



RCC PILOTAGE FOUNDATION

CRUISING NOTES

SE Alaska to Vancouver Island (and Seattle)

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These Cruising Notes concern the area from Prince William Sound to SE Alaska to Vancouver Island, British Columbia, including Queen Charlotte Islands - and southwards. Its chapters follow on from the '[Aleutian Islands and Alaska Peninsula to Prince William Sound](#)' Guide by the RCC Pilotage Foundation. It has been developed from the input of a few experienced sailors and is offered to help the planning for those who follow in their wake. Pilot books are readily available in North America – including Anchorage – and through Amazon. This Supplement results from the original work by *Finelines* and the experiences of members of the Royal Cruising Club; it recommends other works necessary for detailed pilotage in these challenging waters.



Note by Editor

These Notes cover a straight line distances of around 1,000nm south from Prince William Sound. They are primarily for the yachtman who has approached from the Pacific Ocean and heading broadly from north or west to south. There are detailed guides and pilot books available for the Canadian and Alaskan waters (generally visited from the South) and many are listed here – some are now available in Europe through Amazon. Feedback from yachtmen cruising these waters is always welcome – to www.rccpf.org.uk.

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Martin Walker - February 2018

Caution

CAUTION

Whilst the RCC Pilotage Foundation, has used reasonable endeavours to ensure the accuracy of the content of these Cruising Notes; this file contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied on for navigational use; it should only be used in conjunction with official hydrographical data. This is particularly relevant to any plans, which should not be used for navigation. The RCC Pilotage Foundation and the contributors believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgment of the skipper, who should assess all information, published or unpublished. The information provided in this file may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept any liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the authors, editor and the publishers do not accept liability for any loss and/or damage howsoever caused that may arise from reliance on information contained in these pages.

Positions

All positions are to datum WGS 84. Some result from direct observation, others are derived from Google Earth. They are included to help in locating places, features and transits. Do not rely on them for safe navigation. Some charts and North American Guides may not be to this datum.

Bearings and Lights

Any bearings are given as °T and from seaward. The characteristics of lights may be changed during the lifetime of this publication. They should be checked against the latest edition of the UK Admiralty List of Lights.

Updates, Supplements and Feedback

Visit www.rccpf.org.uk for any mid-season updates or annual supplements, for cruising logs for this area, or if you notice any errors or omissions and would like to let us know.

Background and Acknowledgements

The RCC Pilotage Foundation has long published individual works on Northern waters. The basis of this document lies with Phil Hogg and Liz Thompson who, in 2011, offered the full use of their website <http://www.fineboatplans.com/> to the RCC Pilotage Foundation. Their detailed work, resulting from their cruises in 2003 and 2004, and the Pilotage Foundation's published information on Faroes, Iceland and Greenland, led to the web pilot *Arctic and Northern Waters*. This was edited by Jane Russell and included a parallel representation using Google Maps. That web pilot evolved into a book edited by Andrew Wilkes and is now in its second edition www.rccpf.org.uk while the Aleutians element reverted to an e-pilot. In 2016 this was extended to include the Hogg/Thompson work on Alaska and is now a document titled '[Aleutian Islands and the Alaska Peninsula to Prince William Sound](#)'. It includes, as an addendum outline information, reproduced from this work, which a sailor might need if continuing south from Prince William Sound.

In addition, the Royal Cruising Club had long maintained text records of member's cruising in these waters. More recent contributions are by:

Kitty van Hagen	Duet
Johnny Clothier	Brown Bear
Bill Kellett	Jura
Peter & Katherine Ingram	Kokiri
Andrew Wilkes	Young Larry
Tom & Vicky Jackson	Sunstone
Tom & Vicky Jackson	Sunstone 2014
Mike and Hilde Gill	Quicksilver 2015
Mike and Hilde Gill	Quicksilver 2016
Clive Woodman	Cosmic Dancer 2017

These Notes combine the Hogg/Thompson work with RCC Members' contributions. They aim to introduce the area but are not a substitute for a more detailed pilot. links are provide to other information - but the Pilotage Foundation does not accept liability for their content. The use of first person is often used to emphasise that comments about a place may relate to a single fleeting visit.

Few yachtmen cruise these waters and the RCC Pilotage Foundation is grateful to all for their contributions.


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Ch 1 - Background

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Introduction

The few people who cruise South East Alaska and British Columbia speak of its stunning beauty. However, much of the area is remote and the cruising season short; facilities are rare and crews planning to visit here need to be mentally and physically self-sufficient. This publication flows from Northwards towards South East and is aimed primarily for crews approaching from the Pacific, possibly the Aleutian Islands, or the northern latitudes. Of course, the vast majority of cruisers (and cruise ships) visiting SE Alaska and British Columbia sail up from the South and return there before the weather deteriorates after the short summer. Many of the numerous guides to Alaska and British Columbia, available to the North American sailors, are listed in this publication. This chapter provides some detailed information but readers are strongly advised to view the further reading in the Planning section below. Those coming from mainland America may wish to see the Trucking advice in the Addendum.

Planning - Charts, Publications and Experience

Many of the references given below are viewable on line. Charts and RCC Pilotage Foundation books can generally be obtained through major chart stores. Charlies Charts for Alaska are available through Imray, Laurie, Norie and Wilson whilst online NOAA charts are particularly useful for early planning. Many others are now available in Europe through Amazon. The use of Google Earth will help with orientation and routing; it also provides numerous photographs.

Aside from using Amazon, getting hold of copies of the other British Columbia and Alaska publications, and detailed tidal information, can be difficult outside North America. However once there, yachtsmen will find that charts, tidal information and publications are readily available throughout the region. In particular, in the more northern regions there are book shops in Sweepers Cove, Adak Island, Dutch Harbour Unalaska Island, Seward Kenai Peninsula, Whittier Prince of Wales Sound amongst others. West Marine have numerous outlets for those approaching from the south while their northernmost shop, at Anchorage, may be reached by boat, train or road from Seward and by road from Whittier. Sailors coming up from the South are served by numerous outlets.

Southern Alaska and British Columbia (Chapters 5 & 6)

Alaskan Coast Charts and Pilots

The NOAA Alaskan Coast Pilots provide excellent and detailed information about almost every useable anchorage on the Alaskan coast. The pilot is down-loadable free from the NOAA site, though some may prefer to buy a paper copy as the down-loaded version is difficult to 'flip' or browse through.

Note too that all NOAA charts are freely down-loadable in electronic format from the NOAA site.

Sailing Directions, B.C. Coast, Northern Portion. Canadian Hydrographic Service.

Canada Chart Book 3313

Nanaimo Maps and Charts (tel. 250 754 2513 Email nanmaps@island.net has all charts in stock all the time.

Canadian tide table are considered to be essential.

Canadian Hydrographic service web-site www.charts.gc.ca

CAUTION. The West Coast has not been fully surveyed. The Canadian Hydrographic office is converting its Vertical Datum to meters from fathoms and Horizontal Datum from NAD27 to NAD83 (WGS 84 equivalent). In the latter case, differences of up to 100 meters arise between the two datum when GPS is used.

Publications.

Charlie's Charts. North to Alaska. 2008 Charles E Wood. Good for planning and inside passage making with quite a fair number of ports and anchorages. Crucial portions such as the transit of passes and the passage of Cape Caution are given particular attention with guidelines for timing and recommended routes. Details of weather services for Canada and Alaska are included. Available in UK via Imray, Laurie, Norie and Wilson.

North Coast of British Columbia. Douglass, Fine Edge Publications. East Coast S. of QCC only. Example only – there are other relevant Douglass books in this series – Google them for information.

Exploring the Inside passage to Alaska. Don Douglass and Reanne Hemingway-Douglass. Fine Edge Productions ISBN 0-9386655-33-2. This includes many more anchorages than Charlie's Charts. Also: Proven Cruising Routes (Monahan & Douglas) from Fine Edge ISBN 0-938665-49-9 2000 or later.

A Guide to Queen Charlotte Islands. Neil Carey. Raincoast Books, Vancouver. (Not a pilot but boat orientated and all the way round.)

(Note by Editor: Some of the American pilot books have been compiled over many years of experience but much of this may have been gained in shallow draft motor boats. Not all their advice can necessarily be followed by a skipper of a deep draft yacht – as always, skippers beware.)

Logs and Blogs

2017 *Cosmic Dancer's* logs may be viewed at www.cosmic-dancer.com

2004 *Jura* - Auke Bay, Glacier Bay, Sitka.

2004 *Jura* - Truck to Ancortes and north to Prince Rupert

2001 *Brown Bear* - Queen Charlotte Islands

2000 *Gollywobbler* - Truck to Ancortes and north to Glacier Bay

2000 *Duet* – Around Vancouver Island and south to San Francisco

1991 *Juno II* – Truck to Everett north, inside, then Kodiak, Sitka and return.

Navigation and Pilotage

This area poses considerable navigational and pilotage challenges. Not only can the weather be volatile, but there is a very high frequency of fog and limited visibility during the summer months. There are few navigational aids. Despite GPS, caution is still required in dealing with the very strong and unpredictable currents. There is tidal information available for the area, but it must be used with caution as the resulting currents can be strongly affected by weather conditions, swell from distant depressions and other variables. In general, the tide floods north into the Bering Sea and ebbs south. Tide times will continue to dominate passage planning for many of the passes and inside passages and movement may only be possible close to slack water.

Anchoring

Deep anchoring, say 25m depth, may be a necessity in Alaska and one needs a windlass that will cope with this. In addition to an all chain system it pays to be able to deploy at least 100m of chain/rope combination to cope with the greater depths. Occasionally, running a long line ashore may also be needed.

Formalities

Foreign nationals (except Canadians and Mexicans) entering the US by yacht require a visa and have to be seen by an immigration official on arrival.

US Authorities require all vessels to have registered EPIRBS and proof of their registration.

Foreign yachts will have to purchase a one year Cruising Licence, the conditions of which vary from time to time, but usually involve continued reporting of movements by phone or occasionally in person at larger harbours. The initial licence is for a year. Renewal is possible at any port of entry, certainly for a few weeks, and possibly much longer: Canadian boats have wintered at Haines (north of Juneau) more than once. The Alaskan authorities seem keen to encourage cruising, and realise that it may make sense to spend more than the allotted 12 months doing so. Technically if you arrive back in the US from Canada before your licence has expired, a new one cannot be issued unless you have formally surrendered it at your Port of Exit, eg Ketchikan. Customs Officers may nevertheless issue a new one for a year. Noonsite offers comprehensive advice - www.noonsite.com/Countries/USA

Fishing Permits are required and are available from most hardware shops or marinas.

Ports of Entry

Alaskan Ports of Entry include: Dutch Harbour (see following page for initial arrival in the Aleutians at Sweepers Cove, Adak) Nome (for North West Passage), Kodiak, Anchorage, Valdez, Juneau, Skagway, Wrangell and Ketchikan. The northern port of entry to British Columbia from/to Ketchikan in Alaska, is Prince Rupert.

Communications

Use of VHF in the USA. It should be noted that commercial craft, and some pleasure craft as well, make far more use of VHF than is customary in Europe. This is particularly true when commercial craft are approaching or passing yachts. The skippers of these vessels will often wish to confirm their intentions. It is essential to have a radio with the US frequencies.

Weather Channels. The NOAA Alaska VHF weather channel forecasts are very useful, but cannot be picked up everywhere along the coast.

Public transport. If contemplating crew changes, or wishing to see more of the country away from the boat, the following links may be helpful.

Train – alaskarailroad.com

Ferry – <http://www.alaskaferryvacations.com>

Flights – travelalaska.com

Chapters 5/6

PRINCE WILLIAM SOUND TO VANCOUVER

(With a selection of harbours and anchorages as reported by our contributors)



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Introduction

(*Sunstone*)

Gulf of Alaska Passage

In summer, if the northeast Pacific high is set in the Gulf, this should generally be an easy passage with moderate fair winds. However, if low pressure settles in the Gulf, persistent easterlies can make the passage in the Gulf of Alaska unpleasant. Close inshore there is often fog. In clear weather, there are spectacular views to be had of the coastal mountains, including Mount Fairweather, which rises over 4,000 m quite close to the coast. Approaching Cape Spencer there are also a number of tidewater glaciers. A few cruisers have entered Icy Bay and Lituya Bay. The former is well named and can have significant amounts of floating ice, as well as fog. The entrance to Lituya should only be attempted in settled weather at slack high water. Lituya is famous for the colossal wave which was generated by a huge landslide in the Bay. The wave washed 1,500 feet up a cliff in the Bay. The coast pilot warns that landslides are common the Bay.

Tides run very strongly in the entrance to Cross Sound at Cape Spencer and there are significant tidally generated waves even in calm weather. The entrance is wide, but the bottom is quite uneven and shallow in places. There is often fog in the morning. The natural first port of call in Cross Sound is Elfin Cove. Care is needed to avoid the areas of shoals among the islands in the approaches to Elfin.

Formalities

With the large amount of small boat traffic that flows between Canada and Alaska, customs and immigration have been made quite easy, provided you have all your paperwork

Weather and Forecasts

This whole area is subject to very strong winds in the winter months with the summer weather being characterized by long spells of calm weather. Be prepared to motor a lot as the reality of this area is that to avoid the winds one tends to motor and make passages when there is little to no breeze.

Marine forecasts are available throughout Alaska. In the Inside Passage, there are continuous weather broadcasts on the VHF weather channels. Further out in the Gulf of Alaska and North-Western Alaska the weather is broadcast at various time throughout the day on HF 4125 MHz.

Anchorage

There are thousands of anchorages in Alaska, most of them in places untouched by civilization. It is a strong maritime area and there are many small boats about but the area is so vast that often many days can go by without sighting another vessel.

Public Floats in Southeast Alaska

In many of the most frequented bays and harbours in Southeast Alaska there are public floats or docks at which to tie up rather than having to anchor. The public floats are maintained by the State and are free. Some floats are docks connected to the shore, others are not. Many of these floats are in bays or harbours where there is no village or any inhabitants other than bears. However, most towns also have a public float, sometimes in addition to a boat harbour run by the municipality, at which there are charges.

Guide to Further Reading

Our contributors recommend that anyone intending to cruise Southeast Alaska and British Columbia, obtains a copy of the most recent edition of *'Exploring the Inside Passage to Alaska; A Cruising Guide from the San Juan Islands to*

Glacier Bay, by Don Douglass & Reanne Hemingway-Douglass – also 'Proven Cruising Routes Seattle to Ketchikan.' Waggoners Cruising Guide has been highly recommended.

These cruising guides gives excellent detailed guidance, not only on most of the accessible anchorages among the hundreds in the area, but also to many of the intricate passages. The only caveat we offer in its use is that the research was undertaken in a relatively shallow draft motor yacht and some of the anchoring depths suggested are optimistic!.

Copies of guides are available through Amazon and some other booksellers. There are a variety of other guides by the Douglasses, published by *Fine Edge*, which cover the same area, but in somewhat greater detail. 'Exploring Southeast Alaska, Dixon Entrance to Skagway' (2007) is particularly useful. All are readily available in North America.

Chapter 5.

Southeast Alaska



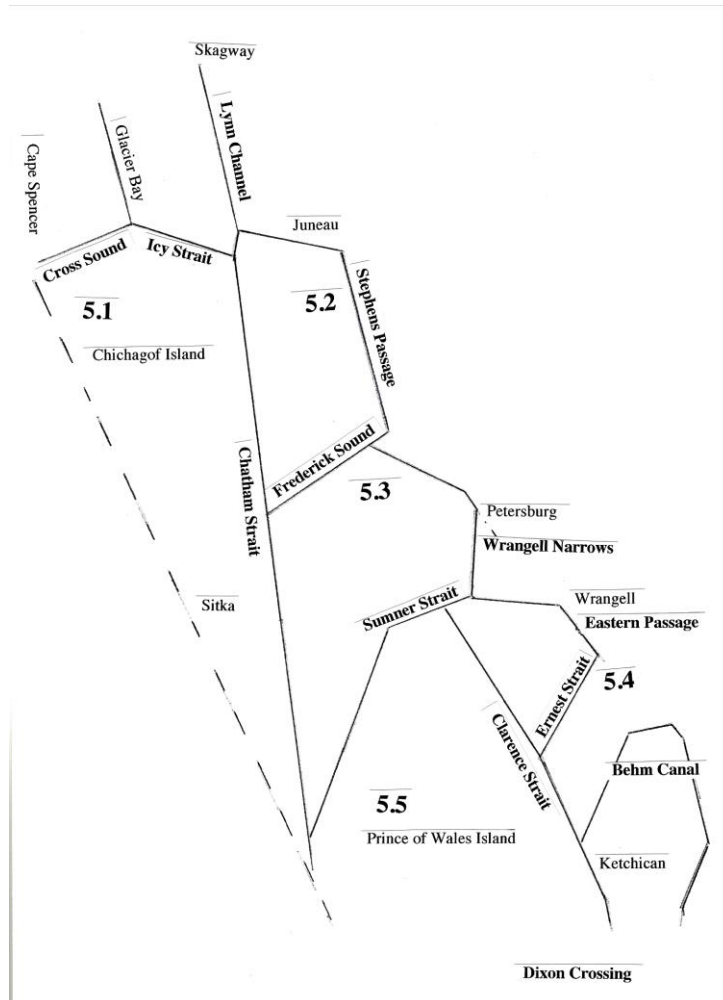
Murphy Cove 58°16'.5N 136°43'.5W.

A well protected anchorage at the entrance to Graves Harbour, convenient for waiting for the tide to enter Cross Sound, and with a light on Libby Island assisting night entry. Mud, 12 m, good holding. Many horse flies have been reported.

Overview of main inside routes chapter 5

After rounding Cape Spencer and entering Cross Sound, Chichagof Island (**Section 5.1**) lies to the south (with Baranof Island and Sitka further south). Glacier Bay, with its dramatic scenery and humpback whales, sweeps to the north from Icy Strait. Note that access to Glacier Bay is strictly controlled by the National Park Service and a permit to enter is required – see www.nps.gov/glba. Icy Strait continues until it swings south as Chatham Strait or north to the Lynn Canal, for Skagway, or on towards Juneau – (**Section 5.2**). Stephens Passage leads south from there to Frederick Sound.

Frederick Sound gives access to Chatham Strait, and then south to open sea, but much inside traffic heads southeast towards Petersburg and the Wrangell Narrows (**Section 5.3**) and on east through Sumner Strait to Wrangell; from there (**Section 5.4**) route via Eastern Passage and Ernest Strait to join Clarence Strait. An alternative is to continue west on through Sumner Strait and (**Section 5.5**) down the west coast of Prince of Wales Island. Yachts heading to British Columbia will clear out of USA at Ketchikan.



5.1

Chichagof and Baranof Islands - Sitka

Pelican 57°57'.5N 136°13'.7W.

A quaint, remote, and secure harbour, with a well-stocked general store, several cafés or restaurants, excellent free wifi at the Library and a pleasant boardwalk-based community. It is less overlooked by mountainside than Elfin Cove. Some local boats moor/anchor in the bay SE of the settlement, inside the southernmost island. The head of Lisianski inlet is reportedly very beautiful.

Elfin Cove 58° 11'.75N 136° 20'.8W

Elfin Cove is a very small harbour. It is best to come in through the eastern entrance, which is narrow, but deep. Keep an eye and ear out astern, as float planes also use the entrance as a landing strip. The transient dock is straight ahead of the entrance with the fuel dock just west of it. Rafting up is expected if necessary. If there is no room at the transient dock it is possible to go into the inner harbour and anchor in the pool at the far inner end. However, the passage is very narrow and shallow. Most yachts could only access the inner harbour towards high water. There is no charge at the transient dock.

Elfin Cove is an attractive boardwalk village. During the summer, there are sufficient visitors to support fishing charters and lodges, but there are only a dozen or so inhabitants in winter. There is a small general store, a laundromat with showers and a Post Office. There are no public telephones, but there is a slow Internet connection; enquire at the store.

Inian Cove, Inian Islands 581° 5'.59N 1361° 09'.77W

This is a well sheltered anchorage, with exposure only to the northwest. In clear weather the setting is very attractive as there is a view down the anchorage toward the snowy peaks and snow field above the huge Brady Glacier. Holding is good in mud, 10m. The tides run very strongly around and through the Inian Islands and there is often fog in the morning.

Jack's Cove, Lemesurier Island 58°15'.9N 136°04'.7W.

An open anchorage on the south coast of Lemesurier Island, which provides good shelter against the strong westerlies which blow up in the afternoon and evening. 14m mud good holding.

Baker Cove 57°47'.43N 136°15'.0W **Kimshan Cove** 57°41'.25N 136°07'.17W **Chichagof** 57°39'.77N 136°05'.54W all worth visiting. Go through Elbow Passage near slack water.

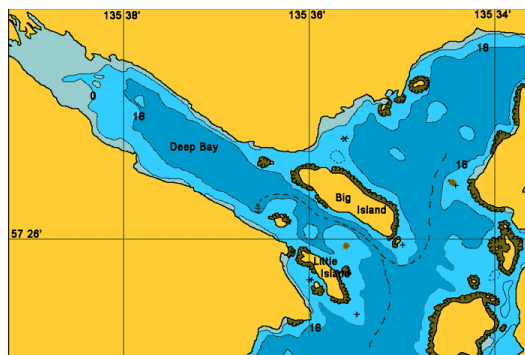
Elf Cove, Ford Arm 57°35'.5N 135°57'.4

This is a peaceful spot, but be aware of the (P.A.) rock 0.2m NE of Channel Island in the approach. Its actual position is 175 yards further ESE than shown on the chart, at 57°34.75N 135°56.82 W, and on a minus 0.1m tide, has <6ft over at half-tide. We left with Channel Island to starboard.

Deep Bay 57° 26'N 135° 36'W

General. This anchorage on the western side of Sergius Narrows is a handy anchorage when traveling towards Sitka when you find that you have miss-timed your approach to Sergius Channel. Sergius Channel has extremely strong currents and should only be attempted on slack tide.

Charts. NOAA 17323, NOAA 17324.



Approach. The approach is relatively straight forward. Grasstop Rock, which is midway between Little Island and Big Island, is marked with a day beacon. Pass midway between this beacon and Big Island.

Anchoring. We went just inside the tree covered island on the south-western side of the bay and anchored in 18 meters. The charts show no hidden dangers in this bay and there is no reason why you couldn't anchor near the head of the bay if you wished.

Points of Interest. A very peaceful anchorage; from here, timing the Sergius Narrows very easy.



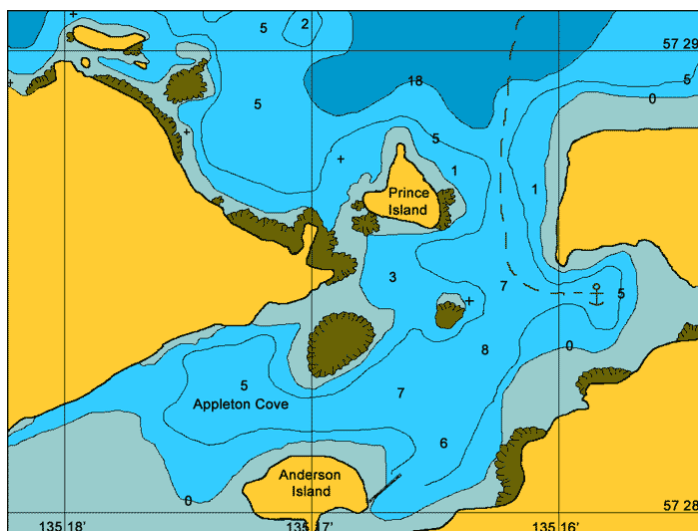
Taken from inside Deep Bay looking outward.

Appleton Cove 57° 28'.4N 135° 15.8'W

General. This interesting looking cove is situated a little over 1 nm in along the south shore of Rodman Bay and offers a handy and safe place to anchor when traversing Peril Straits to or from Sitka.

Charts. NOAA 17338.

Approach. The entrance to Rodman Bay is wide but has some shoals and rocks, the main one being Rodman Rock which is marked with a buoy. You can pass safely either side by keeping at least 200 meters off from the buoy. There is also a rock and shoal leading out about 200 meters from the southern shore a short distance east of the entrance to Appleton Cove so keep at least this distance off the southern shore until ready to turn into Appleton Cove.



Anchoring. *Fine Tolerance* entered this anchorage in pitch dark and dropped the anchor as soon as possible in 18 meters, mud bottom. The deep part of the channel entrance is quite narrow but by keeping slightly east of centre between the mainland and Prince Island you shouldn't encounter any problems. If arriving at high tide be aware that there are large drying areas surrounding the anchorage area shown. Further in towards Anderson Island would probably be a better spot to anchor.

Points of Interest. Salmon fishing at the entrance to Rodman Bay in season. Otherwise just a nice quiet anchorage to wait for a favourable tide in Peril Straits.



Low tide at Appleton Cove. Anderson Island is to the far right of the photo.

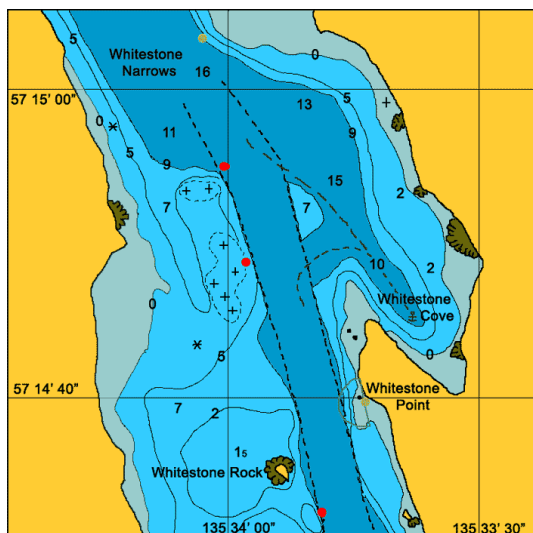
Ten Fathom Anchorage 56°18'.97N 134°51'.32W.

A fair-weather anchorage. Even in moderate westerly weather, some swell works its way in. The numerous logs around the edge suggest this is not a place to try to hide from bad weather.

Whitestone Cove 57° 14'.7N 135° 33'.7W

General. The usefulness of this cove is as a holding place to time your approach to Sitka which is only a short distance away.

Charts. NOAA 17324.



Looking into the head of Whitestone cove

Approach. There are no off-shore dangers here. One just veers off Whitestone Narrows and into this small protected cove.

Anchoring. We went just inside Whitestone Point and anchored in 8 meters. This is a very small cove and would only take one smallish boat this far into the cove. Whitestone Narrows is a busy channel and while, when anchored deep in this cove no wash was received, further out may get a bit rocky from the wake of passing craft.

