

# Vacation 2018

## The Broughton Archipelago & Desolation Sound

June 22<sup>nd</sup> to August 6<sup>th</sup>, 2018

[Overview Chart](#)

[Bottom Line & Statistics](#)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Sailing on my own.	Sailing with Paul LeBlanc	Sailing with Natasha Kryger			22 <a href="#">Montague Harbour</a> <a href="#">Galiano Is</a>	23 <a href="#">Pirates Cove</a> <a href="#">Decourcy Is</a>
24 <a href="#">Pender Harbour BC</a>	25 <a href="#">Hardy Island</a> <a href="#">Blind Bay</a>	26 <a href="#">Hardy Island</a> <a href="#">Blind Bay</a>	27 <a href="#">Sturt Bay</a> <a href="#">Texada Island</a>	28 <a href="#">Lund BC</a>	29 <a href="#">Squirrel Cove</a> <a href="#">Cortes Is</a>	30 <a href="#">Shoal Bay</a> <a href="#">Thurlow Is</a>
1 <a href="#">Douglas Cove</a> <a href="#">Forward Harbour</a>	2 <a href="#">Douglas Cove</a> <a href="#">Forward Harbour</a>	3 <a href="#">Farewell Harbour</a> <a href="#">Barry Is</a>	4 <a href="#">Pearsey Island</a>	5 <a href="#">Port McNeill</a>	6 <a href="#">Port McNeill</a>	7 <a href="#">Blunden Harbour</a>
8 <a href="#">Cullen Bay</a>	9 <a href="#">Echo Bay</a>	10 <a href="#">O'Brien Bay</a>	11 <a href="#">Claydon Harbour</a>	12 <a href="#">Polkinghorn Islands</a>	13 <a href="#">Port McNeill</a>	14 <a href="#">Farewell Harbour</a>
15 <a href="#">Port Neville</a>	16 <a href="#">Small Inlet</a>	17 <a href="#">Small Inlet</a>	18 <a href="#">Gowland Harbour</a>	19 <a href="#">Campbell River</a>	20 <a href="#">Campbell River</a>	21 <a href="#">Campbell River</a>
22 <a href="#">Campbell River</a>	23 <a href="#">Squirrel Cove</a>	24 <a href="#">Walsh Cove</a>	25 <a href="#">Pendrell Sound</a>	26 <a href="#">Predeaux Haven</a>	27 <a href="#">Tenedos Bay</a>	28 <a href="#">Refuge Cove</a>
29 <a href="#">Teakern Arm</a>	30 <a href="#">Lund</a>	31 <a href="#">Gorge Harbour</a>				
			1 <a href="#">Campbell River</a>	2 <a href="#">Sturt Bay</a> <a href="#">Texada Island</a>	3 <a href="#">Smugglers Cove</a>	4 <a href="#">Nanaimo, BC</a>
5 <a href="#">Ladysmith Harbour</a>	6 <a href="#">Home</a>	7	8	9	10	

Day/Date	Destination	Distance	Tides	Currents
Fri June 22	Montague Harbour <a href="#">CHART 1</a>	15	Fulford Harbour	
	<a href="#">BACK TO TOP</a>		0101 3.3	
			0819 1.3	
			1457 2.4	
			<u>1901</u> <u>2.0</u>	

**2015hrs** The light SW winds have finally died and the water is flat under a steely grey sky. No rain yet but I suspect there may be some into the evening or overnight. Although it's busy here there are still empty moorings available. It's not summertime cruising season just yet!

This morning started like other domestic mornings, the Friday morning newspaper with toast and coffee after taking Tasha for a walk. Yesterday had been blazing sun and strong, cool SW winds. This morning was calm under a partly sunny sky. Carey & I went grocery shopping, her for the house, for me it was the last-minute refrigerated items. Back home to pick up the rest of the boating stuff (the boat was mostly already loaded yesterday) and then down to the marina to load up. Two large blocks of ice under the thermal blanket, two bags of cubes on top. Then home to drop the van off and the bus back to the marina. By noon I was ready to go, first to the fuel dock to top off the diesel, then out of the marina and on the way. The main went up just outside Van Isle Marina with the genoa rolled out shortly after. A light SW wind drifted me through John Passage and, on a tight reach, I sailed towards Morsby Passage. The wind looked better there than towards Saltspring Island. Just out of the Passage the spinnaker was raised and, still on a bit of a tight reach with the wind just forward of the beam, I went screaming off towards Beaver Point and Captain Passage. Nice sail although a bit overpowered at times. A slight

turn downwind in Captain Passage made sailing easier under mostly sunny skies. Plenty of sailboats out powering up and down wind. The



flood had turned to ebb by then and I was against a ½ knot current at the Channel Islands. The original plan called for an overnight at Annette Inlet but the wind was still very steady and the spinnaker still pulling so I decided to keep going. It was only 1500hrs and only 12 nm to Clam Bay, why not! However, once into Trincommali Channel the wind got very light, particularly for downwind against an ebb. Montague it was then. The spinnaker came down and I reached back to the south entrance, then sailed to a mooring at the park, picking up a mooring on the second attempt. The first attempt was about 5 ft short, I couldn't quite reach it! I got a round of applause from a couple of guys in a sailboat just to windward and apparently two wakeboarders were doing a

running commentary on my technique! There are a few boats in here that I recognize, Jolie out of our marina and Five Buoys out of Van Isle. Mariko just came in was well. Tomorrow the wind is supposed to be light from the NW with a flood starting after 0900hrs. We'll see what actually happens!



[CHART 2](#)
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0133	3.2
0859	1.0
1623	2.6
2012	2.3

**0645hrs** A great nights' sleep with nary a sound to disturb the quiet. And it didn't rain. And this morning the skies are blue and the sun is just about to reach the masthead. It looks like it's going to be a great day (as long as we get some wind!). I'm reading a Lee Child book (Worth Dying For) that I probably read a number of years ago before I got into the Jack Reacher series. I sort of remember it but have no idea where it's going. I'll go ashore this morning for a walk, then drop by Mariko to see if Pattie is aboard. No rush this morning, the tide doesn't change until after 0900hrs.

**2130hrs** The sun has finally lost the top of the trees surrounding Pirates Cove. There is still a SE wind blowing in the channel outside, I can see the occasional whitecap, but it's calm in here. The skies are completely clear and it's still about 25c. I'm dressed in a sweatshirts with the cool air dropping with the approaching dusk. The end of the second day of holidays!

This morning was the quintessential summer morning once the rising sun had cleared Galliano Island. A perfect morning with not a ripple on the water. I rowed ashore for a walk around the park and a few photos, then a scrub of the waterline to get rid of the scum from our marina. Breakfast was an egg muffin and orange juice. The rest of the boaters were very reluctant to greet the day, hardly anyone on deck yet. By 0930hrs there was a light NW breeze in the anchorage. I got the boat ready

and cast off, sailing off the mooring and out into the north entrance. A few tacks and the wind simply evaporated as far as the eye could



see. Glass! I turned the engine on reluctantly and motored for a while. A light NE wind developed and I was reaching towards Poulier Pass in light airs. There were points where I was almost stopped, and then points where I was on a tight reach at 5 knots.



Just outside Retreat Cove

A few clouds formed and I listened to the official forecast for tomorrow. The wind is from the SE in Georgia Strait today and that's supposed to



continue tomorrow, then it turns to NW at 15 – 20 for the next three days. I decided to try and get across tomorrow instead of stopping in Nanaimo. The change to NW isn't supposed to happen until late afternoon and the current changes at Dodd Narrows at 0815hrs, just about right for an early departure.

The sailing was slow as I made my way up Trincomali Channel, past Poulier Pass with a blast of wind and eventually out of wind near Tree Island. I motored over to Herring Bay, my first choice for the night. It had a large power boat at the best anchoring spot so I motored on, around the corner and into a busy Pirates Cove. Rick & Ann's boat wasn't here so I tied up to their spot. A woman by the name of Cathy soon appeared outlining rules that Rick either didn't know or didn't care about. Eventually we agreed

that I could stay with a \$ 30 moorage charge (\$1 per foot).

I whiled away the afternoon with reading my Lee Childs book and replacing the "Natasha's Dinghy" sign on the inflatable. Warm sun and warm wind, I don't think I fell asleep but I'm not sure. Boats came and went. Eventually I heated up the smoky on the barbeque and had dinner close to 2000hrs. Now dusk is falling and I'm not that far away from lights out. My face is on fire and it's been a long day on the water. It's an hour to Dodd Narrows from here tomorrow so I should be casting off at 0715hrs. Coffee and breakfast cake on the way. It's also supposed to be showery tomorrow, particularly in the afternoon as the cold front moves across. It may be a "thermal" day.



Day/Date	Destination	Distance	Tides	Currents
Sun June 24	Pender Harbour <a href="#">CHART 3</a>	40	Fulford Harbour	Dodd Narrows
	<a href="#">BACK TO TOP</a>		0203 3.1	0132 0502 -5.9
			0836 0.8	0813 1143 +7.1
			1726 2.8	1505 1800 -4.3
			2121 2.5	2059 2329 +4.1

**1530hrs** Anchor is down in Garden Bay, Pender Harbour with a light rain falling on deck. It's not supposed to be heavy rain, but it's wet none-the-less. Not many boats anchored in here (Joli being one of them) but there are more permanently moored boats than two years ago. It's making anchoring a bit more difficult!

This morning I was up early, the sun coming up over Valdes Island at around 0600hrs and there was already a breeze outside the anchorage. I made up a cup of coffee and had some breakfast cake, got the interior of the boat ready and I was underway by 0630hrs. Another sailboat had already left before me, probably with the same destination and current change at Dodd Narrows in mind. Outside of the Cove I raised the main and rolled out the Genoa, off sailing to windward and Ruxton Passage under partly cloudy skies by 0645hrs!

A pleasant little sail around the corner and up towards Dodd Narrows, five miles away. There was already a line of boats forming marching towards the Narrows, many with AIS



transponders showing up on the chart plotter. I was about half way there, drifting on a broad reach in disappearing winds when I fired up the engine again at 0745hrs, time to get to the Narrows. The usual call-ins on VHF 16 by a number of boats, both sail and power, as we all drove though at nearly slack water. A surprise on the north side in that Zulu was southbound, just approaching. I called on the radio but no response. I did wave though, and I think they recognized me.



The engine was turned off and I was gibing downwind in Northumberland Channel in a decent breeze. Two freighters were anchored in deep water on the outside of Newcastle Island and the wind was quite light, the seas a bit sloppy. The weather forecast was calling for 10 – 15 knots from the southeast. The weather App said the same thing, already 17knots in mid Strait. The spinnaker went up and I made it into Horsewell Channel, the wind finally filling in again. Then it was hang-on as the wind really filled in and we were off and running. Whitecaps were dancing on wave tops with water rushing by as the old

spinnaker strained us up over 6 knots on a reach. A great sail! Not another boat in sight except near the horizon.



Two sailboats well ahead of me were downwind and vertical, not a whole lot of wind out there apparently. I should've been taking the spinnaker down but if the wind was lighter ahead, it was staying up. About an hour later I reconsidered. There were more whitecaps ahead and the seas were up around 1.5 meters. The forecast was calling for stronger winds later in the afternoon as a cold front came through, possible thunderstorms overnight. Time for the spinnaker to come down. Not so easy as the boat rolled in the waves, full time steering required! I managed to get it all into the cabin without getting it wet, cleaned up the deck and rolled out the genoa. Off and running again with a bit more control.

By 1400hrs I was in past North Thumberland Island and the wind was getting light, not really

enough to sail by with the sloppy seas. I fired up the engine as grey clouds drifted across the Strait behind me and climbed over Texada Island abeam of me. Time to get into port before the rain started to fall. I motored in around Francis Point and into Pender Harbour just as the first drops slapped into the deck. I even managed to get the anchor down before the serious rain started. It's certainly not cold. I may be in for a nap this afternoon!

**1800hrs** It was only supposed to be a short nap, but it sure felt good! The rain is coming down hard now. I just woke up and thought I'd better get the cameras out of the cockpit bag and stepped into an inch of water at the back of the cockpit. The drain stoppers were still in! It must have rained harder than I thought while I was out! No barbeque tonight!

**2100hrs** Still raining hard and it looks like that will continue for a while. I'm finally going to turn the heat on, it's been quite pleasant in here all evening. Dinner was a bowl of soup and a bun, filling and that's all I needed. I've been updating the computer data bases for sailing/motoring hours/miles, finally figured out percentages. Since 2012 (engine replacement) I'm averaging 63% of my time under sail, not bad. Still a lot of motoring but that's what you get sailing BC waters in the summer. Time for a glass of wine and start a new book.





Day/Date			Destination	Distance	Tides	Currents
Mon	June	25	Hardy Island <a href="#">CHART 4</a>	18	Point Atkinson	
			<a href="#">BACK TO TOP</a>		0326	4.2
					1049	1.0
					1814	4.2
					2310	3.3

**1150hrs** Light rain beats on the dodger as sunshine pours in the windows, a small front with big clouds is slowly making its way eastbound. I just put the anchor down in Gerrans Bay, part of Pender Harbour that I have not been to yet. Lots of houses and boats of all kinds, working, cruising and derelict. Two “Harbour Cat” tour boats just cruise by. I’ll wait for about an hour and then get underway again.

After last night’s entry the wind started to gust from the SE, the anchor rode straining against the roller. I stayed up till about midnight as the wind slowly eased. Not much action on any of the boats in the harbour, or any of the houses on shore. A quiet place when it rains. This morning the skies were broken and the decks still soaked from yesterdays’ rain. The world slowly came awake with some boats leaving early, headed south on the falling tide perhaps. I dried the cockpit out and had a coffee with my usual cookies. It wasn’t cold at all as I watched the docks at Madeira Park across the way,



looking for space. By 1000hrs I was ready to move over there to get some ice, groceries and a shower. The sun came out and summer had returned. Nothing much has changed at Madeira Park other than more permanent old boats at the dock. I got the groceries and the shower (and shave) was great. It’s free moorage for an hour so at 1100hrs I cast off and slowly headed towards the harbour exit as a large dark blue cloud approached slowly from the northwest. Rain was sheeting down from it. The weather App was calling for small cells to move over during the day, this was one of them. I circled back and anchored in Gerrains Bay just as a few drops fell. It’s dry again in the time I’ve been typing this but I’ll wait a bit yet, wait for that cloud to move on.

**2145hrs** Just climbed inside as the air is cooling quickly. The breeze from the west has finally died of and a very light ripple is drifting in from the SE. I’m stern tied in the outer basin at Hardy Island. There are only a few other boats here, not busy at all. But of course, there’s an American power boat (Points North III) with a noisy generator running close to the inner basin. Typical. There are plenty of thick clouds around with openings for a pretty spectacular sunset, the green hills glowing bright orange as the sun hit them. It’s almost time for bed, it’s been another long day.



It wasn't too long after my last entry just after noon that the clouds parted and the sun came out again. The anchor came up and I was under way again, this time decked out in warmer clothes and prepared for sailing. Once out of



Pender Harbour the winds proved quite light from the NW in Malaspina Strait. Hard on the wind at 4 knots headed for Texada Island on quite calm seas. The flooding tide really didn't help all that much (and it's a big flood) as I sailed most of the way over to Texada. There were very few other sailboats out, just some white specks on the horizon. The wind went very light as I tacked back towards Cape Cockburn. The options were Sturt Bay at the north end of Texada if the wind filled in, or Hardy Island if the engine had to be used. The forecast for tomorrow was essentially the same as today, light variable winds. As I neared Cape Cockburn the wind evaporated and the engine came on. Then, half an hour later, a SW breeze came up, strong enough that I started thinking Sturt Bay again. The spinnaker went up and I



reached off towards Jervis Inlet, not wanting to run straight down wind in that light a breeze. I finally had to give up, take the spinnaker down, and start the engine about ½ an hour out of Hardy Island, the water turning to glass.



I got in here about 1630 hrs and set the anchor without too much difficulty. The sun was warm and shorts and T Shirt was the dress of the day. Some more boats came in as the evening progressed. I fired up the barbeque again and had huge burgers that I picked up at Maderia Park. Very tasty and very filling. Then it was back into my latest book, "A Ship Must Die" by Douglas Reeman. Very much like "The Cruel Sea", written in the same style. Someone over at the granite quarry (which is active again) was shooting a variety of firearms, everything from handguns to rifles. Lots of echoes in the bays, very loud. Whoever it was has stopped now. I've got mosquito coils out tonight, the little buggers are in the cabin!



Day/Date	Destination	Distance	Tides	Currents
Tue June 26	Hardy Island	0	Point Atkinson	
			0402	4.1
			1126	0.9
			1855	4.3
			2358	3.4

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**2100hrs** Another day already gone, not that it was a particularly long day. I'm in the cockpit with the laptop as the last of the sun touches the top of the mountain to the east, a few clouds catching the last yellow rays before they turn crimson as the sun sets. There's still a breeze rippling the water with laughter from a large power boat carrying far. The full moon is peaking up over the Fox Island to the east. It should be a beautiful evening.

This morning started with sunshine reaching the deck before I was up. I must have fallen asleep again! Coffee and cookies in the cockpit, eventually followed by pancakes for breakfast. I went for a row around the reef that forms this bay to see what was happening out in Malaspina Strait. There was just a light breeze in the anchorage but whitecaps out in the strait! From the northwest of course! It was time to take a break anyway so I decided that I would wait till midafternoon to go or stay. A bit of a lazy day

followed. I was into a James Patterson book that was interesting, and boats came and went. I replaced the rubber seal on the forward hatch, put the two end stoppers on the cockpit aft track and did some waxing in the cockpit. A small deer strolled across the bare reef, munching on plants on the knoll. The tide was down to about a foot with plenty of rocks to wander around on. A large power boat came into the anchorage, an Ultimate 86 called "Sea Hawk" with paid crew washing the windows down once the anchor was set in the deep end of the anchorage. Must have been some spray that reached the windshield! The wind continued to blow from the NW with a forecast of lighter winds tomorrow. I wasn't going anywhere today. Eventually a nap in the cockpit worked out just fine, the sun was nice and warm.

Now the sun has completely gone over the horizon, the clouds overhead grey. The wind has virtually died and it's quiet.



vacation 2018 - The Brodgritons - June 22 - to August 10, 2018





Vacation 2018 – The Broughtons – June 22<sup>nd</sup> to August 10<sup>th</sup>, 2018

Day/Date	Destination	Distance	Tides	Currents
Wed June 27	Sturt Bay <a href="#">CHART 5</a> <a href="#">BACK TO TOP</a>	31nm	Point Atkinson 0438 4.1 1201 0.8 1932 4.4	

**1915hrs** A light rain patters down on the deck with the NW breeze finally slowing down a bit. I'm secure at the docks of the Texada Sailing Club in Sturt Bay, one of four boats tied to the guest dock. A light dinner of the last smoky is out of the way and the Zinfandel is nice. It's warm in here, not that it's that cold outside.

So this morning the forecast called for 10 to 15 knots from the northwest for Georgia Strait North, switching to SE 10 -15 in the early afternoon. I knew there was a huge falling tide all morning and that it was going to be an uphill struggle all the way. I got the boat ready after scrambled eggs and ham (and a coffee, of course) and by 0900hrs I was motoring out of



Blind Bay into a sea of whitecaps and partially cloudy skies. The genoa was rolled out with the main held down, lots of power, and off I went towards Texada Island across the strait. The decks were soon awash with water and spray, quiet an invigorating sail! All the way across and all the way back to have gained only about 2 nm to the north. Oh well, it was a great sail. I tried

short tacking along the mainland shore, then out into the middle again, and all the way over again, there was no relief from the current against and my tacking angles looked horrible! There were a number of sailboats southbound as well, motoring! Why have a sailboat!? The big white water tower on shore slowly moved astern and the wind eased a bit, the reefed main went up, then the full main went up. The whitecaps disappeared and it became a comfortable cruise. Then the wind picked up again, the reef went back in again. And so it went, slowly climbing to windward along the shore and out into the strait. Came across Grand Cru on the Texada side, at least he was broad reaching. I



reached him on the radio and learned that he was part of the long-distance club cruise, headed for Pender Harbour for the Canada Day long weekend. As I sailed closer to Grief Point I called up Lund on the chart plotter, only 17 miles away. The current was supposed to change to flood around 1230hrs but I couldn't tell yet. The wind had eased considerably as I sailed across towards Sturt Bay, trying to get around the Grief Point



corner towards Westview. All the way across and ominous grey clouds were painting the horizon to the west. The wind was getting light and the promise of a switch in the wind direction told me that there would be a lull, no wind for whatever time it would take for the SE to build. I didn't want to be bobbing around in the leftover seas if that was going to happen so decided to head to

Sturt Bay as originally planned. Got there just before 1500hrs, lots of room at the guest dock. I wiped some of the salt spray off the dodger and the windows with a wet rag, the rest will wait for Lund tomorrow. Of course, the wind never did switch and is still blowing from the NW. Now the forecast is for that to continue tomorrow, no more SE winds. It will be a long climb up to Lund.



Day/Date	Destination	Distance	Tides	Currents
Thu June 28	Lund <a href="#">CHART 6</a>  <a href="#">BACK TO TOP</a>	24	Point Atkinson 0041 3.4 0513 4.0 1236 0.8 2007 4.5	

**1730hrs** Rain drops once again are bouncing off the dodger, sporadically but still getting things wet. At least there's no wind so it's not blowing into the open hatch. Cold it is not! And the docks at Lund are certainly not busy (yet). I'm on "B" dock and there's still room behind me. The laundry is all done and the fresh groceries are aboard. The shower was most welcome as was the change in clothes. I'll head up to the Hotel pub for dinner tonight a little later.

This morning proved somewhat enlightening in that the sun was shining in the boat. I woke up a couple of times overnight to the sound of rain pattering down on the deck. To see sun this morning was most welcome. The forecast was for light NW winds switching to SE 10 – 15 early in the afternoon, a chance of showers. And it was a huge dropping tide again. I figured four hours to get here and so left at 0830hrs, the waters rippled with the NW breeze already. A very nice sail hard on the wind all the way past Westview and right to the old ship breakwater




at the pulp mill of Powell River. Then it was tacking back and forth in light winds up past Harwood Island to just north of Scuttle Bay where the wind simply evaporated. The engine came on and I powered, past Dinner Rock, under darkening skies the rest of the way.



The wind has stayed calm with no SE wind coming up. The water taxis are running back and forth to Savory Island, it's the Canada Day long weekend coming up and there's lots of people going over there. The water taxis are loaded right up with boxes and boxes.

**2000hrs** Traffic has all stopped moving and quiet has descended on Lund. All that is, except the group in the large Hunter right behind me (or right in front of me as I sit in the cockpit updating the log). They came in late, tied up to the breakwater and then moved into the short space behind me while I was at the Hotel for dinner. Speaking of dinner, the halibut was great but the service was somewhat primitive, like being at the Ladner Hotel! All's good though.

Day/Date	Destination	Distance	Tides	Currents
Fri June 29	Squirrel Cove <a href="#">CHART 7</a>	11	Point Atkinson	
	<a href="#">BACK TO TOP</a>		0122 3.4	
			0548 4.0	
			1310 0.8	
			2041 4.5	

0630hrs It's raining again, oh no, it's raining again....  Yes, in the words of Roger Hodgson, it looks like another day of rain. Not that it's been all that bad so far, but this is supposed to be June! After a good nights' sleep (finally chasing down that lone mosquito last night) this morning I awoke to the sound of rain on the deck. I wanted to get up early to take advantage of the internet access to download the latest edition of Good Old Boat, something that wasn't working last night. Probably too many people on the limited access internet. I was successful this morning and then took care of some banking at the same time. Ah, technology! It's just about time to wander up to Nancy's Bakery for breakfast and then get some ice cubes for the cooler. The big blocks of ice are doing just fine and I should be able to get two more bags of cubes in for the next 4 – 5 days. The rain is supposed to taper off this morning although there is an 80% chance of rain again tomorrow. Then two days of sun before the rain returns. I'm going to have to figure out which way I want to get up to Johnstone Strait; around the back side of Desolation Sound, up the middle (Breezy Pass), or by way of Campbell River and Discovery Passage.

2130hrs Just into the cabin with the heat on under partly cloudy skies. It's cooling off rapidly as the low clouds open up to the clear sky. There's not a ripple on the water in Squirrel Cove where 28 boats rest easily as night falls.

There's still lots of room between boats and when I get here with Natasha three weeks from now there will probably be in excess of 100 in here. Roy & Ann are here on Amulet as well, anchored in the far corner. I went for a row over to the lagoon rapids, still a rising tide and too fast a current to row in (and get back out!).

After this mornings' entry I walked up the Nancys' Bakery for a coffee, two cinnamon buns and a loaf of apple bread. The one bun was for breakfast, the other for tomorrow morning. Then I disposed of the two small bags of garbage to the "garbage man" on the dock and picked up three bags of cubed ice. The light rained continued to fall and I was in no hurry to go anywhere. I filled up the water tank and then walked up to the sweater store above the bakery. Yes, I bought another one, a multicolored blue cardigan. Expensive, but warm! Eventually I was done doing what needed doing and it was time to get into rain gear and motor over to the fuel dock. I still had plenty of fuel but it was going to be the last fuel stop for a while, probably until Port McNeil, so all of 11 liters went into the tank! Oooooohhhh, break the bank! By 1030hrs I was underway, the skies lightening a little and not getting wet. No wind at all and glassy seas as I powered up Thulin Passage past the Copeland Islands. Not that many boats out and about yet and the ebbing tide wasn't really slowing me down much. It got a little wetter as I powered into Desolation



Sound itself and two hours of motoring put me into the entrance of Squirrel



Cove just as Brent Bezuggly called on the phone to try and sort out a plumbing problem. There was lots of room to anchor almost anywhere I wanted to. The tide was very low and the rocks clearly visible. The anchor was soon down and, after tidying up the boat, I replaced the toilet pump head (the lever was always jamming) and tried the outboard motor for the first time this year. It started on the second pull! I toured



around the anchorage as more boats came in, giving the little motor a bit of a workout. Then it went back into the locker, probably till Paul gets here. I'd rather be rowing! The afternoon skies lightened up considerably and sunlight played on the water and trees for a bit. It certainly wasn't cold out! Dinner was the last of the hamburger on a slice of the fresh bread, quite tasty and filling. Now I'm updating the log after calculating potential destinations for tomorrow. It looks like Sat and Sun are going to be mostly sunny with another wave of rain coming on Monday/Tuesday. If that's the case then the winds in Johnstone Strait should be manageable on those rainy days, potentially even a run downwind. The current is ebbing with me until about noon tomorrow and until early afternoon for the weekend. I was thinking about going through Hole-in-the-Wall tomorrow and trying to reach Johnstone Strait tomorrow, but that's 32 miles away and would be motoring all the way. The reality is that I still have a week to get to Port McNeil to meet Paul, lots of time. Ideally (if the weather follows the prediction) I want to transit Johnstone Strait on Monday & Tuesday before the westerlies start up. But the weather forecasts (particularly for wind) has been incredibly wrong for the past 4 - 5 days. I'll have to see what happens before I commit. Now I have to kill a few mosquitos again!





Day/Date	Destination	Distance	Tides	Currents
Sat June 30	Shoal Bay <a href="#">CHART 8</a>	27	Point Atkinson	Gillard Passage
	<a href="#">BACK TO TOP</a>		0204 3.4	0626 0929 -6.4
			0623 3.9	1231 1600 +9.4
			1343 0.9	1938
			2115 4.5	

**1230hrs** Well, timed that rather poorly. As I approached the dock at Shoal Bay the skies literally opened up and it just sheeted down rain. Understandably, no one in any of the boats already secure here came out to give me a hand! Ha! I wouldn't have either! No problem getting in anyway and then I just waited outside in the rain for it to ease up before climbing inside, trying to keep the interior a little dry. There's still room here, but it's early. A Bayliner 45 called "Lounge" with Pattie & Paul came in just after me, they're walking up to the "pub" to see if it's open (to pay moorage).

This morning I almost slept in, not getting up until 0645hrs. It didn't take long to get ready and I had the anchor on deck and was underway just after 0700hrs. It was 12 miles to the Yuculta Rapids (Gillard and Dent Passage) and I wanted to get there well before slack at 1230. A low ceiling with threatening clouds covered Calm Channel as I motored north on

glassy water. Not a whole lot of boats moving around yet, just a few die-hard fishermen along the shores. The rains came and went, breakfast was the second cinnamon bun from Nancys' Bakery, I spoke with Carey about going to the Sidney parade tomorrow and I spoke to Paul about his plans to get up here. He is leaving home on Wednesday, plans to be in Port McNeil some time on Friday. The current was definitely in my favour all the way to Gillard Passage, arriving at 1030hrs, an hour after maximum ebb. A little apprehension as the



current swept me forward, covering ground at 8+ knots. There was a low mist and clouds adding a surreal feeling as the smooth water turned into whirlpools, motoring through at 12+ knots. The air temperature dropped dramatically as I turned the corner towards Dent Island and the next rapids. They weren't nearly as fast with smooth water well north of the end of the passage, then whirl pools and rough water. Altogether, a bit of a non-event, much like Active Pass or Dodd

Narrows. Anyway, a nice boost along Cordero Channel as I considered a destination for the night. The



weather forecast is calling for strong (20 – 35 knots) westerlies in Johnstone Strait until Wednesday when it should slow down to 5 – 15 knots. I was originally thinking Cameleon Harbour which would give me the option of

going straight to Johnstone Strait tomorrow. But with that forecast I'll be going the long way through Green Point Rapids, so I headed to Shoal Bay instead.

2000hrs The rain is hammering on deck again after a reasonably dry afternoon. Boats have come and gone, based on tides in either direction. The group here at the moment is three sailboats and three power. We all met at the "pub" for "happy hour" during a reasonably long dry spell. Interesting conversations with a \$9.00 beer. Mark, the proprietor, is an interesting, down-to-earth kind of guy. I eventually came back to the boat for my BBQ chicken and beans dinner. Filling, and one of the dogs here provided a quick plate rinse. I have the heat on in the cabin and hopefully my rain gear dries out before the morning. Nothing much else is going on at the moment.

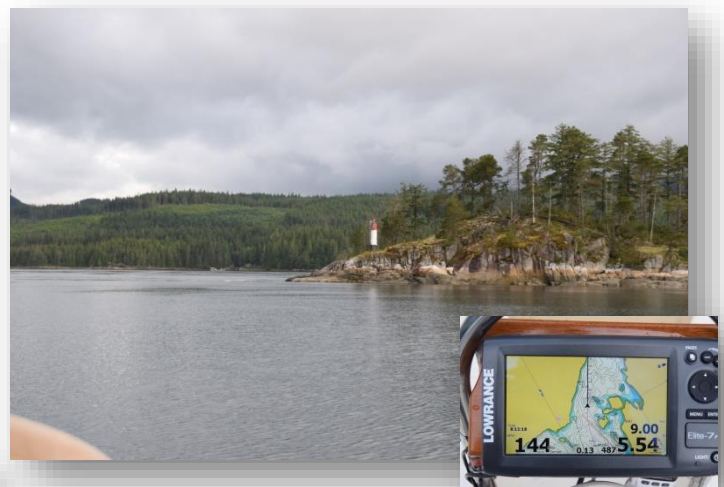


Day/Date	Destination	Distance	Tides	Currents
Sun July 1	Forward Harbour	20	Campbell River	Greene Point Rapids
	<a href="#">CHART 9</a>		0129 3.3	0615 0940 -7.0
			0613 3.6	1230 1545 +7.0
			1340 1.1	1920
	<a href="#">BACK TO TOP</a>		2111 4.1	

1800hrs The wind is starting to cool down as the clouds start to fill in again. I'm at anchor in Douglas Bay, Forward Harbour along with one other sailboat and eight power boats, some of them well over 60 ft long! But this place is huge and there's lots of room for the big boys in deep water. I'm up against the beach in 30 ft of water with 150 ft of rode out, not going anywhere. I just need to watch my drift as the tide drops in the morning, make sure I don't end up on the beach in a wind shift.

I heard rain pattering down on deck during the night (again) and finally got up around 0630hrs this morning. Getting difficult to drag myself out of bed! Anyway, the current was flooding at Green Point Rapids until 1230hrs but I wanted to be right out of Chancellor Channel before it turned to flood against. The rapids were only about 6 miles away. By 0710hrs I was ready to

put my thermals on for the first time this trip. It was only 11 c in the cabin this morning, the coolest so far. No one else was up as I cast off the dock lines and motored out into Cordero Channel under cloudy skies and rippled water. I had my coffee and breakfast cake at hand. The ebbing tide carried me to Green Point and into the rapids, not another boat in sight. I reached 11 knots at times but, just like Gillard and Dent,



go. Everything on deck was soaking wet, the dinghy had been drained of 6" of water and I had

it ended up being a non-event. However, if the westerly wind had been blowing hard against the ebb it would have been a different story! As it was, just beyond Green Point there was a reasonable headwind in Chancellor Channel so the genoa came out. It was gusty and shifty, difficult to sail hard on the wind. I was over on my ear tacking back and forth across the channel. Eventually a reefed main went up as well, the chop slowing me down and I needed the extra horsepower to get a decent 5+ knots of speed. A couple of power boats went by along the shore but other than that no other boats.



The clouds moved away and it was a lovely, although somewhat cool day.



I received a text message (sporadic telephone connection in the channel) from Ron Gaudet outlining a deterioration in Linda's fight against cancer. Apparently the brain tumors are spreading more rapidly than expected and the chemotherapy has been stopped in favour of other experimental (hail Mary) drugs. Life expectancy is between 4 and 8 months at this point. Not good news! I relayed that to Carey who was on her way to the Canada Day parade in Sidney.

Approaching Wellbore Channel I could see a single sailboat headed my way from Johnstone Strait, sailing downwind. I thought I would eventually call him up to determine conditions in the Strait, but he had to get closer to get a boat name and I was too busy tacking at the time. Eventually I noticed he was transmitting an AIS signal and as we got closer I looked him



up on the chart plotter to see who he was. Imagine my surprise when I found that it was Amiskwi with Chris Read aboard! He was supposed to be on the west side of Vancouver Island, going north! I made contact with him as I turned the corner into Wellbore Channel and calmer water. He was headed for Port McNeil to meet Helen on Wednesday and had been at Blind Channel Resort last night. He was doodling along waiting for slack at Whirlpool Rapids which I also had to transverse on the way to Forward Harbour. The motor was back on as I powered towards the rapids, not really concerned about the full ebb and potential current at the narrows. And it was pretty benign, only reaching about 4 knots of current with and not much in the way of turbulent water on the exit. Chris was well behind me at that point, waiting for slack at 1130hrs. I was anchored and cleaned up before he came around the corner to anchor as well.

Chris invited me over for lunch so we could catch up. His original summer cruising plan was to head up the outside of Vancouver Island to



the top and then come down the inside. I had questioned that at the time, it's certainly more difficult than coming down the outside with the prevailing westerlies. He told me he had changed his mind and will be meeting Helen at



Port McNeil with the intention of doing some day hikes up at Cape Scott Provincial Park. We had a nice lunch of soup with crackers & cheese in the warm sunshine and light breeze. I eventually rowed back to Natasha on the assumption that he was staying the night as well. The weather forecast was calling for 20 – 30 knot westerlies in Johnstone Strait. I saw him raising his anchor and thought he was simply moving and resetting, but he left! He didn't



mention that he was going today. Anyway, the sun stayed out and it got warm, I was down to

my shorts and a T shirt with the wind picking up a little as the afternoon wore on. Chris texted me that he was into 20 knots of wind on the nose and eventually he ended up in Port Neville when the wind got too strong and he wasn't making any more headway. To each his own!

The sun (when it comes out) is just about to dip below the tree line to the west and the wind is gusting to 20 knots in here. The temperature has dipped and I'm back into a sweatshirt again. Unless the wind dies I think it'll be an indoor evening.



Day/Date	Destination	Distance	Tides	Currents
Mon July 2	Forward Harbour	0	Alert Bay	Johnstone Strait C
			0318 4.4	1007 -1.3
			1027 0.8	1451 1623 +0.4
			1656 3.9	1804 2226 -1.0
			2207 2.2	

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**1030hrs** The wind is whistling through the rigging as Natasha tugs at her anchor rode. The brilliant sun pokes through the clouds onto lush green hills. The tide is almost all the way out now and the barnacle covered rock beach is a boat length away. It's going to be a "stay-in-place" day as Johnstone Strait is whipped into

whitecaps with the 25+ knot westerly. No one here is moving today. The forecast for tomorrow is much better with 5 – 15 NW winds predicted, and then light and variable for Wednesday. The current in Johnstone Strait is definitely in my favour tomorrow and Wednesday as well. We

shall see. It's currently 20+ knots at Fanny Island at the entrance to the Strait.

