



# **Vachon River**

**Safety Protocol**  
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Corporation of Kangiqsuuaq**

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# Table of Contents

<b>1</b>	<b>Safety Protocol</b>	<b>3</b>
<b>1.1</b>	<b>Foreword</b>	<b>4</b>
<b>1.2</b>	<b>Lakes of Pingualuit National Park (km 330 – km 268)</b>	<b>5</b>
1.2.1	Information	6
1.2.2	Hazards and Safety	6
<b>1.3</b>	<b>Vachon River (km 268 – km 68)</b>	<b>8</b>
1.3.1	The Torrent (km 268 – km 202)	9
1.3.1.1	Information	9
1.3.1.2	Hazards and Safety	9
1.3.2	The River (km 202 – km 130)	11
1.3.2.1	Information	11
1.3.2.2	Hazards and Safety	12
1.3.3	The Stream (km 130 – km 68)	14
1.3.3.1	Information	14
1.3.3.2	Hazards and Safety	14
<b>1.4</b>	<b>Payne Fjord (km 68 – km 0)</b>	<b>16</b>
1.4.1	Information	17
1.4.2	Hazards and Safety	17
<b>1.5</b>	<b>Safety and Emergency</b>	<b>20</b>
1.5.1	Group Safety	21
1.5.2	Emergency Phone Numbers	22

# 1 Safety Protocol



This safety protocol is to be used with the Vachon river map produced by Eric Leclair for Nunavik Parks and Nunaturlik Landholding Corporation of Kangiqsujuaq. All the locations, identified with the distance in kilometers from Kangirsuk (km #), refers to this river map.

The Vachon river starts at the base of Pingualuit Crater, located in Pingualuit National Park, about 100 km west of Kangiqsujuaq in Nunavik. This 330 kilometer expedition is divided into three sections. The first section of 60 km (km 330 to km 268) consists in crossing a series of small lakes in Pingualuit National Park. The second section of 200 km (km 268 to km 68) is the Vachon river itself. And the third section of 70 km (km 68 to km 0) consists in crossing the majestic fjord of the Payne River to reach Kangirsuk.

**The Vachon river is open to intermediate paddlers (RIII) or novice paddlers (RII) under the supervision of experienced guides in remote areas.** Remember that the Vachon River flows in an exceptionally wild and harsh environment. It is a playground which allows no error.

**Note :** A full description of the certifications recommended for the lead guide and the assistant guide for the different sections of the Vachon River can be found on the Quebec Canoe and Kayak Federation (FQCK) website at : <http://www.canot-kayak.qc.ca/nouvelles.asp>

## 1.1 Foreword

The recommandations in this safety protocol, although based on common sense, cannot replace the judgement of an experienced guide facing the multitude of possible situations that can occur.

The Vachon River flows in an exceptionnally wild and remote area. The climatic conditions are severe, and outside assistance, even if urgent, might take days to arrive due to bad weather conditions. It is therefore very important to have a preventive attitude and the experience to anticipate any participant discomfort that, if not treated, can lead to a dangerous situation.

The most common incident that can happen running the river is not a fatal swim in the rapids or the loss of a canoe wrapped around a rock, but rather, a sprained knee or ankle while walking on the shore. This minor condition means that this person cannot continue and must be evacuated. Given the severe weather conditions that can prevail in this region, it might take many days before this person can be evacuated. Meanwhile, the entire group's safety is jeopardized due to the long wait in difficult weather. Good leadership skills include the prevention of such incidents, especially if someone is tired, cold or carrying too much load. Every detail is important out there!

The participants on such trips must have some canoe tripping experience and be comfortable running Class III white water. A majority of experienced people can balance the lack of experience of others, but keep in mind that an expedition group moves as fast as its slowest member.

The participants' experience is very important, especially in such situations where everyone must rely on each other. A strong team will overcome the obstacles they face, like an unusually high water level, high winds or cold temperatures. On the other hand, a weak team might find their journey resembles a boot camp more than a vacation!

