ᓄᓇᕗᒻ ᐊᐢᑎᓕᓇᕐᔪᒃᓯᑦ ᑲᑎᒪᔨᖏᑦᑎᐸᑦ ᑐᓴᕐᓂᕐᔪᐊᖅ #125717

ms GREG MORTIMER - Arctic Cruises - 2022

ᑐᓴᕐᓂᑕᐅᔪᖅ ᖃᓄᐃᓕᓐᓂᖅ:	New
ᐱᓕᓇᐊᓇᔭᐅᔪᒪᔨᑦ ᖃᓄᐃᓕᓐᓂᖅ:	ᗅᓪᖁᖅᑐᓕᓇᓂᖅ
ᐅᑦᓗᖅ ᑐᓴᕐᓂᑎᓕᐊᕆᓂᐅᑦ:	6/15/2022 12:14:50 PM
Period of operation:	from 0001-01-01 to 0001-01-01
ᖃᔪᓴᖃᐃᔨᐅᓂᐊᖏᓴᑦᐅᔨᐅᔪᑦ:	from 0001-01-01 to 0001-01-01
ᐱᓕᓇᐊᖏᖅᑭᒪᔪᖅ:	F.K. Warren Ltd. F.K. Warren Ltd. 2000 Barrington St., Suite 1212 Halifax Nova Scotia B3J 3K1 Canada ᐅᖁᓗᓪᓕᐅᑎᑦ: 902-423-8136, ᓴᖃᔪᓐᓇᑦ: 902-429-1326

ᑐᓴᐅᒪᔭᒃᓴᑦ

ᖃᓄᐃᑦᑑᑎᓂᒃ ᐱᓕᕆᐊᖃᕐᓂᐊᕆᐊᖓᓐᓂᒃ

ᖃᑦᓗᓈᑎᑐᑦ: AURORA EXPEDITIONS plans to bring passengers and crew members, aboard its small expedition cruise vessel M/V GREG MORTIMER, to Nunavut in the late summer/early fall of both 2022 and 2023 as part of a set of commercial tourism voyages focusing on the 'north-west' passage between Greenland (Kangerlussuaq) and Cambridge Bay. The four proposed voyages (two each in 2022 and 2023) will transit through, and conduct off-ship excursions or activities within, Canadian Wildlife Service (CWS) protected areas.2022NWP001G: Kangerlussuaq to Cambridge Bay from August 25, 2022 to September 08, 2022.NWP002G: Cambridge Bay to Kangerlussuaq from September 08, 2022 to September 22, 2022.2023.NWP003G: Kangerlussuaq to Cambridge Bay from August 24, 2023 to September 07, 2023.NWP004G: Cambridge Bay to Kangerlussuaq from September 07, 2023 to September 21, 2023.The M/V GREG MORTIMER will follow the proposed itinerary (as provided), although (like all travel in the polar regions) the final day-by-day itinerary and activities are dependent on a number of factors including weather, wind, sea state, visibility, ice conditions and the presence of wildlife. Passenger and crew member involvement at these remote ports of call is meant for the purpose of personal interest and the activity undertaken will be confined to sightseeing only. No flora, fauna, soil, artifacts, remains or other material will be collected for research purposes. No structures will be erected, and no equipment or other debris will be left ashore. The M/V GREG MORTIMER is a cruise vessel providing adventure tourism opportunities to its passengers and is not a research or education vessel.Before each landing, passengers and expedition team members are given a short briefing on the vessel by the Expedition Leader or Head Naturalist about the planned activities, specific sensitivities relating to flora and fauna, passenger movement and behavior ashore. These points are reinforced upon arrival at the landing site. Particular attention is paid to geologically fragile features, etiquette at wildlife areas, boundaries of any specific protected areas, and conduct at cultural sites.

ᐅᐃᕖᑎᑐᑦ: AURORA EXPEDITIONS prévoit d'amener des passagers et des membres d'équipage, à bord de son petit navire de croisière d'expédition M/V GREG MORTIMER, au Nunavut à la fin de l'été ou au début de l'automne 2022 et 2023 dans le cadre d'un voyage touristique commercial axé sur le passage « nord-ouest » entre le Groenland (Kangerlussuaq) et Cambridge Bay. Les quatre voyages proposés (deux en 2022 et deux en 2023) transiteront par des aires protégées du Service canadien de la faune (SCF) et effectueront des excursions ou des activités hors navire à l'intérieur de ces zones.2022NWP001G : De Kangerlussuaq à Cambridge Bay du 25 août 2022 au 8 septembre 2022.NWP002G : De Cambridge Bay à Kangerlussuaq du 8 septembre 2022 au 22 septembre 2022.2023NWP003G : Kangerlussuaq à Cambridge Bay du 24 août 2023 au 7 septembre 2023.NWP004G : De Cambridge Bay à Kangerlussuaq du 7 septembre 2023 au 21 septembre 2023.Le M/V GREG MORTIMER suivra l'itinéraire proposé (tel que prévu), bien que (comme tous les voyages dans les régions polaires) l'itinéraire et les activités finaux au jour le jour dépendent d'un certain nombre de facteurs, y compris les conditions météorologiques, le vent, l'état de la mer, la visibilité, les conditions de glace et la présence de la faune. La participation des passagers et des membres d'équipage à ces ports d'escale éloignés est destinée à des fins d'intérêt personnel et l'activité entreprise se limitera aux visites touristiques seulement. Aucune flore, faune, sol, artéfacts, restes ou autre matériel ne sera recueilli à des fins de recherche. Aucune structure ne sera érigée et aucun équipement ou autre débris ne sera laissé à terre. Le M/V GREG MORTIMER est un navire de croisière offrant des possibilités de tourisme d'aventure à ses passagers et n'est pas un navire de recherche ou d'éducation.Avant chaque atterrissage, les passagers et les membres de l'équipe d'expédition reçoivent un bref exposé sur le navire par le chef d'expédition ou le naturaliste en chef sur les activités prévues, les sensibilités spécifiques relatives à la flore et à la faune, le mouvement des passagers et le comportement à terre. Ces points sont renforcés à l'arrivée sur le site d'atterrissage. Une attention particulière est accordée aux caractéristiques géologiquement fragiles, à l'étiquette des réserves fauniques, aux limites de toute aire protégée particulière et à la conduite dans les sites culturels.