Despite the wind all night I had a good night's sleep. I had 150 ft of rode out in 30 ft of water, pretty secure. Finally got up at 0730hrs as the sun lit up the cabin. I'm starting to sleep in in the mornings! A hearty breakfast of French toast after my morning coffee, then clean and organize a bit of the boat (finally cleaned the cabin sole and found all sorts of Tasha the dog fur). I'll even get to some waxing later today.

**1930hrs** I'm in the shadow of the mountain to the west, the sun has set for me. The rest of the boats anchored still have the warmth of the sun for a while yet. Funny, all are power boats and none of the crew on board any of them are outside. It's been like that most of the day, hardly see anyone on board any of them. I've just moved inside with a cool wind curling around the dodger. I've got my nice new sweater on, but it's still not warm once the sun sets.



After this morning's entry I actually got active and polished the gelcoat on the port side and on the cabin top. I also removed the Velcro fasteners on the new cockpit table. The Velcro was too thick and stopped the table from lying flat when folded. I moved the Velcro to the ends

at the pedestal. It holds the table shut when not in use and doesn't raise the center when folded. Then I went for a hike ashore, over to the west side facing Sunderland Channel. Hard trail to find but easy to walk once



I found it. The "beach" on the other side is all rocks & stones, no sandy. Very pretty view up the channel in the sunshine. In the distance I could see Johnstone Strait. Lots of whitecaps as the wind continued to blow. The couple from "Morningstar" wandered by and we had a short chat. They were the sailboat anchored in Chancellor Channel just short of Wellbore Channel as I sailed to windward. They were waiting for slack at Whirlpool Rapids.



After the hike it was back to the boat and my book, "Birds of Prey" by Wilbur Smith. Not a bad book but a little simple. The afternoon went quickly at I put some water in the sunshower,



planning on a shower before the sun disappeared. As always, it felt soooo good once everything was cleaned up again. A couple of bacon wrapped small steaks for dinner and here I sit, updating the log. The sky is completely clear now, not a cloud in sight, and the wind is easing a bit. It's supposed to be light tomorrow so I'll

get up reasonably early to catch the current out of Sunderland Channel. Johnstone Strait doesn't have any flood tide tomorrow, a bonus. I'll have all day to get to wherever I want to get. I haven't decided just yet, we'll see what tomorrow brings.





Day/Date	Destination	Distance	Tides	Currents
Tue July 3	Farewell Harbour Barry Island <a href="#">CHART 10</a> <a href="#">BACK TO TOP</a>	57 nm	Alert Bay 0438 4.0 1131 1.1 1813 3.8 2343 2.2	Johnstone Strait 0542 * 1138 -1.0 1808 *

2130hrs Now THAT was a good days' sail! Seven hours of sailing to windward. 40nm in a straight-line distance, 57 nm tacking to windward. From cloudy skies to brilliant sunshine, light winds to white caps. A long day, but very satisfying!

Some of the boats were already gone when I got up at 0630hrs. The night had turned into a flat calm and the morning showed just a ripple. The forecast was for light to moderate westerlies in Johnstone Strait and, as everyone was waiting to go westward, anchors were hauled early. I made a cup of coffee and breakfast of an egg muffin, no big hurry as the ebb current was with me all day. I prepared the boat as "Morningstars" anchor clanked onto the deck, a couple of power boats already moving towards the entrance. By 0715 my anchor was secure on deck and I followed the parade with coffee in hand. It wasn't particularly cold but I was tussled up in my thermals and floater jacket. The skies were completely covered with low clouds, very much like the west coast. Although there was already a breeze in Sunderland Channel I opted to motor for the first hour to put a charge back into the batteries.

By 0815 I was abeam of Seymour Islet and the wind was just too good not to go sailing. The full main and genoa were pulled out and off into the wind I went, Johnstone Strait within sight



under cloudy skies with a few hints of blue showing through. A number of tacks later I was passing Fanny Island (weather station indicating an 11 knot westerly) and into Johnstone Strait itself. Not a whole lot of commercial traffic and all the boats that had been in Douglas Bay overnight had long since powered past me. I sailed all the way across to the Vancouver Island side and noticed a mainsail coming out of Port Neville about 3 miles to windward. I looked up



the indicated AIS and, you can guess, it was Chris aboard Amiskwi again. He had spent yesterday

out of the wind in Port Neville. He didn't answer the VHF but eventually contacted me by text message (good coverage in Johnstone Strait). He was headed for Port McNeil, Helen was going to meet him tomorrow. So for the next four hours we traded tacks working our way westward. The sun came



out and the mountains turned brilliant green, the water blue. He obviously has a faster boat and I progressively fell further behind. When the winds got light, I caught up a bit, when it climbed over 12 knots with whitecaps glittering on the water, he pulled away. There was a little commercial traffic but nothing to get concerned about. A number of power boats (and one sailboat powering) going west, a few going east. The tacks were all the way across the Strait, nice long climbs to windward with the help of a very small ebb current.

By 1530hrs as I was coming up to Robson Bight Chris called to say that he was turning the engine on to make Port McNeil at a reasonable time. The wind had lightened somewhat and look quite glassy in the distance to the west. There were no whales in sight and "Eagle Eye", the marine watch observation post that warned boaters to stay away, reported that there was no activity at the Bight that afternoon. By 1630 I was abeam of the Sophia Islands with a dying breeze, the motor finally coming on. I had to decide where I wanted to go for the night, wanting something secure from westerly winds. I thought about Growler Cove, which was right next to where I was (and I was tired by this time), but it looked very exposed to potential west winds coming up the Strait. So it was around the corner headed for Mound Island, my next choice. I turned the corner into Blackney Passage to find one hell of a flood current against me. Lots of upwelling and whirlpools, about 3 knots against! I hadn't counted on that! I started fighting my way through and imagine my surprise when I found two huge cruise ships coming at me from Blackfish Sound, the Coral Princess and Volendam!



There isn't a whole lot of room in the passage and I clung to the eastern shore, trying to play the back eddies without a whole lot of success. A

small fishboat following me by about a mile stayed in the middle of the passage and got the five-horn treatment from both ship! A bit of a fool!

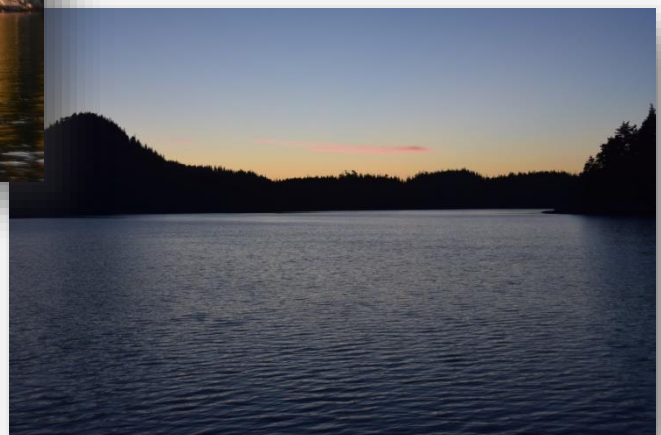


Eventually I managed to power through the current and into a very narrow Whitebeach Passage, a shortcut to where I wanted to go. I powered through and saw a large anchorage on my port side, only one power boat in it. I checked



the chart and saw that it was deep (40+ ft) but it was huge, all the room in the world to swing. So in I went, into Farewell Harbour to discover a private lodge on the eastern shore. That didn't bother me, I just wanted the anchor down, it was nearly 1800hrs and I was tired. I picked a likely spot with 45 ft of water and played out 250 ft of rode. That will be a pain to bring back up tomorrow, but it went down anyway. The sail cover went on, all the strained halyards and rigging eased, and a rum & coke prepared. The sun was still warm although the wind was quite cool. Time to relax!

I had a simple dinner of stew and bread, I wasn't really that hungry. Now it's almost 1030 and it's getting dark out. The lodge is absolutely silent as is the rest of the anchorage. I'll figure out what I want to do tomorrow, stay or head elsewhere, I don't know yet. It's almost time to hit the pillow with my bright red face!





Day/Date	Destination	Distance	Tides	Currents
Wed July 4	Pearse Islands <a href="#">CHART 11</a> <a href="#">BACK TO TOP</a>	8 nm	<b>Alert Bay</b> 0523 3.8 1207 1.3 1855 3.8	<b>Weynton Passage</b> 0402 0622 +1.4 0841 1209 -2.8 1459 1828 +3.4

**0740hrs** Low grey clouds hang in the sky with a promise of clearing later in the day. Not a breath of wind ripples the harbour. A quiet morning while I work on my laptop over a cup of coffee with the heater keeping me warm. It was 8c in the cabin this morning; welcome to the Broughtons! I've been updating this log with photos and downloading video and photos from the cameras. I also need to plan destinations for the next two days. It looks like Pearse Islands, a marine park, may be a good one for today and then perhaps Port McNeil on Thursday. We shall see. There's a lot more current through the passages up here than I would have expected. Weynton Passage is the table to be aware of, not Johnstone Strait. I've only got 7 odd miles to go, some of it against the current in that passage. We shall see. The sky is lightening and the air heating up. Time for a bacon & eggs breakfast!

**2145hrs** A pretty spectacular sunset as I update the log in the cockpit. The skies to the west are spotted with brilliant yellow clouds, soon to turn red. The mountains to the east along Johnstone Strait are bathed in a soft orange light, the waters like molten lead. There



is not a whisper of wind as far as the eye can see. It's cooling down somewhat but I've got a sweater on and a blanket over my knees. The still waters of the anchorage rippled by small fish jumping everywhere. A very nice evening so far.

After breakfast this morning I worked on the boat for a bit, polished the brass fixtures inside and the windows of the cabin. The dodger windows also got some attention and I noticed that on the starboard side a whole row of fabric has worn right through. That's what 15 years in the sun will do!

The sun eventually burned off the low clouds and I could see the fog outside the anchorage drifting away. Time to move on to Pearse Island in the falling tide. It took a bit of effort to bring up all 250 ft of rode and the anchor but I managed to get it done, motoring out into Blackfish Sound where a breeze was rippling the water. The sails were readied and I was soon sailing slowly to windward. There was only 5 miles to go so no big hurry.

**(2200hrs** Had to take a break from updating the log. Just a spectacular sunset tonight, more colors of yellow., orange and red than I've seen in a long time! There are more clouds rolling in and while I was out in the dinghy taking photos a big peal of thunder echoed off the hills. This may be an interesting night!)

I noticed a few small power boats along the island shore, probably fishing, and paid no mind to them. The rest of the sound was empty of



any boats of any kind. The ripples didn't extend all that far to the west. The current was running though, this time in my favour. I was drifting along at 3 knots when I noticed a whale spout ahead in the distance. So that's what the small boats were about, whale watching. As I got closer I could also see two or three orca fins come to the surface every once in a while. I tacked away, not wanting the wrath of the whale watching community by sailing into them. Never did get a decent photo or video. Eventually the wind died completely and I started the motor up, heading for Peasey Island. I was there by 1300hrs, motoring slowly into a long, narrow and deep inlet, protected from the west and exposed to the east. It was deep and



narrow enough that I would need a stern line. Done that before, so I set it up. However, the shore at the head of the inlet was shallow and it was a long way to the nearest rock large enough to hold the stern line. It took me a few trips (release the anchor, back up, take a line ashore, go back to release more rode, etc, all at very low tide), but I had the stern line wrapped around a very large rock at the extreme end of the length of rope. I was going to back up further as the tide came up and bring the bitter end out, away from the rock. Time to relax.



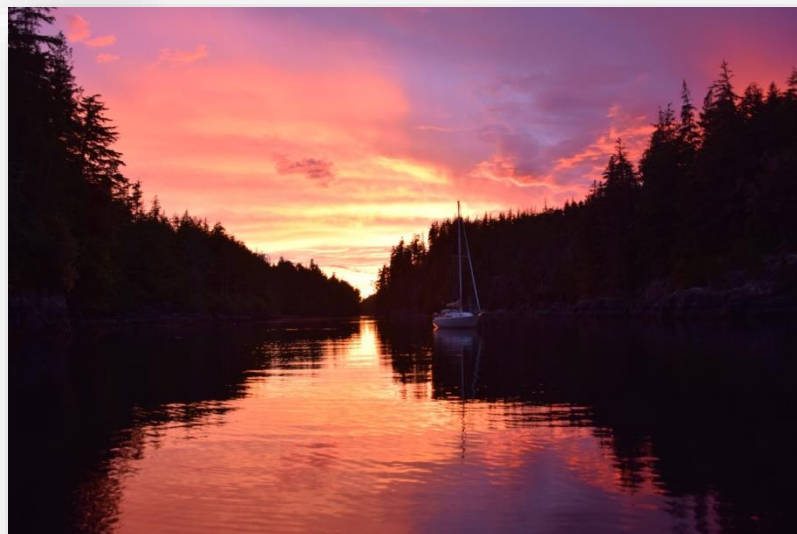
The sun came out and it got nice and warm. There was an eagle that was screaming at me for disturbing his freshly caught lunch on the beach (he flew back into the trees as I rowed ashore). There were hundreds of small fish jumping on the still water. The end of the bay had an opening to the next channel to the north, very shallow and infested with kelp. A small current ran through it and I could see boats passing through every once-in-a-while. I stripped down to T shirt and shorts and relax in the cockpit with a late lunch of crackers and cheese, eventually almost falling asleep as I was reading my book. I decided that a nap sounded like a good idea and stretched out in the cabin. A few moments later it was 1600hrs! I climbed into the cockpit to find a 1 – 1 ½ knot flood current flowing through the gap from the other channel, splitting up and running along both shores passed me.

Interesting. I kept watch as the strain on the stern line increased. I had 150 ft of anchor line out, too much for the width of the anchorage. If I had to release the stern line I would be forced against the rock cliff that lined the shore. Suddenly the half knot of the stern line around the rock let go! Now there was trouble! I scrambled to get the wheel on and the engine started as the current swept me towards the vertical rock cliff just feet away. I managed to back away, dragging the stern line with me, then power over the anchor to the middle of the channel. I bit of fast work and the stern line was pulled aboard, as was the anchor. The current continued to ramp up, pushing me towards the entrance of the inlet. I powered to a wider part of the inlet, decided that it was as good as any other place and dropped the anchor again, no stern line this time. The rest of the afternoon was less exciting as the sun eased towards the western horizon.



Then this spectacular sunset developed and now it sounds like a thunderstorm is approaching. The air has suddenly turned cold and it's time to go indoors. The heater is on inside as darkness settles over the anchorage.

**2330 hrs** I suspect it's going to be a long night. The rain started just as I cleared the cockpit and retired to the cabin. Just some showers so far, heavy at times. It was fairly dark by then and the lightening really lit up the night sky, thunder not that far behind. No wind yet, thankfully, but I'm anchored too close to the north side of the inlet and have come within a boat width of touching the vertical rock cliff. I think I'll be keeping watch for most of the night in case the wind picks up. It's only going to be a problem if it isn't westerly or easterly. If it shifts to south easterly the rock wall gets too close. My options are to shorten the rode or raise the anchor and re-set. Hopefully neither will be necessary. I think the lightning storm has moved on, there were a few more brilliant flashes as the rain started to fall, and then nothing more. Oh, and Paul texted me earlier; he's in Abbotsford and will likely be on a ferry tomorrow morning. He may even beat me to Port McNeil.....





Day/Date	Destination	Distance	Tides	Currents
Thu July 5	Port McNeill	10 nm	Alert Bay	Johnstone Strait
	<a href="#">CHART 12</a>		0044 2.2	0624 -0.9
	<a href="#">BACK TO TOP</a>		0615 3.6	0739 0.0
			1248 1.5	1342 -0.8
			1942 3.9	2013 0.0

**0700hrs** Well, I got some sleep last night. The wind never did come up and the rain continued to fall. I stretched out in the main cabin, fully clothed and ready to go, but nothing happened. I finally went to bed about 0130hrs and only woke up a few times when the boat rocked from (I assume) wake from passing boats. This morning I'm organizing the boat for laundry and having Paul move aboard. Lots of garbage to get rid of, lots of groceries to get. Hard to believe that it's already been almost two weeks aboard!

**1130hrs** Secured at Port McNeill Municipal Marina. Tied up next to Amiskwi although Chris and Helen are not aboard. Time for laundry and groceries before Paul arrives.

**2130hrs** Just back aboard after a very delightful evening on board Amiskwi with Chris & Helen. A very filling spaghetti dinner over a glass of wine while the rain fell on the cabin top. It's cool out tonight and the late afternoon thunderstorm has moved on. No wind to speak

of, but we're secured to the dock anyway. I should be able to sleep well tonight.

After arriving this morning I figured out the lay of the land. Paid for moorage and determined parking for Paul's truck when he arrives. Found the laundromat and loaded up everything that needed washing. Went over to the IGA and picked up some of the staples from the list, including a single block of ice and two bags. Back down to the boat to unload and then back to the laundromat. Eventually I ended up with a shower at the ferry terminal just before Paul showed up. The clouds had moved in by that time and thunder rolled across the skies. The low, dark clouds dropped showers on us as we caught up over a rum & coke. I got the invitation from Chris for dinner aboard Amiskwi at 1830 hrs. Again, a very pleasant evening with all sorts of topics on the table. We're finally back aboard as the rain has let up with a hint of sunset to the west. It's supposed to rain tomorrow so I don't know if we're going anywhere or not.

Day/Date	Destination	Distance	Tides	Currents
Fri July 6	Port McNeill	0	Alert Bay	
			0156	2.1
			0719	3.4
			1337	1.7
			2030	4.0

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1835hrs Still comfortably tied to the dock at Port McNeill, in the rain. It's rained on and off all day, with some clear spots in between. It's still totally cloudy at the moment with a light rain falling. We're both updating logs with rum & cokes at our elbows. The electric heat is on, it's nice and warm in here.

This morning broke with a wet deck; it had rained overnight. No definite plans in mind other than to have breakfast at a local café, get the additional groceries, fill up the propane tank and check the weather forecast. Breakfast at Tia's was excellent, not busy and very leisurely. Then, after picking up Pauls' truck from the parking compound, it was over to the IGA and purchase the last of the groceries and one more bag of cubed ice. Got that all into the boat (and icebox) during one of the frequent showers. During a break in the showers we went over to top up the propane tank with an additional 5 lbs. The forecast was for rain all day with a threat of thunderstorms in the afternoon, no wind. We made the decision to stay an additional day, paid for the moorage, and then drove over to Telegraph Cove for a look-see.

It was as I remembered it, and very quiet for a July day, hardly anyone around. Very quaint. We visited a very interesting Whale Interpretive Centre with a very knowledgeable hostess.



Walked around the boardwalk to the far side of the Cove as the skies opened up again. Then spend an hour or more at the pub for a bowl of mushroom soup as the rain started to bucket down in earnest. And did it come down! We were in no hurry, the pub was almost deserted, so we just hung around until the rain lightened up. By the time we got back to Natasha it was already past 1500hrs and still raining lightly. A nice nap later (after trying to read!), it was past 1700hrs and time for drinks! The days go so fast!



Day/Date	Destination	Distance	Tides	Currents
Sat July 7	Blunden Harbour <a href="#">CHART 13</a>	21nm	Alert Bay	
	<a href="#">BACK TO TOP</a>		0308	1.9
			0837	3.3
			1434	1.8
			2130	4.1

2230hrs Yes, that late already! It's been a pretty good day and a very nice evening. We're just inside and Paul is preparing for bed, I'm not far behind, just need to update the log. This morning I woke to sunshine in the cabin, the decks still soaked from overnight rain. We were in no hurry to get underway as no wind rippled the water in the bay and I really wasn't interested in motoring all the way across Queen Charlotte Strait to Blunden Harbour. After showers we walked across the street to a café for a simple breakfast, then to the office to extend the parking for Pauls' truck, one more bag of ice and back to the boat. Chris and Helen were up and about, talking about going to the same place but not ready to go just yet. We were, and there was a southeast breeze ruffling the harbour water. Time to go! We cast off at 0830 and motored out into Haddington Passage on the ebb, headed for Pultney Point.



There was a huge sailboat inbound, 170 ft (Clam VIII) that we looked up on the internet; \$ 170,000 for a weeks' charter! Once around the corner at Pultney Point the wind look light across the

strait, still from the SE. It didn't take long for the spinnaker to go up and that pulled us along for all of two minutes. Then the wind stopped! Just like that the spinnaker was back against the mast, the water like glass as far as the eye could see. Damn! I took it back down and we started motoring again, the sky to the west looking quite good with lots of blue, the sky to the east looking very bleak with huge grey clouds and sheets of rain. We both got into our rain gear as the clouds approached, certain we were going to get a soaking. We hadn't seen Amiskwi rounding the corner yet and crossed paths with a cruise ship, "Regatta" outbound to Ketchikan. The water



stayed flat all the way across, not a ripple. The clouds got closer but didn't rain on us, and Amiskwi could be seen near Pultney Point in the rain. Nicky Face-Timed us with Natasha & Logan in the background, all pumped for their upcoming trip to Disneyland. Their flight leaves tomorrow at 0430hrs. Oh fun!



By 1330hrs we were in Blunden Harbour, a huge place with various arms, only one sailboat to be seen. The anchor went down in 30ft of water, far from any shore or the other boat. The motor went on the dinghy and we went over to a very



long pier near where the Indian village apparently used to be. There was a simple cabin in poor condition, tarps on the roof to hold out the rain. It looked like people had been using it recently. We walked the shell beach and found a small creek along with all sorts of rusting pieces of metal and broken glass on the rocks below the high tide mark. The skipper of the other sailboat, Jim, was familiar with this place as he worked

here at the village as a youth back in the 60's. We spoke to him and his wife, interesting couple who spent the majority of the spring on the Central Coast and were on their way home to Parksville.

We eventually made it back to the boat for drinks as Amiskwi powered in during light showers. Chris reported that he had sailed most of the way across! Oh well, perhaps tomorrow. Eventually the clouds cleared a bit and the sun eased towards the horizon. The hamburgers tasted very good and were filling. Another large sailboat came in (Moonshot) and anchored to the east of us, providing photo opportunities as the sun peaked out of the clouds as it set. Another day done!



Day/Date	Destination	Distance	Tides	Currents
Sun July 8	Cullen Bay <a href="#">CHART 14</a>	27 nm	Alert Bay	
	<a href="#">BACK TO TOP</a>		0413 1.6	
			1002 3.3	
			1534 1.9	
			2208 4.3	

**0815hrs** A wonderful dry morning with a mostly overcast sky, plenty of blue visible. It's warm out and we're in the cockpit with coffee and guide books, figuring out where we're going today. There is no wind at the moment and no promise of wind until much later today. Chris and Helen were talking about heading up to Smith Inlet, we'll probably head east towards Lewis Cove or somewhere in that area. We'll have a look at the lagoon here first, waiting for high tide at 1000hrs to get in and out with the dinghy.



**2130hrs** Rocking slightly in a low swell at Cullen Bay, the last of the sun touching the top of the hills to the east. Surprisingly, the high cloud layer that was drifting in all day from the south has completely dissipated leaving a mostly clear sky. A westerly breeze has sprung up and the temperature has dropped so we've just moved indoors. It's been a great day out on the water.

After the last entry this morning Chris & Helen raised anchor and motored past us in a goodbye. They are headed to Smith Inlet this morning. The skies were clearing and a very light breeze was rippling the water in the bay. During a French toast breakfast in the cockpit we debated exploring the lagoon or heading out if there was any breeze out there. We checked the charts and guide books for potential destinations within reach and came up with the Polkinghorne Islets, about 12 miles away. I called Chris on the VHF and learned that there was a 2.1 knot wind from the east out in the Strait. Good enough for us! We hauled anchor and were soon underway, leaving the now deserted harbour by 0930hrs.

It was light outside, hardly any wind, but enough to sail to windward at 3 knots. We tacked back and forth to clear the Raynor Group of islands as the skies cleared even more. Hardly a boat to be seen out on the Strait, mostly commercial and a cruise ship. The wind soon died completely and I turned the motor on, headed east over the glassy water. I was sure I saw a whale spout ahead in the distance, but then saw nothing further. We continued to motor past all the small sticks and kelp, logs and other debris in the water, when the humpback surfaced not too far ahead of us! A majestic animal even though we could only see a small portion of his/her back.



We drifted with the main up, engine off for a while, capturing photos and video. Then it was off and running again as a westerly breeze started to fill in. We were about half way to the Polkinghorne Islets when the spinnaker went up, broad reaching towards Numas Island in the middle of the strait. The wind stayed steady and over the next five hours we giped past our



destination and on towards Cullen Bay, a new goal. High clouds started to drift in from the south, a fore runner of the showers/rain forecast for tomorrow. It tended to be a long but pleasant afternoon as we slowly made our way closer to Cullen Bay and the entrance to Fife Sound. An easy entrance to the harbour to find two power and two sailboats here. Lots of room though and the hook went down in 35 ft of water at 1730hrs. The gathering high clouds disappeared and the sun warmed the cockpit as we had our customary drinks and snacks. A very satisfying day on the water. Steak and fried vegetables soon followed over a glass of wine at the cockpit table, the perfect ending to a wonderful day.





Day/Date	Destination	Distance	Tides	Currents
Mon July 9	Echo Bay <a href="#">CHART 15</a>	12 nm	Alert Bay	
	<a href="#">BACK TO TOP</a>		0512 1.2	
			1120 3.5	
			1632 2.0	
			2256 4.6	

**1000hrs** A rocky night! No wind, but obviously wind outside the harbour and the low swells just kept rolling in. I went up on deck sometime in the night to tighten halyards and sheets, just to stop the clanking on the beam roll. Something the guidebooks doesn't tell you about! This morning it's completely overcast with a very light, fine drizzle falling, not enough to keep us indoors. The clouds are low and draped over the surrounding hills. As Paul says, "what he expected as a typical northern morning". I don't know if the clouds are going to dissipate today though, there are supposed to be showers this afternoon.

So we're sitting in the cockpit with our coffees around 0800hrs this morning when Paul spots porpoises near the entrance to Booker Lagoon. There were quite a few. They seemed to be feeding and hanging around, so I got in the dinghy and rowed down current towards them. Very interesting to be so close to them, surfacing and breathing, and there were probably 7 – 10 of



them all in a small group. I got some good video and some photos and rowed back to the boat. Paul went out to do the same thing and captured them swimming under the dinghy! Well worth the row out.

Today we're going to Echo Bay, only 12 miles away around the back of Broughton Island. First though, we're going to strap the motor on the dinghy and go into Booker Lagoon on the tide change at 1120hrs.



**2000hrs** The rain is just starting to tap on the dodger again, rippling the water around the Echo Bay Marina as boaters put stuff away and shut down for the night. It's certainly cooler than it has been during the day and our heater is on again. It's been a very good, interesting day.

This morning we toured Booker Lagoon, going in the "normal" way on the last of the flood. It's wide and deep enough to easily get a boat into the Lagoon, just a matter of waiting for slack in either direction. We came out the west entrance through a narrow gap next to Long Island, then back to the boat. A very large lagoon with not many places to anchor, too deep in most parts.

Once back aboard it was close to noon and time to go. There was a light SE breeze rippling the

water of the bay, and the water outside that we could see. Paul pulled up the anchor and off we went into Fife Sound. More like a channel. Right outside the harbour we came across another, or perhaps the same humpback whale we saw yesterday. The breeze was blowing up-sound so the spinnaker was wrestled up again (getting good at it) and off we sailed against a falling tide. A very pleasant downwind sail in a gentle curve towards Echo Bay. Very few boats of any kind out and the skies were cloudy with just a faint promise of sunshine. It wasn't cold though. By 1430 hrs we were getting close and trying to sort out where Echo Bay vs Pierre's Resort was. The guide book was too ambiguous and the chart plotter didn't make the distinction. Anyway, I called up Echo Bay and we were assisted in tying up inside at their eastern finger. Nice, eclectic



marina, with quite a few power boats tied up. Once the boat was secure and tidied up we walked over to the "office/store" to pay for moorage and get the lay-of-the-land.

We were invited to the Monday night Prime Rib barbeque which would support 60 people in the dining hall. They had three spots available. We've got so much food on board that we had to decline. We signed up for showers and were

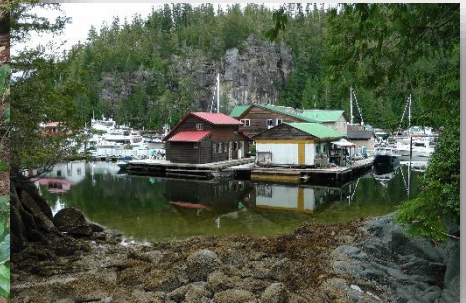
shown the huge gas fired barbeque inside the hall by Pierre himself. There was a side of prime



ribs rotating slowly over the flames. Cool. We got directions to Billy's Museum and hiked over on a "rustic" trail through the woods. "Rustic" was being kind to the trail. Tasha would have loved it, Carey would have turned back. A bit muddy and certainly steep and rugged in places. Billy's was certainly worth going to see though! The museum had all sorts of unique "stuff" collected over the years, everything from old Chrysler marine flatheads to ancient chainsaws to thousands of liquor bottles. Quite the collection! Billy was there as well, quite the congenial host sitting in his chair overlooking his fishboat still tied to the dock. The boat was built in Ladner of all places! A short hike back to the boat and it was off to the showers as the clouds drifted in with a serious intent. Drinks soon followed, relaxing in the cockpit, figuring out where we're going to go tomorrow. Eventually the barbeque was fired up and the burgers prepared to "just right". Very tasty. Now the rain has started and we're inside updating our logbooks.









Day/Date	Destination	Distance	Tides	Currents
Tue July 10	O'Brien Bay <a href="#">CHART 16</a> <a href="#">BACK TO TOP</a>	28 nm	Alert Bay 0607 0.9 1225 3.7 1727 1.9 2344 4.8	

**2130hrs** This morning we awoke to cloudy skies once again. The forecast had changed though, a high-pressure system was finally building off the coast and with it, westerly winds were on the horizon. Finally! There was a "Strong Wind Warning" for Queen Charlotte Strait, westerlies of 15 – 20 knots late this afternoon. Boats were already casting off and disappearing over the horizon, headed for destinations unknown. We had a leisurely breakfast of French toast and bacon, then up to the store for some last-minute supplies and a bag of ice. I got the internet connection password and sent an email to Carey & Karen saying we would be out of connection, probably till Friday. By 1030hrs we were ready to go. The plan was to head up Tribune Channel to Lacey Falls, then come back in the same channel and head up to Simoom Harbour for the night. Should be easy. We motored away from the dock and right outside Echo Bay set main and Genoa on a broad reach for Hornet Channel and the Burdwood Group of islands. Reaching the islands, we turned to starboard and raised the spinnaker for Tribune Channel. A very pleasant sail all the way

to Lacey Falls under cloudy skies. We even saw a large pod of Pacific Whitesided dolphins off in the distance, headed up inlet. We lowed the spinnaker at the falls and took some photos and video at the foot of the falls, quite impressive but not flowing at anywhere near full.



We set the main and genoa, tightened the forestay and halyards, and were off to windward back the way we had come, tacking across the channel against the last of the flood. While enjoying this sail we came across the same large pod of dolphins down inlet right into our path! There must have been over 20 of the animals, some of them jumping clear of the water! We sailed on to the shore and tacked, only to encounter them again on the tack back across the inlet. Just an incredible show of nature.



As we approached Deep Sea Bluff and the entrance to Tribune Channel the wind got light and eventually simply evaporated. The motor came on. We powered the rest of the way into O'Brien Cove in Samoon Harbour to find a few power boats already at anchor. We found a suitable place and dropped the hook in 50 ft of water in a small inlet. The sun was warm. As it was past 1630hrs we were late for "happy hour"

and soon fixed that! A very relaxing afternoon until the wind picked up from the SE of all directions! We rocked a bit but didn't go anywhere. Chicken on the barbeque with a Caesar salad in the cockpit was very tasty and most welcome. A few glasses of wine with chocolate and we're now inside as the sun has set and the temperature has dropped. Another very successful day!





Day/Date	Destination	Distance	Tides	Currents
Wed July 11	Claydon Bay <a href="#">CHART 17</a> <a href="#">BACK TO TOP</a>	20	Alert Bay 0659 0.5 1320 3.9 1821 1.9	

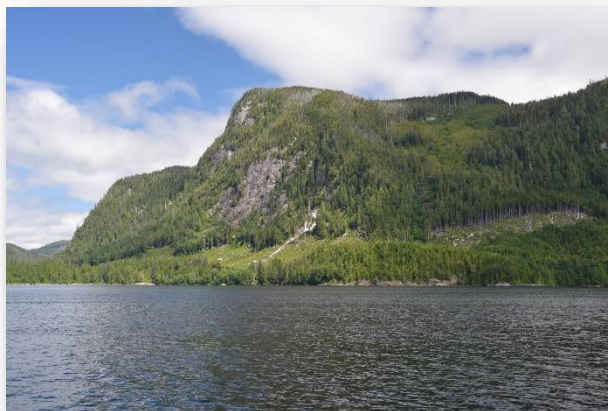
2130hrs Still out in the cockpit under a clear sky and a lightly rippled bay. The breeze is warm enough for just a sweater. The sun is touching the last of the tall mountain tops to the east after slowly climbing the green hillside. There are two large power boats and one other sailboat in this very large bay. We're anchored in 30 ft of water with 150 ft of rode out, lots of room to swing.

This morning was another low cloud dawn with a threat of rain or mist close to the mountains. After coffee and breakfast I did some minor repairs to the boat and by 0915 we had the anchor on deck and were motoring out on a flat calm sea. We only had 15 miles to go (as the crow



flies) but wanted to get sailing again. There wasn't much wind out in Tribune Channel but lots of current on the ebb. At least it was going in our direction although that didn't seem to make much sense on a chart. The skies started to clear and the sun came out, but not much wind. We did sail to windward for a while approaching

Sutlej Channel, very light and very pleasant. Eventually the wind died completely and we



motored by Sullivan Bay and onward to Claydon Bay. A very large anchorage with the middle of the bay somewhat exposed to the open waters of Grappler Sound, a bit rocky as the wind had finally started to fill in. We set the hook in the SE corner of the bay with what looks like a 70+ ft power boat. Lots of room to swing. Then off into the dinghy and we motored around exploring the abandoned trestles and various other docks





and equipment. By the time we got back to the boat is was nearing 1600hrs and the sun was warm under the clear skies. Reading in the cockpit in our shorts and T shirts and we both dozed off for a while. Very pleasant. Dinner of pork chops on the barbeque was very tasty as

the wind started to die down. Now it's almost completely still and very, very quiet here. Ready for another day tomorrow!



Day/Date	Destination	Distance	Tides	Currents
Thur July 12	Polkinghorn Isl <a href="#">CHART 18</a> <a href="#">BACK TO TOP</a>	20 nm	<b>Alert Bay</b> 0033 5.0 0749 0.2 1411 4.1 1915 1.8	

**0930hrs** You can almost smell breakfast, cinnamon buns fresh out of the oven! Very tasty! It's cloudy again this morning but there is ample blue sky to the southwest. A breeze has just started to ripple the water from the west, as predicted. The outboard is stored and the sail cover is coming off as we speak. We're headed for the Polkinghorn Islets today, only about 10 miles away as the crow flies. Should be a good day for sailing. An excellent nights' sleep with nary a sound in the harbour. Silence is golden out here! (except for the Nordhaven 80+ ft power boat with the noisy genset!).

**2000hrs** Sitting inside with the heat on, there's a cold wind blowing out in Queen Charlotte Strait. It's not bad in here but the sun is behind the trees and it's getting cool out. Dinner of pork chops and noodles was just right with the dishes already cleaned up. We ended up with the stern line wrapped around the saildrive (!) and Paul managed to clear that with the boat hook from the dinghy. Good thing! The water is way too cold to think about diving in with a knife in my teeth!

After this mornings' entry we raised anchor around 1015hrs and powered out of Claydon Bay with the skies clearing slowly from the west, a light wind up-channel from the SW. We raised sail right away in Grappler Sound and sailed off in light winds towards Wells Passage and Queen Charlotte Strait. The winds remained light as the morning progressed, making way against a flood current. The skies cleared and it was warm out. I

found Amiskwi on AIS in Greenway Sound, the next inlet over. I called him up and they were going to Cullen Bay before heading to Port McNeill tomorrow. I finally got a telephone connection and learned that the Good Old Boat magazines had arrived at home. I had agreed to distribute 100 of the magazines as a promotion but they hadn't arrived yet when I sailed from home. I took a couple of photos of Paul & myself and sent them to Carey & Karen, then lost the connection. As we neared Dickson Island the wind started picking up. First it was tightening the halyards, the outhaul, then the Cunningham, feathering the main and eventually a reef in the main. Then the main came down as the winds



over the deck rose above 20 knots with whitecaps dancing on the blue water. The skies were sunny as we approached the Strait with spray flying back to the cockpit. We squeezed around Percy Island hard on the wind and then,



with the intention of going to seaward around the Polkinghams, a tight reach on mounting seas. We weren't going to make it without having to tack back out into the Strait. That wasn't going to



happen so we eased the genoa sheet and ran downwind along the inside of the islands. The seas moderated and the winds eased a bit. Around the east end of the islands and into the harbour as described by the cruising guides. The genoa got out of control a little as we rolled it up on a reach, the clew snapping the sheet right through the port side dodger window! Very gusty winds rattled us around as we set the anchor in 31 ft of water against the southeast shore, right up against a small indent and out of the most vicious gusts. I took a stern line ashore,

tying it off to the bow to keep the boat from swinging back and forth. It was 1500hrs already and time to relax in the hot sun. I figured out the course of action for tomorrow's sail to Port McNeill: leave early before the real wind started to blow! It's only 11 miles to the eastern end of Malcom Island, 13.5 to the western end (Putney Point) and our choice will depend on the wind tomorrow.