### **Before you go:**

You must register your trip at Pingualuit National Park office : (819) 338-3282.  
Pingualuit National Park: <http://www.nunavikparks.ca/en/parks/pingualuit/index.htm>

Aventures Kangiqsujuaq can provide a guide : (819) 338-1270  
[info@aventureskangiqsujuaq.ca](mailto:info@aventureskangiqsujuaq.ca)

If you have any questions regarding this safety protocol you can also contact :  
[eric.leclair@collegeahuntsic.qc.ca](mailto:eric.leclair@collegeahuntsic.qc.ca)

## 1.2 Lakes of Pingualuit National Park (km 330 - km 268)



Flowing in a territory of ice, rocks and lichens, the headwaters of the Vachon River offer a direct contact with the raw power of the elements. At the put-in point, the time frame in which the river is free of ice is only of 20 days. Add icy winds, a maximum average temperature of 7 C, rain or snow precipitation almost daily: you are in hypothermia country. It is a playground which allows no error.

Rising 500' above the flat ground, you must take a hike to see the Pingualuit crater, which is located right beside the airstrip. This crater is one of the best conserved craters on the planet. A 270 m deep lake fills the depression, and holds some of the purest fresh water in the world. Going through this section, with the Pingualuit crater in the background gives the impression of paddling on the moon!

## 1.2.1 Information (km 330 - km 268)

**Length :** 62 km. From km 330 to km 268.

**Best time of travel :** July. There are 24 shallow areas of approximately 250 m each, for a total of 6.2 km of lining/portaging over the 62 km of that section. An earlier start in the season translates to more water over those shallow areas, but keep in mind that the lakes do not start melting before the beginning of July.

**Estimated time of travel :** 3 days, + 0-3 days depending on ice cover and weather (high winds).

**Interests :** Pingualuit crater and good fishing.

**Landscape :** Moonland. Rising 500' above the flat ground, the crater rim is visible for 30 km. Lots of flat grassland and beaches offer good camping sites. Some esker offer good views.

**How to get there :** Twin-Otter airstrip at Lake Laflamme or canoe up the Povungnituk (400 km).

**Other information :** You must register your trip at the Pingualuit National Park office.

**Dangers :** Rock gardens, high winds, ice cover and cold temperatures.

**Difficulty :** Zone 3 : Navigation on lakes. Some lining and hauling is necessary between lakes.

**Topographical maps :** 35H/5E, 35H/6W, 35H/3.

## 1.2.2 Hazards and Safety (km 330 - km 268)

**Guiding ratio :**

2 guides for 12 people. One lead guide (EVIV + SEVII) + one assistant guide (EVIII + SEVI) with lots of experience, should be enough to ensure a safe descent of this section.

**Participants :**

Provided beginners line or portage the few rapids, no experience is needed.

**Equipment :**

Average temperature in July is 5.6 C. Needless to say, warm clothing and good rain + wind gear is mandatory. Sleeping bag with at least 4 inches of loft in a good waterproof bag. Good 3 or 4 season tent, that can withstand winds around 100 km/h. Don't drop anything! Since there is nothing to build a fire with, good clothing is mandatory. Polyester fiber that can dry quickly and retain heat, even if wet, is preferable. Candle light or stove provide extra warmth.

**River travel :**

\* Rock gardens : The numerous shallow areas must be crossed carefully, especially if there is enough water to run them. There are 8 RII + RIII rapids with many rocks!

\* High winds : Extra care to keep the group together must be taken while crossing those lakes. The guide should be nearby to help bring a team to shore, if a boat capsizes in this cold water. Avoid travelling if it is windy, especially if you must travel upwind of an ice patch.

\* Ice cover : Travel together on them, to help people get on and out of the many ice patches.

### **Safety:**

The numerous shallow areas must be crossed carefully, especially if there is enough water to run them. Some of them have a good slope, making it hard to manoeuvre your boat properly while still offering plenty of opportunities (rocks) to wrap your boat.



