Skippers’ Handbook
(final version)
Cruise Website and Email Contact

More information and the registration form can be found on [www ICOYC org](http://www.icoyc.org) under *On The Water/ICOYC Cruises*. Pull down the tab labeled “2018 September – British Columbia …”. The Cruise Committee’s email address is ICOYC2018Cruise@gmail.com

Cruise Leaders

**Cruise Co-Chairs (Royal Vancouver Yacht Club)**
P/C John Robertson, belesprit12@gmail.com
Val Robertson, johnsonrobertson@telus.net

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Trustee Pam Lowry, pamela.r.lowry@comcast.net

*Bel Esprit*

*Summation*
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From ICOYC

Andy Anderson
President, International Council of Yacht Clubs
Royal New Zealand Yacht Squadron

It is a warm welcome to all participants of the 2018 ICOYC Pacific Northwest Cruise in the home waters of the Seattle Yacht Club and Royal Vancouver Yacht Club. I am sure the exploration of the islands and points of interest along the way will be enjoyed as much as the fine camaraderie of crews and hosts alike. This 11-day cruise follows a fabulous route and outstations. I wish we could join you all on in the hands of such practiced locals who know the waters well and I am sure can recall many tales of adventures.

Upon your return to your respective clubs, the ICOYC trusts you will all share the fun times and remember the images etched in your memories. We hope this cruise will encourage even greater participation in future cruises as a way to share our passion for the sea and our fellow members. Please take home memories of new and renewed friendships.

Happy sailing,
Andy

From the Cruise Committee

We are happy to be having another ICOYC cruise in the Pacific Northwest. Of course, we think that our cruising waters are the best, so we’d like to see if you agree.

We are beginning this cruise in Vancouver, British Columbia, Canada, with Opening and Closing dinners at Royal Vancouver Yacht Club. From there we will cruise along the Sunshine Coast to Pender Harbour, where both RVYC and SYC have outstations. The group will split there, so that half will stay at RVYC and half at SYC. These facilities are close — about a 15-minute walk or a three minute dinghy ride. After topping up on provisions, we will proceed on a breathtaking voyage up Agamemnon Channel to Princess Louisa Inlet. We’re counting on good weather to make your experience very special.
Usually on these ICOYC cruises, many new friendships are formed. We hope this one will be no different. Many events are planned so that cruise members can get to know each other.

We are looking forward to a wonderful week of cruising and getting to know each and every one of you. We’ll make new friends and get to do what we like best -- **having fun on the water**!

*Chuck and Pam Lowry, Seattle Yacht Club*
*John Robertson and Val Johnson, Royal Vancouver Yacht Club*

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**From RVYC and SYC**

Welcome back to the Pacific Northwest! This will be the third ICOYC cruise in our wonderful and scenic backyard. The first cruise, in 2009, celebrated the formation of the International Council of Yacht Clubs and had ten boats in the fleet, mostly from Royal Vancouver Yacht Club. The second cruise, in 2011, was co-hosted by Seattle Yacht Club following the 2011 Seattle Commodores’ Forum and had 24 boats, six of which were chartered by ICOYC members outside of RVYC and SYC. This year, 2018, we expect 30 boats and 125 people, including ten charted ICOYC boats and at least 60 people from other ICOYC clubs.
The Seattle Yacht Club and the Royal Vancouver Yacht Club are pleased to guide you through just a small part of these cruising grounds as well as share just a few of our outstations. Our two clubs have a long history of friendship, camaraderie, competition, and joint celebrations of both our club- and country-related events, as this ICOYC cruise shows.

We welcome you on this cruise; we are all here to help you enjoy every part of it. Our joint committees have worked very hard to take care of every detail. Make sure to watch your charts, ask questions if in doubt. As in any cruising area, we DO have hazards for those who do not pay attention!