The tide dropped 17 ft during the afternoon, revealing plenty of shallows and rocks. It doesn't look like it did when we arrived! The wind is



easing a bit now but will probably blow most of the night. Not much boat motion. We put clear tape over the shattered plastic window and that will hold it for the rest of the summer. Now it's time for a glass of Port if nothing else!





Day/Date	Destination	Distance	Tides	Currents
Fri July 13	Port McNeill <a href="#">CHART 19</a> <a href="#">BACK TO TOP</a>	30 nm	Alert Bay 0122 5.2 0838 0.0 1459 4.3 2009 1.7	

**2200hrs** Quite the day! My laptop has crashed, nothing going on, doesn't turn on and no power seems to be going into the unit. Power at the charging cord but no action at the battery that I can detect. So for the next little while my log will be voice on the cell phone, transcribed later. Not a really good solution (I can write better than I can make verbal notes) but it's the only option at the moment.

This morning dawned the usual cloudy morning with nary a ripple on the water and low mist masking the shores to the west, a surrealistic appearance. We were up early in anticipation of



getting an early start. The strong winds normally started up after lunch and I was hoping to make it close hauled to the west end of Malcolm Island (13 nm) before the wind started. If yesterday was any indication of wind strength we couldn't go to windward in those 25+ knot winds. The eastern end was closer (10nm) on a reach but further to the destination in that it would be a

long way to Port McNeill on the inside of Malcolm Island. By 0700hrs Paul had the anchor on board, I had the stern line back in the pail and we were off with coffees in hand, hoping for some wind on the other side of the Polkinghorn Islands. The skies soon cleared and the wind was already blowing in Queen Charlette Strait. The seas were already up as well and it soon became apparent that the



west end of Malcolm Island was going to be out of reach in any kind of comfort. Option II then, we eased the sheets and headed for the east end on a great reach across the Strait, the sunshine reflecting off the waves. The main was soon reefed and the seas climbed as the wind became gusty. The east end of Malcolm provided some protection from the swells and the wind became gustier, the trees on the island providing some cover. There were quite a few fishermen out in small sport boats, patrolling back and forth along the beach. There was even a humpback competing for room along the shoreline. I had

found Amiskwi on AIS and raised him on the VHF, Chris & Helen were about an hour behind us coming out of Cullen Harbour, also headed for Port McNeill.



We came around the east corner of the island and into Broughton Strait to find the wind had picked up considerably, whitecaps everywhere. The mainsail was dropped into the lazyjacks and we sailed hard on the wind towards the Pearse Islands, spray flying back into the cockpit. Then, once out of the protection of the small islands we got the full brunt of the wind, right on the nose. The genoa was wrapped up and the engine started. By now we were against a full 4 meter flood coming up the channel, sailing against the 25+ knot wind and 1.5 knot current would be extremely uncomfortable and time consuming. As it was, we were down to 3 – 4 knots with the engine running at 2700 rpm (normally runs at 2300rpm), the bow pitching up above our heads in the larger series of waves. It was going to be a long slog to Port McNeil. We heard a distress call as well but didn't know where the identified headland was. A small aluminum sport boat on the beach with engine failure. The Coast Guard responded right past us with the inflatable and we could see the boat on the beach ahead.



By 1400 hrs we were in the protection of the harbor, the waves minimized but the wind still howling. I called up the harbor master and received a slip assignment, they would send help down to assist us in getting to the dock. I had Paul set up the bow, midship and stern lines with fenders as we approached. I could see the dock and we would be pushed off by the wind as we approached. I circled, awaiting the arrival of marina staff. It took them a while and by that time there were a number of boaters watching, trying to figure out what I was doing. When everything was ready I came in at speed, around the corner and pointed the bow into the dock, coming to a stop just in time and hard in reverse as the prop walk slid us into the dock. Nicely done! Chris arrived about half an hour later and we helped him in as well. A C&C 33, "Bandit", from our marina in Sidney, is here as well, trapped at the dock by the high winds. He's been here two days, can't pull away from the dock, between two boats with the wind holding him in place.

Paul & I walked across the street to the Sportsman for one final dinner, he's starting the journey home tomorrow. I'll do some laundry and load up with groceries in the morning and head south when the tide changes around noon.



Day/Date	Destination	Distance	Tides	Currents
Sat July 14	Farewell Harbour <a href="#">CHART 20</a>	21 nm	Alert Bay	Weynton Passage
	<a href="#">BACK TO TOP</a>		0213 5.2	0454 0841 -6.1
			0924 0.0	1138 1455 +5.6
			1545 4.4	1840 2134 -4.4
			2105 1.6	

**1330hrs** Motoring out of Port McNeill under brilliant sunny skies, not a cloud to be seen and not a ripple on the water! Quite a change from yesterday! Paul drove away early this morning, headed for Cowichan Bay to meet up with his buddies John & Kari who are visiting there. He'll get a ferry later this afternoon and stop at his sister's in Abbotsford again. I got the groceries while the laundry was drying, loaded



up the boat with ice and water, washed all the salt off the decks and canvas, then walked up to the lone computer shop at the mall, open at 1000hrs. He showed up at 1030hrs but was kind enough to have a look at the laptop while I waited. Ends up there's corrosion at the battery terminal, no power getting in or out and not repairable. Oh well, I suspected that anyway. I got the laundry and groceries put away and cast off. Picked up 26 liters of fuel and headed somewhere east, but not sure where.



**1600hrs** Motoring along the south side of Hanson Island, Johnstone Strait in a flat calm. Not that I want to be here, but I wasn't paying attention to the tides! When I left Port McNeill I powered north of Cormorant Island to take advantage of the huge flood current going east. And it was good, lots of push on flat water in sunshine. I was thinking of going back to Farewell Harbour or Mound Island for the night. However, I failed to take into consideration the flood current crossing my path at Weynton Passage! That current runs from the eastern end of Malcolm Island across to Johnstone Strait. I got sucked into it and couldn't get out! I was going sideways across the passage but not making any headway. I even tried one of the smaller passages through the rocks and islets without success. The current was running over 6 knots and I was stationary with whirlpools! Not fun and very frustrating! Anyway, into Johnstone Strait I went and off towards Blackney Passage. I will have less current and by the time I get there the flood will have eased somewhat.



**2015hrs** Anchor down at Farewell Harbour in a light breeze. One other large sailboat and a large powerboat in here, but a long way from where I'm anchored. The generator for the resort is still grinding away but that should stop shortly. No trouble getting through the current (which was still against) in



Blackney Passage, it just took a little time. There was a humpback feeding in the passage as well. The hamburger on the barbeque was very tasty as the sun eased towards the west. I even had a telephone connection here and sent a photo off to Carey. There is a huge flood tide tomorrow starting at around noon and I will take advantage of that to head to Port Neville, 26 nm away. The forecast is for stronger winds in the afternoon so it should be a good sail.

**2245hrs** The skies are almost dark, a sliver of moon and Venus hanging in the glow of the western sky, Saturn high in the southeast. There is not a ripple on the water and all the generators are off. I can hear Blackney Passage rumbling as the big ebb rushes out into Queen Charlette Sound. The stars are twinkling into view as the sky darkens.



Day/Date	Destination	Distance	Tides	Currents
Sun July 15	Port Neville <a href="#">CHART 21</a> <a href="#">BACK TO TOP</a>	29 nm	<b>Alert Bay</b> 0305 5.1 1009 1.0 1631 4.5 2202 1.6	<b>Weynton Passage</b> 0548 0931 -5.9 1226 1545 +5.5 1927 2222 -4.6

**1000hrs** Another cloudy morning (as usual) without a hint of a breeze. Although I was up early I've been busy in anticipation of the sail to Port Neville. The forecast is for "Strong Wind Warning" for Johnstone Strait with the winds picking up in the afternoon. The tide doesn't turn until about 1230 so there's no real hurry to get going. I've taken apart the deodorizer for the head, cleaned it up and put it back together again. It was leaking the blue dye and a bit of a mess. I used rubber gloves this time so my fingers aren't blue! I also check the transmission oil, something I haven't done for a while and should have. It was down about half a liter, serious for a transmission that only holds three liters. I topped it up using Don Cameron's syringe which worked very well. I'll see if this is going to solve the rattling noise the engine/transmission makes out of gear.

**1130hrs** The skies are clearing and a breeze has come up. We're still an hour from slack at Blackney Passage but I'm headed out. The forecast is now for a gale warning for Johnstone Strait for later this afternoon, see if I can get to Port Neville before it builds to that. Natasha texted that she is unpacking from Disneyland and packing for the camping trip to Parksville and eventually Campbell River to meet me.

**1430hrs** The spinnaker is still up, the skies are blue, the seas are small, cruising along



at 6+ knots of ground speed with the flood. Does it get any better than this? Johnstone Strait is very beautiful on a sunny day! I located Amiskwi on AIS again, he's under power about 3 miles behind me, also solo (Helen went home from Port McNeill). I spoke to him on VHF and he's planning on staying at Port Harvey tonight, possibly going up Havana Channel tomorrow.

**1520hrs** Abeam of Port Harvey with the spinnaker on the cabin sole inside the boat, it just came down after a bit of a struggle. The wind



has picked up and whitecaps are now everywhere. The current isn't as evident here as it was earlier. Amiskwi started sailing shortly after my last entry and has fallen behind (white sails only). I can barely make him out amongst the whitecaps.



**1730hrs** Anchored in the large bay at Port Neville. The skies are still clear and the view to the north is quite spectacular. There was a small power boat tied to the public dock as I came in, along with one sailboat anchored in the channel. Inside the harbour itself there are four power boats and one small sailboat, but we're so far apart I can't make out any names. It's a large anchorage. It's still blowing 15 – 20 knots in here and it's a bit lumpy. There's 200ft of rode out in 30 ft of water, dug in very well. I think Chris is anchoring out in the channel, I haven't heard from him yet.

**2030hrs** I'm rolling pretty good with whitecaps in the harbour. Chris is anchored out of sight in the channel. The weather channel is reporting 33 knots at Fanny island, a few miles

from here in Johnstone Strait. I can believe it. A 30 ft sailboat came in just a little while ago, two guys on it, cleaning up as I write this. There is a considerable current flowing along the beach towards the channel keeping me sideways to the wind. No strain on the anchor rode at all, sort of balanced between two forces. The sun is just about to set behind the trees and the temperature will start to drop shortly. Time to turn the furnace on!



The sail this afternoon was excellent, gibing across all of Johnstone Strait in winds Chris reported at 23 – 25 knots true (he has the masthead instruments). For the last hour or so I had the main down and was going with just the genoa. Coming into Port Neville from the west there is a small, high island at the entrance. You sail into the wind shadow and can see the whitecaps ahead as the westerly blows through the gap. Quite a hit when you sail into it! But I sailed all the way in and would have anchored under sail but it was just too gusty and strong. But I certainly got a good set!



Day/Date	Destination	Distance	Tides	Currents
Mon July 16	Small Inlet <a href="#">CHART 22</a>	39 nm	Alert Bay	Seymour Narrows
	<a href="#">BACK TO TOP</a>		0358 4.8	0811 1127 -11.7
			1052 0.3	1423 1738 +13.6
			1717 4.5	2102
			2301 1.6	

**0800hrs** The skies were clear this morning although it has clouded over again a bit. The wind is still blowing and I'm still rocking and have done so all night. I slept in the main cabin, fully clothed, to be able to react to a dragging anchor and keep the motion tolerable. The small sailboat that came in late last night is just pulling out after dragging their dinghy onto the foredeck and deflating it. Must have a roll-up floor because it's totally gone now. All the other boats have left as well, I suspect catching the ebb tide towards Queen Charlette Strait and the Broughton's. The current is still flowing hard under the boat and I'm still sideways to the wind. There is a long streamer of kelp amidships, probably wrapped around the keel.

It's 31 nm to Small Inlet as the crow flies, call it 35 nm as the boat goes. The current changes from ebb to flood at about 1330hrs at Current Passage, half way to Chatham Point. I'm going to motor over to the public dock and deflate the dinghy and put it below deck. If the gale warning



continues for Johnstone Strait, I don't want to have to worry about the dinghy passing me on a wave. It's wouldn't be good for it to roll over and become a sea anchor! I believe Chris has already raised anchor. He's headed up Sunderland Channel and going south the back way, avoiding Johnstone Strait to Chatham Point.



**1100hrs** Just pulling away from the public dock at Port Neville, the boat ready for the whitecaps ahead. This should be good!

I went to haul the anchor out this morning after coffee and breakfast to find the rode wrapped against the hull on the port side, leading down in the direction of the keel. It was "bar tight", so tight I could just barely get my hand between the hull and the rode. Not good! Was it wrapped around the keel? Sail drive and prop? The rudder was ok, it turned freely. The extensive bed of kelp was still there as well, streaming off the beam in what looked like about a knot of current.

Although I had the engine running I was afraid to put it into gear in case the rode was wrapped around the prop. What to do! Well, with that much wind blowing I rolled out an ever-increasing amount of genoa until the boat moved ahead, sailing on the anchor rode. As I have 250 ft out in what was now a falling tide (about 17 ft), I had lots of room to sail. It took a while but eventually I freed the kelp and sailed over top of the anchor. Then furled the sail quickly and hauled the anchor up even more quickly. A little out of breath when I finally lashed that to the roller! I motored around the corner to the dock and tided up, downwind but against the 1.5 knot ebb current. The ramp was steep enough that I definitely needed to hold on to climb up. The general store is closed! Looking



through the windows and it looks like it's been closed all summer, abandoned. Too bad. There was no one at either of the two houses, not that I went and knocked or anything. Back to the boat and I deflated and stripped the dinghy. I used the spinnaker as a cover over the cabin sole and wrestled it into the main cabin where it just fits between the galley and the bulkhead. Good and secure.



I see two sailboats pounding westbound out of Sunderland Channel, powering into the whitecaps. I'm starting with just the genoa.



**1200hrs** The tide is still against me and I'm enjoying a huge back-eddy along Hardwicke Island. The waves have dropped substantially, very few whitecaps visible. The wind has eased and the full main is now up to keep some boat speed.

**1300hrs** I'm in Race Passage abeam of Helmcken Island. There is still a bit of current against me but the wind has eased right down. I have to reach up a bit to keep my boat speed up. Lots of Pacific Whitesided dolphins playing about. I think I got some excellent video. The skies are blue, the mountains green, not a boat



in sight. There has been no commercial traffic at all today. I can see a mast either tided to the dock at Sayward or just coming out, I can't tell.



**1800hrs** Anchor is down in Small Inlet! The wind is a bit gusty in here but it's 27c in the cabin, it's hot out! I have to clean up the boat, remove and inflate the dinghy and get something to drink! It's been a long day. The wind between Race Passage and Chatham Point went from light to over 30 knots at times. The main came down again and I was screaming along at 7+ knots at times. Whitecaps everywhere. Then as I rounded the headland at Chatham Point it got light again but I wasn't going to put the main back up. And sure enough,

the wind came back with a vengeance and I sailed right to the entrance. I would have sailed all the way in but it was just too gusty. There's one other sailboat and one power boat in here, for a place twice the size of Montague Harbour! I've got 250 ft of rode out in 27 ft of water, a good solid bite!

Just before getting in here I had telephone reception again and let Carey know where I was. I didn't think there would be reception in here and there isn't.



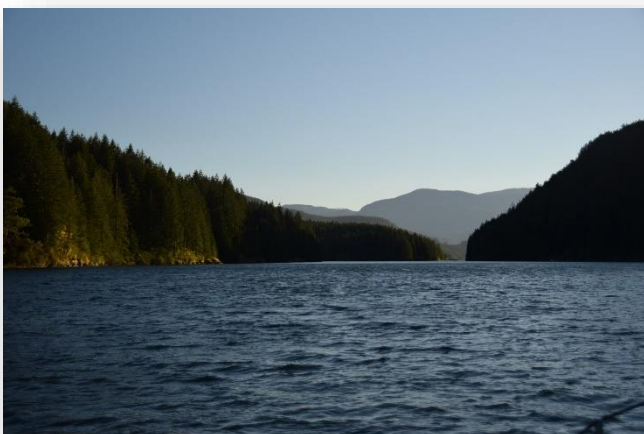


Day/Date	Destination	Distance	Tides	Currents
Tue July 17	Small Inlet	0	Campbell River	
			0428	2.8
			0816	3.6
			1458	1.2
			2159	4.3

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**0900hrs** Not going anywhere today so it's a lazy morning. The wind is still blowing from the west, like it has all night. A bit of a rocky night but I was so tired after yesterday's sail that I slept up forward anyway, all the hatches open as it stayed warm all night. About 0100hrs the creaking and banging of the anchor rode woke me up. I got up and had a look at the bow, the rode was rubbing the anchor platform hard and I worried about abrasion. I wrapped a rag around the rode where it crosses the deck and felt comfortable with that. The wind was warm and all the stars were out! Quite spectacular!

The weather report is for this wind to ease this morning and then pick up again late in the afternoon. If that's the case, and if the power boat leaves where he's anchored, I may just move over to where he is. That little corner is



protected by trees and a bluff. I watched his boat in the evening and his flags hardly moved. If that fails I'll probably move to the other side of this

small island behind me. There should be room back there and there should be some reprieve from the wind and certainly the waves. If all that fails, I'll just stay where I am! It's hot out and is going to get hotter, a perfect day to be on the boat!

**1115hrs** The power boat did have its engines running but he didn't go anywhere. So I pulled up all 250 ft of rode and powered in behind these small islets. Two sailboats had come in as well as a small American Tug who went in behind the islets before I was ready to move. So now there's two of us in here in 9ft of water (low tide), I've got about 70 ft of rode out. I'm thinking of hiking across to Wyatt Bay, just because I can (and it's time to go for a walk!).

**1800hrs** Anchor is down again in the little bay on the east side of Small Inlet with the power boat. I'm in 20 ft of water with 150 ft of rode out, but on a lee shore. There is plenty of room to swing as the power boat is tucked right up against the shore and out of the wind. I've got some of the gusts coming in to swing me around, but still better than the larger part of the bay. Earlier this afternoon I took the dinghy ashore,



pulling it through acres of soft muck to the high water mark. Felt like being back in Tsawwassen! A very pleasant hike through the woods over the a very quiet (one boat) Wyatt Bay. I eventually



made it back to the boat for a shower (very welcome in the heat) and settled into the cockpit with a drink and a book. A perfect afternoon with a very light breeze keeping things cool. I even had the sun tarp up! I noticed that the boat seemed to be moving backwards as the breeze came up. Sure enough, I was dragging through the mud! Up came the anchor as the wind started gusting again, hitting 20 knots as I powered away from behind the islet. I had enough rode out so the bottom must be very soft, the anchor not large enough to hold in the wind. I had noticed yesterday that the far western shore showed quite a calm area, the wind not hitting the water until about half way across the bay. I powered over to that area and watch as gusts pick up surface water and fired into the air! I've never seen that before, very intense ripples and spray! There was no relief from the wind on that shore so I motored over

to where the power boat was. So the hook is down and we'll see what happens here. There's a small catamaran that came in a little while ago who's also searching for protection from the wind.

**2000hrs** Anchored back where I started this morning! I've got 250 ft of rode out in 30 ft of water, a good solid dig on the bottom. The wind in that little cover with the power boat was hitting me from both sides, the boat skating around like an out-of-control Doberman on a leash. She would pick up speed after a particularly vicious gust and then jerk to a stop at the end of the tether, then repeat it going the other way in response to a gust from a different direction. I knew that wasn't going to last long with those sorts of impacts on the anchor rode. I was slowly edging towards the shore with each sideways path, clearly visible on the GPS as well as tree alignment. Getting the anchor up was tricky with the gusts and the shore so close, but I managed. Now I'm back where I started this morning and feeling far more confident in the anchor holding. I've got at least ¼ mile to the lee shore here. The catamaran tied to anchor in the same small cove with me and he also gave up. He's now on his way out of the anchorage altogether. I'm hoping to get some sleep tonight, the forecast is calling for the possibility of thunderstorms tonight. Oh fun!



**0100hrs** The wind is howling through the rigging with waves slapping the hull. The boat is veering viciously in this gusty wind. I haven't had any sleep yet and will be staying clothed and in the main cabin. I've checked the anchor rode a couple of times but don't see any damage yet. It's going to be a long night!

Day/Date	Destination	Distance	Tides	Currents
Wed July 18	Gowland Harbour <a href="#">CHART 23</a> <a href="#">BACK TO TOP</a>	13 nm	Campbell River 0531 2.4 0932 3.3 1541 1.7 2242 4.3	Seymour Narrows 0416 0707 +8.9 1011 1315 -9.2 1610 1920 +10.2

**0700hrs** Powering out of Kanish Bay having cleared the Small Inlet narrows and kelp beds. The tide is low this morning and the kelp beds are much more evident than when the tide is high. It's a sunny and clear morning with some distant clouds towards the north west, as usual, over the Broughtons. The wind blew again all night although I did get a few hours of sleep as the rigging shook the boat. There are whitecaps in Kanish Bay and the 20 knot wind is right on the nose so I'm going to power until I get to the corner of Discovery Passage.



I'll be approaching the dreaded Seymour Narrows on the full flood in about an hour. There's a small fishboat going the same way so if he can do this, so can I. The two SALTS boats are anchored just behind the two small islets at the entrance to Kanish Bay.

**0800hrs** I'm through Seymour Narrows on the full 8 knot flood! It wasn't a big deal. The wind was light and there were large, lazy whirl

pools but no different than Active Pass or Dodd Narrows, just a bigger scale. Of course, I don't know if I want to be here on a really big flood of 12 knots, it may be a bit more intimidating. It was a great sail to this point, almost white knuckle with just the genoa out, gibing back and forth through Discovery Passage, whitecaps everywhere on a 2 knot flood.



As I got closer to the Narrows the winds eased considerably and the current increased. No traffic to speak of and the fishboat ended up in a small bay along the way, fishing. At the currents' fastest I was going a bit over 14 knots according to GPS with a light wind over the stern.





Very nice. The wind is lighter on this side of the narrows, only a couple of miles to go, not going to bother with putting the main up.



**0900hrs** The anchor is down in 40 ft of water under sunny skies and a light breeze. There's a large group of teens a little ways away, all dancing and singing. I looked it up on Mrs Google and it's a religious camp, Camp

Homewood. There are only two boats in this part of the anchorage behind the small islets. I have lots of room to swing and there's 150 ft of rode out. A boom tug is working hard on moving a number of log booms tied to the shore not too far away. Time for breakfast!

**1900hrs** The barbeque is lit and the steak ready to go. There's not a ripple on the water and the sun tent just came down. It reached 26c in the cabin this afternoon, a nice relaxing day to catch up on my sleep deprivation over the past few nights. I contacted Ron today and learned that he and Linda are headed for the Okanogan Valley at the end of July, back on the 5<sup>th</sup> of August. I should almost be home by then so I suppose I will be sailing solo. Camp Homewood has quietened down, the ski boats docked for the night and campfire(?) songs over with. Painted ships on a painted sea.



Day/Date	Destination	Distance	Tides	Currents
Thu July 19	Campbell River <a href="#">CHART 24</a> <a href="#">BACK TO TOP</a>	3nm	Campbell River	Seymour Narrows
			0632 2.1	0416 0707 +8.9
			1102 3.1	1011 1315 -9.2
			1626 2.2	1610 1920 +10.2
			2324 4.2	2232

**0900hrs** Just leaving Gowland Harbour under power. There is a light NW breeze blowing under mostly sunny skies. The forecast is for clouds and possible showers tomorrow. I find that hard to believe. I've already called Discovery Marina to see if my slip is empty (probably too early yet) and it is, so I'm on the way. The current changes in Discovery Passage at 1011hrs so I have to get there before the change.



**2140hrs** The westerly wind is still rattling through the rigging and I think I have all the dock line squeaks solved. It's a beautiful clear night with just a few scattered clouds reflecting the last of the day. This morning I sailed across Discovery Passage under the genoa, straight across on the large flood current, careful to aim high to avoid being flushed past. I got into the slip without any difficulties. It was a bow in, starboard tie, facing the wind, perfect. Then it was a whole lot of walking, searching for a new laptop. I tried Staples in the shopping center. I wasn't happy with their selection, so I walked

over to a local Piers Computers by the old public wharf. They did more repairs than retail sales. The proprietor removed the back panel of the computer and confirmed that it was fried, but I wasn't happy with the Acer computers that he had for sale. Back to Staples and I found a Lenovo Yoga that I hadn't noticed on my first viewing. It would fit my bill exactly, other than it has a relatively small solid-state hard drive. But I can live with that. The sales person (Jordan) advised that the techies could prep it and transfer the data from the old hard drive by Friday evening. Perfect. So that's where I am at the moment; hurry up and wait.



I walked over to the UPS store about a mile away to pick up my box of 50 Good Old Boat magazine for distribution. A misunderstanding on where the shop was (I thought it was in this mall, it isn't). Then it was picking up ice for the cooler at the fuel dock, new bow chocks that I installed,

and a replacement tow line for the dinghy. I also repaired a hole in the bottom of the port side pontoon. I don't know where I picked up the hole, probably dragging it across the mud at Small Inlet.

Day/Date	Destination	Distance	Tides	Currents
Sun July 22	Campbell River	0	Campbell River	
			0049	4.0
			0910	1.4
			1542	3.5
			1919	3.3

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**0830hrs** What's happened over the past three days?? A lot, but not much. Go figure. A lot of walking around to stores and into the mall. Over to Tim Hortons for breakfast and a read of the Times Colonist. A walk over to the fishing pier, just because I wanted to. The purchase of a



shirt and a pair of swim trunks because I forgot my trunks at home. Purchase the basic groceries for the boat from the Real Canadian Superstore here in the mall. Wash all the salt from Kanish Bay off the decks, and then polish the stainless railings. Watch cruise ships go by in the evenings in Discovery Passage. And wait for the new laptop to be finished. That didn't happen until

Saturday afternoon, the teckies were having difficulties getting into the old one apart (screw heads are stripped – drill them out! – probably thought they were Philips head screws when they were Torx). They transferred all the data onto my spare hard drive but wouldn't transfer the programs. I'm currently using a trial period of Office 360 to update my log (90 days, and then I'll have to pay). My e-mails aren't up to speed yet and I can't seem to access my You Tube channel to reply to a subscriber. I'm going to work on that today.

The kids are at the kite festival in Parksville today and will drive Natasha up after 1600hrs today. I don't expect to see them until after 1900hrs.

**2300hrs** Watching a Bryan Adams video as we're settling in for the night, just about bed time. The kids showed up early, just after 1700hrs. Nicky called my cell phone for last minute directions and they were already in the shopping center parking lot! Everyone came down to the boat for a short visit, Logan climbing all over having a look at things. He and Lance are going out for an overnigher in mid August when I get back. The kids and Logan left about 1830hrs



and Natasha & I walked up to the Riptide Pub for dinner. Not nearly as busy as it was Friday night, a pleasant meal. Back at the boat we sat in the sunshine and organized the day for tomorrow. I have some laundry to do first thing in the morning, then breakfast and after that some last-minute groceries. There were two cruise ships showing on Ship-Finder so we walked over

past the Ferry terminal and back, a very pleasant stroll under clear skies and warm temperatures. Probably still 25+ degrees with no wind. The Disney cruise ship went by, Vancouver bound with the Norwegian Jewel not too far behind, a stylish paint job cruising by in the dark. A very pleasant evening.



Day/Date	Destination	Distance	Tides	Currents
Mon July 23	Squirrel Cove Cortes Island <a href="#">CHART 25</a> <a href="#">BACK TO TOP</a>	22 nm	Campbell River 0132 3.9 0955 1.3 1637 3.7 2016 3.4	Seymour Narrows 0208 0547 -9.5 0854 1213 +10.5 1551 1851 -8.1 2155

**2120hrs** A perfect end to the perfect day. The mirrored waters of Squirrel Cove are reflecting the slight haze in the sky, the sun has long since set. A ¾ moon hangs high in the eastern sky. Chatter and laughs echo of the trees as boaters entertain in cockpits and on aft decks. It's still warm enough that jackets and sweaters aren't needed, no mosquitoes around.

This morning I was up at 0600hrs on the way to laundry with Natasha's bag of clothing. The sun was just rising over Quadra Island with a warm, gentle north west breeze rippling the water. Sports fishers were already motoring out of the marina in anticipation of fun on the water. I had the clothes in the dryer and was working on my coffee when Natasha got up early. Once the clothes were put away it was off to the Whitespot for breakfast after which it was the Real Canadian Super Store for the rest of the groceries for the coming week. That was loaded aboard and we were ready to go by 0915hrs as the gentle breeze picked up to a very nice wind from the west. The tide was rising and the current in Discovery Passage in our favour as we giped downwind under main and genoa, headed for Cape Mudge at 7+ knots. Once around the



corner the wind got light and we had to motor for a bit until the new wind line on the other side of Quadra Island. It was a very nice reach towards Baker Passage, hard on the warm wind at 4+ knots. There were plenty of sports fishers out on the shallows and we even came across two humpback whales at the edge of the deep water. A very pleasant sail with the spinnaker going up just before the passage, then coming down when the wind disappeared, then going



back up when the wind came back, flying all the way around the bottom end of Cortes Island and right into the entrance of Squirrel Cove. Very nice! Plenty of power and sail boats around in Desolation Sound. I called Tula on the VHF, knowing he wasn't anywhere near here, but announcing to all boaters that I was. I soon heard from Peter aboard "Brakespear" and then Brent aboard "Global Explorer". We'll be meeting up



with Brent and family at Walsh Cove tomorrow night. Peter was at Grace Harbour but I don't



know where he's going tomorrow. By 1500hrs we were motoring into a busy Squirrel Cove and found a hole in the crowd to drop the anchor without having to tie ashore. It was hot! 27c in the cabin and rising. I put the small sun tent up although it didn't do much. We played some Uno and enjoyed some chips and drinks as the sun eased towards the western side of the bay.



Boats came in as the afternoon progressed, people swimming and paddle boarding around. I learned from Carey that the second box of GOB magazine had arrived at home. I'll distribute those around the marina at home. Here, Natasha and I rowed to all the boats I perceived as "Good Old Boats" after an excellent dinner of steak and Caesar salad, handing out the magazine. One of them, a Pacific Seacraft out of Portland Oregon, "Larkspur" may be a new customer this winter. They plan on taking the boat and dry storing it at Van Isle Marina for the winter. Now the daylight is waning and the anchor lights are coming on. It's almost the end of another summer day.





Day/Date	Destination	Distance	Tides	Currents
Tue July 24	Walsh Cove <a href="#">CHART 26</a>	18 nm	Campbell River	
	<a href="#">BACK TO TOP</a>		0216 3.9	
			1036 1.1	
			1716 3.8	
			2102 3.4	

**2150hrs** The moon has just climbed up over East Rodonda Island in a crystal clear blue sky, dusk is falling. No dew yet, it's too warm. We're rafted up with "Global Explorer" and "Lu Sea" in Walsh Cove at the end of Humphrey Channel. All the boats in here, and there are quite a few, are quiet except for two sailboats along the shore who are partying and now diving into the water, calling and shouting loudly. It's been a long, hot day, the warmest so far.

This morning was a perfect Desolation Sound morning with clear blue skies and a warm sun. I finally woke up at 0730hrs with the bright sun blazing into the cabin. A cup of coffee in the cockpit before there was noise in the forward cabin. The Rascal's "It's A Beautiful Morning" sounded on the cell phone to start the day. There were boats already moving out of the bay quietly, the world was slowly coming to life. We had a light breakfast of fruit, breakfast cake and orange juice. By 0915 we were underway, powering to Refuge Cove for ice. Not that we really needed ice, but Refuge has the best block ice on the coast, a solid block vs. crushed ice frozen into a block. On the way over I contacted Brent on "Global Explorer" by VHF and was asked to pick up lemons and mayonnaise for dinner tonight, steak and ling cod. We managed to get dock space without too much of a hassle, it was already very busy, and picked up our ice and the groceries, getting away from the dock in short order. There was no wind as far as the eye could see, absolutely flat, except for boat wake. We powered into Desolation Sound towards



Humphrey Channel in the hot sun, Natasha enjoying the foredeck. Once past Roscoe Bay there was a hint southerly breeze, just enough to put the spinnaker up. So it went up, drifting along on a flood tide on broad reaches past



Pendrill Sound and on towards Walsh Cove. It was hot! A very light air sail with a few gibes thrown in and, at the last corner, the wind just evaporated. The power came on and we motored the rest of the way over a glassy sea, counting the boats visible at Walsh Cove ahead.



It was busy. We found "Global Explorer" and "Lu Sea" rafted together in the middle of the deep bay, no stern line ashore. We rafted up to Brent & Nicole. Soon after we were all in the warm water, swimming and cooling off. It hit at least 30c in the afternoon shade, hotter in the sun. Natasha stayed in the water far longer than I did, enjoying the company of the kids of Lori's niece, hanging

around a large open float off the stern of the rafted boats. Eventually, showers inside were in order and very welcome, the sun-shower water very warm. Dinner was hosted by Nichole on "Global Explorer", working in a very hot galley. The cockpit was extremely warm with the full canvas and very little air flow. The steak, ling cod, rice and salad was very tasty and very filling. A card game followed with all the kids on "Lu Sea" and adults on "GE". Planning for tomorrow was undertaken with "GE" and "Lu Sea" headed for Gorge Harbour early in the morning. We're just going around the corner into Pendrill Sound so there's no hurry at all. But we are rafted to them! We'll see how early they actually get up. That all finished as darkness fell. The party boats seem to have quietened down a bit and the moon and stars are reflected on the mirror of the calm water. Another perfect day done.





Day/Date	Destination	Distance	Tides	Currents
Wed July 25	Pendrill Sound <a href="#">CHART 27</a> <a href="#">BACK TO TOP</a>	10 nm	Campbell River	
			0259	3.8
			1113	1.1
			1749	3.9
			2251	3.4

**0700hrs** All is still quiet next door, no sign of life. No sign of life in the v-berth here either! There are a few hazy clouds high in the sky and the sunshine is slowly climbing down the hillside to the west. One sailboat has raised anchor and motored away over the flat water. It's already warm inside the boat, I haven't been on deck yet, updating the log book from last night. We sat in the cockpit till about midnight with Ben and Brent talking softly in theirs. All was quiet after a very busy day. Brent gave us a "small" fillet of salmon that Ben caught a few days ago. It's frozen, but huge! We'll see what we can do with that. Far too much food on board now! Natasha seems to have had fun with the kids in the water and playing cards. We'll have a quieter day today in Pendrill Sound, and then probably Tenedos Bay tomorrow.

**2245hrs** The full moon is casting a silvery trail on the rippled waters of Pendrill Sound as gusts of warm wind rock the boat. I've got the anchor set in 40+ ft of water with a stern line to shore, about 60 ft from the lee shore. It may not be a most restful or comfortable night, we shall see.



After this mornings' entry the crews aboard "Global Explorer" and "Lu Sea" eventually came to life just before 0800hrs. Brent cast me off after taking the dog ashore and I drifted into Homfrey Channel at idle as Natasha got up. Once into the channel I shut down and finished my coffee while Natasha slowly woke up. The sun hadn't come over the mountains to the east as "GE" and "Lu Sea" motored north, on their way to Gorge Harbour. I read my book for a while and, as traffic started to increase in the channel, fired up the diesel and started heading for Pendrill Sound on a flat sea and clear skies. It took about 2 hrs to motor around the corners to get here, very little traffic and no wind at all. The



small anchorages leading up to the head of the inlet were literally full of boats! Busy! We got into the head of Pendrill to find very limited anchoring choices along the north shore even though we'd counted 8 boats leaving the Sound as we drove in. As it was flat calm I decided to wait for someone to leave and we'd have French toast first. Very tasty in the already hot sun! It was already 1130hrs by that time and we watched two boats leave the exact spot that I wanted. In we went, setting the anchor with Natasha feeding out the rode as I backed up towards the shore. She then fed me the stern line from the bucket as the engine kept us in



position. All done by noon! The sun tent went up right after that! Boy, was the sun hot already! Then we got into our books for a while, enjoying the heat and ambience of Pendrill Sound as boats came and



went. By 1500hrs it was obvious that it was swim time! The water was tested with a thermometer at 26C! Into the water with the noodle horse and the two life pads. Very, very nice in the water! I



tested out the old face mask and snorkel, checking the bottom (lots of slime) and prop (still there and slimy). Almost a shame to get out. Showers on deck followed and we were dry in no time at all, a hot breeze blowing the water off. Back under the sun tent to avoid the worst of the heat as cocktail hour approached with a bag of chips. Dinner was obviously going to be late in this heat. We rowed out to a couple of old

sailboats and handed out the magazines, much appreciated by both. There is an old wrecked



building on a partially destroyed float in the little finger of a bay that we used years ago. Something has to be done about that, should have been removed long ago, just a pile of junk.

