ΛͼϟϤϨϥϤͺͳϹͺϷϹϤͽϽͽΡϹϷ϶ͽ *ϷϹϤͽϞϤϤͺϤʹϨϾ·Ϥ*

One week on the MV Avataq

By Miroslav Chum



The conditions are tough for men on the barges. Every minute of rest is fully savoured.

ΥΡά[™] ΔLD[<] Τ^ϕ_Φ Λ_Φ/97⁴^σ 9Γ/υ²_σ U²⁵00⁻ ¹ ^۱۵۲/۵^۲ کے ۲۰ ۱۹۵۰ من ۲۱ میں ۲۰۹۵ کا ۲۰۲۰ کا ۲۰۲۰ کا ۲۰۱۰ کا ۲۰

۹٦٤٩، CD4، CPP کرت۲۹، AL مربع CP4، CPP کرت L~~^{\$}L⁶ Λ~~4976LΓ Λ~~^{\$}~70~⁵67⁶ Λͼϟ·Ͷ· ·ϩϧͼϥϧϤͺ;ͳϹ· ϞͺϷϹ ۲۵٫ ᡣ᠘᠘ᡪᢌᢧ᠘ᠵ ۵۵۵ الد ۲۵۵۲٬۵۹۲ Λι^cΣ^c, Ριασ αΓισιν^c Σεπαιτικ معهاغا/الهامله د٦ ۵عمه ۵۲، ۵۵۲ مه Δ^{c} + \mathcal{C}^{c} + $\mathcal{C}^{$ ۵Ĺڡ^ݛ ه۹٬۶۱٬ نهه ۲۵٬ ۵۵٬ ۵۲٬ ۵۲٬ ᠆᠘᠆᠋᠘᠆᠕᠂᠆ᡧ᠈᠆᠃᠆᠃᠆ᡧ᠈᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃᠆᠃ Ċŀda & di'dc 60%-bl LP°&Jc @lF& Dd'

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 $\mathbf{W}_{ ext{e}}$ are in mid-October and a thin snow has covered the sandy beach of Iqaluit for the past several weeks already. All is quiet on this Sunday afternoon. Only the friction of a few pieces of ice tossed by small waves

ripples the silence permeating the city at rest after a workweek. On the beach, a few curious people brave the cold fall weather while walking, but most visitors are comfortably seated in their vehicles. All eyes are looking toward the bay. A few kilometres away, the MV Avatag just anchored. She is one of four ships operated by NEAS Inc., the shipping company that is 60% owned by Makivik Corporation and supplies cargo to remote bases in northern Canada.

With the anchor barely clinging to the bottom, the deck of the MV Avataq is becoming

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animated. While at sea, all panels on the bridge are closed and the cargo is securely tied. However, time has come to accomplish the last step of a long process that began several weeks ago, even months ago, when customers ordered goods that were transported to the loading site at Valleyfield, near Montreal, before their long journey in a sea that can be pretty rough at times. Since the departure from Valleyfield, eight days were spent at sea to reach our destination. The MV Avataq has reached her destination, but the cargo hasn't yet.

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45-4_455ところ45LC、▽AD٤ ∧ ⊾とこのから △とくけうちつ Dピロ45 - 「トク た もんらい イイ452 い。 When time constraints are felt, the Aivik crew gives a hand to speed up the unloading.

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Λωζζάζανδυ^LC ΛωζCΓσ^b ΛάςĹΓJ^c ΡΔLοΛ^b Λμλ Ρ^aωCςĹΓσ^cο Λμλ ΚΥζ^aσ^bb^s^c, Λοα^sΟΓ Δ^sb^aσ Ρζ^bΓα^sδς Ρ^sζL^b^bΓLC. CĹσ Δ^sb^aσ Ρζ^bΓα^sσ^bP^aωSΓ^b 9ζ^ccJ^j^aσ/Δb^bs^bσ L^sP^a Ρς^c κάς^sb^aσ Ρς^cζαζζαζζαζαδ^bσ^bb^aσ.

