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**SECTOR 13** — CHART INFORMATION

# SECTOR 13

## HUDSON STRAIT

**Plan.**—This sector describes Hudson Strait, beginning with the E entrance between Resolution Island and Cape Chidley. The N side of the strait is described next, from East Bluff to Lloyd Point, including Nottingham Island, Salisbury Island, and Mill Island at the W end. The S side of the strait, from Cape Hopes Advance to Pointe Nuvuk, is covered last.

### General Remarks

**13.1** Hudson Strait is a long straight passage leading WNW from the Atlantic Ocean into Hudson Bay and Foxe Channel. The strait separates Baffin Island, in the Northwest Territories, from the Ungava Peninsula, in the province of Quebec.

From the E, the passage is entered between Cape Chidley on Killinek Island, at the N extremity of Labrador, and Resolution Island. The W limits of the strait are formed by a line between Pointe Nuvuk, at the NW tip of Quebec, and Seahorse Point, on Southampton Island, and Lloyd Point, at the SW corner of Baffin Island.

Hudson Strait is about 450 miles in length, the width varies from 60 to 150 miles throughout its length. The E entrance is about 37 miles wide between the Button Islands and Resolution Island, the W entrance is 120 miles wide.

Both the N and S shores of the strait are generally high and rugged, with numerous off-lying islands fringing the shoreline which is broken by numerous bays, inlets, and fjords. Several larger islands lie in or near mid-channel including Resolution Island, Button Islands at the E entrance, Akpatok in Ungava Bay, Big Island close off the N shore about midway of its length, Charles Island on the S side of the strait near its W end along with Nottingham, and Salisbury and Mill Islands in mid-channel at W entrance.

Ungava Bay lies on the S side of Hudson Strait, immediately within the E entrance. It is described in Sector 14.

Navigation of the Hudson Bay route is not intricate in ice-free waters, the route is wide and almost free of dangers, and the complete passage from the E entrance of Hudson Strait to a position off Churchill Harbor, a distance of approximately 950 miles, can be accomplished in only four courses.

**Caution.**—The magnetic compass is very unreliable and weak in Hudson Strait, particularly in the W part. Areas of local magnetic disturbance occur at several places within the strait.

### Winds—Weather

**13.2** Hudson Strait is frequently subjected to storms. The more intense of these occur in the September to January period. After January, the preferred track for most of the major storms affecting Hudson Strait skirts the W coast of Greenland.

The following are features of Hudson Strait have an important bearing on the climate:

1. Even in winter the E end is not far removed from the open waters of the Labrador Sea and South Davis Strait. Furthermore, some open areas are always present in the ice cover, mainly in the E half.

2. After most of the ice has cleared from the strait, in summer, the cold Canadian Current keeps surface water temperatures barely above freezing.

3. Channeling of winds, evident along the entire length, is pronounced in the central segment between Cape Hopes Advance and Cap de Nouvell-France, where terrain heights rise inland to about 548m along the S side, and nearly 915m on the Meta Incognita Peninsula of Baffin Island.

The effect of the warming by open waters is noted as January temperatures show a pronounced gradient, from  $-17.8^{\circ}\text{C}$  at Resolution Island to  $-24.4^{\circ}\text{C}$  at Nottingham Island.

In the same month, infrequent intrusions of Atlantic air can bring temperatures above freezing as far west as Nottingham Island. The high frequency of strong winds, as evident at Cape Warwick, can make for bitterly cold weather, often accompanied by blizzards.

In March and April, before the melt begins, the daily hours of sunshine can be quite long, especially over the central and W portions of the strait. In May, though the hours of daylight continue to increase, the hours of sunshine are reduced by the increasing cloud amounts. Cape Hopes Advance, for example, has an increase from the winter minimum of about 50 per cent cloud cover in February, to a maximum of about 80 per cent in May.

Through July and August, high cloud amounts continue. Rainfall averages about 40mm. Although snowfall at sea level is rare, higher elevations have some light falls. Temperatures in midsummer remain cool over the waters (daily mean at Resolution Island in July is  $3.2^{\circ}\text{C}$ ), but can be considerably higher inland (Fort Chimo is  $11.4^{\circ}\text{C}$ ).

The first fall of snow at sea level can be expected over the W end by late August, over the E end by early September. With increasing storm intensity, and the passage of Arctic air over the open waters, monthly snowfall amounts of 20 to 30 cm occur along the strait, October through December.

In the fall, with heating of the frigid Arctic air by the open water, dense snow squalls occasionally restricts visibility to zero. However, very low visibility is still much less common in the fall than in the summer. For example, at Cape Hopes Advance, the average number of hours of visibility of 0.1 mile or less in October is 30, in August the average is 15.

Although the comments made are probably applicable also to the N parts of Ungava Bay, these cannot be verified by data. Quite likely the S parts of Ungava Bay and the coastal areas along the W and E sides are less windy than the open areas of the strait. However, the navigator must not assume that the Fort Chimo data are representative of the open area of Ungava Bay. Fort Chimo, situated 10 miles up the Koksoak River, has its wind directions strongly influenced by local topography and its wind speed dampened by the roughness of the terrain.

In the analysis of gale force winds it is assumed that the three weather observing sites of good exposure, now closed, (Resolution Island; Cape Hopes Advance; Nottingham Island), along with the present station at Cape Warwick offer a reasonably reliable indication of the wind regime along the strait.

Cape Warwick, 368m high, has a very windy environment. Days with gales average 5 in July and 14 during October through March. Through the shipping season there have been insufficient ship reports to confirm the relationship between the winds at sea and those reported at Cape Warwick. The frequency of strong winds at sea level is usually less than what is reported at Cape Warwick, but at the same time, considerably more than what the figures show for the less elevated station at Resolution Island.

The preference of storm centers to gravitate towards Hudson Strait and Davis Strait makes strong winds a possibility in any month of the year. Normally, July is the most quiet month with possibly no strong winds and likely not more than 5 days. Given a July of vigorous storms, 10 days or so may be windy in the portion of the strait between Cape Weggs and Cape Hopes Advance, where the narrow width acts to channel the winds. In August, even before the ice has completely cleared from the strait, the probability of strong winds starts to increase, and this increase continues right through to November at Cape Hopes Advance and Nottingham Island, December at Resolution Island, and January at Cape Warwick. In a windy August, any part of the strait can have as many as 12 days with strong winds, although the average is 1 at Nottingham Island, 1 at Cape Hopes Advance, and 2 at Resolution Island. With the advent of winter storms, strong winds become rather common, occurring on about one-third of the days in the central strait. Even in October, one of the stormy months, Nottingham Island may have no strong winds, Cape Hopes Advance as few as 6 days with gales, and Resolution Island as few as 5 days. If the strait is visited by many vigorous storms in October and/or November, strong winds are possible on three days out of four, especially in the E end.

As freeze-up starts in late October, many of the intense storms follow a more S course, then curve towards the E end of the strait, the N Labrador Sea or Davis Strait. Accordingly, the frequency of strong winds drop off in the W, but the storms, steadily growing more intense, batter the E entrance with frequent gales.

For those who are in the strait past late October, there is a particular type of dangerous storm that bears careful watching. With blocking of systems in the Atlantic, storms may be forced to disregard the normal tracks and head in a N direction from the Gulf of St. Lawrence, or NE from the Labrador Sea. Approaching the strait they may cause winds of hurricane force. Storms of this nature may carry sustained winds of a much as 102 knots and are predominantly NE.

The strength of winter storms is aptly illustrated by an extreme event that occurred in 1931. Late on November 17, an intensifying low center moved into Hudson Bay in the vicinity of York Factory, then sped NE to lie, with a central pressure of near 975 millibars, at the mouth of Frobisher Bay. On its passing through central Hudson Strait, the winds at Cape Hopes Advance veered from SW at Force 6 to the NW, where

they increased to exceed a steady Force 12 for 16 hours. For the five-hour period from 1700 to 2200, the wind maintained a speed in excess of 85 knots and for the first hour of this period it sustained a steady speed of nearly 110 knots.

Although the deep storms that visit the strait in the fall and early winter rarely reach such intensity, they do create a high frequency of strong NW winds. At Cape Hopes Advance the NW winds exceed force 6, for example, 21 per cent of the time in September, 38 per cent in October, 28 per cent in November, and 24 per cent in December.

Resolution Island reports are a reliable indicator of the fogginess across the E entrance to Hudson Strait. The frequency of summer fog in this area is related to the high frequency of E winds, and the steep temperature gradient between the cold waters of the Canadian Current and those of the Labrador Sea. Air with a long trajectory across the Labrador Sea accumulates moisture. Crossing the edge of the Canadian Current, it is abruptly cooled and fog generally forms or thickens. In the months of July and August, if the winds are blowing into the strait the chances are approximately 50 per cent that fog will occur sometime during the day. With W winds, usually drier and cooler, the chances are lower, being about 20 per cent.

More than half the days, in July and August, are fog days over the E half of the strait. Towards the W end, fog days are fewer, averaging at Nottingham Island 33 per cent in both July and August. With changing storm tracks causing more frequent NW winds, the probability of fog decreases slowly after the middle of August. By the end of September, about one-third of the days have fog between Resolution Island and Cape Hopes Advance; Nottingham Island one day in six. By the end of October fog days are unusual at sea level. By that time the restriction to visibility is more likely to come from heavy snow precipitation.

Although the much higher fog frequencies at Cape Warwick may better indicate the frequency of fog over the sea, the observations at any instant may be a disappointment, for often the observers at Cape Warwick are groping inside a cloud deck while ships are making headway in good visibility. At other times the observers at their elevation of 368m are able to look over the top of widespread fog that blankets the sea below. This is merely a note to the mariner to consider the elevation of the Cape Warwick site when interpreting its weather observations.

## Ice

**13.3** The ice of Hudson Strait is mostly formed locally, but winds and currents can carry floes from Foxe Basin and Foxe Channel, or from Baffin Bay and Davis Strait into this area. The Foxe Basin ice is of one winter's growth (first year or young ice) almost exclusively, and is distinguishable by its extreme roughness and a discolored appearance. It is mainly found in the W portions of the strait and can be present from spring break-up until October. Baffin Bay ice can be carried into the strait and bay by E winds. This ice can include numerous old floes from Baffin Bay, but first year ice is more common. Icebergs also affect eastern Hudson Strait and Ungava Bay.

Freeze-up in this area usually begins in late October in the W end of Hudson Strait and ice formation progresses E to cover

the whole area by late November. Fast ice becomes extensive among the islands from Lake Harbor to Cape Dorset, and in the bays and inlets of Ungava Bay, but elsewhere steep shores and strong tidal action limit its development. Level fast ice grows to 60 to 75cm by 1 January and to 110 to 160cm by mid-May.

Because of strong tidal currents and frequent gales, the ice in the offshore areas is in constant motion throughout the winter. Some ice is "exported" to the Labrador coast during winter, but the actual amount is not known because it mixes with pack ice from Davis Strait.

In May, leads become more persistent as temperatures rise and the rate of refreezing is reduced. By the end of July the ice pack is usually confined to central Ungava Bay and the S side of Hudson Strait, but wind conditions have a great effect on this distribution. As a rule the best entry route early in the shipping season lies near the Baffin coast as far W as 72° W, then on a track passing S of Nottingham Island.

The best area for crossing from the N to the S side of the strait can vary from day to day and week to week depending on meteorological conditions.

Complete clearing of the sea ice usually occurs during the second week of August, and for the remainder of the shipping season icebergs from Davis Strait and occasional intrusions of sea ice from Foxe Basin are the only ice hazards.

**Canadian Ice Advisory Service.**—The Canadian Government conducts a comprehensive ice reconnaissance and data gathering program, and through Ice Forecasting Central in Ottawa, provides a full ice forecast and advisory service for the assistance of winter shipping on the E seaboard and summer shipping in Ungava Bay, Hudson Strait, and Hudson Bay. Aerial reconnaissance is conducted by trained observers whose reports are sent to Ice Forecasting Central, where they are coordinated with data from satellites, and shore and ship reports of ice sightings.

Ice forecasts are normally for 36-hour periods, with an outlook for a further 24 hours. During periods when the ice is light and of no immediate concern to shipping, a five day forecast may be substituted. Ice charts are broadcast daily by radio facsimile, and the ice forecasts and bulletins are broadcast over the coastal marine radio stations.

**Caution.**—At certain times of the year, particularly in the spring and early summer, ice presents a formidable hazard to shipping approaching the E coast of Canada. Icebergs, growlers, and large masses of sea ice extending out to 110 miles from the coast are carried S by the Labrador Current. This danger is further compounded by the prevalence of fog at this same time of year along the Labrador coast and S to the waters off Newfoundland.

## Tides—Currents

**13.4** To understand the tidal phenomena of the area, it is necessary to have clearly in mind two concepts. The first is the existence of a tidal undulation in the open ocean which moves forward in a W direction, opposite to the direction of the earth's rotation. This undulation is accompanied by tidal currents. The second concept concerns the modifications which occur when the tide encounters irregular distributions of land associated with continents and islands.

Tidal movements are periodic vertical oscillations above and below mean sea level, while tidal currents are periodic horizontal oscillations over a fixed point on the earth's surface, or in open waters, an elliptical movement around a fixed point. The periods of these oscillations are identical to those of the forces to which they respond, i.e. the rotation of the earth on its axis, the revolution of the moon around the earth, and the revolution of the earth around the sun.

The non-periodical horizontal movements of the sea comes under the general heading of currents. Solely under the influence of currents, a particle of water will change its position over the earth's surface either progressively or seasonally, or with non-periodical fluctuations.

The term flow has the same meaning as horizontal water movement, as it is the combination, at any instant, of the tidal current and current.

**Hudson Strait.**—The main tidal currents in Hudson Strait are strong and definite, with no cross currents setting to either shore. Flood waters entering the strait are curved somewhat to the S by the indraft to Ungava Bay; consequently, the progress of the tidal undulations is more rapid along the S side of the strait than on the N shore. The time of HW at Wakeham Bay is only a little later than at Port Burwell, while at Ashe Inlet, immediately opposite Wakeham Bay, HW occurs considerably later. The same relation holds for the time of LW at those points, but it is likely that the main ebb holds farther N across Ungava Bay than the flood.

In addition to the ordinary tidal pulsations in Hudson Strait, there are general progressive movements or circulations of water. Icebergs which enter the strait can do so only around Resolution Island and through Gabriel Strait. In their S journey from Davis Strait, they are drawn in by the flood and some fail to go out with ebb. These work W, indicating a general movement of the water in the N part of the strait in that direction. They are found W as far as Charles Island, and one has been reported even further W in the vicinity of Nottingham Island. If they are carried to the S side of the strait, they will be borne to the E.

Observations of the ice movement S of Resolution Island over a period of several months show the duration of the flood and ebb currents to be about equal. The outward flow from Hudson Bay is evident as a dominant E set along the N side of the Digges Islands and off Cape Wolstenholme, where it becomes locally, and perhaps for some distance, a constantly outward current. Doubtless, the movement continues along the S side of the strait.

The strength of the tidal currents between Resolution Island and Cape Chidley is given as 5 knots on the charts, but no determinations have been made elsewhere in the straits.

The currents in Digges Sound and its approaches are not considered dangerous to navigation. There is an ebb and flood rate of 2 to 3 knots between Capes Digges and Wolstenholme. The flood approaches Digges Sound from the NE as an undercurrent and turns to the S on entering the strait. The ebb, flowing NE past Cape Wolstenholme, turns E into a constantly outward current starting at the W end of the Digges Islands and continuing past Erik Cove. At Erik Cove, there is a 3 knot current which slackens to a low rate with flood effect.

Off Erik Cove and extending W to Cape Wolstenholme, there is a shelf with moderate depths of 91m to 128m extending 0.5 mile or more from the shore. Beyond this shelf, soundings indicate a sharp drop to depths approaching 457m. This deep body of water, moving in one direction, causes heavy rips, swirls, and eddies over the shelf, which during strong winds, create a danger to small craft.

Centrally in the sound, off the easternmost Digges Island and off Staffe Island, the direction of the ebb is with the channel. Information on the direction of the flood current is not available. Off Ivugivik Point and Nuvuk Harbor, the ebb runs with the channel. The flood is variable and turns at times toward the Nuvuk Islands. These conditions are also found, to a lesser extent, S of Fairway Island. One mile S of North Skerries, flood and ebb run west and east.

