



**Desolation Sound  
September 2-10, 2014**





## THE CRUISING CLUB OF AMERICA

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### 2014 Desolation Sound Cruise "In Vancouver's Wake"

Joyce and I take great pleasure in joining with the entire Pacific Northwest Station to welcome you to our home cruising ground, Desolation Sound, for a fantastic glimpse of this special area. We've been coming here for over 35 years and are eager to show you around all the nooks and crannies. In contrast to many of the cruising grounds of our Club, the raw, natural beauty of the environment in Desolation Sound dwarfs the man-made structures that dot the landscape and the harbors.

The organizing committee, chaired by Brian O'Neill, has worked for almost two years to provide an attractive route through this unspoiled landscape, with scheduled stops at the beginning, middle, and end of the cruise, and with sufficient time to experience this place and to regroup with old and new friends. Our fenders will always be over the side and we look forward to seeing all of you.

Sincerely,

Cover painting: "I Name This Place Desolation Sound", *Discovery and Chatham*,  
Artist John M. Horton, 1991



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# CRUISE COMMITTEE

## **Overall**

Steering Chair	Brian & Mary Alice O'Neill
Members	Jim & Sue Corenman, Lee Hedge, Joyce Lhamon, Gil Middleton, John Robinson, Bill Whitney
Communications:	Chuck Steward
Cruise Book:	Jim & Sue Corenman
Cruise Events Chair:	Lee Hedge
Members:	Doug Cole, Gary Meisner, Rick Meslang, Neil Sirman, Gordon Tidmarsh, Phil Swigard, Baird Tewksbury III, Dave Utley
Gifts Chair:	Mike O'Byrne
Members:	Bob & Polly Alexander, Jill Hearne, Joyce Lhamon, Barbara Maurer
Finance/Registration:	Brian O'Neill, John Robinson
Publicity:	Doug Adkins
Members:	Phil Swigard, PL & Kurt Mondloch, Tom White
Song Book:	Alan Forsythe, Tad Lhamon, Neil Sirman

## **Events**

Registration:	Mike O'Byrne and his gifts committee, assisted by event coordinators
Laughing Oyster Event Coordinator:	Dave Utley and cruise event committee members
Squirrel Cove Event Coordinator:	Gordon Tidmarsh & Tom Vesey assisted by event committee members
Gorge Harbour Event Coordinator:	Rick Meslang, Neil Sirman and Jim Day
Cruising on your own:	Captain Vancouver and the 12th Man
Rum Meister:	Baird Tewksbury
Chowder Police:	Jean Coard

# WELCOME TO DESOLATION SOUND

The name is mysterious; it brings forth images of fog shrouded islands, hidden hazards, loneliness, adventure and discovery. Just the name sounds inhospitable. It's ironic that in 1792 Captain Vancouver chose to name the area "Desolation Sound" to describe a place that has become one of the most popular cruising grounds in the Pacific Northwest.

To really get a sense of Desolation Sound requires a willingness to explore and get off on your own. Don't be content to visit only the most popular anchorages. Take a hike off the boat to experience the quiet magnificence of the Pacific Northwest forest. Visit a freshwater lake just a few moments from one of the snug anchorages.

Today Desolation Sound is famed as one of the must see destinations and it can only be adequately explored by boat. Knowing a little of the history will vastly enrich your experience. As you cruise the area take time to visualize what Captain Vancouver may have seen over 200 years ago. Aside from the fellow boaters you encounter, it hasn't changed that much.

The Pacific Northwest Station members truly love this area and take great delight in sharing it. The cruise guide will give you some ideas on where to explore and some of the history. If you want more information ask one of our station members. Many, if not most of us, have spent a lifetime in these waters and know them well.

We hope you will enjoy your stay with us as much as we enjoy sharing this experience with you.



John Robinson,  
R/C PNW Station



Brian O'Neill  
Cruise Chairman





# HISTORICAL OVERVIEW

Douglas Adkins

Desolation Sound lies at the intersection of multiple histories: The history of the native peoples who had inhabited it in a highly-ordered and isolated way for as long as 10,000 years before the arrival of the white man, the subsequent history of its exploration by European and Russian explorers with scientific and commercial objectives beginning in the late 18th century, and finally, the history of its selective settlement and the melding of ancient and modern cultures over the past two hundred years. If you look very closely, Desolation Sound provides a rare glimpse of the broadest trends in humanity's development but with the very fortunate survival of its enduring natural beauty and mystery. The Cruise which we are about to undertake will surround us with that beauty and we hope that the few annotations and comments that follow will lead to a greater appreciation and understanding of what we experience together.

The Fall Cruise starts as we gather on the western shore of Okeover Inlet on the Malaspina Peninsula and it is a fitting place to begin our dialog about the area. To arrive at this place requires doubling Sarah Point, a corner which offers, in clear weather, a glimpse at majestic Mt. Denman and the Coastal Range which stretches northward all the way to Alaska. Mt. Denman, (elev. 6299') resembles the Matterhorn and is an imposing jagged presence in a range of smoother peaks, scoured by advancing and retreating glaciers tens of thousands of years ago. It is a good example of what occurs all along this fjord-like coast, steep elevations next to great depths, sometimes combining to total more than 8,000 feet from summit to watery bottom.

The melting glaciers carved deep rivers and valleys into the mountains and became blanketed with dense forests of Douglas Fir, Cedar, Western Hemlock and a wide variety of berries. This rich land provided abundant cover for wildlife, large

and small, including grizzly and black bear, cougar, mink, martin, and river otter. Eagles, ravens, glaucous gulls, kingfishers and marbled murrelets darted across the skies. The rivers and their gravelly estuaries afforded perfect spawning habitat for numerous species of salmon, a true staff of life but augmented by halibut, herring, oolichan, crab and oysters. The seas that washed the islands formed by the retreating glaciers supported large sea lion, seal and sea otter populations. The seasons



Mount Denman



were well defined, the temperatures were temperate and rain washed the land and kept it lush and evergreen.

The First Peoples may have come as ancient travelers across the Ice Bridge from Russia, ultimately settling further south in search of a warmer climate. Or, as the legend has it, the Great Raven, having re-ordered the world to his liking, was strutting down the beach one day and turned over a seashell to find the People under it struggling to escape and thus civilization began. In either case, distinct tribes with entirely separate languages emerged throughout the entire Pacific coast. Connected by water and supported by the wealth of the sea and forest, a cycle of seasonal movement developed in many Northwest tribes around what is called the Salish Sea, moving from well protected winter longhouse settlements such as Okeover Inlet and nearby Grace Harbor to summer fishing encampments on Vancouver Island's western coast. Coastal Salish bands such as the Sliammon, Klahoose and Homalco gathered together for protection from the more war-like Haida and Southern Kwakiutl who raided for retribution, goods or slaves. The natural abundance led to a comfortable bounty and a mystical outlook was sustained in the dark forest winters by long oral traditions of the First Nation peoples.

The western world by the late 18<sup>th</sup> century had transited most of the great sea routes of the Pacific. In a quest for scientific and geopolitical advancement, France, Spain, Britain and Russia all set out to discover and lay claim to the Pacific's edges during the 1780's and 1790's. France and Spain had sided with the American Revolutionaries whose triumph caused Britain to turn more broadly to



Friendly Cove, Nootka Sound  
H. Humphrys, engraved by J. Heath  
Vancouver, *A Voyage...*, vol 1, p.406

territorial initiatives in the Pacific basin and particularly to consolidate its Canadian and Australasian footprint. All four nations remained hopeful of finding the western entrance to the famed Northwest Passage; the British objective being the protection and surrounding of Canada, the Russian a trade route imperative. For Spain the chance to link their Pacific holdings in California and Latin America to those in the north was paramount in addition to restoring their national prominence and protecting century old claims to the entire Pacific basin. Explorers crisscrossed one another in their coverage and re-exploration of the Pacific Northwest. Place names began a dance that lasted for almost 100 years exchanging native for Spanish, Spanish for English and reversing again as time went on. Cartography meant safer access and in some ways control. Most importantly, as the ships of these explorers approached every new



bold shore, often a lee shore, there was always the specter of shipwreck and death on the rugged western coast of Vancouver Island or the British Columbia mainland.

The Spanish and British collided in their explorations. Juan Perez had in 1774 discovered the Queen Charlotte Islands on the first Spanish expedition following reports of a mythical strait to the east concocted nearly 200 years earlier by Lorenzo Ferrer Moldonado. In 1775 Francisco de la Bodega and Quadra landed in Alaska. Capt. James Cook, on his third Pacific voyage, had sailed his ship *Resolution* right past the Strait of Juan de Fuca and landed at Nootka Sound on Vancouver Island's western coast in 1778, claiming it for Britain despite Spanish assertions based on papal edicts dating from 1493. With Cook were George Vancouver who ultimately gave his name to the great island that protects the inland sea and William Bligh who gave his name to the island in the center of Nootka Sound. Cook made much needed repairs, headed north to chart the Alaskan coast and the Bering Sea. He took from Nootka a sea otter pelt he had traded for trinkets, which fetched the lofty equivalent of \$130 when sold in the Far East and thus the harvesting of these lovely creatures with the warmest fur in nature began, leading to their near extinction. Back from China, Cook and his ships returned to the Sandwich Islands in early 1779 where he was murdered on the beach in a dispute with Hawaiians over a stolen longboat. Vancouver and Bligh returned to England without their leader.

Vancouver came back to the Northwest again in 1792 but in the intervening fourteen years the fur trade had blossomed with British, American and Spanish traders frequenting Nootka Sound and in some cases competing with Russian traders further north. Prices for pelts had risen. Territorial ambitions caused disputes and new discoveries raised interest in the area. Relations with the First Peoples were not always cordial or even predictable. The Strait of Juan de Fuca leading to the east was finally uncovered in 1787 by Capt. Charles Wm. Barkley exploring in his ship the *Imperial Eagle* and this led to renewed speculation of a Northwest Passage. The Spanish continued their efforts to secure the Pacific Northwest and had learned of a possible attempt by the Russians to establish a fortification and trading post in Nootka Sound. Capt. Jose Martinez was dispatched by the Viceroy of New Spain to occupy Nootka and in May of 1789 he did just that, seizing two American and one British trading ship. As additional ships entered the Sound they were also seized or driven



"Preparing for Sea" Nootka Sound, 1778  
Artist John M. Horton, 1984



away. Disputes with the local First Nations band resulted in the killing of one of its leaders by the Spanish. With ships and prisoners in tow, Martinez decamped Nootka at the end of the year but the Nootka Conflict became a major international issue pitting the British against the Spanish with a claim for reparations and the right to trade anywhere in territory claimed by the Spanish. Preparations for war began and an ultimatum was delivered. The Dutch joined the British cause and the French considered aligning with the Spanish but stood aside as the French Revolution gained momentum. Without the aid of the French an attempt to resolve the dispute was fashioned, giving the Spanish the right to control Nootka Sound but allowing the British payment for seized goods and the right to continue to trade there. The details were much in flux and it was agreed that the amount of payment and other terms would be negotiated in the summer of 1792 by the returning Capt. Vancouver representing British interests and by Representative Juan Francisco de la Bodega y Quadra in Nootka and his Lieutenants Dionisio Galiano and Cayetano Valdes commanding the schooners *Sutil* and *Mexicana*.

Vancouver, in the 100' 330 ton *Discovery*, was joined in his voyage by Lt. William Broughton in the 130 ton brig *Chatham*. Leaving England in the spring of 1791 they had followed Cook's route to New Zealand and Hawaii before reaching the American coast at Mendocino and following it north. Vancouver passed the mouth of the Columbia River without entering, sailing instead directly for the entrance to Juan de Fuca and entering it in late April. His plan was to survey and chart as effectively as possible during the next four months and to then return to Nootka Sound on the west coast to enter into negotiations with the Spanish. He made repairs at Discovery Bay and in the *Discovery* headed down Admiralty Inlet, into Hood Canal and as far south as what is now Seattle. The *Chatham* under Broughton surveyed the San Juan Islands and a month later the two ships reunited and headed north. Charting and soundings were taken by longboat as it was soon seen that the larger vessels, particularly the cumbersome *Chatham*, were unsuitable for close-in shore work.

Valdes and Galiano had a similar assignment for the summer of 1792 and it was inevitable that the two pairs of ships would meet. In June the deck watch aboard the Spanish ships, anchored near Burrard Inlet, saw a longboat approach. Vancouver and Lt. Peter Puget were coming from explorations in the north and were invited aboard. Thus began a remarkable relationship between these two sets of explorers and on-site diplomats. They agreed to share their charting and directions, to assign areas for further exploration and to continue north to examine the waters inside Vancouver Island including Desolation Sound to try to determine if, indeed, this was the famed passage east.

The Spanish and British headed north together, naming as they went. The *Sutil* and *Mexicana* bound for Toba Inlet, Vancouver intent on Desolation Sound, they traveled past Savary ("Savory") Island and past Sarah Point, named for Vancouver's sister. Puget took a longboat down Malaspina Inlet to Okeover and camped for the night. Vancouver, Valdes and Galiano anchored with all four ships in the lee of Kinghorn Island, a rugged spot unless the weather was light. Puget along with the expedition's chief sci-



entist Archibald Menzies took a longboat out of Tenedos Bay and around to Prideaux Haven where they found an abandoned and “filthy” settlement. They were immediately attacked by swarms of fleas which drove them out of their clothing and into the sea for relief. They continued up the coast and boiled their clothes.

In weather overcast and wet, Vancouver wrote in his journal “This area afforded not a single prospect that was pleasing to the eye, the smallest recreation on shore, no animal nor vegetable food, excepting a very scanty proportion of those eatables already described...whence the place obtained the name Desolation Sound: where our time would have passed infinitely more heavily, had it not been relieved by the agreeable society of our Spanish friends.”



“I Name This Place Desolation Sound”  
*Discovery and Chatham*  
Artist John M. Horton, 1991

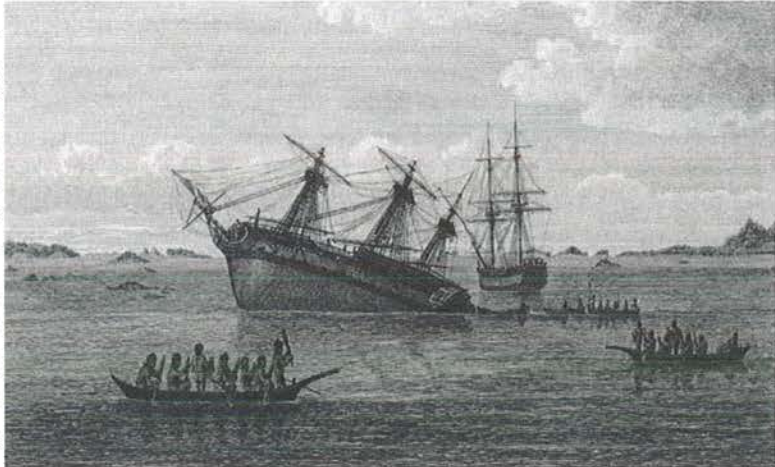
Vancouver sent Broughton further north for the discovery of a passage through Arran Rapids and he found the current flooding from the northwest. It was clear that they were inside of a great island, that currents were converging from both the north and south and that there was no passage to the east. The two groups worked their way northwest separately through the surging currents and narrow passageways. Vancouver and Broughton were the first white men to circumnavigate Vancouver Island and Valdez and Galiano were right behind them having literally spun their smaller ships through Arran Rapids. In Queen Charlotte Sound the *Discovery* was nearly lost on a rock on a falling tide and escaped swamping only by good luck and calm seas. *Chatham* followed her aground a day later with no real damage.

Around the top of the island they sailed and then south to Nootka for their diplomatic appointments with Bodega y Quadra. They had planned to meet the British supply ship *Daedalus* there and found her waiting with reprovisioning supplies but with only scant direction from the British government of how to proceed with negotiations for the return of land taken by the Spanish three years earlier. Despite cordial and pleasant relations between Vancouver and Bodega, no real settlement was reached. Vancouver was a precise cartographer and competent voyager but was at sea in the realm of diplomacy. He had no willingness to accept the modest offers of land made by the Spanish without guidance from London. As it turned out, clear direction never came.

Vancouver spent two more years in the North Pacific, wintering in Hawaii, charting the Alaskan coast, stopping twice again in Nootka Sound and in California but after the summer of 1792 he never again returned to the inside of the island he had wished



to have named after both himself and Bodega y Quadra. His was the last great exploration of the Pacific and he returned to England in 1795 to deliver his conclusion that no Northwest passage existed, to offer his detailed charts of the entire North American west coast to the Admiralty, to promise the prospect of the ceding of the Hawaiian Islands to Britain, and to die four years later at the age of forty just on the eve of the publication of his great account "*A Voyage of Discovery to the North Pacific Ocean and Round the World.*"



"Discovery on the Rocks in Queen Charlotte's Sound"  
Zachary Mudge, from Vancouver's *A Voyage of Discovery*

For the Spaniards part, Vancouver's cordial negotiating counterpart Bodega had died in California prior to the British explorer's last visit there. Lts. Valdez and Galiano advanced their naval careers to command ships of the line for Spain at the Battle of Trafalgar in 1805, with Valdez surviving to continue service to Spain at sea while Galiano died in the battle, the victim of a British cannonball. Remarkably, by then the fur trade had declined in Nootka Sound, exploration had abated for a time and the First Nations had taken back the lands in Nootka Sound over which so much controversy had occurred.

The next hundred years saw much in the way of development on Vancouver Island as the capital city of Victoria arose at the southern tip of the island. The City of Vancouver grew in much the same way. Much work by missionaries intent on converting the First Nations peoples to Christianity brought structure, the destruction of much of their ancient culture and a diminution of tribal war. It also came with devastating plagues from diseases such as smallpox. Epidemics in 1852 and 1862 reduced native populations by nearly seventy-five percent, never to recover. As the nineteenth century came to an end surveying by the Royal Navy and the Hudson Bay Company had made the region less of a navigational mystery. Desolation Sound had slowly become a Mecca for loggers, fishermen and independent bachelors eager to escape the constraints of civilization in a wilderness which provided just enough plenty to survive in isolation. The confluence of tidal currents from the north and south trapped pools of nutrients midway inside the great island which fed salmon in astonishing abundance at places such as the southern tip of Quadra Island near the mouth of the Campbell River.

Some of the first settlement of Desolation Sound came with whalers out of the west side of Cortes Island. Whaletown Bay, just north of Gorge harbor, was the site for the harvesting of humpback whales, an activity that exhausted the resource by the early



1870's. Logging on either privately owned, or after 1866 on Crown Lands via staked timber leases, provided for independent timber harvesting. The long, straight-grained Douglas fir was desirable for ship building and masts and the Vancouver sawmills went further and further north each year to obtain raw materials. Handloggers and corporate foresters found healthy stocks in Malaspina Inlet and throughout Desolation Sound. The steep hillsides allowed for efficient skidding of logs to the sea to be rafted and towed south. Salmon fishing and canning flourished. After 1884 the British Columbia Land Act allowed a Canadian citizen to pre-empt up to 160 acres if they would remain on the land and improve it. If sufficient improvements were certified, the land could then be bought for \$1 per acre, after which taxes began. Many of the first full-time inhabitants of Desolation Sound settled under this scheme and families began to establish homesteads.