The sun finally set behind the mountains to the west and the sun tent came down quickly, the barbeque lit around 1930hrs. We were having beef kabobs with green peppers and onions as prepared by the Real Canadian Superstore. Not bad but I wouldn't buy them again, the meat was pretty tasteless and tough. While we were having dinner the wind picked up from the head of the inlet, right on the beam. I moved the stern line to the bow to pivot into the wind and reduce the strain on the anchor. So far we're holding well. The wind has come in gusts and calms, mostly gusts to about 15 knots. No waves or anything like that. It's 2300hrs now and almost completely dark, the wind has eased considerably since the start of this entry. It



would be nice to have it calm down completely. I'm dressed in jeans and shirt again just in preparation. The forward hatch is still open and a warm breeze blowing through the cabin. Natasha is reading a book and I'm on the computer.

**0030hrs** Time for bed, the wind has eased a bit and the gusts have subsided. The hatch is going to stay open tonight (deck and cockpit) because of the heat. We've had hot chocolate and watched the moon and Mars climb over the mountains to the south east. We're both tired after a long, wonderful day.



Day/Date	Destination	Distance	Tides	Currents
Thu July 26	Predeaux Haven <a href="#">CHART 28</a> <a href="#">BACK TO TOP</a>	18 nm	<b>Campbell River</b> 0342 3.8 1146 1.0 1819 3.9 2224 3.4	

**0824hrs** The morning sun has hit the top of the mast and is sliding down to the deck, the bright sun peaking over the mountain to the east. Pendrill Sound is like a mirror with misty sun streams highlighting the green mountain sides. Not much in the way of birds chirping in the morning, just the occasional raven calling



out. Natasha is reading her book and I've just downloaded photos and video from the last few days onto the laptop. It's going to be another hot day! The coffee tastes good, Natasha actually getting up before I woke up! A great night's sleep! We're off to Predeaux Haven sometime today, hopefully with a bit of a breeze. No hurry though, it's only about 7 miles.

**2330hrs** Another perfect day is coming to an end in the quiet of the cockpit. We're anchored in Predeaux Haven, the actual bay, with a long stern line ashore. It's not as busy as I would have thought it would be, busy, but not crazy.

After this mornings' entry it wasn't long before we had the stern line off the tree and I was hauling in 250 ft of rode out of 60+ ft of water (I need a windlass!). A little out of breath by the time the anchor was secured on deck and Natasha was powering us away from the shore on a completely flat sea. We motored out of the head of Pendrill Sound, most of the boats still quietly at anchor. I dragged the stern line in the water to clean the slimy grass off before storing it back in the bucket. No wind to be seen until we reached the entrance of the sound where a light inflow finally rippled the water. Plenty of large power boats were inbound as we were leaving, including Pacific Yellowfin, the tan colored mini-cruise ship.



With the light breeze the sails went up and we tacked in the warm wind towards the entrance to Desolation Sound. The flood tide was already in progress and our tacking angles were rather large but it didn't matter, we could see our destination of Laura Cove (I had changed my mind) about 5 miles away and it was still early. We reached the entrance to Roscoe Bay at the edge of Desolation Sound and the wind



disappeared, flat as a mirror as far as the eye could see. The only wind was behind us up Homfrey Channel.



We powered the rest of the way and cautiously motored into the narrow entrance of Laura Cove. It's a small anchorage that is part of Predeaux Haven and it was full of large power boats! Far too many generators to be fun so out we went, followed by a beautiful dark blue classic ketch that had also followed us in. Over to the actual Predeaux Haven with the hope that there would be some room at the end of Melony Cove. Imagine my surprise when there was actually room to anchor in Predeaux Haven itself! Near the eastern end with two other sailboats nearby. The anchor went down in about 30 ft of water and a stern line went to a tree well above the high tide line. As it was about a one foot tide at the time there was a lot of climbing over razor sharp oyster shells to be done. Natasha, as usual, did a great job of assisting with the task.



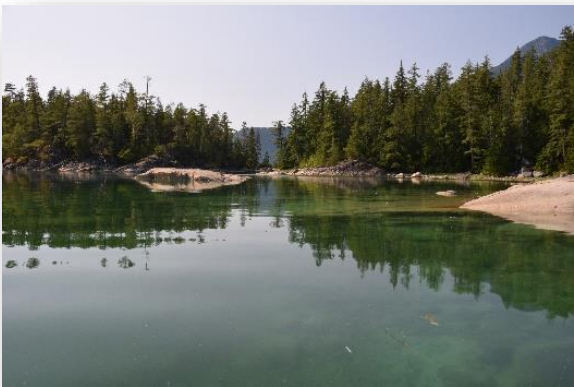
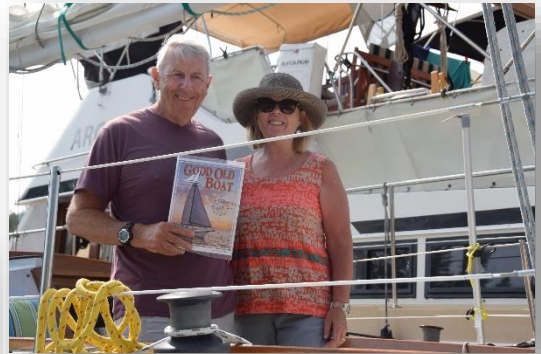
The outboard went onto the dinghy with the assistance of the boom lift, the sun tent was spread over the cockpit. It was already hot and looking to get even hotter! We gathered up a few Good Old Boat magazines and went for a power around the many little bays that make up the marine park. Not as many old sailboats as I would have thought but we met some very nice people. We ended up back on Natasha in short order to get out of the blazing sun. Some lunch snacks and plenty to drink as the afternoon whiled away, the sun dipping towards the western horizon with clear skies. Natasha wasn't in the mood to go swimming in the 23c water so we just had showers inside, very welcome! Dinner was a crisp green salad with pre-cooked spiced chicken, very tasty and filling.



Late in the afternoon a 30ft sailboat had motored by into the narrow channel past our bow where I didn't think a sailboat should be going, too narrow and shallow. The skipper didn't seem to be worried and anchored in a small bay just to the east of us, obviously been here before. A candidate for the magazine handout. As the sun finally set and the heat of the day started to ease, Natasha and I powered over in that direction to hand out the free gift, meeting the skipper and one son as they were rowing our way. Very friendly people out of California who keep their boat in Seattle. Three young boys on board. Then I wanted to get back to an Erickson

35 from Ladner in a raft of powerboats across the bay, one that we had handed out the magazine too but didn't get a photograph. We powered around the back and I took the photo of Csardas, the people on board inviting us over. Ends up, through discussion, that it's the McNabbs, Bucky and Heather McNabb, Wayne & Lee's brother and wife. Small world. We had a nice discussion remembering the Ladner days as darkness fell.

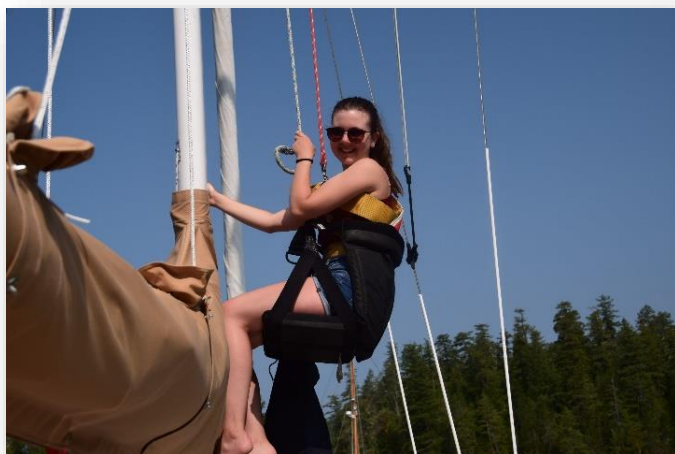
Now we're back on board and all the generators have shut down. It's quiet out and the full moon has come up behind the trees at our stern. We won't be seeing it for a while yet. The space station went by a little while ago, Natasha spotting it along with a shooting star. It's been another perfect Desolation Sound day!





Day/Date	Destination	Distance	Tides	Currents
Fri July 27	Tenedos Bay <a href="#">CHART 29</a> <a href="#">BACK TO TOP</a>	5 nm	Campbell River 0420 3.8 1213 1.0 1851 4.0 2307 3.3	

**0800hrs** There isn't a sound in the bay this morning, nor any life in the v-berth just yet. The sun is shining in the cabin as I update the log. A perfect night with not a whisper of a breeze, an un-interrupted nights' sleep. It's going to be a hot one again today, already the end of the week! There's no hurry to go anywhere, or do anything this morning, the destination is only about 5 miles away by boat, about a mile away over the mountain as the crow flies. I think I'll send Natasha up the mast today, first time for her, clean off the underside of the spreaders. Time to make a coffee and ease into the day!



**1400hrs** The small sun tent is up as a light breeze keeps our bow into the wind. We're anchored in Tenedos Bay in 70 ft of water, it will be a long pull tomorrow! It's busy in here and with the low, low tide again today at just the time we wanted to anchor, the razor-sharp shells

on the rocks are a real deterrent to climbing a stern line ashore. So we're anchored at the entrance to the bay, just in front of a C&C from North Saanich Marina, "Sundance IV". We'll wait for a higher tide before we hike up the trail to the lake. Lunch was a very filling ham & cheese bun with all the fixings, very tasty.

**2215hrs** Another perfect day in Desolation Sound! Darkness has fallen in Tenedos Bay and all the generators have shut down. The anchor lights of the surrounding boats are reflected in the dark mirrored water of the bay. A few scattered voices can be heard from the multitude of boats anchored here. Not as many as a few years ago, but busy anyway. Natasha and I are enjoying the ambience of the cockpit under a starry sky, not much in the way of dew falling yet. The mosquito coil is on in the head with the screen in place, a few have buzzed around our heads.

This afternoon was perfect! After the last entry I went for a short nap inside the cabin, Natasha reading her novel out in the cockpit. I was awake by 1500hrs and by 1530hrs we were headed for





the trail to Unwin Lake and the creek pools. Lots of dinghies at the shell beach and we had to wait our turn to get to the gravel. Fortunately, most of the dinghies were outbound that time of day. We hiked up to Unwin Lake, looking the same as always although a bit hazy in the smoke from what I assume are interior forest fires. On the way back we went into the pools. Wonderful warm fresh water and a great photo opportunity. Natasha obliged me with some great poses in her bikini, enjoying the stream. A natural model if she wanted to be.



We powered back to the boat at 1800hrs! I thought it was much earlier than that! I turned the boat into the light breeze and away from the



western sun by moving the anchor rode from the bow to the stern. The small sun tent came down and as the sun eased behind the western mountain the barbeque was lit. We were going to have the salmon slab that Brent had given us, along with some spiced noodles. Really too hot to eat but it would be going bad if we didn't eat it. I cut what we could eat and rowed the remainder (most) over to "Sundance IV" who were most appreciative. The salmon and noodles were very tasty and very filling! The dishes were soon out of the way and we powered over to a couple of sailboats in the bay with the GOB magazines. Again, very nice people with the magazine being very well received.

Natasha is working on my phone at the moment, exploring the Sky program, searching for stars and constellations. Venus has long since set, Jupiter is low on the southwestern horizon, Saturn is high in the southern sky and the moon is back-lighting the mountain to the east. According to the program it should rise above the tree line at about 2330hrs, about the same time the space station should be coming over our shoulder from the north. We shall see.

0045hrs Just into the cabin from a gorgeous evening out in the cockpit, lounging on the cushions while watching the moon and Mars slowly climb over the tree line. It is warm enough to not even need a shirt or blanket. I had some quiet music playing in the background, the boats all quiet in the bay. The quiet conversation and yawns were what summer sailing is all about.



Day/Date	Destination	Distance	Tides	Currents
Sat July 28	Refuge Cove <a href="#">CHART 30</a>  <a href="#">BACK TO TOP</a>	18 nm	Campbell River 0457 3.8 1232 1.0 1924 4.0 2354 3.2	

**0900hrs** Another beautiful sunny morning with a bit of smokey haze to the sky. The water was a mirror when I got up at 0730 and there's now a very light ripple coming from the Sound. The boat is organized again and, because we're going to somewhere civilized (Refuge Cove) Natasha is prepared with her sun dress again. Breakfast isn't too far away. Just organizing and backing up photos on the laptop.

**2200hrs** Secured to the dock at Refuge Cove, the on-shore generator still humming away behind the buildings. The bakery/restaurant still going strong with all the lights on. All sorts of gatherings and conversations still going on as well. It's getting dark, the hazy sky showing the last traces of the glowing sunset. A very pleasant evening.

This morning we enjoyed a bacon and scrambled eggs breakfast with toast and orange juice. Another deprived breakfast! Boats were slowly coming to life and raising anchors for another day on the water in Desolation Sound. I had lots of anchor rode to haul up, we were anchored in 70 ft of water with 225 ft of rode out! Natasha drove as I hauled it all up and we got underway at 1000hrs. There was a ripple on the water in the bay but nothing outside. Brent responded to our VHF call and indicated that the group was headed for Squirrel Cove today for a couple of nights, wanted to know if we were interested. Our plans included Refuge today and then Teakern Arm tomorrow before going to Lund. It sounds like we may see them at Teakern Arm

tomorrow. We powered past Bluff Head to a wind line off Mink Island. The main and genoa were soon up and drawing hard in the warm



wind. We worked our way to windward, tacking back and forth on a falling tide against a 10 -12 knot breeze, embarrassing other sailboats into sailing. We arrived at the entrance to Refuge Cove by noon, far too early to quit sailing for the day. Off to Squirrel Cove we went in the warm





wind, then back around 1300hrs. I called Carey to learn that Cathy was over for the weekend with not much happening, it was hot there as well. It didn't take long for a spot to open right at the end of the western finger, right where we were tied two years ago. Perfect. We picked up a block and a bag of ice before indulging in ice cream. Eventually we got organized and picked up a few items for the next few days, organized the inside of the boat once more and then sat back and relaxed as boats came in and out. Float planes stirred up the air as well with turbos and pistons. We turned the boat around to take

advantage of the shade of the small sun cover as the afternoon slid by. Lots of kids running around, lots of dogs running around. We gave out one magazine to a Yamaha 30 and were declined by a C&C 35 (didn't want paper aboard!?). We enjoyed smokies on the barbeque for dinner as the sun slid over the trees, the temperature slowly dipping below "hot". A game of UNO soon followed (which Natasha handily won!) and now it's almost dark. Natasha is reading in the cockpit with a lit reading magnifier, I'm updating the log on the laptop.





Day/Date	Destination	Distance	Tides	Currents
Sun July 29	Teakern Arm	7 nm	Campbell River	
	<a href="#">CHART 31</a>		0533	3.7
			1250	1.1
			1958	4.0

1000hrs The morning sun is already hot, not much of a breeze blowing in here. A simple breakfast of fruit and cereal is down the hatch and wasps have already died in the cockpit. It's quieter than I suspected it would be this time of the morning, only a few boats moving to the fuel dock and then drifting away. A couple of small sailboats have come in to tie up. The small sailboat that came in at dusk last night with the Spanish couple and young boy were gone first thing this morning, avoiding the moorage, shower and power charges. Of course, first thing this morning for me was 0800hrs! Yikes! Lori texted me, asking if I would take "Lu Sea" to Victoria from Sidney this coming Thursday. Yeah, right! I guess she's headed back to Sidney in the near future.

2145hrs Darkness is falling on Teakern Arm, anchored in the little bay just south of Castle Falls and close to the dinghy dock for the marine park. The children aboard the boats on either beam are settling down and the dinghies have stopped running, the water is calming. Although the skies are clear and the dew is dropping, a haze still lingers from the interior forest fires. We have a little classical music on the stereo while Natasha reads her book and I update the logbook.

This morning we cast off the dock at about 1015hrs as boats started to come in for supplies and fuel. Obviously, coming in before 1000hrs or after 1600hrs are the preferred times, the rest is chaos. There was not a ripple on the water as we powered out of Refuge Cove with only a few



boats on the go. The sail cover never came off as we powered up Lewis Channel and into Teakern Arm. It was already hot in the sunshine as we toured the available anchoring spots, of which there aren't that many! We settled for a spot between two sailboats adjacent to the dinghy dock, a bit crowded but not bad. The anchor went into 70 ft of water and the stern within a boat length of the rocky shore. Natasha did a fine job of driving the boat backwards towards the shore and then playing out the stern line while I rowed ashore. The sun tent went up

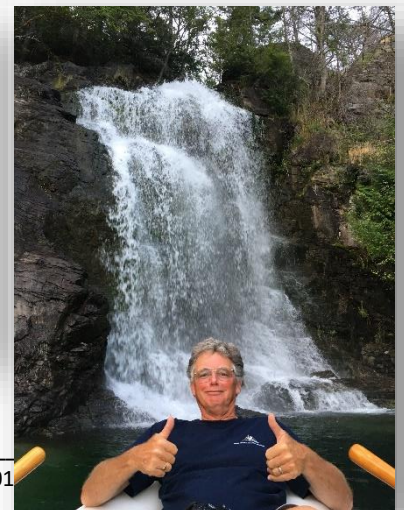
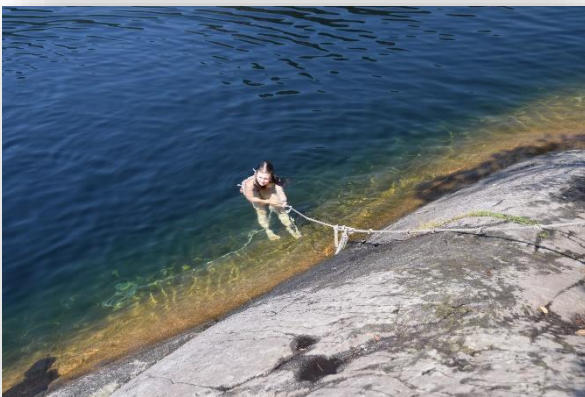


immediately, it was already hot enough. A bit of lounging around and then it was into the dinghy and up to the falls and Castle Lake. The trail to

the lake was as tough as it always has been, the views of the inlet and boats spectacular. The lake water was fabulous! Almost bath-water warm and crystal clear! A wonderful swim with not a whole lot of people around. It was a long hike back in wet bathing suits but that kept us cool. Back to the boat for some refreshments under the shade, just to get out of the sun! The thermometer in the cabin showed 33.5 c! Hot showers were a bit of overkill but welcome anyway as the sun dipped behind the hills over our stern. The sun tent came down and we did some organizing and cleaning. We rowed around to the other three boats in here and handed out magazines to all, they were all old boats! Dinner was very tasty barbequed ribs and a toasted bun. Then over to the falls at high tide so we could get right to the base of the falls. A warm breeze off the base of the falls too! Back to the boat to

clean up the dinner dishes as darkness fell. Now it's after 2200hrs and almost completely dark. The moon will be late tonight, some stars and the planets are already up. Hopefully we can catch the space station again but without telephone connections we don't know exactly where it is or when it will cross overhead.

0015 hrs      The space station flew silently across the sky, almost colliding with a satellite on a converging course! Kind of funny really. A beautiful night as the full moon rose slowly over the mountains, working its way through the trees and mast and rigging of the boats to our port side. Mars was there as well, hovering over the edge of the trees. All the boats are quiet, the water of the inlet a mirror. A bit of classical music completes the scene as Natasha and I get ready for bed. It's been a wonderful day once again.





Day/Date	Destination	Distance	Tides	Currents
Mon July 30	Lund <a href="#">CHART 32</a> <a href="#">BACK TO TOP</a>	18 nm	Campbell River 0612 3.7 1314 1.2 2031 4.0	

**0800hrs** The sun hasn't reached us yet over the tops of the trees just to our east. Someone aboard "Mokuola" next door is grinding coffee in a hand grinder, an odd sound out here. The inlet is a mirror, not a ripple on the water. The world is slowly coming to life. Natasha is awake but not quite mobile yet. It's a quiet morning out on the water. We're headed for



To Lund today, get some laundry done (someone spilled some sauce on her one and only dress, that she wants to wear for dinner tonight!) and enjoy the ambience of the docks. Two more days and we'll be back in Campbell River for the drive to Nanaimo and the ferry ride home.

**2030hrs** Our company (Michael and Barbara) have just left and peace has returned to the good ship Natasha! Nice people but they both talk incessantly, and she is loud! We were expecting complaints from the rest of the boats in the marina! Oh well, I finally forced the issue

and they got the hint and went back to their own Ranger 29 across the way.

After a simple breakfast this morning, and while the world was still waking up, we hauled anchor out of 70 ft of water and slowly motored out of Teakern Arm as both power and sailboats started arriving from around the corner. There was no wind rippling the still waters as the hot sun rose in the hazy skies. Forest fires apparently in the interior with the smoke drifting out our way. As we got closer to Lewis Channel there was a ripple and the sails went up, reaching on a very warm wind. I could see a Canadian Patrol Vessel (Moose #62) ahead and then heard "Global Explorer" calling it (Brent is a reserve naval officer). No response. Anyway, I spoke to Brent as "GE" came around the corner into Teakern Arm, headed to Castle Falls for the day. We passed each other as we headed towards Desolation Sound under white sails. The wind died for a while and then came back, a very nice warm sail to windward, headed for Thulin Passage. There





was a report of Orcas in the passage, but we didn't see any, only whale watching boats. The wind died and we powered the rest of the way to Lund, getting a perfect spot at the end of A Dock.



It wasn't busy at all at the docks and only a few boats at the breakwater. It was hot though, really hot. The laundry went in and the sun tent went up. A couple of ice cream bars, some cold drinks and some serious relaxing in the heat.

Eventually the cloths were clean and cold drinks were served in the cockpit. We wandered over to B Dock and presented a magazine to a couple from the Vancouver Rowing Club on a Ranger 28. Nice people and they invited us aboard for a drink. It took a bit to get away and to the showers for a clean-up. Very welcome! About 2000hrs we went up for dinner at the Boardwalk Restaurant, sitting at a bar overlooking the harbour while the red ball of the sun dipped lower through the haze. Nice sunset. Back to the boat and Michael and Barb invited us over and we invited them over (ok, a bit of a miscalculation on my part). They arrived with drinks and just finally left. Peace and quiet have returned!

It's not supposed to be as hot tomorrow and the weather is supposed to turn to rain by the end of the week with 20 -25 knot SE winds. Oh good, just when I want to head south and home!



Day/Date	Destination	Distance	Tides	Currents
Tue July 31	Gorge Harbour <a href="#">CHART 33</a> <a href="#">BACK TO TOP</a>	14 nm	Campbell River 0146 3.0 0655 3.5 1340 1.4 2103 4.0	

**2215hrs** The last night aboard for Natasha! And it's been a spectacular day to end it all with! A great night's sleep last night with not a sound disturbing the peace and quiet. I didn't get up until just before 0800hrs and the Rascals forced Natasha to get up. A relaxing cup of coffee as the water taxis started running between the pier and Savory Island, Natasha slowly waking up as well. We wandered up to Nancy's Bakery for a couple of large cinnamon buns that we enjoyed back at the boat, the rising sun warming the cockpit up quickly. And the buns were very good! With sticky fingers we got the boat ready for sea, organizing the inside and taking the sail cover off. By 1000 hrs we were powering over to the fuel dock with a half empty tank. It was quiet here so I thought it would be a good idea to fill up before heading south. Exactly 30 liters later and we were on the road and into a light southerly breeze. The sky was clear, but the smoky haze persisted. We couldn't see Vancouver Island at all from Lund. The main and



genoa were soon drawing on a broad reach towards Baker Passage in a warm 7 – 9 knot breeze. A little variable in the Passage but a good sail to the bell buoy before the starboard turn

towards Gorge Harbour. Lots of boats (both power and sail) headed into the Desolation Sound area. We giped downwind towards Gorge, running before the warm wind. We even sailed



right into the cut, sailing into Gorge Harbour under main and genoa in front of a powering sailboat. We were on channel 66A listening to the wharfinger organize impatient boat owners into the marina. A very well-organized job and we were soon tied up on the shore side of A dock, a perfect location. The wind continued to build for a while, but it was warm. We explored the marina complex, paid our moorage, got the wifi password, got reservations at the restaurant for tonight, and pool passes. An ice cream bar or





two later and we were headed to the pool. Relatively small but nice and warm, very refreshing and relaxing.



Back to the boat as the sun dipped towards the western horizon, 33c indicated on the thermometer in the cabin! We met some very

friendly boaters on the docks and Natasha went up for a shower before dinner. One of the boaters we spoke to, and tried to hand out a Good Old Boat magazine to, told us they already had the latest version. They were from Campbell River aboard a Luguna 30 called "Adventure". A comparison of boats later in the evening revealed that it was one of the boats on E Dock at Discovery Marina in Campbell River that I had put a magazine on! Small world. We eventually went for dinner and a wonderful dinner it was! Very tasty salmon special with ice cream for dessert. A special evening on the patio overlooking the harbour with a lovely young lady.

Now the marina is in darkness and the stars are out. The moon is below the horizon yet and won't be up for a while. It's 2238hrs and the space station was supposed to be overhead at 2235 so I think we missed it, working on the log. The boats have quietened down and dew has fallen. A very pleasant evening.





Day/Date	Destination	Distance	Tides	Currents
Wed Aug 1	Campbell River <a href="#">CHART 34</a>	11 nm	Campbell River	Seymour Narrows
	<a href="#">BACK TO TOP</a>		0249 2.8	0317 0559 +7.2
			0745 3.4	0856 1207 -8.2
			1409 1.6	1500 1809 +9.5
			2134 4.0	2125

**0630hrs** The marina is still asleep, only a few early birds up and about. Another great night on the boat, waking up once to try and figure out where I was. The young lady is still asleep up forward, soon to be woken up. We need to get an early start this morning, Campbell River and the car rental beckons. Time for Natasha to head back home on the 1515hrs ferry out of Nanaimo. This morning the skies are part cloudy, reflecting the rising sun in bright white. No wind yet but Campbell River is 13 nm away and the rental is for 1100hrs. The timing should be right for everything to fall into place with time to spare. The current in Discovery Passage also waits for no-one!

Peter Simpson aboard Tula is headed down from Port Harvey today, headed for the April Point marina. He wants to meet at Deep Bay on Denman Island tomorrow night. That may be a marina too far for me if the wind pipes up from the SE tomorrow as predicted. It's supposed to be SE 20 – 25 tomorrow with a rain front coming through. Not so good for going south!

**1030hrs** Tied to the dock at Discovery Marina again. It's cool outside! Natasha is packing her bags while wearing her winter coat! Actually, it's just colder than it has been for the past week, only 19c in the cabin this morning with some clouds. Not much in the way of wind



on the way here but we did manage to sail for about an hour and a half. Now it's time to pick up the car from Budget Rentals and head for breakfast somewhere. Then it's the drive to Duke Point and the ferry. The boat needs a good organization and deck cleaning when I get back!



**2000hrs** Finally sitting down after a long day! There's a thunder storm rumbling overhead with a few drops of rain splashing the water. The decks have been washed down, the cabin re-organized for solo sailing. The young lady is gone and the boat feels very empty. All went well today, all plans worked out. After we arrived here this morning Natasha finally seemed to come to life and packed her bag. I arranged for overnight moorage and by 1115hrs we were at Budget rentals picking up a white Toyota Prius. Back to the boat to load up her bag and then across the street to Whitespot for breakfast/lunch. That took forever to be served but it was good and filling. On the road by 1315hrs, headed for Nanaimo and the Duke Point ferry terminal. One and a half hours later we were saying goodbye in the terminal, a hug

and a kiss and she was lugging her bag behind glass doors.

Back to Campbell River in heavy traffic through the Nanaimo bypass, stopping at a Tim Horton's for a coffee to stay awake. There were SE whitecaps on the Strait and the skies had turned sunny although not nearly as warm as the past few days. By the time I got back to Campbell River it was just after 1700hrs. I picked up groceries from Thrifty Foods and brought them to the boat, then ice from Super Store here in the mall after returning the car to Budget. Then the deck washing and organizing. I'm all squared away now and updating the log book. I'll download photos from the camera and video as well. A lot of editing to do yet! It's going to be early to bed tonight!



Day/Date	Destination	Distance	Tides	Currents
Thu Aug 2	Sturt Bay <a href="#">CHART 35</a> <a href="#">BACK TO TOP</a>	37 nm	Point Atkinson	Seymour Narrows
			0431 2.6	0043 -9.6
			0926 3.5	0358 0645 +7.3
			1537 1.9	0948 1254 -7.4
			2227 4.4	1548 1854 +8.3

**2015hrs** My face is on fire! I look a bit odd as well, my hair is too long and grey, and my face a brilliant red with racoon eyes. Ah, the fun of sailing to windward without a hat on!

I woke up this morning just before 0600hrs as fishermen thundered down the docks with all their gear, headed out for the first bite and not caring about how much noise they make. It works for me, no alarm clock needed. I struggled last night, rescuing Natasha from under a pier in the pitch dark, then realized I was fighting the spinnaker bag in my sleep! Later I was facing off against a large power boat that was anchored too close, then realizing that I was still tied to the dock. But not until I had gotten dressed to go on deck! I got the coffee going for the muffin breakfast, the sail cover came off and I was underway by 0630hrs. Not wasting any time.



There was no wind to speak of under partly cloudy skies, the rising sun peeking out from between low clouds. The flood current in

Discovery Passage helped me south with the GPS showing 8 – 10 knots over the ground for a considerable distance past Cape Mudge. The forecast was for SE winds at 15 – 25 knots this morning, easing this afternoon before rising again in the evening, a possibility of showers overnight. There was a 5 – 7 knot breeze blowing over the stern. I was contemplating the spinnaker and even placed the spinnaker sheets on deck, but thought better of it as it was too light and I wanted to make time towards Comox so that when the southerly wind came up it would be a single tack over to Texada. The muffin was good, as was the coffee. I was looking up the weather apps on my phone when the phone just froze. Nothing worked, all the buttons ineffective and only the small circling going round & round on the black screen. And then it rang, twice, nothing on the screen and I was unable to answer it. I was thinking of a reboot with the battery out but couldn't figure out how to get the battery out. It felt warm to the touch so it was working hard. The fully charged battery would soon die (I hoped). Then the auto helm died! No power to the control head. I thought that perhaps the back side had been bumped when I switched all the bedding yesterday. I pulled everything out and all was fine. Then I opened the electrical panel and it came back online. Loose connection. Good thing! Too many things going wrong at the same time!

By 0900hrs I could see a wind line ahead on what was now glassy water. The main went up and I tightened all the appropriate halyards and stays.



It went from a nice 5 – 8 knots on a starboard tack to 15+ knots within 10 minutes. I had a reef in the main that quickly as well, heading off towards the area of Harwood Island and hoping



to make the pass between the Island and north end of Texada Island. The wind kept building as did the seas, spray coming back to the cockpit over the nice clean decks. The main came down as I sailed hard on the wind against the flooding tide, a long uphill slog. The wind backed just enough to squeeze past Vivian Islet and into Algerine Passage, now aiming for Westview and some protection from the southerly wind which was gusting over 20 knots. There were very few boats visible and those that were, were sailing northbound and off the wind. All the way over to Westview and the wind did ease, a tack back towards Sturt Bay and Texada Island as the tide changed from flood to ebb. The seas became short, steep and confused as I sailed back across Malaspina Strait, a real pounding with not quite enough sail up. But I wasn't about to climb back on deck to raise the main again. It was approaching 1330hrs and I was tired, ready to call it quits as I could see nothing but whitecaps marching from the south. About ½ a mile short

of Sturt Bay the wind became very light and the motor came on, the waves as big as ever, oh fun! I powered in and got help tying to the nearly empty dock. It took the better part of an hour putting the boat away, straightening everything back out. The anchor had even come off the roller and almost over the side, the shackle keeping it in place. A little damage to the hull from the pounding. A couple of big glasses of

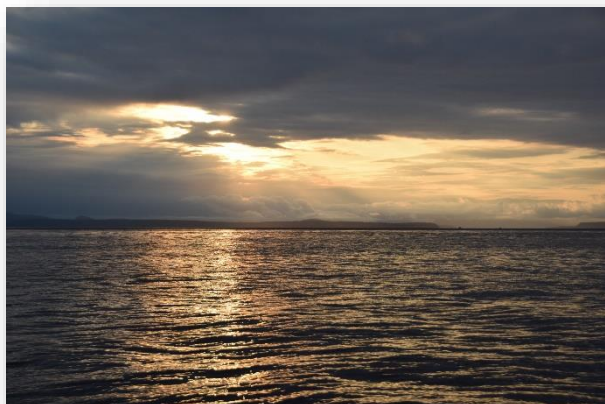


water and a bun made everything right again. The cell phone was cold and the circling gone. I plugged it in and soon had a working cell phone again. It was Carey who had called twice this morning. All is well again! A short nap in the afternoon helped as more sail and power boats came in as the afternoon wore on, the docks were soon full. The skies cleared for a while and it was very nice and warm, still is although the clouds have moved back in. The wind has eased considerably and although the docks are still rocking a bit, all the whitecaps out on the strait are gone. We'll see what tomorrow brings. High tide is near noon tomorrow and the tide change isn't as large as it was today. Hopefully the wind is lighter and the seas calmer. Hoping for Pender Harbour or Smugglers Cove tomorrow.

Day/Date	Destination	Distance	Tides	Currents
Fri Aug 3	Smugglers Cove <a href="#">CHART 36</a> <a href="#">BACK TO TOP</a>	35 nm	Point Atkinson 0509 2.3 1036 3.4 1619 2.3 2259 4.3	

**2000hrs** The sun is still shining on the east side of the anchorage although I've been in shade for quite a while. Not too hard to take, my face can use the break! It's still warm out with a light, gusty, southerly breeze coming through occasionally. The inner anchorage at Smugglers Cove is quite full of power and sail boats along with a five-boat raft at the end. The one power boat, "Tivoli" from Vancouver, had a very noisy generator running off the swim grid around 1800hrs. I asked him how long it would run and he replied "Not long. Just heating up water". Yeh, right! There were some cheers from other boats when he finally shut it down.

This morning I awoke at 0630hrs to what looked like a light westerly breeze outside the harbour. I prepared an egg sandwich and got ready to go. The 30 ft S2 behind me, going south as well, was already casting off dock lines when I took the sail cover off and got the wheel in place. By 0700hrs



I was outside the harbour with the spinnaker up, a nice westerly filling in. The S2 took off under power (contrary to what he said last night!) and

I sailed off along the Texada shore, heading south. The wind picked up speed and the waves began to build. The tide was already flooding so the seas tended to be short and steep, just like yesterday. But this time I was going downwind!