It is a good idea to stay together on the lakes, to help people get on and out of the many ice patches. Some are very thin and unstable, making it important to be near each other and the canoe.



### **Transportation/Evacuation :**

In case of minor injuries, the best way to get out of this section would be to paddle up to the Twin-Otter airstrip at Lake Laflamme and be evacuated from there by plane. Otherwise, if more urgent, there are plenty of helicopters in this area, operating for the different mining companies near the Pingualuit National Park area. See their phone numbers in Section 1.5.2.

## 1.3      **Vachon River (km 268 - km 68)**



Still rarely paddled because of its difficulty of access and the severe climatic conditions, the Vachon River presents an average slope of 0, 2 % which translates to series of long tempestuous rapids. No portages are required to run this river, since most of the rapids are RII + RIII. The few RIV that are encountered can easily be lined on the side. For most of the way, the river flows in a deep valley, with 500' hills on either side, that offer awesome hiking opportunities. Two old inuit campsites can also be found as you go down this amazing river.

There are hundreds of caribou slowly following each other in silence for their annual pilgrimage. The caribou herd that inhabit this area is the largest on earth! In the fall season, 1 000 000 caribou gather together in Nunavik. This migration is the biggest of any other land animal on the planet. With such a heritage, the Vachon is truly the ultimate destination for a canoe expedition.

## 1.3.1 The Torrent (km 268 - km 202)

### 1.3.1.1 Information (km 268 - km 202)

**Length** : 66 km. From km 268 to km 202.

**Best time of travel** : July.

**Estimated time of travel** : 3 days.

**Interests** : White water and caribou.

**Landscape** : For the first half, gentle slopes of 400' over a 4 km wide valley, that become steeper for the last half (500' over a 3 km wide valley). Many sections of flat land, just over the river bed, offer good camping spots and nice views to observe the many caribou in this area.

**How to get there** : Twin-Otter airstrip at Lake Laflamme or directly to the river by Twin-Otter. There are possible landings for a Twin-Otter at km 244, 243, 213, 211, 210, 206 and 205.

**Other information**: The most difficult rapid in this section is located between km 239 and 235.

**Dangers** : Continuous rapids. Beginning of July, ice jams and ice undercuts can be very tricky.

**Difficulty** : Zone 4 : RII + RIII + RIV which can be 2 km long or +.

**Topographical maps** : 35H/2, 35A/14, 35A/15, 35A/16.

### 1.3.1.2 Hazards and Safety (km 268 - km 202)

**Guiding ratio** :

2 guides for 10 people. One lead guide (EVIV + SEVII) + one assistant guide (EVIII + SEVI) with lots of experience should be enough to ensure a safe descent of this section.

**Participants** :

Participants require 500 km of river tripping experience and the equivalent of EVII.

**Equipment** :

Maximum temperature during the day time is around 7-8 C. Needless to say, warm clothing and good rain + wind gear is mandatory. A good sleeping bag (4 inches of loft) in a waterproof bag. Drysuit or wetsuit is mandatory here and canoes must be equipped with airbags, painter ropes etc.

**River travel** :

\* The average slope of this section is 0.24% (160 m over 66 km). There are 10 RII + RIII that are each over 500 m long, including 1 RIII which is 3 km long!! This 3 km long rapid, between km 238 and km 235, is the most difficult one of the entire river. 24 m drop over 2.8 km = 0.86%! Due to the configuration of the river, good slope with ice on river left and too many rocks to safely reach the shore on river right, this rapid makes a boat rescue very difficult.

\* There are also 20 RII + RIII that are between 100 – 500 m long. Most of them start easy with a good drop at the end. Good water reading can provide a good alignment for the last drop and the open field of boulders on the river banks makes scouting easy. Be ready for boat rescue!

\* There are also 20 RII + RIII that are only 100 m long, making it easy to organize safety.