Settlers established permanent homes in Roscoe Bay, the lagoon north of Refuge Cove on West Redonda, in Theodosia and Okeover down Malaspina Inlet. Pendrell Sound was logged and the town of Lund was established by its loggers in 1889. With the building of a pier and post office there, soon was added the first hotel north of Vancouver. Regular steamship service by the Union Steamship Company was inaugurated in 1892 with stops farther north at Refuge Cove and Cortes, Read and Stuart islands. The regular march of civilization began but the Sound still remained accessible only by water. The isolation of the settlements and logging camps posed real problems in medical care. In 1905 John Antle, an Anglican priest from Newfoundland, inaugurated the Columbia Coast Mission to provide for the pastoral and medical needs of the remote coastal communities throughout the inside of Vancouver Island. Eventually, seven ships and five hospitals were operated by the mission which continued operations well into the 1950's.

The stunning natural beauty of Desolation Sound has drawn visitors for many decades and continues to do so. There may be as few as 100 all-year residents of the Sound but thousands of cruisers come each summer to enjoy the warm waters and vistas. Prideaux Haven and Squirrel Cove are most popular. Oyster farming and other aquaculture competes with recreation but Desolation still remains largely wild. Despite the press of yachtsmen there are still numerous bights and coves where solitude can be found, particularly during the shoulders of the summer in May and September. That Vancouver, Galiano, Valdez and Broughton found no passage to the east may have been the salvation of this quiet corner of the world. It remains much as it was when they first explored it: beautiful, mystical, wild and rugged but certainly not desolate.

## Bibliography

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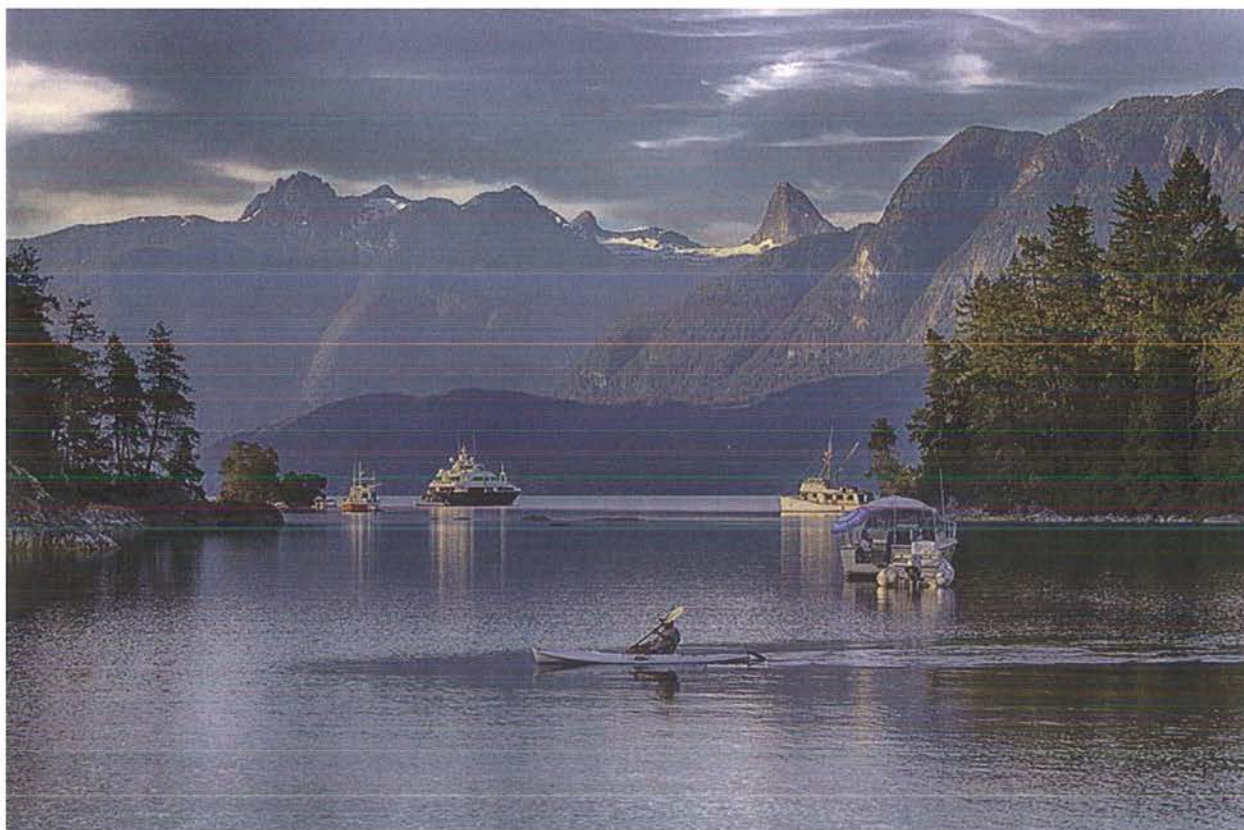
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Prideaux Haven with Mt. Denman and the Coastal Range

Photograph by Charles W. Guildner, II



# GENERAL INFORMATION

## **What to bring and what not to bring.:**

No blue blazer is necessary, this is a casual cruise. Unless you are a Canadian BRING YOUR PASSPORT. Do bring some rain gear (just in case), sweaters and jackets for the evening, good hiking or walking shoes (running shoes work fine), water booties for wading ashore and walking on the beach and swim suits. Weather at this time of year is pleasant but not hot and there is a hint of fall in the air as the sun goes down.

You are limited to the amount of alcoholic beverages you can bring into Canada. Also certain fruits and vegetable cannot be legally brought through Canadian Customs, see <http://www.asfc.gc.ca/travel-voyage/kwte-qatf-eng.html> and [www.nwboatinfo.com](http://www.nwboatinfo.com) for details. If you are chartering in the U.S. your charter company should also be able to give you the information.

## **Charts & Tides:**

The charts and tides/currents tables are listed in the Appendices. One very important note on the tides: North of a line from about Cape Mudge to Sarah Point the tides flood south and ebb north, south of that line the tides flood north and ebb south. It is also important to note that timing is everything. Currents in some passes can run up to 12 knots. Overfalls and whirlpools are interesting and fun to watch but you don't want to get caught in them, if in doubt wait until slack.

## **Communications:**

Cell phones, internet access, VHF, HF, Sailmail. Please see write-up by Chuck Steward at the end of this section. Generally most anchorages will not have cell phone or internet access and VHF is sketchy at best.

## **Weather:**

Warm days (70-80) and cool nights. At this time of year the water temperature is around 70 degrees. If it rains it will be cool with low hanging clouds. Fog is not usually a factor in Desolation Sound this time of year. The Canadian weather, current conditions and forecast is on VHF wx channels and is updated about every 4 hours.

## **Supplies, Fuel, Water, Garbage:**

**Lund:** (50 01.5N 124 48.7W) General store, hotel/restaurant, marina facilities, bakery, propane, fuel, water and garbage facilities

**Squirrel Cove:** (50 08.04N 124 53.5W) General store, restaurant and takeout food, Propane, Diesel/Gasoline available by dinghy (dock dries at low tide) Garbage facilities, laundry facilities

**Refuge Cove:** (50 07.4N 124 50.4W) General store, water, garbage barge, fuel,

moorage

**Bliss Landing:** (50 02.2N 124 50.4W) Moorage, wifi, Laundry

**Gorge Harbour:** (50 05.9N 125 01.0W) General store, restaurant, pool, marina, fuel, moorage, laundry, garbage, wifi.

**Heriot Bay Resort:** (50 06.2N 125 12.7W) General store (generally recognized as best in the area), restaurant, marina facilities, fuel, water, garbage facilities

**Note:** The general stores are normally well stocked but recognize that the prices will be high. All the stores have liquor, wine and beer. There is usually a charge to drop off garbage

### **Fishing, Crabbing, Clamming, Shrimping:**

A Canadian license is required for all of these activities. Most general stores in Desolation Sound can issue fishing licenses or the licenses can be purchased on line. A 5 day non-resident license is about \$31 CD. Check on-line for seasons and restrictions. For more info see [www.dfo-mpo.gc.ca](http://www.dfo-mpo.gc.ca) — then click “English”, “Fisheries”, “Recreational”, “by Province”, and finally “Recreational Fishing in the “Pacific Region”.

**Boat Parts and Repairs:** Campbell River, Powell River, Comox

**Medical Facilities:** Campbell River, Powell River, Comox

**Medical Support:** Dr. John Harris will be our medical consultant during the cruise. He will be sailing on “Kehaulani”.

**Airports & Airlines:** Campbell River, Powell River, Comox - Pacific Coastal Airlines, Central Mt. Air, Air Canada.

### **Communications on the CCA Desolation Sound Cruise – Chuck Steward (A17V)**

Desolation Sound isn't very “desolate” anymore. A variety of communications are available in the region – but these can be intermittent as you cruise the beautiful area. Here are some basics:

**Cell phone:** Cell coverage is now pretty good cruising to and in many parts of Desolation Sound. Canadian providers Telus (linked from Verizon U.S. plans) and Rogers (linked from AT&T plans) can work. If you have another provider, check with them to see how they link up in British Columbia, Canada.

For example, if you have Verizon in the U.S., be sure to add their Canadian option before leaving on your trip. Rates (data especially) are very high if you don't add a plan or turn off your roaming and data! Verizon has a plan that provides unlimited text and lots of calling for a small amount and you can add various amounts of data for cellular links to your smart phone or tablet while in Canada. These plans keep changing so check with your provider before you leave.



In some areas of Desolation Sound, cell doesn't work from one mile to the next. When you are out of reach of the towers, enjoy the scenery. One example is the first night's venue (Malaspina Inlet) where we had no cell coverage last year. A mile or two up the bay you may again have coverage. Often it is best to make cell contacts while underway within range of a tower – rather than when snuggled in a harbor where the tower may be beyond reach.

**Wi-fi (other than cellular):** There are a few limited wi-fi spots near marinas or restaurants (it can change from season to season), but in most areas you will not have wi-fi without a cellular or sat link.

**VHF Marine:** Marine VHF is the main communication for ship-to-ship and emergency. The same channel 16 emergency channel is available. A few differences from U.S. channels are important. Here is the link to download information about marine VHF in B.C., Canada: <http://www.offshoreblue.com/communications/vhf-ca.php>

Note some channel restrictions are different than U.S. channels and there are also differences between the west coast and east coast in Canada.

VHF may not carry very far in many areas of the mountains around Desolation so it is tricky to communicate between vessels. We will have brief nets on channel 72 at 08:00 every day of the cruise. The various "docents" will relay info pertinent to the cruise to those boats in each area.

VHF marine weather broadcasts are excellent in these waters and are broadcast continuously on the weather channels. Depending on your exact location, check all channels for best reception.

**Marine SSB** can work, but in these waters, voice communication is not often used. Sailmail using SSB is easy to access here and Saildocs is useful for marine weather information. Several of our members use Sailmail and can help keep everyone updated on weather information.

**Ham radio** – VHF, UHF and HF -- is used by many boaters in the Northwest. The following nets are monitored by some of our CCA members:

B.C. Boaters Net using the Vancouver Island trunk system, VHF and UHF. For information, <http://www.bcbn.ca/>

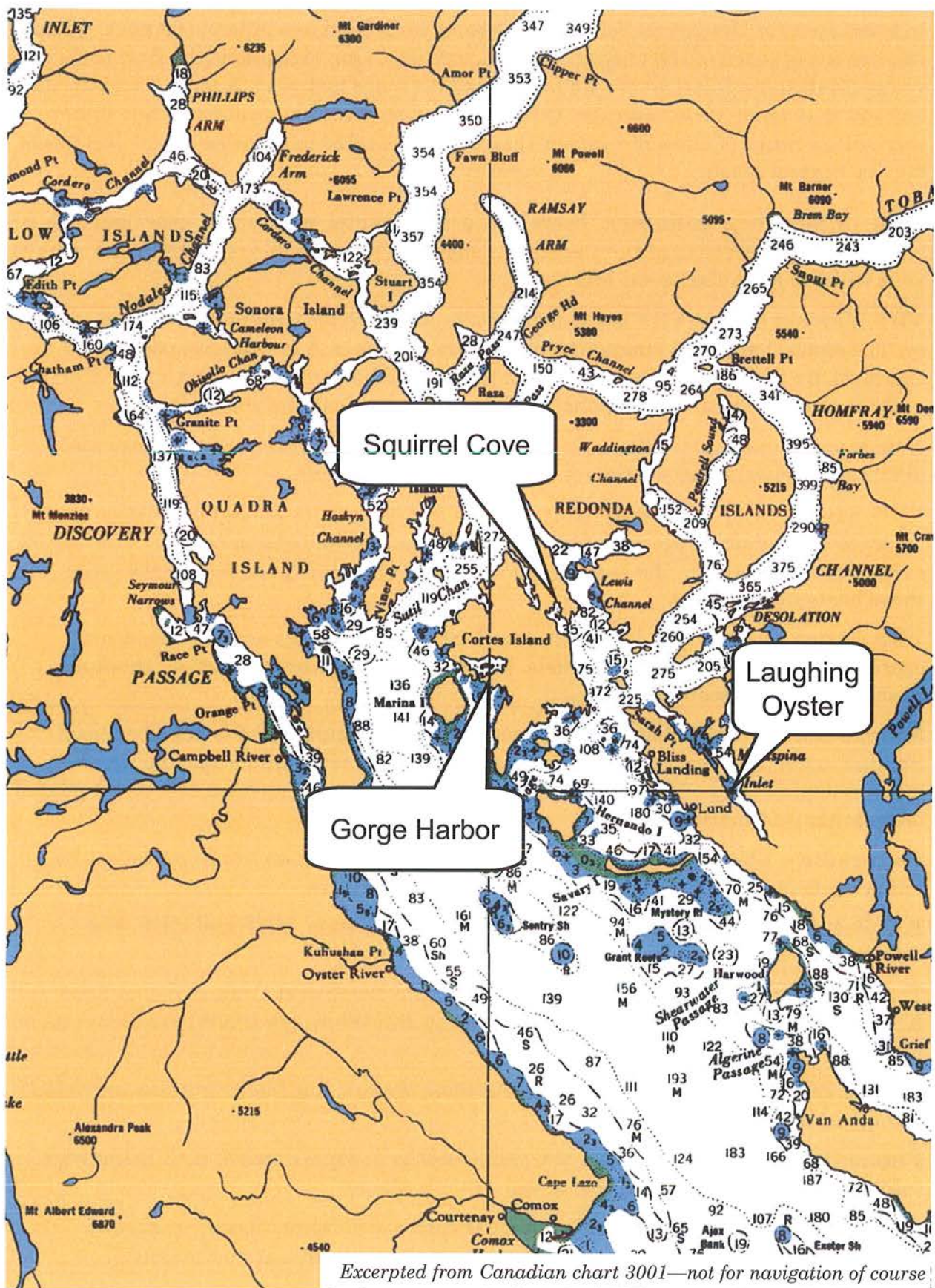
The Great Northern Boaters Net on 3870 KHz and Northwest Boaters net on 3865 KHz are also explained on the above site and on Bill Whitney's (PNW) excellent site at <http://www.toandos.com/>

Iridium and sat phone can both be used in these waters, but the mountains may block signals in some spots.

**Phone Booths:** There are still a few phone booths in some areas of B.C! Bring your calling card if you remember how to use a public phone!

**Please contact** Chuck Steward by email at [cpsteward65@gmail.com](mailto:cpsteward65@gmail.com) or aboard "Alert" if you have specific questions regarding communications on the cruise.





# Cruise Itinerary

**Tuesday, September 2**

## **Laughing Oyster, Malaspina Inlet**

The opening event will be at the delightful Laughing Oyster restaurant on the Malaspina Peninsula, in Okeover Inlet.

**Wednesday September 3  
to Friday September 5**

## **Explore Desolation Sound**

Explore Desolation Sound on your own or in company with new and old friends.

**Saturday, September 6**

## **Squirrel Cove**

The second event will be at Squirrel Cove on Cortes Island, a great place to explore and dinner and entertainment at the wonderful Klahoose First Nation facility

**Sunday September 7  
to Tuesday September 9**

## **Explore Desolation Sound**

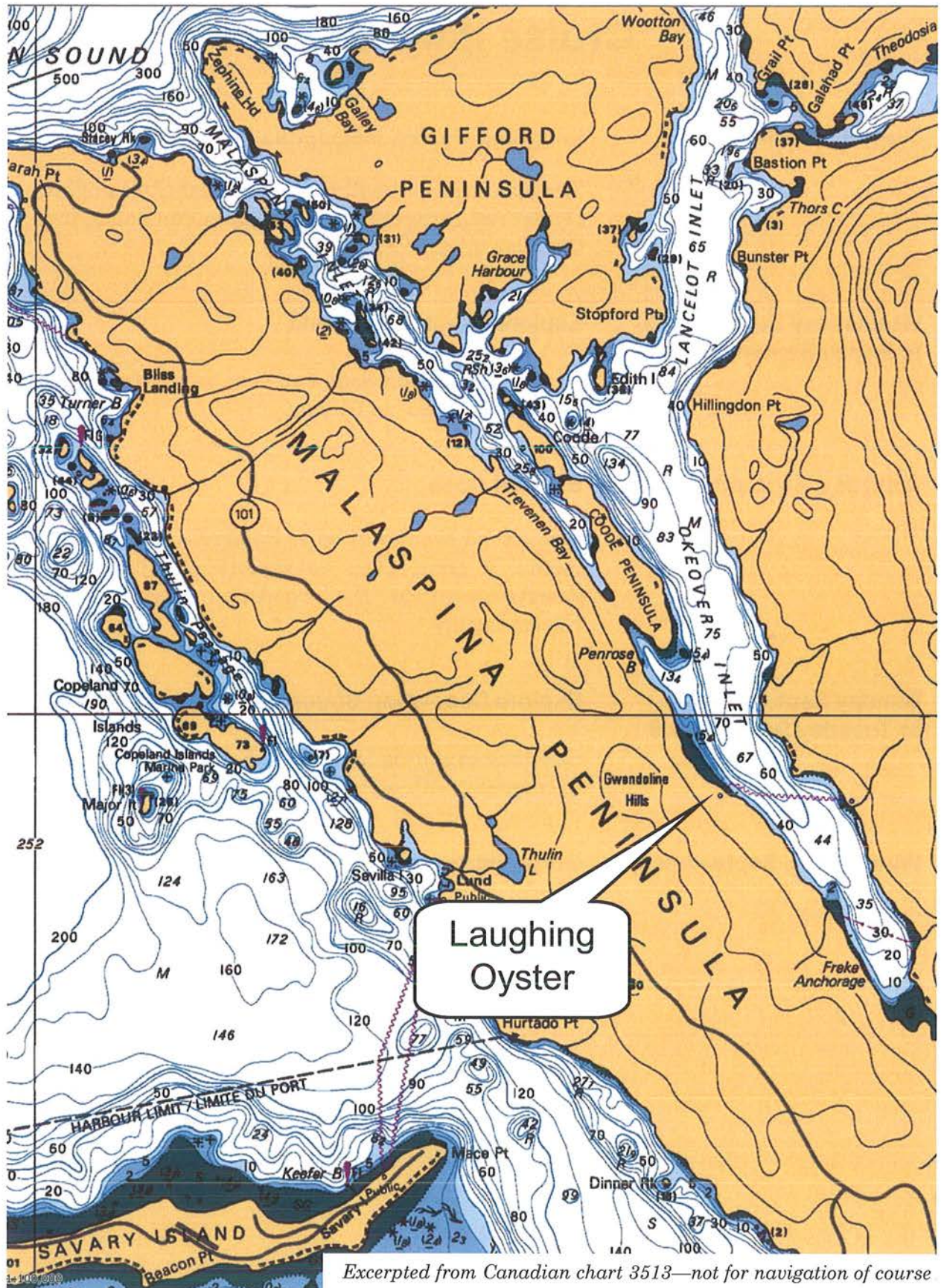
Continue exploring Desolation Sound on your own or in company with more new and old friends.

