

Introduction

The rivière De Pas ("river of Steps" in English) starts on Lac Snowshoe at the Labrador/Quebec border. In the top section, the lakes are interspersed with small bits of river. Shallow rapids are numerous. As the river grows, so grow the rapids. At Lac Jamin starts an exciting ride through the heart of a taiga valley, all the way to its junction with the George River at the head of Indian House Lake. Whitewater and rapids are plentiful. Despite its size, the De Pas retains a human dimension in comparison with the huge George River.

The George River was (re)named in 1811 by two Moravian missionaries Benjamin Gottlieb Kohlmeister and George Kmoch. The Moravian Church (its members known as Hussites - followers of Jan Hus) was founded in the fifteenth century Bohemia (current Czech Republic). These two missionaries came first to Labrador, then to Ungava Bay with a vision to evangelize the Inuit. They wrote in their diary: "We then proclaimed the name of the Kangertlualuksoak henceforth to be 'George River' ". The Moravian brothers wanted to honour George III, king of Great Britain and Ireland from 1760. It was under his reign that the United States got their independence. The George River is also called "Kangirsualujjuap Kuunga" (river of the great bay) in Inuktitut, or "Mushuan Shipu" (River without trees) in Naskapi and "Metsheshu Shipu" (Eagle River) in Innu.

The George is a big and wide river. It offers relatively easy and inexpensive access to Ungava Bay, compared to other major rivers of this area, hence its popularity. The George originates about 175 kilometres east of Schefferville in Lac Janniere, between bogs and swamps. The headwater lakes are shallow, connected by rushing rapids. After Lake Advance, the river runs through heavy whitewater until it reaches beautiful Indian House Lake, which stretches 60 km if measured by Canadian topographic maps, or 100 km if measured by its flatwater character. After Indian House Lake, the George really starts to flow. It offers an abundance of rapids with various levels of difficulty until it reaches Kangiqsualujjuaq close to Ungava Bay. Because of its easy access, many people without the necessary experience and skills have travelled this river and unfortunately lost their lives. The river is big and powerful - the French word "fleuve", also used to describe the St. Lawrence, describes its character better than the word "rivière". The power of the George leaves no room for error. Climatic conditions are ideal for hypothermia. Canoeists have to contend also with serious tidal effects in the last 40 km.

Words of Caution

These maps were created based on notes taken during our canoe trip in July 2008. We marked maps according to what we saw, in order to provide information to any future visitors, however, by no means do I take any responsibility for how this information will be used. I do not guarantee that it does not contain numerous errors, whether made by me personally or by the bugs in the software I used. Rapid classification is subjective. Our subjective evaluation of the class level of these rapids does NOT take into account the remoteness of the region (i.e. distance and time from help etc.), the water temperature (cold kills) and the size and power of this river (any swim could be a very long swim). Moreover, the class of rapids depends on the water level and that can change immensely through the season. At the time of our trip, water level on both rivers was relatively high (many beach campsites and shoreline willows were under water). Use the information provided here with caution. YOU are the only one responsible for your own decisions and for your own safety. Rivers described here are wild and very remote. Weather can be also very tough. DO YOUR OWN scouting and reconnaissance. I am not taking any responsibility for the information provided here or for your safety.

Logistics

On our trip we used following logistics:

- Drive to Sept-Îles.
- Train ride from Sept-Îles to Schefferville.
- Gilles Porlier taxi from Schefferville train station to Iron Arm of Attikamagen Lake (reserve/call well ahead).
- Paddle to Kangiqsualujjuaq.
- Ship the canoe to Montreal via Transarctik Desgagnes with the help of Jean-Guy St-Aubin and/or his son Claude (Kangiqsualujjuaq locals).
- Fly back to Sept-Îles. If you can arrange for your car to be driven back, you could fly directly to Montreal or elsewhere. Excess baggage could be tricky: the planes are small and there is no guarantee that excess will travel with you on the same plane. We shipped some of our baggage back tied inside our canoe so that we would not be delayed waiting for excess baggage to arrive after we did (could be days). Our companions were lucky and all their baggage did travel with us.

Our Trip (621 km) took 23 days at a relatively leisurely pace (27 km/day with no rest days), with time for lots of hiking in the surrounding mountains. Jean-Guy St-Aubin in Kangiqsualujjuaq told us that the fastest party he personally talked to did the trip from Iron Arm of Attikamagen Lake to Kangiqsualujjuaq in 19 days. The youth group travelling 3 days ahead of us needed much longer days than we did to cover the same distance over the same time frame. The group of 3 solo canoes after us, encountering the same ideal weather and winds, also had lots of extra time for hiking. If you have the option of extra time, we'd recommend as much as an extra week to allow for bad weather/rest days/hiking days - the landscape is ideal hiking territory.

Train information (Tshiuetin Rail Transportation)

QNS&L Sept Îles Train Yard (418) 962-9761
QNS&L Sept-Îles Reservations (418) 968-5253
QNS&L Sept-Îles Schedule (418) 968-7603
Sept-Îles Train Station: 19 U 687959 5564332

Adult fare (summer 2008) was \$94.86; seniors (60 and up) pay half that; canoes cost \$162.51.

Packs are counted and weighed carefully in Sept-Îles. Have cash (no credit cards!) on hand to pay \$10 per pack over 3 per person and \$10 for each pack for each 10 lb over 50 lb. Little or no attention was paid to carry-on stuff. There was a diner car with OK food, but most people carried on their own food and refreshments. The usual no drinking/smoking rules are in effect. Same deal in Schefferville (if you use the train back, i.e. don't fly directly to Sept-Îles) except that our packs were not weighed.

Parking is OK in the Sept-Îles station parking lot.

Get to the Sept-Îles station 1 hour 1/2 hour before train departure in order to get carts for carrying gear, boats on board, packs weighed, etc.

Get to Schefferville station 1 hour before for same reasons.

Arrival time at destination depends on other traffic on the line; elapsed time might be over 12 hours.

Have cameras ready for when the train passes over Trestle Rapids on the Moisie, at Tonkas Waterfall on Wacouno River and at Menehek Dam on Ashuanipi River.

Accommodation in Schefferville

- Hotel Auberge
550, rue Star Creek
(418) 585-2520; Fax (418) 585-2611
- Hotel Royal
182, rue Montagnais
(418) 585-2605
- Hotel de Ville Schefferville Nouveau-Québec
(beside Hotel Royal)
- Les Accommodations Nordiques
Lac Chantal, 4-5 km from town
(418) 585-2811

Other Important Information

- Boat shipping:
<http://www.groupedesgagnes.com/en/bienvenue/home.cfm>
(450) 635-0833
maryam.faramarzi@transarctik.desgagnes.com
- Contact in Kangiqsualujjuaq (shipping):
Jean-Guy St-Aubin
home (819) 337-5515
garage (819) 337-5449
jean-guy.st-aubin@bell.ca
- Another contact in Kangiqsualujjuaq:
Claude St-Aubin (Jean-Guy's son)
(819) 337-5344
- Hotel in Kangiqsualujjuaq (819) 337-5404
- Kangiqsualujjuaq airport (819) 337-5277
- Kangiqsualujjuaq municipality (819) 337-5270
- Kangiqsualujjuaq coop-store (819) 337-5332, (819) 337-5275
- Palaqsivik Health Centre in Kangiqsualujjuaq (819) 337-9090
- Kangiqsualujjuaq police (819) 337-9111
- Police main HQ in Kuujjuaq (819) 964-9111
- Gilles Porlier taxi in Schefferville (418) 585-3453
- Norpaq Adventures (charter airplanes out of Schefferville):
Jean and Pierre Paquet
(800) 473-4650
Quebec City: (418) 877-4650
Schefferville: (418) 585-2544
adventure@norpaq.com or jean@norpaq.com
- Air Inuit (800) 361-2965 (866) 962-0988
- Wedge Hills Lodge (800) 561-8548, (418) 585-3555

Tripping information

Gilles Porlier taxi service in Schefferville (418) 585-3453 can get you and canoes to the Iron Arm of Attikamagen Lake - book ahead for number of people and number of canoes and lots of gear! The best access point is at 19U 653388 6086156 (map 1) where we camped beside the cabins.

There is a shallow creek joining Attikamagen Lake and Mole Lake. You will have to track up the current there.

First 4 portages (map 4, from Mole Lake to Lac Snowshoe) are wide, clear-cut highway-like passages (it would be interesting to know who cut them and when and why).

It is possible to get from Mole Lake to Little Mole Lake through the shallow winding creek (we did it), but it is hard work with lots of pushing and lift up through the beaver dam.

Portage from Little Mole Lake to Fox Lake starts at 19U 672708 6097476 and ends at 19U 672684 6097788.

Portage from Little Fox Lake to Lac Snowshoe starts at 19U 673688 6100822 and ends at 19U 674104 6100904.

R4 at km 522 (map 10): we were able to line and carryover via a shallow channel on the left.

R2 at km 502 (map 12): we encountered a ledge on the right you have to avoid. Keep left.

Campsite at km 458.5 (map 16) is higher up the slope in the forest.

Susan Valley Rapid, km 439 (map 18): the portage on the left is 1km long and pretty difficult, because of the burnt forest and many fallen trees, plus the dense forest at the lower end. It is possible, however, to line, eddy hop and do carry overs down the left side, but extreme caution and control is required to avoid the many ledges and holes.

Carcajou Rapid, km 425 (map 19): after the introductory R2, the portage starts in a bay on the river right at 368915 6181324. Main trail goes to the right, over the hill. There is also second trail, to the left, which is longer (908 m) and follows closer to the river, however, it is overgrown and disappears in several places. It is much easier to follow the main trail to the right over the hill. Portage ends at 369438 6181888.

R3 at km 404.5 (map 21): we were able to keep left.

Section between km 184 and 182 (map 42), Ledge 4 and two R3s: we were able to keep right.

Km 178 (map 43): the best starting point for the hike to Pyramid Peak is 362785 6374396. Go directly up through the short forested area, then up to the saddle and summit the Peak from the East.

Km 177 (map 43): Pyramid Hills Lodge, huge outfitting operation on the river, with lots of cabins, private runway and ATV trails.

Helik Rapid, at about km 166: it is R3 on the left and R4 on the right. If you want just to pass through, scout from left. If you want to camp here, keep right and camp on the nice flat-rock campsite, but you may have to portage past a couple ledges to start the next day's paddle.

Elson Rapid, km 95-96 (map 51): Right side finished with ledges/small falls. Scout from left.

Campsites after km 89 (maps 51 and 52): first two campsites on the left are not very good (first is too small - not many flat tent spots; second is wet), but soon after the second campsite there are more nice camping opportunities on both sides (I didn't mark them all on the map).

Helen Falls (map 53): You can pass the first R4 carefully by lining and carryover on the right. The Portage starts at 333257 6449928 and ends at 334873 6450860. It is exactly 2 km long, but easy to follow and well maintained. There are two main ledges/falls here, plus some major rapids and holes. The best lookout points are 333840 6450418 (first ledge) and 334098 6450618 (second ledge).

Tidal effect is present, in my opinion, from about km 42 (map 57). DO NOT TRUST TIDAL CHARTS: Kangiqsualujjuaq doesn't have a tidal station and the Government of Canada website does not provide tidal charts for the George River. You can, however, find tidal charts of the George River on the internet, but those are only approximate calculations based on proximity to the existing tidal stations. The tidal chart we had was 4 hours off the whole way to Kangiqsualujjuaq. Basically, give yourself time to make your own observations and conclusions.

There is a campsite on Qikirtaaluit Island (671334 6473132), and at the time we saw it, it looked perfect, however, during the highest tides it could be flooded over. We travelled easily on the high tides.

Ulittaniup Killinga Rapid, also known as Sarvallak Rapid, km 38-39 (map 57): Do not underestimate this rapid. 9 people drowned here in relatively recent years, 7 of them in one particularly nasty accident. This Rapid consists of two ledges, and although it is passable at some tide levels, it can be very dangerous. Make sure you stop here and scout from the right!!

Campsites at km 14 (map 61): the water here is too salty to be drinkable. Water for drinking is available from a small creek just South of the campsites.

Campsite at km 5 (map 62): no access to fresh water.

Kangiqsualujjuaq, end of the journey (map 63): main harbour (high tide) 329027 6509383; low tide harbour 329144 6508897. Claude and Jean-Guy St-Aubin live in the east end of town 329844 6510026. Airport 326909 6511353.

Credits

Author

Lester Kovac, July 2008, updated in 2011

Base Topographic Maps

Copyright Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved.

Map work/Text

Lester Kovac, summer 2008

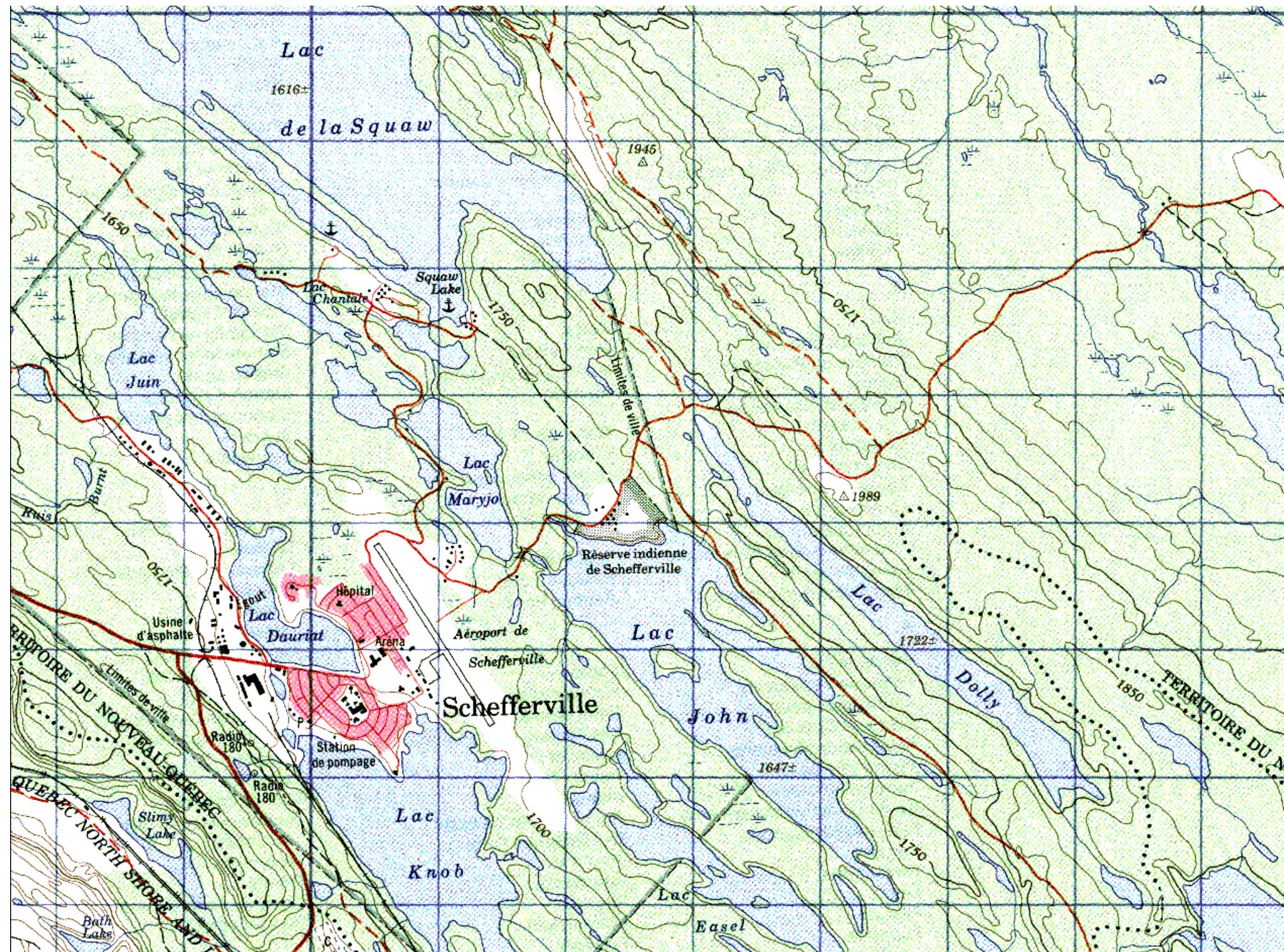
Charles Leduc, 2008, 2011

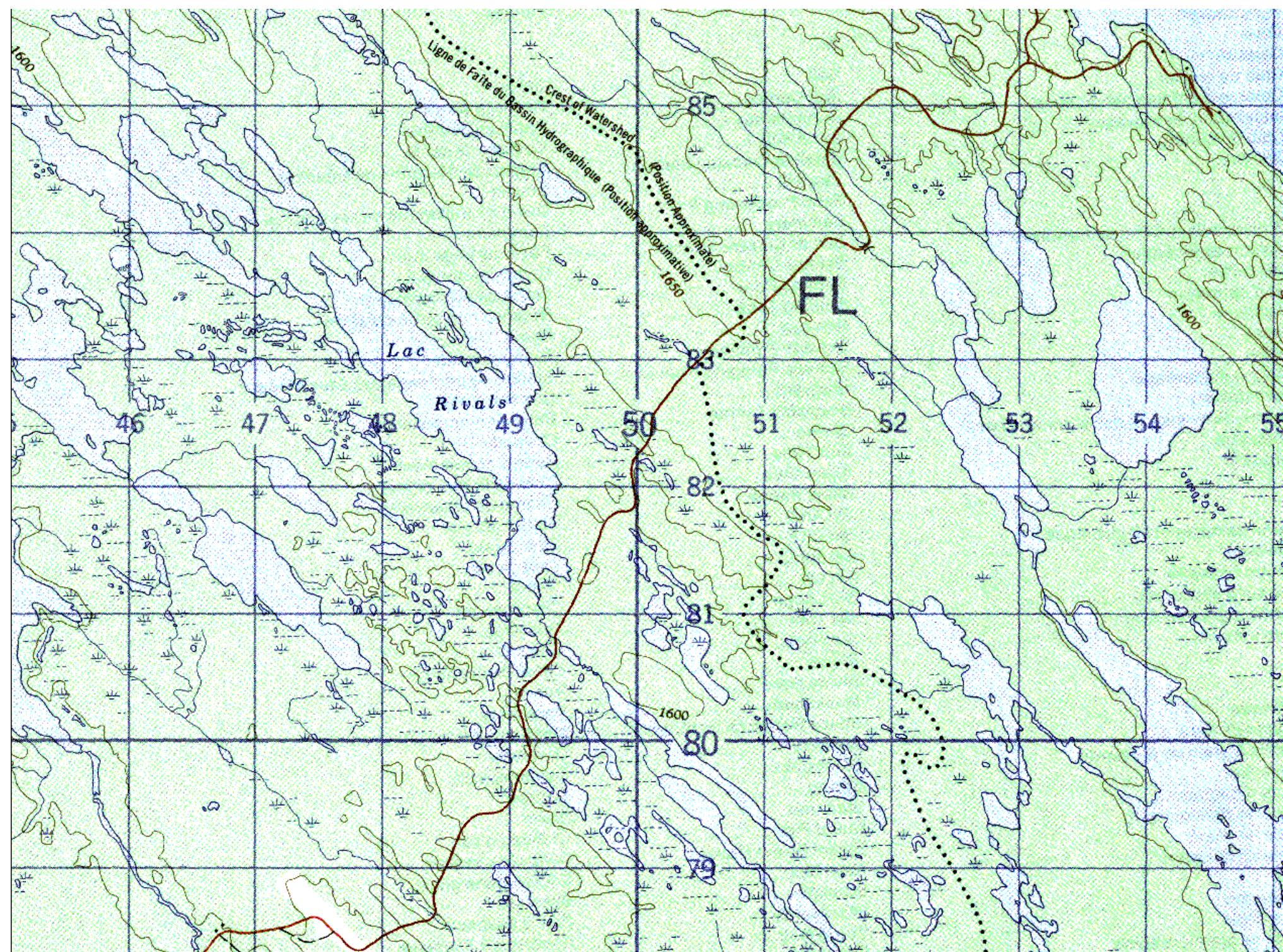
Contributors

Ivan Moine, corrections and campsites

Distribution

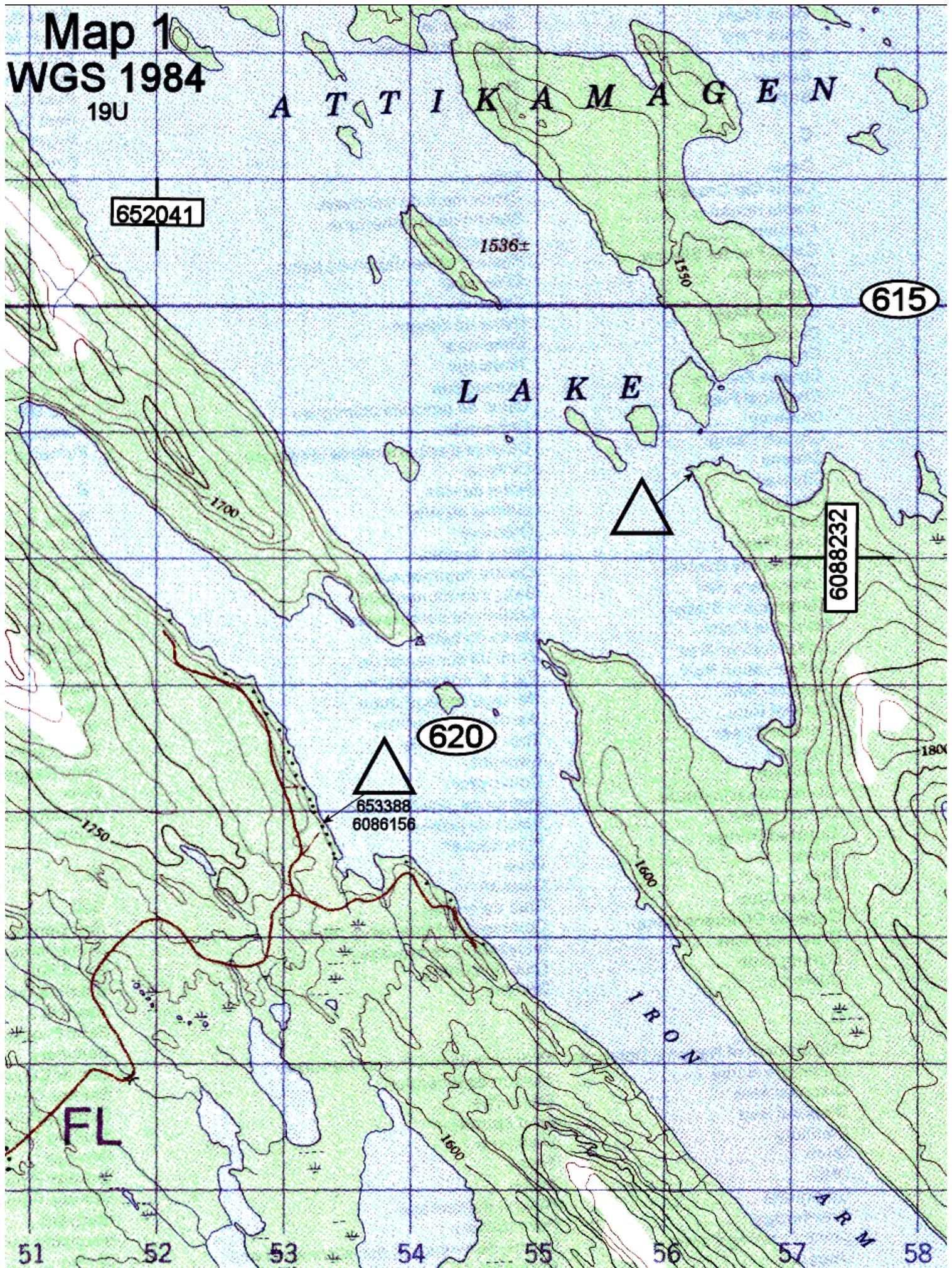
Authorized, provided the content remains unchanged and the distribution is done free of charge. Available from www.cartespleinair.org.