**Safety:**

Most of the rapids follow the same general pattern : plenty of diagonal deflectors that start from each side of the river and bring all the water into the main current right in the middle. If you can manoeuvre your boat properly, you can stay near the river banks where it is easier, otherwise you will end up right in the middle, where the big holes (RIII) are waiting to swallow your boat!



The main current is generally in the middle of the river and funnels into a small and powerful channel as it goes over the last drop, full of boulders, characteristic of the end of almost all rapids. Good scouting and alignment is required to avoid the many boulders at the end of each drop.



Since the water level of this section drops dramatically from the beginning to the end of July, chances are that the water level will be low. The numerous rocks that are present at low water level require precise manoeuvering to avoid wrapping your boat around one of them.



#### **Transportation/Evacuation :**

In case of minor injuries, the best way to get out of this section, would be to paddle to the possible landings for a Twin-Otter at km 244, 243, 213, 211, 210, 206 and 205, and be evacuated from there by plane. Otherwise, if more urgent, there are plenty of helicopters in this area, operating for the different mining companies near the Pingualuit National Park area (1.5.2).

### **1.3.2      The River (km 202 – km 130)**

#### **1.3.2.1      Information (km 202 – km 130)**

**Length :** 72 km. From km 202 to km 130.

**Best time of travel:** July – August – September.

**Estimated time of travel :** 3 days.

**Interests :** White water and archeological sites at km 179 and km 131.

**Landscape :** For 2/3 of the way, gentle slopes of 300' to 500' in a 2 to 4 km wide valley. The last 24 km of river flows in a deep valley (1 to 2 km wide) with 500' of steep ground on either side. Good camping areas are hard to find in this last 24 km of steep ground, but right after it, at the confluence of a major tributary, at km 131, is the nicest camping spot of the whole trip!! Not only is the fishing good there, and the hill behind offers magnificent views, but you will also find here the second old inuit settlement and something very rare in this area ... fire wood!!

**How to get there :** Twin-Otter airstrip at lake Laflamme or directly at the start of this section. If you want to avoid the first section, there are possible landings for a Twin-Otter at km 206 + 205.

**Other information :** In comparison to the first section, there is twice as much water here!!

**Dangers :** Continuous rapids and high volume of water are not to be underestimated here.

**Difficulty :** Zone 3 : RII + RIII which can be 1 km long or +.

**Topographical maps :** 35A/16, 35A/9, 35A/8, 25D/5.

### 1.3.2.2 Hazards and Safety (km 202 – km 130)

#### **Guiding ratio :**

2 guides for 12 people. One lead guide (EVIV + SEVII) + one assistant guide (EVIII + SEVI) with lots of experience, should be enough to ensure a safe descent of this section.

#### **Participant :**

Participants require 500 km of river tripping experience and the equivalent of EVII.

#### **Equipment :**

Maximum daytime temperatures range from 8 to 10 C. Needless to say warm clothing and good rain + wind gear is mandatory. A good sleeping bag (4 inches of loft) in a waterproof bag. Drysuit or wetsuit is mandatory here and canoes must be equipped with all the white water outfit.

#### **River travel :**

- \* The average slope of this section is 0.22% (160 m over 72 km). There are 15 RII + RIII that are over 500 m long, including 4 RII + RIII which are over 1 km long! The last part of this section, which flows in a deep valley, is where the most difficult rapids are. From km 154 to km 138, there is a 60 m drop over 16 km = 0.38%. The biggest rapid in this section is a solid RIV at km 143. This rapid starts with 200 m of RII and insiduously turns into a powerful RIV of 600 m!
- \* There are also 35 RII + RIII that are 100 to 500 m long. Most of them start easy and as the many deflectors bring the water in the middle, they become quite big and powerful. The higher water level in this section results in less exposed rocks and many huge standing waves! If you can manoeuvre your boat to stay near the river banks, you're fine, otherwise, you will end up right in the middle, where the big holes (RIII) are waiting to swallow your boat!
- \* There are also 8 RII + RIII that are only 100 m long, making it easy to organize safety.