The inside passage to Sitka

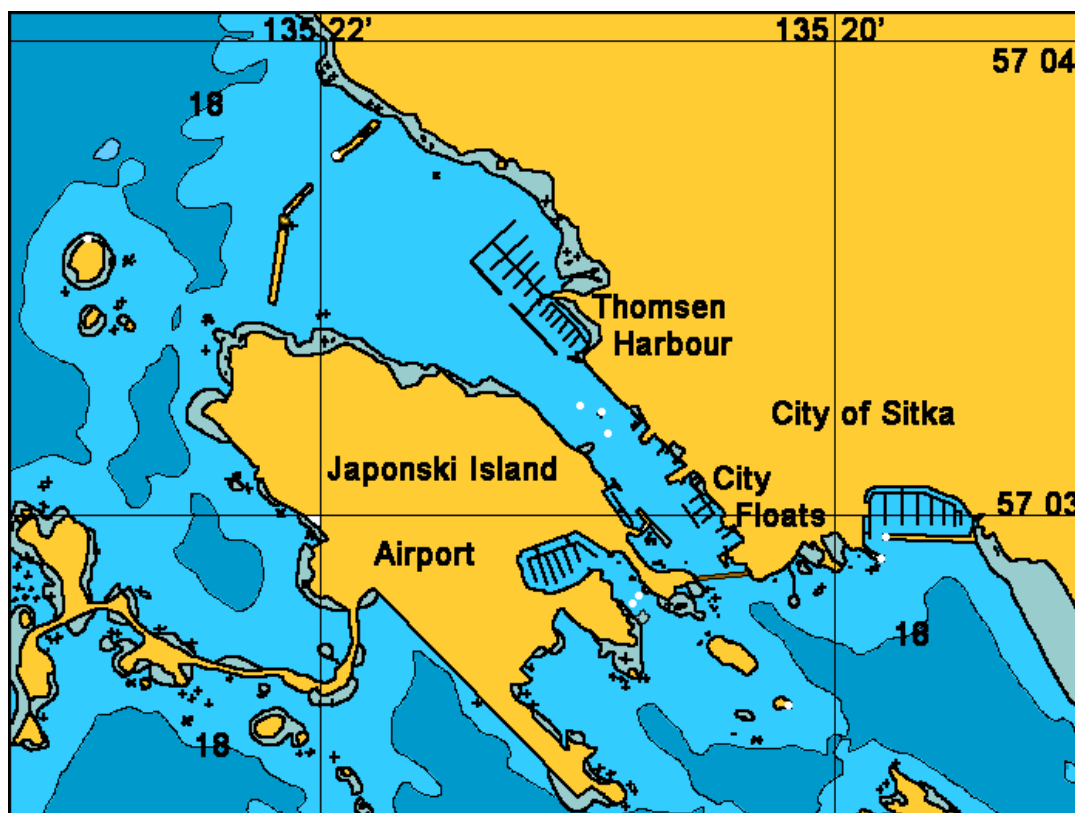
This is well described by Douglass, but choose your weather. The entrance to Mirror Cove is exactly as in the guide, but the final dogleg takes you through a narrow channel about 30ft wide. The boardwalk to White Sulphur Springs from West Arm is close to a little islet separated from the shore at HW, and marked by a thin metal post (green in 2016).

Sitka 57° 03'N 135° 20'W

General.

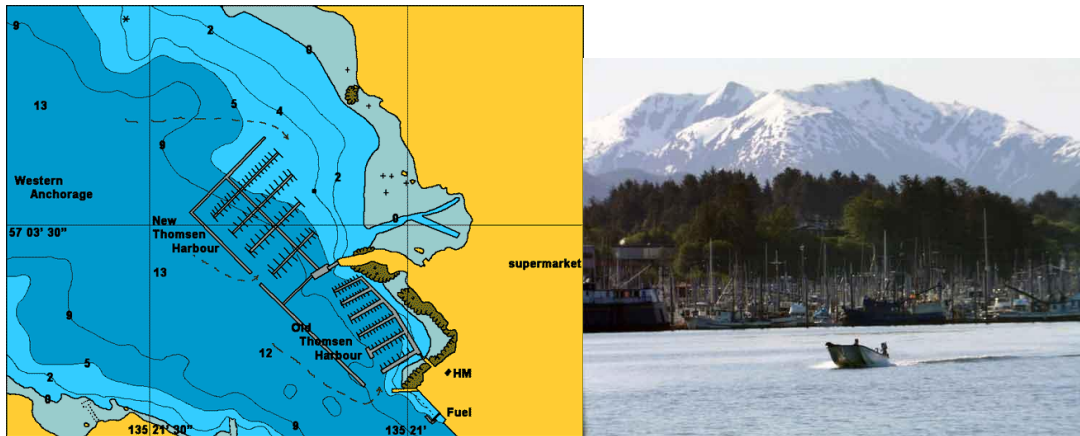
A highly recommended stop. Sitka is a Port of Entry and a fascinating place to visit^[SEP] having been the capital when the Russians owned Alaska. Their influence is very visible here. It has a marvelous backdrop of snow-capped mountains, when not obscured by cloud or fog. It is still very much a fishing town although cruise ships appear to have changed commercial fishing to a more sports fishing orientation. This town would be a major contender for the 'most berths per head of population' title and still there is not enough to satisfy demand.

Charts. NOAA 17327 17320^[SEP] 17324/5/6 & 17327^[SEP]



Approach. You need a chart here. There are so many ways to approach this town. The bridge across to Japonski Island has 15 metre clearance.

Marinas, Berthing or Anchorage: There are five small boat harbours. It is^[SEP] usual to find a berth in the Eliason Harbour which is the first on the port^[SEP] hand inside Japonski Island when approaching from the NW. Call Harbour Master on Ch 16. Free anchorage is quite possible in Western Anchorage. Take care of the floatplanes when using the dinghy to cross to the harbour.^[SEP] Beware O'Connell bridge which only has 50ft clearance.^[SEP]



A part of Thomsen Harbour viewed from just inside the breakwater.

Facilities:

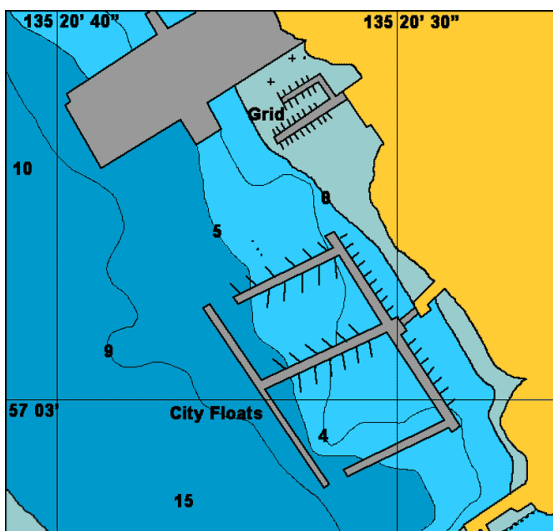
There is a supermarket very close to Thomsen Harbour.

Repair/Hauling Facilities: All repair facilities are geared to the fishing fleet and all ship repairs are possible here; excellent^[SEP] mechanical, electronic and refrigeration specialists are available.^[SEP]

Port Radio Services: The Harbour Master monitors Ch16 and will request a transfer to 12 or 13 as a working channel. The Coastguard working frequency is Ch 22A.

Weather Forecasts: NOAA forecast 4125 khz at 0800 & 1800 local time, coverage includes offshore areas so useful for approaching the coast. VHF continuous forecasts announced on Ch 16 & broadcast on Ch 22A also on Weather I & 2

Other Facilities: drinking water at all small boat harbours, fuel at Texaco Fuel dock near Thomsen Harbour or the Chevron Station near the bridge.^[SEP] Propane at the Petromarine station near the HM office. Chandlers: Murray Pacific on Katlian St has a surprising range, and will order anything, often at less cost than West Marine.^[SEP] Supermarket is short walk from HM office. Various restaurants/hotels. Post office.^[SEP] Free internet in Centre for Community near HM office, and in Public library.^[SEP] Best mailing address: HM office.^[SEP] Showers very close to Thomsen Harbour.^[SEP] Laundromat very close to Thomsen Harbour.^[SEP] Regular passenger connections to Seattle, Vancouver & Juneau by air or ferry. Sitka International Airport is on Japonski Island. There are no road connections to the rest of Alaska.



The city floats are closer to town but are generally full.

The grid at Sitka - half tide with the city floats in the background.

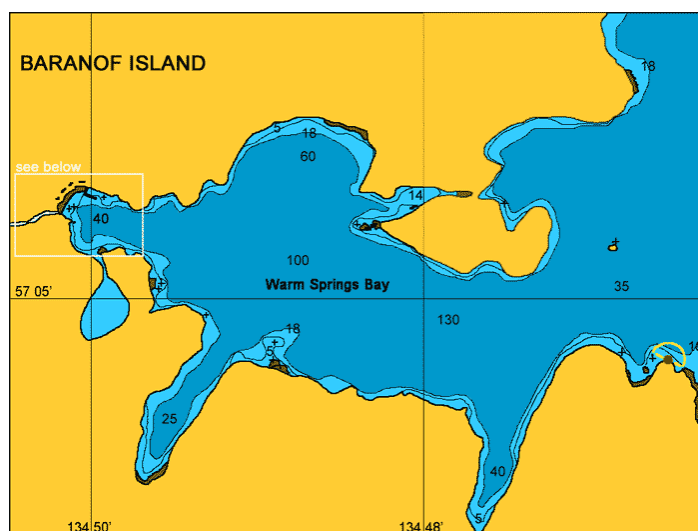
Points of Interest. The National Historic Park and Museum, the Russian Orthodox Cathedral, the Raptor Centre and

many other attractions. On a day when the cruise ships are not in evidence (get timetable from Tourist Information) visit the Sheldon Jackson Museum to see Tlingit, Iniupat, Yupi, Tsimtian, Haida, Aleut, and Athapascan artefacts. There is a pleasant walk to the Sitka National Park where many totem poles are on display, and several attractive trails in the hills behind Sitka – ask at Tourist information. Also visit St. Michael's Cathedral, the Russian Bishop's House and Castle Hill. ^[SEP] The performing arts centre often has concerts and theatrical productions.

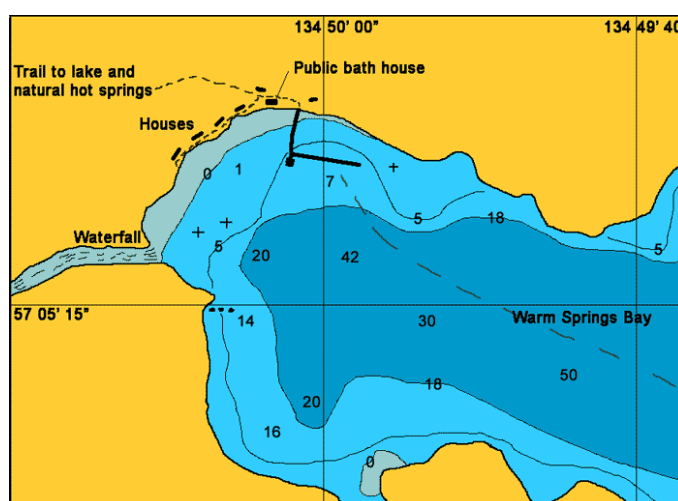
Warm Springs Bay 57° 05'N 134° 48'W

General. These hot springs are about 20 miles south of Sitka on Baranof Island and have wooden tubs full of hot water, just right for a long and enjoyable soak. Situated on the west side of Chatham Strait this is the place where you can have a wonderfully relaxing natural hot tub. You can either hike to the natural pools situated just feet from the waterfall or use the volunteer built bath house's just above the jetty. Boots are advised for the walk to the baths.

Charts. NOAA 17337.



Approach. There are no off-shore dangers other than the easy to see rock to the north of the entrance. There is a red and white diamond shape daymark on a light tower on the south point of the entrance.



Anchoring. There is a state maintained public float. Be careful to avoid the reef that juts out 60 meters from the north shore of the bay about 180 meters before you reach the float. There is a current, caused by the waterfall, that flows eastward along and slightly under the dock which you should keep aware of when docking. For this reason, it is better for a harder to manouver larger yacht to avoid taking an inside position in the relatively restricted maneuvering room that is available there.

It is said that anchorage can be taken at the head of both the inlet to the south of the dock (shown above with a depth reading of 25 meters) and the inlet to the east (shown with a depth of 14 meters). We did not test these anchorages out.

Points of Interest. The warm springs make this a must stop place if you are anywhere in the vicinity. The hike up to the lake which feeds the waterfall is well worth the walk. Be aware that this is bear country so carrying some sort of bear protection could be prudent.



Looking along the public float. The walk way leading up the hill to the natural warm springs. The public bath house is the building on the far right.

Yamani Cove 56°40'.3N 135°11'.8W

This is attractive and secure anchorage in 9m mud

Devilfish Bay, Kosciusko Is. El Capitan Passage – 56° 05'.11N 133° 22'.53W

This attractive and well-protected anchorage is entered through a narrow passage with a mid-channel rock, which should be left to starboard entering. Anchorage is found toward the head of the bay. Holding is good in mud, 10m.

5.2

Inner Passages from Cape Spencer

Hoonah - off Icy Strait 58°06'N 135°26'.0W

The approaches to the Boat Harbour at Hoonah are straight-forward. There is a public dock outside the Boat Harbour, which is somewhat exposed to the west, but otherwise protected. The fuel dock is nearby to the north. In the Boat Harbour itself, transient moorage is along the dock closest to the northern breakwater. There is very shallow water in the northeast corner of the harbor and along the inner section of the northern side of the transient dock.

Hoonah is one of the largest Tlingit settlements in Alaska. It has become a cruise ship destination and the ships anchor off Cannery Point. The Cannery is now a visitors' centre where native crafts and culture are displayed or dramatised. There are showers and laundry facilities at the harbour office. There is a small supermarket in the town. Internet access is available at the library, which is in the school building a short walk from the harbour.

This harbour makes a convenient stop when leaving/arriving into the inside passage via Cape Spencer before/after crossing the Gulf of Alaska. This is also the largest Tlingit community in the South East.

Berthing. There is a Marina with water and electricity on the fingers but no other facilities except a liquor store.

Crab Cove, Funter Bay 58° 15'.27N 134° 52'.74W

This anchorage is well protected from most winds except perhaps strong winds from the southwest to west. Care must be taken to avoid crab pot buoys, which are mostly on the north side of the cove. Holding is reasonably good in shingle and some mud, but the anchor needs careful setting, 20m.

There are two other mooring alternatives in Funter Bay, either at the public float along the southern shore or in Coot cove in the northwestern section. The latter is also well sheltered, except perhaps from stronger winds from the south to southwest.

Area Stevens Passage

Auke Bay 58°22'.5N 134°.40'W

Handy for Juneau, international airport close by thus good for crew changes. Juneau is an interesting town with a good museum. Close by is Mendenhall Glacier, well worth a visit and all around is a pleasant hiking area.

The Boat Harbour at Auke Bay is the most popular transient harbour in the Juneau area, some 20 kilometres from Juneau City. Though the other harbours in Gastineau Strait are much closer to the capital city, they involve a longish passage from anywhere else of interest. In addition, with the exception of Douglas Boat Harbour, the two others are located north of a bridge, which has an official clearance of only 51'. We were told that the mean low water clearance is 62'. However, this would still make these harbours inaccessible to many cruisers.

In Auke Bay Boat Harbour, Docks C, D and E are all available for transient moorage on a first-come-first-served basis. Maximum stay in any one berth is ten days, but in fact some boats merely move berth regularly in order to stay much longer. Space is usually available on E Dock; however, this is also most exposed to passing wash and is a long walk from the ramp ashore. Having tied up initially here it is worth looking for a more protected berth further inside. There is a fuelling station at the end of C Dock. There are showers in the harbour office building. Ashore there is a small shop close by and Internet access at the Waffle café north along the road 0.5km, close to a laundromat. The Boat Harbour is several kilometres from the nearest major shopping facilities at Mendenhall Mall. There are frequent bus services, to the malls (Mendenhall and Nugget) and into the city itself.

Juneau 58° 10'N 134° 30'W

General. This is the capital of Alaska. Most things are available here. During summer, it is a Mecca for tourists and cruise ships.

Charts. NOAA 17315

Approach. There are no dangers when keeping a mid-channel course in Gastineau Channel. The tide ebbs south east and floods north west in Gastineau Channel at up to 2 kts.



Anchoring. There is limited space at the City Floats and Harris Harbour is limited to boats having an air draft of less than 15 meters. The only other place to stay south of the bridge is in Douglas Boat Harbour which is quite a way from the city. The Juneau Harbour Master keeps a 24 hr watch on VHF Channel 73. If you are an international vessel that does not have this frequency then use Channel 16.

The alternative to these anchorages is **Auke Bay** which is 18 km north of Juneau. When coming from the south you need to sail up Stephens Passage to the west of Douglas Island to reach this bay. A good bus service is available from this bay to downtown Juneau.

Points of Interest. Tourist shopping, restaurants, the Alaskan state museum. There is internet available at the public library.



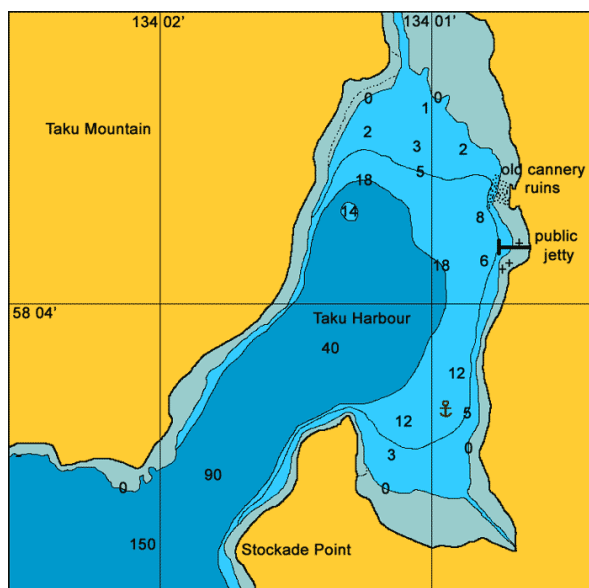
Sailing up Gastineau Channel and looking over towards the city and the cruise ship dock. The city floats which are mainly obscured by the near bank are situated below the green Taku Fisheries Plant building seen on the right hand side of this photo

Taku Harbour 58° 04'N 134° 01'W

There is a pontoon. A most attractive anchorage en route to or from Tracy Arm. Anchor in 5 m tidal range 15'. There are small cruise boats but none of the really big ones that plough up and down Glacier Bay.

General. This is a nice place to wait and time your approach to Juneau which is only 20 miles away. It is a good safe anchorage. There are no fees for using the state maintained float which is available on a first come, first in basis.

Charts. NOAA 17300, NOAA 17314.



Approach. There are no off-shore dangers here. The entrance into the bay is deep and wide and there are no hidden dangers in the middle of the harbour. However, the tide swirls strong currents around the bay. The bay might be subject to williwaws from the surrounding high ground in strong winds. The float is connected to the shore. A rough track leads to the decaying pier, machinery and buildings of an old cannery. There are no facilities. Taku Harbor is conveniently located in Stephens Passage between Juneau and Tracy Arm or other anchorages in the southern part of the passage.

Anchoring. Use the float or anchor south of the jetty. The pilot book gives the bottom here as soft mud. The two rocks to the south of the float can bare at low tide.

Points of Interest. The harbour is particularly attractive in the autumn. There are a few cabins around the shore with a very rough track leading around them. This is wet forestlands at it's primordial best but be sure to take your rubber boots if you plan to go for a walk.



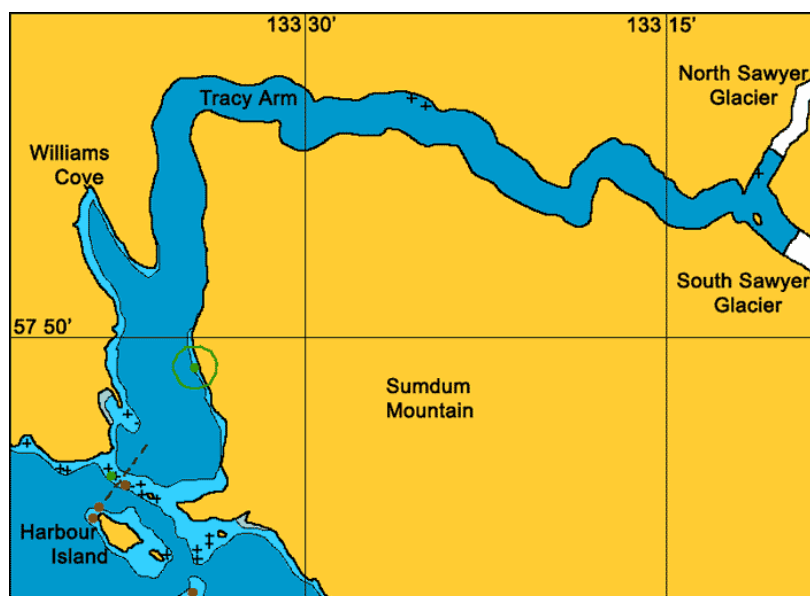
The public float with Mount Taku in the background.

Tracy Arm 57° 50'N 133° 32'W

General. Tracy Arm is 25 nm long and has two calving glaciers at it's head. On occasions the head of the arm is clogged by icebergs. High speed tour boats visit here from Juneau during the summer season. It is well worth the visit as it is quite unique.

Holkham Bay Anchor in 6 m just inside the entrance to Tracy Arm; this is frequently used. Scenic.

Charts. NOAA 17300, NOAA 17311.



Approach. There are no off-shore dangers here. The entrance to the arm is over a bar which is crossed by rounding Harbour Island and keeping the two lit leads on the north of the island directly astern. There is another single lit beacon dead ahead on the eastern shore of Tracy Arm. Once inside there are no dangers other than the few rocks out from the eastern arm of the anchorage. The tide runs with swirls and some force through the channel. If there are bergs about be aware that they can be deceptively fast at times.

Anchoring. We went into the center of the bay shown. Take care to give the rocks on the eastern side a wide berth. This anchorage is quite open to the south. We anchored in 16 meters on a rocky bottom.

Points of Interest. There is nothing here but an anchorage where you can time your run to the head of Tracy Arm.. It is said that Tracy Arm is one of the most spectacular fiords in South East Alaska.

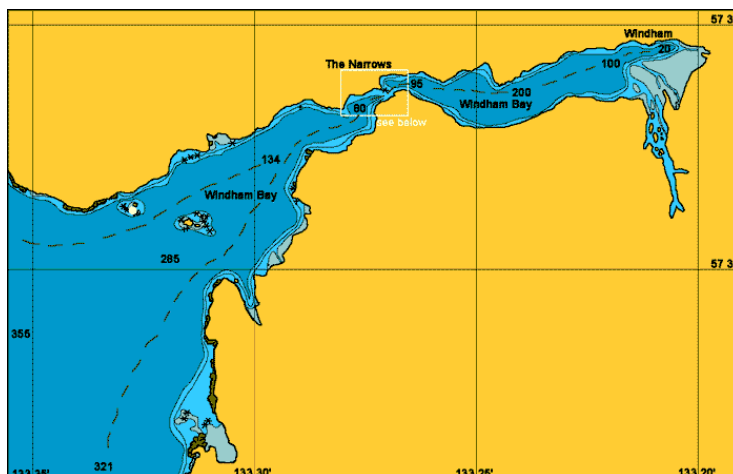


Heading into Tracy Arm

Windham Bay 57° 33'N 133° 30'W

General. This anchorage is described as indifferent in the pilot book and as Entrance Island is just south of here and Tracy Arm just north this bay must be overlooked by many, however, it is a very nice detour if you are not in a rush to get anywhere.

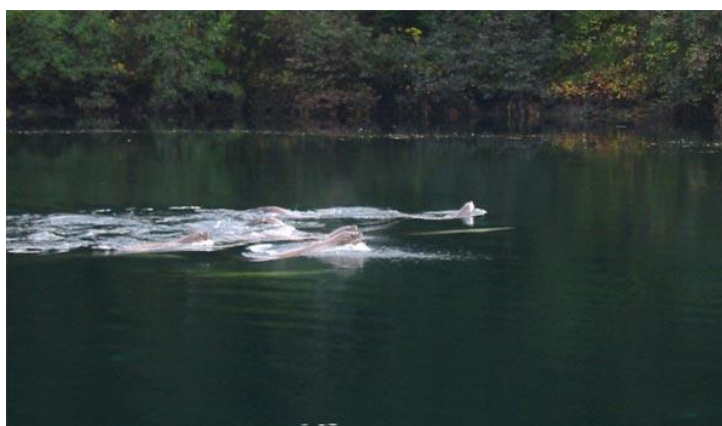
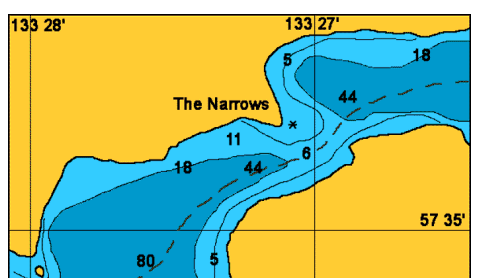
Charts. NOAA 17363.



Approach. There are some small wooded islets in the centre of the entrance to this bay. You can pass on either side of these islands. There is quite a current that runs in the narrows that lead into the inner part of the bay. We came across playful seals when transiting this narrow part both in and out.

Anchoring. The shallowest place we found was off the ruins in 20 meters. You will need to be careful of the large flats to the south.

Points of Interest. The old ruins of Windham at the head of the bay. There are no cabins in this bay and, other than the ruins, it shows no signs of civilization.

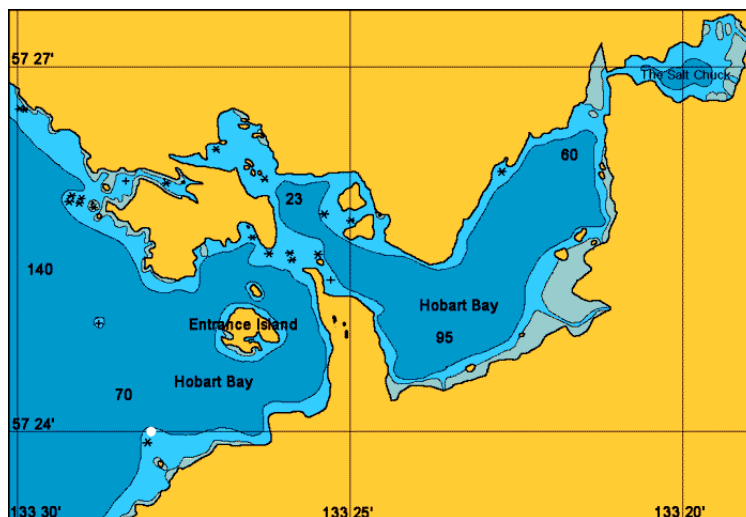


Seals pretending to be dolphins as they ran alongside us through the Narrows.

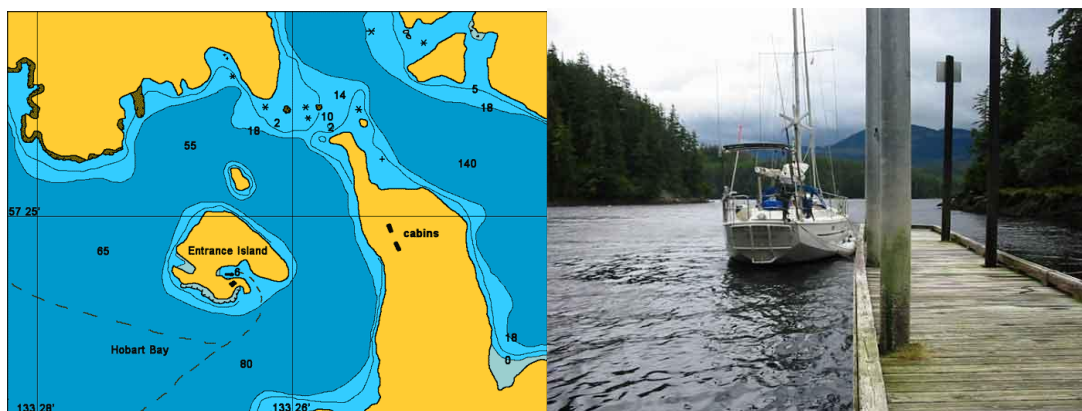
Entrance Island 57° 25'N 133° 25'W

General. Entrance Island is a heavily wooded island in the center of the entrance to Hobart Bay on the east side of Stephens Passage. There is a state maintained float in the small bay on the southeastern side of the island.

Charts. NOAA 17363.



Approach. There are no nearby dangers here. The island is easily recognized when approaching from the north by a large fault crack in the rock. There is also a cabin on the south side of the island which can easily be seen when approaching from the south.



The floating public dock inside Entrance Island.

Anchoring. The float as shown in the photo does not connect to the shore. There would be very little room to anchor in this bay though the pilot book does say that anchorage can be found in the inner part of Hobart Bay.

