



EYOS

THE NORTHWEST PASSAGE.

A full transit, Atlantic to Pacific, 15 August to 17 September 2027: Ilulissat and the Greenland coast, the fjord walls of Baffin Island, Franklin's and Amundsen's route through the heart of the Passage, and out through the Bering Strait to Dutch Harbour. With a dedicated helicopter aboard for the high country. On the 85.3 metre M/Y BOLD.

THE CHARTER

THIRTY-FOUR DAYS. TWO OCEANS. ONE PASSAGE.

The Northwest Passage is a labyrinth of channels weaving over a thousand miles between the islands of Canada's Arctic Archipelago, the five century dream of explorers in search of a route to Asia. The early expeditions battled ice and horrific conditions and failed, until Roald Amundsen navigated it first between 1903 and 1906. It still opens only for a short window in late summer, and this charter is timed to it: embark at Ilulissat in mid August, ride the season west, and come out of the Bering Strait into the Pacific before the ice closes behind.

Thirty four days and roughly five thousand nautical miles, Ilulissat to Dutch Harbour, with guest exchange points at Arctic Bay and Cambridge Bay for those joining for a leg rather than the whole line. And from Baffin Island to the Yukon coast a dedicated helicopter rides aboard, which turns the walls, icecaps and high tundra along the route from scenery into terrain.

EXPEDITION HIGHLIGHTS

FOUR REASONS YOU GO.

01 The full transit. Not a leg of the Passage but the whole of it, Atlantic to Pacific, the line that defeated five centuries of explorers, completed in one charter. The handful of yachts that have ever done it form one of the shortest lists in yachting.

03 The history, in place. Franklin's graves at Beechey Island, Fort Ross at the mouth of Bellot Strait, Victoria Strait where Erebus and Terror were lost, and Gjoa Haven, where Amundsen wintered on the first transit.

02 The helicopter. Flown aboard at Sam Ford Fjord and off at Herschel Island: twenty days of high mountain landings on the Baffin walls, flights onto the Greenland icecap, and the Smoking Hills from the air. Country no yacht guest reaches any other way.

04 The wildlife of the whole Arctic in one line: polar bears on the Baffin coast, walrus haul outs off Devon Island, some of the largest beluga aggregations in the Canadian Arctic at Somerset Island, muskoxen above Bernard Harbour, and narwhal in the fjords.

THIRTY-THREE NIGHTS ABOARD BOLD.

01

SUN 15 TO MON 16 AUG

Embark

ILULISSAT

ILULISSAT & DISKO BAY

EMBARK · ICEFJORD · HELICOPTER FLIGHTS

Board in Ilulissat, the town whose name means icebergs. It sits beside the fjord fed by Sermeq Kujalleq, the most productive glacier in the northern hemisphere, which fills it with some of the largest icebergs found outside Antarctica and carries them down thirty miles to Disko Bay at a rate of about twenty million tons a day. The icefjord is a UNESCO World Heritage Site. Two days here: the town and its harbour, the board walk to the fjord mouth, helicopter flights over the ice, and time among the bergs of Disko Bay as the embarkation settles.

03

TUE 17 AUG

Greenland

DISKO BAY NORTH

DISKO BAY NORTH

GLACIER HIKE · ICECAP FLIGHT

The northern reaches of Disko Bay hold tidewater glacier fronts, an old settlement site, and ground firm enough to walk. Go ashore for the glacier hike in the morning. In the afternoon the helicopter runs up onto the Greenland icecap itself, a surface of ice that covers four fifths of the island, for a landing on a scale nothing at sea level prepares you for.

04

WED 18 AUG

Greenland

UUMMANNAQ

UUMMANNAQ FJORD

HEART-SHAPED MOUNTAIN · TOWN VISIT

Uummannaq sits under the heart shaped mountain that gives the town its name, on an island in a fjord system that runs deep into the coast north of Disko Bay. It is a town with a strong dog sledding culture, kept through the winter on the sea ice of the fjord. Walk the town, visit the museum in the old mission buildings, and sail in the evening among icebergs calved from the fjord's glaciers.

05

THU 19 AUG

Greenland

UPERNAVIK

UPERNAVIK

NORTHERNMOST CALLS · LAST BUNKERS

Upernavik is one of the most northerly communities on the Greenland coast, a scatter of painted houses on a small rocky island. It is the last port of the Greenland side and the last bunkering stop before the Passage, so the call does double duty: a morning in the town, and the yacht topped up for the Canadian Arctic, where the next fuel is a long way ahead.