#### **Safety:**

In comparison to the first section, the water volume doubles in this section. With all this water, the Vachon is now a powerful river and the rapids are quite big! It is therefore difficult to assess the size of the waves and the holes in front of you. Scouting every rapid above RII-III is prudent.



Since most of the drops are at the end of each rapid, it may be hard to switch current lines to avoid the bigger waves and holes before it is too late. You will then have to run on sight some big water, which is impossible to scout from where you are, in the middle of a class III rapid.



If you go down without scouting and it's getting bigger, you might find an eddy to stop and scout the bottom part, or else take the chicken line, but remember that sometimes, there is no chicken line...



#### **Transportation/Evacuation :**

If you need to be evacuated in this section, you are better to contact the Pingualuit National Park office or the Landholding authorities of Kangiqsujuaq or Kangirsuk. Otherwise, you can check the possibilities with the different mining companies or with the local Air Inuit dispatch and Nunavik Rotors. See their phone numbers in Section 1.5.2.

## 1.3.3 The Stream (km 130 – km 68)

### 1.3.3.1 Information Section (km 130 – km 68)

**Length** : 62 km. From km 130 to km 68.

**Best time of travel** : July – August – September.

**Estimated time of travel** : 3 days.

**Interests** : Whitewater and fishing.

**Landscape** : For most of the way, steep slopes of 400' to 500' in a 1 to 2 km wide valley. Even though the slopes are steep in this valley, there is plenty of flat valley floor available for camping. There are also many sand bars + gravel bars that offer good camping opportunities.

**How to get there** : Twin-Otter airstrip at lake Laflamme or at the start of the 2<sup>nd</sup> section at km 206 and 205. There might be a possible landing for a Twin-Otter at km 131 (air survey needed).

**Other information** : Km 131 is truly a magical area.

**Dangers** : Short, but big and powerful, rapids are not to be underestimated here.

**Difficulty** : Zone 2 : RII + RIII which are no more than 500 m long.

**Topographical maps** : 25D/5, 25D/4, 25D/3.

### 1.3.3.2 Hazards and Safety (km 130 – km 68)

**Guiding ratio** :

1 guide for 12 people. One lead guide (EVIV + SEVII) with lots of experience, should be enough to ensure a safe descent of this section.

**Participant** :

Participants require river tripping experience and white water experience in a tandem canoe.

**Equipment** :

Maximum daytime temperatures range from 10 to 12 C. Needless to say, warm clothing and good rain + wind gear is mandatory. A good sleeping bag (4 inches of loft) in a waterproof bag. Drysuit or wetsuit is suggested here and canoes must be equipped with all the white water outfit.

**River travel** :

\* The average slope of this section is 0.18% (110 m over 62 km). The last part of this section, 10 km before the Vachon meets the Payne, is where the most difficult rapids are. From km 78 to km 76, the slope is 0.52%. In this section, the Vachon says goodbye with a powerful RIII with a solid RIV drop at the end, just to make sure you will never forget her!

\* In this section, there are 23 RII + RIII that are between 100 – 500 m long. With the high volume of water that there is in this last section, most of these rapids are quite big and powerful. Also, 5 km below the haunted cabin, at km 154, there is a 300 m long RIV, be careful!

