

CCA Two Nations Cruise



September 10-18, 2006





THE CRUISING CLUB OF AMERICA

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Welcome to the participants of the Two Nations Cruise

As you all read this cruise booklet you will realize that you are going to visit one of the most beautiful cruising areas on the entire West Coast. Many of us have passed through the San Juan Islands in the United States and the Gulf Islands in Canada on our way to Desolation Sound and points further north heading for Alaska but in by-passing the islands we will see on this cruise, we have missed something special. The members of the Pacific Northwest Station along with Tad and Joyce Lhamon and their committee have organized for us all the opportunity to spend just over a week exploring this spectacular area.

Susie and I had the chance to join them in these same waters 2 years ago on their fall cruise. It was a wonderful experience and we will be visiting many of the same harbors on this cruise.

I believe the East Coast-West Coast 12 meter boat races will be a first in CCA history and from my impartial vantage point in Boston I look forward to the competition.

I want to thank Tad and Joyce and all of their committee for making this cruise possible. I also want to thank all of you for your decision to join this CCA National Cruise and I'm sure you won't be disappointed.

Enjoy the cruise.

Edward S. Rowland
Commodore

TABLE OF CONTENTS

Commodore's Letter	1
Table of Contents	3
Committee Members	4
Welcome from Cruise Co-Chairmen	5
Historical Overview	7
General Information	9
Itinerary	13
Ports of Call:	
US Waters	
Anacortes	19
Anacortes to San Juan Islands	21
Four Winds, Orcas.....	27
Orcas to Ladysmith	31
Canadian Waters	
Ladysmith.....	33
Ganges	39
Montague.....	43
Victoria and Butchart Gardens	47
12 Meter Challenge	
Proclamation of Challenge	52
Proposed Conditions of Challenge	53
Chart and Guide list	55
Tide and Current Tables.....	57
Roster of Boats and Crew.....	65

CRUISE COMMITTEE

Overall

Co-Chairmen	Tad and Joyce Lhamon
Sec/Treasurer	Gil Middleton
Charter Boats	Mark Schrader
Advisory Panel	Dick Marshall, Gary Meisner, Bill Whitney
Awards	Doug Cole
Buddy boats	Fred Bieker
Choir director, music books	Alan Forsythe, Denny Black, Fred Hayes
Cruise book	Mike O'Byrne, Jim and Sue Corenman
Cruise News	Jim and Sue Corenman
Fleet Surgeon	Roger Barnhart
Logo/stationery	Margaret Arnett
Name tags/gifts	Roger and Margo Wheelis
Promotion	Gerry Maurer
Rum Meister	Baird Tewksbury
Web master	Bill Whitney
12-meter sailing	Tom O'Brien

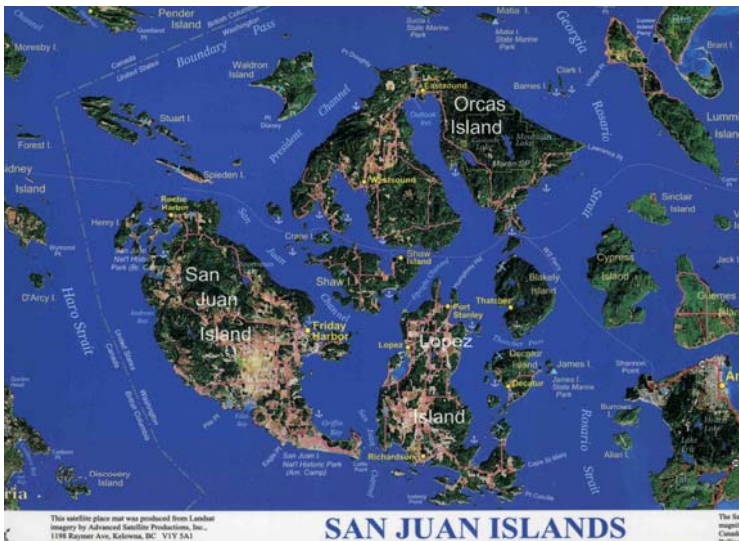
Events

Registration	Dick and Chrissy Marshall, Doug and Margie Cole, Roger and Nancy Barnhart, Dave and Sharon Heaps, Tom and Barbara White
Opening in Anacortes	Dave Heaps, Roger Barnhart, Doug Cole
San Juans on your own	Jim and Sue Corenman
Four Winds Camp	Ray and Diane Jarecki, Fred and Mike Hayes
Ladysmith	Tony Gooch, Glenn Wakefield
Ganges	Denny and Lynn Black
Montague	Denny and Lynn Black
Victoria Closing	Tony Gooch, Glenn Wakefield

WELCOME

From space, the San Juan and Gulf Islands are stunning. While these images look mouthwatering, consider the following advice:

DO NOT, repeat, DO NOT cruise the Pacific Northwest (PNW). In addition to the logs and bears, we have to contend with.... Rain 24/7/365. Heavy, dense, impenetrable fog six months a year. Thousands upon thousands of crab traps set 25 feet apart in most of the major channels year round because there is no defined



fishing season for native tribes. Continuous bands of debris in the water including huge floating kelp patches, lumber, rotting lines, abandoned gillnets, busted pallets, stumps-- if it floats, it's there. Dead-heads are everywhere, the waterlogged logs (usually hemlock) that float vertically in the water with their tops barely breaking the surface. They are almost impossible to see,

and if you hit one even at slow trawler speeds, that's it-- you're finished. Many of them weigh more than your boat.

The rumor is that it's really beautiful cruising country from Puget Sound to SE Alaska, the best on the planet. What most people don't know is that this rumor is fostered by the local boat dealers who are desperate to get somebody-- anybody-- to buy a boat. In fact no one really knows how beautiful it is or isn't along the coast because between the rain and the fog it is virtually impossible to see more than about a quarter mile in any direction.



And on the rare occasions when the visibility increases beyond this, the permanent, unbroken cloud layer that hovers between 100 and 500 feet up prevents us from seeing much of anything. The constant rain, fog, and cloud cover is a major reason why the PNW has the highest suicide rate in the US. Boaters are a disproportionate percentage of the folks who off themselves up here.

So save your money-- and very possibly your life-- and cruise somewhere else. If the weather or the deadheads don't get you, the bears, cougars, or whales probably will. That's assuming you aren't so driven into depression by the rain that you simply choose to end it all yourself. Stick to the Intracoastal Waterway or the Gulf or the coast of Maine or southern California, but say a prayer every now and then for those of us who vainly struggle against insurmountable odds to operate a boat in this hell hole called the Pacific Northwest. It's a Bad Place and our lives will be short. (above excerpted from a longer article, with thanks to C. Marin Faure, GB 36-403 "La Perouse", Bellingham)

If you've read this far, and still want to chance it, let us set the REAL stage.

Welcome to our favorite cruising ground, where mountains, islands and the sea come together in splendid profusion. Early fall in these islands is a special time—the weather is still nice and the crowds have retreated back to urban schools and jobs. Our cruise begins with afternoon registration and an evening meal on Sunday, September 10 in Anacortes, Washington. Anacortes lies 75 miles north of Seattle and is the gateway to the San Juan and Gulf Islands. You'll find Anacortes well stocked with all the supplies for a comfortable cruise.

Reviewing the cruise itinerary (see page 13), you'll see that over the next eight days, we'll cover about 150 miles in two nations, with a balance of group gatherings and free time for independent exploring. We hope you will be as charmed with our cruising grounds as we've been over the past 40 years. We look forward to seeing you on the cruise.

Fair winds, calm seas and beautiful sunsets!

A handwritten signature in cursive script that reads "Tad and Joyce Lhamon". The signature is written in dark ink and is positioned above the printed names of the signatories.

Tad and Joyce Lhamon, Cruise Co-Chairmen

HISTORICAL OVERVIEW

Our Two Nations Cruise covers an area only recently “discovered” by explorers from the Western World. Modern day blue water cruisers find an event in April of 1778 fascinating. Captain James Cook with “RESOLUTION”, and her consort “DISCOVERY”, arrived in Nootka Sound, on the west coast of Vancouver Island, a few degrees north of the latitude of the Two Nations Cruise. This small sound was a coveted site as a base for exploration, trade, and military presence.

The seamen of several nations established operations in this remote part of the world. While Cook cruised as far north as the Gulf of Alaska, the time spent in Nootka was to repair the ships. (Many CCA’ers have anchored their boats in Resolution Cove on Bligh Island and taken photographs of their own vessel in this celebrated place). Also on board the English ship was William Bligh (of “BOUNTY” fame), who served as the Pilot/Navigator/Cartographer. George Vancouver was on board as a midshipman. All three became famous or infamous or both. Cook was killed by the natives in Hawaii on this cruise.

This area was important for three reasons: conquest of empire; the hope of discovering a northwest passage to the Atlantic to avoid the dreaded Cape Horn rounding; and the fur trade.

Spain was losing its foothold on the area north of San Francisco and eventually ceded their claim to England. In the last throes of the Spanish claim three different Spanish explorers entered the Straits of Juan de Fuca and saw the island archipelago east of Vancouver Island, an area 25 miles by 50 miles southeast to northwest and the area where our cruise is taking place.

In 1792 Captain George Vancouver in the vessel “DISCOVERY” with consort “CHATHAM” entered the Straits of Juan de Fuca. The mission on behalf of the English Admiralty was to survey the northwest coast. They began near Point Reyes just north of San Francisco and went as far north as the Gulf of Alaska. They spent 3 years doing the survey, being re-supplied by the Admiralty in Hawaii.

In June, on arrival in the San Juan/Gulf Islands near where we are cruising, Vancouver was surprised to see two sets of sails. They were the Spanish “SUTIL” commanded by Dionesio Galiano, and “MEXICANA”, with Cayetano Valdes in command.

You will notice that many of the islands we are cruising around have Spanish names, while the surrounding geographic features have English names. In this area Galiano and Valdes had first choice. Obviously Vancouver deferred to them. This was Spain’s last hurrah in the Pacific Northwest.

The San Juan/Gulf Islands were a backwater attracting the loners and hardscrabble devotees, who squatted on the land until 1846. At that point the English and the US agreed that the division between Canada and what is now Washington State, should

be the 49th parallel and the dotted line on your chart, with the exception of one overlooked detail.

The agreement made an ambiguous referral to division in one area as “a channel”. The US claimed “the channel” was Haro Strait and the British claimed it was Rosario Strait. The British also claimed that US settlers were on a land grant extended to the Hudson Bay Company, a quasi government licensee. The Company had a farm on San Juan Island near Old Town Lagoon. In 1859 Lyman Cutlar, a Yankee farmer, shot a Hudson Bay Company pig that was rooting in his potato patch. This inflamed the British who sent troops to Garrison Bay (just south of Roche Harbor) to quell the unruly Yankee squatters. The US retaliated by placing troops on the bare ridge above Old Town Lagoon (American Camp). The matter was finally resolved 13 years later in 1872 when the U.S. claim was supported, with the Kaiser of Germany serving as arbitrator. Thus ended the last British occupation on US soil. The Kaiser’s decision split these lovely islands between two countries.

Both former military sites now make up the San Juan Island National Historic Park, both with trail access from their respective beaches. Some insight about the islander’s mindset toward tourists: At one time there were three different saloons that all boasting that the rifle they displayed behind their bar was Lyman Cutlar’s, the rifle which killed the pig.

Geologists tell us that the 400 islands (more or fewer depending on the height of the tide) are remnants of mountaintops left exposed by the sunken sea and the effect of the glaciers as they retreated after the Ice Age.

Archeologists tell us that there is evidence that humans have inhabited the islands for more than 5,000 years. Petroglyphs can be found in some areas and there are First Nation’s reef nets in several locations. The equipment may be modern, but the technique has not changed. If you see some they are worth a closer look.

Smugglers tell us that the settlement of the boundary dispute provided a business opportunity. The question usually asked is “What do they smuggle”? The answer has been the same for 125 years, “Whatever makes money”.

Historians tell us that the boundary decision separated friends and neighbors into two different nations. This is less obvious to those of us who cruise these waters. You will find that crossing the border one way or the other hardly feels like being in another country. The neighborliness, friendship, and courtesy extended to one another are memorable part of this small, charming area.

As you cruise along, you may see small open boats being sailed or rowed. They are the replica long boats from Vancouver’s Fleet, a real “photo opp”.

GENERAL INFORMATION

Transport to and from Anacortes

Anacortes is about 90 miles North and West of Seattle's SeaTac airport. No scheduled air service is available, but several options are available for ground transport:

- Shuttle Bus Service, 10 trips daily www.airporter.com 866-235-5247
Cost \$62 round trip
- Private limo www.citytowncar.com 206-383-0836
Cost about \$200 one way (several other limo services also available)
- One way rental car www.enterprise.com 360-293-4325
Enterprise currently allows an Anacortes drop for an additional \$50. Enterprise (and others) also have cars in Anacortes for local rental.
- Charter air service is also available, try San Juan Air at 800-874-4434.

Charts and Navigation

The San Juan Islands and the Gulf Islands are very well charted with all features and rocks well marked on the charts. You will need charts for the San Juan Islands, the Gulf Islands, and the Victoria area (see page 55 for a list of charts). Remember that the Canadian charts use Metric measurements and the United States charts are in feet and fathoms.

Cruising in the Pacific Northwest is in very deep water and you usually do not have to worry about the depth of the water. Except that the bottom is very similar to the surrounding hills and mountains. (That's why there are so many islands). So, pay attention to the charts for submerged reefs and rocks. (See the handy laminated card in your cruise packet titled "Ten Frequently Hit Rocks...").

Tides and Currents

Our area has large tidal ranges and, with all the narrow channels, there are significant currents in certain areas and at certain times. We have provided a complete tide and current section in this book for your assistance, starting on page 57. Tidal ranges can be as much as 14 feet and the current can reach six knots.

Note in particular the strong ebb currents in Rosario and Haro Straits and, on the way to Victoria Harbor, off Trial Island. Strong wind against tide situations in these and similar areas can kick up a mean and unforgiving chop. Often a wait of an hour or so will provide more bearable conditions. If possible, avoid strong tide rips such as those in Sansum Narrows, off Turn Point in San Juan channel, and around Trial Island near Victoria.

Currents generally flow North and/or East during floods and South and/or West during ebbs. Exceptions exist in some narrow channels between the islands.

General Communications

Primary communication will be by VHF radio using channel 16 as the calling and safety channel. The cruise will communicate on VHF channel 68. Secondary communication will be by cell phone. Our cruise director's cell phone number is 206-427-8463. Remember that we are in another country for the Canadian part of the trip and cell phone calls there can be expensive (or impossible) without a Canadian roaming plan.

Emergency Communications

Both the United States and Canadian Coast Guards monitor VHF channel 16 throughout our cruising area with mountain top repeaters. You should always be able to reach them in this area. The Coast Guard working channel is VHF 22A and they may have you switch to that channel. Most of the area also has cell phone coverage and 911 coverage. In Canada, the Coast Guard will also receive emergency messages via telephone at 800-567-5111.

Medical Support

Dr. Roger Barnhart will be our medical consultant during the cruise. He will be sailing on "Blade and Wing". There are extensive medical facilities in the area where most medical emergencies can be handled. In extreme cases, contact the Coast Guard of either country for help. VHF 16 and phone 911 works in both countries.

Dress Code

The dress code for the cruise is casual. Ties and blazers are not required at any of the events, although you may certainly wear them if you please. The first night in Anacortes will be a "nice" event and, if you must wear that blazer, the final dinner at Butchart Gardens would be the place to show it off.

The weather in the Pacific Northwest in September can best be described as variable. We may have warm sunshine or cool rain showers. We advise guests to wear layers to adjust to the weather at the time. Generally, at the time of the cruise, we have fine weather.

Customs

Each vessel in the fleet must clear Canadian customs when entering Canada on Wednesday, September 13th. The most convenient port of entry is Bedwell Harbour at the south end of the Pender Islands. This is a seasonal clearance port located next to the recently opened Poets Cove Resort & Marina (an enjoyable stop itself). Clearance is usually done by telephone although officials are sometimes present on the dock. Once tied to the customs dock the skipper should go ashore and call from the customs phones at the top of the ramp. Passports for all hands will simplify the procedure. Sidney is an alternative if supplies are needed, clearance is usually quick and easy.

You are reminded that fresh fruits and some other foodstuffs are restricted and there is a limitation on liquor. More information on entering Canada is provided on page 31 of this book and in your cruise packet.

Returning vessels to the U.S. have the following optional ports for re-entering:

- Roche Harbor
- Bellingham
- Friday Harbor
- Anacortes
- Point Roberts
- Port Angeles

Again, there are limitations on food and liquor when entering the US, see page 31 and your cruise packet.

Marinas

See the chapters for the individual events. There are marinas available throughout the area as well as excellent anchorages. The packet supplied by Anacortes Yacht Charters has an extensive list of marinas including phone numbers. Skippers are responsible for making their own reservations. Reservations are recommended at the following marinas:

Anacortes	Cap Sante Marina	360-293-0694	VHF 66A
Four Winds	Deer Harbor Marina	360-376-3037	VHF 78A
Ganges	Ganges Marina	250-537-5242	VHF 66A
	Saltspring Harbour Authority	250-537-5711	VHF 66A
	Saltspring Marina	250-537-5810	VHF 66A
		800-334-6629	
Victoria	Victoria Harbor Authority	250-383 8326	VHF 66A
	Royal Victoria YC	250-592-2441	VHF 66A

Currency

Credit Cards and US Currency are accepted everywhere. Canadian currency is usually accepted in the US cruising area, but with a large discount.

Supplies

Most supplies are available at all the marinas. Major supply should be done in Anacortes with a complete Safeway store within walking distance from the Cap Sante marina. There are also good grocery stores close to the marinas in Sidney and Friday Harbor. Sidney has several interesting bookstores including one that specializes in maritime material. Ganges, and to a lesser extent Ladysmith, also have convenient shopping.

Fuel, Trash, and Pump Out

Good quality fuel is available at most marinas. Trash facilities are available at all marinas, but state and provincial parks have limited facilities and generally request you take your trash with you. Pump-outs are available at most US marinas but are scarce in Canada.

Buddy Boats

CCA members from the Pacific Northwest Station have volunteered to act as buddy boats for each visiting boat. Visitors will be contacted by a local member (probably during the first evening in Anacortes) who will assist you with any questions.

Fishing

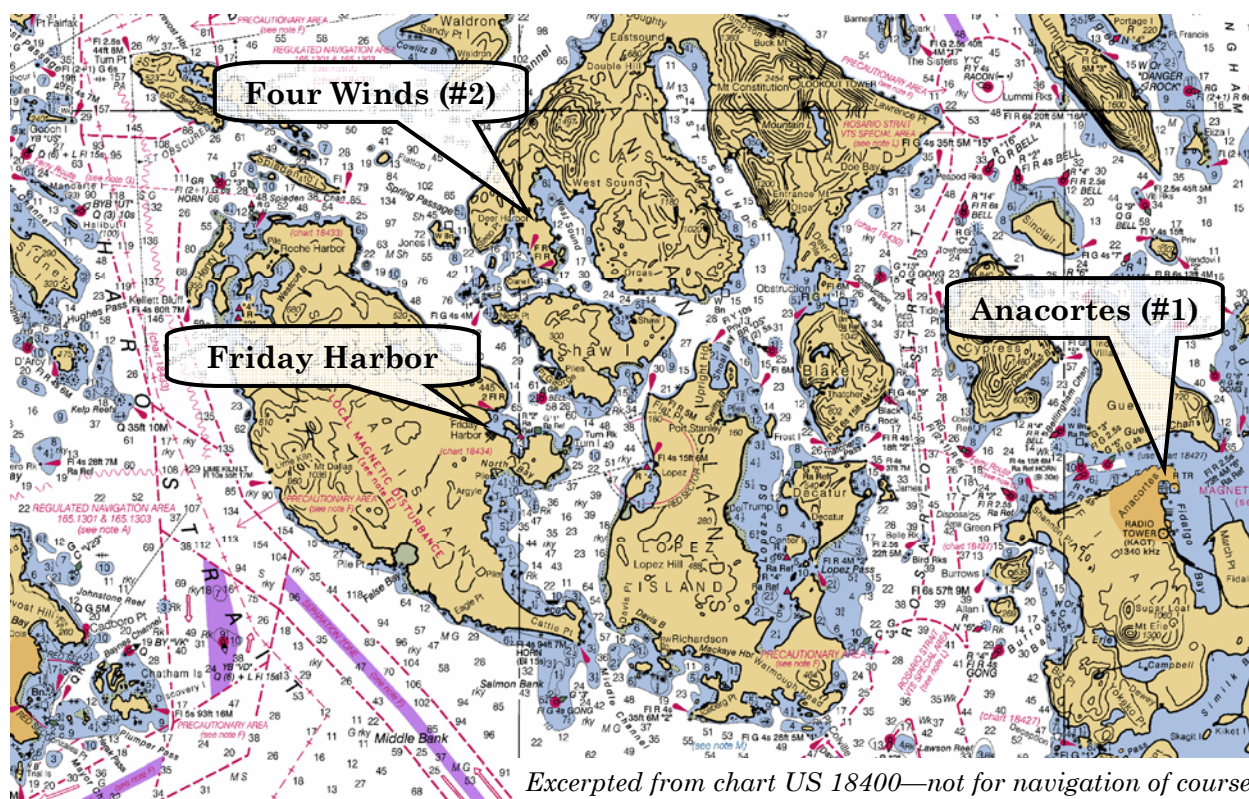
A valid fishing license is required to fish in either country (including shellfish). Licenses are available at many marinas, and seasons for fishing and license vendors change frequently. Separate licenses are required for the United States (Washington State) and Canada (Province of British Columbia).

Fishing in the area can include salmon, cod, sole, crab, clams, and oysters. Check current notices if you collect shellfish for warnings or closures.

Whales

The resident pod of Orcas (killer whales) will probably be in the area and may be seen. The best place to see them is along the west side of San Juan Island in Haro Strait—look for the whale-watching boats. The rules for watching them are quite strict and basically say keep away, keep quiet, and don't get in their way in the direction they are traveling (see the pamphlet in your packet).

A very interesting part of your trip is a visit to the Whale Museum in Friday Harbor. There you can learn the habits and names of all of our local Orcas.



Cruise Itinerary

Sunday, September 10 Board Charter boats (Anacortes) at local marinas; afternoon registration, cocktails, and dinner at Fidalgo Bay Resort, located about 1.5 miles east of downtown marinas. (See pg. 19).
(Map—Site #1)

1500	Shuttle bus begins continuous service between downtown marinas and Fidalgo Bay Resort
1500-1800	Registration at Fidalgo Bay Resort
1530-1930	No-host bar at Fidalgo Bay Resort
1800-1930	Dinner at Fidalgo Bay Resort
1930-2030	Welcome and entertainment
2030-2200	Buses return to marinas

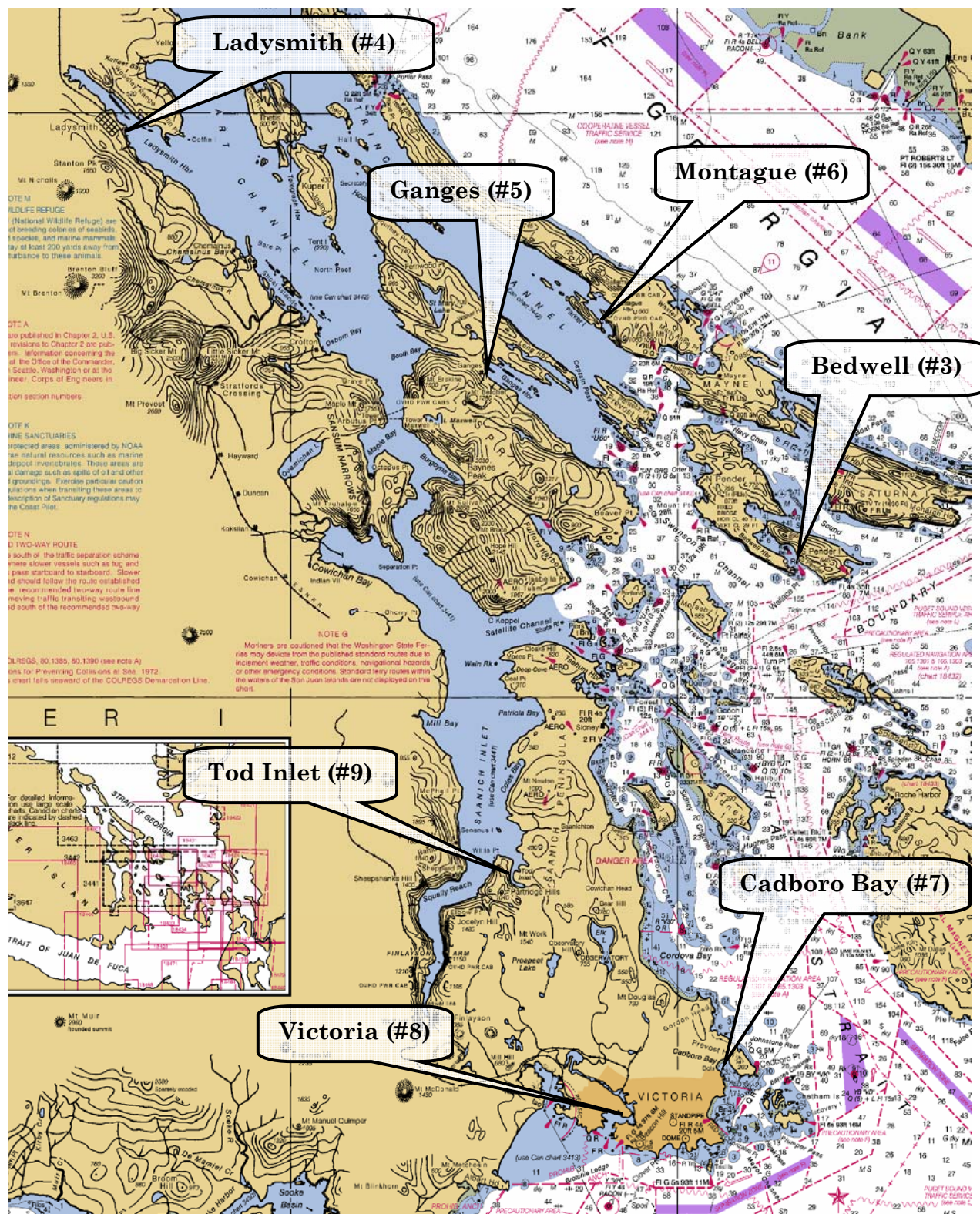
Monday, September 11 Free day, yachts depart Anacortes for San Juan Islands; several anchorages await your exploration— Spencer Spit, American Camp, Friday Harbor, or perhaps a special cove all your own. (See pg. 21).