06

FRI 20 TO SAT 21 AUG

The Crossing

SAM FORD FJORD

BAFFIN BAY TO SAM FORD FJORD

300NM CROSSING · CANADA CLEARANCE · HELICOPTER JOINS

The crossing of Baffin Bay is roughly three hundred nautical miles of open water, the line that separates Greenland from the true wilderness of the Canadian Archipelago. Land on the far side is Baffin Island's east coast, and the yacht clears into Canada remotely and runs into Sam Ford Fjord, where granite walls rise sheer from the sea in one of the most spectacular fjord systems in the Arctic. The helicopter is flown on to the yacht here, and stays aboard for the rest of the Passage: from this point the walls, the glaciers behind them and the high summits are all reachable.

08

SUN 22 AUG

Baffin

SCOTT INLET

SCOTT INLET

GRANITE WALLS · FLIGHTSEEING

Scott Inlet is the next fjord system north, the same architecture of sheer rock out of deep water. Work it by tender under the walls, and from the air, where the scale of the coast finally reads: walls of well over a thousand metres, glaciers hanging between them, and no settlement in any direction. This is the country the helicopter was brought for, and the first full day of high landings on summits no yacht guest reaches any other way.

09

MON 23 AUG

Baffin

BUCHAN GULF

BUCHAN GULF

GLACIER CORRIDOR · BEARS · NARWHAL

Buchan Gulf, named for the Scottish naval officer David Buchan, who led an 1818 Arctic expedition, cuts deep into northern Baffin Island through a corridor of glacially sculpted mountains. These coasts are prime summer polar bear habitat, so all eyes work the shoreline on the approach. Narwhal are known to frequent the sheltered waters of the gulf, the long spiral tusk of the males occasionally visible when they surface to breathe.

10

TUE 24 AUG

Community

POND INLET

POND INLET

MITTIMATALIK · BYLOT ISLAND · SIRMILIK

Pond Inlet, Mittimatalik to the Inuit, is a community of around 1,400 people at the northern tip of Baffin Island, one of the largest of the four Canadian hamlets above the 72nd parallel. Residents still fish Arctic char and hunt on the ice, and dog teams are still a common sight among the snowmobiles. The setting is one of Nunavut's finest: the iceberg strewn channel in front of the town runs across to the mountains, glaciers and bird cliffs of Bylot Island and Sirmilik National Park.

11

WED 25 AUG

Wildlife

PHILPOTTS ISLAND

PHILPOTTS ISLAND

WALRUS · GLACIERS · TENDER CRUISES

Philpotts Island sits off the east coast of Devon Island, and its walrus haul outs are the reason to come: heavy bodies stacked on the gravel, bulls coming and going from the water, the whole colony rearranging itself constantly. Glaciers meet the sea on the neighbouring coast. The day runs by tender along the haul outs at the distance the guides set, by helicopter over the ice behind them, and on foot where the ground allows.

12

THU 26 AUG

Devon

DUNDAS & CROKER

DUNDAS HARBOUR & CROKER BAY

RCMP POST · TWIN GLACIERS · WALRUS

Two calls on the south coast of Devon Island, the largest uninhabited island in the world. Dundas Harbour holds the buildings of a Royal Canadian Mounted Police outpost established in 1924 to assert a Canadian presence in the Arctic, abandoned now, with archaeological sites nearby and unusually lush tundra for the hiking. Croker Bay, next door, is a twenty five mile fjord that ends in two massive tidewater glaciers, with ice drifting in the bay late into the summer and a walrus haul out worked from the tenders.

13

FRI 27 AUG

Devon

POWELL INLET

POWELL & BURNETT INLETS

DEEP FJORDS · HIKING · WILDLIFE

Further west along Devon's south coast, Powell Inlet and Burnett Inlet are two of the deep fjords that indent the island, good places to find wildlife, with long tender runs under terraced mountains and hiking on the benches above. Devon was first sighted by Robert Bylot and William Baffin in 1616 and has never held a permanent population; ashore, the silence is the point.