ᐃᓄᒃᑎᑐᑦ: ᐊᐲᕋ ᐃᖏᕐᕋᔭᒃᑎᒃᑯᑦ ᐃᑭᒪᓂᐊᖅᑐᓂᒃ ᐊᒻᒪᓗ ᐱᓕᕆᔮᕐᒥᔭᐅᔪᓂᒃ, ᐅᒥᐊᕐᔪᐊᕐᒥᑦ ᐅᓯᔪᒪᔪᑦ ᒥᑭᔪᖅ ᐃᖏᕐᕋᔭᓪᓗᑎᒃ

ᑕᑯᔭᖅᑐᐃᑎᑦᑎᔪᖅ ᐅᒥᐊᕐᔪᐊᒃᑯᑦ M/V GREG MORTIMER, ᓄᓇᕗᒻᒧᑦ ᐊᐅᔭᖅ ᓄᖑᑉᐸᓪᓕᐊᓂᖓᓂᑦ/ᐅᑭᐊᒃᓵᖅ ᐱᒋᐊᓵᕐᓂᖓᓂᑦ ᑕᒪᐃᓐᓂᑦ ᐅᑭᐅᓂᑦ 2022-ᒥᑦ ᐊᒻᒪᓗ 2023-ᒥᑦ ᐃᓚᒋᔭᐅᓗᓂ ᑲᑎᓯᒪᔪᓂᒃ ᐱᓕᕆᐊᖑᔪᖅ ᐳᓚᕋᖅᑐᓕᕆᓂᕐᒧᑦ ᐃᖏᕐᕋᔭᒃᑎᑦᑎᓂᕐᒥᒃ ᑕᐅᑐᒐᖃᖅᑐᒥᒃ 'ᐅᐊᖕᓇᖅᐸᓯᒃ-ᐱᖓᖕᓇᖅᐸᓯᒃ' ᐃᑳᕐᕕᒃᑯᑦ ᐊᑯᓐᓂᖓᓂᑦ ᐊᑯᑭᑦᑑᑉ (ᑲᖏᕐᓗᔅᓱᐊᖅ) ᐊᒻᒪᓗ ᐊᖃᓗᒃᑑᑦᑎᐊᑉ. ᓯᑕᒪᐃᑦ ᐃᖏᕐᕋᔭᖕᓂᕐᒧᑦ ᑐᒃᓯᕋᑕᐅᔪᑦ (ᒪᕐᕉᒃ ᐊᑐᓂ 2022-ᒥᑦ ᐊᒻᒪᓗ 2023-ᒥᑦ) ᑕᐃᑰᓈᕐᓂᐊᖅᑐᑦ, ᐊᒻᒪᓗ ᐅᒥᐊᕐᔪᐊᕐᒥᑦ ᐲᕐᓗᑎᒃ ᑕᑯᔭᖅᑐᐃᓗᑎᒃ ᐅᕝᕙᓘᓐᓃᑦ ᖃᓄᐃᓕᐅᖅᑎᑕᐅᓗᑎᒃ ᑕᐃᑲᓂ, ᑲᓇᑕᒥᑦ ᓂᕐᔪᑎᓕᕆᓂᕐᒧᑦ ᐱᔨᑦᑎᕋᐃᔨᒃᑯᓐᓄᑦ ᒥᐊᓂᖅᓯᓂᖃᕐᕕᒋᔭᖏᓐᓄᑦ.2022NWP001G: ᑲᖏᕐᓗᔅᓱᐊᕐᒥᑦ ᐃᖃᓗᒃᑑᑦᑎᐊᕐᒧᑦ ᐊᑯᓪᓕᕈᕐᕕᒃ (ᐋᒋᓯ) 25-ᒥᑦ ᐊᒥᕋᐃᔭᕐᕕᒃ (ᓯᑎᐱᕆ) 8-ᒧᑦ, 2022-ᒥᑦ.NWP002G: ᐃᖃᓗᒃᑑᑦᑎᐊᕐᒥᑦ ᑲᖏᕐᓗᔅᓱᐊᕐᒧᑦ ᐊᒥᕋᐃᔭᕐᕕᒃ (ᓯᑎᐱᕆ) 8-ᒥᑦ -ᒧᑦ, ᐊᒥᕋᐃᔭᕐᕕᒃ (ᓯᑎᐱᕆ) 22, 2022-ᒥᑦ.2023NWP003G: ᑲᖏᕐᓗᔅᓱᐊᕐᒥᑦ ᐃᖃᓗᒃᑑᑦᑎᐊᕐᒧᑦ ᐊᑯᓪᓕᕈᕐᕕᒃ (ᐋᒋᓯ) 24-ᒥᑦ ᐊᒥᕋᐃᔭᕐᕕᒃ (ᓯᑎᐱᕆ) 7-ᒧᑦ, 2023-ᒥᑦ.NWP004G: ᐃᖃᓗᒃᑑᑦᑎᐊᕐᒥᑦ ᑲᖏᕐᓗᔅᓱᐊᕐᒧᑦ ᐊᒥᕋᐃᔭᕐᕕᒃ (ᓯᑎᐱᕆ) 7-ᒥᑦ -ᒧᑦ, ᐊᒥᕋᐃᔭᕐᕕᒃ (ᓯᑎᐱᕆ) 21, 2023-ᒥᑦ.M/V GREG MORTIMER ᒪᓕᖕᓂᐊᖅᑐᑦ ᖃᖓᒃᑰᖓᔪᑦ ᓇᒧᙵᐅᓂᐊᕐᓂᖏᓐᓄᑦ (ᐃᓚᐅᑎᑕᐅᔪᖅ), ᑭᓯᐊᓂ (ᐃᖏᕐᕋᔭᖃᑦᑕᕐᓂᓗᒃᑖᑎᑐᑦ ᐅᑭᐅᖅᑕᖅᑐᒥᑦ) ᑭᖑᓪᓕᖅᐹᒃᑯᑦ ᐅᐸᓗᕐᒥᑦ ᐅᐸᓗᕐᒧᑦ ᖃᖓᒃᑰᖓᔪᑦ ᐊᒻᒪᓗ ᖃᓄᐃᓕᐅᕐᓂᐅᔪᑦ ᐊᑐᕐᓂᐊᖅᑐᑦ ᖃᑉᓯᐊᕐᔪᖕᓂᑦ ᐱᔾᔪᑕᐅᔪᓄᑦ ᐃᓚᐅᑉᓗᓂ ᓯᓚ, ᐊᓄᕆ, ᑕᕆᐅᑉ ᖃᓄᐃᓐᓂᕆᔭᖓ, ᑕᑯᒃᓴᐅᓂᖅ, ᓯᑯᐃᑦ ᖃᓄᐃᓐᓂᖏᑦ ᐊᒻᒪᓗ ᑕᐃᒪᑕᖃᕐᓂᐅᔪᑦ ᓂᕐᔪᑏᑦ. ᐃᑭᒪᔪᑦ ᐊᒻᒪᓗ ᐱᓕᕆᔩᑦ ᐃᓚᐅᔪᑦ ᐅᖓᓯᒃᑐᓄᑦ ᐃᒃᓴᕐᕕᖕᓄᑦ ᐱᔾᔪᑎᖃᖅᑐᑦ ᓇᖕᒥᓂᖅ ᐱᔪᒪᓂᕆᔭᖏᓐᓄᑦ ᐊᒻᒪᓗ ᖃᓄᐃᓕᐅᕐᓂᖃᕐᓂᐅᔪᑦ ᑕᑯᔭᖅᑐᐃᓂᕐᒧᑐᐃᓐᓇᐅᓂᐊᖅᑐᑦ. ᐱᕈᖅᑐᓂᒃ, ᐆᒪᔪᓂᒃ, ᐃᑉᔪᓂᒃ, ᐱᖁᑎᒋᔭᐅᔪᓂᒃ, ᑕᐃᒪᐅᖏᓐᓇᖅᑐᓂᒃ ᐅᕝᕙᓘᓐᓃᑦ ᐊᓯᖏᓐᓂᒃ ᑲᑎᑦᑎᓂᖅᑕᖃᕐᓂᐊᖏᑦᑐᖅ ᖃᐅᔨᓴᐃᓂᕐᒧᑦ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᓂᒃ. ᐋᖅᕿᒃᓯᓂᖅᑕᖃᕐᓂᐊᖏᑦᑐᖅ, ᐱᖁᑎᓂᒃ ᐅᕝᕙᓘᓐᓃᑦ ᐊᓯᖏᓐᓂᒃ ᑕᒫᓂᖅᓯᑎᑦᑎᓂᐊᖏᑦᑐᑦ ᓄᓇᒥᑦ. M/V GREG MORTIMER ᐅᒥᐊᕐᔪᐊᖑᔪᖅ ᑕᑯᔭᖅᑐᐃᑎᑦᑎᑉᓗᓂ ᐳᓚᕋᖅᑏᑦ ᐃᑭᒪᔪᖁᑎᖏᓐᓂᒃ ᐊᒻᒪᓗ ᖃᐅᔨᓴᐃᓂᕐᒧᑦ ᐅᕝᕙᓘᓐᓃᑦ ᐃᓕᓐᓂᐊᖅᑎᑦᑎᓂᕐᒧᑦ ᐅᒥᐊᕐᔪᐊᖑᙱᑦᑐᖅ.ᓄᓇᒧᐊᖅᖄᖅᑎᓐᓇᒥᑦ, ᐃᑭᒪᔪᑦ ᐊᒻᒪᓗ ᐃᖏᕐᕋᔭᖕᓂᕐᒧᑦ ᐱᓕᕆᔩᑦ ᓇᐃᑦᑐᒥᒃ ᐅᖃᓪᓚᒡᕕᐅᖃᑦᑕᖅᑐᑦ ᐅᒥᐊᕐᔪᐊᕐᒥᑦ ᐃᖏᕐᕋᔭᖕᓂᕐᒧᑦ ᓯᕗᓕᐅᖅᑎᐅᔪᒧᑦ ᐅᕝᕙᓘᓐᓃᑦ ᐊᖓᔪᖄᖅ ᓄᓇᒧᙵᐅᔪᒪᔩᒧᑦ ᐱᔾᔪᑎᖃᖅᑐᓂᒃ ᐸᕐᓇᐅᑕᐅᓯᒪᔪᑦ ᖃᓄᐃᓕᐅᕐᓂᐅᓂᐊᖅᑐᓄᑦ, ᐃᒃᐱᒍᓱᒡᕕᐅᓂᖃᖅᑐᓂᒃ ᐱᕈᖅᑐᓄᑦ ᐊᒻᒪᓗ ᐆᒪᔪᓄᑦ, ᐃᑭᒪᔪᐃᑦ ᐊᐅᓚᓐᓂᖏᓐᓄᑦ ᐊᒻᒪᓗ ᐱᖅᖁᓯᕆᔭᐅᔭᕆᐊᓕᖕᓄᑦ ᓄᓇᓕᐊᖅᓯᒪᑎᓪᓗᒋᑦ. ᖃᐅᔨᑎᑦᑎᔾᔪᑕᐅᔪᑦ ᓴᙱᒃᑎᒋᐊᖅᑕᐅᖃᑦᑕᖅᑐᑦ ᓄᓇᓕᑦᑕᖀᖓᑕ. ᐅᔾᔨᖅᑐᖅᑕᐅᕝᕕᐅᓗᐊᖅᑐᑦ ᓄᓇᒥᑦ ᐃᒃᐱᒋᓴᕋᐃᓐᓂᐅᔪᑦ, ᐱᑦᑕᐅᓂᖏᑦ ᓂᕐᔪᑎᖃᕐᕕᐅᔪᑦ, ᑭᒡᓕᐅᔪᑦ ᓱᓇᑐᐃᓐᓇᓄᑦ ᒥᐊᓂᕆᔭᐅᕝᕕᐅᔪᑦ, ᐊᒻᒪᓗ ᖃᓄᐃᓕᐅᕐᓂᕆᔭᐅᔪᑦ ᐱᖅᖁᓯᖃᕐᕕᐅᔪᓂᑦ.