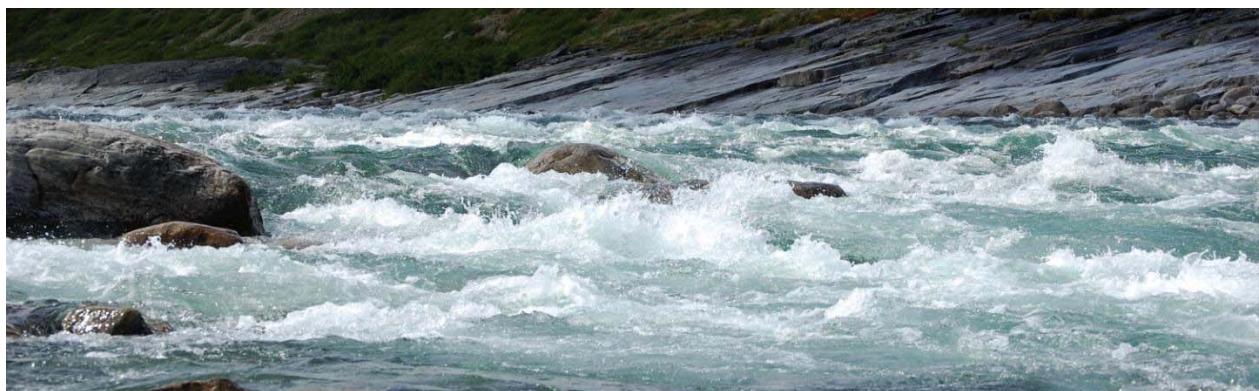
\* There are also 5 RII + RIII that are only 100 m long, making it easy to organize safety.

**Safety:**

The biggest rapid in this section is a powerful RIII with a solid RIV drop at km 77.



Since most of the drops are at the end of this rapid, it is difficult to assess the size of the waves + holes in front of you, and once in it, it may be hard, if possible, to avoid them before it is too late.



If you scout this last rapid, you'll find that there is a good RIII-IV chicken line on river right!

**Transportation/Evacuation :**

In case of minor injuries, the best way to get out of this section would be to paddle to the mouth of the Vachon at km 68. On this island, you can be picked up by boat from Kangirsuk. You need to check the possibilities with the different mining companies or with the Air Inuit dispatch, Nunavik Rotors or the Pingualuit National Park authorities. Phone numbers in Section 1.5.2.

## 1.4 Payne Fjord (km 68 – km 0)



Seventy kilometres of navigation are required to cross this magnificent fjord and reach the Inuit village of Kangirsuk. Seals, belugas, and porpoises inhabit the crystal-clear waters of the Payne River. On your way, you can see the « Thor Hammer ». This big standing stone is believed to have been put in place by Vikings some 1000 years ago...

Considering Ungava Bay has some of the strongest and highest tides in the world, extreme care must be taken when navigating its waters and close tributaries. The winds and tides will dictate progression and so, a few days of waiting are to be expected.

## 1.4.1 Information (km 68 – km 0)

**Length** : 68 km. From km 68 to km 0.

**Best time of travel** : July – August – September.

**Estimated time of travel** : 3 days, depending on weather.

**Interests** : Ocean fauna, marine environment and archeological sites.

**Landscape** : The first half of the fjord is 1 - 1.5 km wide, with 500' cliffs on the north side and 500' of steep slopes on the south side. The second half is 2 - 3 km wide, with 400' of steep slopes on the north side and 400' of gentle slopes on the south side. The last 10 km is 4 to 6 km wide! Campsites might be hard to find, especially on the north side of the fjord. You should also keep in mind to camp near a spring of fresh water since the water of the Payne River is now salty!

**How to get there** : Twin-Otter airstrip at Lake Laflamme. There is also the possibility of being towed by motor boat, from Kangirsuk, all the way up to the mouth of the Vachon. You can also be towed down from there to Kangirsuk, to avoid paddling the fjord. Many people from Kangirsuk often visit their cabins, located on the island at the mouth of the Vachon km 68.

**Other information**: There is a Twin-Otter airstrip at the Arctic Adventures Camp at km 37.

**Dangers** : High tides and wind. Wide river and cold water.

**Difficulty** : Zone 4 : Navigation on big and wide river, that is exposed to high winds, big waves and difficult landings. There is a 6 km RII-III (low tide), right after the mouth of the Vachon.

**Topographical maps** : 25D/3, 25D/2W, 25D/2E, 24M/15, 24M/16W, 24M/16E, 25D/1, 25C/4W, 24N/13.

## 1.4.2 Hazards and Safety (km 68 – km 0)

**Guiding ratio** :

2 guides for 10 people. One lead guide (EVIV + SEVII) + one assistant guide (EVIII + SEVI) with lots of experience, should be enough to ensure a safe descent of this section.