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ΛωϟʹϺϲͺϳͽϹͺΛωϟϒϤϭϧϧϲϲϳϿ·ʹ϶ϾͺͺϭϧͶϳϙͺϷϽϒϧ Δϲͺϳ Ͽϲͺϒͼϫ ;ϷͺϿϲͺϒϲ; ϫ; ϫ; ϒϿ;ϒϲϧ; Αμέγνη Δεγέγ Αυτογομέ Αυτογομα Αυτογια Αυτογ Αυτογια Αυτογια Αυτογια Αυτογια Αυτο

The cargo

Louis, the first officer, supervises all activities associated with loading, inventory and handling of goods. He walks on the bridge with a binder in his hands, giving orders to the crane operator and men present. The temperature is well below zero and strong winds make his writing difficult. There is no time to lose. The tide is approaching its maximum height, so this precious time must be used to accomplish as much work as possible, since there is no ramp in Iqaluit. Here, landing is possible only two hours before and after high tide.

Coming back to the *MV Avataq*, the barges are already in the water where four men are receiving loaders and heavy ramps. Small but noisy tugs turn around and take position behind the barges. Once everything is secured, it's the departure towards the beach. The ramps are put in the water and the loaders are backing up on the sand covered with snow.

During the week I spent on the *MV Avataq*, I was impressed by the magnitude of the tasks and the hard work of all men on board. The men in charge of cargo have particular merit. On some days, wet snowflakes falling, pushed by blowing and whistling wind. Even well protected behind partitions on the deck, we can imagine the difficult conditions on the barges. At the time dictated by the tides, the men are getting dressed and quickly swallow their last sip of coffee. Leo, an Inuk, tightens his neck warmer and gives a few friendly pats, while his shouts of encouragement in Inuktitut are already lost in the darkness of the bridge. The suspended ladder, several stories in height, is not accessible to everyone. The barges are near water level, men are splashed by water spray and extreme cold makes the metal surfaces very slippery.

On the bridge

Captain Barry Acorn is in charge during the delicate manoeuvres. In fact, he does not directly manipulate the control levers, as it is rather the helmsman who executes his orders. In the many narrow passes and during anchoring manoeuvres, there was an almost mystical silence on the bridge. The command of the captain, "234 degrees," is repeated moments later by the helmsman once the new azimuth is reached. The other officers, Francis and Martin, keep their eyes on a big radar screen



loves the life at sea. On sunny days, sextant in hand, he tries to estimate our position using the sun and a watch. Once night falls, it is rather a time for him to check the deviation of the gyroscope with the planet Jupiter, visible to the east. And when the sky is cloudy, there he is trying

constantly showing the ship's position on the map. In addition, someone must visually monitor the presence of growlers — these small pieces of ice that are difficult to detect by radar.

After having reached clearer waters, the captain leaves the bridge for a break. The autopilot then takes over to steer the ship. Those moments, when tension relaxes, are good times to check the equipment and refresh maritime knowledge. We immediately see that Christian, freshly graduated from the Maritime Institute,
$$\begin{split} \mathsf{r}^{\flat}\mathsf{P}\dot{\mathsf{C}}_{\bullet}\mathsf{L}^{\mathsf{C}} \wedge \mathsf{a}_{\mathsf{c}}'\mathsf{C}^{\mathsf{C}} \wedge \mathsf{b}_{\mathsf{c}}'\mathsf{c}_{\mathsf{c}}^{\mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}'\mathsf{c}_{\mathsf{c}}' \wedge \mathsf{c}_{\mathsf{c}}'\mathsf{c}_{\mathsf{c}}' \wedge \mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}'\mathsf{c}_{\mathsf{c}}' \wedge \mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}'\mathsf{c}_{\mathsf{c}}' \wedge \mathsf{c}_{\mathsf{c}}' \wedge \mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}'\mathsf{c}_{\mathsf{c}}' \wedge \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}} \wedge \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}' \circ \mathsf{c}} \circ \mathsf{c}_{\mathsf{c}}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}} \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}} \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}} \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}' \circ \mathsf{c}} \circ \mathsf{c}' \circ \mathsf{c}'$$

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 an anti-hypothermic suit of "man overboard" to acquire automatic reflexes that may be valuable someday.

The engine room

Richard and the chief engineer Roman showed me the engine room on few occasions. The first impression: it is very noisy. It is out of question to venture there without ear protection. It is impossible to talk to anyone or to hear each other in that room. Here, everyone uses sign language. Even when the main engine is not running, three huge generators fill the air with vibrations. Usually, only one or two of them are in operation depending on the needs of the vessel. The powerful hydraulic pumps for the cranes are major energy consumers so an additional generator is often used during cargo handling.