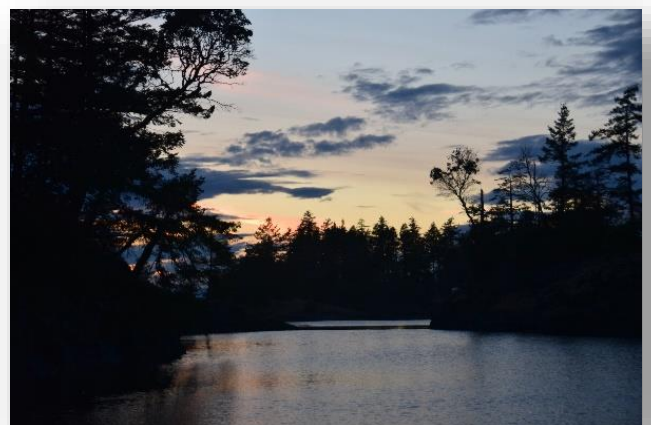
A gibe had me reaching off towards the white water tower near Jarvis Inlet. The wind picked up and I was soon up to 6 – 7 knots, hitting 8.5 on some of the waves! I had my hands full again! A long deep reach with plenty of boats headed north against the wind and plowing through the waves. I should have kept count! Near the white tower is a shallow bay where the wind has gotten light in past years. It was so again, just where I needed it to gibe the spinnaker over to a starboard tack. Back into the wind in no time, reaching down the middle of the strait and leaning towards the end of Texada Island in the distance. I hadn't decided a destination yet, Lasquiti?, Smugglers?, Nanaimo?, all up in the air and dependent upon what the wind would do. Area WG, the military restricted zone north of Nanaimo, was active and closed to civilian traffic, it would be a long way around. Near 1100hrs the

wind started to get light although the waves persisted. I got a text from Barry Beck aboard "True Blue" who advised that it was blowing southeasterly at the south end of WG. Something was bound to change! Sure enough, the wind evaporated and the spinnaker wrapped itself around the forestay. It was a bit of a struggle to get it down and put the gear away in the choppy seas. A light breeze developed from the SE and I tried sailing to windward but the sloppy seas kept the sails from filling, nearly dead in the water. The power came on and I motored for about 45 minutes, slowly motoring past Pender Harbour until the wind was strong enough to sail in. Hard on the wind in rising chop from the SE with swells from the NW. Not at all comfortable but certainly better than



motoring. There was soon a reef in the main as the rail was once more in the water with spray flying back into the cockpit. Area WG was now open for transit but Nanaimo lay directly to windward 17 miles away against what was now a flood tide. It was coming up 1300hrs and I decided on Smugglers Cove for the rest of the day. Nanaimo could wait for tomorrow. I sailed right up to the entrance, doused the sails and motored in. It wasn't too busy and I found a spot in the inner harbour to drop the anchor and take a stern line ashore. I tied the stern line to the bow to feather the boat into the afternoon breeze and put the boat into anchor mode. Another very good day of sailing!

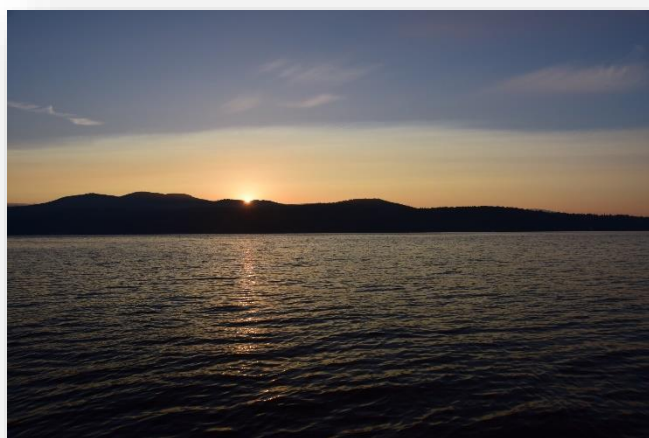
Now the wind is easing somewhat and the anchorage is getting quiet. The sun has gone behind some low clouds to the west and the air is cooling down. There were quite a few people swimming earlier this afternoon, including a group on a speedboat that came in and all jumped right in. Obviously an afternoon outing as the boat left some time ago. I haven't listened to the weather forecast yet, Environment Canada seems to have gotten it wrong on such a consistent manner it's hardly worth listening to. The earlier forecast was for variable winds to 15 knots for tomorrow, except south of Nanaimo where it was going to be SE 10 -15 knots. We'll see what happens!





Day/Date	Destination	Distance	Tides	Currents
Sat Aug 4	Nanaimo <a href="#">CHART 37</a> <a href="#">BACK TO TOP</a>	31nm	Point Atkinson 0601 2.1 1203 3.4 1711 2.6 2335 4.3	

**1100hrs** Secured in Nanaimo Harbour to a park mooring buoy in front of the Newcastle Island Marine Park docks after an absolutely flat crossing! Not a breath of wind! There was a promise in Smuggler's Cove this morning, a hint of a southerly breeze rippling the water as I released the stern line and hauled up the anchor in a very quiet anchorage. No one was stirring just yet. There was even an additional boat in since 2230hrs last night when I went to bed, a 30+ foot catamaran anchored just in front of me. I didn't even hear it come in. By 0600hrs I was slowly, quietly motoring out through the narrow entrances. One small trawler was crossing my bow, heading south, as I reached Welcome Passage looking towards Mary Island. Enough of a hint of a breeze that I removed the sail cover and raised the main. The sun peaked up over the



mountains of the mainland and the hot coffee was tasty as I motored more south than east, anticipating a south-easterly breeze and wanting to make some distance on the falling tide. But no

wind ever came up, flat as far as the eye could see. Peter Simpson on Tula called on the VHF, he



and Michelle were just out of Deep Bay on Denman Island, also headed towards Nanaimo. I called up Carey at home for a short conversation, My sister Ena is on the eight AM ferry for a day visit. I also got a call from Marc asking if I was going to be at Ladysmith today. Barry Beck and company were showing up and had told Marc I wasn't too far behind. I told him that I would probably drop by on Monday afternoon for a visit.

By 0930hrs I was powering past Five Fingers Island and into Departure Bay. Lots of sports fishers out and quite a few cruising boats headed north. Why does everyone have to ask the Coast Guard if area WG is active or not? Doesn't anyone listen to the VHF weather channel? Then



the usual drive up Newcastle Channel with float planes buzzing overhead. Lots of empty moorings at the park so I picked one with a view out Georgia Strait, a nice light breeze coming through the gap for later this afternoon when it



will probably get hot again. The sail cover went back on again and I hand washed some of the salt off the brightwork and windows, just so I don't have to look and feel salt all day long.

**2020hrs** Just back from dinner aboard "Tula" with Michelle & Peter, anchored just to the south of where I'm tied to a mooring buoy. A nice little "catch-up" since I last saw the two of them in May. They sailed (powered) up to the Central Coast and couldn't stop raving about how great it was (other than the fog, no wind and

lots of powering). Peter and Michelle are both thinking a small trawler type power boat if they want to do that trip again.

This afternoon passed quickly enough. I had a wonderful shower ashore, handing out Good Old Boat magazines to the appropriate boaters at the dock. One skipper said he already had one, found one on his boat last week at the Nanaimo Yacht Club. That means that someone else is also distributing them here. Although there was a breeze in the bay a quick look at the Strait showed absolutely no wind further out. It would have been a motor across even if I'd waited for later in the day. Good planning on my part to take advantage of the last of the ebb to help me along. The small passenger ferries are running back and forth with lots of passengers, it's a long weekend! There was a band playing on the Nanaimo waterfront earlier this afternoon, very loud but not very good. That's quiet now but there's a sax player somewhere over there that's still playing the tunes. The sun has set and the wind has died, the city noises rumbling in the background. All the buoys are taken although it's not particularly busy in the anchorage area. I suspect more than a few boats headed north today, no wind and WG was open.



Day/Date	Destination	Distance	Tides	Currents
Sun Aug 5	Ladysmith Marina <a href="#">CHART 38</a> <a href="#">BACK TO TOP</a>	20 nm	Point Atkinson	Dodd Narrows
			0655 1.8	0459 0805 +6.0
			1341 3.5	1140 1424 -3.7
			1816 3.0	1719 2005 +3.9

0800hrs A good solid night's sleep. I woke up around 0200hrs to see the lights of the city reflected on the still waters of the harbour, the half-moon hanging overhead. Very peaceful. Just around 0600hrs I heard "Tula" hauling up their anchor, preparing to head south and home today. Of course, the current at Dodd Narrows will be flowing against them at about 6 knots when they get there. Oh fun! But they will power through and power all the way home, they can hit 7 knots if necessary. I'll wait for tide change at noon to head south, I don't know where just yet, but I'll figure something out.

0030hrs Yes, it's that late! I'm just back from a visit with Pam & Marc aboard "Toba", tied to the dock at Ladysmith Maritime Society Marina. Marc runs the marina and they live aboard. It's been a long day! After this morning's entry I cleaned up the boat a bit and by 1000hrs I went ashore to pay moorage for the night and get some ice. Wouldn't you know it, the building doesn't open till 1100hrs. Oh well, I still have enough ice for a few more days. Back to the boat and I raised the main and sailed off the mooring by 1030hrs, aiming for slack at Dodd Narrows at



noon (or any time thereafter). I sailed out of the harbour and managed to get to Jack Point before the wind simply evaporated. There were many boats, both power and sail, headed for Dodd for slack water, chopping the water up so that light airs sailing simply wasn't possible. Don & Karen Cameron aboard "Interlude" and KC aboard



"Dalliance" motored up. They had also been at Newcastle overnight and had even rowed over to Natasha, but I must have been ashore for a shower when they did. Don & Karen were headed for Ladysmith, KC was headed for Chemainus. They motored off towards the Narrows as a light southerly wind started up. I started sailing again, challenging them to sail through the narrows! A very pleasant sail towards Dodds' with many boats passing by, calling in on the VHF to declare their intention of going through. By the time I got to the Narrows it was 1230hrs and the current was definitely in my favour. Unfortunately, there were too many boats of all descriptions still passing through the narrows. Sailing was not practical. I turned the

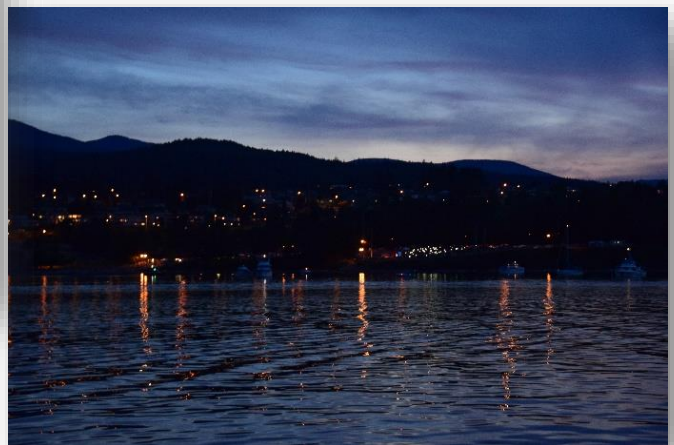




engine on for about 15 minutes, powering with a 3 knot current out past the small island to the south where the breeze resumed. A very nice light-air sail towards Yellow Point under clear blue skies. What sailing in the Gulf Islands is all about! However, the wind died at Yellow Point and I powered the rest of the way to Ladysmith Marina. I had called Marc in advance and he made a slip available. I tied up at 1500hrs and visited with Don & Karen for a while, checked into the marina and said hello to Pam aboard "Toba". Marc was working till six pm after which I was invited for drinks and dinner, and then a

front row seat for the BC Day weekend fireworks show off a beach near the marina. Excellent!

I returned to Natasha and, with the temperature hovering around 30c, put my head down for a quick nap, waking up just before six. My eyes had hardly shut! Over to "Toba" to find another couple already aboard and we were headed out to anchor off the beach for dinner. The evening went very well with wine and appetizers, far too much food before dinner! There was an entire armada of boats out at anchor in anticipation of the fireworks, those being fired off a barge that was moved in as we had dinner. The actual fireworks were appropriate for the size town, quite spectacular for about 10 minutes. We didn't get back to the marina until 2330hrs, Marc masterful in docking the 40 foot Carver in a tight space in the dark. Once the guests had departed we sat on the aft deck with wine, visiting until just minutes ago. It's almost 0100hrs now and time for bed. It's been a beautiful, warm evening with the boat wide open and not cold at all.



Day/Date	Destination	Distance	Tides	Currents
Mon Aug 6	Home	26 nm	Fulford Harbour	Sansum Narrows
	<a href="#">CHART 39</a>		0716 1.0	0715 Turn to + 3 knts
	<a href="#">BACK TO TOP</a>		1524 2.7	1305 Turn to - 3 knts
			1831 2.6	2000 Turn to + 3 knts

**0700hrs** The sun has peaked over the hills to the east and the Purple Martins are chirping at the top of the marina pilings. I think it's time to go home. It promises to be another hot one today and, being a holiday Monday, Carey will be at home. I think it will be close to 6 hours of motoring to get home from here, and I need to wait for slack at Sansum Narrows at 1300hrs, but that should put me home some time in the late afternoon. It will be strange to be off the boat.

I just finished downloading the most recent video and photos from the cameras. The video camera was full and I had to delete everything to make room for more, the Nikon has gone to a new folder after 999 photos in the first folder. A fair amount of editing work coming up! And I have to complete placing photos in this document! A lot of document editing coming up!

**1500hrs** Tied up at North Saanich Marina again, back in the old spot. Seems like I haven't been away! It's hot out, particularly where I'm docked. Ray is on his way down to pick me up

and take me home. Not much of a sailing day, no wind until I got to Satellite Channel and then it was on the nose and at about 15 knots. I sailed for a while, tacking to windward, but when it came to having to put a reef in I just rolled up the genoa and motored towards Swartz Bay. Time to get home.

This morning I said my good-byes and was away from the dock by 0900hrs under sunny skies but thick smoke. There's a forest fire near the Nanaimo Airport (we saw it last night before darkness fell) and that smoke drifted south and is hiding the horizon. Powering off into the unknown! A bit of current still against in Sansum Narrows but not a whole lot. I let Carey know that I was homeward bound and she made arrangements to get Rays' boat out of my slip and get me picked up. Now it's time to put the sail cover on and get ready to go home. There's 915 nm on the odometer for this trip, 45 days since I left. I need to fill the fuel tank to get an accurate reading but I suspect it will be less than 100 liters for the entire trip.



## The Bottom Line

Days on Vacation: 45 (June 22<sup>nd</sup> to August 6<sup>th</sup>)

Miles Covered: 915 nm

Hours Sailed: 106

Hours under power: 42 (subtracting an hour per day for into/out of harbour/marina)

Percentage sail/power: 72%

This was an excellent sailing vacation with lots of wind and sunshine. There were the occasional rainy days but we did not get any rain on a sailing day. Although not always in our favour, the wind was available for sailing. The distances were longer than expected. It's shorter to head to the West Coast from Victoria than to the Broughtons. The weather conditions for either destination are almost identical with morning clouds/fog burning off by noon if the weather is stable.

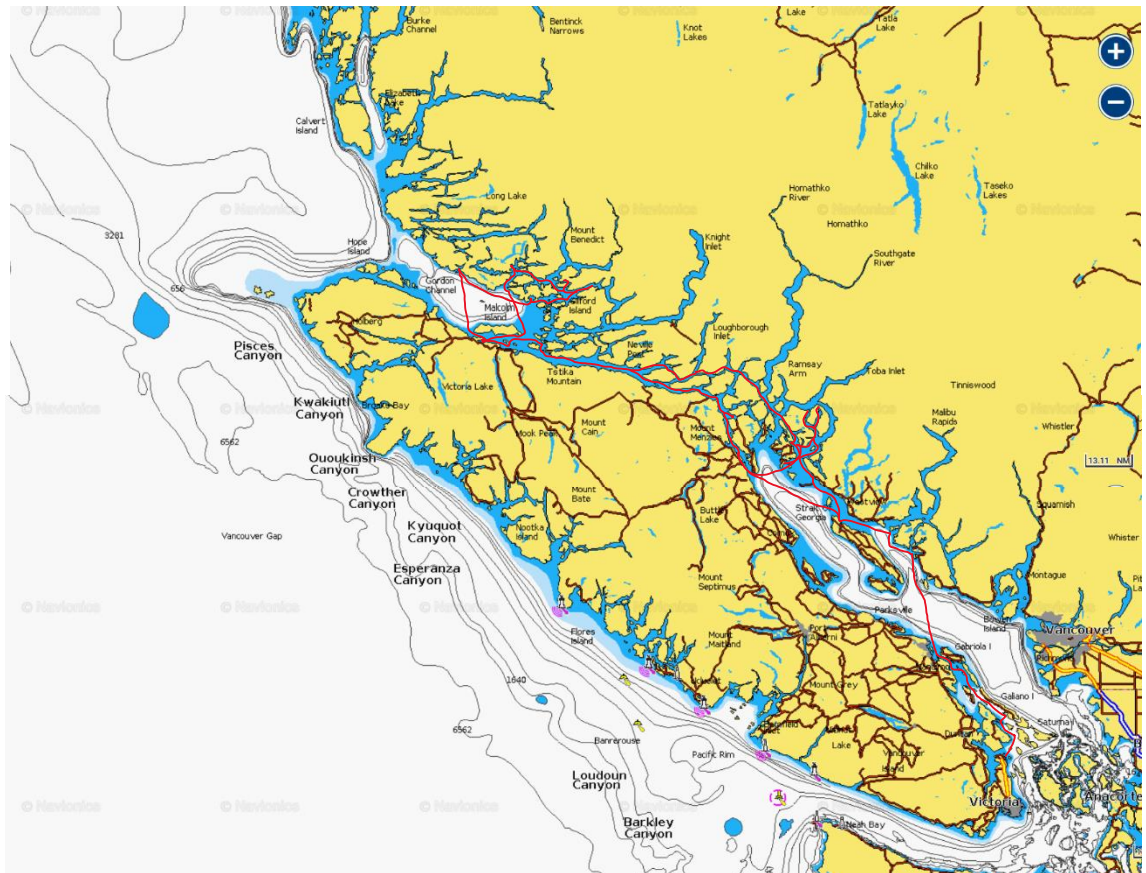


## Cruise to the Broughtons

June 22<sup>nd</sup> to August 6<sup>th</sup>, 2018

915 nm over 45 days

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# Cruise to the Broughtons

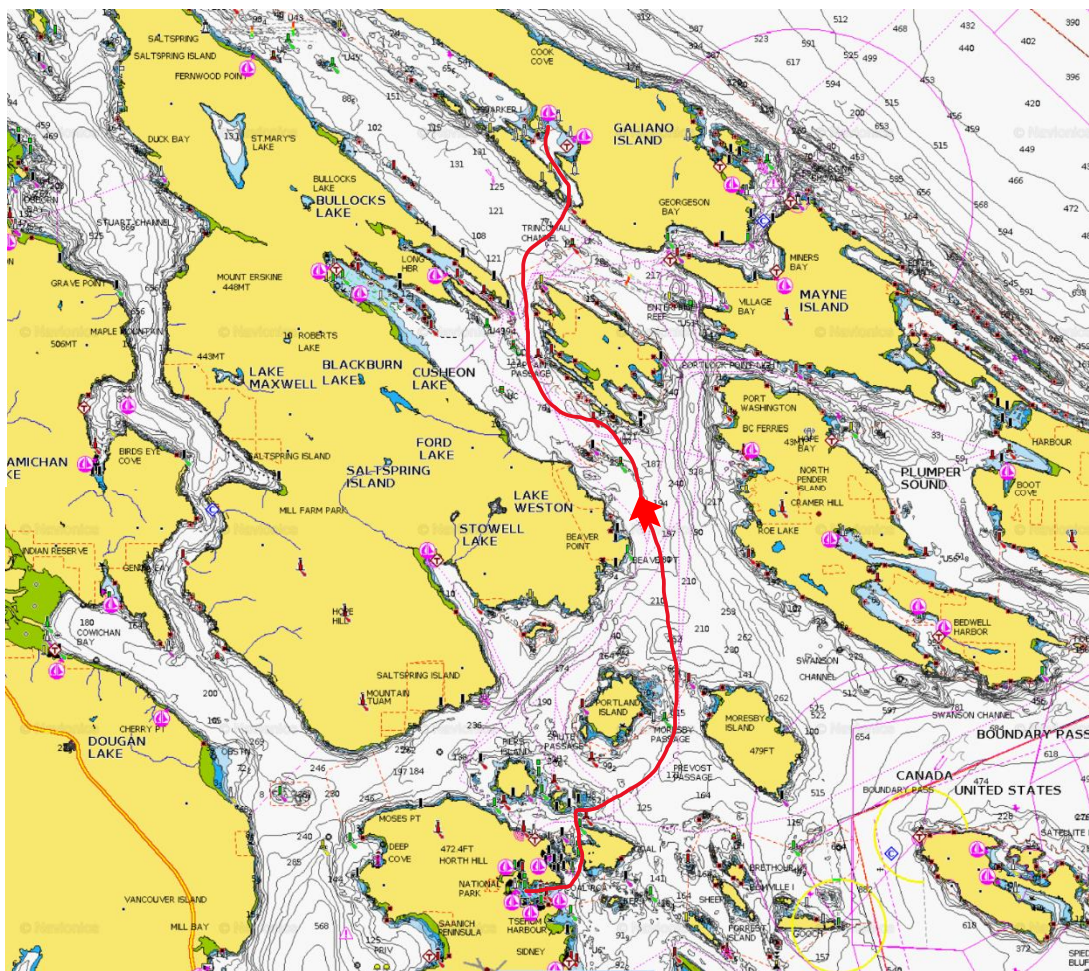
# Chart 1

Friday, June 22<sup>nd</sup>, 2018

Sidney to Montague Harbour, Galiano Island

15 nm

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# Cruise to the Broughtons

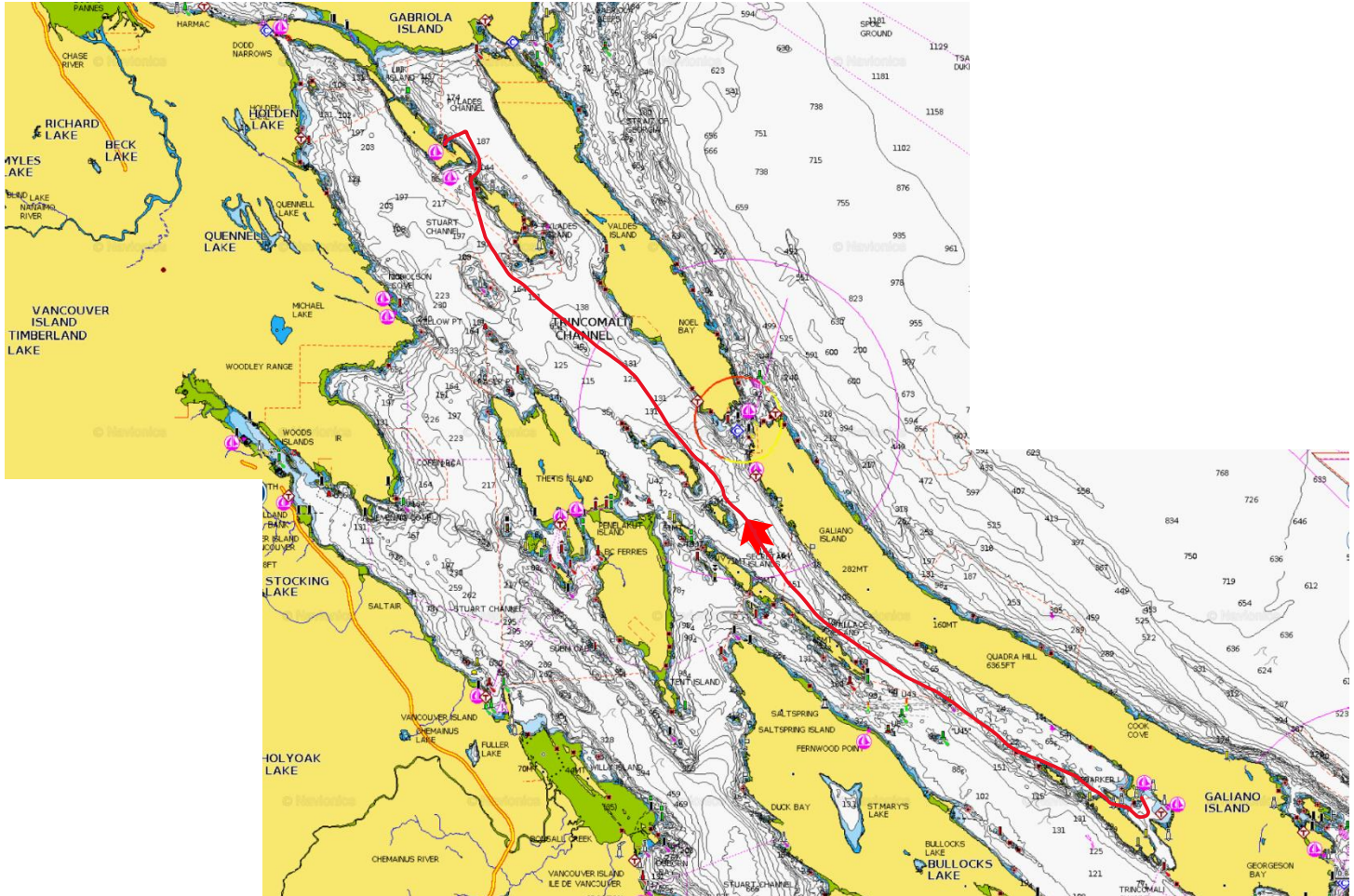
# Chart 2

Saturday, June 23<sup>rd</sup>, 2018

Montague Harbour to Pirates Cove, Decourcy Island

21 nm

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# Cruise to the Broughtons

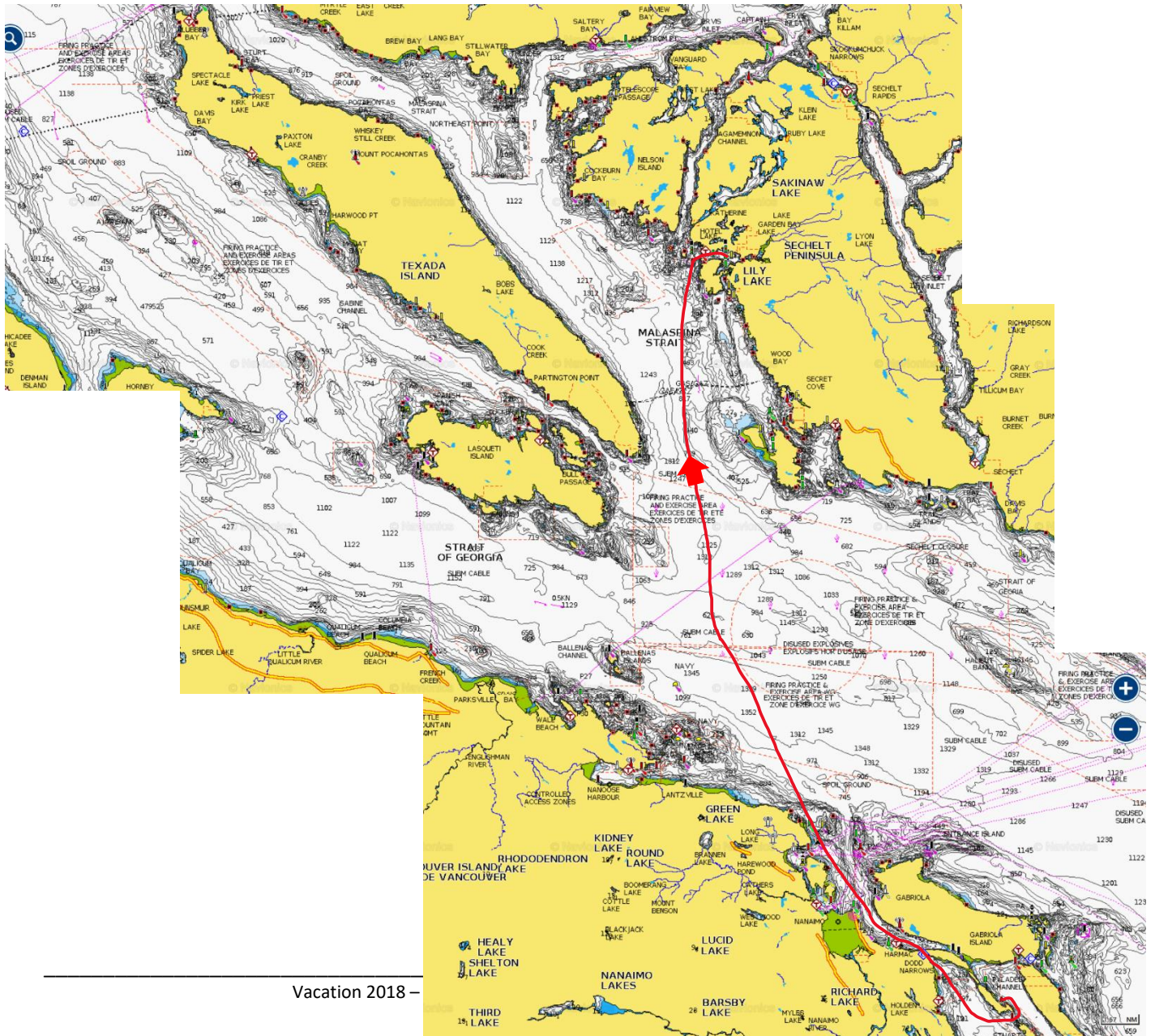
# Chart 3

Sunday, June 24<sup>th</sup>, 2018

Pirates Cove to Pender Harbour

40 nm

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Vacation 2018 -

# Cruise to the Broughtons

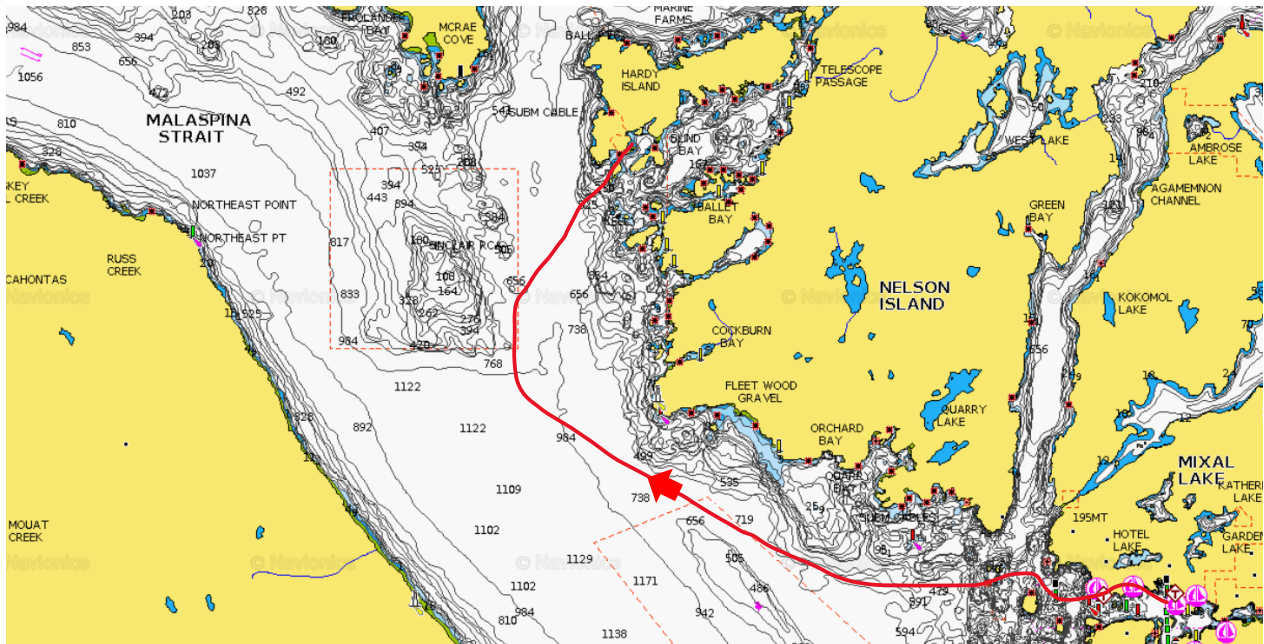
# Chart 4

Monday, June 25<sup>th</sup>, 2018

Pender Harbour to Hardy Island

18 nm

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# Cruise to the Broughtons

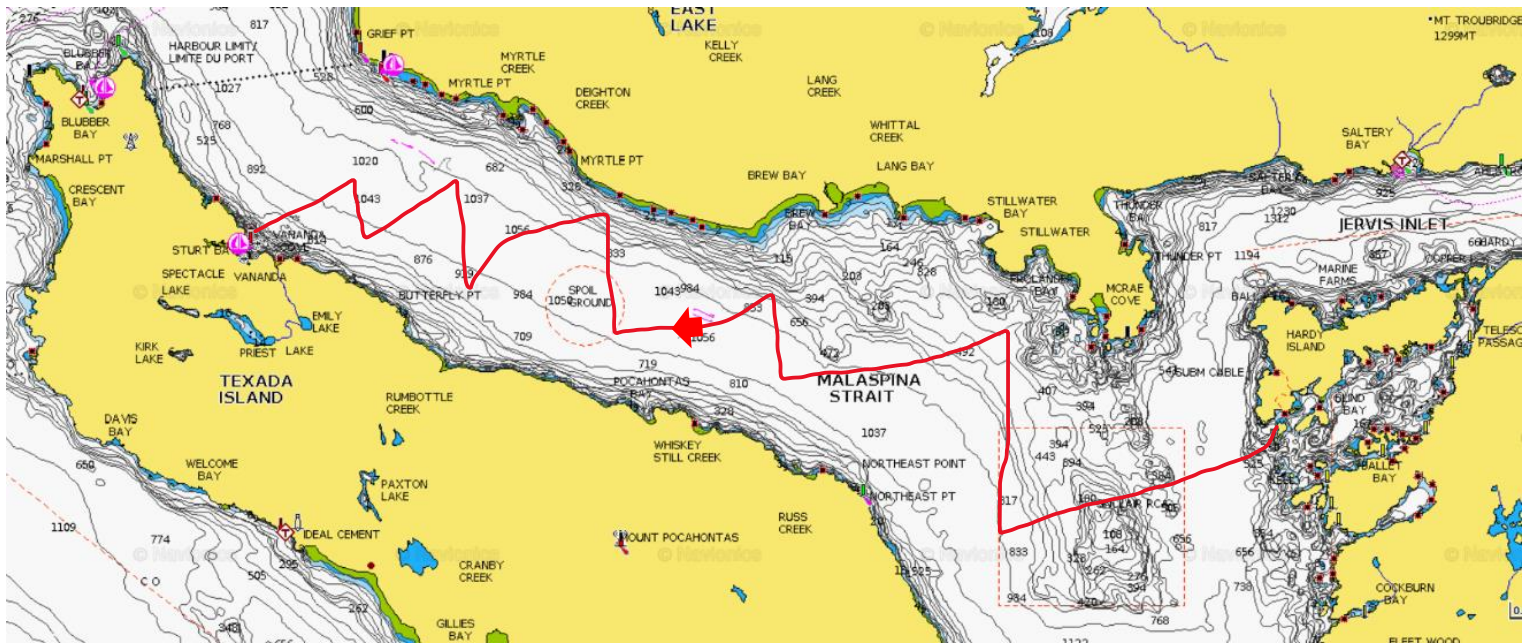
# Chart 5

Wednesday, June 27<sup>th</sup>, 2018

Hardy Island to Sturt Bay, Texada Island

31 nm

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# Cruise to the Broughtons

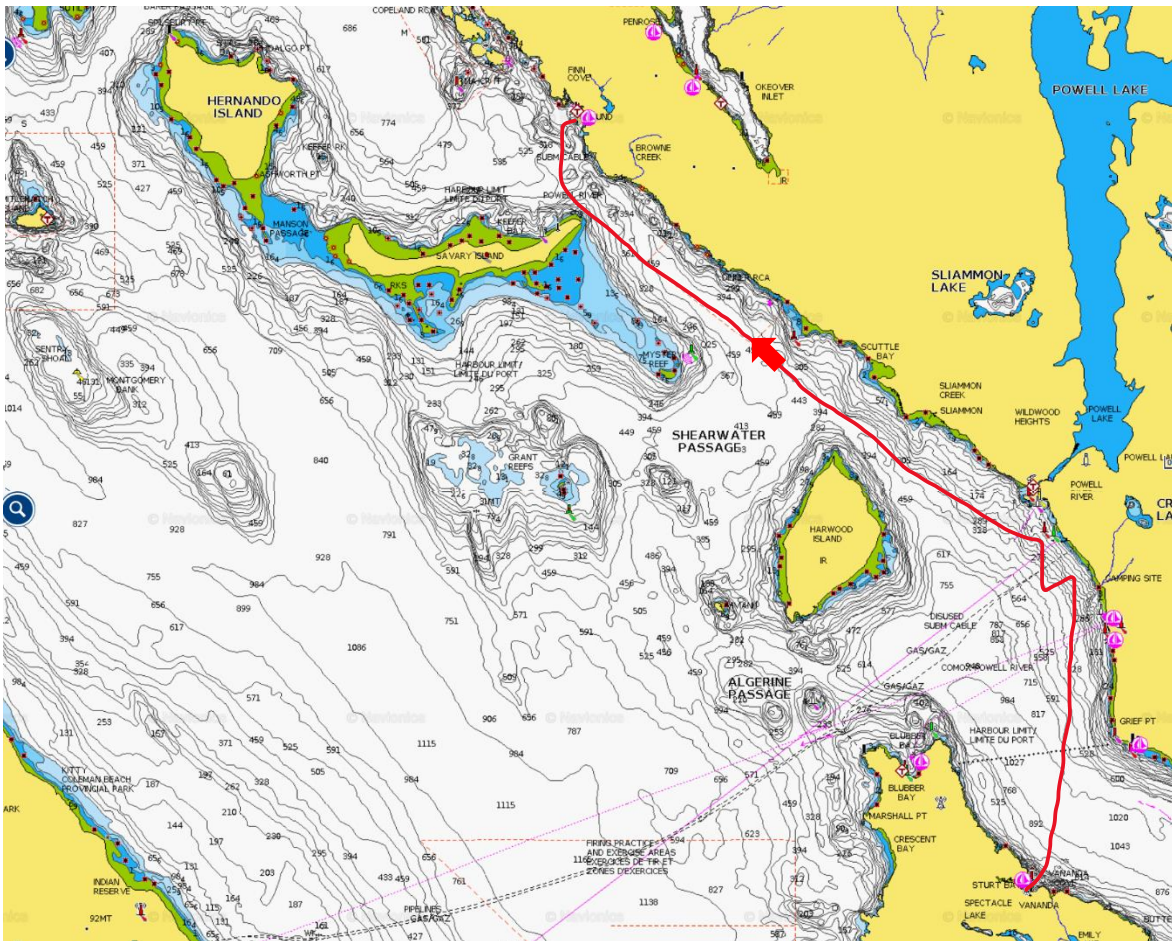
# Chart 6

Thursday, June 28<sup>th</sup>, 2018

Sturt Bay to Lund, BC

24 nm

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# Cruise to the Broughtons

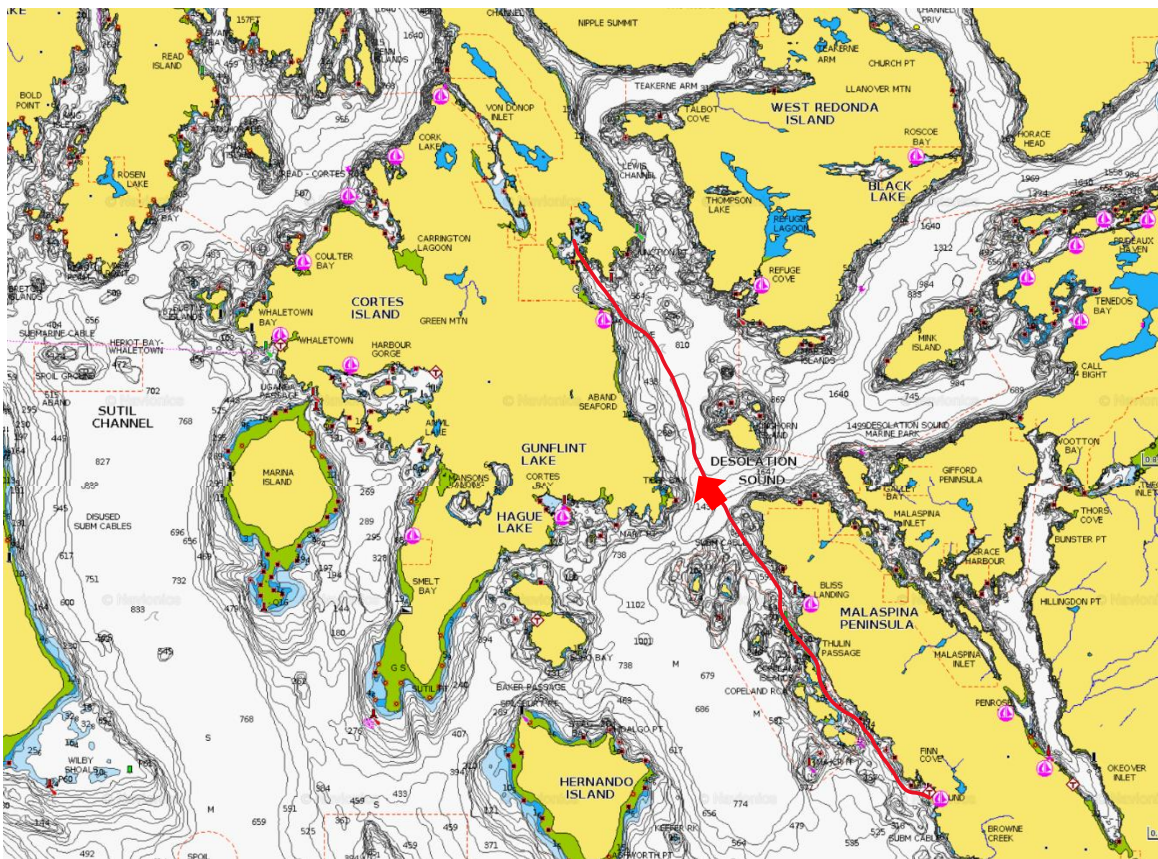
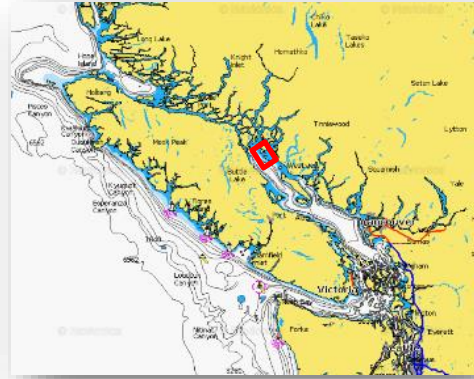
# Chart 7

