

Nunavut Planning Commission – Project Description

MY Maverick

Northwest Passage Transit 2026

Project Overview

Project Summary

Malta-flagged private expedition yacht Lt. Pete Maverick Mitchell (MY Maverick), carrying a maximum of 12 guests, is planning a voyage through the Northwest Passage.

Embarkation – Nuuk, Greenland, August 5, 2026

Debarkation – Nome, Alaska, USA, September 20, 2026

Cruise Length: 47 days total (17 days in Nunavut)

The ship plans to make several port calls in Greenland before arriving in Canada, in the region of Pond Inlet on August 23. The ship plans to make several stops in Nunavut before proceeding on to the Northwest Territories, Yukon, and on to Alaska.

Community visits are planned in Pond Inlet, Gjoa Haven, Cambridge Bay, Ulukhaktok and Sachs Harbour.

MY Maverick is purpose-built and equipped for high-latitude expedition cruising and is suitable for navigation in Arctic and polar waters during the open-water season. The vessel features a steel hull construction with reinforced plating in way of the waterline, including an ice-strengthened belt designed to provide additional protection against contact with first-year sea ice.

As an explorer-class yacht with extended fuel capacity and long-range capabilities, the vessel is designed for remote operations, including limited infrastructure regions such as the Canadian Arctic. Robust mechanical systems, redundancy in critical equipment, and experienced polar-qualified crew further support safe operations in ice-influenced waters.

Operations are conducted conservatively, with ice navigation limited to appropriate conditions and supported by real-time ice monitoring, weather routing, and prudent voyage planning.

Company Background

Maverick Explorer Yachting Ltd. has managed MY Maverick since its launch in 2024. The vessel was purpose-built for remote expedition cruising and has successfully operated in high-latitude regions including Svalbard, Iceland, Greenland, and Arctic waters. The yacht is steel-hulled with reinforced plating for limited ice conditions and is equipped for extended, self-sufficient operations in remote areas. The company emphasizes environmental stewardship, regulatory compliance, conservative navigation practices, and small-group, low-impact expedition travel. The vessel operates under full international maritime safety and environmental regulations, including MARPOL and Polar Code compliance.

Canadian Arctic Itinerary & Planned Activities

Date	Port of call	Planned Activities
Sun 23-Aug-26	Pond Inlet (Baffin Island) - Canada Clearance - Nunavut	Community visit, small boat transfers
Sun 23-Aug-26	Cape Hay and Cape Graham Moore (Sirmilik Park) - Birds	Zodiac and kayak operations
Mon 24-Aug-26	Philpots Island	Landing by Zodiac or Zodiac cruise
Tue 25-Aug-26	Croker Bay (Devon Island)	Zodiac and kayak operations
Wed 26-Aug-26	Dundas Harbour	Landing by Zodiac, walk / hike
Thu 27-Aug-26	Beechey Island (Franklin Tomb) - Nunavut	Landing by Zodiac, walk / visit Franklin Tomb
Thu 27-Aug-26	Radstock Bay	Landing by Zodiac, walk / hike
Fri 28-Aug-26	Prince Leopold Islands (Migratory Bird Sanctuary) - Nunavut	Zodiac and kayak operations
Fri 28-Aug-26	Cap Clarence	Landing by Zodiac, walk / hike
Sat 29-Aug-26	Fury beach	Landing by Zodiac, walk / hike
Sun 30-Aug-26	Fort Ross / Bellot Strait Crossing	Ship cruise/Zodiac Cruise
Mon 31-Aug-26	Strzelecki Harbour / Coningham Bay	Landing by Zodiac, walk / hike
Tue 01-Sep-26	Coningham Bay	Zodiac cruise operations, ship cruise
Wed 02-Sep-26	Pasley Bay	Landing by Zodiac, walk / hike
Thu 03-Sep-26	Gjoa Haven	Community visit, small boat transfers
Fri 04-Sep-26	Gjoa Haven	Community visit, small boat transfers
Sat 05-Sep-26	Jenny Lind Island	Landing by Zodiac, walk / hike
Sun 06-Sep-26	Cambridge Bay (city)	Community visit, small boat transfers
Mon 07-Sep-26	Cambridge Bay (city)	Community visit, small boat transfers
Tue 08-Sep-26	Johansen Bay - Edinburgh Island (Nunavut)	Landing by Zodiac, walk / hike
Wed 09-Sep-26	Holman/Uluksaktok - Victoria Island (NW Territories)	Community visit, small boat transfers
Thu 10-Sep-26	Holman/Uluksaktok - Victoria Island (NW Territories)	Community visit, small boat transfers
Fri 11-Sep-26	Smoking Hills (Zodiac cruise only) - (NW Territories)	Zodiac cruise operations, ship cruise
Sat 12-Sep-26	Sachs Harbour - (NW Territories)	Community visit, small boat transfers
Sun 13-Sep-26	At Sea	Ship cruising
Mon 14-Sep-26	Herschel Island - (Qikiqtaruk) (Yukon Territories)	Walk/Hike, Small Boat transfers

