

North America

**Great Lakes –
North America's most beautiful lakesides**



From Toronto (Canada) to Milwaukee (USA)

16 - 29 September 2024

To remember your journey

written and illustrated by
Stephan B rries



Monday, 16.09.2024 Toronto (Canada)

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
43° 38.0' N 079°20.9'W		1016	22	20	90	3
Sunrise: 06:50				Sunset: 19:20		

Toronto is the capital of the province of Ontario and the largest city in Canada with a population of around 6.2 million. The city is located on the north-western shore of Lake Ontario, the smallest of the five Great Lakes with an area of 18,960 square kilometres. Due to its location in the far south of Canada, Toronto has a very moderate climate for the country. The four seasons are very distinct with considerable temperature differences, especially in the cold months. Due to its proximity to the water, temperatures fluctuate little during the day, especially in densely built-up areas and areas close to the shore. Toronto is Canada's most important commercial and financial centre and is also



one of the world's leading places in the industry. Many banks and investment firms are concentrated in the city's financial district on Bay Street. In addition, over 40 foreign banks have branches in the city.

With around 8000 factories, the city is not only a leader in the service sector, but also in the manufacturing sector. Although most industries and manufacturing companies are located outside the city limits, they usually have their administration and representative offices in the city. Tourism also plays an important role in Toronto's economy. With almost 4.5 million foreign visitors, Toronto was the 29th most visited city in the world in 2016.

Toronto has been accessible from the Atlantic Ocean via the St Lawrence River since 1959.

Toronto Pearson International Airport is the largest airport in the country, handling a third of Canada's air traffic. Originally located far outside the city, it is now situated on the north-western outskirts of the city, around 20 kilometres from the city centre.

At this airport, most of the "newcomers" from various places in Europe have arrived in Toronto after a long journey and sometimes with a considerable delay. Tired and grateful for the friendly welcome from the HI-cruises staff at the airport, we climb into the waiting buses. The last leg of our journey takes us along the shores of Lake Ontario and through downtown Toronto to the harbour area where HANSEATIC inspiration awaits us. Some guests have already arrived here in Toronto days ago and have visited the city and Niagara Falls on a pre-programme. Others have already completed a private round trip through the USA and are already well acclimatised.



Here, in Toronto harbour, we want to start our journey across the Great Lakes together this evening.



We will have a total of 200 guests on board HANSEATIC inspiration with passports from Austria, Switzerland, Belgium, Germany, the Netherlands, the United Kingdom and the USA. The 164 crew members in the various departments will ensure our well-being. After checking in, there is not much time this time before all guests gather in the HanseAtrium in the early evening for the sea rescue drill, which is mandatory at the beginning of every voyage.





Tuesday, 17.09.2024 Relaxation on board / Welland Canal

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
43° 07.04.99' N 079° 112.6'W		1003	23	24	81	1
Sunrise: 07:00				Sunset: 19:25		



After the exertions of the journey, today is a day of relaxation and the sunny weather is perfect for discovering the amenities of our ship. On the other hand, today we experience one of the highlights of this journey: The passage through the Welland Canal. This means coming on deck again and again to watch the exciting lock operations. Only the early risers get to see the entrance to the canal and the first locks, as this has already taken place between five and seven in the morning. Of the canal's eight locks, the most exciting are those numbered four to six, as these locks merge directly into one another like a staircase. With the exception of the last lock, in which we are stuck from late afternoon until the evening hours, we climb about 15 metres with each lock operation. The difference in height that we overcome as we pass through the canal is 99.5 metres in total.

The canal has a total length of 43.5 kilometres and connects Lake Ontario with Lake Erie. It takes its name from the small river Welland, which was integrated into an early version of the canal and whose name in turn can be traced back to a place in England. The journey through the Welland Canal normally takes around 11 hours. Today's canal is the fourth in its form and was expanded between 1913 and 1935. The first canal was completed in 1833 and had forty wooden locks at the time.

The Welland Canal is one of the most important sections of the Great Lakes Waterway, which ultimately connects the Atlantic Ocean with the major industrial centres on the Great Lakes, such as Cleveland, Detroit, Chicago, Milwaukee and others. The route of the canal runs west of the natural connection between Lakes Ontario and Erie, where the large difference in elevation between the two lakes of almost one hundred metres is bridged by Niagara Falls. The reason for the difference in altitude is the so-called Niagara Escarpment, a geological phenomenon from the history of the earth's development, in which shale rock has been pushed under harder dolomite rock, creating a relief. This Niagara stratigraphy extends over several thousand kilometres in a wide arc through the Great Lakes region and is sometimes more and sometimes less clearly visible in various places. In the late afternoon, we pass through lock no. 8 at Port Colborne and sail under the historic lift bridge into Lake Erie in the evening.



As we pass through the Welland Canal during the day, there is also a packed daily programme, as is usual on so-called sea days: in the morning, our General Expedition Manager Wilma Rehberg introduces her expedition team and the experts on this trip. Immediately afterwards, our Shore Excursion Manager Denise Levenig will present the shore excursions that await us at the destinations on the voyage.