0800	Radio net – VHF Channel 68
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Tuesday, September 12 Commodore's Reception on Orcas Island at Camp Four Winds; Anchor in West Sound, moor at Orcas Island YC dock, West Sound Marina or Deer Harbor Marina; afternoon life-sling demonstration and evening crab dinner at Camp Four Winds; free shuttle service available from Deer Harbor Marina only. (See pg. 27).
(Map— Site #2)

0800	Radio net – VHF Channel 68
1400	Members travel from anchorage, OIYC dock and West Sound Marina in their dinghies; Members at Deer Harbor Marina ride shuttle to camp
1415	Shuttle vans pick up members at Deer Harbor Marina
1430	Lifesling demonstration at Four Winds Camp Floats
1615	Commodore's Welcome
1630	Entertainment and no-host cocktail party
1730	Crab feed
1900	Song fest
1930	Shuttle transports members back to Deer Harbor Marina.

Gulf Islands and Victoria



Wednesday, September 13 Free day; clear customs at Bedwell Harbour, BC;
(Map—Site #3) travel further north or stay the night at Poets Cove Marina in Bedwell Harbour. (See pg. 31).

0800 Radio net – VHF Channel 68

Thursday, September 14 Fleet gathers in Ladysmith, BC, to view and/or
(Map—Site #4) participate in the vintage 12 meter races crewed by members of the fleet; shore tours; evening hosted rum barrel with PNW traditional chowder pot and potluck meal; songfest. (see pg. 33).

0800 Radio net – VHF Channel 68

0930 Skippers meeting for racing crews, Page Point Marina

All day Launch service to shore by vintage launch Saravan (VHF 68)

1100 12 Meter Racing

1100 Trail hike bus leaves dinghy area

1330 Guided walking tour of the town

1730 Rum Barrel and chowder party begins

1900 Awards, anecdotes of the day

1930 Song fest

Friday, September 15 Free day; those wishing to visit the Ganges Saturday
(Map— Site#5) Market move south to Ganges. (See pg. 39).

0800 Radio net – VHF Channel 68

Saturday, September 16 Free day; optional Ganges events: Saturday
(Map—Sites #5 and 6) Market—good supply of produce and arts and handi-craft; easy walk through town for other supplies; Disc/Frisbee golf; optional gathering in Montague Harbour for dinghy party in late afternoon. (See pg. 43).

0800 Radio net – VHF Channel 68

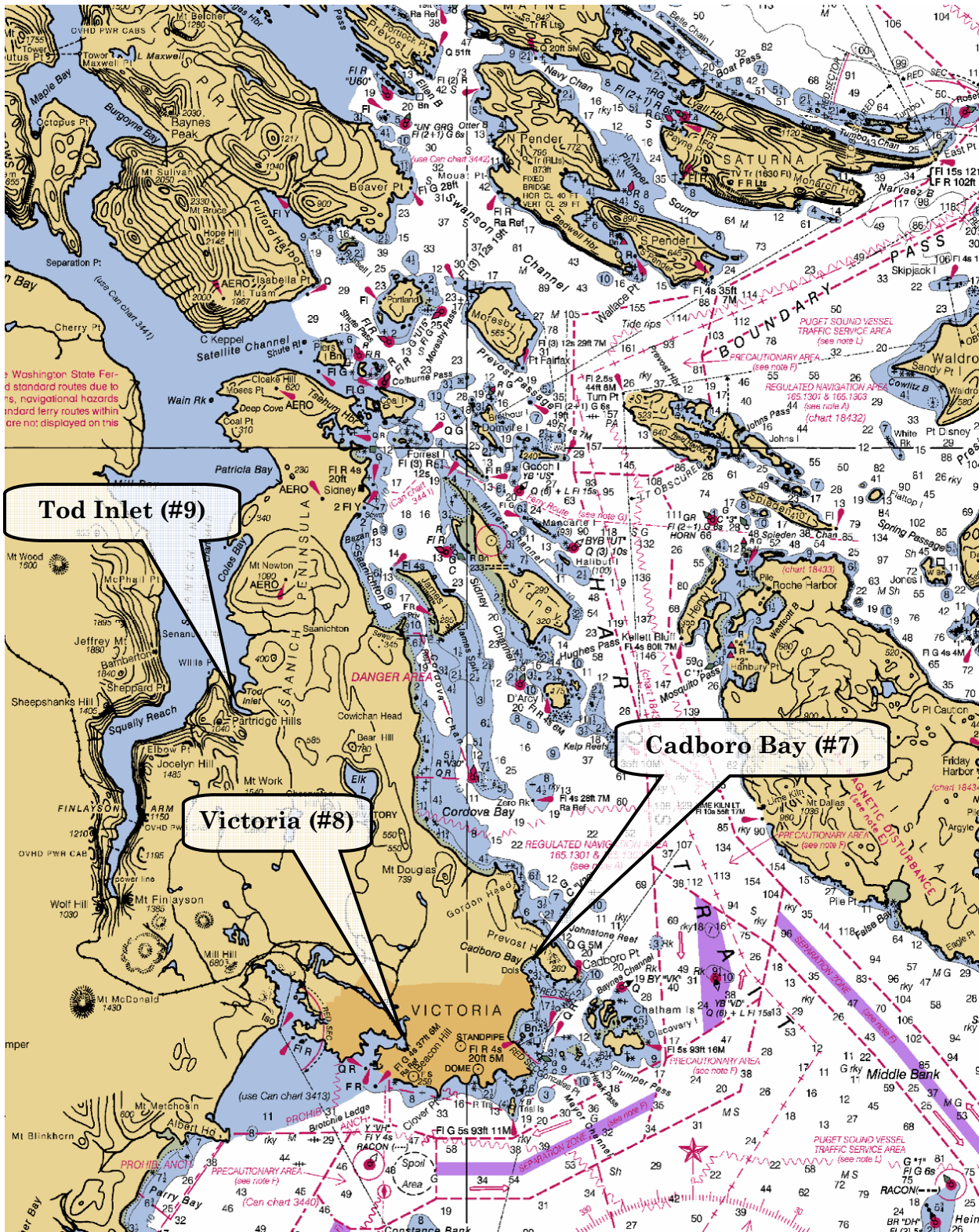
0900 Saturday Market begins

1100 Disc/Frisbee golf at Mouat Park (short walk from Market)

1300-1600 Travel to Montague Harbour

1630 Dinghy raft-up party

Gulf Islands and Victoria



Excerpted from chart US 18400—not for navigation of course

Sunday, September 17
(Map Sites #7, 8, 9)

Free day; Travel toward Victoria area where three different gathering spots are recommended: Downtown Victoria at Empress Hotel (#8) where all of the Causeway slips have been reserved for the fleet; anchorage in Cadboro Bay (RVicYC, #7, for optional mini-12 racing); or in Tod Inlet (#9) in Saanich Inlet, great hiking and adjacent to the Butchart Gardens event on Monday. See pg. 47.

0800 Radio net – VHF Channel 68
1200 Mini 12 meter racing begins at RVicYC

Monday, September 18

Final day; for those in Victoria, the city is right in front of you—explore, explore, explore (and don't miss the Royal BC Museum).

Evening event at Butchart Gardens: Closing party and dinner. To visit the gardens, plan to head to Butchart in the early afternoon, buses will depart from the Empress Hotel in Victoria. (See pg. 50).

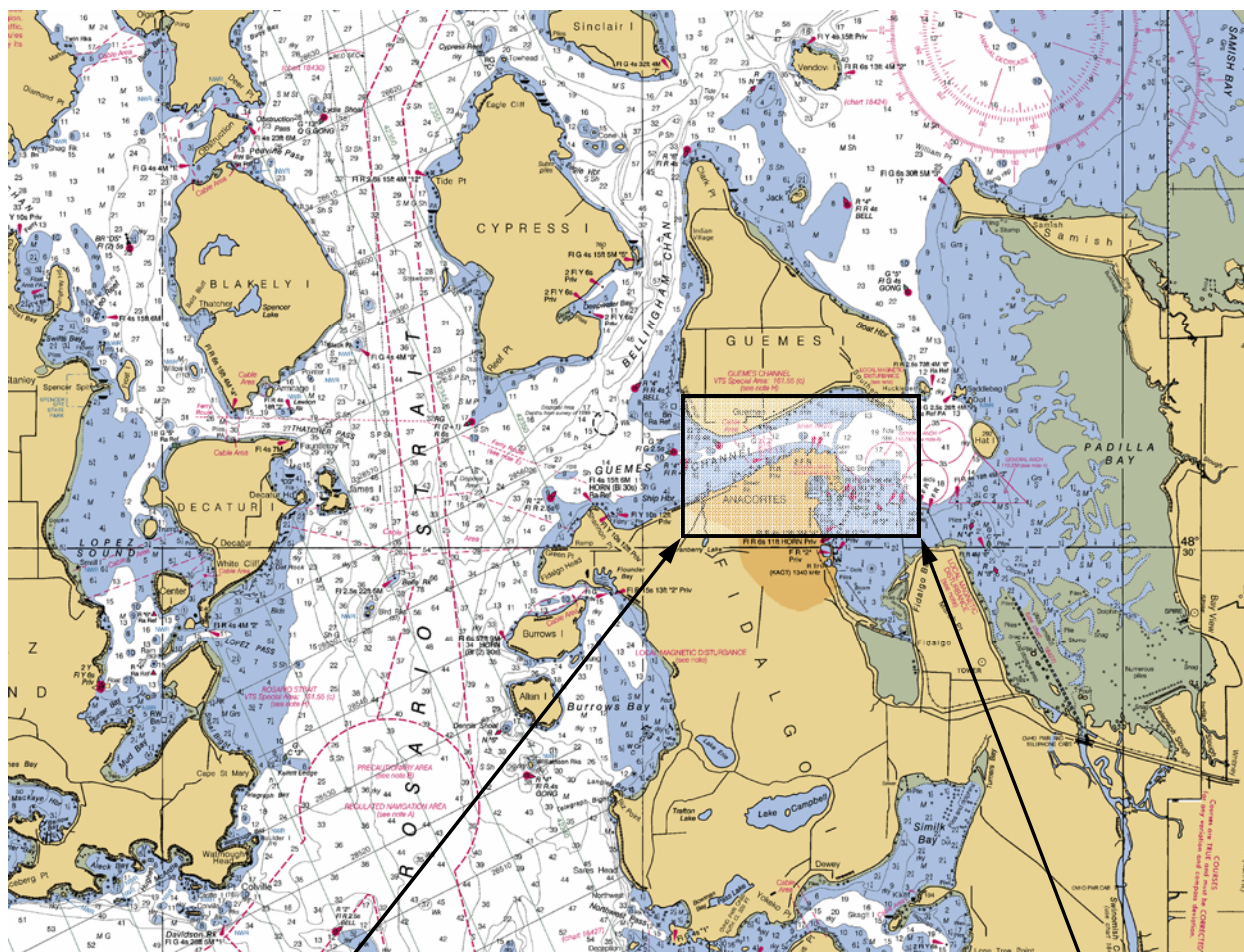
0800 Radio net – VHF Channel 68
1300 Hourly busses to Butchart begin
1715 Last bus to Butchart
1830 Reception with no host bar in Italian Gardens, Butchart
1930 Dinner in Blue Poppy Restaurant, Butchart
2030 Closing remarks, awards
2200 Buses leave Butchart
2230 Last bus leaves

Tuesday, September 19 and Wednesday September 20

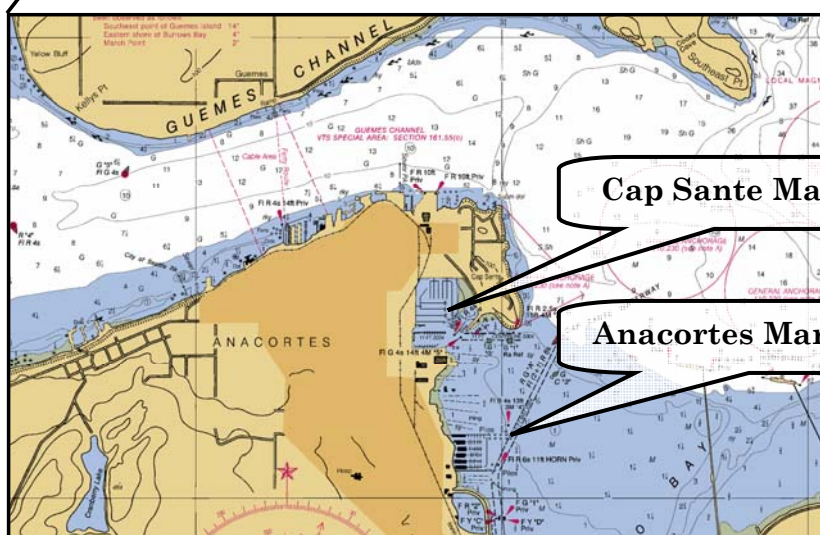
Continue cruising or return home. Charters return to charter bases.

See Pg. 31 for returning customs information

Anacortes



Excerpted from chart US 18421—not for navigation of course



Excerpted from chart US 18423—not for navigation of course

Anacortes

Registration & Opening Banquet

Sunday, September 10th

Welcome to Anacortes, named for Anna Curtis Bowman, wife of one of the town's founders. Anacortes has long been a center of both the logging and fishing industries. It is the portal to the incomparable San Juan Islands and the Canadian Gulf Islands as well as a starting point for those heading up the British Columbia Inside Passage to Alaska.

Moorage

Most of the charter boats in the fleet are based at Cap Sante and Anacortes Marinas, but for other charter and transient boats, space will be available at Cap Sante Marina which may be contacted on VHF channel 66A or by phone at 360-293-0694.

Facilities

A short distance from the Marinas are supermarkets, hardware stores, wine and liquor stores and a well-stocked West Marine.

Opening Event

The fleet will be moored at the Cap Sante and Anacortes Marinas from which shuttle bus transportation to the opening venue at Fidalgo Bay Resort will be provided. Our host for the evening is the Samish Indian Nation at their Fidalgo Bay Resort which has views across the Bay with glacier-clad Mt. Baker as a backdrop.

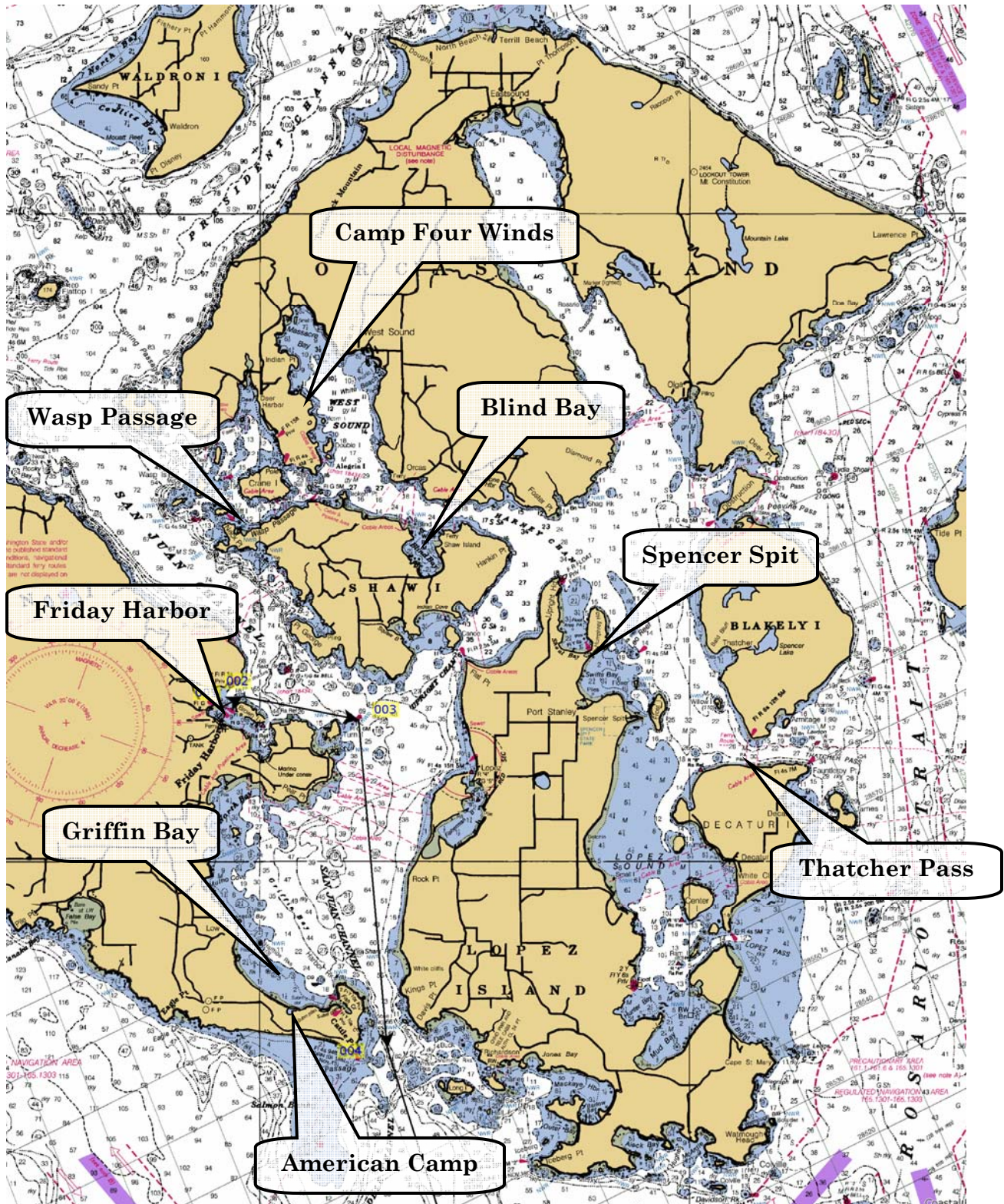
1500	Shuttle bus begins continuous service between downtown marinas and Fidalgo Bay Resort
1500-1800	Registration at Fidalgo Bay Resort
1530-1930	No Host Bar at Fidalgo Bay Resort
1800-1930	Dinner at Fidalgo Bay Resort
1930-2030	Welcome and entertainment
2030-2200	Buses return to marinas

Local Knowledge

When departing Anacortes on Monday morning, take care to stay in the channels that exit the marinas as the adjacent waters are extremely shallow and cross currents call for careful navigation. Be alert for logs and crabpot buoys which are in abundance in Pacific Northwest waters.

Currents in Guemes Channel will be ebbing to the west from 0830 to 1430 with a maximum current of 1.8 knots at 1139 (see Tide and Current charts). During that period currents in Thatcher Pass (across Rosario to the west) will be a weak ebb towards the east.

San Juan Islands



Excerpted from chart US 18421—not for navigation of course

Anacortes to San Juan Islands

Free Day

Monday, September 11th

Once you leave Anacortes on Monday morning after the opening events, the first stop will be the San Juan Islands. Monday is a free day to explore the islands before heading to the Four Winds Camp at Orcas Island on Tuesday. The San Juan Islands deserve a week (or a life time) to explore and since we don't have that kind of time, we have included here a few places worth visiting. They are somewhat in the order you'll find them as you travel from Anacortes and are only a few of the many places you could drop the hook for the night.

Tides and Currents

The rising tide floods through the San Juan and Gulf Islands northwards to fill the Strait of Georgia, the large body of water between Vancouver Island and the mainland. The flood current flows eastward from the Pacific through the Strait of Juan de Fuca, turns around Victoria and floods generally northwards or eastwards through the San Juan and Gulf islands. Thatcher Pass and Wasp Passage are the odd ducks that flood westwards. The tide ebbs in the opposite direction of course, and the time of slack water follows high or low water by up to an hour. We've included some charts for your reference starting on pg. 57 but you won't go far wrong by following these guidelines.

Note that Thatcher pass floods westwards with about half the velocity— but in the opposite direction— of the Guemes Channel current (see p.57). Wasp Passage also floods westward. This is a popular route to Friday Harbor, also used by the Washington State ferries, but stay south of Cliff Island and Shirt Tail Reef (see pg. 26).

Lopez Island

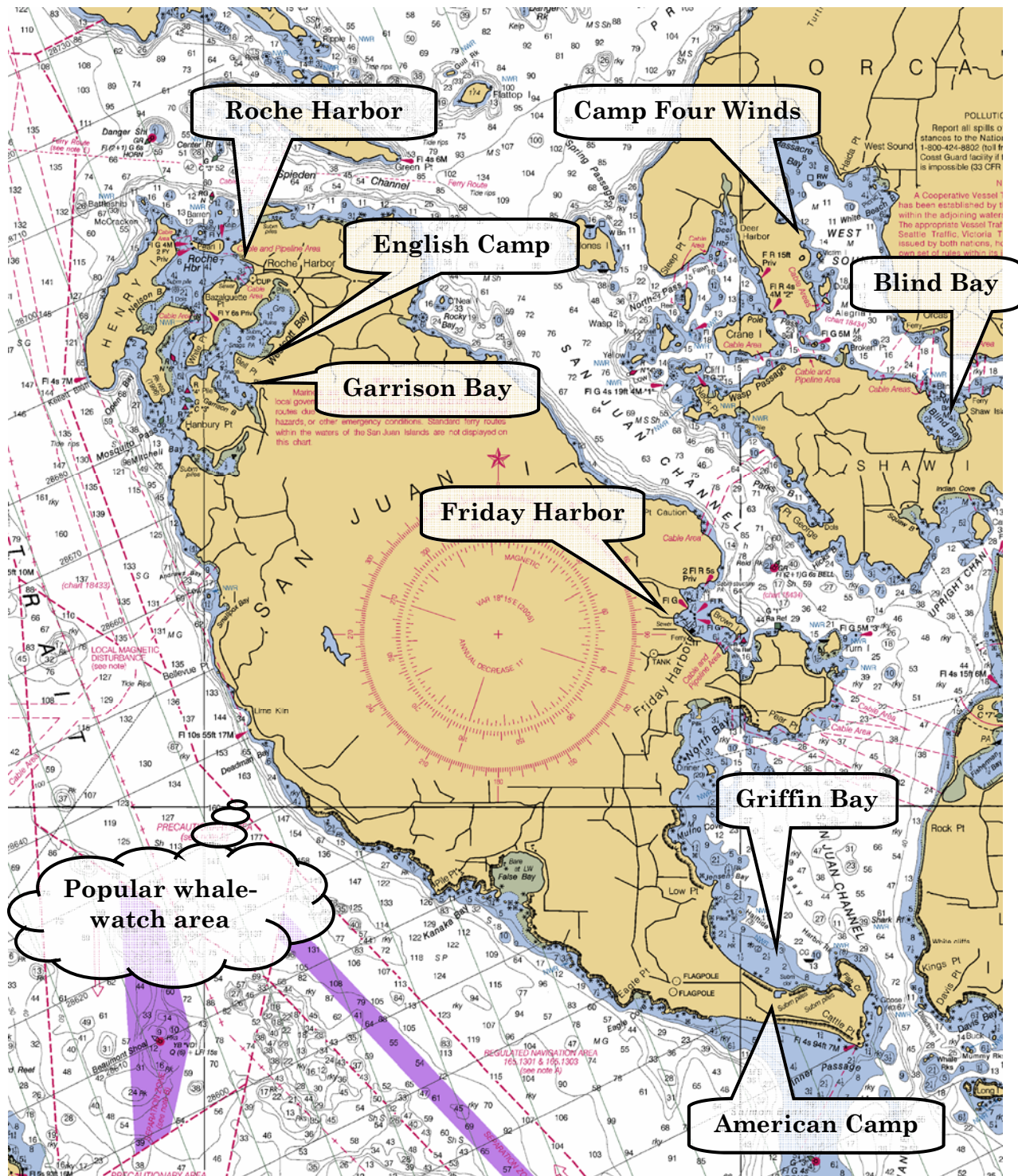
Spencer Spit State Park is a 138-acre marine and camping park situated on Lopez Island in the Strait of Juan de Fuca. The park is named for the lagoon-enclosing sand spit on which it rests.