From the information available, it seems that the ebb current has much longer duration than the flood. Between Nuvuk Harbor and the Fairway Islands, the flood period seems to be 4 hours 45 minutes and the ebb nearly 8 hours. No definite times can be given for the turn of the tidal currents, but from Ivugivik Point E, HWS in Eastern Standard Time may occur 3 to 4 hours after the time of HW, and the LWS 4 to 5 hours after the time of LW, as given in the tide tables for Diana Bay.

Similarly, in the W approach to the sound to Fairway Island, the HWS may be 5 to 6 hours after the times of HW, and the LWS at approximately the times of LW, as given in the tide tables for Diana Bay.

A very large increase in the range of the oceanic tides occurs along the SE coast of Baffin Island and across the entrance to Hudson Strait. To the SW of that entrance, the range is still further increased by the topography of Ungava Bay, at the head of which an extreme range of nearly 15.2m is reached. In the strait itself, the range occurs on the N side in the vicinity of Big Island, where the extreme range is over 12.2m, while on the opposite shore, near Wales Island, it is only 10.1m.

The differences in the tidal ranges on the two sides of the strait are due to the gyroscopic force which arises from the earth's rotation about its axis, and to the fact that the currents are setting at their maximum rates to the W when the tide is high and to the E when the tide is low. The gyroscopic force causes particles of water moving over the earth's surface in the N hemisphere to be deflected to the right. In a strait, this force creates a gradient, sloping upwards across the strait towards that side which lies to the right of the direction in which the water is flowing, so that when the tide is high and the current is setting W, the water level is raised on the N side and correspondingly depressed on the S side. The reverse occurs when the tide is low and the current is setting E. Thus, on the N side the range is increased by the raising of the high water level and the lowering of the low water level, while on the S side the range is decreased by the lowering of the high water level and the raising of the low water level. For this reason, the tidal range along the N side of Hudson Strait and along the E side of Foxe Channel is notably larger on the opposite shore. The exception is in the E entrance. There the tidal currents are slack near to the times of high and low tide, and in consequence there is no gradient at these times to affect the range of the tide. In this area the range is greatest on the S side owing to the topography of Ungava Bay.

## Depths—Limitations

**13.5** The passage through Hudson Strait presents no navigational problems, there is deep water throughout and only a few alterations of course are necessary. These waters have not been fully covered by systematic and detailed surveys, but it seems certain that no dangers to navigation exist in or near the main channel through the strait.

## Regulations

**13.6 Arctic Canada Traffic System (NORDREG CANADA).**—Mariners should be aware of the existence of the Arctic Canada Traffic System and the advantages of reporting to this system which is a voluntary VTS system covering the waters N of 60°N and all of Ungava Bay, Hudson Strait, and Hudson Bay. During the Arctic navigation season, a NORDREG office based at Iqualuit (Frobisher Bay) is staffed with an Ice Operations Officer who provides information on ice conditions and vessel routing in ice. Icebreaker assistance, when requested, may be arranged through the Ice Operations Officer.

For more information concerning ice reporting, ice broadcasts, and forecasts see Pub. 117, Radio Navigational Aids.

## Directions

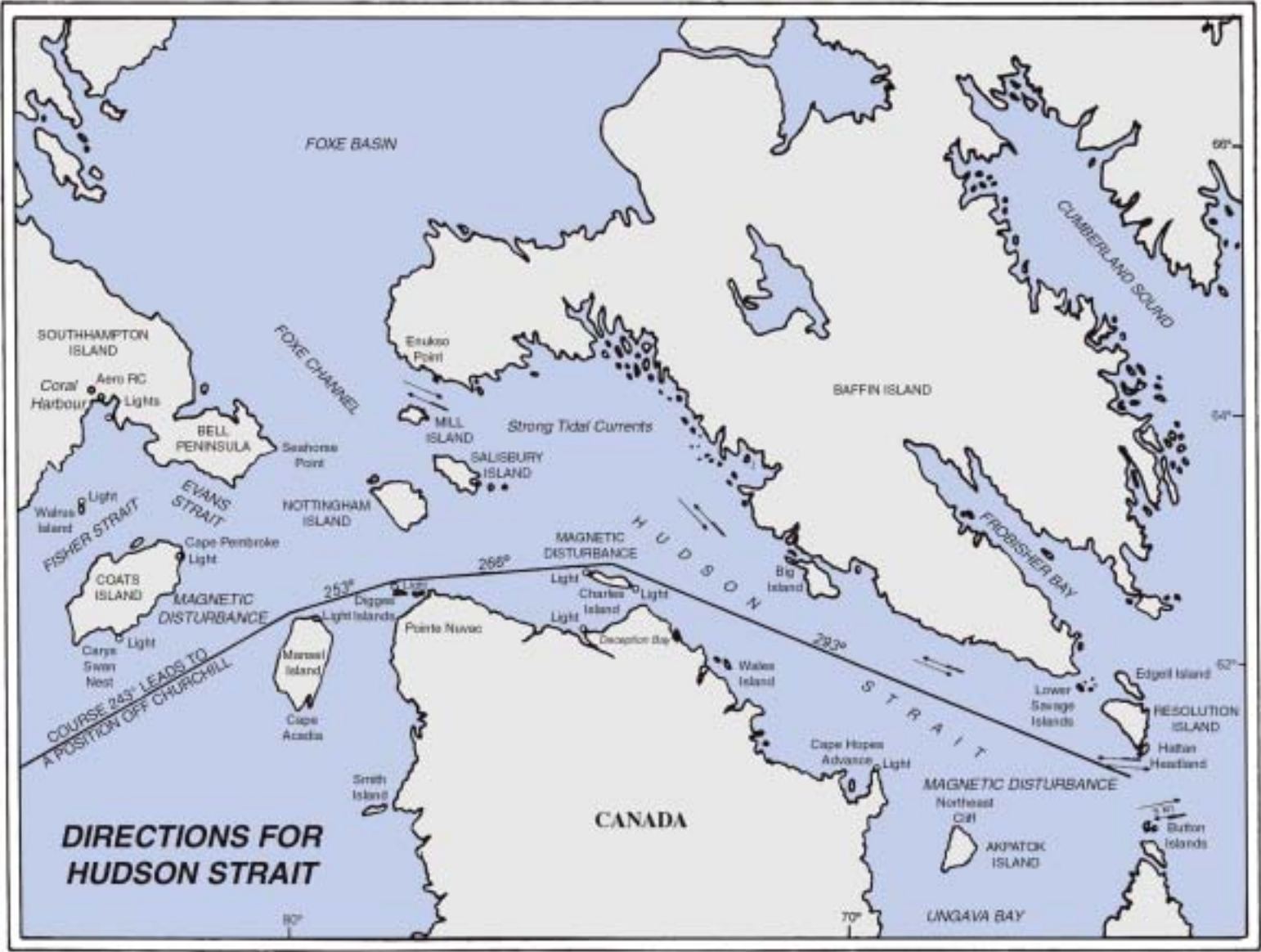
**13.7 Hudson Strait approach.**—Vessels approaching Hudson Strait from the E should give Greenland a berth of about 100 miles in order to avoid ice, which in summer is carried S along the E coast of Greenland by the East Greenland Current, and then around Kap Farvel and into Davis Strait. Vessels approaching from the S should, after passing Belle Isle and if field ice is present off the Labrador coast, lay a course to pass 50 to 75 miles offshore until abreast the E entrance of Hudson Strait, and if necessary, await a favorable opportunity to enter. This course is much safer than attempting to take advantage of an inside passage that may be offered in W winds, for a change to E winds could close the ice pack on the shore. Vessels approaching the entrance from the S must take care to avoid Labrador Reef.

Vessels enter the strait about midway between the Button Islands and Resolution Island, and from a position 20.5 miles S of Resolution Island they make good a course of 293° for about 300 miles to a position with the light at the W end of Charles Island bearing 235°, distant 14 miles. They next make good a course of 266° for 106 miles to a position with Digges Island Light bearing 180°, distant 8 miles and the light on Nottingham Island bearing 008°, distant 23 miles. The description of this track as far as a position off Churchill Harbor is continued in Sector 16.

**Note.**—After entering Hudson Strait, if it is desired to pick up the S shore W of Ungava Bay, it will be better to make Wales Island rather than to attempt to make the land to the E. Wales Island is bold and easily identified.

## Hudson Strait—East Entrance

**13.8** The main channel at the E entrance of Hudson Strait, between the Button Islands on the S and Resolution Island on the N, is about 37 miles wide.



**Labrador Reef** (60°38'N., 64°24'W.), the only major danger in the approach, lies 6 miles ENE of the summit of the Knight Islands. This drying reef covers 4.6m at HW and presents a serious danger. The water in the vicinity of the reef is very deep and no warning of its presence can be detected by soundings.

**13.9 East entrance—South side.**—The NE and N sides of Killinek Island, from Cape Chidley to Flat Island, Gray Strait, and the Button Islands, form the S side of the E entrance of Hudson Bay.

**Cape Chidley** (60°23'N., 64°26'W.) rises steeply to an elevation of 350m, it is conspicuous at a distance of 10 to 15 miles. The bold high cape cannot be mistaken for the Button Islands, which are high and stand offshore.

Between Cape Chidley and Port Harvey, 10 miles to the NW, the coast is broken by three inlets and the Cape Chidley Islands lie off the S end of this stretch of coast.

**Gould Point** (60°24'N., 64°26'W.), the E entrance point of MacGregor Strait, lies 1 mile N of Cape Chidley. It has an elevation of 274m.

**O'Brien Harbor** (60°24'N., 64°33'W.), entered W of Lecasse Point, extends S for 2 miles, then W for 1 mile. The entrance to this small landlocked harbor is only 0.2 mile wide. Three sunken rocks lie on a shoal area that extends N from the E entrance point. One of the rocks always breaks, even at HW. Anchorage is available, in 16.5m, with good holding ground. Tide rips are reported in the harbor entrance and at times strong gales sweep down through the inlet from the highland to the SW.

**13.10 The Cape Chidley Islands** (60°26'N., 64°30'W.), two bold, steep-to-islands, lie off the NE coast of Killinek Island. They are separated from the island by MacGregor Strait.



**The Cape Chidley Islands**

Cabot Island, the E island, is 2 miles long with two summits, 401m on the N and 325m on the S.

Pert Island, 0.5 mile to the W, is slightly smaller than Cabot Island and has an elevation of 385m.

**Tides—Currents.**—Tidal currents with a velocity of 5 knots on the rising tide have been reported near the E side of Cabot Island; a current of about 3 knots sets N between Cabot Island and Pert Island. Also, whirlpools have been experienced from off Gould Point around Cabot Island to the N and E.

**MacGregor Strait** (60°25'N., 64°29'W.) extends from Gould Point to the SE entrance point of Blandford Harbor, a

distance of 4 miles, with the Cape Chidley Islands forming its N and E sides. Mid-channel depths in the strait are 86 to 122.5m.

**13.11 Blandford Harbor** (Burgess Inlet) (60°26'N., 64°34'W.) lies 2.5 miles NNW of O'Brien Harbor and branches into two arms at its head. The open bight is too exposed for anchorage and, with a falling tide, the currents off the harbor reach a velocity of 5 knots.

**Lady Job Harbor** (60°28'N., 64°36'W.), lying 2 miles NNW of Blandford Harbor, also branches into two arms.

**Bush Island** (60°30'N., 64°45'W.) lies close off the N end of Killinek Island. It is 2.5 miles long and about 1.2 miles wide, with an elevation of more than 152m. It is separated from Killinek Island on the E by Port Harvey, a small bay connected by a narrows to Kelloway Bay, which separates Bush Island on the S.

Perrett Island, Hettash Island, and Flat Island are the largest islands in the group lying off the W end of Bush Island and separated from it by Lenz Strait.

**Gray Strait** (60°32'N., 64°40'W.), the passage lying between Killinek Island on the S, and the Button Islands and the Knight Islands to the N, is about 9 miles long with an average width of 3.5 miles.

Depths in Gray Strait range from 274m in its E entrance to 732m in the central part, and about 676m in the W entrance.

**Tides—Currents.**—Strong tidal currents run through the strait at velocities of 5 to 7 knots, creating very heavy tide rips at times, particularly in the W entrance. Low-powered vessels should pass N of the Button Islands. During periods of strong W winds in Ungava Bay, extremely heavy squalls occur in Gray Strait.

The **Knight Islands** (60°34'N., 64°35'W.) consists of two large islands and several smaller islands and islets lying on the NE side of Gray Strait. The largest island, 2.5 miles long and 1.7 miles wide, rises to a height of 213m at Knight Summit, at the N part of the island.

The Button Islands, on the N side of Gray Strait, consists of two groups of barren, long, and narrow islands lying in a general NE-SW direction. A navigable channel, about 0.2 mile wide, separates the two groups.

**13.12 Lacy Island** (60°41'N., 64°36'W.), the NE and highest island in the group, is roughly square in shape with a height of 290m. The NE end of the island rises sheerly from the water and the summit of the island is visible from all points of approach. There is a sheltered landing place on the SW side of the island.

Goodwin Island, located 0.5 mile WNW of Lacy Island, is 178m high. A light is shown from the NE extremity of the island.

**Lawson Island** (60°37'N., 64°38'W.), the largest island in the group, lies close SSW of Lacy Island. Button Hill, the prominent summit, rises to a height of 255m near the middle of the E side of the island.

**MacColl Island** (60°39'N., 64°42'W.) lies close W and parallel to Lawson Island. It is about 5 miles long and 152m high.

**13.13 Erhardt Island** (60°40'N., 64°46'W.), 1.5 miles W of MacColl Island, is 107m high. A chain of islands, 5 miles long, lies between Erhardt Island and MacColl Island.

**Clark Island** (60°36'N., 64°54'W.), the W island in the group, lies 1.2 miles WSW of the S end of MacColl Island.

King Island, close SW of MacColl Island, has a conspicuous cliff on its SE side.

**Holdridge Island** (60°35'N., 64°45'W.), close W of the S end of Lawson Island, is about 91m high.

**Leading Island** (60°36'N., 64°45'W.), a small islet only 9m high, lies close W of Holdridge Island.

Niels Island and Dolphin Island, two small islands, lie close SW of Holdridge Island.

The passage leading through the middle of the Button Islands group is 0.2 to 0.6 mile wide, with a least mid-channel depth of 3.7m at its NE end between Lacy Island and Goodwin Island. A depth of 12.8m can be carried by favoring the E side of the channel. The passage can be entered from either end.

**Anchorage.**—Minto Anchorage, close off the SW side of Lawson Island, provides good anchorage, in 36.6m, gravel and clay. Vessels approaching from the SW should bring the SE tangent of Leading Island in line with Button Hill, bearing 063°. From the SW entrance, a mid-channel course can be steered, but Observation Island, at the N end of the anchorage, must be rounded on the N side to avoid dangerous rocks to the S.

Icebergs occasionally enter the channel leading to the anchorage.

The passage between Lac Islandy and Laswon Island is unsuitable for anchorage due to a solid rock bottom and the strong tidal currents with rates of 5 to 7 knots.

**Caution.**—Caution should be exercised if entering from the N, as there are dangerous tide rips at the entrance, as well as a dangerous rock and a small islet near the W side about 0.6 mile inside the entrance.

**13.14 East entrance—North side.**—The Resolution Islands form the N side to the E entrance to Hudson Strait. The group consists of Resolution Island, Edgell Island, and numerous smaller islands.

**Resolution Island** (61°30'N., 65°00'W.) is located at the NE side of the E entrance to Hudson Strait. The island is roughly triangular in shape, with a length of 23 miles N-S and a breadth of 24 miles E-W. Numerous bays and inlets break the shore, which is low along the SW side, but rises in steep cliffs elsewhere. The island is barren and rough with many lakes in the depressions. The summit, located in the N central part, is over 488m high. Only four of the coves that indent the coast have been examined. They are Sorry Harbor and Brewer Bay, in the NE part of the island, and Acadia Cove and Resolution Harbor, near the S end. Some of the other inlets might provide shelter in an emergency, but they have not been surveyed.