Points of Interest. This is a great place to wait out a gale. (Fisherman and wife who own the cabin ashore may gladly exchange crabs for a bottle of wine.)

Snug Cove, Gambier Bay, Stephens Passage 57° 25'.25N 133° 58'.14W

As its name implies this is a well-protected anchorage. It is somewhat off the beaten track and the approach is through a narrow rocky passage in a chain of islands. However, there are few other alternatives at the southern end of Stephens Passage where it joins Frederick Sound. There is good holding in mud, 8m.

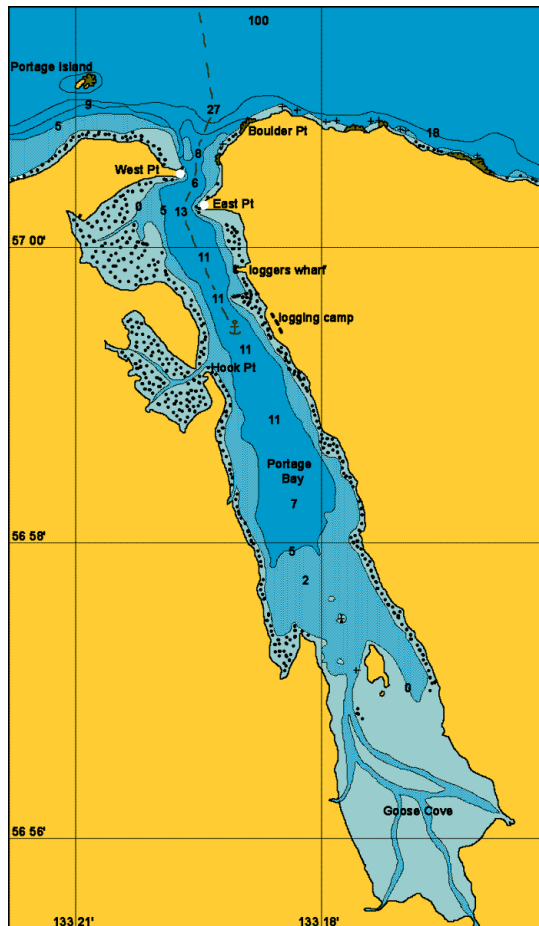
5.3

Southeast of Frederick Sound

Portage Bay Kupreanof Island 57° 00'N 133° 20'W

General. This is a large bay capable of taking many vessels. Situated on the south side of Frederick Sound on Kupreanof Island it makes for a nice stopover just 25 nm north of Petersburg.

Charts. NOAA 17367, NOAA 17368.



This photo was taken when passing West Point and looking ahead into Portage Bay.
The marker on East Point is clearly visible in this photo.

Approach. There are strong currents with swirls at the entrance here and it is best entered near or at slack water. The entrance is easily seen from out in Frederick Sound by the two Portage Islands which are slightly to the west of the entrance. There is a tower with a green daymark and light on East Point. West Point has a red day beacon. Keep roughly to the track as shown on the mud map below and you should have no problems.

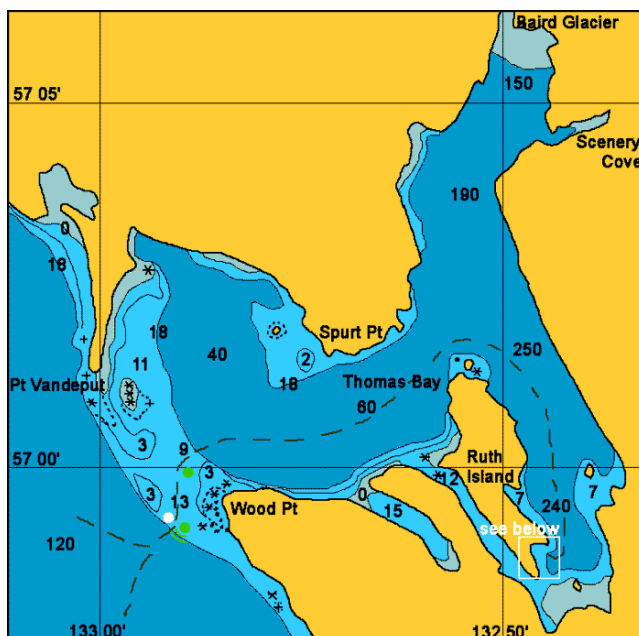
Anchoring. Keep a mid-channel course until past the logging wharf on the east shore. We anchored at 56 58.9N 133 18.9W in 9 meters, good holding mud.

Points of Interest. The activities of the logging camp. It looked a nice bay to explore.

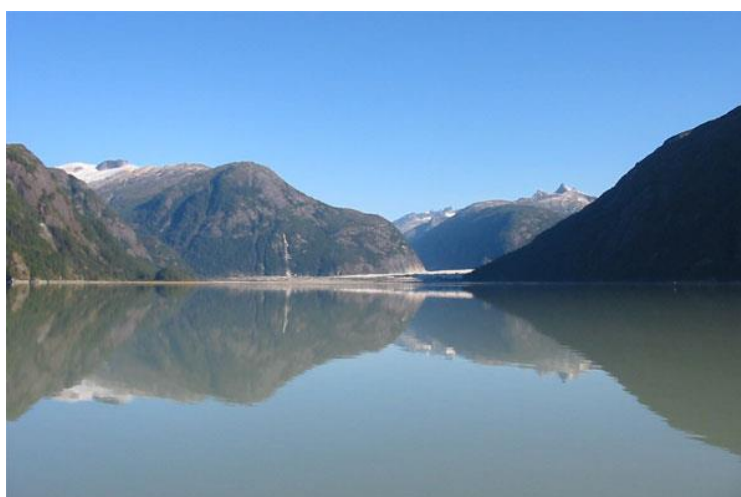
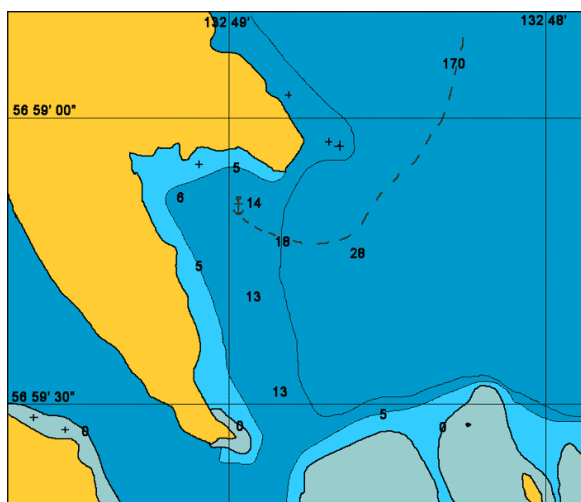
Thomas Bay 57° 00'N 132° 55'W

General. Baird Glacier, at the head of Thomas Bay, is not a tidal Glacier but is interesting never the less. The entrance to this bay is only 10 nm nautical north of Petersburg.

Charts. NOAA 17367.



Approach. There are no off-shore dangers in Frederick Sound and the floating buoys marking the entrance channel into Thomas Bay are normally clearly seen. The Bay itself is very deep. The passage to the east of Ruth Island is clear and free from dangers.



Baird Glacier

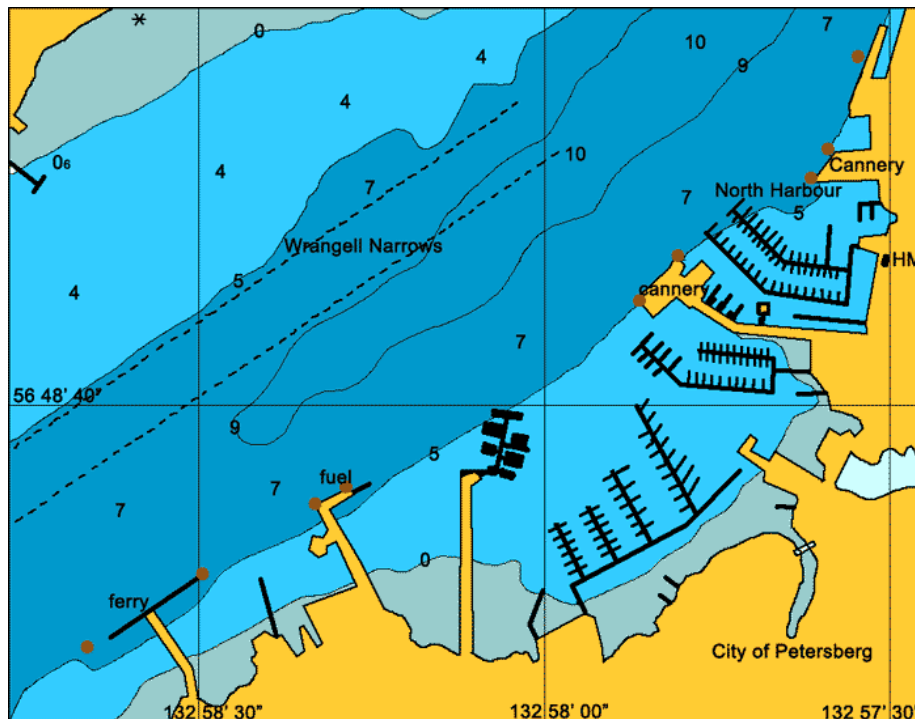
Anchoring. Anchor in 13 meters of good holding mud at 56° 58'.8N 132° 48'.9W. There were many fishing buoys in this bay and your anchorage may be dictated by their position. The pilot book states that it is possible to anchor between the mainland and the small island that you pass just before the anchorage indicated on the plan above. The 7 metre spot shown on the plan on the top of this page relates to just one small spot with the rest of this small area deeper.

Points of Interest. The scenery in this area is quite spectacular. The water is filled with silt from the glacier and we woke to a large area of thin ice all around us. We did venture into Scenery Cove for a quick look-see but did not explore it.

Petersburg 56° 48'.6N 132° 58'W

General. This community has so far resisted the lure of large cruise ships and has retained a strong Norwegian connection from its early beginnings. It is still heavily involved with the fishing industry.

Charts. NOAA 17373.



Approach. There are no off-shore dangers here other than the possibility of icebergs in Frederick Sound or strong currents in Wrangell Narrows.

Anchoring. There are three Boat Harbours at Petersburg. Visitors are usually directed to a slip in the North Harbour. Call the Harbourmaster on VHF16. The tide runs very strongly in the approaches to the docks so it is wise to have clear instructions about the approach to the assigned slip. The current eases significantly once between the docks. There is a shower in the harbour office block and water on the dock.

Points of Interest. This is a nice friendly town and makes a change from the tourist driven economies that characterize most other Alaskan cities. Fuel and water are available. Petersburg is an attractive and prosperous small town. There is a small supermarket and a laundromat in the main street. There is a larger supermarket about 1 km out of town. The hardware store carries some limited marine supplies. There is a fuel dock near the South Harbor or fuel by jerry can from the small petrol station a short walk from the harbor. There is free, but slow wifi at the library and other wifi options at nearby cafes.

Wrangell Narrows

Petersburg is a natural stop for any boat heading south through Wrangell Narrows. If one departs Petersburg 1 to 1 1/2 hours before high water it is possible to carry fair or slack tide right through the Narrows. The tide runs so strongly in parts of the narrows at springs that many yachts would find it difficult or impossible to make headway against foul current. Quite large ships, including the Alaska State Ferries, use the narrows which are extremely well

marked. Tugs also tow barges and log booms through the Narrows. A good lookout and considerable care are required.

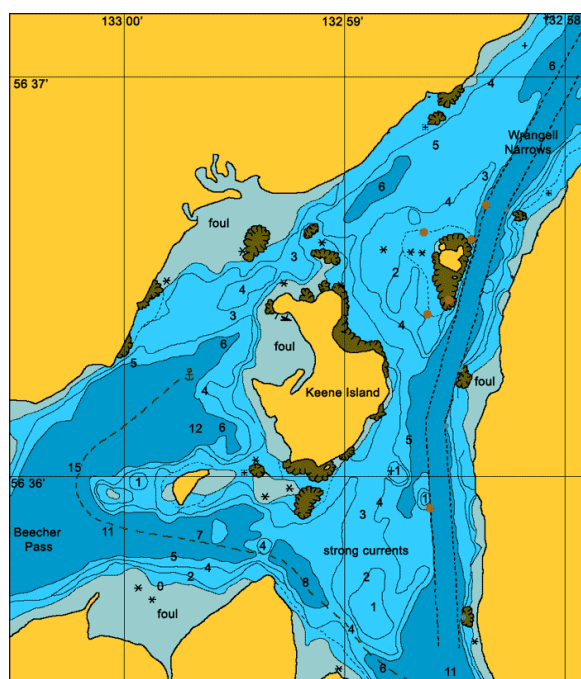
Keene Island 56° 36'N 132° 59'W

General. This is a protected anchorage well out of Wrangell Narrows. Beecher Pass is a navigable passage between Wrangell Narrows and Duncan Canal. Many small fishing boats run into and out off this pass and the pilot book states that it can also be used by tugs with tows.

Charts. NOAA 17375.



From the anchorage looking up past Keene Island and into Wrangell Narrows. This photo also shows a common local occurrence. A beautiful day with thick fog lying in the Narrows.



Approach. There are many rocks in this area as well as cross currents so care is needed. The passage to the north of Keene Island is navigable by small craft but we were not prepared to risk it and entered and exited this anchorage by the route shown.

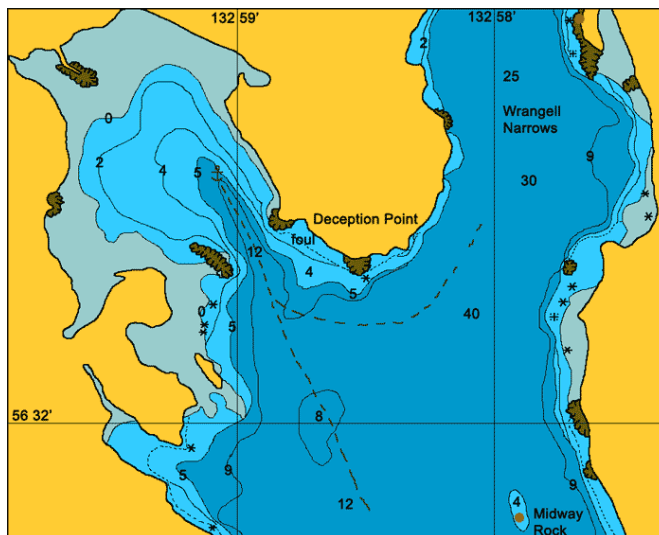
Anchoring. We anchored in 10 meters on a mud bottom at 56° 36'.3N 132° 59'.7W.

Points of Interest. Cabins dot the shore line here and fishing is reported to be excellent.

Deception Point Cove 56° 32'.5N 132° 59'W

General. When sailing north this is a good anchorage to await the tide to pass through Wrangell Narrows to Petersburg. The current in Wrangell Narrows is an important consideration for displacement vessels as it can reach 7 knots in some of the sections. This is a nice peaceful anchorage where a good night's sleep can be had with very little rocking from wash from vessels passing by in the Narrows.

Charts. NOAA 17375.



Approach. There is a reef that extends out from the western side of the entrance. It bares at low tide but can cover at high so favour a route slightly east of center when entering on a full tide. The only danger outside is Midway Rock which is on the eastern side of the southern end of Wrangell Narrows and is marked by a light.

Anchoring. This is quite a large anchorage and can take many boats with ease. The bottom is good holding mud. We anchored in 8 meters at 56° 32'.5N 132° 59'.2W

Points of Interest. An attractive place. There is a lot a traffic in Wrangell Narrows and this is more of just a resting position to await a favourable tide or for fog to clear before moving on.



Looking into the cove from Wrangell Narrows.

Rosevelt harbour 56° 24'.3N 132° 37'.3W

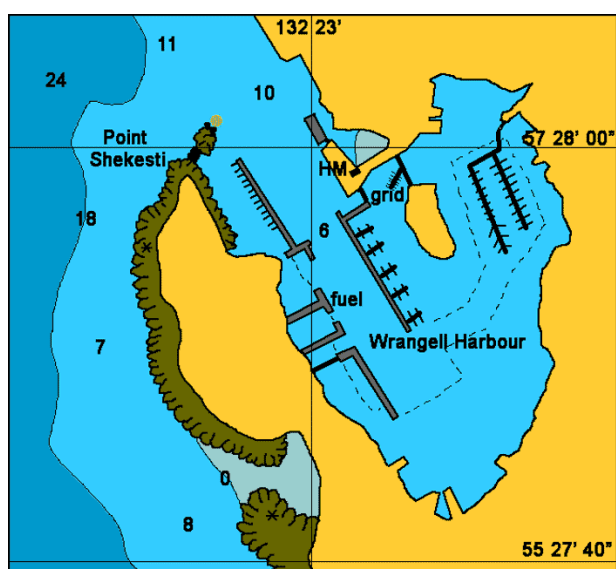
Anchorage. There is a logging road. Quiet anchorage good for Wrangell.

Wrangell Harbour 56° 28'N 132° 23'.4W

General. This is a small town with most facilities. It has an easy entrance and helpful staff. Often it is very crowded and rafting up may be required. The town is only a few hundred meters away. It was unaffected by tourism although there did appear to be a large wharf and visitors centre being built just to the north of the Harbour entrance. Winter lay-up possible.

Charts. NOAA 17384.

Approach. There are no off-shore dangers here.



Looking across the grid and into the harbour.

Anchoring. There is no anchoring allowed in this harbour and space is very limited. The Harbour Master is available on VHF. There is a Marina (controlled by the Wrangell Harbour Master) called Shoemaker Boat Harbour which is 3.5 nm SSE of Wrangell harbour.

Points of Interest. Wrangell was an Indian crossroads in years gone by. There are petroglyph's just on the outside of town. In the centre of the harbour is a small island with a meeting house and many totem poles on it.

Several cruisers say this is now a very good place to lay up a yacht for the winter if planning to cruise Alaska for more than one season. The services of the local shipyard have been extended, as have the haul-out facilities. The hard-standing is now sufficiently popular that it is necessary to book well in advance if considering laying up ashore for the winter.

Comment

Cruisers heading west from the southern entrance to Wrangell Narrows may consider pausing at Point Baker at the northern edge of Prince of Wales Island. From here they can return east to continue with an inside passage. Other options from there include heading southwest to the open sea or continuing to the western anchorages of Prince of Wales Island. See section 5.5.

5.4

East and South of Clarence Strait

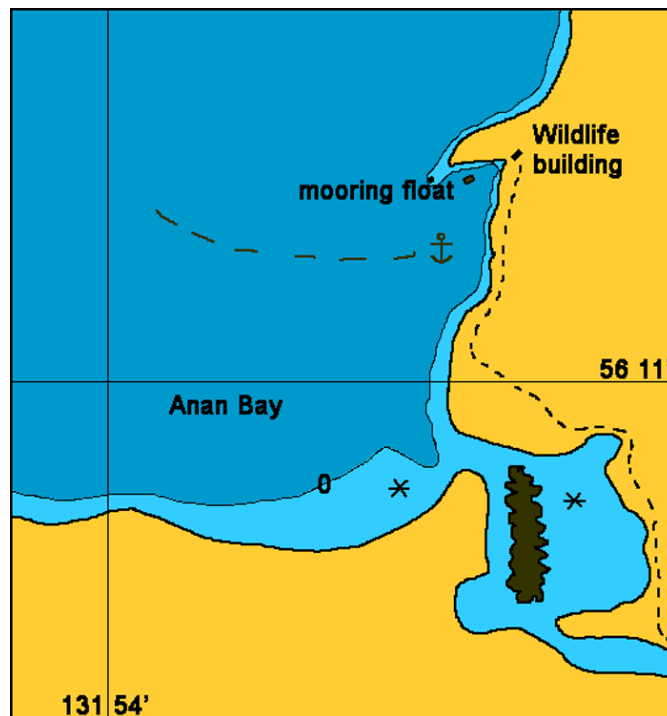
Berg Bay Bradfield Canal 56° 21'.8N 132° 00'.5W

Anchorage. A gorgeous place, well worth a visit for a day or more. Good holding. Cabin ashore and a well marked trail, some of it as a board walk.

Anan Bay 56° 11'.1N 131° 53'.7W

General. This is an open bay on the south west shore of Bradfield Canal so watch for weather from the north-eastern quarter when anchoring here. The attraction of this anchorage is the large concentration of black bears that congregate to feed on the salmon in Anan Creek. It makes for a nice stop-over when traveling to or from Wrangell via Eastern Passage and Blake Channel.

Charts. NOAA 17385.



Anchorage. The pilot says this is not suitable for an overnight stay though in settled weather it was fine with reasonable holding in mud and gravel. The salmon leap all around. The seals are plentiful and the eagles wait until the salmon are close enough to the shore for them to step on and then hop and flap their way ashore!. The reason for doing your utmost to anchor here is that there is a bear observatory 20 minutes walk away. This is maintained by the state, free of charge and rangers are on hand to give advice and answer questions. As this is only accessible by floatplane, yacht or hiking, the tourists are far and few between. Unlike other bear observatories that are accessible by road, and are consequently packed with coach loads of people at a time, you may have Anan bay to yourself or perhaps three or four others. Lots of bear wander along the path.

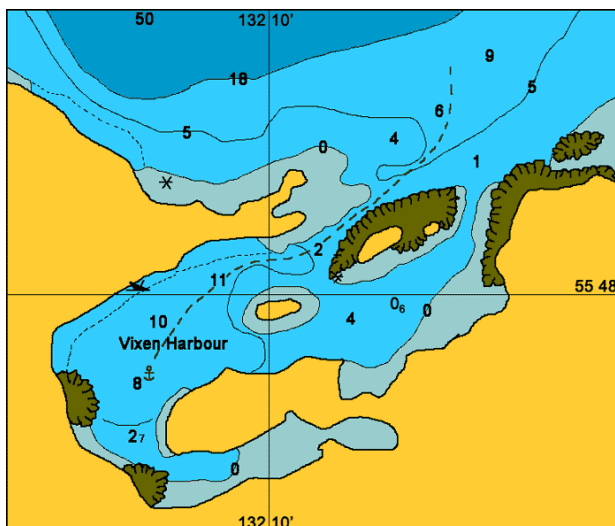
Santa Ana Inlet Ernest Sound 55° 59'.4N 131° 57'.1W

Picturesque anchorage. No trails ashore. Good wild life watching. Land otter, seals and salmon at high tide make it up the river.

Vixen Harbour, Ernest Sound 55° 48'.2N 132° 09'.5W

General. This is a well-protected harbour where we weathered out a blow quite comfortably. We did drag when the wind peaked at just over 45 knots but we are sure that this was due to our anchor at the time being too small, not the harbour bottom material. We re-anchored and held securely for the rest of our stay.

Charts. NOAA 17423.



Approach. There are no off-shore dangers here however the harbour entrance is rather narrow and shallow. We measured a least depth of 2.2 meters in this channel at low tide. This is a bit too close for comfort (we draw 2.1 meters) but the beauty of passing through at low tide is that the reefs on either side are fully exposed. When transiting at high tide keep sea room until the channel is lined up and then follow a mid-channel course. The shoal eastern entrance usually will be seen first but unless in a canoe don't try it as it is very shallow.

Anchoring. Once inside you can anchor wherever you have swinging room. We anchored at 55° 47'.9N 132° 10'.4W in 8 meters on a mud bottom.

Points of Interest. The wreck on the shore is well worth a visit at low tide.

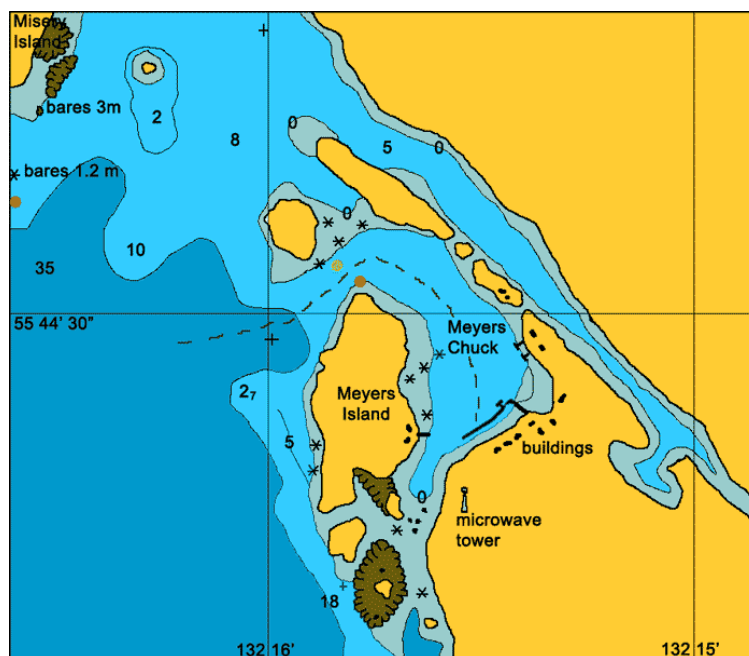


This photo shows the proper entrance to Vixen Harbour.

Meyers Chuck, Clarence Strait 55° 46'.4N 132° 16'.2W

General. This is a pretty harbour with a narrow entrance to the east of Clarence Strait, 35 miles north of Ketchikan. There is a small settlement here and an attractive walk ashore.

Charts. NOAA 17423.



Approach. There is a reef protruding south from Misery Island and one that protrudes out from Meyers Island that need to be kept an eye on. This is a narrow entrance that at first appears to be a dead end but suddenly turns to the right to open up into Meyers Chuck. At the entrance, there is a light on the north end of Meyers Island and an buoy that marks the reef off the small islands to the north of the channel. Enter between these two markers and keep mid channel when making the turn to port. Once inside there is plenty of room.

Anchoring/Pontoon. There is a state-run dock here which we tied up to. The pilot book states that anchorage can be taken in the narrow arm to the north east of the chuck if the float is full.

Points of Interest. This is a handy half way stopover between Ketchikan and Wrangell. There is a public telephone at the top of the walkway. There is no fuel available here.



The public floats at Meyers Chuck.