Anchor either side of the spit depending on the wind. Moorings are also available for a modest charge paid at the collection-box on shore. You can land your dinghy on the spit where you will find barbeque spots and tables. This is one of the closest anchorages from Anacortes.

Shaw Island

Blind Bay is a very protected anchorage. There is a small store at the ferry landing. You can walk along the roads, but apart from the small store there are no other services. This is a great anchorage to sit in the cockpit and enjoy the day.

San Juan Island



Excerpted from chart US 18421—not for navigation of course

San Juan Island

There are several anchorages around San Juan Island depending on what you like to do. In **Griffin Bay** you can anchor off **American Camp**, one of the two National Parks on San Juan Island. The beach landing there is straight forward and you will find many paths from the beach that go inland and join up with a beautiful hike around the Jakle's Lagoon area and up onto Mount Finlayson. The view from the top is stunning!

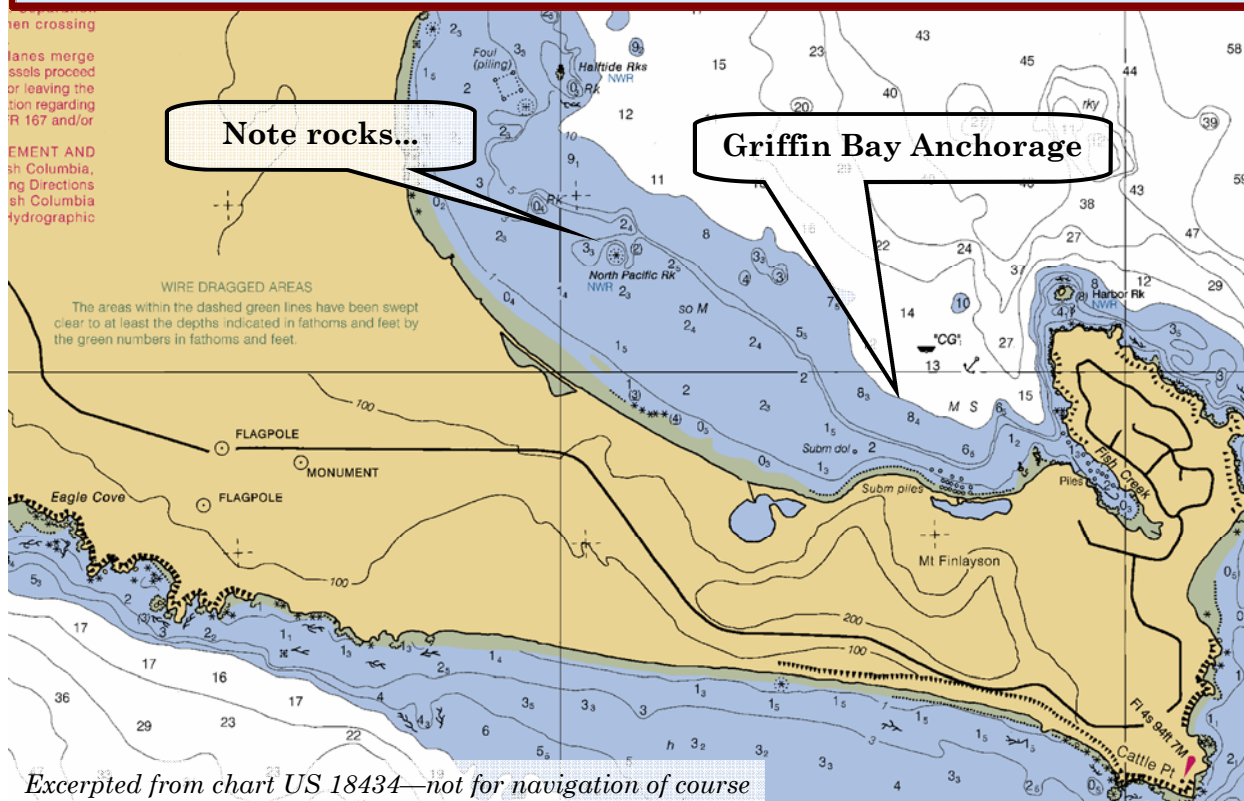
If you want a town experience, **Friday Harbor** is the place. You will find a charming historic town, shops for everyone's taste, two grocery stores for those items you forgot and a few great restaurants. If you are hankering for dinner out, some of our favored places in town include Steps Wine Bar & Café (360-370-4949) with an extensive "small" plate menu; 120 Nichols (360-378-6330) a small café with European flair; Vinny's (360-378-1934) for Italian specialties; and if you want a great view, the tourist's favorite that looks out onto the harbor is Downriggers (360-378-2700). Outside of town is our favorite place, Duck Soup Inn (360-378-4878) with sophisticated northwest cuisine and is a taxi ride away (Bob's Taxi 360-378-6777).

Reservations are recommended for all these places. This is, of course, just a small summary of the food available. There are also many more casual spots where you can find great hamburgers (the Hungry Clam across from the ferry) or locally brewed beer (Front Street Ale House). The Friday Harbor marina is right at the foot of town and has plenty of room for visitors (VHF 66A or 360-378-2688). Fuel, water and pump-out are all available. Grocery and hardware stores, a medical clinic, chandlery, shops, galleries, and vehicle rentals are located nearby.

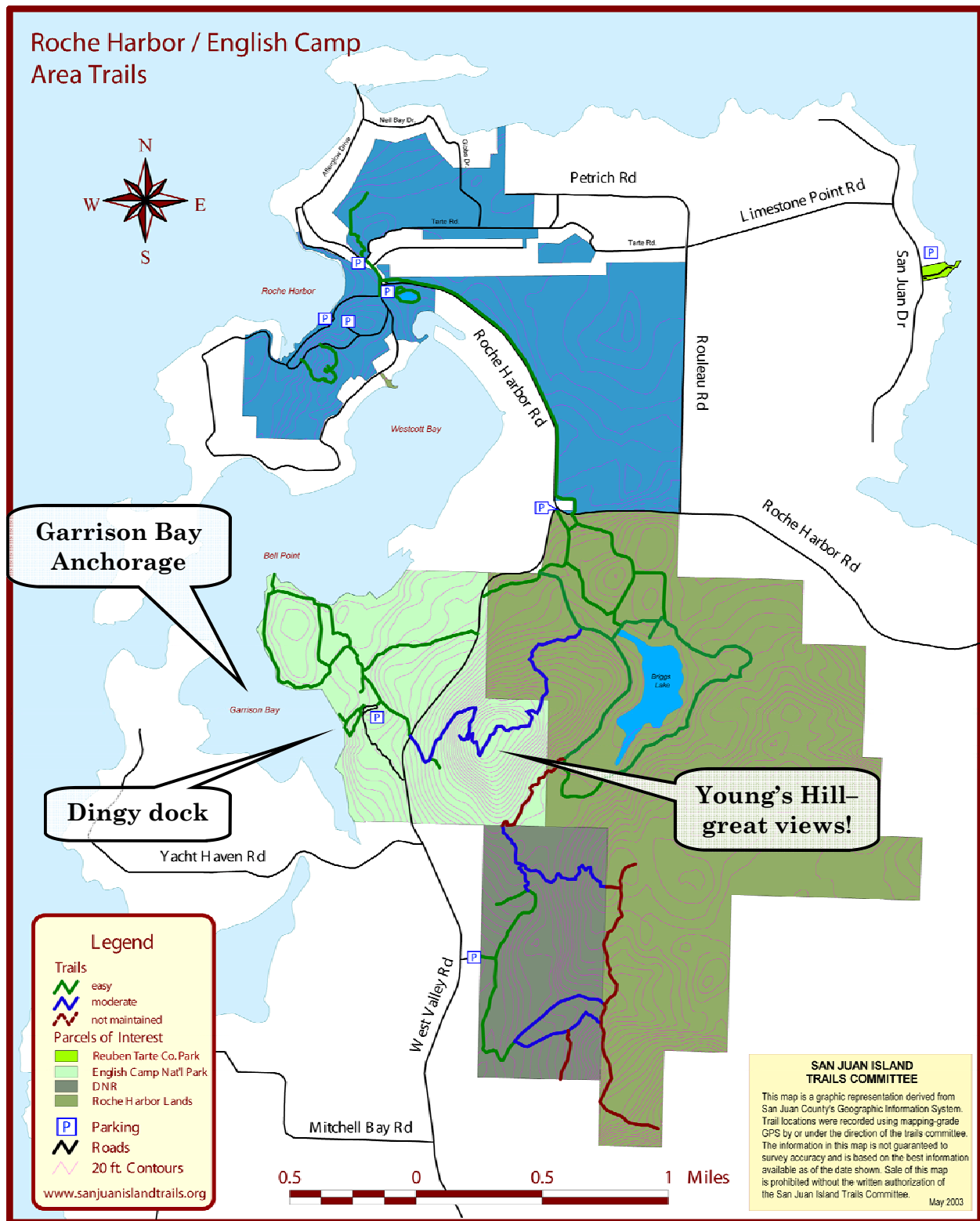
On the other side of San Juan Island is **Roche Harbor** with a large marina and plenty of room to anchor. Contact the marina on VHF 87A or 360-378-2155 ext. 450. This is also a good spot to anchor before or after a whale-watching tour on the west side of San Juan Island. The restaurants at Roche Harbor Resort include McMillan's (360-378-5757) with an intimate bar and great food, and the Lime Kiln Café for breakfast and lunch. There are plenty of walking opportunities throughout the resort itself and beyond to the sculpture garden.

Further around through Mosquito Pass is **Garrison Bay**. This bay is totally enclosed with a dinghy dock at **English Camp** (the second National Park here) and good walking trails that are easy (hills optional). Use caution – and chart 18433 or the detail on 18423 – when transiting Mosquito pass. It is a through-channel so keep the red buoys to starboard when heading north. Many boats (and egos) have been bruised here, usually by not staying west of red #6 at the entrance to Garrison Bay, or by missing the red-green-red (#2-3-4) at the south end of Mosquito Pass.

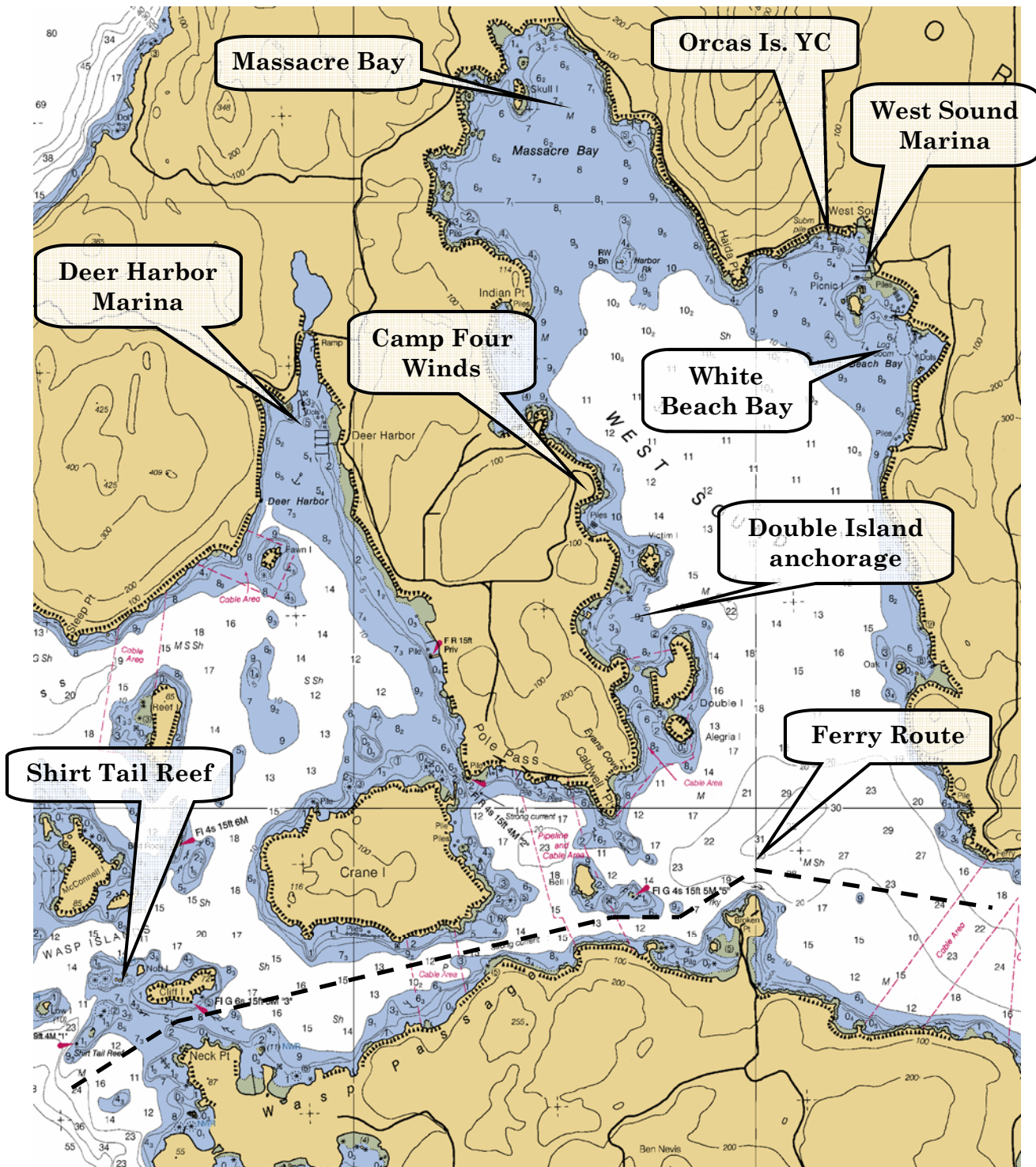
Other opportunities for moorage and adventure exist at the many WA State Marine Parks, Rosario Resort and East Sound on Orcas Island, Fisherman's Bay on Lopez Island, and innumerable isolated anchorages.



English & American Camp trails



Anchorage in West Sound



Excerpted from chart US 18424—not for navigation of course

Note— the Washington State Ferries use the route through Wasp Passage as indicated— it is deep water and a safe passage with the proper chart but please keep a watch for the ferry

Camp Four Winds

Orcas Island

Commodore's Reception

Tuesday, September 12, 2006

Orcas Island is the largest of the San Juan Islands comprising some 56 square miles. The island is deeply indented by three bays, Eastsound, West Sound and Deer Harbor. The island is mountainous with Mount Constitution, the highest in the islands. Rich in history the island was the scene of many battles between the Haida Indians from British Columbia and the local Lummi tribe. First settled in the mid 1800s the island became a prominent apple producing area in the early 1900s. The apple and other commercial farm crops were largely abandoned with the building of the Grand Coulee Dam in the 1930s. This dam provided irrigation to eastern Washington, which allowed mainland farmers to provide cheaper products to the market place. Small stands of apple trees still provide fruit to the local population.

Anchorage

Camp Four Winds is located on the west side of West Sound in a small unnamed bay just north of Victims Island at Latitude 48°37'N, Longitude 122°59'W. West Sound has several good anchorages, the largest and arguably the prettiest is **Massacre Bay** at the head of the sound. This is the sight of an attack by marauding Canadian Indians who murdered some 100 local Lummi Indians in 1858. Skull Island located at the head of the bay is a three acre State Park that provides interesting beach and tide pool exploring. Anchor in Massacre Bay in four to eight fathoms with good holding. To the west of Massacre Bay just south of Indian Point is a small but well protected unnamed bay, anchor in four to nine fathoms. Anchoring is good off the Orcas Island Yacht Club dock, White Beach Bay, in four to six fathoms. **Double Island** at the southwestern entrance to West Sound has good anchorage on its northwest side in six to seven fathoms. Chart 18434 is strongly recommended if anchoring in West Sound. Most of these locations are more than one mile from Camp Four Winds and will require a 15-minute dingy ride to the festivities.

Navigation

Deer Harbor Marina is about 2 miles west of West Sound. Pass Caldwell Point leaving Bell Islands to port, proceed through Pole Pass into Deer Harbor and the marina. Pole Pass requires careful navigation and Chart 18434 is essential. Wasp Passage, south of Cliff Island and Shirt Tail Reef, is also a safe and well-traveled route but keep a watch for ferry traffic. The water to the north of Cliff Island looks attractive on the chart, however the rocks are not marked and many boats have come to grief there. Stay to the south of Cliff Island and Shirt Tail Reef.

Distance Table:

Cap Sante Marina, Anacortes to West Sound.....	16 nm
Friday Harbor, San Juan Island to West Sound.....	5 nm
Roche Harbor, San Juan Island to West Sound.....	9 nm
West Sound to Deer Harbor Marina.....	2 nm
West Sound to Bedwell Harbour, So. Pender Isl.....	15 nm

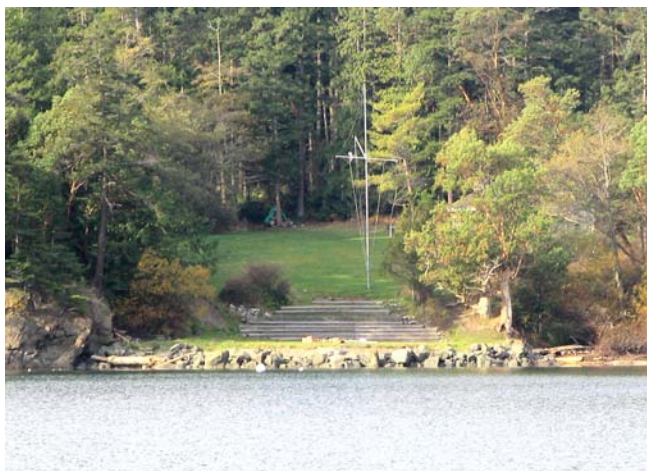
Moorage

To the east of Massacre Bay behind Haida Point is White Beach Bay, the location of the Orcas Island Yacht Club dock (available on a first come basis) and West Sound Marina. The marina is a good facility for boat supplies and repairs, fuel, pump out station and limited overnight moorage at \$ 0.75 per foot (call 360-376-2314 or VHF-16).

For those wishing to moor at a full service marina, the cruise committee has made arrangements with Deer Harbor Marina located in the northeast corner of Deer Harbor at Latitude 48°37'N, Longitude 123°00'W. The committee will provide free bus transportation to Four Winds Camp, a 5-minute ride from the marina. This marina monitors VHF channel 78A and has fuel, water, laundry and pump out facilities.

Cost for an overnight stay is \$1.20 per foot for CCA members. Reservations are required and can be made by calling 360-376-3037. Cruise members should identify themselves as CCA members to receive moorage discount.

You may also anchor off the Deer Harbor Marina. There is a five-fathom, mud bottom with swinging room for many boats. Leave your dinghy along the float, inshore of the fuel dock.



Lifesling Demonstration

A Crew-Overboard rescue demonstration of the Lifesling will be held during the cruise on Tuesday afternoon at Camp Four Winds, starting at 1430. The Lifesling is a Pacific Northwest invention, and the demonstration will feature Lifesling rescues from both a sailboat and a powerboat, 35 to 40 feet in length. The demonstrations will be given by a team who have demonstrated its use to commercial and pleasure boat operators for over ten years.

The Lifesling was invented by Doug Fryer, Fred Hayes, and Dick Marshall, all PNW CCA members and members of the Seattle Sailing Foundation. It is expected that all three inventors will be on hand to tell sea stories about the invention of the device.

The Lifesling again “floated to the top” in a report by John Rousmaniere in the January 2006 issue of *Practical Sailor*, and on the web at:

<http://www.boatus.com/foundation/findings/COBfinalreport/>

The report covers the comprehensive crew-overboard rescue test of eleven different devices which was held on San Francisco Bay last summer.

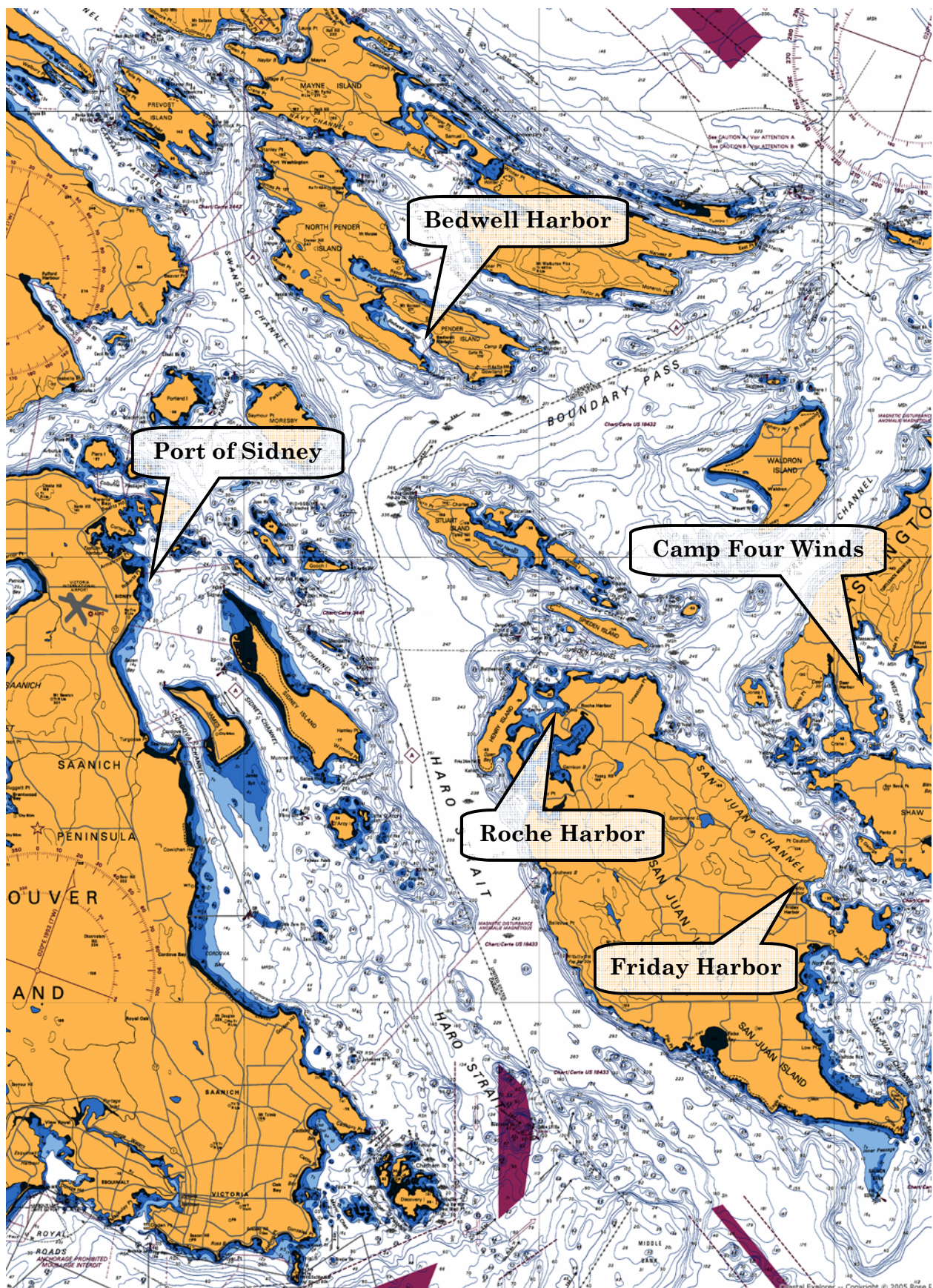
Four Winds Events and Commodore’s Reception

0800	Radio net – VHF Channel 68
1400	Members travel from anchorage, OIYC dock and West Sound Marina in their dinghies; Members at Deer Harbor Marina ride shuttle to camp
1415	Shuttle vans pick up members at Deer Harbor Marina
1430-1600	Lifesling demonstration at Four Winds Camp Float
1615	Commodore’s Welcome
1630	Entertainment and no host cocktail party
1730	Crab feed **
1900	Song fest
1930	Shuttle transports members back to Deer Harbor Marina.

**Persons allergic to crab please contact Ray Jarecki (360-376-6036 or rjar@rockisland.com) to make alternative food arrangements.

Miscellaneous Information

Orcas Island Medical Center	360-376-2561
Emergency Medical	911 or 360-378-4141 (cell phones)
Taxi	360-376-8294
Trash	Disposal available at Deer Harbor Marina or West Sound Marina to overnight guests only
Market	Orcas Village Store – located on the east side of Orcas Ferry Landing. A dock for tie up is presently available on the west side of the Landing, but may be removed prior to September. The Ferry Landing is located on Harney Channel approximately 3 miles SW of Camp Four Winds.



