transportation:

Helicopter transit from ship to site: 5 minutes

2-3 Round trips with helicopter sling loads: 15 minutes per round trip (45 minutes)

Helicopter transit from site to ship: 5 minutes

Total time for helicopter within bird sanctuary: estimated 55 minutes.

Summary of activities

The ship will position itself in approximate position 68 06.75'N 102 30'W. From here the ship will send in its helicopter to the Mulroak Island beacon site. The helicopter would be loaded with a pilot and two ground support crew. (Note: the helicopter would be carrying approximately 500 litres of aviation fuel in its internal tank for this operation). Once the helicopter lands at the beacon site it would shut down and the ground crew would disassemble and cut up all components of the beacons and load into helicopter nets or helicopter approved

garbage bags. The helicopter will sling directly to the ship leaving the ground crew on site. It is estimated approximately 2-3 sling loads would be required to remove all garbage off the site. Once the last sling load is dropped at the ship the helicopter would return to Mulroak site and recover the ground crew ending the operation. The site will be cleaned thoroughly, removing debris to restore the site as close to the natural habitat as possible.

Crew would use battery powered saws to demolish the tower. They would have a Remington Shotgun on site for predator protection.

If birds are found to be nesting on the tower, the project will be deferred to a future year and Coast Guard will request an amendment to the permit.

If birds are found to be nesting on the island care will be taken to ensure they are not disturbed during the operation.

CANADIAN COAST GUARD

MULROAK ISLAND TOWER DECOMMISSIONING PLAN, 2018.

PERMIT APPLICATION

“APPENDIX A”

- **LOCATION (GOOGLE EARTH)**
- **PROPOSAL TO DISCONTINUE (INCLUDES SITE HISTORY)**
- **SITE PICTURES (2006, 2007)**
- **MAINTENANCE RECORDS**



LL4530 Mulroak Island

Image IBCAO
© 2018 Google
Image Landsat / Copernicus
Image © 2018 TerraMetrics

Google Earth

MULROAK ISLAND DAY BEACON

PROPOSAL TO DISCONTINUE

LOCATION

GENERAL LOCATION OF THE AID: Mulroak Island Day Beacon is located in the western Arctic, in the Queen Maud Gulf, 10.7 nautical miles to the south of the northern limit of the Queen Maud Gulf Migratory Bird Sanctuary, which was established in 1961. Mulroak Islands are in the Kitikmeot region of Nunavut.

LAT/LONG: The NAD83 position is as follows: 67° 57' 13.2" N 102° 40' 52.9" W

NEAREST POINT ON THE MAINLAND: Atkinson Point, 5.7 nautical miles to the WSW

APPROXIMATE DISTANCES FROM THE NEAREST COMMUNITIES: Cambridge Bay is 87 nautical miles by air and 100 nautical miles by sea. Gjoa Haven is 156 nautical miles by air and 175 nautical miles by sea.

APPROXIMATE DISTANCE FROM THE NEAREST COMMERCIAL MARINE ROUTE: Ships transit in a more or less east/west direction approximately 26 nautical miles from Mulroak Islands.

MARINE CHARTS: Paper chart: no. 7783. Electronic chart: ENC no. CA373267

DESCRIPTION AND HISTORY

DESCRIPTION: Mulroak Island day beacon is a 30 ft skeleton tower, steadied with three guys, and fitted with two day marks and a radar reflector. Since it appears the aid was last maintained by the Coast Guard in 2007, the condition of the aid at this time is unknown. The Directory of Federal Real Property (DFRP) number is 29584.

HISTORY: The aid was most likely established sometime between 1961 and 1967. The main reason for establishing the aid was probably to help guide mariners to and from the Hudson's Bay Company post that was established in 1958 on Perry Island. The post was closed around 1968.

RATIONAL FOR DISCONTINUANCE OF AID

With the closure of the trading post, the reason for the existence of the aid disappeared. Also, since the aid is located inside a federal migratory bird refuge, access to the area is very difficult. The fact the aid is very remote, and the fact it is far from any other CCG nav aids are the main reasons why maintenance of the aid by CCGS SW Laurier has been problematic. The nearest aid to navigation is the Clestrain Point daymark, located at the southernmost tip of Jenny Lind Island. That aid is approximately 41 nautical miles from Mulroak Island.

RECOMMENDATIONS

In view of the above, the Mulroak Island daymark should be discontinued.

NOTICE TO SHIPPING: Notice to Shipping no. A16/17 was issued on June 6, 2017, to advertise the fact the CCG is thinking about discontinuing the aid, and to ask users for feedback.

PARTIES CONTACTED: Both the Canadian Wildlife Service and the Dept. of National Defence, the only two entities that in my opinion could have had some interest in keeping the aid active, have been contacted. Both parties replied that they had no use for the aid.