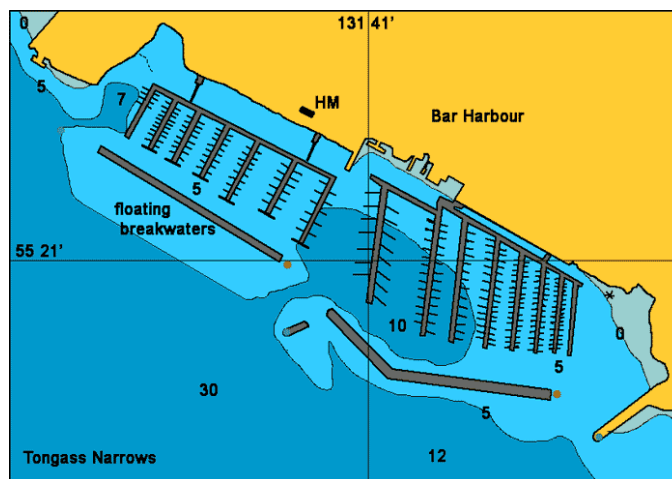
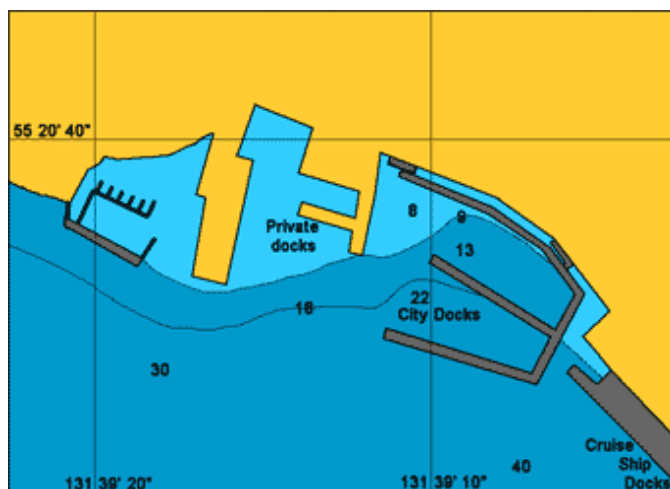
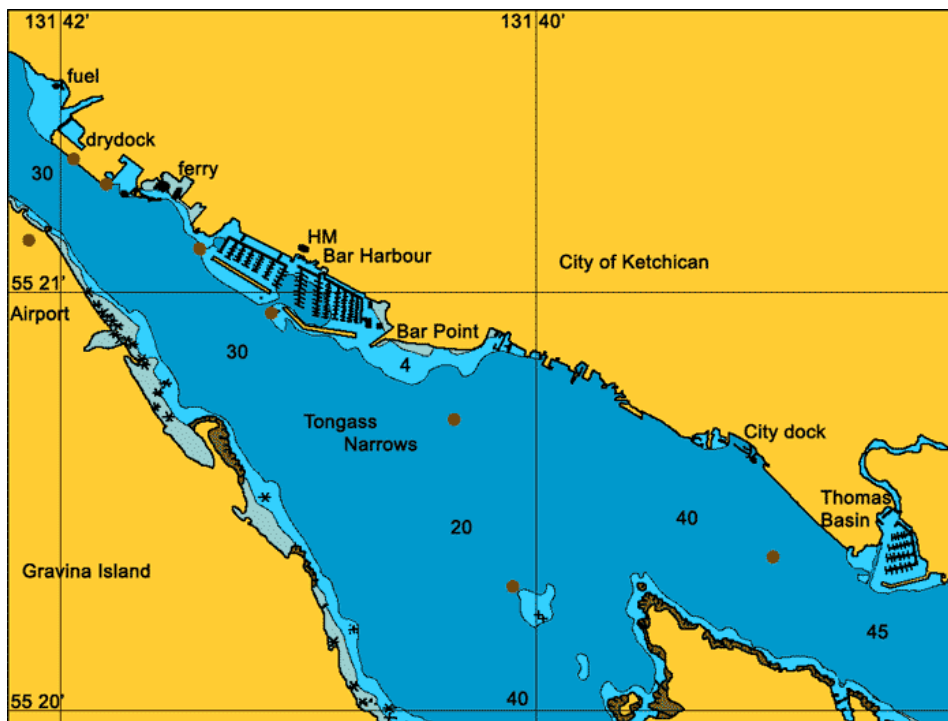
Clover Pass Resort Pontoon, Behm Canal west 55° 28'.6N 131° 47'.8W

Restaurant ashore. A major fishing resort. The pontoon is quite noisy with passing motor boats but suitable for one night with a Board walk and a chance to stretch the legs.

Ketchikan 55° 21'N 131° 40'W

General. Port of entry (used by most vessels sailing the inside passage.) Customs and immigration are at the harbour master's office in Bay Harbour. The Harbour Master is available on VHF channel 73. Customs is available by phone 24 hours a day on 907-225-2254. This is a busy place in the summer and most things are available. It is also very wet and rains, on average, 236 days per year with October being the wettest month. Excellent air/ferry connections make this an ideal place for crew changing. The town is very tourist/cruise ship orientated

Charts. NOAA 17430.



Thomas Basin is the smallest of the three marinas and is a nice peaceful dock to lie at. The centre of town is close by.

Bar Harbour, the biggest marina in Ketchikan, is where the Harbour master is situated. The Post Office, Ferry Terminal a supermarket and some restaurants are all nearby

Points of Interest. Creek Street is a preserved piece of Ketchikan's early history. There are good fresh supplies and groceries available. Good local bus service. All general delivery mail will go to the main post office that is a ½ hour bus trip. This city is known as a centre of Native Culture and has the largest collection of totem poles in the world.

Facilities

Alaska Diesel Power
10734 North Tongass Highway, Ketchikan, AK 99901
Tel:(907) 225-3434 , Fax:(907) 247-3434

Alaska Outboard Inc
1405 Tongass Avenue,
Ketchikan, AK 99901
Tel:(907) 225-4980

Jim's Diesel Service
PO Box 8474, Ketchikan, AK 99901
Tel:(907) 225-7582

Rigs & Sails Mariner Sails
705 Cook Street, Ketchikan, AK 99901
Tel:(907) 225-2983

Canvas Work
Latitude 50 deg Custom Canvas & Upholstery
417 Ohlsen Lane North, Ketchikan, AK 99901
Tel:(907) 225-3810 , Fax:(907) 247-3810
Klu Bay.



Be prepared for tourists!

Ham Island, AK 55° 11'.64 N 131° 23'.25 W

The narrow pass between Ham Island and Annette Island is navigable with care. The finger reef at the north end of Ham Island is marked with kelp and can be spotted even at high tide. There is just enough space for one or 2 vessels to anchor in the passage. Good shelter but holding unknown.

Foggy Bay 54° 56'.5N 130° 58'W

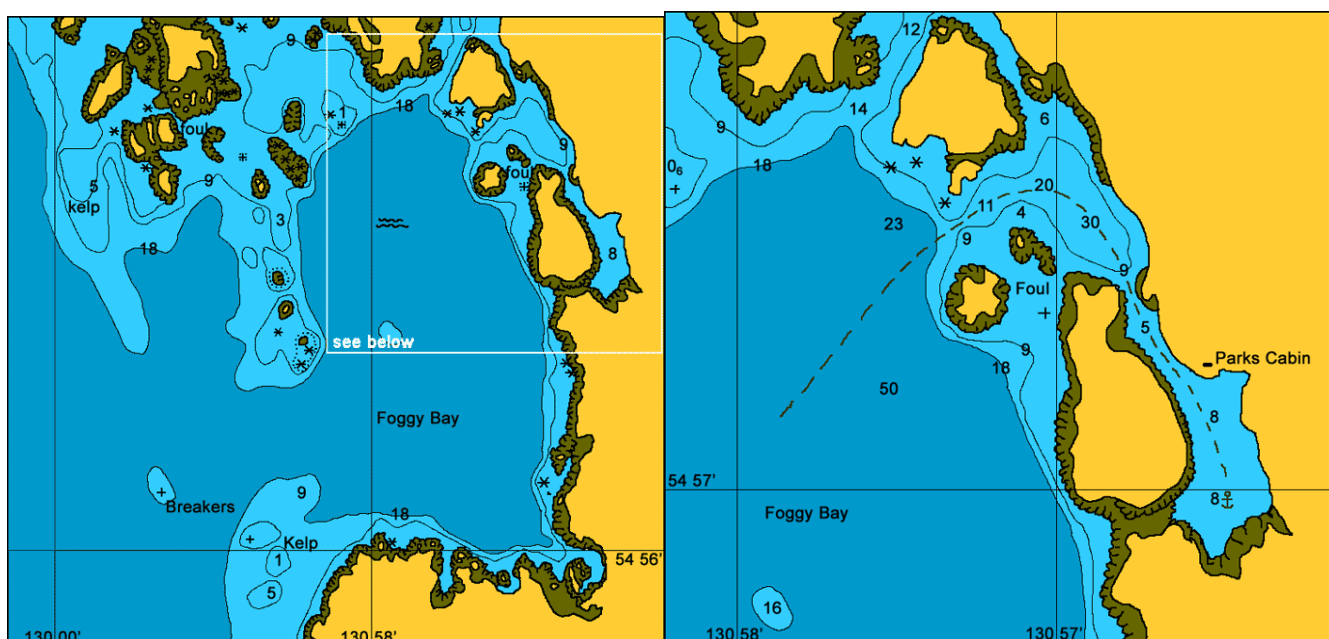
General. Foggy Bay is a handy anchorage half way between Prince Rupert and Ketchikan and a safe waiting place if

the weather is bad for a crossing of Dixon Entrance. It is also a very pretty anchorage. There is a Fish and Games Warden cabin which is manned in the summer at the northern end of the anchorage. Black bear with two cubs have been seen walking the shore of the protecting island.

Charts. NOAA 17434,

Approach. There are many rocks in this area. The southern approach to Foggy Bay has underwater rocks up to 0.6 nm out from Foggy Point while the northern approach has underwater and above water rocks up to 0.7nm out from the De Long Islands. While there is plenty of room you do need to be alert. The entrance is hard to pick up until you are close. When entering the inner anchorage be sure to give the reef and rocks to your starboard a wide berth. The narrow final approach has plenty of depth. Just keep a mid channel course. The reef to the south end of the protecting inland is covered at high tide and should not be attempted by anything else but a canoe.

Caution: (Clive Woodman 2017) - the depth shown on the Navionics charts for inner Foggy Bay are incorrect and the datums are similarly awry. If entering or leaving in fog (true to its name it was foggy for both our arrival and departure!) you would be better trusting your radar rather than a chart plotter. We found depths in the Inner Bay averaged 8-10m and when exiting through the Narrows at low water springs the shallowest point we encountered was 4m.



Inner Foggy Bay anchorage.

Anchoring. There is plenty of room in this anchorage and as far as we could discover there is good holding mud throughout the entire bay. We anchored at the south end of the bay at 54 56.9'N 130 56.4'W in 9m on mud.

Points of Interest. This is a truly beautiful anchorage and fully protected from all winds.

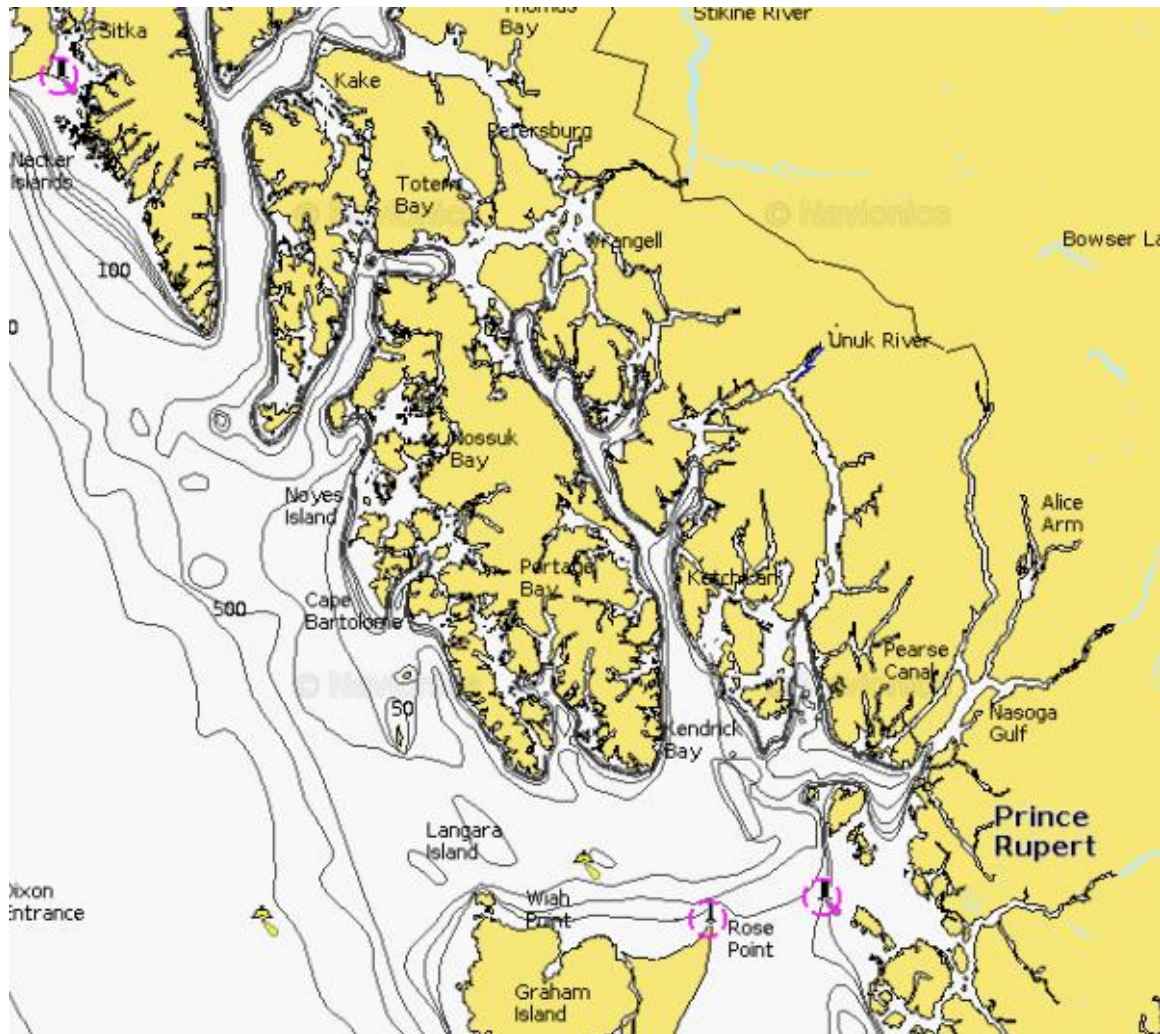
Pond Bay 54° 59'.59N 131° 17'.9W

In 2017, Clive Woodman reported that Pond Bay offers an alternative anchorage to Foggy Bay. Careful navigation is required but the entrance through Cat Passage is reasonably straight forward and in a fresh W or SW wind is a lot safer to enter than the much more popular Foggy Bay on the opposite side of the Revilligedo Channel where swells roll right into the entrance.



5.5

Prince of Wales Island



Point Baker, Sumner Strait 56° 20'.7N 133° 40'.5W

The approach to this small harbour requires some care, but there is good shelter inside at the public float. Rafting may be necessary as the float is small and heavily used by fishing boats in the salmon season. There are some services but these are available irregularly and only for short periods.

This is a small settlement of 30 souls with the greatest activity around the fishing lodge opposite the public float. Alongside the pontoon is the Trading Post, Post Office and Laundry. There is water on the pontoon. The Trading post is run by Judy and Herb who also cook excellent dinners and on Sunday morning, a breakfast that will last you 'till dinner time. (no concession to cholesterol levels) An extremely attractive place although there is nowhere to stretch your legs apart from the pontoon. Favour the port hand side once clear of the narrow entrance.

Protection bay

Public pontoon. This is just around the corner from Point Baker and is a slightly larger community of 90 people. Many of the houses are connected via a board walk so you can go ashore and stretch your legs. The pontoon is not attached to the land so you will need your dinghy. There is a store. Water on the pontoon.

Kaguk Cove Prince of Wales Island 55° 44'.3N 133° 17'.7W

This is an undistinguished bay giving good protection from all directions except north. Holding is moderate in mud over shingle, 12m. Holding might be better slightly further east toward the mouth of the stream. There were scores of sea otters in the waters before and after Kaguk Cove.

Craig Prince of Wales Island 55° 28'.6N 133° 08'.8W

Craig is a busy fishing port. There are two Boat Harbours, north and south of the town, but transients are usually directed to the outer docks in the north cove where transient slips are next to orange electricity bollards. There is a good deal of rafting among the fishing boats during the busy salmon season. If arriving late in the day when the fishing fleet is in there might well be no space at the dock. There is water on the dock and showers ashore at the harbour office block. The harbour office is only manned 0900-1500 weekdays, although a call on the VHF may be answered outside these hours.

Fuel is only available from a fuel dock at the fish processing plant some distance from the harbour or by jerry can from the petrol station. There is a large, well-stocked supermarket close to the harbour, with restaurants and cafes in West Craig.

Port Refugio, Suemez Is, Ulloa Channel 55° 16'.87N 133° 19'.56W

This is an attractive, well-protected anchorage. Care must be taken in the approach to avoid shoals off the eastern point. Holding is good in mud, 15m.

Tlevak Narrows

This narrow passage leading into Tlevak Strait has exceptionally strong tidal currents, running at 6 knots or more at times. Attempting the passage against a spring tide would be trying and possibly dangerous.

Mabel Bay, Prince of Wales Is., Tlevak Strait 54° 58'.36N 132° 35'.57W

The bay has two arms to the east and south. Both offer very good shelter. The above anchorage is in the southern arm, which must be approached with a dogleg to avoid two drying rocks. Beyond this is a good-sized pool for anchoring. There is slight exposure to the north, but protection is very good. Holding is good in mud, 16m.

Nichols Bay, Prince of Wales Island 54° 42'.88N 132° 07'.77W

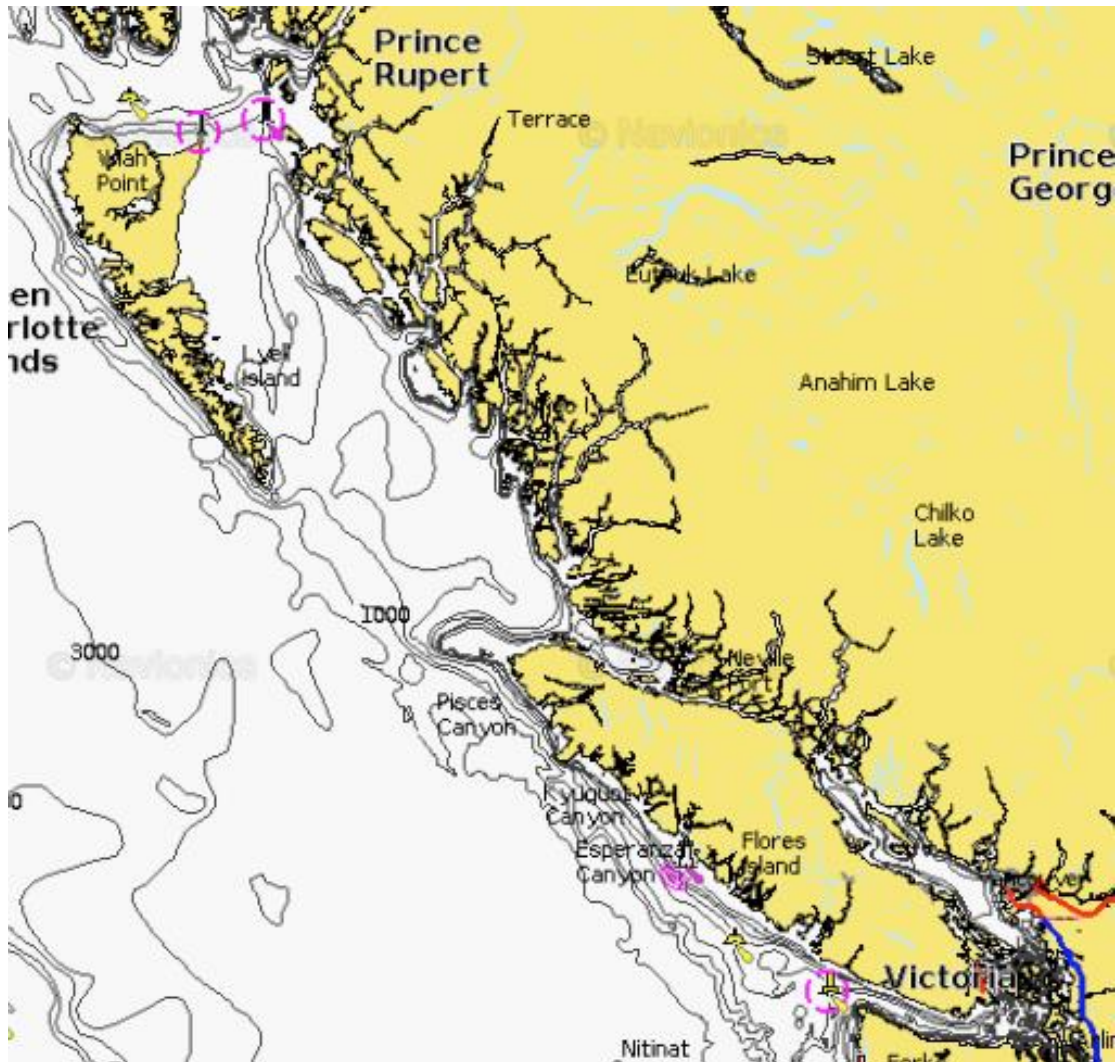
The anchorage has a dogleg entrance and a straight but narrow approach. The entrance to the bay is open to the full force of any weather from Dixon Entrance and the Gulf of Alaska and would not be easy with a heavy swell running outside. There are strong tidal eddies in the approaches; we saw many larger floating logs so would recommend keeping a good lookout. Inside, protection is good, but some swell might penetrate unless anchoring further inside beyond the small peninsula. The bay is attractive and has some opportunities for dinghy exploration. Holding is moderate in mud and shingle, 15m.



See below for Dixon Crossing and Canadian waters

6.

British Columbia, Canada



Dixon Entrance Crossing and Prince Rupert

- 6.1 Inside Passages from Prince Rupert
- 6.2 Queen Charlotte Islands
- 6.3 Inside Vancouver Island
- 6.4 Outside Vancouver Island

Dixon Entrance Crossing

(Sunstone)

Cruising guides and many local sailors view the Dixon Entrance crossing with trepidation. It is certainly open to the full force of any bad weather from the Gulf of Alaska and westerlies are funnelled between the land masses to the north and south, while easterlies come down Portland Inlet. Tides are fairly strong and irregular in direction. Having said all that, the English Channel and Brittany coasts can pose greater challenges for cruisers. Unless time presses, it is usually possible to plan for a pleasant crossing with fair winds and, in fact, the Dixon Entrance may give one of the few opportunities for Inside Passage cruisers to have a nice day sail to relieve the constant motoring. Daylight crossing of the Dixon Entrance is virtually essential as the area is littered with drifting logs for which a very sharp look-out must be kept.

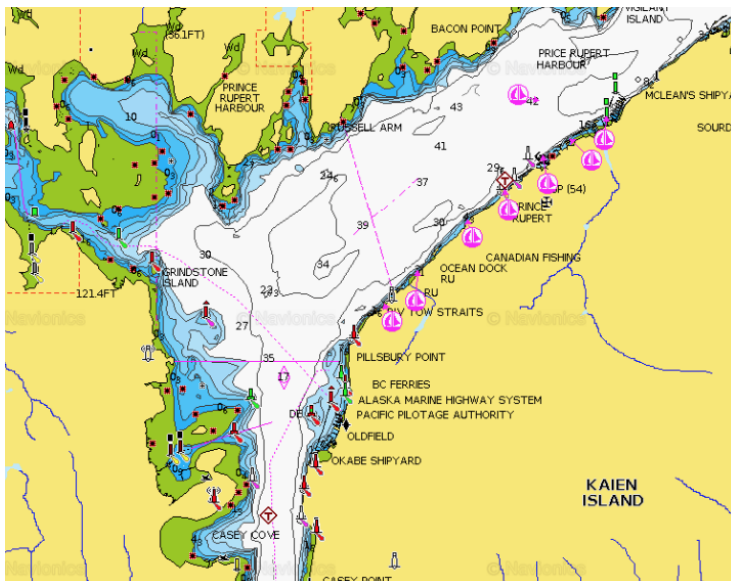
To check into Canada foreign vessels must go to Prince Rupert. The distance from Alaskan anchorages to Prince Rupert is great enough that it is a very long day sail. Most cruisers coming down the Inside Passage from Ketchikan stop at Foggy Bay before continuing to Prince Rupert. Vessels crossing from the west, either Tlevak Sound or Clarence Strait can usually make the crossing in daylight, but may if necessary stop at Judd Harbor, Duke Island (54 56N 131 20W). The most direct route into Prince Rupert is via Venn Passage.

Venn Passage, BC 54° 19'.75N 130° 25'.24 W

Venn Passage is an interesting and useful shortcut if transiting between Prince Rupert and Dixon Entrance. It is winding, narrow, and shallow in places, but is both well marked and charted, and regularly used by local boats, though it requires careful pilotage of some tight turns. Some larger yachts might prefer to take the longer route to the south of Digby Island.

The Pilot cautions that sometimes the buoys may be dragged out of position by passing log booms and cannot be completely trusted. However, if you transit the channel at LW most of the hazards are clearly visible and the buoys become less critical. *Cosmic Dancer* transited the passage (2017) in a yacht drawing 2.3m at LW springs and never had less than a couple of meters of water under the keel.

Prince Rupert 54° 19.3N 130° 19.2W



Though there is a boat harbour further north, it gives preference to commercial craft during the summer. The usual berthing for visitors is at the Prince Rupert Rowing and Yacht Club at Cow Bay. Customs clearance is usually by public phone near the Club, though officers may opt to visit the boat. Canada is quite strict about the limits for importation of alcohol. The Club's docks are convenient to the town. There are showers in the office. The fuel dock is immediately north of the Club docks. Propane bottles can be filled about .5 km. down the road. Internet and wifi link are available at the Club. There are a variety of marine services available close to the Club docks. But no indication of haul-out facilities locally.

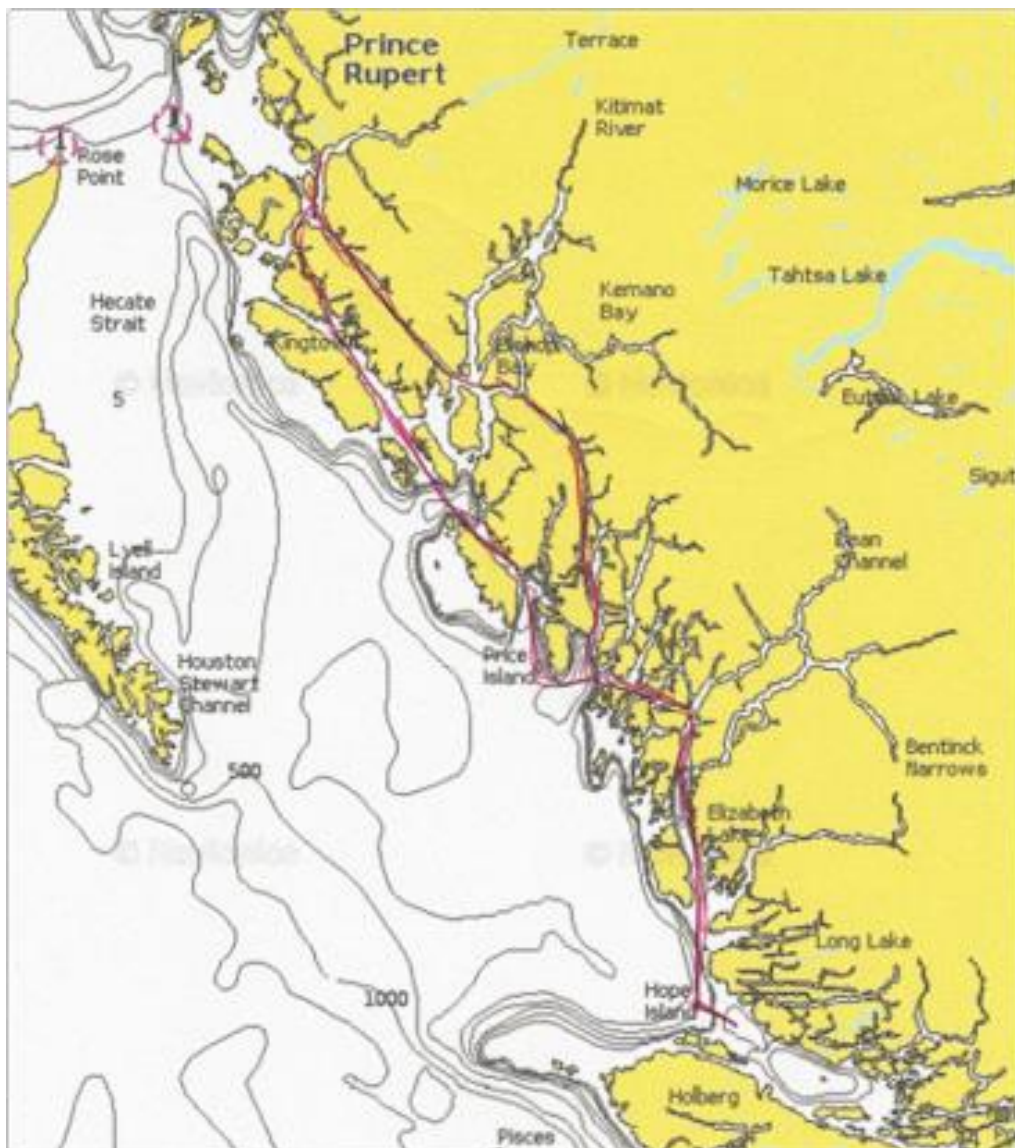
A large supermarket and a liquor store are about 1 km towards the centre of town. The laundromat is some distance further. Close to the supermarket is the Museum of Northern BC, which is orientated mostly to the culture, history and artefacts of the First Nations peoples of the area. The North Pacific Cannery Village Museum is located about 20 km south of Prince Rupert and has interesting tours around the preserved and reconstructed cannery. Cruise ships visit Prince Rupert in the summer and, when they do, the town can be quite busy.