Obviously, special attention is devoted to the main engine. Its long cylinders dominate the room. To my surprise, it only consumes diesel to get started. Fuel oil is used for regular operation. Its advantage: it is cheaper and its heat capacity is higher than diesel. The disadvantage: at normal temperature in the northern environment it coagulates to a jelly consistency. All tanks, pipes and filters must be heated at all times. For people who enjoy mechanics, let me mention that there is no transmission. Once the engine is started, the propeller turns immediately. Its thrust is controlled by the change of its pitch. The complete reversal of the position of the blades makes it possible to go backward. The motor speed? Not very high, about 110 revolutions per minute. Its power? 6000 hp! Its consumption? About 10 fuel tractor-trailer loads are needed for a trip up north.

The engine room contains more than a few noisy engines. It must also produce drinking water, purify wastewaters and store it because



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ጋየJና ላክላውና ሩንላውና ርዮው Length	113 └Uʿ/metres
አ൙⅃ິ۲൳∩Ր൳ ^ൟ Ⴑ Width	19 「U ^c / metres
᠔ᡏ᠋᠋᠋ᡏ᠋᠋᠈ᠮ᠘ᡩ᠕ᡬᢑ᠂᠕᠋᠋᠋ᠶ᠙᠋᠘᠆ᡆ᠆ᡐᡕ Draught	8.5 أ⊂ ∩۹۵∩ °ء2% / metres
ርጶኁ՞∩∩JˤጶᡕʹͿ΅ຼϹኈℙ· Tonnage	6 000 tonnes
ᡏ᠆᠔᠐᠅ᡗᢗ᠂᠋ᡝ ^ᢐ ᠍᠍᠍ᢖᠳᢄ Power	6 000 horsepower
∆∿ົ'ናጋ∆໊∝_⊃ອ່ໄb໊ອ ແປ໊∝ິເ∿ບ Cruising speed	12.5 knots
ጶዸጏ΅ຼርኈՐር ጶኄ፞ᠯ፝ዀኈዮ Loading capacity	11,840 ィ゙ºC▷。ー゙レぐ └U゙/ cubic metres
◊۲ ^ݛ ۲۵۵۵ ۵۲۵ ۵۲۵ ۵۵ ۵۲۵ ۵۲ Number of containers	567
౨ఽ౯ౕ৾৾৻ঀ৾ [৻] ৾৾৾ २୮ঀ৾ [৻] ৻ঀ৾৾৾৴৴ঢ় [৻] Country of manufacture	ナイ゜(ウイキャロc) Japan

∆∿Ր՝ጓ⊳ຏຉ∆້∝?∩∿ຏ ∢ຉ∿ൎຏ≀∩້ຉຏ. Ċʻaຉຬ ۲-را^ر کرد-D° 5≦ $\forall U D U^{5} \sigma^{b} U C \Delta c^{b} \Gamma^{a} \sigma$, $\forall^{c} A^{c} D^{b} U a^{c} D^{b} A \sigma J^{5} D a J$, $\forall A A a^{c} D L a D A^{c} \psi$ ٥٢٥،٢٩٦ ٨٥،٩٠٦ م، ٥٦٢٩ م، ٥٩٣ م، ٩٩ م، ᠄ᡃᠣ᠘᠘᠘᠘᠘᠆ ᠴᢗ᠌᠌᠌᠘᠆᠋᠂᠘᠆᠋ᢆ᠆᠆᠘ $C_{2} C_{2} C_{2$ የሒነበሳ^{*}, ለኑሒየበርነነ6Γ0ላ[®] δΓላነጋσነϳლ[®]ሁላσ[®] Δσ[®]σ40^cτδ^LΓ^c, ʹͿϪ**Ϥ**Ϲϧ;ϻϲͷϲͷϧͷϲͷϲͷϲͷϲͷϲͷϲͷϲͷϲͷϲͷϲͷϲ کد⁻ک ᠂ᢣᡄ᠋᠋᠘᠋᠈᠘᠈᠘᠘᠘᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕᠕ ϹჼϚϹʹ 00 1^C ᡝ᠋᠋᠋ᠳᠣ᠘ᡧᡆᡄ᠂᠆ᡣ᠋ᡆ᠙᠈᠂ᢆᡆ᠙᠕ᡧᠴ᠅᠘᠕᠕ᡆᡄ᠂᠆᠘᠙᠕᠕ᠴᢩ ۵۰٫۲۰ م۲٬۲۰ م۲٬۲۰ م۲٬۲۰ م۲٬۲۰ م۰٫۲۰ م۰٫۲۰ م۰٫۲۰ م۰٫۲۰ کל∿ل∩∿ڶ⊂٬۲۲۶ ۵°_⇒∿۵٬ ٬۲٬۹۳۵٬ ۲٬۹۵۱ ۵٬۰۵۱ ۵٬۰۵۱ ۵٬۰۵۱ ۵٬۰۱۰ ۵٬۰ ΔĹσ ᠋᠄ᠻ᠌᠌᠌᠔ᠺ᠋᠂ᢩᡄ᠋᠋᠈ᡗ᠘ᢣ᠋᠋ᡗ᠖᠘ᡘ᠆ᢩᡆ᠋᠉ᢉ᠘ᢣ᠘ ᡏ᠘᠆ᡐ᠘᠕ᡩ᠖᠘᠕ᡔᢆ᠘ᢘ the release of harmful wastes at sea is prohibited in the north. Control panels show the state of all systems. Green warning lights give a feeling of well-being. However, sometimes an aggressive red flash occurs to indicate a potential problem. But as Richard says, "for a good engineer, alarm lights are in his head before appearing on the control panel."