In the early afternoon, our on-board doctor Dr Helga Schubert invites all of our colleagues to a casual round of talks and a little later, our expert Stephan Börries gives a presentation on the Great Lakes as one of the most important sea routes in North America. Later in the afternoon, we can explore the opportunities to expand our knowledge with our experts in the Ocean Academy on deck 8 and in between we can do something for our fitness with various courses offered by our sports coach Markus Jeschke.

When HANSEATIC Inspiration still hasn't left lock no. 8 of the Welland Canal during the first precap of this voyage after hours of waiting, we realise that something is wrong.



However, the mystery is solved during the welcome cocktail that our captain Jörn Gottschalk has invited us to enjoy on the pool deck before dinner: After the first seven locks, of which locks 4-6 are arranged directly behind each other like a staircase, we are now stuck in the last lock before Lake Erie. The lock management has informed the bridge that one of the gate leaves is being prevented from opening by an underwater object and they hope to get the gate open again as soon as possible. During this cocktail, the captain officially welcomes us and introduces his senior officers and the heads of the individual departments.

While most of the guests are still sitting at the welcome dinner, we can watch from the foredeck as a crane is deployed and at 21:15 lifts two huge beams, which had been lashed together underwater by divers with straps, onto land. Less than twenty minutes later, our ship is unhitched, the lock gates open and we can enter Lake Erie.



Wednesday, 18.09.2024 Windsor / Detroit

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
42° 18.2' N	083° 04.0' W	999	22	23	92	1
Sunrise: 07:16				Sunset: 19:38		



Thanks to the delay in our timetable yesterday due to the unintentional stop at lock no. 8, we are able to enjoy the journey through the Detroit River in bright sunshine this morning. We pass large country houses with spacious gardens right on the riverbank. Later, as we drive past steelworks with smoking chimneys and industrial ruins, we understand why this part of the USA is also known as the "rust belt": the largest concentration of steel and heavy industry in the United States has developed here, in the regions around the Great Lakes. Even though there have been major crises in this sector in recent decades, the industrial heart

of the USA still beats here.

We pass the impressive construction site of the Gordie Howe cable-stayed bridge, which is due to be completed next year and will be the second bridge to connect Detroit on the US side of the river with the city of Windsor on the Canadian side after the Ambassador Bridge of 1929. The Windsor pier will also be our berth today. The apparently somewhat awkward arrangement of travelling from Windsor (Canada) to Detroit in the USA and then leaving again in the afternoon is explained by the complicated regulations for foreign ships in US waters, which are governed by the so-called Jones Act of 1920. HANSEATIC inspiration therefore remains in Canada while we cross over to Detroit. We do this either via the aforementioned Ambassador Bridge or through the Detroit-Windsor Tunnel, which, like the bridge, was built in 1928/29.

After the city of Detroit was initially founded by French settlers in 1701 and served as a location and temporary warehouse for fur traders, its rise to become a major industrial metropolis began in the nineteenth century, when smelting and rolling mills developed here and the manufacture of iron furnaces in particular formed the basis of the metalworking industry. At the beginning of the twentieth century, the fate of the city was inextricably linked to the rapidly growing automotive industry. It was not only Henry Ford with his pioneering inventions relating to the series production of automobiles, but also other brand names, some of which have long since disappeared, such as Chrysler, Cadillac, Studebaker and General Motors, that formed the basis for the city's prosperity.



Raw materials crises, structural changes in the global production chains of the steel and automotive industries, but also poor business decisions led to the decline of Detroit in the second half of the twentieth century, which is reflected particularly drastically in the development of the population, which fell from 1.8 million to just under 600,000 between 1950 and 2020. The migration of the wealthier classes to the surrounding areas also led to social segregation and the associated social problems, which resulted in war-like conditions at the end of the 1960s. Following the city's actual bankruptcy in 2013, Detroit was placed under state receivership and is now in the process of reorganising itself.



These changes are particularly visible in the major efforts being made to upgrade the cityscape, such as the redesign of the Detroit International Riverfront or the redevelopment of the central Martius Park campus at the intersection of the city's main inner-city streets. The area around the former Central Michigan Railway company station building is also a sign of the new beginning: After the station was abandoned in 1988 and

fell into disrepair for almost forty years, the entire area was purchased, tellingly, by Ford Motor Company and is currently being developed on a large scale into a centre for electromobility.

After a highly interesting day full of vivid impressions, we return to the Canadian side in the early evening and can enjoy the impressive skyline of Detroit once again in the evening sun before HANSEATIC inspiration then sets sail for Lake Huron.

After dinner, we share our experiences over a cosy end to the day in the Observation Lounge, or let ocean pianist Alejandro Graziani entertain us with the most beautiful piano melodies.





Thursday, 19.09.2024 Tobermory / Lake Huron

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
45° 10.5' N	081° 48.52' W	998	19	20	91	3
Sunrise: 07:11				Sunset: 19:31		

After Lake Ontario and Lake Erie, Lake Huron is the third of the Great Lakes that we have already reached tonight.



