

De la Rosa rescued and safe in Arctic Bay: the Northwest Passage will have to wait

Arctic Bay (Ikpiarjuk), Nunavut (Canada) · 2 August 2026

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The Canadian Coast Guard lifted him out of Cape Crauford by helicopter during the only fair-weather window in five days · He flies to Ottawa tomorrow and returns to Spain within days · 367.7 km (198.5 nm) paddled over 16 days on the ice

Spanish explorer **Antonio de la Rosa is safe and well in Arctic Bay (Ikpiarjuk)**, an Inuit community on Admiralty Inlet in the Canadian High Arctic, after being rescued on Sunday 2 August from Cape Crauford, where he had been sheltering in a hunters' cabin since 29 July. The extraction, carried out by the Canadian Coast Guard, **brings the Northwest Passage Expedition 2026 to an end** on day 16, with **367.7 kilometres (198.5 nautical miles) paddled** since departing Pond Inlet on 18 July.

The rescue followed the storm of 1 August, with winds close to 100 km/h, which broke up the ice shelf off Cape Crauford and carried away the board De la Rosa was using for the crossing. Without a craft, continuing was materially impossible; the explorer himself was never harmed.

The only window in five days

Weather had kept the area locked down for almost a week. Sunday brought the only interval of calm sea since the loss of the board, and the operation took it without delay: the lift from the cape was resolved quickly and De la Rosa was moved to Arctic Bay, a little over 100 kilometres south by sea down Admiralty Inlet.

The icebreaker **CCGS Des Groseilliers** closed in on Cape Crauford, and the helicopter carried on board lifted off from her flight deck to extract the explorer and fly him straight to Arctic Bay. The *Des Groseilliers* is a Pierre Radisson-class medium icebreaker based in Quebec that deploys to the Canadian Arctic each summer as the primary search and rescue unit; she carries a hangar and flight deck for her helicopter, and it was precisely that aircraft which made it possible to pull De la Rosa off a shore with no practicable approach by sea.

"Canada's maritime rescue service pulled me out, and I want to thank them personally for their professionalism. It was an outstanding rescue."

"The weather had been very bad for four or five days and today was the day, so we took it."

From the cape to the village: two different Arctics

The contrast between shelter and destination is, in the explorer's own words, absolute. At Cape Crauford he spent four days in a hunters' cabin with no watercourse nearby — he melted ice collected along the shore to get water — with persistent fog, humidity that made drying clothes impossible and a forecast that only worsened. In Arctic Bay, a settlement of just over a thousand people, the sea was calm at dawn.

He singles out the welcome he received and the character of the territory, and states plainly that he intends to come back.

"I'm eager to return to this place — it won me over. The people and the place itself are raw and wild; that is exactly what a good adventure needs."

The explorer's own reckoning: bad luck and his own mistakes

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De la Rosa does not shift responsibility onto the environment. In his first message from solid ground with a stable connection, he accepts that much of what happened belongs to the realm of his own decisions, and announces a detailed review of the crossing.

“Most of what goes wrong on an adventure is usually down to personal mistakes. Now it’s about learning from mine.”

“An adventure is an activity that carries risk and an uncertain outcome, and the Northwest Passage on a paddleboard is a genuine adventure — one I hope to complete at some other point.”

Thanks to the network that stepped forward

Beyond Antonio’s explicit thanks to the Canadian Coast Guard, the expedition’s communications coordination wishes to place on record the support offered during the critical hours, even where it ultimately did not need to be activated.

That is the case of American explorer **West Hansen** (The Explorers Club MN ’12, Chairman of the Texas Chapter; National Geographic Explorer; expeditions on the Amazon River in 2012, the Volga in 2014 and the Northwest Passage in 2022-23 and 2026), who **responded immediately and without conditions**, putting the expedition in touch with a local contact in Arctic Bay willing to run out to Cape Crauford and collect Antonio as soon as a weather window opened — and this in the middle of narwhal hunting season, a short and decisive period for communities in the region. That speed of response, in a place where distance and timing are unforgiving, deserves explicit thanks.

Next steps

De la Rosa is due to fly from Arctic Bay to Ottawa on Monday 3 August and to return to Spain within the coming days. Communications coordination will handle interview requests and closing audiovisual material from that point onwards.

“Thank you all for the encouragement, for staying with me, and for worrying.”

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Key data

Date	2 August 2026 · Expedition day 16
Current location	Arctic Bay (Ikpiarjuk), Nunavut (Canada) · 73.03°N · 85.15°W
Extraction point	Cape Crauford, Borden Peninsula · 73.744°N · 84.832°W
Transfer	A little over 100 km south by sea, via Admiralty Inlet
Total distance paddled	367.7 km · 198.5 nm (18 July – 29 July)
Departure	Pond Inlet, 18 July 2026
Board	Lost on 1 August in the Cape Crauford storm
Explorer status	Unharméd · no health incidents
Rescue operation	Canadian Coast Guard · icebreaker CCGS Des Groseilliers
Extraction means	Ship-borne helicopter · direct transfer to Arctic Bay
Next move	Flight to Ottawa on 3 August · return to Spain in the coming days
Expedition status	Concluded · explorer safe

Antonio de la Rosa's expedition is supported by Pueblos con Vida CM · Comunidad de Madrid · Turismo Comunidad de Madrid · Sea to Summit Iberia · Poso Visual · Meridiano Raid 2 · Ciclo Lodge Xperience · Villa de Iscar · Booking Vans · Ferrino Iberia · SGE.
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