

Travel Canada by Sea SAMPLE

EXPEDITION GUIDE







Canada's sheer size is enough to impress—this is the world's second largest country by land mass and its longest coastline! When you add its natural beauty, friendly and welcoming cultures, intriguing history, and opportunity for adventure, you'll see why so many visitors never want to leave. Whatever you enjoy, travelling in Canada offers something for everyone.



Teeming Wildlife Iconic polar bears. Blubbery walruses. Splashing whales. Galloping wild horses. Seabirds by the tens

of thousands. Canada

is a wildlife lover's paradise! The sights, sounds, and smells of the country's plentiful creatures will follow you everywhere you go, and travelling with expert guides will ensure you see and better understand the very best the country has to offer.



Natural Adventures

Feel the soft bounce of your boots touching tundra. Listen to the quiet lap of your kayak paddle breaking

the ocean's surface. Laugh at a Zodiac's misty spray wetting your face. Whether you're a seasoned trekker or more of a rambler, looking for an epic bucket list trip or a family holiday, there's adventure to be had for everyone who travels here.



Complex History

Canada's layers of human history go back to time immemorial. Ancient Dorset and Thule cultures left rich archaeological

remains. Settlers and explorers from all over made their marks here—even Vikings found their way to Canada! Meanwhile, the country's founding lay the groundwork for institutionalized discrimination against Indigenous peoples that carries forward into today. The best way to bring about much needed change is to learn about it first hand.



Intermingling Cultures

Commonly referred to as one of the most multicultural countries in the world, you'll find that communities

across Canada are as diverse as they are down to earth. In the large cities, as many as 200 distinct ethnicities and 140 languages are represented. Cultural minorities, such as Québécois, Acadians, and Newfoundlanders, are fiercely proud. First Nations, Métis, and Inuit peoples each hold distinct, vibrant traditions.



Delicious Flavours

Canadian delicacies go way beyond just maple syrup! Take the chance to savour the scrumptious tastes

and smells that waft through the regions' kitchens and fill locals' bellies. Sample Arctic char, fresh tundra berries, or seal tenderloin up north. Enjoy bakeapple tarts, meaty moose, rich French cheese, and plentiful seafood out east. *Bon appetit!*



Inspiring Sights

From sheer cliffs to icebergs and sand dunes to windswept coastlines, the beauty of Canada's landscape is unparalleled. Pho-

tograph cascading mountain ranges, wander colourful hamlets, soak up the old-world charm of historic cities, and get away from it all when you travel by sea.

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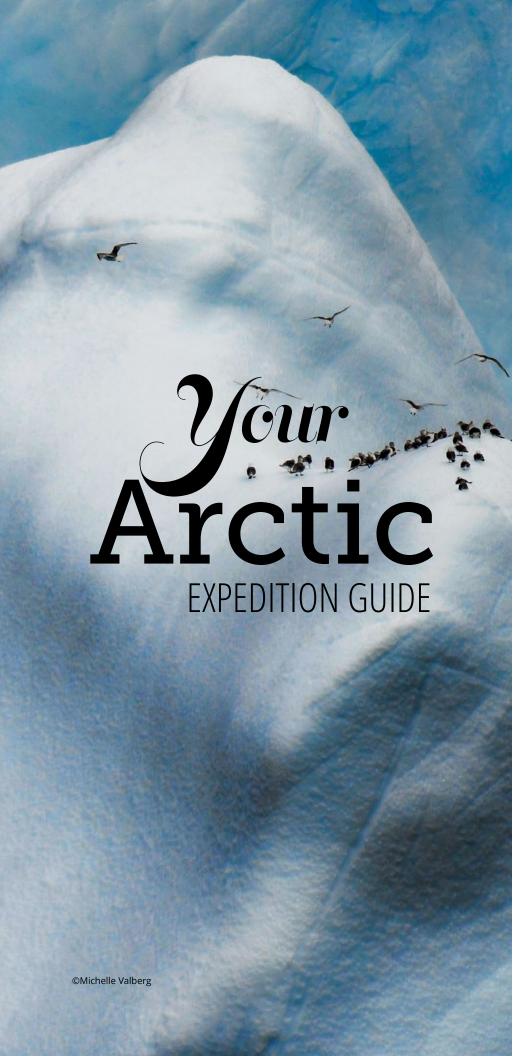
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AARON SPITZER



Nineteen **Must-Dos** and **Must-Sees** in the Arctic

At the top of the planet is a whole other world. Here, the sea is solid, the night is bright, glaciers grumble, and history is—quite literally—frozen in time. Welcome to the Arctic at its richest—a place teeming with culture, wildlife, and life-changing experiences.



