ᐱᓇᓱᐊᑭᓯᓕᒫᒥ ᐅᒥᐊᕐᑐᖃᑕᐅᓂᖅ ᐅᒥᐊᕐᔪᐊᑯᑦ ᐊᕙᑕᒃᑯᑦ

ᐊᓪᓚᑕᖏᑦ ᒦᕈᔅᓛᕝ ᓴᒻ

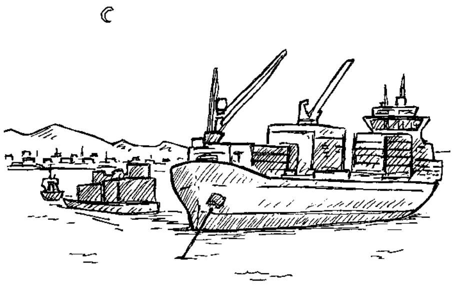
One week on the *MV Avataq*

By Miroslav Chum

ᓯᓚᐅᓪᓗ ᐱᓇᓱᕝᕕᐅᓗ ᐊᕙᑎᖏᑦ ᐱᔭᕐᓂᔫᕐᓇᖏᒪᓇᑉᐳᑦ ᐊᖑᑎᓄᑦ ᓯᒃᑮᓗᓐᓂ ᓂᐅᕈᕐᓄᑦ. ᑕᕿᕐᓯᓂᓕᒪᓚᐋᑦ ᐃᓅᓐᓇᑎᒃ ᐅᐱᒥᔭᐅᒪᓇᓲᖑᔪᑦ.
The conditions are tough for men on the barges. Every minute of rest is fully savoured.

ᐆᒃᑐᐱᓇᐅᑉ ᑕᕐᕿᖓᒍᑕ ᕿᑎᖓᓃᓕᕐᑐᒍᑦ ᐊᐳᓯᕐᓯᒪᒪᓛᓕᕐᐳᓗ ᐃᕐᑲᓗᓐᓂ ᓯᐅᕈᖅ ᐃᒪᐅᑉ ᓰᓅᓂ ᐱᓇᓱᐊᑭᓯᕐᓂ ᐊᒥᓱᒪᓛᓐᓂ ᐅᑯᑦᑐᑐᕐᑲᐅᓕᓐᕐᑐᖅ. ᐊᓪᓚᑐ-ᖃᒥ/ᐊᓪᓚᑐᓂ ᐅᓪᓗᑯᑦ ᕿᑎᕋᓕᓐᕐᓯᒪᓕᕐᑎᓗᒍ ᓱᕐᕙᓗᖃᓪᓗᐊᖏᑦᑐᒪᓇᐅᔪᖅ. ᓱᕐᕙᓗᑐᐊᖑᓕᕐᒪᑕ ᓯᑯᐃᑦ ᓯᑦᔭᒥ ᓯᑦᔭᔪᐊᓕᒧᑦ ᐊᒧᔭᕐᑦᑕᐅᔪᑦ ᑕᒃᒪᓂ ᐃᓪᓗᒪᓴᖃᕕᒥ ᓂᐸᖃᖖᒥ-ᒪᓇᓕᕐᒪᑦ ᐱᓇᓱᐊᑭᓯᓕᒫᒥ ᐱᓇᓱᓐᓇᓯᐅᓚᐅᕐᓱᑎᒃ ᐱᓇᓱᑦᑏᑦ ᕿᑲᕐᓇᓯᐅᓕᕐᒪᑕ. ᓯᑦᔭᒥ ᓰᓅᓂ ᐊᒥᓲᖖᒥᑐᑦ ᐃᓄᐃᑦ ᕿᐅᔭᓇᕐᑐᕐᑕᐅᑎᓪᓗᒍ ᐱᓱᑦᑐᑦ, ᑭᓯᐊᓂ ᐊᒥᓲᓂᕐᓴᑦ ᐹᓚᓇᐊᕐᓯᒪᔪᑦ ᓄᓇᒃᑯᕊᒥ/ᖃᒧᑎᑲᓪᓚᒥ ᐃᓗᐊᓂ ᐃᓱᕐᓇᐅᒐᕐᓱᑎᒃ ᐃᑦᓯᕙᔪᑦ. ᓰᓅᓕᐊᕐᓯᒪᔪᑦ ᐃᓘᓐᓇᑎᒃ ᑕᐅᕝᕙ ᐃᒫᓄᑦ ᑲᖏᕐᓱᒧᑦ ᕿᖖᒐᔪᑦ. ᖃᓂᖖᒋᓗᐊᖖᒋᑐᒥ ᐅᒥᐊᕐᔪᐊᖅ ᐊᕙᑕᖅ ᑭᓴᕋᑖᕐᒪᑦ. ᑖᓐᓇ ᐅᒥᐊᕐᔪᐊᖅ ᓯᑕᒪᕕᔭᐅᔪᖅ ᓂᐋᕐᑯᓐᓄᑦ ᐃᖏᕐᕋᑎᑕᐅᕙᑦᑐᓄᑦ, ᑖᒃᑯᐊ ᓂᐋᕐᑯᑦ 60%-ᖓ ᒪᑭᕝᕕᒨᑦ ᓇᒻᒥᓂᕆᔭᖅ ᐅᑦᓯᐳᐳᒥᔭᐅᓃᖑᕐᑲᑕᐅᔭᖅ ᓂᕿᓂᓪᓗ ᐊᓯᕐᒥᓂᓗ ᑲᓇᑕᐅᑉ ᑕᕐᕿᖓᓂ ᐅᖓᓯᑦᑕᓇᓄᑦ ᓄᓇᓕᕐᒥᓄᑦ.