Lake Huron is 332 kilometres long and 245 kilometres wide. It is connected to Lake Michigan by the eight kilometre wide Straits of Mackinac. This is not a connection by a river or stream, but a body of water without a gradient. Lake Huron can therefore also be regarded as one lake together with Lake Michigan. The largest tributary of Lake Huron is the Saint Marys River, the outflow is via the St. Clair River.

The North Channel and Georgian Bay are located in the northern part of the lake. They are separated from the main body of water of the lake by Manitoulin Island. With an area of 2766 square kilometres, Manitoulin is the largest inland island in the world. The water level of Lake Huron is 176 metres above sea level. Like each of the five Great Lakes, Lake Huron was formed by melting glaciers at the end of the last ice age. Before that,

the lake was a low-lying basin with many rivers running through it. The water in Lake Huron has an average residence time of 22 years - after this period of time, the lake water has completely replaced itself once. On this day, we will move a little further south-east on Lake Huron and get closer to our destination from the day before yesterday, the Bruce Peninsula with the small town of Tobermory. We cruise along a particularly beautiful coastline, in which the familiar Niagara Escarpment appears again and again, here in the form of a sometimes rugged cliff.

After an early morning workout with fitness coach Markus Jeschke, our biology expert Sylvia Stevens introduces us to the natural beauty of the Great Lakes in her lecture. Before we reach the small harbour town of Tobermory at midday, where we are lying in the roadstead with HANSE-ATIC inspiration today, staff captain Wolfram Herrmann gives us a briefing with important tips on safe sailing in our Zodiacs, which will of course also be used on this trip



Tobermory is a small town on the northern tip of the Bruce Peninsula in Georgian Bay, in the traditional territory of the Saugeen Ojibway Nation. It is part of the Municipality of Northern Bruce Peninsula and is located 300 kilometres (190 miles) northwest of Toronto.

Tobermory is right next to the Fathom Five National Marine Park, Canada's first national marine conservation area. The park includes 22 shipwrecks, as well as historic lighthouses that served as landmarks for sailing ships and offered them protection from the stormy Georgian Bay. The eroding cliff edge of the Bruce Peninsula, famous for its lion's head shape, has been a popular

tourist destination in Tobermory for several decades. The Bruce Trail, a popular hiking trail with stunning views of the cliffs and turquoise waters, begins in Tobermory and heads south to Niagara Falls, making it one of Canada's oldest and longest hiking trails.

After arriving in the idyllic little harbour of Tobermory on the tender boats, many of us go on a hike in the nature park in the afternoon. After a short visit to the park's information centre, we first walk along a pleasant path to a viewpoint on a very beautiful section of the rocky coast. For those who go further, the hiking trail turns out to be quite a challenge: over rock steps and tree roots through the woods and again and again along unspoiled stretches of shore with



their striking rock formations. During the course of the hike, we also pass a small section of the Niagara steps, which at this point look like the remains of an Inca wall. After the quite challenging hike through the wonderful nature of the Bruce Peninsula, we have well earned a delicious local beer in an atmospheric bar at the harbour.

Before dinner, our experts give us a preview of what to expect tomorrow and shortly after 19:00, HANSEATIC inspiration sets sail for our next destination at dusk.



Friday, 20.09.2024 Killarney

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
45° 57.6' N 081° 29.2'W		995	21	20	90	1
Sunrise: 07:11				Sunset: 19:21		



The picturesque historic village of Killarney is located on an important water transport route. Founded in 1820 as a fur trading post, it was originally called Shebahonaning, which is Anishinaabemowin for canoe passage, and is one of the oldest settlements in Canada. To learn about Killarney's rich heritage, you can visit the old Jail House or the Centennial Museum, which houses many fascinating historical artefacts from the community. One mile east of the village, at Red Rock Point, stands the Killarney Lighthouse, built in 1909 and declared a federal heritage site. From there you can overlook the wide bay or take a walk along the pink granite rock to Pebble Beach.

Although the area began as a fur trading post, it experienced a boom in the timber industry in the mid-19th century, a thriving commercial fishing industry in the late 19th century and the beginning of tourism development in the early 20th century. Tourism has since become the mainstay of the community. The village was not accessible by road until the completion of Highway 637 in 1962. The construction of this road contributed significantly to the expansion of the tourism industry. The landing site for our tenders is located in the immediate vicinity of Killarney Mountain Lodge, a spacious log cabin-style hotel and holiday complex. We can admire the world's largest canoe paddle in the lodge's gardens, but wonder when the right canoe will be added.





During the day, there is a bus service to Killarney Provincial Park, which stretches for many kilometres across the La Cloche mountain landscape. A circular hiking trail starts at a picturesque lake and takes us through a landscape of limestone and granite rocks overgrown with sparse forest and interspersed with small and large lakes over the course of seven days. Moose and black bears are at home here. On the shore of the small lake we can see the fresh tracks of a bear that must

have passed by here not so long ago. We don't have time for the seven-day hike today, but we can also enjoy the beauty of the unique landscape on a walk by the lake and a short hike in the forest.