14

SAT 28 AUG

Community

ARCTIC BAY

ARCTIC BAY

CULTURAL VISIT · GUEST EXCHANGE · PROVISIONS

Arctic Bay is a Netsilik Inuit community on a sheltered bay of northern Baffin Island, and the practical hinge of the itinerary: guests can join or leave here by air, and provisions come aboard. The day itself is a cultural visit, time in the community and a tasting of Inuit country food, before the yacht turns west into Lancaster Sound and the Passage proper.

15

SUN 29 AUG

Lancaster Sound

MAXWELL BAY

MAXWELL BAY

DEVON'S SOUTH COAST · LANDING

Maxwell Bay is another of the deep indents in Devon Island's south coast, and a name from the history of the Passage. The day is kept flexible: a landing and a walk if the timings allow, and otherwise the coast from the water, with Lancaster Sound's wildlife around the yacht. The sound is the eastern gateway of the Northwest Passage, its waters rich enough in Arctic cod to feed narwhal, beluga, bowhead whales, seals and the seabird colonies of the coast.

16

MON 30 AUG

History

BEECHEY ISLAND

BEECHEY ISLAND & RADSTOCK BAY

FRANKLIN'S WINTER · THE GRAVES · CASWELL TOWER

Beechey Island is the most notable historic site in the exploration of the Northwest Passage. Sir John Franklin's ships Erebus and Terror wintered here in 1845 and 46 before sailing south to their fate; three of his crew are buried on the beach, and the island later became the base and meeting place for the searches that followed. Amundsen stopped here in 1903, paying respect, on the first successful transit. Radstock Bay next door is dominated by Caswell Tower, with Thule sites at its base and prime polar bear denning country behind it. Beluga work this coast, the hiking is real, and the helicopter puts the plateau summits in reach.

17

TUE 31 AUG

Wildlife

CRESWELL BAY

CRESWELL BAY

BELUGA · CHAR FISHING · SOMERSET ISLAND

Creswell Bay cuts into Somerset Island, whose coastal waters hold some of the largest beluga aggregations in the Canadian Arctic. The day is built around them, from the tenders and from the air, with hiking on the tundra behind the bay and Arctic char fishing in the rivers that empty into it.

18

WED 01 SEP

The Narrows

BELLOT STRAIT

BELLOT STRAIT

ZENITH POINT · 8 KNOT TIDES · FORT ROSS

Bellet Strait separates Somerset Island from the Boothia Peninsula: eighteen miles long, under half a mile wide in its fjord like central section, with tidal streams that run to eight knots and demand a slack water transit. Halfway through it passes Zenith Point, the northernmost point of mainland North America. At the eastern entrance sits Fort Ross, the last trading post the Hudson's Bay Company ever established, in 1937; its two buildings still stand and the day starts with a landing there before the yacht takes the narrows.

19

THU 02 SEP

Wildlife

CONINGHAM BAY

CONINGHAM BAY

BELUGA · BEARS · PRINCE OF WALES ISLAND

Coningham Bay, on Prince of Wales Island in Peel Sound, is one of the Passage's reliable wildlife anchorages: beluga gather in the shallows of the bay, and the polar bears of the region know it. Tender cruises along the bar, hiking on the island behind, and the high tundra of Prince of Wales beyond it, an ecosystem of gyrfalcons, Arctic wolves and muskoxen that feels prehistoric.

20

FRI 03 SEP

Ice Navigation

VICTORIA STRAIT

VICTORIA STRAIT & GJOA HAVEN

EREBUS & TERROR · ICE NAVIGATION

Victoria Strait is where the Franklin expedition's Erebus and Terror were finally beset in 1846 and never freed, and it is still the ice crux of the southern route: the day is one of genuine ice navigation, conned from the bridge with the ice navigator, at the pace the pack allows. Gjoa Haven on King William Island, the harbour where Amundsen spent two winters during the first transit and which carries his ship's name, is the landing if progress allows an afternoon ashore.

21

SAT 04 SEP

Amundsen's Route

QUEEN MAUD GULF

QUEEN MAUD GULF

ICEBREAKER CHANNEL · TAYLOR ISLAND

Queen Maud Gulf was named by Amundsen for the Norwegian queen in 1905, as the Gjoa worked west along this coast. The likely route threads the islands and pack of icebreaker Channel, and there are several potential landing sites for a walk ashore, Taylor Island among them. Low tundra, shallow water, big sky: the Passage's middle registers are quieter than its walls, and the wildlife is on the water and the floes.