Map 1 WGS 1984

19U



Map 2

WGS 1984

19U

1536±

659042

T I K A M A G E N

1536±

L A K E

6091232

615

Montreal
Bay

0091
1870

A T

610

Knox Bay

Saskatoon Bay

1536

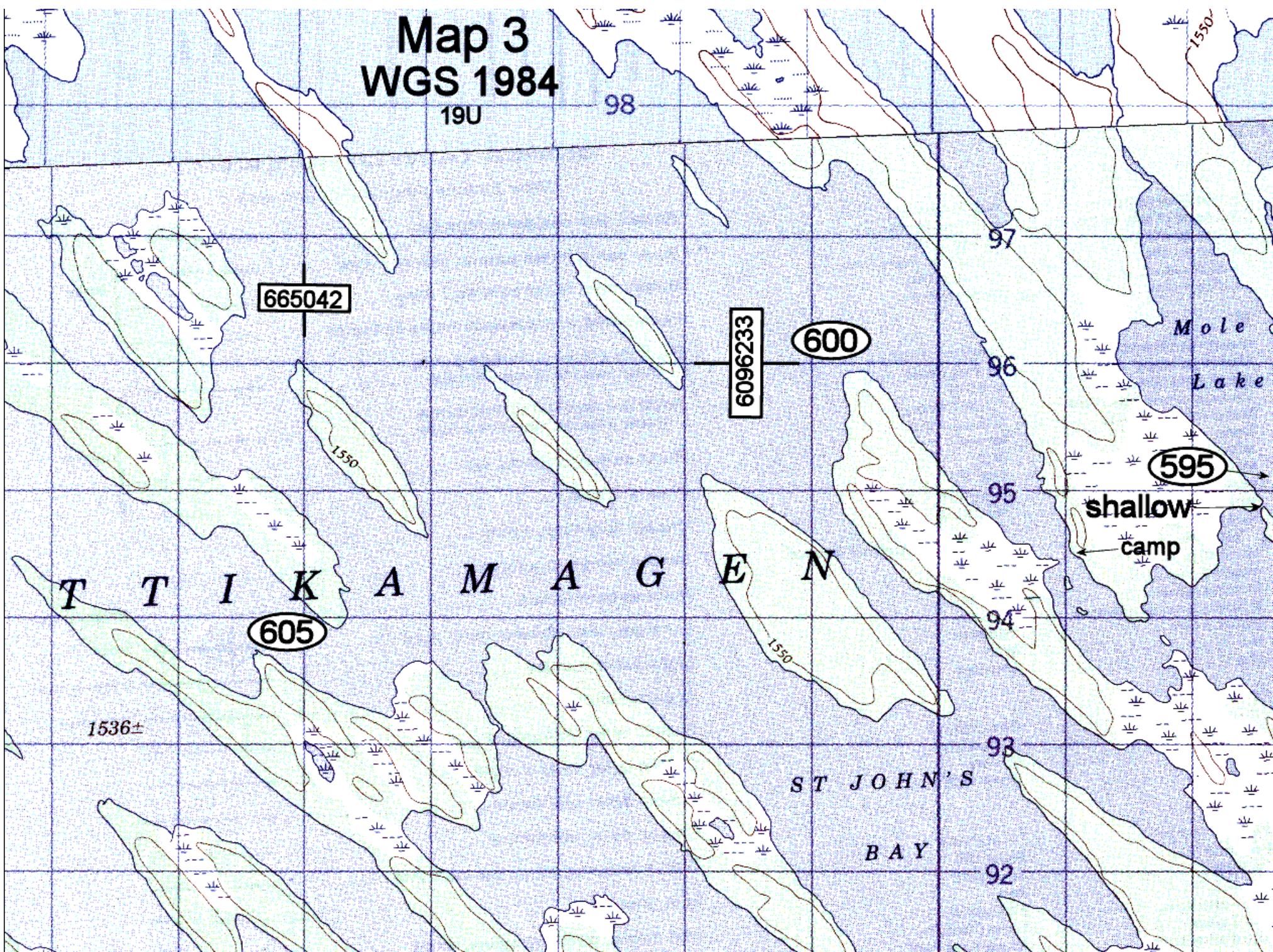
1536

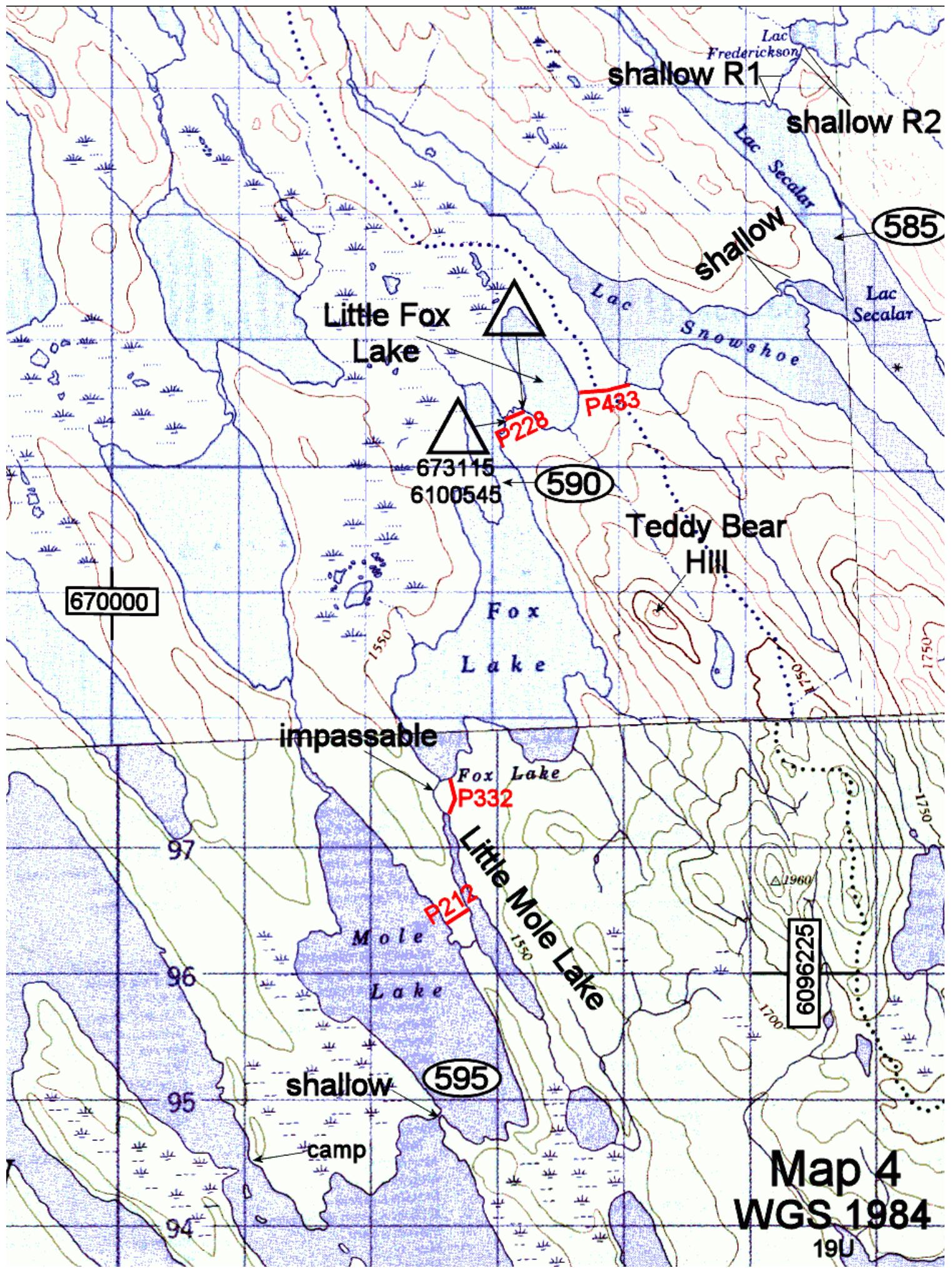
1600

Map 3

WGS 1984

19U





Map 5 WGS 1984

19U

676036

6107218

shallow R1

shallow R2

Lac
Frederickson

Lac Faute

76 77 1600

78 79 1700

80 1700

81 1700

82

575

550

550

580

shallow

swift

R1 R1

Lac
Eracourcie

1750

Lac

1550

1550

1550

1550

1550

1550

1550

1550

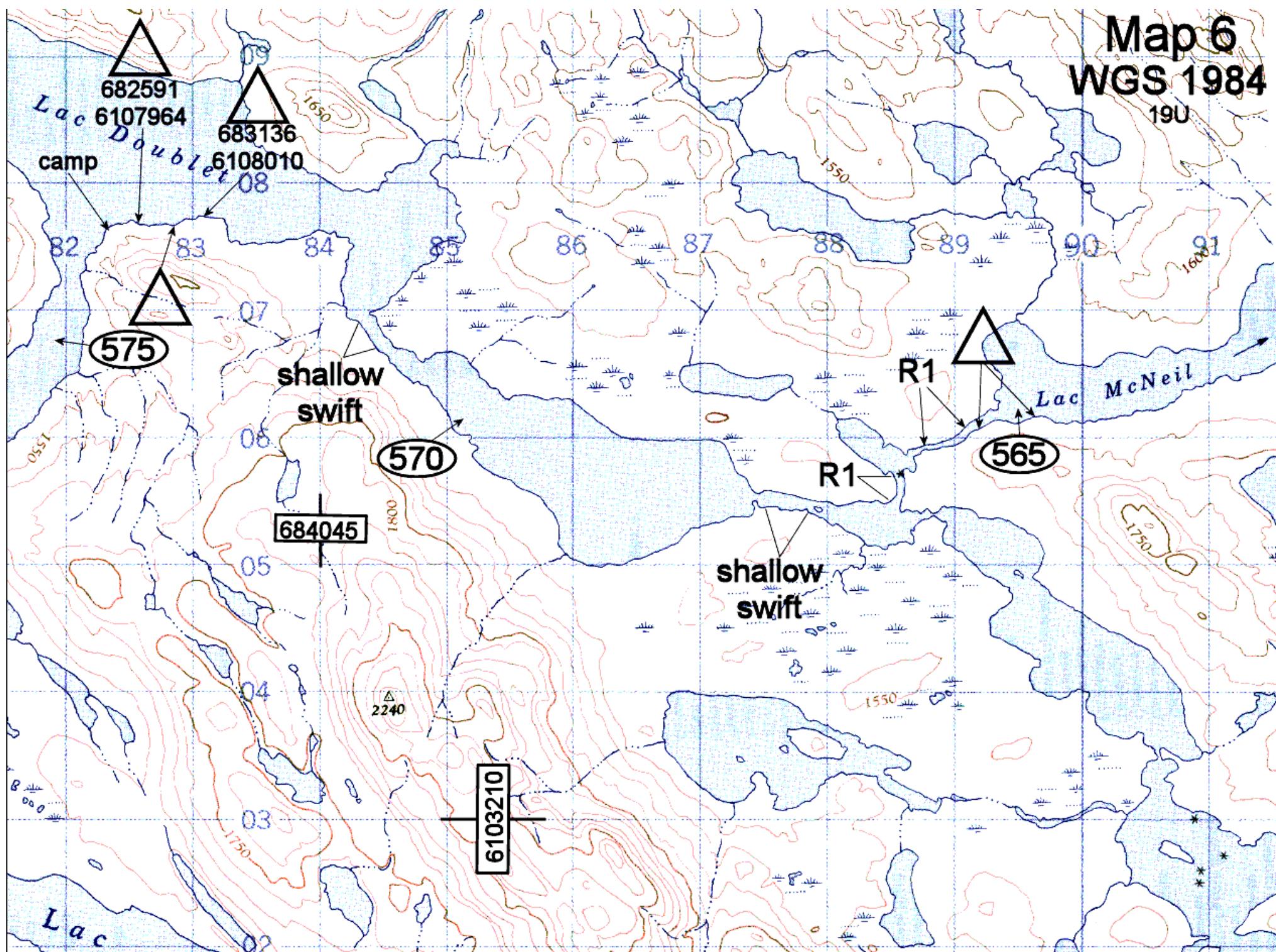
1550

1550

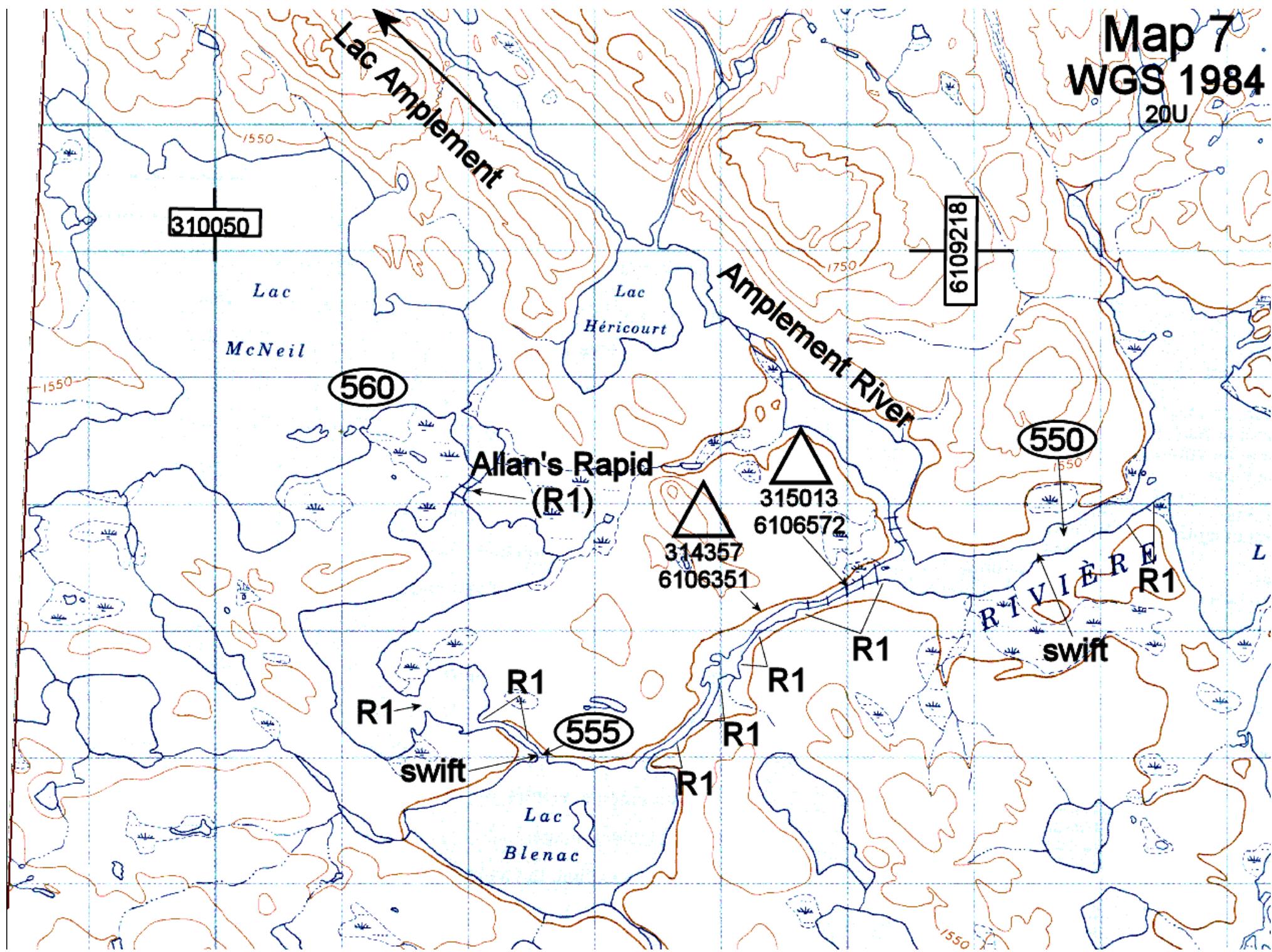
1550

1550

Map 6 WGS 1984

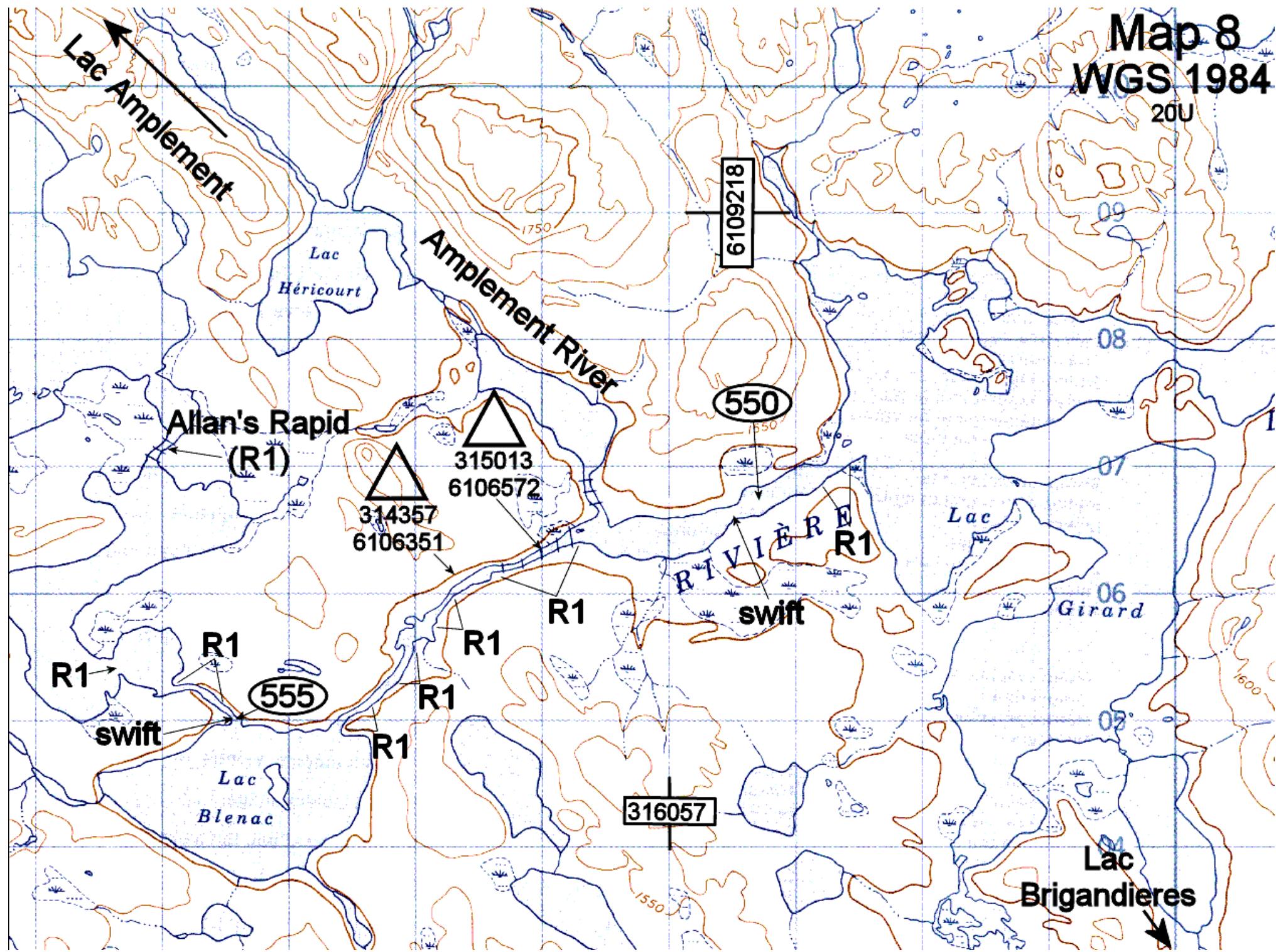


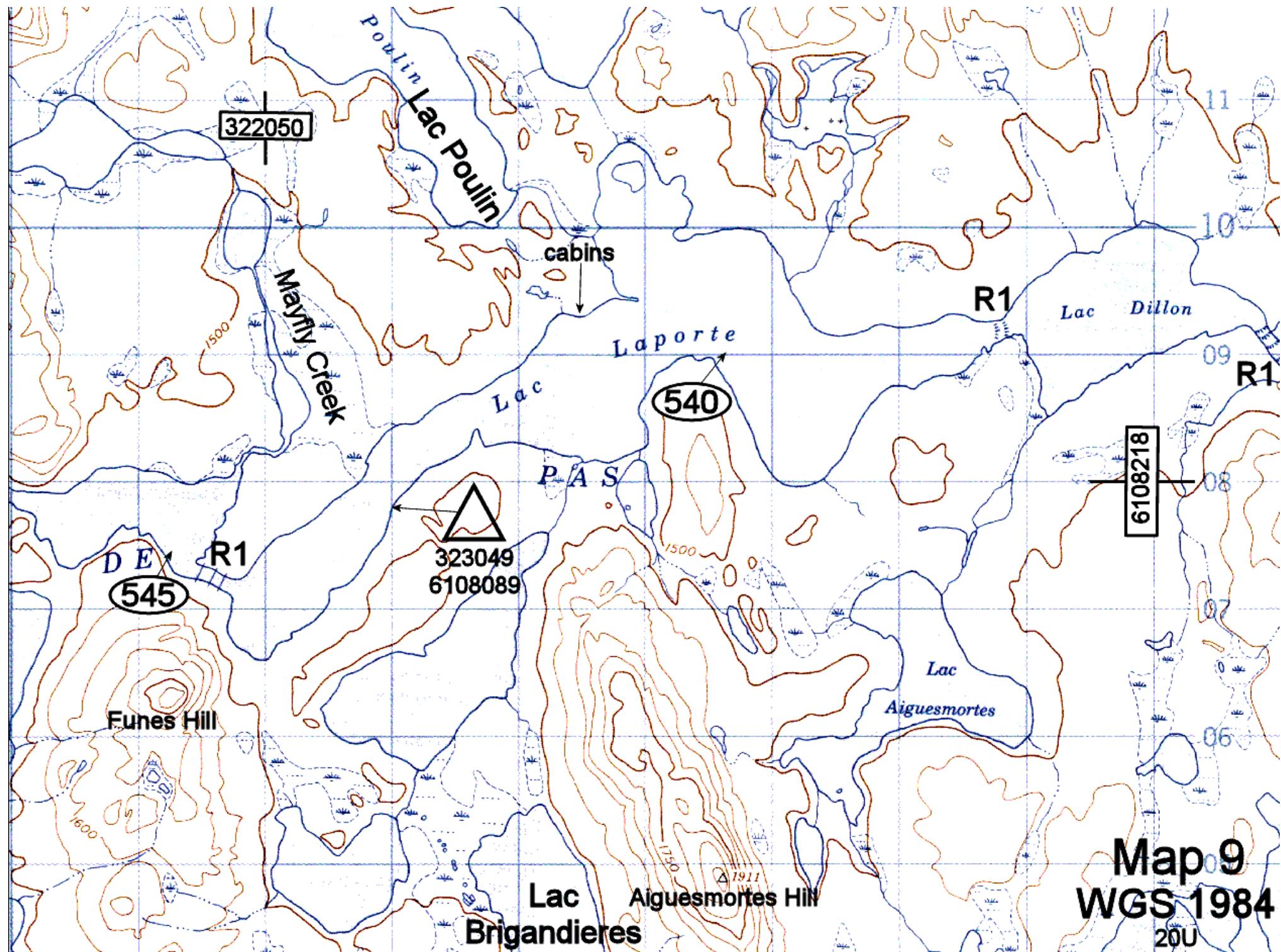
Map 7
WGS 1984
20U



Map 8
WGS 1984

20U





Lac
Brigandieres

Map 9
WGS 1984
200

Map 10

WGS 1984

20U

330043

6112218

R1

Isaac
River

FEUQUIÈRES

520

R1

R3

line shallow
left channel

YER E

R4

R1

R4

R2

P150

R1-2

Montagnais Club
Jamin camp
334752 6115260

530

Talon

Dillon

09

535

swift

Lac
Griffis

Lac

Jamin

525



35



12

31

32

33

34

35

29

30

11

10

9

8

7

6

5

4

3

2

1

0

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

Map 11 WGS 1984

20U

continuous swifts

515

336052

6120220

108

R3

R

80

10

520

R1

Ruisse

RIVIÈRE

510

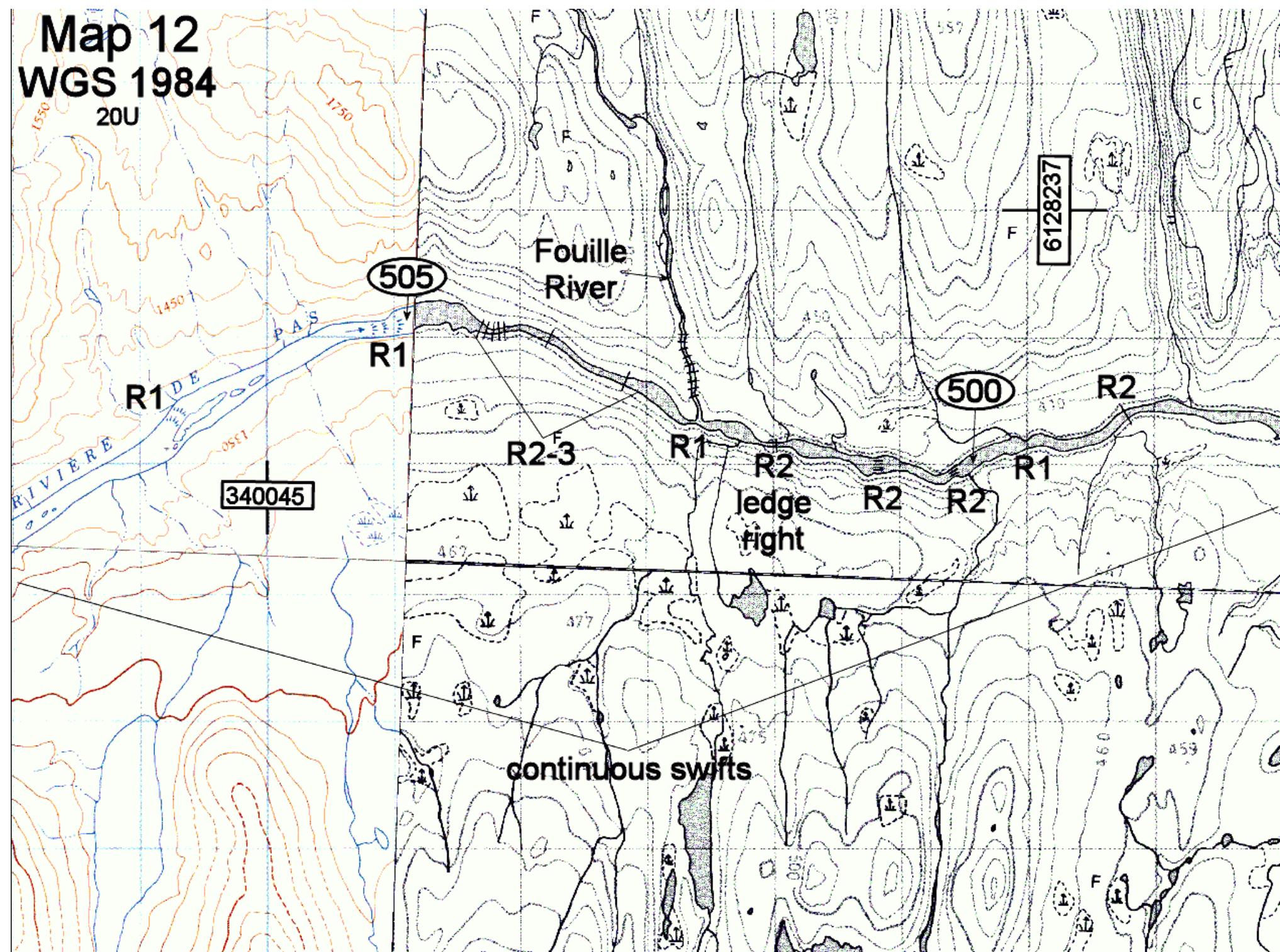
10

1

5

Map 12 WGS 1984

20U



6130221

Montagnais Club
De Pas 2 camp
355227 6130407

continuous swifts

490

495

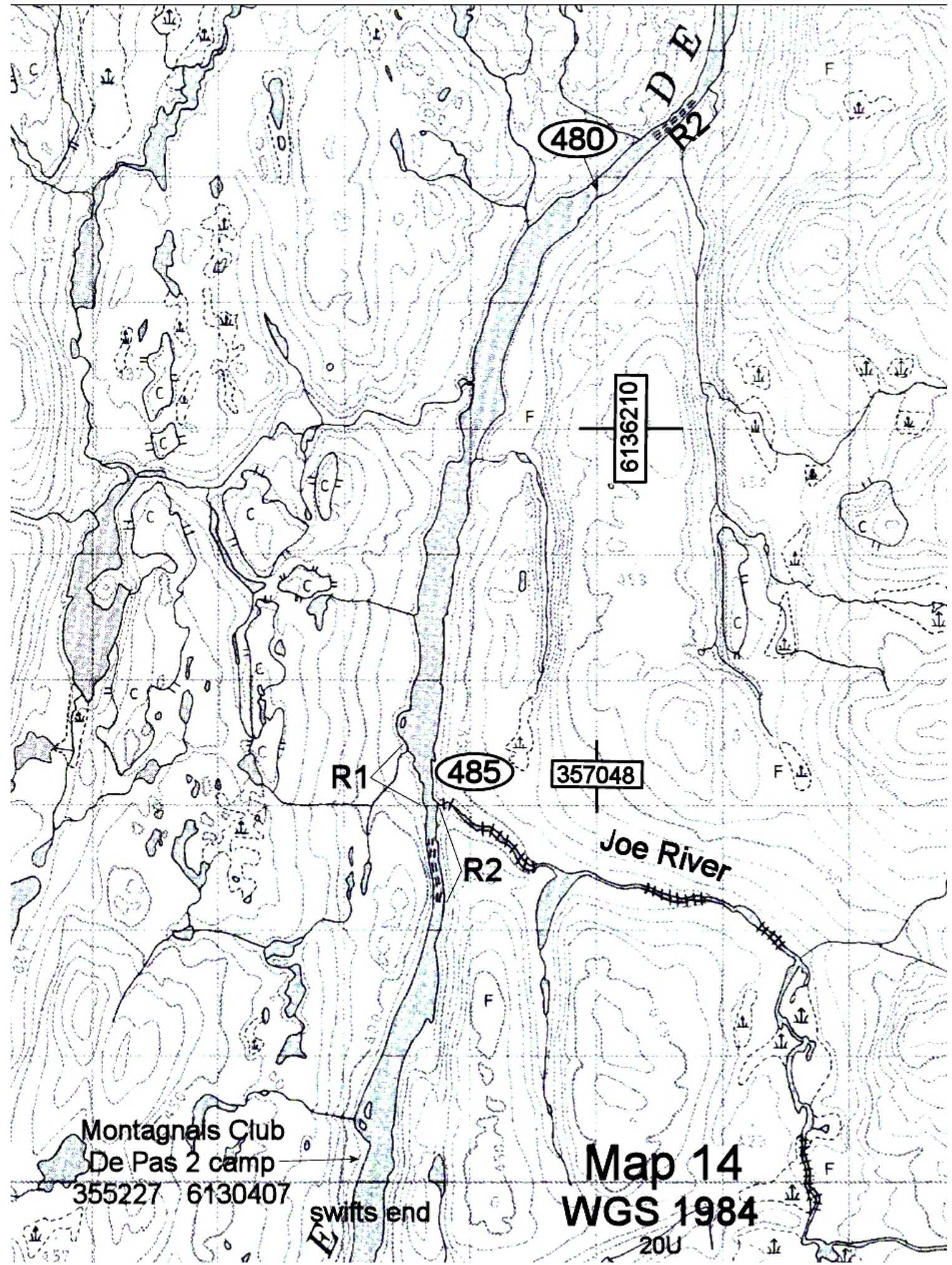
R1

Pau River

349030

Map 13
WGS 1984

201



465

Montagnais Club De Pas 1 camp

470

R1

SWIFTS

6145207

360048

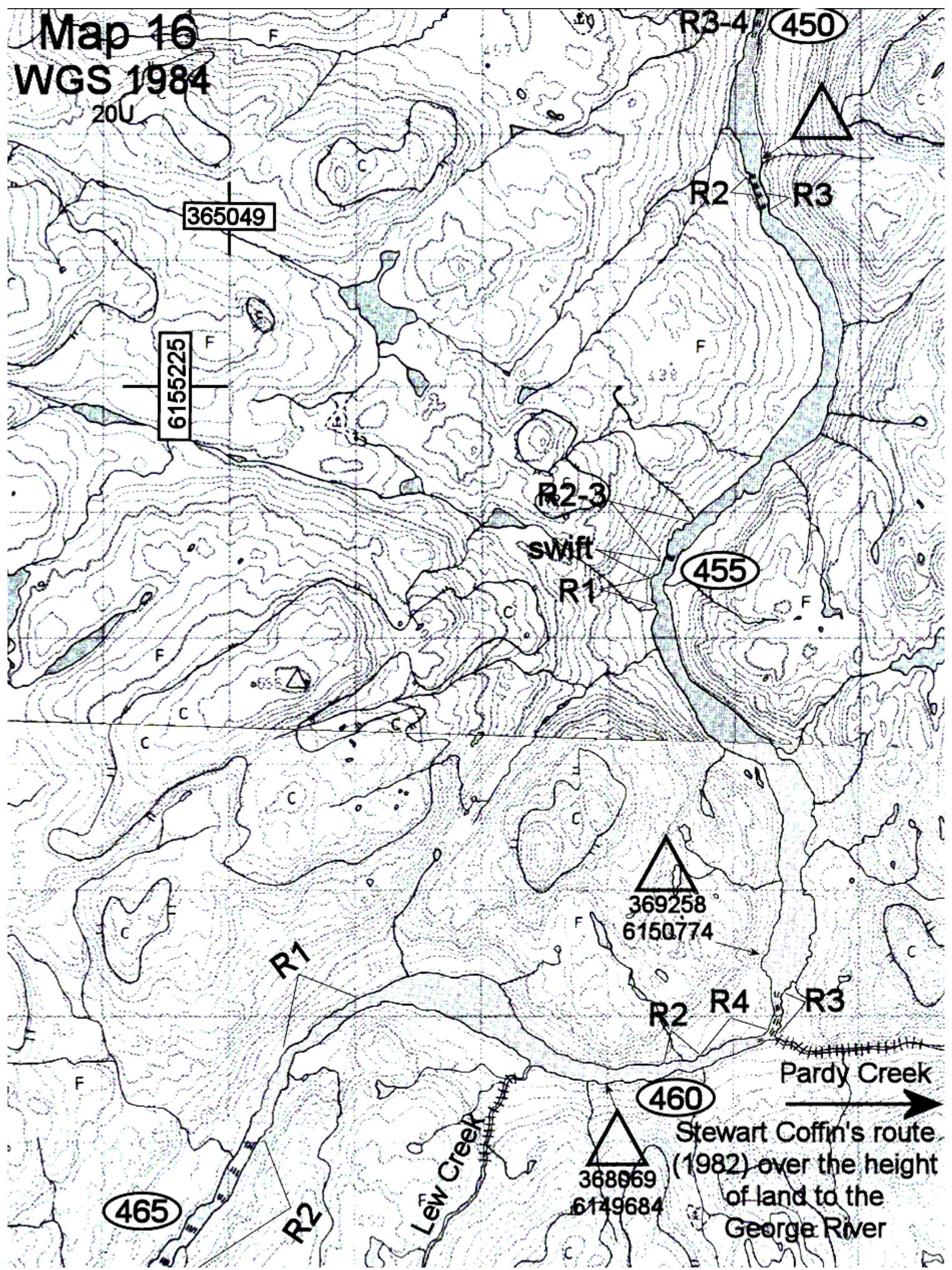
475