Boat Safely,

*Alan Stovell*, Commodore, Royal Vancouver Yacht Club  
*Tyler Ellison*, Commodore, Seattle Yacht Club
Cruise Overview, Itinerary, Time-Table of Events

Route Overview
We have planned an eleven-day cruise from Vancouver, British Columbia, up along BC’s Sunshine Coast to the glacial fjord of Princess Louisa Inlet. The cruise will cover 220 nautical miles (350 km) along the edge of the Straits of Georgia (great for sailing) and into the glacier-eroded western edge of mainland British Columbia. The official cruise will end on Thursday, September 13, back in Vancouver. Participants are welcome to extend their cruise individually or with other cruise participants.

We will take you from the modern hustle of Vancouver to quaint small waterfront towns to quiet and deep glacial inlets. You can see waterfalls, varied marine life (great viewing opportunities for orcas and whales), and one of the fastest running tidal channels in the world, Skookumchuck Narrows. We have stops at outstations of Seattle Yacht Club and Royal Vancouver Yacht Club, funky Northwest marinas, and lovely anchorages.
<table>
<thead>
<tr>
<th>Date</th>
<th>Origin</th>
<th>Destination</th>
<th>Naut'l Miles</th>
<th>Total Miles</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-Sept, Monday</td>
<td>Vancouver</td>
<td>&lt;Marinas selected by Skippers&gt;</td>
<td></td>
<td></td>
<td>Arrival in Vancouver and check out charter boats, provision for cruise. Hosted Opening Dinner at Royal Vancouver YC and purchased beverages.</td>
</tr>
<tr>
<td>4-Sept, Tuesday</td>
<td>Vancouver</td>
<td>RVYC Alexandra Outstation, Centre Bay, Gambier Island. Hosted dinner, beverages on own.</td>
<td>20</td>
<td>20</td>
<td>Open water from English Bay into Howe Sound, rounding Bowen Island, and up towards Gambier Island. Good sailing. Opening Greenbox, Hosted dinner, beverages on own.</td>
</tr>
<tr>
<td>5-Sept, Wednesday</td>
<td>Alexandra Outstation, Gambier Island</td>
<td>Garden Bay, Pender Harbour, dock at either at RVYC or SYC outstations.</td>
<td>42</td>
<td>62</td>
<td>Sunshine Coast along edge of Rosario Strait, through coastal islands, good sailing. Greenbox at SYC. Dinner on own, dinghy needed to reach some restaurants.</td>
</tr>
<tr>
<td>6-Sept, Thursday</td>
<td>Pender Harbour</td>
<td>Egmont, Egmont Marina, public docks, for 6-7 boats, <strong>Moorage paid in cash by each boat</strong>. Dark Cove anchorage, near Goliath Bay for rest of fleet.</td>
<td>14</td>
<td>76</td>
<td>Short run up Agamemnon Chanel to head of Skookumchuck Narrows. People on the docks can hike to the head of Skookumchuck Rapids to watch second largest tidal flow in world. Dinner on own.</td>
</tr>
<tr>
<td>7-Sept, Friday</td>
<td>Egmont</td>
<td>Chatterbox Falls, Princess Louisa Inlet, Limited dock space, few mooring buoys, or deep water anchorage.</td>
<td>34</td>
<td>110</td>
<td>Scenic run up the Reaches (fjords) to Princess Louisa, pay attention to tidal currents at rapids. Dinner on own, no restaurants.</td>
</tr>
<tr>
<td>8-Sept, Saturday</td>
<td>Chatterbox Falls</td>
<td>&lt;lay day&gt;</td>
<td></td>
<td></td>
<td>Enjoy the day exploring Princess Louisa and Chatterbox Falls. Greenbox and Potluck Dinner on the dock.</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Notes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>---------------------</td>
<td>----------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-Sept, Sunday</td>
<td>Princess Louisa Inlet</td>
<td>Egmont. Anchorage in Harmony Islands pr Darl Cove or 5-6 vessels in Backeddy Marina, public docks. Docked boats should be different ones than on Sept 6. <strong>Moorage paid by each boat.</strong> Optionally, cruisers can split off from the group and explore other anchorages in Jervis Inlet, notably Blind Bay, and rejoin the fleet later.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-Sept, Monday</td>
<td>Egmont area</td>
<td>Garden Bay, Pender Harbour, dock at either at RVYC or SYC outstations</td>
<td>25</td>
<td>170</td>
<td>Short run back to Pender Harbour, sailing opportunities in the open waters in Jervis Inlet. <strong>Hosted Hamburger Night at Garden Bay Pub, beverages on own.</strong></td>
</tr>
<tr>
<td>11-Sept, Tuesday</td>
<td>Pender Harbour</td>
<td>&lt;lay day&gt;</td>
<td><strong>Dinghy cocktail cruise into Gunboat Bay. Bring hors d’oeuvres to share, beverages on own.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Sept, Wednesday</td>
<td>Pender Harbour</td>
<td>Bowen Island, Union Steamship Co., public docks. <strong>Moorage paid by each boat</strong></td>
<td>40</td>
<td>210</td>
<td>Cruise back along Sunshine Coast, good sailing. <strong>Hosted Salmon Barbecue on lawn.</strong></td>
</tr>
<tr>
<td>13 Sept, Thursday</td>
<td>Bowen Island</td>
<td>Vancouver</td>
<td>10</td>
<td>220</td>
<td>Turn your boats in, clean-up, afternoon free. <strong>Hosted wrap-up dinner and purchased beverages at RVYC Jericho.</strong></td>
</tr>
</tbody>
</table>
**Menu Planning**