Orcas to Ladysmith

Travel & Customs Info

Wednesday, September 13, 2006

Wednesday is a travel day to Ladysmith, and clear customs into Canada. This is normally done by telephone at one of the designated customs ports. The customs officers may be on the dock or may ask you to wait for inspection. Once cleared into Canada the vessel will be given a "clearance number" which must be displayed on the vessel (a slip of paper in a port or window is all that is needed) and US Customs will ask for it upon your return to the states. Be sure to record it. Normally customs is quick and easy, but because of the increased attention paid to all international borders, the procedures must be taken seriously.

Bedwell Harbor (Poet's Cove Marina) is the most convenient Canadian port of entry for the trip from Orcas to Ladysmith. Provisions in Bedwell are limited however and some may find it convenient to check in at the Port of Sidney, a convenient stop for provisions or libations that cannot be brought into Canada. Van Isle Marina (just north of Sidney) is also a port of entry with a convenient fuel dock if needed, but prices are generally higher than Friday Harbor or Anacortes.

Many fruits and vegetables are prohibited into Canada. In general citrus and tropical fruits are allowed but other fruits and vegetables which are grown in Canada are prohibited. Meat, poultry and eggs of US origin (within fairly generous limits) are no problem. Up to 1.5 liters of wine, or 1.14 liters of hard liquor, or 24 cans (8.5 liters) of beer per person are permitted.

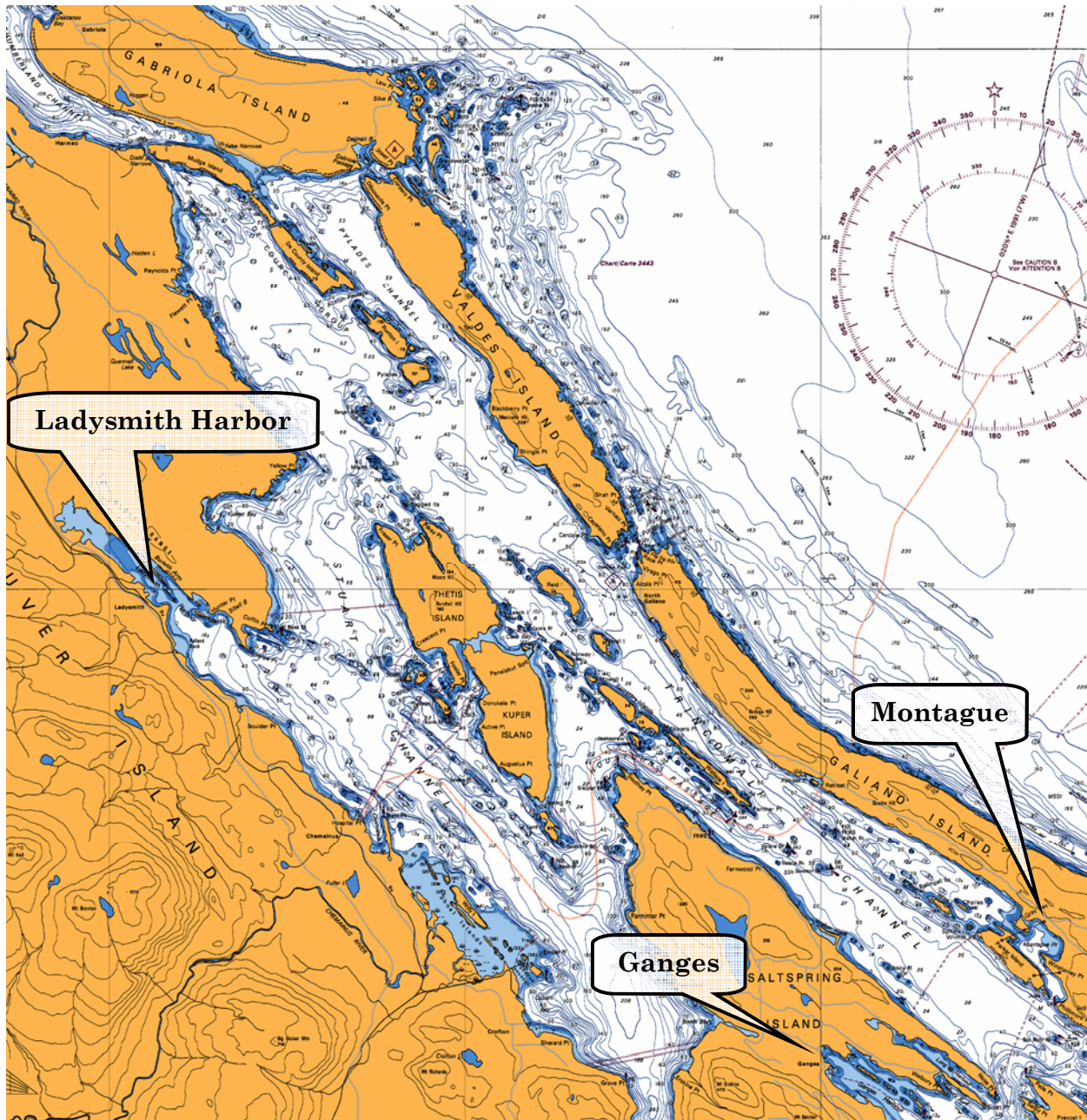
Returning to the US

Procedures for returning to the US at the end of the cruise are similar, but the limitations on provisions are more strict. You must enter at a designated port of entry, in our area these include Roche Harbor and Friday Harbor in the San Juan Islands, Anacortes and Bellingham on the mainland, and Port Angeles to the south. Failure to proceed directly to a port of entry typically results in a large fine so this is something to pay attention to.

Prohibited foodstuffs into the US include meat and chicken (unless of US origin in original sealed packages), eggs (unless hard-boiled), and many fruits and vegetables depending on origin. Alcoholic beverages are limited to one liter (total, any type) per person. Hours are generally 0800-1700. Call for more information and to verify hours:

- Friday Harbor 360-378-2080
- Roche Harbor 360-378-2080
- Port Angeles 360-457-4311
- Anacortes 360-293-2331
- Bellingham 360-734-5463

Gulf Islands



Excerpted from Canadian chart 3463—not for navigation of course

Ladysmith

Thursday, September 14th

Rum Barrel and Chowder

Songfest

Welcome to Ladysmith, a town that started in 1896 as a coal shipping port and later become an important lumber sorting and shipping port from 1930 to the 1980's. The town is rich in reminders of its past and a walking tour of the historical buildings and artifacts is a popular visitor attraction. Today, Ladysmith is focused on tourism and plays host to several major annual festivals. Harrowsmith Country Magazine named Ladysmith one of the 10 prettiest towns in Canada. Its population of 7,000 is growing rapidly as people move here to enjoy the sparkling harbour, clean beaches and great hiking trails.

Anchorage

Assuming the typical light winds of late summer, the fleet will anchor off the beach on the south side of Transfer Point in front of the Amphitheatre. (See map). In the early 1900's this was the site of a massive 990-foot trestle coal loading dock. If there is a stiff southeaster blowing or forecast, anchor on the north side of the point.

Participants in the 12 metre race should arrive in the late afternoon of Wednesday September 13th. We expect that those not involved in the race will arrive during the morning and afternoon of September 14th.

Moorage

A small amount of visitor moorage is available at the Ladysmith Maritime Society at 250-245-1146 and Page Point Marina at 250-245-2312 or (toll free) 877-860-6866.

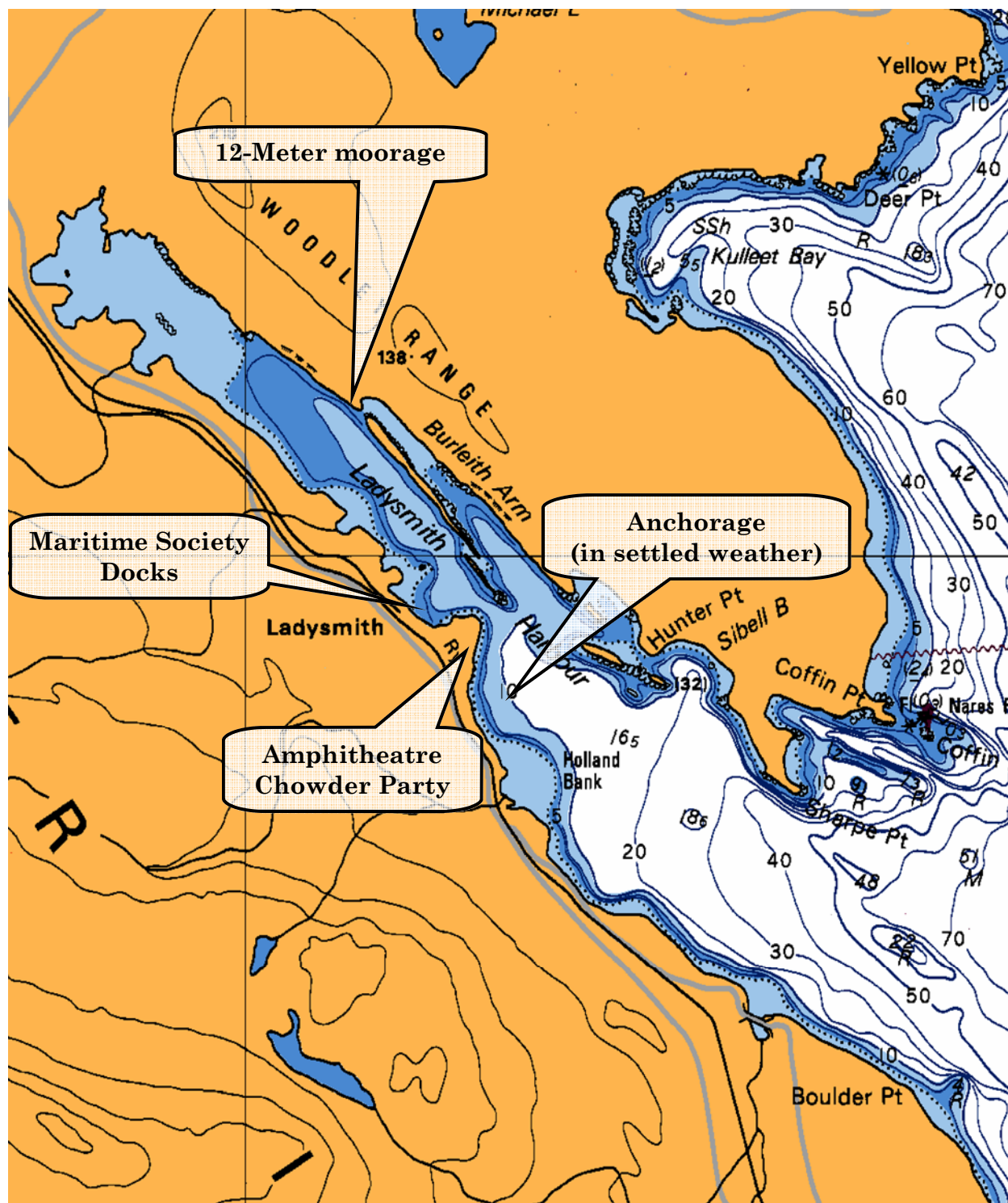
12 Metre racing

The Challenge has been made and accepted. East vs. West, sailing for the CCA National Cup. We have chartered Dame Pattie, the 1967 Australian Challenger and Geronimo (ex. America II). Each yacht comes with a skipper and two crew bosses. The course will be a five mile triangle set in the area to the east of the fleet's anchorage.



The 12 Metres are moored at Page Point Resort and a skipper's meeting will be held there at 0930. (See map) Come by dinghy or a shuttle service run by Tom O'Brien. For further information, contact Tom O'Brien at 425-646-8777 or 206-714-3445 (cell).

Ladysmith Harbor



Excerpted from Canadian chart 3463—not for navigation of course

On Shore Activities

For those people not involved in the 12 Metre racing, the launch Saravan will provide a shuttle service to and from the anchorage to the Maritime Society Docks (See map). Built in 1937, Saravan worked as a tug during WWII and has since been lovingly restored to carry twelve passengers. Call Saravan on Channel 68 to request a pick up. There is ample dinghy tie-up space at the outer end of these docks for those who prefer to be independent. From the parking lot of the Ladysmith Maritime Society Docks it is an easy walk of a couple of blocks to downtown Ladysmith.

At 1100 a mini-bus will leave the parking lot to take walkers/hikers to the trailhead of the Holland Creek Trail that winds for 3.5 miles along both sides of Holland Creek. See the brochure for more details. The more energetic might like to try the 4-mile Heart Lake Trail that starts from the southern end of the Holland Creek Trail. The Heart Lake Viewpoint offers a breathtaking panoramic view of the Gulf Islands and Mount Baker. From the trailhead, it's a short walk down to the town and back to the Marine Society Docks.



Ladysmith is renowned for the many artists and artisans who live in the town and surrounding area. Rather than organize a tour to the many studios, arrangements have been made for a selection of artists and artisans to bring examples of their work to a number of galleries and studios in the town concentrated between Roberts and Buller Streets. See foldout map of Ladysmith enclosed with this Cruise Guide.

Be sure to check out some of the restaurants for lunch. Menus range from soup and sandwiches, to East Indian and Vietnamese. And the Old Town Bakery has won awards for their Cinnamon Buns.

At 1330, starting from the Royal Bank building on the corner of Gatarce and First, Rob Johnson, a member of the Ladysmith Council and past President of the Ladysmith Historical Society, will lead a colourful tour of the old part of the town to highlight some of the fascinating history of Ladysmith.

When registering at Anacortes, please indicate the interest of your crew in:

- Crewing on the 12 metre yachts
- Hiking
- The Heritage Walk led by Rob Johnson

Rum Barrel and Chowder Party and Songfest

0930	12 meter skippers' meeting	Page Point Inn
All Day	Launch service to shore	Saravan on VHF 68
1100	Transport to Hiking Trailhead	Transfer Point Parking Lot
1330	Guided Heritage Walk	Royal Bank
1730--??	Rum Barrel and Chowder Party	Transfer Point Ampitheater
1900	Awards, anecdotes of the day	Transfer Point Ampitheater
1930	Songfest	Transfer Point Ampitheater

This evening is a tradition on all Pacific Northwest Station cruises. The chowder recipe (see below) has been handed down over generations, and the rum barrel has been carefully seasoned through the years with copious quantities of the best that Mount Gay has to offer.

Each boat prepares enough clam chowder to serve its own crew and brings it to the evening's festivities, where it is added to a large common pot and reheated, while stirred with a Proper Stirring Device. The rest of the meal is also potluck. Along with your offering of clam chowder, please bring a salad or dessert, and libations. Locally baked bread rolls, plates, glasses and utensils will be supplied. Please bring flash-lights.

OFFICIAL CCA CLAM CHOWDER

4 6-oz cans of clams (save liquid)	2 Cups of milk
3 potatoes, cut in ½ inch cubes and cooked,	1 ½ Tbsp flour
4 slices of bacon, cut up	salt & pepper to taste
¼ Cup chopped onions	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 ARE WATCHING. DON'T DEVIATE FROM THIS RECIPE AND YOU WILL BE REWARDED WITH THE FINEST CLAM CHOWDER EVER!!

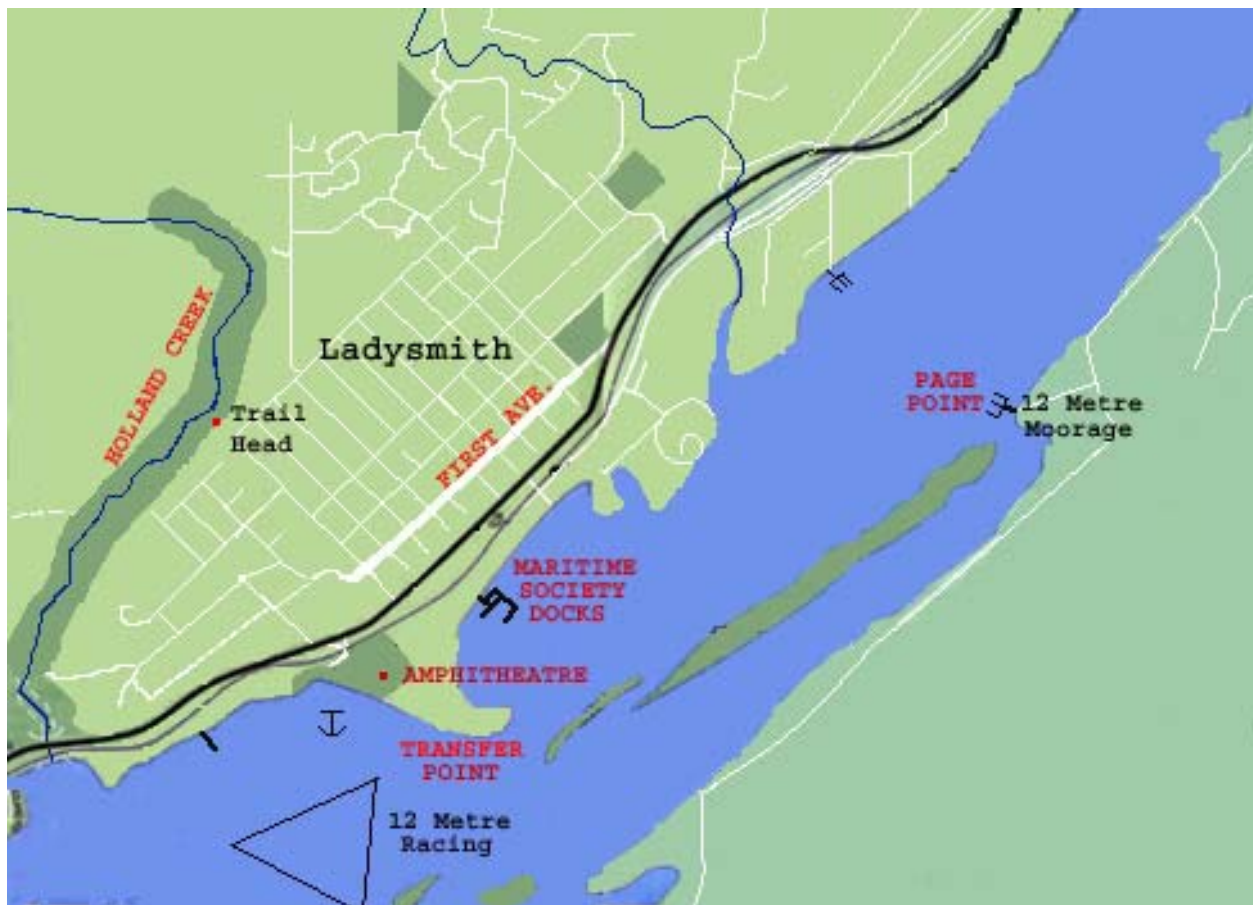
Please come ashore at 1730 on the small beach below the Amphitheatre on Transfer Point. At the western end of the beach a short path leads up to the Amphitheatre. Low Water is at 1804 and High Water is at 2146. The range is only 6 inches so there is lit-

the risk of Neptune using the tide to capture dinghies.

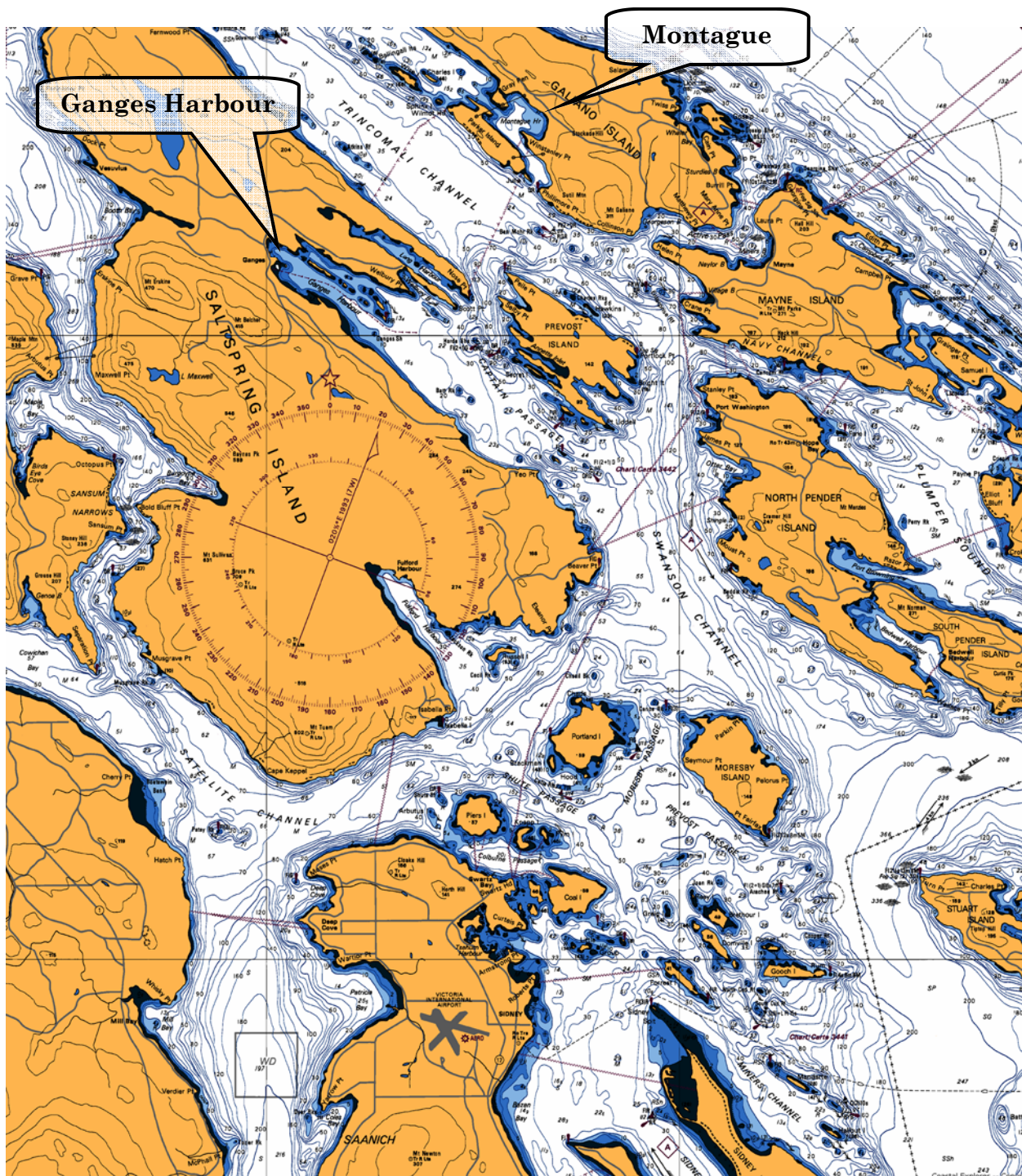
The PNW Station's highly regarded musician's ensemble will be there to lead us in song. Bring your best singing voice. Humming is optional, though we have found rum to be of great assistance in sweetening the vocal chords. Please bring flashlights to read the song sheets.

Other Information

The nearest grocery store is the 49th Parallel Grocery at Western and First, right next to the Government Liquor Store. The 49th Parallel will be happy to drive you back to the docks with your groceries, ice and other purchases. Wine and beer are also available at the corner of Buller and First. For taxis call 250 268 2114. Page Point Marina, 250 245 2312, can supply fuel and water. Water and trash disposal is also available at the Maritime Society Docks. There are no pump-out facilities in Ladysmith. The Emergency Department of the Ladysmith Hospital is open from 0700 to 2300. For serious medical emergencies dial 911 and an ambulance will meet you at the dock.



Saltspring Island and Ganges Harbour



Excerpted from Canadian chart 3462—not for navigation of course

Ganges Harbour

Free day / Market / Farm Fair

Friday, September 15

Ganges Village is nestled at the head of Ganges Harbour and known as one of North America's best small arts towns.

Moorage

Three marinas are conveniently located. Ganges Marina is the closest to town, phone 250-537-5242 or see www.ganges-marina.com. The Salt Spring Island Marina is also nearby and offers a CCA discount, 250-537-5801. And the Ganges Harbour Authority is also conveniently located, phone 250-537-5711. It is recommended that moorage reservations be made in advance.

Anchorage

Anchorage is possible near the town. Long Harbor and Fulford Harbors are alternatives but a cab to town would be necessary.