The following alternate sites are being considered:

Date	Port of call
Wed 26-Aug-26	Cuningham W Glacier
Thu 27-Aug-26	Assistance Bay
Fri 28-Aug-26	Cuningham Inlet
Fri 28-Aug-26	Elwin Bay
Sat 29-Aug-26	Batty Bay
Sun 30-Aug-26	Fitz Roy Inlet
Wed 02-Sep-26	Weld Harbour
Sat 05-Sep-26	Borge Island
Tue 08-Sep-26	Bernard Harbour
Sat 12-Sep-26	Tuktoyaktuk

Route Map

A preliminary route map for the voyage is included below. The route taken will be subject to change based on weather and ice conditions.



Description of Activities

Community Visits

MY *Maverick* recognizes the sensitivity of the Arctic environment and is committed to operating in a respectful and responsible manner. Passengers will not disembark in any Arctic community without prior permission, and the vessel intends to work collaboratively with local communities, including engaging local guides where appropriate to facilitate visits.

Off-ship activities will be limited in scope and conducted in small, supervised groups. Activities may include guided shore landings, Zodiac cruising, and, where appropriate, kayaking. All operations will be weather-dependent and carried out in accordance with applicable permits, local regulations, and environmental protection requirements. Activities will be led by experienced expedition staff and designed to minimize disturbance to wildlife, cultural sites, and local communities.

Zodiac Cruising

Zodiac cruising may be conducted at select locations to allow guests to observe coastal landscapes, seabirds, and marine wildlife from the water. During these excursions, guests will remain onboard the Zodiac at all times.

Each outing will be led by a qualified driver and supervised by expedition staff. Groups will be limited in size, generally consisting of up to 12 guests with one or two crew members, depending on operational requirements.

All Zodiacs are equipped with VHF radios and safety equipment in accordance with applicable regulations. Prior to departure, guests will receive a safety briefing, including local operating guidelines and environmental considerations.

Excursions will typically last approximately 60–90 minutes and will be conducted in suitable weather and sea conditions. Wildlife approach distances and environmental protection standards will be strictly observed.

Zodiac Landings

Where permitted, Zodiac excursions may include shore landings to experience local scenery, wildlife, and natural features. Prior to any landing, the area will be assessed for wildlife presence, and established bear safety procedures will be followed as appropriate. Landing operations are carefully planned to minimize environmental and cultural impacts.

Shore activities may include guided walking or hiking, wildlife and bird observation, and photography. Additional crew members will assist with embarkation and disembarkation to ensure safe and orderly operations.

Guests will receive a briefing prior to landing outlining local regulations, environmental considerations, and site-specific sensitivities. All guests will remain under the supervision of expedition staff at all times, and established wildlife viewing distances will be strictly observed.