**Hatton Headland** (61°19'N., 64°45'W.), the SE point of Resolution Island, is the most prominent landmark in the approach to Resolution Island. Strong tide rips exist and tidal currents of 5 knots, setting E and W, have been reported in the area 10 miles S of the headland. Closer to the SW shore, the tidal currents set parallel to the land, at velocities of 6 to 7 knots.

Foul Passage, bounded on its W side by the Watt Islands and Star Island, is encumbered by shoals in its N part.

**Resolution Harbor** (61°21'N., 64°50'W.) is entered through Resolution Tickle, a narrow channel about 3.5 miles WSW of Hatton Headland, extending N from Hudson Bay. Fairway depths range from 65.8m at the entrance to 12.8m at the N end of the narrow channel, which is only 46m wide W of Star Island.

Good shelter, and very good holding ground, with ice-free conditions during the navigation season, have been reported in Resolution Harbor.

**Directions.**—A course of 014° on the W tangent of Haven Island leads through the narrow channel W of Star Island. Vessels should steer between Beak Point, the SW point of Haven Island, and Mark Island to the W, followed by a mid-channel course E of Mizzen Island to the anchorage SE of Twin Rocks.

The strong tidal currents in the approach set directly across the entrance to Resolution Tickle. Entry should be attempted only at SW.

**Topsail Head** (61°18'N., 64°51'W.), a high bluff, is the W entrance point to Resolution Tickle. An area of heavy tide rips, The Swirlers, which extends for 2 miles W of Topsail Head, can be very dangerous during bad weather. A beacon situated close W of Topsail Head may no longer exist.

**13.15 Radio Island** (61°18'N., 64°53'W.) lies about 2.5 miles W of Resolution Tickle. A light is shown from the W side of Radio Island. Two radio towers stand close N of the light. A fluorescent orange day beacon marks the light structure.

**Acadia Passage** (61°19'N., 64°55'W.), located about 2.2 miles NW of the light on Radio Island, is entered S of Sentinel Island and N of the Hen and Chicks Islands. Depths in the passage are greater than 27.4m, except for a shoal bank half-way across the entrance with a least depth of 6.4m.

**Acadia Cove** (61°20'N., 64°54'W.) is protected by Cockade Island and the Sentinel Islands on the W and Boatswain Island to the S. Depths in the cove are 14.6m to 42.1m. Bilge Rocks, the only danger in the middle of the cove, lie about 0.2 mile E of Sentinel Island. Vessels seeking shelter in Acadia Cove should pass E of these drying rocks when proceeding to anchorage.

From December to July, the cove is unusable on account of the drift ice, small bergs, and growlers. Freeze-up occurs in the middle of November and heavy drift ice can be expected. Break-up takes effect about July 20, but ice may be encountered in the cove until mid-August. Small bergs and growlers frequently ground on the shoal at the entrance to Acadia Passage throughout the navigation season.

Fog is prevalent during the navigation season when there is ice in the vicinity.

Anchorage is available in the NE section of Acadia Cove, in 36.6m, mud and clay. Elsewhere in the cove the bottom is reported to be rocky. Shelter in the cove is considered good, with the prevailing winds from the NW through N to SE. Some swell enters the cove with S winds and in heavy E gales. Shelter from W winds is limited.

**Directions.**—Vessels commencing entry into Acadia Passage should first identify Radio Island to establish their



position, as the entrance itself is very difficult to distinguish. Very strong tidal currents set across the entrance and it is recommended that vessels enter at the time of HW, which coincides with SW in the approach. A course of 072°30' should be steered on the line of the leading beacons, although these beacons may not be maintained. Extreme caution should be exercised until inside the islands, if the current is running strong across the entrance. The leading line passes very close to the end of a shoal spit extending N from the Hen and Chicks, which may be shallower than charted. Continue on this course until within 0.1 mile of the shore, then alter course sharply N for the anchorage, taking care to avoid a reef extending 100m E from Bilge Rocks.

**13.16 Cape Warwick** (61°36'N., 64°37'W.), located 17 miles NNE of Hatton Headland, is a high, red cliff rising steeply to an elevation of 362m. It is a good radar target up to 40 miles offshore.

Cape Warwick was formerly the site of a USAF facility, as well as a Canadian Coast Guard radio station. These facilities have been abandoned. A large dome atop a tower and a nearby abandoned radar installation on the cape are conspicuous from seaward.

Except for the approaches to Brewer Bay and Sorry Harbor, the area off this side of Resolution Island has not been surveyed and there are many unexamined dangers. Vessels should stay 8 to 10 miles off the E side of the island.

**Brewer Bay** (61°35'N., 64°38'W.) lies close SW of Cape Warwick. Depths in the bay range from 36.6m at the entrance to 11m at its head. Depths of less than 5.4m extend up to 90m offshore in places. Small vessels, up to 73m long, have anchored in this harbor, but due to the occasional heavy ground swell and lack of shelter from the sea, larger vessels usually anchor in Sorry Harbor to the NW of Cape Warwick.

**Directions.**—From a position 8 miles E of Hatton Headland, a course of 015° should be followed until the installations at Cape Warwick bear 280°; course should then be altered directly for Cape Warwick. When within 2 miles of the cape, the conspicuous oil tanks in Brewer Bay will be seen slightly on the port bow. This gives positive identification of the harbor and course may then be steered in mid-channel to the anchorage.

The entrance to Brewer Bay is about 0.2 mile wide between the islets. Yellow Beach boat landing lies at the head of a narrow inlet located on the SW side of Brewer Bay, close inside the entrance. Stores for the installations in this area are unloaded here. High hills on either side protect the landing. Winds and currents may block the landing area with ice.

Tankers moor with both anchors on a heading of 045° off the entrance to the inlet, in 14.6m, with stern lines secured to ring-bolts ashore. Oil is transferred via floating hose lines. The berth is described as dangerous.

**Caution.**—A dangerous wreck lies on the N side of the entrance to Brewer Bay. Ice has shifted the wreck, making the exact position and depth of water over the wreck unknown.

**13.17 Sorry Harbor** (61°36'N., 64°42'W.) lies on the NW side of the peninsula of which Cape Warwick is the E extremity. The harbor is entered between an unnamed point 1 mile N of Cape Warwick and a group of islets 1.5 miles NW of

the point. Numerous islets and rocky shoals encumber both sides of the harbor. Depths range from 11 to 91m. The controlling depth in the entrance is 32.9m.

Sorry Harbor is more protected than Brewer Bay, but the shelter is described as only fair. The anchorage is exposed to ice and winds from the E. The bottom is generally rocky, with areas of mud, hard clay, and shale. The holding ground is indifferent.

The beacons charted in Sorry Harbor are no longer maintained and their condition is not known.

**Directions.**—Local knowledge is necessary for entering the harbor. With the E extremity of Cape Warwick bearing 261°, at a distance of 6 miles, alter course to 293°. Proceed on this course about 3 miles until the range beacons are in line bearing 267°. Follow the range, but preferably keep a little S of it until the unnamed point about 1 mile N of Cape Warwick is abeam. Alter course to 242° and proceed for about 1.5 miles until the beacon situated on the S shore of the harbor is abeam at a distance of about 0.2 mile. Alter course to 253° to the anchorage, about 0.7 mile from the head of the bay.

**Graves Strait** (61°43'N., 65°00'W.) is the passage separating Resolution Island from Edgell Island to the N. The strait is about 12 miles long and 2 miles wide. Depths in or near mid-channel are 40.2m to 126.2m. Numerous islets and rocks encumber the entrances. The strait has only been partially surveyed and additional dangers may exist.

**Edgell Island** (61°50'N., 65°00'W.), on the N side of Graves Strait, is about 16 miles long, with an average width of 7 miles. The summit, at the N end of the island, is 254m high. Black Bluff, the headland at the N end, is the only named feature on the island. Numerous rocks and islets fringe the shoreline which has not been examined. There are indications of tide rips or very strong currents off the SE point of Edgell Island at the E entrance to Graves Strait.

**13.18 Gabriel Strait** (61°45'N., 65°30'W.) separates Resolution Island from East Bluff, at the SE end of Baffin Island. The strait is about 20 miles wide and is divided into two passages by the Lower Savage Islands. Gabriel Strait is the SE passage and the NW passage is Annapolis Strait; however, the name Gabriel Strait is often applied to the entire strait. Fairway depths in both channels are nowhere less than 183m.

**Tides—Currents.**—Tidal currents run with great strength through the strait at rates of up to 5 knots. These currents cause a confused sea, with whirlpools and strong tide rips in the vicinity of the Lower Savage Islands. During spring tides, navigation in small craft is often hazardous and at their maximum the tide currents can set a vessel strongly towards the islands.

The **Lower Savage Islands** (61°48'N., 65°48'W.) lie 9 miles NW of Resolution Island. The three islands are separated by long, narrow, steep-sided channels. The group is 8 miles long and about the same in width, with an elevation of 213m. The regular shorelines of the N and E coasts are relatively free of off-lying islets, but the SW coast is broken by small bays and coves, and fringed with numerous rocks, reefs, and underwater dangers along its entire length.

The channel between the main central and W islands is about 5 miles long, steep-walled and narrow, except at its N end where it widens to form an inlet about 0.4 mile wide and 1 mile

long. This inlet has not been surveyed. A cluster of rocks and islets completely blocks the S entrance.

**Caution.**—The possibility of uncharted dangers exists in the vicinity of the Lower Savage Islands.

**13.19 Savage Harbor** (61°50'N., 65°46'W.) is an anchorage situated near the NE entrance of a large inlet which continues S as a channel between the E and the central main islands. The entrance is about 0.3 mile wide and broadens out into the harbor proper. Four islands lie close off the S shore of the harbor. The anchorage lies N of the islands. East of the islands, the depths in the entrance are 25.6 to 128m, and the channel leading between the E island and the N shore of the harbor has a mid-channel depth of 23.8m; however, the narrow channel is only 82m wide. Once through this narrow passage, depths increase to 36.6 to 47.5m.

**Anchorage.**—Anchorage is limited to an area 0.4 mile long and 0.3 mile wide, in 40.2m, mud, about 0.2 mile N of the islands in the central part of the harbor. This anchorage is sheltered from all winds.

**Directions.**—Entry into Savage Harbor can be made on a course of 257°, with the N extremities of the two E islands in line. About 0.2 mile from the E island, course should be altered to 282°. This course, leading to the anchorage, runs about midway between the N extremity of the E island and the point of land directly N.

A useful transit for compass adjustment is Point Meridian, the W extremity of the Lower Savage Islands, in line with the E edge of East Bluff, which is the SE extremity of Baffin Island, bearing 000°.

**Caution.**—Care must be taken when entering the harbor due to the strong currents in Gabriel Strait.

Shoal spits and reefs extend from both shores on the approach to the anchorage. A least depth of 14.6m is charted, but lesser depths may exist.

## Hudson Strait—North Shore

**13.20** The N side of Hudson Strait, W of Resolution Island and the Lower Savage Islands, is formed by the S side of Baffin Island extending from East Bluff on the E, to Lloyd Point on the SW side of Foxe Peninsula.

Numerous inlets and bays break the S shore of Baffin Island, which generally rises steeply from the sea, particularly along the S section of Meta Incognita Peninsula, where elevations of over 853m occur on top of the snow field of Terra Nivea. At the W end of the strait, there are elevations of 366m in the mountains of Foxe Peninsula.

Innumerable islands and rocks fringe this shore, extending up to 15 miles offshore in places, and making the approach to the shore difficult. Beyond the offshore limits of the islands and rocks, the water deepens rapidly; there are no known isolated dangers farther out in the strait.

Between East Bluff and the Middle Savage Islands, 57 miles to the WNW, the coast is broken by numerous small inlets and fringed by many rocks and small islets.

**East Bluff** (61°53'N., 65°56'W.), the SE extremity of Baffin Island, rises sheer 122m from the water, with heights of 183m immediately inland. It is the S termination of a great high wall

of solid rock extending for 3.5 miles along the SE tip of Meta Incognita Peninsula.

The headland deflects the strong tidal currents in the area out into the strait.

**South Reefs** (61°51'N., 66°15'W.), a small group of islets and rocks lying 8 miles WSW of East Bluff, has the appearance of a spit jutting out from the shore. The largest islet is 49m high and the outermost danger in the group, a rocky depth of less than 1.8m, lies 1.25 miles offshore.

**13.21 Nannuk Harbor** (61°53'N., 66°24'W.), 4.7 miles WNW of South Reefs, is a steep-sided, narrow gorge, 2.5 miles long, but only 0.2 mile wide. Depths range from 7.3 to 23.8m. Fresh water may be obtained from a small overhanging fall on the W side, 0.5 mile inside the entrance. Small vessels can shelter in the inlet.

An unnamed inlet, 8 miles WNW of Nannuk Harbor, has depths of 11 to 43.9m and could provide shelter in an emergency.

**Sister Islets** (62°00'N., 66°53'W.), three small islets, lie 15 miles NW of Nannuk Harbor.

Another unnamed inlet lies 8 miles farther to the NW. Small vessels can take shelter in this inlet, which branches into two arms, but the entrance is difficult to identify from seaward due to the rocky islets and drying ledges in the entrance.

**Pritzler Harbor** (62°08'N., 67°21'W.), the best harbor in the area, is 4 miles long and 1.5 miles wide. Depths in the 1 mile wide entrance range from 91 to 109m, and in the harbor itself the irregular depths vary from 12.8 to 73m. There are no known dangers in the harbor or in the approach, and the anchorage is protected from all but S winds.

Between Pritzler Harbor and the Middle Savage Islands, 14.5 miles to the WNW, the coast is bare and rugged, with hills rising to 183m close to the shore and higher farther inland. Numerous bays and inlets indent the coast and many islets, dangerous rocks, and shoals lie close offshore.

**13.22 The Middle Savage Islands** (62°09'N., 67°57'W.) cover a wide area. One large island, several small islands, islets, rocks, and drying ledges make up the group.

Saddleback Island, the largest, is 148m high; it lies near the middle of the group. Duck Island, located 2.75 miles SE of Saddleback Island, lies the farthest to the SE, and Lyon Rocks, 6 miles W of Saddleback Island, is the W island in the group. Foul ground extends 5 miles SE and 7 miles SW of Saddleback Island.

**Tides—Currents.**—Spring tides in this locality rise to a height of 10.7m. Extreme caution is required when anchoring. The tidal currents run very strongly among the offshore islands and a heavy confused sea makes up when the wind opposes the current. At the S limit of the Middle Savage Islands, the tidal currents reach velocities up to 5 knots.

In the vicinity of the Middle Savage Islands the 91.4m curve lies 7 miles offshore. Farther W, off Wight Inlet, it is only 3 miles off the coast.

**13.23 Bond Inlet** (62°11'N., 67°49'W.) lies 2 miles NE of Saddleback Island. The almost landlocked bay is about 1 mile square. Depths in the inlet range from 18.3 to 53m and in the approach channel from 9.1 to 29.3m. Mariners unfamiliar with

the area should not attempt the long, intricate approach channel.

**Wight Inlet** (Jackman Sound) (62°13'N., 68°12'W.), 10 miles WNW of Bond Inlet, extends inland about 6 miles in a NNW direction. This long, narrow inlet dries at LW, except for a small area at the entrance, which is almost completely blocked by islets and reefs.

From Wight Inlet to Balcom Inlet, about 16 miles WNW, the coast is relatively regular. A group of small islands, the Gray Goose Islands, lies 1 mile offshore, 6 miles W of Wight Inlet. Five miles farther W, a small unnamed inlet extends inland for 2.5 miles. The entrance, 0.2 mile wide, is encumbered with rocky islets and reefs and the head is shoal. **Balcom Inlet** (62°19'N., 68°41'W.) extends inland for 4 miles, about 15.5 miles WNW of Wight Inlet. It affords a sheltered anchorage, but there is a depth of 4.6m in the entrance and only 3.7m in the narrows leading to the basin near the head of the inlet. The entrance, which is encumbered with dangers, can only be used at certain stages of the tide, and then only with local knowledge. At low tide the heavy seas against the outgoing current break to the bottom.

