

GWAIHIR

AROUND VANCOUVER ISLAND - 1983

NOTES By Unknown Author.

CHECLESSET BAY - Nice anchorage in Columbia Cove behind Jacobson Point. INCREDIBLE BEACH (wolves and all)-sandy beyond belief - walk up lagoon until you see fish float hanging from tree. Nice stream for washing and bathing at SW end of beach, watch for sea lions on Yule and O'Leary rocks.

BUNSBY ISLANDS - Lots of good anchorages, wild - sea otters on Clara Islets. Unusual bay on N end of Checkalis Island.

SPRING ISLAND - Abandoned Loran station - very interesting but everything has been bull-dozed into the sea except the helicopter pad.

KYUQUOT - an absolutely enchanting place, stay a day or two. Entrance to Kyuquot between Walters Island and Rolston Island - watch out for reef off unnamed island between M32 and M33 and M34 - comes out further than shown. Be sure to visit two room school.

DIXIE COVE on Hohoae Island, lots of crabs.

INCREDIBLE FISHING (Coho) in August off Chatchannel Point around rock that dries 7 feet.

RUGGED POINT - Good anchorage inside first bay - trail across to beach on other side - best beach is about one mile down. Nice bathing creek at Kapoose Creek.

CLEAR PASSAGE - Most comfortable route from Rugged Point to Tatchu Point.

OBSTRUCTION REEF - Beware - High rocks area. High rocks are very deceiving.

CATALA ISLAND - and or in Rolling Roadstead - caves on outside of island.

NUCHATLITZ is very interesting (for me) getting to inner basin is exciting. (There is a float to tie up to) - scallops in five feet of water (see Chart)- Indian woman in village sells beautiful baskets.

QUEENS COVE is disappointing, but has good swimming lake up behind.

ZEBALLOS - Pub, Liquor store, cowboy type town with false fronts.

TAHSIS - armpit - but good for supplies. Watch afternoon thermal - tie boat on inside of wharf if possible.

FRIENDLY COVE - Good prawning in 300 - 350 feet, lots of salmon, cod, dogfish (try it, it's good) right off lighthouse at

FRIENDLY COVE. Nice lake at Friendly - ask chief for permission. Old graveyard, some old relics from Spanish times in woods. Stained glass windows in church.

CLAYOQUOT SOUND NW. Quiet anchorage near Holmes Inlet. (Little White Pine Cove)

GWAIHIR

AROUND VANCOUVER ISLAND NOTES

By Son ALAN

All directions are Magnetic.

Cape Sutil - Popular fishing anchorage. Excellent in Westerly but some surge in strong winds. Excellent Crabs. Indian petroglyph on beach rock.

Fishermen Bay - Good in moderate Westerly.

Nissen Bight (extreme south bay) Trail to Hansens Lagoon or Cape Scott. Good beach combing beach to west.

Anywhere from Cape Scott to Nahwitti Bar in close to land is good in strong SE winds. Watch sometimes at Cape Scott in strong SE may come up Goletas Channel.

Experimental Bight or Guise Bay - Possible anchorages in light moderate SE and W respectively. Guise Bay is terrible if wind switches, as are most one direction anchorages. Nice sand dunes and trail to light house.

Scott Islands - Forest is impenetrable, so beach combing only. Dont bother.

Scott Channel - Stay outside of 18 F depth to avoid rocks. Strong currents, often not corresponding to tide book. Definitely forget passage with opposing wind and tide. Fishing here in channel is interesting as one sees boats charging both ways in search of fish.

Hansen Bay - Anchorage in any light wind or moderate-strong SE.

Sea Otter - Blows stronger in here (often) more than outside.

San Joseph Bay - Hanna Point Bay for better anchorage in westerly than Sea Otter (easy to come and go, and you can observe outside winds). If Strong SE then use SE side of San Joseph. You'll see other boats no doubt.

Raft Cove - Hook at Commerell Point anchor in light SE.

Grant Bay - Excellent in strong westerly. Nice beach. Cabin.

Matthews Island - Popular fishing anchorage.

Winter Harbour - Expensive food but it is there. Road to civilization. Taxi service twice a week(?). CAFE, P.O., fuel, liquor store, showers! Washing machines. CO-OP Fish Buyer also.

Rugged Island (Near Lawn Point) - I have anchored right next to the light in strong S.E. Mud bottom. Hope you are relaxed and having a good time.

Klaskino Anchorage - Popular with sailing craft.

Klaskish Anchorage - "

Klaskish river mouth (in basin) good crabs, poor anchorage in strong S.E.

McDougal Island - Can bouys on ESE side.

Guilliams Island - Good westerly anchorage (Not Hackett though).

Cape Cook - Solander Island - Between the two is the "Glory Hole". A popular "smilee" spot. Sometimes there are so many trollers that they actually troll between another's pig floats, around and around.

Solander Island - Pass close either side, it's quite an island. Of course, Cape Cook is known to be the blow hole of the coast, so good luck and pass close only if not too windy. Best time (if any) is early morning.

Clerke Point - Popular anchorage along shore to North. "Shelter Shed" as on chart for ship wrecked souls. Hope you don't have to use it.
Checleset Bay - Line up Clerke Point and Solander Island to go outside of all rocks. NOTE: Black can bouy beside 4 Fathom rock at 127 d 30 m W. It is low in water and hard to see from a distance but it is there! Going west to find buoy, leave Cole rock and head 270 degrees to White patch on Brooks Penninsula. Line up NOTE: Clerke Point - 30 foot Island - Black can marked on chart. Summertime kelp marks rocks.

Clanninick Cove - Crabs I hear.

Kyuquot - Food, Fuel

Estevan Point - Also known for wind. Early morning best.

Hot Springs Cove - Wharf, float and buoys. Dont miss this spot. Best time to go to springs is as the tide is rising, it will cool the lower pools. If no rain, spring water is too hot. There is a nice salt water pool SW of the spring pools (100 feet) - cool but refreshing! Running shoes make walking easier. Original family who owned the land, had a store etc at the dock. They sold/gave land to Parks with understanding that the trail and springs be left in natural, unimproved state. Good walk to springs (1/2 hour). Small store. Indian village across bay and up hillside.

Tofino - Strong currents at times. Be careful docking. Fuel, Food-the works.

Ucluelet - Fuel, etc. Avoid government dock next to Chevron, it is known as Whisky Wharf - Indians come over to liquor store - noisy! Boat basin is further in on left....a quieter spot. Big tourist ship (Canadian Princess) there for meals. Many fish buyers. Esso and Chevron.

Barkley Sound - Islands are a marine park.

Bamfield - a real nice board walk on West side with trail to light house. There is a Marine Biological Studies there now and may be worth a tour. Good boat supplies at Ostroms Machine Shop. Coast Guard. A trail/walk to Pachina Bay. Start of West Coast trail to Port Renfrew.

Pachina Bay - Popular anchorage. When you are in outside open waters- always anchor in around a group of boats. Night time you will see strobe lights offshore.(Anchored trollers).

Clo-oose - Good crabs inside of bell buoy.

Carmanah Point/Bonilla Point- outward boundary of Net Fleet.

Interesting to watch at work, usually Mondays. Avoid night travel during net openings.

Juan de Fuca Strait - Also known as "The Tube", strong current, usually outward flow. Staying close to beach makes faster time, more interesting to see land, but you have to watch more.

SAILING AROUND VANCOUVER ISLAND

Interested in sailing around Vancouver Island? Well there are certain factors which will inhibit actually sailing and make motoring necessary at times. There are tides, winds (or lack of), and distances to contend with. There are only a few safe places to spend the night, or, perhaps, days if waiting out the weather. It is essential for safety to travel to these places. Unlike kayaking where you can go ashore almost anywhere, a sail boat must anchor or tie up at a secure spot.

The total distance is about 700 miles when you consider the courses into and out of anchorages and inlets. Depending on the tide, it is best to start as early as practical. Particularly if you have to beat against a strong afternoon wind.

The normal summer weather pattern is to be calm at night, with sea-fog which clears up about ten o'clock followed by a westerly which builds up in the late afternoon.

Fuel is fairly easy to obtain on the east coast of the island but after that the stations are few and far between. After Campbell River or Quathiaski Cove the next fuel station would be Blind Channel, then Kelsey Bay, Minstrel Island, Lagoon Cove, Alert Bay, Port McNeill and Port Hardy. Then there is a long stretch up Goletas Channel, past Bull Harbour, and around Cape Scott and down to Winter Harbour for the next fuel station. That's a long way. Then it is a long way from there to Kyuquot for the next

fuel supply. After that there is a station in Esperanza Inlet at the Mission, or, alternatively, up Zeballos Inlet to the town of Zeballos. At the head of Tahsis Inlet the town of Tahsis has fuel. From this area it is necessary to make a long run out around Estevan Point to the next fuel stop at Ahousat. Tofino is not far from here and then Ucluelet at the other end of Long Beach, both with fuel stations. Bamfield would be the next supply. Fuel could be obtained at Port Renfrew by carrying it down from the service station, or, perhaps the marina at the north west side of the bay has fuel. Sooke has a fuel outlet and then it is back into civilization at Victoria.

After leaving Ganges, I usually try to, at least, to get through Dodds Narrows on the first day. This takes me 7 or 8 hours depending on the tide and the wind. Not being a purist, I motor or motor-sail if the wind is not favourable enough to give me four knots or so. This part of the journey could be broken up with a stay at Wallace Island or Pirates Cove. However these places are within easy reach of Ganges, and after all, it is the West Coast that we want to explore. The Nanaimo Sailing Club offers reciprocal privileges, as does the Schooner Cove Club. Try and get inside moorage at either of these places for a good nights rest. Sometimes I anchor in Brickyard Bay at the entrance to Nanoose Harbour. The next destination is Comox partly because of family ties. If there is a strong north westerly blowing in the Straits it is usually better to go up the coast to where you can turn out above the Ballenos Islands (to avoid Whiskey Gulf) and then cut across to the lower end of Texada. The

westerly is usually weaker on the east side of Texada. From Comox it is a nice step if you can make it past the Seymour Narrows the next day. It may be necessary to wait in Quathiaski Cove for the tide to be ebbing in the Narrows. Try and get there at high water slack for a good push to the north. If time is short anchor in Plumper Bay (avoid Deep Water Bay) or Kanish Bay. At Chatham Point the better anchorage is across from the light behind Turn Island rather than the kelpy anchorage in Otter Cove south of the light.

At Chatham Point an alternative course is possible by turning to the starboard and going up Nodales Channel. Johnstone Strait may be unsuitable because of wind and the other route offers some respite and also a possible overnight stop at Shoal Harbour in Cardero Channel, or some other spot further on where there is a floating restaurant. In pursuing this course one comes to Mayne Channel where there is a store and fuel at Blind Channel. Or continuing further through the rapids here and at Welbore a nice stop is at Douglas Bay in Forward Harbour. At the far end of this harbour there is a restaurant. From Forward Harbour proceed to Sunderland Channel which takes you back to Johnstone Strait. Port Neville offers a place to over-night and to see the petroglyphs at Robbers Roost. From there one can make Alert Bay for an overnight stop or by turning in at the Broken Islands a course around through Havanah and Chatham Channels takes you to Minstrel Island. Fuel here or at Lagoon Cove a short distance away through the "Blow Hole". From here proceed down Knight Inlet to the old Indian village site at Mamalilikula on Village Island. It is worth a visit. From there proceed down Canoe Passage out past Double Bay and on to Alert Bay.

At Alert Bay there is usually room behind the breakwater to tie up. Two alternatives would be Port McNeill or Sointula, both with fuel and supplies.

Port Hardy is the next destination and the last chance for supplies and fuel before going around to Winter Harbour.... at least two days away. Tie up at the government floats. Showers are available nearby at the Marina.

The next stop is at Bull Harbour although there are a

couple of spots on the way there where anchoring or tying up are possible. They are God's Pocket and Port Alexander.

Bull Harbour is the former site of a coast guard radio station. The whole island is an Indian Reserve and last year there was a welcoming sign but no natives. All the buildings are intact and a road leads from the dock around to the settlement. Check the tide tables and hopefully you will have an early morning outgoing tide. Leave at first light.....it is a long way to Cape Scott, and beyond. Wait for a good weather forecast. There is mediocre shelter in Fishermans Bay or Experimental Bight (for a SW wind). In rounding the Cape it is a good idea to stay on the twenty fathom line. Further in and there are rocks and further out there is more tide and confused seas.

Sea Otter Cove with it's mooring buoys is a safe place. Go in through the southern entrance. Or alternatively one could anchor in San Joseph Bay behind Hanna Point.

During the fishing season which usually starts around the first of July, moorage in Winter Harbour is at a premium. Good anchorage is available just north of Matthews Island.

Dick Patterson

AROUND VANCOUVER ISLAND

LIST OF CHARTS USED

3310	Victoria to Nanaimo
3454	Gabriola to Ballenos
3590	Ballenos to Cape Lazo
3579	Dodds Narrows to Discovery
3594	Discovery to Toba (Chatham Point)
3595	Chatham Pt to Port Harvey
3567	Johnstone Strait (Central)
3568	Johnstone Strait (Western)
3596	Port Harvey to Queen Charlotte Strait
3569	Broughton Strait
3572	Pultenay Point to Scarlett Point
3575	Goletos to Pine Island
Loran	Cape Cook to Egg Island
3624	Cape Scott to Cape Cook
3617	Quatsino Sound
3651	Scouler Passage
Loran	Cape Cook to Estevan
3667	Klaskish to Kyuquot Sound
3623	Cape Cook to Kyuquot Sound
3682	Checleset
3682	Kyuquot Sound
3662	Esperanza to Nootka
3663	Esperanza
3664	Nootka Sound
3640	Estevan to Lennard
3648	North West Clayoquot
3649	Clayoquot Sound
3643	Clayoquot (Tofino)
3602	Ucluelet to Juan de Fuca
3638	Broken Group
3627	Barkley Sound & Approaches
3637	Barkley Sound
3660	Juan de Fuca (Western)
3430	Sooke
3461	Juan de Fuca (Eastern)
3462	Juan de Fuca to Georgia Strait
3449	Race Rocks to East Point
3450	East Point to Sandheads

Note: all these are not necessary D.P.

AROUND VANCOUVER ISLAND

June 30 - August 2, 1991

The circumnavigation of Vancouver Island seems to have a powerful attraction to me. On the other hand it is difficult to persuade, cajole, or otherwise interest anyone else to accompany me on the GWAIHIR. Everybody seems to have other plans, their relatives or friends are coming to visit, they are going elsewhere to visit. There are others that you do not ask because of health problems. So this year I decided to go with, or without a crew. Fortunately Jim Sinclair with his new thirty foot Catalina, the WINDANCER, was interested in making the trip. However he had a lot of unfinished additions and alterations to make on the vessel. Since my grandson was to be in Nanaimo at the end of June and would go with me to his home in Comox, I left about 9.40 on June thirtieth. Chris went with me as far as Nanaimo.

Stayed overnight at the Nanaimo Yacht Club and left with Lindsey in the morning. There was some sailing in morning but the wind died after lunch and the grandson's lack of interest made it necessary to push on to Comox for the night. Here I was to wait for Jim to complete his boat work and meet me. Jim arrived mid-day on July fourth and we made preparations to leave in the morning. Our plan was to go up through Seymour Narrows as the tide would be with us but the wind was so strong against us that we elected to cross over to the east side of the Strait and make for Lund. It was a nasty crossing, the worst of the whole trip I would say. Arriving at Lund, tired and with no moorage at the floats, we tried to tie up to the cement breakwater. In the attempt Jim, jumping six feet to the breakwater, ended up with his tie up line disconnected from the vessel. What a predicament! I tried to go between his dinghy and the boat but that idea did not work. Meanwhile the strong westerly was driving the boat right towards some vessels tied up to the floats. I could see nothing but trouble so I sounded five blasts from the air horn. That brought a lot of attention with people hurrying to ward off the wind driven vessel. Fortunately not much damage was done.

A lot of rolling and banging during the night made sleep difficult. However next morning things looked a lot better and we headed off up through the Copeland Islands and Lewis Channel, motoring most of the time. The scenery was magnificent. I had not been through the Yuculta Rapids for some years and was a bit apprehensive as we were going with the tide. It was a cinch and we video'd each other as we were travelling in the swift water. Recalling that there was an excellent restaurant at Shoal Bay on Thurlow Island we headed there for the night. We should have kept going. The restaurant had closed down and the wharfage was over ten dollars at the Government float.

Next morning a short way down the channel we passed a new restaurant. We continued on to Blind Channel for fuel and a few groceries including fresh bread and muffins. This is an expensive stopping place but they have a good stock. The nearby Green Point Rapids were running against us. We were motoring against a westerly blowing in from Johnstone Strait as we ran down Cardero Channel and then through the Wellbore Rapids. Forward Harbour was quiet and calm when we anchored in Douglas Bay. There were at least a dozen other boats anchored, mostly motorboats and mostly American.

Next morning the Coast Guard Station at Alert Bay forecast strong westerlies in Johnstone Strait so we decided to layover a day here and spend some time hiking, berry picking, and fishing. We did some hiking in the woods, found some huckle berries, but caught no fish. Jim did catch a seal by the tail though and had a tussle with it until it finally bit through the 180 pound-test line.

We left at seven o'clock next morning and headed down Sunderland Channel against a rough sea and a sea fog overcast. Out on Johnstone Straits the westerly moderated and the sea became a moderate chop. I spoke with my old friend, Ollie Hansen, on the SEA SCOUT in Port Neville....all is well with him and his family. At Broken Islands we turned to the starboard and sailed up Havanah Channel to Burial Cove where we visited Jim's friends Len and Debbie McAffee. They have a cute little daughter (Sandra) and a great big dog (Kodiak). In five years time this enterprising couple had built a sawmill, a substantial house, a water supply, a boat, docks, etc.....a remarkable achievement.

July tenth dawned calm and overcast. Back on Johnstone Strait there was a bit of south-east for motor sailing before it flattened out. A lot of boat traffic was moving north, and, on the shore of Cracroft Island there were several whale watchers, living in tents and lean-to's. As we neared Alert Bay the tide changed and we had to buck it. Many tide rips and swirls slowed us down to two knots over the bottom, according to the Loran C receiver. Alert Bay is 170 nautical miles in a straight line to Ganges. The engine had run fifty three hours. We spent a harbour day in Alert Bay waiting out the rain and south-east winds. We met an interesting, and scared chap, who was endeavouring to row with a bit of assistance from a small sail, from Vanouwer to Prince Rupert. His name was Dr. Dennis Layton and he had worked in Alert Bay as a doctor forty years ago. His open boat had been built for him on Galiano. We met him eating his porridge which he had just cooked on a Primus stove. He was a tough old Scotchman who had been carried by the strong tide past the Bay earlier that morning and had had to be rescued by a power boat. I wonder if he every completed the trip. That morning, he was having his doubts.

We visited Eddie Wong and his family. He has been in the Bay a long time and is now getting pretty old. His daughter in law May served us tea. His son Chuck who is in electronics was over at Port McNeil installing a satellite dish. Later we visited Bob Thompson and learned that Mrs Emma Kenmuir was 94 when she passed away earlier this year.

There was a bit of fog when we left in the morning. A lot of drifting seaweed threatened to plug up our water intakes. Driftwood was another element we had to take into account. There seems to be a lot more in this area due no doubt to the greater logging activity. It seemed that the autopilot was constantly seeking these small logs to steer into. We both fueled up at Port Hardy and intended to stay there overnight. However, there were so many boats there and no place to tie up that we decided that we would go on to Bull Harbour. Just outside of the harbour Jim's engine overheated and inadvertently the gasket of the filter was lost. I went back into the harbour and tied up outside an old sailboat and searched for a suitable substitute. At the fourth store I was able to get some "O" rings which did the job. Jim had quite a job getting the water to flow as the filter was not really plugged but the hull fitting seemed to be covered with a piece of plastic which had to be poked out. Goletas Channel was

smooth but intermittent rain showers soaked us. We were glad to drop the hooks in Bull Harbour at seven twenty p.m. It is only 212 nautical miles back to Ganges in a straight line. Not far if you say it fast and don't think about it.

In the morning we had an early breakfast and left shortly after seven to have a look at the situation. The weather report was favourable and sea conditions were promising. Nine o'clock found us travelling abeam of Shuttleworth Bight on a smooth sea in a light westerly. Several trollers were fishing in close to the beach. An eagle was spotted further out trying to catch a fish. At the Cape the tide was flowing against us but the water condition was excellent. Bernard Crowell on the "ABUPTIC TWO" was off of Hansen's Lagoon and I spoke with my old friend and former customer, who brought me up to date on various fishermen. The Loran C receiver is starting to act up as we head into showers. Later as we entered Winter Harbour we motor-sailed in a South West breeze. The government floats were all filled up with rafted sailboats. We went a bit further into the Harbour and tied up at Karl Botel's float along-side of Larry Johnson, another former customer. He is fixing up an old boat for cod fishing using a long line on a drum.

Awoke to steady rain coming down with no wind. Radio conditions have been poor for several days due to "sun Spots". This makes it difficult to send our position reports. Since we had not stopped at Port Hardy we were in need of supplies which we picked up at the local store. Prices are high but considering the geography it is nice to be able to buy things out here. Then we went to "Shirley's" for a lunch of chicken and chips with salad. Wanting to stretch our legs we went for a walk through Botel Park over to a beach and then back along the beach to visit Otto Botel in the Indian Reserve. He now has a satellite dish and watches a lot of the programs. B.C. Hydro is now supplying power to this location for 18 cents a KW. Otto tried to interest us in a trip to Fiji.

He went last year and wants to go back this winter. If he can get three or more, the rate is a lot better.

Radio conditions were excellent this morning. We went back to see Otto to show him our video cameras and he to show his prints accompanied by Fiji cassette music. We left Winter Harbour early in the afternoon. We had to run south around Scarf reef on entering Brooks Bay. It seemed like ages to get back up to Rugged Island and so around the rocks through Scoular Entrance into the Klaskino Anchorage. The mooring buoys were all occupied so we anchored nearby. Exploring ashore in the evening we came across a large cabin and a stream which cascades over a beautiful waterfall into a lovely clear pool.

More exploring ashore in the morning. The sound of power saws and logging whistles made a threatening noise to the otherwise peaceful scene. Many of the hillsides have been clear cut, which seems to be the only way the modern logger is able to operate. While crossing Brooks Bay to the inner basin at Klaskish we tried fishing. Jim caught a nice Coho and successfully landed it single handed. After threading our way into the moorage we found we were first in and so tied to a buoy. Later four U.S. sailboats arrived. We dined in style on the Windancer with salmon steaks on the menu.

It is July seventeenth already. The day dawned clear with a few pink clouds floating around. We were anxious to get going for one does not know what to expect at Cape Cook although by the sky it should be a perfect day. We were not to be disappointed. Around Cape Cook and Solander Island the sea was glassy. Two trollers were fishing and numerous tufted puffins and other sea birds were also fishing. Solander Island has many sea bird colonies and is a protected habitat. At noon we arrived at Columbia Cove and shared the last available mooring buoy. There were three sail boats and one power boat moored. One sailboat, the "ANNA MARU", was from San Francisco. We rowed our separate dinghies into the head of the inlet as far as we could and left them pulled up on the shore. At the trail head there was a sign announcing that all of Brooks Peninsula is now a Provincial Park. Hurrah! The outer beach is still covered by drift logs, plastic floats and even some things from Japan. There was evidence that a family had spent a happy time there a week or two before and they had built a shower from drift wood near the stream that flows out of the hills. On our return there was some difficulty in obtaining our dinghies as the tide had come in.

Leaving shortly after seven the next morning under an overcast but calm sky we anchored in Battle Bay shortly after nine. We went ashored and hiked along the beach of the Acous Peninsula to the site of an ancient Indian Village. We videoed the two totem poles, one still upright but the other lying down with at least a hundred year old tree growing on top of it. We were surprised to see a aluminium power skiff arrive. It is operated by Esko, a guide from Kyuquot. Two of the party, Ellen and Woody Coward from Galiano Island know Max Fitch. After lunch we had a half hour row over to the Burial Island for more video. Then we pulled the anchors and headed for Kyuquot via Gay Passage. Ches Rickard, VE7CCH, (ex Air Canada) on the sail boat "WINSOME" was tied up nearby. Also talked to Matt Cashen from the troller "NEW WATERFORD" for a while but his dismal outlook on things hasn't changed. Of course we headed for the restaurant and enjoyed a nice meal.

Another nice day dawned, sunny with a few clouds. We walked over to the outside beach and watched a robin foraging on the beach. Then it was coffee time, at the restaurant of course. An old Indian was there eating and when he finished and went to pay the girl said that's okay it's on the house. She said that he is a nice old fellow and patronizes them a lot so they give him "one on the house" occasionally. When I went to get some diesel at the fuel dock they told me to wait until they opened at 13.00. Not being in desperate need for it we left. We had some sailing down to Rugged Point where we anchored in twenty five feet. Kyackers had erected three tents ashore. We went for a walk to the ocean side of the point. A big north east wind storm had blown down several enormous spruce trees. They did not have a big enough root system to withstand what must have been a gale. The rings on one of them added up to one hundred and fifty years. Since there was a fairly strong NW wind blowing we did not want to be away from the boats too long so did not explore the beach extensively.

On pulling up the anchor the next day I found that it was entangled in sea growth and old netting. The course led down through Calm Channel as far McQuarrie Islet and then outside of the rocks. Jim did a marvelous job of navigating us through the rocks at Peculiar Point and in behind Catala Island. This island looks interesting and would be worth a stop-over sometime. Rain started before we got to Zeballos and poured down. This did not stop us from locating the cafe and grocery store.

In the morning the rain had stopped with a low cloud hanging over the inlet. On the way out we noticed that at Barr Creek the logging camp was deserted, leaving a pile of logs, a grader and an unloading machine with young alders starting to take over. We idled past Ceepeecee where I had a job in 1937. It appears to be deserted as well. Tahsis inlet was a bit rough with the wind and waves against us. We passed through Princessa Pass with Jim leading. In Friendly Cove we anchored in thirty four feet. A troller "NORMAN P" was anchored nearby. After supper on the "WINDANCER" we went ashore, paid the \$3.00 landing fee, each, and videoed the old church, and the beach beyond. We stopped at the chief's on the way back and saw some of his son's work. He took woodcarving at K'san for two years. I don't think there is much future for him and his carvings at Friendly Cove because there is very little exposure to possible customers.

And now for Estevan Point. We left at 6.30 with Jim doing the navigating. The wind on the start was from the NE but switched later to NW so we were able to do some sailing. Abeam Estevan we seemed to be bucking tide. The sea was fairly smooth except for the westerly swell. We arrived at Hot Springs Cove at 12:45. The little store that has everything is still operating but by the daughter of the former operator. A lot of work has been done on the trail over to the Hot Springs. It has been straightened out and renewed all the way. There were too many bodies at the springs to enjoy a bath. We settled for the scalding water from the bath-tub.

At Hot Springs Cove we met Robert Moser of the ferrocement sailboat "VON DO IT". He is quite a character and very clever. He has a big solar panel, adjustable to face the sun, in order to charge his batteries. Among other things he has a computer on board. We left after nine for the run down to Matilda Inlet where we knew there was another hot spring. Here we would get a proper bath. We found two sailboats anchored at the head of the inlet and a big crowd of people at the springs. As we watched a number of people jumped into the pool at once causing an enormous splash. We decided that a stop here was for the birds and headed for Tofino. Mooring at Weigh West marina was .75 cents per foot but that included the laundramat and S H O W E R S ! It was great to have a nice shower and get our clothes clean and dry. Supper at the Pub was a treat.

We decided to go to the government floats for the next night. After taking on water, cleaning the bilge and tidying up I attempted to leave the float with the current and could not pull away from the float. This resulted in crashing into an aluminium skiff, snapping off a fender and scraping a metal strip on the starboard side. At the other float we were out of the current which runs back and forth in front of Tofino trying to fill up or empty the basin to the east. Walked uptown for lunch at the "Back Alley Cafe" and then to the Co-Op for groceries. Back at the floats I assisted the "ALAR 1" to tie up and was rewarded with sockeye steaks! They were Finnish and knew the "HOVALA" (Alan's boat). Meanwhile the "VON DO IT" came in from Hot Springs Cove so we invited Robert over for a very interesting and entertaining meal. Later Roger and Fay Hawkes of Ganges dropped by.

Awoke to an overcast condition with a SW wind. After fueling at the Chevron float we headed out. Some sailing made nice travelling but after Gowland rocks the wind died, leaving a fair NW swell and clearing conditions. Arriving at Ucluelet we tied up on the inside of the government floats which have 59 steps on the stairs to get up to the road. After a Chinese dinner we retired early.

Looks like a "harbour day" today with a low overcast and quarter mile visibility. LADY ROSE came in during a heavy rain driven by strong winds. With the wind whistling in the rigging and the rain cover flapping it's nice to be tied up to something solid. In the late afternoon the wind dropped and the rain stopped but the fog hung around. We went uptown for a coffee and supplies. Had a great supper on the WINDANCER featuring fried chicken breasts, corn and wine.

July 27th. The weather is clearing, and there is a parade and logger sports to watch (and Video tape). Saw some fancy axe handling, one of the contestants was all the way from Australia. We left around two o'clock and headed for the Broken Group of islands. We entered a lagoon from the north and anchored beside Walsh Island. The whole lagoon was full of yachts, mostly American. Some are rafted up six deep. We had to reset our anchors after Jim touched bottom, otherwise a quiet night. Moon snails were in the sand, exposed at low tide. They have an interesting circular disc for their eggs which we wondered about, not knowing what they were. Exploring around with the dinghies was good exercise and kept us busy. Back at the boat I was awakened from a deep sleep at four p.m. to find I had drifted down alongside of the WINDANCER. Jim was trying to wake me up by

banging pot lids. The anchor had dragged in the strong westerly which had come up. We moved to a better location but after three attempts I had to get Jim to reset my anchor securely and add more scope.

Leaving the anchorage Jim led the way over to Swale rock where we both caught a coho. We sailed over to Bamfield and were met by Chris, Jane, Jack and Kay Avison who had come over in Jack's automobile.

Next morning we went fishing with Jack on the GWAIHIR and Jane on the WINDANCER. There were many boats fishing in the fog between Aquilar Point and Cape Beale. Someone said they saw one being pulled in but it appeared that everyone was skunked. What a disappointment for Jack who was expecting, at last, to catch some salmon. I felt a bit guilty about enticing him over to Bamfield by saying he couldn't miss. We heard later that it was the next day that everyone that was out got at least a twenty pounder....that's fishing for you! After lunch we all went over to the west side of the bay for a walk to Bradies Beach. On the way back we saw Art and Sheila of the MINSTREL BOY along with their son Tom. Sheila is the Red Cross nurse there and Art fishes.

July 31st. Overcast and calm greeted us in the morning. We left about 8.20 and headed for Cape Beale where we found it very foggy with some swell but a smooth sea. Jim had set up the courses with his Loran C. Mine had packed up some time ago. Jim led in the WINDANCER and I followed close behind so as not to lose him in the fog. Once I did lose him but held the course steady and he reappeared again. About eleven o'clock a fog horn was heard to the port which would be Pachina Point lightstation. At nine fathoms some swell could be seen breaking on the shore but nothing else. For the next three hours there was only about 1/8th mile visibility on a choppy sea with a westerly wind of about six knots. Then we could see the shoreline again and hear the Carmanah fog horn, depth 20 fathoms. Off of Bonila light the westerly increased but the fog was still thick. We passed near the San Juan buoy at 16:20 and then turned back into the bay. Fortunately at this time a hole appeared in the fog with the sun shining through from a blue sky. Near the wharf the strong wind blew my cap overboard and I got a sudden urge to relieve myself. I put the boat on a reverse course out of the harbour until satisfied and then back into the head of the bay where a number of boats and a fish camp were anchored. The GWAIHIR was anchored in fifteen feet with a kelleet down the anchor line as well. The fish camp barge offered some protection. We went ashore and walked some distance to the hotel where Jim was treated to a roast beef dinner for his excellent navigation and perseverance through the fog.

We awoke to a low ceiling but after going out to the entrance the view was much better with Cape Flattery showing up across the Strait. The sea was smooth with a SW swell. Sombrero Point saw a bit of fog and later the Jenny went up under sunny skies to help buck the tide. Jordon River slid by while motor-sailing, as well as Sheringham, Otter Point, and Donaldson Island. A few sports fishermen were trying their luck at Beechey Head among the tide rips. Race Pass offered no obstacles and we headed for the inner harbour in Victoria. The moorage at this facility, right in down town Victoria, was only \$6.31. We stretched our legs by walking over to Smitty's Pancake House on Douglas.

August 2nd. Clear, calm and sunny describes the conditions to which we awoke. I ran over to the other Public floats to return the defective Loran C. Bryn Cox, of Victoria Marine Electric, gave me a new one in exchange, hopefully this will give better service. We got out of the harbour in time to see the welcoming of a warship returning from Kuwait. It was leading two other similar ships and we were quite close to them. The shore was lined with enthusiastic spectators. Then it was around Trial Island and up Boynes Channel and behind James Island passing Island View beach where Jim's daughter lives. Then it was past Sidney Spit, Beaver Point, Yeo Point into Ganges harbour to the Sailing Club where we were met by Chris, Jane and Colin Lawler. This ended the circum-navigation of Vancouver Island the fifth time for the GWAIHIR. The engine had run 169.45 hours so one can not say we sailed around!

AROUND VANCOUVER ISLAND - 1991

STATISTICS

Estimated Distance Traveled	700 Nautical Miles
Engine Running Time	169.45 hours
Engine Fuel Consumption	184 Litres
Fuel Cost	\$ 84.68
Moorage Cost	\$128.65
Groceries and Resturant Meals	\$325.00
Trip Time	June 30 - August 2
	34 days

AROUND VANCOUVER ISLAND - 1991

LIST OF CHARTS USED

✓3310	Victoria to Nanaimo
3454	Gabriola to Ballenos
✓3590	Ballenos to Cape Lazo
3579	Dodds Narrows to Discovery
3594	Discovery to Toba (Chatham Point)
3595	Chatham Pt to Port Harvey
✓3567	Johnstone Strait (Centrl)
3568	Johnstone Strait (Bkn Islands to Blinkhorn)
✓3596	Port Harvey to Queen Charlotte Strait
✓3569	Broughton Strait
✓3572	Pultenay Point to Scarlett Point
3575	Goletos to Pine Island
Loran	Cape Cook to Egg Island
3624	Cape Scott to Cape Cook
3617	Quatsino Sound
3651	Scouler Passage
Loran	Cape Cook to Estevan
3667	Klaskish to Kyuquot Sound
3623	Cape Cook to Kyuquot Sound
3682	Checleset
3682	Kyuquot Sound
✓3662	Esperanza to Nootka
✓3663	Esperanza
3664	Nootka Sound
3640	Estevan to Lennard
3648	North West Clayoquot
3649	Clayoquot Sound
✓3643	Clayoquot (Tofino)
3602	Ucluelet to Juan de Fuca
3638	Broken Group
3637	Barcley Sound
3660	Juan de Fuca (Western)
3430	Sooke
3461	Juan de Fuca (Eastern)
3462	Juan de Fuca to Georgia Strait
✓3449	Race Rocks to East Point
3450	East Point to Sandheads

3606

Juan de Fuca

AROUND VANCOUVER ISLAND
COMPARISON WITH OTHER YEARS

	1983	1984	1986	1989	1991
Day	June 10	June 22	June 24	June 6	June 30
1	NanOOSE	NanOOSE	New Castle	French Creek	Nanaimo
2	Comox	Comox	Schooner Cov	Comox	Comox
3	Plumber Bay	Plumper Bay	Comox	Quathiaski	Comox
4	Port Neville	Port Neville	Forward Hbr	Knox Bay	Comox
5	Minstel	Minstrel	Blinkinsop B	Tournour Is.	Comox
6	Alert Bay	Alert Bay	Alert Bay	Alert Bay	Lund
7	Port Hardy	Port Hardy	Port Hardy	Port Hardy	Shoal Bay
8	Sea Otter Cove	Bull Hbr	Port Hardy	Bull Hbr	Forward Hbr
9	Winter Hbr	Bull Hbr	Bull Hbr	Cape Scott	Forward Hbr
10	Winter Hbr	Sea Otter	Sea Otter	Winter Hbr	Burial Cve
11	Columbia Cove	Winter Hbr	Winter Hbr	Winter Hbr	Alert Bay
12	Gay Passage	Klashkish	Klashkish	Winter Hbr	Alert Bay
13	Amai Inlet	Columbia Cve	Columbia Cve	Winter Hbr	Bull Harbr
14	Queens Cove	Battle Bay	Battle Bay	Columbia Cve	Winter Hbr
15	Bodega Bay	Kyuquot	Kyuquot	Kyuquot	Winter Hbr
16	Hot Springs C.	Rugged Pt.	Rugged Pt.	Rugged Pt	Klaskino
17	White Pine C.	Queens Cove	Queens Cove	Friendly C.	Klashkish
18	Tofino	Zeballos	Plumper Cve	Hot Springs C	Columbia Cve
19	Ucluelet	Friendly C	Hot Springs C	Tofino	Kyuquot
20	Bamfield	Hot Springs	Tofino	Ucluelet	Rugged Point
21	Port San Juan	Tofino	Tofino	Bamfield	Zeballos
22	Victoria	Tofino	Ucluelet	Sooke	Friendly C.
23	Salt Spring	Tofino	Bamfield	Salt Spring	Hot Springs
24	-----	Tofino	Port San Juan	-----	Tofino
25	-----	Tofino	Royal Vic.	-----	Tofino
26	-----	Tofino	Salt Spring	-----	Ucluelet
27	-----	Tofino	-----	-----	Ucluelet
28	-----	Tofino	-----	-----	Walsh Is.
29	-----	Bamfield	-----	-----	Dodd Is.
30	-----	Port San J.	-----	-----	Bamfield
31	-----	Victoria	-----	-----	Bamfield
32	-----	Salt Spring	-----	-----	Port San J.
33	-----	-----	-----	-----	Victoria
34	-----	-----	-----	-----	Salt Spring