In the afternoon, the weather (and permission from the local authorities) makes it possible for us to launch the Zodiacs and explore the Killarney Channel and Georgian Bay. We experience the beautiful shoreline with its numerous holiday cottages and rugged rock formations, at one point resembling the distinctive profile of an Indian chief.



On the way back to Killarney pier, we are surprised at the "petrol station" by our hotel manager Tiziana La Rocca, who has put on a bright red cowboy hat and provides us with champagne from her Zodiac.

Of course, our experts will also be giving a PRE-Cap this evening as a preview of tomorrow, and after dinner our expert Dr Grams will be giving an exciting and entertaining talk on German emigration to America.





Saturday, 21.09.2024 Parry Sound / Lake Huron

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
45° 20.29' N 080° 03.3'W		994	22	21	91	1
Sunrise: 07:07				Sunset: 19:21		



Parry Sound is part of Georgian Bay, often referred to as the sixth Great Lake. The bay has more than 30,000 islands and 2,000 kilometres of coastline. The breathtaking scenery throughout the region attracts visitors from all over the world who come for the towering cliffs, lighthouses, clear sparkling waters and almost unspoilt nature. On a circular route through the town, where many commercial and administrative buildings from the early 20th century have been preserved, visitors are introduced to the history of the town, in which the timber industry played a major role. After the end of this industry in the middle of the twentieth century, tourism became increasingly important

for Parry Sound and the surrounding area.

The Bobby Orr Hall of Fame is named after the city's most famous son, who played for the Boston Bruins and Chicago Black Hawks in the National Hockey League from 1966 to 1978 at the height of his career as an ice hockey player. On display are training materials and memorabilia that connect the athlete and others to Parry Sound. And then there's the museum on Tower Hill at the base of Parry Sound's 96-foot observation tower, which offers visitors three galleries with changing exhibits. The exhibits showcase collections of local artefacts, explore the history of the region and showcase contemporary art from the region's studios.





Today we are moored in Parry Sound in the middle of the beautiful bay and take our tenders to the pier of the small town, which was once a huge timber trading centre. Our hiking guide Thilo Natke has also devised an interesting trail for Parry Sound, which leads directly from the pier into the wooded surroundings.

The Killbear Provincial Park, with its characteristic granite formations and views of the surrounding islands, is also well worth a visit. In the adjoining information centre, we can also get to know the local snake species, including a rattlesnake.

There is also a replica of a canoe on display, built entirely from natural materials in the tradition of the indigenous population. Some guests also experience the island world from the air: they take to the skies in small seaplanes. From a bird's eye view, the landscape with its countless islands and islets makes an unforgettable impression.



In the early evening, the members of the Hapag-Lloyd Cruises

Club meet for an exclusive cocktail where they can socialise with each other and find out the latest about the club's many activities. After dinner, our guitarist and singer Henrique Lima awaits us with his melodies on the pool deck, which will become a dance floor with his rhythms.





Sunday, 22.09.2024

Relaxation on the lake

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
46° 30.10' N 089° 21.1'W		992	17	20	90	1
Sunrise: 07:25				Sunset: 19:36		

The temperature in the morning is still quite fresh at 6°C and after the bright sunshine of the last few days, we are expecting rather overcast weather today and some heavy rain in the afternoon. We left Lake Huron in the early hours of the morning and entered the St Marys River. However, due to the thick fog over the river, all navigation is temporarily blocked and we are stuck for some time until the pilots clear us to continue our journey.

To ensure that there is definitely no time for boredom on the day at sea that we want to enjoy today, there is a packed and colourful daily programme which, after the sporting activities in the morning, includes several lectures by our experts on the topics of the fur trade, immigration and voyages of discovery in North America in the morning and afternoon.



One of today's highlights is the passage through the Soo Locks, which we pass in the late morning. The Soo Locks are a lock system on the Saint Marys River near Sault Ste. Marie on the border between Canada and the United States and are named after the small town on the Canadian side. The lock bridges the height difference of around seven metres between Lake Superior and Lake Huron. The natural path of the water passes over impressive rapids, which can be observed right next to the locks today.

The first lock was built by the North West Company on the Canadian side as early as 1798, but was destroyed in 1814 during the British-American War. In 1837, the construction of the Soo Locks near Sault Ste. Marie on the American side was begun by the state of Michigan and completed in 1855. Michigan operated the locks until 1881, when the entire facility was transferred to the administration of the United States federal government and has been operated by the United States Army Corps ever since. The Soo Locks are crossed by the Sault Ste. Marie International Bridge, which was opened to motor traffic on 31 October 1962 and connects the United States with Canada at this point. In November 1966, the Soo Locks were given National Historic Landmark status under the name St Mary's Falls Canal. Today, the locks handle around 10,000 ships per year.