Events Ashore

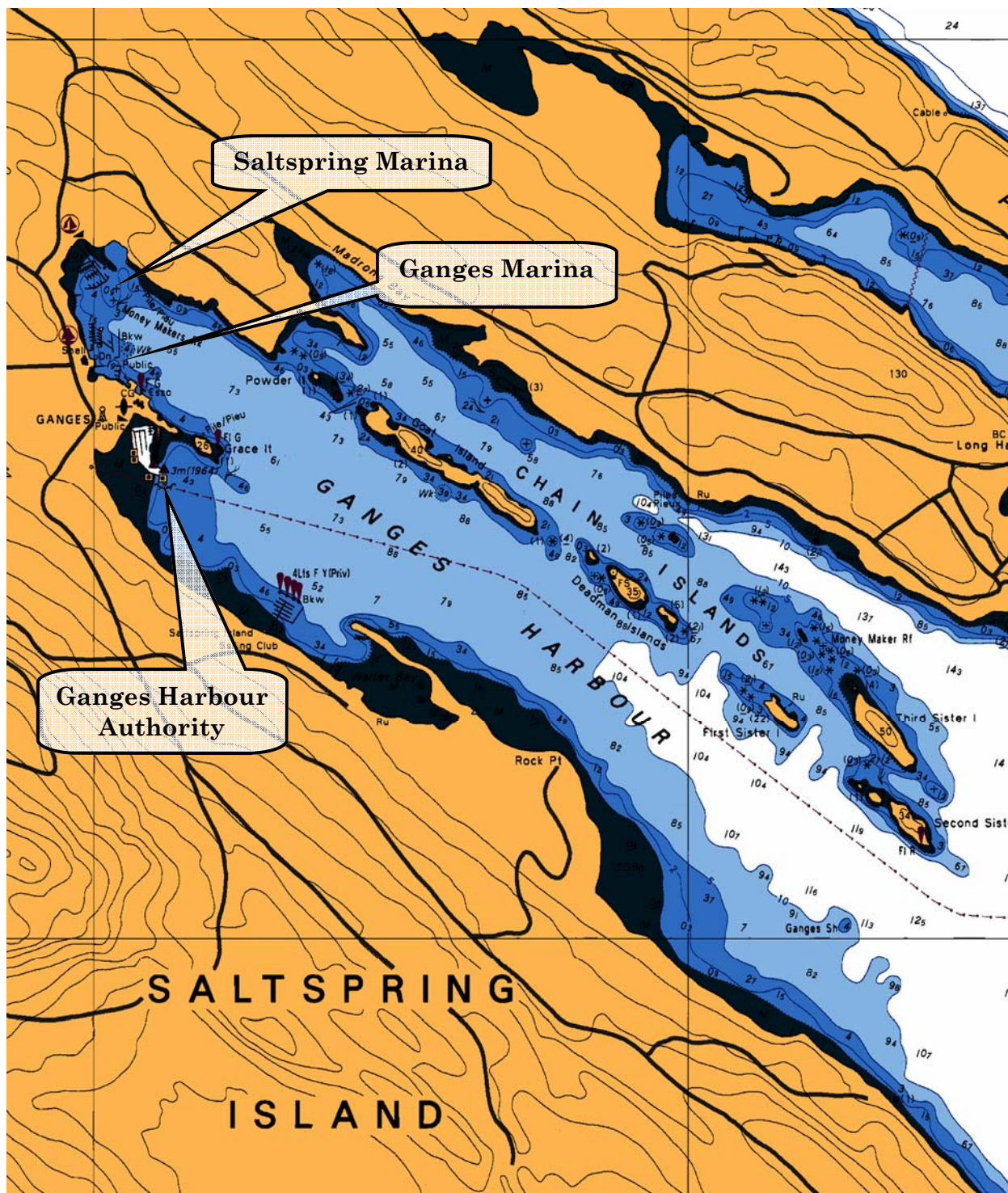
0900	Saturday Market in the Park	Centennial Park
All Day	County Farm Fair Shuttle	Visitor's Center
1100	Disc/ Frisbee Golf with Denny Black	Mouat Park

Saturday Market

Consider arriving in Ganges Village Friday evening to be ready for the Saturday morning "Market in the Park" experience! An early arrival will allow you time to dine at one of the many restaurants or wander through the numerous art galleries and shops.

At 0900 Saturday morning the eclectic Salt Spring Islanders begin selling their fresh organic foods and fine local products at the "Saturday Market in the Park." It is held in Centennial Park which is very conveniently located for boaters. Get there early to sample the flavors of the local farmers and their fall harvest and see the beautiful crafted items. You'll find farm fresh cheeses, organic fruits and vegetables, freshly baked breads, beautiful wood carvings, unique paintings, jewelry and other hand-made treasures. The "Saturday Market in the Park" is known throughout the Northwest for its vibrancy and high-quality arts and crafts.

Ganges Harbour



Excerpted from Canadian chart 3478—not for navigation of course

The County Farm Fair

Our Ganges stop coincides with the annual Salt Spring Island County Fair. It is reputed to be a highly celebrated “old fashioned” event which is organized by the Island’s Farmers’ Institute. Visitors can peruse a bounty of preserves, sniff out prize livestock and find their fill of local food. Join the locals and hop a round trip shuttle bus from the Visitor’s Center to the fairgrounds. The Visitor’s Center is at the top of the stairs above Rotary Park.

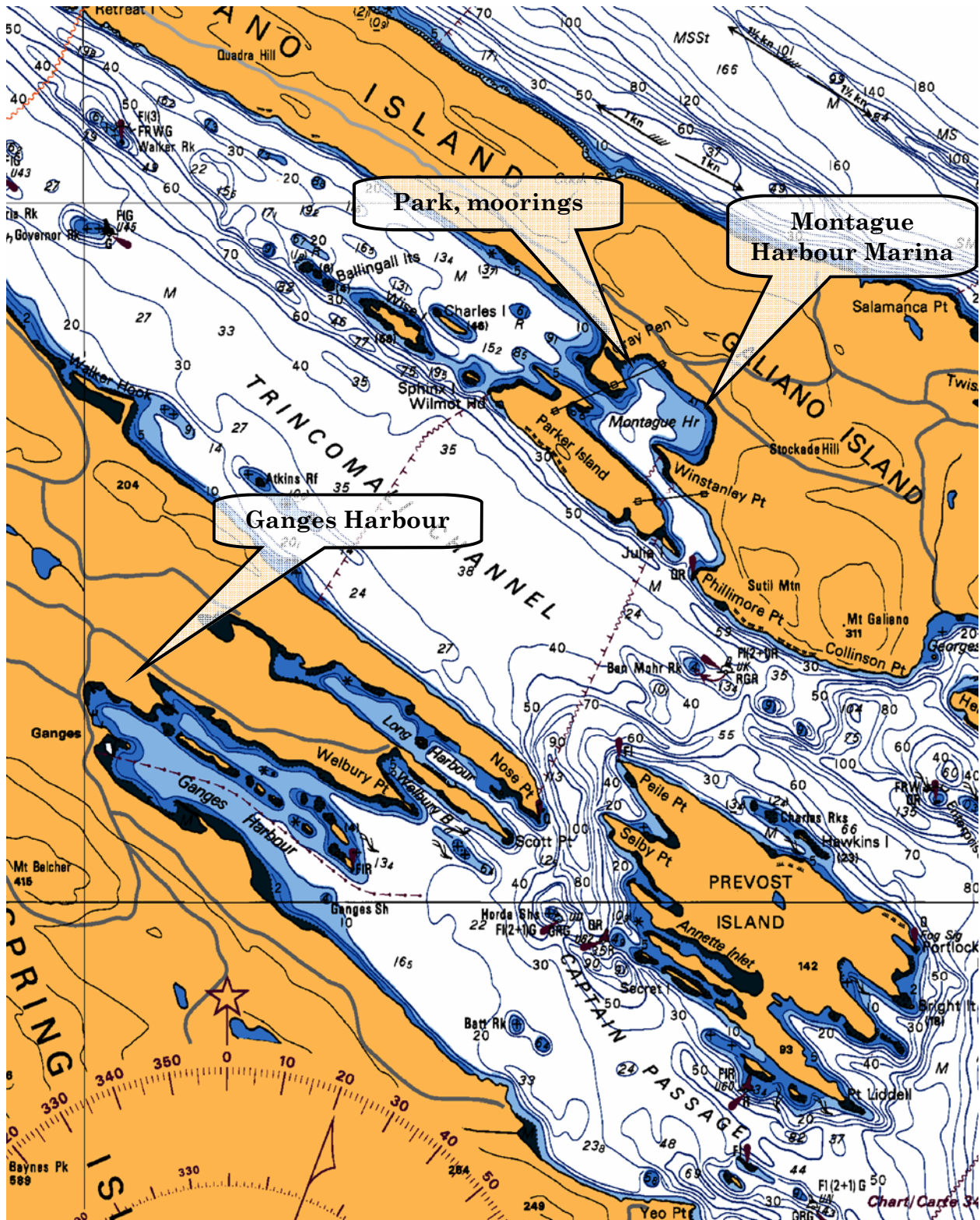
Disc/Frisbee Golf with Denny Black

Once you have scoured the market in Centennial Park you might enjoy a rousing game of disc/ frisbee golf. The course is in Mouat Park, a short walk from the Saturday Market. Bring your Frisbee and Denny Black will provide instruction, your challenge will be to send your discs spinning through the forest as you attempt to ding the iron pipes which are mysteriously nestled in the trees. In order to meet our Saturday late afternoon Dinghy Raft Party deadline at Montague Harbour, our game will need to begin at about 1100. Contact Denny by 1000 Saturday morning on Raindance or by cell phone at 206-295-5806 if you are interested. Please bring your own winning Frisbee.

Hiking

If hiking is more your forte, you may want to grab a picnic lunch from a deli or Thrifty Foods and head out for some exercise. Lynn and Denny Black recommend the Erskine trail which climbs steeply through the trees to a lookout point at about 440 meters. It has exhilarating northerly views up Stuart Channel and across to Vancouver Island. Salt Spring Island taxi can take and deliver you to and from the trailhead which makes it about a 3 hr. round trip experience. The Visitor’s Center or Lynn and Denny can suggest other possibilities.

Ganges and Montague Harbours



Excerpted from Canadian chart 3462—not for navigation of course

Montague Harbour

Galiano Island

Dinghy Raft-up Party

Saturday, September 16

Well protected Montague Harbour on Galiano Island is one of the most popular anchorages in the Gulf Islands and, along with Whaler Bay-Sturdies Bay, is home to most of the island's services. Galiano's mature forests, sandy beaches, and excellent hiking, give credence to the locals' claim that it is the "gem" of the Gulf Islands. Located at the northwest end of Montague Harbour on Galiano Island is the BC's oldest marine park, having been established in 1959. Montague Harbour and its marine park has a faithful following among boaters and kayakers who enjoy its abundant sheltered mooring and anchoring space, diverse natural features and generous shore side facilities.

Moorage and Anchorage

Visiting yachts may anchor or pick up one of the 35 mooring buoys located near a sheltered beach and the park float (pay on shore at the park). The float that provides access to the campgrounds also affords moorage for small vessels. Outside the park, there are two public wharves, a full service marina (contact info below) and plenty of alternate anchoring sites within the harbour.

Dinghy Raft-Up Party

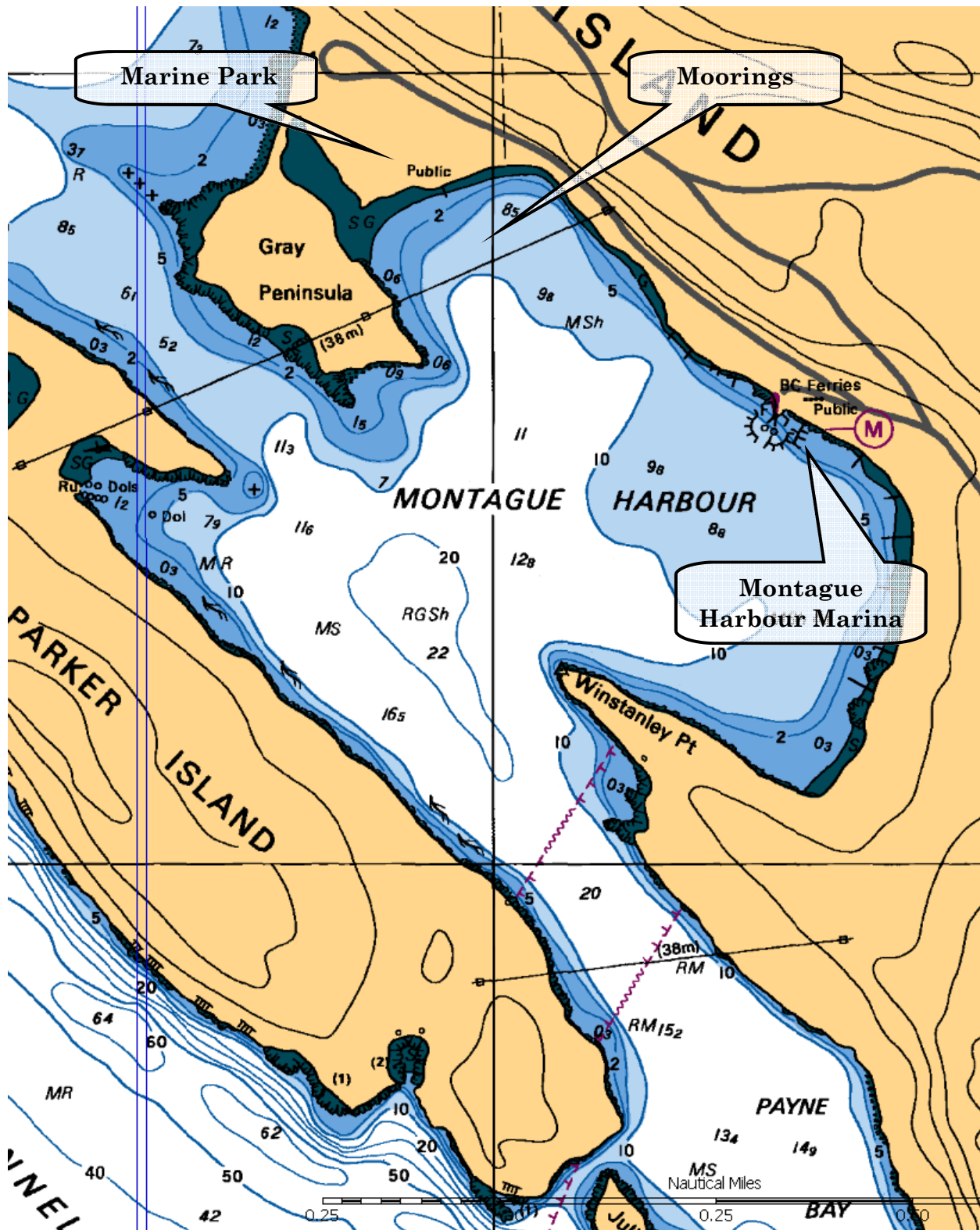
Montague Harbour is the site of the Dinghy Raft-up event. Here's a party designed by long-distance cruisers, particularly in the South Pacific, who gathered in foreign ports without amenities or club houses to host events. The guests simply go out in their dinghy, transporting drinks for themselves and sufficient snacks to share, then raft up with all the other dinghies in a big bunch. Shifting of position during the party is encouraged, either by stepping across dinghies, or piloting your own to a new raft-up position.

The raft floats free (can you imagine 75 dinghies rafted together?) and when it drifts downwind to an obstruction, several outboards are started and, with appropriate teamwork, the bunch is motored upwind to repeat the process. Ideally the raft will do a slow pirouette so that everyone will get view of the mountains, wildlife, and the setting sun.

The key to success is a spirit of fun and lots of snacks to pass (of course adequate libations are taken as a given).

We'll start the raft at 1630 hours; look for Tom O'Brien's "Bullfrog" for the start of the raft. Strong winds and/or rain will probably cancel the event. Dinner is on your own.

Montague Harbour Detail



Excerpted from Canadian chart 3473—not for navigation of course

Dining Ashore

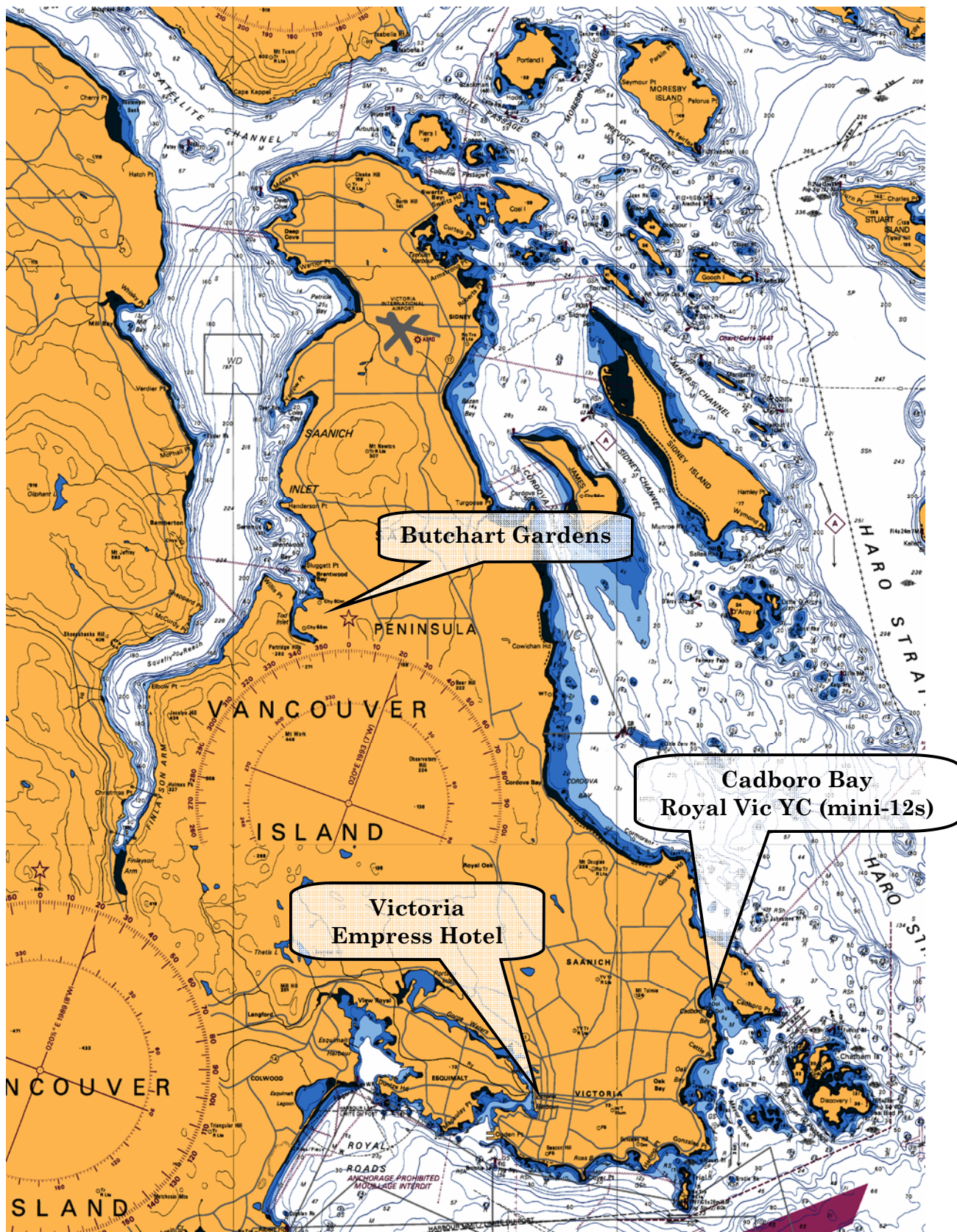
There are several excellent places to dine on Galiano Island. Among them, at the **Galiano Inn** (877-530-3939) is Atrevida, serving breakfast, lunch and dinner: 0730 – 2130 daily. The inn also has a spa to enhance your relaxation! The **Humming Bird Inn** (250-539-5472) is an informal pub open daily with live music and hourly bus service from the park and marina. The **Woodstone County Inn** (888-339-2022) has a great chef, and is renowned for its bread pudding! **La Berengerie** (250-539-5392) is a celebrated French restaurant which offers fine dining with seating limited to forty (reservations are *strongly* suggested).

To learn more about town services or marina assistance, contact Montague Harbor Marina at 250-539-5733, VHF 68, or visit www.montagueharbour.com.

On Shore Activities

One way to see the bounty of unique scenery and natural vistas that abound Galiano, visit the many artisan **galleries** and **shops**, or order a picnic and visit one of the quiet areas and watch the seals or passing pod of whales is to **rent a moped**. Galiano Mopeds is located at Montague Harbour Marina. Since there are only 12 mopeds, call early at 250-539-3443 or cell: 250-539-0233.

For **hiking**, Charles Kahn's book, "*Hiking the Gulf Islands*" describes numerous scenic hikes at nearby locations. The closest is Montague Harbor Provincial Marine Park. Others include Mount Galiano, and Bluffs Park.



Excerpted from Canadian chart 3462—not for navigation of course

Victoria

Sunday, September 17th
Monday September 18th

Mini 12 meter racing at RVicYC
Closing Banquet at Butchart Gardens

In the spring of 1778, Captain James Cook became the first European to set foot on what is now British Columbia, Canada. He landed on the west coast of Vancouver Island, at Nootka Sound.

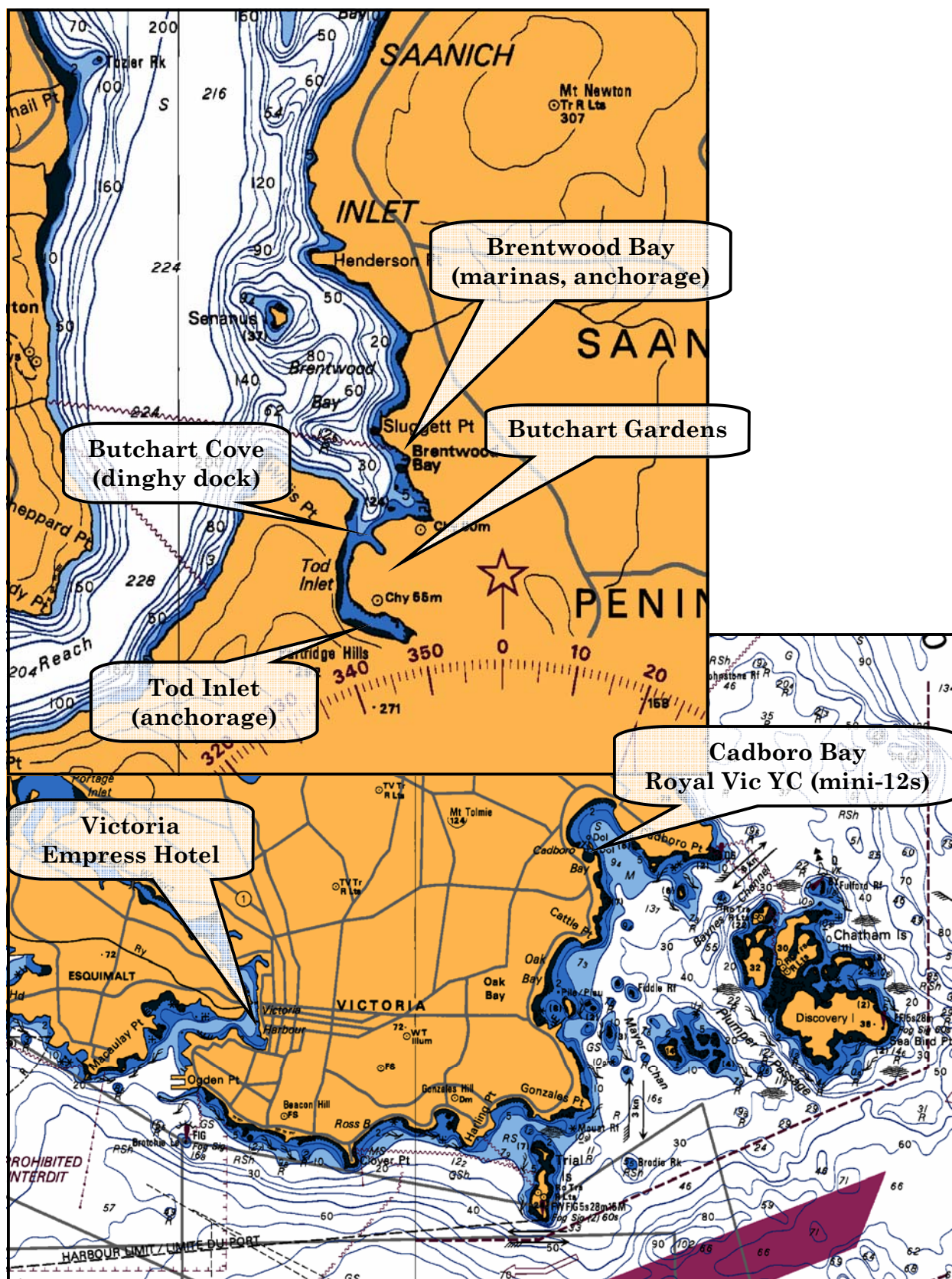
After an exploratory voyage in 1842, the Hudson's Bay Company built a fort in 1843 on the present-day site of Bastion Square. Originally known as Camosack, the name was later changed to Victoria in honour of the new Queen of England. Although built as a fur trading post, its real role was to protect England's interests against the Spanish from the south and the Russians from the north. In the late 1850's, 25,000 men stopped at Victoria on their way to the gold finds in the interior of BC. In 1865 the British Royal Navy established the base for its Pacific Squadron in Esquimalt Harbour, just west of Victoria Harbour, the present day home of Canada's Pacific Fleet. British Columbia entered Confederation with eastern Canada in 1871 and declared Victoria the capital city of the Province.