**Wednesday, September 10**

## **Gorge Harbour**

Our cruise finally comes to a close at the Gorge Harbor Marina with food and libations under the apple trees.







# Laughing Oyster Restaurant

**Day 1, Tuesday, September 2**

Registration	1300 to 1500 hours
Cocktails	1700 hours
Dinner	1800 hours
Entertainment	Following dinner
Late Nite Fire-pit and Guitars	Following formal entertainment
Attire	Casual
Coordinates:	49 59.4N 124 42.6W

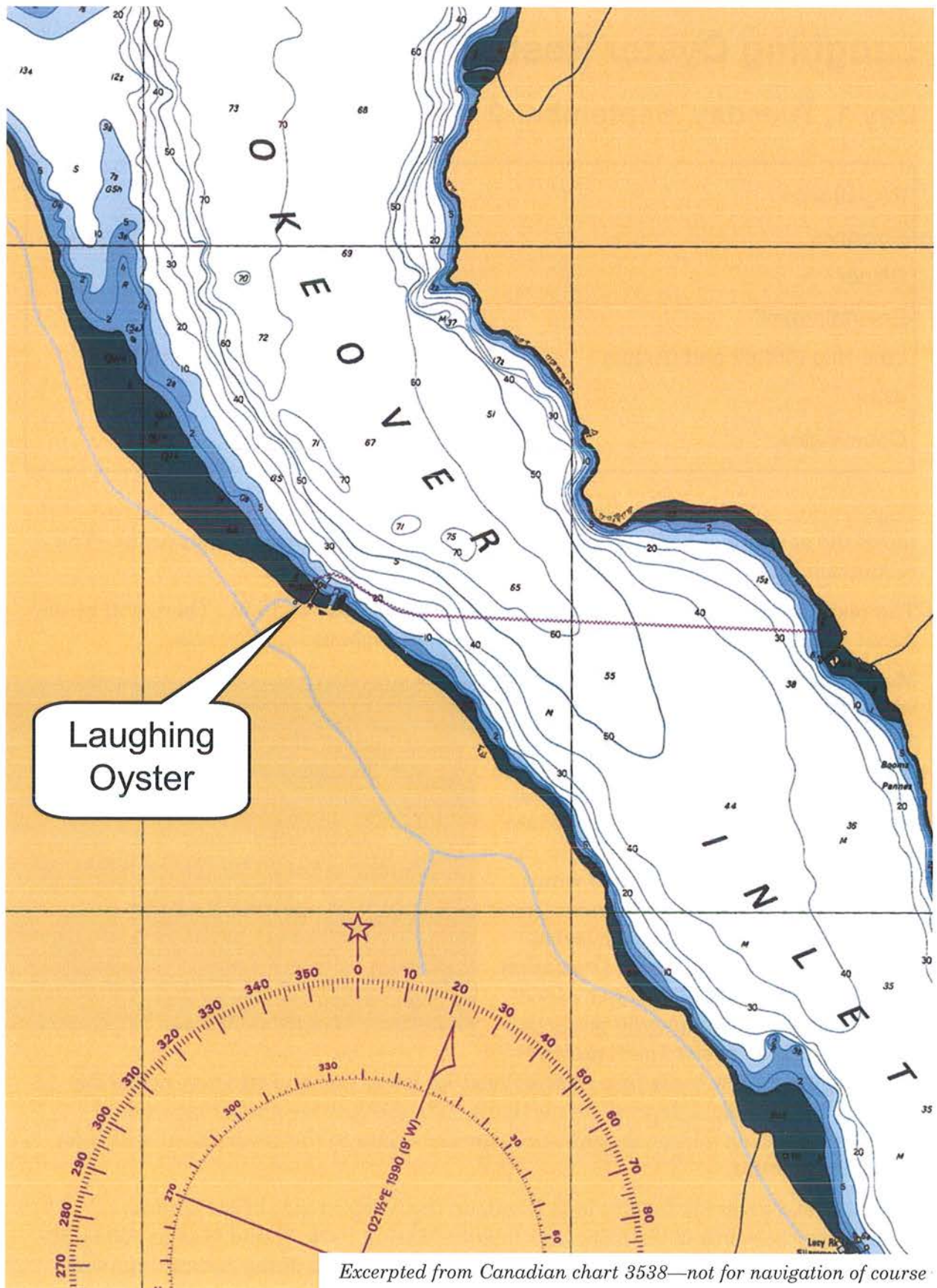
Registration is between the hours of 1300 and 1500 at the check-in site located at the top of the government wharf directly below the Laughing Oyster Restaurant. The restaurant and government wharf are located in Okeover Inlet.

The restaurant is providing a Hosted Mojito Station 1400 to 1530. There will be an Artist Garden for your perusal and musicians throughout the afternoon.

Moorage is available at the government wharf (no power or water), on a first come, first served basis. Anchorage is also available north of the government dock approximately 1.25nm in Penrose Bay. The bay, which can accommodate a number of yachts, is protected for the most part with the exception of winds out of the south. Anchorages are also available in Grace Harbour or Isabel Bay both of which are inside Desolation Sound Marine Park. The inner part of Grace Harbour is completely protected. Isabel Bay, in Lancelot Inlet, provides anchorage for a few boats in a small cove at its lower end and two tiny nooks for boats behind Madge Island at its northern end. Both these anchorages would necessitate taking a large dinghy approximately 4nm to the government wharf for the evening event.



An alternative marina facility is at Lund, on the western side of Malaspina Peninsula just south of the Copeland Islands Marine Park. (Lund Marina, 604-483-4711, no slip reservations accepted). Lund is the terminus of the coastal highway





north from Vancouver. Access from Lund to the Laughing Oyster Restaurant (approximately three miles) could be arranged through the marina at Lund or by calling Laughing Oyster at 604-483-9775.

The evening's events begin at 1700 with cocktails and appetizers at the Laughing Oyster Restaurant. Beer, wine and cocktails will be available for purchase. Included with your registration package are two drink chits per person for use at the Laughing Oyster Restaurant.

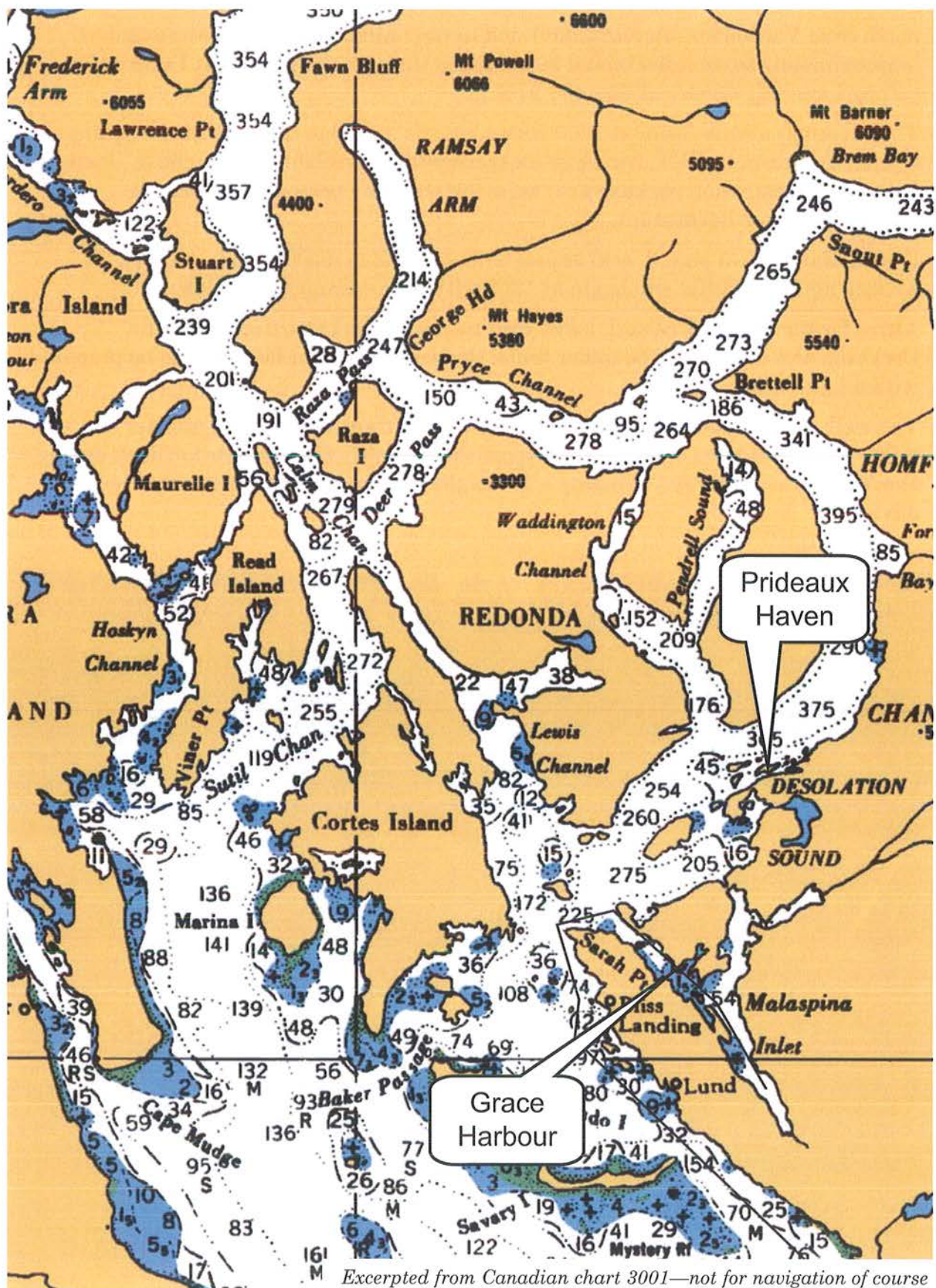
During the cocktail period local artists will continue to display their artistry. A seafood and beef buffet will begin at 1800 with entertainment to follow.

Attire for the dinner is casual; leave your tie and formal attire on the yacht. Cocktails and dinner will be under tents; the weather might be chilly, so be prepared with a light jacket.

The walk from the government wharf to the restaurant is roughly a quarter of a mile. Anyone in need of special transport should notify the registration desk during check-in for availability. Bringing a flashlight for the evening event would be advisable.









# Exploring Desolation Sound

Free Days

## Days 2-4, and days 6-8, Cruising Desolation Sound

You are on your own. This is the time to explore. There is no way you can see it all in the short period that we have for this cruise, but you will be able to experience the magic of the area. Every anchorage has its own character and feel. Many come to Desolation Sound for decades and never tire of just “hanging out”. The winds and current will, in most cases, determine the route you will take going from place to place. Going against the wind and current is normally a bad idea and can be frustrating. The accompanying charts are for your use in route planning and will help by putting the area and anchorages in perspective. It is easy to get confused navigating these waters as multiple islands can appear as one and channels are often hidden by headlands.

**Anchorage Docents:** To assist those unfamiliar with the area and anchorages we have designated “Anchorage Docents”. If you see a boat in the anchorage flying the “12th Man” flag (Go Seahawks) it designates someone aboard capable and willing to give you information, such as; best hikes, trail heads, clamming spots, good swimming holes and just about any other information you may want in the way of local knowledge. You are encouraged to stop by to ask questions or just say hello.

### Anchorage

The following are the more popular anchorages in Desolation Sound but not a complete list. Explore and discover!

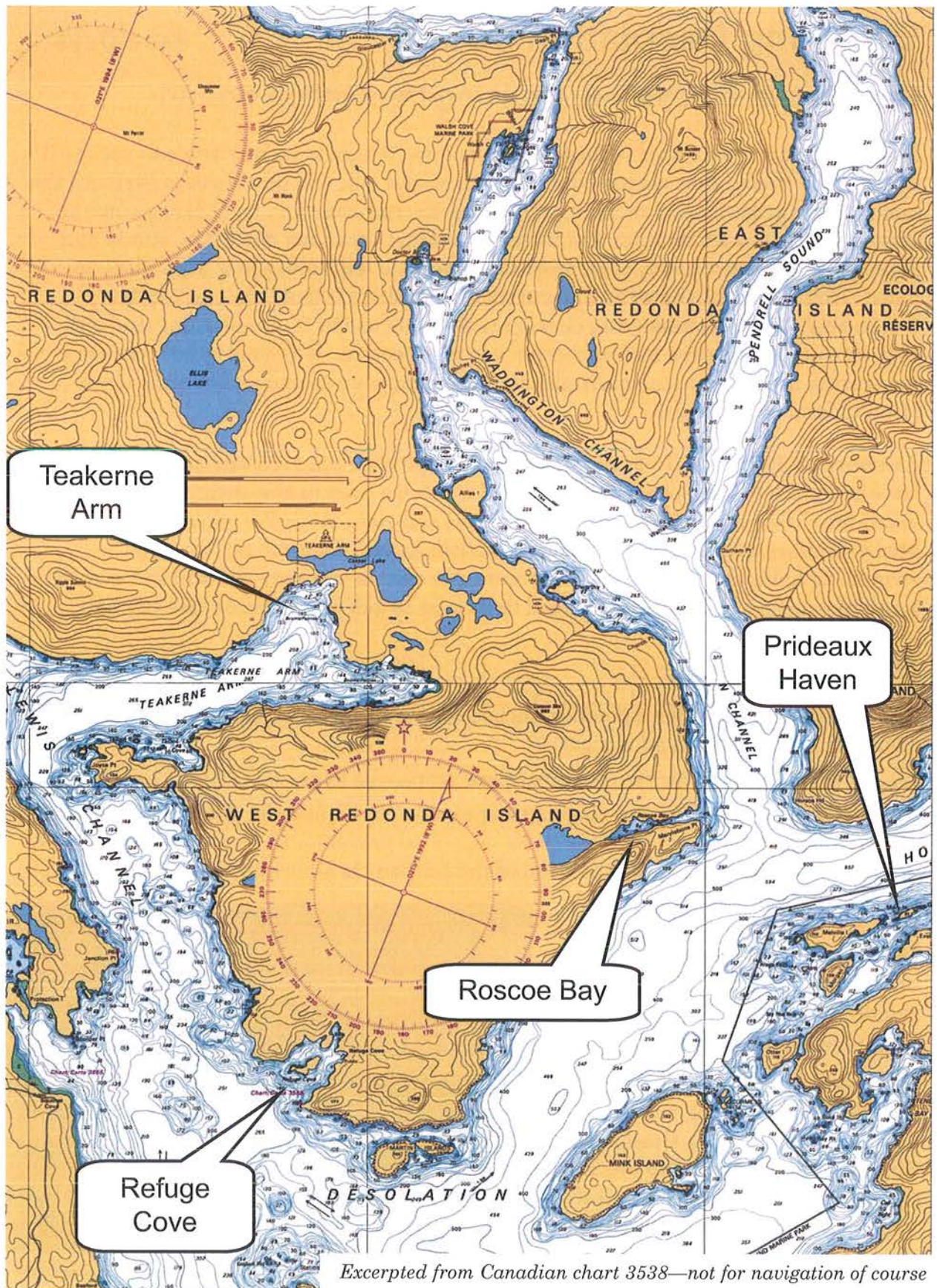
**Grace Harbour:** (50 03.1N 124.44W) This anchorage is nearly landlocked. Many of the anchorages are along the shore so be prepared to tie ashore. There is a rock near the middle of the anchorage. It is not a hazard to navigation but you won't be able to get your anchor to set. Near the head of the harbour is a park like setting and the trail head for a short hike to a lake. Grace Harbour was at one time the First Nation winter village called Kahkaykay with hundreds and possibly thousands living here in long houses.

**Prideaux Haven Area:** (50 08.5N 124 41.1W) One of the most popular anchorages in Desolation Sound. It is considered to be made up of a number of coves the most popular being Melanie, Laura and Prideaux Haven. The scenery is



Photo by Chuck Gilner







spectacular and exploring the water ways by dinghy between the anchorages is a favorite pastime. All of these anchorages are in a No Discharge Zone, grey water OK. There is a long and somewhat rugged hike between Melanie Bay and Tenedos Bay going past Unwin Lake. Black bear and deer can sometimes be seen swimming between the islands.

**Roscoe Bay:** (50 09.6N 124 45.9W) Located on West Redonda Island the entrance is restricted by a reef that dries at low water. A general guideline for the water depth at the entrance is whatever the tide height is, that is also the depth of the water over the reef. Example: A plus 10 foot tide gives you 10 feet of water. Stay in center channel and you will be ok. This is a No Discharge Zone, grey water OK. There is also an anchorage just outside the reef. Once inside Roscoe Bay it is beautiful. At the head of the bay is a small park like area and a short walk up to Black Lake. You will find a large rock that is perfect for sunbathing and swimming, no soap or shampoos in the lake. On the north side of the anchorage is a trail head marked by pink surveyor tape. The trail will take you up to the top of Mt Lianover (683 meters) about 7 miles round trip so allow about 3 hours. The trail is well marked and only gets steep the last mile. You will see beaver dams on the way. Take water and mosquito repellent.

**Refuge Cove:** (50 07.4N 124 50.5W) Has a general store, fuel, propane, water, marina, showers, laundry, post office, wireless internet and garbage barge. The store has staples; beer, wine, liquor, meat, deli, potato chips, ice cream, coffee, produce, fishing licenses and gear. Easy in and out for fuel and water.