We then meet up for lunch on the pool deck, where there are hot dogs, tarte flambée and other delicacies. The rainy weather doesn't stop us from enjoying the rustic specialities and a good glass of wine or beer. After a little mid-gas nap, the day's programme continues with lectures, the sports programme and the traditional service club meeting, to which Guest Relation Manager Stefan Vetter invites the members of Rotary, Lions and other clubs for an informal get-together.

At the PRE-Cap in the early evening, our experts present the next destinations of our trip, Silver Islet and Battle Island, and later we meet Thilo Natke and Stephan Börries for a travel talk, during which cruise consultant Janet Klinder asks the two experts about their favourite trips and the experiences and impressions they have gathered along the way.

The sky cleared up more and more during the afternoon and the evening was kind to us, allowing us to admire an impressive sunset.





Monday, 23. 09.2024 Silver Islet / Canada

Midday position		Air pressure hPa	Temperature (°C)		Humidity	Wind Beaufort
Width	Length		Air	Water		
48° 19,5' N	088° 50.1' W	998	17	18	80	1
Sunrise: 07:44				Sunset: 19:52		



Today's destination, Silver Islet, is a first for HANSEATIC Inspiration and the stage fright is already spreading on board early in the morning, when most of us are still asleep or at breakfast. The fog then lifts and a glorious autumn day bathes the shoreline in soft sunlight.

Silver Islet refers to both a small rocky island and a small community at the tip of the Sibley Peninsula in Northwestern Ontario, Canada. The island is located at the tip of the Sibley Peninsula and was once

home to the richest silver mine in the world. After most of the purest ore from the original site had been mined, a second vein was discovered in 1878. By 1883, most of the high-grade silver had been extracted and the price of silver had fallen considerably in the meantime. The end of the silver mine was sealed when a coal delivery failed to arrive in time before the onset of winter. The pumps holding back the water from the lake stopped and at the beginning of 1884 the mine shafts on the island, which had reached a depth of 384 metres, were flooded. The shafts were never drained again and underground mining operations never resumed. In the 16 years that the mine was in operation, silver worth 3.25 million dollars was extracted. Most of the houses that were originally built for the miners are now used as private summer homes.





Our tender boats moor at the new pier right next to the General Store, the village's general shop, which also has an excellent café and sells souvenirs in a historic setting. Silver Islet lies on the edge of the Sleeping Giant National Park and many of us set off to explore one of the many hiking trails. Not far from the village, a particularly beautiful path leads to a natural monument known as the Sea Lion. This is a rock formation where a rock arch on the shore resembles a mythical creature that was turned into a rock as punishment for a betrayal in the legends of the indigenous people here. The morning in Silver Islet is far too short, but in the

afternoon we want to explore this stretch of coast from the water in the Zodiacs. We get very close to the islet where the buildings of the silver mine once stood and can even see the shaft openings under the water surface that were flooded when the mine was abandoned. During the Zodiac trip, we can then visit the sea lion again and admire it from a completely different perspective.



After dinner, the evening programme draws us to the pool deck once again, where cocktails are being mixed tonight. We can see for ourselves that our officers are not only seaworthy when it comes to nautical matters, but also when it comes to mixing cocktails: shaken or stirred?





Tuesday, 24.09.2024 Battle Island

Midday position		Air pressure hPa	Temperature (°C)		Humidity %	Wind Beaufort
Width	Length		Air	Water		
48° 45.5' N	087°33.9'W	91	16	18	90	1
Sunrise: 07:41				Sunset: 19:45		



This morning we reach the next destination on this journey: Battle Island, a small, now uninhabited island on the natural Simpson Channel between Lake Superior and Nipigon Bay in Ontario's Superior County. HANSEATIC inspiration anchors off the island shortly before eight o'clock in the morning and shortly afterwards our first Zodiacs explore how and where we can best land and what adventures await us on this expedition day on the island. Landing is no problem, as there is a small pier where our Zodiacs can easily moor. There are different stories about the origin of the name, Battle Island. It has not yet been conclusively established.



The destination of a hike that takes us through a truly enchanted forest is the island's lighthouse. Commissioned in 1875 as an initially wooden structure, the current lighthouse was built in 1915 and equipped with a catoptric light. This is a sea mark that is amplified with reflective light, i.e. reflections, and was thus able to show ships the way to Rossport, nine kilometres away. At that time, a foghorn was also added and the entire facility was looked after by two keepers who lived on the island with their families. Today, the lighthouse and the former keeper's house are looked after by a group of friends who are responsible for maintaining the buildings and paths. Incidentally, it has still not been possible to find out who owns the Chevrolet parked in the forest.



In the afternoon, the marina on the aft deck was opened in sunny weather and a few brave souls decided to take an autumnal dip in Lake Superior. Those who didn't want to get so wet, were invited to try their hand at shuffleboard on deck nine. The aim of this cult game on the high seas is to use a wooden pusher, the cue, to shoot your team's pieces into the square with the highest score or to push the opponent's pieces (puks) out of the square.