Friday, June 29<sup>th</sup>, 2018

Lund to Squirrel Cove, Cortes Island

11 nm

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# Cruise to the Broughtons

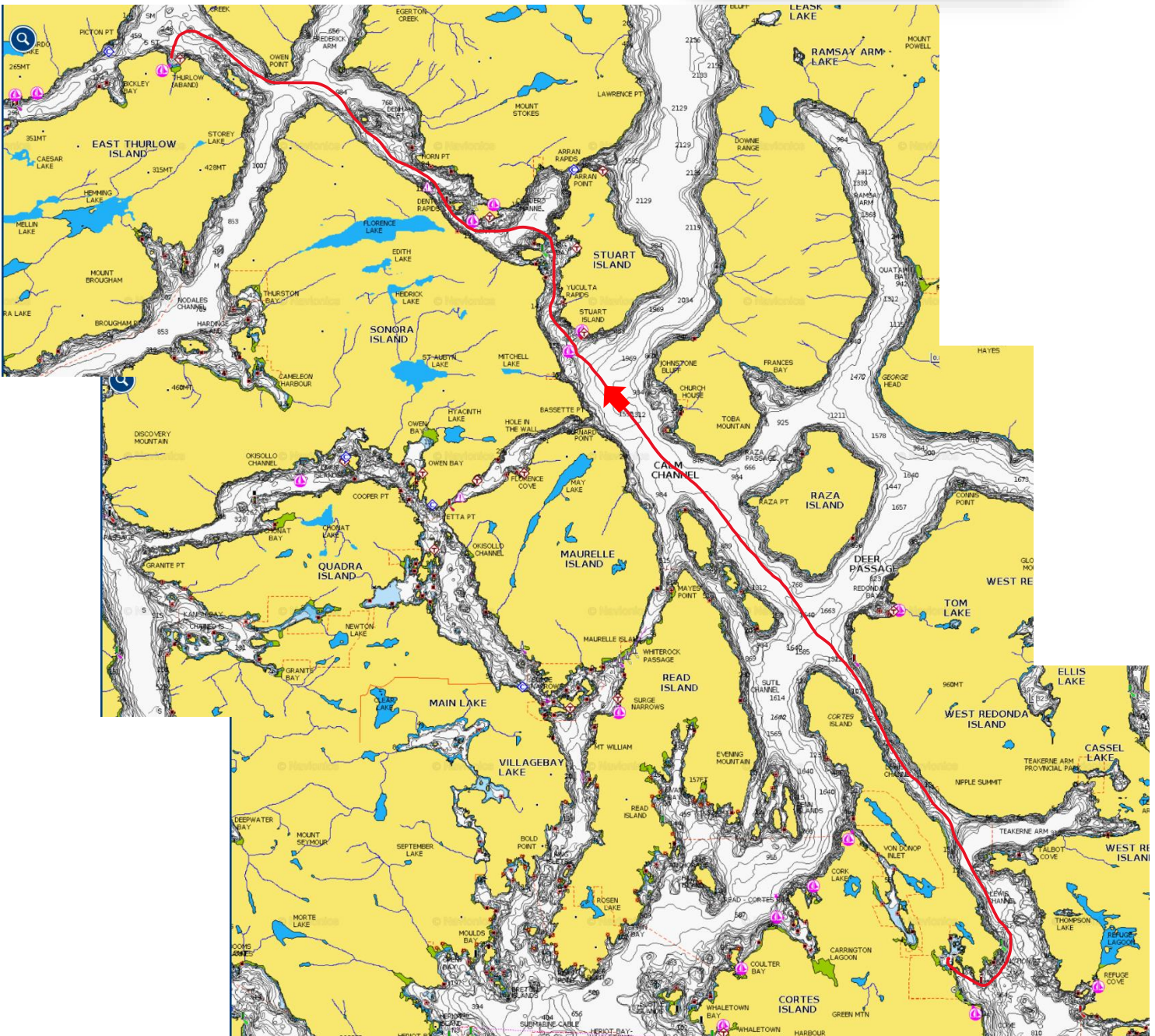
# Chart 8

Saturday, June 30<sup>th</sup>, 2018

Squirrel Cove to Shoal Bay, Thurlow Island

27 nm

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# Cruise to the Broughtons

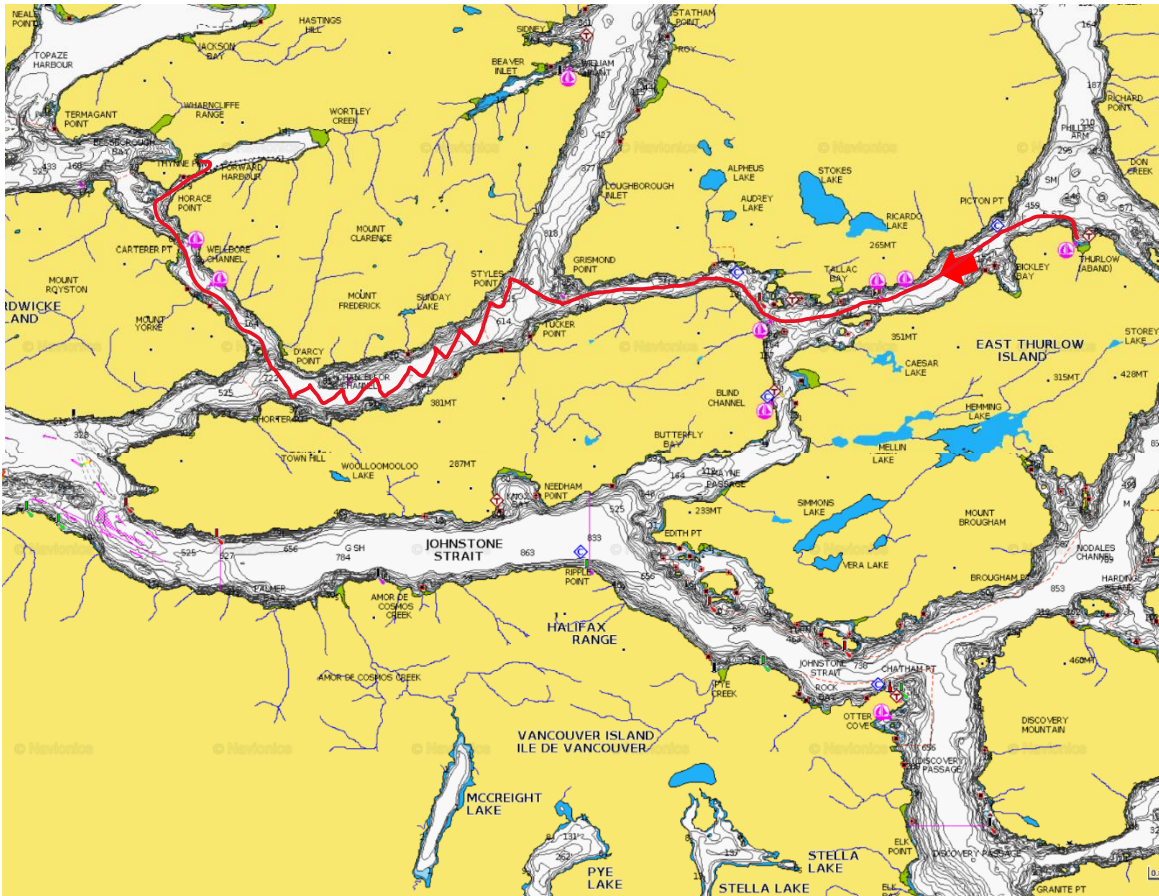
# Chart 9

Sunday, June 30<sup>th</sup>, 2018

Shoal Bay to Douglas Bay, Forward Harbour

20 nm

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# Cruise to the Broughtons

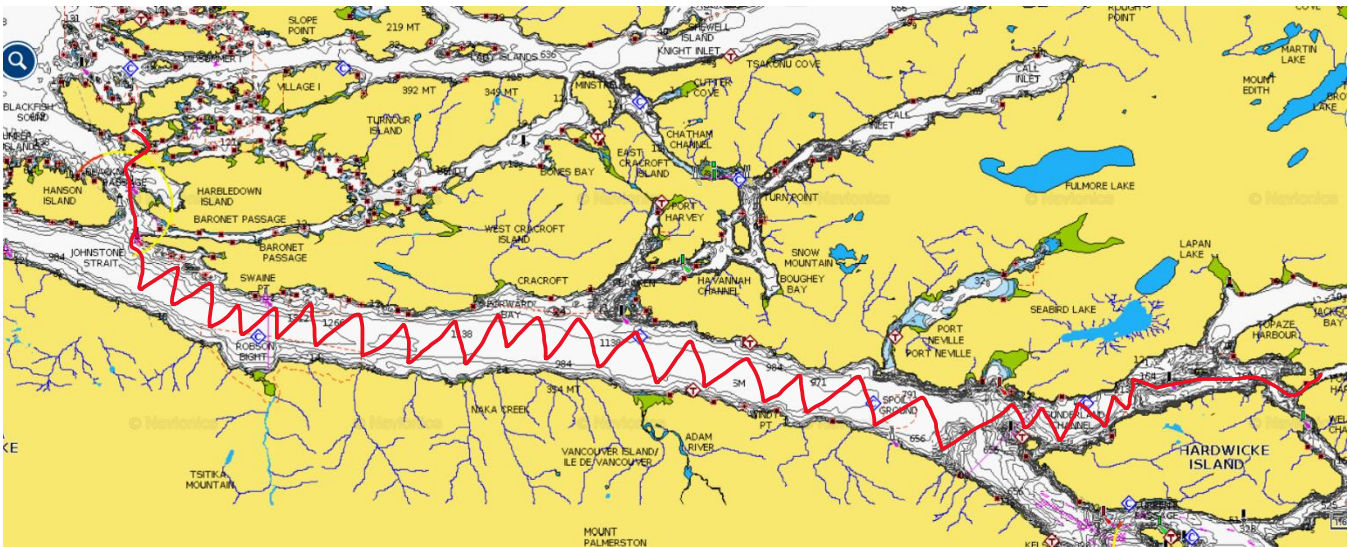
# Chart 10

Tuesday, July 3<sup>rd</sup> , 2018

Forward Harbour to Farewell Harbour, Berry Island

57 nm

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# Cruise to the Broughtons

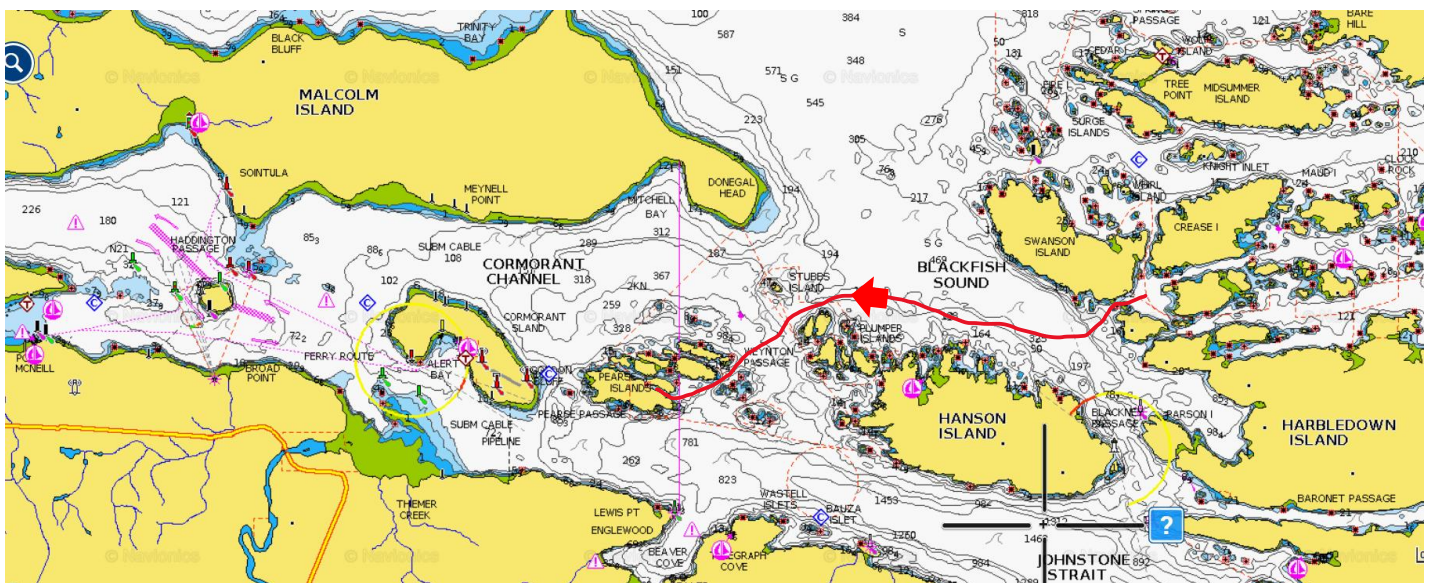
# Chart 11

Wednesday, July 4<sup>th</sup>, 2018

Farewell Harbour to Pearsey Island

10 nm

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# Cruise to the Broughtons

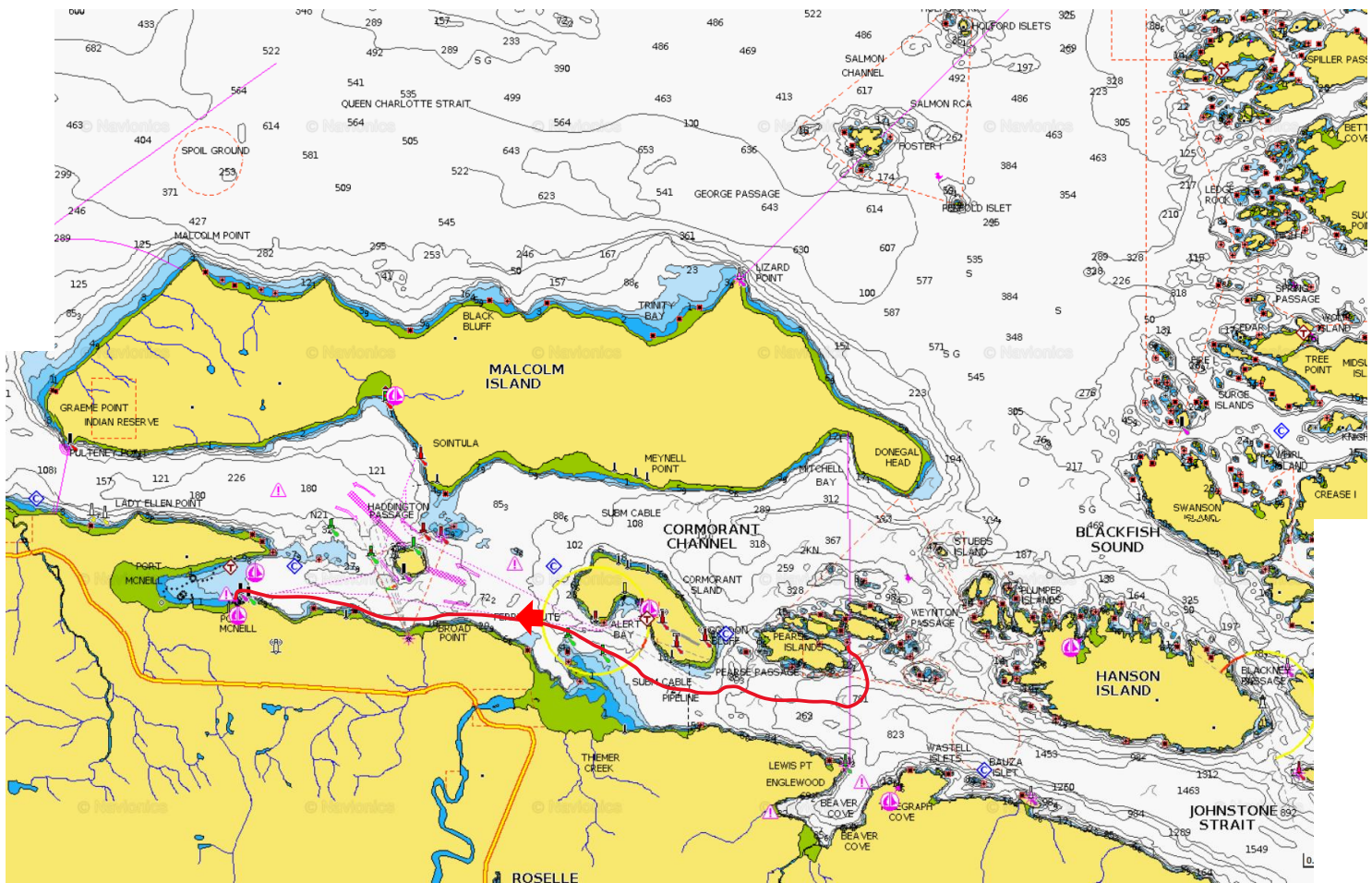
# Chart 12

Thursday, July 5<sup>th</sup> , 2018

Pearsey Island to Port McNeill

10 nm

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# Cruise to the Broughtons

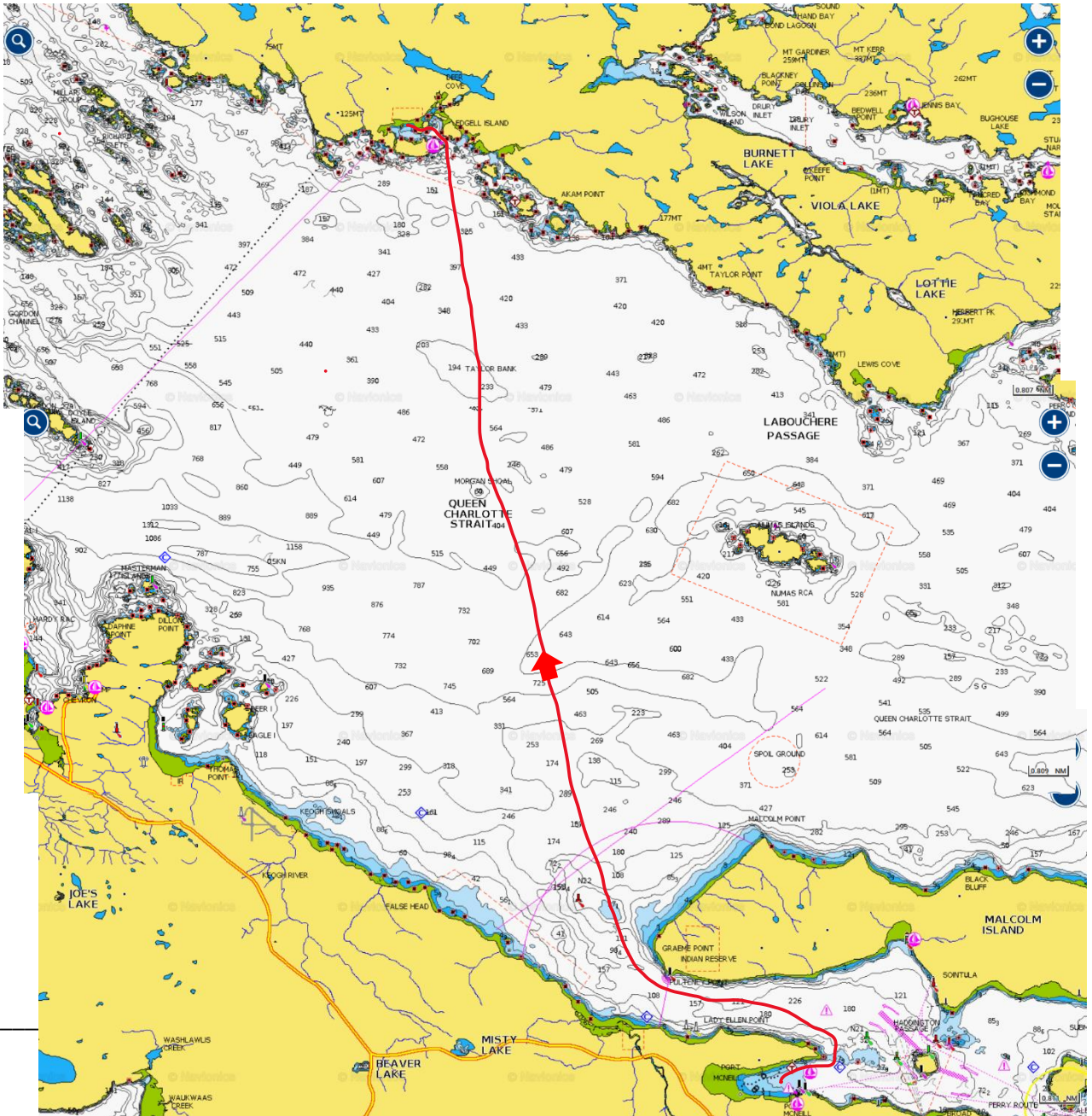
# Chart 13

Saturday July 7<sup>th</sup> , 2018

Port McNeill to Blunden Harbour

21 nm

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# Cruise to the Broughtons

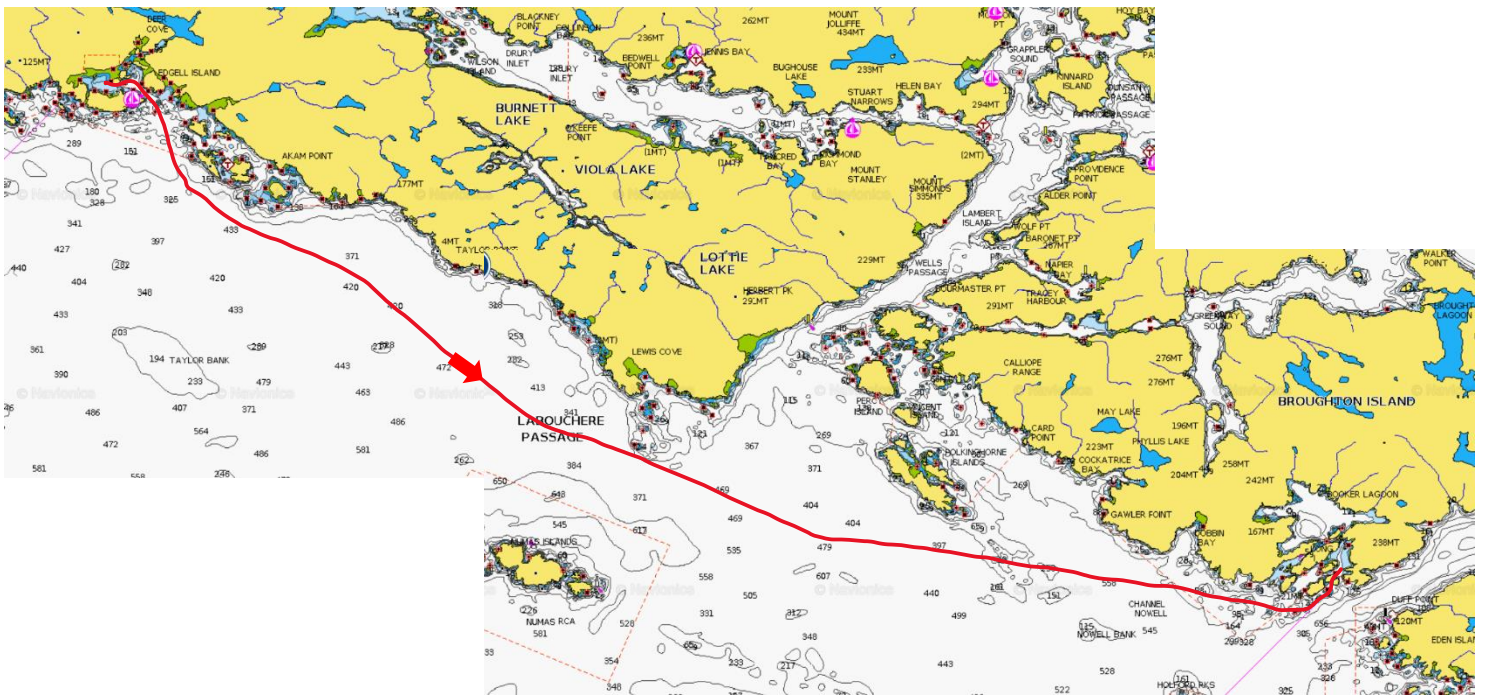
# Chart 14

Sunday July 8<sup>th</sup>, 2018

Blunden Harbour to Cullen Bay, Broughton Island

27 nm

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# Cruise to the Broughtons

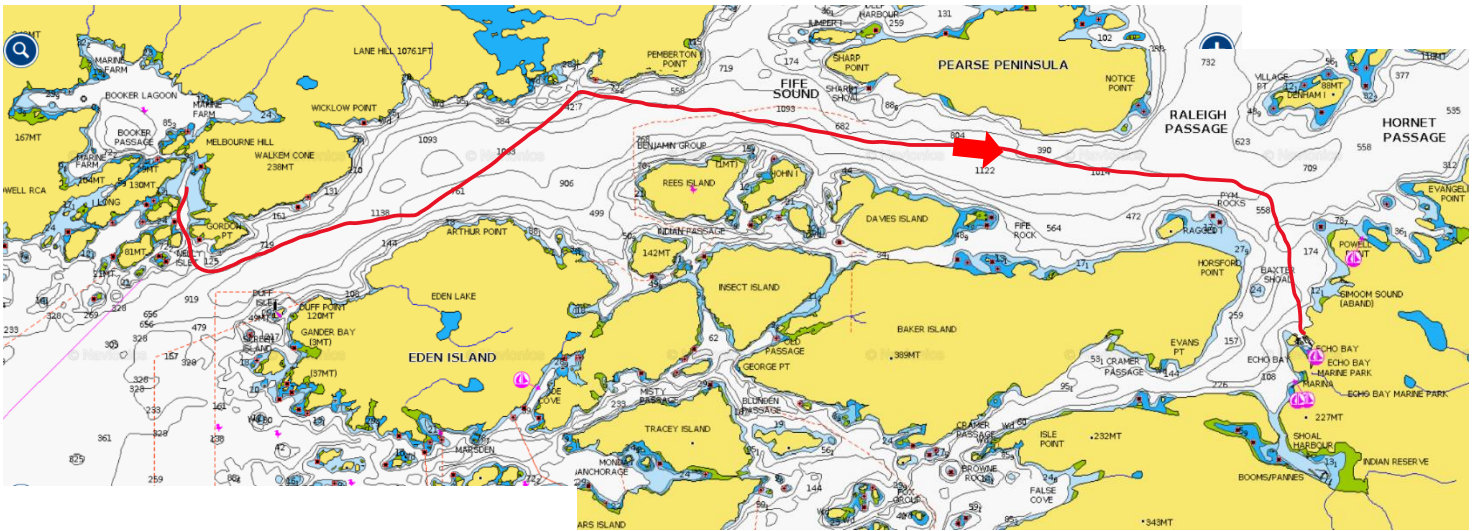
# Chart 15

Monday July 9<sup>th</sup>, 2018

Cullen Bay to Echo Bay, Broughton Island

12 nm

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# Cruise to the Broughtons

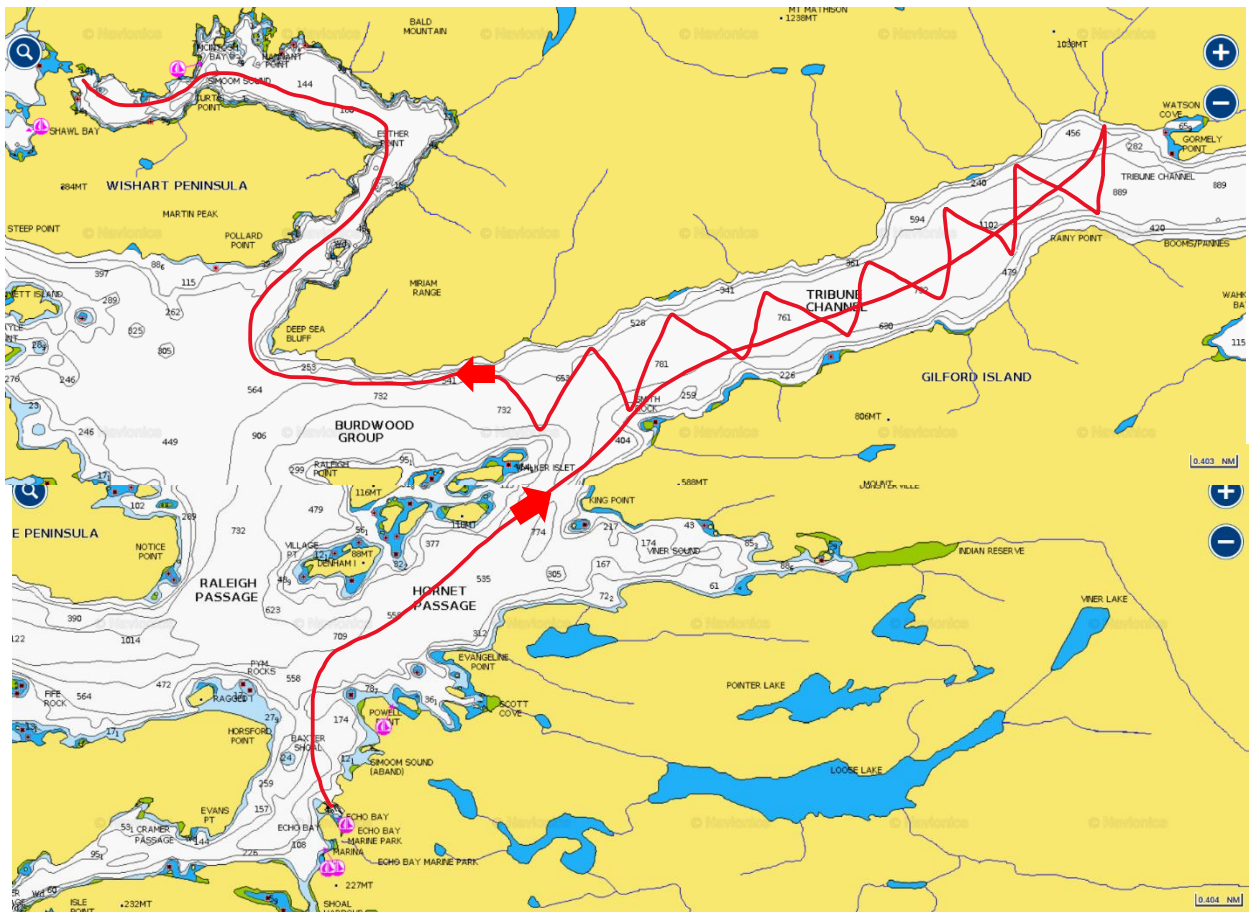
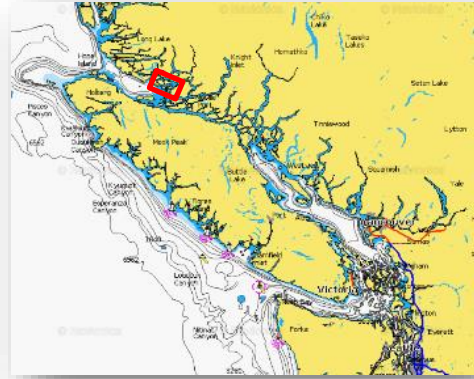
# Chart 16