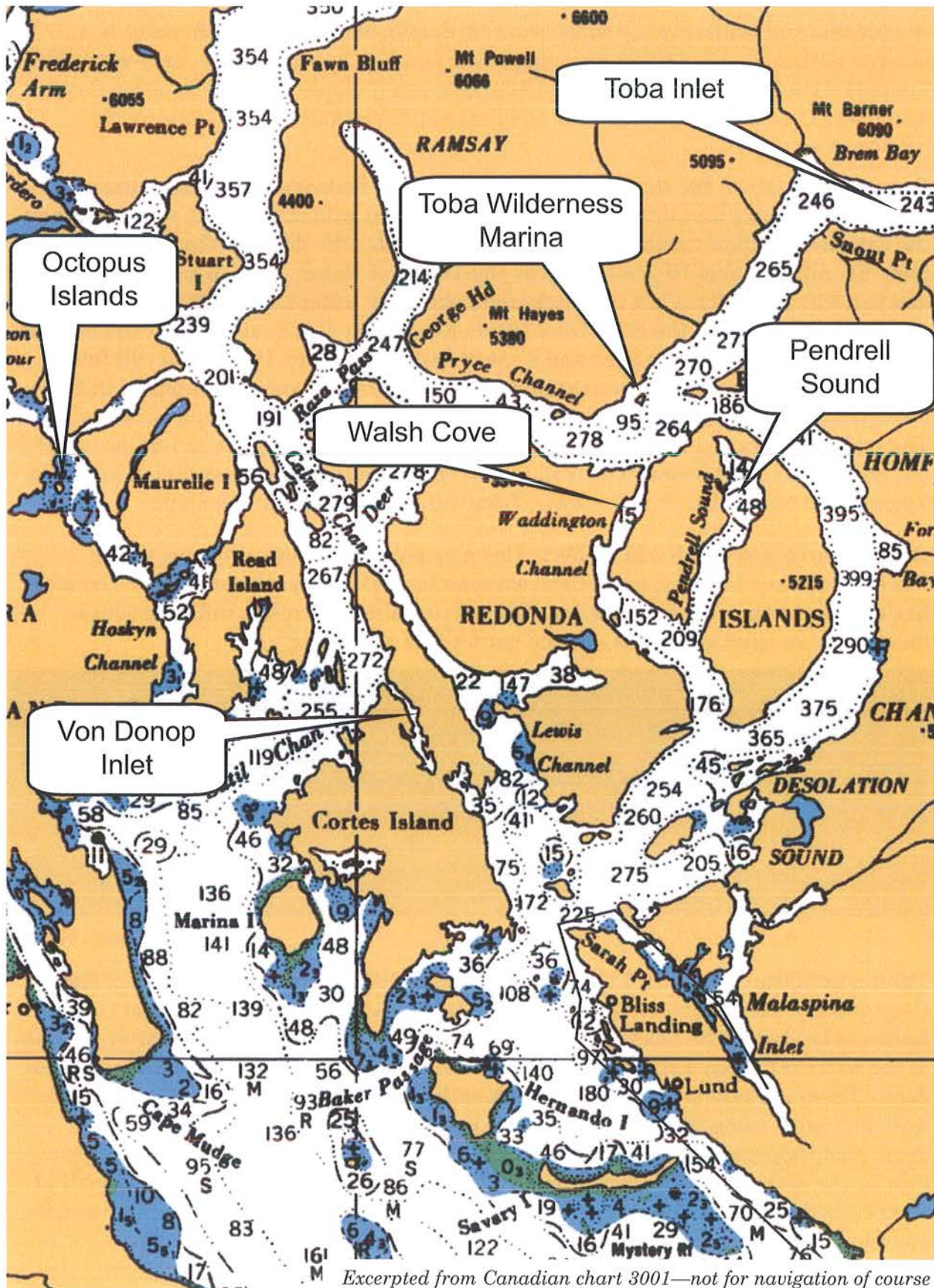
Photo by Chuck Gilner

**Teakerne Arm:** (50 11.35N 124 51.12W) Located off Lewis Channel north of Refuge Cove and is a deep arm into West Redondo Island. A beautiful waterfall and Cassel Lake are located at the head of the arm. In settled weather you can anchor at the base of the water fall or on a shelf along the north side, most other places are 90 to 150 feet deep. There is a public dinghy dock north of the water fall. Lake Cassel is a short walk and great swimming. Also there is a path alongside the water fall. This is a great photo opportunity. A better anchorage is just inside the entrance to Teakerne arm on the south side in Talbot Cove. There is some aquaculture in Talbot Cove that restricts where you can anchor. Be aware of the log booms when entering and watch your wake, loggers are often walking on these logs.



Prideaux Haven  
Toba Inlet  
Walsh Cove

Octopus Islands  
Von Donop Inlet  
~~Cortes Bay~~ STANLEY I.





8 SEPT.

HOLE IN WALL TURNS 1028

GILLARD TURNS  $1705 + 5 = 1710$  FOR YUKCHUYA RAPIDS

**Pendrell Sound:** (50 17.89N 124 51.12W) A long arm on East Redondo Island off Waddington Channel. The best anchorage is at the end of the sound near the shore or behind the small island on the west shore about  $\frac{3}{4}$  of the way into the sound. The sound is some people's favorite as the water is dependably warm. Please watch your wake here out of courtesy to the many fragile oyster farms and oyster-covered walls all the way up the Sound.

9 SEPT GILLARD TURNS  $1116 + 25 = 1141$  FOR YUKCHUYA

**Walsh Cove:** (50 16.07N 124 48.09W) A beautiful spot near the north end of Waddington Channel. Enter the anchorage from the south between West Redonda Island and Gorges Islands. The anchorage is deep with a rock bottom between West Redonda and Gorges Islands or anchor along the shoreline to the west. You may have to tie ashore to rocks or trees. Indian pictographs are located at the north end of the cove. Gorges Islands are interesting to explore by dinghy.

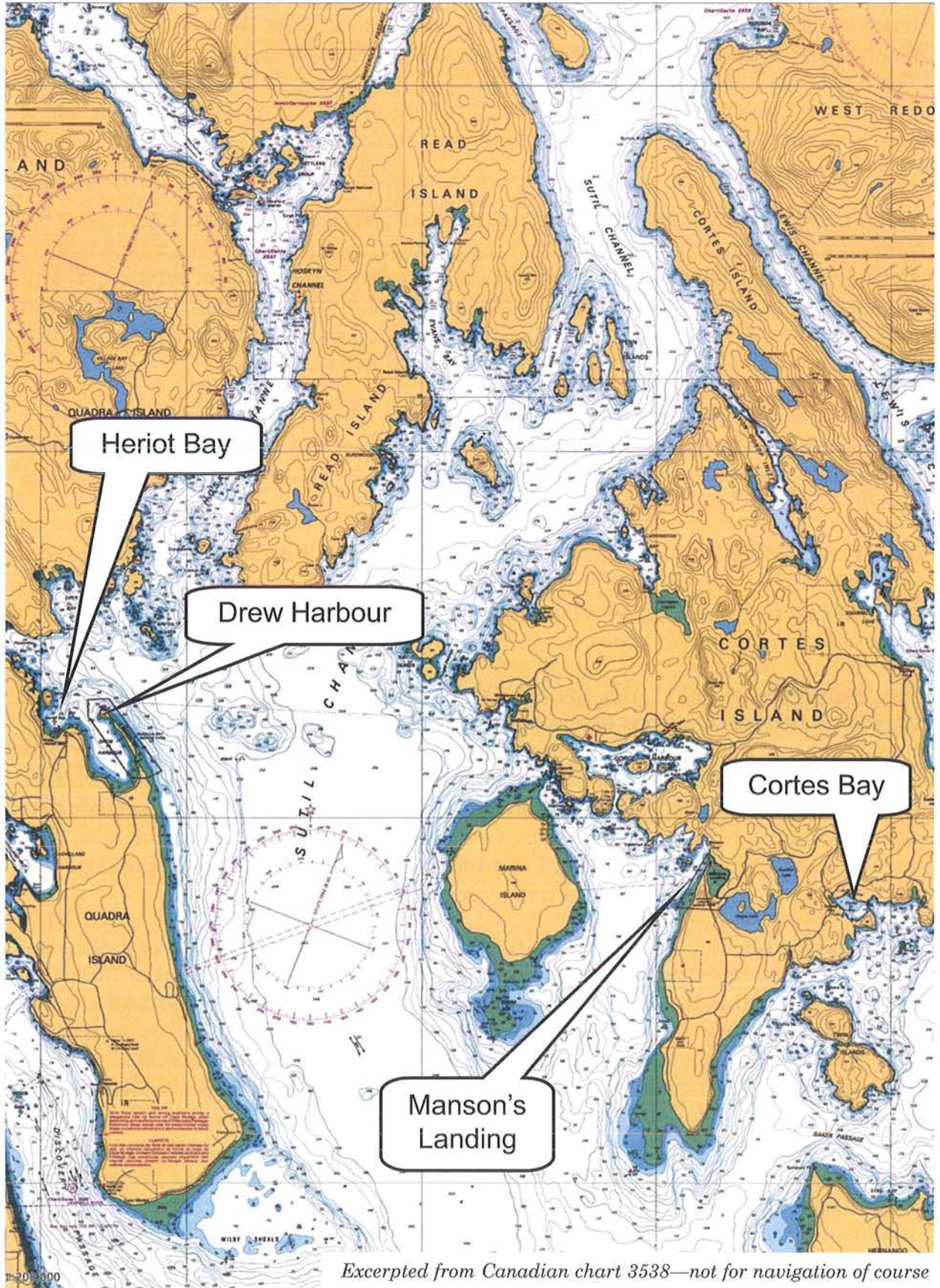
**Toba Wilderness Marina:** (50 19.36N 124 47.71W) Small Marina behind Double Island at the mouth of Toba Inlet, monitors VHF 66A. Has a small store and moorage for 4-5 boats, water on the docks, no electricity. Cute and interesting place to explore, has wifi and homebuilt hydroelectric plant.

**Toba Inlet:** (50 28.74N 124 23.27W) We've been told that Toba inlet has spectacular waterfalls when the snow pack is melting. There is limited anchorage at the mouth of the Toba River. Since it is about 20nm one-way, faster boats may want to take a scenic side trip and tell us about it.

**Von Donop Inlet:** (50 11.01N 124 58.20W) On the NW corner of Cortes Island. The entrance is through a narrow long tree-lined channel. About halfway down the channel there is a rock mid-channel so stay well to the right to avoid it. The rock can be located by some obvious rock outcroppings on the left side of the channel. Inside the anchorage are small coves or continue to the end for a large protected anchorage with room for many boats. The bottom is gooey mud. At the very end of the inlet onshore is the trail head to Squirrel Cove and some lakes. Do not take small dogs on this trail as wolves have been known to attack them.

**Octopus Islands:** (50 16.12N 125 13.87W) A premier anchorage, however getting to it requires strict attention to your current tables as currents often run up to 12 knots. Slack tide times at both Hole in the Wall and Beazley Passage/Surge Narrows are short. You can enter Waiatt Bay anchorage from the south, but the easiest entry is from the north through Bodega anchorage and south down the narrow channel. The anchorage is well protected and scenic. The bay has a thumb to the SW where a trail head begins. The trail takes you to Small Bay. Also if you hike on one of the trails alongside Small Bay and head north you will come to Newton Lake which is lovely. If you go ashore on one of the small islands at the north end of Waiatt Bay you will see a small cabin. Inside the cabin are all sorts of mementos from passing yachts. Look around and you will probably come across names of boats you know. Leaving a memento is encouraged. This is also a great spot for evening cocktails.







**Drew Harbour:** (50 06.26N 125 11.83W) Located West of Rebecca Spit Marine Park this large bay has good anchorage along the spit with the best spot just as you enter. During spring tides with a northerly breeze a lot of logs can be blown into this anchorage and you may have to fend them off. The park has some nice walks and beach combing. On the West side of the anchorage is Taku Resort and Marina (250 285 3712) VHF 66A. The docks are new and have 30 and 50 amp power, an inside slip gives the most protection from southerly winds. This is a high quality resort and close to Heriot Bay Grocery Store. (see Heriot Bay below)

**Heriot Bay Inn & Marina:** (50 06.26N 125 12.76W) Just a mile or so west of Drew Harbour, Heriot Bay Inn and Marina (250-285-3322) VHF 66A and is a great place for lunch. They have worked on their docks this year but I would expect they may still be a little rustic, mostly 15 amp power with some 30 amp available. They have fuel, propane, ice and water. The Inn and grounds are delightfully rustic. Behind the Inn and up the hill a block is, in my opinion, the best stocked grocery store in Desolation Sound. The tavern in the Inn has a lot of local color and the Inn has a nice gift shop.

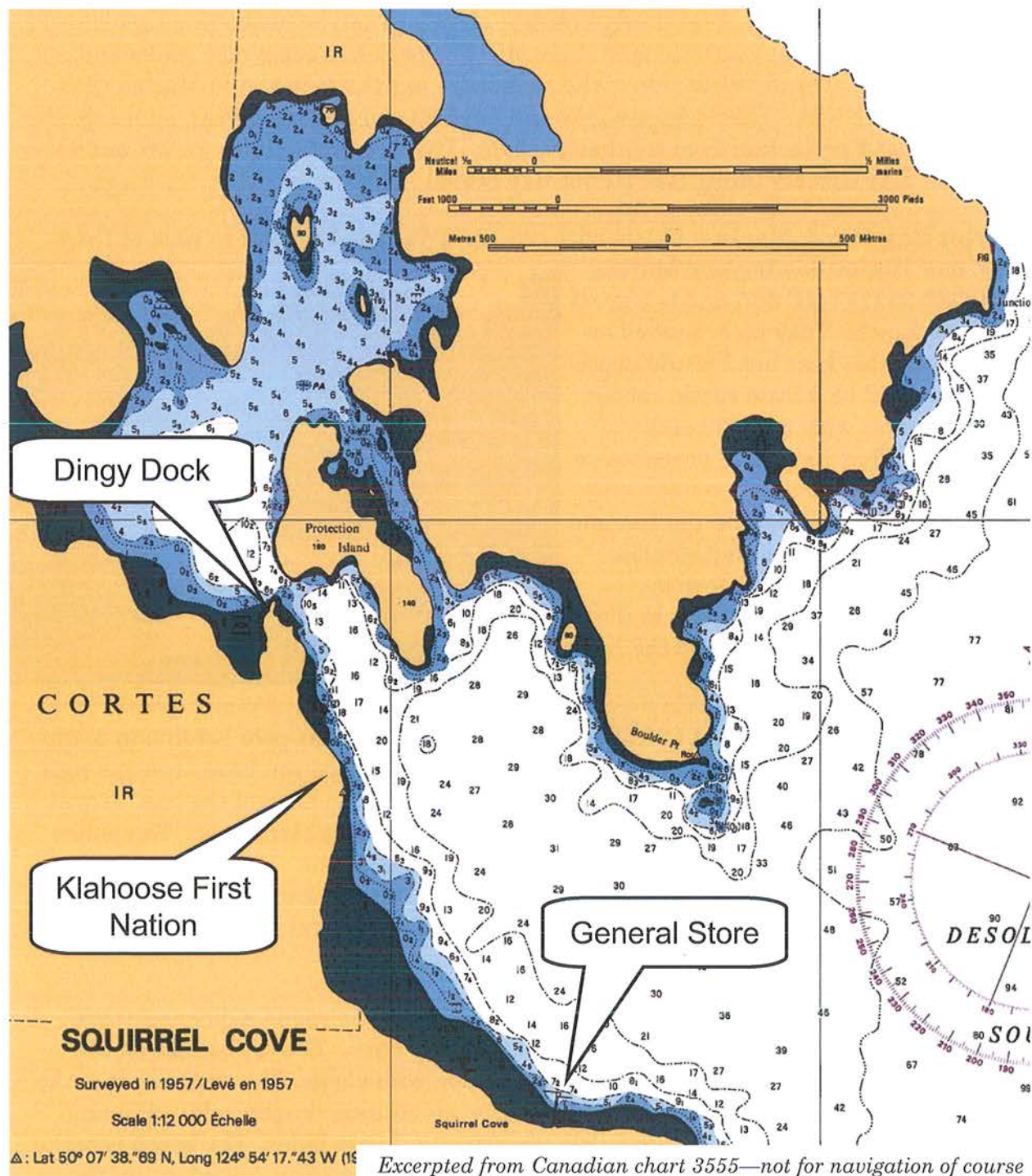


**Cortes Bay:** (50 03.77N 124 55.73W) Is well protected but has poor holding in many places in soft mud. Entering keep the beacon starboard, once you have seen the rock shelf you will understand why. There is a public dock at the head of the bay. It will probably be full but don't take a chance and park in the float plane spot. The public dock is the best spot to tie your dinghy if you go walking about. The Seattle Yacht Club and Royal Vancouver Yacht clubs maintain outstations here, but do not allow reciprocal privileges. The bay is a No Discharge Zone, gray water OK. BBX wireless internet is available.

**Mansons Landing:** (50 04.51N 124 59.08W) A nice spot to spend a day or a week. A public dock gives access to Mansons Landing Marine Park. The drying flat on the other side of the spit from the public dock is loaded with clams. The entrance into the drying flats has a reversing stream and can give an exciting dinghy ride. A short walk up the road then turn left to follow the signs to Hague Lake. The beach is white sand, the water warm. The swim to the island is worth the effort. Straight up the road from Mansons Landing is a grocery store and a few blocks further on a roadside stand selling freshly baked bread. The anchorage is a No Discharge Zone, gray water OK.



# Squirrel Cove





# Squirrel Cove

Day 5, Saturday, September 6

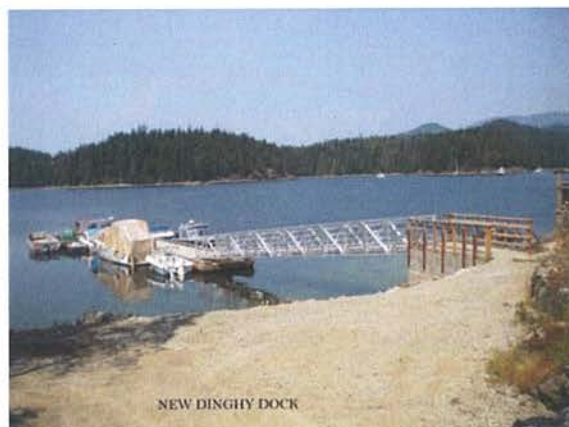
Life Sling Demonstration	1300 hours
Rum Barrel	1700 hours
"Heavy Appetizers" and entertainment	1800 hours
Song Fest (see below)	Following meal and entertainment
Attire	Casual
Coordinates:	50 08.01N 124 55.46W

Safe and abundant anchorage is available in the inside northern section of Squirrel Cove on the Eastern side of Cortes Island. This anchorage is so popular that it is not uncommon for a hundred boats to be found anchored on a summers day. A lagoon can be entered by dinghy at appropriate tides in the northwest corner of Squirrel Cove. (Don't get trapped in the lagoon so be cautious of tides.) Trails from the northern tips of the two westernmost coves lead for about half a mile to the head of Von Donop Inlet. For those who need to replenish their galleys or liquor cabinet there is a store which can be accessed by dinghy approximately one mile south of Squirrel Cove.

**A life sling demonstration** will be conducted at 1300 hours at the "dinghy" dock located at the southern end of Squirrel Cove. (You will see the dock to the port when entering Squirrel Cove.) This is a hands-on event and well worth attending. Many are surprised at the amount of forethought and training required to recover an overboard crew member. To practice is the only way to make these lifesaving procedures second nature and to thoroughly know how to use your equipment.