The kitchen

Meal times provide essential and appreciated rest periods for the crew. The chefs are carefully selected. Indeed, we eat well on the MV Avataq. For those who are in service at that time, there is even a meal at midnight. Of course, desserts, fruits and salads are available in abundance. Coffee flows, given the long and irregular hours. The kitchen on the boat is constantly in movement; so keeping all the pots in place requires considerable skill on the part of Michal and his assistant cook, Wayne. Stories of soup ending up on the floor off the Labrador coast are endless, causing sincere laughter during rest periods.

The crew

People work hard, very hard on board the MV Avataq. Of course, I knew that this would not be a cruise ship ride, but I did not imagine



Periods of rest are sometimes interrupted by safety drills.



such a commitment on the part of each crewmember. The irregular working hours are another challenge faced by the men. Ultimately, day and night no longer exist for them. Also, to my surprise, with the exception of loader operators, the crew almost never goes ashore. Their workload prevents them from leaving the ship and they simply need to rest before the next shift.

We are now in Quaqtaq, and a rather light wind blowing from the northwest brings a small swell of the sea. It is not a problem for the MV Avataq, but it is another matter for the barges moored to the vessel, as they follow the pace set by the swell, rising and falling over a metre from the movement of the waves. Placing the massive ramps and loaders under these conditions requires an incredible cooperation and understanding between the crane operator and the men who are at sea level. Several tons of metal are brought on the barge and must be

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م^رکرے ۵۵ مال ۱۹۵ میں ۱۹۵ میں ۲۹۵ میں ▷ኖኈቍ ላГረልቦሁ ርዓት¿ጋሀ_ር አየር ΓΓ². ل، ۵۵۹٬۲۶ ۳٬۵۵۴ ۵۳٬۷۵۰ ۳۰ ۵۰ ۵۰ ۳۰ ۲۰ ۹۵-۵۵٬۹۲۱ ۲. ۲۵ ۲۰ ۲۰ ۵۰٬۹۲۷ ۲. ۵،۲۹، ۵۵ ۵۵ ۵۰ ۵۳ ۵۰ ۵۳ ۵۰ ۵۰ ۵۰ ۵۰ ۵۰ ۵۰ ۵۰ ۵۰ ᠕᠌᠌᠔ᢞ᠖ᢞ᠋᠆ᠴᠣ᠋᠋᠋ᡪ᠋᠘᠙ᡃᢆ √⁻خ۲ ᡃᡪᡪ᠆ᡔ᠋᠁᠘ᢣᢈ ᡏᢗ᠔᠘ᢧ᠆ᠳ᠋ᢄ᠂᠋᠕ᡷ᠘ᡷᡆ᠘ᡁ᠘ᡁ᠘ᡷᡆ᠘ᡁ $\Gamma_{i} \dot{\varphi} L_{i} \varphi_{r} P_{s} \varphi_{r} = V_{i} \varphi_{r} P_{s} \varphi_{r} + V_{r} + V_{r}$ \mathbb{L}^{-1} ᠂ᠳ᠔᠊ᠬ᠋᠋᠋᠕᠆ᠴ᠋᠈᠂ᡩᢐ᠋᠋ᡰᢣᡖᡄ᠋᠘᠊ᡅᡐᠴᡃ᠋᠋ᡗ᠅᠋᠊ᡀ᠋᠕ᡄᢣ᠋᠋ᡃ᠖ᡷᠠᠳ