**Participant** :

Participants require 500 km of river tripping experience and the equivalent of EVII.

**Equipment** :

Maximum daytime temperatures range from 12 to 15 C. Warm clothing, good rain + wind gear is mandatory. Drysuit or wetsuit is mandatory to travel on this mighty fjord. A strong headlamp might help to travel at night, in order to avoid the strong wind during daytime.

**River Travel** :

\* At low tide, there is a 6 km long RII-RIII right after the mouth of the Vachon! Even at high tide, there are a few good RII-III waves and holes, and distances are difficult to estimate on this 1.5 km wide river. It might be very difficult to tow a capsized boat to shore in the strong current, especially since the North side of the fjord consists of 400' headwalls that come straight down into the Payne River. Paddle this section at high tide, when the rocks are not visible.

- \* At km 41, six km before the Arctic Adventures Camp, there is an island in the middle of the river. At high tide it's fine, but if the tide is going up or down, there are some strong currents on each side of this island to watch out for. Travel on the right side, as the left is shallow.
- \* Before Nuvukallak point, from km 23 to km 21, there are rapids at low tide across the fjord. The crossing of Kuuraq Bay, from Nuvukallak point, at km 16, should also be done when the winds are calm. It doesn't take much wind to create big waves out of the Buet River.
- \* For all information related to tide levels, you can check the Fisheries and Oceans Canada website at : <http://www.lau.chs-shc.gc.ca/english/Canada.shtml> For the Payne River and Kangirsuk area, look for Agvik Island station # 4335.

**Safety:**

At low tide, from km 66 to km 60, there is a 6 km long RII-RIII right after the mouth of the Vachon! Paddle this section at high tide, when the rocks are not visible.



Even at high tide, there is a few good RII-III waves and holes and distances are difficult to estimate on this 1.5 km wide river.



It might be difficult to tow a capsized boat to shore in this strong current, especially since the North side of the fjord consists of 400' headwalls that come straight down into the Payne River.



The crossing of Kuuraq Bay, from Nuvukallak Point, at km 16, should also be done when it is calm. It doesn't take much wind to create big waves out of the gentle current of the Buet River.



#### **Transportation/Evacuation :**

In case of minor injuries, the best way to get out of this section, would be to paddle to Kangirsuk. If more urgent, provided timing with the tide is right, you can also be picked up anywhere in this fjord by boat from Kangirsuk. In case of a serious emergency, there is a Twin-Otter airstrip at the Arctic Adventures Camp, located at km 37. You can check the possibilities of air transportation with the Air Inuit dispatch, Nunavik Rotors or the Pingualuit National Park authorities.

## 1.5 Safety and Emergency



No one wants to have to deal with an emergency situation, but if it happens you should be prepared to respond accordingly. The minimum requirement set by AEQ to their adventure guides is a 40 hour course in Wilderness First Aid. In the United States, the minimum requirement for an adventure guide is an 80 hour first aid course called "Wilderness First Responder".

If you do have to deal with an emergency, don't lose sight of the safety of the rest of the group. The risk of hypothermia is often forgotten, as everyone focuses mainly on the victim.

Also, once the situation is stabilized, take a few minutes to gather information and establish a good communication plan before calling for outside help. Make sure you know your exact location, situation of the injured person, signs and symptoms, full set of vital signs, what do you need exactly and what will be the next steps and needs to evacuate this person and his equipment.