Where proposed landing locations occur near known archaeological or heritage sites, all activities will be conducted outside of the designated site boundaries. No entry into protected archaeological areas will take place. Expedition staff will identify and communicate the location of protected sites in advance of any landing, and guests will be briefed on heritage protection requirements prior to going ashore. All operations will be conducted under staff supervision to ensure that archaeological resources, artifacts, and cultural features are not disturbed or altered in any way.

Kayaking

Kayaking may be offered at select locations throughout the voyage, including near communities or other suitable stops along the itinerary. All excursions will be managed by the onboard expedition team using the vessel's equipment and will not require logistical support from local communities.

Kayaking activities will only proceed in favourable weather and sea conditions. Participants will be outfitted with appropriate safety equipment and provided with a pre-departure safety briefing. Excursions will generally consist of short, guided coastal paddles of approximately two to three hours in duration.

Groups will be small, typically limited to two double kayaks (four guests total), accompanied by experienced guides. A dedicated safety Zodiac will remain in attendance, and all guides and the safety boat will maintain VHF communication with the vessel at all times.

Kayaking will be recreational in nature and conducted in sheltered waters, generally within three nautical miles of M/Y *Maverick*. All activities will comply with applicable local regulations and environmental guidelines.

Wildlife Observation

All viewing is conducted in compliance with applicable wildlife regulations and recognized Arctic best practices. Activities may be modified or cancelled if there is a risk of disturbance.

Personal Watercraft

Where permitted and subject to weather and sea conditions, limited use of personal watercraft (Sea-Doo Explorer Pro 170/230) may occur. These activities will be conducted in a controlled and supervised manner and are intended for slow-speed exploration and wildlife observation.

Operations will be limited to suitable locations away from communities and sensitive wildlife concentrations. All users will receive a safety and environmental briefing prior to departure and will comply with established wildlife approach distances and local regulations. Activities will be conducted in sheltered waters, remain within visual and VHF communication range of the vessel, and be overseen by experienced crew.

All operations will prioritize safety, environmental protection, and minimal disturbance to wildlife and surrounding habitats.

Onboard Educational Programming

An onboard educational program is delivered informally by the expedition team through daily briefings and field interpretation. Topics include Arctic ecosystems, wildlife, climate change, geography, geology, glaciology, and regional history.

Giving Back to the Community

In advance of each visit, MY *Maverick* has reached out directly to community leadership to share proposed plans and respectfully request guidance. The vessel is committed to ensuring that all visits are conducted in a culturally appropriate and responsible manner, with flexibility to adapt to local schedules, harvesting priorities, and areas of sensitivity identified by the community.

The owners of MY *Maverick* have expressed a sincere interest in giving back to the communities they visit. Where appropriate and guided by community input, the vessel welcomes opportunities to support local initiatives, projects, or identified needs. Particular interest has been expressed in initiatives that support children with disabilities; however, support is guided by community priorities rather than predetermined programming.

When feasible, the vessel seeks to engage local guides and service providers to facilitate culturally meaningful experiences, thereby contributing directly to the local economy. All engagement is undertaken with respect, transparency, and in accordance with community guidance.

Fuel and Hazardous Material Use

MY Maverick

Engine/Fuel Information

Fuel Type	Low Sulphur Marine Gas Oil
Estimated daily fuel consumption at normal speed	3.5 MT
Gas Oil Capacity, normal cruising	64.74 m ³
Heavy Fuel Oil Capacity, normal cruising	N/A
Heavy Fuel Oil Onboard during NWP trip	No
Lubricating Oil Capacity, normal Cruising	.61 MT

All chemicals onboard MY Maverick are stored in designated lockers with appropriate segregation in accordance with vessel safety and environmental protocols. No hazardous chemicals are used in areas where there is a risk of discharge to the marine environment. Such products are limited to controlled applications within the engine room, laundry facilities, and for routine interior maintenance.

No exterior washing using cleaning agents will occur on open decks while operating in Arctic waters.