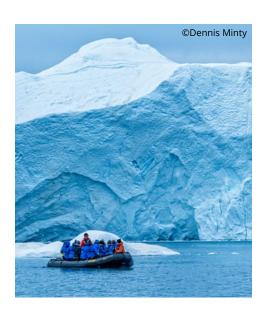


With shattered shale plains, eroding bluffs, and little greenery, Beechey Island appears utterly sterile. But to history buffs, it's hallowed ground. Here, three mariners with the lost Franklin expedition were interred. For 170 years—until the recent discovery of Franklin's ships—their graves were the prime monument to that tragic, mysterious voyage. Pay respects to the trio, explore artefacts left by Franklin searchers, and marvel at what it was like for Englishmen to live and die here, so distant from the only world they knew.



Witness the crafting of Inuit art in famously creative Kinngait

Welcome to the epicentre of Inuit art! Long called Cape Dorset, this community recently renamed itself to an Inuktitut name, Kinngait, referring to the weathered mountains that dot the surrounding Baffin Island land-scape. That environment, and the creatures and traditions nurtured there, have inspired generations of local printmakers and carvers, many of whom have achieved global fame. Meet them in their studios, watch them work their magic, and have a chance to purchase their outstanding creations.



See icebergs bigger than you ever imagined—all while sipping a latte

Ilulissat means "icebergs." The name says it all. Beside this renowned town of 4,700 people is Sermeq Kujalleq (Jakobshavn Glacier), the busiest glacier in the Northern Hemisphere, spewing 20 billion tonnes of ice per year into the local waterfront. Appropriately, this is a UNESCO World Heritage Site, not to mention Greenland's top tourist attraction. Tour amongst the skyscraping bergs by Zodiac (often accompanied by humpback whales!), peruse the local museums and shops (sealskin chic!), and dine on distinctive Greenlandic fare. (Muskox burgers anyone?).





The Sordid and Swashbuckling Journeys of Martin Frobisher, Pirate of the Arctic

By **Aaron Spitzer**

early 450 years ago, English mariner Martin Frobisher vowed to discover the Northwest Passage, proclaiming it "still the only thing left undone whereby a notable mind might be made famous and remarkable."

Soon after, he pointed his bow north. He would indeed become famous—but also infamous. As the first European to explore in Canada's Arctic, Frobisher left behind a legacy of daring achievements, but also of killings and kidnappings, vanished crewmen, the first polar gold mine, entanglement in a notorious stock scam, and a failed attempt to establish the first English settlement in the New World.

This is the tale of the pirate of the Arctic.

Frobisher's First Expedition

Frobisher didn't intend to become the pirate of the Arctic. He was trying to go straight. After a lifetime spent as a privateer, seizing French and Spanish ships and being repeatedly imprisoned, he finally had honourable work. Bankrolled by a consortium of merchants, including his principal backer, Michael Lok, he was commissioned to reach the riches of Asia by sailing over the top of North America.

In 1576, he set out with three tiny ships and thirty-four men. Other explorers had sought a passage via the Saint Lawrence and along the coast of Labrador. Frobisher would try farther north. One of his ships sank, the second turned back, but the third endured. In late summer, Frobisher spied a "greate gutte, bay, or passage," which he claimed was the gateway to the Orient. He sailed into it, naming it for himself— "Frobisher's Streytes." It is now, of course, Frobisher Bay on southern Baffin



Drawings of the people who Frobisher called Egnock and Nutioc (in the hood of the amauti, above) and Calichough (below), created by John White, circa 1585-1593







Iqaluit, Nunavut from above

Island, though the city which once shared this moniker was renamed *Iqaluit* ("place of many fish") in 1987.