REMOVAL OF STRUCTURE AND EQUIPMENT: FLEET personnel will clean up the site. A permit from the Canadian Wildlife Service will have to be obtained beforehand, so that CCG personnel can enter the Queen Maud Gulf Migratory Bird Sanctuary. Also, if the tower is still standing, with migratory birds nesting on the tower, it is quite possible that no action could be taken, since the Migratory Bird Sanctuary Regulations prohibits the disturbance or destruction of migratory birds' nests.

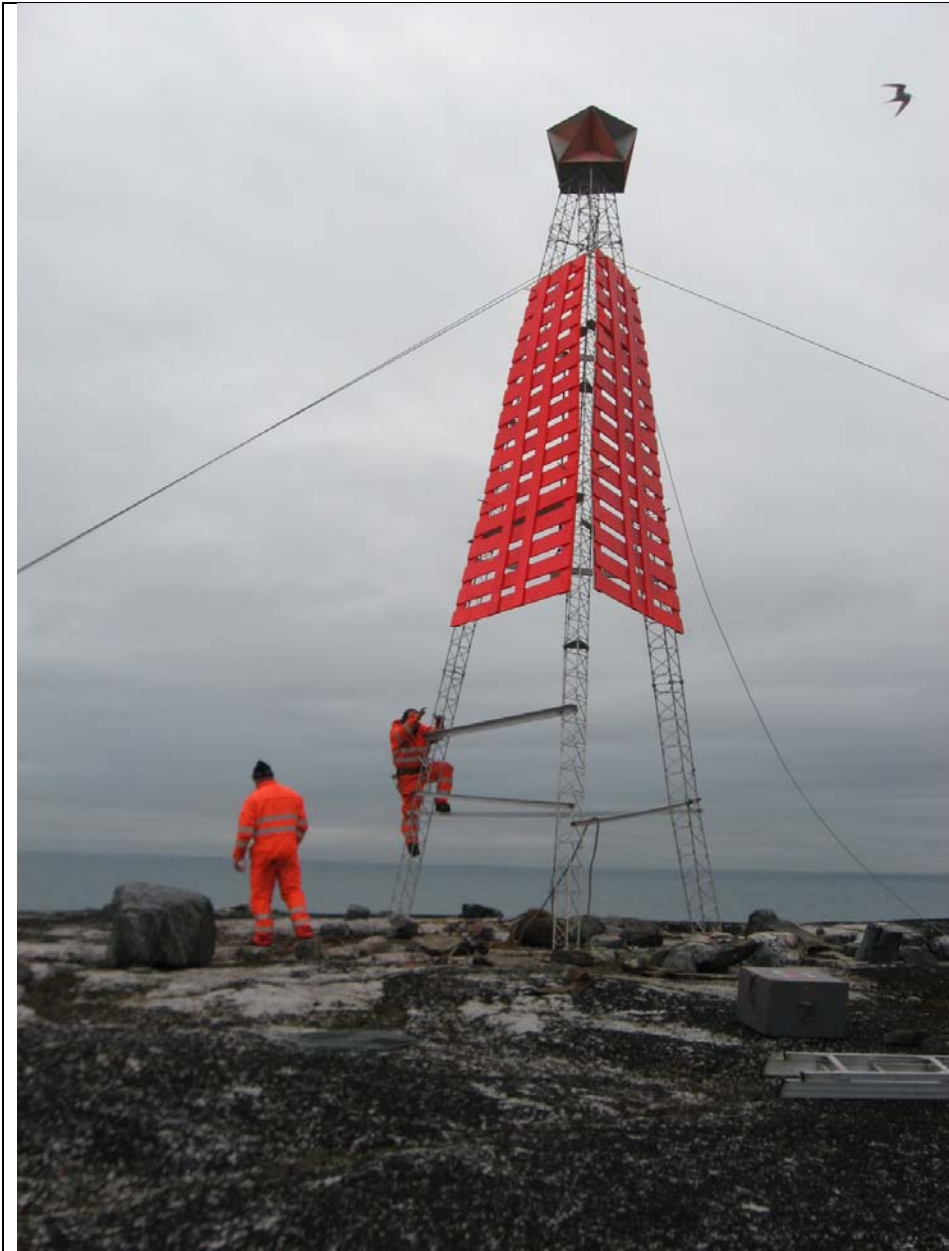
NOTICE TO SHIPPING AND NOTICE TO MARINERS: A notice to shipping will be issued to advertise the fact the aid is no longer active, and a notice to mariners will be published to amend the marine charts (paper and electronic), as well as the sailing directions.

CONTAMINATION: Unlikely, since the aid is unlit. In the Treasury Board's Contaminated Site Inventory (item no. 00016398) the status of the site is *closed*. It also says: *Historical review completed. No further action required.*

LAND RESERVE: Real Property Safety and Security personnel will then have to cancel land reserve no. 67B/10-1-4.