After the evening preview of tomorrow's activities by our experts, there is a very special dinner today: Each of the chefs from HANSEATIC Inspiration has created a very special dish today as part of the chef's dinner and has been named on the menu. And so that we can also get to know the people who look after our well-being in the kitchens every day, Chef Björn Seidel will introduce us to his staff later after dinner in the HanseAtrium.

After the evening preview of tomorrow's activities by our experts, there is a very special dinner today:





Wednesday, 25.09.2024 Terrace Bay / Slate Islands, Canada

Midday position		Air pressure hPa	Temperature (°C)		Humidity	Wind Beaufort
Width	Length		Air	Water		
48° 45.0' N	087° 06.1' W	991	16	18	80	2
Sunrise: 07:40				Sunset: 19:41		

Today we experience another first when the HANSEATIC Inspiration drops anchor in Terrace Bay and we reach this beautiful spot with the Zodiacs. A long sandbank lies in front of the landing site and our Zodiac drivers are guided through the shallow water by colourful prigs. We are greeted at the landing site by Paul, who is also the mayor of the small town when he is not doing his second job as harbour master. Well equipped with maps and the recommendations of our experts, who had gone ashore well before us and explored the surrounding area, we set off to explore the beauty of Terrace Bay.



Terrace Bay is a community in the District of Thunder Bay in Northern Ontario, located on the north shore of Lake Superior east of Thunder Bay along Highway 17. The name comes from a series of lake terraces that were formed when the water level of Lake Superior dropped after the last ice age. The town was established in the 1940s as a settlement for the employees of a pulp and paper mill. At the same time, the Aguasabon Generating Station was built by the Ontario Hydro Water Division to divert the north-flowing Long Lake south into Lake Superior through the Aguasabon River system. The diversion of the river also gave Terrace Bay its biggest attraction, the waterfalls, through which part of the Aguasabon is channelled into Lake Superior via waterfalls. A hiking trail leads from the visitor centre through beautiful scenery to these waterfalls. The upper of the two waterfalls is particularly impressive due to its dramatic location in a narrow gorge. For those who

don't feel like hiking today, the boardwalk with its benches and wooden armchairs offers a wonderful place to enjoy the view of Lake Superior in the sun.

Everyone is back on board by lunchtime, because this afternoon we are going on another Zodiac cruise, this time in the Slate Islands archipelago.

The Slate Islands are a small archipelago in Lake Superior, Ontario, Canada, about 12 kilometres south of the city of Terrace Bay. The archipelago was created by a meteorite impact that formed a crater about 32 kilometres wide. In 1985, the Ontario government established the Slate Islands as



a provincial park for the natural environment. The islands are known for the largest herd of boreal woodland caribou in Ontario. The archipelago consists of two main islands, five secondary islands and numerous smaller islands and covers a total area of approximately 36 square kilometres. One of the two main islands was named after William Patterson, a former lieutenant-governor of Saskatchewan. In 1985, the Slate Islands were protected as an Ontario Natural Environment Provincial Park. The islands' remoteness is ensured by the almost 9 kilometres of open, wild waters of Lake Superior and their distance from larger communities.

In bright sunshine, we take our last Zodiac cruise of the trip in the Slate Islands, as we are not allowed to do so in the USA. We enjoy the wonderful landscape with its large and sometimes tiny islands all the more and some of us are even lucky enough to spot bald eagles circling over the archipelago.



After the preview of tomorrow's day, which our experts will give in the early evening, and dinner, an extraordinary event awaits us, hosted by our expert Dr Wolfgang Grams in the HanseAtrium: as part of a relaxed round of talks, we will share our experiences with Canada and the United States. Very different contributions will provide a colourful picture of these countries, which even today are still inextricably linked to the promise of freedom and opportunity.

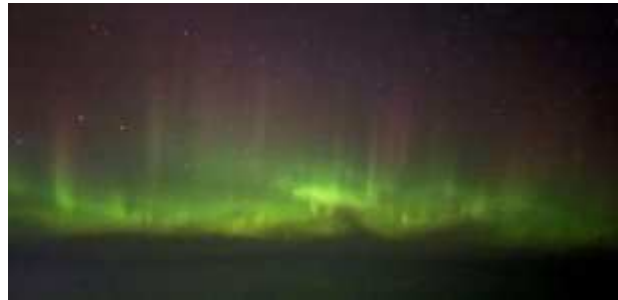




Thursday, 26.09.2024 Sault St. Marie, USA

Midday position		Air pressure hPa	Temperature (°C)		Humidity	Wind Beaufort
Width	Length		Air	Water		
46° 30.0' N	084° 19.6' W	998	16	19	85	1
Sunrise: 07:30				Sunset: 19:28		

Not long after midnight, we are woken up today by an announcement from our captain, Jörn Gottschalk: aurora borealis can be observed in the night sky. This phenomenon in the northern hemisphere occurs when magnetic particles that have been released from so-called solar nebulae touch the Earth's atmosphere. While auroras used to be limited to regions further north in the past, they can now be observed much further south when the constellation is favourable due to the changing climate



In the early morning, we pass the Soo Locks in foggy weather and HANSEATIC Inspiration moors on the US side of the Saint Mary River, where we will officially enter the United States of America. Both geographically and historically, this otherwise inconspicuous place is of considerable interest. The city on both sides of the Canadian-US border takes its name from the river that separates the cities, but also connects them.