MY Maverick carries limited onboard oil spill response equipment appropriate to its size and operational profile. Officers and crew are trained in emergency response procedures, including spill prevention, containment, and reporting in accordance with applicable maritime regulations

Waste Disposal and Treatment Methods

The proposed activity will result in waste being generated during the course of normal ship operations.

Liquid wastes include:

- Domestic wastewater (e.g. from cooking and cleaning activities),
- Sewage,
- Macerated food waste, and
- Oily Mixtures.

Solid wastes will also be generated, including:

- Garbage (e.g., wastepaper, clean packaging materials, glass and wood from domestic and work activities on the vessel),
- Food waste (e.g., excess, or spoiled food waste which is not suitable for maceration), and
- Hazardous or special waste (e.g., batteries, paints, oils, oily rags, etc., from maintenance or other work on the vessel).

The ship will meet or exceed all MARPOL regulations regarding the disposal, treatment and storage of waste.

Oily Water Discharge/Waste Oil

Sludge Oil holding capacity, cbm	.61 m ³
Sludge oil holding capacity, days	40 days
Bilge water holding capacity, cbm	1.67 m ³
Bilge water holding capacity, days	55.63 days
IOPP certificates	Yes
MARPOL approved SOPEP	Yes
MARPOL, oil record book	Yes

Fresh Water

Fresh water storage capacity	10 m ³
Fresh water maker capacity	6 m ³ per day
Fresh water consumption	3.5 m ³ per day

Grey Water

Grey water holding capacity, cbm	8.2 m ³
Grey water holding capacity (days)	10
Any untreated water discharged directly overboard	Yes, in accordance with MARPOL regulations

Black Water

Black water management plan	Yes - Included in Sewage Management Plan
Black water holding capacity, cbm	3.01 m ³
Black water capacity hours	Approximately 175 hours

Ballast Water

Ballast water treatment plant	N/A
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Analysis of Potential Negative Environmental Impacts and Mitigation Measures

MY Maverick will transit Arctic marine and coastal environments where species listed under the Species at Risk Act (SARA) may be present. Species potentially encountered include marine mammals such as beluga whale and bowhead whale, polar bear, walrus, and certain listed seabirds and terrestrial mammals depending on region. Encounters are expected to be observational only.

During vessel operations and shore excursions, guests and crew may enter areas where wildlife, sensitive vegetation, and culturally significant sites are present. Given the small scale of operations (maximum 12 guests), impacts are expected to be minimal and temporary. Activities are managed conservatively to prevent disturbance.

Potential environmental impacts include:

- Emissions to air
- Emissions to water
- Waste generation
- Noise disturbance
- Physical disturbance
- Introduction of invasive species

Emissions to Air

Sources

- Main vessel propulsion and generators
- Zodiac operations (65 HP gasoline outboards)
- Sea-Doo Explorer Pro personal watercraft

Assessment

Air emissions will result from normal vessel propulsion and auxiliary craft use. It is estimated that the ship will burn 3.5t of fuel and generate 33.7kg of CO₂ per day during normal operations. Compared to large expedition cruise vessels, MY Maverick has substantially lower fuel consumption and operational footprint. Emissions will disperse rapidly in Arctic conditions, and impacts are expected to be minor and transitory in nature.

Mitigation

- Use of low-sulphur marine diesel fuel
- Proper engine maintenance and manufacturer-recommended servicing
- Conservative speed and routing in ice-affected waters
- Limiting use of personal watercraft to appropriate locations and durations

Emissions to Water

Sources

- Vessel propulsion
- Zodiac fueling and operation
- Sea-Doo personal watercraft

Assessment

The risk of minor fuel spills exists during normal marine operations; however, fueling of auxiliary craft is conducted onboard under controlled conditions. The quantity of fuel carried by Zodiacs and personal watercraft is limited. In the unlikely event of a minor spill, the potential volume would be small and localized.