**Barrier Inlet** (62°21'N., 68°50'W.), 3.5 miles NW of Balcom Inlet, extends N about 8 miles. Its average width is about 0.5 mile and it has deep water in the N part. At the entrance the inlet is 1.5 miles wide, but about 2 miles inside the entrance it narrows to a width of 0.7 mile. Several rocky islets, which are connected at low stages of the tide, lie in the narrows creating a dam effect and leaving only two narrow channels less than 90m wide. As the free flow of the tide into and out of the N end of the inlet is restricted, the resulting head of water creates a reversing falls.

Because of the shoal water in the entrance of the main fjord and the reversing falls, Barrier Inlet is not suitable for anchorage and should not be entered by strangers.

**Directions.**—A conspicuous rock on a 166m high summit on the E shore at the bend of the inlet, bearing 070°30', leads through the entrance channel in a least depth of 3.7m. Mary Rock, with a depth of less than 1.8m, lies 2 miles W of the entrance, 0.3 mile N of this track.

Observation Cove, which branches NE from the entrance to Barrier Inlet, has depths of less than 1.8m in its outer part.

**13.24 Shaftesbury Inlet** (62°31'N., 69°19'W.) lies about 15 miles NW of Barrier Inlet. The intervening coast is comparatively free from offshore islets and reefs, it rises abruptly from deep water to rugged hills, 122m high. Several small, shallow bays break the shoreline.

The inlet extends N for 8 miles, with an average width of 0.5 mile. Rocky hills, 152m high, rim the steep-to shore. General mid-channel depths range from 36.6 to 73m, except for a depth of 9.1m in the entrance.

Shaftesbury Inlet is entered between Sentry Islet on the E and Michael Point on the W. A rock, which dries 4.9m, lies in the approach to the narrow channel, about 1 mile SSW of Michael Point. Depths of 4.6m, 9.1m, and 4.6m lie 2.2 miles SSW, 1.5 miles S, and 0.5 mile SSW of Michael Point.

**Carew Bay** (62°33'N., 69°23'W.), immediately W of and parallel to Shaftesbury Inlet, lies between Michael Point and Maniittur Cape (Cape Weymouth). The unsurveyed inlet extends N about 6 miles.

**13.25 Maniittur Cape to Fair Ness.**—From Maniittur Cape to Fair Ness, 90 miles NW, the coast is very rugged and indented, with numerous fringing islands and groups of offshore islands. Big Island, about 34 miles long, occupies much of this section and lies from 3 to 6 miles off the mainland. The coastal hills range in height from 15 to 213m, and 10 to 15 miles inland the mountain ranges increase in height from 305 to 457m. The inland mountain plateau is more generally rounded and rolling than the coastal hills.

## North Bay

**13.26** Between Maniittur Cape and the NE entrance to White Strait, 26 miles NW, the coast is indented by North Bay, with several bays and inlets leading off its E and N sides. Big Island forms the W side of the bay. The NE part of North Bay is encumbered by shoals, rocks, and drying ledges. The Upper Savage Islands lie in the W part of the bay, close off the E end of Big Island. Depths in North Bay are irregular, ranging from 36.6 to 182.9m.

**Maniittur Cape** (Cape Weymouth) (62°33'N., 69°25'W.), 31m high, lies at the S tip of a long, low, rocky peninsula.

From Maniittur Cape to Cape Tanfield, 8 miles NNW, the low, rocky coast is broken by several small bays; numerous small islands lie close offshore. The water area up to 2 miles offshore has not been sounded.

**Juet Island** (62°36'N., 69°30'W.), the largest island along this stretch of coast, lies 4 miles NNW of Maniittur Cape in the entrance to three unsurveyed bays. The low, rocky island is 22m high at its NW end.

**Itivirk Bay** (62°41'N., 69°30'W.), entered N of Cape Tanfield, extends NE for 5.5 miles. The bay has not been sounded, but it is reported that deep water exists close inshore.

Mount Chaunsler, 289m high, gray and reddish in color, is a conspicuous landmark at the head of the bay and lies about 6.5 miles ENE of Cape Tanfield.

The **Sheer Islands** (62°42'N., 69°34'W.) lie 1 mile N of Cape Tanfield. They form part of the N side of Itivirk Bay. The group consists of Forder Island, the N entrance point to Itivirk Bay, Lee Island, close NE of Forder Island and joined to it at low water, with Lavoie Island and Wishart Island almost connected close NE.

**McKellar Bay** (62°45'N., 69°35'W.), immediately N of Itivirk Bay, is entered between Lee Island and Napparti Point. The Pudlatin Islands, a group of low, rocky islets and drying reefs, lie 0.5 mile SSE of Napparti Point. The entrance is 2.5 miles wide. McKellar Bay has not been sounded.

**Caution.**—Several reefs and islets lie in the approach to Westbourne Bay.

**13.27 Larch Reef** (62°41'N., 69°41'W.) lies 2 miles W of Forder Island. The reef is 0.5 mile long and dries 4.3m. Isolated rocky depths of 1.2m to 4.9m lie up to 1.5 miles off the E, W, and SE sides of Larch Reef.

**Beacon Island** (62°41'N., 69°44'W.), 0.75 mile NW of Larch Reef, is surrounded by drying reefs which extend 0.3 mile NW of the islet.

A large wooden beacon, painted white, stands on the summit of Beacon Island. The condition of this beacon is not known

(1959). The beacon has been seen, in excellent visibility, at a distance of 7 miles.

**Stanley Reef** (62°43'N., 69°44'W.), 1 mile NW of Beacon Island, is awash at HW.

**Westbourne Bay** (62°44'N., 69°45'W.) is entered between Napparti Point (Noovoksit) on the E and Nuvursirpaaraaluk Island (Noovoserparalo Island) on the W. It is the S island lying off Cape Wight, on the W. The bay is encumbered throughout most of its length by islands and drying ledges.

These islands divide the bay into two navigable channels which pass on either side of Glasgow Island (Takeyoola Island), the largest island in the bay.

**Cape Wight** (62°44'N., 69°45'W.), 1 mile NNW of Stanley Reef, is the S end of the peninsula forming the W side of Westbourne Bay.

Western Reefs, a large foul area of shoals and drying ledges, lies close inside the entrance to Westbourne Bay. The ship channel passes E of these reefs.

**Tasseoyak Bay** (62°46'N., 69°39'W.) is entered 2 miles NNW of Napparti Point. Depths in the bay range from 36.6 to 109.7m, but it has not been completely sounded.

**Sealer Narrows** (62°48'N., 69°49'W.) is the narrow passage between the NW end of Glasgow and the SW side of the Ugalautiit Islands (Ongalaota Islands), about 0.2 mile to the N. Baldpate Island, a small islet, only 3m high, lies 0.3 mile NW of the N end of Glasgow Island. There are depths of only 4.9 to 5.5m in the N section of the passage between Ugalautiit Island and Baldpate Island.

**Nascopie Point** (62°49'N., 69°50'W.), 0.75 mile N of Baldpate Island, is the S end of a peninsula separating Lake Harbor from Glasgow Inlet. The inlet has not been completely surveyed.

**13.28 Lake Harbor** (62°52'N., 69°52'W.) (*World Port Index No. 1050*) settlement is situated on the W shore at the head of Lake Harbor, a narrow inlet extending 2 miles NNW from Nascopie Point. The Heel (Kingmore Point) is a peninsula at the head of the harbor. It consists of a Hudson's Bay Company store, a detachment of the Royal Canadian Mounted Police (RCMP), a nursing station, post office, and an Anglican Mission.

Transportation is available from Iqualuit (Frobisher Bay) by plane and supply ships during the navigation season. Accommodation, limited to emergencies, is at private homes and the Anglican Mission.

Communication with the settlement is through Resolution Island, which in turn contacts the private radio station at the settlement.

**Ice.**—The ice normally breaks up in mid-July, but may occur as late as early August. The bay normally freezes over again in the latter half of November.

**Depths—Limitations.**—Harbor depths are irregular; they range from 11 to 54.9m. Although the inlet is narrow, only 0.15 mile wide in its narrowest part, the water is generally deep, with a least mid-channel depth of 12.1m.

**Pilotage.**—Lake Harbor has the best and most important harbor in the region, but it should not be approached without a pilot. It is recommended that a local pilot be requested from Lake Harbor, he will meet the ship 2 or 3 miles S of Beacon Island. Pilotage is advisable at all times and is essential for the

upper part of the inlet. Pilot services can be obtained through the private radio station operated by the Hudson's Bay Company.

**Anchorage.**—A vessel, 113m long, has lain to a single anchor about 0.4 mile SSE of The Heel, and a vessel, 69m long, 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, although the holding ground had previously been reported to be good. An anchorage about 0.4 mile SE of Sealer Narrows is not recommended in bad weather.

The recommended berth is about 0.4 mile SSE of The Heel, in 48m, on a SE heading, with stern lines out to the W shore and to the point SSW of the RCMP building.

**Directions.**—From a position 5 miles E of the S point of High Bluff Island follow a track of 026°, passing about 1.3 miles off Cape Tanfield. When about 0.3 mile from the two islets located 1.1 miles NNW of Cape Tanfield, alter course to follow a track of 333° into Westbourne Bay.

**13.29 Pleasant Inlet** (62°48'N., 69°58'W.) lies 6 miles NW of Cape Wight. It extends inland in a NE direction for about 5 miles. At the head of the inlet the Soper River discharges through Soper Lake. Two miles within the entrance the inlet is blocked by numerous rocks and drying reefs, through which the tidal currents run strongly. More islets and drying reefs encumber the approach. Pleasant Inlet has not been sounded.

The **Upper Savage Islands** (62°35'N., 70°03'W.) are a group of small islands and islets lying close off the E end of Big Island in the SW part of North Bay.

High Bluff Island, the largest and only named island in the group, has high cliffy shores 122 to 153m high. The summit rises to a height of 213m. All the other islands are about 61m high.

**Big Island** (62°42'N., 70°40'W.), on the W side of North Bay, is separated from the S coast of Baffin Island by White Strait. It is the largest island on the N side of Hudson Strait, with a length of 34 miles and a maximum width of 14 miles. The summit, near the NE end of the island, is 366m high. Along the N coast, sheer cliffs rise steeply out of deep water to heights of 224m to 274m, the S coast is lower with general heights of 61m. Numerous rocky islets and drying ledges lie off the SW side of the island.

**Reeves Harbor** (62°32'N., 70°21'W.), 5 miles WSW of the E end of the island, is a small harbor about 0.3 mile in diameter, with good holding ground in depths of 9.1 to 25.6m. An island in the entrance divides the passage into two deep, but narrow channels. It is reported to be a better anchorage than Ashe Inlet.

**13.30 Ashe Inlet** (62°32'N., 70°34'W.), 5.5 miles W of Reeves Harbor, extends inland for 2 miles in a NW direction. Depths in the outer part of the inlet range from 9.1 to 18.3m. The inner part dries. A least depth of 5.5m lies close inside the entrance. Several islands lie on the SW side of the entrance, the largest and E island is Rabbit Island, 67m high.

Ashe Inlet Light is shown on the E end of Rabbit Island and shows an orange rectangular daymark.

**Anchorage.**—Ashe Inlet is open to the SE, and SE gales send in a heavy sea. During such times, the anchorage is not

safe. The recommended berth is 1.2 miles NW of the light on Rabbit Island, in a depth of 26m, mud.

White Strait lies between the N side of Big Island and the S coast of Baffin Island. It has a length of 32 miles and a least width of 2 miles. The N shore of the strait is fronted by low-lying, bare, and rocky islands. Two fairly large islands lie close inside its W entrance. Mid-channel depths in the strait range from 7.3 to 62m. The strait has not been fully examined.

Bosanquet Harbor forms a break in the cliffs on the NE coast of Big Island, 7 miles W of the E end of the island. The inlet, less than 1 mile wide, extends inland about 2.5 miles. About 1.5 miles inside the entrance the water shoals rapidly and there are drying mudflats in the upper reaches. The harbor, although sheltered, with steep cliffs on all sides except at its head, is probably only suitable for small craft.

Another inlet located 10 miles farther NW is similar to Bosanquet Harbor, but little is known concerning depths and anchorage possibilities.

**13.31 Beaumont Harbor** (62°56'N., 70°52'W.) lies on the N side of White Strait, about 22 miles NW of Bosanquet Harbor. The narrow irregular inlet is entered through a break, more than 1 mile wide, in a broad rocky ridge that rises steeply from the water to a height of 183m.

**Henderson Harbor** (62°58'N., 70°58'W.) lies 3 miles NW of Beaumont Harbor. It winds inland for 8 miles between high rounded hills, 274m to 305m high. Midway along its length the channel is reduced to a width of less than 90m by reefs and a rocky island which almost block the passage completely.

**Crooks Inlet** (63°00'N., 71°10'W.) is entered close E of Cape Colmer, its W entrance point. Immediately inland from the cape the land is low and rocky, two small islets lie about 0.5 mile off the point. The E entrance point to Crooks Inlet is a steep bluff that rises 91m out of deep water and declines gradually E. Inland from the entrance the shores are generally high and precipitous, with the land rising rapidly to heights of more than 244m. The inlet extends NE for 13 miles to its head, where it branches into two arms, Noel Harbor and Irving Bay. A rock, with a depth of 0.6m, lies almost in the center of the entrance.

**Cape Colmer** (63°00'N., 70°14'W.) is the NW entrance point to White Strait and the W entrance point to Crooks Inlet. An islet lies 3 miles S of the cape, with a depth of 1.8m close W, another depth of 1.5m is located 1 mile SE of the islet.

**13.32 Big Island to Cape Willingdon.**—Between Big Island and Cape Willingdon, 150 miles NW, the S coast of Baffin Island is broken by many bays and inlets and fronted by numerous islets. Close inland this stretch of coast is backed by rugged, bare hills, 244m to 305m high. The inlets and bays have not been surveyed, nor has the area offshore up to 20 miles from the coast.

The **Strathcona Islands** (63°00'N., 71°22'W.), consisting of several small rocky islands and one larger one, lie from 2 to 9 miles W of Cape Colmer. The N side of the larger island rises steeply in a series of rocky ridges to a height of 183m. The S side is lower and more irregular.

**Glencoe Island** (63°04'N., 71°28'W.), one large island, 122m high, and several small islets, are located 2 miles N of the Strathcona Islands. The islands lie across the entrance to

Canon Inlet, which extends inland for 8 miles in a NE direction where it broadens to form Overflow Lake. Steep rocky cliffs, 305m high, form the sides of the inlet. The entrance is encumbered by a large shoal and two submerged rocks.

Between Canon Inlet and Fair Ness, 27 miles to the NW, the coastline is broken by the following small inlets: Chudliasi Bay, Wharton Harbor, Akuling Inlet, and Bedford Harbor.

**Fair Ness** (63°26'N., 72°07'W.) is a bold rocky cape, 46m high, at the W end of the peninsula forming the S side of Markham Bay. Numerous rocky islets lie N and W of the headland.

Markham Bay is a large bay entered N of Fair Ness. It extends E almost 20 miles. The irregular shoreline is broken by many small bays and inlets fronted by numerous rocky islets. A chain of islands extends NW from Fair Ness for 34 miles across the entrance to the bay.

**13.33 The Islands of God's Mercie** (63°30'N., 72°04'W.) lie in two general groups NW of Fair Ness, at the SE end of this chain. The SE group consists of four small, low islands, all less than 30m high. Four large islands, 61m to 114m high, comprise the NW group. The large islands are rugged and irregular in shape, with many small rocky islets lying within the area extending 10 miles to the SW.

**Hector Island** (63°38'N., 72°27'W.) lies 15 miles NW of Fair Ness. The irregular, rocky island is 183m high.

**Macdonald Island** (63°40'N., 72°40'W.), the largest island in the chain, lies 2 miles NW of Hector Island. The island is about 10 miles long, low in its SW part, and rising to 122m in its NE part. Numerous islands and rocky islets extend W from Macdonald Island for 15 miles.

Between the N entrance point to Markham Bay and Amadjuak Bay, 25 miles to the NW, the irregular coast line is broken by inlets and small bays. Many small islands and islets front the coast, extending up to 18 miles offshore. There are indications of strong tidal currents between the islands and in the entrances to the bays and inlets.