For the evening event, plan on arriving at the "dinghy" dock between 1630 and 1700. A welcoming committee will be at the dinghy dock to assist with dockage and to guide you to the event. The walk from the dinghy dock to the facility is approximately a quarter of a mile and roughly a ten minute walk. Anyone in need of special transport should notify the registration desk during check-in for availability. Bringing a flashlight for the evening event would be advisable.

The event will be held at the Klahoose First Nation facility. This is a new facility which you might have seen to port just prior to entering Squirrel Cove. The facility, dinghy dock and a good portion of Squirrel Cove is









owned by the Klahoose First Nation. The views from the facility look out over Lewis Channel and Desolation Sound towards Refuge Cove. We believe that you will find the facility, grounds and views to be quite spectacular. The Klahoose First Nation operates its own sawmill and produces a myriad of products which are on display in and around the facility.

**The Klahoose First Nation** will prepare salmon cooked the “traditional” way over an open wood fireplace on planks and have available for your enjoyment an abundant variety of local shellfish. The Rum Barrel will be spiked at 1700 hours. Water and other non-alcoholic beverages will be available and if you prefer you may bring your own beer or wine.

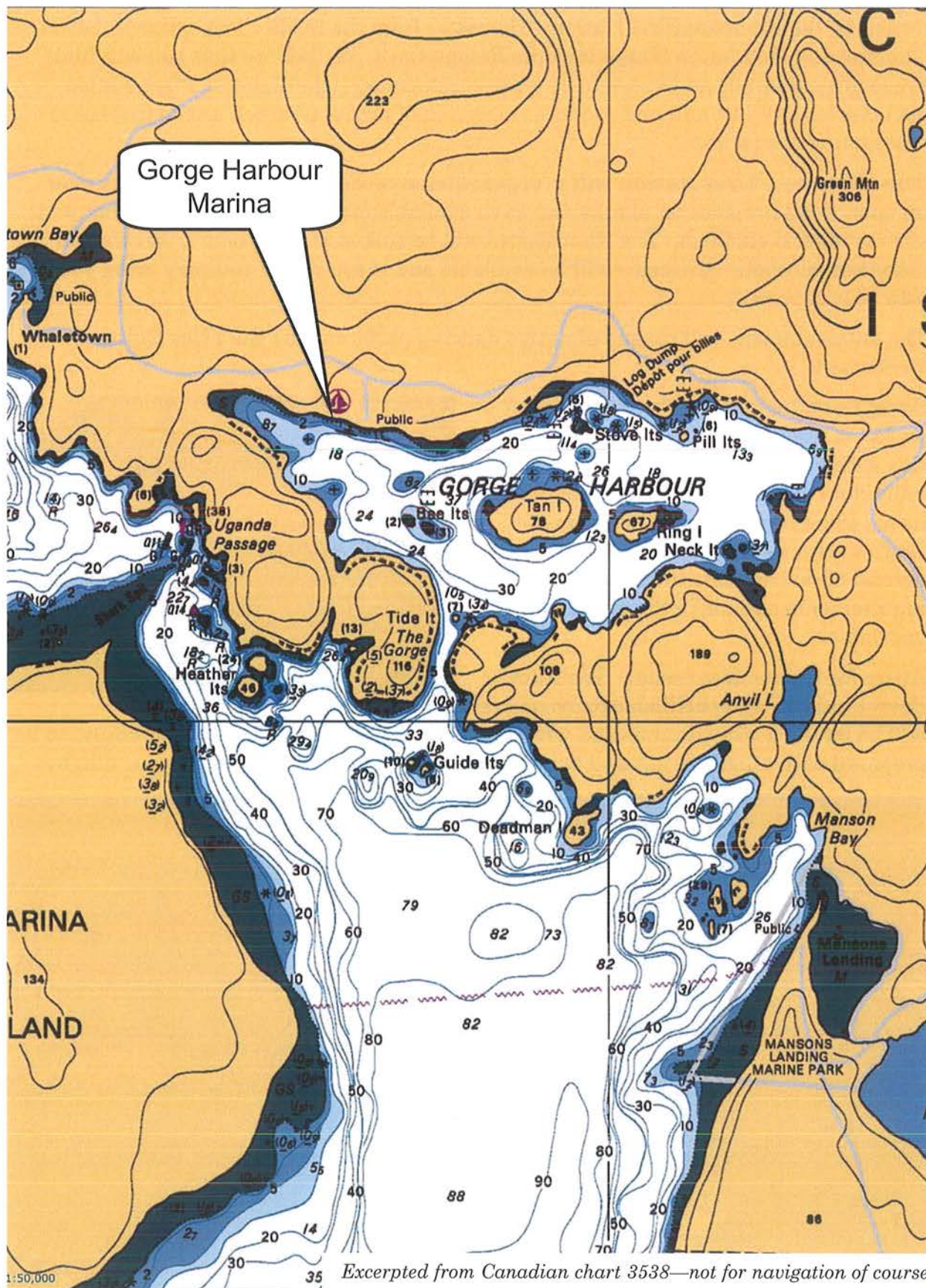
The entertainment will consist of native dancing performed by the I'Hos Cultural Performers.

**Song Fest:** Included with your registration packet is a song book. You should bring this with you to the event as well as any individual musical instruments you might have. Don't have a musical instrument? Don't worry; we will supply you with a myriad of instruments to meet your requirements and make the event enjoyable.

Attire for the event is casual. The Rum Barrel, salmon and shellfish extravaganza will be on the decks, grounds and within the facility; the weather might be chilly, so be prepared with a light jacket and bring a flashlight for the return trip to your dinghy.









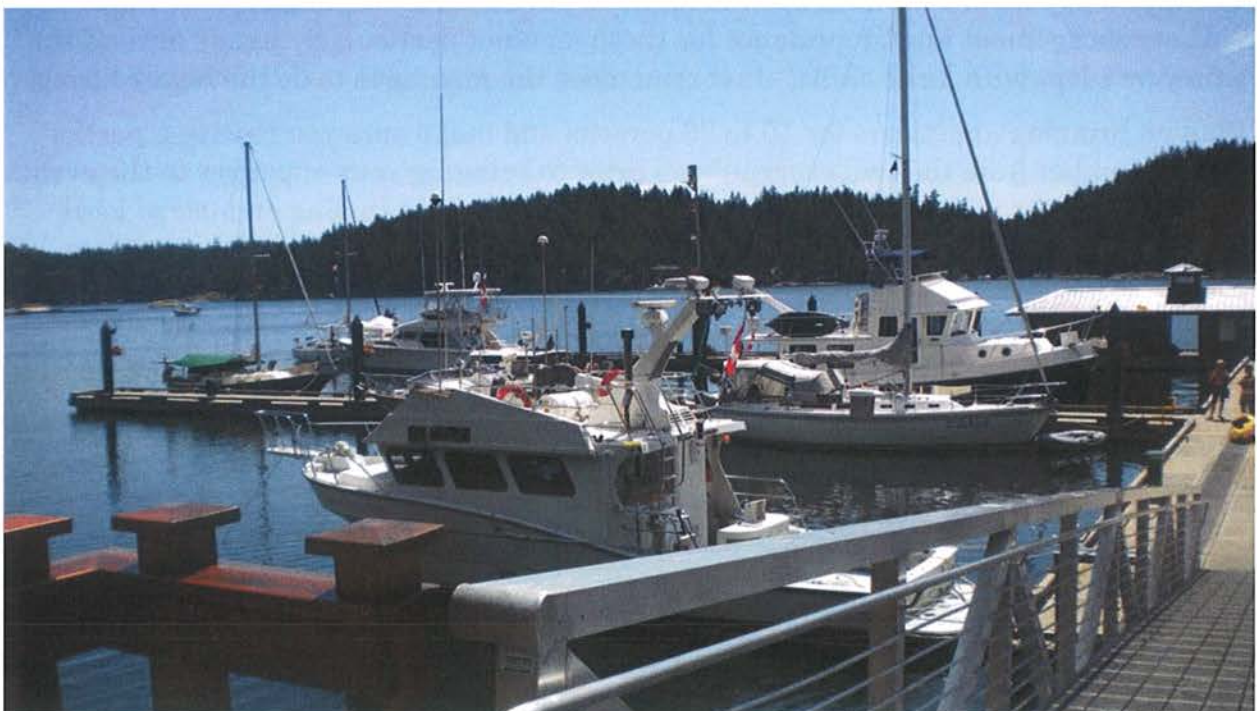
# Gorge Harbour

Day 9, Wednesday, September 10

Rum Barrel	1700 hours
Men's Appetizer Contest (see below)	1700
Chowder event (see below)	1800
Awards and Wrap-up	1900
Entertainment	2000
Attire	Casual
Coordinates (Marina)	50 05.98N 125 01.41W

The narrow, high-walled entrance to Gorge Harbour is located behind the Guide Islets, and is easy to confuse with a similar topographic indentation half a mile to the west when viewed from a distance. Currents can run at rates up to 4 knots through the relatively shallow (6 fathoms) entrance.

Before being decimated by smallpox in the 1800s, the Gorge Harbour Indians made rock paintings on flat patches of rock half way down the Gorge Cliff. These paintings could only have been executed by individuals lowered by cedar ropes from the top of the cliff. Remains of the paintings can still be seen when entering the harbour.





**The Gorge Harbour Marina**, Phone (250) 935-6402, VHF 66A , offers moorage, 30 & 50 amp power, fuel, propane, wifi, grocery store, café, laundromat and showers.

Anchorage through-out the harbour are good as it is wholly enclosed and has good holding. In a strong westerly wind, the preferred anchorage is along the northern shore or at the west end of the harbour.

The events will be held above the marina in the orchard next to the swimming pool and tented areas. The weather might be chilly so bring a light jacket. In the event of inclement weather the dinner will be shifted to the community center adjacent to the marina.

The event will commence at 1700 with the appetizer contest and spiking of the rum barrel.



Dinner will consist of the communal clam chowder along with catered salads, bread and desert. Please see the clam chowder recipe on the opposite page.

## Mens Appetizer Contest

The men's appetizer contest is open to all male participants although spouses may provide encouragement and/or guidance for those men not particularly handy around the galley or adept with knife skills! Just remember the men have to do the heavy lifting!

Plan on bringing appetizers for 10 to 20 persons and make sure you receive a participation number from the cruise organizers prior to bringing your appetizer to the event. Of course, prizes will be awarded for the most creative, best tasting and use of local ingredients. Just remember, if it comes from the local deli straight to the appetizer contest it had better be good!!





# Official Clam Chowder Event

The event at Gorge Harbour will include the traditional Pacific Northwest Station Clam Chowder.

Each boat prepares enough clam chowder to serve its own crew. It is brought to the evening's festivities at 1700 (along with the men's appetizers), dumped into a large common pot and reheated while being stirred with a Proper Stirring Device.

The Official Recipe follows. However, DO NOT use canned or commercially prepared chowder. Please follow the recipe. Also DO use canned clams, as clams from the local beaches are not always safe because of the risk of paralytic shellfish poisoning.

## OFFICIAL CCA CLAM CHOWDER

4 6-oz cans of clams (save liquid)

3 potatoes, cut in ½ inch cubes and cooked,

4 slices of bacon, cut up

¼ Cup chopped onions

2 Cups of milk

1 ½ Tbsp flour

salt & pepper to taste

2 Tbsp Vermouth (optional)

This recipe serves about 6 persons.

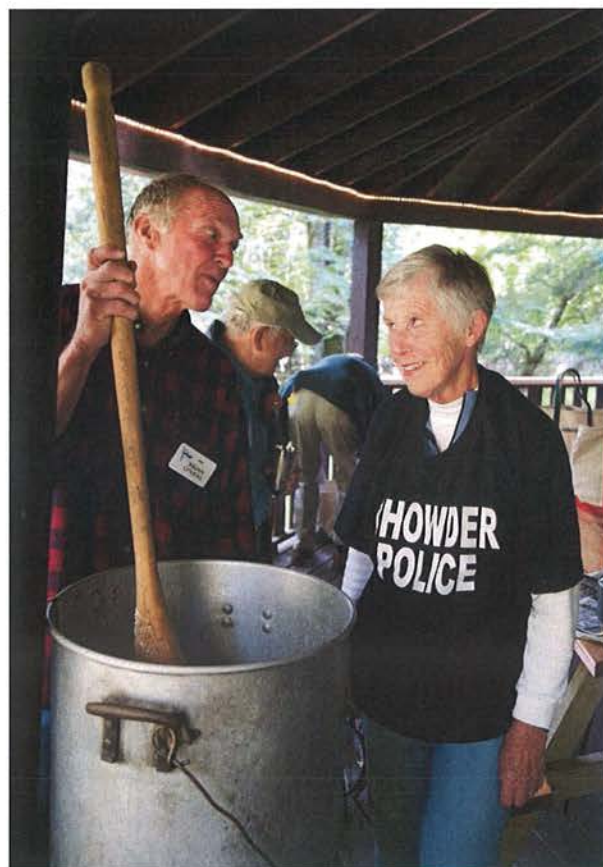
Fry bacon, remove from pan, brown and cook onions about 5 minutes in bacon fat. Blend in the flour. Slowly stir in the clam juice and let thicken. Add cooked potatoes. Cover and simmer about 10 min.

Add clams, bacon & milk. Reheat. Vermouth is optional-- add at the end, after cooking.

Please DO NOT use canned or commercially prepared chowder. Please follow the recipe.

Use canned clams. Clams from the beach are not always safe because of the risk of contamination or paralytic shellfish poisoning.

THE CHOWDER POLICE WILL BE  
WATCHING! DO NOT DEVIATE  
FROM THIS RECIPE AND YOU  
WILL BE REWARDED WITH THE  
FINEST CLAM CHOWDER EVER!!



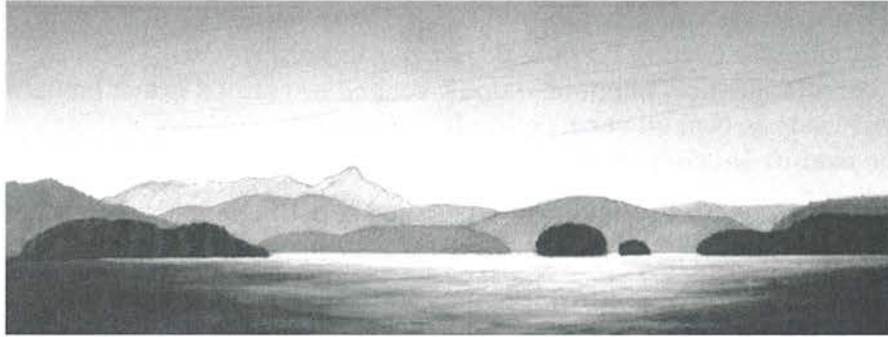
Jean Coardon Daisy







## PNW-CCA Chowder Potluck Recipes



*These cruiser-friendly recipes are shared with you by our Northwest Station, typical of the creative foods that one would find at our traditional CCA Clam Chowder Event.*

### I. FINGER FOOD APPETIZERS

#### Pizza Appetizers

Susan Day      M/Y Pau Hana II

4 oz. oil	1 lb. cheddar, grated
4 oz. tomato sauce	2 oz. tomato paste
green onions, about 4, chopped	chopped olives

Mix together. Top with oregano. Refrigerate overnight. Put on party rye or sourdough bread and broil just until cheese bubbles.

#### “Better than seared Ahi” Salmon Belly

Tom White      M/V JO

Ingredients: Fresh salmon belly, sea salt, wasabi, soy, scotch, maple syrup, Chinese Five Spice.

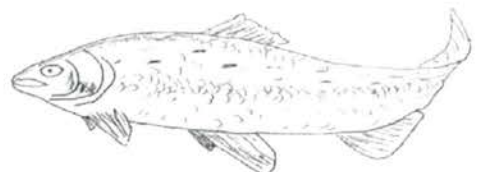
Start with very fresh, good sized fish. Cut the belly piece off. Freeze it to get rid of any parasites, best over night, then thaw it. Cut the thawed belly into 4” strips as thick as you can, up to 1.5”x1.5”. If the slices are really thin, reduce the cooking per side. Bring to room temp to cook.

Heat a heavy skillet to very hot and put some coarse sea salt in it. Put the salmon in the piping hot skillet and cook each side for 10 seconds and take it out. (The center must be raw, sashimi). This is for 1”x1” slices.

Use a clean finger to wipe wasabi on one side (as for sushi) and slice the seared salmon against the grain with a very sharp knife so pieces are about ¼ inch thick. Use fingers or chop sticks to dip in soy mix and eat.

Tom’s soy dip: In a small sauce pan, mix 1/2 cup water with 1 cup soy and a ½ tsp Chinese Five spice, 1 Tbsp scotch, 1 Tbsp maple syrup.

Heat gently to mix. Do not boil!



## Spring Rolls

Sharon Heaps

M/V Drumbeat

One package of 8" rice paper wrappers

Vegetables in any combination you like:

fresh basil leaves OR cilantro (strong flavors, do not use together)

shredded cabbage, carrots, lettuce, peppers, onions, cooked or canned green beans, bean sprouts, cucumbers (seeded), cooked vermicelli, all optional.

Sweet chili sauce or peanut sauce from jars.

Have all the ingredients lined up in the order of use: you must move quickly!

Have a round pan ready with really hot water in it for softening the wrappers

1. Dip one wrapper in hot water just until it begins to soften. Lay it on a board or plate.
2. Layer on top: basil leaves OR cilantro first, then shredded vegetables spread evenly.
3. Fold up bottom border of wrapper over filling. Then fold left side, then right edge of wrapper over filling. Roll filling to top edge, tightly without tearing any holes in wrapper. Make a nice tight cylinder. Be Patient! This is not as easy as one would hope, but you will get the technique.
4. Keep making rolls until you have exhausted your supplies.

These can be made ahead and covered with a moist paper towel and wrapped in plastic wrap and refrigerated for a day or two. Remember to keep the rolls protected from air, as they will dry up quickly and no one wants a tough, dry spring roll.

Serve with Sweet Chili Sauce or Peanut dipping sauce, from specialty food stores.

## Meredith's Marinated Shrimp

Don and Meredith Roose

M/V Patricia

1 lb. boiled shrimp or prawns from your trap

2 bay leaves

2 Tbsp fresh herbs (basil, tarragon, parsley, oregano, etc.)

½ tsp. red pepper flakes

2 dashes Worcestershire sauce

Juice of one lemon

2 Tbsp olive oil

1 lemon very thinly sliced

1 small onion thinly sliced

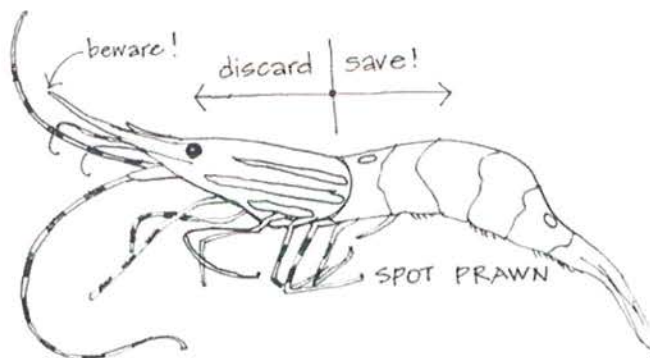
1 clove garlic minced

½ tsp. salt

Freshly ground pepper to taste

Put all ingredients in a zip lock bag and marinate at least 12 hours, turning bag frequently to evenly coat shrimp. Best to put marinade on warm shrimp then chill.

