



Maritime Forces Atlantic
PO Box 99000 Stn Forces
Halifax, NS B3K 5X5

MARL: 1262-1 (N48)
TD: 2011-000324

5 May 2011

Mr. Darren Hicks, Environmental Analyst
Canada Newfoundland and Labrador Offshore Petroleum Board
5th Floor, TD Place
140 Water Street
St. John's, NL A1C 6H6
Email: dhicks@cnlopb.nl.ca

Dear Mr. Hicks:

As requested, the Department of National Defence (DND) has reviewed the reported entitled "Environmental Impact Assessment for Marine 2D Seismic Reflection Survey Labrador Sea and Davis Strait Offshore Labrador by Multi Klient Invest AS (MKI)" dated 28 March 2011 and provided to DND by the Canada-Newfoundland and Labrador Offshore Petroleum Board (CNLOPB) on 7 April 2011.

It was observed during the review that the information provided to the CNLOPB by DND, through the Federal Coordination Regulations process, had not been included in the report. The attached response was provided to the CNLOPB on 31 January 2011.

DND requests that MKI include the information noted on the attached response in the assessment report for the project, with particular attention to the locations of the wrecks, as well as, the following paragraph:

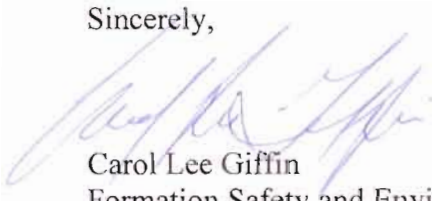
"Given our understanding of the survey activities to be conducted, the associated UXO risk is assessed as low. Nonetheless, due to the inherent dangers associated with UXO and the fact that the Atlantic Ocean was exposed to many naval engagements during WWII, should suspect UXO be encountered during the course of your operations, do not disturb/manipulate it, mark the location, and immediately inform the Coast Guard. Additional information is available in the 2010 Annual Edition – Notice to Mariners 2010, Section F, No. 37.

In the event of activities which may have contact with the seabed (such as drilling or mooring), it is strongly advised that operational aids, such as remote operated vehicles, be used to conduct the seabed survey to prevent unintentional contact with harmful UXO items that may have gone unreported or undetected".

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Should you have any questions or require any additional information please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Carol Lee Giffin', is written over a light grey rectangular background.

Carol Lee Giffin
Formation Safety and Environmental Officer
for Commander

Federal Coordination Regulations
Section 6 - Record of Determination

Project Title: Multi Klient Invest 2011 Labrador Shelf

Location: Labrador Shelf

Proponent: Multi Klient Invest

FEDERAL AUTHORITY: Department of National Defence

NAME & TITLE: Carol Lee Giffin, Formation, Safety and Environment Officer

SIGNATURE:  DATE: 27 June 11

In accordance with the Section 6 of the Federal Coordination Regulations, under the *Canadian Environmental Assessment Act* (CEAA), the Federal Authority identified above, has reviewed the project description and advises you of the following:

(a) it is **likely** to require an environmental assessment of the project

Trigger Proponent Funding
 Land Transfer Law List

Law List Trigger: _____

(b) it is **not likely** to require an environmental assessment of the project

(c) it is **in possession** of specialist or expert information or knowledge that is necessary to conduct the environmental assessment of the project

Please note:

1. DND is likely to be transiting and conducting naval exercises within the study area during the June to December 2011 to 2013 timeframe.

2. UXO data is available for the study area:

A search of the records was conducted to determine the possible presence of UXO within the MKI Project Description survey area.

As depicted in the attached graphic, our records indicate that the following wrecks are present within the survey area:

- Shipwrecks. Four vessels (EVEROJA, FLYNERBORG, GREVALE, EMPIRE GEMSBUCK) from convoy SC-52 were sunk by German U-boats U-202 and 203 on 3 November 1941. Further, a vessel (MOUNT MAYCALE) from convoy SC-117 was sunk by U-boat U-413 on 22 January 1943. Records indicate that all five ships were carrying general cargo at the time; consequently, it is possible munitions were part of the cargo.

- Aircraft wreck. A B-24J Bomber wreck was reported to be present in the northern part of the survey area (Long -58.866667 Lat 59.216667). However, given that supporting information is limited, it is assessed that the reported position of this aircraft is only approximate. B24 aircrafts used in the Maritime Patrol role were typically of Very Long Range (VLR) configuration, carrying a maximum load of 2700lbs of torpedoes, depth charges, and .50 cal machine gun ammunition. Consequently, it is possible that munitions were aboard.

Given our understanding of the survey activities to be conducted, the associated UXO risk is assessed as low. Nonetheless, due to the inherent dangers associated with UXO and the fact that the Atlantic Ocean was exposed to many naval engagements during WWII, should suspect UXO be encountered during the course of your operations, do not disturb/manipulate it, mark the location, and immediately inform the Coast Guard. Additional information is available in the 2010 Annual Edition – Notice to Mariners 2010, Section F, No. 37.

In the event of activities which may have contact with the seabed (such as drilling or mooring), it is strongly advised that operational aids, such as remote operated vehicles, be used to conduct the seabed survey to prevent unintentional contact with harmful UXO items that may have gone unreported or undetected.

Further UXO general information is available on our website at www.uxocanada.forces.gc.ca