Inuinnaqtun: AURORA EXPEDITIONS-kut upalungaijautikhat qarridjilutik aullaqtukhanik havaktiujunullu ilaujut, umiakkuurutikkut mikijut umiarjuakkut umiat M/V GREG MORTIMER, Nunavunmut aujami/atulihaaliqqat tamangnik 2022 imaalu 2023 ilaungmat nanminirijaujunut aquinikkut ihumagiplugit 'ukiuqtaqtumi-uataani' aulladjutikhangit akkungangni Greenland (Kangerlusuaq) Iqaluktuutiamillu. Hitamat tukhiqtauhimajut (malrungnik 2022 imaalu 2023) aulaniaqtun talvuuna, aulatitilutiklu aihinun aulaarniaqtunik hulilukaarutikharnikluuniit talvani, Kanaitian Uumajuliqijunik Ikajuutikharnik (CWS) munagidjutiqaqtunik hanigainik.2022NWP001G: Kangerlussuar-mittalvunga Iqaluktuuiamut, Kanatami talvanga Niqiliqivik 25, 2022 talvunga Apitilirvia 08, 2022.NWP002G: Iqaluktuutiamit talvunga Kangerlussuaq, Greenland talvanga Apitilirvia 08, 2022 talvunga Apitilirvia 22, 2022.2023NWP003G: Kangerlussuaq, Greenland talvunga Iqaluktuuiamut talvanga Niqiliqivik 24, 2023 talvunga Apitilirvia 07, 2023.NWP004G: Iqaluktuutiamit talvunga Kangerlussuaq, Greenland talvanga Apitilirvia 07, 2023 talvunga Apitilirvia 21, 2023.Tamna M/V GREG MORTIMER malingniaqtait tukhiqtauhimajut tingmidjutikhangit (tunijaugumik), kihiani (taimaitutun tamaita tingmidjutikhangit talvaniukiuqtaqtumi avikturvianni) kinguliujuq ubluq tamaat tingmidjutikhangit hulilukaarutikhangitlu aulaniaqtun qaffiujunik hanaqidjutikharnik ilaujut hilalungniq, anugikkut, tariurmi, tautuminaqtunik, hikungit atuqtakharnik aulangitunlu uumajunik. Aullaqtukhaq imaalu tingmihiqiqijit ilaujut hapkunani ungahiktuni tulaktarviinni pijaujuq inuup pijumajainnik imaalu hulipkaidjutikhat havaktauhimajut naunaiqtaulimaittut takujumaplugit. Piqangittuq nauttianik, umajut niqikhait, nuna, qungiaqtaunikkut, aulangituq imaaluuniin aalat tamajat katitiqtauniaqtut qaujihaqtaunikkut pidjutiqaqtut. Igluqpat nappaqtiqtaulimaittut, imaalu ingilrutit imaaluuniin aalat iqakuukhat qimaktaujunaittut hinaanut. Tamna M/V GREG MORTIMER umiarjuakkut tunihimaarniaqtut auladjutikharnik aquijuliqijunik pidjutikharnik tingmijunun qaujihaqtaungittut ilihairutikharnikluuniit umiarmi.Hivuani atauttimut tulagviit, uhitiqtut imaalu aulaqtitiblutik iligiit ilaujut tunijaujut naittumik umiamik hapkunanga Umiakkut hapkunanga Umiakuuqtitinikkut Hivuliqtimin imaaluuniin Atan'ngujaqq Idjuhiatigut mikhaagun upalungaijaqhimajut hulidjutit, kitut qajangnaqtut ilaujut mamaqhaqhimajut imaalu fauna, uhittiqtut ingutaarniq imaalu idjuhiit hinaani. Hapkuat naunairutikhangit auladjutikhangit tikitkumik tulagvingmun. Ihumagiluaqtait akiliqtaujut nunatigut halumailgunik, idjuhikkut najugait, idjuhiit huradjani, kikliini qujaginaq kitunun munarijaujut najugait, imaalu havaklugit pitquhikkut najugait.