Go to 6.1 for inside passages towards Vancouver or 6.2 if heading direct to Queen Charlotte Islands

6.1

Inside Passage South from Prince Rupert (Sunstone)

The most usual and probably quickest route south is via Grenville Channel, Fraser Reach and Princess Royal Channel or Graham Reach and Finlayson Channel; narrow, steep channels with dramatic scenery. (This route is well shown on Google Earth – zoom in.) There is a more western route via Ogden, Petrel and Principe Channels, followed by Estevan Sound and Laredo Channel. After sliding east through some narrow passages, the western route rejoins the east in Finlayson Channel (to southeast of Price Island). After this, there are only minor alternatives in the route into Queen Charlotte Sound until one chooses whether to go inside or outside Vancouver Island. The more western route tends to be less crowded, with lower hills and more varied scenery, though it is a little longer. Most anchorages below are for the western route. There is some challenging pilotage of the narrow channels to return to the main route.



Charlies Charts, Douglass, and the Waggoner cruising guide are reported as being much appreciated by cruisers. The track of Cosmic Dancer's 2017 cruise may be of interest - <http://cosmic-dancer.com/BC2017.aspx> (routes in red and overnight stops in green marker)

West of Elliott Island - Anchorage 54° 01'.874 N 130° 16'.96 W

A large anchorage offering good protection from all wind directions. Enter from the northwest or to the east through Bloxam passage. The southern entrance is choked with kelp. Good holding in mud.

Gunboat Harbour 53° 55'.39 N 130° 08'.651 W

When we first entered Gunboat Harbour we did not much like what we found. Even after a very long day short tacking up the Grenville channel against 25 knots north westerly it didn't look like a promising stop for the night. A squally wind was funnelling through the gap between Gibson Island and Bloxham Island, the bottom gave every indication of being a mixture of kelp and rock, and the surroundings were generally bleak. We decided to press on northwards towards Lewis Island. However, after rounding the SW corner of Gibson Island and spending 10 minutes beating in wind against tide conditions as we headed towards Arthur Passage, we decided that Gunboat Harbour wasn't so bad after all.

Baker Inlet 53° 48'.7N 129° 58'.2W

This is a narrow inlet which opens into a wide and attractive bay with a very old and rickety pontoon. There is a trapper's cabin in the woods and it's a fun place to explore. The tide runs hard in the entrance.

Captain Cove, Petrel Channel 53° 48'.54N 130° 12'.02W

This is an attractive, seemingly well-protected anchorage behind a couple of islets. It might be possible to anchor even further west in the pool, but when we were there a tree had anchored itself to the bottom further into the cove and presented a danger to any anchored boat. There was good holding in mud, 12m. However (*Cosmic Dancer*) Captain Cove can lull you into a false sense of security. We chose to sit out a SE gale in the SW corner of the cove. At first we thought we had chosen wisely as we seemed to be perfectly protected from the wind and for the first 12 hours of the gale the cove was mirror calm.

Then within the space of 5 minutes the SW corner of the cove suddenly went from being mirror calm to an extremely dangerous lee shore as we were slammed by a series of violent squalls from the NE which were enough to induce about 30-45 degrees of heel on the boat.

It would appear that once the SE wind increases above a certain point it funnels down the river valley from Scoular Lake and by the time it reaches the cove is blowing from the NE, with the landing point for the squalls being the far SW corner of

It would appear that once the SE wind increases above a certain point it funnels down the river valley from Scoular Lake and by the time it reaches the cove is blowing from the NE, with the landing point for the squalls being the far SW corner of the cove.

South channel into Spicer Island Harbour 53° 44'.84N 130° 21'.64W

Anchor in 8m good holding with excellent shelter from all wind directions.

Good anchorage to wait for the right weather to cross the Hecate Strait to Queen Charlottes. Possible to walk through the woods ashore.

Tides in the Grenville Channel 53° 34'.61N 129° 39'.84 W

The various pilots for the area say that tidal streams can run at up to 4-6 knots at places in the Granville Channel and are unanimous in saying that the stream floods in from either end of the channel before meeting at Evening Point midway down the channel. However, beyond that *Cosmic Dancer* found little guidance as to the best time to actually transit the passage. Ports and Passes and the tidal stream atlas offer no current predictions. Our Navionics charts had a single tidal flow graph for the channel, but it bore no resemblance to what we encountered in practice.

In the absence of any better guidance we entered the southern end of the channel shortly after low water expecting to pick up a northerly flood at least as far as Evening Point. We ended up pushing a foul tide for most of the way to Evening Point. However, despite it being spring tides, the current never exceeded 1.5 to 2 knots and we didn't encounter any overfalls.

North of Evening Point things were even more confusing, with the tidal stream direction apparently changing 4 or 5 times in the space of a few hours, although again the rate never exceeded a knot.

In the end, we concluded that the channel must be riddled with back eddies, although these are not so distinct as to be readily visible to the human eye, and that rates and timings are probably heavily influenced by wind and pressure conditions.

Lowe Inlet Very Falls 53° 33'.3N 129° 34'.7W

Also anchor in Nettle Cove on the south side. The Anchorages are deep, 20m, but holding good. Good chances of seeing brown bears fishing at the falls.

°

Ire Inlet, Principe Channel 53° 30'.07N 129° 56'.18W

The Inlet and anchorage are somewhat off the main Channel and approached through a rocky entrance. The Inlet itself has a very narrow but quite deep entrance. There are some shoals to avoid inside, but the main part of the inlet is wider and deeper. The Douglass guide suggests that it is possible to anchor west of the little islet at the far end, but we found this optimistic. The position above is east of the islet, but still very well protected. Holding is good in mud and shingle, 13m.

Coghlan Anchorage 53° 23'.84N 129° 17'.08 W

Although not particularly scenic by BC standards, Coghlan Anchorage is extremely well protected and is a handy spot to stop either before or after a passage of Grenville Channel. Anchor in the NW corner off Otter Shoal in 8-10m of water. Reasonable holding on rock/gravel with some weed.

Despite its proximity to Hartley Bay, one of the very few places in the Central Coast to have a mobile phone signal, the signal does not reach into the anchorage. If you want a signal to pick up email or the weather forecast you will need to head through Stewart Narrows and get north of Nessie Point.

Kooryet Bay 53° 20'.09N 129° 51'.87 W

A useful passage anchorage on the East shore of Banks Island offering good shelter for any direction other than NE. Anchor in the southern cove just off the mouth of the stream and clear of the isolated rock on the eastern side of the bay. Adequate holding on rock.

Butedale 53° 09'.6N 128° 41'.58 W

Butedale is arguably the only stopping place in the almost 40 mile long Princess Royal Channel, with Khutse Inlet the only possible alternative although that involves anchoring on the narrowest of ledges at the head of the Inlet.

The Fish Canning Factory which occupies Butedale Cove has long since closed, but the buildings are remarkably well preserved and are strangely evocative of a bygone era. The main wharf is derelict, but a single floating pontoon with space for at least half a dozen vessels has been recently renovated for pleasure boat use.

Fjordland Recreation Area 52° 44'.72N 127° 59.10 'W

The diversion from the "main" inside passage route to visit the Fjordland Recreation Area is beautiful and well worthwhile. There are few anchorages in the area and most would describe those that do exist as "marginal" at best. However, the area can be explored in a day trip from Windy Bay (N end of Pooley Island) or Rescue Bay (NE corner of Susan Island).

Kynoch Inlet is perhaps the most spectacular arm in the area with waterfalls and steep mountains on all sides. Culpepper Lagoon at the head of the Inlet is said by locals to be even more spectacular.

Weinberg Inlet, Estevan Sound 53° 07'.53N 129° 30'.98W

The inlet is set amongst a large number of small islets and sub-inlets. With careful pilotage, it would be possible to find any number of anchorages among the islands. However, the bottom may be rocky in many of the pools between the islets. Even in the anchorage above it took some time to set the anchor in a fairly rocky bottom, 11m. However, the anchorage is very attractive and well-protected.

Chapple Inlet 52° 55'.07N 129° 07'.791 W

The main anchorages in Chapple Inlet are at the head of the Inlet and half way up on the west side behind Chettleburgh Point. However, in gentle or moderate winds from the SE there is room for one vessel in Doig anchorage on the eastern side of the Inlet.

Emily Carr Inlet 52° 55'.60 N 129° 08'.737 W

Very pretty and well sheltered, but the depths in the anchorage seem to be greater than charted.

Cosmic Dancer explored a number of coves in the Inlet (with the exception of the northernmost which has a bar with a depth of 0.8m) and in all cases, we found the depths too great relative to the swinging room available. If you wanted to anchor here it would almost certainly be necessary to put a stern line ashore.

The datum on our chart plotter Navionics chart was out by around 100-200m for this area. However, (2017) the newer Navionics charts on the iPad appear to have corrected these errors.

Laredo Channel 52° 42'.81N 129° 03'.202 W

Although *Cosmic Dancer* could find no tidal stream predictions for the Laredo Channel, the NW flowing flood tide can reach 4-5 knots in the narrowest part of the channel and 2 knots elsewhere at spring tides bolstered by a SE wind. In contrast, the SE flowing ebb was negligible under these conditions.

Rescue Cove 52° 30'.85N 128° 17'.26 W

If you like your anchorages big and airy with stunning views to the high mountains in the far distance, then you will love Rescue Cove.

Parsons Anchorage 52° 30'.75N 128° 44'.00 W

A bomb proof anchorage with loads of swinging room and space for at least half a dozen vessels in any wind with a southerly component.

Meyers Narrows Cove 52° 26'.24N 128° 37'.13W

This cove at the western end of the narrowest part of Meyers Narrows is well-placed to allow one to get the tide right for the passage of this very narrow, kelp-strewn and shallow waterway. The cove itself is very well-protected and attractive. Though the bottom is somewhat kelpy, holding was good in mud, 14m.

Meyers Narrows 52° 26'N 128° 05'W

The narrowest and shallowest part of the narrows is very short. There is one red buoy marking a rock to the south. When we passed through, the best water was fairly well indicated by a clearer passage through the kelp, which shrouded either side of the channel.

Pasco Inlet 52° 27'.55N 127° 43'.77 W

Pasco Inlet is said to be one of the most beautiful and spectacular fjords in British Columbia and in the view of *Cosmic Dancer* is far more rewarding than its more famous counterpart, Princess Louisa Inlet.

The latter is spectacular for the final 3 miles of the 45 mile journey in from seaward, whereas Pasco Inlet delights from the moment you enter it. Every time you turn a corner a different mountain vista opens up with vertical cliffs and waterfalls plunging 3000ft straight into the sea. In addition, we saw more humpback whales in the Inlet in a single day than we had previously seen in 2 months of cruising elsewhere in BC.

Boukind Bay 52° 27'.40N 127 56°.26'W

A perfectly adequate anchorage in Pascoe Inlet with good holding in 8-10m of water and plenty of swinging room. Its only drawback is that it is fully exposed to any inflow wind blowing up the Inlet.

If arriving late in the day once the thermal inflow wind had died down, and setting off again in the morning before it restarts, it would make a safe overnight anchorage as long as the gradient wind is not from the south east.

However, on a sunny afternoon the inflow breeze can get up to 15-20 knots in Pasco Inlet which, combined with the sizeable fetch down the Inlet, would make the anchorage very uncomfortable if not dangerous at this time of day.

Oliver Cove, Reid Passage 52° 18'.71N 128° 21'.11W

Like Meyers Narrows Cove, Oliver Cove is a convenient place from which to get the tide right through the narrowest parts of Reid Passage, though the latter is not so narrow or shallow as Meyers. The cove is undistinguished, but gives good shelter, except perhaps from strong westerlies. Holding was good in mud and shingle, 12m.

Troup Passage 52° 17'.09N 127° 59'.56 W

No more than 5 miles north of Shearwater, Troup Passage offers a wealth of interesting anchoring opportunities in the fingers running off from the main passage.

Possibly the most scenic of these is in the cove just to the north of Troup Narrows. The reef in the middle of the southern entrance to the narrows is visible at all but the very highest of tides and is easily avoided by passing to the

south of it. Thereafter favouring the Chatfield Island side of the channel keeps you clear of the rocks on the Cunningham Island side.

Wigham Cove 52° 16'.69N 128° 10'.23 W

A popular and very sheltered anchorage on the southern end of Yeo Island. The entrance requires care since unlike many others in this area, the reef on the east side of the entrance channel is not visibly marked with any kelp or weed.

Once inside there are two anchoring possibilities. The cove to the north east is larger but deeper. The southern cove is shallower and more sheltered but only has room for 3 or 4 boats. If anchoring in the southern cove be aware that the isolated rock (drying 3m) shown on the chart is actually a significant rock ledge extending out from the shore and the charted depth goes from 8m to -3m within the space of a boat length.

Shearwater chart 3785 52° 08'.83N 128° 05'.17 W

Shearwater is a convenient refuelling and victualling stop approximately 100 miles north of Port Hardy. It has a marina, boatyard and travel lift, fuel dock, launderette, chandlery, grocery store, coffee shop, pub/restaurant and even a small fitness centre.

The marina is very busy in the summer months and the alongside berths seem to have become pretty much the exclusive preserve of large motor cruisers and super yachts. Without a reservation, you may have to wait several days before getting an alongside berth. Vessels can moor alongside the outer breakwater (no facilities), but when we visited in late July 2017 even that was full to capacity and anchoring was the only option.

If you just want a short daytime stop for shopping then it is possible to anchor just to the south of Shearwater Island and to the east of the outer breakwater. However, the holding is reportedly not good and for an overnight stay the southern end of the cove offers better shelter and holding. The chandlery has remarkable range of stock given its location.

Fancy Cove Lama Passage 52° 03'.66N 128° 00'.75W

A delightful and well-sheltered cove. The anchorage is fairly tight and the position above is between our anchor to the south of the islet, with a line to a tree on the islet. There were lots of kingfishers and eagles. Holding was good in mud, 6m.

Kisameet Bay 51° 58'.13N 127° 53'.15 W

A pretty and well sheltered anchorage on the SW corner of King Island. The approach from the southwest is straightforward

It is also possible to enter from the west via the channel to the north of Kipling Island which is split in the middle by a small islet (height 35m). The drying rocks to the south of this islet appeared more extensive than the chart suggests, but the channel to the north of the islet seems clean and we encountered no dangers when transiting it in mid channel.

Kayak Cove 51° 53'.87N 128° 14'.01 W

A scenically beautiful anchorage close to the mouth of Cultus Sound. Anchor off the brilliant white sand beach in the SW corner of the cove in about 10m of water. Adequate holding in weed covered sand/shingle. Although perfectly protected from wind and waves, a certain amount of ocean swell is refracted round the 200ft NW headland and

finds its way into the cove. Although a wonderful spot to stop for lunch, the swell might get tiresome for an overnight stay.

Nalau Passage 51° 47'.11N 128° 06'.05 W

The approach from the west requires care although breakers mark all the main hazards. The ebb stream flows westward through the channel reaching 3-4 knots at the narrows. There are small overfalls at the western entrance but these are not hazardous in the sort of winds that you would consider entering the channel. However, the approach would almost certainly be dangerous in strong W or SW winds as the off lying islands to the west of the entrance don't seem to form much of a barrier to the ocean swell.

Lewall Inlet 51° 46'.02N 128° 06'.260 W

A perfectly sheltered hurricane hole type anchorage on the eastern side of Stirling Island. The entrance channel is narrow but straightforward to negotiate. Anchor in the pool at the elbow of the Inlet in 6-8m of water. Good holding in thin mud. There are numerous small streams flowing into the Inlet giving rise to a gentle circulatory current so you may end up lying to your anchor in an unexpected direction.

Goldstream Harbour 51° 43'.85N 128° 00'.41W

Goldstream harbour looks as if it should offer a reasonable degree of shelter in southerly winds. However, a large amount of swell penetrates the anchorage from Hakai Passage and the innermost extremities of the harbour are not as shallow as the chart might suggest. We found the depths to be 25m or more up to within a few boat lengths of the shore. In an emergency, one might be able to anchor just off the southernmost extremity of the harbour with a line ashore but it wouldn't be comfortable.

Milbrook Cove, Smith Sound 51° 19'.67N 127° 44'.19W

This cove and Fury Island Cove, 10 miles to the north, are the most convenient stopping places between the shelter of Fitz Hugh Sound and that of Queen Charlotte Strait after rounding Cape Caution (51 10N 127 47W). The entrance to the anchorage itself requires careful pilotage between the rocks and then rounding two islets to reach the very protected inner anchorage. With a fair tide in Queen Charlotte Strait, this anchorage is an easy day sail from Port Hardy (Section 6.3) for those heading down the east side of Vancouver Island. Holding is very good in mud, 9m.

Pruth Bay, Hakai Beach Institute 51° 39'.25N 128° 07'.631 W

Although lying slightly off the main inside passage, Pruth Bay is a very popular anchorage at the head of the Kwakshua Channel.

On the shore is the Hakai Beach Institute, a research and conference centre with a modern and extremely well-maintained pontoon system. The pontoons are solely for the use of the Institute's fleet of research boats but dinghies from visiting yachts can tie up on the north side and are visitors are free to walk through the campus grounds provided they sign the visitors book.

At low tide, contrary currents seem to flow around the anchorage with the result that anchored boats are to be found lying at all angles. This can make it tricky to find a clear spot when the anchorage is crowded. If the main bay is full it is possible to anchor in the finger to the south.

There is free satellite powered wifi access courtesy of the Institute. The pilot claims it is possible to get connection whilst at anchor. This may be the case if you have a wifi booster but without one you will need to dinghy ride into the pontoon to get a signal.

Fury Cove 51° 29'.26N 127° 45'.53 W

In an area with so many superlative wild anchorages it is difficult for any one anchorage to stand out against the rest. However, Fury Cove does just this. Nestled in behind Fury Island, it is the first really sheltered anchorage you will get to after rounding Cape Caution and this alone is enough to make it a popular and welcome overnight stop.

In calm weather the approach via Breaker Passage is straightforward, but the name suggests that this is not an anchorage to approach in a strong wind. The approach is fully open to the south west with Australia being the next nearest land mass in that direction. Also in calm weather, it would be possible to anchor in the outer bay, marked as "exposed anchorage", behind the 61 metre high Island, but providing there is space most will proceed into the inner cove which is perfectly protected on all side and has good holding in 10-12 m of water

Unnamed Anchorage 51° 24'.41N 127° 40'.20 W

There is a very pretty and extremely well sheltered anchorage just to the west of the unnamed 44 metre high island which lies about a mile west of Duncansby landing. Depths in the main basin are 15-20 meters but there is sufficient swinging room provided you have enough chain to cope with anchoring in these depths. One small boat could anchor in the 4.8m basin at the NW corner of the main basin on the southwestern shore of River Inlet.

Duncanby Landing Resort and Marina 51° 24'.33N 127° 38'.84 W

Located at the southwestern end of River Inlet, Duncanby Resort and Marina is one of only 2 places on the Inside Passage between Port Hardy and Bella Bella where you can get fuel.

Although primarily a busy up market sports fishing resort, they also offer overnight mooring to visiting boats on the pontoons at the front of the lodge. The resort restaurant is said to be very good.

Home Bay 51° 23'.66N 127° 42'.72 W

The Douglass and Douglass Pilot is a little dismissive of Home Bay as an anchorage on the grounds that it has a busy sports fishing camp located at its head and that there is little room remaining for anchoring.

However, when *Cosmic Dancer* visited in 2017 the fishing camp was no longer there and the only evidence of its previous existence was the capsized hulk of the ferry that once served as the camp accommodation. Now sunk deep in the mud just off the northern shore of the innermost basin, the hulk is only visible at low tide and, even then, only parts of the deck are visible.

We were nervous of anchoring in the innermost basin for fear of fouling the ground tackle that must have once held the ferry in position. However, the next basin out, with a charted depth of 5.6m on its southern side, makes a perfectly good anchorage with enough swinging room for one or 2 vessels in very pretty and peaceful surroundings. Good holding in 6-8m of water, weed over coarse sand. A small amount of swell finds its way into the anchorage from Rivers Inlet but not enough to be worrisome.

In contrast to Goose Bay, and the unnamed Bay immediately to the west of it, which between them host three very busy sports fishing resorts, Home Bay, is probably the most peaceful spot.

To continue southeast go to Section 6.3

6.2

Queen Charlotte Islands

The Queen Charlotte Islands are the western most islands of British Columbia, some 55 miles across the Hecate Strait from the main North Coast. A group of deeply indented islands, they afford excellent cruising opportunities with generally good anchorages and few other yachts.



Weather

Local advice restricts cruising to June-August. Winds are mostly SE-NW. Strong winds and gales (less common in summer), mostly from SE. We did not experience summer prevalence of NW winds referred to in some publications but with time in hand were able to wait for favourable winds. It is wet and quite cold. Generally, there are a lot of calm patches, especially night and morning. Continuous weather forecasts on WX channels, 21B (international 21) and SSB 2054 KHz at 0005, 0605, 1205 and 1805 local time.

Special Consideration

The wardens located in Ellen Island can no longer give the orientation lecture as standard. If you are coming from the south you must buy your ticket from Hello BC, and then, at least a week before you intend to arrive, you must inform the park officers at Queen Charlotte that you will need to make special arrangements. (tel: 250-559-8818)

How to get there.

South from the Alaska Panhandle. You have to clear customs and immigration in Prince Rupert (if you are not from USA with Canpass clearance). **North** from West Coast Vancouver Island or **via the Inside Passage** (Section 6.1). Crew change possible (flights are expensive) at QCC.

Publications.

See page 5.

Anchorage and Harbours.

These are listed anti clockwise from the South.

GPS positions are indicative only of anchorages or harbours used, may not be corrected for the Horizontal Datum of a particular chart and should under no circumstances be relied upon. For avoidance of doubt, no reference has been made in the text to the Datum used for any position quoted. Positions refer to anchorages unless otherwise stated.

Anthony Island Cove 52° 05.77'N 131° 12'.76W

Temporary anchorage for visit to abandoned Ninstints village, a world heritage site. Visit after orientation and with clearance from local watchman who is the crowd controller. We loved the place and its feel, helped by having it to ourselves in early June. The park prohibits anchoring overnight here. The reason given was that anchor lights disturb the breeding birds.

Rose Harbour 52° 09'.01N 131° 05'.18W

Buoys or choose kelp free spot. The only private land and buildings in the park are here. It is no longer possible to register and orientate at the warden's hut on Ellen Island.

Ikeda Cove 52° 18'.80N 131° 08'.00W

Nice entrance channel, not recommended in heavy onshore weather. Pleasant but not snug anchorage. Good crabs.

Slim Inlet 52° 17'.00N 131° 19'.43W

Agree with Douglass that this has a nice feel. Better still we had one of the best rainforest walks up the stream at its head free from the usual dense undergrowth which plagues many such expeditions.

Bag Harbour 52° 20'.84N 131° 21'.64W

A real favourite. Quite open with low hills around the anchorage rising to a great rim of mountains behind giving superb morning and evening light. Good holding and swinging room for several boats. Entrance from the south is 'encumbered by drying and sunken rocks most marked by kelp'. We found favouring the West shore provided a good route in. Dolomite or Burnaby Narrows is the more exciting way in from the North inside Burnaby Island. We strongly recommend that anyone attempting this for the first time should take a dinghy through first as the points at which you switch from one pair of ranges to the next are far from clear! On a 3.5M HW we did not find soundings of

less than 3.0M in the marked fairway. The intertidal marine life in the passage is spectacular and you can get a really good walk along the foreshore.

Poole Inlet 52° 21'.34N 131° 19'.2'W

We came here because it looked a good anchorage though it is not listed as such in the Sailing Directions or Douglass. Nice place, with attractive islets on the way in. Holding and shelter tested during passage of front. An ominous patch of kelp mid-anchorage did not indicate rocks above the general level of the bottom shown on the chart.

De La Beche Inlet, Sac Bay 52° 31'.94N 131° 40'.52W

Impressive anchorage in amongst the mountains. Exposed rock-face a change from wall-to-wall trees. Waterfalls. Douglass drawing helpful in dealing with rocks in entrance.

Ramsey Island: Cove on north side 52° 34'.33N 131° 23'.91W

Good holding with reasonable shelter. We did not go ashore here. It is a good anchorage and close to Hotspring Island, less than two miles away.

Hotspring Island 52° 34'.56N 131° 26'.09W

Uncertain holding in exposed bay. Temporary anchorage whilst visiting hot springs. We really enjoyed our trip to the hot springs. In the height of summer, they are apparently quite crowded and you have to get permission on the VHF (channel 06) before landing to keep control of the numbers. When we were there we had the place almost to ourselves.

Kostan Inlet 52° 34'.82N 131° 42'.30W

7m good holding right at the head of the bay having motored through the narrow passage into the lagoon beyond. Care needs to be taken in the passage as there are some surprise rocks. Go slowly and have someone on the bow! We were pleased to be going both ways against the current. Once inside there is excellent shelter from all winds. It is possible to walk quite a long way up the river and we saw bears ashore.

Echo Harbour 52° 41'.50N 131° 45'.81W

Good anchorage with dinghy access to lovely inner bay with miniature estuary wending its way through grassy flats towards a waterfall at its head, above which is a large freshwater pool. Very tame deer and probably good for bears when salmon are running.

Anna Inlet 52° 42'.31N 131° 50'.41W

Stunningly beautiful. Good holding, no serious gusts in SE gale.

Crescent Inlet 52° 44'.85N 131° 52'.92W

This anchorage is where the hinterland has been/is being logged. However, it has very good holding getting just a few gentle puffs in SE gale. The advantage for those in need of exercise without fighting the undergrowth is access to logging road about 75M from the west shore, which would enable you to walk to the west coast at Tasu inlet!

Thurston Harbour 52° 50'.47N 131° 13'.82W

Useful stop-over between Gwaii Haanas anchorages and QCC. Pleasant enough despite past felling.

Kagan Bay Christie Bay.

Very nice secure remote feeling anchorage close to the city.

Queen Charlotte City 53° 15'.16N 132° 04'.35W

Small boat harbour. Although pontoons are in theory segregated between commercial and pleasure, harbourmaster pleased to see you anywhere! Shore power plugs different size from elsewhere. Water distribution patchy. For a stay of 6 days or more, use monthly tariff, which allows further visits after the end of the calendar month. Nice place, friendly people.

Two grids for drying out are available just west of the marina. The western grid has a filled-in section which would allow a yacht to dry out on without falling between the frames. The frames on most of the grids we saw are spaced at about 8-10 feet. Admiralty tide tables were absolutely accurate for calculating the times.

QCC has all essential services with regular sea and air connections making it a good (though expensive by air) crew change port. It's a pleasant place to stock up with good fresh produce being available at a price. The marina at Sandspit near the airport has the usual facilities, access to shops including liquor store and propane and is preferable for refuelling as the QCC fuel dock (at Skidegate Landing) was not designed with yachts in mind.

Refuge Harbour 56° 06'.70N 132° 18'.53W. Pontoon.

Entrance lit, also orange daymark on leading line. Very long pontoons, commercial salmon fishery virtually closed. Pontoons likely to deteriorate. At present, a secure stop-over when rounding Graham Island.