Tuesday, July 10<sup>th</sup>, 2018

Echo Bay to O'Brien Bay, Simoom Sound

28nm

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# Cruise to the Broughtons

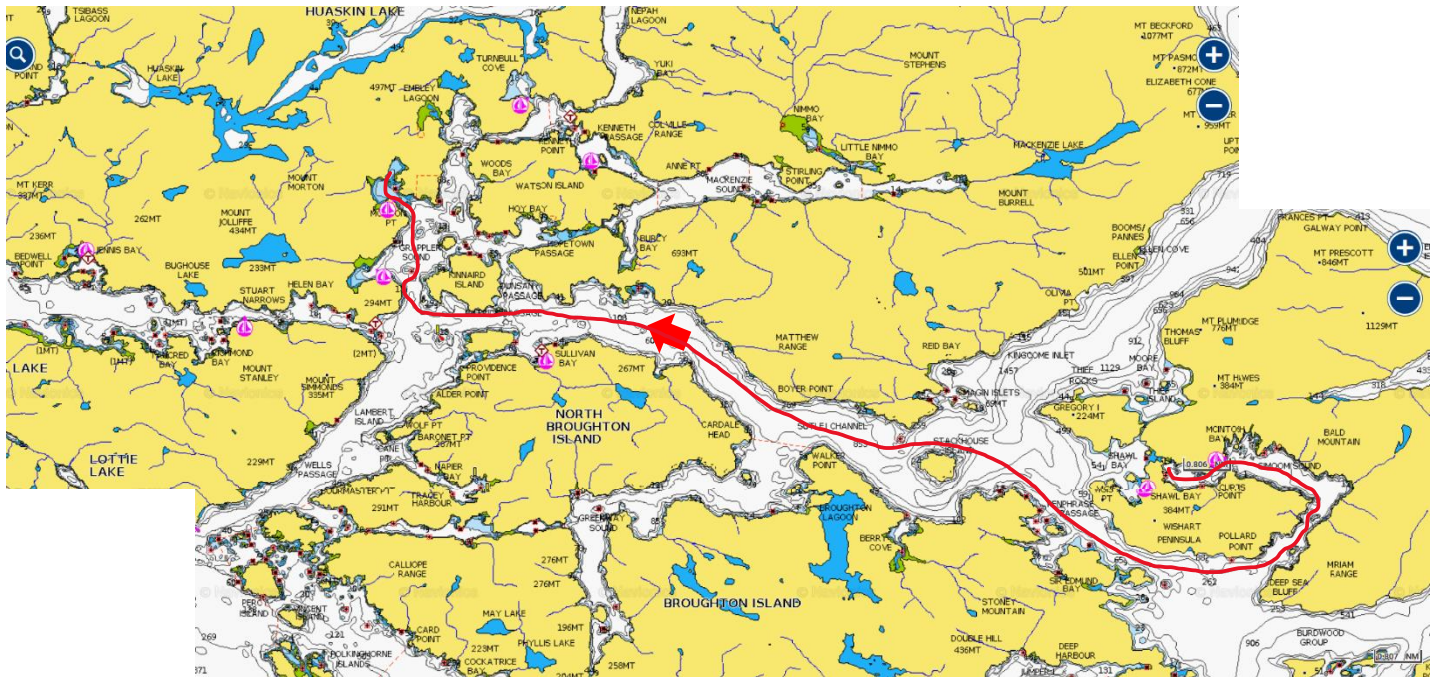
# Chart 17

Wednesday, July 11<sup>th</sup>, 2018

O'Brien Bay to Claydon Harbour

20 nm

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# Cruise to the Broughtons

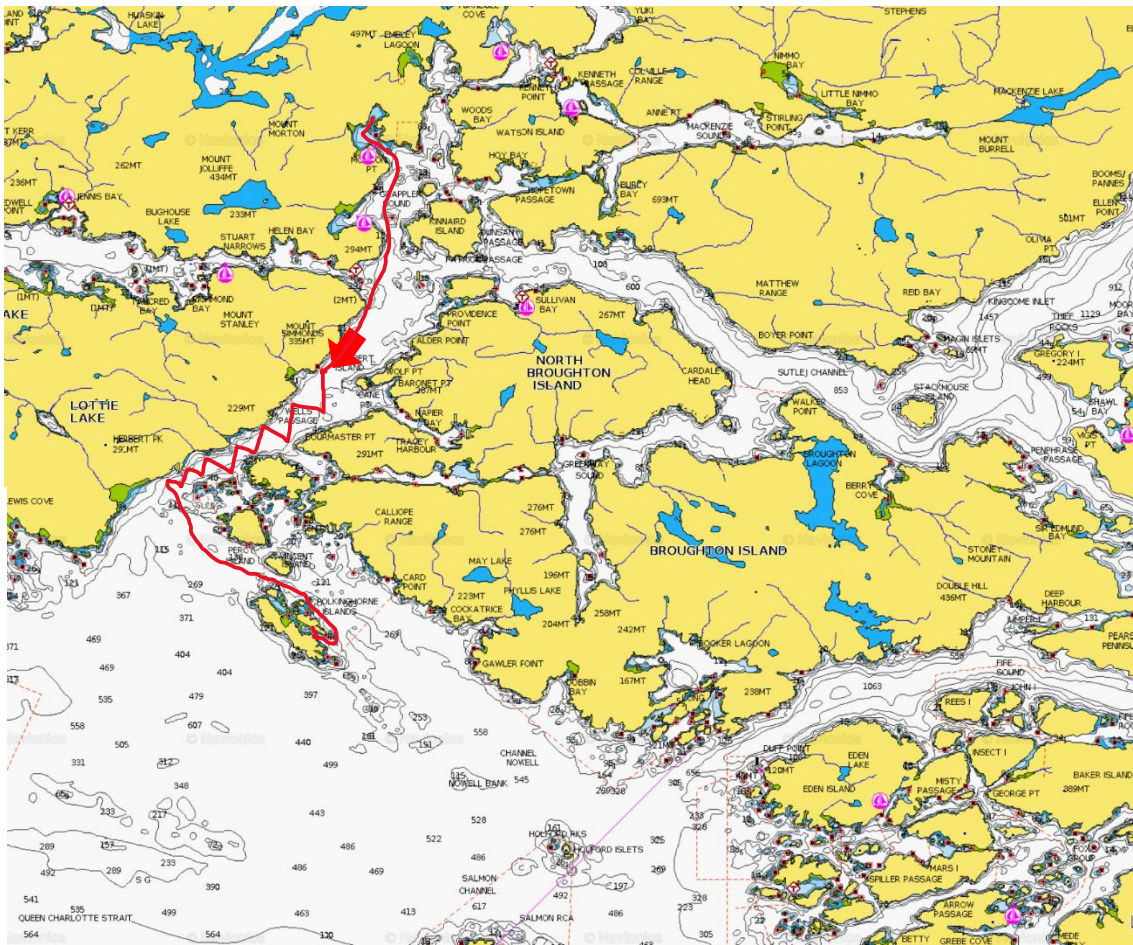
# Chart 18

Thursday, July 12<sup>th</sup>, 2018

Claydon Harbour to the Polkinghorne Islands

20 nm

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# Cruise to the Broughtons

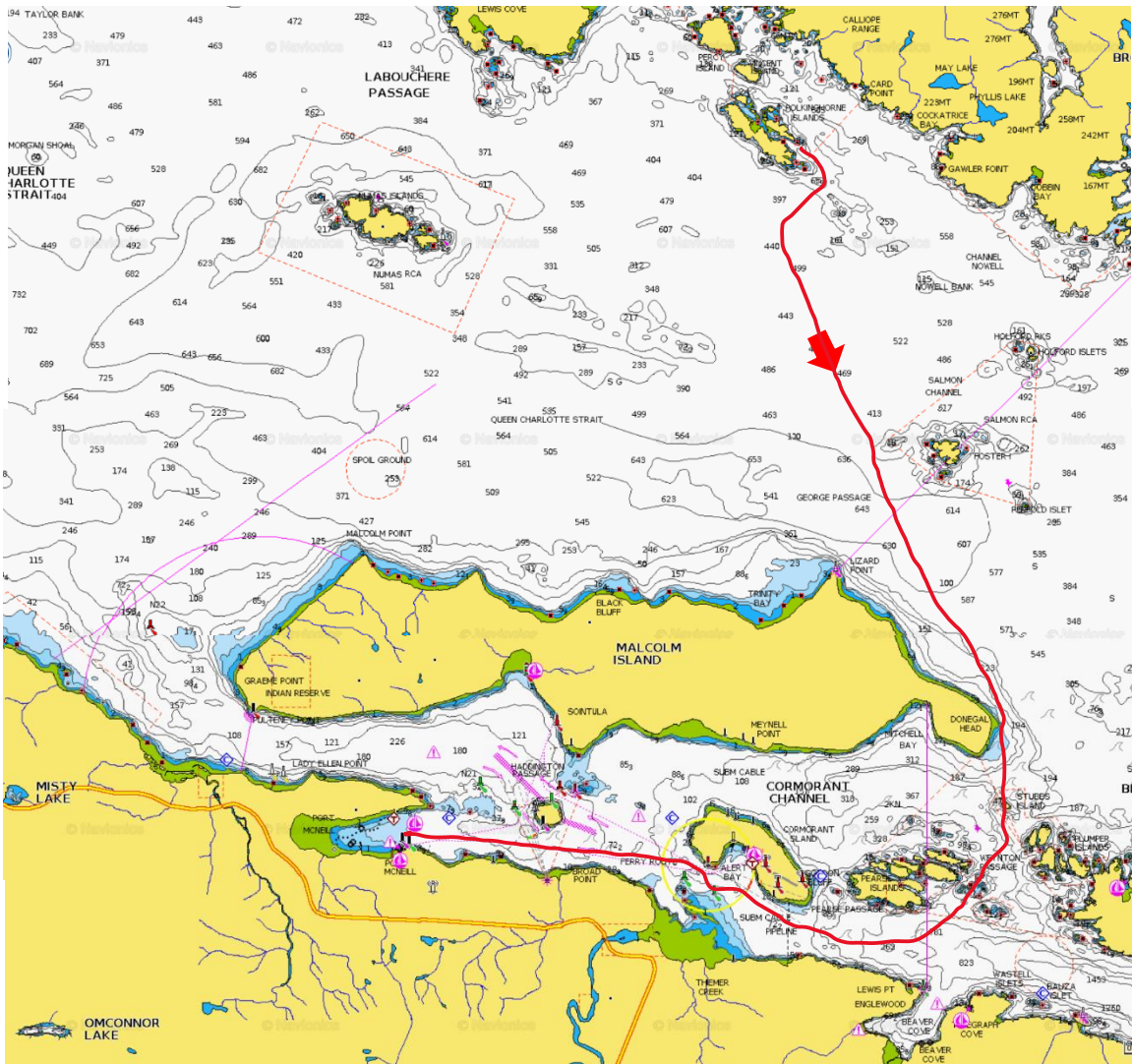
# Chart 19

Friday, July 13<sup>th</sup>, 2018

Polkinghorne Islands to Port McNeill

30 nm

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# Cruise to the Broughtons

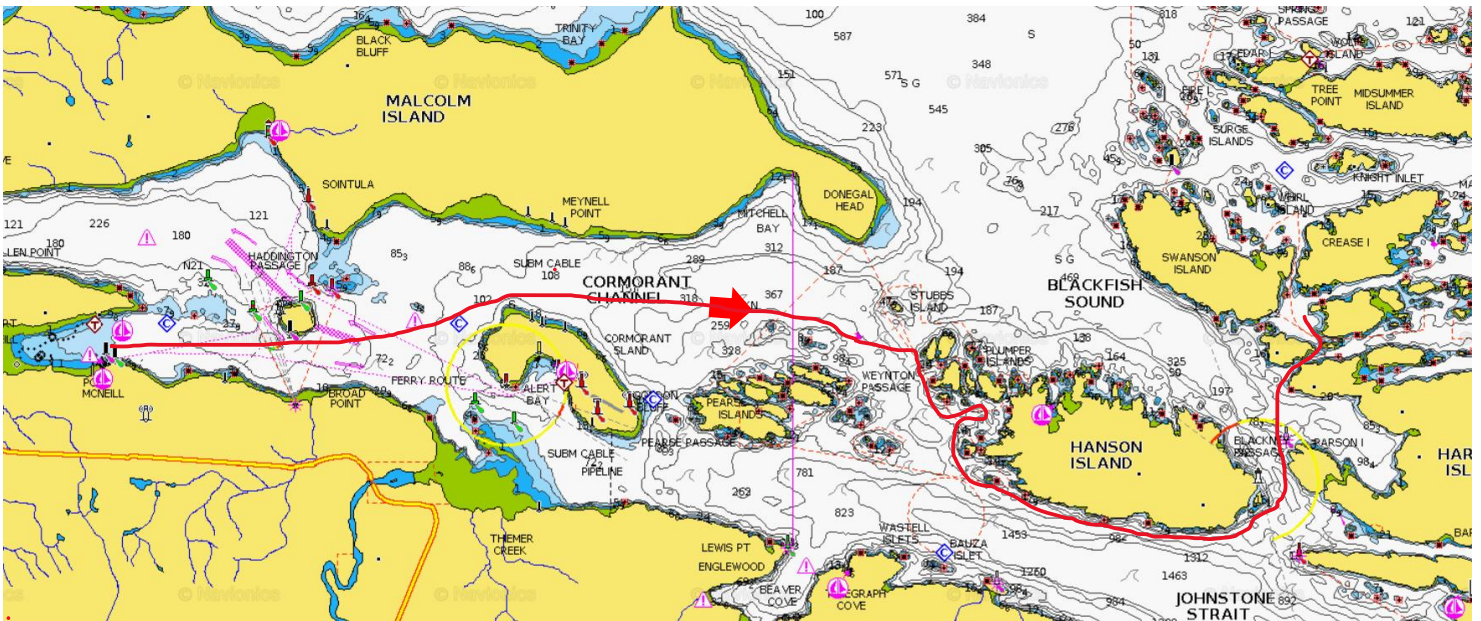
# Chart 20

Saturday, July 14<sup>th</sup>, 2018

Port McNeill to Farewell Harbour, Berry Island

21 nm

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# Cruise to the Broughtons

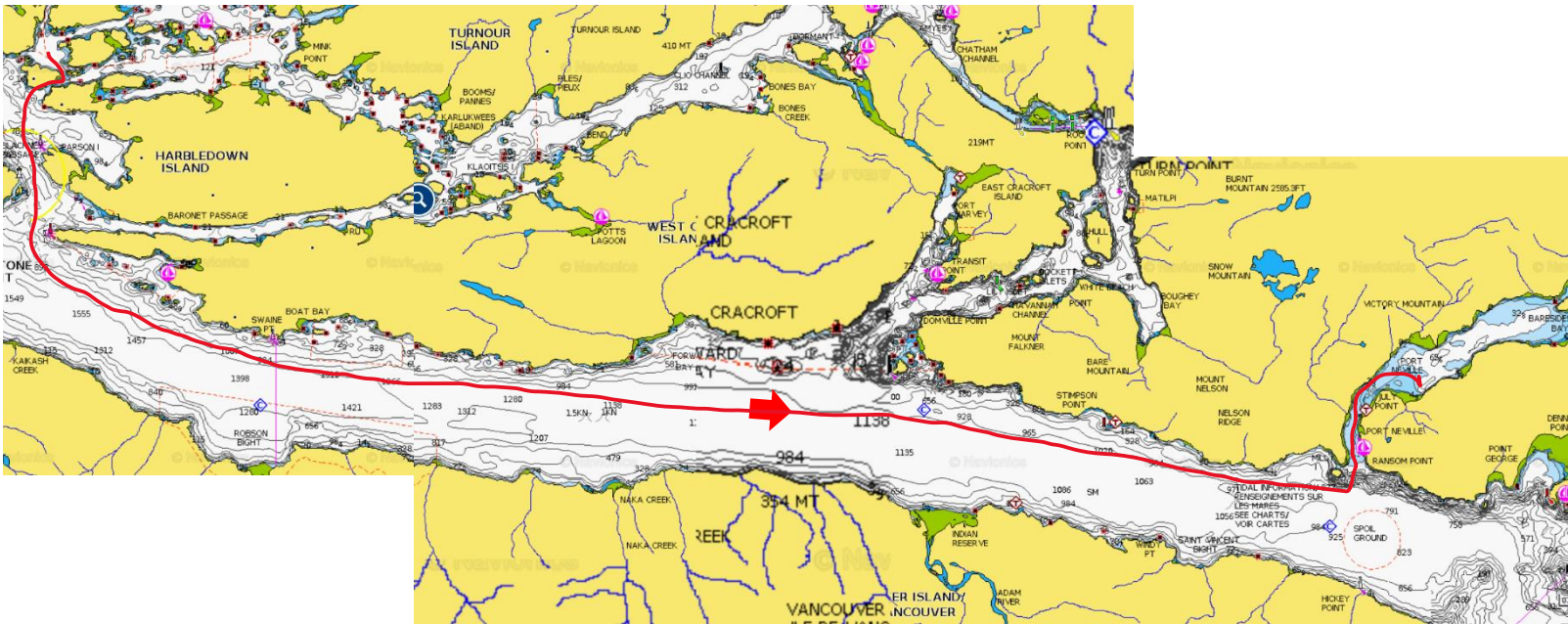
Sunday, July 15<sup>th</sup>, 2018

Farewell Harbour to Port Neville

29 nm

# Chart 21

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# Cruise to the Broughtons

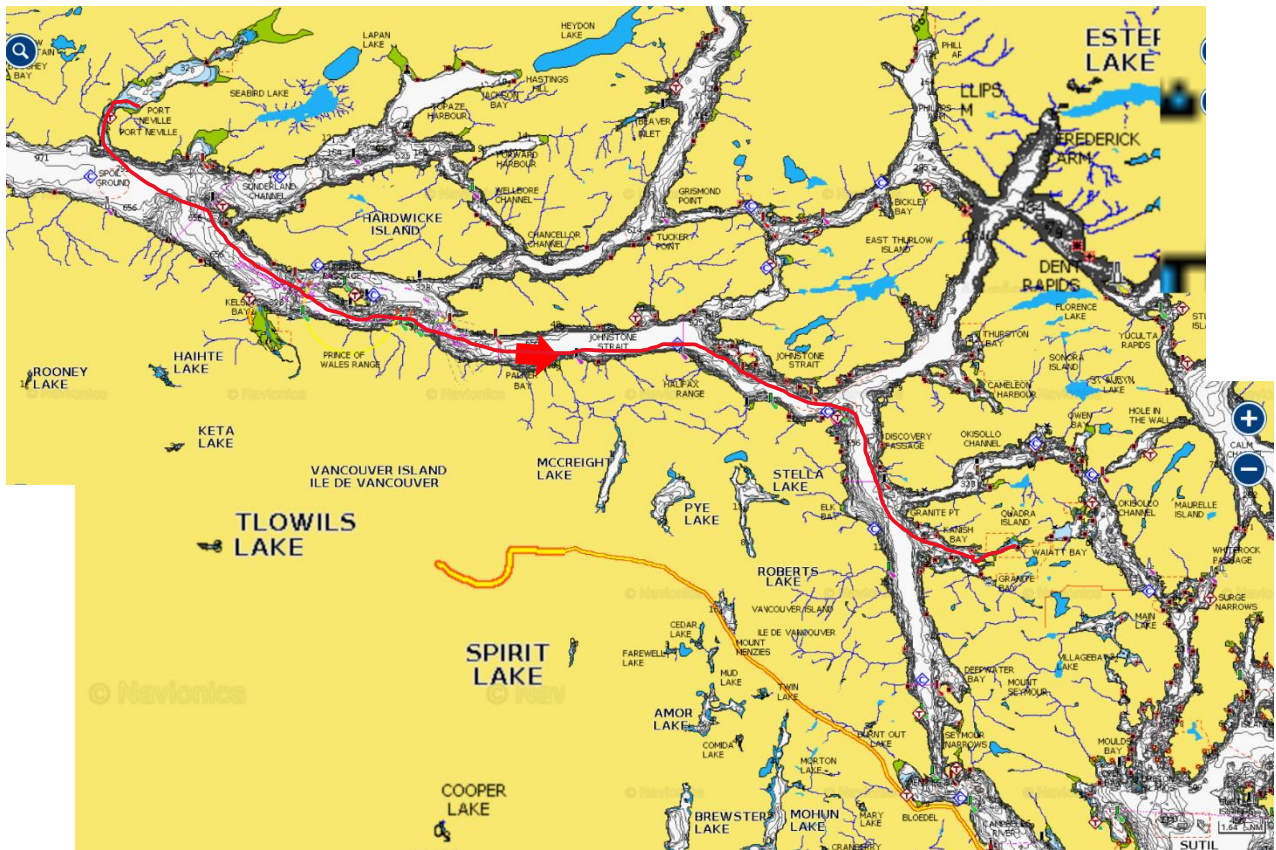
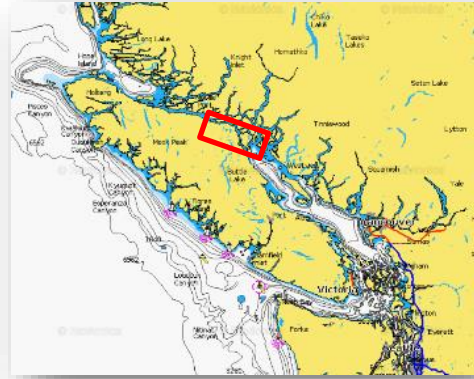
# Chart 22