Swifts

Map 15
WGS 1984

Map 16

WGS 1984



Stewart Coffin's route
(1982) over the height
of land to the
George River

Map 17

WGS 1984

200

swifts

E

D

E

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

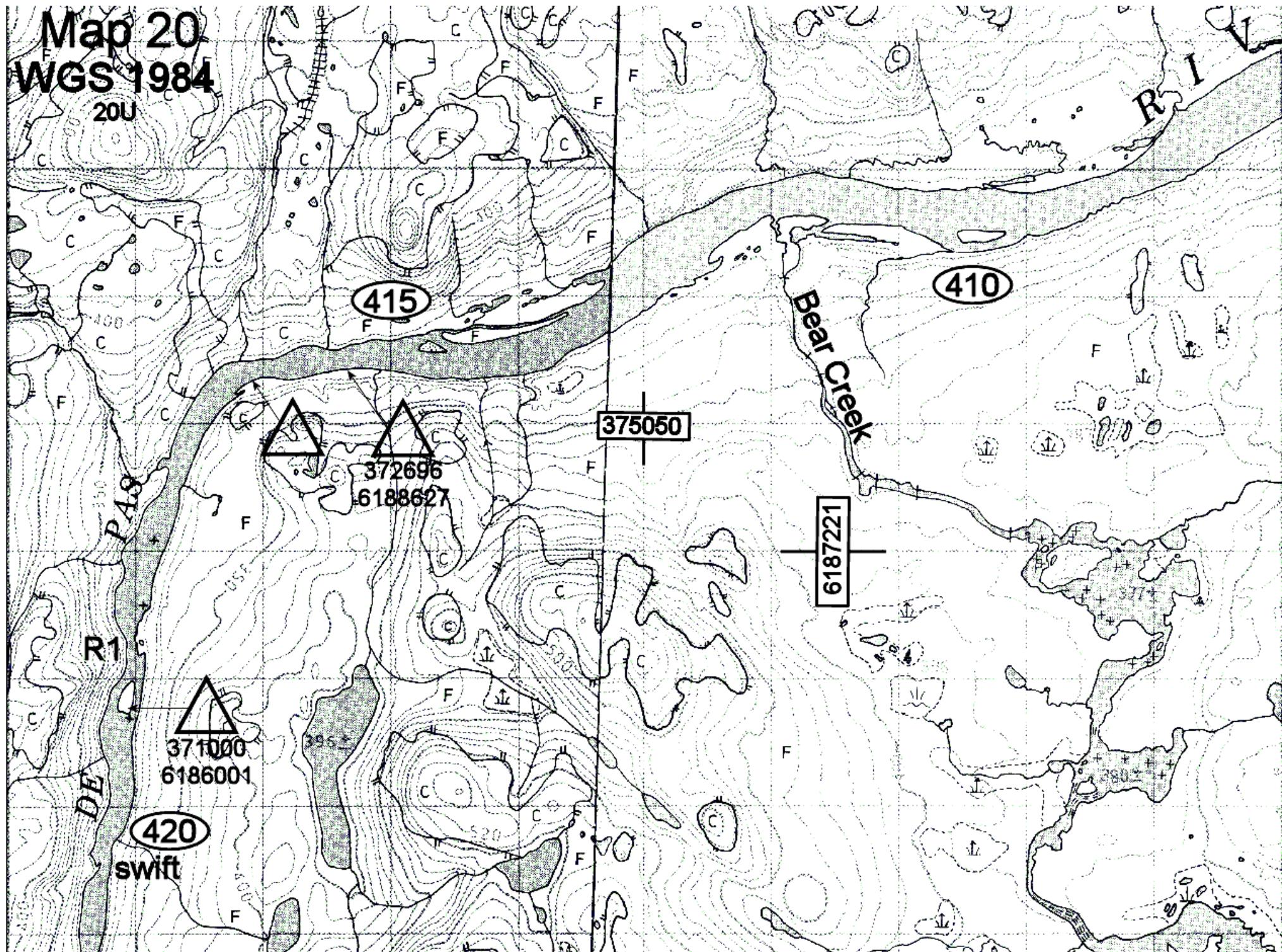
F

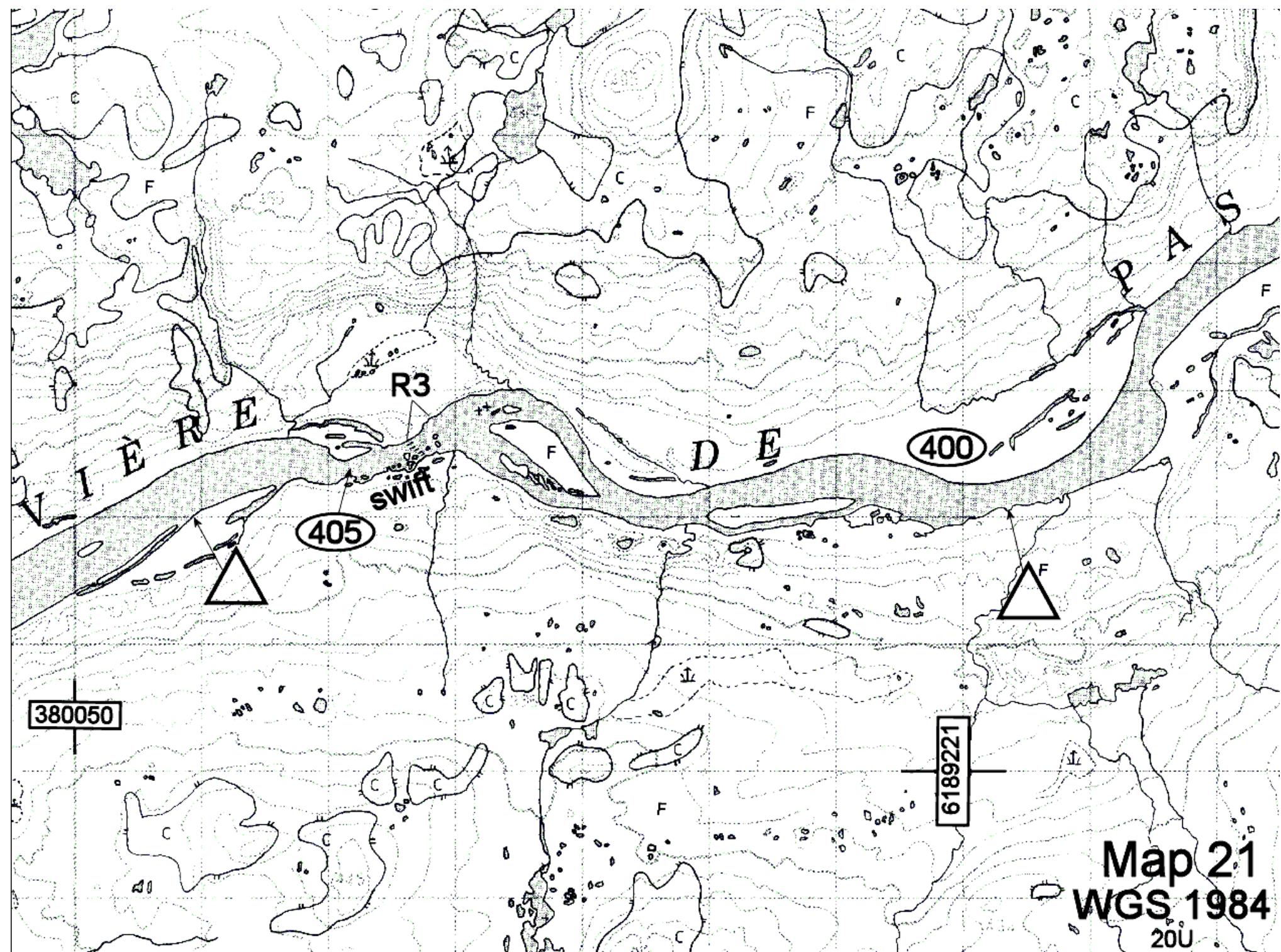
F

F

F

Map 20
WGS 1984
20U





**Map 21
WGS 1984
20U**

Map 22 WGS 1984

200

388050

389964
6198250

swifts

395

390

PA
Twin River
Lodge
389810
6196091

Teepee
camp

400

R2

R3

393050

6193200

6202200

F

A S

F

Map 23
WGS 1984

20V

391948
6209301

6210210

380

390050

6204210

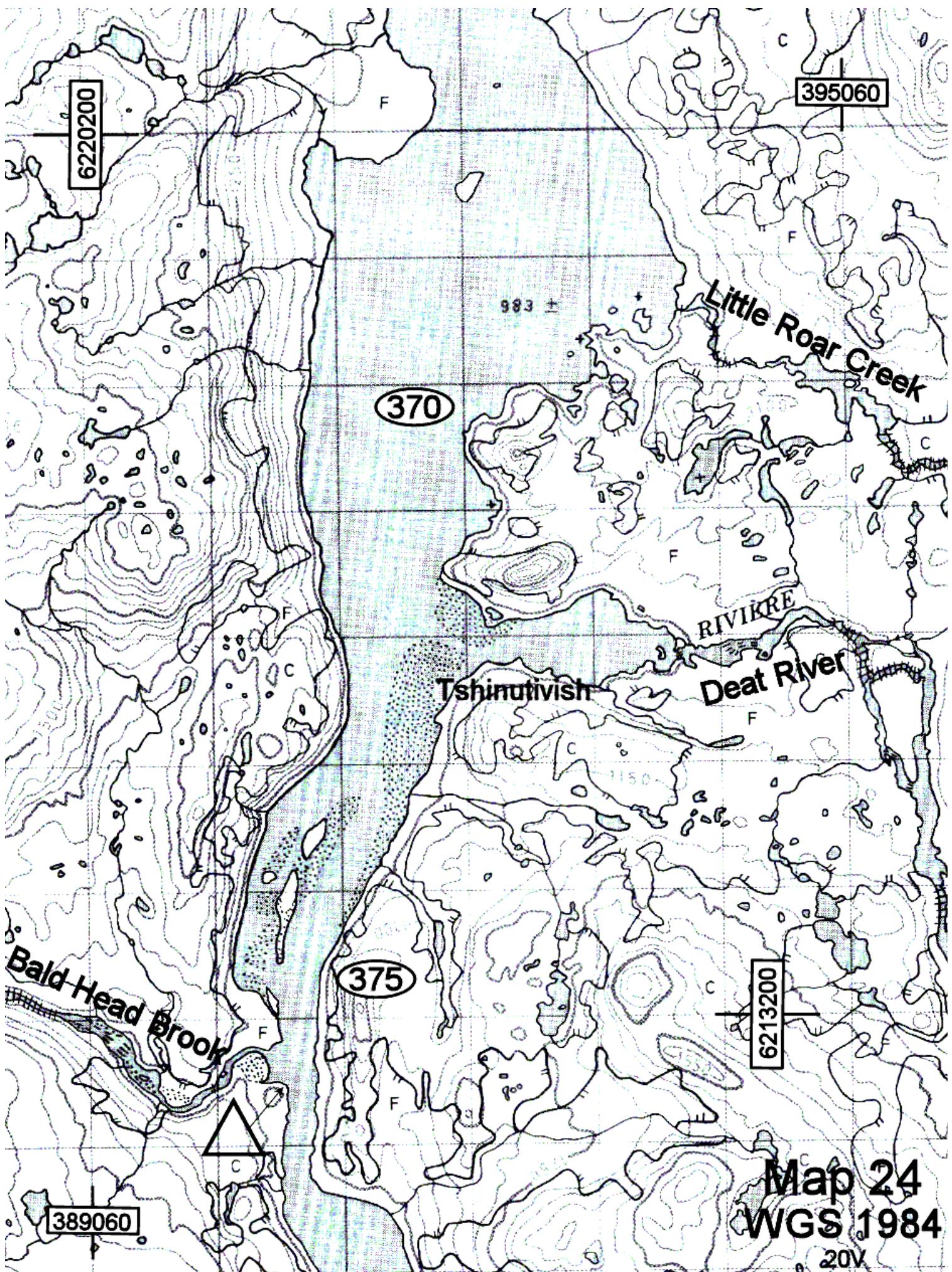
385

LAC DE LA

HUTTE SAUVAGE

394050

WGS 1984
20U



Map 24
WGS 1984

20K

Map 25
WGS 1984

20V

6229200

360

391541
6226005

396060

391212
6223506

365

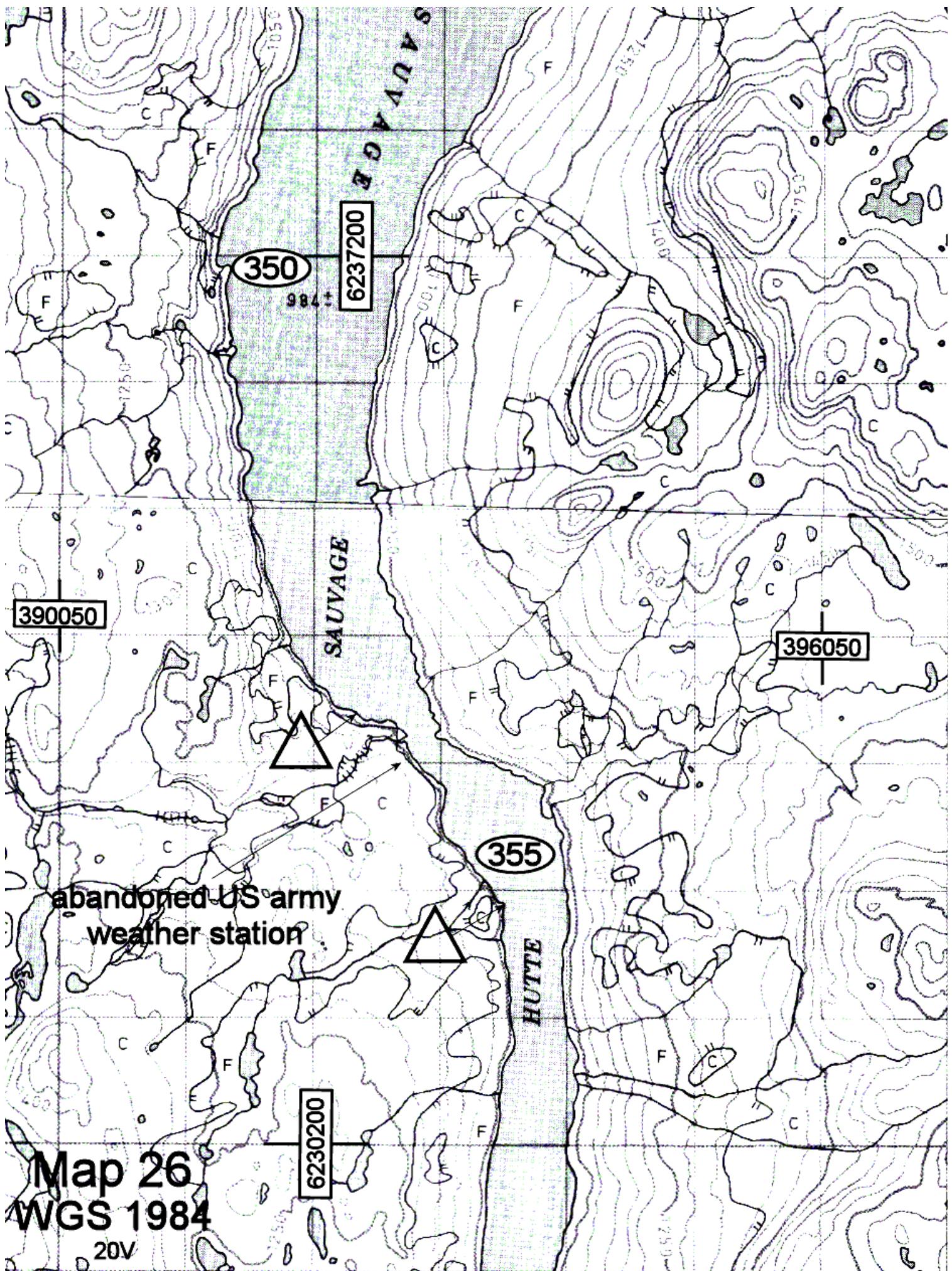
10

100

22

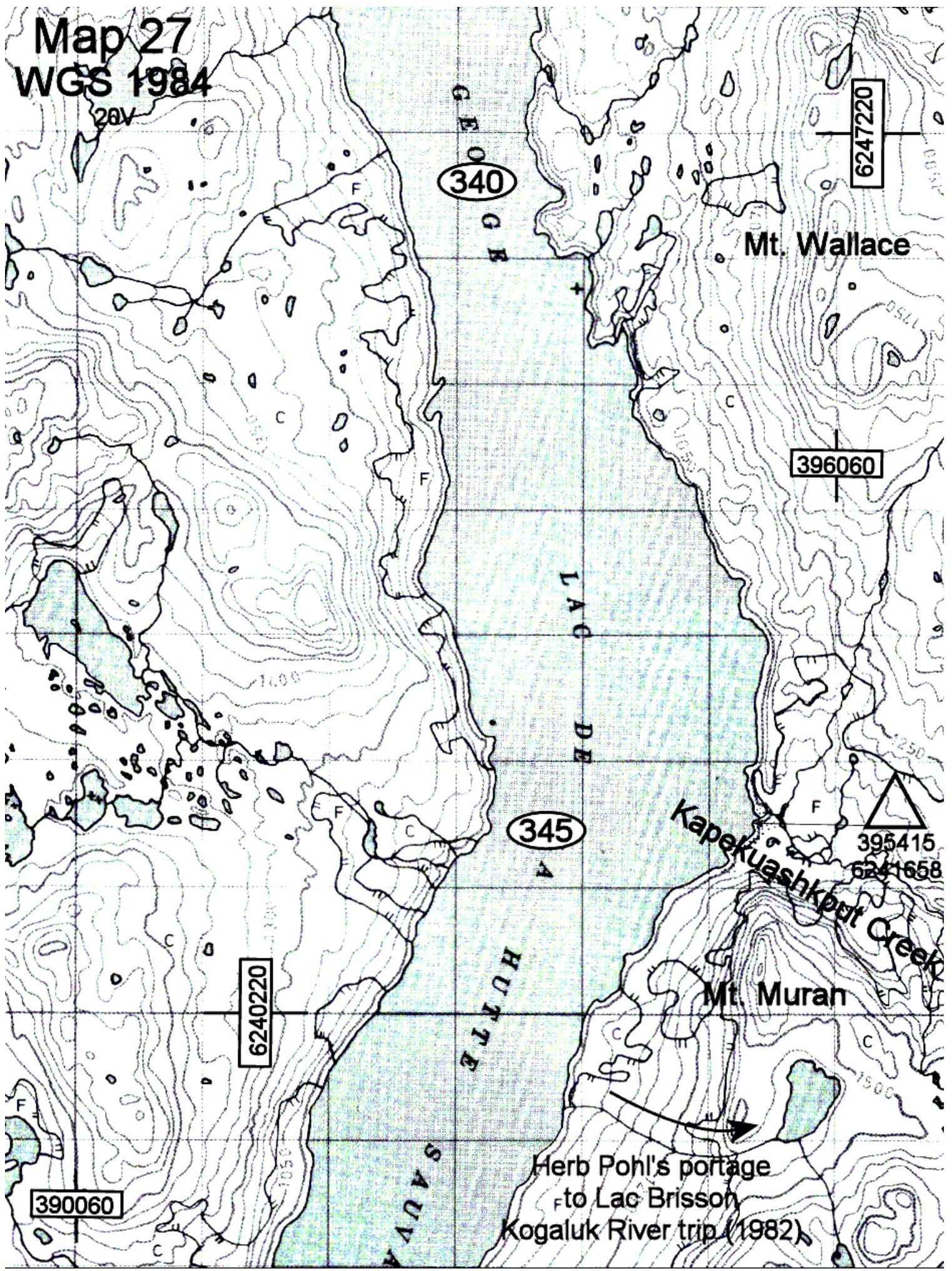
390060

6222200

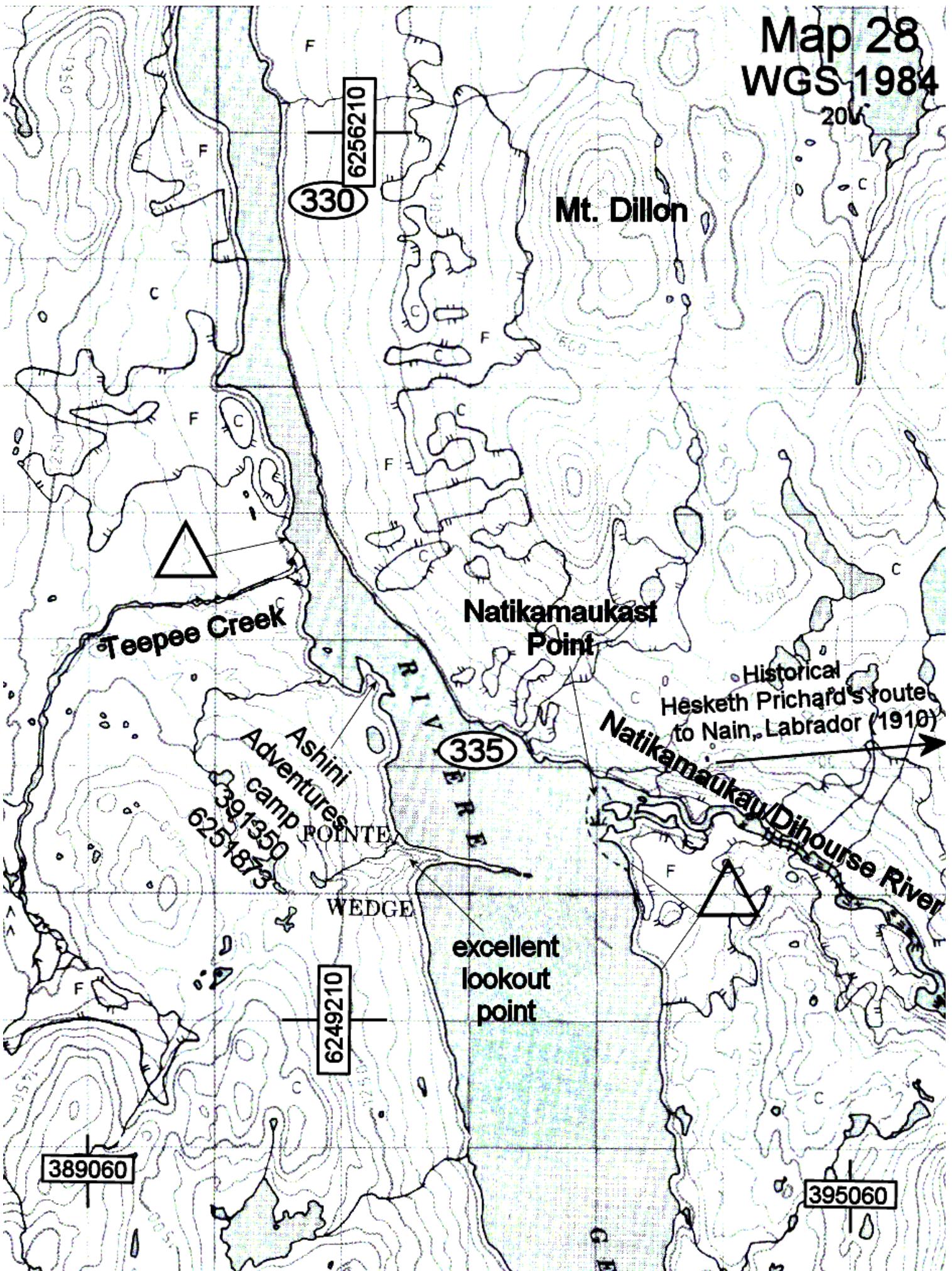


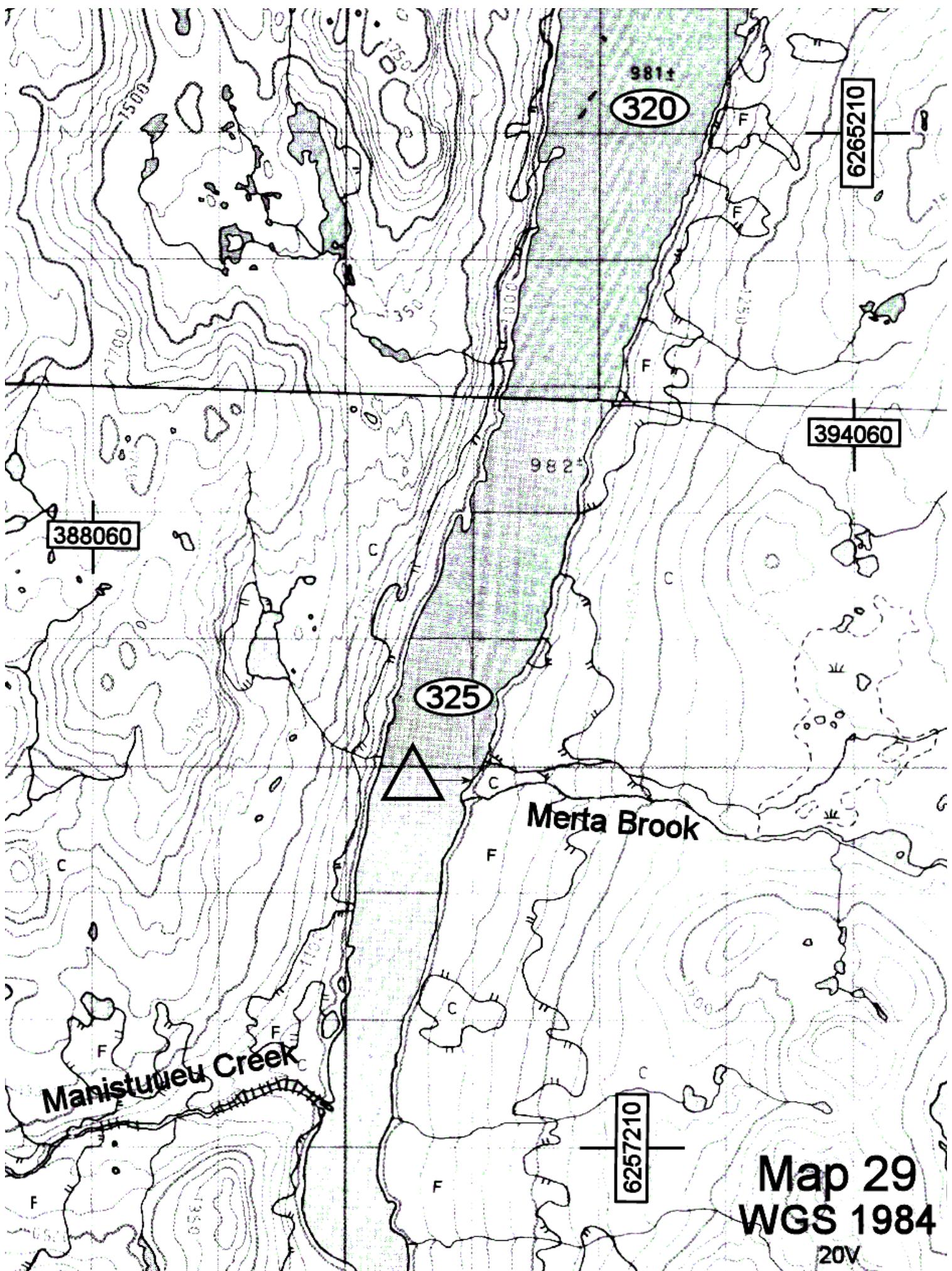
Map 26
WGS 1984
20V

Map 27 WGS 1984



Map 28
WGS 1984





Map 29
WGS 1984
20V

Map 30
WGS 1984
20V

FALAISE

High Cliff

390050

1325±

GEORGE

F

6274220

315

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

F

320

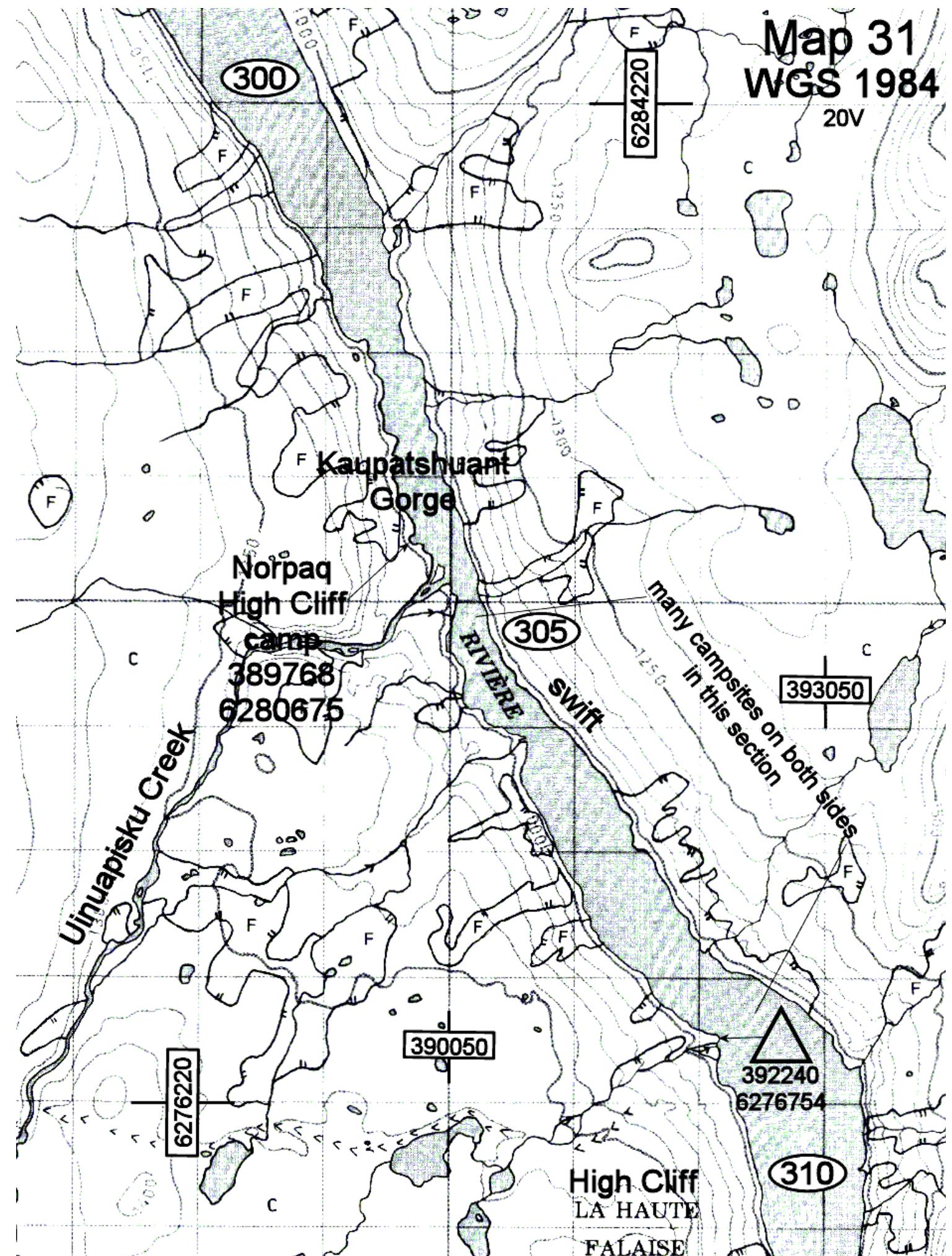
981±

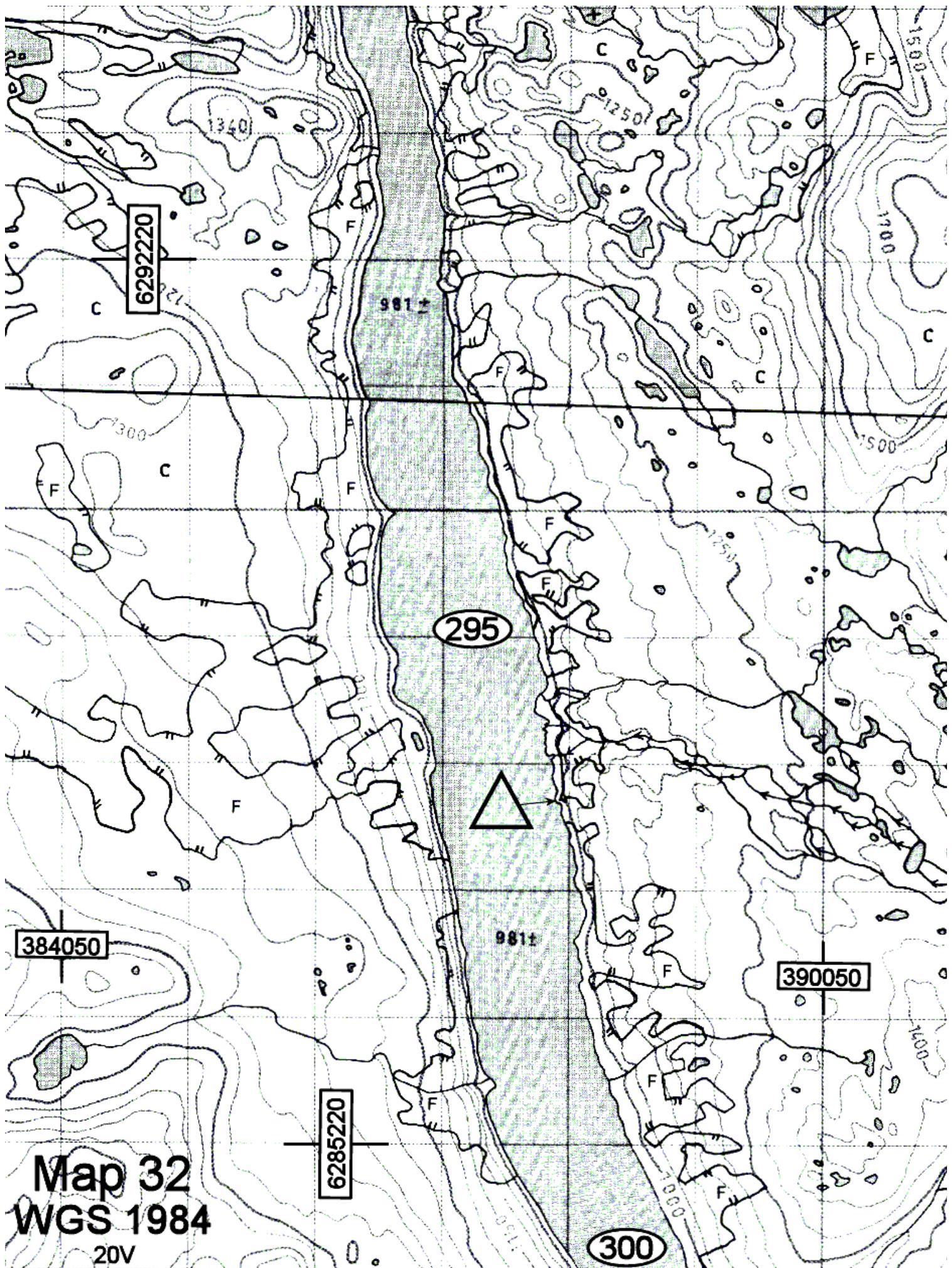
393529
6266526

6266220

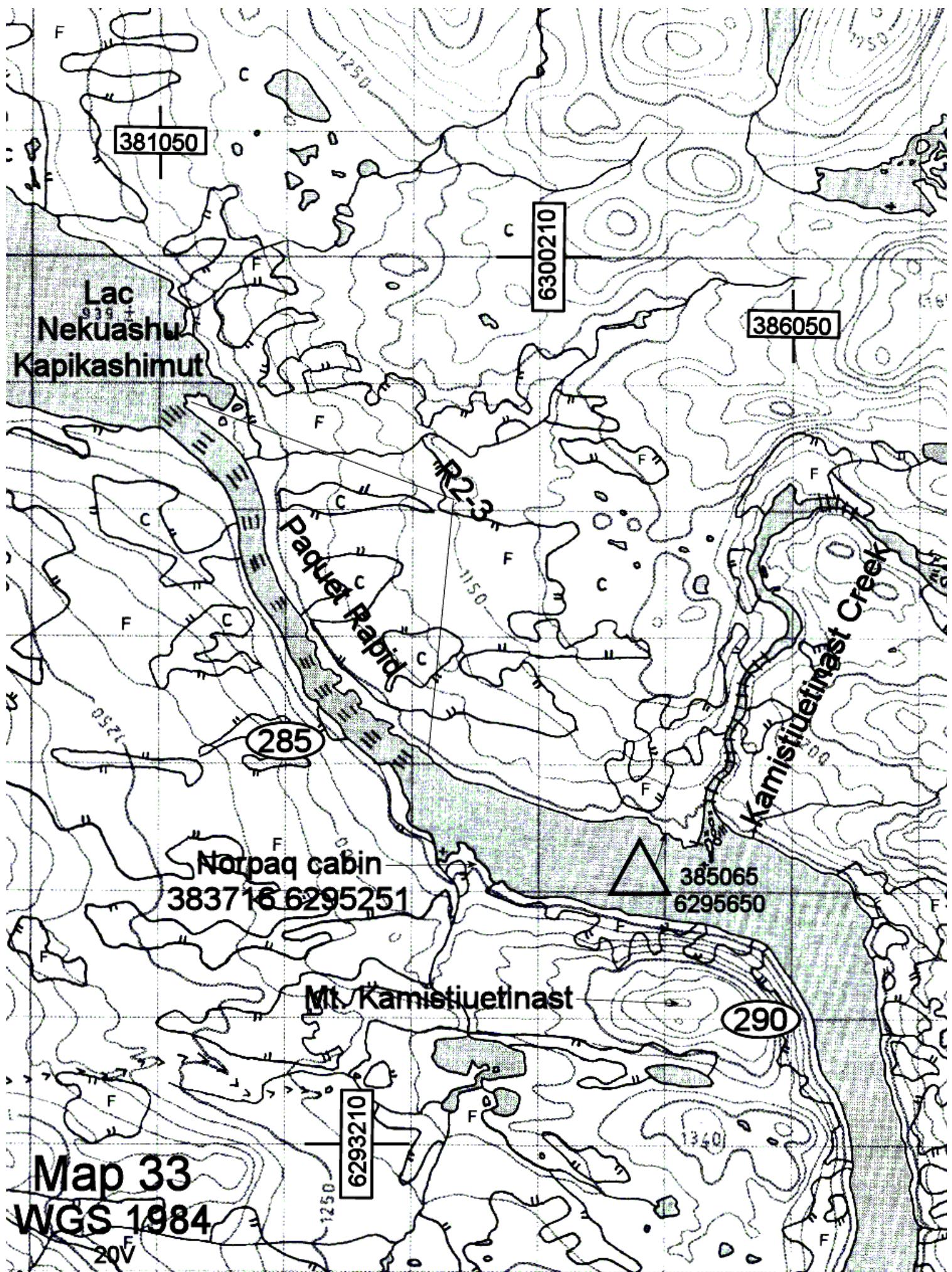


Map 31
WGS 1984
20V





Map 32
WGS 1984
20V



Map 34
WGS 1984

6308220

20V

shallow R2

swifts

275

R2

376050

6300220

Norpaq
Main Ledge
379128
6299906

Leafred River

Lac
Nekuashu
Kapikashimut

280

382050

6308220

20V

swift

R1

R2

R3

R4

R5

R6

R7

R8

R9

R10

R11

R12

R13

R14

R15

R16

R17

R18

R19

R20

R21

R22

R23