The following table will aid provisioning the boat by showing which meals are provided by the organizers and which meals need to be provisioned by the cruisers. Also, note that some of the stops have little or no services for provisioning, so plan ahead.

Note: all breakfasts and lunches are on your own.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location/Provisions?</th>
<th>Greenbox*</th>
<th>Dinner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, Sept. 3</td>
<td>Vancouver.</td>
<td>None</td>
<td>Hosted dinner/purchased beverages at RVYC Jericho.</td>
</tr>
<tr>
<td></td>
<td>Primary site for provisioning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tuesday, Sept. 4</td>
<td>Alexandra Island. No services</td>
<td>At RVYC pavilion</td>
<td>Hosted dinner, bring own beverages.</td>
</tr>
<tr>
<td>Wed, Sept. 5</td>
<td>Garden Bay, Pender Harbour. Grocery and liquor store by dinghy ride</td>
<td>On dock at SYC</td>
<td>OYO**, Walk or dinghy to restaurants</td>
</tr>
<tr>
<td>Thursday, Sept. 6</td>
<td>Egmont or anchorage. Small shop at marina.</td>
<td>None</td>
<td>Walk or long dinghy to restaurants</td>
</tr>
<tr>
<td>Friday, Sept. 7</td>
<td>Chatterbox Falls. No services.</td>
<td>TBD</td>
<td>OYO</td>
</tr>
<tr>
<td>Saturday, Sept. 8</td>
<td>Chatterbox Falls. No services.</td>
<td>On dock</td>
<td>Potluck Dinner on the dock (TBD)</td>
</tr>
<tr>
<td>Sunday, Sept. 9</td>
<td>Egmont area</td>
<td>None</td>
<td>OYO</td>
</tr>
<tr>
<td>Monday, Sept. 10</td>
<td>Garden Bay, Pender Harbour</td>
<td>On dock at RVAN</td>
<td>Hosted Hamburger Night at Garden Bay Pub, purchased drinks</td>
</tr>
<tr>
<td>Tuesday, Sept. 11</td>
<td>Garden Bay, Pender Harbour</td>
<td>Dinghy cocktail cruise into Gunboat Bay, bring hors d’oeuvres to share, beverages on own</td>
<td>OYO</td>
</tr>
<tr>
<td>Thursday, Sept 13</td>
<td>Vancouver</td>
<td>TBD</td>
<td>Hosted wrap-up dinner and beverages</td>
</tr>
</tbody>
</table>

**OYO - On Your Own**

*Greenbox = snacks and finger food to share with 6-8, bring own beverages*
Charts, Routes, Marinas, and Vancouver Waters

This section contains a list of paper charts needed for the cruise and a suggested set of routes. Also, chartlets of the principal marinas used during the cruise are provided.