Naden Harbour 53° 58'.23'N 132° 39'.82'W

This huge natural harbour was home to a Japanese whaling fleet before WW2. Two fishing lodges and two logging operations are current occupants. Fishing lodge managers were both extremely welcoming. Very good dinghy ride up the Naden River. Anchor site depends on weather but proved good in F6-7 SE winds. Good crabs!

Langara Island, Beal Cove 54° 11'.32N 132° 59'.38W. Buoy

CAUTION. Most of the mooring buoys shown on the charts and mentioned in Sailing Directions on either side of Parry Passage may not be in place. We tied up to a buoy in Beal cove, sharing with a fishing boat. There was one buoy in Henslung cove. Both coves were full of fishing lodge activities from moored tugs to barges to lavish shoreside establishments. Peace was denied by the passage of speed-boating fisher folk and squadrons of helicopters delivering and removing the punters. All possible anchorages are probably subject to kelp. We would not advise hanging around here in severe weather. Retreat to Naden Harbour if necessary.

Port Louis Tingley Bay 53° 41'.20N 132° 57'.89W

The first safe anchorage south of Langara. Note that a safe entry depends on chart 3811 '*Harbours in the Charlottes*.' A fine natural harbour with good shelter and holding. Coates creek provides a good dinghy expedition. There appeared to be a small fishing lodge in the bay between Ogilvie and Mackenzie Island, brought to our attention by a landing helicopter!

Port Chanal Empire Cove 53°35.22'N 132°54.24'W

We made a brief stop here, holding seemed OK with shelter from SE/S winds. The head of Port Chanal would provide all weather anchorage.

Nesto Inlet 53° 33'.71N 132° 54'.16W

Pretty anchorage, especially at LW. We found 2 mooring buoys tied together in the best anchor spot (later used as a fish gutting station by single handed fishing boat), but found space between the buoys and sheltering reef. Beware of the extent of the steep-to drying area on the south side of the anchorage.

Seal Inlet 53°31.78'N 132°44.25'W

With the help of modern aids to navigation, pilotage is reasonably straightforward through an entrance '*which is encumbered with drying and sunken rocks*'. When anchoring at the head of the inlet note that the drying flats shoal steeply. We were surprised how squally this was in moderate westerly winds but would still pass this as an agreeable all-weather anchorage.

Englefield Bay, Security Cove 53° 31'.78N 132° 44'.25W.

Security cove is a large enclosed stretch of water with 2 streams. We suggest anchoring near whichever provides best shelter and deploying the crab pot without delay. Unfortunately there is a fishing lodge, a quite amazing edifice mounted on a retired barge, complete with noisy generator, moored close to the cove entrance on the starboard side. Englefield bay itself is most attractive with interesting steep rocky islets in its approaches.

Tasu 2, Mountain Bay 52° 47'.89N 139° 59'.71W

Tasu was the home of 400 people until the mine closed in 1983 after about 18 years production. Mining scars remain but logging is more intrusive. After some false starts, we found good anchorage behind the islet on the North side of 2 Mountain Bay. There is a ridge running from the islet to the shore and a positive decision may be advisable to anchor N or S of the ridge depending on expected wind. Good crabs. There appeared to be a fishing lodge up Newcombe inlet.

Flamingo Inlet, Sperm Bay 52° 13'.30N 131° 20'.99W

A well protected anchorage. Watch out for rocks on N. side of unnamed island on S. side of entrance. We anchored behind unnamed island at head of bay, avoiding charted rock to the N. of the island and a kelp marked shoal which extends a further half cable to the N. of the rock. Subject to some caution as to location of kelp, holding probably good.

Flamingo Inlet Anvil Cove 52° 11'.70N 131° 19'.67W

BEWARE uncharted rock at about 52°11.60'N 131°19.70'W on way in. Lunch stop.

Louscoone Inlet, Islands North of Etches Point 52° 10'.07N 131° 12'.81W.

Lovely safe anchorage, buoy available but may be occupied by fishing boat. Bear, Racoons and Deer.

6.3

Inside Vancouver Island

(Introduction by *Sunstone*)

In Queen Charlotte Sound, one must make a decision for heading south either inside (this section) or outside Vancouver Island (Section 6.4). The advantage, but also the challenge, of the outside route is that there is much more sailing, often in moderate to strong winds, particularly in the afternoons when day breezes pick up. Many of the anchorages on the west coast are some way up inlets away from the outer coast. Morning fog can be a problem. There are relatively few places for pit stops, for fuel or stores, until some way south down the coast. This lack of development does mean, however, that there are far fewer boats than inside.

On the Inside Passage, there are many more harbours and anchorages to explore and there are numerous places to pick up fuel or stores. However, there are relatively few opportunities for sailing once one leaves Port Hardy. Tides also run very strongly in many of the narrows, which must be negotiated, and there is often morning fog. During the summer months, areas such as the Broughtons and Desolation Sound can be very busy.



Charles Charts, Douglass, and Waggoners cruising guide are reported as being much appreciated by cruisers. The track of Cosmic Dancer's 2017 cruise may be of interest - <http://cosmic-dancer.com/BC2017.aspx> (routes in red and overnight stops in green marker)

Queen Charlotte Strait -

There are often brisk northwesterly winds in the Queen Charlotte Strait, especially in the afternoon. Tides run strongly amongst the islands of the Strait, particularly in the western passages. Any morning fog in the Strait usually burns off by midday.

Millar Passage 50° 55'.13N 127° 24'.88W

Tides run strongly through the Millar Passage and there is an area of heavy overfalls just to the west of the Jeannette Islands.

Even on an otherwise mirror calm day *Cosmic Dancer* found 5 ft high overfalls with a wavelength of around 5 ft on spring tides max ebb. The race effect continues as far north as Shelter Bay but to a lesser extent.

This is an area to be avoided in strong wind against tide conditions.

Inside Routes and Johnstone Strait

Parts of Johnstone Strait have very strong and turbulent tides. Passage of the narrower parts of the Strait requires careful timing, which is complicated by the lack of well-placed and sheltered stopping places. It is not possible to avoid the Race Passage narrows section of the Strait. However, by going north, into Cordero Channel, it is possible to avoid the Ripple Rock narrows (50° 07'.8N 125° 21'.3W) where the tide runs most strongly with very heavy overfalls, whirlpools and turbulence. Many smaller craft take the Cordero Channel route.

Blunden Harbour 50° 54'.45N 127° 17'.43W

A perfectly sheltered wild anchorage on the north side of Queen Charlotte Strait.

The entrance is guarded by a couple of submerged rocks and the safest approach is to keep at least 0.5nm offshore until Shelf Head is identified. Then approach keeping Shelf ahead on an approximate bearing of 000(T) until the harbour entrance opens up. Switi Rock is marked with floating kelp which is easily visible in calm weather but may not be visible in a later afternoon sea breeze chop.

There are several possible anchorage sites within the Harbour. The one above is near the islet in the inner basin, which is accessed through a narrow channel between rocks leading from the outer bay. There is excellent shelter in an attractive setting. Holding was good in mud, 6m. This anchorage would almost certainly be crowded during the summer and even during Autumn and Spring weekends. It is only 15 miles north of Port Hardy.

Walker Island Anchorage 50° 53'.9N 127° 31'.8W Chart 3574

A land-locked anchorage, in 8m with good holding, with a few small beaches. Sometimes used by fishing boats – so if they run their generators all night it's a bit of a bore. On the other hand it's such a lovely place you can put up with a bit of engine noise for a night. There is good all-round shelter.

Port Hardy, Vancouver Island 50° 43'.4N 127° 29'.3W

Charts: Canadian chart 358473

Weather Forecasts: Wx Ch 2,3

Port Hardy is the northernmost major town on Vancouver Island and has 3 alongside mooring options.

The closest to seaward is the public wharf that lies at the foot of the downtown area and has a Coastguard vessel based on its southern side. Berth on the floating T pontoon which has fresh water and electricity but no other facilities. It is the closest berthing to the downtown shops and supermarkets but the least sheltered of the 3.

The second public wharf lies in the NW corner of the inner part of Hardy Bay and is primarily used by commercial fishing boats, but may have some space for visiting pleasure craft. The harbourmasters office lies at the shoreside end of this public wharf.

Finally, there is a private Marina just to the south of the inner public wharf. In 2017 this marina was half empty and had plenty of space for visitors. The marina has good showers and an excellent launderette together with a pub serving snack meals. The boatyard and travel lift that were once part of the marina complex are now closed. Although the marina is still running it does not appear to have had much investment in recent years and the pontoons are showing their age. However, the staff are friendly and helpful.

If you are just stopping for a night then one of the two public wharfs would be perfectly acceptable, but if you are staying longer, most people would want the additional facilities and security that the marina offers.

It is possible to anchor in Hardy Bay although it is very exposed. We did also see one yacht anchored in the inner basin just to the SE of the marina but, given the amount of log boom activity still taking place in the inner basin, we could imagine that the risk of fouling your anchor is quite high.

Graeme Point, Malcolm Island 50° 38'.43N 127° 09'.973 W

It is tempting for a small vessel to cut inside the red buoy which lies approx 1.6 NM to the NW of Graeme Point. However, even in mirror calm conditions there is a significant tide rip over the 5m bank that the buoy marks. Between the 5m bank and the shore is an almost impenetrable raft of kelp and driftwood trapped by the confluence of tidal streams around the Point

Pulteney Point 50° 37'.73N 127° 09'.27W

If heading out from Port McNeill into Queen Charlotte Strait against an east flowing tide there is a useful west flowing back-eddy just off the southern shore of Malcolm Island which runs at up to 2 knots. The back eddy meets the incoming flood just off Pulteney Point and produces some significant overfalls. In rough weather and/or wide against tide conditions it would probably pay to give Pulteney Point a wide berth.

Port Macniel 50° 35'.5N 127° 05'W

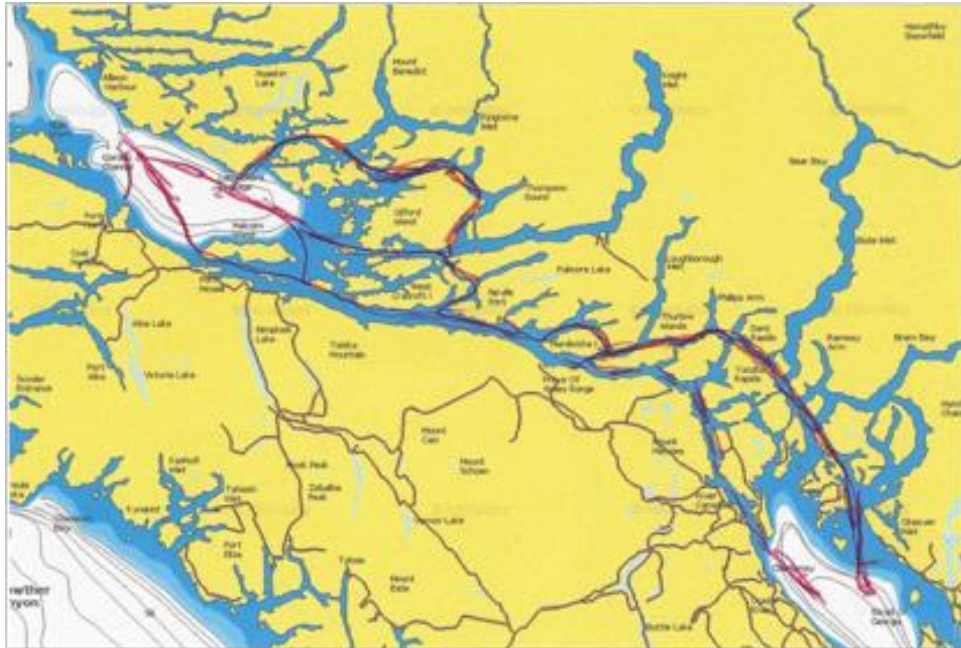
A moderately large town on the northeastern side of Vancouver and a good place to stock up on provisions before heading out to the Broughtons or the cruising grounds north of Cape Caution where re-provisioning opportunities are scarce.

There are two marinas in Port McNeill, both behind the same breakwaters just to the west of the BC ferry terminal. Of the two, the Municipal Docks appears to have the most space available for smaller visiting craft, whilst North Island Marina seems to be more orientated towards larger motor yachts.

Both marinas, and especially the outer pontoons of the Municipal Docks, are exposed to a short chop in the afternoon sea breeze. If a strong blow is forecast from the north west, North Island Marina would be the more sheltered of the two.

Alternatively, there is an excellent anchorage just to the north of the breakwaters just off the shore of the spit that protects the harbour and clear of the foul area that lies in the west of the bay. Holding is outstanding in 6-8m of thick mud and if a fresh to strong wind is blowing from a northerly sector then anchoring here is likely to be more comfortable than a berth in either marina.

However, *Cosmic Dancer* offers a cautionary note for those anchoring. The bay to north of the harbour is also the "runway" for float planes taking off and landing at Port McNeill. If anchoring it pays to be close to the shore rather than in the centre of the bay unless you want planes whizzing over you at high speed!!



Alert Bay - 50°35'.38N 126° 55'.84.

Narrow entrance. All facilities. Fuel, water, shops, laundromat, bank, Post office. pub. Only reason to visit is to go to the U'mista cultural centre. This museum has a fine collection of native artefacts and history including an impressive collection of totem poles, one of which is said to be the world's tallest.

The floating public pontoon of the town quay is possibly suitable for a short shopping/sight-seeing trip but, in 2017, Cosmic Dancer did not see any boats staying overnight there. It is fully exposed to the strong tides which run through the bay.

The Alert Bay boat harbour lies just to the north of the BC Ferry dock but only has limited space for visiting vessels and is relatively shallow. There is a shoal water extending for several boat lengths beyond the harbour breakwater and whilst it is unlikely to cause a problem at HW, at LW deep draught yachts would need to give the breakwater wall a wide berth and enter the harbour from the NW.

Anchorage. 50° 35'.50N 126° 35'.04W

One book coyly describes this as the site of ancient (well, 80 years old) ruins of a Buddhist temple. Also, it might be the remains of a stone shed built by an eccentric English settler to house the stock of boots, washed ashore from a wreck, which he then went on to sell to others – Temple or shoe outlet store – take your pick.

Mamalilaculla Village Island. 50° 37'.40N 126° 34'.70W.

This is a highly recommended stop. This abandoned village is now run by an enterprising native Indian. Tom Sewid is the dedicated guardian of his family's village. It was abandoned years ago when the fishing was bad, the canneries closed and there was no more work for the Indians. The forest had almost engulfed the ruins. For a couple of years Tom had been spending the summer looking after the ruins and guiding the odd yachtsman around if they wanted to learn a bit about Indian history. Now, with the aid of sponsorship from the Canadian Government and donations from the fish farmers, Tom has a permanent float house and a small dock with enough space for a couple of boats. He gives daily tours dressed in full regalia. He also sells soft drinks and hamburgers from the back of his house. There are also plenty of good places to drop an anchor nearby to visit the village. No water or any other facilities.

East of Sea Breeze Island 50° 40'.46N 126° 36'.20W

This unnamed anchorage lies just over 0.5nm to the east of Sea Breeze Island. It is a wonderfully sheltered and secluded spot flanked by islets and low rocky cliffs on all sides.

The anchorage can be approached from the northwest or southwest. The latter is the more straightforward of the 2 entrances and simply involves keeping mid channel between the 87m Island and Gifford Island. Anchor in the bay that lies just to the south of the 70m island in 7-8m of water. Excellent holding in coarse sand. You may need to pick a spot between the crab pots which when we visited were placed around the bay on the 5m contour line,

Echo Bay 50° 45'.10N 126° 29'.78W

An absolutely charming and quirky marina in a splendid setting.

There is ample dockage space on the attractively arranged pontoons which are interspersed with floating cabins available for rent. There is electricity and water on the pontoons, a fuel pontoon, showers, toilets and an open air wood fired hot tub overlooking the marina. The marina shop has some very upmarket handicraft goods made by local artisans and basic provisions including some fresh vegetables.

Cutter Cove, Chatham Channel 50° 37'.28N 126° 15'.31W

This is a large cove and generally well-sheltered, though it is possible that stronger easterly and westerly winds would funnel down the length of the cove. The head of the cove is shoal and littered with crab pots. However, there is plenty of space for anchoring on a flat bottom. Holding is good in mud and sand, 6m. Some wind seems to funnel in from the west but no sea or swell.

Pilotage

Cutter Cove is a convenient spot to get the tide right through the Chatham Channel narrows and thence into Havannah Channel and Johnstone Strait. Yachts which can maintain 6 knots can make the tide through the Race Passage narrows of Johnstone Strait if they depart from Cutter Cove early in the flood tide through Chatham Channel.

Chatham Channel 50° 35'.27N 126° 15'.33W

The tides run strongly in the Chatham channel but there do not appear to be any significant rips, back eddies or whirlpools. The eastern part of the channel has extensive reefs on its north side but there are highly visible transits at both ends of the channel to keep you clear of these. The reefs are also marked with extensive beds of floating kelp which is readily visible.

Lagoon Cove 50° 35'.88N 126° 18'.84W

Dock. Fuel and water, sometimes power depending on the generator. A gorgeous place. Well worth a detour. Bill runs the Lagoon Cove marina. He and his wife are friendly and a good deal of fun. Bill has an interesting totem pole which he made using an outboard engine cover, bicycle handlebars and all kinds of mechanical bits and pieces. They also have a garbage burning bin.

Matilpi - 50° 33'.30N 126° 11'.15W

Anchorage off what is reputed to be a deserted Indian village. A very beautiful and secluded anchorage opposite the site of an abandoned Indian village with just enough space for 3 or 4 vessels to anchor behind the northernmost of the 2 Indian Islands. Moderately good holding on shingle but this is good enough as virtually no wind or waves seem to get into the anchorage.

Cove on north side of Johnstone Strait 50° 31'.44N 126° 31'.91W

Unnamed. Anchor in 18-22m on a small plateau with uncertain holding in small bight in the strait. Provided sheltered here when the wind suddenly came up from ahead (SE) and it was pointless to continue against wind and current. It is a temporary anchorage only but offers useful shelter.

NE of Mist Island in Port Harvey, Johnstone Strait 50° 33'.39N 126° 16'.18W

14m good holding and excellent shelter. Like a millpond after the choppy seas in the Johnstone Strait. Logging activity and floating loggers' cabins around the harbour

Waddington Bay, Broughton Archipelago 50° 43'.05N 126° 55'.94W

This is a very attractive and sheltered anchorage, with a number of anchorage options. Though the Douglass guide indicates the possibility of anchoring west of the inner islet, we found this optimistic both in terms of depth and swinging room. The anchorage above is between the islet and northern shore using bow and stern anchors. Other anchorages in the outer basin would also have been well-sheltered. Holding was good in mud, 7m.

Douglas Bay, Forward Harbour 50° 28'.86N 125° 44'.96W

Situated at the north end of the Wellbore Channel, just past Whirlpool Rapids, Douglas Bay is an extremely popular anchorage used by boats waiting for favourable tides to transit either the Rapids or head out into Johnstone Strait.

The entrance is straightforward and Douglas Bay is the most sheltered spot in Forward Harbour from the summer prevailing North Westerlies. The bottom drops away quite quickly and there is only space for half a dozen or so vessels in the prime anchoring depths. Good holding in 10-15m of water, thick mud.

If Douglas Bay is full alternative anchorage is available in the NE corner of Forward Harbour or alternatively behind Althorp Point just opposite the entrance to the harbour although the latter is a little gloomy, catching none of the evening sun.

In Sep 2017 tugs were busy towing brand-new fish farm pens into Douglas Bay. It was not clear whether this was a temporary holding place for them or whether the anchorage will be lost to aquaculture in future years.

Shoal Bay 50° 27'N 125° 21'W

A popular stop at the north end of East Thurlow Island.

The approach, setting and views up Phillips Arm are stunning with high snow-capped mountains all around. The public wharf soon fills up and by early afternoon boats were rafted 2 deep on it with more at anchor in the bay where the holding is reported to be indifferent.

Greene Point Rapids 50° 26'.45N 125° 30'.36W

At neap tides and in calm conditions there seems to be no problem in transiting these rapids a couple of hours either side of slack water.

Helmcken Island 50° 24'.22N 125° 52'.53W

Helmcken Island has two anchorages on its northern side which can be useful if you need to sit out a foul tide or rough weather in the Johnstone Straits.

Billygoat Bay is the more protected of the two but the entrance is narrow with reefs on either side, swinging space is limited, and holding is reportedly poor on the rocky bottom. It would not be a good anchorage to enter in a blow.

The small cove to the NW of Billygoat Bay is much more straightforward to enter and provides reasonably good protection from the prevailing NW winds and strong currents in the straits.

A few small fingers of current find their way into the anchorage and you may not lie as expected, especially on the ebb where the current may set you towards the beach at the head of the cove. Likewise, some swell can find its way into the anchorage. However, whilst it might not be the calmest of anchorages, it is an awful lot better than battling for 6 hours against a strong foul tide in the Johnstone Straits.

Anchor in 8-10 m of water in the centre of the cove. The bottom is rocky shingle and it may take a couple of attempts to get the anchor to bite, but thereafter holding is adequate.

There is a very wild and remote feeling to both anchorages.

Blind Channel Resort, Mayne Channel 50° 24'.8N 125° 30'.3W

The resort has a small marina with about 16 berths, which are out of the strong tidal flow in Mayne Channel. The resort is attractive and well-run. There is a fuel dock, electricity and water and a small store, as well as showers and laundry. During the summer season there is a restaurant. There are a number of hiking trails through the neighbouring forest land. The resort is quite well-placed for boats hoping to get through Yuculta Narrows at or near slack water. In summer reservations would be required.

Yuculta Narrows 50° 23'N 125° 09'W

The narrow passages in the Cordero Channel at Dent Islands and Gillard Passage require careful timing to pass at or near slack water. Not only are tides very strong in these passages but there is very considerable turbulence, whirlpools and eddies. However, Devil's Hole and Gillard Passages are short. At neap tides they can be transited within an hour or so of slack water with a fair tide, but rates are still around 4 knots and full power may be needed to avoid or escape whirlpools.

Shoal Bay 50° 27'.41N 125° 21'.87W

A popular stop at the north end of East Thurlow Island. The approach, setting and views up Phillips Arm are stunning with high snow-capped mountains all around. The public wharf soon fills up and by early afternoon boats were rafted 2 deep on it with more at anchor in the bay where the holding is reported to be indifferent.

Nodales Channel 50° 22'.22N 125° 21'.46 W

The tidal streams in Nodales Channel seem to flow counter to the main stream. When the stream is north flowing in Discovery Passage and the Cordero Passage it is south west flowing in the Nodales channel. At neaps, the stream in the Nodales Channel are weak (less than a knot).

Waiatt Bay and the Octopus Islands 50 16'.56N 125 13'.83W

A very popular and beautiful wild anchorage at the northern end of the Okisollo channel and a good place to wait for the right tide to either go through the Upper Rapids to the north, Hole in the Wall to the East or Surge Narrows to the south, all of which the pilot recommends are transited at slack water.

Despite its popularity, you are unlikely to be short of a place to anchor since depths are suitable for anchoring throughout the wide bay and in the many nooks and crannies around its edges. The Octopus Islands in the north of the bay are perhaps the prettiest anchoring area but they fill up early and stern ties ashore are needed.

The recommended entrance is from the north using the narrow but otherwise hazard free channel between the Octopus Islands and Quadra Island. However local boats quite freely enter and leave via the reef infested southern entrance to Waiatt Bay.

The route taken by local boats is invariably as follows: From the main Okisollo Channel head for the small islet (height 9.6ft) in the centre of the southern entrance on a course of 260T. Leave this islet close to port and continue for a further 200 metres towards the bigger wooded islet (height 180.4 ft) before turning to port and hugging the coast of this larger islet on your starboard side until the drying reef (-6.2ft) is safely abeam on your port side. From there you are free to head pretty much anywhere in the bay or Octopus Islands to anchor.

Cosmic Dancer followed this route in 2017. Although this route requires careful navigation it appeared to be largely free of any cross currents and on a clear day the reefs can be seen in the water even if covered by the tide.

Surge Narrows, Beazley Passage 50° 13'.50N 125° 08'.45 W

The pilot says that Surge Narrows should only be transited at slack water which normally only lasts for 5-10 minutes.

On a clear mirror-calm day in 2017 *Cosmic Dancer* watched a local 35 ft sailboat safely navigate the channel between Stuart Island and Peck Island northbound around the time of maximum north flowing ebb. However, it was neap tides at the time and the forecast max flow was only 4.6 knots in contrast to double that rate at springs.

We followed shortly after and although it required careful steering, it was not unduly hazardous and there were no overfalls or whirlpools. However, we would not want to attempt it on full ebb at any other time than neaps.

Transiting the narrowest part of the Beazley passage was straightforward as the current funnels in at this point and keeps you in the centre of the channel. However, thereafter there are strong back eddies on either side of the channel and care has to be taken to keep the bows in the main north flowing ebb rather than letting them stray into the south flowing back eddies whilst the stern remains in the ebb - a scenario which would quickly result in the boat being spun in its own length.

Once clear of the Narrows the neap streams in the remainder of the Okisollo Channel do not seem to exceed one knot.

At neaps, it is possible to get quite close to the Narrows at either end to inspect conditions in the rapids without running the risk of getting sucked in. We cannot say whether the same would be true at spring tides.

Okisollo Channel Rapids 50° 18'.45N 125° 14'.06W

The pilot recommends that these rapids are transited at slack water. However, on a mirror-calm day at neap tides we safely passed through the upper rapids approximately 90 minutes before slack water. The currents were in the 2-4 knot range but there were no overfalls, whirlpools or significant back eddies. The lower rapids can be avoided altogether by passing to the north of all the Okis Islands

Okisollo Channel - Cooper Point to Granite point 50° 18'.35N 125° 18'.59W

There are a significant number of large, very modern, industrial scale fish farms on this stretch of the channel which coupled with a moderate amount of logging activity precludes anchoring in many of the small notches or bays that might otherwise have served as daytime anchorages.

Waddington Channel 50° 15'.60N 124° 48'.15W

Tidal streams in the Waddington Channel and in the narrows at the north end of the Channel seem to be relatively weak even at spring tides.

Drew Harbour 50° 06'.24N 125° 11'.65 W

A large open bay on the east side of Quadra Island which offers good shelter in winds from the south. The favoured and prettiest spot to anchor is in the small nook at the NE end of the harbour just inside Rebecca Spit. However, the bottom shelves steeply here and this spot only has room for 5 or 6 vessels before depths become too deep for comfortable anchoring. Alternatively, the southern end of the bay has much more space and good holding just off the camping site, although this would be exposed in any sort of wind from a NW quadrant.

If approaching Rebecca Spit from the SE there is what appears to be a large marine research area with hundreds of closely spaced small yellow buoys extending up to 0.5 nm offshore on the eastern side of Rebecca Spit. The outer extremities of the buoy field are marked with a number of larger lit yellow buoys. This area was not marked on our charts. Although easily seen and avoided in good weather, in poor visibility you would need to keep outside the 100m contour line when approaching and rounding Rebecca Spit in order to avoid them.

The walk along Rebecca Spit is very pleasant and is a veritable treasure trove for those who like collecting or photographing sun bleached driftwood on the beach.

Campbell River 50° 02'.05N 125° 1'.457 W

A busy metropolis half way up Vancouver Island and a good place to stop if you need to do any shopping or resupplying which goes beyond just topping up with fuel and food. Courier delivery (FedEx, UPS etc) from Vancouver, or even mainland US, seems to get to Campbell River within 24-48 hours so it is a good place to pick up urgently required spare parts. It is also possible to get spare parts flown out from Campbell River by floatplane to nearby anchorages in Desolation Sound. We came across one yacht which had a new fuel filter delivered to Refuge Cove by air from Campbell River for no more than \$20.

There are 3 marinas in Campbell River, all within easy walking distance of the town centre, and 2 of which have large shopping malls within 100 metres from the pontoons.