He poked around, seeking a way through the maze of islands that choke the bay. Mementos were collected "in token of Christian possession," including a black stone "as great as a half-penny loaf." In late August, Inuit visited the ship. They were offered English food and wine, which they detested, but eagerly traded sealskin garments for bells and mirrors. A few days later, five crewmen took the ship's only landing craft to visit these Inuit on shore. The crewmen were never seen again. Frobisher presumed they'd been captured; according to Inuit oral history, the crewmen defected.

Frobisher waited for two days, unable to land, frantically blowing trumpets and firing cannons. When an Inuk kayaked to the ship, he was taken hostage. On August 25 Frobisher

headed back to England. There, the Inuk—whose name Frobisher never recorded—quickly sickened, died, and was buried at St. Olave's Church in London. The black rock was assayed and alleged to contain gold. Frobisher's key promoter, Lok, raised funds for a return journey—this time for mining; the Orient be damned.

The Second Expedition

Frobisher's 1577 expedition numbered 120 men in three larger ships. By mid-July, he was back in his eponymous bay. He collected 200 tonnes of ore at a place he called Countess of Warwick's Island. (Ever since, Inuit have called the island *Kodlunarn*, meaning "white people.") He also searched for the missing crewmen from the year before. There was no sign of them, but Frobisher did find a dead narwhal, which, after testing its magical properties by

inserting spiders in the horn, he proclaimed a "sea unicorne."

Frobisher also engaged in confusing interactions with the locals. With some Inuit, he traded. To another group, he entrusted a letter to be delivered to his missing crewmen. With others still, he clashed.

In one skirmish, five or six Inuit were apparently shot dead, and Frobisher was wounded in the buttocks by an arrow. When crewmen encountered an old woman, they suspected her to be a witch, so removed her boots to check for cloven hooves. Three Inuit hostages were taken: a man, whose name they recorded as Calichough; an unrelated woman, Egnock (probably *Arnaq*, a name that also means "woman" in Inuktitut); and her child, Nutioc (presumably *nutaraq*, meaning "baby" or "infant"). Then Frobisher sailed home.

These imprisoned Inuit were the talk of England. Calichough displayed his kayaking and hunting skills, spearing ducks in Bristol Harbour. But unsurprisingly, he and Egnock were despondent, the latter often singing mournful dirges. Then, as with the anonymous Inuk the previous year, they sickened and died.

Meanwhile, the ore was deemed worthless. Lok convinced investors that Frobisher had simply mined in the wrong place. A third Arctic journey was organized.

The Third and Final Expedition

Frobisher's expedition of 1578 was the biggest yet: fifteen vessels carrying 400 men, nearly 150 of whom were miners. He also carried prefabricated buildings, with the intention of leaving men in the Arctic to continue mining throughout the winter. He set sail on May 31. Landing briefly in Greenland, Frobisher claimed it for the Queen, naming it *West England*.

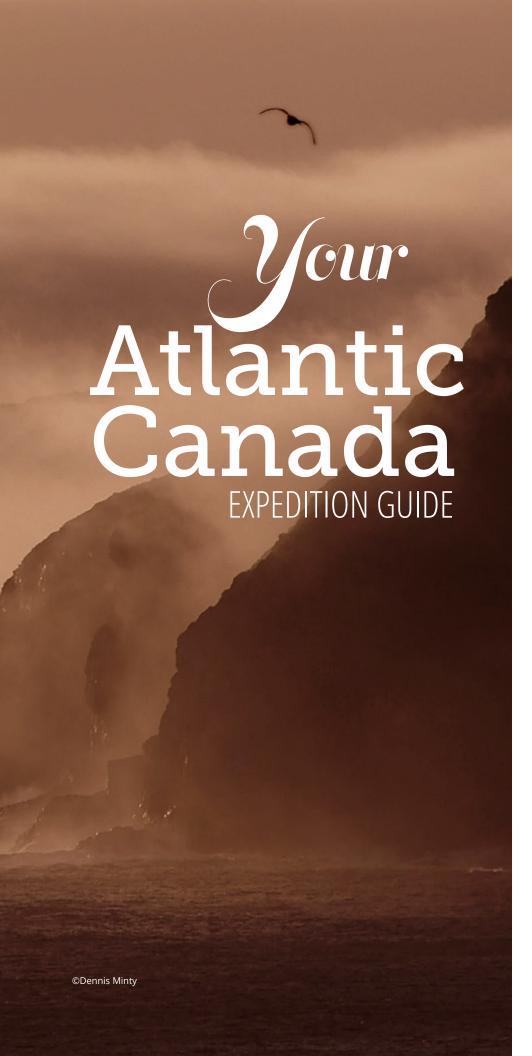
Then, along the south coast of Baffin, the