**Paper and Digital Charts, Tide and Current Tables**
Charts and tide tables are a critical item for safe boating, particularly in the rock-infested waters of the Pacific Northwest. While most charter boats have paper charts on-board, it is a good idea to check on the quality and coverage of the charts. Make sure that the tide and current tables are for the current year. Most boats in the Pacific Northwest cruise with some form of GPS-enabled chart plotter or PC-based navigation systems. If your boat has such equipment, make sure that the charts are current and cover the British Sunshine Coast and the Princess Louisa Inlet. The cruise area is covered by the following charts and tide and current tables:

- **CHS Chart 3311 – Sunshine Coast – Vancouver Harbour to Desolation Sound** – Five strip charts covering the coast from Vancouver up to the entrance to Desolation Sound. **Recommended.**
- **CHS Chart 3312 – Jarvis Inlet and Desolation Sound** – Chartbook which covers the Desolation Sound area as well as Princess Louisa Inlet areas. **Recommended.**
- **Canadian Tide and Current Tables, 2018, Volume 5, Juan da Fuca Strait and Strait of Georgia.** **Recommended.**

If you are planning to extend your cruise to the Canadian Gulf Islands or the USA San Juan Islands, the additional charts listed below are required.

- **USGS Chart 18421 - San Juan Islands** - A planning chart for the San Juan Islands, covering the waters from Bellingham to Victoria, BC.
- **USGS Chart 18440 - Puget Sound** - A planning chart for Puget Sound, covering the waters from Olympia to Admiralty Inlet & Port Townsend.
- **CHS Chart 3001 - Southern British Columbia** - A planning chart from the Canadian Hydrographic Service, covering the waters from the Gulf Islands to the North end of Vancouver Island including the West Coast of Vancouver Island and the mainland BC coast.
- **Maptech Chart Kits - Region 15 – Pacific Northwest to Northern California, 5th Edition** - Coastal and offshore coverage. Full-color charts, GPS waypoints, courses and distances, Yeoman points, and color aerial photos. 22 X 17”, 90 chart pages. **Recommended.**
- **CHS Marine Atlas 3313 - Gulf Islands** - Covers East Coast of Vancouver Island from Victoria to Nanaimo and the Canadian Gulf Islands, as well as some of the San Juan Islands. **Recommended.**
Daily Routes
These suggested routes are just that, suggestions. You take them at your own risk.

Most of the anchorages, marinas, and outstations have chartlets and descriptions of their facilities in the section below titled “Marinas and Outstations.”

03 Sept 2018: Vancouver
Preparation day. Boats from Seattle YC will be arriving and the charterers will be checking out their charter boats and getting acquainted with their new boats. Everyone will be provisioning for the next ten days, not forgetting to stock up on goodies for the Greenbox evening receptions.

“Greenbox” is a SYC term for the evening social hour before dinner, normally held on the docks. Attendees are expected to contribute light snacks to share with 5-6 people, as well as bringing their own beverages. Hint: making a run to the food stalls in Granville Island before leaving Vancouver will provide a wealth of fancy food choices.

Incoming boats must arrange their own moorage in Vancouver. Most visitors use public marinas in the False Creek area or in Coal Harbour. The RVYC marinas at the Jericho Bay facility and at the Coal Harbour Outstation may have very limited space and should be contacted directly for reservations.

Charter boats should remain at their docks on Day 1 and their passengers need to make their own transport arrangements to the opening dinner at Royal Vancouver YC.

Equipment Issues
Some skippers will be on boats new to them or on boats which haven’t cruised into Princess Louisa. We will be anchoring out at least four nights, often in deep water, and will also need to use the boat’s dinghy to join the rest of the fleet on shore.

Read “Equipment Issues” in the Reference Material section to make sure that your boat’s equipment will be adequate for the cruise and that you know how to operate the shoreboat and anchor safely in deep water.