Sunday, September 17th

0830 – 1630	Harbour Authority/ dockline help	Victoria Harbor
1200 –	Mini –twelve Races	Cadboro Bay

Monday, September 18th

All Day	Hourly Public Transit Buses(#75) to Butchart Gardens	corner of Douglas & Belleville
1300 – 1700	Chartered CCA hourly bus to Butchart Gardens	Empress Hotel
1715	Chartered CCA buses (3) to Butchart Gardens	Empress Hotel
1845	CCA Reception	Butchart Gardens Italian Gardens
1930	CCA Dinner	Butchart Gardens Blue Poppy Restaurant
2200 – 2230	Chartered CCA buses to Empress Hotel	Butchart Gardens



Excerpted from Canadian chart 3462—not for navigation of course

Moorage

The Causeway Floats in front of the Empress Hotel have been reserved for the CCA fleet. Victoria Harbour is a busy place with constant traffic of ferries, whale watching boats, pleasure craft and seaplanes. Prior to entering the Harbour, please read the Traffic Regulations set out in the brochure included in the cruise packet. As you enter the Inner Harbour, please use Channel 66A to call the Harbour Authority who will assign you a berth and give you directions. There will be a Harbour Authority staff person on the docks from 0830 to 1630 to take your lines. Some rafting-up may be necessary. Each skipper will be responsible for paying the moorage fees for his boat. The Harbour Authority has a kiosk at the foot of the docks. Moorage fees will be discounted by 15% as we have paid a \$500 reservation fee that has been included in the cost of the Cruise. There are showers and laundry facilities at the northern end of the docks.

Some boats may choose to shorten the trip south from Montague Harbour and Saturna Island, and sail to either Cadboro Bay, location of Royal Victoria YC and the mini 12 meter boats, or down the western side of the Saanich Peninsular to Brentwood Bay or Tod Inlet adjacent to Butchart Gardens (see map). Anchorage at Cadboro Bay is a reasonable choice and the YC floats serve as a comfortable dinghy landing. Butchart Cove has five buoys on the north side of the Gardens that are available on a first-come basis and plenty of room to anchor nearby in 30 to 40 feet with good holding. There is also good anchoring in Tod Inlet to the west and south of the Gardens. An hourly public bus service (Bus #75) runs from the Gardens to downtown Victoria.

Mini 12 Racing at Royal Victoria Yacht Club — September 17th

Mini 12 racing (as in mini twelve meter) is becoming increasingly popular in the Pacific North West. Seattle Yacht Club has 21 of these fun boats. There are 25 at Royal Victoria. They appeal to older sailors who love competitive sailing, particularly in one man (or woman) boats. They have all the bells and whistles with none of the hassles of racing dinghies. You sail in them, not on them. Come and try it. For more information go to www.mini12.org.

Fifteen Mini 12s will be rigged and ready to go at 1200. The Club will provide a Committee Boat and safety boat. Bring a life jacket, boots and wet weather trousers and jacket. We plan to run 6 or 7 seven short (20 minute) races to give everyone an opportunity to try this new experience.

Boats with crew who would like to try Mini12 sailing should plan to arrive at the Yacht Club on Sunday morning (September 17th). Anchor in front of the Club or use one of the four visitor's slips. The facilities of the Club will be open to all CCA visitors. Please come up to the Club House for lunch or dinner. There are showers and laundry facilities in the building at the end of the docks. For more information contact Tom O'Brien at 425-646-8777 tomkappy@comcast.net

On Monday, September 18th, please come around to the Causeway docks in Victoria Harbour, where buses will take all CCA cruise participants to the Closing Banquet at Butchart Gardens.

Attractions

Victoria, known as the Garden City, is a year round tourism destination. Included in your cruise packet are brochures and the Victoria Vacation Guide highlighting some of the attractions. For more information, visit the Victoria Tourist Information Center one level up from the Causeway on Government Street at the northwest corner of the Inner Harbour. From the Inner Harbour, it's a short walk south to the world-renowned Royal BC Museum. Across the street lie the impressive Legislative Buildings, the centre of BC's provincial politics. The Empress Hotel is located directly across Government Street and is famous for its afternoon High Tea. A popular watering hole in the hotel is the elegant Bengal Lounge with a spectacular view of the gardens and harbour.

The four or five city blocks north and east of the Inner Harbour contain interesting shops, restaurants, bookstores, Northwest Coast First Nations artwork and souvenir shops catering specifically to visitors. The Bay Centre is located on Government Street, between Fort and View Streets. This indoor mall includes the Bay, bookstores, liquor store, clothing and an assortment of other popular stores. From the corner of Government and View Street, Bastion Square lies one block to the west and is home to the Maritime Museum, well worth an hour's visit.

Bus tours of Victoria leave from the front of the Empress Hotel. You can take a horse and buggy tour from the south side of the Docks near the Undersea Gardens or consider a Kabuki cab ride. If you missed seeing Orca whales, any number of whale watching boats leave from the northern end of the Empress Docks.

Closing Dinner — September 18

The Closing Dinner of the 2006 Two Nations Cruise will be held at the world-famous Butchart Gardens, 45 minutes by road, north of Victoria. A descriptive brochure is included in your cruise packet. Entrance tickets will be distributed when boats are registering in Anacortes. Members may decide to spend time exploring the Gardens during the day and stay on for the dinner, or return to the Gardens in the evening. For those wishing to go out to the Gardens in the morning, BC Transit operates an hourly bus (Bus #75) service to the Gardens leaving from the corner of Douglas and Belleville; 5 minutes walk from the Empress Docks.

A big red double-decker bus (BRDDB) has been chartered to run an hourly (1300 to 1700) shuttle to the Gardens for CCA members. The bus will leave from the Empress Hotel directly across from the Causeway Floats. At 1715 three more BRDDBs will take all remaining members to the Gardens. If you miss the last of these buses it's a \$35 cab ride.

There will be a reception in the Italian Gardens at 1845 followed by dinner in the Blue Poppy Restaurant starting at 1930. Dress: Smart Casual.

Buses back to the Empress will start leaving the Gardens at 2200 with the last bus leaving at 2230.

Members from yachts anchored near the Gardens can come ashore at the Garden's Dock and walk up through the Japanese Gardens to the Italian Gardens. There will be a Butchart Gardens staff member on the dock during the day and evening.

No matter how you arrive, please remember to bring your entrance tickets to the gardens, Thank you!

Other Information

The nearest supermarket to the Empress Docks is Thrifty Foods, on Menzies Street, a ten-minute walk south from the Inner Harbour causeway, south from the Undersea Gardens. Across the street from Thrifty's is a liquor store. There is also a liquor store in the Bay Centre. Fuel, water and ice is available at the Esso Ocean Fuel dock, 250-381-5221, on your starboard side as you enter the harbour. Just past the Esso Fuel dock is the Coast Harbour Marina, 250-360-1211 which has pump out facilities. For boats that are planning to anchor at the Butchart Gardens, fuel is available at Port of Sidney Marina 250-655-3711.

The Emergency Department of the Royal Jubilee Hospital is 10 minutes from downtown by taxi. For serious emergencies, dial 911 and an ambulance will come to the dock. Major taxi companies are Empress Taxi 250-381-2222 and Bluebird Cabs 250-382-8294.

PROCLAMATION OF CHALLENGE

***Whereas** Cruising Club of America members are of excellent character and are considered to be some of the world's finest yachtsmen.*

***Whereas** Cruising Club of America members have earned notable sailing credentials whether on the oceans of the world or in competition around the buoys of a race-course.*

***Whereas** from time to time, Cruising Club of America members engage in friendly sailing competition within our ranks.*

***Whereas** Cruising Club of America maintains a spirit of camaraderie and good will amongst all its members from the East Coast to the West Coast.*

***Whereas** Cruising Club of America members on the East Coast and West Coast have a historical tradition of sailing and competing in 12 meter racing yachts.*

***Whereas** Cruising Club of America members from the East Coast and the West Coast shall gather together during the CCA National Fall Cruise in neutral International waters.*

***Whereas** Cruising Club of America members from the West Coast have secured two 12 meter racing yachts to coincide with the CCA National Fall Cruise of 2006.*

***Whereas** Cruising Club of America members from the West Coast have demonstrated tremendous prowess in the sailing of 12 meter racing yachts and wish to share this remarkable ability with their Cruising Club of America members from the East Coast.*

***Therefore** Cruising Club of America members from the West Coast hereby formally challenge our Cruising Club of America members from the East Coast to friendly sailing competition in 12 meter racing yachts for the pleasure of an extraordinary day of sailing remembrance during the CCA National Fall Cruise, Thursday, September 14, 2006 on the waters of Lady Smith Harbor, BC*

***Further**, we propose that this challenge become known as the CCA National Cup and represents the first in a perpetual series of many other challenges to follow that would allow the losing coast the opportunity to redeem their misfortune by hosting a subsequent challenge in an appropriate sailing vessel of their choice during a selected National Cruise with the intended results of fostering camaraderie, good will and sailing competition amongst its members.*

Proposed Conditions of Challenge

Skipper's Meeting

All conditions of this challenge shall be finalized at the Skipper's Meeting. The time and place of the Skipper's Meeting shall be announced prior to race day.

Crew

CCA members from the East Coast and the West Coast shall select from those attending the CCA National Fall Cruise of 2006, crew members who wish to represent their choice of coast and participate in this 12 meter challenge.

East Coast and West Coast teams shall manage their crew members into separate racing team groups whereas each coast shall have crew available for a maximum of three races.

Each team per race shall select their captain who shall then assign crew positions to the remaining crew members.

Each 12 meter yacht will be assigned three professional crew members provided by the Charter Company who will remain on board during racing and assist us in the safe handling and operation of the 12 meter yachts.

Racing

The Commodore of the Cruising Club of America, or in the absence of the Commodore, the next highest ranking officer of the Cruising Club of America starting with the National offices, or such designate as appointed by the Commodore or highest ranking officer, shall act as Regatta Chairman. The Regatta Chairman shall have absolute power and be the final authority on all matters and shall rule within the spirit and intentions of this friendly competition in keeping with the good sportsmanship tradition of the CCA membership.

Competition shall consist of a maximum number of three races to be sailed over a period of one day.

East Coast and West Coast teams shall flip a coin to be called by the East Coast team and the winner of the coin toss shall have their choice of 12 meter yachts for the first race. East Coast and West Coast teams shall exchange 12 meter yachts for race two. East Coast and West Coast teams shall flip a coin to be called by the East Coast team and the winner of the coin toss shall have their choice of 12 meter yachts for the third race.

Spectator Boats

Spectator boats will be provided for spouses, family and guests and also provide a platform for non-racing crew members and exchanging crews. Box lunches will be available.

Scoring

The winner of the Regatta shall be the Coast that wins the most races.

Race Committee

The Charter Company, in consultation with the Regatta Chairman, shall be responsible for all areas of race management, including setting the course, starting and finishing all races, and all other technical functions of a Race Committee.

Protests

In the unlikely event of a foul by either yacht, the aggrieved yacht shall raise a flag and notify the offender of the foul. The Regatta Chairman, or his designate, shall act as "On The Water Judge" and rule on the foul ASAP or before the next mark. Both yachts shall be notified of the judge's ruling ASAP and the yacht committing the infringement shall perform a 360° penalty turn prior to finishing the race.

Awards

The CCA National Cup will be awarded to the winning Coast. The winning Coast crew members shall receive individual awards. All crew members shall receive participation mementos.

Charter

This charter includes two 12 meter yachts, taxes, insurance, race management, six professional 12 meter sailors, and other support associated with this regatta.

12 Meter yachts

The professional crew provided by the Charter Company are knowledgeable in the operation of the 12 meter yachts and will provide assistance in the setting up and putting away of the 12 meter yachts.

Charts and Cruising Guides

US (NOAA) Charts

18423-SC	Folio- Bellingham to Everett including San Juan Islands <i>Small-craft folio charts for all of the US cruise waters</i>	1:80,000
18421	Strait of Juan de Fuca to Strait of Georgia	1:80,000
18430	Rosario Strait– Northern Part	1:25,000
18431	Rosario Strait to Cherry Point	1:25,000
18432	Boundary Pass	1:25,000
18433	Haro Strait, Middle Bank to Stewart Island	1:25,000
18434	San Juan Channel	1:25,000

Canadian (CHS) Charts

3313	Chart Atlas — Gulf Islands and Adjacent Waterways <i>Charts in book format for all of the Canadian cruise waters</i>	various
3415	Victoria Harbor, Canadian Hydrographic (CHS)	various
3440	Race Rocks to D'Arcy Island	1:40,000
3441	Haro Straits, Boundary Pass and Satellite Channel	1:40,000
3442	North Pender Island to Thetis Island, (CHS)	1:40,000
3461	Juan de Fuca Strait – eastern Portion	1:80,000
3462	Juan de Fuca Strait to Strait of Georgia	1:80,000
3463	Strait of Georgia – Southern part, (CHS)	1:80,000
3475	Plans – Stuart Channel (inc. Ladysmith)	various
3477	Plans – Gulf Islands (inc. Bedwell)	various
3478	Plans – Salt Spring Island (inc. Ganges)	various

Other charts

Cat # 9256	Waterproof Chart of the San Juan Islands #43
Cat # 9257	Waterproof Chart of the Gulf Islands #86
Maptech Chart Kit, Region 15 – Pacific Northwest	
Maptech Waterproof Chart book for the San Juan Islands	

Cruising Guides

Cruising Guide to BC Vol.1; Gulf Islands., Wolferstan
Cruising the San Juan Islands, Calhoun
Gulf Islands & Vancouver Island, Dreamspeaker Guide Vol 1; Yeadon-Jones
The San Juan Islands, Dreamspeaker Guide Vol 4; Yeadon-Jones
Exploring Puget Sound and BC (classical historical reference atlas)
Exploring the San Juan and Gulf Islands, Douglas
Exploring the South Coast of British Columbia, Douglas
Gulf Islands Afoot & Afloat, Mueller
San Juan Islands Afoot & Afloat. Mueller
Gunkholing in the San Juan Islands, Bailey & Nyberg

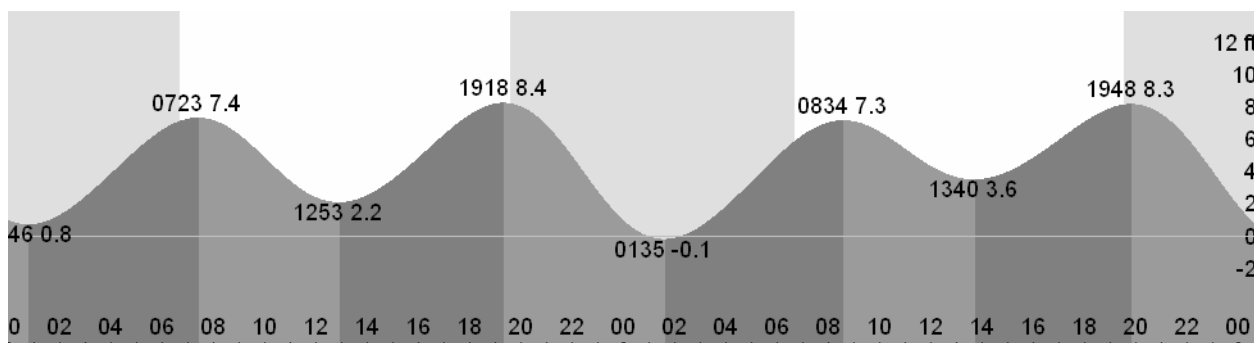
Notes

Anacortes Tides & Currents Sept 10-11

Tides for Anacortes, Guemes Channel

Sun Sept 10, 2006

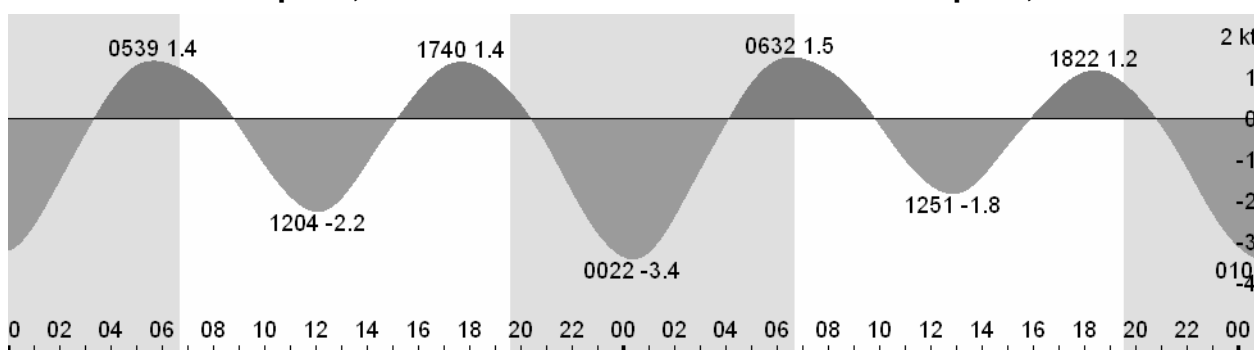
Mon Sept 11, 2006



Current for Guemes Channel (west entrance of)

Sun Sept 10, 2006

Mon Sept 11, 2006

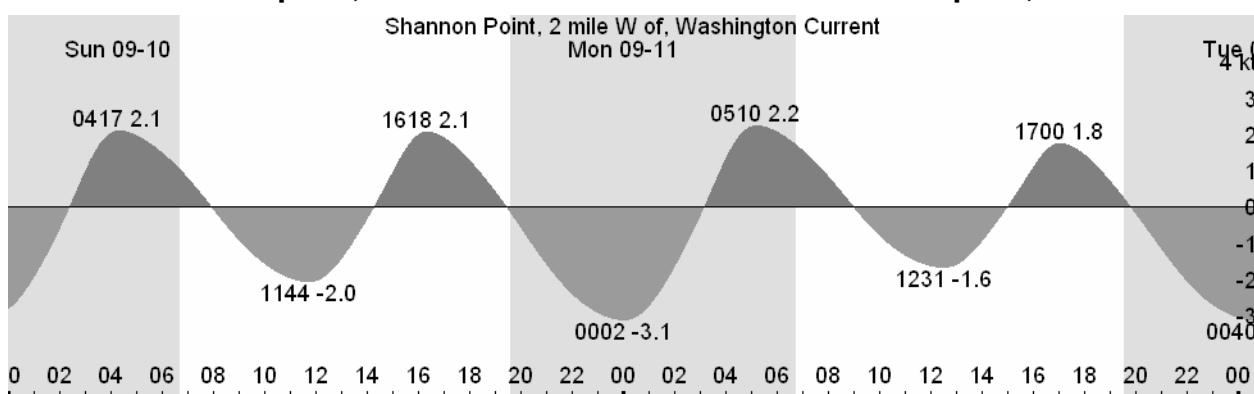


Flood = 095°T, Ebb = 255°T

Current for Rosario Strait (2 miles W of Shannon Pt.)

Sun Sept 10, 2006

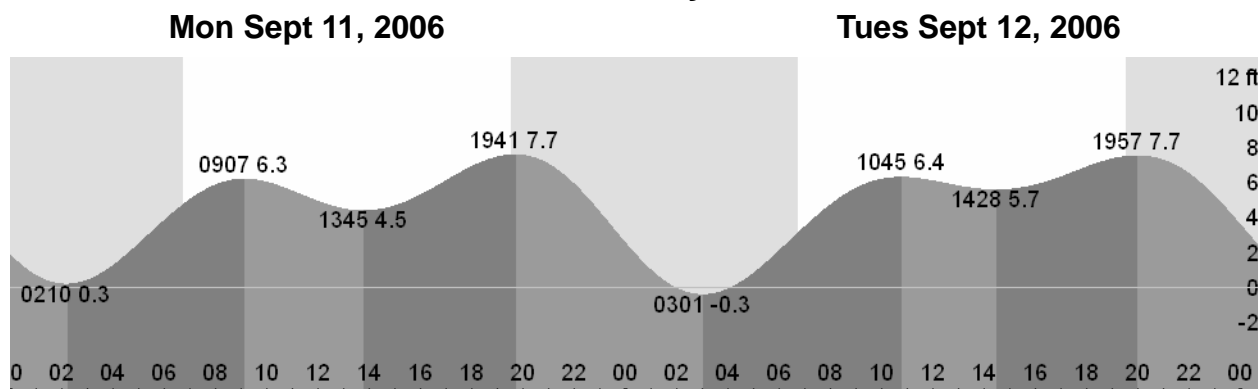
Mon Sept 11, 2006



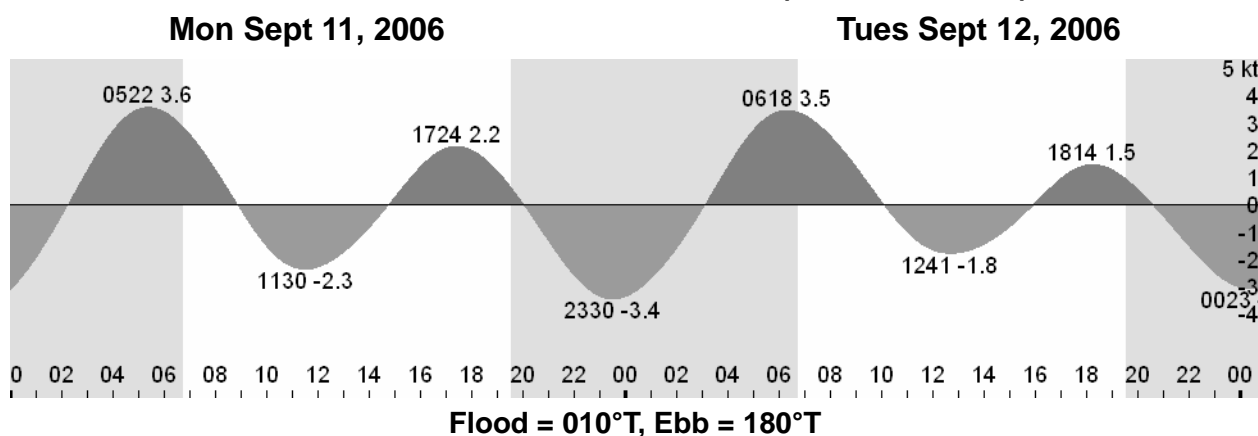
Flood = 005°T, Ebb = 190°T

San Juan Islands Sept 11-12

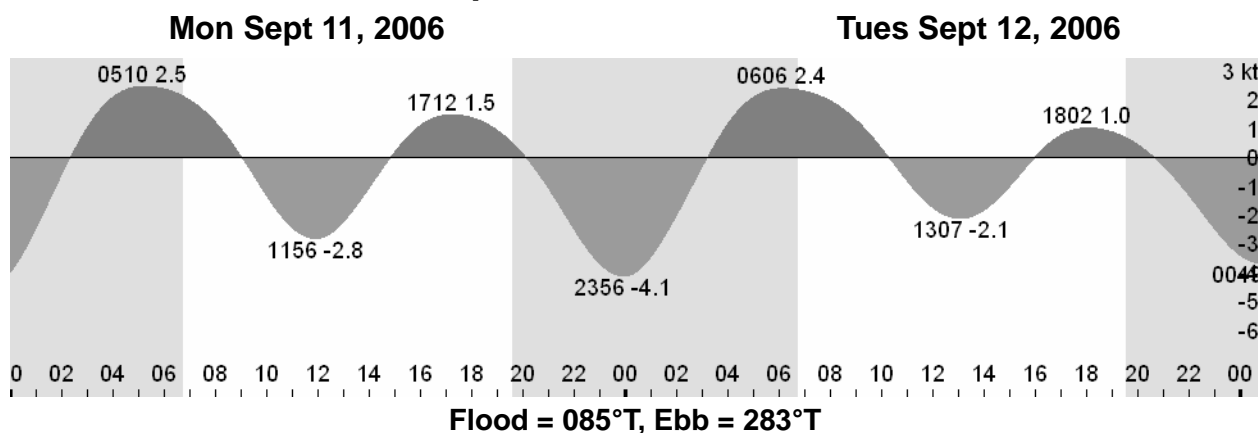
Tides for Friday Harbor



Current for San Juan Channel (south entrance)

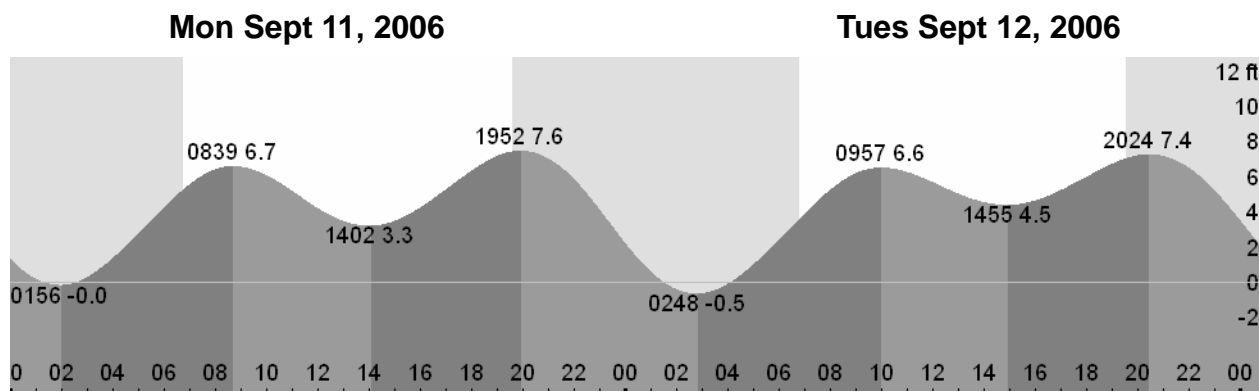


Current for Spieden Channel (Limestone Point)

