Scatarie Island LiDar Derived Digital Elevation Model

- Data collected by Leading Edge Geomatics, using a RIEGL LiDAR Q-680, which can collect up to 266 000 measurements/sec.
- Mira & Area project completed during May of 2012.
- Data delivery to C.B.R.M July of 2012. Deliverable consisted of 483 1k x 1km tiles (xyz points) and three 1 M Raster DEM (Geotiff) mosaics
- Data used for the Scatarie Island rendering: - 63 1km x 1km tiles containing 30 million+ x,y,z points (csv)
- Data imported into Global Mapper and converted to a 25 cm. GRID. GRID rendered with 25% transparency.
- Hillshade (5x) vertical and rendering completed using ESRI 3D Analyst.

Shallup

Cove

Western Point

Hatchs Rocks



Output: Canon Imageprograf ipf8000s

Map Coordinate System: North American 1983 CSRS UTM Zone 20N Date: 11/13/2012 C.B.R.M. File Reference: H:\MAPS\LiDar_Ortho Projects\\42x72\Scatarie_GISDay.tiff

Legend ElGrid_Scatarie_25cm_clipV2.asc Value High : 56.074

Low : -1.156

Scatarie Island Wilderness Area

The island features a broad range of natural values, including rare plants, diverse fauna, extensive wetland complexes and a wide array of coastal landforms. Scatarie Island hosts a remarkable variety of rare or

unusual flora, which are generally adapted to cool climate, coastal exposure, and associated site conditions. Several decades ago, the island was designated as a provincial wildlife management area, with

Scatarie Island also offers excellent coastal hiking and sea kayaking opportunities. Former fishing settlements have long been abandoned and several light stations are now fully automated. The island has a

original community road boast summer cottages. A yearly rendezvous occurs at Northwest Cove, when fishermen from the mainland community of Main-a-Dieu provide free passage to anyone wishing to visit.

Recent archaeological research by the Canadian Museum of Civilization has provided excellent evidence of 18th century fishing properties on the island, and tales abound of 19th and 20th century life on the

An existing trail skirts the length of the northern shore, and much of the shoreline and coastal barrens provide ideal hiking terrain. Attractions include scenic views, an exciting mix of terrestrial, intertidal and

Sea kayaking is appealing for many of the same reasons as coastal hiking. The rugged shore, with its cliffs, beaches, headlands and many shoals, provides dramatic paddling experiences. These very

long and rich history as a fishing settlement, and local ties to the area run very deep. Nearby residents still use the island as a destination for picnicking and walking, and several private properties along the

With a rugged, irregular shore, Scatarie Island is one of Nova Scotia's largest islands. Much of the interior supports a coastal spruce-fir forest, while the perimeter and a small island consists of exposed

coastal bog and barren complexes, cliffs, headlands and beaches. Maximum elevation is about 50m above mean sea level . The climate is strongly influenced by the marine environment, which moderates

temperatures and accounts for windy, often foggy conditions.

regulations that permit waterfowl and deer hunting, but prohibit hunting or trapping of fur-bearing mammals and upland fauna.

island. The area is also known for its long history of shipwrecks, and archival material describes several of these in detail.

characteristics can also be hazardous and great care must be taken to ensure safe travel to and around this exposed shore.

marine flora and fauna, colorful bedrock geology, and evidence of many coastal features and processes such as cliffs, high energy beaches, ponds and shoals.

Northwest Cove

The Pinnacle

Flukes Head

Flukes Head

Ragged Rocks Cove

Savage Cove

avage

Tin Cove Head



The Canadian Miner was a vessel in the fleet of Upper Lakes Shipping. On September 20, 2011, she ran aground off the coast of Nova Scotia while being towed to Turkeyfor demolition. [1] She had on board "3,000 litres of oily waste". The Greek tugboat Hellas responsible for the tow was detained by Canadian officials. Estimates of the cost of cleanup has been estimated to be at least \$ 5 million CAD. The government of Nova Scotia estimated that if the wreck couldn't be towed away, and had to

operated by Hall Navigation.[3] She was renamed the Le Moyne in 1988, after Hall Navigation dissolved and she was acquired by Canada Steamship Lines. She was renamed Canadian Miner by Upper Lakes Shipping. Finally in 2011, she was acquired by Turkish firm Arivina Navigation SA and

The vessel was commissioned in 1966. She was powered by four 1,471 kilowatts (1,973 hp) 2stroke diesel engines. Unusually for lake freighters she was never equipped with a bow thruster.

In 1984 the vessel tried carrying standard shipping containers. [3] The experiment was not seen

Government of Nova Scotia was expected to return a salvage plan shortly.[5] At that time the vessel was still aground just off Scatarie Island, which, in turn is off the east coast of Cape Breton