**Aberdeen Bay** (63°40'N., 72°11'W.), entered close W of Markham Bay, extends N for about 7 miles.

**White Bear Bay** (63°46'N., 72°18'W.), 8 miles NW of Aberdeen Bay, has two parallel branches. It appears to be inaccessible due to the islets and rocks encumbering the entrances. Near LW, there is a strong ebb flow out of the bay.

**Amadjuak Bay** (64°01'N., 72°37'W.), 13 miles NW of White Bear Bay, is 8 miles long. The anchorage off the unoccupied Hudson's Bay Company post at the head of the bay has been used by the company's supply vessel and is reported to be good. Pilotage is essential, since the approach from seaward is long and intricate. It leads between islets and drying reefs and should not be attempted without a pilot. Strong tidal currents have been reported in the bay.

**Ice.**—Probable break-up time is reported to be during the first week of July; freeze-up, the second week of November.

Between Amadjuak Bay and Chorkbak Inlet, 56 miles to the NW, the coast is an irregular complex of bays, inlets and islets. The shoreline is very rugged with the landing rising only from 61m to 152m. The islands and peninsulas are generally below 61m and the outer islands are mostly small and low.

**13.34 Rawson Island** (63°56'N., 72°56'W.), 4 miles W of the entrance to Amadjuak Bay and the largest island in this group, is about 91m high.

**Chamberlain Island** (64°06'N., 73°46'W.), the largest of the outer islands in this section, lies 22 miles WNW of Rawson Island and is 61m high at its N end.

**Hobart Island** (64°10'N., 73°20'W.), the only other named island in this area, lies 8 miles NE of Chamberlain Island. It is 7.5 miles long and does not exceed 30m in height.

Only a few of the many inlets and islands between Markham Bay and Chorkbak Inlet have been named.

**Chorkbak Inlet** (64°24'N., 74°26'W.) is about 5 miles wide at its entrance. Its E side is blocked by an irregular mass of islands for a distance of 12 miles N so that the channel, 1.5 miles wide, follows the irregular W shore. Rocks, reefs, and rocky islets, some uncharted, encumber the approaches. Ten miles within the entrance, Shugba Bay branches NE from the inlet proper, which leads NW to its head where it divides into two arms. Shukbuk Bay is the E arm and the continuation of Chorkbak Inlet is the W arm.

In 1958, a vessel drawing 4m entered Chorkbak Inlet 6 miles SW of the island from position 64°16'N, 74°14'W. After rounding the island to the E and N, at a distance of 0.5 mile, a NW course was steered favoring the W side of the passage between the chain of offshore islands and the mainland. A shoal depth of 3.7m was reported 0.5 mile E of Julian Point at the entrance to the inlet. It was noted that the bottom in the approaches was very irregular and there were several uncharted shoals and reefs, many of which were visible at LW.

**Tides—Currents.**—Strong tidal currents were reported in Chorkbak Inlet. Tidal rise was between 6.1m and 7.6m at springs and 4.6m at neaps.

**13.35** From Chorkbak Inlet to Cape Willington, 29 miles to the WSW, the shore is broken by several bays, the largest is Andrew Gordon Bay. The same general pattern of islands exists in the offshore areas as to the E. The coast is low along this stretch, elevations range from 30m to 122m.

**Andrew Gordon Bay** (64°20'N., 75°20'W.), located 18 miles W of Chorkbak Inlet, is 22 miles long and 12 miles wide at its entrance. Several chains of low rocky islands lying in a NW to SE direction divide the bay into two major parts. Alareak Island lies at the SE end of a 7 mile long peninsula forming the SW side of Andrew Gordon Bay.

**Cape Willington** (64°19'N., 75°31'W.) is the E point of Alareak Island, a low-lying rocky island with an average height of about 30m.

Strong tide rips occur in Andrew Gordon Bay. They are very heavy at the entrance to Terreoukchuk Bay, a bight in the NE shore. In the narrow, and apparently shoal passage between Alareak Island and the mainland, the rips are reported to be heavy.

The **West Foxe Islands** (64°17'N., 75°48'W.) are a group of low rocky islands lying 3 miles SW of Alareak Island. None of them exceed 9m. A similar group of islets lie 5 miles WNW of the West Foxe Islands.

From Cape Willington to Lloyd Point, the SW extremity of Foxe Peninsula, 72 miles to the WNW, the coast extends SW for 28 miles to the Cape Dorset area, then NW to Lloyd Point.

This part of the coast is much higher and rugged, with rounded hills rising to almost 305m. The coast is more regular, not as many bays and inlets break the shoreline and there are fewer offshore islands.

**Caution.**—The magnetic compass is very erratic off Foxe Peninsula.

**13.36 Iglukjuak Point** (64°18'N., 76°12'W.), 14 miles W of the SW tip of Alareak Island, forms the S entrance point to Pudla Inlet. A large island divides the apparently foul inlet into 2 parts. The Shemia Islands lie close S of Iglukjuak Point, with the Neta Islands about 4 miles farther to the SW. Between the Neta Islands and Dorset Island, about 7 miles SW, the inlets of Negus Bay, Parketuk Bay, Tellik Inlet, and Tellik Bay break the mainland coast.

Cape Dorset, 27 miles WSW of Cape Willington, is the S point of Dorset Island, which with several adjacent islands, also forms the S extremity of Foxe Peninsula. Other islands in the Dorset Island group include Mallik Island, Okolli Island, and Sakkiak Island.

**Dorset Island** (64°13'N., 76°32'W.), the largest in the group, is 4 miles long and 2 miles wide, with a maximum height of 220m.

**Sakkiak Island** (64°09'N., 76°33'W.) lies 1.5 miles SSW of Cape Dorset. It is 2.25 miles long, 1 mile wide, and 65m high. There appears to be deep water between Cape Dorset and Sakkiak Island.

**Okolli Island** (64°10'N., 76°37'W.) is 4.5 miles long, 1.5 miles wide, and 107m high. A smaller island, 139m high, lies 0.3 mile to the N.

**Mallik Island** (64°15'N., 76°37'W.), close NW of Dorset Island, is joined to it by a drying flat of sand and boulders. The W part of the island is 274m high.

**West Inlet** (64°13'N., 76°35'W.) is the narrow passage between Mallik Island and Dorset Island, on the N and NE, and Okolli Island, on the S. An arm of the inlet branches N between Mallik Island and Dorset Island. Depths in the E part of the inlet are very irregular. There is a least depth of 7.9m in mid-channel in the E entrance. Elsewhere, depths range from 18.3 to 27.4m. In the N arm there are depths of 18.3 to 47.5m.

**13.37 Cape Dorset Harbor** (64°14'N., 76°33'W.) ([World Port Index No. 1060](#)) lies between the peninsula forming the NE end of Mallik Island and the NW side of Dorset Island.

Cape Dorset settlement is situated on the SE side of the harbor at the NW end of Dorset Island. There is a landing beach for barges and boats in front of the Hudson's Bay Company store. Supplies may be landed here within 2 hours of HW.

The settlement consists of a Hudson's Bay Company store, an RCMP detachment, an Anglican mission, a nursing station, and a school.

**Winds—Weather.**—Prevailing winds are reported to be NW, at 10 to 15 knots. They may be strong during September and October. At times, there are heavy swell conditions in the anchorage. Fog is fairly frequent during the navigation season.

**Ice.**—Average time of break-up is mid-July, while freeze-up occurs about November 1. The navigation season may be regarded as from August 1 to mid-October. Winter ice reaches a thickness of about 1.2m.

**Tides—Currents.**—Tidal range is reported to be 7.6 to 8.5m.

**Depths—Limitations.**—The harbor, about 0.8 mile in extent, can be entered only from the E. A drying flat of sand and boulders blocks the W end. Depths within the area are very irregular, generally ranging from 7.8 to 18.3m. A shoal, which dries 2.7m, lies in the middle of the harbor.

The principal dangers in the approaches to Cape Dorset Harbor lie about 1.5 miles E of Dorset Island. A depth of 8.8m lies 3 miles E of Sakkiak Island. Two other shoal depths of 9.4m and 9.1m lie 1 mile and 2.2 miles SW of the 8.8m shoal. An islet, awash at HW, lies 0.7 miles NE of Cape Dorset, with a shoal over which there is a least depth of 3.6m extending 0.5 mile ESE from it. A stranded wreck lies near the SE entrance point of the harbor.

Two dangers are reported to lie off the harbor entrance. The first, a rock with a depth of 8.2m, lies about 275m, bearing 151° from the E end of the islet off the N side of the entrance. The second danger, a shoal area with depths of less than 1.8m, is located about 0.2 mile off the E end of Mallik Island, just N of the harbor entrance.

**Aspect.**—The rugged hills of the Kingnait Range extend along the SW coast of the Foxe Peninsula rising to their maximum height, about 366m, 20 miles NW of Dorset Island. They are particularly conspicuous from the E and still prominent at distances of 30 to 40 miles.

Eegatuak Hill, 99m high, is the most prominent landmark when approaching Cape Dorset from the SE. The distinctive bowl-shaped hill, surmounted by a cairn, is located on the SE coast of Dorset Island, 0.7 mile N of the cape.

Apalooktook Point (Red Point), on the NE extremity of Dorset Island, is 58m high. A cairn stands on the red granite summit.

Kingnait Hill rises to a height of 208m on the NW side of Dorset Island.

**Pilotage.**—A local pilot, available on request to the Hudson's Bay Company post, will meet ships outside Beacon Island.

**Anchorage.**—Anchorage is available 0.6 mile N of Apalooktook Point, in 45m, mud. Tankers anchor 0.1 mile offshore, in 18m, with stern lines to the shore abreast pipeline manifolds, 0.85 mile W of Apalooktook Point. A vessel, 91m long, has anchored in about 18.3m, about 0.5 mile N of the settlement, over a good gravel holding ground. Shelter is poor in all these anchorages.

**Directions.**—From a position 5.75 miles E of Cape Dorset, follow a track of 304° to pass 1.5 miles NE of Beacon Island. When Apalooktook Point is abeam, distant 0.5 mile, alter course to 270° for 1.2 miles, then to 240° for the anchorage.

**13.38 Beacon Island** (64°12'N., 76°26'W.) lies almost 1 mile off the E side of Dorset Island. Another islet lies 0.5 mile NE of Beacon Island. Drying ledges extend 0.1 mile from these low islets, which are difficult to see until within 3 miles of them.

Nascopie Reefs, an area of dangerous shoals, rocks, and drying ledges, extends 0.5 mile NE through E to S from Beacon Island. An islet lies 0.3 mile SE of the island, with a drying reef midway between them.

Vessels approaching Cape Dorset from the W should maintain a distance of 4 miles E of Sakkiak Island and 2 miles E of the SE extremity of Dorset Island, to clear these dangers.

From the vicinity of the Dorset Island group to King Charles Cape, 20 miles WNW, the coast forms a wide bight, broken by several small inlets. The NW side of the bight is shoal, with an irregular, low, shelving rocky shoreline. Close inland the hills, part of the Kingnait Range, rise quickly from 213 to 305m. Numerous offshore islets fringe this stretch of the coast.

**King Charles Cape** (64°14'N., 77°23'W.) is the SW extremity of a promontory, 61m high, which slopes gradually to a low rocky bluff. A group of very low rocks and islets lie close W.

The **Shuke Islands** (64°13'N., 77°10'W.), all less than 30m high, lie 5 miles ESE of King Charles Cape. They are the outermost islands off this part of the coast.

Between King Charles Cape and Lloyd Point, 20 miles NW, the coast is broken by several inlets. The largest, Lona Bay, 6 miles NW of the cape, is square-shaped with high land, rising to 152m around its shore. A number of small islands lie up to 1 mile offshore.

**Lloyd Point** (64°26'N., 78°02'W.), the SW point of the Foxe Peninsula, lies at the tip of the largest of a series of rocky ridges that project seaward in an E-W direction. The point itself is only 30m high. Close inland, the ridge rises to 91m.

**13.39 Schooner Bay** (64°24'N., 77°54'W.) is entered about 3 miles SE of Lloyd Point. The landlocked harbor is the only anchorage for small vessels on this part of the coast. A large island divides the entrance into two narrow but deep channels; several other islands lie in the harbor. The oval-shaped harbor is 2.5 miles long and 1.5 miles wide; a river flows into its E end.

**Mill Island** (63°59'N., 77°45'W.), 25 miles SSE of Lloyd Point, is the main island of a group of three islands and numerous rocky inlets lying in the W entrance to Hudson Strait. Mill Island is 11 miles long, 7 miles wide, and 152m high. From the N and E, the islands present a rugged appearance, rising steeply from the sea to heights of 61 to 91m. From its central part, the main island slopes gradually W and S, the W coast is low and irregular with a narrow belt of shoal water and rocky islets.

Hurin Throughlet, the narrow channel separating Mill Island from the small unnamed island to the W, is obstructed by a group of islets in its N entrance and by two rocks in the S part of the passage.

**Putnam Island** (63°59'N., 77°32'W.), close E of Mill Island, is similar in appearance. It is 91m high. The passage between Putnam Island and Mill Island is less than 1 mile wide, with steep regular shores, and can only be entered from the NE.

**Morrissey Harbor** (64°00'N., 77°34'W.), located about midway along the N side of Mill Island, is a wide bay sheltered by a group of small islands in its approach. Anchorage is available in the SE part of the bay, in 12.8m, mud. Strong tidal currents and whirlpools have been reported close outside the harbor. The anchorage is reported to be sheltered from all directions.

A narrow inlet near the W end of the N coast lies between high hills and is open to the NW.

**Tides—Currents.**—Strong tidal currents are reported between Mill Island and the SW side of the Foxe Peninsula to the

N. A heavy sea makes up in the vicinity of Mill Island when the wind direction opposes the tidal current.

**13.40 Salisbury Island** (63°33'N., 76°59'W.), 17 miles SE of Mill Island, is 27 miles long, 10 miles wide, and over 305m high. A group of irregular islands and islets lies off each end of the main island. The NE coast is bold and precipitous, rising sheer from the sea for 152 to 305m. From the NE, the island appears to rise as a massive wall with a smoothly rounded summit, sloping gradually seaward at either end. The other coasts are much lower.

**Pricket Point** (63°27'N., 76°32'W.), the E extremity of Salisbury Island, is also the SE entrance point to a deep inlet at the SE end of the island's NE coast. A high cape, between 152m and 213m high, with steep cliffs, forms the NW entrance point to the inlet which is 4 miles wide at the entrance. Three miles within the entrance, the inlet narrows to less than 0.5 mile, continuing SW for 3 miles between smooth, rocky shores 61 to 91m high. Apparently the inlet is deep.

The SE coast of Salisbury Island is relatively low, between 30m and 91m high. The irregular islands lying offshore are separated from the main island and each other by narrow, drying channels, choked by numerous islets and rocks. Foul ground extends 2 miles off the coast. Treacherous currents make the area dangerous.

Minion Rock, 4 miles S of Pricket Point, is 3m high. A sunken rock, position doubtful, lies 4 miles SW of the rock.

Trinitie Rock, 6.5 miles SE of Pricket Point, is 12m high. A sunken rock, position doubtful, lies about 3 miles SW of Trinitie Rock.

**Edaloh Inlet** (63°37'N., 77°24'W.), near the W extremity of the island, extends inland about 4 miles.

Anchorage, protected from all but W winds, is available about halfway along the N side of the inlet, in 18.3m, mud. A small stream flows into the inlet just N of the anchorage, vessels have watered here. In 1960, a motor vessel drawing 4.6m anchored in the inlet. The strong currents which flow between Salisbury Island and the offshore islands set across the entrance to the inlet. Inside the inlet proper the currents are negligible.

**13.41 Nottingham Island** (63°15'N., 78°00'W.), 12 miles SW of Salisbury Island, is the largest island in the group at the W end of Hudson Strait. It is 32 miles long and 19 miles across at its widest part. Similar to the other islands, the N and E coasts are bold and steep with heights of more than 183m. Farther inland there are heights of 244 to 274m. The S and W coasts are low and irregular.

A light is shown on the S point of Nottingham Island. The light tower is fitted with a radar reflector. A racon also operates from the light.

A tide rip, which gives a good radar response, is reported to form off the point S of the light tower.

Barry Rock, with a depth of less than 1.8m and whose position is doubtful, is charted 6 miles E of the E extremity of Nottingham Island.