The likelihood of a large-scale spill is extremely low given the vessel's size, conservative ice navigation practices, reinforced hull construction, and experienced crew.

Mitigation

- All fueling conducted onboard in controlled conditions
- No fueling of auxiliary vessels conducted ashore
- No maintenance of auxiliary engines conducted in the water
- Oil spill response equipment carried onboard appropriate to vessel size
- Crew trained in spill prevention, containment, and reporting
- Conservative navigation practices in ice-affected waters

Waste Generated During Normal Operations

Sources

Waste Type	Disposal Method
Non-Hazardous	
Paper, plastics, timber	Separated removed for recycling or disposal at the end of the voyage
Metal, glass	Separated and removed for recycling or disposal at the end of the voyage
Biodegradable	
Food Waste	Food will separated and stored for removal at the end of the voyage or offloaded outside of 12 nautical miles from land in accordance with Canadian legislation
Grey Water	All grey water is stored in tanks until it can be safely discharged in accordance with applicable legislation.
Black Water	Black water is stored in tanks until it can be processed. Untreated black water is never discharged.
Hazardous Waste	
Batteries	Separated and removed for recycling or disposal at a certified reception port
Medical and sanitary waste	Separated and removed for disposal at a reception port
Fuels and Oils	Stored onboard and removed for disposal at a reception port
Chemical waste	Stored onboard and removed for disposal at a reception port

Assessment

Waste generation aboard MY Maverick is limited due to the small guest capacity (maximum 12 guests) and short duration of visits. Solid waste, recyclables, hazardous waste, and other non-liquid waste streams are segregated and stored onboard for disposal at approved port reception facilities.

Waste management practices are conducted in accordance with MARPOL requirements and applicable Canadian Arctic legislation, including the Arctic Waters Pollution Prevention Act and associated regulations. No discharge of plastics or solid waste will occur, and no

untreated sewage will be discharged. Any discharge of liquid effluent will occur only where permitted under applicable regulations and at appropriate distances from shore.

Mitigation

- Segregation of recyclable, hazardous, and general waste
- All garbage retained onboard for disposal at approved port reception facilities
- Hazardous materials stored in designated lockers with proper segregation
- No discharge of plastics or solid waste
- Food waste managed in accordance with Canadian Arctic discharge regulations
- Sewage and grey water managed in compliance with MARPOL Annex IV and Arctic regulations
- Zero discharge of untreated sewage
- Guests are briefed that all materials taken ashore must be returned to the vessel.
- In the unlikely event of a stranding ashore, all waste generated will be contained and returned to the vessel.

Noise Pollution

Sources

- Vessel propulsion
- Zodiac operations
- Sea-Doo personal watercraft

Assessment

Underwater and airborne noise may temporarily affect marine mammals and seabirds. However, MY Maverick's size and limited auxiliary craft operations significantly reduce cumulative noise compared to larger vessels.

Mitigation

- Reduced vessel speeds in wildlife areas
- Slow-speed, controlled Sea-Doo operations to minimize wake and underwater noise
- Avoidance of wildlife concentrations and haul-outs
- Adherence to recommended wildlife approach distances
- Modification or cancellation of activities if wildlife shows signs of disturbance

Physical Disturbance

Sources

- Vessel passage
- Zodiac landings
- Kayaking and personal watercraft use
- Shore landings and pedestrian traffic

Assessment

Potential disturbance may include localized trampling of vegetation, disturbance to wildlife, minor wake effects, and temporary displacement of animals. Given the small group size and short duration of visits, impacts are expected to be minor and transitory.

Mitigation

- Small supervised groups during shore excursions
- Site selection avoiding sensitive habitats
- Use of established landing areas where available
- No removal or disturbance of natural or cultural materials
- Compliance with wildlife viewing guidelines and recognized industry best practices
- Activities modified or cancelled if sensitive wildlife or cultural concerns are identified
- Careful anchoring practices will be used to prevent seabed damage.