Fishermans wharf is the southernmost and is primarily a fishing harbour with limited space for a few transients in the southern basin. In 2017, we found the depths in the southern basin to be significantly less than charted and a deep keel yacht would have grounded at low tide.

Coast Marina lies just to the south of the BC Ferry terminal and has altogether more depth although again space for transients is limited. The marina is family run and the manager is extremely welcoming and helpful, although berthing prices are not cheap. At high water the outer berths suffer from a little wash when ferries arrive and depart, but not so much as to be dangerous or annoying. The free marina wifi is very good.

Discovery Marina is the northernmost and largest of the 3 marinas with a travel lift and full-service boatyard attached. The boatyard and its attached chandlery, Ocean Pacific, were extremely knowledgeable and helpful with an excellent range of products in stock.

Desolation Sound – Strait of Georgia to Vancouver and Victoria

Octopus Island 50° 16'.6N 125° 13'.90W

Very scenic but nowhere to go ashore for a hike. This is a good anchorage to wait for the tide to go through Surge Narrows.

Desolation Sound Gorge Harbour 50° 06'.00N 125° 01'.00W.

Pontoon with power, water and fuel. Laundromat. Telephones. The entrance is through a narrow gap in the cliffs of Cortes Island. If the sun is at the right angle, look for the pictographs on the walls on the starboard hand on entrance. The tide runs quite hard through the entrance. There is an excellent general store and during the season the restaurant is open and highly recommended. Walk over to Whale Town to see the smallest library and a floating dentist's surgery. Nearby Manson's Landing is a public clam and oyster beach. Anchor off for a short time only. It's exposed and uncomfortable for any longer.

Melanie Cove, Prideaux Haven, Desolation Sound 50° 08'.46N 124° 40'.52W

This cove is within the wider protection of Prideaux Haven. The latter is accessed through a very narrow and shallow channel between a rock and a ledge. It is well charted. The cove itself also has a narrow but easy entrance between rocks. Inside there is complete shelter. This is a very popular anchorage and crowded in summer, as is its neighbour to the northeast, Laura Cove. During the summer season and whenever there are larger numbers, it is common to drop anchor in mid-cove and take a stern line to a tree, thus allowing far larger numbers of boats to anchor safely. Holding is very good in mud, 10 m.

T'ai Li Lodge, Cortes Island 50° 03'.24N 124° 55'.94W

The Lodge is actually a collection of smaller and larger houses and cabins owned by Steve and Carol London. It is a commercially run business and the dock is private. However, as sailors themselves, Steve and Carol would welcome reservations from interested cruisers. The various houses are rented out either individually or collectively on a self-catering basis. There is a dock, which is suitable for boats up to 45'; it is well-sheltered except for strong east to southeasterly winds, when a boat can be moored in Cortes Bay, 0.5nm away to the north. Cortes Island has a variety of hiking trails. The roads are quiet and suitable for cycling. The Island is at the western end of Desolation Sound. The Lodge would be an excellent spot for any cruiser who wishes to get together with mostly non-sailing family or friends in a place where day cruises could be made to Desolation Sound, but non-sailors could sleep ashore. The dock is not available for separate rental.

Campbell River Discovery Harbour. 50° 02'.6N 125° 14'.56W.

This is the major marina at the end of Discovery passage and Georgia Strait. The tide runs strongly across the entrance to the marina, allow plenty of room or you will be swept past. Excellent marina with all facilities. All supermarkets will deliver. Excellent book shops. Internet café.

Campbell River: Fisherman's Wharf Marina 50° 01'.32N 125° 14'.23W

A busy marina in reasonably big town which is a good place for restocking and a crew change. There are less crowded and more central marinas in town, but this is said to be the cheapest and has excellent showers.

Uganda Passage and the Heather Islets 50° 05'.45N 125° 02'.28W

The datums and/or charting in this local area appear to be significantly in error on Navionics charts. In poor visibility, one could not rely on plotter alone to make a safe transit of the Uganda Passage and around the Heather Islets. At the very least radar should be used to ensure you pass the right side of the buoys, and in the absence of radar it would be safer to avoid the Passage altogether and pass to the south of Marina Island.

Gorge Harbour 50° 06'.00N 125° 01'.78W

A large and extremely well protected harbour on the west Coast of Cortes Island. The entrance is narrow with a steep sided 400ft high cliff on the left-hand side as you enter but is straightforward.

There is a smart marina resort on the NW side of the harbour with fuel, showers, laundrette, swimming pool and hot tub, all set in very tastefully landscaped gardens overlooking the bay. The berthing prices lie at the top end of the spectrum for the area, but the quality of services is high. The resort restaurant, also splendidly located, has a very good reputation and whilst the prices for dinner might dissuade the budget conscious cruiser, the breakfast/brunch is excellent and good value for money. There is a small well stocked high-quality store attached to the resort with a good range of fresh produce and wines/liquors.

Most evenings in the summer the resort has live music on the waterfront patio whilst not being so loud as to disturb those at anchor.

The SE shore of the harbour appears to be largely occupied by marine aquaculture, whilst scattered throughout the rest of bay there are a significant no of occupied permanent moorings. However, there is still enough space for anchoring, with the cove to the NW of the marina being the most popular spot. Good holding in 10-15 metres. *Cosmic Dancer* sat out a forecast NW gale in this Cove without problems.

Mobile phone coverage in the harbour is almost non-existent at sea level, but if you hoist your phone to the top of the mast and use it as a wireless hot spot, it is just good enough to pick up email. The marina wifi, free for an hour and thereafter a paid service, is very slow but not as bad as many other marina wifi in the area.

Cortes Bay, Desolation Sound 50° 03'.82N 124° 55'.92 W

A delightful and extremely well protected natural harbour on the east side of Cortes Island. The entrance is narrow but well-marked.

Both the Seattle and Royal Vancouver yacht clubs have large outstations and pontoon systems in the bay, but neither offer reciprocal rights to visiting yachtsmen. The public wharf lies between the two and is largely filled with local fishing boats, although it may be possible to raft up outside of one of them. The end of the public wharf is reserved for float planes.

Squirrel Cove 50° 08'.3N 124°.55'W.

There are two bays to Squirrel Cove. The outer bay is generally too deep for anchoring but the public pontoons and shop are located in this bay. These are rather open and exposed and if you want an alongside berth for the night the Refuge Cove a few miles to the east is a more sheltered and attractive option.

In contrast, the inner bay is perfectly sheltered, very pretty, and extremely capacious with space for at least 50 or more anchored vessels without any need for any stern ties. Depths throughout the inner bay are perfect for anchoring and although the chart shows a number of fish farms in the inner bay we saw no evidence of any in 2017. The pilot suggests the bottom may be foul with logs but we did not encounter any evidence of this and saw no local boats bothering with tripping lines.

Refuge Cove 50° 07'.44N 124° 50'.43W

A charming spot on the Southwestern tip of West Redonda Island. There is a well maintained and very reasonably priced set of public pontoons (first come first served, no reservations allowed) in the NE corner of the cove and a fuel berth which can also refill propane bottles for you on the spot.

Ashore there is a well-stocked (given its location) general store and coffee shop/ restaurant together with a few houses connected by wooden boardwalks.

The southern fairway into the harbour is used as a landing strip by float planes so anchoring there would be inadvisable. There is an anchorage just to the north of the small island in the middle of the cove which is used by large motor cruisers, but depths are a probably a little too deep for the average yacht to anchor. However, a yacht might find more suitable depths for anchoring in the small inlets that lead off from the main cove

Teakerne Arm 50° 11'.21N 124° 51'.07 W

There is a moderately spectacular and very pretty waterfall at the head of Teakerne Arm together with a small dinghy landing jetty and a path up to Cassel Lake. Locals report that this lake is very scenic and that the water in the lake is very warm for swimming.

A pilot suggests that although the Arm is uniformly deep, anchoring is possible with a stern tie to the walls just to the west of the Falls on which mooring rings are to be found. In 2017 *Cosmic Dancer* only found one rusty ring in a very poor state of repair and the depths in their opinion were far too deep for comfortable and safe anchoring. In extremely calm weather it might be feasible for a small light displacement shallow draft boat to anchor extremely close to the shore with a stern tie, but even that would involve dropping the anchor in 20-30 m of water.

In 2017. we watched a 40ft Benetau make numerous attempts at anchoring with a stern tie in less than 10 knots of wind in various locations around the head of the bay. They could not get the anchor to hold in any of these spots and after an hour of trying they retreated to Squirrel Cove to anchor for the night.

A pilot also suggests anchoring is possible in the SE corner of Talbot Cove which lies on the south shore shortly after entering Teakerne Arm. We got to within 2 boat lengths of the shore in this corner of the cove and the echo sounder was still showing 45+ metres so we didn't attempt anchoring. The western side of Talbot Cove appears on the chart to have more suitable depths for anchoring but, in 2017, was completely filled with a fish farm and ground tackle from logging operations.

Waddington Channel and Walsh Cove 50° 15'N 124° 48'W

Tidal streams in the Waddington Channel and in the narrows at the north end of the Channel seem to be relatively weak even at spring tides.

It also appears to be less travelled and quieter than some of the other passages in the Desolation Sound area. If you want to get away from the other more popular anchorages in the area then Walsh Cove is an attractive and secluded option - provided you have sufficient chain to anchor in around 15-18 m of water.

Mink Island 50° 06'.29N 124° 45'.44W

Mink Island is private, but anchoring is permitted in the cove halfway along its southern shore. The anchorage is perfectly protected from all winds with any westerly component in them and has stunning open views across to the mountains to the east.

Grace Harbour 50° 03'.17N 124° 44'.75W

An extremely popular anchorage at the southern end of Desolation sound and in the peak summer months there can be more than 20 yachts anchors there overnight. Most yachts anchor in the inner basin where there is sufficient swinging room so that stern lines ashore are not necessary. Holding is good in mud.

Depths in the outer basin are greater than most yachts would seek to anchor in, and those choosing to anchor there would probably need to berth close to one of the shores with a stern line ashore. Very beautiful. Excellent clams and oysters. Lots of bear, otter and mink and osprey nests here. The named anchorage is very scenic but it gets very crowded.

Lund 49° 58'N 124° 45'W

A delightful small settlement and marina on the western side of the Malaspina Peninsula. The marina has relatively few berths for visitors and in high season you are unlikely to get a space without prior reservation. If the marina is full it may be possible to berth on the inner side of the breakwater pontoons (no shorepower or running water) or on the small Lund Hotel Wharf.

The historic Lund Hotel is the centre piece of the settlement and is a very pleasant place to have a drink on the terrace overlooking the Straits of Georgia, or a meal in the bar. The breakfast was particularly good. There is also a fuel berth, a small general store, gift shop and a bakery on the site.

Finn Cove, just opposite the marina has a small boatyard and travel lift where it is possible to lay up ashore for the winter.

Westview Marina 49° 50'.05N 124° 31'.74W

A man-made mole harbour on a stretch of coastline which is otherwise devoid of natural harbours and anchorages, Westview makes a convenient overnight stopover for those wanting to split the passage from Jervis Inlet to Desolation Sound into two legs.

The northern most harbour basin is for permanent residents only and the southern basin is primarily used by the fishing fleet together with visitors berths. Local fire regulations insist that all yachts berth stern to the pontoon and rafting up may be necessary in the busy summer months. Berthing for transients is in the southern section of the marina. Call on VHF 66A. There are modern services ashore and helpful staff. There is a fuel dock in the marina. The town is pleasant, but there are only smaller shops 1km from the marina.

The southern breakwater wall has been extended in recent years and the southern harbour entrance is now several hundred meters further south than shown on older electronic charts. The latest Navionics charts show the entrance correctly.

Princess Louisa Inlet 50° 11'.90N 123° 46'.73 W

Princess Louisa Inlet is a "must see" destination that few cruising this coast would want to miss. The Inlet is a magnificent steep sided gorge cut into the mountains close to the northern terminus of Jervis Inlet. It is a long haul to get there, involving what will invariably be 7 or 8 hours of motoring, but it is worth the effort - the scenery in the Inlet is stunning.

The passage through Malibu rapids at the entrance to Princess Louisa Inlet requires careful timing and ideally should be transited at or around slack water. However, at Neap tides there is a noticeable stand between 2 high water cycles with a full ebb only occurring every second cycle. At such times during the stand between the 2 high tides the flood current is around 2 knots or less giving a period of 5-6 hours when the rapids can be safely transited.

Locals report that the winds in Jervis Inlet are normally light. The entire Inlet is steep sided and a combination of wind funnelling and katabatic winds can result in uncomfortably strong winds at times. On a sunny afternoon we encountered consistent winds of 25-30 knots and a very nasty chop in Princess Royal Reach, some 20 miles inland, despite the fact that the gradient wind offshore was only 5-10 knots. Given the prevailing wind direction funnelling is most likely to be up the Inlet and headwinds are more likely to be encountered when outbound.

Backeddy Marina 49° 45'.74N 123° 56'.99W

Lying at the entrance to the Skookumchuck Narrows, Backeddy Resort and Marina is the first all-weather harbour that you get to on leaving Princess Louisa Inlet and, in anything other than calm weather, is the closest place to stop for the night after transiting the Malibu rapids outbound from the inlet.

The setting is splendid and the marina staff are friendly. There is a free wifi service, which is so slow as to be unusable, and the "high speed" Wi-Fi network, for which an additional \$10 is payable, is little better. Somewhat surprisingly there is no mobile phone signal from the marina although there is a perfectly reasonable signal once in open water to the north west of the harbour.

False Bay, Lasqueti Island 49° 29'.73N 124° 21'.45W

A rather open but nonetheless popular anchorage on the west end of Lasqueti Island.

Most pleasure craft seem to anchor in the cove at the NE corner of the bay which offers adequate protection in calm weather. There are some permanent moorings around the edges of this cove but enough space in the middle for half a dozen craft to anchor.

The cove just to the east of Prowse Point looks on the chart as if it might offer anchorage for a couple of vessels but is full of permanent moorings. Caution - on some newer Navionics charts 2 small islets are shown in the middle of this cove. These do not exist. Instead there is a drying reef which covers entirely at HW and, unlike many reefs in this area, is not marked by floating kelp or any other visible sign of its presence.

Pender Harbour 49° 37'.64N 124° 01'.46W

A popular harbour and a convenient stopping off point when coming to or from Princess Louisa Inlet. There are at least half a dozen small marinas around the edges of Pender harbour and both the Seattle and Royal Vancouver Yacht Club have out stations there, although neither of the latter offer reciprocal privileges to visiting yachtsmen. There are numerous anchoring possibilities throughout the harbour. If you like plenty of swinging room and a gentle cooling breeze blowing through the anchorage in the heat of summer, then outer Garden Bay, just to the east of the submerged cables offers excellent holding in 10-15 m of water.

Hospital Bay, Pender Harbour 49° 37'.91N 124° 02'.04W

Fuel, propane and stores are easily available in Hospital Bay. The fuel berth claims they are the only place in BC that will fill gas bottles on the water.

Garden Bay Marina , Pender Harbour 49° 37'.8N 124° 01'.5W

Two docks with limited power outlets. (only 2 at 30amps and 4 at 15.) Water. No Fuel. The General store is also a Café and allows it's customers to use the one computer for email access.

Smugglers Cove 49° 30'.9N 123° 57'.9W.

Strait of Georgia anchorage. This is quite a small anchorage with not much swinging room for more than a handful of yachts. There are plenty of iron rings in the rocks for mooring stern-to during the crowded months. Excellent protection.

Plumper Cove, Keats Island 49° 23'.63N 123° 29'.48W

A pretty, well sheltered anchorage no more than 4 hours sailing time from Vancouver which is popular with local sailors. There are mooring slips with space for about a dozen craft on the eastern shore, a similar number of mooring buoys on the eastern side of the cove, whilst the western side has plenty of space for anchoring. The most favoured spots for anchoring are to be found in the SE corner of the cove. Spectacular views up Howe Sound to the Rockies to the north.

Vancouver 49° 16'.55N 123° 11'.15 W

When it comes to spectacular natural settings Vancouver is a match for any of the world's great ports. The skyscrapers of downtown Vancouver set against the backdrop of the snow-capped Rockies make for an unforgettable experience when entering on a clear day.

There are 2 main berthing options. Coal harbour to the north of the city has a number of marinas and is right in the heart of the downtown area. However, the marinas in this area primarily cater for the powerboat and super yacht fraternity and most yachts people would probably feel happier in False Creek just to the south of the city and adjacent to the bustling Granville Island area. There are several commercial marinas in False Creek and an anchorage area for which a permit is needed.

However, the False Creek marinas and anchorage are very public, lying at the heart of what is one of Vancouver's biggest most popular tourist attractions.

In settled weather those seeking more privacy could anchor further out in English Bay off Jericho Beach. There is more shelter than the chart might suggest but the anchorage is nonetheless fully exposed to the afternoon NW sea breezes.

Another alternative for members of yacht clubs who enjoy reciprocal rights with the Royal Vancouver Yacht Club, is the RVYC Marina in Jericho (not to be confused with the RVYC marina in Coal Harbour which is primarily for motor cruisers). With prior arrangement, a berth may be available to visiting yachtsmen for a few days. The facilities at the RVYC are superb and the view of Vancouver whilst dining on their patio is reckoned to be the best of any restaurant in Vancouver.

Five minutes' walk from the RVYC marina is the upmarket suburb of Jericho, with a very good supermarket, some excellent artisan bakeries, and a liquor store as well as numerous coffee shops. Direct buses run from Jericho every few minutes into downtown Vancouver (journey time approx 15-20 minutes).

Coal Harbour Vancouver City 49° 17'.5N 123° 07'.5W

VHF 68. Marina with all facilities. Very secure. Price wise expensive.

1525 Coal Harbour Quay, Vancouver, V6G 3E7

Tel:001 604 681 2628, Fax:001 604 681 4666, info@coalharbourmarina.com

Water, power, pump-out & 24hr security. Washrooms, showers, laundry, courtesy telephone, internet access, chandlery, shipwright, bar & restaurant. Close to Stanley Park, shopping and all amenities. Reservations are recommended during the summer season. Strong currents in approach and entrance. Fuel barges close to entrance. As this is in the centre of down town Vancouver it is more expensive than the Stanley Market side of the city. Close to excellent shops and restaurants for all pockets and tastes. Cyber cafes are within easy reach of the marina. Good place to stock up with spices, health food items, English tea as well as luxury tinned goodies. Stanley Market is

a must. There are other marinas that are also close to the town. Vancouver city is an exciting place to explore and is highly recommended.

Royal Vancouver YC Marina, English Bay 49° 16'.52 N 123° 11'.24W

Not in central Vancouver. False Creek would be better from a central town point of view.

Fisherman's Wharf Marina, False Creek 49° 16'.41N 123° 08'.37W

It is one of the marinas on the starboard side after the first bridge. Very convenient for Granville Island. They are often too full to take a visiting yacht so make sure you call in advance. (tel: 604-733-3625)

False Creek anchorage 49° 16'.18N 123° 07'.29W

7m soft mud over clay, uncertain holding if wind changes. Free anchorage in central Vancouver. Excellent shelter. You can leave your dinghy on the ferry dock under the south end of Cambie Street Bridge, but there are reports of thefts – particularly outboards.

Nanaimo 49° 10'.70N 123° 55'.86W

Port of entry. Customs Tel: 754-0341

Both the northern and southern entrances to Nanaimo harbour are busy seaplane landing areas are not places to hang around in whilst you get your sails down.

There are several commercial marinas in the northern end of Newcastle Island Passage but these seem to have only limited space for visiting yachts.

The Nanaimo Yacht Club Marina which lies at the southern end of the Passage offers reciprocal berthing facilities on its K and L pontoons which are the 2 southernmost in the marina. No reservations are accepted and berths are only available on a first come first served basis. If there is a space available simply tie up and register at the office. The club marina does not monitor VHF. The berths are very popular and if you arrive late in the day during the summer you are unlikely to find space

Ladysmith 48° 59'.83N 123° 48'.77W

Lying about 10 miles south of Nainaimo, Ladysmith is a very pleasant stop when cruising through the Gulf Islands.

The Ladysmith Community Marina is the first marina on the left as you enter the harbour and is good value with a very clean new shower, toilet and laundry facility. The staff are extremely helpful and friendly. There are a few other commercial marinas further in, but none of them as as convenient as the Community Marina for accessing the historic downtown area.

Anchoring is possible either in the small cove at the NW end of the Dunsmuir Islands, or in Sibell Bay at the SE end of the Islands. Alternatively, in calm weather it is also possible to anchor off Transfer Beach on the opposite side of the channel to the Dunsmuir Islands. Burleith Arm looks on the chart as if it should make a good anchorage but is completely full of log booms.

Ladysmith is still an active logging saw mill town and as you enter from seaward you are likely to see lots of small tugs buzzing around manoeuvring log booms into position on the northern shore of the harbour.

Birds Eye Cove 48° 47'.92N 123° 35'.98W

The chart shows an anchorage in Birds Eye Cove. In practice, almost all the places one could anchor safely outside of the fairway are filled with permanent moorings and if you want to stay overnight there is little option but to go alongside the commercial marina or on the outer breakwater pontoon of the yacht club.

Russell Island 48° 44'.93N 123° 24'.68W

Lying just off the SE corner of Saltspring Island, Russell Island is part of the Gulf Islands National Park Reserve. There is a pleasant and popular fair-weather anchorage on the northern side of Russell Island just off the dinghy landing pontoon. Anchor in about 10m of water

Montague Harbour, Galiano Island 48° 53'.40 N 123° 24'.32 W Chart 3310

Lying at the southern end of Galiano Island, Montague Harbour is a large and extremely well protected natural harbour. On a sunny summer day, it almost has a Caribbean feel to it with white sandy beaches at one end and at the other end a waterfront bar and patio serving some excellent rum and gin cocktails and a Caribbean influenced menu. There is a telephone ashore as well as a small store and a fuel dock.

Cove north side of Porlier Pass, Valdes Island, Gulf Islands 49° 00'.96N 123° 35'.74W.

12m good holding. Temporary anchorage only. Strong currents in the anchorage during the ebb.

Ganges Harbour, Salt Spring Island 48° 51'.23N 123° 28'.93W

Ganges Harbour is very highly spoken of in the local pilots and guides, with a straightforward entrance and 4 or 5 marina berthing possibilities. The anchorage shown on the chart to the north of the town pier is now largely encumbered with moorings and what anchoring space remains was in 2017 largely occupied by long term live aboard yachts in varying states of decay and disrepair.

Far more attractive anchoring opportunities are to be found in Madrona Bay 0.5nm to the NE of Ganges harbour. Entering the bay requires care as all the entrances through the Chain Islands are fringed with reefs on either side.

The entrance between Goat Island and the Deadman Islands, although narrow is possibly the safest of the options since there are visual reference points at all states of the tide. Approach the gap on a northerly heading keeping the small rock (marked -13.1 ft) a boat length or 2 to port. Once abeam of the rock head NW into the anchorage. Excellent holding in mud and plenty of swinging room.

The outer fairway to Ganges Harbour is a floatplane landing strip and anchoring in this area is prohibited.

Winter Cove, Saturna Island, Gulf Islands 48° 48'.64N 123° 11'.79W

7m good holding and shelter. Considerable current runs through the bay.

Otter Bay Marina, Otter Bay, North Pender Island, Gulf Islands 48° 47'.96N 123° 15'.58W Smart marina with some swell from the ferry. There is also limited anchoring in the bay.

Capitan Passage (48° 50'N 123° 24'W)

The northern section of the passage is quite narrow and somewhat shallow in places. However, it is well marked and passes through attractive scenery. Tidal currents are not strong. Attempting to transit the narrower sections of the passage in fog would be unwise.

Canoe Cove 48° 41'N 123° 24'.2W

This is a snug marina on Vancouver Island and an ideal place to leave your yacht ashore for the winter months. Cheaper than Van Island Marina. 2300 Canoe Cove Road, Sidney, B.C., V8L 3X9
Tel:001 250 656 5566, Fax:001 250 655 7197, VHF Channel 66A

Phone ahead to reserve berth. Services available include water, power, laundry, showers, fuel, gas (propane), chandlery, chart agent, fishing licences, boatyard. 35 ton travel lift. The only snag here is that they charge a percentage to any outside workers coming in to their yard. The storage facilities have electricity available to run heaters etc. Friendly staff. It's a long way from town. There is a corner shop but the supplies are pretty limited to the basics. The ferry to Vancouver is close by. Vancouver Island has regular plane and ferry to mainland as Seattle. There is a regular bus service to Victoria.

Port Sidney Van Island Marina 48° 39'.2N 123° 23'.5W

A smart full-service marina only minutes walking distance away from downtown Sidney and a very convenient place to clear into Canada if arriving from the US San Juan Islands.

There is a dedicated pontoon on which to lie whilst awaiting customs clearance - it is the first pontoon ahead of you as you enter the marina and is clearly marked. There is a direct (no dialling required) freephone on the pontoon to the customs office that you can use to report in, so you don't need to make expensive roaming calls on your mobile.

If your yacht and crew have already cleared into Canada on a previous occasion and are logged into their system, then all that is needed is the yacht registration number and the names of the crew currently on board in which case clearance can be affected within a couple of minutes. If this is the first time you have entered into Canadian waters you will need all the details on your ship registration certificate and passport details for all crew members as a minimum, and may need to wait for an inspection by the customs authorities. Once you have cleared customs call the marina office on Channel 66A and they will direct you to a permanent berth.

There are excellent facilities ashore. It is possible to lay your boat up here for the winter ashore at The Boat Yard. They have a small travel lift. Many of the boat yards have railway ramps that they use for haul outs. Van Island Marina does have 220v power outlets on a few of their bigger berths. It may well be possible to arrange a winter hook-up. Dehumidifiers and low power heaters can be rented. Shops are quite a way from here. There is a store within walking distance but it's very limited.

The marina facilities are excellent with a small but very helpful on-site chandlery, laundry, and, by marina standards, a good well-functioning free wifi service which seems to be accessible from most pontoons.

Island 48° 27.35'N 123° 17'.59W

6.4m in good mud holding off the Royal Victoria Yacht Club. There is poor holding close to the beach where there is weed on the bottom. It is free to anchor here and the RVYC may allow tying alongside for an hour or so to fill up with water and nip to the shops. There are good buses into Victoria from here (No. 11 - Victoria-Uplands). Tell the driver where you want to get out on the way back as the bus stops one road back from the club house. There is a small parade of shops at the north end of Cadboro Bay. Take your dinghy to the small park on the beach and the shops are just inshore.