ϤϷϲϷͶϲ· ΔϤϲϲϷϨͶϽ·Ͻϲϥϫ·ϲϚ ϤϷϲϷͶΓϤʹϲϭ· ϤϽϲϤʹϧϲϟͽͿϞ; Ϸϥ; ϫϧ;;ϹϷϫͺϷϲϽϥ;ΓϹ

ᡔ᠋ᡃᠻᡏᡆᡄ᠊ᡅᡏ᠋᠆ᡄ᠕᠋᠋ᡃᡖ᠋᠋ᢐ᠖᠋᠉᠋ᡏ᠘᠉ ᠕ᡣ᠘᠈ᠳᡄ᠊᠆᠋᠆᠕᠕ᡔ $4^{5}b^{5}\sigma^{5}b$ $4D \ge D \cap = \dot{L}^{c}$ $5\sigma = 4D \ge D \cap C^{c} \ge c D = 5\dot{C}^{5}b^{5}$. ᠄ᠳ᠘ᠴ᠋ᢋᡄ᠘ᡁᡆ᠋᠆᠘᠖᠐᠙᠐᠕᠆᠕᠆ᡧ᠘᠉ᠿᢌ᠖᠘᠉ᡁ ϽϤʹϧʹϟͼ ΔͽϹʹϚϯϹϹͿʹͼͼͼͽͺ. ϧϷϲϟʹϯϷͶͼ Ϸ;ϯϥϽ 4) $^{\circ}$ C) $^{\circ}$ J) Δ° C $^{\circ}$ G) $^{\circ}$ C) $^{\circ}$ C) $^{\circ}$ C) Δ° d) $^{\circ}$ LC) $^{\circ}$ C) Δ° d) $^{\circ}$ LC) $^{\circ}$ C) Δ° C) L°a: Papy 24 and Didid and in the second start and Ded- $-^{1}\Omega^{\circ}$ $^{1}PS^{\circ}C^{\circ}L-^{1}Z_{\sigma}$. $D^{1}Z^{\circ}D^{\circ}L^{\circ}J_{\sigma}$. $D^{1}Z^{\circ}D^{\circ}L^{\circ}J_{\sigma}$. ۲۹٬۵۲٬۹۱۲، ۲۹٬۵۲٬۹۱۰ ف^۲۲۹٬۹۱۲، ۲۹٬۵۰ مربع ۲۹٬۹۱۲، ۲۹٬۹۱۲ مربع ۲۹٬۹۱۲ مربع ۲۹٬۹۱۲ مربع ۲۹٬۹۱۲ مربع ۲۹٬۹۱۲ مربع ^δδίλααθέ^ζ. Δρ[°]ρ[°] αρεργασ^δΓ[°] δααγρε[°]ρ[°], ›ገኖዖነገኖራያ፣በላጋ፣ኦገጓዛኑ [·]`በላጋላዮ ኦዜ⁴ጋ ፓኖረገርፋ[·]ላብ⁴ላ Δ° Δ° Δ° Δ° Δ° Δ° Δ° Δ° Δ° Δ° 4^{\prime} ° Δ°۲۰۶۲) ۹۳٬ Δ°۲۰۶۲) ۹۳٬ Δ°۲۰ Δ°۲۰ γ

The engine room contains more than a few noisy engines. It must also produce drinking water, purify wastewaters and store it because the release of harmful wastes at sea is prohibited in the north.

immediately untied. The working conditions in strong winds are hardly imaginable.

The marine infrastructures

Writing about a ship without any reference to the necessary infrastructure would be like writing about airplanes without mentioning airports. As soon as the ship reaches Nunavik waters, the crew breathes a sigh of relief. It is much easier for them here. They affectionately called the infrastructures of Nunavik "Makivik beaches." Here, all the communities have set up infrastructures to facilitate the landing. Not only are the surfaces of the ramps covered with coarse gravel facilitating the movement of heavy machinery, but also these ramps almost reach the level of low tide, allowing unloading over longer periods. These facilities have nothing in common with the virgin beach of Iqaluit, where loaders wade in the water and execute other stunts to reach the barges, while handling heavy containers.