R24

R25

R26

R27

R28

R29

R30

R31

R32

R33

R34

R35

R36

R37

R38

R39

R40

R41

R42

R43

R44

R45

R46

R47

R48

R49

R50

R51

R52

R53

R54

R55

R56

R57

R58

R59

R60

R61

R62

R63

R64

R65

R66

R67

R68

R69

R70

R71

R72

R73

R74

R75

R76

R77

R78

R79

R80

R81

R82

R83

R84

R85

R86

R87

R88

R89

R90

R91

R92

R93

R94

R95

R96

R97

R98

R99

R100

R101

R102

R103

R104

R105

R106

R107

R108

R109

R110

R111

R112

R113

R114

R115

R116

R117

R118

R119

R120

R121

R122

R123

R124

R125

R126

R127

R128

R129

R130

R131

R132

R133

R134

R135

R136

R137

R138

R139

R140

R141

R142

R143

R144

R145

R146

R147

R148

R149

R150

R151

R152

R153

R154

R155

R156

R157

R158

R159

R160

R161

R162

R163

R164

R165

R166

R167

R168

R169

R170

R171

R172

R173

R174

R175

R176

R177

R178

R179

R180

R181

R182

R183

R184

R185

R186

R187

R188

R189

R190

R191

R192

R193

R194

R195

R196

R197

R198

R199

R200

R201

R202

R203

R204

R205

R206

R207

R208

R209

R210

R211

R212

R213

R214

R215

R216

R217

R218

R219

R220

R221

R222

R223

R224

R225

R226

R227

R228

R229

R230

R231

R232

R233

R234

R235

R236

R237

R238

R239

R240

R241

R242

R243

R244

R245

R246

R247

R248

R249

R250

R251

R252

R253

R254

R255

R256

R257

R258

R259

R260

R261

R262

R263

R264

R265

R266

R267

R268

R269

R270

R271

R272

R273

R274

R275

R276

R277

R278

R279

R280

R281

R282

R283

R284

R285

Map 35
WGS 1984

R1-2

20V

Hades Hills

R₁

265

6315220

378060

A map detail showing the course of Peret Creek, a winding stream line, and its location relative to a grid of latitude and longitude lines.