Personnel

Personnel on site: 241

Days on site: 21

Total Person days: 5061

Operations Phase: from 2022-08-29 to 2023-09-21

ᐱᓪᓇᐊᓇᔨᐅᓂᐊᖅᑐᑦ

ᓇᒥ	ᖁᓄᐃᑦᑐᒥᑦ ᐱᓪᓇᐊᖅᖁᓂᐊᖅᐸ	ᑭᒃᑯᑦ ᓄᓇᖁᑎᑕᓂ	ᑐᓴᐅᒪᔨᒃᓴᑦ ᓄᓇᐅᑦ ᐊᑐᓴᐅᓪᓕᐅᖅᓭᒪᔨᓇᐊᖅᑎᓂᓂᒃ	ᐃᑦᓴᖅᓂᑕᖅᖁᖅᐊᐅᓪᓕᐅᖅᐸ ᐃᓄᖅᓄᑦ ᓇᔨᖅᑕᐅᖅᖁᑦᑕᖅᓂᐊᓂᒃ ᑕᐃᑦᓭᒪᓂᑐᖅᐅᓪᓗᑐᖅ	ᖁᓄᓐᓂᓂᖅᐸᖅ ᓄᓇᓕᒥᐅᔨᐅᓪᓚᖅ ᐊᒻᒪᓗ ᓴᓇᒻᒥᒃᓭᐊᖅᐅᓪᓕᐅᖅᓭᓗᒃ ᓄᓇᓗᑦ
Qikiqtarjuaq - Clearance	Tourism Activities	Crown	Qikiqtarjuaq received the name Broughton Island in 1818 by Royal Navy explorer John Ross. Ross opened up the west shore of Baffin Island to European whalers who had already been hunting the nearby Greenland area. Seasonal visits by whalers to the Qikiqtarjuaq area began in July 1824 and continued for a century.	Northern access point for Auyuittuq National Park	Qikiqtarjuaq
Isabella Bay 69°37'10.46N / 067°40'7.51W	Tourism Activities	Crown	Ninginganiq National Wildlife Area was designated in 2010 and is the largest NWA in Canada measuring over 336,000 hectares. The Inuktitut word ‘Ninginganiq’ translates roughly as ‘the place where fog sits’. It provides an important marine habitat, creating ideal conditions for bowhead whales. Up to 100 bowheads have been recorded at one time in Isabella Bay, making this the single largest known concentration for this species anywhere in Canada.	N.A	Clyde RiverNinginganiq National Wildlife Area
Pond Inlet	Tourism Activities	Crown	Pond Inlet is a small community in Nunavut, located on northern Baffin Island. Community visit and engagement is planned for calls to Pond Inlet	N/A	The Sirmilik National Park on Bylot Island, the Tamaarvik Territorial Park, and the Qilaukat Thule site are near the hamlet.
Bylot Island	Tourism	Crown	Almost all of the island	Home to some of	Located within