Return to room temperature and drain before serving.





## Presidential Pickled Oysters

Jill Hearne

S/V Lookfar

*This recipe comes from President Garfield and was first published in 1881. Pickled oysters were very popular at the end of the 19<sup>th</sup> century before refrigeration. The oysters will keep, refrigerated, for up to 2 weeks. But if you place a teaspoon of sour cream on a wheat thin and top with an oyster, they won't last half an hour.*

First, get your license and go ashore and shuck as many of the little oysters as you can legally. *Leave shells on the beach.*

*In a medium saucepan, cook the oysters in their liquor over high heat until plump, 5 to 7 mins, stirring occasionally. Strain and reserve oysters. Keep the liquor in the pan.*

Add to liquor : 1/2 cup cider vinegar  
1 tsp salt  
1/8 tsp mace  
10 cloves  
10 peppercorns  
10 allspice berries  
1/8 tsp cayenne pepper



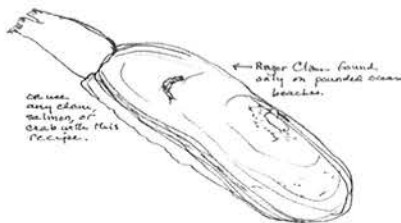
Boil the mixture for 5 minutes, then remove from heat.

Pour the mixture over the oysters and refrigerate, uncovered, until cold.

## Babbo's Razor Clam Cakes

Don and Meredith Roose M/V Patricia

1 pound (cooked) razor clam meat or *any type of clam, salmon, crabmeat and/or shrimp*  
3 Tbsp olive oil  
1/2 cup diced scallions  
1 tsp minced garlic  
1/4 minced bell pepper  
1 egg, lightly beaten  
1/4 cup mayonnaise  
1 Tbsp Dijon mustard  
Salt and pepper to taste  
1/4 cup chopped parsley or chives  
Panko crumbs about 1 cup  
1/4 cup butter and/or olive oil for frying



Grind, chop, or carefully process clam meat in a food processor until pieces are 1/4". Put in sieve and drain (reserving juice for future chowder). Transfer to large mixing bowl. Sauté scallions, garlic and bell pepper slowly in oil for 8-10 minutes and add to clams. Combine egg, mayo, mustard, salt and pepper. Wisk together and add to clam mixture. Add parsley and mix thoroughly. Add Panko as needed depending on wetness of mixture. Let rest for 15 minutes for Panko crumbs to absorb moisture.

Using a 3" ring mold (such as a mayo lid), form patties about 3/4" thick with Panko crumbs on top and bottom. In a large non-stick pan sauté patties about 3-4 minutes (medium heat) on each side until browned. Transfer to a baking sheet. When ready to serve, heat in a 400 degree oven for 10 minutes. Makes 12 cakes.

### **Bourbon Hot Dogs**

K Robinson

M/V Blue Moon

*An old southern cocktail party stand-by*

- 1 cup brown sugar
- 1 cup ketchup
- 1 cup bourbon
- 3 lb. pack hot dogs – cut off ends and slice into quarters

Warm together brown sugar and ketchup until sugar dissolves.

Stir bourbon in and simmer hot dogs in marinade. Don't boil!

Serve as a warm appetizer with toothpicks.

(Note: Gourmet sausages, (Aidell's, etc) would work with this too)

### **Chinese style sausages**

Jill Hearne

S/V Lookfar

Buy in packages at Costco or local Asian market (shelf life 12+ months) Cut in bite size pieces and steam for 15 minutes. Serve with toothpicks, mustard or hot chili sauce optional.

### **Baby Capreses**

K Robinson

M/V Blue Moon

Always popular: tomatoes / mozzarella balls / fresh basil leaf on a toothpick w/ EVOO & balsalmic vinegar. Makes a nice presentation

### **Herb Crackers**

Jackie Minor

M/V Mentor

*The beauty of this is that you DON'T cook anything so you can't burn it (my problem). You just stir every 10 minutes for an hour so that the crackers are evenly covered with the oil mixture.*

- 1 pkg dry Hidden Valley dressing mix
- 1/2 tsp dry dill
- 1/2 tsp garlic powder
- 1/2 tsp lemon pepper
- 3/4 cup Orville Redenbacher's popcorn oil or any good oil
- 14-16 oz package of oyster crackers.

Mix dressing and herbs together and whisk in the oil.

Slowly pour this all over 14-16 oz pkg of oyster crackers, STIRRING CONSTANTLY.

Stir about every ten minutes for an hour or so.

Store in tight container. Crackers will keep 2 weeks or forever in the freezer.

### **Sausage Stuffed Mushrooms**

Dorothy Dike

M/V Moxie

- 1 lb. sausage (Jimmy Dean's sausage)
- 8 oz Cream cheese
- 1.5 lb button mushrooms (30-40 bite sized)
- Tobasco or similar hot sauce to taste

Clean mushrooms and remove stems from caps, placing on a baking sheet with sides.

Sauté sausage, crumbling it until no longer pink and drain on paper towels.

Add cream cheese while sausage is still warm and mix well. Add Tobasco to taste.

Spoon mixture into mushrooms. Bake at 375 for 30 – 45 minutes until mushrooms darken and stuffing gets crusty.



## II. DIPS & SPREADS FOR CHIPS, CRACKERS, OR TOASTS

### Green Chili Dip

Ellen Farley

M/V Good Vibrations

- 2 7 oz cans of diced green chilis. Ortega brand preferred
- 1 8 oz package of grated sharp cheddar cheese (or manually grate an 8oz block)
- 1 8 oz package of grated jack cheese (or grate an 8oz block)
- 2 5 oz cans of Carnation evaporated milk
- 2 Heaping Tbsp flour
- 2 eggs
- 1 can of Ortega salsa red or green

Put 4 layers in an 8x10 pan:

Layer 1: 1 can of diced green chilis

Layer 2: grated cheddar cheese

Layer 3: 1 can of diced green chilis

Layer 4: grated jack cheese (top)



Mix eggs, flour, and milk and beat. Pour over the layers of cheese and chilis.

Bake for 30 minutes at 350 degrees or until middle is cooked.

Spread either red or green salsa over the top and bake for another 10 minutes.

### Black Bean Caviar Dip

Susan Day

M/Y Pau Hana II

- 15-19 oz. can black beans, drained & rinsed
- ½ cup finely chopped red onion
- 2 large garlic cloves, finely chopped
- 14 oz. can pitted black olives, drained & coarsely chopped
- ¼ cup olive oil      ¼ cup red wine vinegar
- ½ tsp. salt      ½ tsp. ground cumin      ¼ tsp. cayenne
- ¼ cup finely crumbled feta cheese      ¼ cup cilantro leaves, chopped

Mix all ingredients together in a large bowl except the cheese & cilantro. Cover and chill. Spoon onto a serving plate, sprinkle with cheese & cilantro.

Serve with tortilla chips.

### Crab Dip

Nancy Sirman

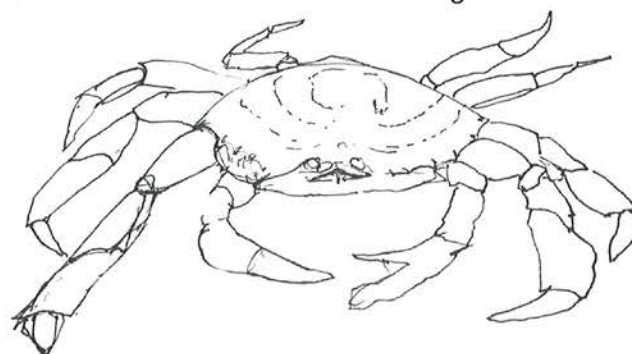
S/V Active Light

- 1 can good quality crabmeat
- 8oz. package cream cheese
- 3 Tbsp milk
- ½ tsp horseradish
- ½ cup Best Foods Mayo
- 1 tsp lemon juice
- sliced almonds

Blend all ingredients except almonds.

Bake in a shallow dish at 350 degrees

until bubbly. Sprinkle almonds on top and serve with crackers.



## Curried Tuna Salad Spread

Lee Brown S/V Wings

*This is a tuna creation that even non-tuna lovers seem to like. It's also nice served on top of a bed of dressed salad greens with a garnish of tomatoes.*

- 1/2 cup plain yogurt
- 1/2 cup mayonnaise
- 1 Tbsp lemon juice
- 2 Tbsp curry powder (not mild)
- 2 7-ounce cans tuna packed in water, drained
- 1 cup finely chopped unpeeled apple
- 1/4 cup sweet pickle relish
- 1/2 cup golden raisins, plumped in hot water for 15 minutes and drained
- 3 Tbsp minced green onion
- 1/4 cup chopped macadamia nuts or whatever you have on hand, oven toasted salt and pepper to taste.



In a small bowl, combine the yogurt, mayonnaise, lemon juice and curry powder. Blend well and set aside.

In a larger bowl, combine the rest of the ingredients.

Stir in the yogurt dressing, using as much as you like to taste (keep rest for salad).

Transfer to a serving bowl.

Serve with crackers or toasts.

## Texas Caviar

MA O'Neill S/V Shibui

*This keeps a long time in the refrigerator and makes a nice salad if left over after the party. It is great for cruising as none of the ingredients requires refrigeration.*

Drain and mix together:

- 1 can black beans
- 1 can shoe peg white corn
- 1 can black eyed peas
- 4 oz. jar chopped pimento
- 1/2 cup red onion
- finely chopped Jalapeno

Mix and heat til sugar dissolves: 1/3 cup sugar (or less), 1/2 cup red wine vinegar.

Pour over beans etc.

Chop 1/2 cup cilantro & add to mixture - refrigerate if available.

Serve with scoops or anything else that will hold the caviar like tortilla chips

## Baked Curried Brie

Sharons Sweo & Heaps

M/V Chere/Drumbeat

- 1 tsp curry
- 1 8oz wheel of Brie or Camembert
- 1/4 cup fruit chutney
- 1/4 cup cashews, coarsely chopped
- Baguette slices or crackers
- Sprinkle curry powder over cheese.
- Spread chutney over top, press cashews in.
- Bake 7-10 minutes at 325 degrees.
- Serve with baguette slices or crackers



## Seven Layer Fiesta Dip

Jean and Gary Coard

M/V Daisy

1 can (16 oz) refried beans  
16 oz sour cream  
1 package of Taco seasoning mix  
2 cups (8oz) shredded cheddar cheese  
1 cup prepared guacamole  
1 cup tomatoes  
1/2 cup sliced green onions  
1/2 cup sliced black olives  
Tortilla Chips



Spread refried beans in shallow serving dish.  
Mix sour cream and seasoning mix in small bowl until well blended and spread on refried beans.  
Layer with cheese, guacamole, tomato, green onions, and olives.  
Serve with Tortilla chips.  
Makes 8 cups  
Prep Time: 15 minutes

## Curried Mayo with Crudités

K Robinson

M/V Blue Moon

Create a palette of colors with the vegetable crudités;  
Make the dip with curry powder and mayo.  
*The dip is super simple but always a hit.*

## East Sails West Avocado Dip

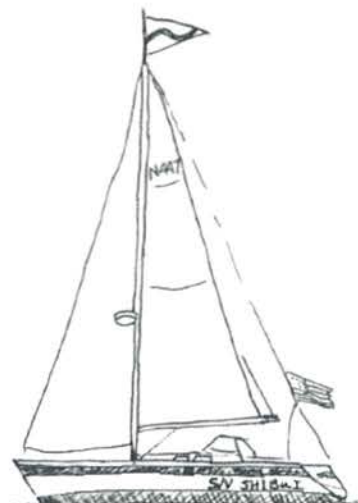
MA O'Neill

S/V Shibui

*This recipe was developed as Shibui sailed from Seattle to the Orient and back via the Aleutians.*

2 ripe avocados, halved and pitted  
1 Tbsp lemon juice  
1 tsp minced chili or jalapeno  
1/2 tsp each salt and minced garlic  
1 Tbsp vegetable oil  
2 tsp mustard seeds  
3/4 tsp cumin seeds, coarsely ground  
1/2 tsp each ground coriander & turmeric  
1 Tbsp chopped cilantro or more

Scoop avocados into bowl, mash & add juice, chili, salt, garlic  
Cook mustard seeds in oil until seeds pop, 2 min.  
Remove from heat and stir in remaining spices,  
Let stand 2 min.  
Stir spice mixture & cilantro into guacamole.  
Serve with pita or tortilla chips



**Romanian Style Eggplant Dip** Kathy Schwartz M/V Northern Rose

*This has a nice smoky eggplant flavor and uses onion, not garlic, unlike other versions of baba ganoush. An easy way to make this is to put the eggplant on the BBQ after you have grilled the evening meal. Then you are ready to make this the next day.*

Ingredients: 1 eggplant ½ onion ½ cup mayonnaise salt pepper

Grill whole eggplant on barbecue until lightly blackened on each side and soft and collapsing. Cool, peel, place pulp in colander and let drain for a few hours. Finely chop drained eggplant (stainless steel knife). ADD 1/4 cup finely chopped onion per 1 large eggplant and sufficient mayo to make a smooth spread. It's kind of like making tuna sandwiches, add enough mayo and flavoring to make it taste the way you like it.

Season with salt and ground black pepper to taste.

Serve with pita chips, crostini, or other crackers.

**Chutney Cream Cheese Dip/Spread**

MA O'Neill S/V Shibui  
Jackie Minor M/V Mentor

8 ounces cream cheese, softened

1/2 cup chopped green onion

1/2 cup golden raisins (optional)

1/2 cup chopped dry roasted peanuts

2 teaspoons curry powder

1 teaspoon ginger

½ cup+ of prepared chutney, any flavor

Combine & serve with crackers or sliced pears

**Date & Blue Cheese Spread**

Lee Brown S/V Wings

8 oz (low-fat optional) cream cheese at room temperature

1 cup crumbled blue cheese, at room temperature

1 tbsp buttermilk or yogurt or Mayo

5 to 6 pitted dates, chopped finely

1 Tbsp minced shallots

1 tsp grated lemon zest

1/4 tsp kosher or sea salt

1/4 tsp freshly ground pepper

2 Tbsp minced fresh flat-leaf parsley or dried parsley if need be

2 1/2 Tbsp finely chopped toasted walnuts

Mix these all together and form a ball or mush it into a serving bowl

Serve with Skinny Dippers like Crostini, Baked Pita Chips, Baked Bagel Chips,

Marbled Rye Toasts, celery or carrot sticks

**Other Variations with Cream Cheese** Lee Brown S/V Wings

Combine room temp cream cheese with mayonnaise or sour cream and any of the following to serve with veggies or crackers:.

- smoked salmon, capers, minced red onion (YUM\*\*)
- crabmeat, curry, and chopped green onions
- bacon crumbles, cheddar cheese, and beer
- blue cheese (see a more elaborate recipe above)
- chutney and curry powder (see a more elaborate recipe above)



### III. DESSERT

#### **Girl Scout Camp Coconut Cake**

Kathy Schwartz

M/V Northern Rose

*(Better than S'Mores)*

1 loaf unsliced French type bread

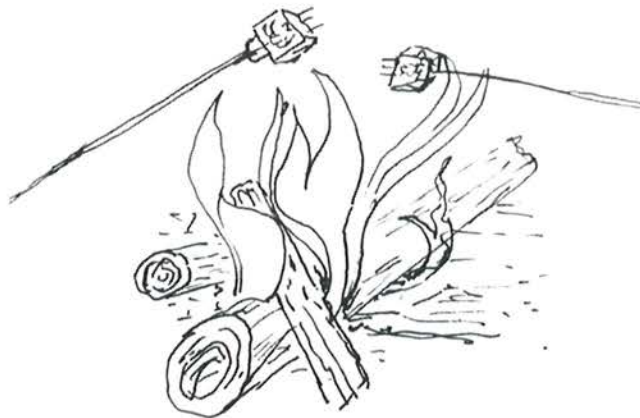
1 can Eagle Brand Sweetened Condensed Milk

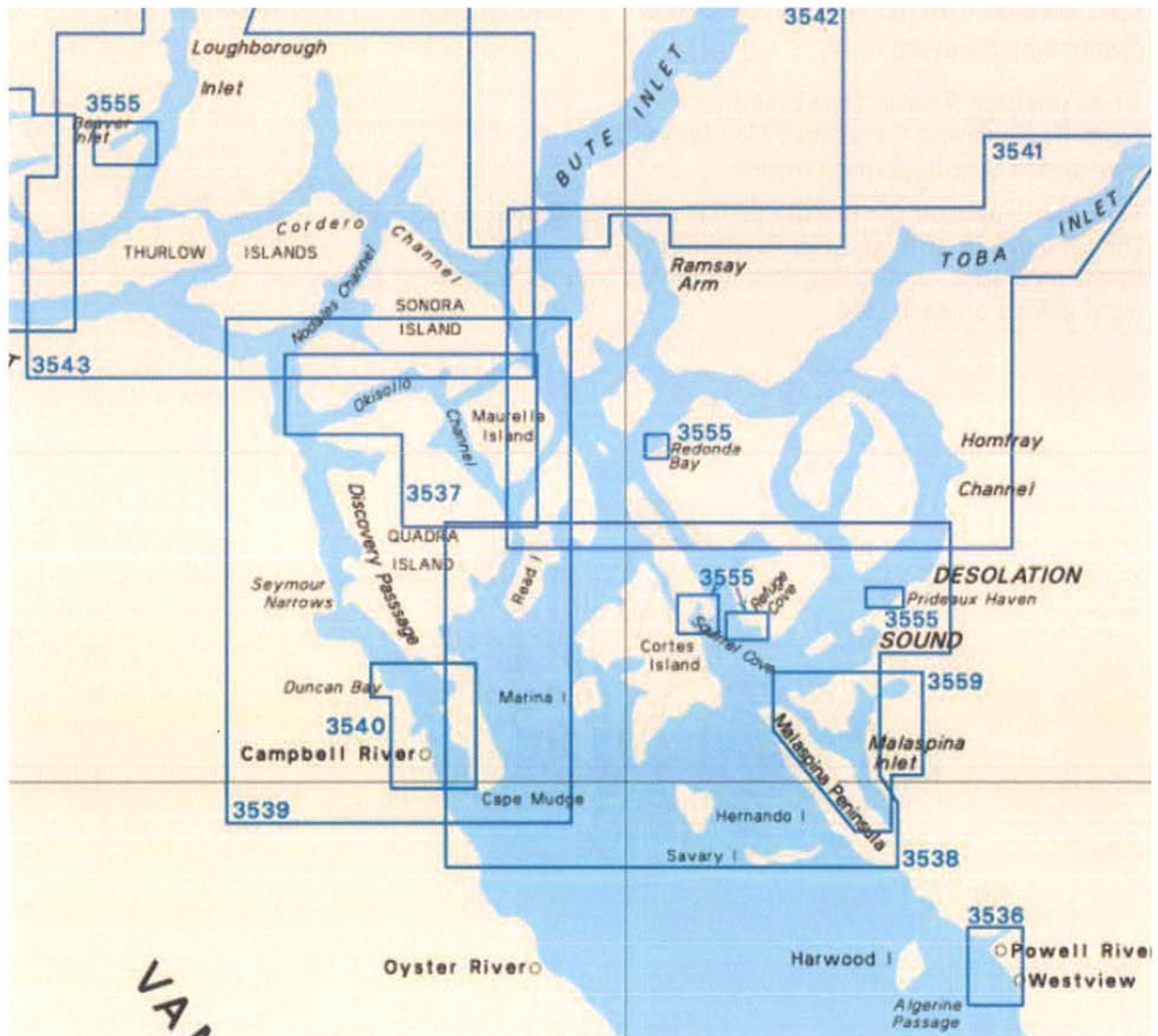
Sweetened shredded dried coconut

Trim the crusts off the bread and cut into large cubes (2 x 2 x 2)

Dip all sides in milk and roll in coconut

Spear on a stick or roasting fork and toast over a campfire or barbecue until golden on each side.