Some passage making notes if heading south

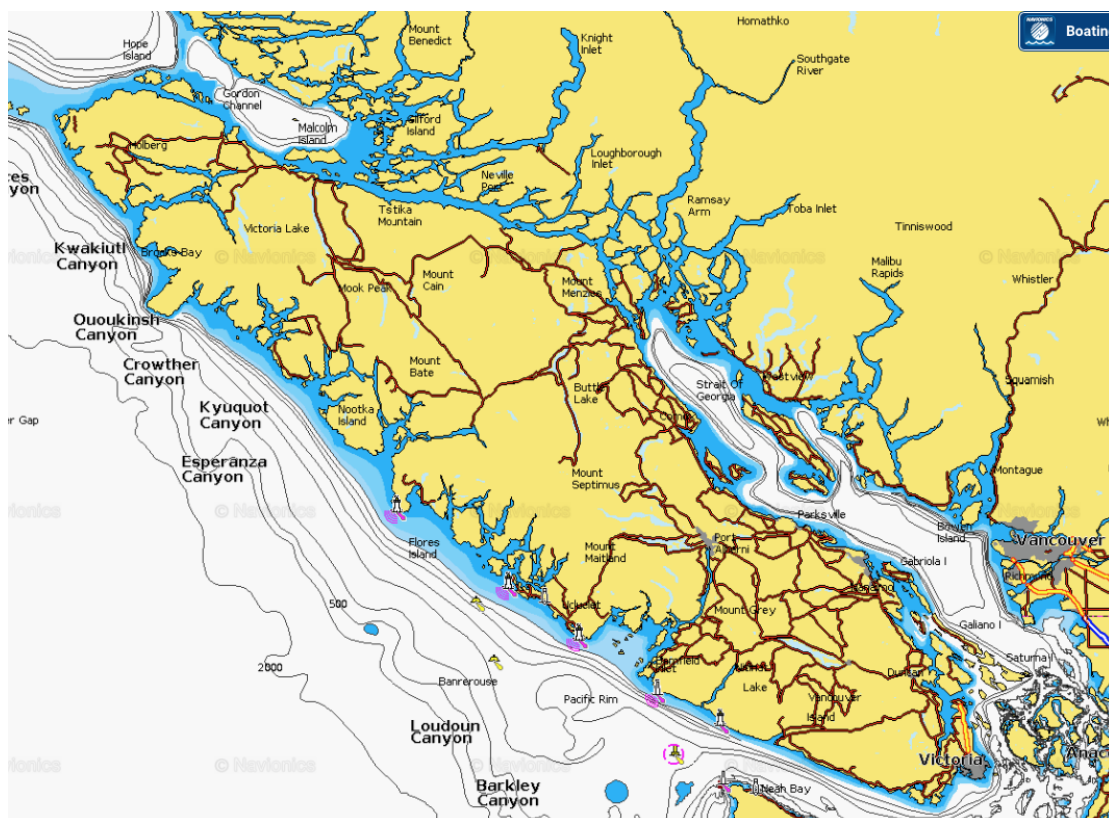
There is no need to clear out of Canada before heading down to USA.

If heading south some 780nm for San Francisco, Barkley Sound (48 53'N 125 15'W on the lower SW side of Vancouver island) is a good jumping off place (see last page of Section 6.4). La Perouse bank is notorious for a nasty, uncomfortable seas. Once off-shore, the fog clears and the wind will increase in strength. The strength of the wind will be determined by the pressure and position of the North Pacific High. It is recommended to keep at least 100 miles off shore. You will be in deeper water and mostly clear of the active fishing fleet. *Sunstone* sailed down to San Francisco at the beginning of August and the NW'lys were at their strongest with constant 30+ knots and gusts of 45 knots. Some advise that October is a good month to make that passage when the strong winds are down.

6.4 Outside Vancouver Island

General. This is a wonderful cruising area that can take from as little as a month to circumnavigate the whole of Vancouver Island to three months or more exploring in depth. The anchorages range from the cosmopolitan to the isolated. The inside waters, i.e. the eastern side of the island (section 6.3) are protected from the worst of the winds although a nasty chop can build in the straits Charlotte, Johnston and Georgia.

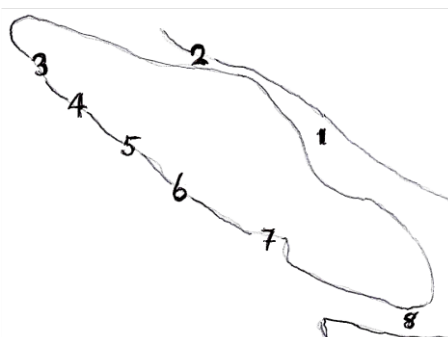
The advantage, but also the challenge, of the outside route is that there is much more sailing, often in moderate to strong winds, particularly in the afternoons when day breezes pick up. Many of the anchorages on the west coast are some way up inlets away from the outer coast. They are all protected. It is easy to penetrate deep into the sounds and not to be aware of the Pacific Ocean 'out there' at all. Morning fog can be a problem. The west coast can be a rugged place and facilities on this coast are limited. There are relatively few places for pit stops, for fuel or stores, until some way south down the coast. This lack of development does mean, however, that there are far fewer boats than inside.



Routing

The prevailing wind is northwest so an anti-clockwise circumnavigation is the recommended route if starting from the south. The Primary Cruising areas are:

1. Desolation Sound
2. Johnston Strait
3. Quatsino Sound
4. Kyouquot Sound
5. Nootka Sound
6. Clayoquot Sound
7. Barkley Sound
8. Juan de Fuca Strait



Areas 1 & 2 are covered in section 6.3

Notes to anchorages: All those with a name are mentioned in either one of the cruising guides.

Time to Cruise Mid April – October

April. It will be cold! You can expect some storms at this time of year but as they are well forecast in advance on VHF continuous marine forecasts, Wx Ch: 1,2,3 & 21 this is not a problem.

May – July. The wind is predominately north west. Fog is always a possibility.

August – fog

September – still foggy and watch out for the autumnal gales

October – the risk of bad weather increases.

Publications: See page 7 and consult Amazon for what is obtainable outside North America - Also:

Charts: - All marinas, marine hardware shops stock charts, even in the most remote places

Canadian tide tables – a must for going up the inside of Vancouver Island and Juan de Fuca Strait.

Waggoner Cruising Guide – Puget Sound – San Juan Islands, Gulf Islands – Inside passage North to Prince Rupert, B.C. Hale

www.waggonerguide.com

Exploring Puget Sound & British Columbia – Olympia – Queen Charlotte sound. The historical reference atlas by Stephen Hilson. (highly recommended)

Exploring Alaska & British Columbia – Skagway to Barkley sound. Stephen Hilson.

Canadian Hydrographic Service. PO Box 6000. Sidney, BC Canada V8L 4 BL

www.ios.bc.ca/ios/chs. Email: chartsales@ios.bc.ca

Armchair Sailor: 2110 Westlake Ave N., Seattle WA 98109. Email: armchair@wolfenet.com
www.ArmchairSailorSeattle.com

Recommended reading – anything about Captain James Cook, George Vancouver and don't sail without Jonathan Raban's Passage to Juneau.

Fishing permits

Permits are required by law and are available from most hardware shops, marinas and the like.

Moorings and Harbours

See Section 6.3 for inside routes south from Port Hardy

Port Hardy 50° 42'.74N 126° 29'.33W. (See also section 6.3) A comprehensive port with all facilities - including haul out with a travel lift. Ferries, buses and an airport with several flights daily to Vancouver make Port Hardy a good place to crew change. Not a particularly interesting town but the museum is quite good.

Docking:

Alert Bay Boat Harbour, Alert Bay. Tel:001 250 974 5727, VHF Channel 73

Port Hardy Harbour Authority
6655 Hardy Bay Road, Port Hardy. Tel:001 250 949 6332, VHF Channel 73

Quarterdeck Marine
6555 Hardy Bay Road, PO Box 910, Port Hardy, BC. Tel:250 949 6551

Telegraph Cove Marina. Telegraph Cove, Port Hardy. Tel:001 250 928-3161,
VHF Channel 73 tcv@island.net

Bull Harbour 50° 54'.9N 127° 56'.21W. Chart 3549

Excellent protection from all directions at the head of the bay. Nice walk along the beach with polished, rounded pebbles. Ideal place to be to catch the right tide over the Nahwitti bar if heading round the top of Vancouver Island. Also, a good jumping off spot to cross Queen Charlotte Strait. The pilot books make much of this but bear in mind that they are written largely with motor cruisers in mind. The tide rips across this and a strong wind against tide situation would make it very uncomfortable so pick your time. Slack water is the best. Cape Scott is a fairly rugged headland with strong tidal currents.

Sea Otter Cove 50° 29'.19N 128° 21'W Mooring buoys.

This is the first bay with any protection south of Cape Scott. The entrance is shallow at low water. The fishery department has placed quite a number of buoys in the various bays. They are shown on the charts. As they are primary for the use of the fishermen, they are moored to the bottom with hurricane proof looking chain.

Winter Harbour 50° 30'.8N 128° 01'.7W.

Dock, Water. Unattractive place.

Anchorage 50° 30'.04N 127° 50'.5W

Well protected and very pretty but poor holding and difficult to set the anchor.

Cosy Cove 50° 31'.13N 127° 39'.34W. Anchorage

Klaskino Anchorage 50° 18'N 127° 48'W Mooring buoys.

Plenty of room for anchoring as well. Attractive place, dinghy exploration – forest down to the water's edge. Lots of clams and oysters at low water.

Klaskshis 50° 15'.3N 127° 43'.9W Mooring buoys.

Plenty of anchor room. Ideal place to await the weather and tide to round Brooks Peninsula. All of this area is virgin old growth forest. The redwood trunks are an impressive size. Explore up river by dinghy until blocked by a huge 'blow down' fallen tree.

Cape Cook 50° 07'.8N 127° 55'.2W

The Brooks Peninsula is a vast finger of cliff thrusting out into the Pacific. This is the place where the acceleration zone typical of headlands is one to watch. Winds of 40 knots are not uncommon during the summer when the High is in place and the NW winds are blowing strongly. Not the place to attempt in a SE'ly. If the NW'lys are blowing, aim to round early in the morning before the wind really picks up.

Solander Island 1M off Cape Cook

A big sea lion "Rookery" and they may be seen hauled out on the rocks.

O'Leary Islets 50° 06'.01N 127° 38'.60W

A group of rocks 6M WNW from Clerke Point, which are the home of a rookery. (Sea lion colony) Well worth passing by in fine weather to see the bull with his harem.

Columbia Cove 50° 08' 38N 127° 41'.38W. Mooring buoys.

Small anchorage with little swinging room, quite shallow. Best to leave at mid tide.

Bunsby Islands 50° 05'.91N 127° 31'.15W West Nook – anchorage.

One pilot book mentioned that it was here that the sea otters had been reintroduced from Alaska. They had been hunted to extinction by the 1920's. We discovered that the imported otters thrived for many years in the islands but once they had cleared the area out of their diet of abalone, sea urchins and clams, they have moved further south. Blissful anchorage, perfect for dinghy exploration. Excellent shelter. Fishing, clams and oysters.

Anchorage 50° 05'.64N 127° 32'.18W. This is a fair weather anchorage on the west coast and used occasionally by fishermen. Scramble ashore. Nearby is an Indian burial site.

Walters Cove, Kyuquot Sound 50° 01'.59N 127° 22'.54W

Look out for rafts of sea otters in the kelp beds. They wrap kelp around themselves which stops them drifting away whilst they sleep. There is a small store, a café open for limited hours. The fuel dock no longer is operative, a short board walk. It is a small village comprised of White and Indian communities living together. Everyone is extremely friendly and quite a number of 'characters' are around.

Petroglyph Cove, Amai Inlet 50° 01'.41N 127° 10'.80W.

A perfectly sheltered anchorage. Straightforward narrow entrance. Black bear spotted grazing and sleeping it off in the NW corner.

Dixi Cove, Kyoquot Sound Hohae Island. 50° 03'.23N 127° 12'.2W. Anchorage. Excellent all round shelter. Very quiet and beautiful. Anchor in the outer cove.

Zeballos 49° 58'.9N 126° 51'W Pontoon.

Water and Fuel. Tiny village at the end of a long inlet. There is a small store. The ferry, commonly known as the Upchuck, is supposed to call once a week.

Queens Cove 49° 52'.9N 126° 58'.9W Anchorage.

Really nice in a sheltered bay with a view. Clams and oysters on drying bank.

Nuchatlitz Esperanza Inlet 49° 48'.63N 126° 57'.71W.

A beautiful and different anchorage in a lagoon behind low coastal islands and reefs. Dan and Bob de Vault live here and farm oysters. The small islands south of the anchorage are the site of an old Indian village, abandoned in 1987. The larger island is privately owned but the de Vaults are welcoming and interesting people. A good walk at low tide is across the big shingle bank to the Western islets. There are lots of Sea Otters in the kelp and the surf.

Tahsis 49° 54'.9N 126° 39'.7W Marina.

Water, fuel, some power but you need to use a long extension cable. It may be possible to borrow one. Small town. Paved road. The harbour master lends his van as the town is about 15-20 minutes walk from the marina. Good store and café.

Bodega 49° 44'.0N 126° 38'.2W Anchorage.

Anchor in 5 meters in mud – excellent holding. Narrow entrance also quite good for crabs. The recommended anchorage in the centre cove, but the north part does not dry as suggested in Douglass's plan. There is plenty of water for a yacht of 6' draft in the middle of the area south of the islet. Beyond the islet it dries extensively. Flat grassy meadows at the head of the inlet with streams is a good bear spotting place.

Nootka Sound

While searching for a northwest passage on this third voyage of exploration in 1778, Captain James Cook discovered what is now named Nootka Sound. Here they traded for skins of various animals, notably the sea beaver (sea otter) for nails, beads baubles and bright shiny things – guns as well. The history of this area is fascinating, there are many books and the pilot Exploring Vancouver Island's West coast has quite a lot anyway.

Friendly Cove 49°35'.66N 126° 36'.9W.

This is where Cook anchored. This is not a particularly sheltered anchorage and is extremely rolly as it seems to catch every wash of every passing boat. Go ashore to visit the lighthouse and the church built in 1956 which has some good stained-glass windows commemorating the signing of the Nootka Treaty between England and Spain by

Captains Quandra and Vancouver. The local band of Indians charge to go ashore – it was \$5.00 a head. The lighthouse keeper is called Ed and is a friendly sort of a fellow. The church has some impressive totems carved by the local man.

Bligh Cove Ewen Inlet, Nootka Sound 49° 39'.03N 126° 31'.20W.

A wonderfully landlocked cove at the head of the long inlet. Approach is straightforward, leaving an islet and rocks to port as you enter. Ashore is a stream, some impressively huge old trees and ferns; the undergrowth is not quite as thick as most places.

Fossil Beach, Hesquait 49° 26'.9N 126° 27'.8W

For calm weather use only. This is fascinating fossil beach and well worth going ashore for a good scrabble ashore amongst the fossils.

Rae Bay 49° 28'.2N 126° 24'.54W Snug anchorage at the head of the bay and if possible go ashore and see if you can visit the site where 'Cougar Annie' lived and gardened. She was a Scottish lady who came out to this part of the world during the '30's, with her first husband who was the provost of Glasgow. They had 11 children. After her first husband died Annie subsequently married again 3 times - rumour has it she shot them.

Young Bay 49° 25'.7N 126° 13'.25W.

Wonderful anchorage. Oysters, clams, crab. Clear water and most likely to have this all to your self. Good place to be so as to nip out and watch the whales. Listen out on VHF 17 to the tourist boats and you will know where the whales are. Usually Rafael point.

Friendly seal cove 49° 23'.8N 126° 05'.5W. Very tranquil.

Hot Springs Cove 49° 21'.7N 126° 15' 9"W. Pontoon, buoys or anchor.

This is a must to visit. Follow the board walk, carve your yacht's name in the planks along with many others, and visit the hot, and they really are hot, springs. This gets crowded in the summer months with a constant stream of tourist boats, float planes as well as other cruisers. The best time to visit the springs is early morning or after 1800. Further up the inlet is an Indian village. Call up Barnard on VHF 69 and ask if he is cooking dinner. He is a fascinating man who has travelled extensively and worked among other things as a chef. He cooks whatever he happens to have, salmon, chicken or crab and serves it with his own home-grown salad and charges something like \$10.00 per person. He is highly entertaining and it's an evening to remember.

Hoot-la-Kootla 49° 21'.69N 126° 13'.8W.

Lovely sandy beach and a hike through the woods.

Ahousat 49° 16'.9N 126° 04'.2W. Public pontoon.

If you shop at the store they won't charge you. At the end of an hour long and rather slippery hike through some very thick forest with lots of mud and there is a clearing where stands a horse-trough filled with tepid water. After the hike it's quite refreshing and the view is excellent.

White Pine Cove east 49° 17'.68N 125° 58'.54W Attractive anchorage.

Adventure Cove, Mears Island 49° 12'.17N 125° 51'.20W.

A cove on the E of Lemmens Inlet that almost bisects the island. Anchor behind the islet. Historical associations, see Douglass. The south part of the inlet is a vast drying sand bank with a narrow but straightforward channel on its west side.

Tofino Public dock 49° 09'.28N 125° 54'.62W.

There is also a marina owned and run by the hotel. Weigh West marina. (250)725 3238. Fax 3234. VHF 78A. Watch out for the tide and at the east end of the pontoon where it is very shallow. Good modern facility with electricity, water and a fuel dock. Well run by friendly people. The Laundromat here is the best one in town. Yachts should go to Weigh West Pontoon using the centre float, but beware of 0.5m patch close north of the pontoon shown on Chart 3685 which is essential for approach for Tofino and the immediate vicinity. The small boat harbour is not available for visiting yachts. Good shops and a supermarket. (delivers free of charge.) Several good restaurants. Tofino is a

major tourist town. Post office. This is really the first place to have a mail drop. Connections to Victoria, and Nanaimo by bus. It is a 6 hour journey and the bus is once a day. Airport with several flights a day to and from Vancouver. Bus service to airport. Good place for crew change. Take time to visit the Pacific Rim National Park boardwalk a few miles up the road. Car Hire available in town.

Browning Inlet There are numerous anchorages up here but none of them is really very interesting.

Barkley Sound 48° 54'N 125° 1'6W

Barkley Sound is a good jumping off area if planning to head south to San Francisco or Hawaii. Whilst in Barkley Sound watch out for the sea lions on the rocks. Don't get too close in the dinghy as they are quite fierce.

Some of the best cruising is all around this area and all the anchorages are really too many to mention. All of them are wonderful, some more likely to be crowded than others. As a sample:

Ucluelet 48° 56'.82N 125° 33'.4W. Public Pontoon.

Small town with all facilities. Regular bus service to airport – same as Tofino. Good shops and the supermarket delivers. Laundromat. This is the place to stock up if you are going south down to San Francisco.

Bamfield 48° 49'.75N 125° 08'.39W.

A most attractive village with a long board walk. Follow the trail to the beach. There is a post office and a general store. Across the inlet there is a public dock which is handy for the slightly bigger store. There are also a number of mooring buoys.

Pinkerton Islands 48°57'.46N 125° 16'.50W.

A most beautiful anchorage.



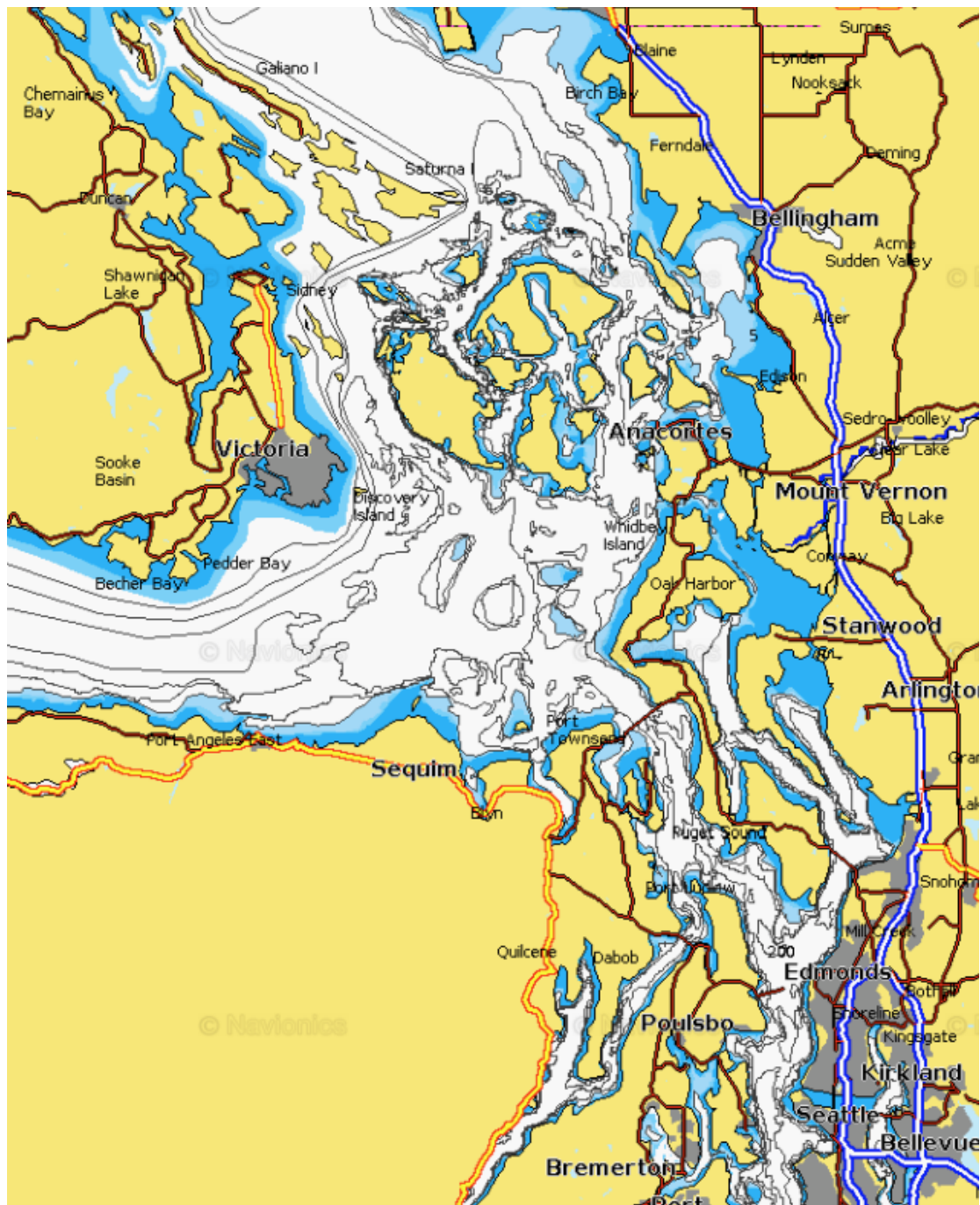
See Passage Note at the foot of Page 70 if heading south and offshore from here.

The waters south of the Canadian/USA border lie outside the scope of these Notes – but see Addendum below.

Addendum

Seattle and the Gulf islands

Publications for cruising SE Alaska, British Columbia and the Gulf islands - including A Cruising Guide to Puget Sound and the San Juan Islands - are readily available in North America via normal outlets such as West Marine. They are difficult to obtain in Europe (Imray.com hold limited stock) though they some are obtainable through Amazon.co.uk. Search might include 'books yachting gulf douglass'.



Trucking a yacht across USA/Canada

These notes are by Clive Woodman who, in 2017, trucked his boat to West Coast USA before exploring northwards to Alaska. His feedback from that cruise is included in the update of the main document above.

If you wish to get from the US east coast to west coast, or vice versa, then trucking a yacht overland is a reasonably affordable alternative to the long passage via Panama or a NW passage attempt. Many US and Canadian yachts do the trip each year from both directions and there is no shortage of trucking companies specialising in this.

Based on our experiences of trucking a 38ft yacht from Lake Superior to Seattle in 2017 we would offer the following general advice:

Cross border trucking from US to Canada or vice versa, appears to be very problematic and we didn't find anyone prepared to do it for an affordable price. You are well advised to stick to one side of the border or the other when crossing.

In 2017 quoted prices for a crossing on the US side of the border were on average 20-30% lower than on the Canadian side.

Height of boat is a significant issue on the east coast of the US where there are many more low bridges than on the west. If you have a deep draught vessel then you may need to remove stanchions, push pit, pulpit, wheel, and in extremis even the keel, to meet height restrictions. If height is an issue then you can reduce costs by heading into the Great Lakes first and trucking from Lake Michigan, Superior or Ontario where the height constraints, and distance to be traversed, are less onerous than on the east coast. Furthermore, the trip into the lakes is an extremely worthwhile cruising destination in its own right, irrespective of whether you enter by the Hudson or St Lawrence Rivers.

When choosing a trucking company, it pays to consult the boatyard from where you will be departing and arriving to get recommendations. The relationship between trucking company and boatyard is critical to the process and things will go a lot more smoothly if you choose a combination that are used to working with one another.

If heading across to the Pacific North West then Anacortes or Seattle appear to be the preferred destinations. Heading in the opposite direction boats seem to get trucked to most of the major east coast yachting destinations.

Preparing a yacht for a long transcontinental road crossing is at least as time consuming, if not more so, than preparing for a trans ocean passage and this needs to be factored into the planning. Most yards will do the work for you, but it is time consuming rather than technical work, and if budget is an issue then you will probably wish to do much of the work yourself as most yards will bill the work by the hour.

Useful stops if heading north

Port Madison 47° 22'.2N 122° 31'.6W

A very sheltered, peaceful, scenic anchorage just 5 miles NW of the entrance to the Lake Washington ship canal, Seattle. All sides of the inlet are lined with private jetties and there are a number of private moorings in the centre of the harbour. However, there is sufficient space in the bight to the ENE of Treasure Island to anchor in 4-5m. Good holding in mud. No facilities.

Port Townsend 48° 7'N 122° 45'W

An historic harbour on the northern tip of the Quimper Peninsula at the entrance to Admiralty Inlet. There are 2 marinas with visitors' berths. The northernmost one, Point Hudson is the more convenient of the 2 for visiting the historic downtown area whilst the southernmost one is closer to the supermarket. The entrance to Point Hudson marina is tight but once inside there is reasonable turning room and a minimum depth of around 2-3 metres at LWS.

There is an unmarked and uncharted sand bar which extends for several hundred metres in a north easterly direction from the northern harbour breakwater. It is visible and easily avoided at low water, but if approaching from the north at high water it would be advisable to keep at least 0.3 to 0.4 nm off Point Hudson and approach the breakwater entrance from the south east.

In calm weather, it is possible to anchor off the beach between the 2 marinas.

The historic buildings of Port Madison's are worth seeing and those with an interest in old wooden boats may find the heritage centre of interest. There are numerous diners, cafes and bars ashore but most seem to rely on their historic location for custom, rather than the innate quality of their fare which is at best average.

The port has a boatyard with travel lift, a sailmaker and a rigger.

Port Friday 48° 32'N 123° 01'W

An attractive bustling harbour which is a transportation hub and gateway to the San Juan Islands.

If approaching from the south the San Juan Channel provides the shortest route but is a tidal gate with up to 5 knot streams. If you miss the tidal gate in the San Juan Channel, then Thatcher Pass to the east of Lopez Island offers an alternative entrance with much weaker tidal streams.

The main entrance to Friday Harbour lies to the north of Brown Island and is a busy fairway for the car ferries to Sidney and the many float planes taking off and landing. Anchoring in this area is to be avoided but it is possible to anchor either in the small bight to the north of the marina, or just to the east of the ferry terminal behind Brown Island taking care to avoid the pipeline area a little further east

Unlike many popular US marinas, Port Friday strictly limits the number of visitors' berths than can be reserved and they pride themselves on not turning anyone away. However, that said it is a very popular place and in high season an early arrival would increase your berthing options. If quality of wifi signal is an important consideration then the berths closest to the shore give the strongest signal, but deeper draft vessels will want to berth closer to the outer limits. The marina facilities are excellent and very affordably priced given their prime location.

Friday harbour has a compact, lively, downtown area with plenty of bars and restaurants spanning the price spectrum. There is an excellent, well stocked, supermarket with a good range of albeit rather expensive fresh produce.

Reid Harbour Stuart Island 48° 40'N 123° 11'W

A fantastically well protected natural anchorage at the western end of the San Juan Islands.

There are mooring buoys at the head of the bay but depths are suitable for anchoring anywhere in the harbour and there is easily enough swinging room for a couple of hundred vessels. Excellent holding in mud/sand.

Shallow Bay, Sucia Island 48° 45'.76N 122° 55'W

Shallow Bay is one of several wild and attractive anchorages on Sucia Island.

The entrance is narrow but buoyed. There are a dozen or so State Park moorings inside the bay but if these are occupied then there is still space for another dozen yachts to anchor in 3-4m (mid tide) - good holding in mud.

The depths in the anchorage appear marginally greater than charted but LW springs lies almost a meter below chart datum and a deep draught yacht would probably not want to anchor in these conditions.

There is good walking ashore and the view from the anchorage at sunset is truly spectacular on a clear day.

If leaving the harbour and heading west there are extremely strong cross tides which can set you onto the reefs that lie to the north of Waldron Island.