72°42'55.13N 73°43'38.85N - 079°20'18.05W 081° 7'50.44W - Ship's Cruise	Activities		is located within Sirmilik National Park, harbouring large populations of thick-billed murres, black-legged kittiwakes and greater snow geese. The eastern area of the island is federally designated as the Bylot Island Migratory Bird Sanctuary.[6] The Bylot Island Research Station is owned and run by the Centre d'études Nordiques (CEN: Centre for Northern Studies) and in collaboration with Parks Canada	the best-preserved prehistoric artifacts in Canada's Far North. While remains of Paleoeskimo (Pre-Dorset and Dorset) cultures represent the earliest human occupations in within the park region, they represent only a small portion of the documented archaeological sites and Thule / Inuit sites make up the majority of documented archaeological sites within the park	Sirmilik National ParkPond Inlet
Dundas Harbour 74°31'54.32N / 082°24'56.05W	Tourism Activities	Crown	An outpost was established at the harbour in August 1924 as part of a government presence intended to curb foreign whaling and other activity. The Hudson's Bay Company leased the outpost in 1933. returned to the mainland 13 years later. Dundas Harbour was populated again in the late 1940s to maintain a patrol presence, but it was closed again in 1951 due to ice difficulties.	-Only the ruins of a few buildings remain, along with one of the northernmost cemeteries in Canada.[7] houses made of sod and whale ribs, qajaq (kayak) stands, even ingenious polar bear traps fashioned out of stone.	Largest uninhabited in the world
Croker Bay 74°41'52.95N / 083°14'22.92W	Tourism Activities	Crown	Home to the Croker Bay Glacier. An actively calving glacier often litters Croker bay with numerous icebergs	N/A	N/A
Beechey Island 091° 5'10.67W / 091°49'46.70W	Tourism Activities	Crown	Beechey Island is best known for containing three graves of Franklin expedition members, which were first discovered in 1850 by searchers for the lost Franklin expedition	Five archaeological sites on Beechey Island and nearby Devon Island (the Franklin wintering camp of 1845–46, Northumberland House, the Devon Island site at Cape Riley, two message cairns, and the HMS Breadalbane National	Resolute

				Historic Site) were designated as the Beechey Island Sites National Historic Site of Canada.[6]	
Radstock Bay 74°41'17.24N / 091° 5'10.67W	Tourism Activities	Crown	Radstock Bay (Caswall Tower) - towering limestone cliffs that rise over 300m from the sea to a flat plateau above.	About 30 archaeological sites, including 3 old Inuit houses and 10 to 15 tent-rings are known to exist in the area south of Caswall Tower.	Resolute
Prince Leopold Island 74° 1'3.57N / 089°59'59.48W	Tourism Activities	Crown	Ornithological field research began on the island in the 1950s, and an Environment Canada research station was established on the island in 1975. Research has been conducted on the island almost every year since then, for varying lengths of time during summer. Home to the Prince Leopold Island Migratory Bird Sanctuary The island is significant as a summer habitat and breeding ground for large populations of several arctic bird species	Evidence of Inuit habitation in the form of house pits and bones from bowhead whales and other marine mammals is present on the north and southeast spits of the island	Prince Leopold Island
Cunningham Inlet 74° 6'37.67N / 093°48'25.17W	Tourism Activities	Crown	one of the best places on earth to watch belugas, which return every summer and stay until August.	N.A	N/A
Coningham Bay 71°48'22.56N 71°50'42.22N - 096°46'43.45W 096°43'26.95W	Tourism Activities	Crown	N./A	N./A	N./A
Tasmania Islands 71°15'44.49N / 096°33'30.38W	Tourism Activities	Crown	Uninhabited islands	n/A	N/A
King William Island 69°54'12.42N 69°40'36.00N - 097°51'49.58W 098°18'14.00W	Tourism Activities	Crown	Discovered in 1830 by Commander James Ross, it was named for the then-reigning British monarch, William IV.In 1903, Norwegian explorer Roald Amundsen, looking for	Final landing spot for the crew of the HMS Erebus and HMS Terror. All 105 men who set out for the Back River perished, and reconstructions of events that led to	Gjoa Haven

			the Northwest Passage, sailed through the James Ross Strait and stopped at a natural harbour on the island's south coast. Unable to proceed due to sea ice, he spent the winters of 1903–1904 and 1904–1905 there. The harbour where he lived has the island's only settlement, Gjoa Haven.	that result have largely been based on discoveries of their bodies, bones and graves by 19th and early 20th century Inuit and Euro-American search expeditions, and archaeological investigations that commenced in the 1980. Human remains attributed to the Franklin expedition have been found at or reported from 35 locations on King William.	
Cambridge Bay 69° 6'39.60N / 105° 3'41.50W	Tourism Activities	Crown	Cambridge Bay is the location of the Canadian High Arctic Research Station.This multidisciplinary station is operated by Polar Knowledge Canada, a federal agency, and will operate year-round. Cambridge Bay is the centre of government for Kitikmeot, the administrative and transportation hub for this region of Nunavut. It is the largest stop for passenger and research vessels traversing the Northwest Passage.	Archaeological sites reveal ancient Inuit campsites and signs of the first European explorers. There are the tent rings and caches of an ancient dwelling area along the Cycle of the Seasons Trail	Cambridge Bay
Fort Ross 72° 0'35.50N / 094°14'2.55W	Tourism Activities	Crown	Abandoned former trading post on Somerset Island. Founded in 1937, it was the last trading post to be established by the Hudson's Bay Company. It was operational for only eleven years, being abandoned in 1948, as severe ice conditions in the surrounding waters made the site hard to reach and economically unviable. Store building was recently refurbished and strengthened, and is still used as a shelter	N/A	Taloyoak

			by Inuit caribou hunters from Taloyoak, and as a refuge for researchers and small boats		
Hazard Inlet 72° 3'27.22N / 094° 6'30.18W	Tourism Activities	Crown	The long-abandoned village at Qariaraqyuk is located in a key whaling area in the Central High Arctic of Canada. It is the largest Thule village known, and its 57 whale-bone winter houses may have housed a population of about 300 people.	Archaeological excavations revealed much evidence of whale hunting, including toboggans made of whale baleen. People lived in the village at Qariaraqyuk between about 800 to 500 years ago, and then abandoned it for reasons that remain uncertain.	Fort Ross