Mulroak Island
Daymark
15/08/06





SITE VISIT AUGUST 2007



SITE VISIT AUGUST 2007

WESTERN ARCTIC BEACON WORK LIST – 2016

Priority 1
Priority 2
Priority 3

LL/UL #	Location	Lat / Long	Service required in 2017	Service Date (2016)	Comments from 2016 & Work to do 2017	Req'd by SWL	Route used by Commercial and transiting adventurers-aid may be required	May be required / used by Local Traffic in both summer & winter
2524.000 FA	Cambridge Bay # 3 Front Range FA 240	69 02 53N 104 54 42W	2'x2'x15' Priority 1 Regular service. Requires new battery box and platform.	15 Aug 16	Inspected and painted. Battery on site 2012 & 2015. Priority 1 Requires regular service. Battery box required. Remove garbage when time allows.	X	X	X
2525.000 FA	Cambridge Bay # 3 Back Range FA 240	69 02 19N 104 53 10W	30' Tripod Priority 1 Regular service See LL2521.	15 Aug 16	Inspected and painted. Battery on site 2011 & 2015. Priority 1 Requires regular service. Battery box required. Remove garbage when time allows.	X	X	X
4530.000	Mulroak Island Daymark	67 57 18N 102 40 00W	30' Tripod Priority 2 Replace 1 -13" Lower leg section. **Bird Sanctuary – Requires permit from CWF to work beacon**	NOT SERVICED	Priority 3 Discontinue when permit obtained from CWF.			X
4537.000	Driftwood Pt Daymark	69 28 36N 100 54 30W	Priority 2 – 30' Tripod Priority 2 Site clean. F/A Lug, no sign. Replace 1 guy wire next year	10 Sept 16	Painted and inspected. Replaced new guywire Priority 3 Requires: Regular maintenance.	X	X	X
4531.000	Clestrain Point Daymark	68 33 49N 101 49 05W	30' Tripod – Priority 3 Priority 3 - Regular service. <u>Note: Beacon Parts Cache (confirmed Aug 2016)</u> 12x18" leg sections 11 - various lengths of angle iron incl. 2 at base of bcn. (up to 18ft long) - 1 - top plate (46" side) fuel cache and tower part 150' inland. Renewed fuel cache 2016	17 Aug 16	Painted and inspected. Priority 3 Requires: Regular maintenance.	X	X	X

DATA SHEET

Site: Mulroak Island Daymark:

Lat/Long: 67 57' 18" N 102 40' 00" W

Site visited by:	SWL		
Date:	August 14, 2007 Not visited 2008		
Chart #: 7783	L.L. #: 4530	SWL #: 7090	WAC #:
Tower Size/Type:	30' Tripod.		
Tower:	Radar reflector to be re-positioned prior to F/A installation. Replace 1 – 13" lower leg section.		
Turnbuckles (3):	Eye to Eye type – New 2007		
Anchors (3):	Require 3 – Closed-eye Pins		
Day Mark:	2 new 2007		
Guy Wires 3 – 3/8"x 70' attached to top of tower – New 2007	Crosby Clips: 6 – 3/8"/Stay. (New 2007)		
	Radar Reflector	Top	Big
Site Condition:			
Site Pictures:	2007		
Site Access by:	Helicopter.		
<u>Fall Protection:</u>	Required with F/A Cautionary Sign.		
Safety:	Fall protection gear/equipment to be worn to climb tower.		
Environmental:	Lumber and braces removed 2007		
2007 Comments:	Leg levelling rods were functional in 2007 Replaced 9" lower leg, Installed 2 new Daymarks, Replaced 3 stays with 70' Installed closed eye turnbuckles and bulldogs Old braces and lumber removed from site. Pictures taken Nesting Arctic Terns on Island		
2009 Requirements:	Change anchor pins with close eye with wedges Change 1 – 13" lower leg section		
MIMS TOWER #: AS333644		MIMS WORK PLAN #: W470239	
Helicopter Time (Est.):		Total Man Hours (Avg.):	

DATA SHEET

Site: Mulroak Island Daymark:

Lat/Long: 67 57' 18" N 102 40' 00" W

Site visited by:	SWL		
Date:	15/08/06		
Chart #: 7783	L.L. #: 4530	SWL #: 7090	WAC #:
Tower Size/Type:	30' Tripod.		
Tower:	Radar reflector to be re-positioned prior to F/A installation. Are the Leg Levelling Rods functional?? Replace 1 – 13" & 1 – 9" Lower Leg sections.		
Turnbuckles (3):	Require 3 – Eye to Eye type.		
Anchors (3):	Require 3 – Closed-eye Pins w/Wedges and Deadman Loops.		
Day Mark:	Require 3 Standard, wooden Trapezoid type.		
Guy Wires 3 – 3/8"x 45':	Require replacement and attachment to top of Tower.	Crosby Clips: Require 6 – 3/8"/Stay.	
Site Condition:			
Site Pictures:	2006.		
Site Access by:	Helicopter.		
<u>Fall Protection:</u>	Required with F/A Cautionary Sign.		
Safety:	Fall protection gear/equipment to be worn to climb tower.		
Environmental:	Pile of old braces and lumber to be removed from site.		
2007 Comments:			
2008 Requirements:			
MIMS TOWER #: NA333644			
Helicopter Time (Est.):		Total Man Hours (Avg.):	