Refer to the Vancouver Details chart below.
The chart segment two pages below shows the RVYC Jericho facility (labeled “RVYC Mainstation”) on the southern edge of English Bay, a common route into the various marinas and charter company locations in False Creek, as well as the large Coal Harbour Marina and location of RVYC’s Coal Harbour Outstation near Stanley Park in Vancouver Harbour.
**Social Activities**

The people who charter vessels will be pretty busy today checking out their new-to-them boats and doing provisioning. Others who have less work to do or who arrived earlier in the week have the City of Vancouver as their playground. Take a look at the weblinks below and explore the city’s beautiful parks, great restaurants, and fantastic views. Do spend some time on Granville Island near False Creek for its shops and the food market.

In the evening, we all meet at Royal Vancouver YC’s Jericho Bay Station for our hosted kick-off dinner. Dress in your ‘elegant casual yachting attire’. This means you should wear your club’s logoed clothing, but not jeans, tee shirts or tank tops, shorts, or running shoes. Note that club uniforms, including jackets and ties, are not required. You are responsible for your own transportation to and from the club. The address is:

3811 Point Grey Road  
Vancouver, BC  
V6R 1B3  CANADA  
Phone: +1 604 224 1344  
Web: [www.royalvan.com](http://www.royalvan.com)  
Email: [Reception@royalvan.com](mailto:Reception@royalvan.com)

How to Get Here and Dress Code:


**Web Links**

- Stanley Park - [http://vancouver.ca/parks-recreation-culture/stanley-park.aspx](http://vancouver.ca/parks-recreation-culture/stanley-park.aspx)
- Transportation - [https://www.tourismvancouver.com/plan-your-trip/getting-around/](https://www.tourismvancouver.com/plan-your-trip/getting-around/)
- Boating supplies and equipment - [https://www.yellowpages.ca/search/si/1/Marine+Equipment+%26+Supplies/Vancouver+BC](https://www.yellowpages.ca/search/si/1/Marine+Equipment+%26+Supplies/Vancouver+BC)
04 Sept 2018: Vancouver – RVYC Alexandra Island Outstation (Centre Bay, Gambier Island, Howe Sound), 20 nm

Today, we start cruising on an easy 20 nautical mile run through open waters from Vancouver’s English Bay into Howe Sound.

Refer to the Vancouver – Alexandra island chart on the next page:
The route shown on the following page shows a protected route into Howe Sound around the top of Bowen Island and up towards Gambier Island into Centre Bay. Sailors may want to pass south of Bowen Island to enjoy the fine sailing waters at the beginning of the Sunshine Coast. Those cruisers who enter Howe Sound will soon see the BC Ferries making their runs from West Vancouver to Bowen Island and Gibsons Landing. The water in Howe Sound is deep, approaching 300 meters in many places. However, do pay attention when approaching islands since offshore rocks and reefs are common in this area of drowned mountain terrain.

About Alexandra Island
The island has 1,200 feet of dock space, limited trails (please keep pets leashed at all times and remove all droppings), a gazebo-style pavilion, covered on-dock barbecue, horseshoe pit, four kayaks, and washrooms. Excellent fishing, swimming, windsurfing, and crabbing are a few of the highlights of a stop-off here. No shore power.

A NOTE OF CAUTION - a drying reef is located just off the east shore. Smoking is not permitted anywhere above the dock. The grounds are generally tinder dry.

ANOTHER NOTE OF CAUTION: Keep a sharp lookout for floating debris at all times. The cruising waters in BC are full of deadheads, logs which have escaped from log booms and forestry operations, and commercial and recreational crab pots.

Social Activities
Tonight, we have our opening Greenbox tonight on the docks. Bring your specialty or snack to share and your own beverages. A hosted dinner will be served in the gazebo, bring your own beverages.

Web Links
- Brochure on RVYC Alexandra Island Outstation,
  https://www.icoyc.org/files/ICOYC_Alexandra_Island_Brochure.pdf
Vancouver – RVYC Alexandra Island Outstation
05 Sept 2018: RVYC Alexandra Island Outstation - Garden Bay (Pender Harbour), RVYC or SYC Outstation, 42 nm

Today’s cruise passes in a general North-west direction along the eastern edge of the Strait of Georgia up the Sunshine Coast. The Strait is known for its severe winds, but we generally don’t get strong gales this time of the year. Sailors should plan on being off the motor for most of today, although you should motor into Pender Harbour.