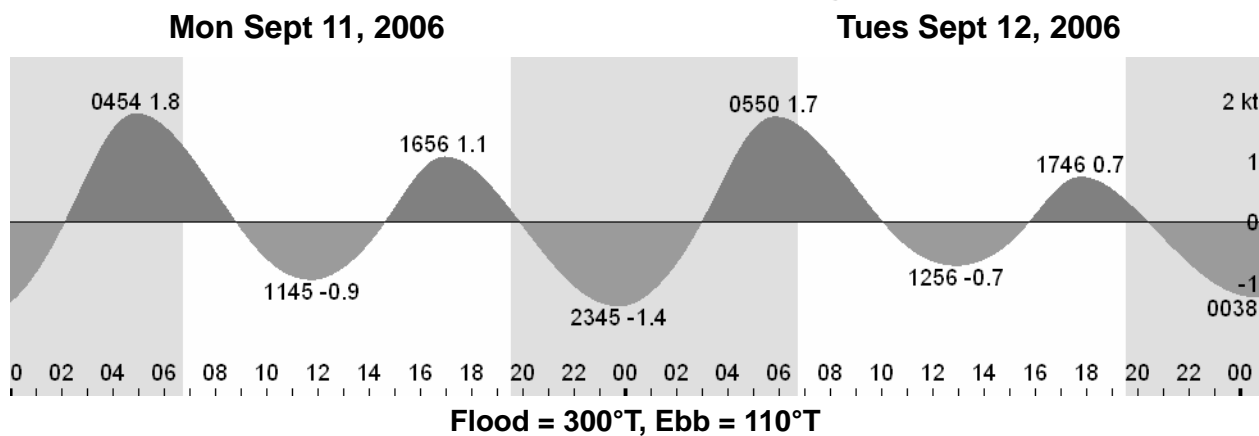


San Juan Islands Sept 11-12 (cont'd)

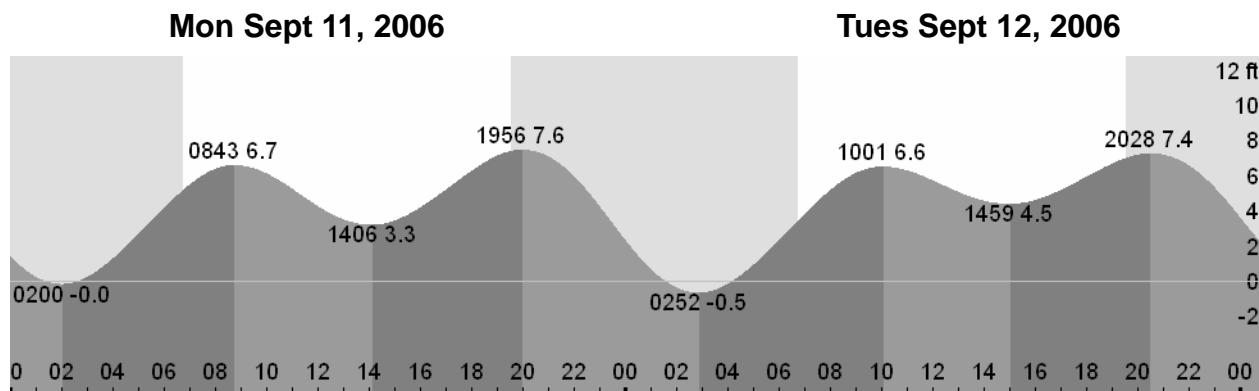
Tides for Roche Harbor



Current for Wasp Passage



Tides for Orcas Island

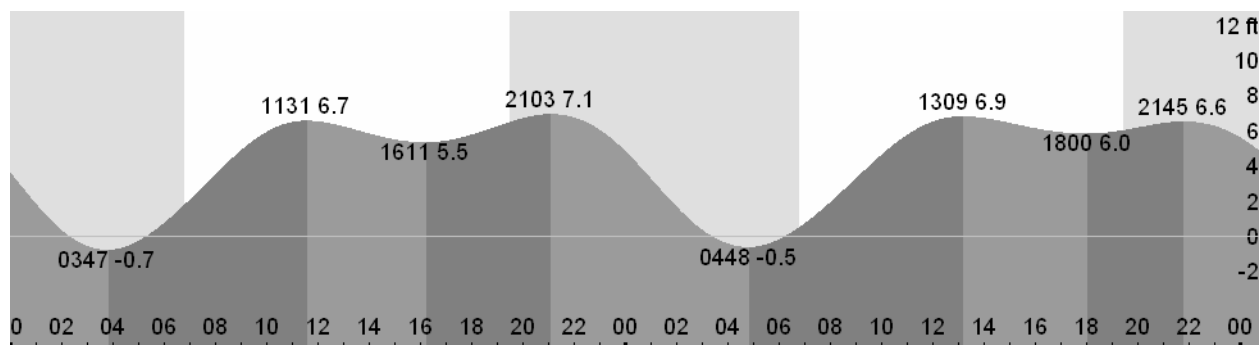


Orcas to Ladysmith Sept 13-14

Tides for Orcas Island Tides

Wed Sept 13, 2006

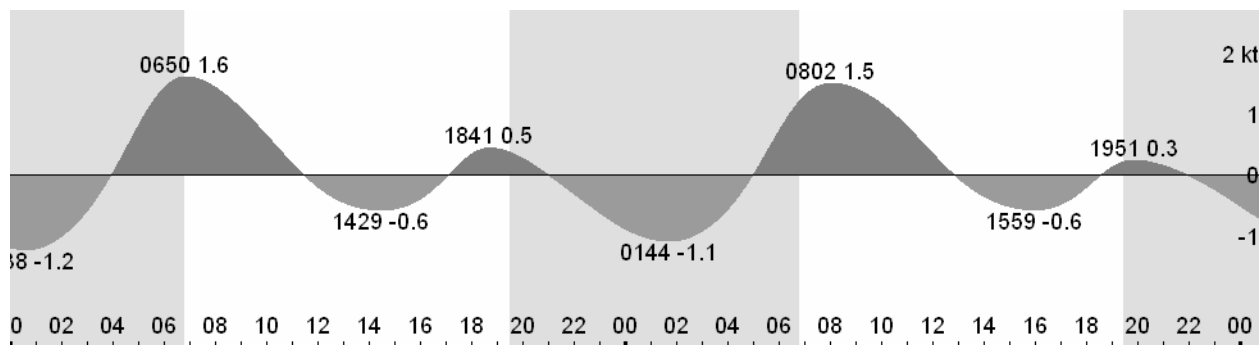
Thurs Sept 14, 2006



Current for Wasp Passage (0.5 miles WSW of)

Wed Sept 13, 2006

Thurs Sept 14, 2006

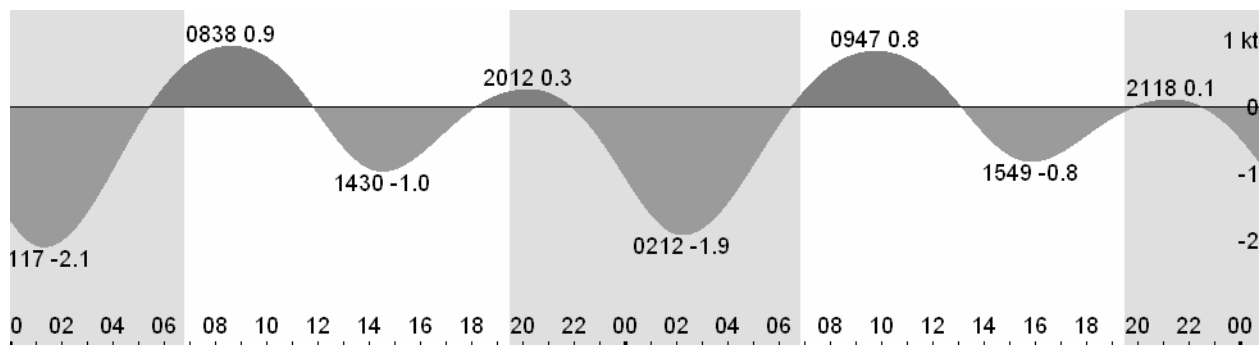


Flood = 300°T, Ebb = 110°T

Current for Turn Point, Boundary Pass

Wed Sept 13, 2006

Thurs Sept 14, 2006



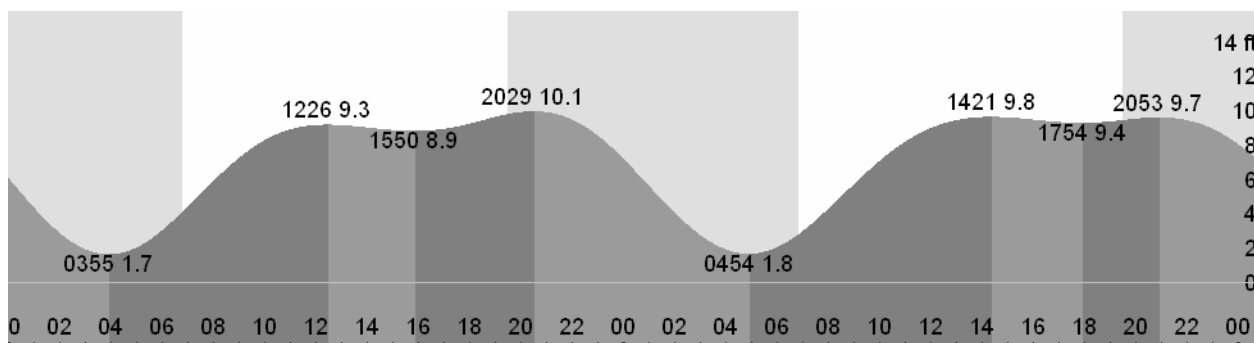
Flood = 080°T, Ebb = 260°T

Orcas to Ladysmith Sept 13-14 (cont'd)

Tides for Bedwell Harbour, BC

Wed Sept 13, 2006

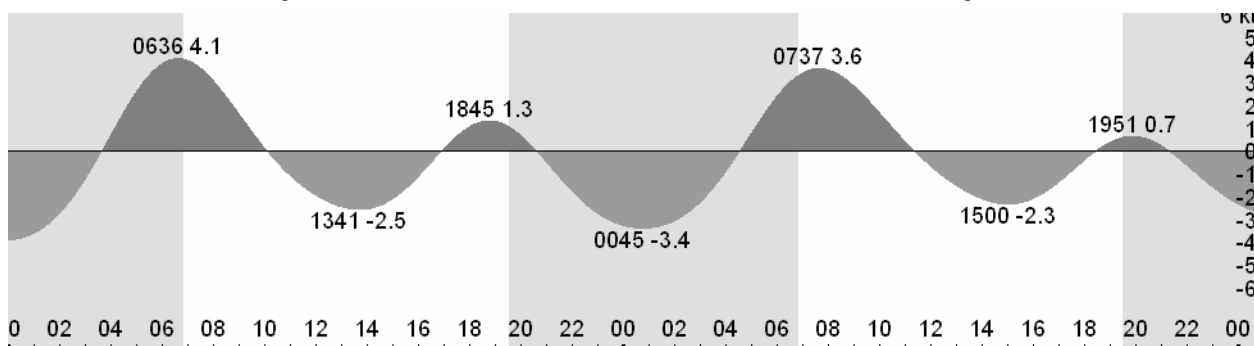
Thurs Sept 14, 2006



Current for Sansum Narrows, BC

Wed Sept 13, 2006

Thurs Sept 14, 2006

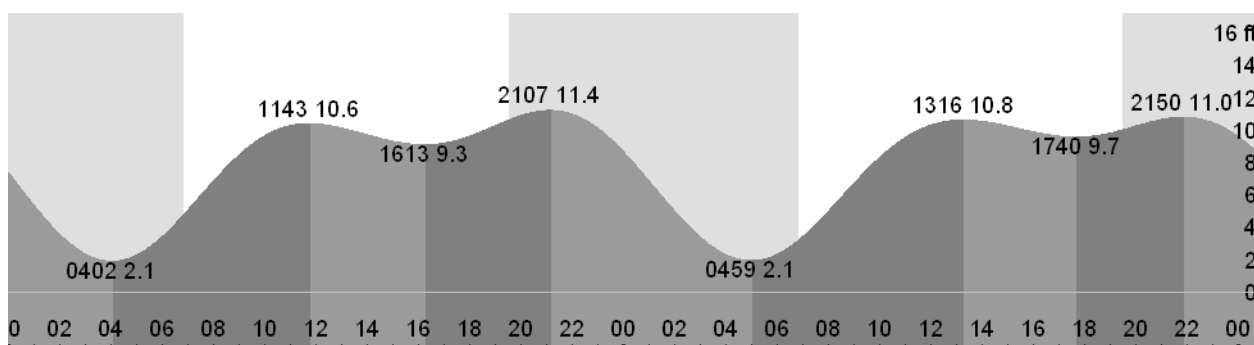


Flood = 000°T, Ebb = 180°T

Tides for Ladysmith, BC

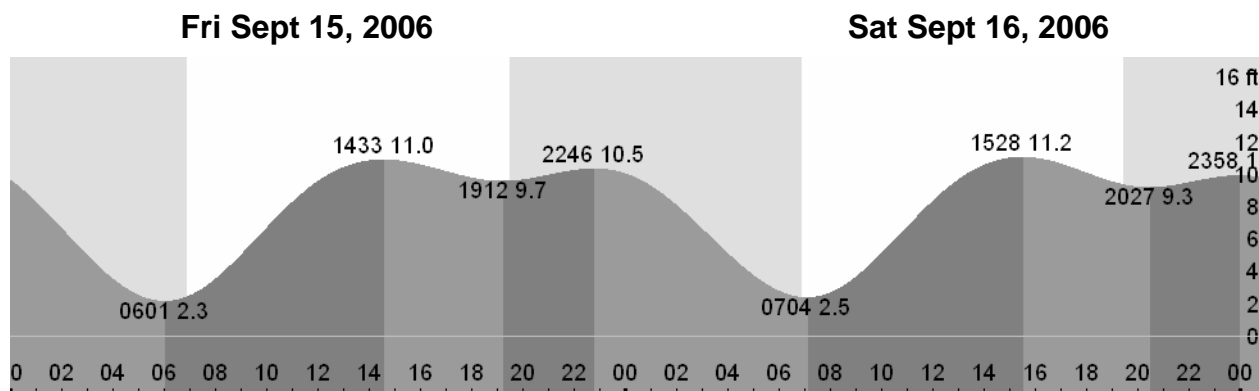
Wed Sept 13, 2006

Thurs Sept 14, 2006

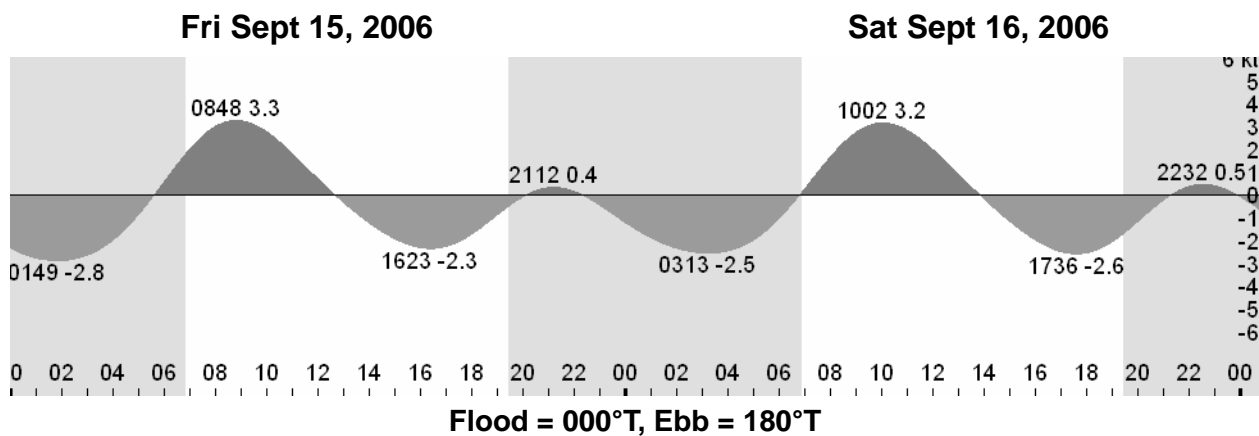


Ladysmith to Ganges Sept 15-16

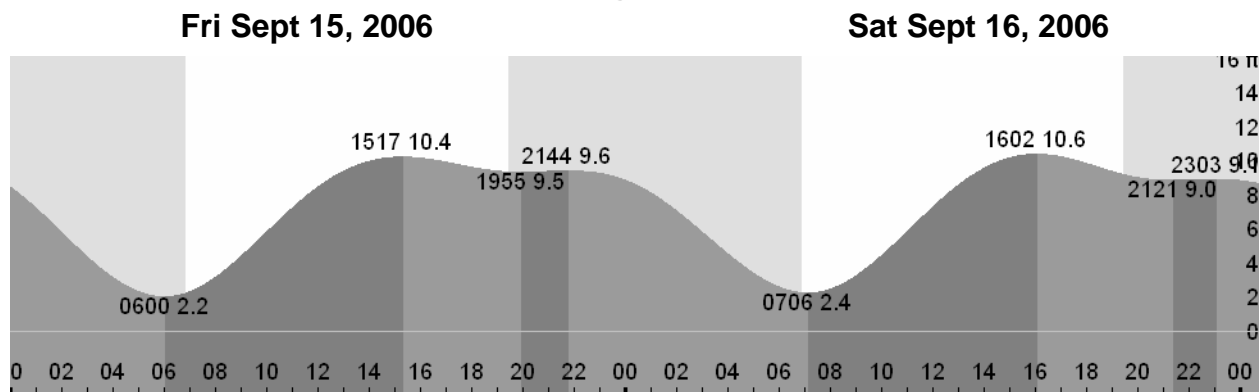
Tides for Ladysmith, BC



Current for Sansum Narrows, BC



Tides for Ganges Harbour, BC

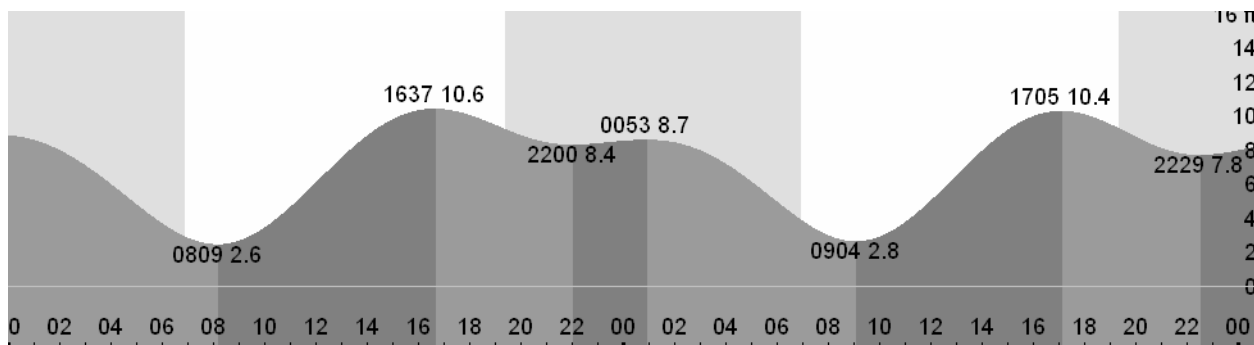


Ganges to Victoria Sept 17-18

Tides for Ganges Harbour, BC

Sun Sept 17, 2006

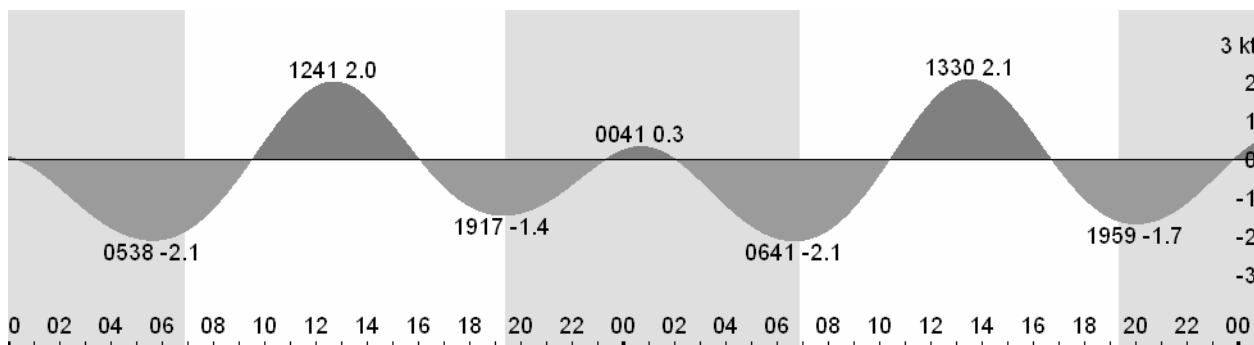
Mon Sept 18, 2006



Current for Haro Strait (West of Kellett Bluff)