378060

Kanipaashis Mountains

372060

Norpaq Falcoz camp

377257 6311121

270

Norpaq Shjcc camp

6307220

Map 36
WGS 1984

INES HADES

6320200

366070

Hades Hills

SWIFTS

COLLINES

Hades Hills

R1

swift

R1-2

255

Norpaq
Falcon camp

367252

6314003

Kauahupant Curve 835

260

6312200

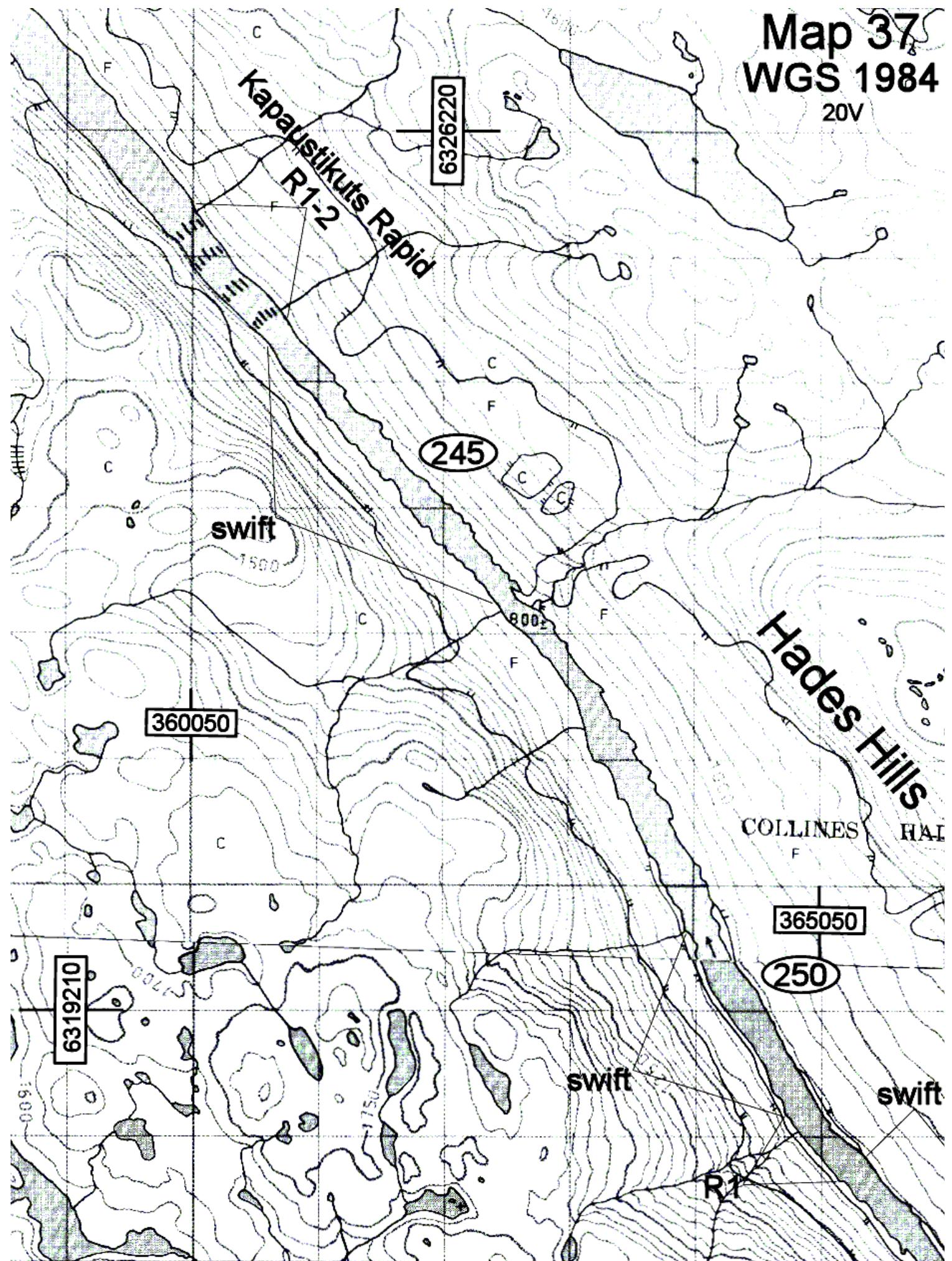
Wolf Hills

371070

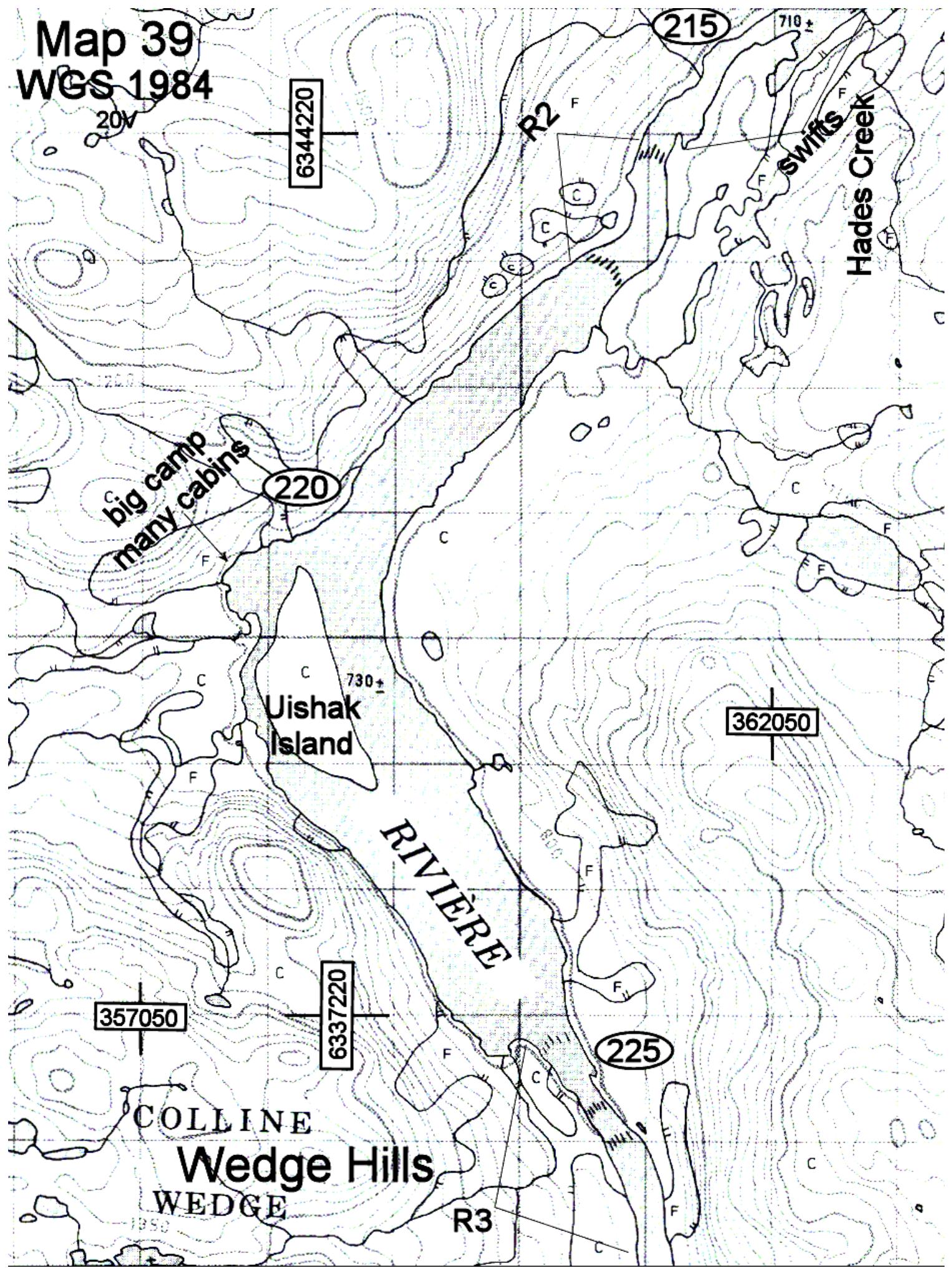
20V

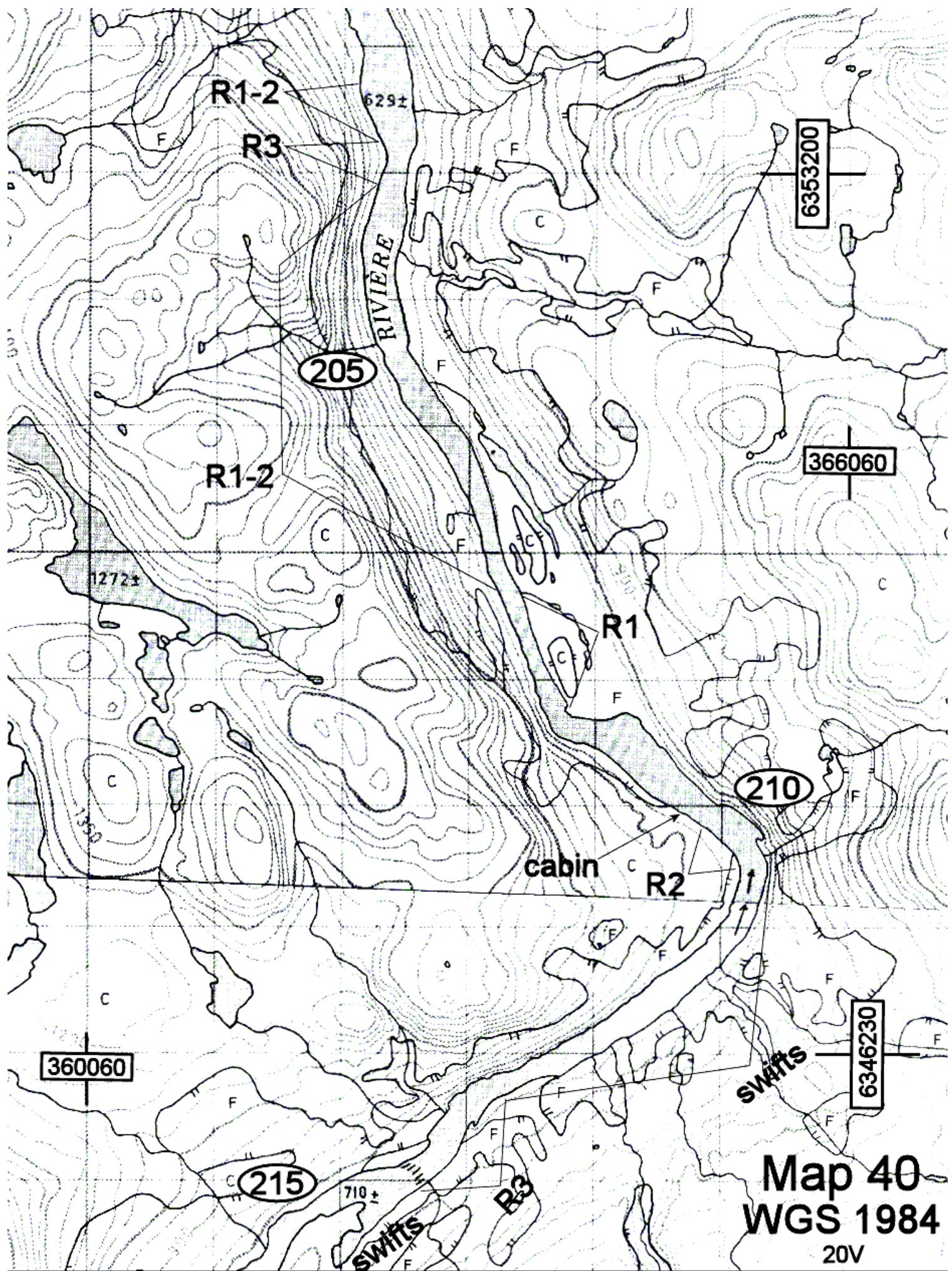
Map 37
WGS 1984

20V



Map 39
WGS 1984

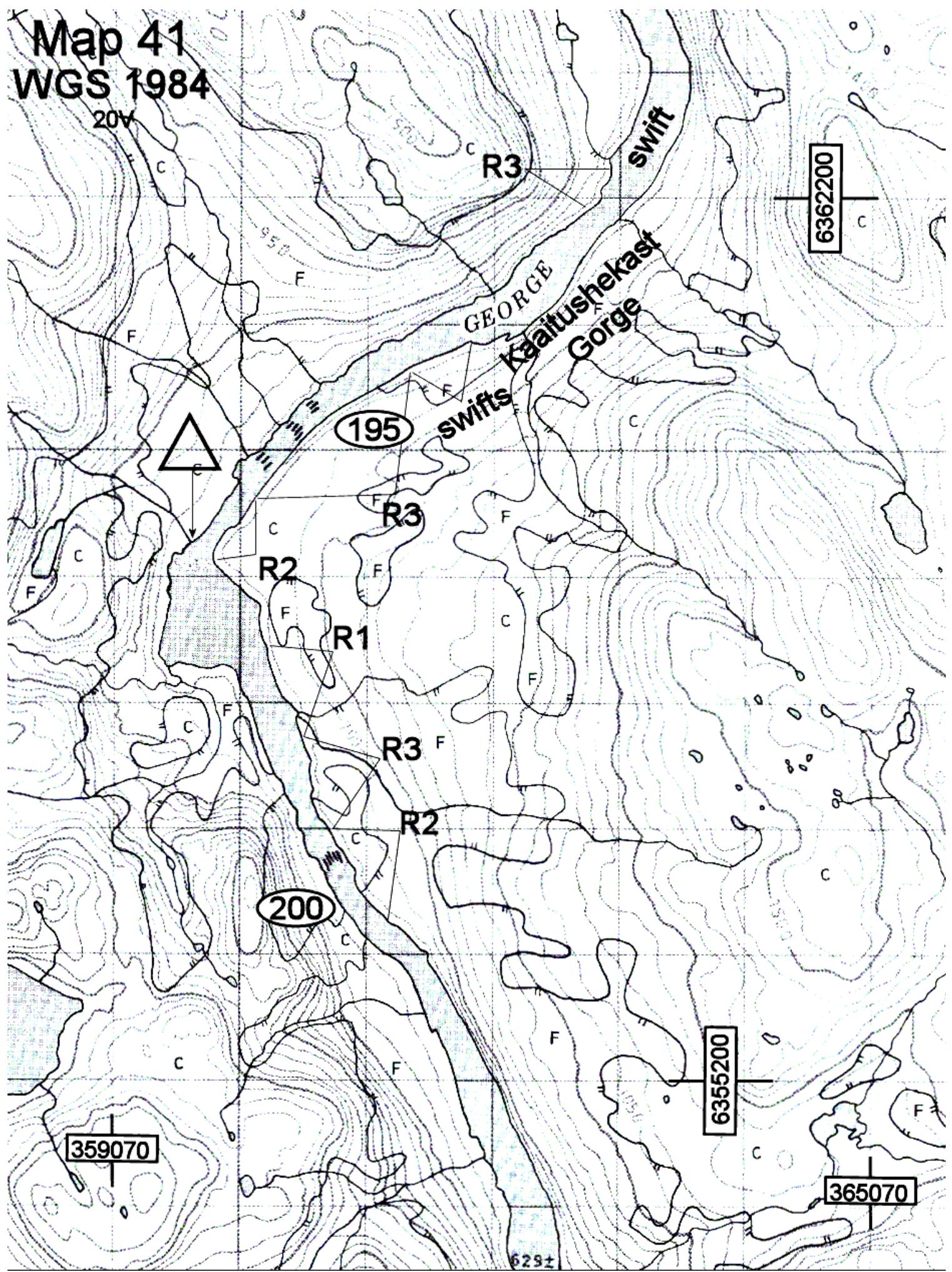


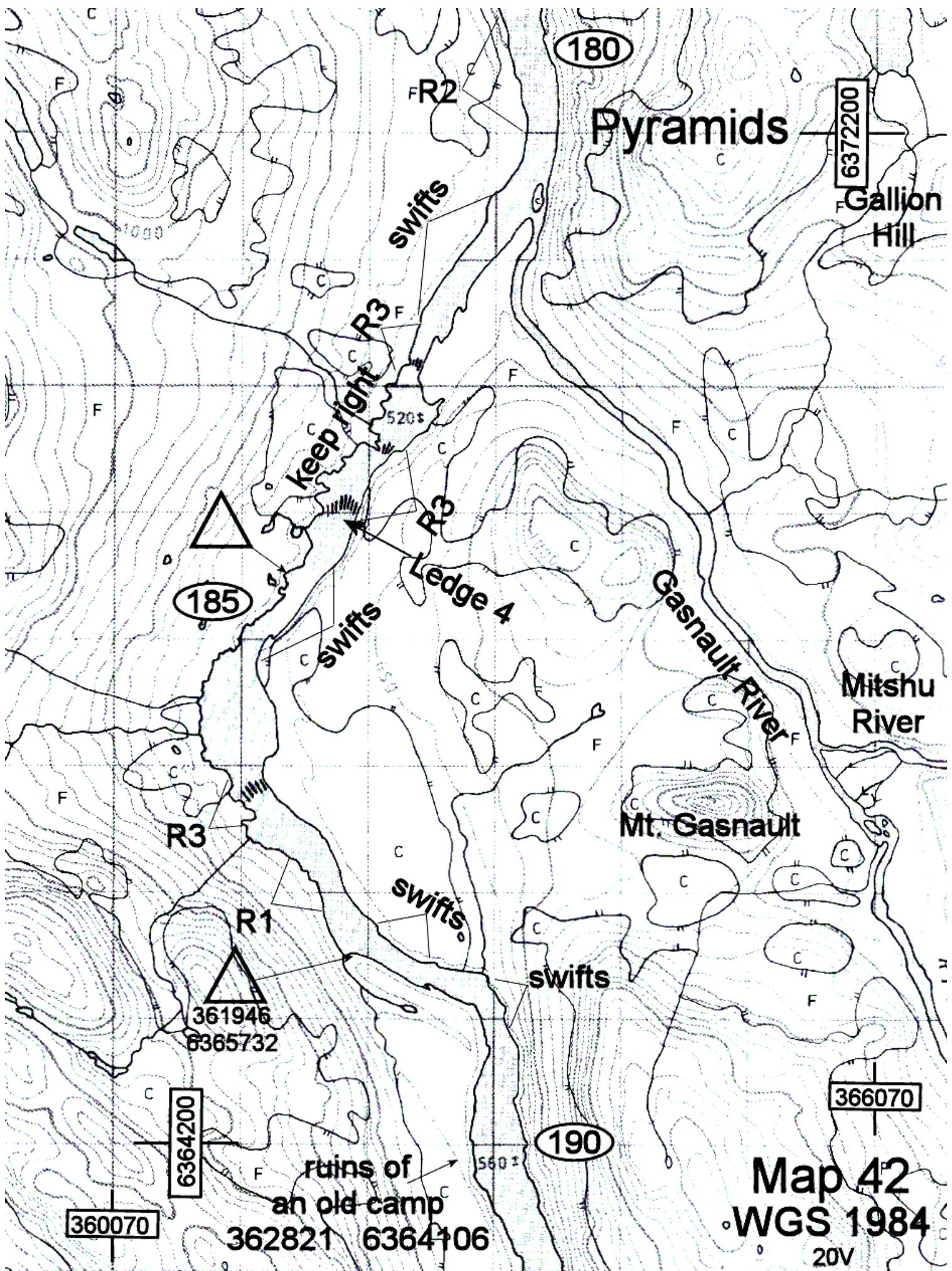


Map 41

WGS 1984

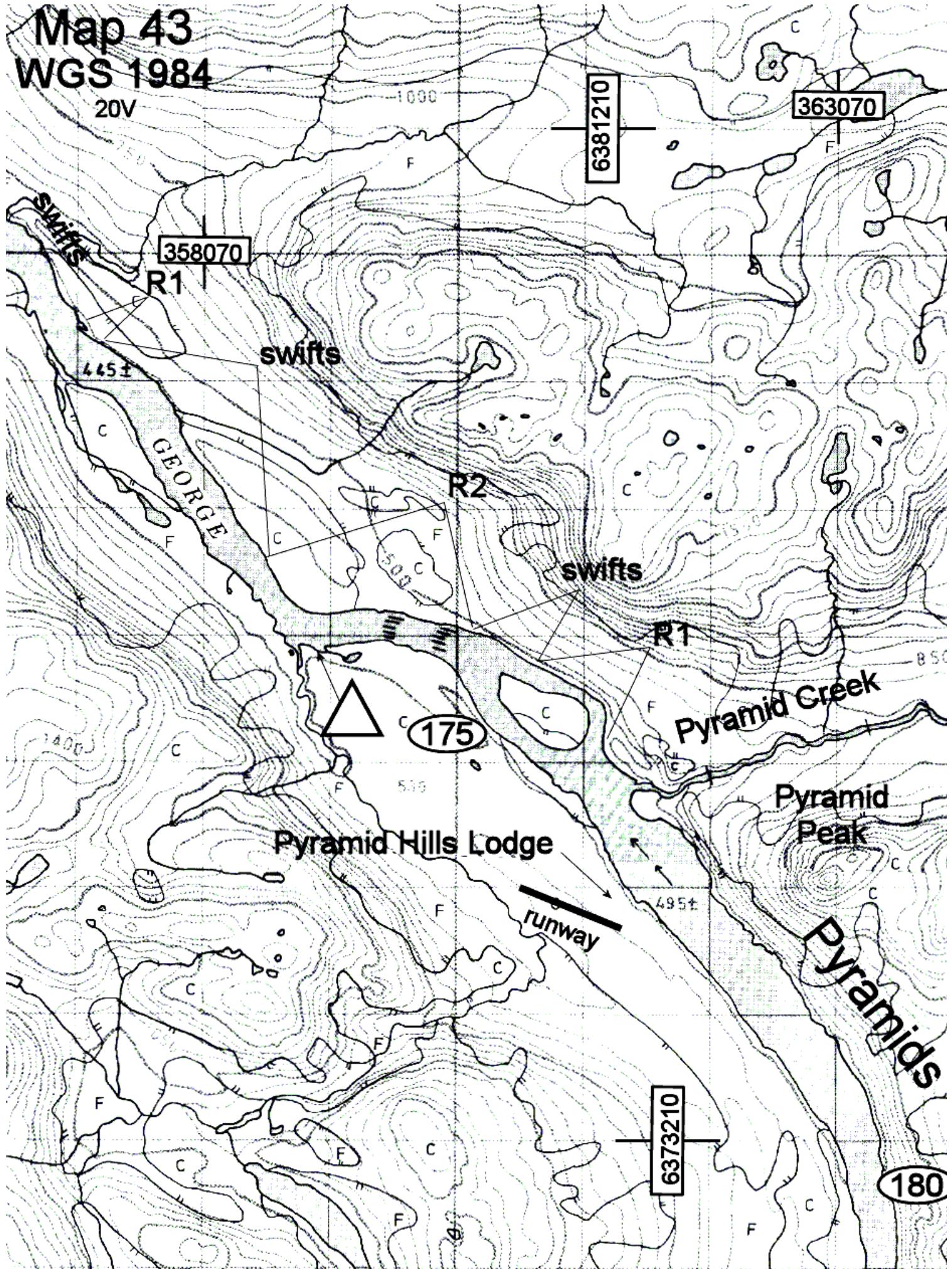
20V





Map 43 WGS 1984

20V



Map 44
WGS 1984

swift-R4

SWIFTS

RIVIERE

R1 R3 R4 R2

6385200

353252
6383322

165

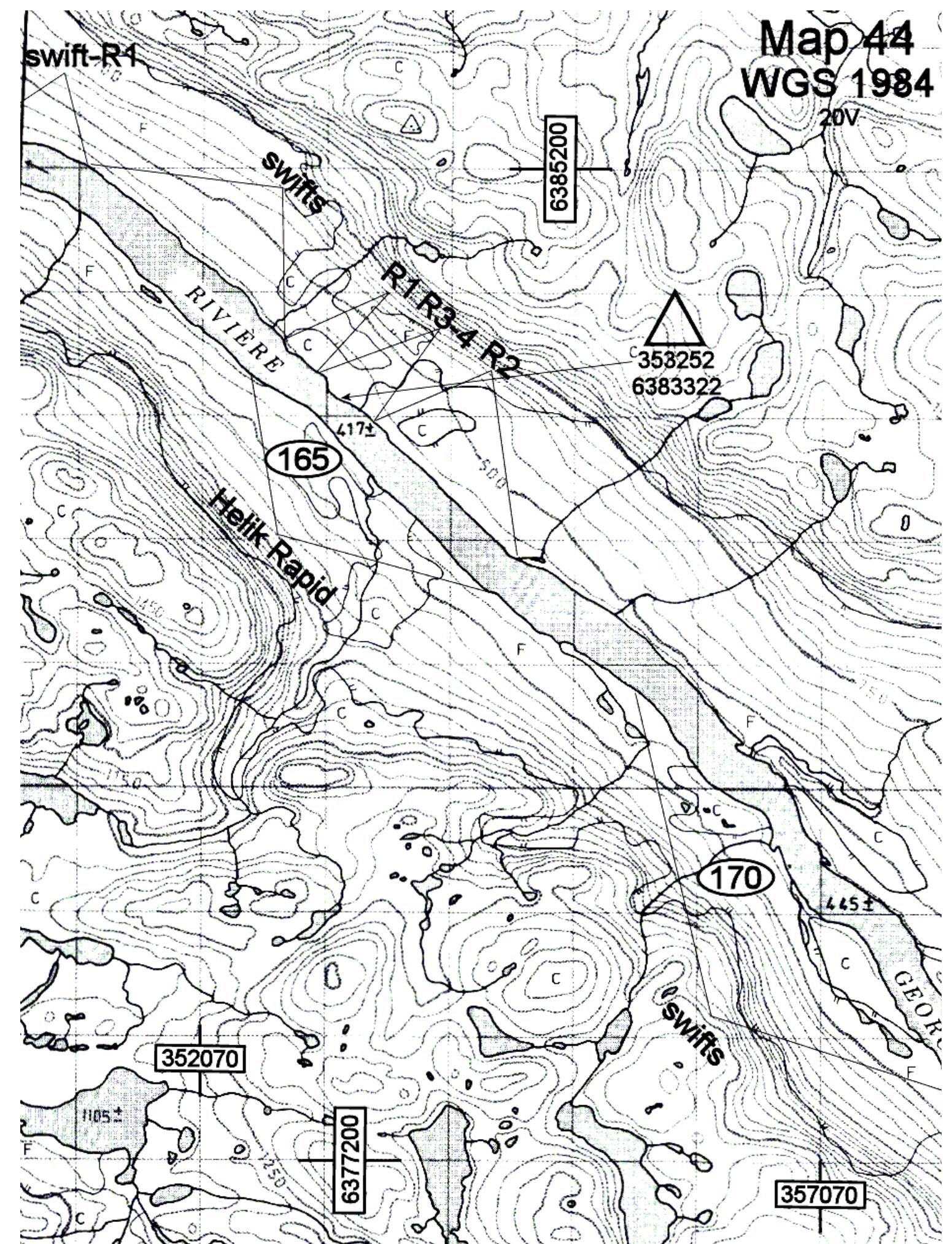
Helik Rapid

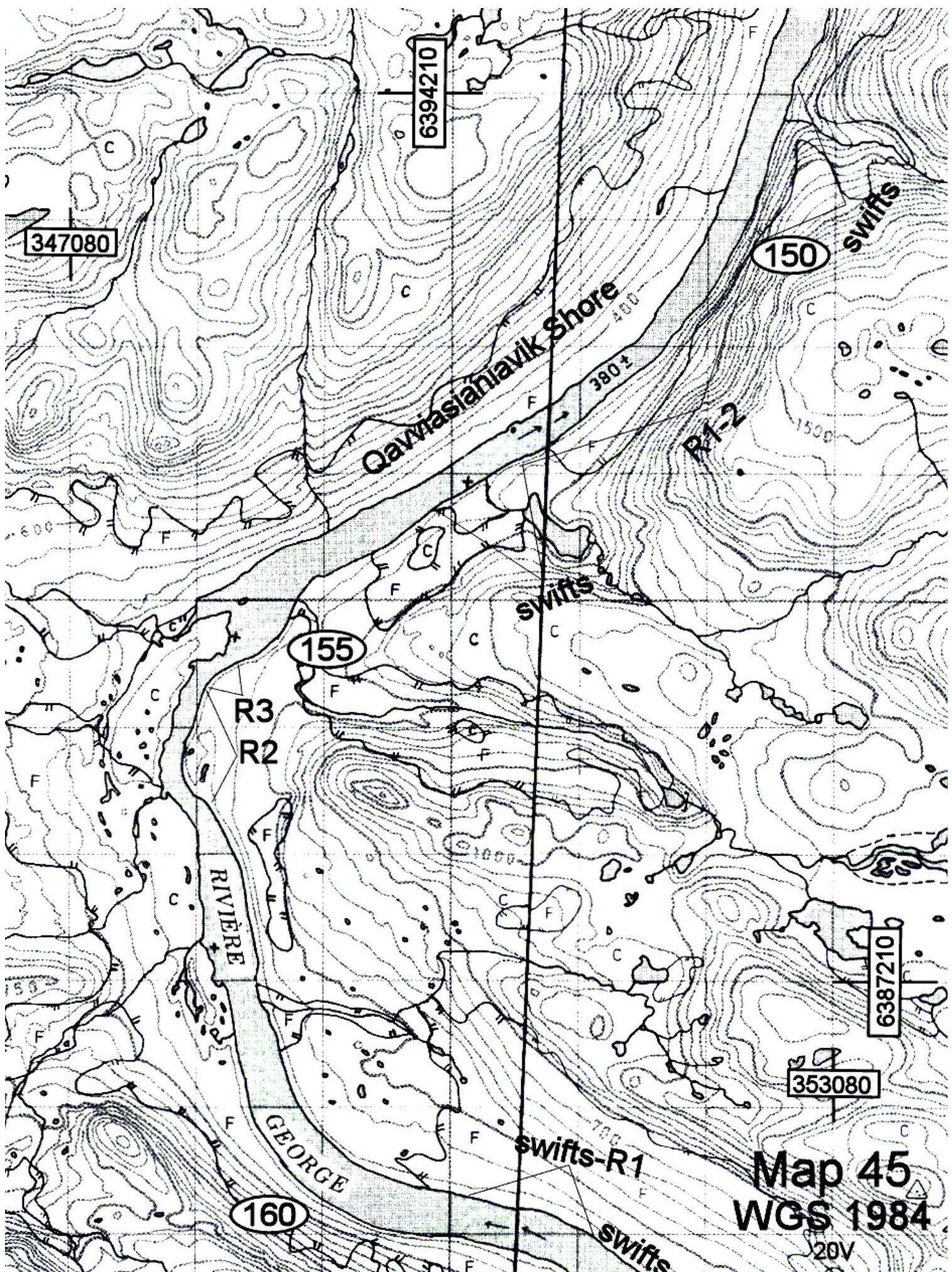
170

352070

6377200

357070

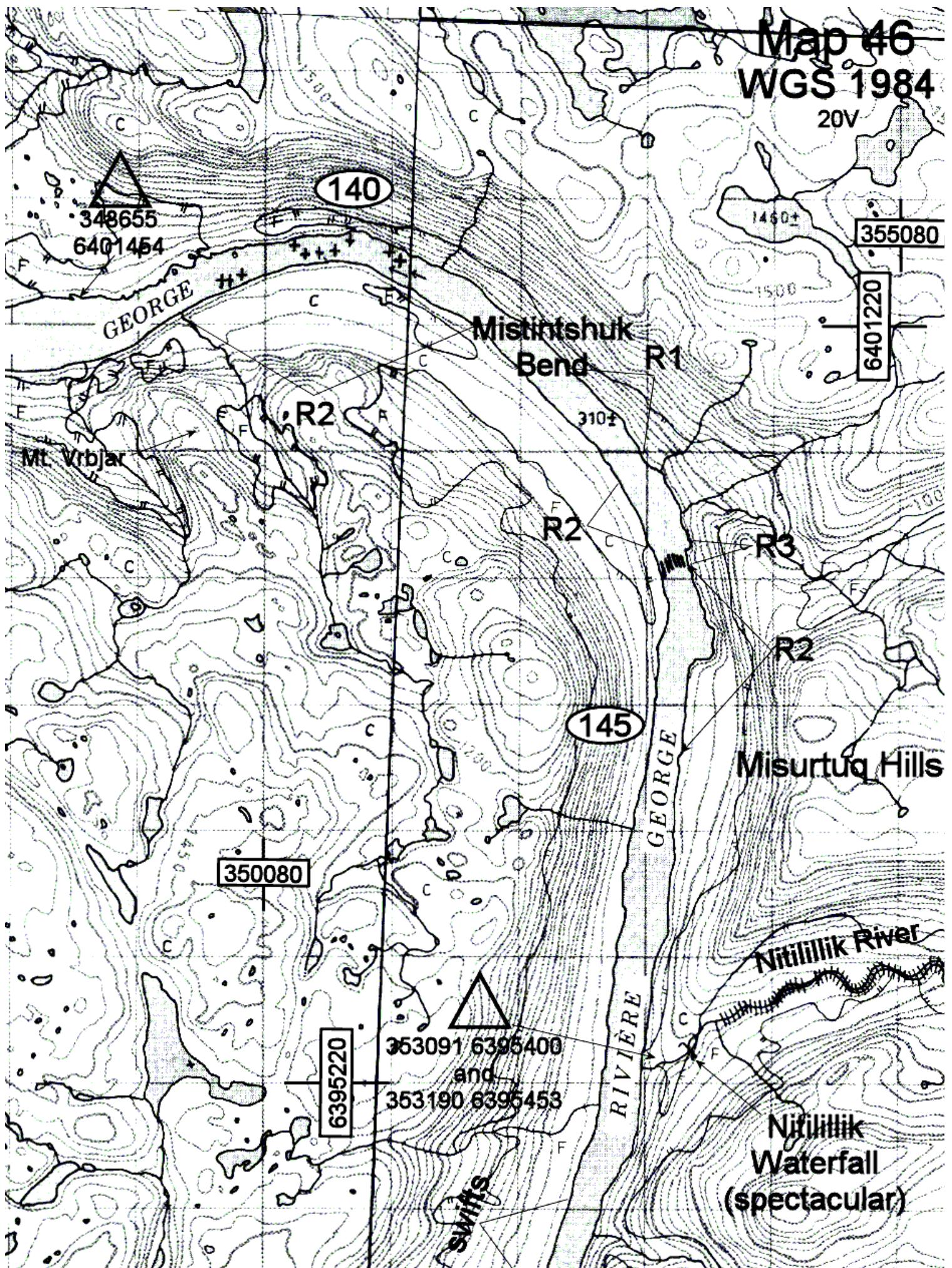


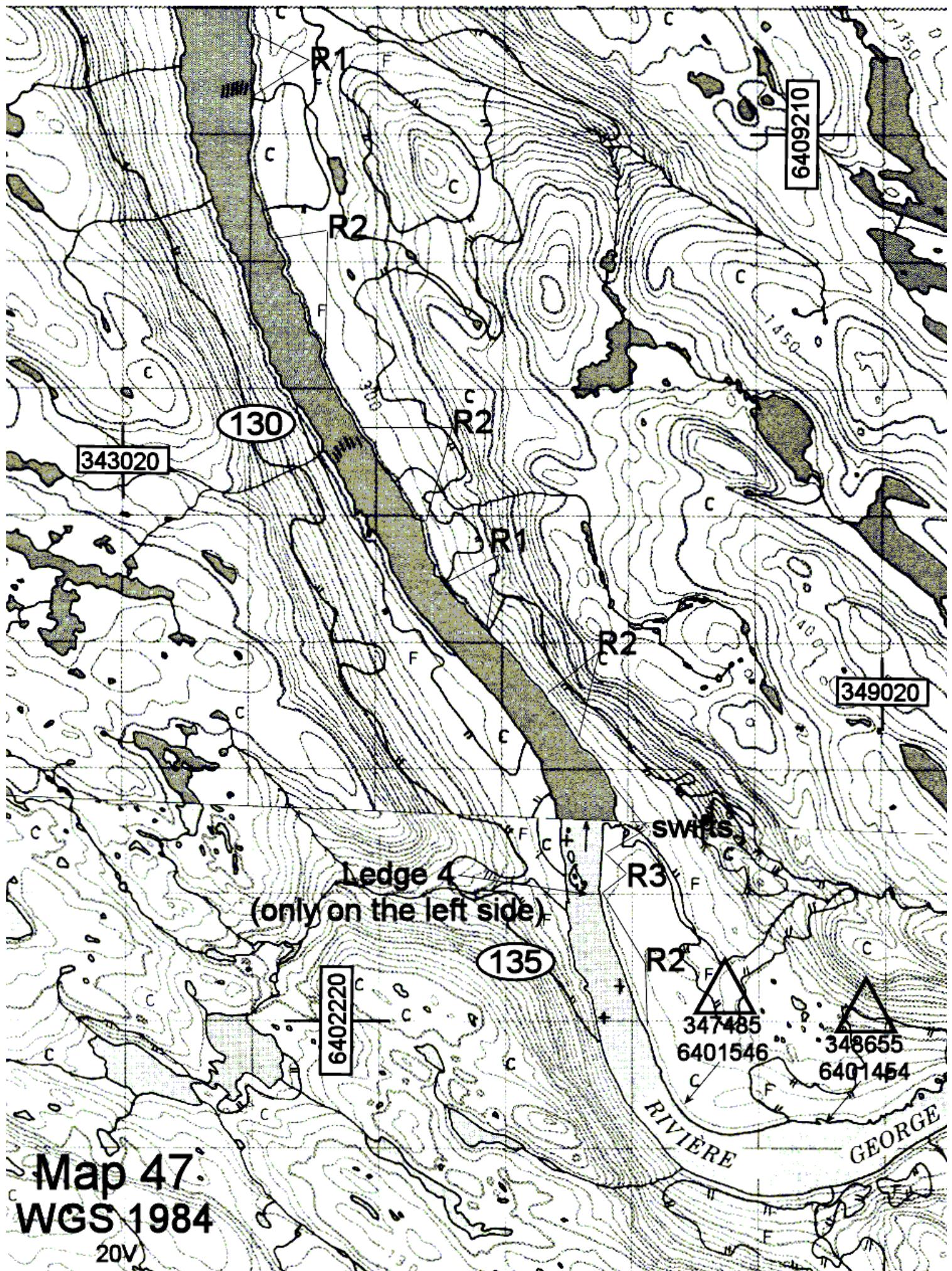


Map 45
WGS 1984

Map 46
WGS 1984

20V





Map 48

WGS 1984

20V

343030

6417200

shallow
R1

swifts

Qairajutait
River

ruins of
an old
camp

Sallarsiq
Cliff

RIVIÈRE

125

R2

swifts

R1

120

C

C

6410200

349030

1100

1300

1439

1551

F

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

C

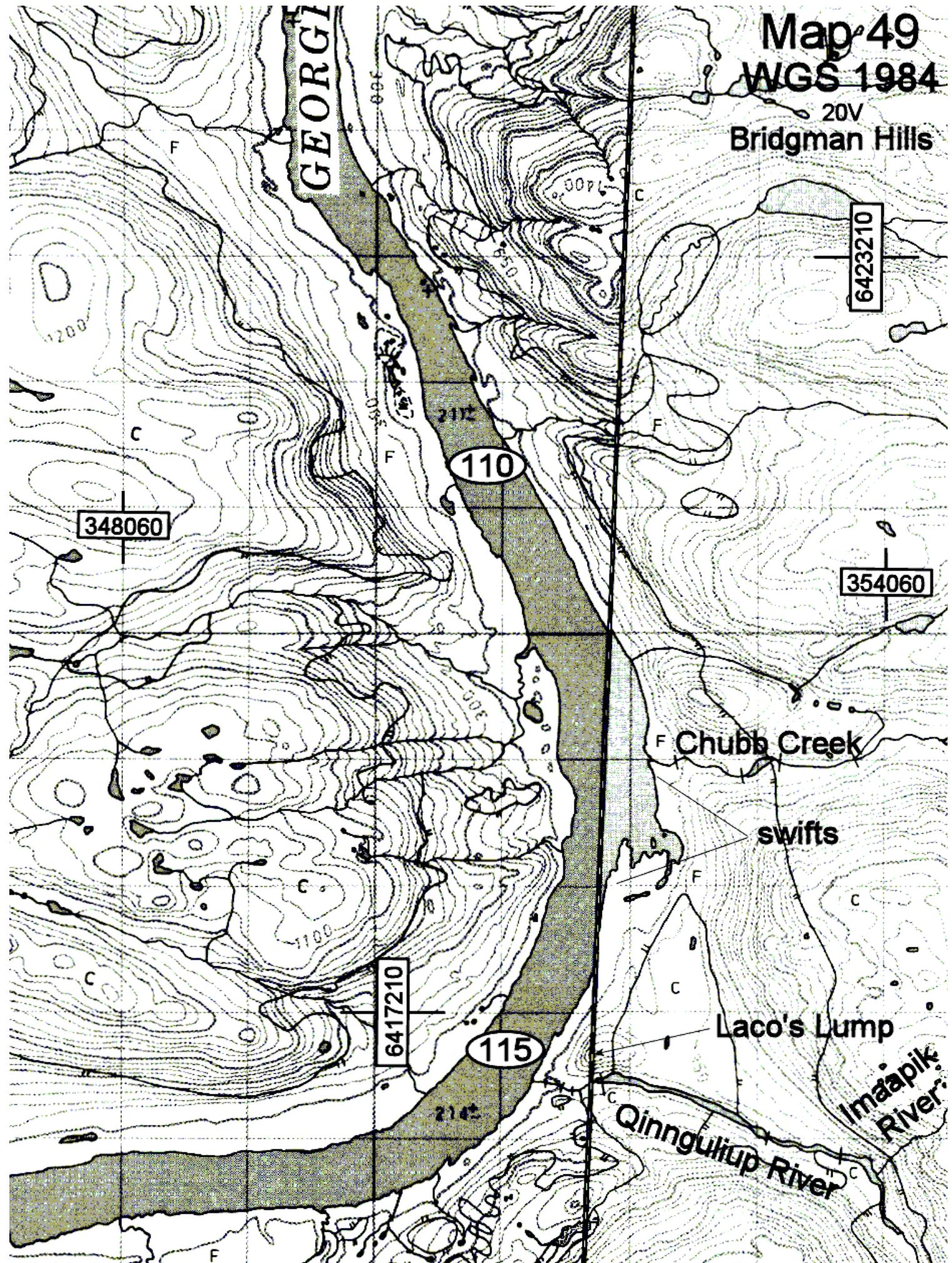
C

Map 49

WGS 1984

20V

Bridgman Hills



Map 50 WGS 1984

20V°

6432200

346050

Mushaueshkam
Lake

6425200

100

R1
R3

R1

swifts

105

RE QIUALUIT

ORGE

349786
6423275

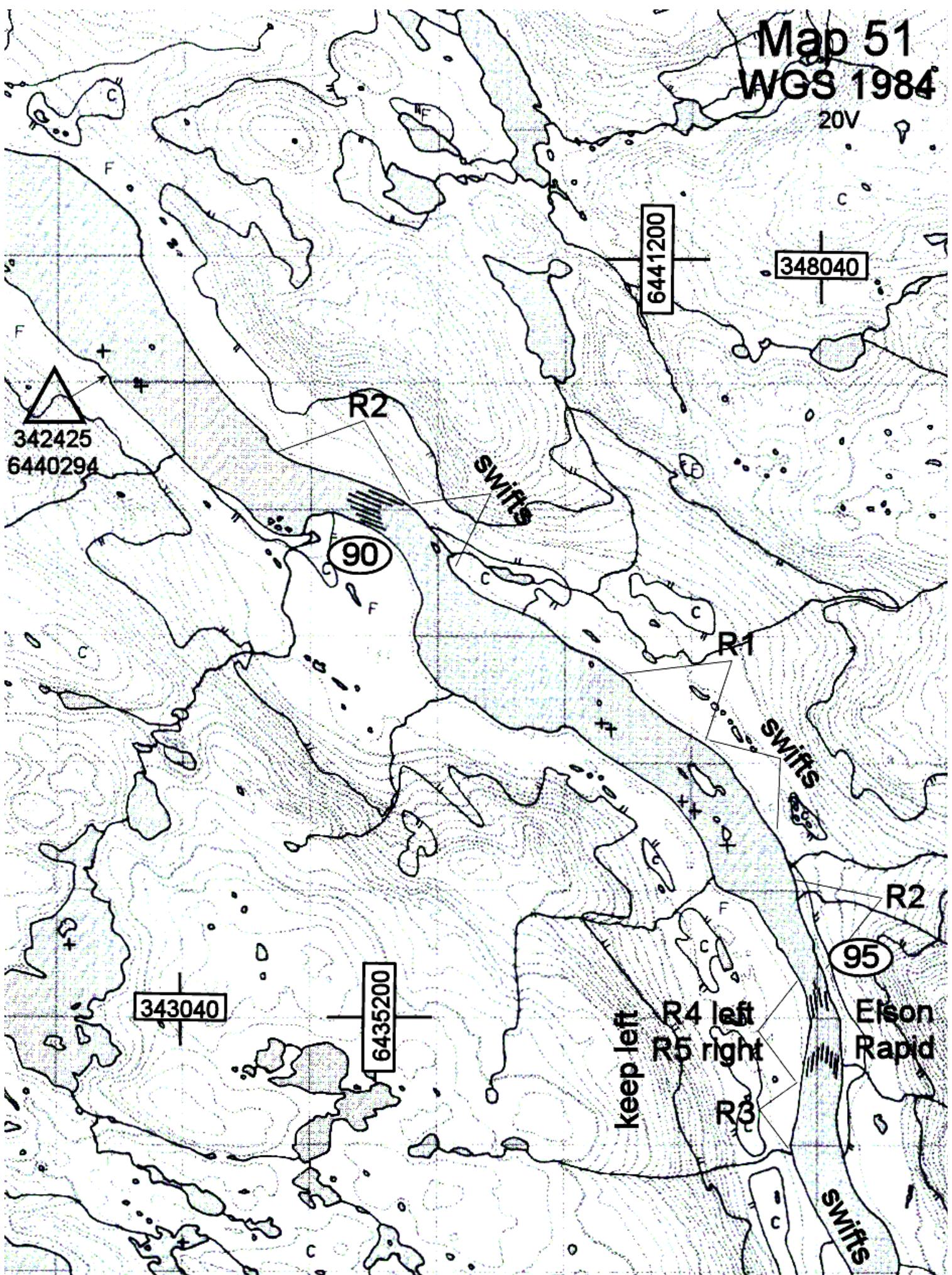
Big Bear Hills

Big Bear Hills

swifts

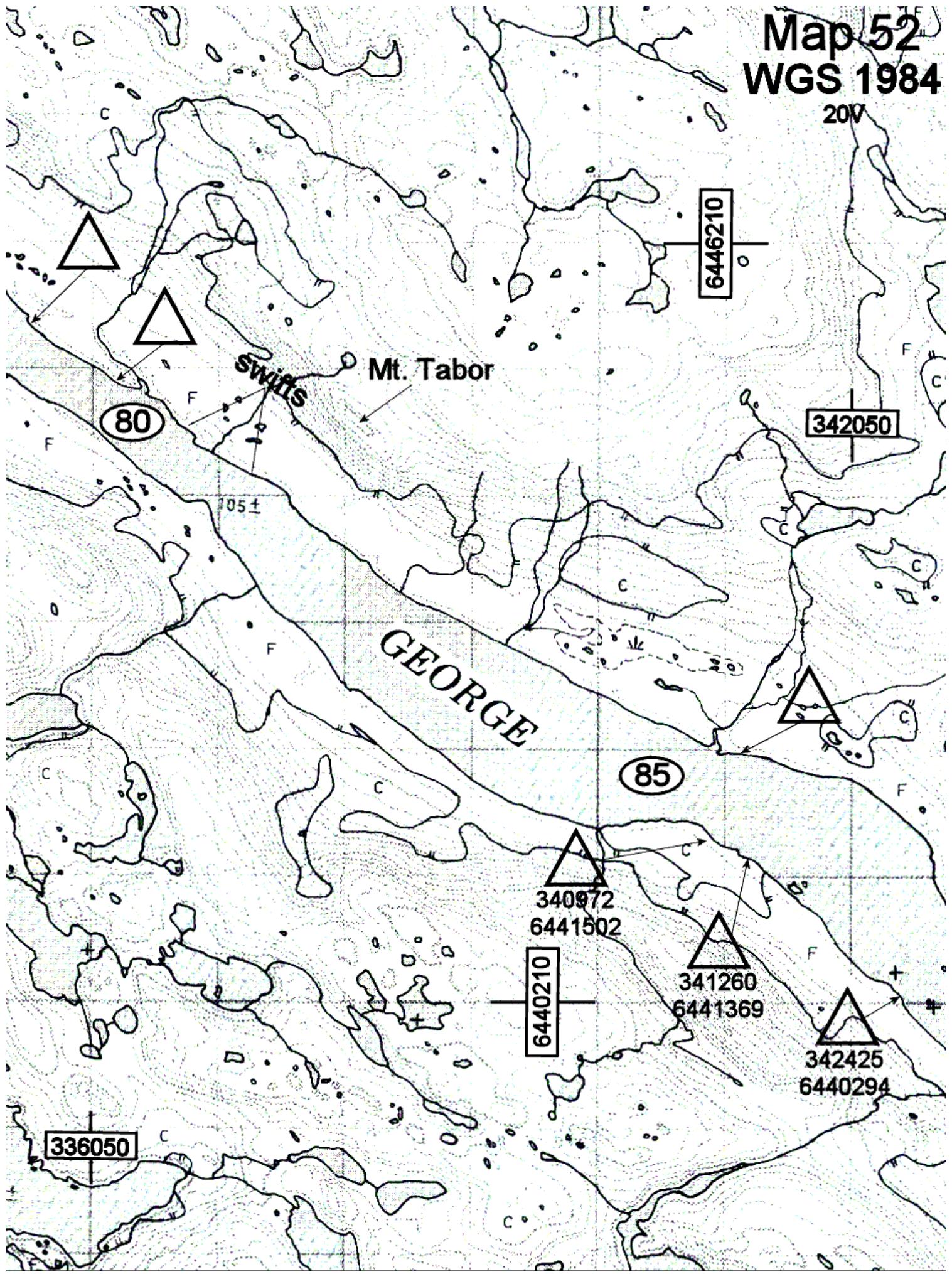
Map 51
WGS 1984

20V



Map 52
WGS 1984

200



Map 53
WGS 1984

20V

6453220

Helen Falls

R2-3

R4

Helen Creek

SWIFT

R6 cabins

P2km

32±

70

334696
6450767

75

RIVIÈRE

cabin

332050

6445220

338050

80

Map 54
WGS 1984

20V

329070

6463210

335070

28±

60

Sarvakallak
camp

334293
6456321

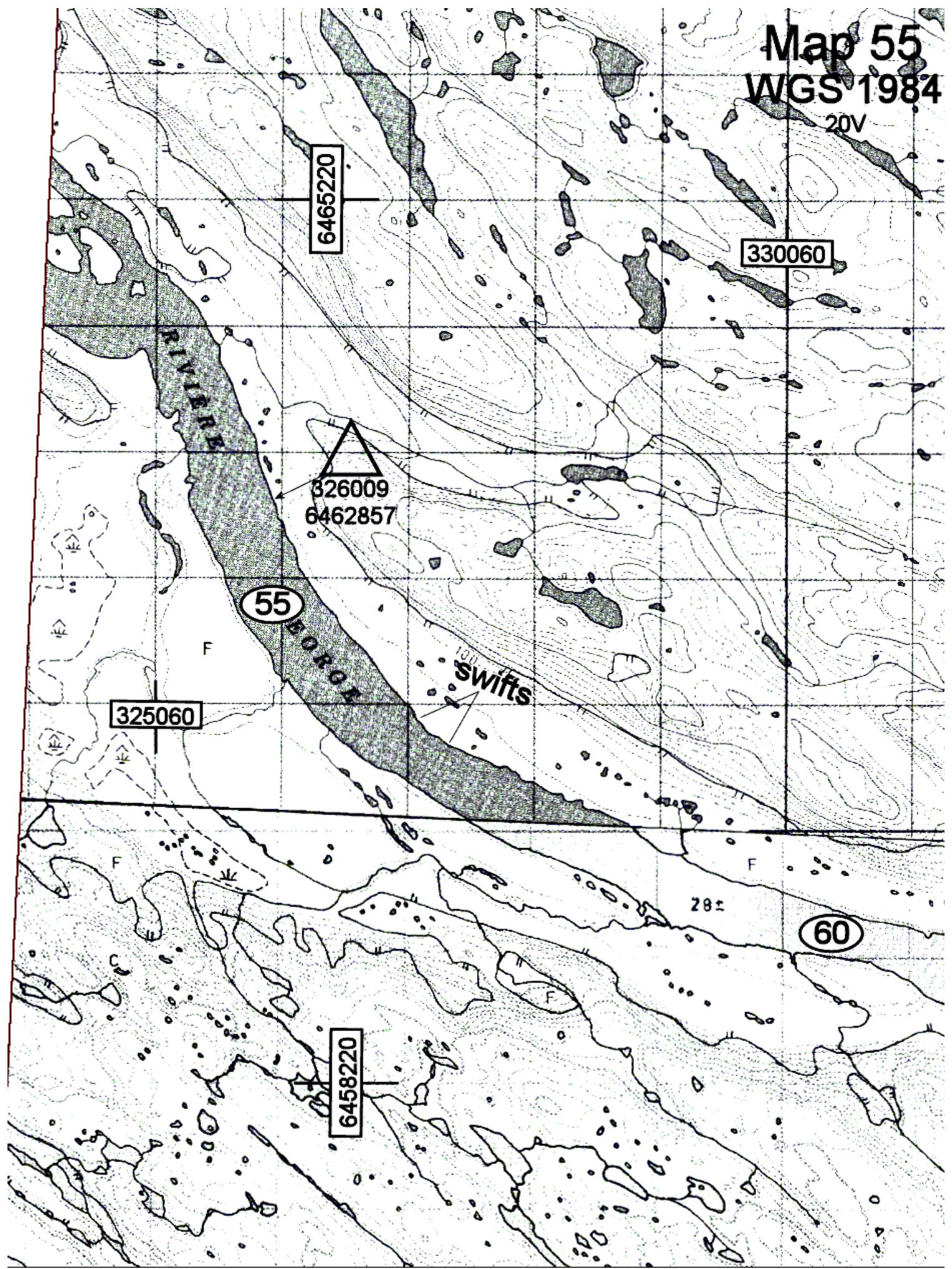
swifts-R1

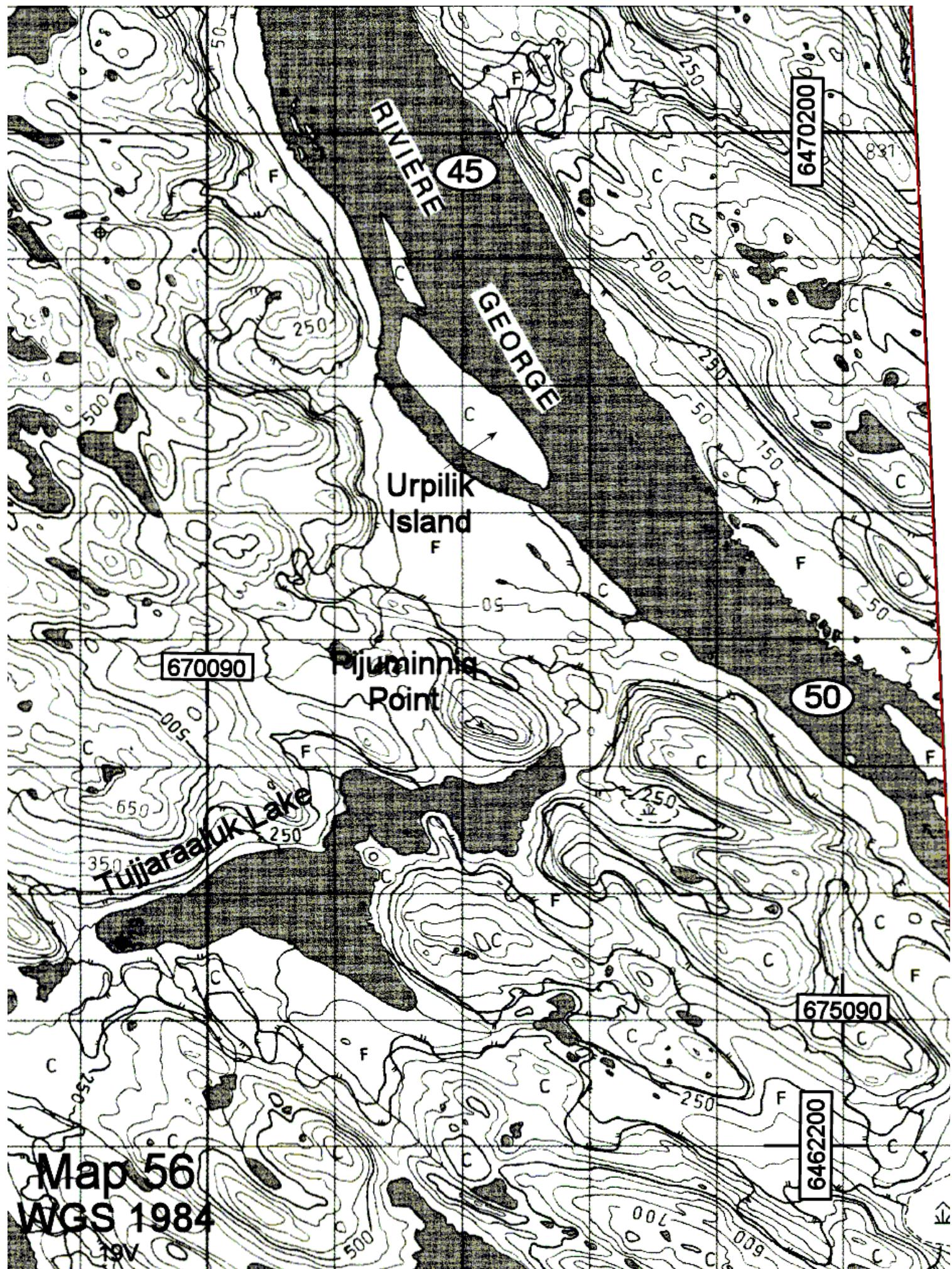
65

R4
Sarvakallak
Rapid
(keep right)