Frobisher Bay from above

flotilla spent weeks battling the ice. One ship was crushed and sank—the one carrying the prefabricated buildings. Mining did not commence until August. A great amount of ore was mined—1,100 tonnes, from several sites not far from Countess of Warwick Island. Frobisher sought to capture more Inuit, but by then the locals were understandably wary. To guard against them, Frobisher had a watchtower constructed—the first English building in the new world. When it was discovered that the expedition's beer had gone bad, Frobisher decided to return to England, setting off on the first of September.

It would be Frobisher's last Arctic journey. When he reached England, the ore was offloaded at a specially constructed smelter. Only the tiniest flecks of gold were extracted, a result deemed "verye evill." The stone was worthless hornblende. Michael Lok blamed Frobisher, publishing an account of the captain's "sclanderous clamors." Frobisher hit back and came out on top. Lok spent time in debtor's prison. Frobisher went on to further nautical work, including for Sir Francis Drake. In 1588, following Frobisher's role in repelling the Spanish Armada, the pirate of the Arctic was knighted. He died in 1594.





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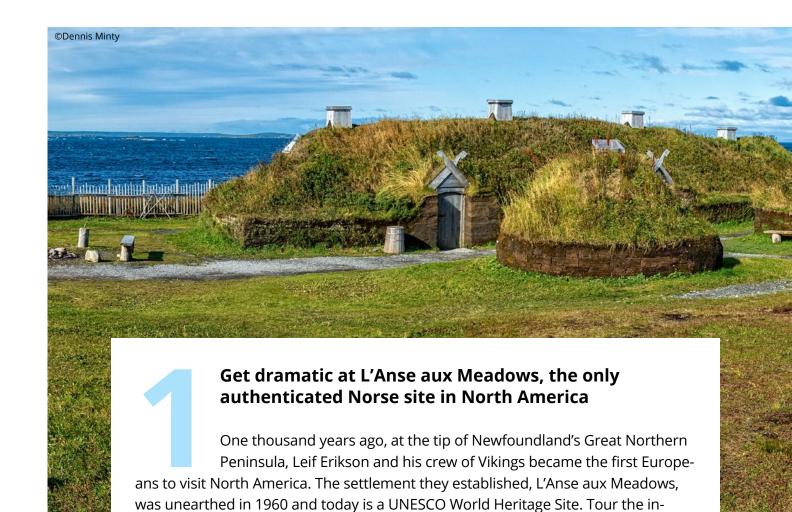
Recording the Stories of Nunatsiavut:
Archaeology, Traditional Knowledge, and the Future

LENA ONALIK



Atlantic Canada's **Top Twenty** Experiences

Atlantic Canada is a crossroads of creatures, traditions, and stunning sights. Along these fabled waterways, humpbacks leap from the waves while gannets plunge into the sea, and icebergs from the Arctic glide past while wild horses dash over sand dunes. The rich music, art, cuisine, and heritage of Québécois, Mi'kmaq, Acadians, Inuit, and Newfoundlanders intermingle.



triguing interpretive centre and then visit the reconstructed Scandinavian-style sod buildings, where staff in period costume re-enact and explain what life here was like



for those pioneering Norsemen.

Run wild on remote Sable Island

Endless beaches.
Eerie fog. The world's largest grey seal colony. And stallions galloping the dunes. Sable Island, an isolated sandbar as long as Manhattan but barely a kilometre wide, is a marvel to explore. Cruise its coasts, stroll its saltmarshes, witness its rare animals, and learn about its lore, including five centuries of haunting shipwrecks.



A Smile in the Sea: Sable Island By Dennis Minty



efore I had travelled there myself, I had always wondered—how did this little island come to be here, so far away from anywhere else? How did horses get here? And how do they manage to survive?