22

SUN 05 SEP

Victoria Island

CAMBRIDGE BAY

CAMBRIDGE BAY

IGALUKTUUTIAQ · RESUPPLY

Cambridge Bay, on the southern coast of Victoria Island, is Iqaluktuutiaq in Inuinnaqtun: a good place with lots of fish. People have lived here for at least four thousand years; the Hudson's Bay Company and the RCMP established posts in the 1920s, a Distant Early Warning site followed in 1955, and the community has grown to about 1,500 people. It is the mid point of the Northwest Passage and its main western resupply stop, and guests can join or leave here by air.

23

MON 06 SEP

Coronation Gulf

PORT EPWORTH

PORT EPWORTH

TUNDRA TO EVERY HORIZON · CHAR RIVERS

West of Victoria Island the yacht enters the broad, shallow waters of the Coronation Gulf, the least travelled reach of the Canadian Arctic. Port Epworth is a mainland anchorage of extraordinary remoteness, the tundra plateau running uninterrupted to every horizon, and the rivers emptying into the gulf alive with Arctic char running to their spawning grounds in the last weeks of the season.

24

TUE 07 SEP

Wildlife

BERNARD HARBOUR

BERNARD HARBOUR

MUSKOXEN · CARIBOU · THE MAINLAND COAST

Bernard Harbour sits on the mainland coast where supply ships call perhaps twice a year. Muskoxen graze the upland plateau above the anchorage in small herds, their coats already thickening for the winter, and caribou may be seen crossing the coastal lowlands in groups. A full day ashore and aloft in country that has changed very little since the shore parties of the exploration era mapped it.

25

WED 08 SEP

Geology

THE SMOKING HILLS

FRANKLIN BAY & THE SMOKING HILLS

BURNING SHALES · CAPE BATHURST

Franklin Bay holds one of the most geologically extraordinary features of the entire voyage: the Smoking Hills of Cape Bathurst, where coal and oil shales exposed by coastal erosion have been smouldering continuously for centuries, streaking the cliffs in burnt reds and sulphur yellows and sending smoke off the slopes into the sea wind. Seen from the water and, on this charter, from the air.

26

THU 09 SEP

Yukon

HERSCHEL ISLAND

HERSCHEL ISLAND

QIKIQTARUK · WHALING STATION · HELICOPTER DEPARTS

Herschel Island, Qikiqtaruk, lies off the Yukon coast, and Pauline Cove is the winter harbour of the Passage's historic anchorage: the wintering base of the 1890s bowhead fleet, kept now as a territorial park, where the whalers' graves still stand in the tundra above the cove. Access is confirmed nearer the time. This is the helicopter's last working day, and it flies off from here as the yacht turns for Alaska with the machine's work done: the high country of the Passage is behind.

27

FRI 10 TO SAT 11 SEP

Sea Passage

BEAUFORT SEA

THE BEAUFORT SEA

TWO DAYS · ICE DEPENDENT

Two days at sea westward across the Beaufort, skirting between the Alaskan coast and the pack ice that extends north toward the pole. The routing is ice dependent and decided daily from the bridge. Sea watches from the wintergarden: this is bowhead and beluga water, and the light in mid September starts giving back real darkness for the first time since Greenland, with the aurora overhead when the sky clears.

29

SUN 12 SEP

Alaska

POINT BARROW

POINT BARROW

THE TOP OF ALASKA · PASSING

Point Barrow is the northern tip of Alaska, and rounding it is the turn of the whole voyage: the coast falls away south for the first time since the Atlantic. The yacht passes offshore without stopping, out of the Beaufort and into the Chukchi Sea.

30

MON 13 TO TUE 14 SEP

The Gate

BERING STRAIT

CHUKCHI SEA & THE BERING STRAIT

DIOMEDE ISLANDS · INTO THE PACIFIC

Two days south through the Chukchi Sea to the gate itself. The Diomed Islands stand mid strait, Russia's Big Diomed and Alaska's Little Diomed two miles apart with the date line between them, and passing them marks entry into the Pacific Ocean and the completion of a legendary voyage across the top of the world. The Northwest Passage ends here; the miles that remain are the Pacific's.

32

WED 15 SEP

Yukon

NOME

NOME

POSSIBLE DEPARTURE · OR CONTINUE

Nome sits on the Bering coast of the Seward Peninsula, a gold rush town with a jet capable runway and the first practical departure point beyond the strait. Guests who need the earlier date can disembark here and connect through Anchorage. Otherwise the yacht takes on what she needs and continues south for Dutch Harbour, two days ahead.