Makivik accomplished Nunavik's marine infrastructure development program over a decade of

construction. During that period, each community has benefited from such a facility. The primary objective of the marine infrastructure program was naturally to facilitate the activities of local fishermen and the landing of supply ships. However, through this process that begins with planning and permit applications, followed by construction and monitoring over several years, the Makivik Construction Division has acquired a unique expertise. So successful are they that the division has evolved to become Makivik's newest subsidiary company.

In the past while riding in small cances around Nunavik, I often saw NEAS ships in the various bays. An exchange of smiles and a wave of hand were then my only interaction with the crew of these vessels. Since my stay on the *MV Avataq*, my perspective has changed dramatically. Now, I feel especially great admiration and deep respect for their hard work.



ዮͽͿʹΛϥϽ·ʹͶϯϳϨ΅ϫϹͺϟ·、ͺϥϷϫϷͶͽͲϹϲ;ͺͺϟϧ΅ͼϧϔϲ;ͺͺϟϧ·Ͻϥ· ͻʹϲͺϫϷͽϧϽϲ, 110-ϗϲϟͶϧͺϥϛͺϲϳϗϹϽͺϫϽϲͺͺϯϲϲϲϹϳϲ·ͺϥϷϚϷϢϧϹ

$$\begin{split} & 4 P_{-} P_{-$$

∆ل∽⁵

᠂᠋᠋ᠴᢄᠳᠴ᠌ᡧᡧ᠓ᡬ᠙᠌᠋᠋᠋᠈᠘᠈ᢄᢗ᠆ᠫ᠌᠌᠆᠈᠘᠈ᢄᢣᠴᠴ ᠌ᡷᢗᢛᠮᡆ᠈ᠼ᠘᠕᠂᠋᠋᠈᠊ᠳᠶ᠈ᠻ᠈᠋᠂᠋ᡗᢗᡄᠳᠴ᠌᠕

ຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼຼ ມດາວ (المعرف) المعنون ال ;;ͼϽ;ͺͺϤϲͽϹͺϿͺͺϷ;ϷϷϞ;ϒϞ;ͺͺϳ;ͼͽϹ;ϽͺϫͺϹͽϿͼͺϹ ϤϹͱϨͶϧͺͳͼϫϿ;;ϫϿ;;;; ϤϹͱϨͶϧͺͳͼϫϿ;;

As soon as the ship reaches Nunavik waters, the crew breathes a sigh of relief. It is much easier for them here. They affectionately called the infrastructures of Nunavik "Makivik beaches."

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$$\begin{split} & \mathsf{OP} \mathsf{OP} \mathsf{OP} \mathsf{C} \mathsf{C} \mathsf{C}^{(1)}, \ & \mathsf{OP} \mathsf{OP} \mathsf{C}^{(1)} \mathsf{C}^{(2)} \mathsf{C}$$





 $\mathsf{U}^{\mathsf{L}}\mathsf{I}^{\mathsf{L}}\mathsf{e}^{\mathsf{L}} \mathsf{D} \mathsf{e}^{\mathsf{L}}\mathsf{e$ د ۹۵ ۵۷٬ ۵۲٬ ۵۲٬ ۵۲٬ ۹۵۷٬ ۹۵۷ ۵۰ ۵۲٬ ۹۵۷ ۵۰ ۵۷ ۵۵ ۵۰ ۵۷ ۵۰ ΔζίσΔίοΩς ασίνρΓος, clo ΔίνΓ Δζίασίδο νρίδυΓε. ᠔᠕᠋᠘ᢣ᠘ᠮ᠘ _م_∆۲۲۵° ᠘ᢣ᠋᠊᠋᠆ᡥ᠋᠆᠐᠂᠙᠑ᢣ᠘ᠴ᠕᠆ᡣ᠖ᡃ᠙ᢣ᠘ ᠳ᠐᠃᠕ᢩ᠂ᢣ᠆᠆ᡣ᠋᠈᠆᠘ᢣᢩ ᠋᠋᠋ᠵ᠋ᢩ᠆᠘᠘᠘᠀᠘᠈ᡩᠵ᠙᠘ NP⊅N-۲۰٬۰۱۲ م. Δ۲۹٬۵۲ م. Δ۲۹٬۵۲ م. Δ۲۹٬۵۲ ۲۰ م. ۵٫۲۲۲٬۹۱ مه ۲۵٬۵۵ مه ۵۵٬۵۵ مه ۲۵٬۹۵ مه ۲۵٬۹۱۹ مه ۹۵٬۲۱۹ مه ۲۵٬۹۱۹ مه ۲۵٬۹۱۹ مه ۲۵٬۹۱۹ مه ۲۵٬۹۱۹ مه ۲۵٬۹۱۹ مه ۲۵٬۹ UΊ[,]ϷΓ[,] ϥϥϫϿͼͺ;ϒ_; ͼϷͽͼͺͰ, νͼϞͺϹϷʹͿͺͼU_,ϤϗͺϽͺ ϳ_,ϥ