ᓄᓇᓕᐅᕐᓂ ᐃᓕᐅᖅᑕᐅᓕᖅᑐᑦ ᓄᓇᓖᑦᓗ ᐊᐃᑲᔅᓂᒪᐅᖅᓂᖅᑐᓄᑦ ᐃᑲᔪᑕᐅᔪᓐᓇᖅᑐᑦ

ᓄᓇᓕᒋᐊᖅ	ᐊᑎᑦ	ᑲᑐᔾᔨᐊᖅᑎᑎᒋᔭᖅ	ᖁᓕᖅᑐᓗ ᑐᓴᖅᑎᑕᐅᓕᕆᔨᖅᑎᓪᓗᒍ
ᒥᑦᑎᒪᒐᓕᒃ	Theresa Dalueg / Dave Stockley	Municipality of Pond Inlet	2022-02-15
ᐅᖅᓂᖅᑐᑯᐊ	gfsao@qiniq.com - no response to our email	Hamlet of Gjoa Haven	2022-06-03
ᐃᖅᑲᓇᑦᑐᑦᓂᒋᔭᖅ	Angela Gerbrandt	Municipality of Cambridge Bay	2022-03-01
ᖃᓄᖅᑕᖅᓯᐊᖅ	munqik@qiniq.com	SAO, Hamlet Office	2022-06-21

ᓕᐃᓴᓐᓂᑦ ᐱᒍᓐᓇᐅᑎ ᐊᓐᑎᕐᑕᐅᓂᒪᔪᑦ

ᓇᒃᑎᐊᖏᓐᓂᑲᑦ ᐱᓕᓇᐊᓇᕝᕕᐅᓂᐊᖅᑐᑦ ᑎᑎᕀᓕᒥᑦ:

Kitikmeot
North Baffin
South Baffin

ᓕᐃᓴᓐᓂᑦ ᐱᒍᓐᓇᐅᑎ ᐊᖏᕐᕕᐅᓂᐊᕐᓂᒪᔪᑦ

ᑲᓴᒪᒋᔭᐅᔨᑦᓴ ᐊᕕᑐᑐᖅᓯᓂᖅᓯᓐᓂᖅ ᒪᓕᑲᕀᓚᖓᓂᖅᓯᓐᓂᓪᓗ ᖃᒪᒃᑦ ᐱᔪᓐᓇᐅᑎᑕᑭᑎᓂᖅᓯᓐᓂᑦ ᓕᐃᓴᓐᓂᓕᓐᓂᓪᓗ ᖃᔪᓂᖃᒪᒃᑦ	ᖁᓕᐃᑦᑐᓕᓇᐅᓴ ᓕᐃᓴᓐᓂᓂᑕᐅᔨᖅ ᐱᔪᓐᓇᐅᑎᑕᑭᑎᓂᖅᓯᓐᓂᖅ ᐊᖏᖁᓇᐅᑎᑕᐅᔨᖅ	ᐃᒻᓇ ᖁᓕᐃᓕᓐᖓᓴᓴ	ᐅᓪᓗᒥ ᑐᓂᓯᒪᔭᖅ/ ᑐᓴᓂᖅᑐᑕᐅᓕᐅᖅᓂᓕᒫᖅ	ᑭᓪᓕᖁᖏᖅᓯᖓ
ᖃᓇᑕᒥ ᐅᒪᔨᓕᓇᒃᑐᑦ	Pending	Applied, Decision Pending		
ᐃᓄᐃᑦ ᖃᑐᐳᖁᑎᑭᓴᖏᑦ	Pending	Applied, Decision Pending		
ᖁᑎᖁᒥᐅᑦ ᐃᓄᐃᑦ ᖃᑐᐳᖁᑎᑭᓴᖏᑦ	Pending	Applied, Decision Pending		
ᓄᓇᕗᑦ ᓴᖅᒪᖏᓐ, ᐱᖅᓯᓕᐊᔪᓇᓕᐳᓴᑦ & ᐃᖏᕐᕋᔪᓇᓕᐳᓴᓪᓗ	Outfitter's License	Active	2022-06-15	2022-12-31
ᓄᓇᕗᑦ ᓴᖅᒪᖏᓐ, ᐊᖅᑎᓕᓇᐳᓴᑦ	Wildlife Observation License	Not Yet Applied		

Project transportation types

Transportation Type	ᓯᓇᒧᑦ ᐊᑐᓴᐅᓕᐊᖏᓪᓕ	Length of Use
Water	Cruise Vessel; ms Greg Mortimer	

Project accomodation types

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ᐱᖅᓂ ᐊᖏᕆᔨᖅ ᐊᑐᖅᑕᐅᓂᐅᓴᔨᖅ ᐃᓕᖅᓱᕈᐅᑎᓗᕆᓂ ᐃᓱᑕᐃᓂ, ᒥᓪᓗᐊᕈᑲᓂ, ᖃᖅᓚᑕᓯᖅ, ᓄᓇᕆᐅᓂ ᐊᓯᖏᕆᓪᓗ

ᐊᖏᕆᔨᖅ ᐱᖅᓂ ᐊᑐᓚᐅᓂᐊᖅᑐᖅ ᖃᓄᐃᓪᒎᓂᖏᓚ	ᖃᖅᑕᕆᐅᕐᓂᓪ	ᐊᖏᕆᓂᖏᕆᓂ - ᐳᖅᑐᓂᖏᕆᓂ	ᕆᓚᒧᓂ ᐊᑐᓚᐅᓂᐊᖅᐸ
Zodiacs	15	5.85 long	MilPro Mark 5 heavy-duty, commercial grade inflatable tender boats. Each Zodiac can carry a maximum number of 15 persons (ISO6185); however, during operations no more than 10 passengers and one driver are carried on board. Usually, a total of 8 to 10 Zodiacs are used at any one time for transporting passengers between the cruise vessel and shore, or for sight-seeing cruises.
Kayaks	24	5.0m	The vessel is equipped with 14 x double (Point65 Doubloon) and 10 x single (6 x Point65 ‘Sea Cruiser’; and 4 x ‘Whiskey 16 Tour’) sea kayaks. The maximum number of passengers that can kayak on each voyage is 20, with a minimum guide to client ratio of 1:10. One safety Zodiac is assigned to be remain within close proximity to the kayaking operation at all times.
MS GREG MORTIMER	1	Length overall: 104.4m; Breadth 18.4m; Gross Registered Tonnage: 8035	Vessel providing transport and accommodations