The Saint Marys River forms the outflow of Lake Superior, the largest of the five Great Lakes. The river leaves the lake at the end of Whitefish Bay and flows about 120 km in a south-easterly direction to Lake Huron at a gradient of just under 8 metres. There are therefore rapids at the outflow from Lake Superior, from which the name of the town derives in Old French "Sault". The locks, which have existed here since 1798 to overcome the rapids, are called Soo Locks, which has developed colloquially from the French sault.

To enter the USA, we all have to leave the ship and take buses to the official border crossing between Canada and the United States, which is located near the Sault Ste. Marie International Bridge, an imposing steel structure over which thousands of commuters cross the border every day.

After an unusually short immigration procedure, we have now officially arrived in the United States of America and are travelling back to the city by bus.



We spend the rest of the day in Sault St. Marie and during a very interesting visit to the information centre of the Soo locks, we can observe the locking of large freighters from a visitor's platform.



A visit to the Tower of History is also worth-



while. The concrete tower in the Brutalist style from the 1970s was planned as the steeple of a large church that was never built. Today, the tower houses a small museum. The main attraction is the viewing platform at the top of the tower, which offers a magnificent view of the city, the locks, the rapids and the opposite Canadian bank of the Saint Mary River under a cloudless blue sky. From up here, we also have a marvellous view of the HANSE-

ATIC Inspiration, which is moored at the pier nearby. And right next to our beautiful ship is the berth of the Valley-Camp, one of the large freighters, which is set up here as a museum ship. The museum ship tells the story of shipping on the Great Lakes and documents the fate of some special ships and their crews. We gain an insight into the exciting world of transport routes and see the conditions under which the sailors carried out their hard work.

At 19:00, the HANSEATIC Inspiration cast off and during dinner, the Michigan landscape, bathed in soft evening light, passes by our windows. In the evening programme, Thilo Natke does not talk about challenging hiking trails, but about his experiences as a cruise ship captain in the polar regions of the world.



Saturday, 27.05.2023 Mackinac Island, Lake Michigan

Midday position		Air pressure hPa	Temperature (°C)		Humidity	Wind Beaufort
Width	Length		Air	Water		
45° 50.9' N 084° 35.5'W		997	18	19	80	1
Sunrise: 07:33				Sunset: 19:27		

Today we are guests on Mackinac Island and early in the morning the sun is shining in the bright blue sky!



horse-drawn carriage, hired bicycle or on foot, as cars have not been allowed on the island since 1908. That's why the main street of Mackinac doesn't smell of exhaust fumes from combustion engines, but rather of horse droppings, as the four-legged creatures not only pull the carriages that take visitors around the island, but also delivery and supply lorries. All of this is framed by houses in the style of the century before last, so that you almost think you've landed in a period film.

The island is located between the Upper and Lower Peninsulas of the state of Michigan and can only be reached by ferry or aeroplane. You can get around by



The strategically valuable location of Mackinac Island was already of particular interest to the French fur traders - as it was later for the British soldiers who built Fort Mackinac here in 1780. The excellently preserved fort is the oldest building in Michigan and one of the most popular attractions on the island.



Over 80 % of the 10 km² island is protected as Mackinac Island State Park. The extremely photogenic and surprisingly diverse landscape includes forests, limestone cliffs and sea caves. One of the most popular hiking destinations on the island is Arch Rock, a natural limestone arch through which you can look out over Lake Huron. Another destination for many is the majestic Grand Hotel, prominently built in 1887 and a sight to behold with its 220 metre-long colonnade of columns. From the colonnade, there is a magnificent view over the hotel's manicured garden out onto the lake.



And then, in the evening, another sign of the voyage's approaching port of destination: Captain Jörn Gottschalk bids us farewell with a farewell cocktail, the artistically designed sea chart is raffled off and the world-famous HANSEATIC inspiration shanty choir sings the old sea shanties, which tell of wanderlust, stars over foreign seas and the longing for the Reeperbahn and bring a little tear to the eye of even the strongest sea dog.





Saturday, 28.09.2024

Milwaukee, Wisconsin

Midday position		Air pressure hPa	Temperature (°C)		Humidity	Wind Beaufort
Width	Length		Air	Water		
43° 00.3' N 087° 53.1'W		997	17	19	67	1
Sunrise: 06:46				Sunset: 20:21		

Another morning appointment with fitness trainer Markus Jeschke and a wonderful breakfast before our experts bid us farewell with an entertaining RE-Cap. Over the course of the rest of the morning, we can review the many impressions and experiences of this journey, which is now slowly coming to an end. On-board photographer Björn Gerhards and Ramona Hartig, the videographer of this trip, have captured our journey in pictures and present their impressions of the various destinations and events on board.