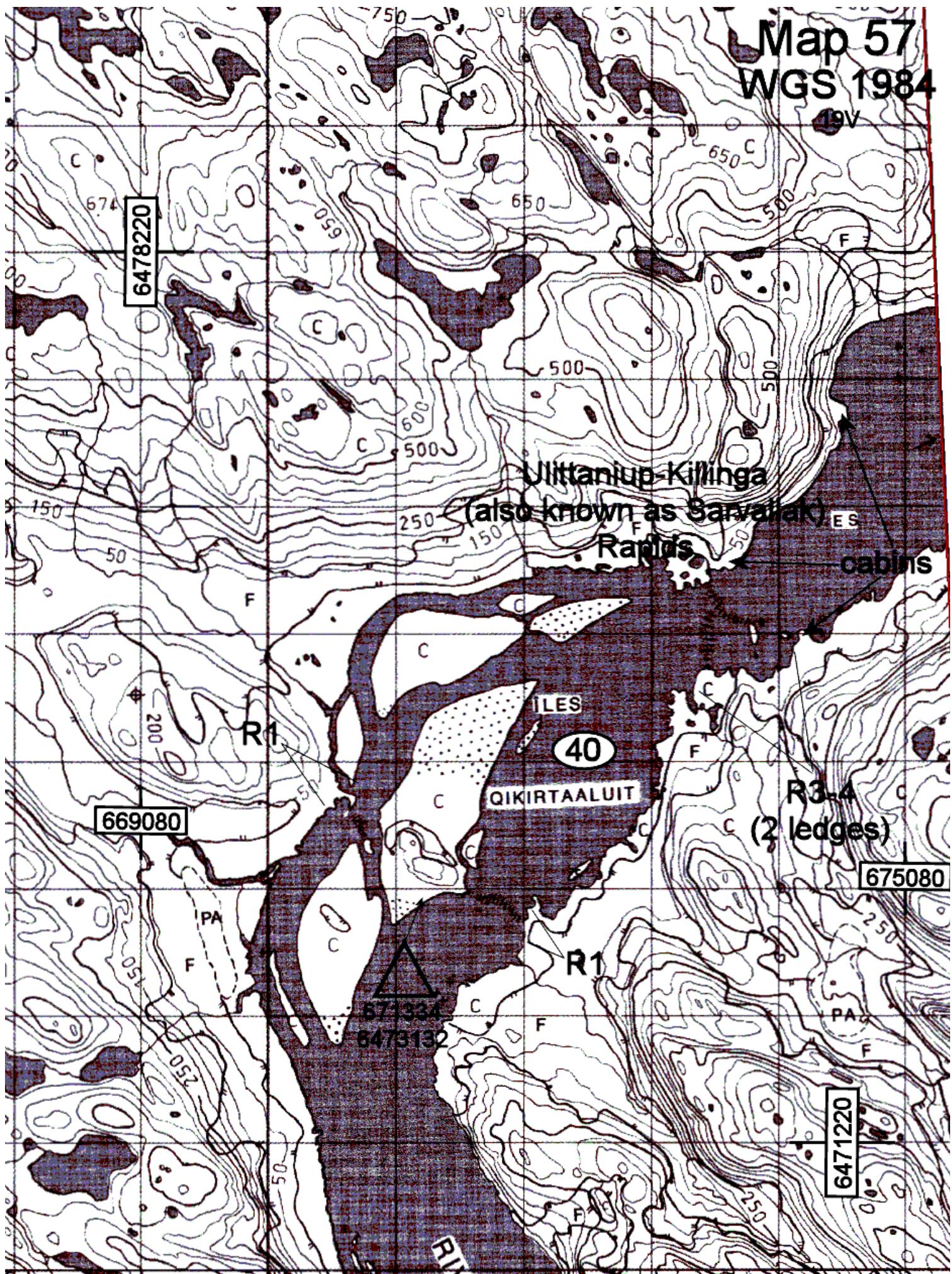
6455210

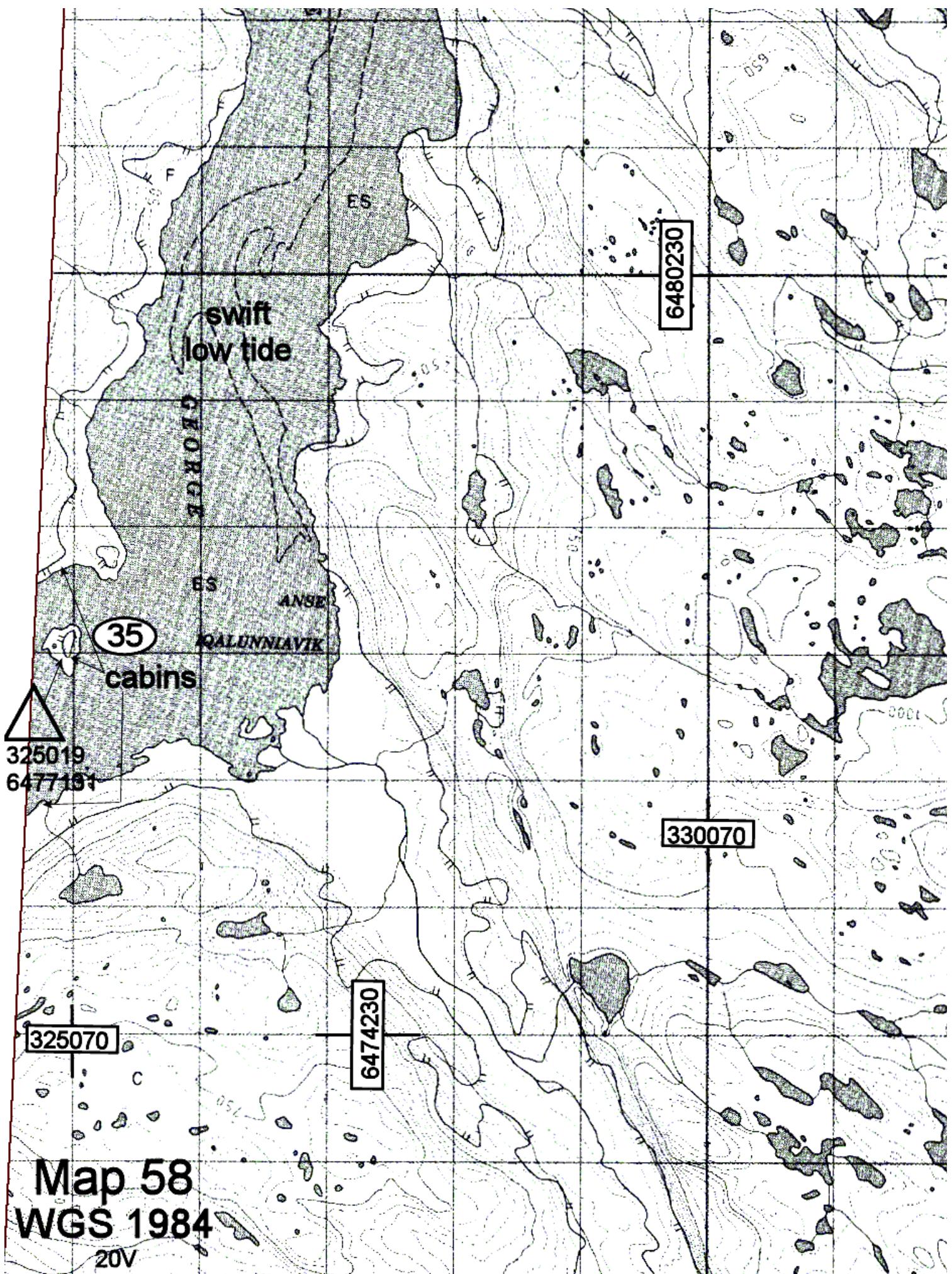
Map 55
WGS 1984

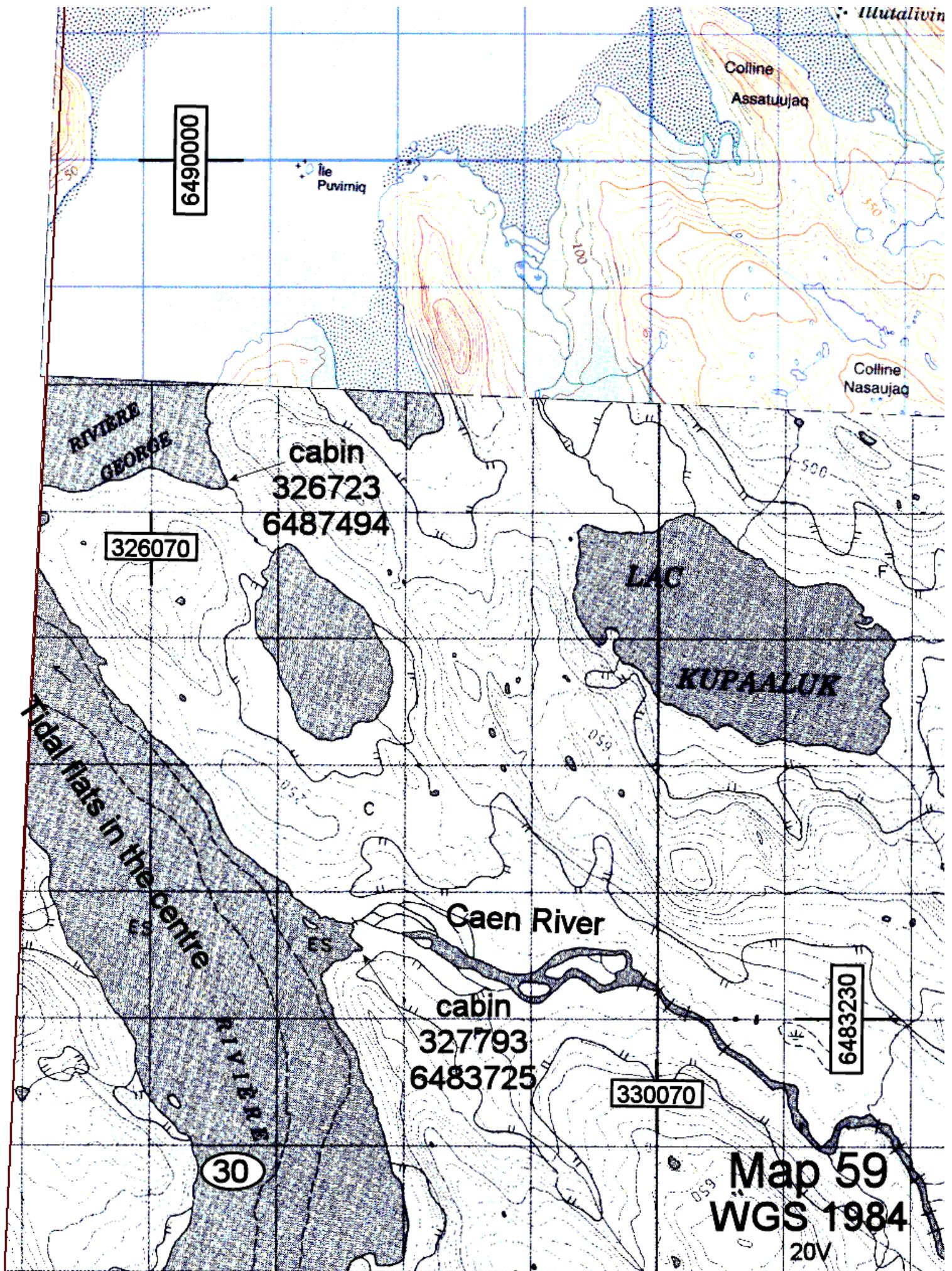




Map 57
WGS 1984







Map 60
WGS 1984

19V

470080

6490220

Nikurmiik Rapid
R2-3

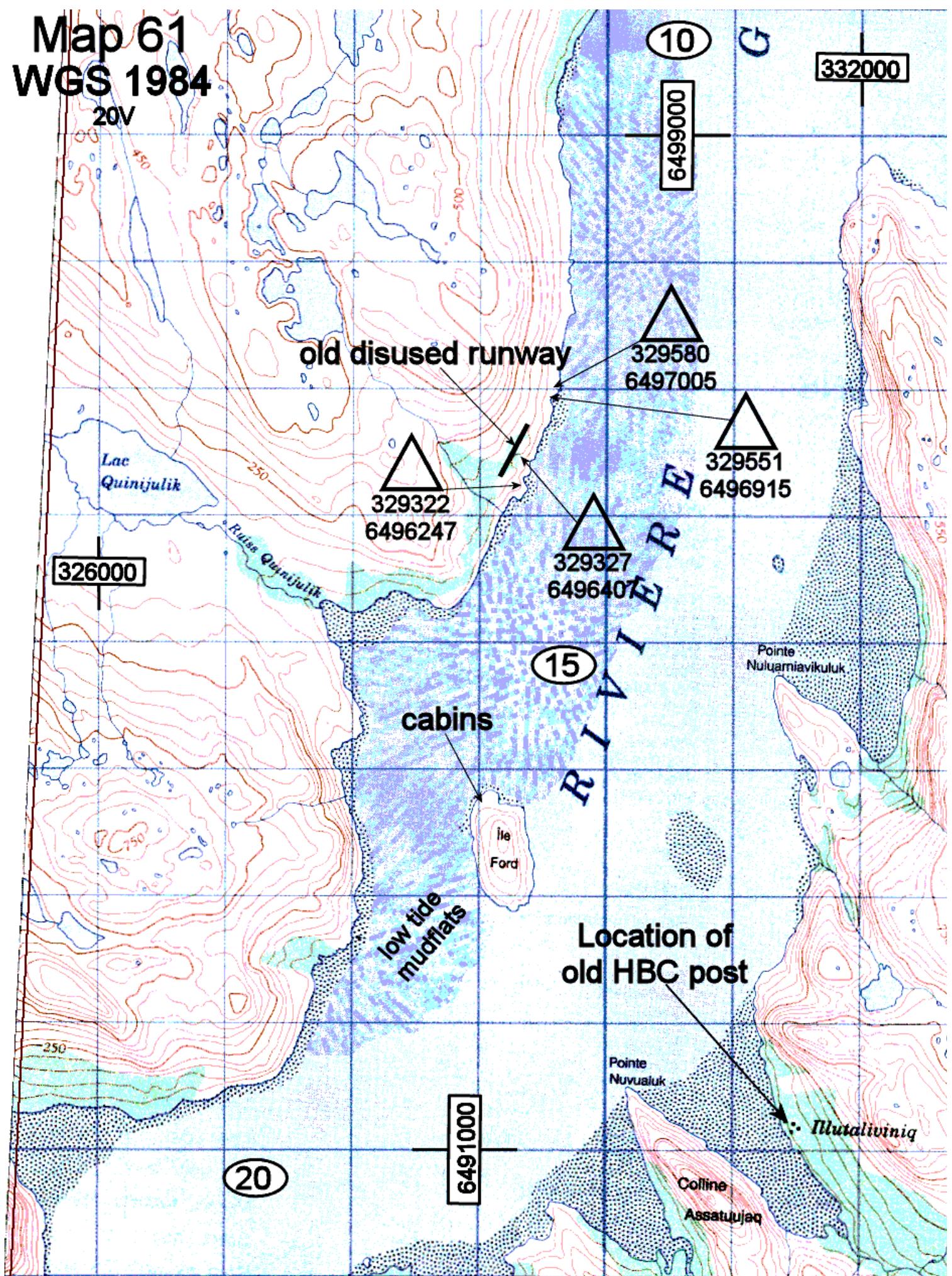
25

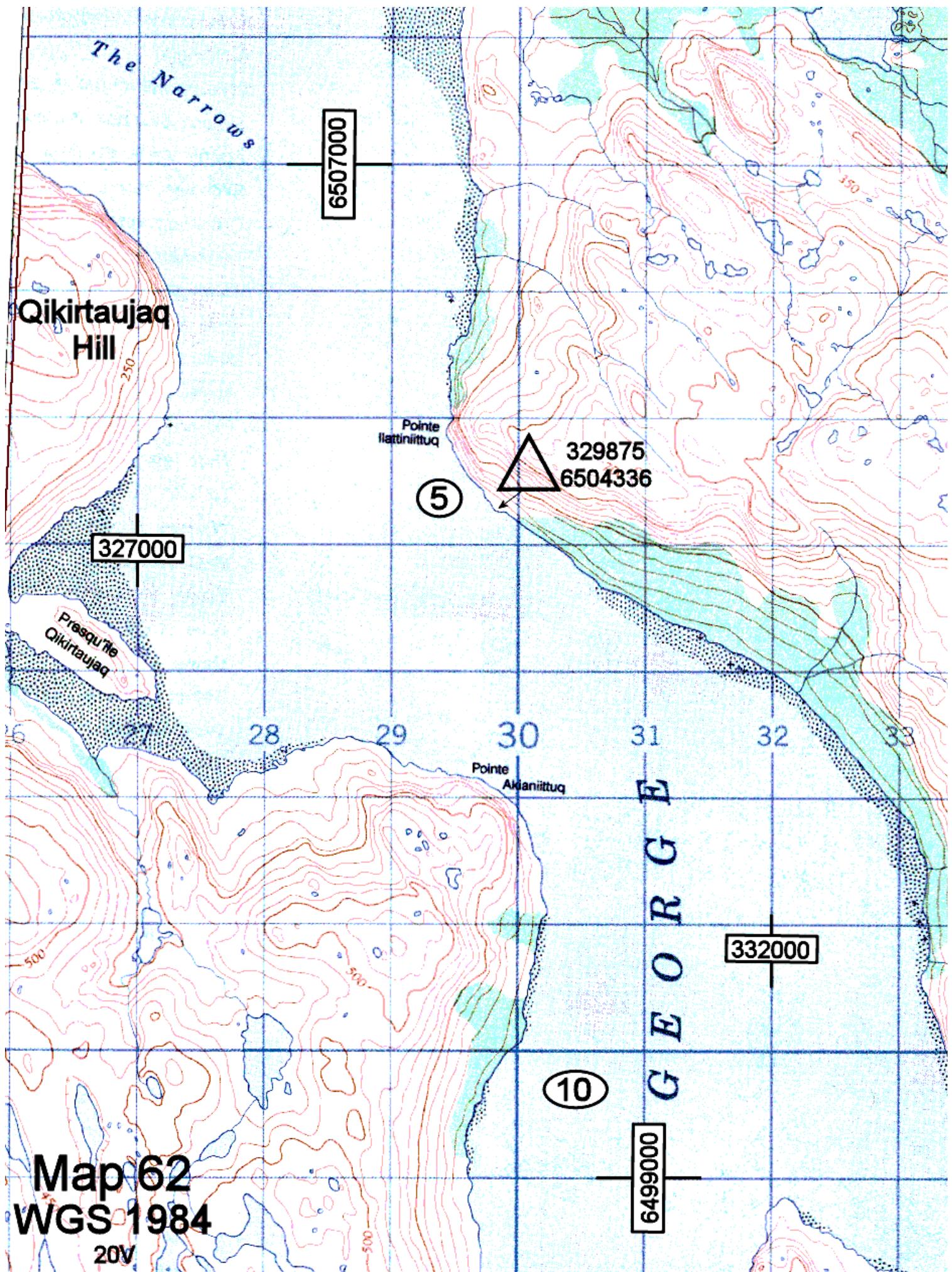
6484220

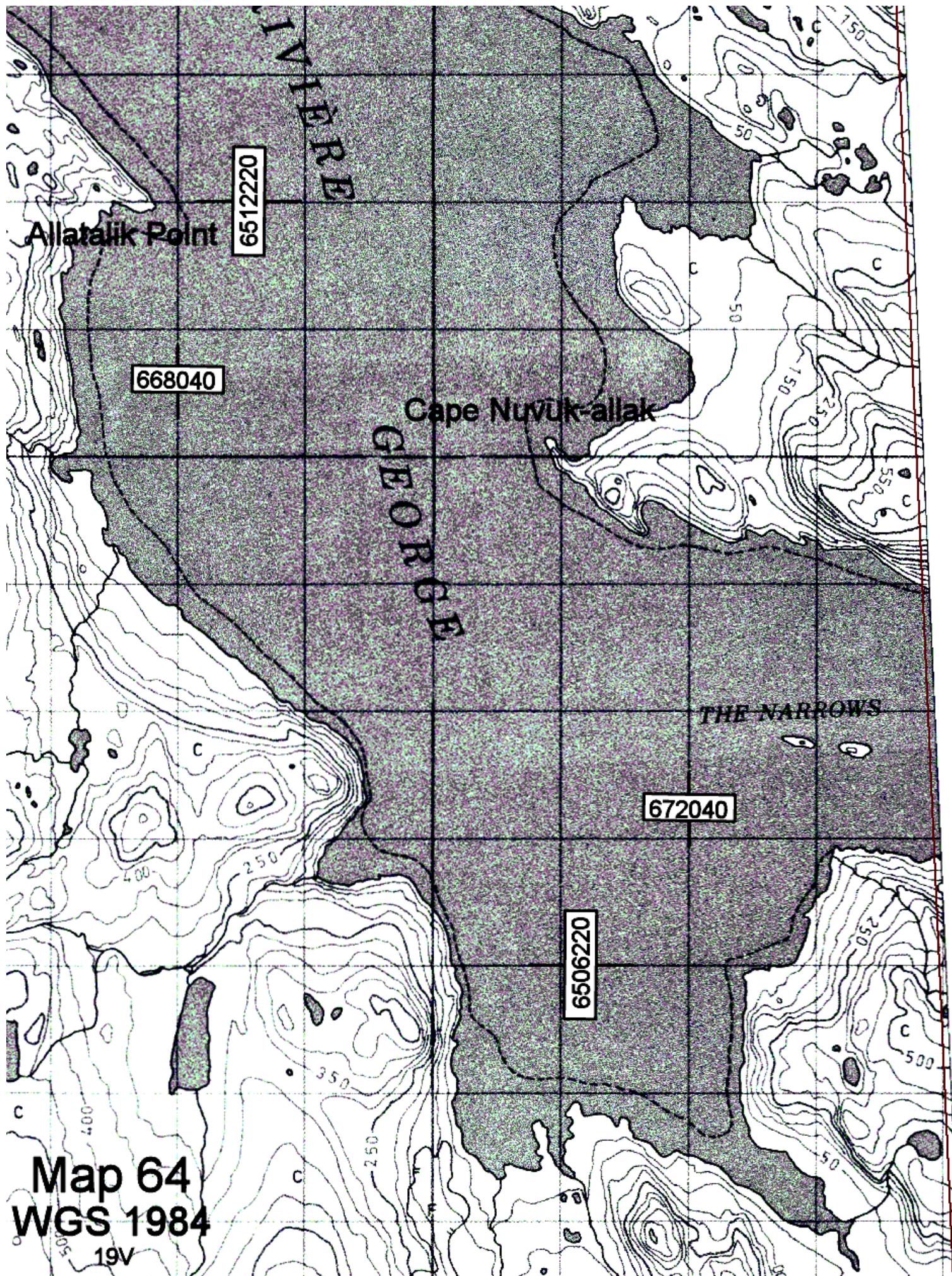
674080

Map 61 WGS 1984

20V

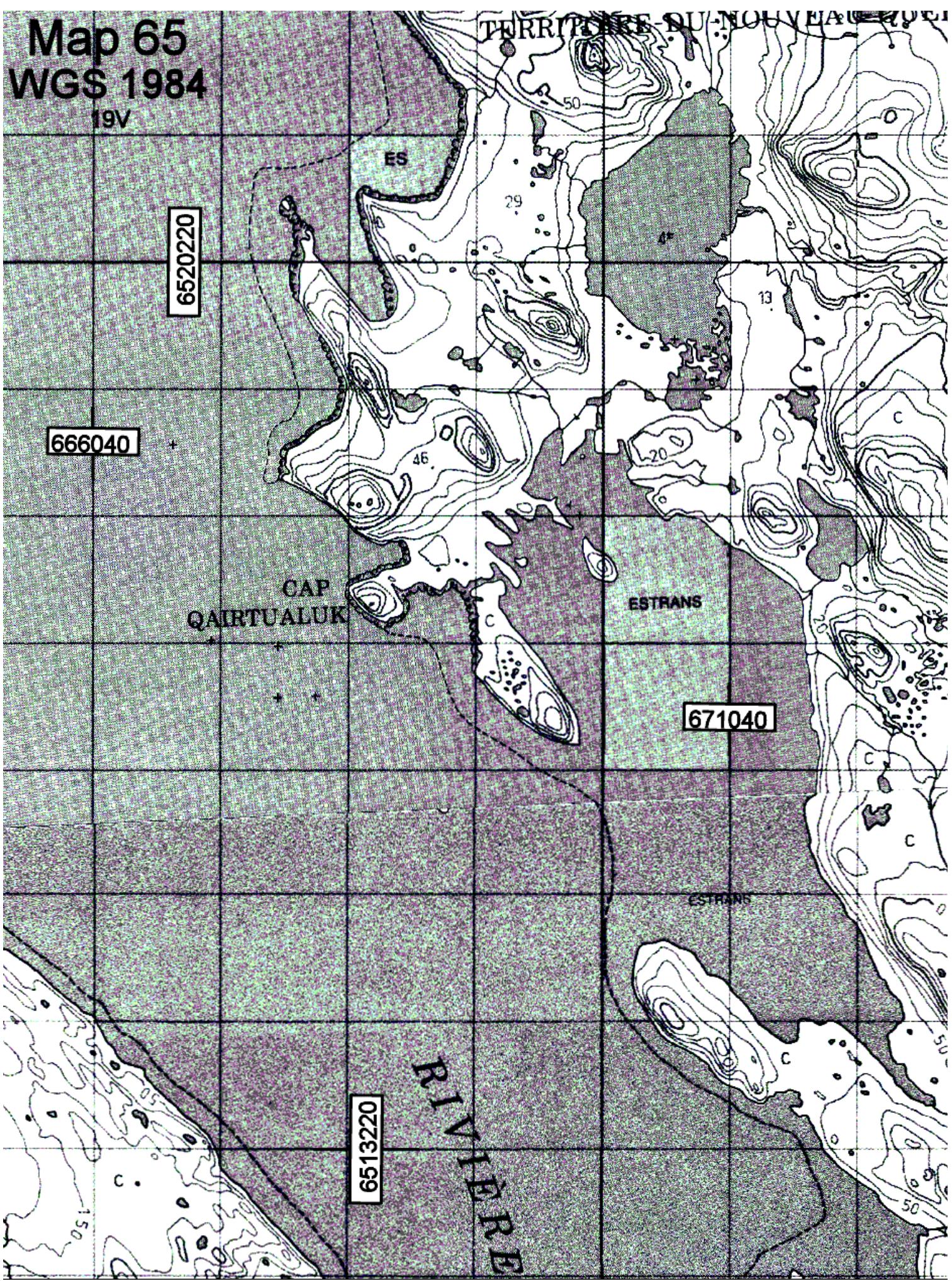






Map 65 WGS 1984

19V



Map 66
WGS 1984
19V