**Port de Boucherville** (63°11'N., 77°30'W.), a small inlet at the E extremity of Nottingham Island, has depths of 7.3m to 14.6m in its outer narrows. Anchorage is available in a very

restricted area inside the narrows in 7m, mud. This anchorage can only accommodate small vessels.

There are numerous tide rips and overfalls in the passage between Salisbury Island and Nottingham Island. The main channel from Hudson Strait to Hudson Bay passes S of Nottingham Island.

**Fraser Island** (63°29'N., 78°28'W.) lies close off the NW end of Nottingham Island. It is about 3.5 miles long and 1.5 miles wide. Several islets lie off its N side. The bare and rugged island is 91m high. A narrow, but deep passage, about 0.5 mile wide, separates Fraser Island and Nottingham Island.

On the W side of the S point of Nottingham Island there is a bay, 2 miles wide and entirely open to the S and W. Anchorages are available off the bay, in a depth of 27m, and in the bay, in a depth of 13m. The latter berth lies with the highest of the radiobeacon towers bearing 049°, in line with the E entrance point of the inlet, distant 0.6 mile from that point.

**Anchorage.**—The anchorage can be approached on this transit in depths decreasing from 44m, which is found 1 mile from the anchorage. Over this approach the tidal current may set strongly E, even on the flood.

## Hudson Strait—South Side

**13.42** The S side of Hudson Strait, from Cape Hopes Advance to Pointe Nuvuk, is generally high and rugged, with numerous bays and inlets. Charles Island lies about midway along this stretch of the coast, and the Digges Islands lie near the W entrance of the strait. The description is from E to W.

Between Cape Hopes Advance and Cap de Nouvelle-France, 150 miles to the NW, the coast is indented by several good harbors and many small bays. Deep water is generally found close offshore. From Diana Bay to Burgoyne Bay, the rugged coast reaches elevations of 213 to 305m. Farther NW, between Burgoyne Bay and Prince of Wales, the coast is low and the hills inland do not exceed 152m high. Sunken reefs and rocks with strong tidal currents make this part of the coast dangerous. From Cape Prince of Wales to Cap de Nouvelle-France, the high rocky coast is broken by fjords and bays, and fronted by numerous off-lying islands.

**Cape Hopes Advance** (61°04'N., 69°30'W.), the W entrance point of Ungava Bay, lies 140 miles WNW of Killinek Island. The cape is the N extremity of a flat peninsula, 5 to 10 miles wide with a general elevation of 76m, separating the NW end of Ungava Bay from Diana Bay to the W. A light is shown on the cape.

**Diana Bay** (61°04'N., 69°40'W.) is entered between Cape Hopes Advance and Pointe Jean-Talon, 16 miles to the W. The bay extends 17 miles inland to Kamik Bay at its head. From seaward, it appears as two bays due to a group of bold islands off the W shore of the bay.

The channels on either side of these islands are known as Eastern Passage and Western Passage, respectively. The latter is 1 mile wide and has mid-channel depths of 128 to 183m. It is free from shoals and affords access to the S part of the bay, where the depth of water is suitable for anchorage in a number of places. Eastern Passage is wider but its use is limited by the islands at the S end of the chain which encumbers the ap-



proaches to the recommended anchorages. Local knowledge is required for this passage.

Sheltered anchorage with good holding ground is available in several locations in Diana Bay.

**Tides—Currents.**—The range of tide in the bay varies from 6.3m to a maximum of 9.1m. Off Cape Hopes Advance and the entrance to Diana Bay the tidal currents are strong; in the S part of the bay, the currents reach a velocity of 2 knots.

**13.43 Short Point** (61°05'N., 69°37'W.), the W extremity of Cape Hopes Advance, forms the NE entrance point to Diana Bay. A rock, with a depth of 2.7m, lies 0.3 mile SW of Short Point. From here the E side of the bay extends SW for 18 miles to Heel Cove.

**Hearn Island** (61°04'N., 69°41'W.), 88m high, lies about 2 miles W of Short Point.

Ships supplying the settlement of Koartak anchor between Hearn Island and the mainland. The shelter is only fair and the holding ground is reported to be poor. Tidal currents in the passage run strongly, with evidence of tide rips. During gales out of the W and N, there is a heavy sea around the island.

**Mission Cove** (61°03'N., 69°39'W.), with the settlement of Koartak at its head, lies 1.5 miles SE of Hearn Island. The belfry of the Roman Catholic Mission is reasonably conspicuous.

The bay is reported to be deep, but due to boulders, close inshore landings can be made only in daylight and then with difficulty.

The cove can be entered either side of a rock which dries 9m in its mouth. The passage on the N side of the rock has a depth of 18.3m, while the passage on the S side has a depth of 7.3m.

**Hall Bay** (60°54'N., 69°42'W.), a large unsurveyed bay about 2.5 miles by 3 miles in extent, lies about midway along the E shore of Diana Bay and is reported to be shallow.

**Jagged Head** (60°55'N., 69°45'W.), the W entrance point to Hall Bay, is the N extremity of Jagged Hills, the 2.5 mile long peninsula forming the W side of Hall Bay. Dog Island lies 0.5 mile E of Jagged Head at the E end of a drying spit.

**Mary Island** (60°57'N., 69°47'W.), 40m high, lies 1.5 miles NNW of Jagged Head Islets. Drying reefs and shoals lie on all sides of the island.

Iceberg Shoal, with a depth of 10.7m, is the N danger off Mary Island. The shoal lies 2.5 miles N of Mary Island on the E side of the Eastern Passage.

From Jagged Head, the coast continues SW for 8 miles to Heel Cove at the head of Diana Bay.

Pain Head, 82m high and marked with a dark diagonal fault, lies 2 miles SW of Jagged Head. The point is conspicuous from the N, it forms the W entrance point of a small unsounded cove.

**13.44 Igloo Island** (60°50'N., 69°54'W.), 122m high, lies 3 miles SW of Pain Head. A drying flat of mud and boulders connects the NE end of the island to the mainland.

Kamik Bay, lying between Igloo Island and the mainland to the W, extends SE then NE around the S and E sides of Igloo Island. Heel Cove, the S extremity of Kamik Bay, is reported to afford good anchorage, in 18.3 to 31m. A sheltered small craft anchorage is situated 0.8 mile ENE of Grave Point, the S tip of Igloo Island.

A chain of islets, shoals, and drying rocks extends NNW from Igloo Island to the S extremity of Diana Island, 5 miles to the NNW.

**Point Buteo** (59°51'N., 70°00'W.), 61m high, lies 2 miles W of the NW end of Igloo Island.

**Theron Bay** (60°51'N., 70°03'W.) lies 1.5 miles W of Pointe Buteo. Theron Point, with the Point Islands, forms the N side of the bay which is 1 mile wide at the entrance and free of dangers. A narrow boulder-strewn flat fronts the steep-to shores.

Excellent anchorage is available in the NW part of the bay, in 5 to 21.9m, good holding ground. Vessels have ridden out even strong E gales at this anchorage.

**Agvakvik Bay** (62°53'N., 70°06'W.) lies 1 mile NW of Theron Bay. The bay is best approached from the N between Narrow Island and the mainland. Baldpate Rock, 0.5 mile NE of Theron Point, obstructs the S approach.

Swinging room is limited in Agvakvik Bay, but anchorage is available, in 23.8m, clay, good holding ground, in the central part of the bay.

**Narrow Island** (60°53'N., 70°03'W.) lies in a N-S direction, 1 mile offshore, across the entrance to Agvakvik Bay. Narrow Island is 2 miles long and 0.5 mile wide at its widest part. The summit at the S end of the island is 105m high.

**13.45 Diana Island** (60°59'N., 69°58'W.), the largest island in the bay, lies 2.5 miles offshore, 2 miles NE of Narrow Island. It is 6.5 miles long, N-S, and 3 miles across at its widest point, with a maximum elevation of 244m in its central part. A flat-topped, steep-sided hill, 213m high, located 2 miles S of the W extremity of the island, is conspicuous.

Pink Island and Taktuk Island, two small islets, lie close off the NE side of Diana Island.

**Hannah Island** (60°58'N., 69°55'W.) is the largest island off the E side of Diana Island. It is 2 miles long, 0.75 mile wide, and 134m high. La Petite Ile, an islet, lies close off the E side of Hannah Island.

A group of five small islands lie close S and SE of the S end of Diana Island.

**Slim Island** (60°58'N., 70°05'W.) lies 2 miles NNW of Narrow Island, 0.4 mile off the mainland. Paw Island and Claw Rock, two islets, lie S of Slim Island and Solomon Island is located 0.5 mile NE of the N end of Slim Island.

**Ford Island** (61°01'N., 70°05'W.) lies 2.5 miles N of Slim Island. Imnak Island and Smooth Island lie between Ford Island and the mainland. Anchorage can be taken about 0.4 mile SW of Ford Island, in depths of 20 to 31m, good holding ground. The tidal currents are weak in this area.

**13.46 Tuvak Bay** (61°04'N., 70°08'W.), a small unsurveyed cove, lies between Pointe Duchesneau (Tuvak Head) and Pointe Jean-Talon.

Vessels seeking shelter at the head of Diana Bay should use the Western Passage which leads between Diana Island, Solomon Island, and Slim Island. The fairway is deep throughout and leads directly to the anchorage. The islands N of Igloo Island encumber the S end of the Eastern Passage; it should not be used by mariners unfamiliar with the area.

From Pointe Jean-Talon to Burgoyne Bay, 40 miles WNW, the coast is broken by numerous small bays with deep water

close inshore. The steep and rugged coast rises directly from the sea to heights of 213 to 305m. A few miles inland the general level of the country is 457m.

**Pointe Jean-Talon** (Strangulation Head) (60°05'N., 70°08'W.), a steep-to headland, 101m high, is the W entrance point to Diana Bay.

**Baie Hericart** (61°02'N., 70°26'W.), 8 miles W of Pointe Jean-Talon, divides into two branches close inside the entrance. The bay appears to be deep.

**Pointe de Tracy** (Dyke Head) (61°05'N., 70°44'W.), 18 miles W of Pointe Jean-Talon, is a conspicuous headland over 305m high.

**13.47 Burgoyne Bay** (61°12'N., 71°32'W.), 24 miles WNW of Pointe de Tracy, divides into two branches close inside the entrance. Good anchorage is reported, but little is known concerning the depths in the bay, which is open to N winds. A dangerous rock, 2m high, lies 6 miles NE of the entrance to Burgoyne Bay. A group of islets and rocks, including one which dries 5.5m, lies 5 miles N of the entrance to the bay.

Between Burgoyne Bay and Cape Prince of Wales, 20 miles to the N, the coast is comparatively low. Elevations seldom exceed 152m. A number of shallow, irregular bays break the shoreline. Whitley Bay and Joy Bay, both of which dry, are the largest. Strong tidal currents setting between the numerous sunken reefs and offshore rocks along this section of the coast make navigation dangerous.

**Stupart Bay** (61°34'N., 71°34'W.), entered between Tuttle Point and Neptune Head, 1.5 miles to the NE, extends W for 2 miles. A reef on which there are some islets extends 1.5 miles ENE from Tuttle Point. A below-water rock, which is dangerous to navigation lies close offshore 0.5 mile W of Neptune Head. These dangers reduce the width of the navigable channel into Stupart Bay to 0.3 mile, in which there is a least depth of 12.8m.

Anchorage for small vessels is available, in 7m, in the NW part of Stupart Bay. The anchorage area is protected from all but S and SE winds.

**13.48 Cape Prince of Wales** (61°36'N., 71°31'W.) is the N extremity of a low-lying island connected to the mainland close W by a drying reef. An islet lying on a drying reef lies almost 4 miles E of the cape. Depths of less than 10.9m extend up to 3 miles NW of the islet. Reefs, which dry 1.5m and 0.9m, lie 1.7 miles WNW and 1 mile SW, respectively, from the islet. Between these dangers, the navigable channel E of Cape Prince of Wales leading to Stupart Bay, is 1.5 miles wide and has a least depth of 11.6m.

**Caution.**—Extreme caution is advised when making the land in the vicinity of Cape Prince of Wales. The extensive shoals off the low-lying land should be given a wide berth.

From Cape Prince of Wales to Cap de Nouvelle-France, 86 miles NW, the coast is penetrated by fjords and bays with many off-lying islands.

**Doctor Island** (61°40'N., 71°35'W.) lies 3.5 miles NW of Cape Prince of Wales, 1 mile offshore. Several islets lie on the rocky ledge extending W from the island, which is only 15m high and difficult to distinguish from seaward against the high, dark background of the mainland. A rock, with a depth of

0.6m, is charted 1 mile NNW of the island. Shoal depths of less than 10.9m extend SE from the island to Cape Prince of Wales.

The Ugluk Islands, two in number, lie 2 miles WNW of Doctor Island, 0.7 mile offshore.

**Walrus Island** (61°43'N., 71°51'W.) lies 5 miles WNW of the Ugluk Islands, 1 mile offshore. Drying ledges extend WSW from the islet for almost 1 mile.

Daryl Rock and Pelican Rock, two drying ledges, lie 2 miles NW and 2 miles WNW, respectively, of Walrus Island.

**Wakeham Bay** (61°42'N., 71°56'W.), located 15 miles NW of Cape Prince of Wales, extends inland for 14 miles. The bay leads S for the first 6 miles, then turns W and SW to its head where the Wakeham River flows into the bay.

Depths in mid-bay exceed 183m and the rugged and rocky shores are over 305m high in places. The inlet has an average width of 2 miles until it swings W where it narrows gradually to its head.

**13.49 La Boule** (61°42'N., 71°56'W.), located 2 miles WSW of Walrus Island, forms the E entrance point to Wakeham Bay. The promontory rises gradually to a height of 226m. From the NE it appears as a high, bold island. A low neck of marshy land joins it to a sheer cliff, 319m high, to the E. From seaward the cliff has a distinct reddish color under certain atmospheric conditions, and frequently shows other colors as well. A diagonal white fault across its face also helps identify the promontory.

Boat Cove, a small cove on the NE side of La Boule, affords shelter to small craft from all but NW winds. A heavy swell sets into the cove.

Nannuk Rock, which dries 2.4m, lies 0.3 mile NW of the entrance to Boat Cove. Shoal depths of less than 11m, with a least depth of 2.4m, extend 0.4 mile NW of the rock.

A sheer cliff, 392m high, 3.7 miles WNW of La Boule, forms the W entrance point of Wakeham Bay. The N end of the cliff, which rises steeply from the water, slopes to a low point that extends 0.2 mile N from the cliff. A rounded hummock on the point is conspicuous.

**Berthe Islet** (61°45'N., 72°01'W.), only 0.3m high, lies 0.7 mile NNW of the above point.

**13.50 Maricourt** (Wakeham) (61°36'N., 71°57'W.) ([World Port Index No. 1190](#)) is a small settlement situated on the E side of the inlet, 6.5 miles inside the entrance on the sandy shore of a bight. There is a private radio station at the Roman Catholic Mission in the settlement.

**Depths—Limitations.**—Depths in the approaches to Wakeham Bay range from 91.4 to 128m. A sill, typical of most fjords, extends W from La Boule to the opposite shore with depths of 65.8 to 78.6m. South of the sill the depths increase rapidly to 214m, 2.5 miles S of the entrance, this is probably the deepest part of the fjord. In the W leg of the fjord, the depths range from 54.9 to 109.7m and decrease to a mid-channel depth of 12.8m in The Narrows. West of The Narrows the depths in the basin vary from 47.5 to 80.5m. Drying flats extend for a distance of 2.5 miles from the head of the fjord.

**Aspect.**—The following bearings are useful for compass adjustment:

1. Inside Wakeham Bay, the E extremity of Wales Island, in line with the W extremity of La Boule, bearing 358°.

2. The summit of Dark Island, which lies 0.5 mile W of the W end of Wales Island, in line with the W entrance point of the bay, bearing 337°.

3. Outside Wakeham Bay, Dark Island summit, in line with the S extremity of Wales Island, bearing 298°.

**Anchorage.**—Despite the deep water in Wakeham Bay, several anchorages are available.

Fair anchorage can be obtained off the settlement in 55m, good holding ground. This anchorage is sheltered from the sea, but open to the winds that funnel down through the fjord.