A Unique Geography

Sable Island, a crescent of sand, is forty-nine kilometres from its western, tapering sand spit to its eastern one, but it is less than 1.5 kilometres wide. From a bird's-eye view, it looks like a smile in the sea. The concave side faces north, where the next land you would find is the south coast of Nova Scotia, some 156 kilometres away. Halifax is 290 kilometres to the northwest.

Picture a mighty sand and gravel moraine pushed up during the last glaciation, with Sable Island as its tiny, low-lying apex. Like a massive iceberg, most of the landform is submerged. Influenced by currents and wind, it is an unpredictable shapeshifter, losing sand in one place while adding it in another, so that the island's topography is endlessly changing. It once had a lake, but it gradually filled with sand and disappeared in 2011. Perhaps it will have another again one day.

The highest point—for now—is Bald Dune, which rises twenty-eight metres above the surrounding sea. From the top, you can see acre upon acre of dune grass, patches of sand, and, here and there, small groups of horses quietly feeding. There's not a tree to be seen.

Were it not for this dune grass, called *marram*, Sable would be a radically different place. But with it, the island is perfectly adapted for its shifting sand environment.



The grass has an extensive system of creeping underground stems (rhizomes) that grow deep into the dunes and stabilize them against the eroding wind.

Some History

Sable is best known for its horses and shipwrecks, the latter of which number about 350. Shipwrecks are so numerous because of the frequent dense fog, powerful currents, shallow sand bars—and because Sable is in the middle of a major transatlantic shipping route and an important fishing ground.

Because Sable Island presented such a hazard, people have lived there since 1801. This began with the Humane Establishment, a life-saving operation for shipwrecks that included refuge houses, crew to rescue stranded sailors, and, later, lighthouses and lighthouse keepers. The Humane Establishment lasted until 1958, by which time modern technology had greatly reduced the risk to ships.



Adventure Canada expedition team member and long-time resident of Sable Island, Zoe Lucas.

The Meteorological Service of Canada operated on Sable since 1891 and can brag of having one of the longest continuous collections of weather data in the Maritimes. Parks Canada became the custodians of Sable Island in 2011 and it was designated as a National Park Reserve in 2013.

Long-time resident of Sable, Zoe Lucas, first arrived in 1974 as a volunteer cook and field assistant with a Dalhousie University seal study team. By 1982 she was spending eight to ten months a year on the island, studying such diverse topics as shark predation on seals, the natural history of the resident horses, stranded cetaceans, sea litter, oiled seabirds, mosses, lichens, and more.

During her time there, she has collected over twelve thousand littered balloons, which she keeps and uses as a compelling visual to discourage children from having balloons at their birthday parties, due to the extreme hazard they pose to marine creatures. She is now President of the Sable Island Institute. I believe Zoe was the first one to call Sable "a smile in the sea," a name that reflects the charming effect this place has on all who visit.

The First Horses

There is no record that shows with certainty how the first horses arrived on Sable. The most likely scenario is that they came in the mid-1700s when the Acadians were being deported from Nova Scotia during the Great Upheaval. Thomas Hancock, a Boston-based merchant and ship-owner, had the job of moving Acadians from the Maritimes to the United States, and he likely bought—or brazenly took—some horses from the Acadians and left them on Sable. Perhaps he thought that they could pasture for free and be sold later. But there seemed to be no grand plan, because the



horses were left to eventually become feral. In recent years, the total population has grown to between 400 and 550 animals.

Through the mid 1800s, some horses were captured and shipped to Halifax for sale. Some were kept and trained by island residents for hauling and riding. In 1959, there was a plan to round up all the horses and slaughter them for glue and dog food, until a public protest arose and the plan was quashed. Finally, in 1960, the horses were officially protected by Canadian law.

A 2007 study has since proved that the horses have been isolated long enough to become genetically unique. Nova Scotia declared it as the province's official horse in 2008 and in 2011 Parks Canada took over its custodial role, which is to protect the horses, but not to manage them. Any intervention is illegal.

The small stature of the Sable Island horse is likely the result of its meager food supply of marram grass. It is coarse and often coated with sand, so the horses' teeth wear faster than animals on finer, more nutritious feed. When I've visited in early summer, the island is a lush green, but winter would be a different story.

When the grass fades to brown and becomes far less nutritious, winter starvation presents the horses' biggest challenge to survival.