At midday, the HANSEATIC Inspiration reaches the destination of our voyage: Milwaukee in the state of Wisconsin. Situated at the mouth of three rivers, the city centre has just under 580,000 inhabitants and is the centre of a metropolitan region with a population of around 1.7 million. The history of the city and its appearance were significantly influenced by German emigrants, many of whom left their homeland disappointed after the failed revolution of 1848 and built a new life here on the western shore of Lake Michigan.





One legacy of this generation of immigrants is the strong sense of community among Milwaukee's citizens. The city was considered very progressive in social matters and was even governed socialistically for long stretches of the 20th century. The German penchant for beer garden cosiness is credited with the establishment of a parks commission in 1880, which ensured that many green spaces were spared from settlement. The lakeshore was also landscaped and kept accessible to everyone. The city was considered exemplary for its public

transport system. The large breweries Pabst, Schlitz, Stroh and Miller, founded by German immigrants, earned Milwaukee the reputation of the American beer capital and there are still a large number of small breweries today that benefit from the reputation of the old large breweries. The so-called Turner Hall was also originally a gymnasium, which was used for physical training according to gymnastics father Jahn and is still important for the social life of Milwaukee today.

After the major crises of the so-called rust belt in the 1970s, which also hit Milwaukee hard, the city is trying to upgrade individual districts through targeted development programmes, such as the Third Ward, which has now become a popular nightlife district.

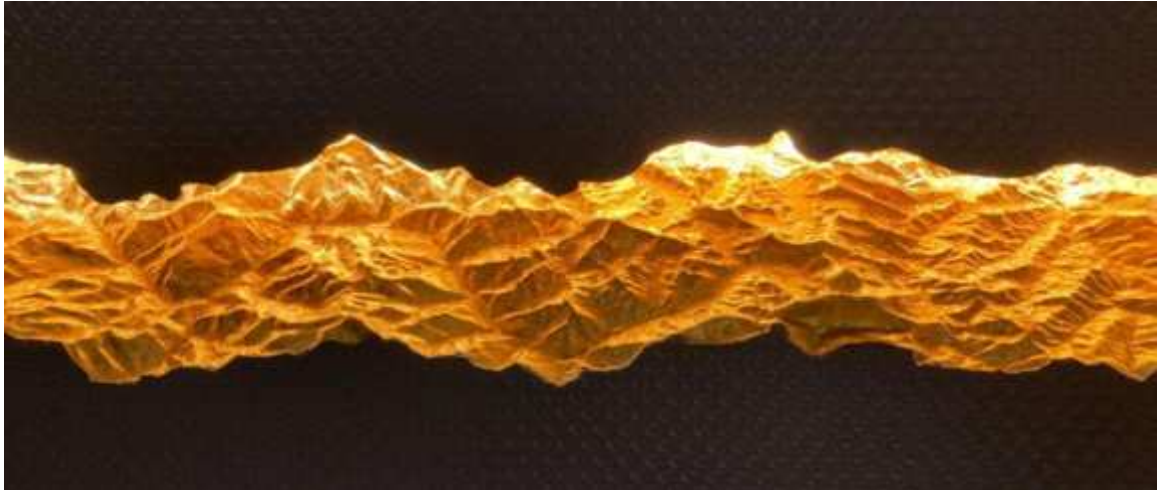
Milwaukee has developed its cultural centre directly on the shores of Lake Michigan, with the art museum as its main attraction. The Quadracci Wing, designed by Spanish architect Santiago Calatrava, with its movable sun roofs reminiscent of birds' wings, is particularly memorable for every visitor.

As the headquarters of the legendary motorbike manufacturer Harley Davidson, Milwaukee is also a place of pilgrimage for fans of motorised two-wheelers from all over the world.



On interesting excursions, which not only familiarised us with Milwaukee, its history and its traditions, we got a taste of the big city air again after the last, more rural destinations of the trip. But now it's time to pack our bags in the evening, because tomorrow most of us will have to say goodbye to this wonderful ship that has taken us across the Great Lakes of North America over the past thirteen days.





Sunday, 29.09.2024

Milwaukee, Wisconsin

Even the most beautiful journey comes to an end, and yesterday early morning the HANSEATIC Inspiration reached the port of Milwaukee, Wisconsin, after a 1,656 nautical mile (3,067 kilometre) voyage. We have seen a lot, experienced a lot, met friendly people, learnt new things, but also found time for enjoyment, relaxation and idleness.

After such wonderful days on board, it's not easy to say goodbye to the crew, who looked after and spoilt us so wonderfully, and to HANSEATIC inspiration. But perhaps we will see each other again soon on board one of Hapag-Lloyd Cruises' ships when it's time to cast off for a new voyage!



This travel diary was written by Stephan Börries, who would like to thank all his colleagues on board for their help and advice and for contributing one or two pictures. As there was also an editorial deadline for this travel diary, part of the daily schedule from the last day of the trip has been described on the basis of the daily programme. If, for whatever reason, there have been any changes, please add them yourself, dear guests, in handwriting in the "Own notes" section.

Own notes: