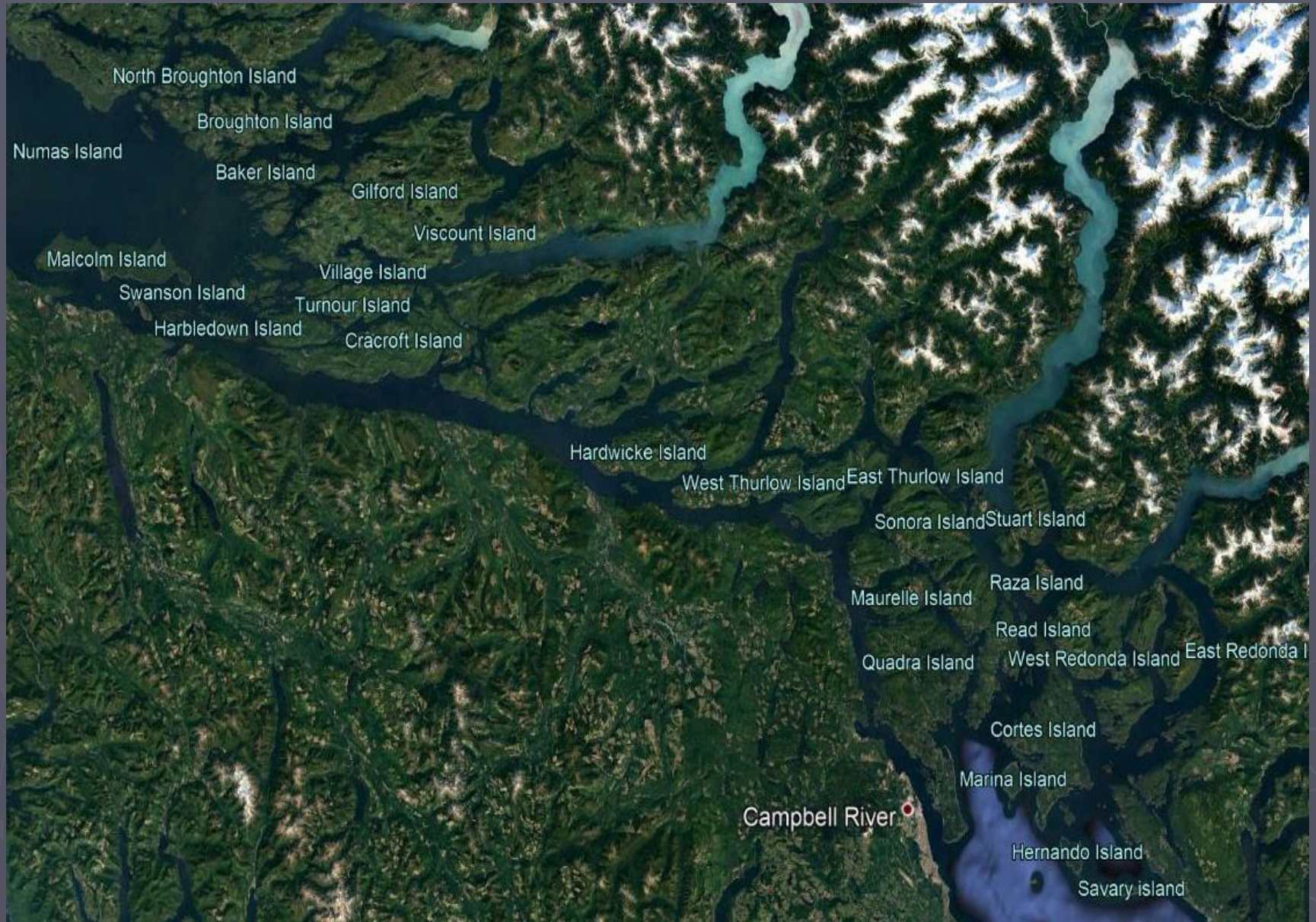


Plan a Cruise to the Discovery Islands and the Broughton Archipelago.
Presented by Curt Epperson.
Sponsored by www.boativated.com

The textual information contained herein is presented by Curt Epperson based upon personal opinions and experiences. Any person operating any vessel must carry required nautical charts and safety equipment and must possess the experience and knowledge necessary to operate the vessel and to travel to remote areas. The charts and photos contained herein are representations of geographic areas and are not intended for navigation. Aerial photos are derived from "Google Earth" satellite photos and cannot and do not show all hazards or aids to navigation. The materials contained herein are the property of Boativated.com and cannot be distributed or sold without permission. Fair use of copyrighted materials is allowed but limited to non-commercial and educational use.



Discovery Islands, Johnstone Strait, Broughton Archipelago



Skills and Knowledge

CROSSING THE BORDER. U.S. TO CANADA

Everyone crossing the border must have citizenship documents: a Passport, a U.S. Passport card, an enhanced driver's license, an I-68 permit, a NEXUS permit, or a U.S. military I.D.

When you cross the U.S. Canada border by boat until you have officially checked in it is not legal to anchor or tie up at a dock or buoy unless you are there to check in. Except for assistance to tie up, only the master of the vessel may leave the vessel until the check-in is completed. Nothing may be off-loaded and no person may board the vessel (except for Government officials) until the check-in is completed.

Entry into Canada:

1. If not everyone on board has a CanPass or Nexus permit you must proceed go to a designated reporting site. You tie up to the dock and then everyone remains on board while the skipper handles the check-in. You may find a phone on the dock. You can also call using a cell phone.
2. If all persons on your boat have a CanPass or Nexus permit there are more locations for clearance. You must call and make an appointment to meet a CBSA officer at a chosen location before you arrive. You will receive instructions when you call. If the officer is not present for your meeting at the designated time and place you are cleared to proceed.
3. Both Nexus and CanPass are convenient but we recommend the Nexus program. A Nexus card is a substitute for your passport when crossing the U.S./Canadian border.

BRITISH COLUMBIA PLEASURE CRAFT OPERATING CARD: Proof of competency)

When do I need to get a card?

The Competency regulations require operators of pleasure craft fitted with a motor and used for recreational purposes to have proof of competency on board at all times.

Applies to non-residents operating their pleasure craft in Canadian waters after 44 consecutive days. Operator card or equivalent issued to a non-resident by their state or country will be considered as proof of competency.

The *Regulations* do not apply to non-residents who operate their pleasure craft (licensed in a country other than Canada) in Canadian waters for less than 45 consecutive days.

What is acceptable proof of competency for non-residents?

For non-residents, proof of competency can take one of three forms:

- ▶ A Pleasure Craft Operator Card;**
- ▶ A completed boat rental safety checklist (for power-driven rental boats); or,**
- ▶ An operator card or equivalent which meets the requirements of their state or country**

CROSSING INTO THE UNITED STATES

▶ All persons entering the U.S. must have proof of identity and citizenship.

▶ 1. If not everyone on board has a trusted traveler permit (like NEXUS) when entering the U.S. you must report to a designated port of entry.

▶ 2. If everyone on board has a trusted traveler permit you may call in to report. You must provide the following minimum information:

▶ Name, date of birth and citizenship of all persons on board (including passport number);

▶ Name of the boat and/or boat registration number;

▶ CBP user fee decal number (if 30 feet or longer);

▶ Homeport and current location; and return call contact number.

▶ Trusted Traveler document info readily available (i.e. I-68, Nexus, "BR#")

▶ WESTERN HEMISPHERE TRAVEL INITIATIVE

▶ U.S. Citizens returning from Canada must have one of the following:

▶ U.S. Passport.

▶ U.S. Passport Card. Costs less than a traditional U.S. Passport. Valid only for travel by land and sea.

▶ Enhanced Driver's License. (EDL). (that meets Federal regulations)

▶ Trusted Traveler Program Cards. NEXUS, SENTRI, or FAST cards speed entry into the U.S.

▶ **New Program: "Mobile Passport Control": May enter U.S. using the CBP cell phone "app". See: www.cbp.gov/travel/us-citizens/mobile-passport-control**

Provisioning for Your Trip

Traveling to Canada from the U.S. means you must deal with restrictions on food items that may be brought across the border. “Food, plant, animals and related items are added and removed from restriction daily. Each time you prepare for a trip outside Canada, find out about the most up-to-date rules and restrictions that apply.” “All undeclared food, plants, animals, and related products brought into Canada by travelers are potential threats to the health of Canadians and Canada’s environment. Many different kinds of items can introduce foreign threats into Canada.”

<http://www.beaware.gc.ca>.

For more information, within Canada call the Border Information Service at 1-800-461-9999. From outside Canada, call 204-983-3500 or 506-636-5064 Agents are available Monday to Friday during office hours (08:00 to 16:00 local time / except holidays).

Examples of Products and the maximum amounts that can be imported upon entry to Canada

http://www.gonorthwest.com/Visitor/planning/border/food_canada.htm

Provisioning Ports

- ▶ **Food and other grocery store supplies:** If possible, avoid bringing items into Canada that are prohibited or suspect. (Temperate fruits and vegetables grown in Canada, excess amounts of meat, alcohol, tobacco, etc.) We find it is more convenient to not bring items we suspect may be prohibited. We stop and purchase our supplies at a convenient location along our course.
 - **Primary provisioning locations (supermarket shopping):** Vancouver (Coal Harbor, False Creek, RVYC dock at Jerico), Gibsons, Nanaimo, Pender Harbor (Madiera Park public dock), Westview Marina (Near Powell River), Heriot Bay store, Campbell River.)
 - **Secondary provisioning locations (local food store shopping):** Sturt Bay, Lund, Squirrel Cove Public Dock, Refuge Cove Stove, Gorge Harbor Resort Store. (These are small stores. Not suitable for substantial provisioning).
- ▶ **Water:** Once you reach the Discovery Islands, fresh water supplies become more challenging. Fresh water is available at Lund Boat Harbor, Refuge Cove, and further north at Toba Wilderrest Resort and Big Bay Public Dock. In other areas such as Tenedos Bay, Roscoe Bay and Grace Harbor fresh water may be obtained from local streams. In Roscoe Bay and Grace Harbor there are hoses descending from streams that may be used to fill plastic jugs. (**Note: Fresh water obtained from untreated surface water sources is not recommended for drinking unless boiled first**). In the Broughton Islands, water is more limited, and in some locations it may be dis-colored by tannins. Safe to drink, but not much to look at. Municipal water is available at Alert Bay, Sointulla, and Port McNeil.
- ▶ **Fuel:** Diesel and gasoline are expensive in British Columbia. To save money it is advisable to enter Canada with full tanks. Fuel may be obtained at most major marinas. Check your cruising guide. In the Discovery Islands fuel is available at Lund Boat Harbor and Refuge Cove, Heriot Bay Marina and Resort, Campbell River, and Gorge Harbor. In the Broughton Islands area fuel is available at Lagoon Cove Marina, Echo Bay Marina, Sullivan Bay Marina, Port McNeil, and Sointulla (by truck delivery).

Outfitting for Your Trip.

- ▶ **Clothing:** In June and beginning in September the weather can still be chilly (50 degrees F in the mornings and evenings) so warm clothing is useful.
- ▶ Bring a wool sweater, hooded sweatshirt, long pants, and a waterproof warm jacket.
- ▶ Rain gear is always necessary because rain squalls are likely all year, although less frequent in July and August.
- ▶ Bring aqua-socks for wading along the shore (very useful when landing the dinghy or going ashore to stern tie). Inexpensive rubber boots (Wal-Mart) are also useful for landing the dinghy. Tennis shoes are nice for walking the trails or to the store. When the tide is out, oysters and their razor sharp shells can make landing an inflatable dinghy difficult, and hazardous.
- ▶ Warm gloves are useful. Bring warm socks and light socks. Polar-tech clothing is great for layering: a polar-tech vest or jacket.
- ▶ Hats for rain and sun (hopefully) are necessary.
- ▶ **Tools:** You will be away from major harbors and repair facilities. Bring basic tools to allow emergency repairs.
- ▶ **Spare parts:** Except for Lund, Campbell River, Heriot Bay, Alert Bay, Sointulla, and Port McNeil you will be away from easy access to spare parts. Carry spare belts, hose material, gasket material, and misc. critical engine parts like fuel filters and oil filters. Carry enough motor oil to replenish your system at least one time. Carry extra water filters if you have a watermaker or water filtration system. Many marine engine manufacturers sell a basic kit of spare parts. If yours does, buy the kit.

Anchoring

Anchoring: You must have good anchoring skills and good ground tackle. You will not find public buoys in most marine parks. Anchoring techniques are a consistent subject for cruising guides, handbooks, magazines, and websites. You will find hundreds of helpful articles on the internet. However, Pacific N.W. cruising includes some special anchoring considerations that cruisers from other areas may not be aware of.



- ▶ **You may encounter tidal differences over 15'.** It's very important to know how much deeper and shallower the water will get. Otherwise, you may have too little scope and your anchor may dislodge or you may have too much scope and you may swing aground.
- ▶ **2. Currents** can run quite strong in certain areas, even in places that appear to be a good anchorage. Check your cruising guide and your chart to be sure that you choose a spot where the current will not run strong and change direction dramatically.
- ▶ **3. Don't anchor in a mooring field of private buoys** or near a boat that is tied to a buoy.
- ▶ **4. If there are mooring buoys, it's a good rule of thumb not to anchor inside (shore-side) the buoys in a mooring field.** Often, the buoys are placed as close to shore as depths allow. Additionally, in some places anchoring shore-side of the buoys is prohibited to protect eelgrass habitat. Areas with lots of grass, seaweed or kelp do not offer great holding.

5. Many bays and coves seem very protected but are still open to winds blowing over low-land shore areas or down narrow passages. Check your chart and the wind predictions before anchoring.
6. Too often, people flock together because of herd instinct. Don't anchor too close to other boats or in the middle of a pack.
7. If you don't like certain boats (boats with generators, barking dogs, etc.,) don't anchor nearby.
8. Match your scope to the anchoring situation (wind, bottom conditions, size & number & type of other boats). Many people in the P.N.W. anchor with all chain and short scope. If other boats obviously have out 3-1 scope and you want to use 6-1, move further away.
9. During the summer many bays and coves are dead calm at night. Calm conditions and short scopes mean that boats will swing in tight circles. Sometimes it's difficult to determine where someone's anchor is lying. Ask other skippers how much scope they have out and where their anchor is.

10. Remember, your scope must include the height of your bow over the water. If you anchor in 15' of water with 75' of chain or rode, your scope would seem to be 5 to 1. However, if your bowsprit is 5' high your real scope is just 3.75 to 1. If the tide rises 10', your real scope would be just 2.5 to 1. That's a very short scope.





Stern Tying to Shore

1. We carry line for shore tying on the stern. It is mounted so as to feed out freely to someone taking a dinghy ashore. We use 600' of 1/2" floating line.
2. The poly-propylene line will be run from the stern of the boat to the shore, around a tree or other secure object on shore (some marine parks have metal rings or chains anchored into rocks) and brought back to the boat. This makes it easy to leave without going ashore.
3. When we enter the anchorage we motor slowly along the shore watching the depth, keeping track of wind and current, and looking for a good place to secure the line ashore.
4. Be sure there is an easy place to land the dinghy and climb ashore. Don't send your crew up a cliff or running over slippery rocks.



- ▶ 5. Communicate carefully about going ashore with the stern line.
- ▶ 6. We have our dinghy launched and ready before we drop the anchor. The person going ashore should wear gloves and shoes that can get wet. Don't send someone ashore barefoot or in thongs.
- ▶ 7. Once we spot a good place to tie ashore I turn our boat away from the shore and move slowly ahead perpendicular to shore. When we are sufficient distance away to allow for proper anchoring scope we drop and secure our anchor. We back down to set the anchor and then let out enough chain and rode to allow backing toward the shore.
- ▶ 8. One person rows toward the shore while the helmsman backs up. You must back-up as straight as possible. You must have enough slack anchor chain or line to allow backing up.
- ▶ 9. Floating line is essential. If the line doesn't float it will be difficult to get ashore, especially by rowing. It works best to have the line come freely off a spool. If you try and coil the line into the dinghy first and then go to shore it will almost surely become a tangled mess.
- ▶ 10. Once ashore, secure the line to something solid right away. This may be your intended tie down object or something else. Take a short rest. Then pull the boat perpendicular to the shore by bringing the line tight.
- ▶ 11. If satisfied the shore person takes the end of the line and runs it around the designated tree, stump, ring, etc. If necessary, she can again secure the line and take another rest while I re-align the boat to perpendicular.
- ▶ 12. If you are still satisfied pull the line around the tree or through the ring. This is easier than trying to pull line around a tree or through a loop while rowing back. Coil the line carefully and put it into the dinghy. At this point, you should be close to shore so the trip back should go quickly.
- ▶ 13. Once the end of our shore line is back aboard the boat tie the stern line at two cleats, one cleat for each end. I watch how the boat swings. I check the depth and the time and tide. I adjust the distance from shore to suit the conditions. From time to time adjust your distance from shore if necessary. 14. When shore tied you will still swing back and forth if there is wind or current abeam. Your shore line will slide back and forth around the tree or through the ring and the boat can actually move quite a distance. If you are near a rock, reef, bar, or other obstruction on either side of your boat there can be trouble. One solution is to run another line ashore and tie it tight to prevent much lateral movement. When it comes time to leave, this secondary line can be untied and brought back aboard first.

Navigation

Proper navigation is essential for a safe and fun cruise. Bad navigation will ruin your day, absolutely, positively, for sure!



Navigation Tools Include:

Paper charts- Chart plotting tools

VHF Radio- Binoculars -GPS

**Tablet computer (I-pad or other)
(optional)**

**Chartplotter & electronic charts
(optional)**

Radar (optional)

**AIS (Automatic Identification
System) (optional)**



- ▶ **Charts, GPS, Other Vessels:** There are many charted rocks, reefs, shoals and other obstacles. Strong currents and choppy conditions exist in many areas. Constant attention and situational awareness is required.
- ▶ 1. **There are many rocks and reefs to avoid.** Almost all are clearly charted but if you don't keep track of where you are, even the best charts or GPS systems won't keep you safe. Pay attention.
- ▶ 2. **Electronic navigation equipment is wonderful but you are only one electron away from being in trouble.** Always have proper paper charts.
- ▶ 3. **Charts for Pacific N.W. cruising areas are available in large "chartbooks".** Puget sound, the San Juans, Gulf Islands, and Desolation Sound all have such books. These sets are not expensive. There is no excuse for going cruising without paper charts.
- ▶ 4. **GPS chartplotters can be wrong.** They are only as good as the underlying chart datum. We have observed situations where our GPS showed us traversing land. Also, do not "over zoom" your chartplotter. Zooming in past the data limits of the chart can make it appear you can navigate a narrow channel or around an obstruction when its not actually possible.
- ▶ 5. **GPS chartplotters can be highly accurate.** If you set a waypoint at the location of a buoy or submerged rock you may run right into it.
- ▶ 6. **Keep track of other boats around you.** More and more vessels have auto-pilots using GPS to go from one waypoint to another. Sometimes there will be no one at the wheel or even on watch.
- ▶ 7. **There are big ships in the P.N.W.** Small boats should stay out of the traffic separation lanes. The lanes are clearly designated on the charts. They exist in Puget Sound, Haro Strait, Georgia Strait, Juan de Fuca Strait, Johnstone Strait, and other areas.

Weather

Comfortable PNW cruising requires constant attention to marine weather conditions and predictions. For example, we choose our anchorages with regard to predicted wind direction and speed. We choose our time at marinas with regard to predictions for rain or cold. Wind speed and direction will determine sea conditions and ETA to destinations.

- ▶ **VHF Weather Broadcasts:** Environment Canada VHF weather. Notoriously inaccurate. Only gives short term broadcasts and little info beyond forecast winds.
- ▶ **FM weather.** Incomplete marine weather forecasts but gives extended information, rain and temperature predictions.
- ▶ **Internet weather.** Accuweather, Weather Underground, Weather Channel, etc. Much more complete; offers extended forecasts (5, 14, 21 days) and graphics. Extended forecasts past 5 days are unreliable. Requires internet access.
- ▶ **Wind Apps for mobile devices.** Predict Wind, Windfinder Pro are my favorites. There are many others.
- ▶ **Satellite weather.** Sirius XM marine weather. Requires a satellite receiver (GPS or other) and subscription. Detailed weather predictions.
- ▶ **Recording Barometer.** Monitors barometric pressure and electronically records past readings. Allows careful monitoring of changing weather.

Tides and Currents

▶ Tides: Tides north of Georgia Strait can run 10' - 20'. Some tidal differences can be quite extreme.

▶ 1. You must pay close attention to the highs and lows each day.

▶ 2. Cruising in the P.N.W. demands that you have a tide book, preferably one that has the tides and currents for all the reporting stations and the correction formulas for many other areas.

▶ 3. Big tides mean strong currents. Areas that usually have strong currents will be worse. If the wind will be blowing against the current this can mean choppy and sloppy water with uncomfortable conditions.

▶ 4. Some docks & marinas have shallow water at low tide. You must be aware of the minimum depth of areas you plan to visit.

▶ Currents: Many areas have strong currents that affect cruising choices. When dealing with currents, timing is everything. Even a 1-2 knot current running against you rather than with you will dramatically affect your time of travel and fuel economy.

▶ 1. When choosing a destination check your charts and current tables. There are areas that are only safe at or near slack water. Some of the best known are Yaculta Rapids, Gillard Pass, Dent Rapids, Okisollo Pass, Surge Narrows, Seymour Narrows and other places in Johnstone Strait. These areas can be dangerous when the current is running.

▶ 2. Check weather conditions and wind forecasts. Wind blowing against the current can change benign conditions to unpleasant steep and choppy waves that will be very unpleasant. This is especially true in open areas with long fetch like Rosario Strait, Haro Strait, Georgia Strait, and Johnstone Strait.

▶ 3. Currents can create unpleasant and even dangerous "tide rip" conditions when flowing water intersects with stationary water.

▶ 4. Paper charts give no indication of the times of strong and weak currents. You cannot accurately discern current strengths just by the high and low tide although you can make a decent guess. Current estimates given on some electronic charts (Navionics are not always accurate.)

Desolation Sound and the Discovery Islands.





Desolation Sound Area

Located east of Cortez Island at the north end of the Malaspina Peninsula. The area includes Desolation Sound Marine Park, Roscoe Bay Marine Park, Grace Harbor Marine Park, Copeland Islands Marine Park, Teakerne Arm Marine Park, Pendrell Sound, Squirrel Cove, Refuge Cove, Malaspina Provincial Park, Okeover Arm Provincial Park and Okeover Inlet.

Desolation Sound Marine Park includes Prideaux Haven, Melanie Cove, Laura Cove, Tenedos Bay, and other anchorages and bays.

Favorite Destinations

There are too many different parks, coves, bays, and marinas to attempt a list of them all. The following are what we consider our favorite destinations.

Lund Boat Harbor. Copeland Islands Marine Park.

Desolation Sound Marine Park and surrounding area.

Tenedos Bay, Prideaux Haven, Melanie Cove, Laura Cove.

Okeover Inlet and Okeover Public Dock, (Laughing Oyster Restaurant), Grace Harbor.

Squirrel Cove and Squirrel Cove Public Dock. Refuge Cove

Pendrell Sound. Roscoe Bay Marine Park. Walsh Cove Marine Park

Ha'thayim Marine Park (Von Donop Inlet)

Discovery Islands

Big Bay Public Dock. Shoal Bay and Blind Channel Resort

Thurston Bay Marine Park & Handfield Cove.

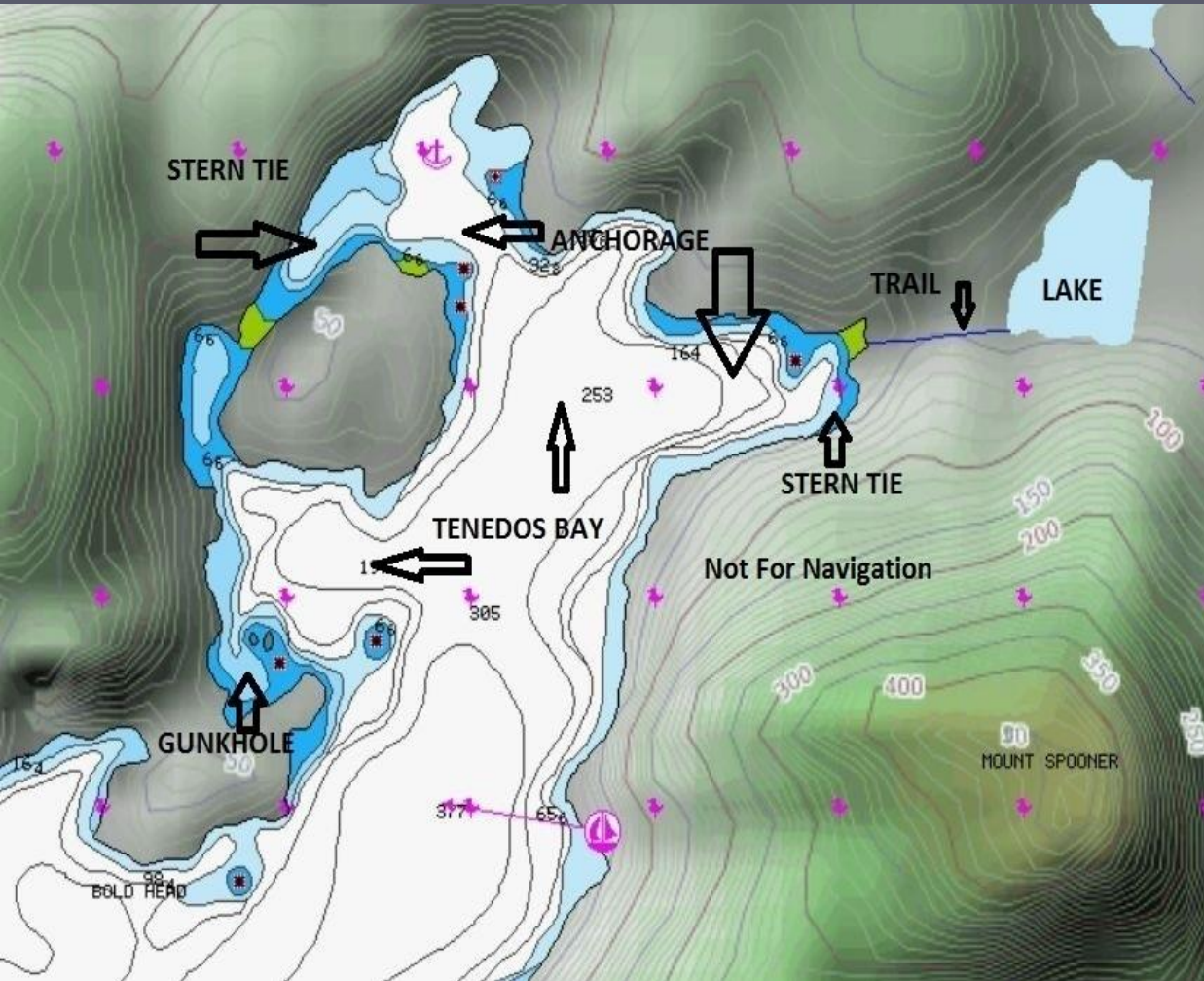
Octopus Islands Marine Park

Rebecca Spit Marine Park, Drew Harbor & Taku Marina Resort

Gorge Harbor Resort. Mansons Landing (challenging anchorage)

Tenedos Bay

**Tenedos Bay.
Desolation Sound
Marine Park.**



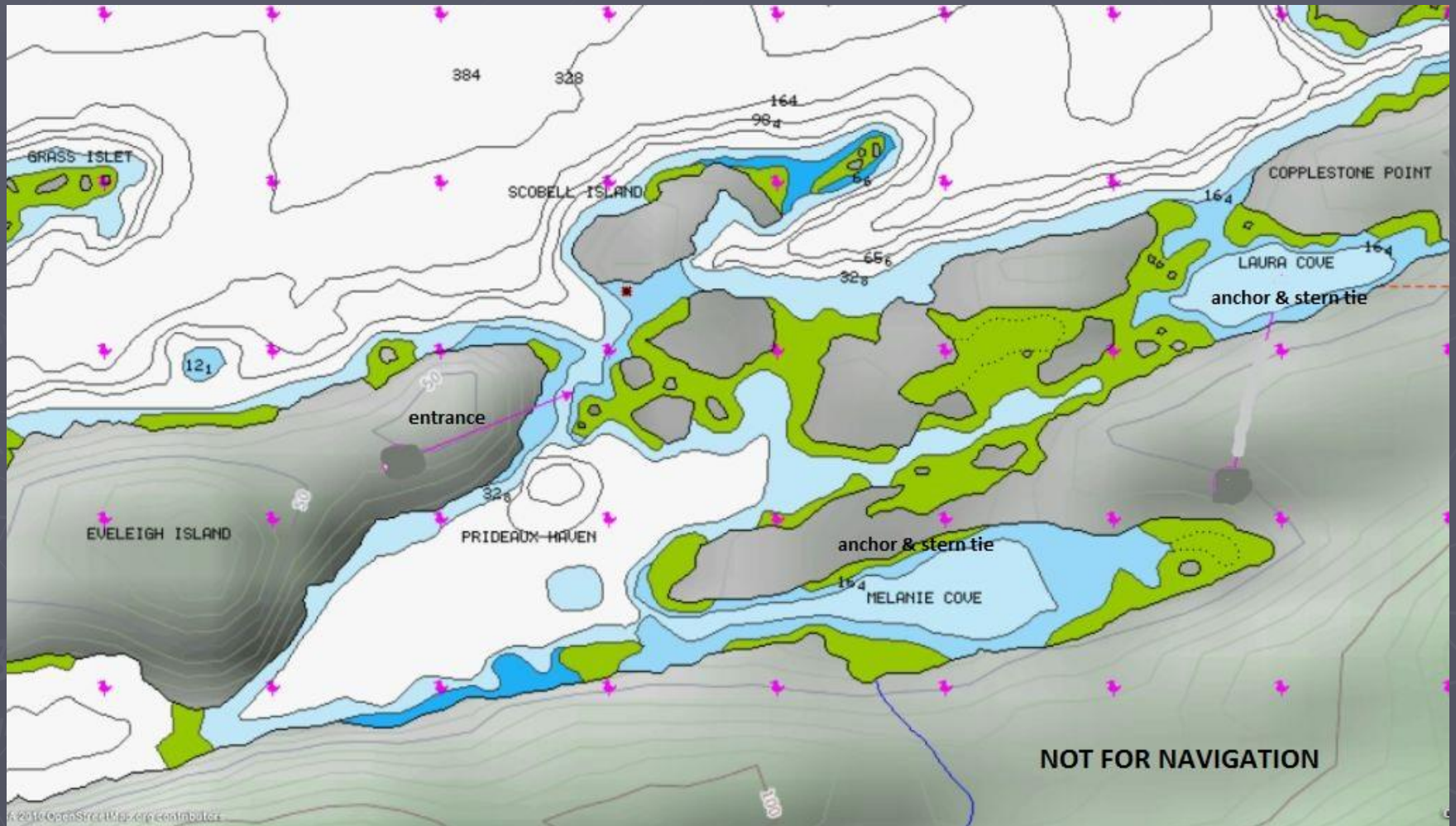
**One of our favorites.
The lake offers great fresh
water swimming and
it is possible to explore
ashore among the rocks
and trees.**

**Beware the charted rock
easily visible at 1/2 tide
or less.**

**The gunkhole is one of
the best spots to anchor
in Desolation Sound but
requires caution and
care.**

Prideaux Haven, Melanie Cove, Laura Bay

Excellent anchorage in all three areas. Will be crowded July & Aug. Stern tie in all three areas. If tied close to shore expect mosquitoes and some flies. Many boats will raft and tie to shore. Large yachts prefer Prideaux Haven. Proceed with caution through entrance to Prideaux Haven. Dinghy only between Prideaux Haven and Laura Bay. Fantastic views of the mountains to the N.



Grace Harbor

Grace Harbor will be crowded in July and August. Shore tie recommended. Do not anchor on the flat rocky area shown on your chart.

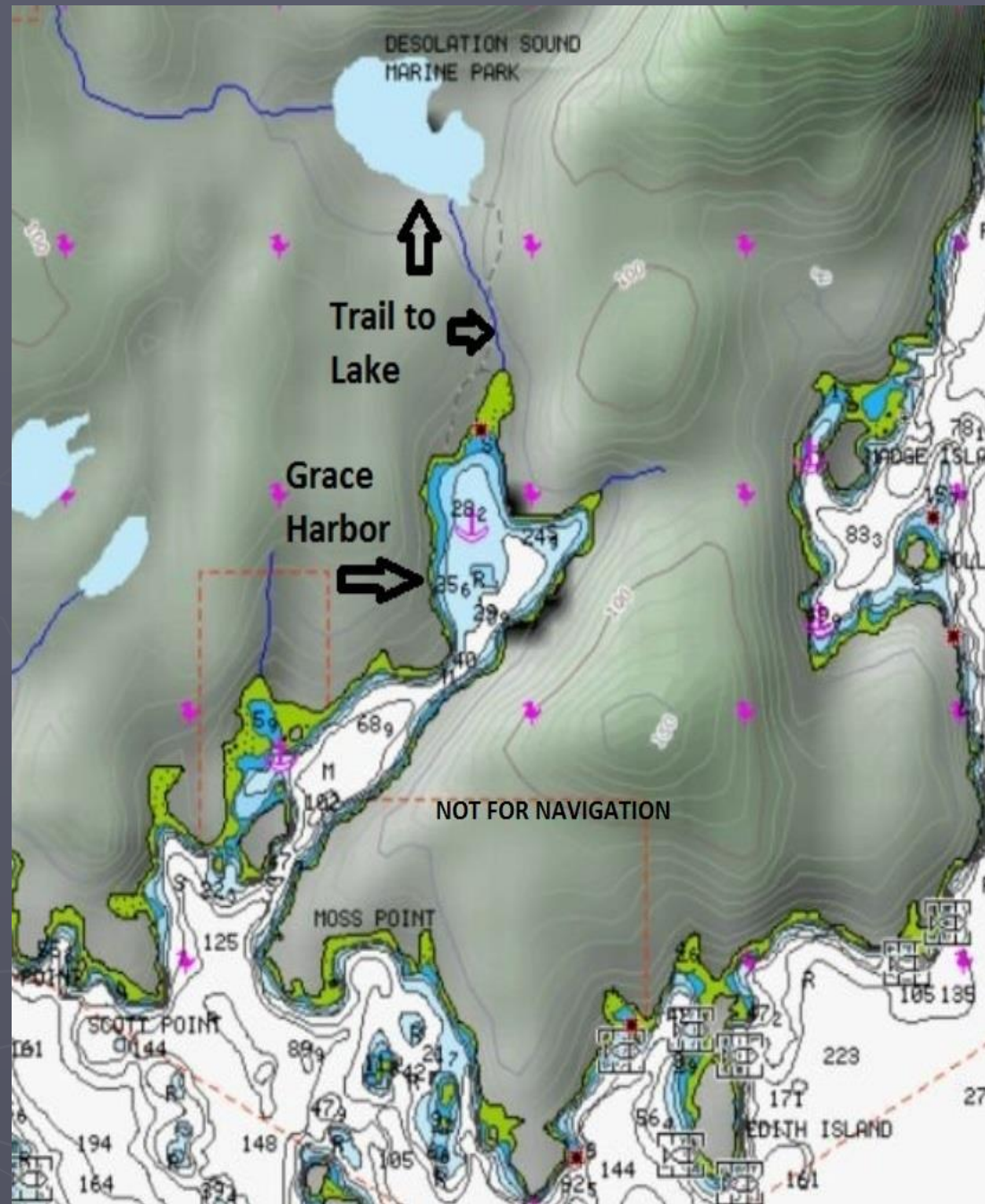
The Lake trail may be muddy and wet during periods of rainfall.

Very sheltered from all winds. Vessels will swing unevenly. Best to anchor with short scope and heavy anchor.

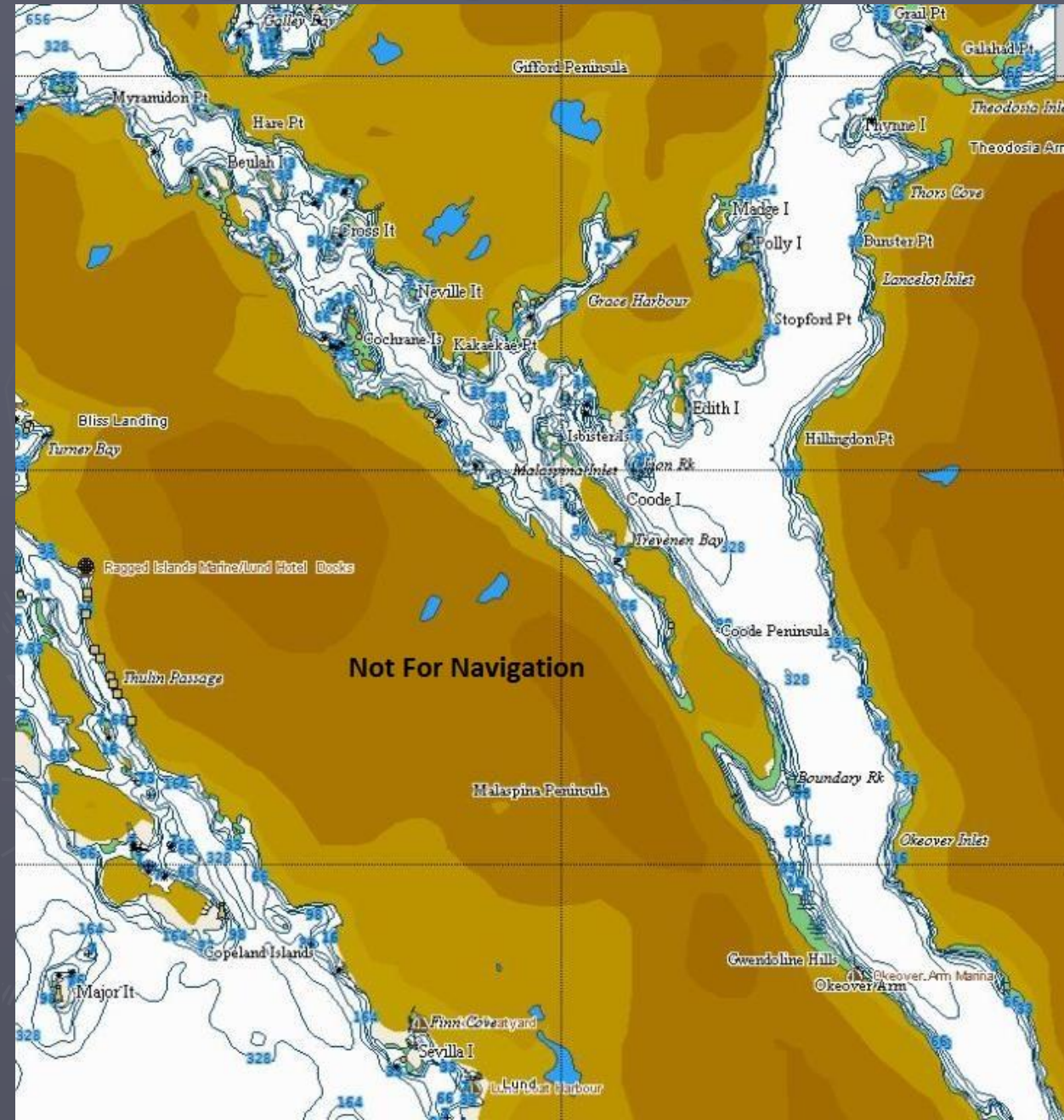
Small bay just inside the entrance has anchorage for one or two boats, but shoals rapidly with rocks revealed at low tide.

A very peaceful anchorage.

Boats often raft together on one anchor.



Okeover Inlet



The northern portion of Okeover Inlet has rocks and small islands to avoid. Use caution: Watch your chart.

The entrance to Grace Harbour is narrow but free of obstacles. Proceed slowly, no wake.

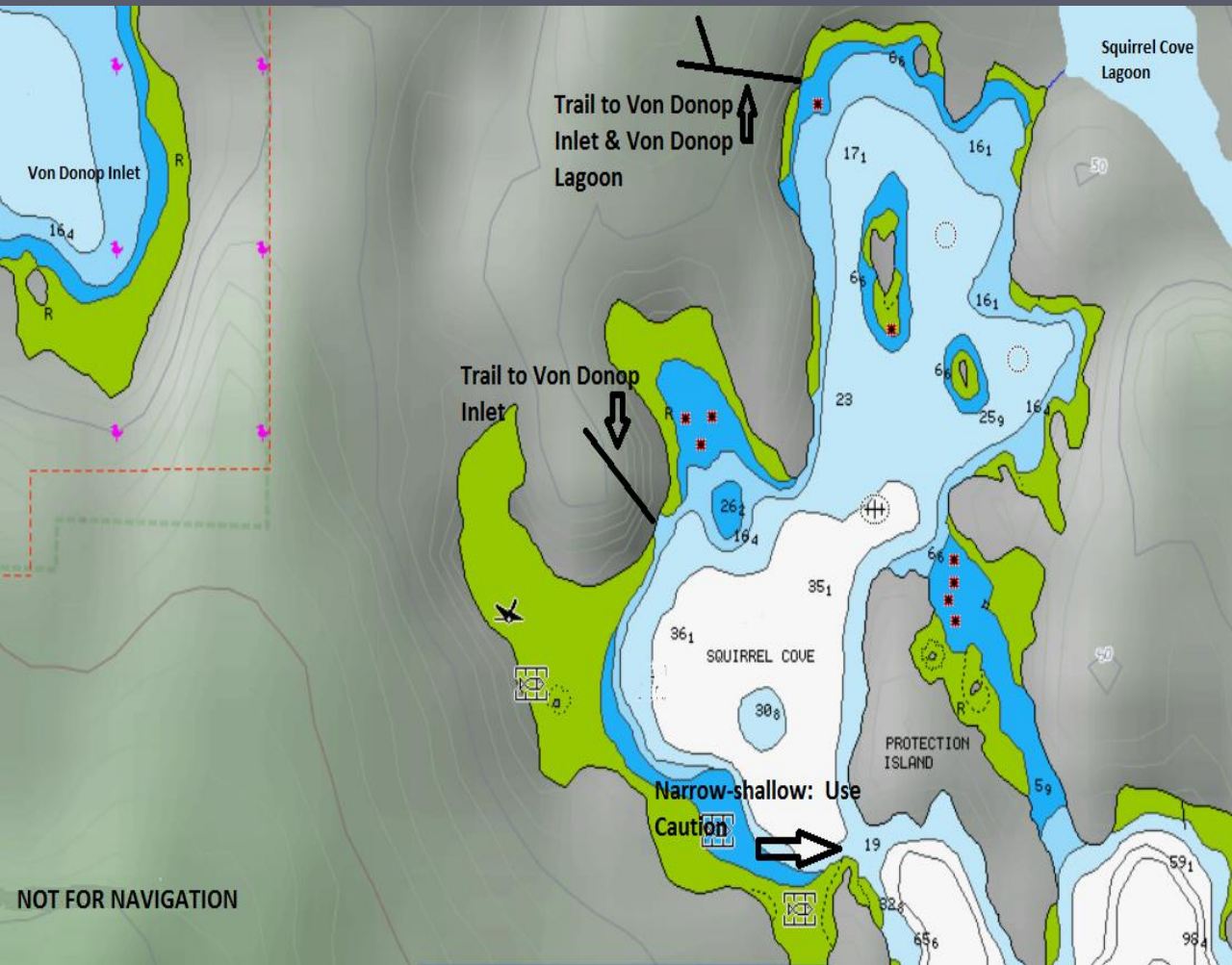
Okeover Public Marina is recently improved and well built. No power or water on the dock.

The provincial park is pretty and has nice campsites.

Laughing Oyster Restaurant is excellent and the primary reason for visiting. Make reservations in advance.

Fair weather anchorage is possible NW of the docks.

Squirrel Cove Anchorage



Crowded in July & August. Large area for anchoring, good holding. Most sheltered area is in the N part of the Cove.

Stream from lagoon fun for swimming.

Nice trails to Von Donop Inlet and the Von Donop Lagoon.

Warm water in the summer for swimming.

Ride in dingy to Squirrel Cove public dock, store and restaurant.

Use caution at the entry. Go slow.

No wake in the anchorage. Check chart for marked rocks and obstructions

Squirrel Cove Public Dock & store.



The public dock has room for 3 – 4 medium sized boats. Exposed to winds and the wakes from vessels going to and from Squirrel Cove anchorage. Good store for basic groceries, beer and wine. Good restaurant, showers, & laundry. Short term anchorage for quick trips to the store or launch dingy, and wait just off the docks.

Refuge Cove: Fuel, Food & supplies, alcohol, baked goods. No trails.



Refuge Cove is a good stop for supplies, fuel, and fresh water. The docks get crowded during July & August but space is usually available. Find a spot and tie up. Great place to stop before heading further north. No shore side access for walking or hiking.

Roscoe Bay Marine Park

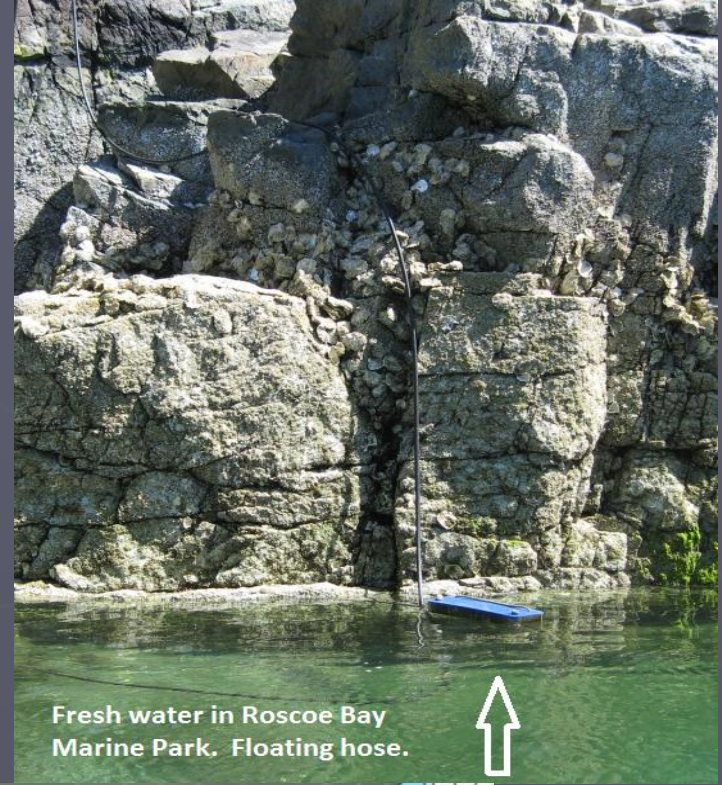
Roscoe Bay Marine Park is a jewel, crowded in the summer months. Best to visit in late June or after Labor Day. Anchorage is excellent. In summer, shore tie may be necessary.

Entrance dries at low tide. Enter at or near high tide, preferably on an incoming tide.

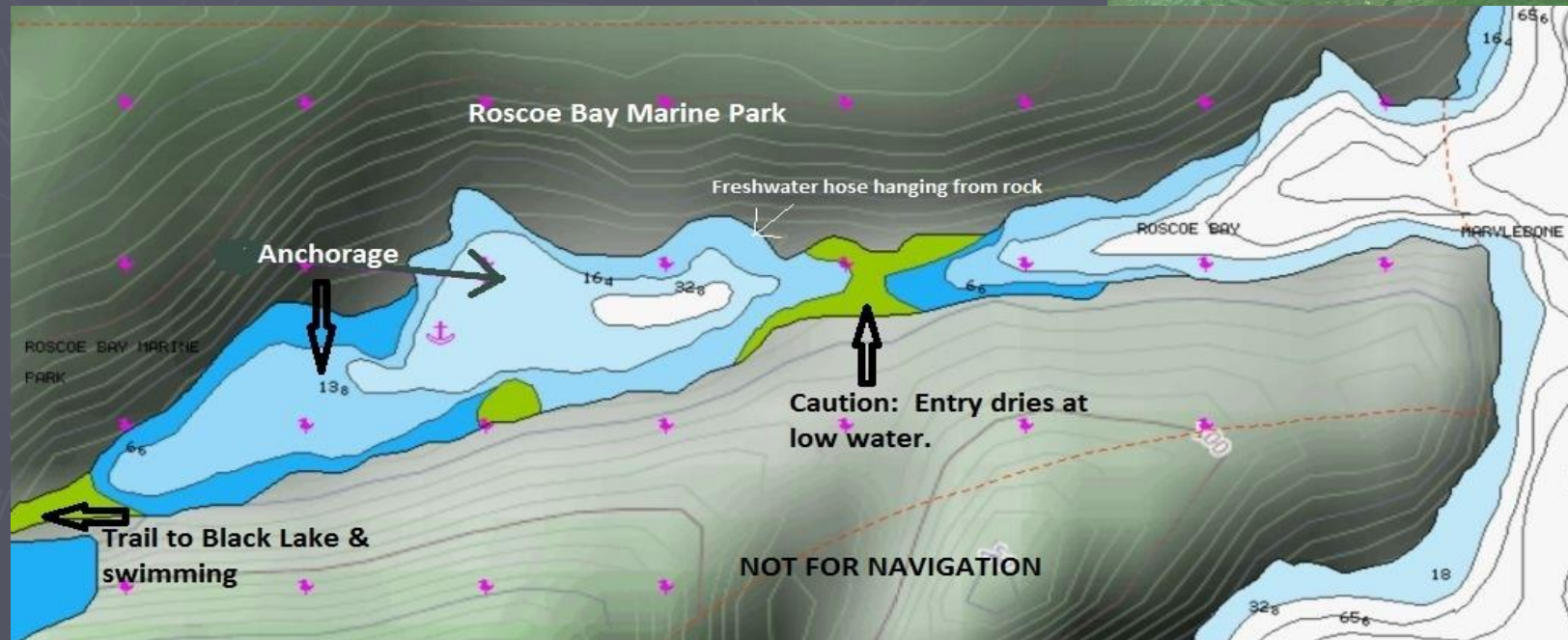
A short walk at the head of the bay leads to a very nice swimming lake.

Follow the shoreline a short distance to swim from sunny rocks.

There is good fishing in Waddington Channel.



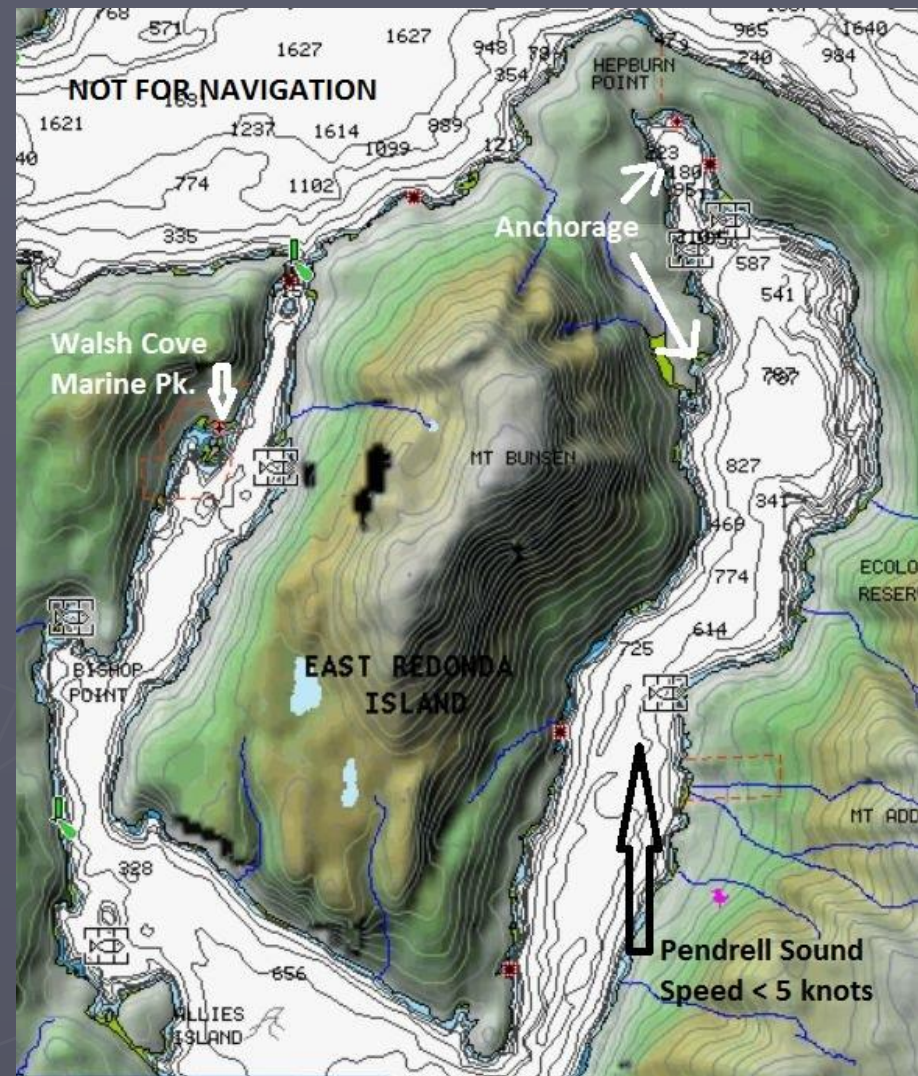
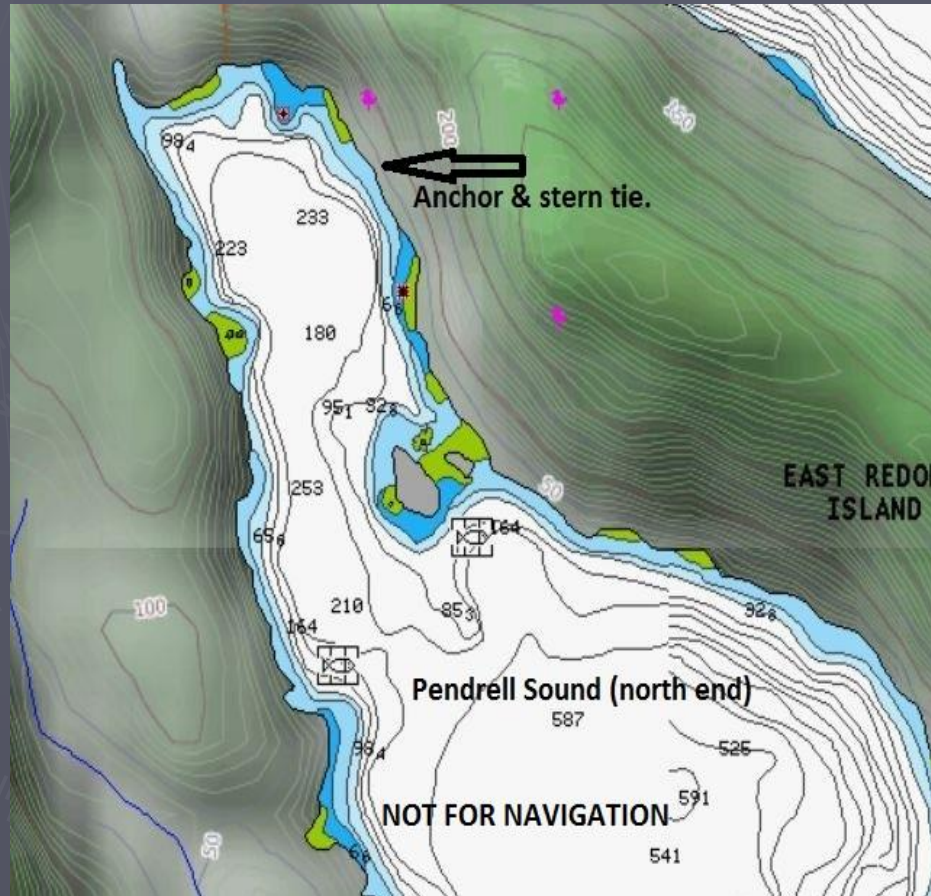
Fresh water in Roscoe Bay Marine Park. Floating hose.



Pendrell Sound

Pendrell Sound is north of Desolation Sound. Enter to the east off Waddington Channel. The long narrow sound is used for oyster farming. No wake allowed to prevent damage.

The water in Pendrell Sound gets warm. (75+ deg. F) Great for swimming in the summer.



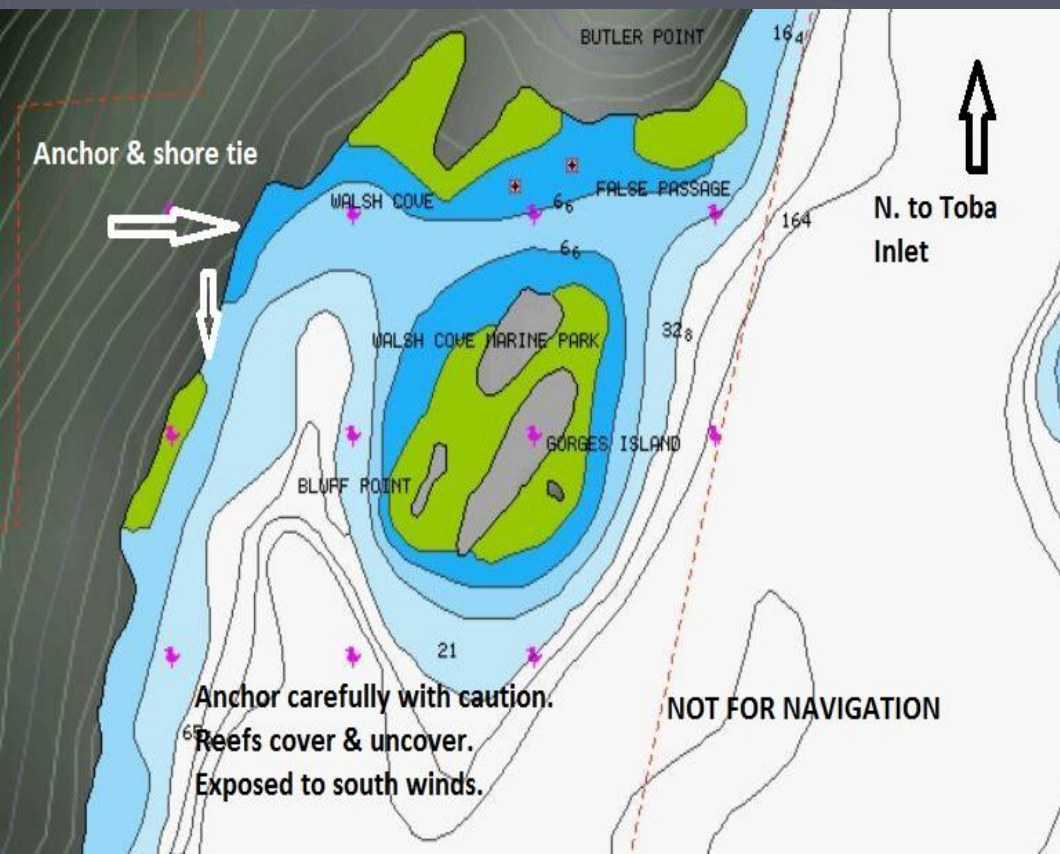
Anchor at the end in 60' + and shore tie. Exposed to winds from the south.

Popular in the summer. Very crowded on weekends in July & August due to visitors from Campbell River and other urban areas.

Walsh Cove Marine Park

Located near the north end of Waddington Channel, just south of the pass to Pryce Channel. Protected from N. winds.

Popular for good fishing in Pryce Channel and Toba Inlet. Anchor and shore tie. Beautiful views south down Waddington Channel. Use caution due to reefs and rocks lying off the small islands. Limited shore access except for the small islands.



Walsh Cove Marine Park is very pretty but is also popular and can be crowded. The anchorage area is small and shore tying is necessary.

Toba Wildernest Resort

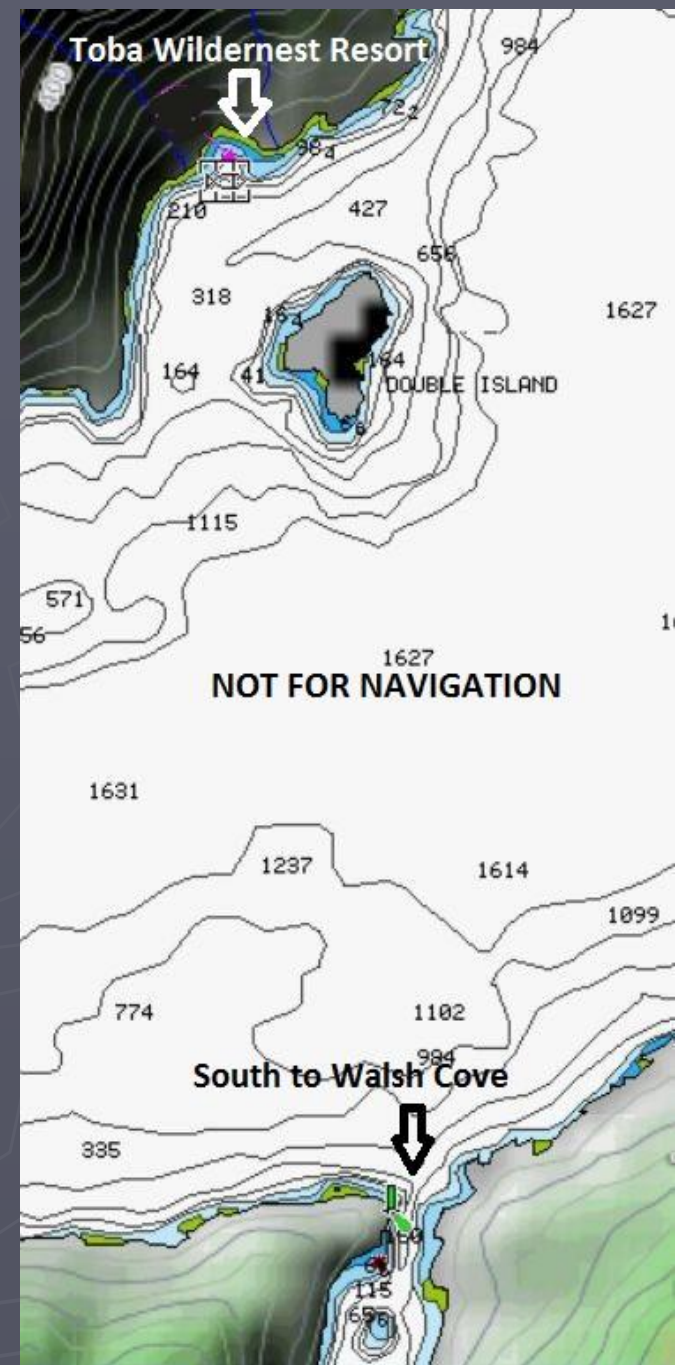


**Very friendly small resort
across Pryce Channel from
Walsh Cove. Good docks &
excellent fresh water
(marina customers fill for
free).**

Trail leads to waterfall.

Great fishing in Toba Inlet.

Beautiful mountain views.



Ha'thayim Marine Park (Von Donop Inlet)

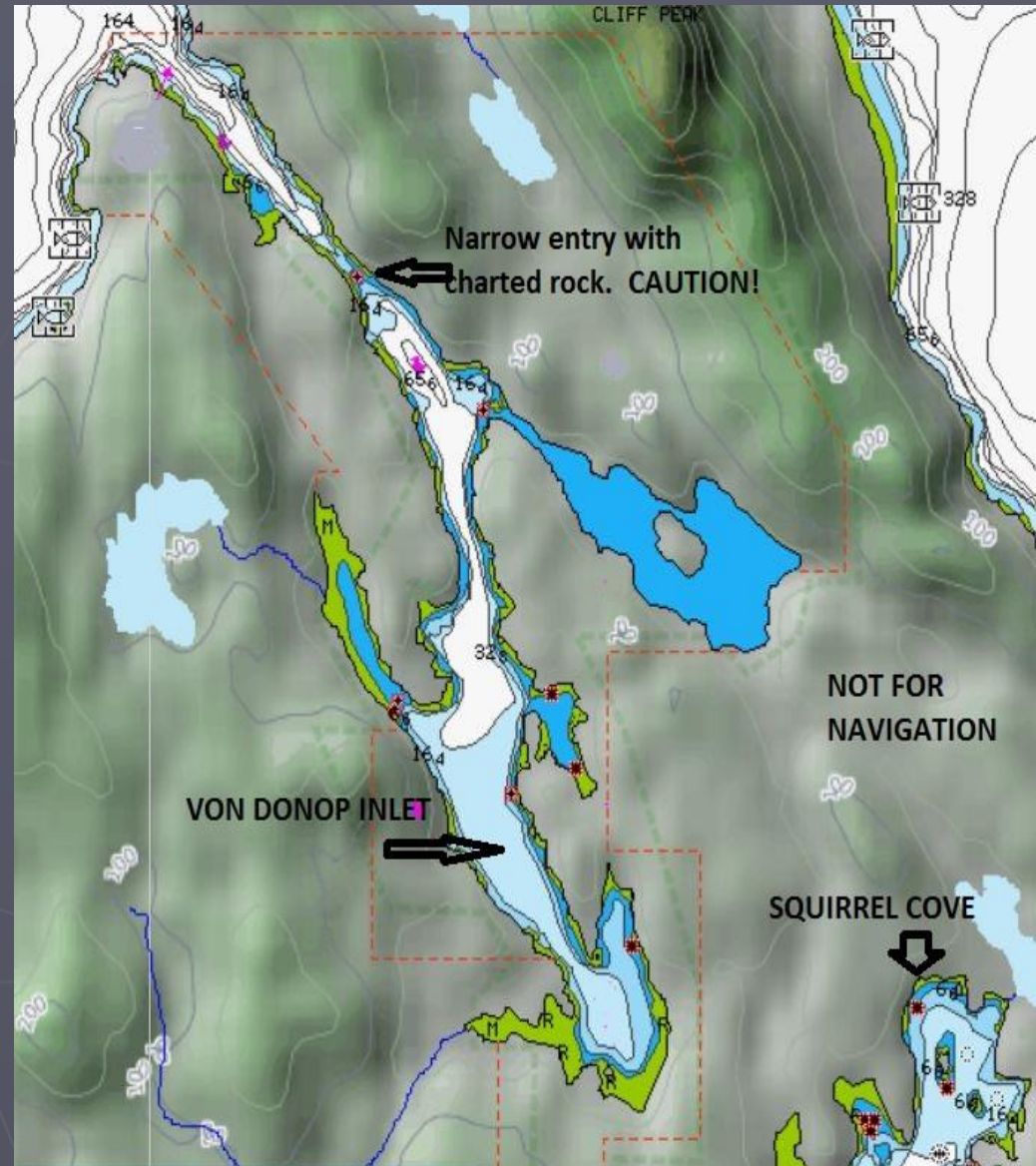
Von Donop inlet is a favorite anchorage in the Discovery Islands area.

The anchorage area is several miles long, well sheltered, approx. 35' deep, and flat, with good holding. Less deep in the southern most bay.

There are trails with miles of walking in the woods, and a picturesque lagoon with a dramatic entrance.

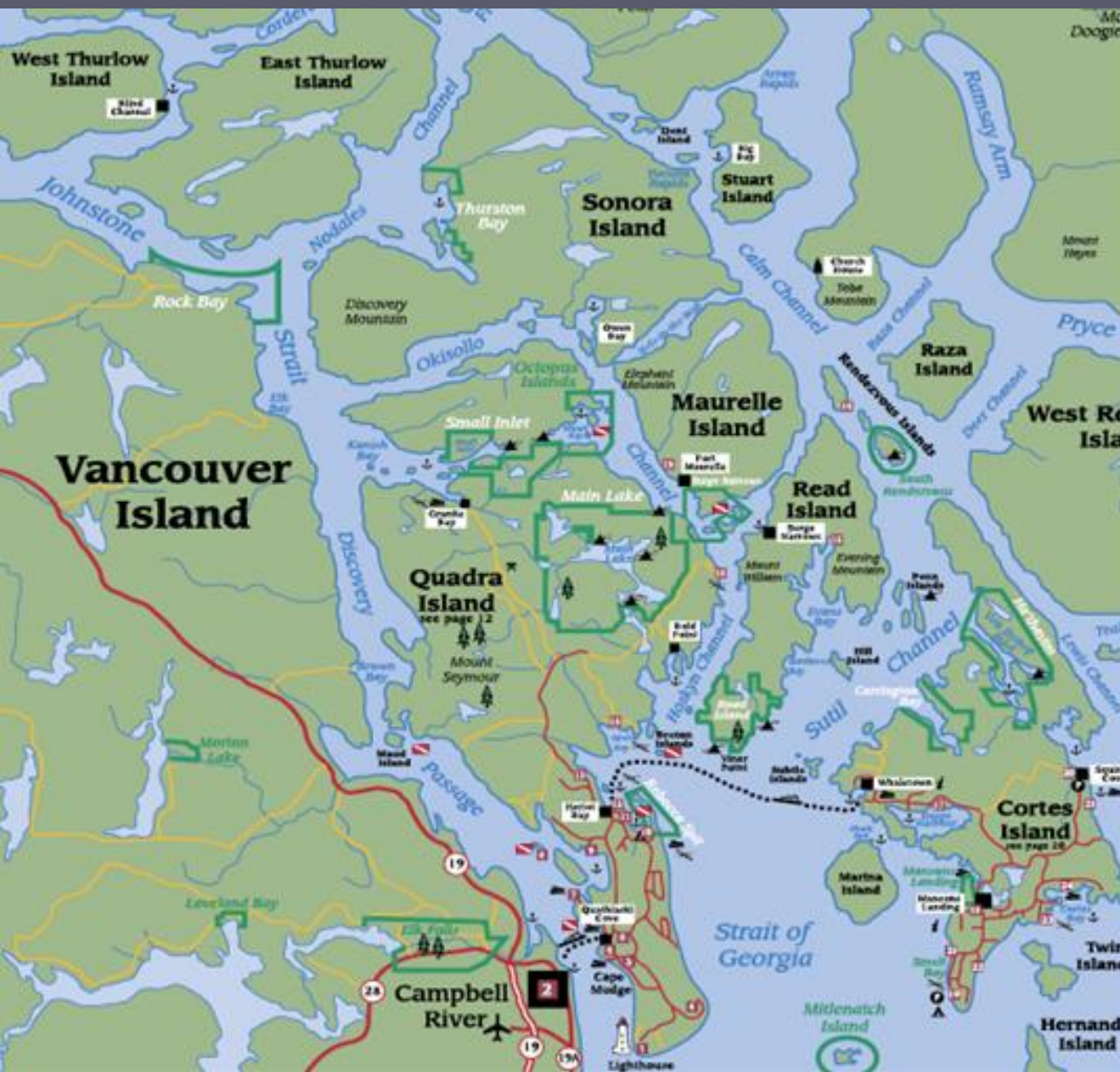
The best anchorage is at the south end, closer to the trails but anchorage is excellent throughout.

The entrance is narrow and obstructed by a covered rock near the south end of the entrance. Stay close to the starboard shore and go slow while entering.



The Discovery Islands.

Located at the northern end of the Strait of Georgia, NE of Campbell River. The Discovery Islands include Quadra Island, Sonora Island, Maurelle Island, Read Island, Cortes Island and many smaller islands and islets. Marine Parks in the area include Octopus Islands, Thurston Bay, Walsh Cove, Mansons Landing, Rebecca Spit, and Ha'thayim (Von Donop Inlet). Marinas include Gorge Harbor, Heriot Bay, and Campbell River.



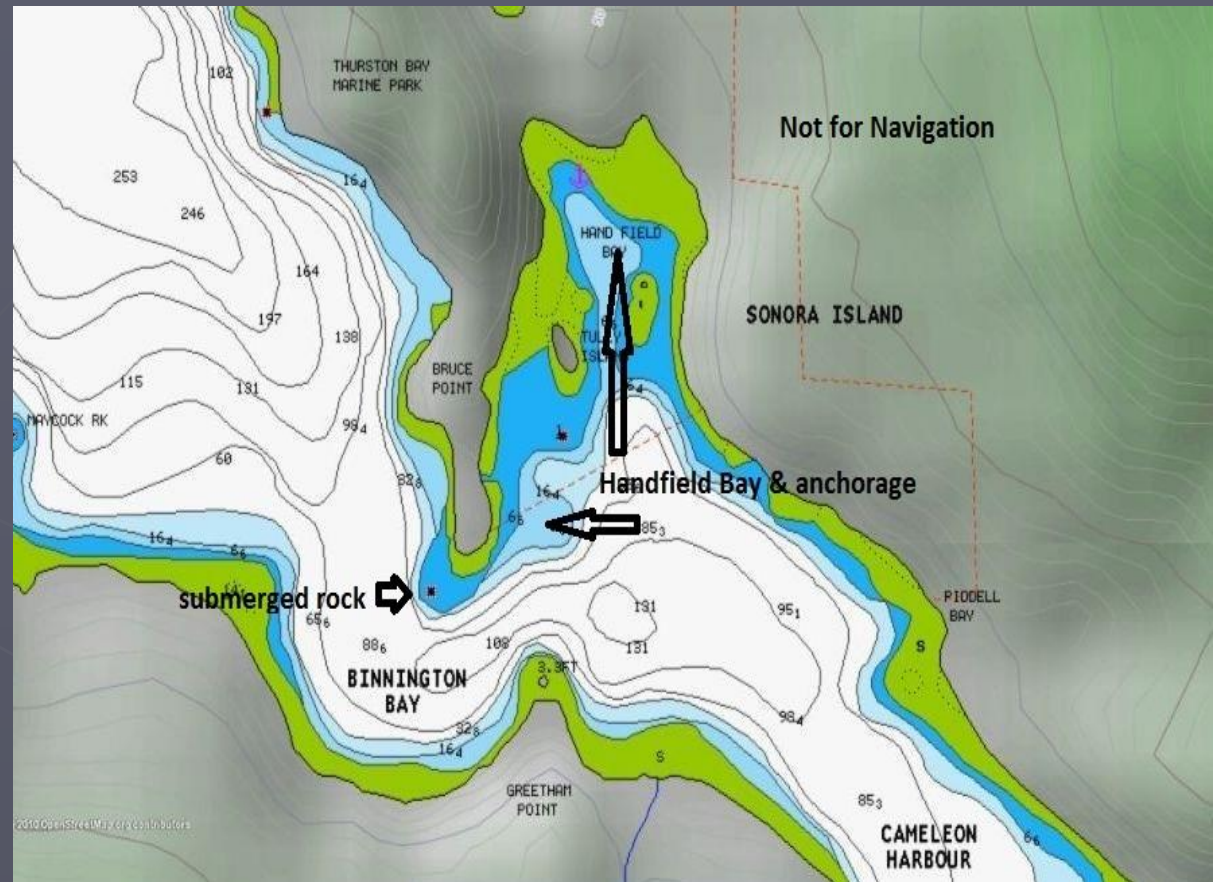
Handfield Bay

Use caution when proceeding south to Handfield Bay. There is a submerged rock, visible at low tide off the southern tip of the peninsula.

The rock is charted and easily avoided but caution is advised.

Anchor in 15' to 20' inside the bay. Be sure your swing will not put you in the shallow water shoaling from the stream.

There is a rough trail to the lagoon to the north. Watch for bears.



Thurston Bay Marine Park and Handfield Cove



Transit from Big Bay to Thurston Bay Marine Park via Dent Rapids. For trips further north continue to Shoal Bay and beyond.

Going N. transit Dent Rapids at slack turning to Ebb. Going S. Transit at slack turning to Flood.

Always transit Dent at or near slack.

Proceed to Thurston Bay Park and south then east to Handfield Bay.

Handfield Bay is a very secure anchorage, but small and shallow. Enter with caution, watching for reefs.

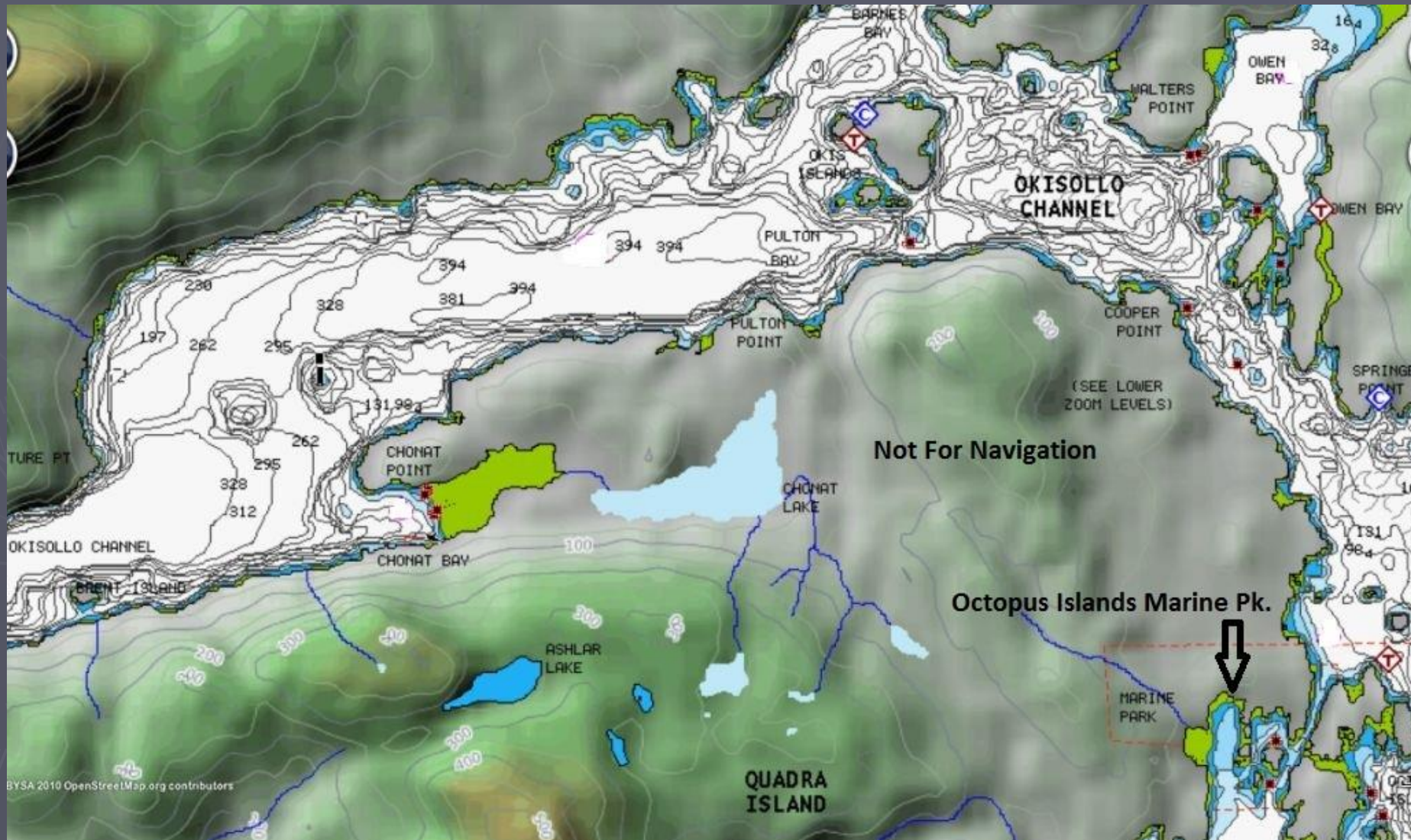
Anchorage is also possible outside the entrance to the Bay, or further south.

Very picturesque and quiet.

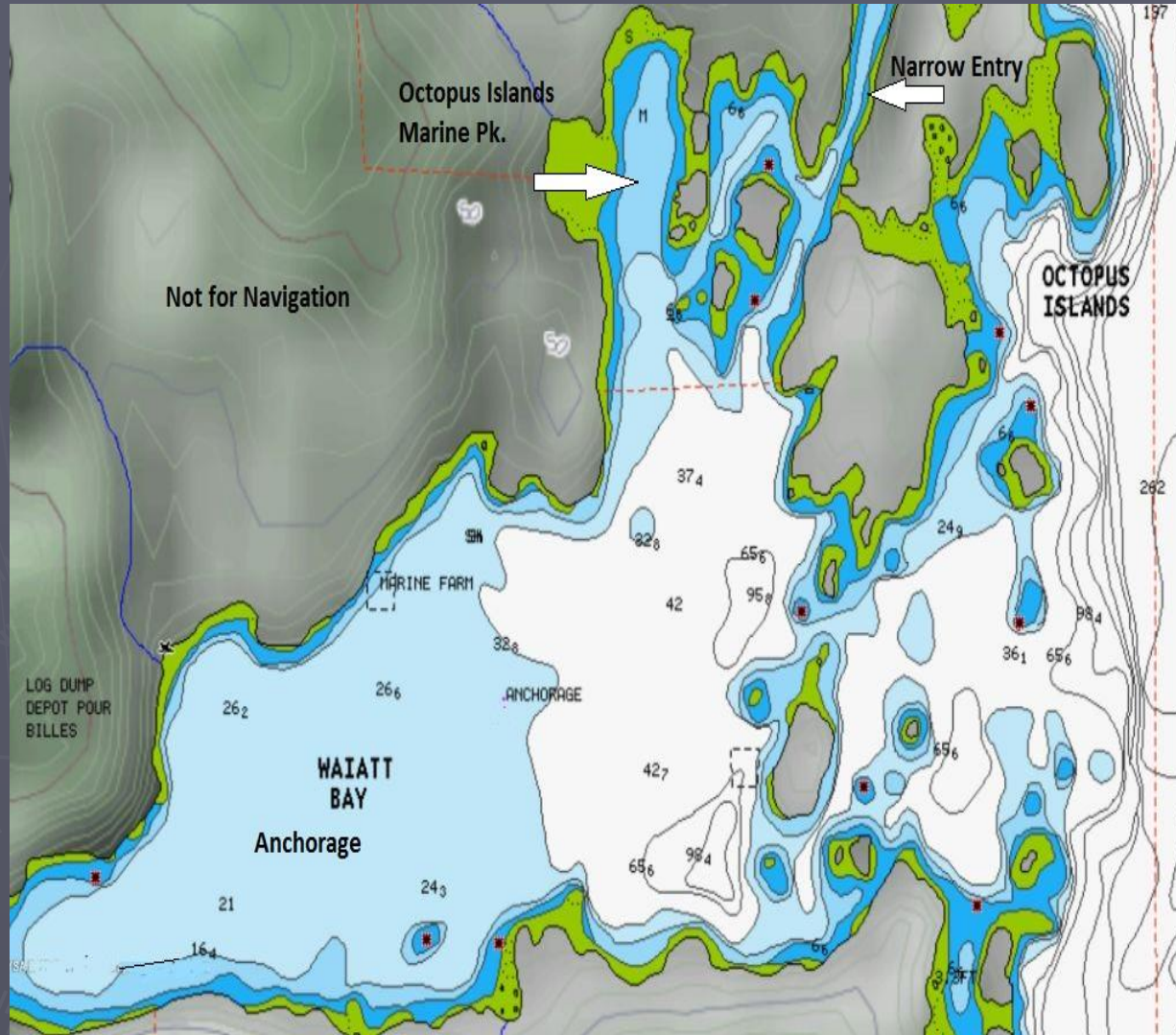
Proceed S. a short distance in Johnstone Strait & via Okisollo Pass to arrive at Octopus Islands.

Octopus Islands Marine Park

Okisollo Channel to Octopus Islands Marine Park.



Octopus Islands Marine Park



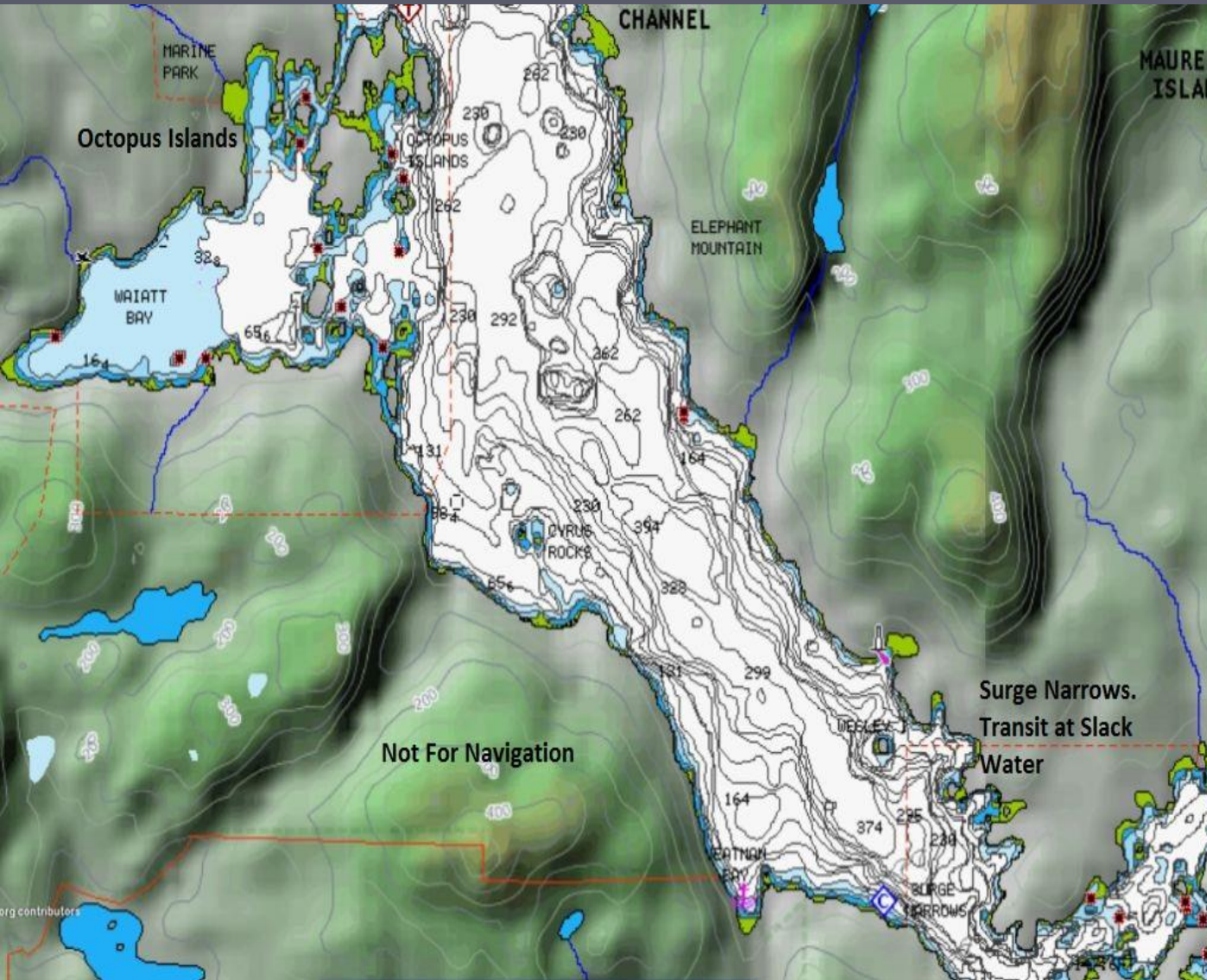
The Octopus Islands are near nestled south of Okisollo Rapids and NW. of Surge Narrows. They are within easy distance of Heriot Bay and Campbell River but there is plenty of room for many boats. Anchorage is available in the Marine Park area or to the west.

The shoreline and islands are great for exploring and the bays are well protected from the prevailing NW winds.

Be extremely cautious when entering and leaving. There are many submerged rocks that dry at low water. The best entry is via the narrow pass southwest of Hole in the Wall (leading to Yaculta Rapids.)

Octopus Islands to Heriot Bay via Surge Narrows.

Leave Octopus Islands via the narrow pass. The east exit is choked with rocks, passable but difficult.



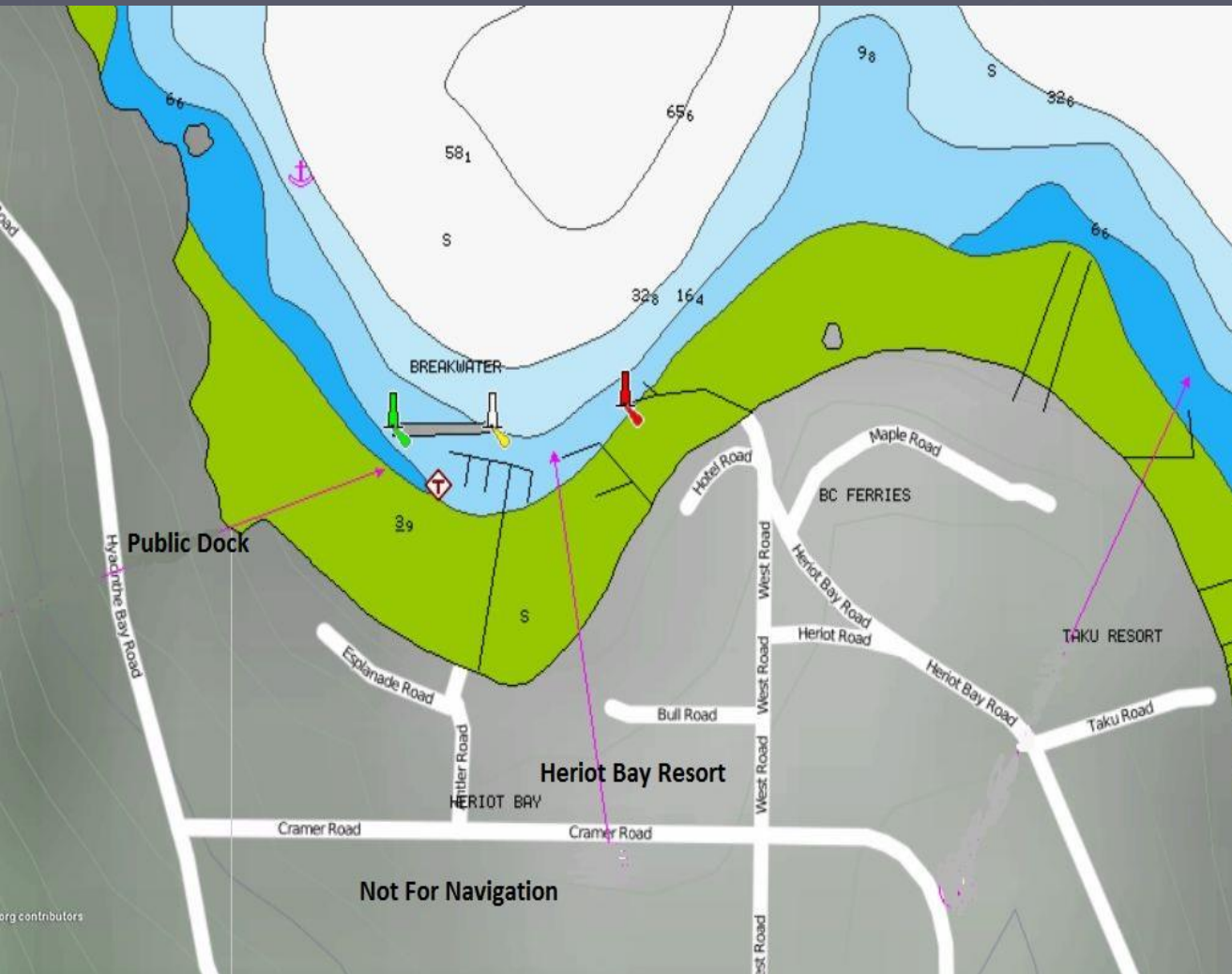
Proceed SE to Surge Narrows. Transit Surge Narrows at slack water. The passage is narrow and the current runs strong.

Proceed south along Read Island to the east and Quadra Island to the west.

Arrive at Heriot Bay or Rebecca Spit Marine Park (Drew Harbor) or Taku Resort, or continue to other destinations (Gorge Harbor, Mansons Landing, Campbell River).

Heriot Bay Public Dock and Heriot Bay Resort

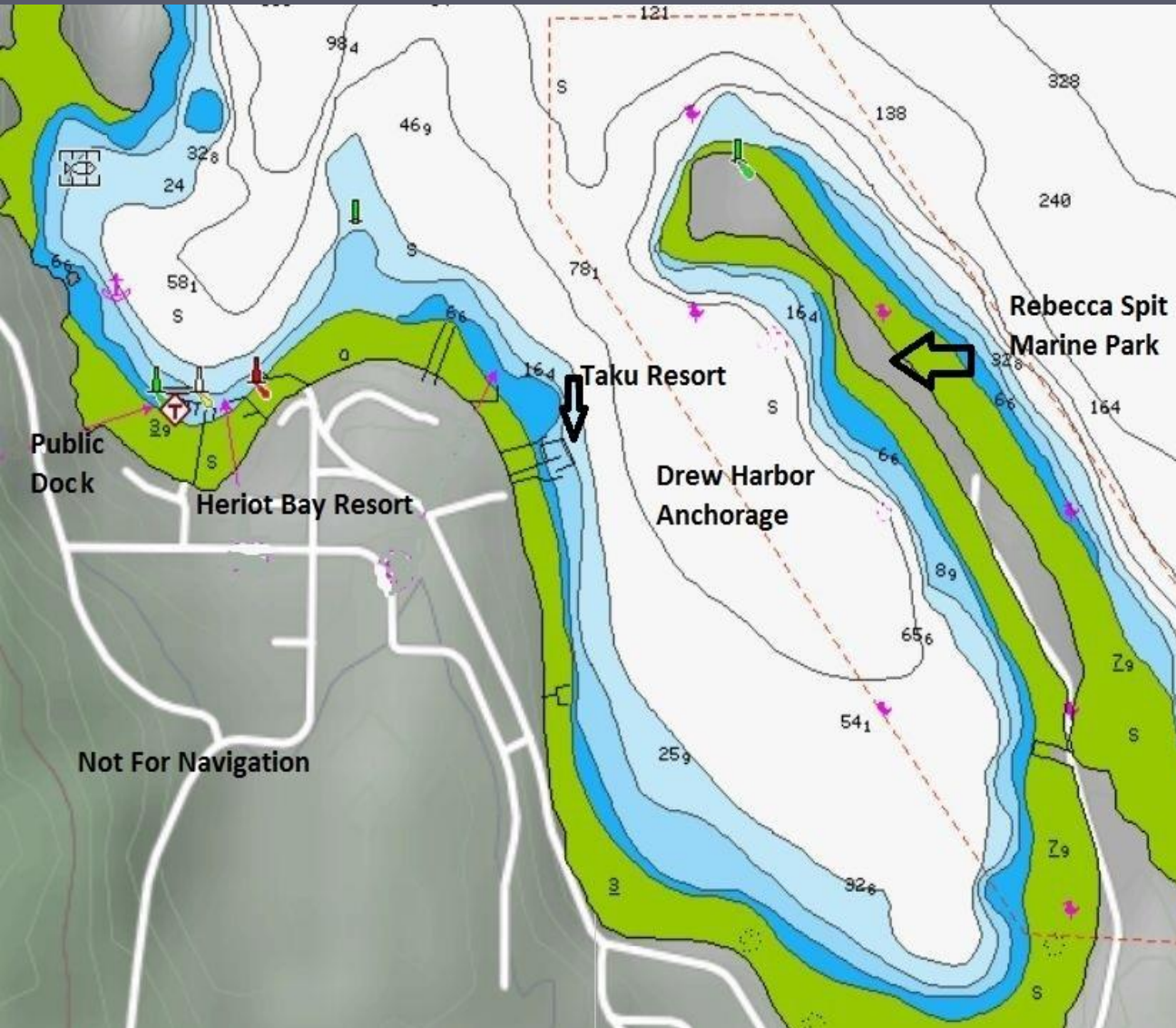
The public docks are always crowded with commercial vessels. The Resort docks are in bad condition and in need of upgrading.



The Resort grounds are very nice. There is a good pub with food and drink. New restrooms and showers. Power and water on the docks (via a long hose). There is a small fuel dock. An excellent food mart is a short walk.

Rebecca Spit Marine Park, Drew Harbor, and Taku Resort.

Drew Harbor is large but deep and steep to the shore and exposed to NW winds. A challenging anchorage.



The most sheltered anchoring is just S. of the end of the spit. This is also the most crowded. Boats also anchor along the shoreline but the bottom is steep and the flat portion is narrow. Best for fair weather anchoring. The S.W. shoreline is better anchoring but is crowded with private mooring buoys.

The park is very nice. Many trails and miles of beach with upland playgrounds and day use areas.

Taku Resort is very nice but exposed to NW winds. Taku Resort is much better than the Heriot Bay docks.

Gorge Harbor Resort

- ▶ Gorge Harbor is SE of Heriot Bay on Cortes Island.
- ▶ Gorge Harbor Marina and Resort has been remodeled and rebuilt since 2008, under new ownership. The improvements are amazing. The grounds are beautiful, with decks, lawn, and a pool with a view. The docks are all new, with water and power and a fuel dock. The store has reasonable supplies, there are restrooms and showers for guests, and garbage recycling. It's not cheap but it's very nice.
- ▶ There is ample anchorage in Gorge Harbor with good protection. Be aware of charted rocks in the harbor.



Upper Photo: New decks and railings.

Lower Photo: All new marina.



Mansons Landing

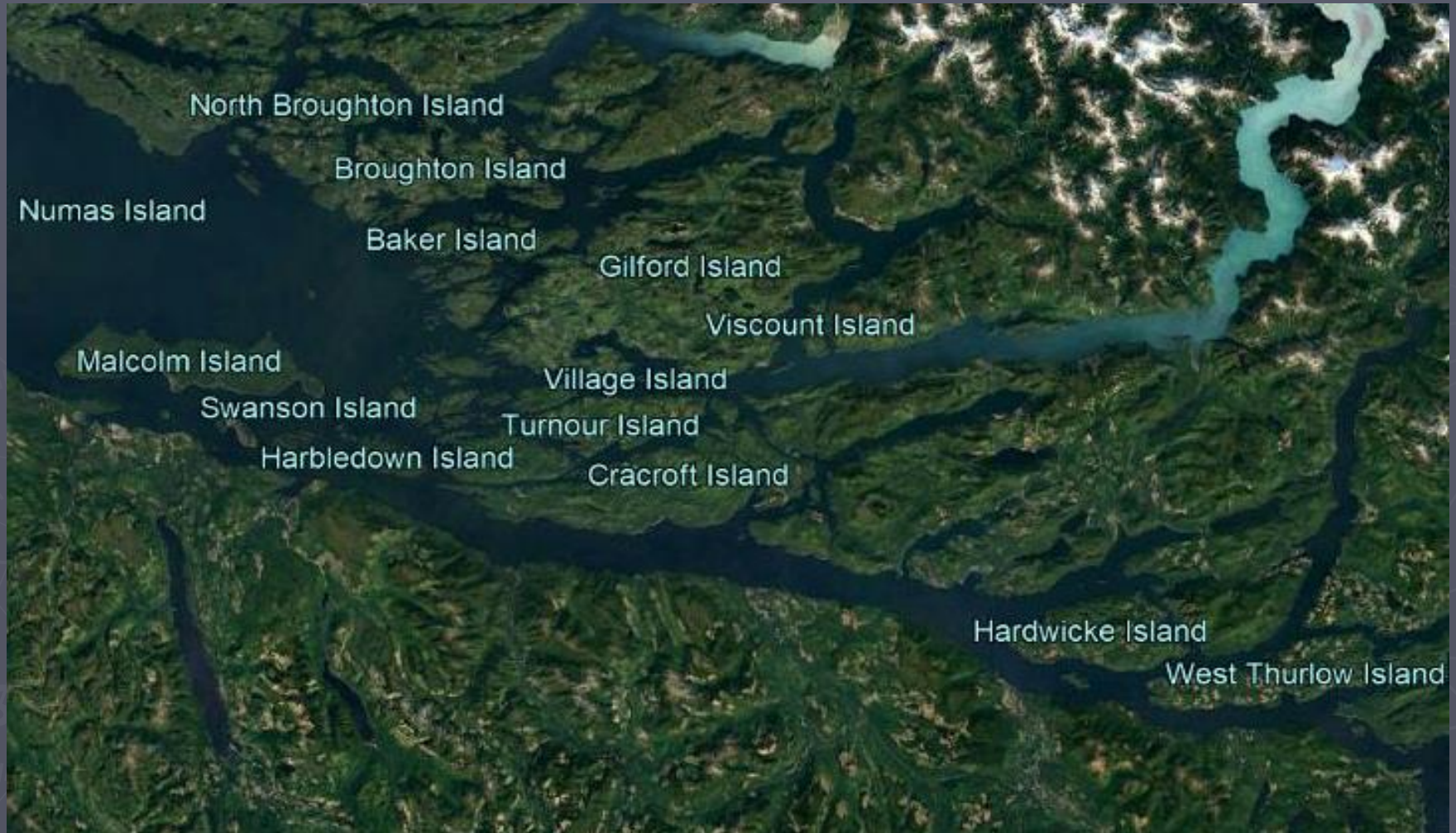
Mansons Landing Public Dock.

Mansons Landing is just a few short miles S of Gorge Harbor. The Public dock is always crowded, usually full. The anchorage is challenging but feasible, either just outside the entrance to the lagoon or west of the dock on the narrow shelf. It is totally exposed to the west with a long fetch. Anchor here in settled conditions only.

The lagoon is beautiful, and there are long sandy beaches. At the head of the lagoon is a short trail to a beautiful lake with public swimming and another nice sandy beach. Consider Mansons landing for a day trip from Gorge harbor.



The Broughton Archipelago, including Johnstone Strait



Getting to the Broughtons.

Travel from the south to the Broughton Islands can be challenging. There are two routes.

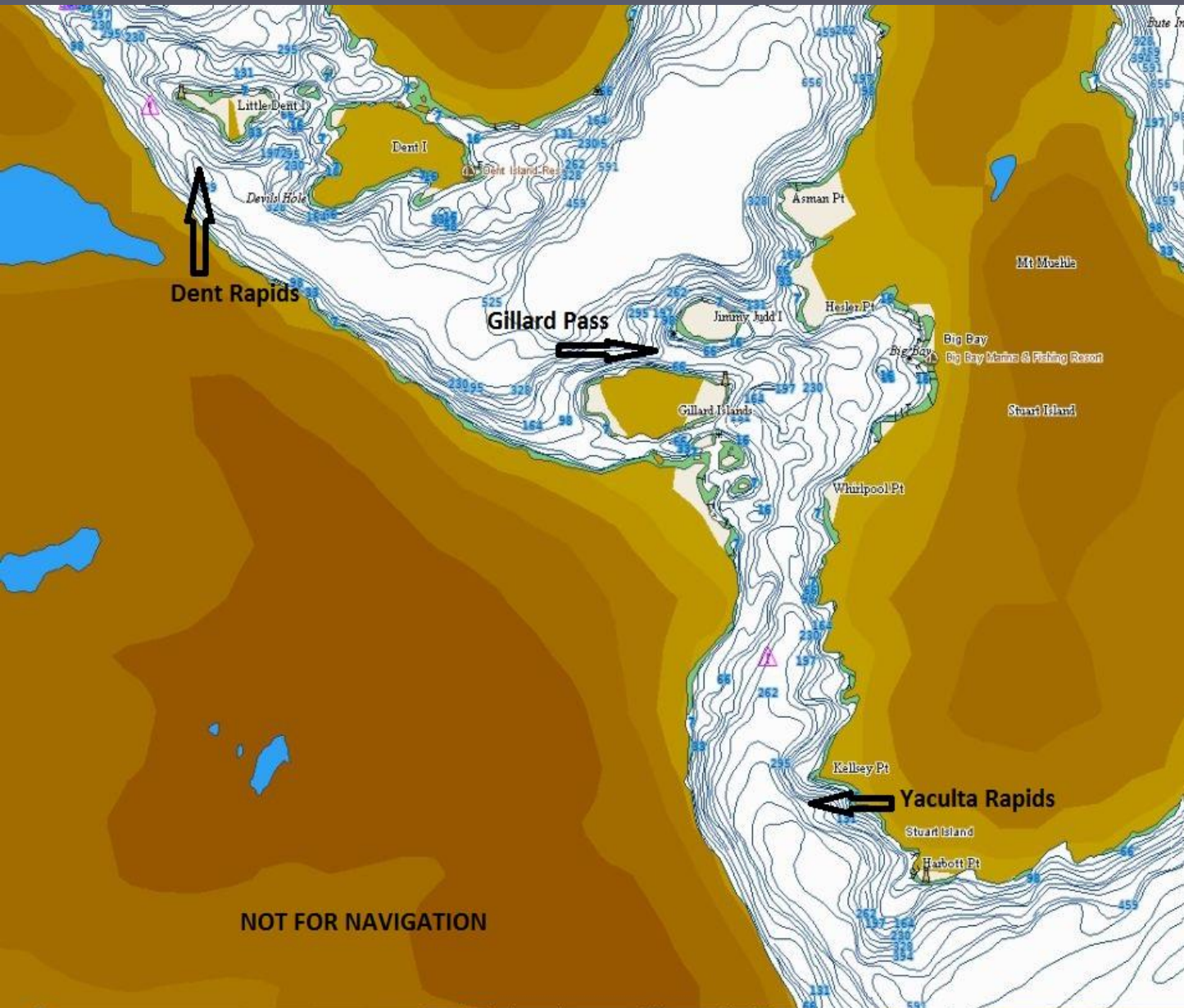
- 1. The inside route, beginning with Yaculta Rapids, Gillard Pass and Dent Rapids, then NW to Forward Harbor and out Sunderland Channel to Johnstone Strait. (Also possible to enter the Strait from Chancellor Channel or Mayne Passage.)** The inside route is best for sailboats or slow power boats that cannot go up Johnstone Strait in one day. Yaculta Rapids, Gillard Pass, Dent Rapids and Green Point Rapids should only be transited at or near slack water.
- 2. The route N.W. in Johnstone Strait, beginning at Campbell River. This requires passage thru Seymour Narrows, and around Helmcken Island (via Race Passage or Current Passage). The Johnstone Strait route should only be done in fair weather, without moderate or strong NW winds. The wind against the current can create dangerous conditions. (Think of Georgia Strait, on steroids.)** Seymour Narrows and the passages around Helmcken Island can be dangerous in large tides with fast currents. They should only be transited at or near slack water.

The inside route can include stops at Shoal Bay, Blind Channel Resort and several anchorages nearby. In Johnstone Strait, shelter can be found at Helmcken Island, Kelsey Bay, and Port Neville.

Once past Port Neville, you can exit Johnstone Strait at Havannah Channel and stop at Port Harvey or anchor further north in the area before Chatham Channel. Chatham Channel is narrow and lined by kelp but easily navigable, at or near slack water. It is best to go thru with the current slightly before slack water to minimize the chance of encountering a tug & tow coming the other direction. Be careful in Chatham Channel. Do not wander off course.

If you do not exit at Havannah Channel, proceed west in the Strait to Blackney Passage, Alert Bay, or Port McNeil.

Rapids and tidal streams. (North of the Discovery Islands, en-route to Shoal Bay, Thurston Bay Marine Park, Handfield Bay, the north or south in Johnstone Strait.)



Dent Rapids:
Upper left.

Gillard Pass.
Center.

Yaculta Rapids.
Lower right.

These are dangerous rapids with very strong currents, overfalls, whirlpools, and possible submerged logs. Transit the rapids at or near slack water. Currents will be less during times of low tidal ranges. Use caution and be alert.

Being in the Broughton Islands.

The Broughton Islands can challenge your cruising skills. You must anchor, unless you are at a marina. Carry an anchor big enough to hold your boat in strong winds. It is best to have at least 100' of chain. There are no mooring buoys. The anchorages can be crowded, and clogged with kelp or crab traps. Some of the anchorages are exposed to winds from one or two directions. Many passages between islands have dangerous rocks and reefs, and strong currents. It is important to keep track of weather conditions, calculate passage times to avoid adverse currents, and navigate carefully.

Use your cruising guides to select where you want to spend the night, and try to arrive early after lunch to avoid picking through a crowd of boats to find a place to drop your anchor.

If you are planning to stay at one of the marinas, it is best to make reservations. Cell phone reception is weak at best, so do not count on being able to use your phone whenever you desire. Most of the marinas offer wifi internet access, but it may be slow.

Some of our Favorite Places

- ▶ **Docks & Marinas:** Big Bay public dock, Shoal Bay, Blind Channel Resort, Port Neville, Port Harvey, Lagoon Cove Marina, Echo Bay, Kwatsi Bay, Sullivan Bay, Alert Bay, Sointulla, Port McNeil
- ▶ **Anchorage:** Forward Harbor, Potts Lagoon, Mound Island, Goat Islands, Waddington Bay, Farewell Harbor, Joe Cove, Lady Boot Cove, Turnbull Cove.
- ▶ There are many more anchorages, many of which we have not visited. Consult popular guide books for additional information. Our primary guidebooks are "Waggoner Guide" (updated annually), "The Broughtons Dreamspeaker Cruising Guide", "South Coast of British Columbia" (Don & Reanne Douglas), "Broughton Islands Cruising Guide" (Peter Vassilopoulos).
- ▶ Available at: <https://www.waggonerguidebooks.com/>
- ▶ We also use Navionics charts on our Samsung tablet, which include "Active Captain" user information submitted by cruisers.

Big Bay, Shoal Bay, Blind Channel Resort

Big Bay

Big Bay public dock is north of Yaculta Rapids, east of Gillard pass. A great place to stop if you go thru the rapids late in the day or want to wait for the ebb tide to carry you west.

Shoal Bay Public Dock

East Thurlow Island

Shoal Bay is a great stop for a night, or for days. But get in early, the dock fills up. Rafting may be required.

Blind Channel Resort

Blind Channel Resort is another great stop. Nice docks, fuel, great location. In good weather, go south in Mayne Channel to Johnstone Strait, and then N.W. Or wait for slack water in Green Point rapids and continue N.W. in the inside passage.

Some Photos of Shoal Bay & Blind Channel Resort & Marina



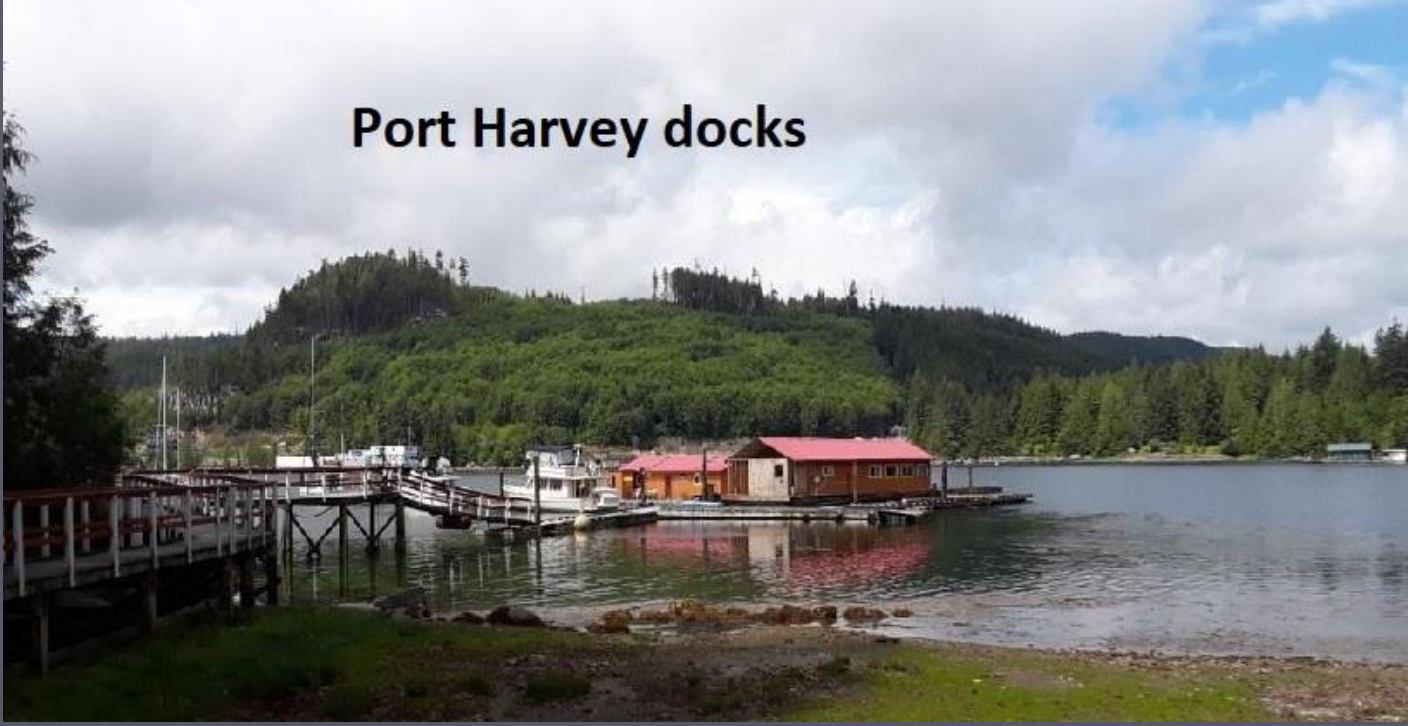
Port Neville, Port Harvey, Chatham Channel, Lagoon Cove



Port Neville is a good stop while going east or west in Johnstone Strait. The Dock is small and has fast current going north and south, so be cautious. Anchorage is also possible, across the bay or further inside. Beware of shallow water and shoals.

Enter Havannah Channel from Johnstone Strait to Port Harvey, to tie up at the docks or anchor. Chatham Channel leads to the Broughton Archipelago and Lagoon Cove. Lagoon Cove Marina is a great place to stay a night or several nights. Anchorage is possible further into the bay. Fuel is available. The daily pot luck dinner is legendary.

Port Harvey docks



Port Neville public dock



Lagoon Cove docks



Lagoon Cove Pier



Echo Bay, Kwatsi Bay, Sullivan Bay.



Echo Bay is a large wilderness marina with space for many boats. There is a small store, a fuel dock, and it is a gathering spot for cruisers. The weekly pig roast is very popular, so make reservations if you want to attend. Sullivan Bay is also a popular gathering spot, with a beautiful community of floating homes, a scenic setting, & excellent docks.



Kwatsi Bay is north of Tribune Channel, & another fun and friendly spot. Well worth the scenic run north from Lagoon Cove, or Echo Bay.





Pierre's
Resort



Echo Bay





Kwatsi Bay
Marina

The dog park at Sullivan Bay



A long way to home: Auburn, WA. 320 mi.



Alert Bay, Sointulla, Port McNeil

These are the 3 large public marinas in the Broughton Islands area. Alert Bay is the first you will arrive at when headed N.W. We like stopping here because the facilities are in good condition, the town is nice with a good grocery store and hardware store, and the people are exceptionally friendly. There is an excellent museum of Aboriginal art and an impressive collection of Aboriginal masks. Sointulla is a former Dutch communal settlement, also with good stores and interesting houses. Port McNeil is the "big city" with a larger downtown area and Port McNeil is the place to go for fuel. We like to stay at Alert Bay, and then ride the small ferry to the other two towns. It takes a full day to visit both, but it is far easier than going by boat and trying to get dock space, particularly at Port McNeil.



Alert Bay boat harbour



cruise ship & ferry at Alert Bay



Port McNeil marina



The Port McNeil public dock is always crowded with local boats. The Marina, (shown in the distance) is also usually crowded. Reservations are usually required.

Forward Harbour, Potts Lagoon



Forward Harbour is an anchorage at the north end of the inside passage route. It is a popular spot to wait for good weather in the Strait before going further N.W. or to wait for favorable currents when headed S.E. It is deep quite close to shore so anchoring can be challenging.



Potts Lagoon is S.W. of Lagoon Cove, And just east of Baronet Passage and Beware Passage. It is also a popular spot. It may be crowded but the north Bay is less popular and might have More room. Watch for crab traps, Sometimes set on lines along the bottom Between the traps.

NOTE: There is a lot of commercial crabbing in the summer. Some of the floats may not have traps below them, and it appears they may put in place to "reserve" an area.



Potts Lagoon has good anchorage in two locations. The inner bay is more scenic.



A view of the outer bay at Potts Lagoon

Mound Bay, Goat Island, Farewell Harbour



These are 3 popular anchorages in the Broughton Islands park. Each has its own merits. Mound Bay is well protected and easy to enter and leave. There is a lot of room to anchor, with good holding. The inner bay is fun to explore by dinghy and the forest of Mound Island is easy to walk through and explore.

The anchorage behind tiny Goat Island is smaller and can get

full. The outer 1/2 of the anchorage is clogged with kelp, that does not appear thick, until you see it at low tide. Be sure to set your anchor securely and use proper scope. If an east wind comes up, you will be exposed to wind and waves and a bouncy night.

Farewell Harbour is a large, open area with numerous spots to drop your hook. It can be entered from the east or west, but you must navigate carefully around the reefs near the west entrance. Farewell harbour is less protected than the other two due to its size and proximity to the open water to the west.

Goat Island anchorage

Goat Island



lots of kelp in this bay

The kelp doesn't look too bad at high tide. But see what is on the anchor.



Leaving the anchorage with a bit of kelp.

Waddington Bay & Turnbull cove



These 2 bays are not near each other, but they share some similarities. Both are very well protected, and popular. Both require careful navigation to enter and leave. Both are close to popular marinas. Waddington Bay is S.W. of Echo Bay and a short hop for coming or going to Echo Bay. We have had excellent success with crabbing here.

Turnbull Cove is north and east of Sullivan Bay and a nice spot to visit after socializing at the docks. There is a trail at the east side that leads to a small lake. To a small cove. It is typically less crowded than many of the other anchorages in the Broughton islands.



Looking out the entrance
into Waddington Bay
anchorage

Caught a few crabs in
Waddington Bay



Joe Cove and Lady Boot Cove



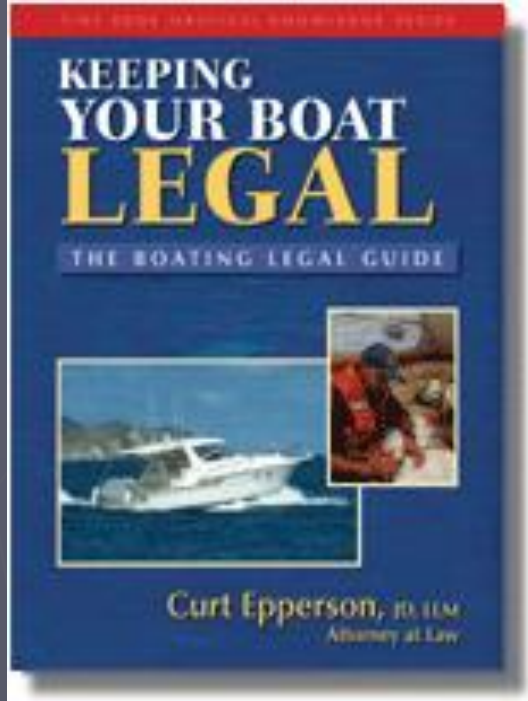
These small coves are both on Eden Island. Both are scenic and well protected, with good holding. They can get crowded due to their size and central location. But each is a good spot to set the hook and enjoy some peace and quiet away from the marinas.



Approaching Lady Boot Cove

Tied up to the ancient float
In Joe cove. No longer in use





Curt Epperson, Attorney.
"Keeping Your Boat Legal"
published by Fine Edge Publishing.

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