More to Learn

Horses are not even the most abundant animal here. Sable also has the world's largest colony of grey seals, numbering around 380,000 as of 2019. The population is booming, having grown from around 1300 in 1960. Up to 80,000 pups are born here each year. The seals are attracted by the good fishing grounds nearby and by the extensive sandy beaches that are conducive to hauling out, breeding, and giving birth. Sable is also home to the endangered and endemic Ipswich sparrow, a close cousin of the more common Savannah sparrow. In all the world, this little bird only breeds on this tiny sandy island.

But, surely, the best way to learn more about Sable Island is to travel there yourself—to meet people like Zoe, hike the dunes, watch the horses and the seals, and contemplate why it is so important to protect places such as this one.







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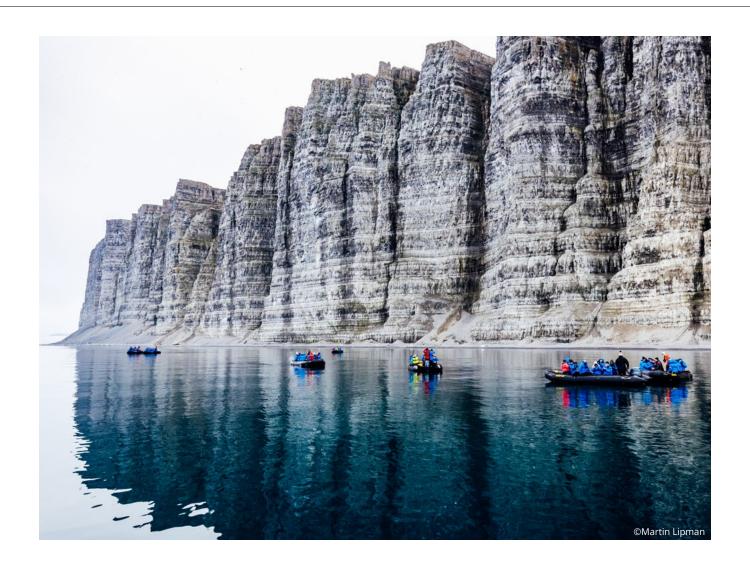
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BILL SWAN



How to Have a Splash (While Staying Safe and Dry!) on a Zodiac Excursion

Although life aboard is delightful—with amazing entertainment, meals, camaraderie, and learning—it's when we leave the ship that the true adventure begins. Here's a handy guide to get you excited and prepared for Zodiac travel. (Don't worry—we'll walk you through these procedures many more times on your journey!)



Be Weather Wise

Almost everywhere along an expedition through Arctic or Atlantic Canada, conditions can be, well—invigorating! Before joining, you'll receive a list of recommended and required warm and wet-weather clothing to bring along. Once you're aboard the ship, we'll issue you appropriately sized rubber boots and a lifejacket. Then, before each daily excursion, we'll update you on the weather and suggest how you might want to dress.



Get Geared Up

While you can certainly keep your outerwear in your cabin, most guests avoid the clutter by utilizing our warm, well-ventilated mudroom where you'll have your own locker. You can gear up there before each excursion, and afterwards you can hang your stuff to dry. To avoid crowding, we'll call you to the mudroom by your

pre-assigned colour group—yellows first today, greens first tomorrow, and so on. Don't forget your camera, binoculars, and cabin key card!



Gangway!

Once you're booted and suited, head for the gangway to transfer into the waiting Zodiacs. At the

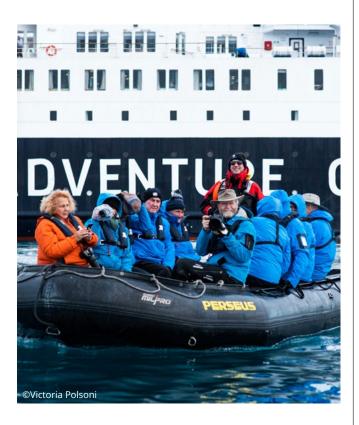
adjacent computer station, scan out with your cabin key card so we know you're off the ship (and be sure to scan in when you come back aboard!). Mind the friendly expedition team members at the gangway, who will check your lifejacket and let you know when you can safely board the Zodiac.