To anchor in 55m, at LW, 0.45 mile offshore, approach with the radio mast bearing 140° and anchor when Ford Point, 1.5 miles W of the radio mast, bears 253°.

Anchorage is also available, in 36.6m, on the W side of the fjord opposite Ford Point and S of the middle of three small islets connected to the shore N of them by a drying flat. To anchor, keep Ford Point in line with the summit of a 131m hill close behind the settlement.

Small vessels anchor, in 36.6m, in the center of the small bay close S of La Boule. The anchorage is sheltered from the wind and out of the tidal currents.

**Directions.**—Vessels approaching Wakeham Bay from seaward should determine their position relative to the E side of Wales Island, located 9 miles NNW of Walrus Island. If the weather is clear and the entrance identified, a direct course can be steered to the entrance to pass between Daryl and Pelican Rocks. It is not advisable to attempt to pass between the rocks in darkness or in fog. Although these rocks lie 6.5 miles from Wales Island, the tidal current may set a vessel dangerously close to either rock.

The alignment of the W extremity of La Boule with Nichols Point on the W side of the fjord, 3.7 miles inside the W entrance point, bearing 200°, passes 0.3 mile W of Daryl Rock. To pass between Pelican and Daryl Rocks, these points should be kept slightly open.

Vessels approaching from the E should steer directly for Walrus Island, if it can be identified. When 0.4 mile off its N end, course should be altered to 270°, heading on the N extremity of the low rounded point which projects from the W entrance cliff of Wakeham Bay. This course passes 0.7 mile N of Nannuk Rock. When the bay is open, steer into the entrance.

**13.51 Fisher Bay** (61°47'N., 72°10'W.), entered 4 miles NW of Wakeham Bay, is 1.5 miles at the entrance and extends inland in a SW direction for 3.5 miles. The entrance points of the bay are low when seen against the land in the background. Cap La Potherie, the N entrance point, is about 61m high. Fisher Rock, which dries 8.8m, lies midway between Cap La Potherie and Cantley Point. Depths of less than 3m extend 0.3 mile S of this rock.

Cantley Point divides the bay into two branches. The N branch dries at LW. The S branch is encumbered by Parsons Island and Chalmers Island, which are joined to the mainland by drying banks of sand and boulders, and Shepherd Island. Mount Albert Low, 560m high, and Mount Young, 526m high, are conspicuous 1 mile S of Fisher Bay.

**Anchorage.**—Anchorage is available off the W side of Chalmers Island, in depths of 9 to 21.9m, mud, good holding ground. The passage between Shepherd Island and Chalmers Island is 0.15 mile wide between the 5m curves, but only about

0.1 mile wide between the 10m curves. Strong squalls blow down from the high hills S of the anchorage.

**Directions.**—From a position off the E end of Wales Island, a course should be steered for the entrance to Fisher Bay, which can be identified by the two high peaks at its S end. From a position 0.4 mile SE of Cap La Potherie, a course of 288° can be steered for the 22.2m high summit of Shepherd Island. When Cantley Point bears 270°, course should be altered slightly W to avoid a shoal area extending from the N side of Parsons Island. Thereafter, a mid-channel course should be steered between Shepherd Island and Parsons Island, and between Shepherd Island and Chalmers Island, to the anchorage. Care should be taken to avoid the shoal areas S of Shepherd Island and NW of Chalmers Island.

**Caution.**—The outgoing tidal current sets NW out of the passage between Parsons Island and Chalmers Island.

Temporary anchorage can be obtained leeward of Cap La Potherie, in depths of 10 to 18m. This anchorage is sheltered from all winds except those from the NE through E to SE.

**13.52 Pinnacle Bluff** (61°50'N., 72°10'W.), 2.5 miles NW of Cap La Potherie, is a conspicuous hill rising directly from the shore to a height of 75m. From the E, it resembles a sharp pinnacle, but from the N it resembles a sugarloaf. It is a good landmark when approaching Wakeham or Fisher Bay.

The **Woman Islands** (61°51'N., 72°09'W.), a group of three islands, lies 0.5 mile offshore, 0.5 mile NNE of Pinnacle Bluff. The passage between the islands and the mainland is shoal. Detached rocks with 3.4m, 6.7m, and 10.7m lie 1.3 miles ENE and 1.5 miles and 1.75 miles SE, respectively, of the Woman Islands.

**Wales Island** (61°53'N., 72°03'W.), 4 miles NE of Cap La Potherie, is 2.7 by 1.5 miles in extent and 244m high. It can be identified by the chain of small islands extending NNW from its W end.

Drying flats and rocky ledges fringe all but the E end of the island. Shoal water, with numerous drying reefs extend 1.3 miles S from the S side of the island.

A light is shown on the E end of Wales Island. Wales Sound, the passage between Wales Island and the mainland, has depths ranging from 45.7 to 72.2m in the S half of the sound, and 21.9 to 36.6m in the N part of the passage.

**Dark Island** (61°53'N., 72°10'W.) is a high, steep island with two summits. It is 0.6 mile long, 0.3 mile wide, and over 122m high at its E end. The island, dark in appearance and very conspicuous from the S, lies 0.4 mile W of the W end of Wales Island. Drying reefs fringe the N and W sides of the island.

**Tides—Currents.**—Between Wales Island and the mainland, particularly in the passage between Wales Island and Dark Island, the tidal currents run strongly in both directions. Opposing winds cause heavy tide rips in the passage.

**13.53 Wivanhoe Island** (61°55'N., 72°08'W.), 24m high, lies 0.7 mile N of the W end of Wales Island on the outer edge of the drying ledge extending NNW from the island. Wales Rock, 0.5 mile N of Wivanhoe Island, dries 3m. A detached 11m shoal lies SW of Wivanhoe Island, while a rock, with a depth of 8.2m, lies 1.2 miles E of the island.

Between Gilliam Point, which lies 5 miles NW of Cap La Potherie, and the S entrance point of Douglas Harbor, 12.5

miles WNW of Gilliam Point, the coast is broken by several small shallow bays and backed by high land rising from 213 to 488m. A chain of islands roughly parallels the coast about 6 miles offshore.

**Peak Island** (61°59'N., 72°11'W.), the E island in the chain, lies 3.2 miles NNW of Wivanhoe Island. Its summit, 101m high, is a conspicuous landmark. A small islet lies close off its SE point.

Heavy tide rips occur off the N part of the island. An isolated 15.2m depth is charted 2 miles N of Peak Island. A heavy swell is encountered here during strong E winds.

**Double Island** (62°00'N., 72°15'W.), two islets, 45m and 119m high, lies about 1 mile W of Peak Island.

**Smooth Island** (62°00'N., 72°15'W.), 149m high, lies 0.75 mile W of Double Island. Shoal water, with two small islets, lies up to 0.5 mile off the NW side of Smooth Island.

**13.54 Maiden Island** (62°01'N., 72°24'W.), 4 miles long, 1.25 miles wide, and 210m high, is the largest island in the chain. It lies about 0.8 mile WNW of Smooth Island, but the passage between the islands is foul. Cairn Islet lies close off the SE end of Maiden Island.

**Bold Point** (62°02'N., 72°28'W.), a perpendicular headland at the W end of Maiden Island, is bastion-like in appearance and is a useful landmark for making Douglas Harbor.

Anchorage, with shelter from NW through NE winds, good holding ground, can be obtained under the S side of Maiden Island.

**Pinnacle Island** (62°04'N., 72°23'W.), a group of three islands, lie 1 mile N of Maiden Island. The W and largest island is 161m high.

**Saddle Island** (62°07'N., 72°27'W.), a saddle-shaped island 37m high, lies 2.5 miles N of the Pinnacle Islands. Two islets lie on a rocky reef 0.4 mile W of Saddle Island, and Flat Island, 18m high, is located almost 1 mile NNW of Saddle Island. A drying reef is located midway between Saddle Island and Flat Island.

Strong tidal currents are deflected among all these islands.

**King George Sound** (62°00'N., 72°30'W.) is the wide passage separating this chain of off-lying islands from the mainland. Average depths in the sound range from 36.6 to 54.9m.

**Middle Island** (61°57'N., 72°24'W.), 43m high, lies in mid-passage 3.5 miles SSW of the SE end of Maiden Island. Depths of less than 10.9m extend up to 1 mile NW and 1.7 miles SE of the island.

**Cleft Island** (61°57'N., 72°31'W.) lies 1.5 miles E of the S entrance point of Douglas Harbor. The island's three summits make it a good landmark, the central and highest is 74m high. Depths of 10.9m extend 0.5 mile NW and 0.8 mile SE of the island.

**Douglas Islet** (61°58'N., 72°33'W.), 2m high, lies on a drying ledge 0.9 mile NW of Cleft Island. Douglas Rock, 0.3 mile W of Douglas Islet, dries 7m. Both of these dangers lie in mid-channel at the entrance to Douglas Harbor.

**Entrance Island** (61°58'N., 72°34'W.) lies on the SE end of a drying ledge that extends E from the N entrance point to Douglas Harbor. The island is 61m high. Depths of less than 1.8m extend E from the island for 0.2 mile. An isolated depth of 4m lies 0.7 mile E of Entrance Island.

**Directions.**—When entering King George Sound from the E, vessels should commence entry from a position 0.8 mile S of the E end of Peak Island. A course of 270° on the S side of Entrance Island should be followed for 10 miles. This course and distance leads to a position about 2 miles E of Entrance Island, and brings the E side of Saddle Island in line with Bold Point, the SW extremity of Maiden Island, on a bearing of 012°. From this position, Douglas Harbor may be entered between Cleft Island and Douglas Islet.

**13.55 Douglas Harbor** (61°58'N., 72°33'W.) is entered from the SW side of King George Sound. The inlet extends inland in a generally S direction for 5 miles, where it branches into two arms. The Southeast Arm continues S for about 5 miles. The Southwest Arm extends SW for a similar distance.

The N entrance point is 186m high, while the S entrance point is only 79m high. The entrance itself is 1 mile wide. For the first 5 miles the inlet has an average width of about 1.7 miles between high shores of over 305m.

There is no settlement and facilities are nonexistent at Douglas Harbor.

**Tides—Currents.**—When the wind opposes the outgoing tidal current, a choppy sea makes up in the harbor entrance.

**Depths—Limitations.**—Depths in the approach range from 18.3 to 25.6m, but inside Douglas Rock depths increase suddenly from 54.9 to 73.2m. The greatest depth in the harbor, 86m, is found about 0.5 mile inside the entrance. A least depth of 37m can be carried almost as far as the head of the Southwest Arm, which is deep and free from dangers. The Southeast Arm is shallower, having depths of 18.3 and 37m. Shoals extending from the entrance points reduce the entrance to a width of only 180m. A drying, boulder-strewn flat fringes the E shore and completely fills the head of the Southeast Arm.

**Aspect.**—Two pink-colored bluffs, both over 122m high, are conspicuous on the E side of the harbor, 1.8 miles SSW of the S entrance point.

The Helmet, a sharp-pointed hill on the E shore of Douglas Harbor, rises to a height of 219m, 1.7 miles SSW of the pink bluffs. A peak, 506m high, is located 1.7 miles E of The Helmet.

**Anchorage.**—Vessels can obtain anchorage as convenient, in good holding ground, anywhere the depth is suitable, almost any place in Douglas Harbor or its SW branch. The inlet is sheltered from the sea. Vessels have anchored 1 mile N of The Helmet, in 54.9m, clay; however, this anchorage is exposed to SW gales which blow down through the SW branch with great violence. Another anchorage is situated about 1.8 miles farther to the NNW.

**Directions.**—Vessels entering the harbor between Douglas Islet and Cleft Island steer to pass 0.2 mile E of Douglas Islet, which leads in a minimum depth of 11.9m. When Douglas Islet is aligned with the E side of Entrance Island, steer 270° into the harbor, keeping about 0.3 mile off the S entrance point of the harbor. Once past this point, mid-channel courses may be steered to the anchorage.

**Caution.**—It is inadvisable to pass between Douglas Rock and Entrance Island, as this rock covers at HW and constitutes a danger. When Douglas Rock is visible, the harbor can be entered in mid-channel between it and Entrance Island in a least depth of 20m.

From the N entrance point of Douglas Harbor to Promontoire de Martigny, 8.5 miles to the NNW, the coast is broken by several small bays and inlets, most of which dry completely at LW. An area of foul ground, with a few islets lying on the drying reefs, lies 0.8 mile off the mainland, 2.7 miles N of Entrance Island.

**13.56 Promontoire de Martigny** (62°07'N., 72°40'W.), a high, bold headland, projects out from the general trend of the coast. From seaward the headland presents a steep face rising to a height of 259m.

The coast changes direction of Promontoire de Martigny from NNW to NW and continues in this direction for 40 miles to Cap de Nouvelle-France.

**Foul Bay** (62°09'N., 72°50'W.), lying between Promontoire de Martigny and Pointe Radisson, 20 miles NW, is encumbered by numerous small islands, islets, drying ledges, and above and below-water rocks.

### Off-lying Islands

**13.57 Davies Island** (62°14'N., 72°50'W.) lies 5 miles NNW of Promontoire de Martigny and 11 miles NW of Flat Island. The island is 2.5 miles long, 0.75 mile wide, and 91m high on its W side.

**Weggs Island** (62°19'N., 73°05'W.), about 1 mile in diameter, lies 6.5 miles NW of Davies Island. The island is about 122m high with steep cliffs on its N side.

**Outer Island** (62°26'N., 73°16'W.), 15m high, lies about 5 miles offshore, 8.7 miles NW of Weggs Island. The barren island is steep-to on its E side and yellow in color. Sunken rocks are reported off the NW and SE ends of the island.

**Cap de Nouvelle-France** (62°28'N., 73°42'W.) is the E extremity of a high irregular promontory with a seaward face about 2 miles long. It is over 183m high and conspicuous from both the E and the W.

**Charles Island** (62°40'N., 74°20'W.) is about 23 miles long in a general E-W direction, with a maximum width of 5 miles. The E end of the island lies 12 miles NW of Cap de Nouvelle-France. The barren island is separated from the mainland by a passage from 10 to 30 miles wide. A 14m patch lies in this passage, about 15 miles WSW of Cap de Nouvelle-France. Elevations on the N and E sides of Charles Island range from 61 to 183m.

**Cape Moses Oates** (62°36'N., 73°56'W.), the bold E end of the island, exhibits a light. A light is also shown on the W end of the island.

**Foreman Island** (62°35'N., 74°00'W.) lies close off and parallel to the SE side of Charles Island. The island is 2 miles long, 0.2 mile wide, and 24m high. Two islets lie close E of the E end of the island.

Charles Inlet, the narrow inlet between Foreman Island and Charles Island, can be entered only from the E. A shallow bar, with depths of only 1.8m, blocks the W end of the inlet.

**Anchorage.**—Anchorage is available in the E end of Charles Inlet, in 18 to 32.9m, sand. The anchorage is protected from all but E winds.

Anchorage is also available in Charles Bay, the bight on the N coast of Charles Island. The bay is protected from winds from the SE through SW, but is open to all N winds.

**Caution.**—An extensive magnetic anomaly has been reported within an area extending from 10 miles E to 5 miles W of Charles Island. Abnormal variation is also reported N and S of this island.

Between Cap de Nouvelle-France and Deception Bay, 33 miles to the SW, the coast gradually increases in elevation from 152 to 305m.

**13.58 Pointe Rouge** (62°15'N., 74°42'W.), the E entrance point to Deception Bay, has an elevation of 90m.

**Deception Bay** (62°14'N., 74°46'W.), entered between Pointe Rouge and Neptune Island, 2.7 miles WSW, extends inland about 9 miles in a general SE direction. The width varies from 1 to 2.5 miles.

The shores rise steeply from the sea to over 427m on the W side and 366m on the E side.

General depths range from 23.8 to 32.9m in the entrance and outer part of the bay, to 45.7 to 64m in the inner part. A drying flat fills the head of the bay.

**Arctic Island** (62°14'N., 74°46'W.), a small island 29m high, lies in mid-fairway. It divides the entrance into East Channel and Main Channel. A shoal bank, with depths of less than 11m, extends NE from the island for a distance of 2 miles, and an isolated rock of 8.8m lies 0.6 mile ENE of Arctic Island.