## 1.5.1      **Group Safety**

In order to ensure a safe trip, guides must carry the full topographical maps of the trip and carry a GPS device in order to know their exact position at all time. Topographical maps are available in Montreal at : Les Quatres Points Cardinaux (514) 843-8116 or go to : <http://www.aqpc.com/>

Every group must also carry an Iridium satellite phone with an extra battery as well as a SPOT device with extra lithium batteries. SPOT : (866) 651-7768 or go to : <http://www.findmespot.ca/>

It is also a good idea to register every participant with Air Medic, who offer specialized services for evacuations in such remote places. AIR MEDIC : (866) 673-3838 or <http://www.airmedic.net/>

Since there are many black bears in the Vachon area, any combination of the following items; noise can, bear bangers, bear spray, emergency flares and a shotgun should be part of your outfit. Remember that those articles are considered « dangerous goods » and must respect specific transportation rules. For more information you can contact First Air Cargo (514) 631-8560 or go to : <http://www.firstair.ca/> . You should also contact Air Inuit Cargo (819) 964-2935 or go to : <http://www.airinuit.com/en/index.aspx>

Since there is virtually no wood in the Vachon area, you must carry one or two gas stoves and several white gas containers for cooking. These containers and the gas stoves can go on the regular cargo flight provided they are brand new, otherwise they are also considered dangerous goods and must comply with specific transportation rules. The white gas itself is considered dangerous good and must meet specific packaging rules in order to go on the cargo flights. Depending on availability, you might find some white gas at the COOP store in Kuujjuaq.

For all dangerous goods being transported in Nunavik, First Air recommends that you contact Dangerous Goods Consultants (DGC) : (514) 684-0424 or <http://pages.total.net/~dgc/index.html> DGC is certified to provide the expertise necessary to ensure that dangerous goods are correctly identified, classified and packaged. This insures compliance with the regulations governing the movement of dangerous goods via AIR ( I.A.T.A.), SEA (I.M.D.G.) and LAND (T.D.G.).

### **River travel on the Payne Fjord**

At low tide, there is a 6 km long RII-RIII right after the mouth of the Vachon! Paddle this section at high tide, when the rocks are not visible. Before Nuvukallak point, from km 23 to km 21, there are rapids at low tide across the fjord. For all information related to tide levels, you can check the Fisheries and Oceans Canada website at : <http://www.lau.chs-shc.gc.ca/english/Canada.shtml> For the Payne River and Kangirsuk area, look for Agvik Island station # 4335.

## 1.5.2 Emergency Phone Numbers

**Before you go, make sure you confirm these numbers and inform the Police Department of Kangiqsujuaq and Kangirsuk of your trip. You can also contact Deputy Chief Tristan Greene, Director of Operations for Kuujjuaq Police Department at (819) 964-2488. It is a good idea to put them on your SPOT contact list in case of emergency.**

Pingualuit National Park – Kangiqsujusaq office : (819) 338-3282  
Pingualuit National Park – Kangiqsujusaq garage : (819) 338-1295  
VHF radio : Transmission : 155.37 Mhz and Reception : 151.38 Mhz

Nunaturlik Landholding Corporation of Kangiqsujuaq : (819) 338-3368  
Fire Department of Kangiqsujuaq (Rescue team) : (819) 338-9000  
Police Department of Kangiqsujuaq : (819) 338-9111

Landholding Corporation of Kangirsuk : (819) 935-4269  
Police Department of Kangirsuk: (819) 935-9111  
Emergency Boat of Kangirsuk : (819) 935-4388  
Arctic Adventures : (800) 465-9474

**You can also call the air transportation companies that operate in Nunavik.**

Air Inuit Dispatch in Montreal : (866) 661-8456  
Air Inuit Dispatch in Kuujjuaq : (819) 964-0548  
Nunavik Rotors (Helicopters): (819) 964-1185  
Johnny May's Air Charter : (819) 964-2662

**Different mining camps around the Pingualuit National Park, may provide a helicopter.**

Company	Camp	Phone number
Goldbrook Ventures	Bélanger	Dispatch : (403) 387-8913
Anglo American	Chukotat lake	Dispatch : (819) 225-8888
Pure Nickel	Berbegamo	(514) 789-5805
Canadian Royalties	Berbegamo	(514) 789-5806
Xstrata Nickel	Raglan	Airport controller : (819) 762-7800 # 5183

**Note :** Raglan Emergency Procedures Responsible is Maurice Lefebvre (819) 762-7800 # 5623