Zodiac Boarding

Zodiacs are inflatable landing crafts powered by an outboard motor. Accommodating up to ten guests and piloted by a trained driver, the crafts are safe, durable, and maneuverable. But they do take some getting used to. The first step is getting from the ship into the Zodiac, which requires care, especially in wavy conditions. When instructed, descend the gangway, gripping the railings. Your Zodiac driver will extend a hand and the two of you

will do the "sailor's grip," locking wrist-to-wrist. When you get the OK, step into the Zodiac. Sit as quickly as possible on the pontoon. Finally, while still seated, slide to the position the driver suggests.



Setting Off

When your Zodiac is fully loaded, your driver will cast off from the ship. A quick safety lecture will follow the first few times you disembark. You'll learn the whereabouts of the craft's safety equipment: the paddles, emergency beacon, spare fuel tank, and so forth. You'll be reminded to never stand up in the boat unless you have the driver's permission. It's best to keep your backpack at your feet, to be sure nothing is dangling over the side, and to keep any water-sensitive equipment safe from the waves and spray. You can always hang on to the ropes for extra comfort and security. Now you can enjoy the Zodiac adventure—exploring remarkable geology, scenery, and animal life!



Play Nice with Ice

Ice cruising is among the coolest activities to do in a Zodiac.

When dazzling bergs float around Newfound-land's Iceberg Alley or when we're cruising past incredible Arctic glaciers, we'll often load up the Zodiacs and take you for a spin. Caution is essential. Your driver will keep a safe distance from the ice, just in case it decides to topple. (Remember that we only see 10% of an iceberg's true size above the surface!) They will also maintain an escape route by which to beat a hasty retreat. That way, if a big splash is approaching, you can focus on getting great video and not on preparing to swim.



Have a Whale of a Time

If you've never seen seals play hide-and-seek in the pack ice, been startled by the eerie blow of a bowhead, or watched a humpback leap and frolic, you haven't fully lived. Marine mammal encounters are a highlight of Zodiac excursions. For the sake of these remarkable animals, we follow strict protocols. Your driver will never approach closer than one hundred metres from a whale, will make sure it never feels surrounded, and will leave the motor running so it can always hear where the Zodiacs are. If it approaches us, well, that's OK—you'll have the encounter of a lifetime!



See Soaring Sights

Almost everywhere we travel, seabirds abound—gobbling fish in ecologically rich waters, circling above the ship, or gathering at breeding colonies by the hundreds of thousands. Many of these colonies occur at geologically fascinating caves, cliffs, and rock formations. We'll often have a chance to tour these by Zodiac, marvelling at the cacophony of sights, sounds, and smells. (Hey, it's all part of the experience!) As with whale encounters, we always follow the rules: keep a respectful distance, go slow, and stay as quiet as possible so as not to spook the parents off their nests.



From Boat to Shore

There are two kinds of Zodiac landings: dry and wet. Dry landings are at a convenient jetty; wet means there's no dock available. On wet landings, your driver will nose the Zodiac

as near to shore as possible—but almost inevitably, you'll be disembarking into shallow water. Hence the rubber boots and waterproof pants! When instructed, slide forward to the Zodiac's bow, then rotate your feet back toward the motor and swing them out over the water. Next, having locked wrists with a member of the shore team, step through the surf to dry land. To re-board the Zodiac, you'll do the same procedure in reverse.



Back to the Ship

Once our outdoor fun is done, we'll get you back aboard the ship—safe, smiling, and full of tales to tell. As your driver nudges the Zodiac up to the ship's gangway, be sure to keep your body and possessions well inside. Crew from the ship will catch the Zodiac. Stay seated there could be a bit of a bump. Once the Zodiac is tied off, your driver will begin unloading, slowly and steadily, one guest at a time. When your time comes, do the sailor's grip with the driver and crew members. At their order, step from the Zodiac to the gangway, then proceed carefully back inside. Be sure to scan back in with your key card! Then ditch your outerwear in the mudroom, grab a hot cocoa (or a Scotch), and celebrate a day well lived.



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Please call us at **+1 800 363 7566** or download and submit the registration form at our secure site **advcan.ca/book**

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Call your Travel Advisor for more information on how to book a trip.

Your Travel Advisor

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