ᑎᑎᕆᐅᕆᓚᓗᒍ ᐅᖅᓂᔨᕆᐃᑦ ᐊᑦᑕᓚᖅᑐᖅᑕᓱᓪᓗᐊ ᐊᑐᖅᑕᐅᓂᐊᕐᓂᖏᑦ

ᕆᓚᒧᑦ ᐅᖅᓂᔨᕆᓗᐊᖅ ᐊᑐᓚᐅᓂᐊᖅᐸ	ᖃᖅᓄᐃᓪᑐᑦᓯᓚᐅᕈᓴ ᐅᖅᓂᔨᕆᓗᐊᖅ	ᖃᖅᑕᕆᐅᕈᓴ ᐅᖅᓂᔨᕆᖃᐅᑎᓂ	ᐃᓐᓇᐅᑦ ᐃᒪᖅᑎᑎᕆᔨᓚᓂᖅ	ᑲᑎᓪᓗᒍ	ᐃᓐᓇᐃᓪᓗᐊ ᐊᒥᓂᓂᖏᑦ	ᕆᓚᒧᑦ ᐊᑐᓚᐅᓂᐊᖅᐸ
Information is not available						

ᐃᒪᖅ ᐊᑐᖅᑕᐅᔨᒧᖅᑐᖅ

ᐅᓪᓗ ᑕᒧᖅ ᐊᑐᖅᑕᐅᓂᐊᖅᑐᖅ	ᖃᖅᓄᖅ ᐃᒥᖅᑕᖅᑕᖅᓂᐊᖅᐸᑦ	ᓇᑭᑦ ᐃᒥᖅᑕᖅᑕᖅᓂᐊᖅᐸᑦ
0	Vessel will consume on board supply of fresh water and will only intake seawater to provide	Vessel will only intake seawater when necessary. Retrieval location will depend upon location of

	potable water for on board consumption when necessary.	vessel when intake required.

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ᐱᓪᓗᐊᓗᐯᐅᔾᔨᒪᔨᒍᑦ ᐱᓪᓗᐊᓗᐯᐅᓂᐊᖅᑐᖅ	ᖃᓄᐃᕐᑐᖅ ᐊᑲᑕᒍᖅ	ᖃᓄᐃᑎᒋ ᐊᑲᑕᒍᑦ ᓴᖅᑭᐊᓂᐊᖅᑐᓗᐯᐅᕐᓂᑦ	ᖃᓄᐃᖅ ᐊᑲᑕᖅᑕᐅᓂᐊᖅᑕᐸ	ᓴᓗᒪᖅᓴᐅᑎᑲᓴᓄᖅᓂᐅᓂᐊᖅᑐᑦ
Marine Based Activities	ᐊᑲᑕᒍᑦ ᐃᑯᐊᓪᑕᑎᐅᔨᓐᓇᖅᑐᑦ	TBC	All waste, waste water and waste oil generated during operations will be retained onboard until the vessel reaches a port with suitable discharge facilities.	The treatment and disposal of waste products produced in the course of vessel operations is carried out in accordance with the International Convention for the Prevention of Pollution from Ships (MARPOL); and other relevant regulations and legislation [e.g., Transport Canada: 'Arctic Waters Pollution Prevention Act' (AWPPA) and related regulations]. All MARPOL regulations covering the treatment of oil and oily water residues; treatment of sewage and grey water; disposal of waste and other pollutants are either met or exceeded.
Marine Based Activities	ᐃᒪᐃᑦ ᐊᑐᖅᑕᐅᔭᓇᖅᓯᒪᔨᑦ	TBC	All waste, waste water and waste oil generated during operations will be retained onboard until the vessel reaches a port with suitable discharge facilities.	The treatment and disposal of waste products produced in the course of vessel operations is carried out in accordance with the International Convention for the Prevention of Pollution from Ships (MARPOL); and other relevant regulations and legislation [e.g., Transport Canada: 'Arctic Waters Pollution Prevention Act' (AWPPA) and related regulations]. All MARPOL regulations covering the treatment of oil and oily water residues; treatment of sewage and grey water; disposal of waste and other pollutants are either met or exceeded.
Marine Based Activities	ᐊᑦᑕᓇᖅᑐᖅ	TBC	All waste, waste water and waste oil generated during operations will be retained	The treatment and disposal of waste products produced in the course of vessel operations is carried out in accordance with the International Convention

			onboard until the vessel reaches a port with suitable discharge facilities.	for the Prevention of Pollution from Ships (MARPOL); and other relevant regulations and legislation [e.g., Transport Canada: 'Arctic Waters Pollution Prevention Act' (AWPPA) and related regulations]. All MARPOL regulations covering the treatment of oil and oily water residues; treatment of sewage and grey water; disposal of waste and other pollutants are either met or exceeded.
Marine Based Activities	ᐊᒃᑕᑰᑦ ᐃᑯᐊᓚᑕᐅᔪᓐᓇᖕᒋᑦᑐᑦ	TBC	All waste, waste water and waste oil generated during operations will be retained onboard until the vessel reaches a port with suitable discharge facilities.	The treatment and disposal of waste products produced in the course of vessel operations is carried out in accordance with the International Convention for the Prevention of Pollution from Ships (MARPOL); and other relevant regulations and legislation [e.g., Transport Canada: 'Arctic Waters Pollution Prevention Act' (AWPPA) and related regulations]. All MARPOL regulations covering the treatment of oil and oily water residues; treatment of sewage and grey water; disposal of waste and other pollutants are either met or exceeded.
Marine Based Activities	ᖁᖅᑕᓕᓇᓂᖅ	TBC	All waste, waste water and waste oil generated during operations will be retained onboard until the vessel reaches a port with suitable discharge facilities.	The treatment and disposal of waste products produced in the course of vessel operations is carried out in accordance with the International Convention for the Prevention of Pollution from Ships (MARPOL); and other relevant regulations and legislation [e.g., Transport Canada: 'Arctic Waters Pollution Prevention Act' (AWPPA) and related regulations]. All MARPOL regulations covering the treatment of oil and oily water residues; treatment

				of sewage and grey water; disposal of waste and other pollutants are either met or exceeded.