ᑭᓴᖅ ᐃᒪᐅᑉ ᐃᑦᑲᖓᓄᑦ ᑐᕐᖓᓴᖓᑎᓗᒍ, ᐅᒥᐊᕐᔪᐊᑉ ᐊᕙᑕᐅᑉ ᐅᓯᖃ-ᐅᑎᖓᓂ ᓂᒪᔭᕐᐸᓕᐊᑦᓴᕐᒍᐊᓕᕐᑯᑦ. ᐃᒪᕐᐱᒥ ᐃᖏᕐᕋᓂᕐᒥᓂ ᐅᒥᐊᕐᔪᐊᒥᒃ ᐊᐅᓚᑦᓯᒍᑎᓕᒫᑦ ᐅᒃᑯᐊᑐᕐᓯᒪᓖᑦ ᐅᒥᐊᓕᑦᑕᐅᑉ ᐊᕐᑯᕝᕕᖓᓂ ᐅᓰᓪᓗ ᓇᕿᑕᓇᓯᒪᑦᓯᐊᓯᑎᒃ. ᐅᒣᒃᑲᓗᐊᕐᑎᓗᒥᑦ, ᐱᓇᓱᑦᑕᐅᒥᐊᕐᑲᓕᕐᕐᑯᑦ ᑭᖑᓪᓕᕚᑦ ᐱᔭᑦᓴᕐᑯᑏᑦ ᐱᓇᓱᑦᑕᐅᒥᐊᓯᓚᐅᔪᑎᓪᓗᒥᓂᑦ ᐊᒥᓱᑲᓪᓗᑦ ᐱᓇᓱᐊᑭᓰᑦ ᐊᓂᒍᓕᕐᑐᑦ ᐊᓪᓛᑦ ᑕᕐᕿᑦ ᐊᒥᓯᑦ ᐊᓂᒍᓕᕐᑐᑦ, ᐱᐳᑦᓯᔭᐅᔪᑦ ᑎᑭᓴᓕᓚᐅᕐᓯᒪᒻᒪᑕᓂᑦ



SAMMY KUDLUK

We 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 Avataq* 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 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.

This document, and more, is available for download from Martin's Marine Engineering Page - www.dieselduck.net