A light is shown on the island. The light structure has a fluorescent-orange daymark.

Neptune Island, 58m high, is located 1 mile W of Arctic Island. It lies on the drying flat extending from the mainland and forms the W entrance point of the bay.

Pointe Noire is a prominent dark-colored point, 11m high, on the E side of the bay, 3 miles SW of Pointe Rouge. Black Rock, a drying rock, lies 0.2 mile SW, and Channel Rock, with a depth of 1.8m, lies 0.5 mile SSE, respectively, of Pointe Noire.

The Moosehead Islands, three small islands, lie on the SE end of a shoal spit extending almost 2 miles SE from Pointe Noire. **Theron Point** (62°09'N., 74°43'W.), 1.5 miles S of the Moosehead Islands, forms the E entrance point to Careenage Arm.

**Careenage Arm** (62°09'N., 74°44'W.) branches SW for 1.5 miles, with an average width of 0.5 mile. Depths in the arm range from 29.3m in the entrance to 18.3m close off the drying flats at its head.

**Tides—Currents.**—A tidal range of 5.5m has been reported in Deception Bay; HW occurs about 1 hour after that at Diana Bay. It was reported that a current setting 270° at about 2 knots was found between 9 miles and 11 miles off the entrance to the bay. A W set was observed in the bay between Pointe Noire and Bombardier Beach.

**Depths—Limitations.**—Falconridge Limited Wharf (62°08'N., 74°42'W.) is situated about 1 mile SE of Theron Point. There are depths of 11 to 13.4m at the wharf. The Y-shaped wharf is constructed of gravel-filled steel cells. Vessels berth on the E side of the cells, about 76m apart, on an alignment of 004°-184°.

**Aspect.**—A large storage shed is situated close SW of the wharf. A conspicuous tank farm is situated 0.2 mile farther S.

A daybeacon range, in line bearing 174°, situated 2 miles SSW of Pointe Noire, marks the middle of the fairway leading between Arctic Island and Neptune Island into the bay. This

range leads over a least depth of 21.9m. Both structures have fluorescent-orange daymarks.

A daybeacon range, established on the W shore near the head of the bay, in line bearing 141°30', intersects with the range described above and leads toward the wharf. The daybeacons, fluorescent-orange, are shown from square aluminum skeleton towers.

**Pilotage.**—A pilot can be obtained to berth ships alongside the wharf and boards about 1.5 miles NW of the anchorage, off Bombardier Beach.

Vessels normally proceed alongside in daylight, but can leave at any time.

**Anchorage.**—Anchorage is available in Careenage Arm, in 20m, mud, about 0.2 mile offshore, 0.8 mile inside the entrance. Vessels also anchor 0.4 mile SE of the Moosehead Islands in 20m, and off Bombardier Beach at the head of the bay in 20 to 31m.

**Directions.**—The daybeacon range established on the cliff top WSW of Moosehead Island bearing 174° leads through Main Channel between Neptune Island and Arctic Island into Deception Bay. When The N end of the northernmost Moosehead Island bears 103°, about 1.2 miles off, alter course to 136° which will lead to a point 0.5 mile off the wharf, or to the anchorage off Bombardier Beach.

**13.59** Between Deception Bay and Sugluk Inlet, 20 miles WNW, two promontories separated by an unnamed bay dominate the coastline of high bold cliffs, with heights in excess of 305m. Promontoire Maurepas is the E promontory, Promontoire Pontchartrain is the W.

**East Cove** (62°18'N., 75°26'W.) is entered between Cap Daulat on the E and Cap du Long-Sault, the W entrance point. The cove, about 0.8 mile wide, extends inland 2.5 miles between steep shores with heights of more than 305m. Depths range from 45.7m at the entrance to 7.3m off the drying flat at the head of the cove.

**Sugluk Inlet** (62°17'N., 75°30'W.) is entered between Cap du Long-Sault on the E and Sugluk Island, 2.5 miles to the SW. The inlet extends inland about 12 miles in a SW direction with an average width of 1.2 miles. The shores of Sugluk Inlet are not as high and rugged as other harbors along this coast. The hills are smooth and rounded with considerable grass and moss. General elevations range from 183 to 213m.

The settlement of Sugluk lies in a small cove on the E shore of the inlet, about 6 miles inside the entrance.

**Cap du Long-Sault** (62°18'N., 75°27'W.), the E entrance point, is 279m high.

**Sugluk Island** (62°17'N., 75°33'W.) lies in the entrance close NE of Cap Valets, the W entrance point, which rises to a height of 218m. The island is 117m high.

Ford Channel, the passage separating the island from the mainland, is shoal and navigable only by small craft.

**13.60 Sugluk Inlet** (62°12'N., 75°38'W.) (*World Port Index No. 1180*) settlement consists of a Hudson's Bay Company store, an Anglican Mission, a Roman Catholic Mission, and an establishment of the Department of Indian and Northern Affairs.

**Ice.**—Freeze-up in the inlet usually occurs in the middle of November; the bay usually opens by the first week in August.

**Tides—Currents.**—The tidal range at Sugluk is 3.4 to 5.5m.

**Depths—Limitations.**—Except for an isolated depth of 10.4m, the fairway between Sugluk Island and the mainland to the E has a width of 0.5 mile between the 10m curves. Within the entrance, the depths increase rapidly to 91.4m and 109.7m.

Ten miles inside the entrance the navigable width of the inlet is reduced to a width of 0.2 mile by drying flats extending from the N and S shores. A least depth of 7.3m can be carried through The Bar into Sugluk Basin. Depths within the basin range from 54.9 to 64m.

**Aspect.**—From seaward the entrance of the inlet is easily recognized by the depression in the coast. Sugluk Island lies in the middle of the dip.

Between Sugluk Inlet and Cap Wolstenholme, 57 miles to the WNW, the irregular shoreline is broken by numerous coves and gorges. Cliffs, with deep water close inshore, rise to heights of 610m along this section of the coast.

**Dome Hill** (62°18'N., 75°45'W.), 305m high, is a prominent landmark 4.5 miles W of the inlet.

An ice-filled crevice, located about 1.5 miles SW of Cap du Long-Sault, appears as a permanent white patch from seaward.

**Black Point** (62°14'N., 75°37'W.) lies on the E side of the inlet 5 miles inside the entrance. This dark promontory rises gradually to a height of 73m. It is the most conspicuous landmark in the inlet.

**Anchorage.**—The best anchorage in the inlet is 0.5 mile E of the bar, in 27m to 54.9m, good holding ground.

Ships serving the settlement usually anchor just outside the cove, in 54.9m, mud. The holding ground is reported to be poor.

**Directions.**—From a position 2 miles N of the entrance, steer for the white mark 1.5 miles SW of Cap du Long-Sault, bearing 155°, until Black Point opens, then proceed in mid-channel through the inlet.

**13.61 Kugluk Cove** (62°21'N., 76°01'W.), 13 miles WNW of Sugluk Inlet, is one of the largest coves along this part of the coast. It is entered between steep cliffs which are difficult to distinguish from the surrounding cliffs. The shores are steep-to and there is deep water in the cove, but the holding ground is poor.

The inlet is open to the N wind and swell and offshore winds funnel down the cove with gale force, making it untenable for anchorage.

Another smaller cove lies close W of Kugluk Cove, with Cap Hebert, 433m high, forming its W entrance point.

**Promontoire Colbert** (62°32'N., 77°06'W.), 427m high, located 29 miles WNW of Cap Herbert, is the only other named feature along this section of the coast.

**Erik Cove** (62°34'N., 77°24'W.) is entered between Cap Dalmas on the E and Cap de Chateauguay on the W. The E entrance point is a sheer cliff, 393m high. Erik Cove extends inland about 2 miles in a S direction to a fine sandy beach at its head. It narrows from a width of 1 mile at the entrance to 0.5 mile at the S end of the cove.

Depths range from 91.4m at the entrance to 18.3m within 0.3 mile of the beach. There are no dangers in mid-channel.

**Caution.**—A local magnetic anomaly of 10° has been reported in the entrance to Erik Cove.



### Cap Wolstenholme bearing 225°

**13.62 Wolstenholme** (62°30'N., 77°24'W.) ([World Port Index No. 1170](#)), containing the buildings of an abandoned Hudson's Bay Company store, lies on the SE shore of Erik Cove.

**Ice.**—Erik Cove is generally frozen over by the middle of November and is clear of ice about the first week of August.

**Anchorage.**—Anchorage is available 0.6 mile from the head of the cove, in 36.6m, sand, but the anchorage is open to winds and sea from the N and at times violent squalls sweep through the cove from the S.

**Cap Wolstenholme** (62°35'N., 77°30'W.), the NW extremity of the Wolstenholme Peninsula, projects N between Erik Cove and Digges Sound. The bold headland rises in sheer cliffs from deep water to a height of 384m.

**Tides—Currents.**—Strong tidal currents set continuously E off Cap Wolstenholme, attaining a rate of 3 knots at springs off Erik Cove. With the rising tide, the current becomes weaker. When the E current is opposed by E winds, a heavy sea with strong tide rips and eddies makes up about 0.5 mile offshore. The tidal current that flows NE past Cap Wolstenholme with the falling tide turns E joining and strengthening the E current.

From Cap Wolstenholme to Pointe Nuvuk, 21 miles to the SW, the coast is generally high and steep, rising to 305m with deep water close offshore, but approaching Pointe Nuvuk the rugged rocky formation gives way to the low swampy shores of Hudson Bay. The Digges Islands lie offshore, separated from the mainland by Digges Sound. Except for the deep channel through the sound, the entire area between the Digges Islands and Pointe Nuvuk is heavily encumbered with numerous islets, rocks, and shoals.

**13.63 Ivujivik Harbor** (62°24'N., 77°53'W.), about 14 miles SW of Cap Wolstenholme, is entered E of Ivujivik Point; it extends inland 1.5 miles in a SE direction. Depths in the inlet range from 23.8 to 91.4m.

An Eskimo settlement is situated on the W shore of the inlet. The radiotelephone station at the Roman Catholic Mission can be contacted through Coral Harbor radio station.

Anchorage is available off the settlement, in a depth of 55m, but the berth is not good because of the great depth and exposure to winds.

**Nuvuk Harbor** (62°24'N., 77°58'W.), located 1.3 miles SW of Ivujivik Point, is formed between the mainland and the Nuvuk Islands to the W. This harbor is entered from the N between the N island of the Nuvuk group and a point on the mainland 1.5 miles to the NE. A narrow T-shaped inlet indents the mainland on the SE corner of the harbor. The normal navigation season is from the end of July to late October.

**Anchorage.**—Anchorage, protected from E gales, is available in the SE part of the harbor, in 40m, mud and clay, good holding ground, with the E entrance point of the harbor bearing

014°, and the W entrance point of the T-shaped inlet bearing 110°. During W and SW winds, anchorage can be taken in the lee of the Nuvuk Islands in the SW part of the harbor, in 38m, mud and clay, with the W entrance point of the harbor bearing 003°, and the W entrance point of the inlet bearing 088°. Shelter from NE winds can be found off the entrance of the SW arm of the T-shaped fjord.

**Pointe Nuvuk** (62°22'N., 78°05'W.), the NE entrance point of Hudson Bay, is an inconspicuous point lying S of the Nuvuk Islands.

**Off-lying islands.**—Numerous islands lie off the coast between Cap Wolstenholme and Pointe Nuvuk. Digges Sound separates the islands from the mainland.

**13.64 The Digges Islands** (62°34'N., 77°50'W.) lie 3.5 miles W of Cap Wolstenholme. The two islands are separated by a narrow, but deep channel with depths of 49 to 106m. The E Digges Island is 5.5 miles long, 3.5 miles wide, and 293m high.

**Cape Digges** (62°35'N., 77°38'W.), the E point of the island, is 122m high. A small island lies on a drying ledge close E of the point.

The westernmost Digges Island is 7 miles long, 3 miles wide, and 200m high near its NE end. From the high point the island slopes to an elevation of 61m at its W end, which is almost separated from the island by two inlets. The S inlet is known as Port de Laperriere. The N inlet almost dries and is foul off the entrance.

**Digges Harbor** (62°34'N., 77°52'W.), a small inlet at the E end of the westernmost Digges Island, is about 1 mile long and 0.2 mile wide.

**13.65 Port de Laperriere** (62°34'N., 78°03'W.), a small inlet on the S side of the W end of the westernmost Digges Island, is about 1 mile long and 0.2 mile wide. The inlet shoals rapidly to a drying flat at its head.

**Anchorage.**—Anchorage can be taken in the passage between the Digges Islands, with the NW point of the easternmost Digges Island bearing 000°, and the SW point of the same island bearing 150°, in 54.9m, good holding ground of mud and sticky clay. This anchorage is secure in E gales and in moderate winds from all directions. It is a good seasonal anchorage, being easy to access. Vessels can leave without difficulty at any time.

Small vessels can find sheltered anchorage in the small basin at the head of Digges Harbor, in 12.8m. Anchorage, sheltered from W and S winds but open to the N, is available off the entrance to Digges Harbor, in 38m. Anchorage is not recommended in N winds, as the harbor will act as a wind funnel. Small vessels can take shelter from all but S winds near the entrance in Port de Laperriere, in 12.8m.

**Digges Islet** (62°35'N., 78°07'W.), a small rocky islet 16m high, lies 0.3 mile NW of the W end of W Digges Island. A seasonal light is shown from the islet.

**13.66 Off-lying dangers.**—A rocky depth of 6.4m lies 1.5 miles W of Digges Islet. Two islets lie 1 mile W of the W end of W Digges Island.

**Snelgrove Rock** (62°34'N., 78°24'W.), a rocky depth of 8.2m, lies 7.8 miles W of the Digges Islands.

Southwest of the Digges Islands, a large group of islands, drying rocks, and shoals parallel the coast for a distance of 10 miles, forming the NW side of Digges Sound Passage.

**Dome Islet** (62°31'N., 77°58'W.), 60m high, lies 1.5 miles S of the Digges Islands along the N edge of the island group.

**Fairway Island** (62°26'N., 78°03'W.) lies 3 miles W of Ivujivik Point, at the SW end of the island group. It is the largest of the islands, with an elevation of more than 31m.

**North Skerries** (62°26'N., 78°10'W.), a group of nine bare rocks, lie 1.5 miles W of Fairway Island. A detached depth of 9.1m is located about 1 mile S of North Skerries.

A depth of 12.8m was reported (1961) to lie 1 mile NE of North Skerries.

**South Skerries** (62°23'N., 78°12'W.), 2.5 miles S of North Skerries, is a smaller but similar group. A red and white slat-work beacon is erected on the NE islet.

From the northernmost Digges Sound, a deep channel is entered between Cap Digges, the E end of the Digges Islands, and Cap Wolstenholme. The passage leads along the mainland

coast in a SW direction to Nuvuk Harbor, where it turns to the WSW between Fairway Island and the Nuvuk Islands, then between North Skerries and South Skerries into Hudson Bay. Depths in the sounds are considerable, with over 365m from Cap Wolstenholme to Ivujivik Point, and over 183m from this point to the skerries. This passage is reported to be ice free longer than the usual route N of the Digges Islands by approximately 10 days; however, once the Hudson Bay ice enters the sound the tides cause heavy rafting off Ivujivik Harbor and Nuvuk Harbor.

**13.67 Staffe Islet** (62°29'N., 77°45'W.) lies 1 mile off the mainland, 9 miles SW of Cap Wolstenholme. The steep-to islet is 0.6 mile long, 0.3 mile wide, and 91m high. It is conspicuous from some distance NE. Shelter for small vessels is afforded from W and NW winds in a small cove on the SE side of the islet.

**Directions.**—From a position 1 mile W of Cap Wolstenholme, a course of 228° should be steered on Ivujivik Point for 13 miles, passing 0.5 mile N of Staffe Islet. When the E entrance point of Ivujivik Harbor bears 180°, course should be altered to 253° for 9 miles to a position about 0.5 mile N of South Skerries. From here a course may be steered into Hudson Bay as desired, in depths of over 54.9m.

The dangers on the NW side of Digges Sound, between E Digges Island and Fairway Island, can be avoided by keeping the beacon tower on South Skerries bearing 241°, open SE of Fairway Island.