ᐊᕙᑎᒥᐅᑕᓃᑦᑐᑦ ᐊᒃᑐᖅᑕᐅᓯᒪᔪᑦ

Human activities ashore have the potential to result in ‘harmful interference’ with flora, fauna and ecological processes. Breeding birds or hauled-out seals may be disturbed by visual or acoustic effects of human activity. In the case of breeding birds, disturbance of incubating, brooding or guarding parents could predispose eggs or young to environmental stress (e.g., chilling/overheating); increased risk of predation; or injury by neighbors. Sensitive vegetation may be damaged if people are careless and walk over them, rather than around them. Despite these potential impacts, AURORA EXPEDITIONS believes that - based on their normal practices and procedures - their operations will have no more than negligible impact on the environment. In order to undertake ‘off ship’ excursions or activities, the vessel will stop (or anchor) in areas to ensure minimal disturbance to proximate wildlife (i.e., known seabird colonies, breeding beaches and other aggregations), and minimal damage to sensitive sea floor substrate areas while maximising vessel (and in turn, passenger and crew) safety. In areas not suitable for anchoring, the M/V GREG MORTIMER has the capability of ‘virtual anchoring’ (process by which the vessel does not drop the anchor in order to retain a fixed position, but does so by using its bow thruster and propellers in conjunction with the on-board GPS system). All of the vessel’s windows are equipped with ‘black-out’ blinds which can be rolled down at dusk. Outside deck lights are also turned off, leaving only the minimum safety-required deck lighting. These measures not only reduce light pollution, but assist in preventing birds being inadvertently attracted to the vessel and the possibility of bird strike. Wildlife watching is one of AURORA EXPEDITIONS’ core activities and is a potentially rich and exciting experience but must be conducted safely and sensitively. As AECO members, AURORA EXPEDITIONS aligns with the basic principle of ‘no disturbance

Additional Information

SECTION A1: Project Info

SECTION A2: Allweather Road

SECTION A3: Winter Road

SECTION B1: Project Info

SECTION B2: Exploration Activity

SECTION B3: Geosciences

SECTION B4: Drilling

SECTION B5: Stripping

SECTION B6: Underground Activity

SECTION B7: Waste Rock

SECTION B8: Stockpiles

SECTION B9: Mine Development

SECTION B10: Geology

SECTION B11: Mine

SECTION B12: Mill

SECTION C1: Pits

SECTION D1: Facility

SECTION D2: Facility Construction

SECTION D3: Facility Operation

SECTION D4: Vessel Use

SECTION E1: Offshore Survey

SECTION E2: Nearshore Survey

SECTION E3: Vessel Use

SECTION F1: Site Cleanup

SECTION G1: Well Authorization

SECTION G2: Onland Exploration

SECTION G3: Offshore Exploration

SECTION G4: Rig

SECTION H1: Vessel Use

SECTION H2: Disposal At Sea

SECTION I1: Municipal Development

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See attached the marine route and proposed landing site coordinates for each voyage. Proposed Wildlife sites include Niginganiq National Wildlife Area, Bylot Island Migratory Bird Sanctuary, Prince Leopold Island Migratory Bird Sanctuary

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NIGINGANIQ NATIONAL WILDLIFE AREA•Polar Bear, Peregrine Falcon (Special Concern)•Ivory Gull (Endangered)•Ross' Gull (Threatened)•Bowhead Whale, Beluga Whale, Narwhal, Atlantic Walrus, Ringed Seal, and Wolverine (Special Concern)•Caribou (Threatened)BYLOT ISLAND MIGRATORY BIRD SANCTUARY•Peregrine Falcon, Red Knot (Special Concern)•Bowhead Whale•Thick-billed murre, black-legged kittiwake, greater snow goosePRINCE LEOPOLD ISLAND MIGRATORY BIRD SANCTUARY•Polar Bear (Special Concern)•Caribou (Endangered)•Black guillemot, black-legged kittiwake, glaucous gull, northern fulmar, snow bunting and thick-billed murre

ᐃᓐᓇ ᐊᕐᑎᐅᑦ ᖃᓄᐃᑦᑐᓕᕆᐅᓂᖅ: ᐃᓄᓕᓕᓂᖏᓐᓄᑦ-ᐱᖓᓕᐊᓕᓕᓂᖏᓐᓄᑦ

See attached the marine route and proposed landing site coordinates for each voyage. Communities of Pond Inlet, Qikiqtarjuaq and Cambridge Bay will be visited.

Miscellaneous Project Information

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Please see detailed Project Description for Impacts and Proposed Mitigation Measures. Please note, all passengers and crew must be fully vaccinated against Covid-19 and will be tested prior to boarding the vessel. Any individual who tests positive during the cruise will isolate in their cabin for 10 days as per Federal regulation.

Cumulative Effects

Please see project description.

Impacts

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	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
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Tourism Activities		-	-	-	-	M	-	-	-	-	-	-	M		-	M	M	M	M		P	-	-	-	-
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(P = ᐊᖏᐅᓵᕈᑎᐊᕐᓇᖅᑐᑦ, N = ᐊᖏᐅᖅᑭᔨᔪᑕᐅᐊᕐᓇᖅᑐᑦ ᕿᓕᐅᒥᔨᔪᓂᖅᑐᖅᑕᐅᐊᕐᓇᖅᑭᑦᑐᓪᓗ, M = ᐊᖏᐅᖅᑭᔨᔪᑕᐅᐊᕐᓇᖅᑐᑦ ᕿᓕᐅᒥᔨᔪᓂᖅᑐᖅᑕᐅᐊᕐᓇᖅᑐᑦᑐᓪᓗ, U = ᖃᖏᐅᓵᒪᕐᓇᖅᑭᑦᑐᖅ)

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List of Project Geometries

1	point	Qikiqtarjuaq - Clearance
2	point	Isabella Bay 69°37'10.46N / 067°40'7.51W
3	point	Pond Inlet
4	point	Bylot Island 72°42'55.13N 73°43'38.85N - 079°20'18.05W 081° 7'50.44W - Ship's Cruise
5	point	Dundas Harbour 74°31'54.32N / 082°24'56.05W
6	point	Croker Bay 74°41'52.95N / 083°14'22.92W
7	point	Beechey Island 091° 5'10.67W / 091°49'46.70W
8	point	Radstock Bay 74°41'17.24N / 091° 5'10.67W
9	point	Prince Leopold Island 74° 1'3.57N / 089°59'59.48W
10	point	Cunningham Inlet 74° 6'37.67N / 093°48'25.17W
11	point	Coningham Bay 71°48'22.56N 71°50'42.22N - 096°46'43.45W 096°43'26.95W
12	point	Tasmania Islands 71°15'44.49N / 096°33'30.38W

13	point	King William Island 69°54'12.42N 69°40'36.00N - 097°51'49.58W 098°18'14.00W
14	point	Cambridge Bay 69° 6'39.60N / 105° 3'41.50W
15	point	Fort Ross 72° 0'35.50N / 094°14'2.55W
16	point	Hazard Inlet 72° 3'27.22N / 094° 6'30.18W