ۥۥዾ៰៓ͻᡩ᠅ͺᢤ᠋ᢆᡪᡷ᠋ᢆᠻᠶ᠋ᡐᡗᢄᡔᡩ᠖ᡄᢄᡷ᠘ᢞ᠅ᠫ᠅, ᠘᠋ᡃ᠖ᡱ᠆ᠴ᠆ᠴᡄᡃᡆᢣᠯ ᠘᠘᠘ ᠘᠅᠋ᡗ᠅ᠺ᠋ᡗ᠕᠖ᡶ᠅ᡁ᠘ᢗ᠕᠋ᡶ᠋᠋ᢞ᠋᠃ᡘ᠅ᠺ᠋ᠺ᠋ᠺ᠅᠘᠅᠘ ᠕ᢣ᠖ᠵ᠕᠄᠘ᡶ᠋᠅᠘᠅᠘᠅᠙ᡬᠴᡱᠥ᠂ᠺᠻᠺᠺ᠘᠅ᠳ᠘᠅᠘ᡗ᠅᠘᠅ ᢄ᠘᠘ᢤ᠕᠂

 $LP^{\circ}\Lambda^{\circ}\Lambda^{\circ}\dot{\mathsf{I}}^{\circ}$ Δζαίδηςδασιδίος Αστιδίος Αγάζεας δία τη διασια ۵٬۹۱۶، ۵٬۹۰۵ موخ^۲ ۸٬۹۵۱ موخ^۲ ۸٬۹۵۱ موخ^۲ Δ ረላ፣ሀበናኑር፣ርኦሀበГ $_{2}$ ና. ርካሀምኑ ኦΓላካሀለጐት Δ ረላ፣ሀበር σ ፣ Γ √°ና∇°ק, ን₽100,4° ל≫≏¿₽J024% የJ406, י₽ס¢ק. י₽ס¢ק. ٬۹٬۹۱۵ د۲۵٬۹۵۵ د۲۵۲٬۵۱۵ مهمد م ۲۵٬۹۹۵ مهم ۱۹٬۹۹۵ م ᠕ᢟ᠆᠆᠋ᡃᡆᡅᢗ᠋᠋ᡝᢗ᠌᠌ᢄ᠆᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃᠃ ٥९∽،ک∪٦ ᠕ᡣ᠋᠕᠂᠕᠂᠕᠂᠕᠂᠕᠂᠕ ΝϞͼϼΟιζͽͿϯΓLϥϲͺͼͻͽ ϥͺͼϞΓϟU1, ϥϹͺͼδυμορ. ᡥ᠋ᡃ᠋᠋᠋᠆᠈ᠳ᠋᠋᠋ᢆᡩ᠘ᡓ᠆ᡩ᠆᠖᠘ᡓ᠘ᡕᢕᡐᢛ᠋᠆ᡁ᠋ᢆ᠆ᠴᢩ᠕᠄ᡩ᠋᠋ ΔΡͽͽϹϽͺ ϥϫͿϥͶͺϿͺͺ ΓϧϗϷͺ κͼϫͺͽͺ ϒ;4۶%ͰϯϚϷͽϯϯϯϧ -14° Δ^{-1} Δ^{-1} ᢣ᠌᠔ᢞᢐᡗ᠌ᡔᢑ᠂᠋᠋᠋ᡏᡄ᠋᠄ᡔ᠋ᢗ᠄ᢣᢙᡭ᠒ᡷᢐᢕ᠅ᠳ᠘᠙ᢞ᠕ᠺ ᠕᠌᠋ᡄᢣᡶ᠋᠋ᡃᡖ᠈ᠿ᠋᠋ᡗᡆ᠋᠆ᡄ᠋᠋ᡨ᠆ᠴᡬ᠊᠋ᢖ᠆᠈ᡬ᠘᠆ᡁ᠙᠂ᠰᡄ.