Introduction of Alien Species

Assessment

There is a low risk of introduction or transfer of non-native species through vessel operations and shore landings. Given the limited scale of activities and small group sizes, the likelihood of biological contamination between sites is considered minimal.

Mitigation

- Cleaning and inspection of boots, clothing, and gear prior to each shore landing
- Implementation of site-specific biosecurity checks to remove soil, seeds, and organic matter
- No intentional transfer of biological materials between sites
- Adherence to the AECO Biosecurity Guidelines (Appendix C.9), which form part of the vessel's standard operating procedures

Overall, given the small size of MY Maverick, limited guest capacity, absence of high-impact auxiliary equipment, conservative navigation practices, and adherence to wildlife protection and biosecurity protocols, potential environmental effects are expected to be minor, localized, and temporary.

Cumulative Environmental Impacts

Cumulative effects are changes to the environment that result from a proposed activity in combination with other past, present, and reasonably foreseeable future human activities.

In Arctic regions, potential cumulative effects may include:

- Increased marine traffic over time
- Incremental disturbance to wildlife from vessel presence
- Localized vegetation impacts from repeated pedestrian access
- Disturbance or deterioration of cultural or historical sites from repeated visitation

MY Maverick's proposed voyage is limited in scale, with a maximum of 12 guests and short-duration visits at selected locations. The vessel does not construct infrastructure, extract resources, or undertake activities that permanently alter the environment. Shore landings are conducted in small, supervised groups and are temporary in nature.

Regulatory and Other Authorizations

Nunavut

Nunavut Planning Commission – Pending

Nunavut Impact Review Board – TBD

WSCC registration - Pending

Community Consultation Letter, Pond Inlet, Sent February 12, 2026

Community Consultation Letter, Gjoa Haven – Sent February 12, 2026

Community Consultation Letter, Cambridge Bay – Sent February 12, 2026

Community Consultation Letter, Arctic Bay – Sent February 12, 2026

Community Consultation Letter, Kugluktuk – Sent February 17, 2026

HTO Notification Letter, Mittimatalik Hunters and Trappers Organization – Sent February 17, 2026

HTO Notification Letter, Ikajutit Hunters and Trappers Organization – Sent February 17, 2026

HTO Notification Letter, Resolute Bay Hunters and Trappers Organization – Sent February 17, 2026

HTO Notification Letter, Iviq Hunters and Trappers Organization – Sent February 19, 2026

HTO Notification Letter, Gjoa Haven Hunters and Trappers Organization – Sent February 17, 2026

HTO Notification Letter, Ekaluktutiak Hunters and Trappers Organization – Sent February 17, 2026

HTO Notification Letter, Kugluktuk Hunters and Trappers Organization – Sent February 17, 2026

Migratory Bird Sanctuary Permit – Application sent January 30, 2026

Access to Qikiqtani owned lands – TBD

Access to Kitikmeot Inuit owned lands – TBD

Wildlife Observation License - TBD

Northwest Territories

WSCC Registration - Pending

Inuvialuit Land Use permit – TBD

Community Consultation Letter, Ulukhaktok – Sent February 12, 2026

Community Consultation Letter, Sachs Harbour – Sent February 12, 2026

Community Consultation Letter, Tuktoyaktuk – Sent February 17, 2026

HTC Notification Letter, Olokhaktomiut Hunters and Trappers Committee – Sent February 17, 2026

HTC Notification Letter, Sachs Harbour Hunters and Trappers Committee - Sent February 17, 2026

HTC Notification Letter, Aklavik Hunters and Trappers Committee – Sent February 17, 2026

HTC Notification Letter, Inuvik Hunters and Trappers Committee – Sent February 17, 2026

HTC Notification Letter, Paulatuk Hunters and Trappers Committee – Sent February 19, 2026

HTC Notification Letter, Tuktoyaktuk Hunters and Trappers Committee – Sent February 17, 2026

Yukon

Herschel Island Territorial Park Permit – Pending