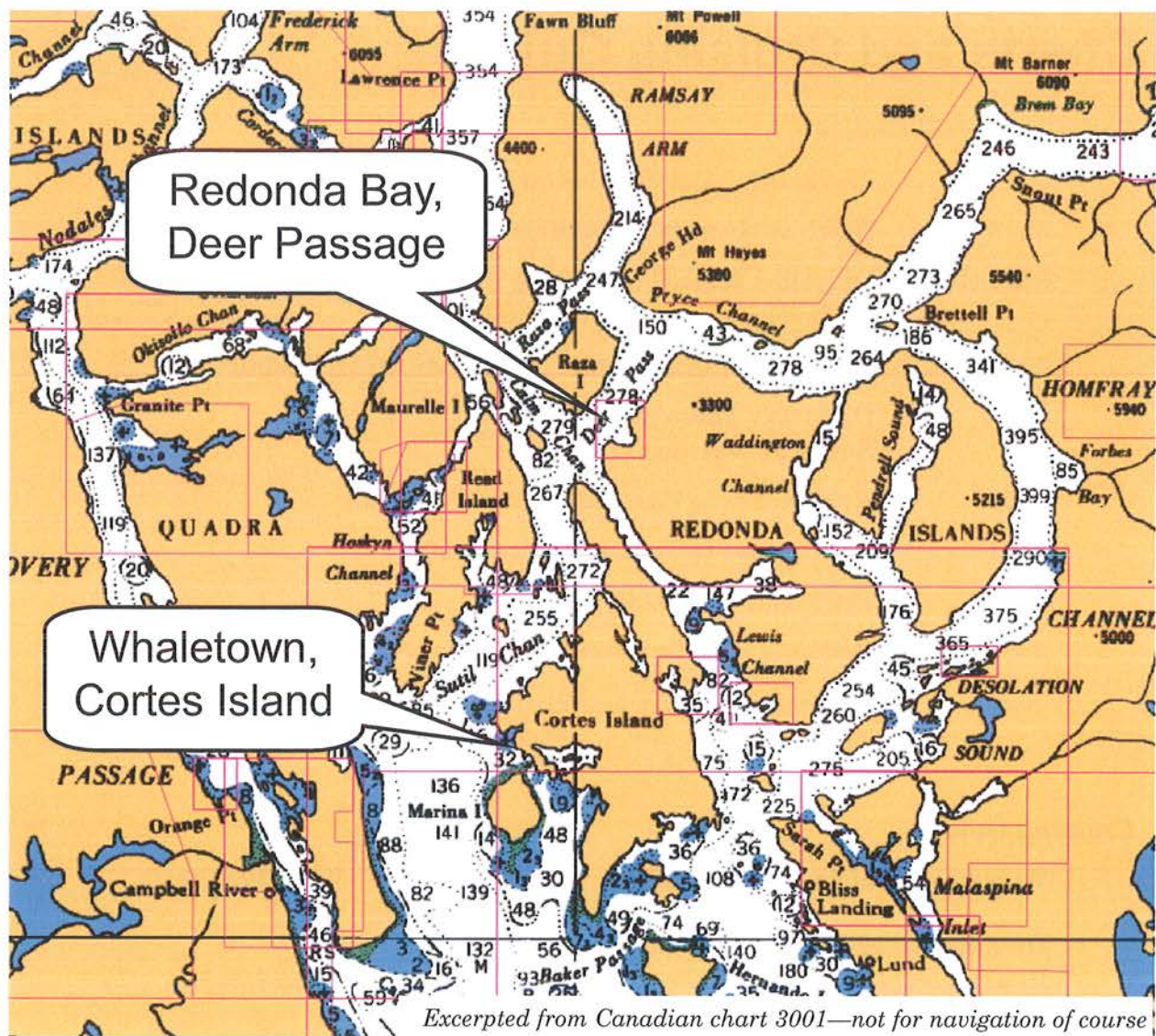
# Charts and Cruising Guides

## **Canadian (CHS) Charts**

3312	Jervis Inlet and Desolation Sound (folio)
3513	Strait of Georgia – Northern Portion (1:80,000)
3537 (Plans)	Okisollo Channel (1:20,000) White Rock Passage (1:10,000)
3538	Desolation Sound and/et Sutil Channel (1:40,000)
3539	Discovery Passage (1:40,000) Seymour Narrows (1:20,000)
3540	Approaches to Campbell River (1:10,000)
3541	Approaches to Toba Inlet (1:40,000)
3542	Butte Inlet (1:40,000)
3555 (Plans)	Redonda Bay, Squirrel Cove, Refuge Cove, Prideaux Haven
3559	Malaspina Inlet, Okeover Inlet and Lancelot Inlet (1:12,000)

## **Cruising Guides**

Waggoner Cruising Guide – 2014	Price \$24.95
Dreamspeaker Cruising Guide: Vol 2 Desolation Sound and the Discovery Islands	Price \$39.95
Cruising Guide to British Columbia Vol 2	Price \$8.05



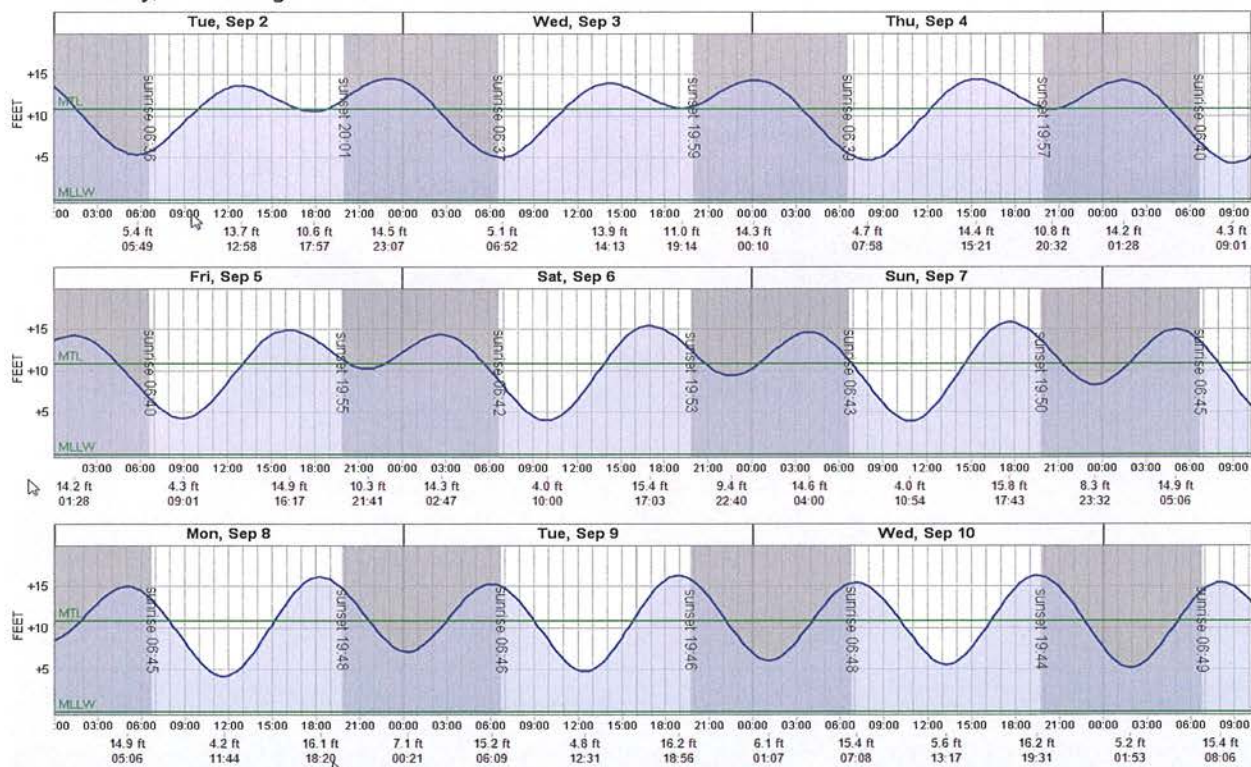
**Important:** For more detailed tidal information, refer to the printed Canadian Tide and Current charts, or see this website: <http://www.tides.gc.ca/eng>

Note that Tidal Heights in Canadian waters are referenced to the Lowest Normal Tide rather than the more familiar Mean Lower Low Water, and Canadian tidal heights are seldom negative. There is no difference in sea height at the border, simply a different reference for both tide tables and charted depths.

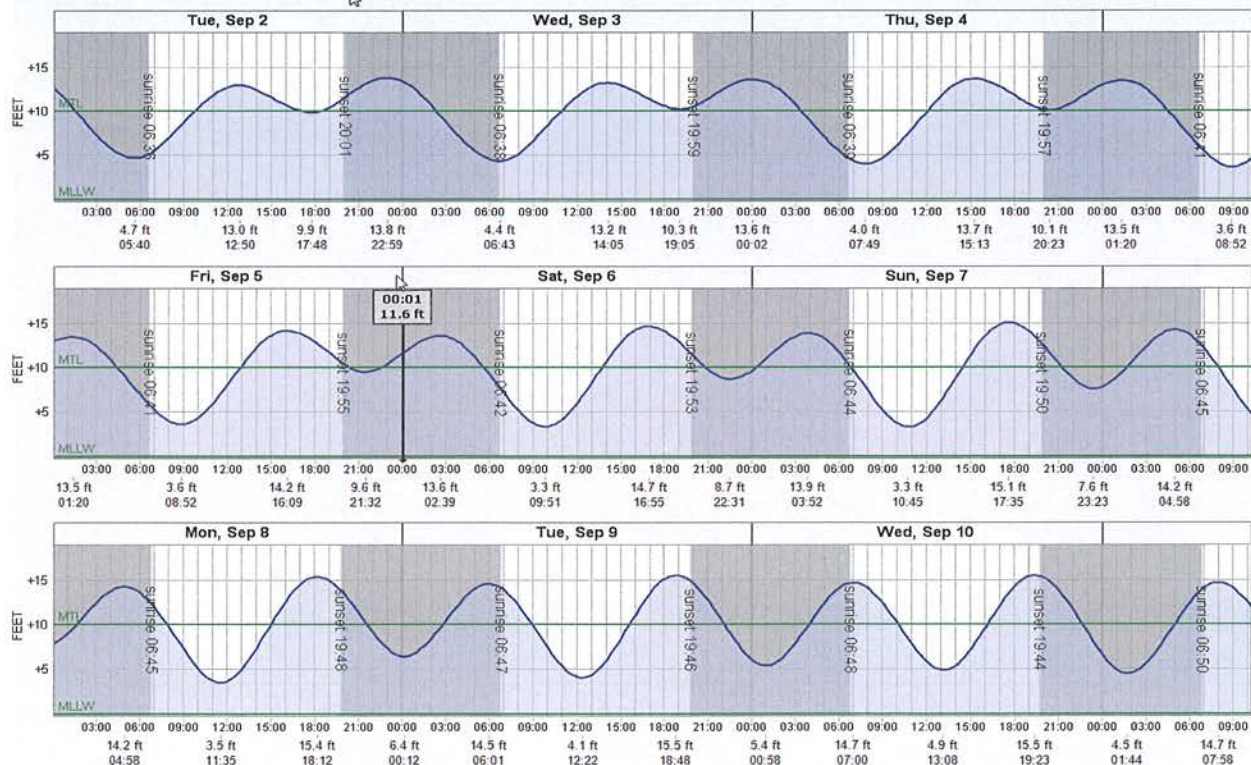


# Tides & Currents

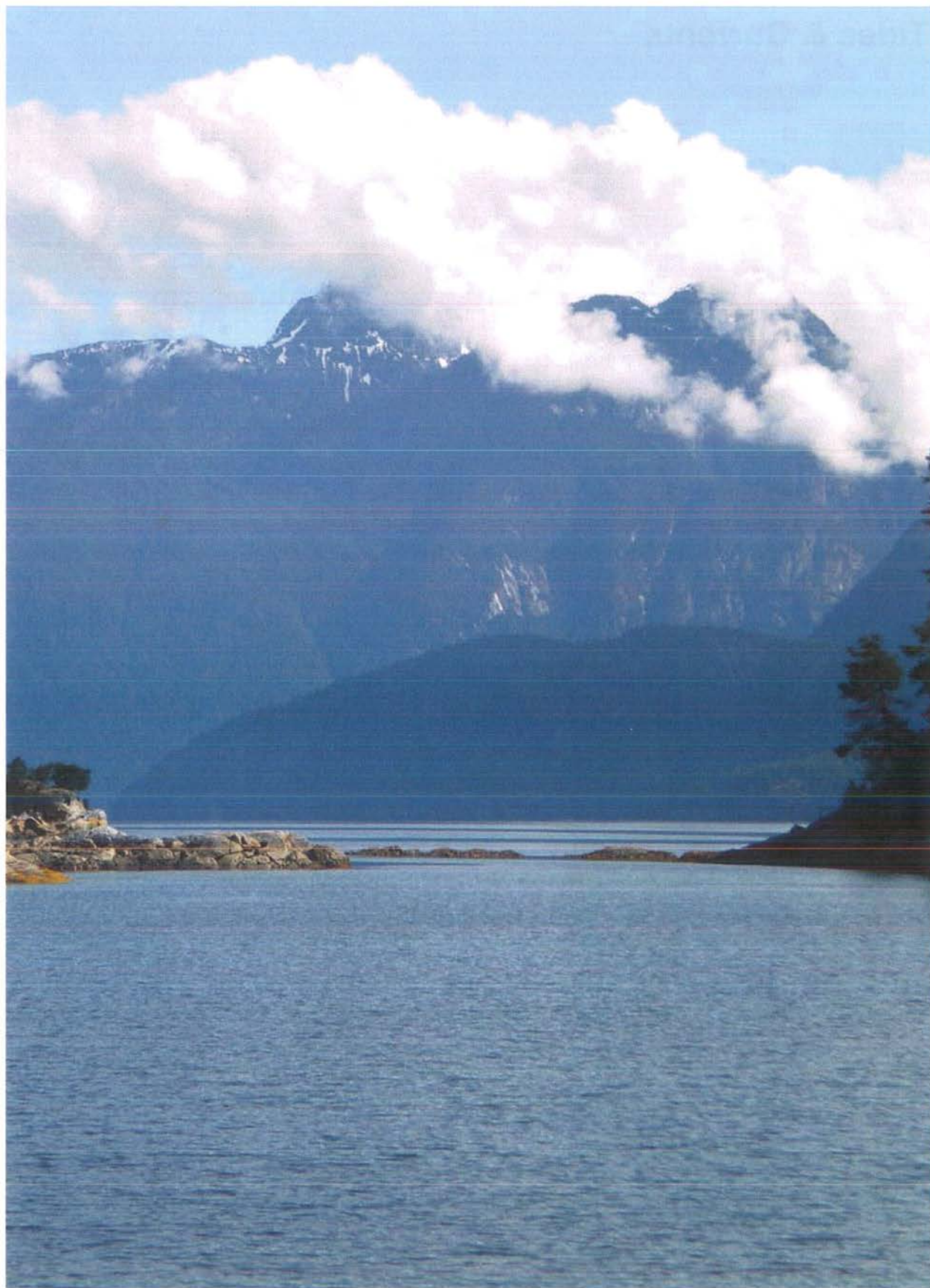
## Redonda Bay, Deer Passage



## Whaletown, Cortes Island









# Participating CCA Boats, Skippers and Crew

## Listed by Boat Name

### Active Light

Nancy Sirman	PNW
Neil Sirman	PNW

### Alert

Chuck Steward	PNW
Peggy Steward	PNW

### Allegria

Anne Walker	BOS
Luli MacNaught	BOS
Malcom MacNaught	BOS
Tom Walker	BOS

### Aquila

Chuck Cook	SOC
Jill Morgan	SOC
Jim Morgan	SOC
Pam Cook	SOC

### Artic Dream

Barbara Meserve	SOC
Bob Winters	SOC
Corky Winters	SOC
Ed Meserve	SOC

### Blue Moon

John Robinson	PNW
K Robinson	PNW
Kathleen Sherbrooke	BOS
Ross Sherbrooke	BOS

### Boomerang

Gaynelle Templin	SAF
Mike O'Byrne	PNW
Sue McNab	PNW

### Chere

Ed Sweo	PNW
Sharon Sweo	PNW

## Constant

Ann Bowman	SOC
Bev Cahill	SOC
John Cahill	SOC
Jon Bowman	SOC

## Coriolis

Ann Noble-Kiley	BOS
Doug Adkins	PNW
Ernest Godshalk	BOS
Susan Adkins	PNW

## Current Affair X

Bill Cook	BOS/BUZ
Linda Olney	BOS
Nancy McKelvy	BOS/BUZ/GMP
Rick Olney	BOS
Toni Cook	BOS/BUZ

## Daisy

Gary Coard	PNW
Jean Coard	PNW

## Dirigo

Barbara Maurer	PNW
Gerry Maurer	PNW
Jill Hearne	PNW
Rod Hearne	PNW

## Drumbeat

Barbara Whitney	PNW
Bill Whitney	PNW
Dave Heaps	PNW
Sharon Heaps	PNW

## Encore

Chuck Guildner	PNW
Diane Guildner	PNW

## Eventide

Pat Wiklund	PNW
Phil Swigard	PNW

**Far Out**

Anne Middleton	PNW
Gil Middleton	PNW
Judy Middleton	PNW
Keith Middleton	PNW

**Gena**

Ardis Holliday	ESS
Carol McBee	ESS
Dianne Embree	ESS
Dick Holliday	ESS
Jeb Embree	ESS
Mike McBee	ESS

**Gratitude**

Charles Stillman	PNW
Susan Stillman	PNW

**Gratitude/Daisy**

Elisabeth Bohlen	ESS
Frank Bohlen	ESS

**Great Escape**

Bob Morton	BOS/BUZ
Brendan Kelley	BOS/BUZ
Dick Tracy	BOS/BUZ
Jane Tracy	BOS/BUZ
Kathy Morton	BOS/BUZ
Pamela Kelley	BOS/BUZ

**Gulf Mariner**

Barbara Watts	BDO
Peter Watts	BDO
Thelma Costello	BDO
Wilson Fitt	BDO

**Gypsy Girl**

Al Bishop	BDO
Deb Bishop	BDO
Gail Fraser	BDO
Gretchen McCurdy	BDO
J.Rod Fraser	BDO
Kit McCurdy	BDO

**Hope Point**

Carol Dickin	PNW
Gordon Tidmarsh	PNW
Sandra Dumaresq	BDO
Sydney Dumaresq	BDO

**Hukilau**

David Matheson	NYS
Doug Dawson	NYS
Ed Arnold	NYS
Ken Nielson	NYS

**Jackrabbit**

Angus Phillips	CHE
Bob Murphey	BDA
Tom Vesey	BDA

**Jo**

Barb White	PNW
Tom White	PNW

**Jubilee**

Anne Steele	SOC
Carol Connor	ESS
Larry Somers	SOC
Libby Holden	SOC
Lisa Laing	SOC
Paul Connor	ESS

**Kappy**

Kappy O'Brien	PNW
Tom O'Brien	PNW

**Kehaulani**

John Harris	PNW
Patricia Harris	PNW

**Lyric**

Joyce Lhamon	PNW
Karyn James	FLA
Steve James	FLA
Tad Lhamon	PNW



**Mariner's Compass**

Adrienne Garrison	SOC
Jack Hamilton	SOC
John Garrison	SOC
Robyn Hamilton	SOC

**Memories**

Ann Willauer	BOS/GMP
Brad Willauer	BOS/GMP
Dick York	NYS
Leslie York	NYS

**Mentor**

Cindy Metler	PNW
Dick Metler	PNW

**Mola Mola**

Linda White	SOC
Mick Bacich	SOC
Pam Bacich	SOC
Tod White	SOC

**Morning Light**

Doug Cole	PNW
Margie Goetz	PNW

**Morning Star**

Dave Utley	PNW
Mary Utley	PNW

**Moxie**

Dean Nickle	PNW
Dorothy Dike	PNW
Oydis Nickle	PNW
Rondy Dike	PNW

**Music**

Gail Laperina	SFO
Jim Jessie	SFO
John McCartney	SFO
Joselyn Nash	SFO

**Northern Rose**

Dan Schwartz	PNW
Kathy Schwartz	PNW

**Nyad**

Chris Otorowski	PNW
Maureen Meslang	PNW
Rick Meslang	PNW
Shawn Otorowski	PNW

**Pau Hana II**

Jim Day	PNW
Susan Day	PNW

**Picnic**

Bob Alexander	PNW
Kate Alexander	PNW
Polly Alexander	PNW

**Quintet**

Fred Bieker	PNW
Gayle Bieker	PNW
Susan Bilkey	PNW

**Result**

Baird Tewksbury III	PNW
Susan Lundell	PNW

**Safari**

Gay Harris	SFO
Wyman Harris	SFO

**Sailaway**

Dave Curtin	BOS/BUZ
Sally Curtin	BOS/BUZ
Sandy Weld	BOS/BUZ
Sue B O'Keeffe	BOS/BUZ
Tim O'Keeffe	BOS/BUZ

**Sapphire**

Greg Fenton	PNW
Gretchen Scheumann	PNW
Richard Scheumann	PNW
Sally Fenton	PNW

**Sarah Brooks**

Ed Kane	BOS
Martha Wallace	BOS

**Sea Jay**

Doug Finley	SAF
Robby Robinson	SAF
Steve Mason	SAF

**Shibui**

Brian O'Neill	PNW
Jim Corenman	PNW
Sue Corenman	PNW

**Sitka**

Don Roose	PNW
Meredith Roose	PNW

**Spellbound**

Garry Schneider	BOS/GMP
Leslie Schneider	BOS/GMP

**Spree**

Gary Meisner	PNW
Marcia Meisner	PNW

**Starr**

Don Stabbert	PNW
Judy Baker	FLA
Milt Baker	FLA
Sharry Stabbert	PNW

**Strathisla**

Karen Hedge	PNW
Lee Hedge	PNW

**Teka III**

Denis Umstot	PNW
Mary Umstot	PNW

**Valhalla**

Al Garnier	SOC
Dixie Jorgensen	SOC
JoLinda Garnier	SOC
Tom Jorgensen	SOC

**Weatherly**

Dan McDonough	PNW
Lance McDonough	PNW
Lori McDonough	PNW
Pat McDonough	PNW

**Whitecaps**

Harry Morgan	NYS
Sue Morgan	NYS

**Wings**

Bill LeRoy	SAF
Lee Brown	PNW
Mike Brown	PNW
Paula LeRoy	SAF



# Participating CCA Skippers and Crew

## Listed Alphabetically

Doug Adkins	PNW	Coriolis
Susan Adkins	PNW	Coriolis
Bob Alexander	PNW	Picnic
Kate Alexander	PNW	Picnic
Polly Alexander	PNW	Picnic
Ed Arnold	NYS	Hukilau
Mick Bacich	SOC	Mola Mola
Pam Bacich	SOC	Mola Mola
Judy Baker	FLA	Starr
Milt Baker	FLA	Starr
Fred Bieker	PNW	Quintet
Gayle Bieker	PNW	Quintet
Susan Bilkey	PNW	Quintet
Al Bishop	BDO	
	Gypsy Girl	
Deb Bishop	BDO	
	Gypsy Girl	
Elisabeth Bohlen	ESS	
	Gratitude/Daisy	
Frank Bohlen	ESS	
	Gratitude/Daisy	
Ann Bowman	SOC	Constant
Jon Bowman	SOC	Constant
Lee Brown	PNW	Wings
Mike Brown	PNW	Wings
Bev Cahill	SOC	Constant
John Cahill	SOC	Constant
Gary Coard	PNW	Daisy
Jean Coard	PNW	Daisy
Doug Cole	PNW	
	Morning Light	
Carol Connor	ESS	Jubilee
Paul Connor	ESS	Jubilee

Bill Cook	BOS/BUZ
	Current Affair X
Chuck Cook	SOC Aquila
Pam Cook	SOC Aquila
Toni Cook	BOS/BUZ
	Current Affair X
Jim Corenman	PNW Shibui
Sue Corenman	PNW Shibui
Thelma Costello	BDO
	Gulf Mariner
Dave Curtin	BOS/BUZ
	Sailaway
Sally Curtin	BOS/BUZ
	Sailaway
Doug Dawson	NYS Hukilau
Jim Day	PNW
	Pau Hana II
Susan Day	PNW
	Pau Hana II
Carol Dickin	PNW Hope Point
Dorothy Dike	PNW Moxie
Rondy Dike	PNW Moxie
Sandra Dumaresq	BDO Hope Point
Sydney Dumaresq	BDO Hope Point
Dianne Embree	ESS Gena
Jeb Embree	ESS Gena
Greg Fenton	PNW Sapphire
Sally Fenton	PNW Sapphire
Doug Finley	SAF Sea Jay
Wilson Fitt	BDO
	Gulf Mariner
Gail Fraser	BDO Gypsy Girl
J.Rod Fraser	BDO Gypsy Girl
Al Garnier	SOC Valhalla
JoLinda Garnier	SOC Valhalla

Adrienne Garrison	SOC	
	Mariner;s	Compass
John Garrison	SOC	
	Mariner's	Compass
Ernest Godshalk	BOS	Coriolis
Margie Goetz	PNW	
	Morning	Light
Chuck Guildner	PNW	Encore
Diane Guildner	PNW	Encore
Jack Hamilton	SOC	
	Mariner's	Compass
Robyn Hamilton	SOC	Mariner's
	Compass	
Gay Harris	SFO	Safari
John Harris	PNW	Kehaulani
Patricia Harris	PNW	Kehaulani
Wyman Harris	SFO	Safari
Dave Heaps	PNW	Drumbeat
Sharon Heaps	PNW	Drumbeat
Jill Hearne	PNW	Dirigo
Rod Hearne	PNW	Dirigo
Karen Hedge	PNW	Strathisla
Lee Hedge	PNW	Strathisla
Libby Holden	SOC	Jubilee
Ardis Holliday	ESS	Gena
Dick Holliday	ESS	Gena
Karyn James	FLA	Lyric
Steve James	FLA	Lyric
Jim Jessie	SFO	Music
Dixie Jorgensen	SOC	Valhalla
Tom Jorgensen	SOC	Valhalla
Ed Kane	BOS	
	Sarah	Brooks
Brendan Kelley	BOS/BUZ	
	Great	Escape
Pamela Kelley	BOS/BUZ	
	Great	Escape

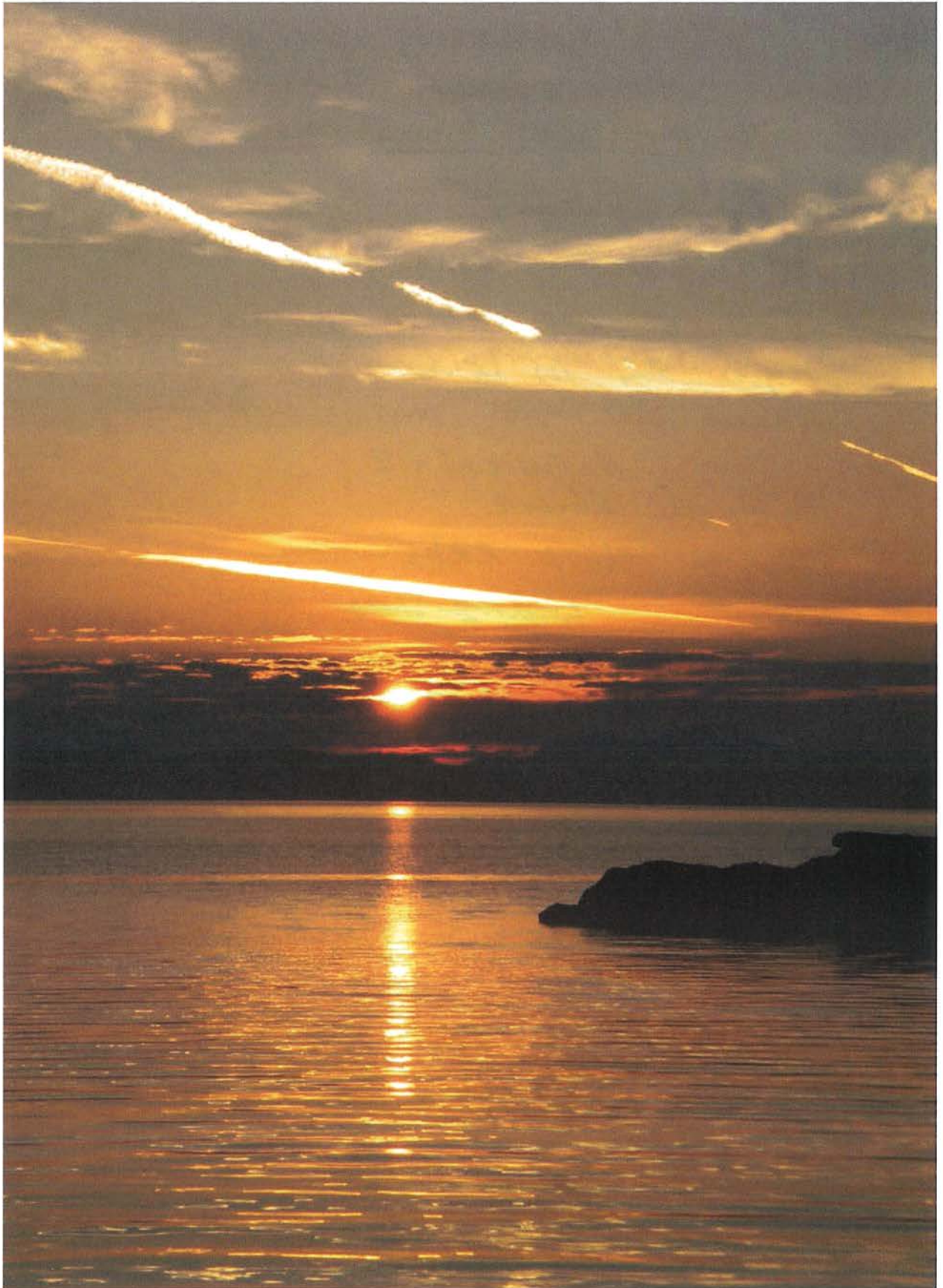
Lisa Laing	SOC	Jubilee
Gail Laperina	SFO	Music
Bill LeRoy	SAF	Wings
Paula LeRoy	SAF	Wings
Joyce Lhamon	PNW	Lyric
Tad Lhamon	PNW	Lyric
Susan Lundell	PNW	Result
Luli MacNaught	BOS	Allegria
Malcom MacNaught	BOS	Allegria
Steve Mason	SAF	Sea Jay
David Matheson	NYS	Hukilau
Barbara Maurer	PNW	Dirigo
Gerry Maurer	PNW	Dirigo
Carol McBee	ESS	Gena
Mike McBee	ESS	Gena
John McCartney	SFO	Music
Gretchen McCurdy	BDO	Gypsy Girl
Kit McCurdy	BDO	Gypsy Girl
Dan McDonough	PNW	Weatherly
Lance McDonough	PNW	Weatherly
Lori McDonough	PNW	Weatherly
Pat McDonough	PNW	Weatherly
Nancy McKelvy	BOS/BUZ/GMP	
	Current	Affair X
Sue McNab	PNW	Boomerang
Gary Meisner	PNW	Spree
Marcia Meisner	PNW	Spree
Barbara Meserve	SOC	Artic Dream
Ed Meserve	SOC	Artic Dream
Maureen Meslang	PNW	Nyad
Rick Meslang	PNW	Nyad
Cindy Metler	PNW	Mentor
Dick Metler	PNW	Mentor
Anne Middleton	PNW	Far Out
Gil Middleton	PNW	Far Out
Judy Middleton	PNW	Far Out
Keith Middleton	PNW	Far Out



Harry Morgan	NYS	Whitecaps	Richard Scheumann	PNW
Jill Morgan	SOC	Aquila		Sapphire
Jim Morgan	SOC	Aquila	Garry Schneider	BOS/GMP
Sue Morgan	NYS	Whitecaps		Spellbound
Bob Morton	BOS/BUZ		Leslie Schneider	BOS/GMP
	Great Escape			Spellbound
Kathy Morton	BOS/BUZ		Dan Schwartz	PNW
	Great Escape			Northern Rose
Bob Murphy	SFO	Jackrabbit	Kathy Schwartz	PNW
Joselyn Nash	PNW	Music		Northern Rose
Dean Nickle	PNW	Moxie	Kathleen Sherbrooke	BOS
Oydis Nickle	NYS	Moxie		Blue Moon
Ken Nielson	BOS	Hukilau	Ross Sherbrooke	BOS Blue Moon
Ann Noble-Kiley	PNW	Coriolis	Nancy Sirman	PNW Active Light
Kappy O'Brien	PNW	Kappy	Neil Sirman	PNW Active Light
Tom O'Brien	PNW	Kappy	Larry Somers	SOC Jubilee
Mike O'Byrne	BOS/BUZ		Don Stabbert	PNW Starr
	Boomerang		Sharry Stabbert	PNW Starr
Sue B O'Keeffe	BOS/BUZ		Anne Steele	SOC Jubilee
	Sailaway		Chuck Steward	PNW Alert
Tim O'Keeffe	BOS	Sailaway	Peggy Steward	PNW Alert
Linda Olney	BOS		Charles Stillman	PNW Gratitude
	Current Affair X		Susan Stillman	PNW Gratitude
Rick Olney	PNW		Ed Sweo	PNW Chere
	Current Affair X		Sharon Sweo	PNW Chere
Brian O'Neill	PNW	Shibui	Phil Swigard	PNW Eventide
Chris Otorowski	PNW	Nyad	Gaynelle Templin	SAF Boomerang
Shawn Otorowski	CHE	Nyad	Baird Tewksbury III	PNW Result
Angus Phillips	BDA	Jackrabbit	Gordon Tidmarsh	PNW Hope Point
John Robinson	PNW	Blue Moon	Dick Tracy	BOS/BUZ
K Robinson	PNW	Blue Moon		Great Escape
Robby Robinson	SAF	Sea Jay	Jane Tracy	BOS/BUZ
Don Roose	PNW	Sitka		Great Escape
Meredith Roose	PNW	Sitka	Denis Umstot	PNW Teka III
Gretchen Scheumann	PNW		Mary Umstot	PNW Teka III
	Sapphire			

Dave Utley	PNW
	Morning Star
Mary Utley	PNW
	Morning Star
Tom Vesey	BDA Jackrabbitt
Anne Walker	BOS Allegria
Tom Walker	BOS Allegria
Martha Wallace	BOS
	Sarah Brooks
Barbara Watts	BDO
	Gulf Mariner
Peter Watts	BDO
	Gulf Mariner
Sandy Weld	BOS/BUZ
	Sailaway
Barb White	PNW Jo
Linda White	SOC Mola Mola
Tod White	SOC Mola Mola
Tom White	PNW Jo
Barbara Whitney	PNW Drumbeat
Bill Whitney	PNW Drumbeat
Pat Wiklund	PNW Eventide
Ann Willauer	BOS/GMP
	Memories
Brad Willauer	BOS/GMP
	Memories
Bob Winters	SOC Artic Dream
Corky Winters	SOC Artic Dream
Dick York	NYS Memories
Leslie York	NYS Memories





September 2-10, 2014

TO CORFU back

(Remote from Athens)

IONIAN 2015

9/10/14

Gorge  
Harbour

Notes

SWJames@aol.com

Steve & Karen James

NO MAILINGS - Email only

ies & maps have

monthly e-notices -

235 interested: 200 Target, 3T waitlisted

40± Boats and, of which 12 are owner boats  
"Kyros" ship 12' ketch.

KAZIM pre + post tours + airplanes -

charters web site  
Motorcycle license

Tie to Sharp Rocks -

wedding shoes, crabs -

No Tide

IONIAN CRUISING Guide

Suggested reading  
LIST:

ALSO:  
ONLINE guide on line  
to your iPad

5 sections are  
available on line -

CORFU south INTO IONIAN inner sea

several is. to Ithaca

All will have cell phone & iPads

CIG plug - 1-4

Sell us SIM cards for phones -

Have to unlock

iPhone 5 on <sup>ward</sup> are unlocked

ASK IF Boat use charter has CIGAR plug  
SOLAR power charger







Encore, Prideaux Haven, Desolation Sound  
Photo by Chuck Guildner