

Greenland

Not having FIG with me, I cannot check whether Irkens Havn is already in. If not it should be included – see Report, already sent

Upernavik

If it has not already been noted I think it important to point out that the safest anchorage in the Sortehul is:

Qornoq kangigleq (72° 44' N 55° 44' W). Shelter can be had either side of the promontory depending on wind direction. Pictures on DVD, and it could already be in a Supplement

In the Sarpinaṭ for smaller bolder boats there is a more sheltered anchorage in the south west corner, gained by going close in along the southern rocky shore. Beware of rock at the end to starboard. Good when you get there! This was base camp for the first ascent of Sandersons Hope 2000AD

Qaanaq

Add to what is already written:

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

But there is only a narrow passage to get into this bay. (77.27.8N, 069.17.0W). Least depth on entering: 3,5 m, close to low water. In the bay itself it gets a little deeper. Attempts were made to find a way out of the bay further west, unsuccessfully. There may be a deeper passage, but that would need reconnoitring.

BaffinPond Inlet

In the fjords some 40 miles south west of Pond Inlet, and south of Eclipse Sound:

Emerson Island (72° 22N 79° 03W)

Several possibilities for anchoring in the open bay on west side of island

White Bay

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

It may be possible to anchor on the north side, but beware of an extensive reef across the entrance

Deep Cove off Milne Inlet

Strongly recommended by *S/Y Jonathan* (2012)

North West Passage

Tay Bay (73° 29N 80° 45W)

A convenient anchorage at northern end of Navy Board Inlet. Shallow water comes a fair way out on north side past the entrance; good for anchoring but can shelve rapidly. Alvah Simon overwintered here

Water can be collected from the glacial river estuary at the entrance. Take your rifle ashore; polar bears have been sighted. Pond Inlet settlement not recommended (by locals) for water

Dundas Harbour (74° 31N 82° 24W)

Usual anchorage is in south east corner. West shore not investigated (2012). Abandoned RCMP post over the ridge. Poignant graves

Lancaster Sound

It is possible to invent anchorages in the several inlets on the north side of this Sound, but beware of strange silt banks and steep-to shores.

Admiralty Inlet (see Arctic Canada 2011)

Arctic Bay etc

Beechey Island

The graves from the Franklin expedition are at the far western end of the fjord, not near the beginning which have to do with later expeditions

Resolute

Advisable to enter on western side, for depth.

An open bay not too well protected.

Fuel is available by arrangement. Contact 'Ozzy', owner of the main hotel (main town is on eastern side of bay). Lorry will come down to beach and hose needs to be ferried in dinghy across to the boat. Supermarkets, Usual facilities Flights

Leask Cove (71° 59N 95° 08W)

A pleasant, well protected cove on southern side of False Strait. A good place to wait for the tide if traversing Bellot Strait west to east

Anchor in 7-10 metres

Fort Ross

An old Hudson Bay post at eastern end of Bellot Strait. Boats have overwintered here in years past. Polar bear country.

One hut still habitable, some minor provisions within

Tasmanian Islands

Several different anchorages can be found inside these islands, according to wind direction Stockwell (name not quite right?) Channel to the south can be used for entry or exit, though tidal streams can be strong

Cambridge Bay

The halfway point of the Passage, at least as regards technical difficulties

On approach it is necessary to look for and use leading marks and buoyage (American). There is a lot of shallow water.

All facilities. Flights

Fuel: contact 'Alex' at the garage. Warning: there is a considerable call out charge (\$157 each boat, even if taken together, 2012) for fuel over weekends

Boats have wintered here, in and out of the water.

The wreck of Amundsen's *Maud* is still visible (2012).

There are inviting bays for anchoring along the shore approaching Lady Franklin Point, but be aware that the water is often shallow.

Bernard Harbour

Pleasant anchorage. The old DEW buildings are still standing. Flat ground but protection can be found from most wind directions, at least from the fetch if not the wind

Tuktoyaktuk

The waters for miles around 'Tuk' are alarmingly shallow, presumably owing to the proximity of the mighty Mackenzie River.

Channel into Tuk (eastern entrance) is buoyed but still shallow.

Yachts are not encouraged to proceed to the 'industrial' dock. Moor alongside the Town Quay by the Northern store.

If western channel is used on exit, it is recommended to turn to port immediately after the rock spit on north side and aim for the far buoy straight ahead

Stores Fuel (by lorry or at the Northern pumps) Flights. Ice road in the winter!

On passage, in strong west winds it is possible to anchor in the lee of the rounded headlands (*Andrew, no charts to hand – Simpson? and ?*), well offshore because of shallow water

Barrow

Shelter and rest can be found in the lagoon to the south east of Barrow Point. The lagoon can be entered well to the south east and then followed for several miles in 2 – 3 metres under the keel (2012, draught of 1.7 metres). Or entered by final northern entrance with careful pilotage

Chuckhi Sea – Bering Strait

There are no real safe havens on the way south to the Bering Strait. Seagull Islands might be used. Wainwright is subject to shifting sand banks and information should be sought by radio before any attempt to enter. Possibilities further south seem much the same

This can be a stormy and exacting passage

Once through Bering Strait, Clarence lagoon and Teller have been recommended, but most will be proceeding as fast as possible for Nome!