Sun Sept 17, 2006

Mon Sept 18, 2006

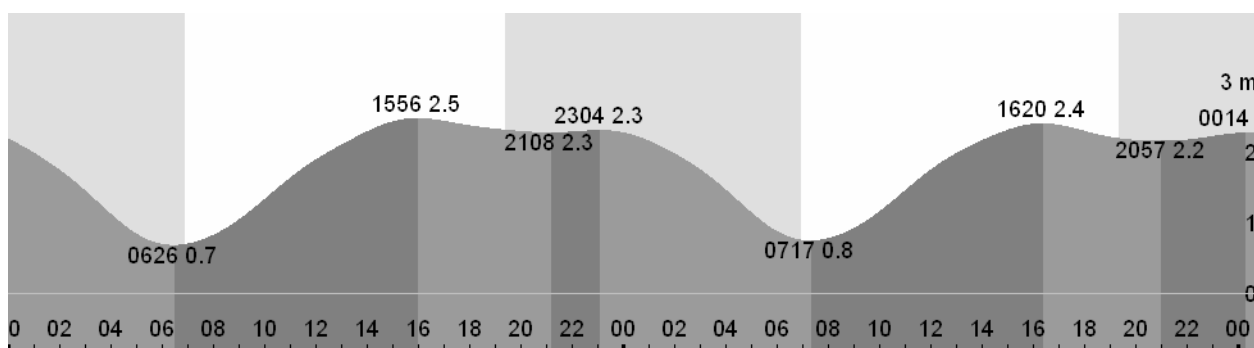


Flood = 000°T, Ebb = 170°T

Tides for Victoria Harbour, BC

Sun Sept 17, 2006

Mon Sept 18, 2006

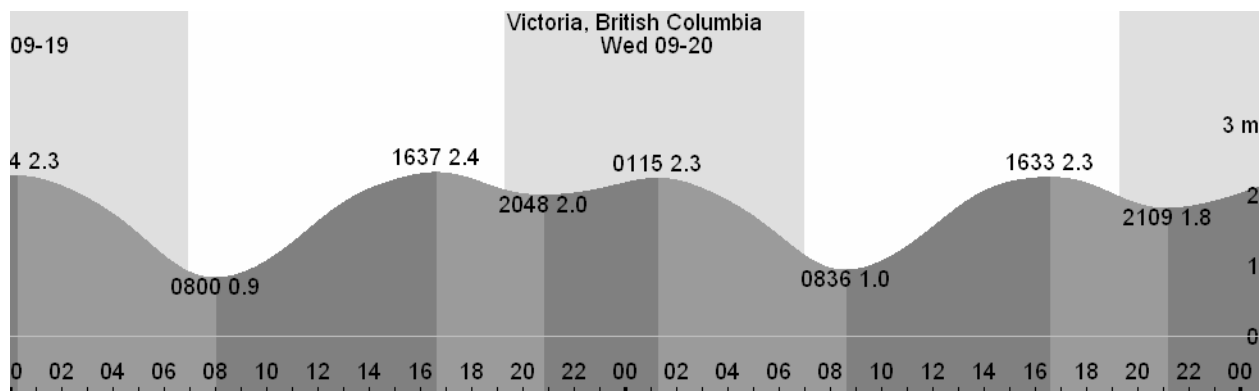


Victoria Sept 19-20

Tides for Victoria Harbour, BC

Sun Sept 19, 2006

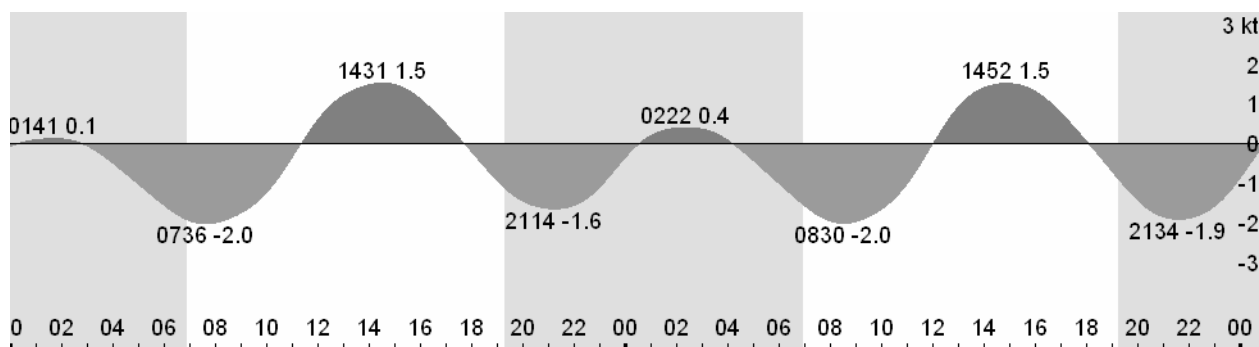
Mon Sept 20, 2006



Current for Rosario Strait, WA

Sun Sept 19, 2006

Mon Sept 20, 2006

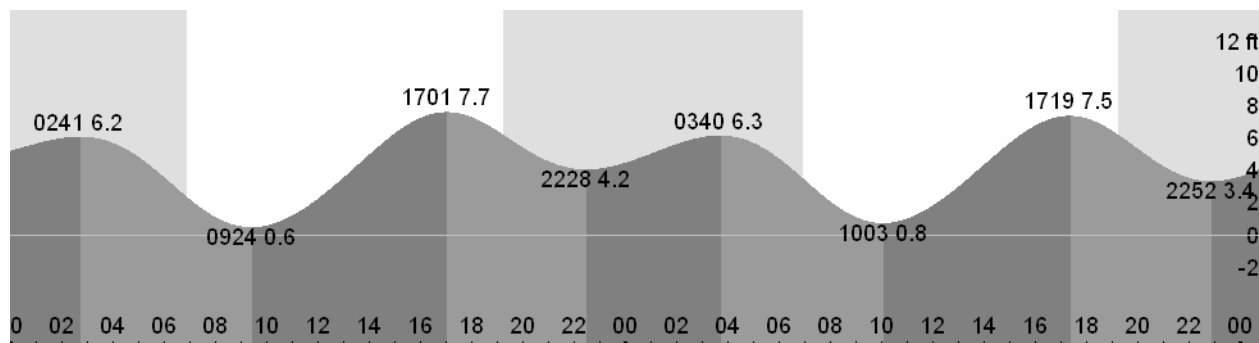


Flood = 335°T, Ebb = 175°T

Tides for Anacortes, WA

Sun Sept 19, 2006

Mon Sept 20, 2006



Participating CCA Boats, Skippers and Crew

Listed by Boat Name

		DAISY (42' Power)	
		Gary Coard	PNW
		Jean Coard	
		Bill Purcell	FLA
		Holley Purcell	
ANNA BOYD (36' Power)		DAY STAR (52' Sail)	
John Sinclair	PNW	Garry Fischer	BOS/BUZ
Lynn Sinclair		Angela Fischer	
Bill King	NYS	Nigel MacEwan	BOS/BUZ
Barbara King		Judy MacEwan	
ANNABELLE (42' Power)		Don Calder	
Fred Hayes	PNW	Ann Calder	
Mike Hayes		Rob Leeson	BOS/BUZ
AVANTI (50' Power)		Peggy Leeson	
Ray Jarecki	PNW		
Diane Jarecki		DEVYN NICOLE (47' Power)	
BLADE AND WING (40' Sail)		Bob Engle	CHE
Roger Barnhart	PNW	Pat Engle	
Nancy Barnhart		John Engle	
BLUE MOON (42' Power)		Janet Engle	
Gus MacDonald	BOS/GMP	DIRIGO (50' Sail)	
Carol MacDonald		Gerry Maurer	PNW
Charles Whittier	BOS/GMP	Barbara Maurer	
Tinker Whittier		Rodney Hearne	PNW
Louis Meyer	NYS	Jill Hearne	
Iris Meyer		DOROTHY E (41' Power)	
BOOMERANG (40' Sail)		LeRoy Wilber	CHE
Mike O'Byrne	PNW	Sue Nelson	
Penny O'Byrne		Frank Tulloch	CHE
CLOUD 9 (33' Power)		Marguerite Tulloch	
Barrie Arnett	PNW	DOUBLE EAGLE (50' Sail)	
Margaret Arnett		Henry Morgan	CHE
CORIOLIS (41' Sail)		Sandy Morgan	
Ernie Godshalk	BOS	Steve Hiltabidle	CHE
Austin O'Keeffe	BOS	Mary Hiltabidle	
Laila O'Keeffe		Karl von Schwarz	CHE
Doug Adkins		Lisa von Schwarz	
CREDO (36' Sail)		Tom Spruth	
Arthur English	GLS	Maud Thibaud	
Barbara English		DOUBLE TIME (25' Power)	
Kim Stone		Mike Brown	PNW
Aileen Stone		Lee Brown	

ELIZABETH (49' Power)

Larry Somers	SOC
Lisa Laing	
Tod White	SOC
Linda White	

FAR OUT (71' Power)

Gil Middleton	PNW
Judy Middleton	
Keith Middleton	
Ted Brainard	BOS/BUZ
Liz Brainard	

FOREIGN AFFAIR (40' Sail)

Bill Black	PNW
Mary Black	

FREIA (40' Sail)

Maury Rattray	PNW
Mary Rattray	

GILLCREST (55' Power)

Bob Coe	PNW
Bobby Coe	
Bruce Coe	
Gigi Coe	

GOOD VIBRATIONS (38' Power)

Bob Smyth	FLA
Sally Smyth	
Hal Farley	
Ellen Farley	

GRAND MARNIER (42' Power)

Andy Devereaux	BOS
Ann Devereaux	
Tom Johnson	
Eva Johnson	

GREAT ESCAPE (43' Power)

Bill Munroe	FLA
Irene Munroe	
Sennett Duttenhofer	FLA
Ann Duttenhofer	
Fred Reiling	
Lynn Reiling	

HEART OF GOLD (50' Sail)

Jim Corenman	PNW
Sue Corenman	
Stan Honey	SAF
Sally Lindsay Honey	SAF

HERON (42' Power)

Roger Wheelis	PNW
Margo Wheelis	

HOOLIGAN'S WAKE (48' Power)

Tom O'Brien	PNW
Kappy O'Brien	
Jack Cahill	SOC
Beverly Cahill	

IRENE (39' Sail)

Doug Cole	PNW
Margie Cole	
Jon Goldweitz	NYS
Dorothy Goldweitz	

JO (38' Power)

Tom White	PNW
Barbara White	

KIAWAH (52' Power)

Don Roose	PNW
Meredith Roose	
Robert Dedon	
Kathleen Dedon	

LADY BARBARA (43' Power)

Roger Fortin	NYS
Jane Fortin	
Laura Butterfield	

LADY OF SHALLOT (42' Power)

Kenneth Gumley	BDO
Anne Gumley	
Bill McKean	Clyde CC
Rosemary McKean	
Katie Christie	Clyde CC
Barbara Watson	FLA

LEANNE MARIE (42' Power)

Frank Hopkinson	CHE
Jane Hopkinson	
Chip Schutt	CHE
Puss Schutt	

LIVELY LADY (37' Sail)

Dick Marshall	PNW
Chrissie Marshall	

LOON (45' Sail)		OLYMPUS (96' Power)	
Alan Forsythe	PNW	Ed Kane	BOS/BUZ
Janie Forsythe		Martha Wallace	
Alison Rusen (& Anna, 1yr)		Warren Feldberg	
Trika Harms Zum Spreckel		Rosalyn Feldberg	
		Ed Savard	
		Molly Savard	
LYRIC (44' Sail)		PAU HANA II (50' Power)	
Tad Lhamon	PNW	Jim Day	SOC
Joyce Lhamon	PNW	Susan Day	
MENTOR (38' Power)		Don Black	SOC
Hugh Minor	PNW	Judy Black	
Jackie Minor			
MOONSTAR (68' Power)		PENN STATION (44' Sail)	
Brad Downey	PNW	Roger Rue	PNW
Rosie Downey		Judith Smith	
Pete Pollette			
Harriet Pollette		PRETTY LADY (48' Power)	
MORNING STAR (41' Sail)		Lu Taylor	SAF
Mike Duffy	PNW	Jean Taylor	
Linda Duffy		Bill Forsythe	SAF
		Kathie Forsythe	
MOXIE (49' Power)		PUFFIN (42' Power)	
Rondy Dike	PNW	Henry Chandler	GLS
Dorothy Dike		Chris Chandler	
Paul McTaggart		Bob Knight	GLS
Darlene McTarrart		Andy Knight	
MYSTIC (53' Power)		PURE JOY TOO (36' Power)	
David Fullagar	SAF	Devereaux Barker III	BOS
Betsy Fullagar		Jilda Barker	
Steve Hunt	SAF	Nancy McKelvy	BOS
Marilyn Hunt		Jean Myer	BOS
NYAD (48' Sail)		QUINTET (47' Sail)	
Charles Moore	FLA	Fred Bieker	PNW
Jeanne Moore		Gayle Bieker	
Jack Wills	FLA	Susan Bilkey	NYS
Glory Wills			
OCEAN LADY (38' Power)		RADIANT STAR (76' Power)	
Tom Walker	BOS	Alan Buchan	PNW
Anne Walker		Gwen Buchan	
Malcolm MacNaught	BOS	Ned Rowland	BOS
Luli MacNaught		Susie Rowland	
		Ross Sherbrooke	BOS
		Kathleen Sherbrooke	
		RAINDANCE (33' Sail)	
		Dennis Black	PNW
		Lynn Black	
		Bruce Katter	

R-ESCAPE (44' Power)

Nick Brown BOS/BUZ
 Karl Peterson
 Robert Vanderlinde
 Barbara Vanderlinde

RESULT (32' Power)

Baird Tewksbury PNW
 Susan Tewksbury

ROCKET J. SQUIRREL (39' Sail)

Chris Otorowski PNW
 Shawn Otorowski
 Dick Haugan
 Sue Haugan

SAMURAI PRINCESS (46' Power)

Bradley Noyes BOS
 Gail Noyes
 William B. White
 Sandra White

SARITA (32' Power)

Gary Meisner PNW
 Marcia Meisner

SEQUEL (43' Power)

Jeff Cannon SOC
 Anne Cannon
 Jim Caldwell
 Christie Caldwell

SERENITY (47' Power)

Jack Braitmayer BOS/BUZ
 Nancy Braitmayer
 Harvey White FLA
 Judy White

SHIBUI (45' Sail)

Brian O'Neill PNW
 Steve Taylor BOS/BUZ
 Jim Cornelius SAF
 Mimi Cornelius

SHIBUI (50' Power)

Bob Drew ESS
 Mindy Gunther Drew ESS
 Barbara McGonagle Irish CC
 John Massey Irish CC
 Susan Massey

STARR (75' Power)

Don Stabbert PNW
 Sharry Stabbert
 Chuck Steward
 Peggy Steward

SUNNYSIDE UP (48' Power)

Len Baker SOC
 Paula Baker
 Evan McLean SOC
 Rita Valentine

TERESA ANN (42' Power)

Jim McHutchison CHE
 Pepper McHutchison
 Dan Nerney BOS/BUZ
 Elizabeth Sweet
 Walter Fink CHE
 Anne-Lise Fink

THREE WISHES (53' Power)

Joe Hoopes NYS
 Norman Angus ESS
 Richard Pendleton NYS
 Harry Anderson BDO

TIKANGA (24' Sail)

Chuck Guildner PNW
 Diane Guildner

TRULY FAIR (47' Power)

Fritz Warren SAF
 Joanne Livingston
 Peter Warren
 Jackie Warren

VERTIGO (45' Power)

Bill Bents SOC
 Marcia Bents
 Frank Trane SOC
 Allan Trane

WOJO (47' Power)

Bill Whitney PNW
 Lu Whitney
 Lou Scott SOC
 Phyllis Scott

Listed Alphabetically

Doug Adkins	BOS	CORIORIS
Harry Anderson	BDO	THREE WISHES
Norman Angus	ESS	THREE WISHES
Barrie Arnett	PNW	CLOUD 9
Margaret Arnett	PNW	CLOUD 9
Len Baker	SOC	SUNNYSIDE UP
Paula Baker	SOC	SUNNYSIDE UP
Dev Barker	BOS	PURE JOY TOO
Jilda Barker	BOS	PURE JOY TOO
Nancy Barnhart	PNW	BLADE AND WING
Roger Barnhart	PNW	BLADE AND WING
Bill Bents	SOC	VERTIGO
Marcia Bents	SOC	VERTIGO
Fred Bieker	PNW	QUINTET
Gayle Bieker	PNW	QUINTET
Susan Bilkey	NYS	QUINTET
Bill Black	PNW	FOREIGN AFFAIR
Dennis Black	PNW	RAINDANCE
Don Black	SOC	PAU HANA II
Judy Black	SOC	PAU HANA II
Lynn Black	PNW	RAINDANCE
Mary Black	PNW	FOREIGN AFFAIR
Liz Brainard	BOS/BUZ	FAR OUT
Ted Brainard	BOS/BUZ	FAR OUT
Jack Braitmayer	BOS/BUZ	SERENITY
Nancy Braitmayer	BOS/BUZ	SERENITY
Lee Brown	PNW	DOUBLE TIME
Mike Brown	PNW	DOUBLE TIME
Nick Brown	BOS/BUZ	R-ESCAPE
Alan Buchan	PNW	RADIANT STAR
Gwen Buchan	PNW	RADIANT STAR
Laura Butterfield		LADY BARBARA
Beverly Cahill	SOC	HOOLIGAN'S WAKE
Jack Cahill	SOC	HOOLIGAN'S WAKE
Ann Calder		DAY STAR
Don Calder		DAY STAR
Christie Caldwell		SEQUEL
Jim Caldwell		SEQUEL
Anne Cannon	SOC	SEQUEL
Jeff Cannon	SOC	SEQUEL
Chris Chandler	GLS	PUFFIN
Henry Chandler	GLS	PUFFIN
Katie Christie	Clyde CC	LADY OF SHALLOT
Gary Coard	PNW	DAISY

Jean Coard	PNW	DAISY
Bob Coe	PNW	GILLCREST
Bobby Coe	PNW	GILLCREST
Bruce Coe		GILLCREST
Gigi Coe		GILLCREST
Doug Cole	PNW	IRENE
Margie Cole	PNW	IRENE
Jim Corenman	PNW	HEART OF GOLD
Sue Corenman	PNW	HEART OF GOLD
Jim Cornelius	SAF	SHIBUI
Mimi Cornelius	SAF	SHIBUI
Jim Day	SOC	PAU HANA II
Susan Day	SOC	PAU HANA II
Kathleen Dedon		KIAWAH
Robert Dedon		KIAWAH
Andy Devereaux	BOS	GRAND MARNIER
Ann Devereaux	BOS	GRAND MARNIER
Dorothy Dike	PNW	MOXIE
Rondy Dike	PNW	MOXIE
Brad Downey	PNW	MOONSTAR
Rosie Downey	PNW	MOONSTAR
Bob Drew	ESS	SHIBUI
Mindy Gunther Drew	ESS	SHIBUI
Linda Duffy	PNW	MORNING STAR
Mike Duffy	PNW	MORNING STAR
Ann Duttonhofer	FLA	GREAT ESCAPE
Sennett Duttonhofer	FLA	GREAT ESCAPE
Bob Engle	CHE	DEVYN NICOLE
Janet Engle		DEVYN NICOLE
John Engle		DEVYN NICOLE
Pat Engle	CHE	DEVYN NICOLE
Arthur English	GLS	CREDO
Barbara English	GLS	CREDO
Ellen Farley		GOOD VIBRATIONS
Hal Farley		GOOD VIBRATIONS
Rosalyn Feldberg		OLYMPUS
Warren Feldberg		OLYMPUS
Anne-Lise Fink	CHE	TERESA ANN
Walter Fink	CHE	TERESA ANN
Angela Fischer	BOS/BUZ	DAY STAR
Garry Fischer	BOS/BUZ	DAY STAR
Alan Forsythe	PNW	LOON
Bill Forsythe	SAF	PRETTY LADY
Janie Forsythe	PNW	LOON
Kathie Forsythe	SAF	PRETTY LADY
Jane Fortin	NYS	LADY BARBARA
Roger Fortin	NYS	LADY BARBARA

Betsy Fullagar	SAF	MYSTIC	Luli MacNaught	BOS	OCEAN LADY
David Fullagar	SAF	MYSTIC	Malcolm MacNaught	BOS	OCEAN LADY
Ernie Godshalk	BOS	CORIOLIS	Chrissie Marshall	PNW	LIVELY LADY
Dorothy Goldweitz	NYS	IRENE	Dick Marshall	PNW	LIVELY LADY
Jon Goldweitz	NYS	IRENE	John Massey	Irish CC	SHIBUI
Chuck Guildner	PNW	TIKANGA	Susan Massey	Irish CC	SHIBUI
Diane Guildner	PNW	TIKANGA	Barbara Maurer	PNW	DIRIGO
Anne Gumley	BDO	LADY OF SHALLOT	Gerry Maurer	PNW	DIRIGO
Kenneth Gumley	BDO	LADY OF SHALLOT	Barbara McGonagle	Irish CC	SHIBUI
Trinka H.Z.S.	PNW	LOON	Jim McHutchison	CHE	TERESA ANN
Dick Haugan		ROCKET J. SQUIRREL	Pepper McHutchison		TERESA ANN
Sue Haugan		ROCKET J. SQUIRREL	Bill McKean	Clyde CC	LADY OF SHALLOT
Fred Hayes	PNW	ANNABELLE	Rosemary McKean	Clyde CC	LADY OF SHALLOT
Mike Hayes		ANNABELLE	Nancy McKelvy	BOS	PURE JOY TOO
Jill Hearne	PNW	DIRIGO	Evan McLean	SOC	SUNNYSIDE UP
Rodney Hearne	PNW	DIRIGO	Darlene McTaggart	PNW	MOXIE
Mary Hiltabidle	CHE	DOUBLE EAGLE	Paul McTaggart	PNW	MOXIE
Steve Hiltabidle	CHE	DOUBLE EAGLE	Gary Meisner	PNW	SARITA
Sally Lindsay Honey	SAF	HEART OF GOLD	Marcia Meisner	PNW	SARITA
Stan Honey	SAF	HEART OF GOLD	Iris Meyer	NYS	BLUE MOON
Joe Hoopes	NYS	THREE WISHES	Louis Meyer	NYS	BLUE MOON
Frank Hopkinson	CHE	LEANNE MARIE	Gil Middleton	PNW	FAR OUT
Jane Hopkinson	CHE	LEANNE MARIE	Judy Middleton	PNW	FAR OUT
Marilyn Hunt	SAF	MYSTIC	Keith Middleton		FAR OUT
Steve Hunt	SAF	MYSTIC	Hugh Minor	PNW	MENTOR
Diane Jarecki	PNW	AVANTI	Jackie Minor	PNW	MENTOR
Ray Jarecki	PNW	AVANTI	Charles Moore	FLA	NYAD
Eva Johnson		GRAND MARNIER	Jeanne Moore	FLA	NYAD
Tom Johnson		GRAND MARNIER	Henry Morgan	CHE	DOUBLE EAGLE
Ed Kane	BOS/BUZ	OLYMPUS	Sandy Morgan	CHE	DOUBLE EAGLE
Bruce Katter		RAINDANCE	Bill Munroe	FLA	GREAT ESCAPE
Barbara King	NYS	ANNA BOYD	Irene Munroe	FLA	GREAT ESCAPE
Bill King	NYS	ANNA BOYD	Jean Myer	BOS	PURE JOY TOO
Andy Knight	GLS	PUFFIN	Sue Nelson		DOROTHY E
Bob Knight	GLS	PUFFIN	Dan Nerney	BOS/BUZ	TERESA ANN
Lisa Laing		ELIZABETH	Bradley Noyes	BOS	SAMURAI PRINCESS
Peggy Leeson	BOS/BUZ	DAY STAR	Gail Noyes	BOS	SAMURAI PRINCESS
Rob Leeson	BOS/BUZ	DAY STAR	Kappy O'Brien	PNW	HOOLIGAN'S WAKE
Joyce Lhamon	PNW	LYRIC	Tom O'Brien	PNW	HOOLIGAN'S WAKE
Tad Lhamon	PNW	LYRIC	Mike O'Byrne	PNW	BOOMERANG
Joanne Livingston		TRULY FAIR	Penny O'Byrne	PNW	BOOMERANG
Carol MacDonald	BOS/GMP	BLUE MOON	Austin O'Keeffe	BOS	CORIOLIS
Gus MacDonald	BOS/GMP	BLUE MOON	Laila O'Keeffe	BOS	CORIOLIS
Judy MacEwan	BOS/BUZ	DAY STAR	Brian O'Neill	PNW	SHIBUI
Nigel MacEwan	BOS/BUZ	DAY STAR			

Chris Otorowski	PNW	ROCKET J.	Marguerite Tulloch	CHE	DOROTHY E
		SQUIRREL	Rita Valentine		SUNNYSIDE UP
Shawn Otorowski	PNW	ROCKET J.	Barbara Vanderlinde		R-ESCAPE
		SQUIRREL	Robert Vanderlinde		R-ESCAPE
Richard Pendleton	NYS	THREE WISHES	Karl von Schwarz	CHE	DOUBLE EAGLE
Karl Peterson		R-ESCAPE	Lisa von Schwarz	CHE	DOUBLE EAGLE
Harriet Pollette		MOONSTAR	Anne Walker	BOS	OCEAN LADY
Pete Pollette		MOONSTAR	Tom Walker	BOS	OCEAN LADY
Bill Purcell	FLA	DAISY	Martha Wallace		OLYMPUS
Holley Purcell	FLA	DAISY	Fritz Warren	SAF	TRULY FAIR
Mary Rattray	PNW	FREIA	Jackie Warren		TRULY FAIR
Maury Rattray	PNW	FREIA	Peter Warren		TRULY FAIR
Fred Reiling		GREAT ESCAPE	Barbara Watson	FLA	LADY OF
Lynn Reiling		GREAT ESCAPE			SHALLOT
Don Rose	PNW	KIAWAH	Margo Wheelis	PNW	HERON
Meredith Rose	PNW	KIAWAH	Roger Wheelis	PNW	HERON
Ned Rowland	BOS	RADIANT STAR	Barbara White		JO
Susie Rowland	BOS	RADIANT STAR	Harvey White	FLA	SERENITY
Roger Rue	PNW	PENN STATION	Judy White	FLA	SERENITY
Allison Rusen		LOON	Linda White		ELIZABETH
Ed Savard		OLYMPUS	Sandra White		SAMURAI
Molly Savard		OLYMPUS			PRINCESS
Chip Schutt	CHE	LEANNE MARIE	Tod White	SOC	ELIZABETH
Puss Schutt	CHE	LEANNE MARIE	Tom White	PNW	JO
Lou Scott	SOC	WOJO	William B. White		SAMURAI
Phyllis Scott	SOC	WOJO			PRINCESS
Kathleen Sherbrooke	BOS	RADIANT STAR	Bill Whitney	PNW	WOJO
Ross Sherbrooke	BOS	RADIANT STAR	Lu Whitney	PNW	WOJO
John Sinclair	PNW	ANNA BOYD	Charles Whittier	BOS/GMP	BLUE MOON
Lynn Sinclair	PNW	ANNA BOYD	Tinker Whittier	BOS/GMP	BLUE MOON
Judith Smith		PENN STATION	LeRoy Wilber	CHE	DOROTHY E
Bob Smyth	FLA	GOOD	Glory Wills	FLA	NYAD
		VIBRATIONS	Jack Wills	FLA	NYAD
Sally Smyth	FLA	GOOD			
		VIBRATIONS			
Larry Somers	SOC	ELIZABETH			
Tom Spruth		DOUBLE EAGLE			
Don Stabbert	PNW	STARR			
Sharry Stabbert	PNW	STARR			
Chuck Steward		STARR			
Peggy Steward		STARR			
Aileen Stone		CREDO			
Kim Stone		CREDO			
Elizabeth Sweet		TERESA ANN			
Jean Taylor	SAF	PRETTY LADY			
Lu Taylor	SAF	PRETTY LADY			
Steve Taylor	BOS/BUZ	SHIBUI			
Baird Tewksbury	PNW	RESULT			
Susan Tewksbury	PNW	RESULT			
Maud Thibaud		DOUBLE EAGLE			
Allan Trane		VERTIGO			
Frank Trane	SOC	VERTIGO			
Frank Tulloch	CHE	DOROTHY E			

Notes

8/23/2006



Gowlland Tod Provincial Park, Tod Inlet, BC