Monday, July 16<sup>th</sup>, 2018

Port Neville to Small Inlet, Quadra Island

39 nm

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# Cruise to the Broughtons

# Chart 23

Wednesday, July 18<sup>th</sup>, 2018

Small Inlet to Gowland Harbour, Cortes Island

13 nm

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# Cruise to the Broughtons

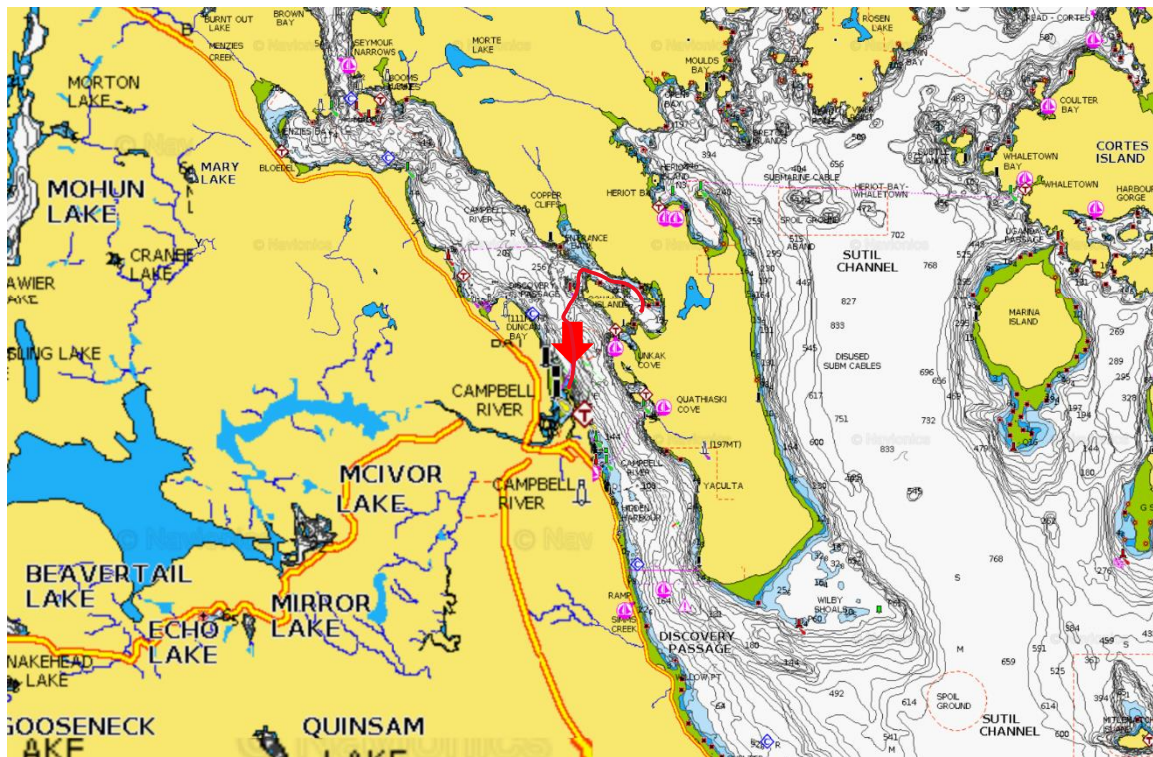
# Chart 24

Thursday, July 19<sup>th</sup>, 2018

Gowland Harbour to Campbell River

3 nm

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# Cruise to the Broughtons

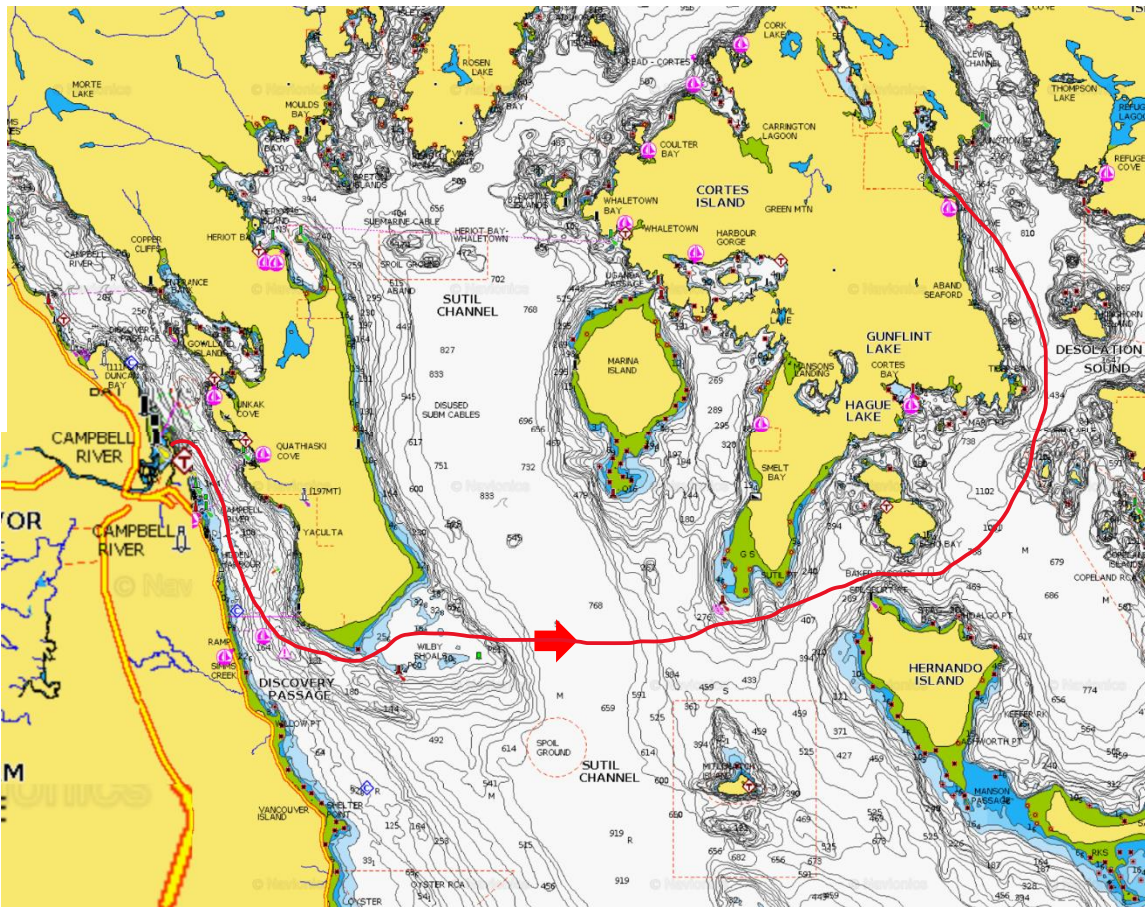
# Chart 25

Monday, July 23<sup>rd</sup>, 2018

Campbell River to Squirrel Cove, Cortes Island

22 nm

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# Cruise to the Broughtons

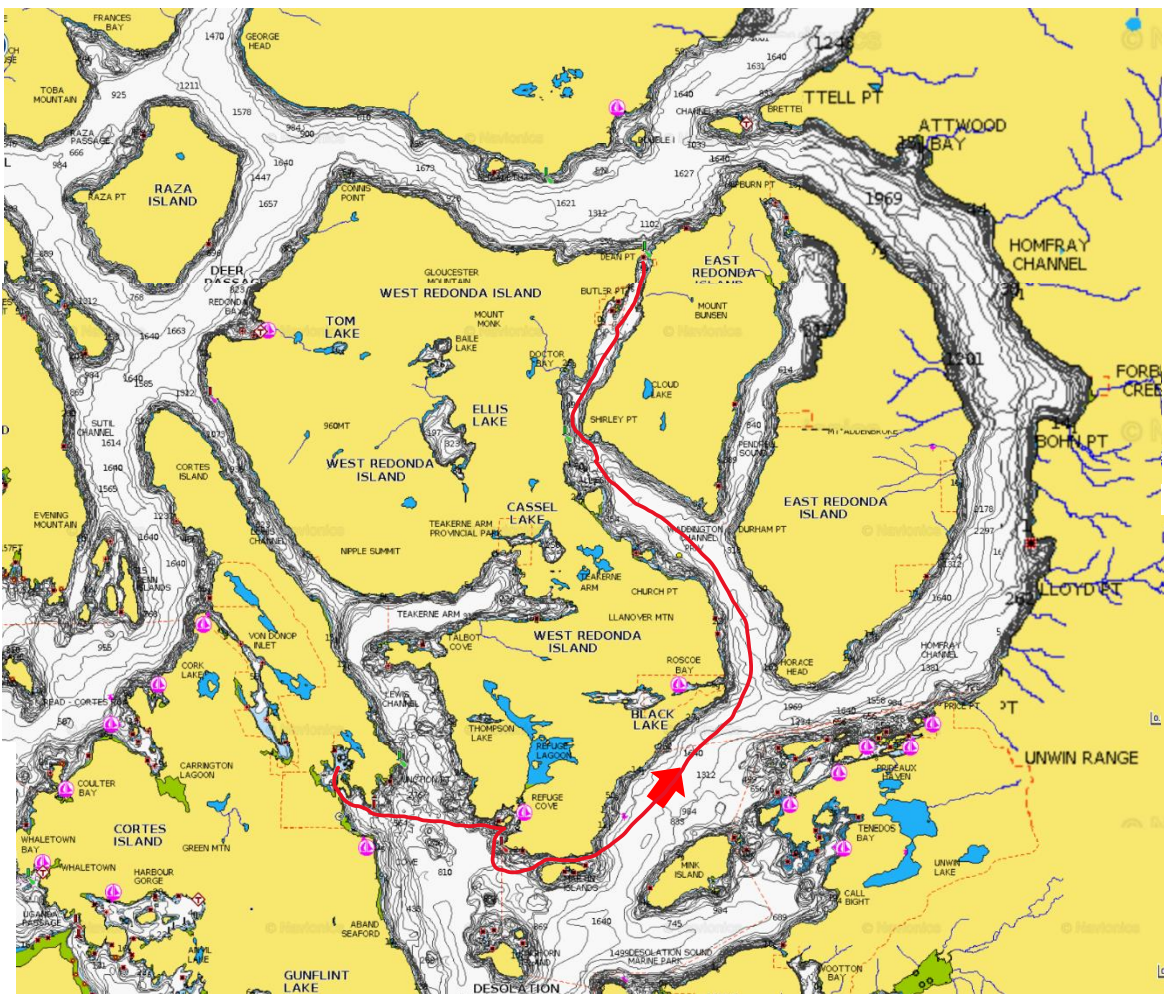
# Chart 26

Tuesday, July 24<sup>th</sup>, 2018

Squirrel Cove to Walsh Cove, West Redonda Island

18 nm

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# Cruise to the Broughtons

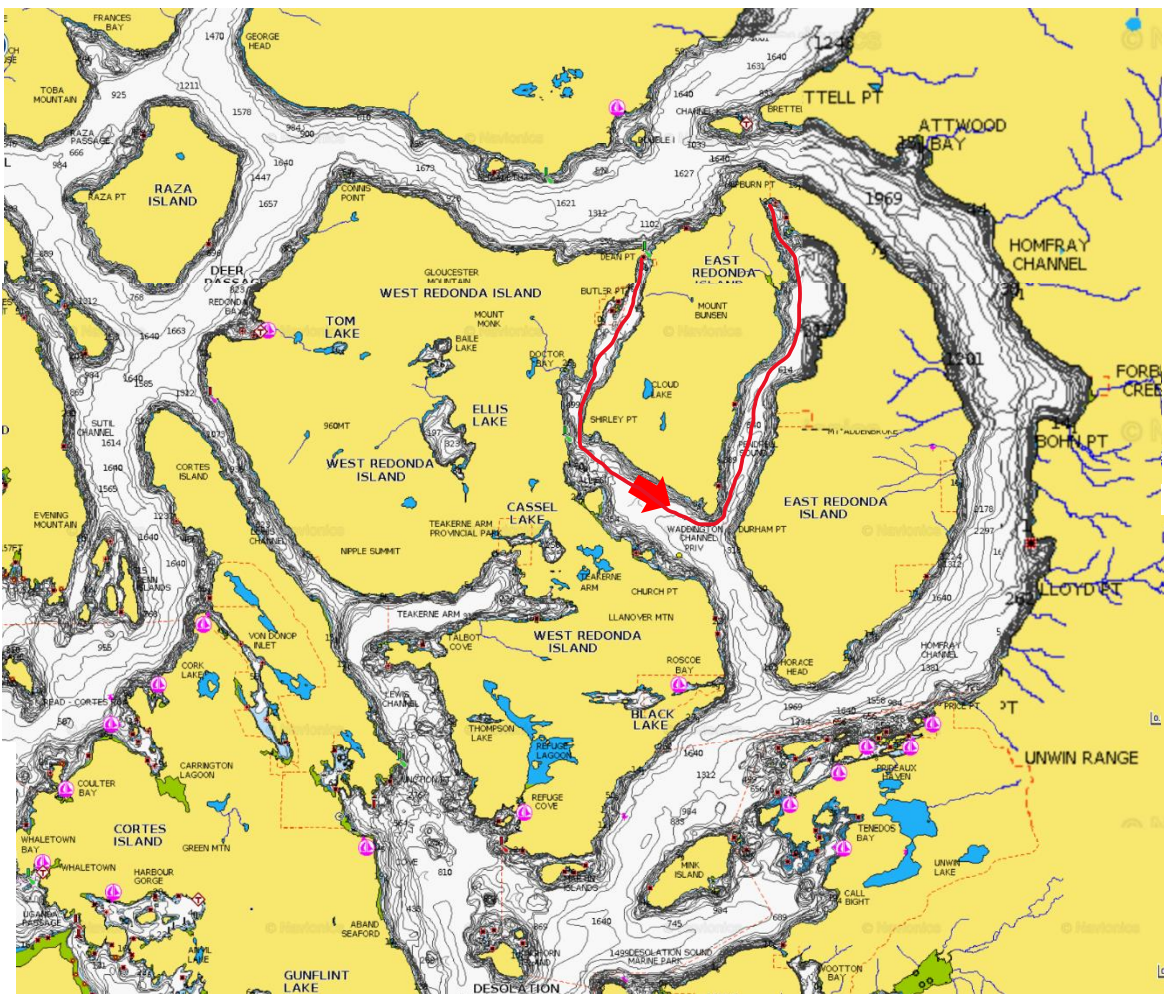
# Chart 27

Wednesday, July 25<sup>th</sup>, 2018

Walsh Cove to Pendrill Sound, East Redonda Island

10 nm

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# Cruise to the Broughtons

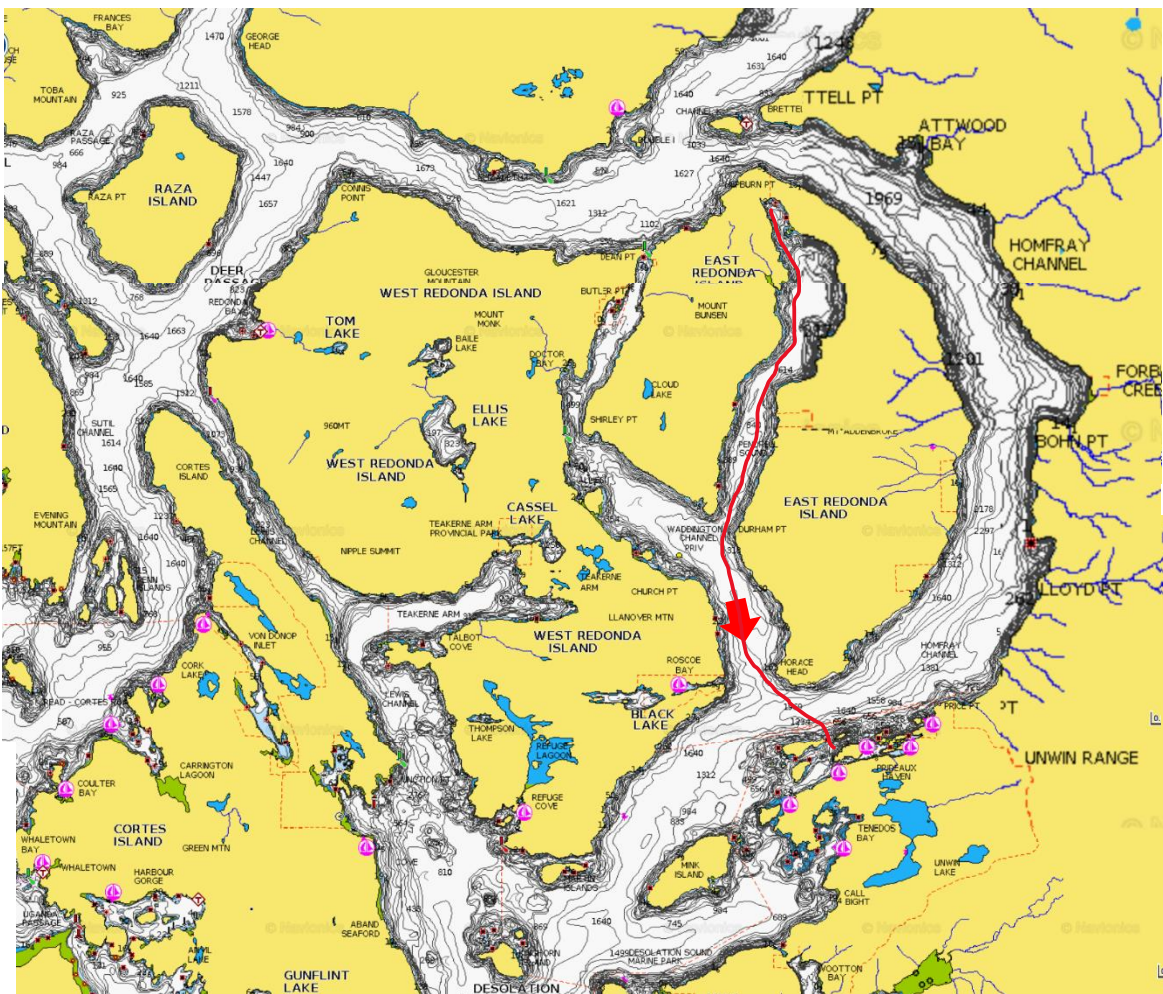
# Chart 28

Thursday, July 26<sup>th</sup>, 2018

Pendrill Sound to Predeaux Haven

18 nm

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# Cruise to the Broughtons

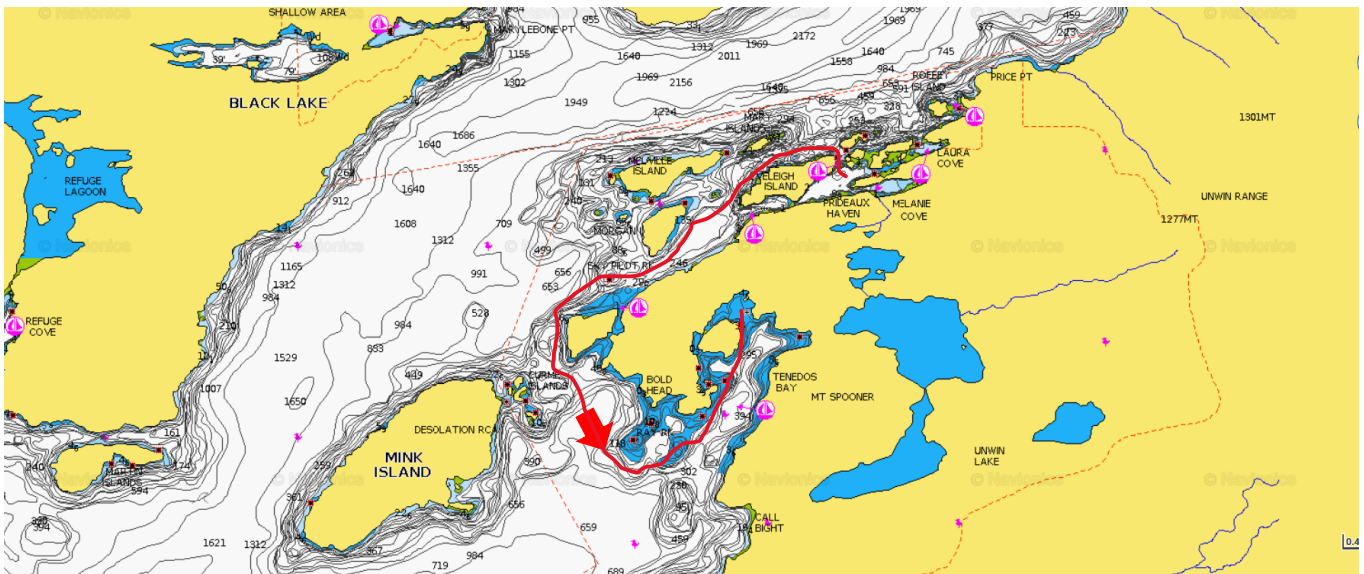
# Chart 29

Friday, July 27<sup>th</sup>, 2018

Predeaux Have to Tenedos Bay

5 nm

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# Cruise to the Broughtons

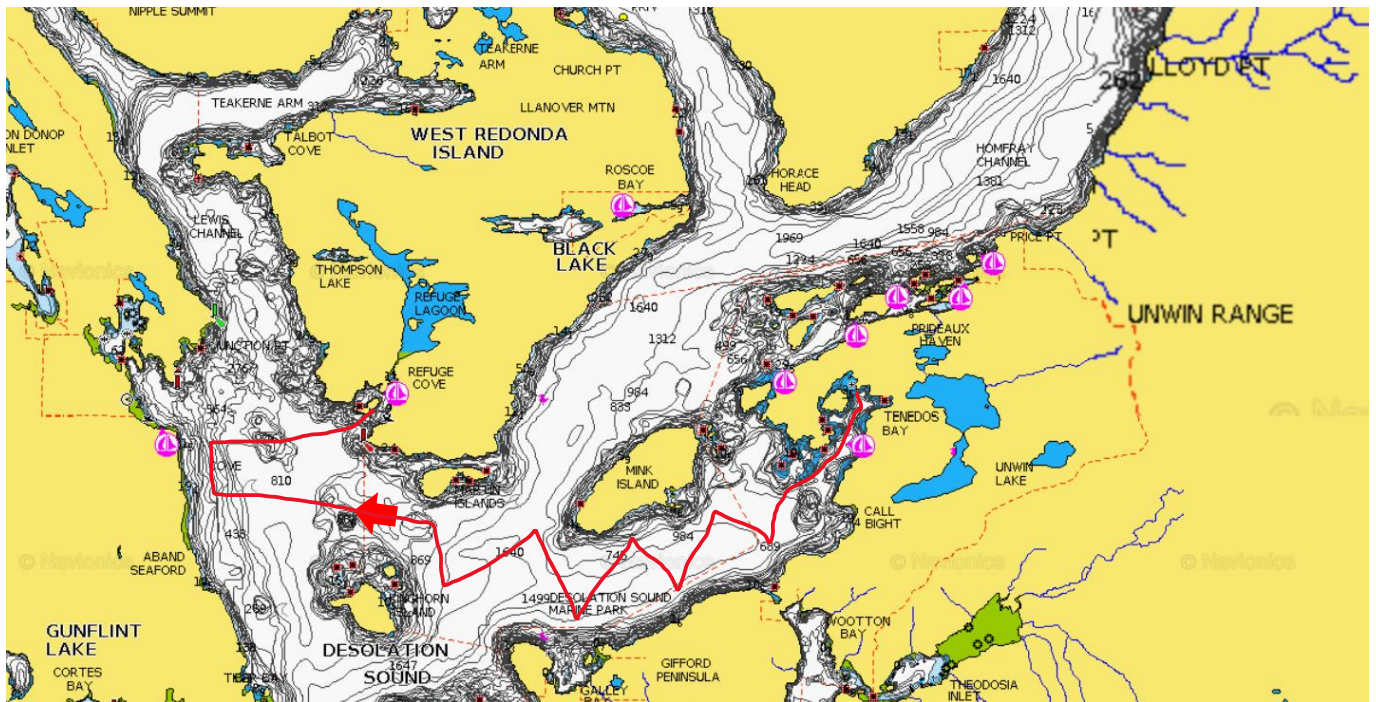
# Chart 30

Saturday, July 28<sup>th</sup>, 2018

Tenedos Bay to Refuge Cove, West Redonda Island

18 nm

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# Cruise to the Broughtons

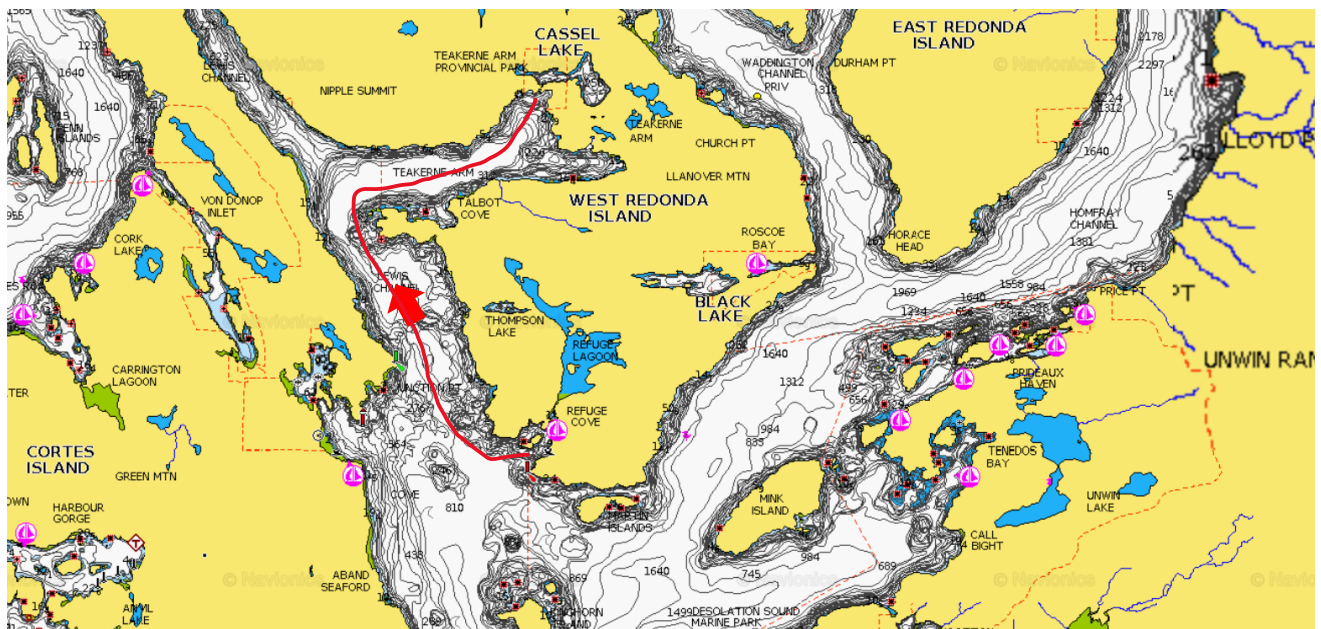
# Chart 31

Sunday, July 29<sup>th</sup>, 2018

Refuge Cove to Teakern Arm, West Redonda Island

7 nm

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# Cruise to the Broughtons

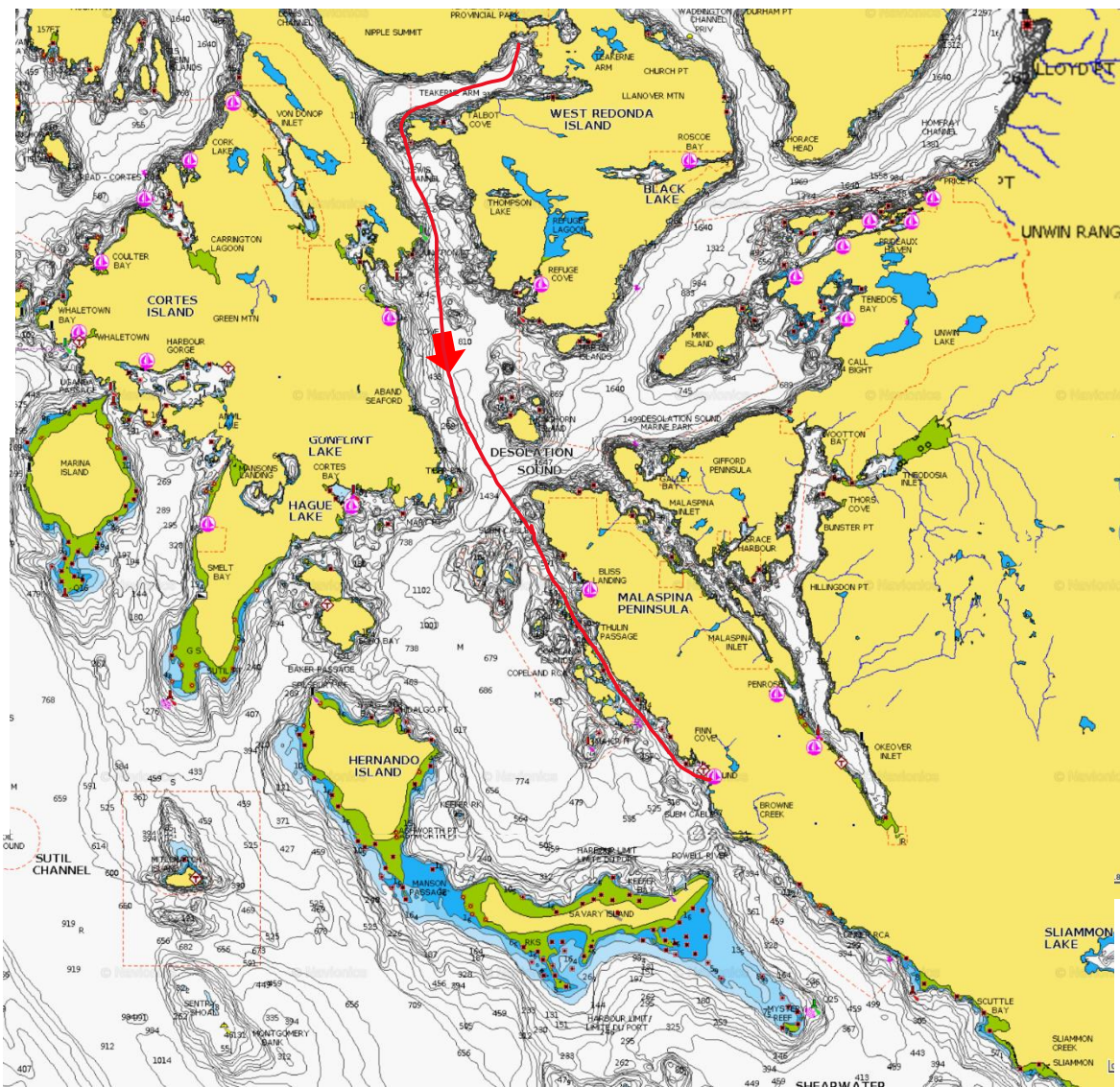
# Chart 32

Monday, July 30<sup>th</sup>, 2018

Teakern Arm to Lund BC

18 nm

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# Cruise to the Broughtons

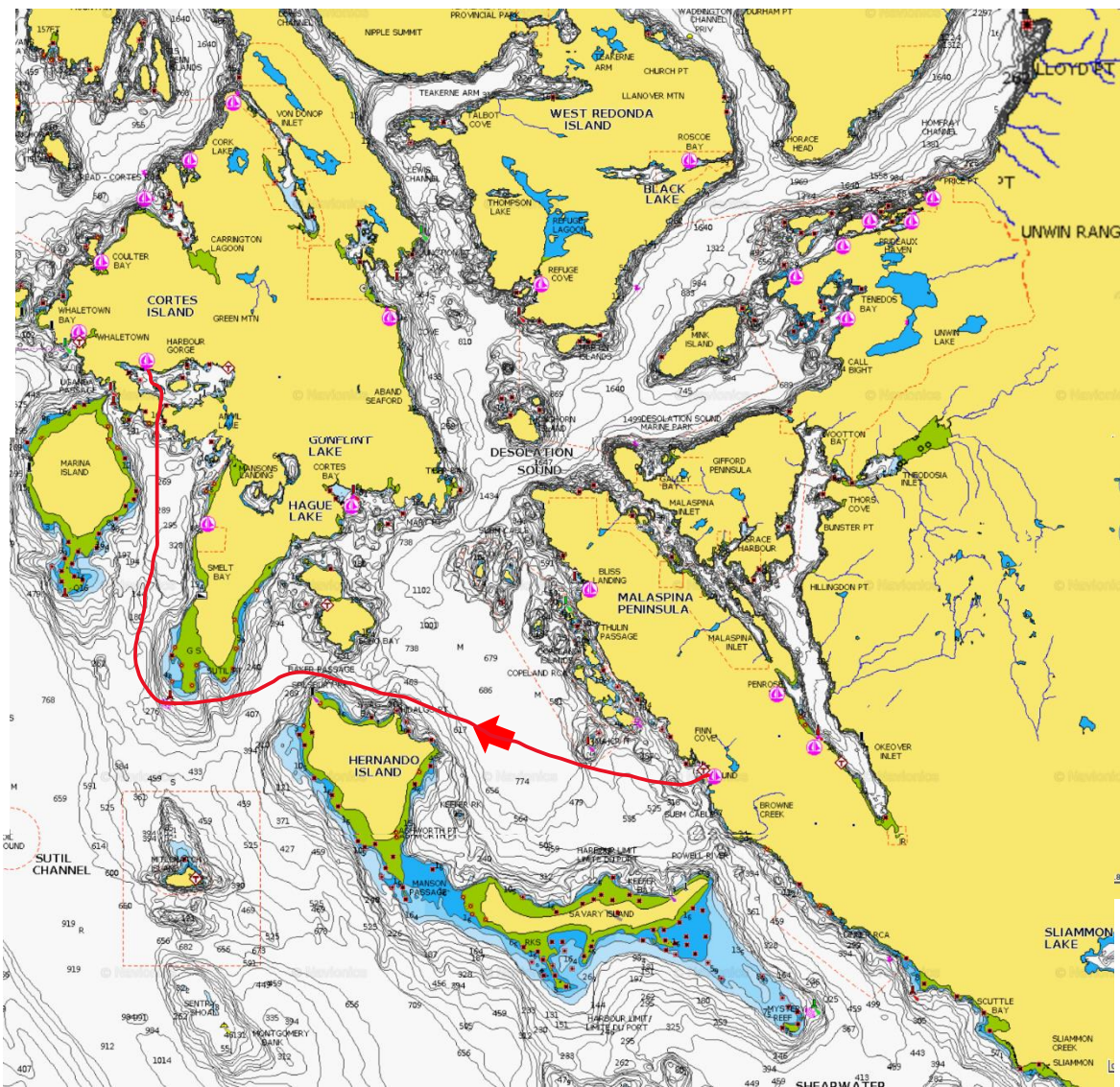
# Chart 33

Tuesday, July 31<sup>th</sup>, 2018

Lund BC to Gorge Harbour, Cortes Island

14 nm

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# Cruise to the Broughtons

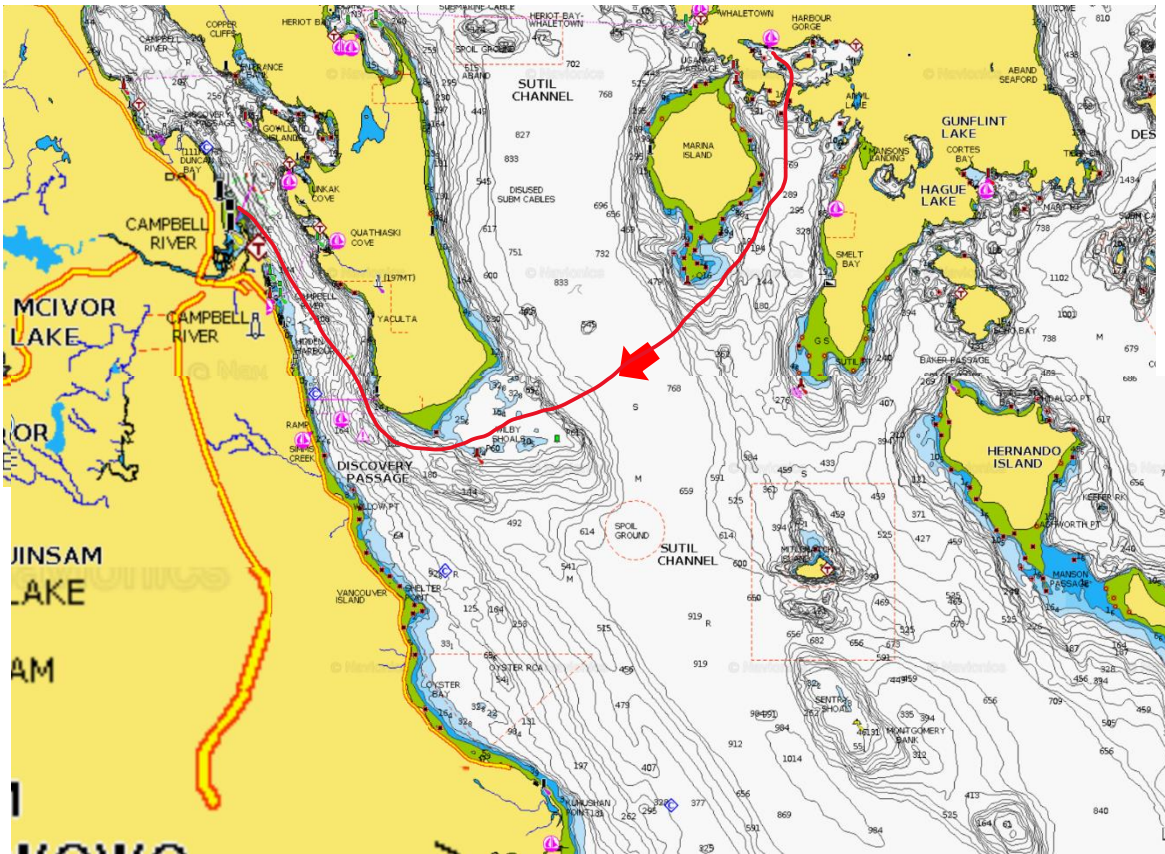
# Chart 34

Wednesday, August 1<sup>st</sup>, 2018

Gorge Harbour to Campbell River

10 nm

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# Cruise to the Broughtons

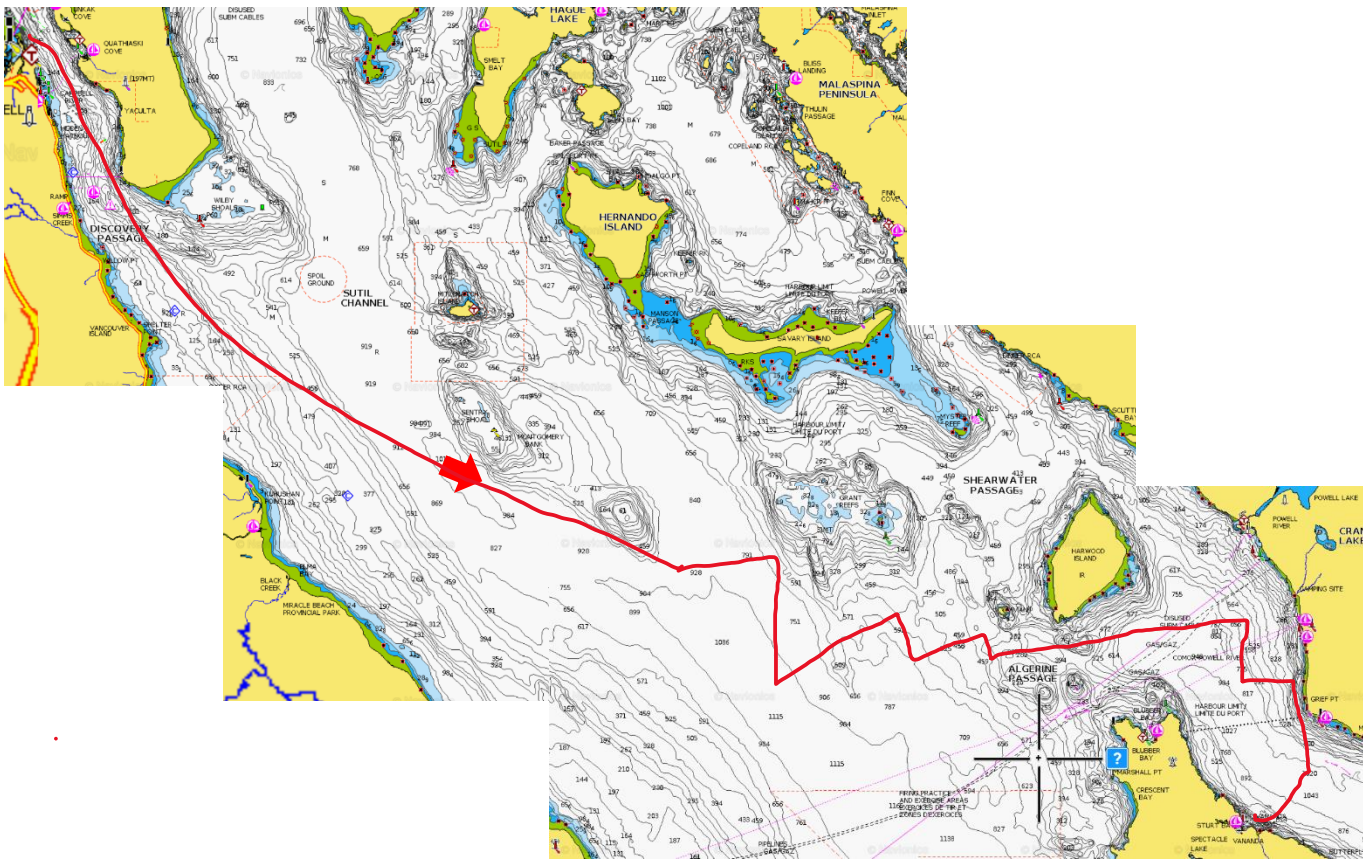
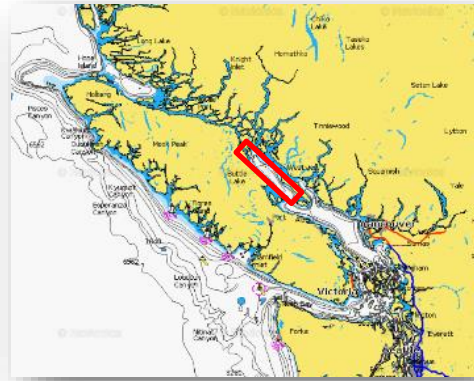
# Chart 35

Thursday, August 2<sup>nd</sup>, 2018

Campbell River to Sturt Bay, Texada Island

37 nm

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# Cruise to the Broughtons

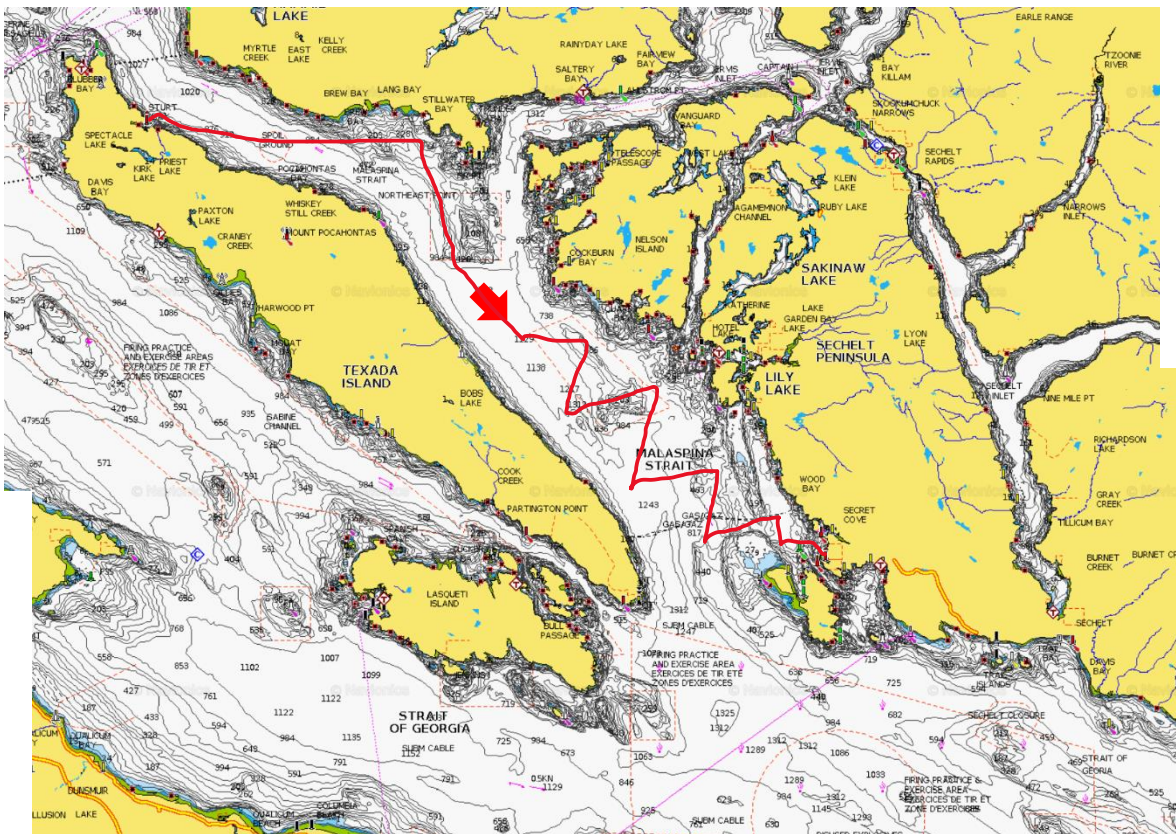
# Chart 36

Friday, August 3<sup>rd</sup>, 2018

Sturt Bay to Smuggler's Cove

35 nm

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# Cruise to the Broughtons

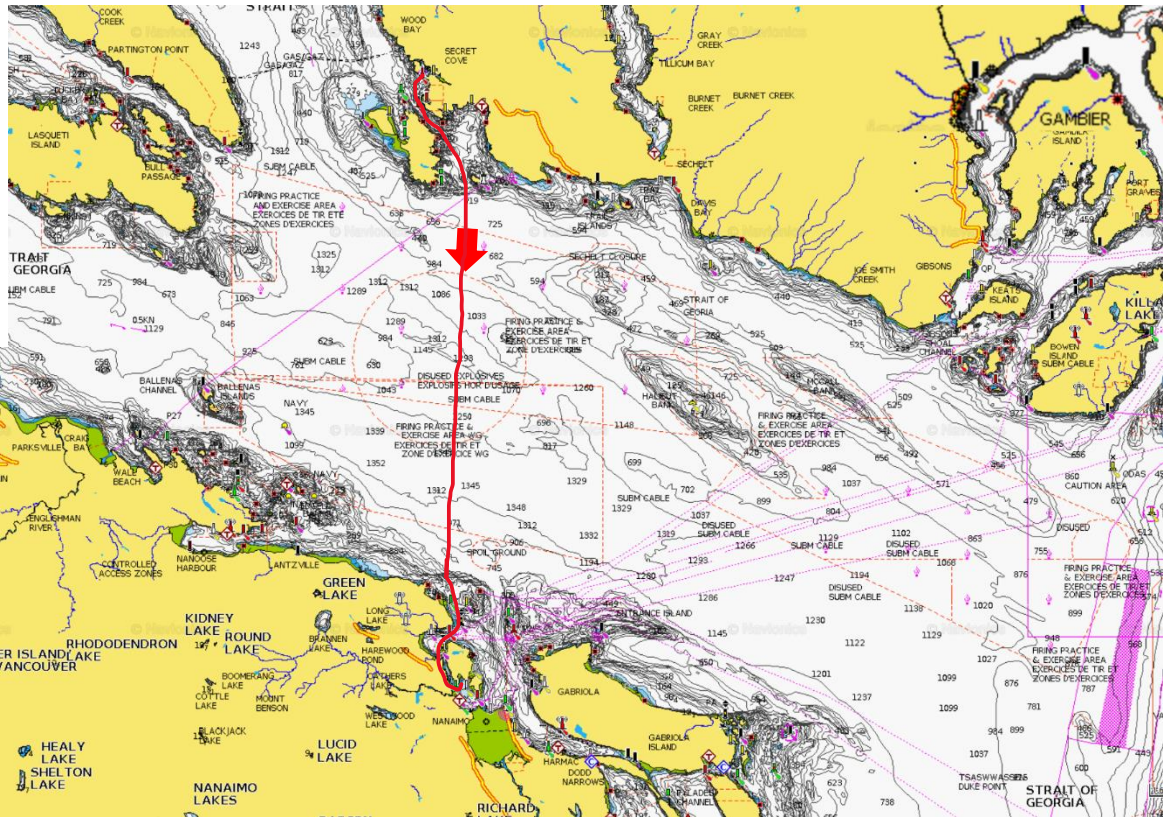
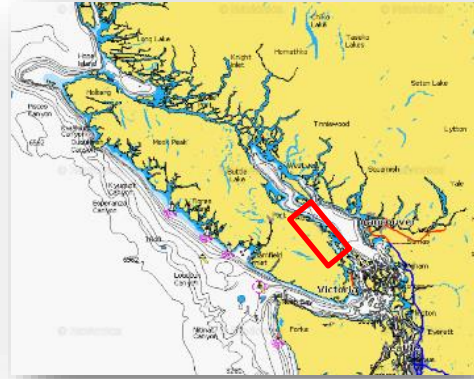
# Chart 37

Saturday, August 4<sup>th</sup>, 2018

Smuggler's Cove to Newcastle Island, Nanaimo

31 nm

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# Cruise to the Broughtons

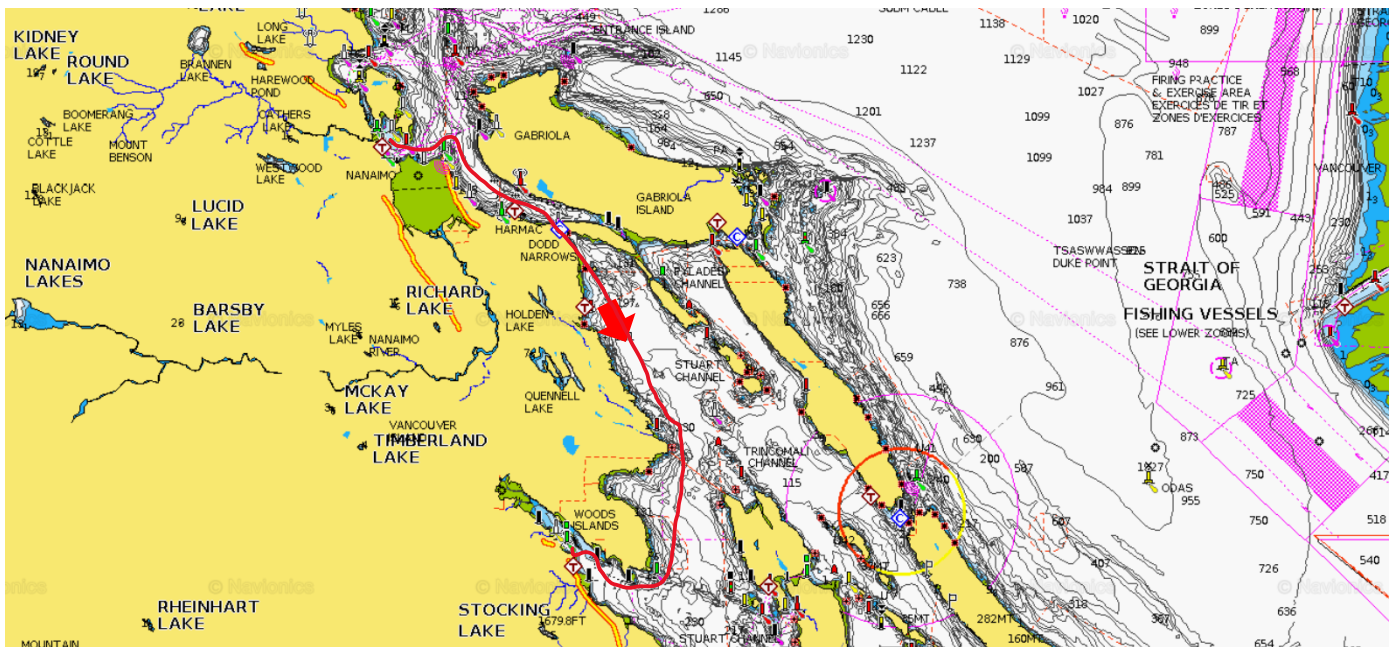
# Chart 38

Sunday, August 5<sup>th</sup>, 2018

Newcastle Island to Ladysmith Harbour

20 nm

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# Cruise to the Broughtons

# Chart 39

Monday, August 6<sup>th</sup>, 2018

Ladysmith Harbour to Sidney & Home

26 nm

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