33

THU 16 SEP

Sea Passage

THE BERING SEA

THE BERING SEA

SOUTH TOWARD THE ALEUTIANS

A final day at sea, south across the Bering Sea shelf toward the Aleutian chain. The water here is among the most productive on earth, fished by fulmars, shearwaters and albatrosses that follow the yacht for hours, and the last sea day gives the expedition team room for the voyage's summary: what was seen, what was logged, and what almost nobody else has done.

34

FRI 17 SEP

Disembark

DUTCH HARBOUR

DUTCH HARBOUR

UNALASKA · END OF EXPEDITION

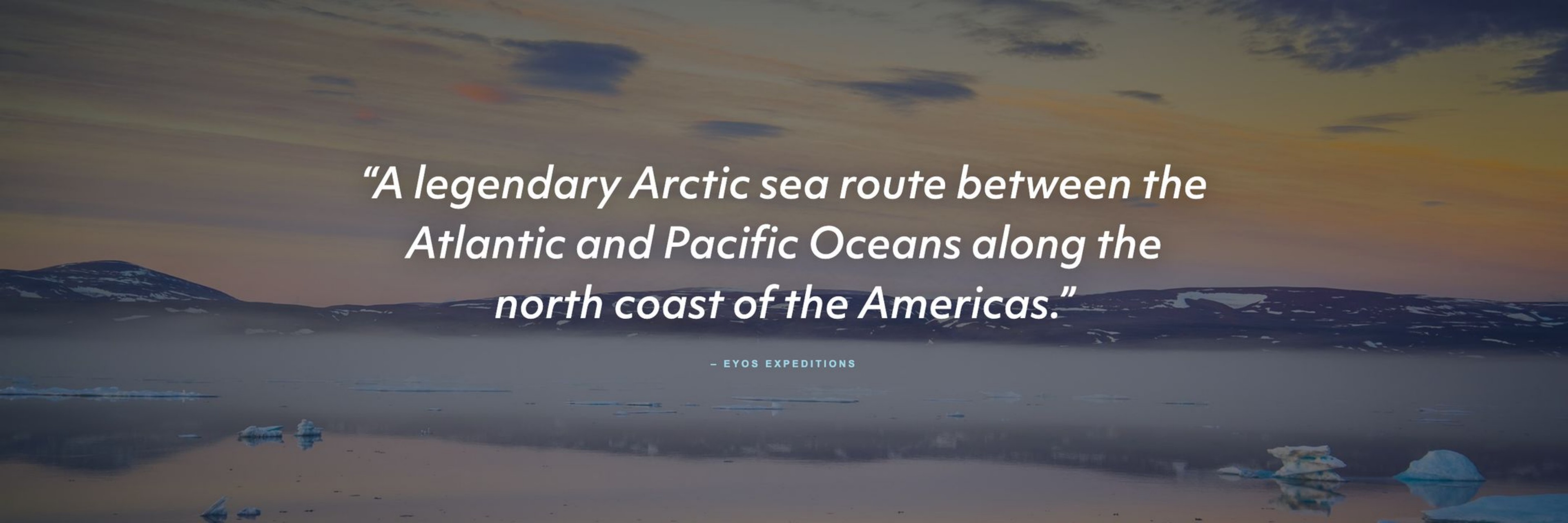
Come alongside at Dutch Harbour on Unalaska Island in the morning, green volcanic hills over a working fishing port, bald eagles on the light poles. The ice pilot disembarks and the expedition ends here, 34 days and roughly five thousand nautical miles from Ilulissat, with the Atlantic behind, the Pacific ahead, and the Northwest Passage in the wake.



ILULISSAT TO DUTCH HARBOUR. ATLANTIC TO PACIFIC, ACROSS THE TOP OF THE WORLD.



DAYS 1-2 ILULISSAT	DAY 3 DISKO BAY NORTH	DAY 4 UUMMANNAQ	DAY 5 UPERNAVIK	DAYS 6-7 SAM FORD FJORD	DAY 8 SCOTT INLET	DAY 9 BUCHAN GULF
DAY 10 POND INLET	DAY 11 PHILPOTTS ISLAND	DAY 12 DUNDAS & CROKER	DAY 13 POWELL & BURNETT INLETS	DAY 14 ARCTIC BAY	DAY 15 MAXWELL BAY	DAY 16 BEECHEY ISLAND
DAY 17 CRESWELL BAY	DAY 18 BELLOT STRAIT	DAY 19 CONINGHAM BAY	DAY 20 VICTORIA STRAIT & GJOA HAVEN	DAY 21 QUEEN MAUD GULF	DAY 22 CAMBRIDGE BAY	DAY 23 PORT EPWORTH
DAY 24 BERNARD HARBOUR	DAY 25 THE SMOKING HILLS	DAY 26 HERSCHEL ISLAND	DAYS 27-29 POINT BARROW	DAYS 30-31 BERING STRAIT	DAY 32 NOME	DAY 34 DUTCH HARBOUR

A wide-angle photograph of an Arctic landscape. In the foreground, several icebergs of various shapes and sizes float in a calm body of water. The middle ground shows a range of low, dark mountains or hills. The sky is filled with soft, wispy clouds, and the overall color palette is muted, with blues, greys, and soft oranges from the sky. The text is overlaid in the center in a white, serif font.

*“A legendary Arctic sea route between the
Atlantic and Pacific Oceans along the
north coast of the Americas.”*

— EYOS EXPEDITIONS



ABOARD FROM SAM FORD FJORD TO HERSCHEL ISLAND

THE HELICOPTER

20

DAYS ABOARD

2

AIRCRAFT THE GARAGE HOLDS

High Mountain

LANDINGS

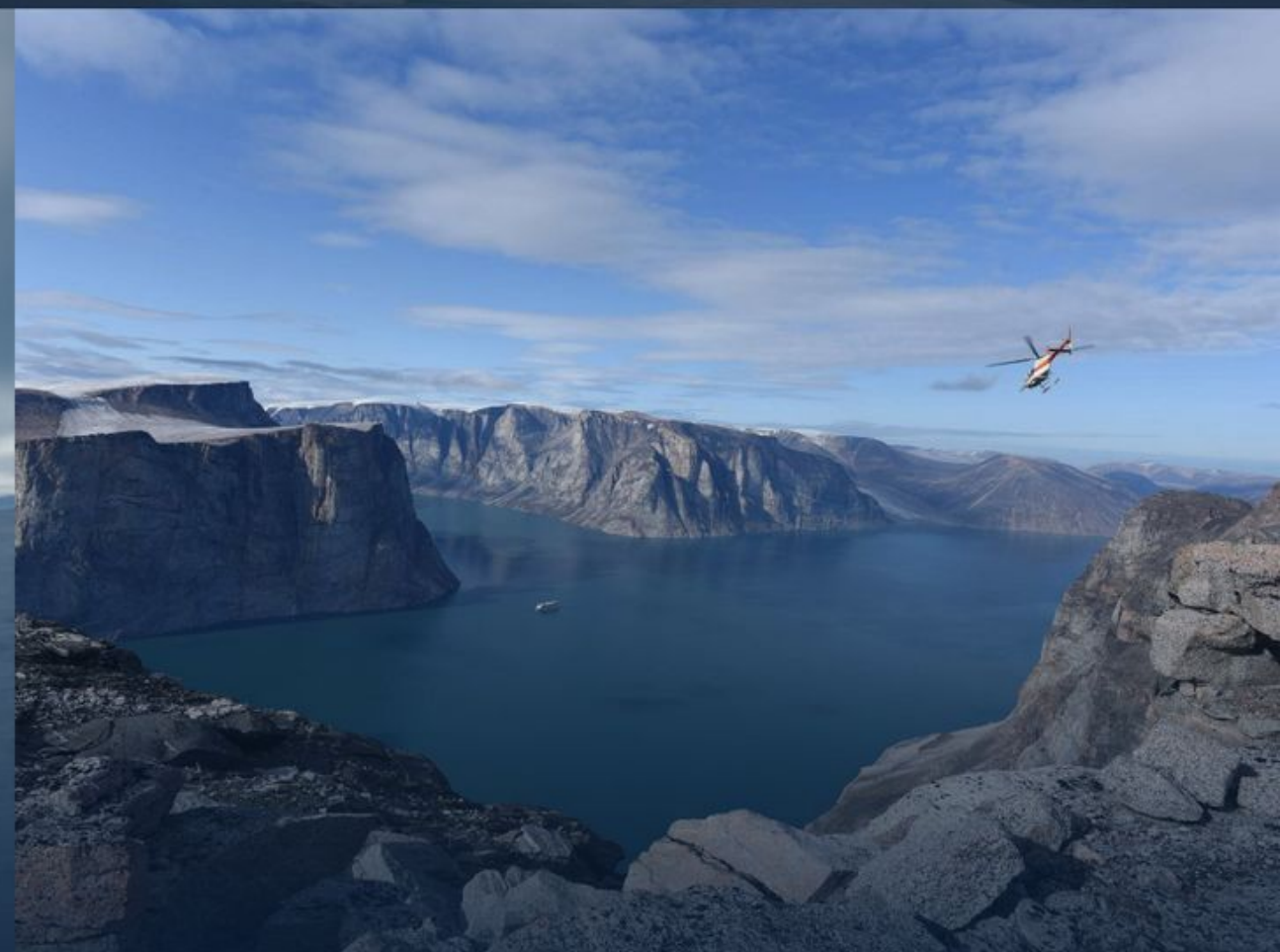
WHAT IT CHANGES

THE THIRD DIMENSION OF THE PASSAGE.

A dedicated helicopter is flown aboard at Sam Ford Fjord, the first Canadian anchorage, and stays with the yacht for twenty days, until it flies off at Herschel Island with the high country of the Passage astern. BOLD is built for it: her hangar takes two aircraft, so the machine rides inside, out of the weather, ready when the day is.

What it buys is the third dimension. High mountain landings on the granite walls of Sam Ford Fjord and Scott Inlet, on summits no yacht guest reaches any other way. Flights onto the Greenland icecap before the crossing, flightseeing over the tidewater glaciers of Devon Island, the plateau above Beechey Island, and the Smoking Hills seen from the air with the smoke moving below the machine.

It also works for a living: it scouts the ice ahead of the yacht, positions guests over the wildlife the tenders cannot reach, and turns a fjord that would take a day to walk into an afternoon of landings. Every flying day is flown at the expedition leader's call, weather permitting.





THE VESSEL

M/Y BOLD

BOLD is an 85.3 metre expedition superyacht built in 2019, carrying 16 guests in 8 staterooms with 24 crew. She has floor to ceiling glass on three sides, a climate controlled wintergarden that seats all 16, and a helicopter garage for two aircraft, which is what makes the flying programme on this route possible. The glass earns its keep here too: the Passage is sailed as much as it is landed, and the wintergarden and side glass are where the ice navigation, the coasts and the September light get watched from between excursions.

YEAR BUILT

2019

LENGTH

85.3m (279'10")

DRAFT

2.8m (9'2")

GUESTS

16 Guests (8 Staterooms)

MAX SPEED

23 Knots

CLASSIFICATION

Lloyd's Register

BEAM

11.0m (36'1")

GROSS TONNAGE

1,551 GT

CREW

24 (+ EYOS Expedition Team)

HELICOPTER

Garage for Two Aircraft

Climate-controlled wintergarden seating 16

Floor to ceiling windows on three sides

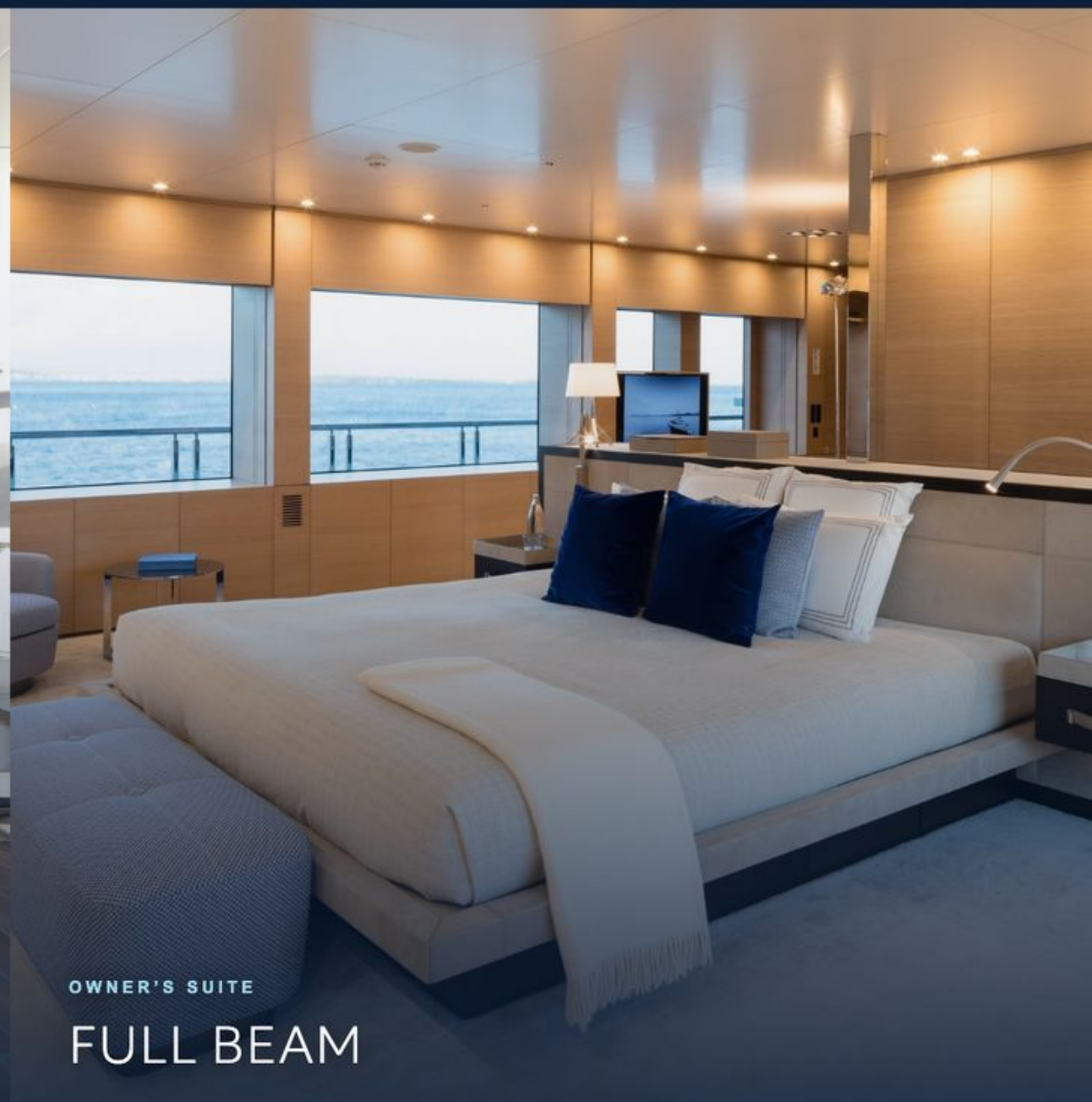
Outdoor cinema and 6x3m media wall in the main salon

Teppanyaki and BBQ facility on the aft deck

Leonardo AW109 Grand available at additional cost

ABOARD BOLD

SIXTEEN GUESTS. EIGHT STATEROOMS. TWENTY-FOUR CREW.



OPERATING IT

WHAT EYOS DOES ON THIS CHARTER.

The Passage is an expedition, not a cruise, and it is run like one. An EYOS expedition team sails with the yacht: an expedition leader who sets the daily programme with the Captain, Zodiac drivers, naturalists who know these coasts, and polar bear watch with firearms cover for every landing. An expert ice navigator is aboard for the whole transit, and the ice pilot stays with the yacht until Dutch Harbour.

EYOS handles the paperwork of three jurisdictions: remote clearance into Canada on the Baffin coast, the community visits and permits of Nunavut, and entry into the United States at the far end, along with the helicopter's ferry flights, the guest exchanges at Arctic Bay and Cambridge Bay, and the bunkering plan that starts at Upernavik.

Ice and weather set the order of the days. The itinerary here is for guidance: the areas visited and the route taken will depend on ice, weather and sea conditions, flexibility is essential in this region, and the Captain and expedition leader will keep everyone informed as the plan develops. It is written to be reordered without losing anything.



TO DISCUSS THIS CHARTER

THE NORTHWEST PASSAGE.

Thirty three nights aboard M/Y BOLD, 15 August to 17 September 2027, Ilulissat to Dutch Harbour through the Northwest Passage, with a dedicated helicopter aboard from Baffin Island to the Yukon coast. Guests may join or leave at Arctic Bay or Cambridge Bay, and an earlier disembarkation is available at Nome on 15 September. Rate on application.

ENQUIRIES

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