Refer to the Alexandra Island – Garden Bay chart on the next page:
Most of the coastline is populated by small towns along the BC Highway 1 heading north into the lower end of Desolation Sound. You should keep a keen eye for commercial and recreational fishing up to a couple of kilometers offshore. Shrimp pots with 100+ meters of line are marked by large round floats. Wrapping one around your prop shaft will definitely ruin your day. Also watch for smaller floats marking crab pots, often in harbors. You may also see seine nets of commercial fishing, so be prepared to detour around long areas marked by small net floats.

Most boaters will pass between the BC mainland and the Trial Islands near Sechelt and behind the Thormanby Islands through Welcome Passage. This is a tidal current passage, but not a true rapids. You can expect currents of 2-3 knots. If the day is windy and against the current flow, quite choppy water is common for a few nautical miles.

As you approach Pender Harbour after passing between Martin and Charles Islands, start paying attention to your charts, GPS location, and depth meter. There are some well-marked rocks and reefs within the harbor.

Refer to the Garden Bay/Pender Harbour Details chart:
When entering Pender Harbour from the south, most boaters pass between Charles Island and Williams Island. Do not try The Gap without local knowledge. Pass between the Green and Red buoys off Skardon Islands. NOTE: in North America, Red buoys mark the starboard side while returning to a harbor, while Green buoys mark the port side while returning to a harbor – Red Right Return is the manta here.

Pender Harbour is a great place to poke around in your dinghy and the various bays and inlets are lined with very nice homes, many vacation places. After rounding Garden Peninsula, you will see the SYC outstation off your bow and the RVYC is up into the northwest corner of Garden Bay. SYC and RVYC boats will dock at their respective outstations, while half of the charter fleet goes to one and the other half to the other. We will switch groups when we return in a few days.

The nearby town of Madeira Park (ten minutes by dinghy) has a small shopping center which includes a full-size grocery store with deli, along with a pharmacy, credit union, restaurants, liquor store, marine hardware store, and other facilities. Taxi service is available and a golf course is nearby. An easy walk around Garden Bay from the clubs’ outstations will bring you to a nearby restaurant, the Village Pub, the Garden Bay Post Office and the John Henry Marina.
Social Activities

Tonight, the Greenbox is hosted at Seattle’s outstation, a short dinghy ride from RVYC or a 20-minute walk. Dinner is on your own. BBQ grills and facilities are available at both outstations and several restaurants are within dinghy ride or a walk from RVYC.

Web links:

- Pender Harbour - https://en.wikipedia.org/wiki/Pender_Harbour,_British_Columbia
- Sunshine Coast, BC - https://sunshinecoastcanada.com/
- Pender Harbour Chamber of Commerce, http://www.penderharbour.ca/
Alexandra Island – Garden Bay
Garden Bay/Pender Harbour Details
06 Sept 2018: Garden Bay - Egmont, 14 nm.
Today we leave the more populated area of BC’s Sunshine Coast and head inland through the Jarvis Inlet set of deep glacial fjords. This short run will shorten tomorrow’s much longer run into Princess Louisa itself.

Refer to the Garden Bay - Egmont chart on the next page:
We make our way back out of Pender Harbour and head northwest for a few miles before turning north into Agamemnon Channel with its deep and dark waters, reaching 230 meters down.

With the top of Nelson Island to our port side, we have a decision to make: At this point, the fleet splits into two groups, the smaller one will proceed to Backeddy Marina behind the Sutton Islands in the Narrows, while the larger group will continue a couple more miles towards Goliath Bay to anchor in Dark Cove. The split is needed because there are no marinas in the area large enough to hold the entire fleet. The morning’s Skippers’ Meeting will determine who anchors out and who docks for the night.

Refer to the Skookumchuck Narrows Details page.
For those going to the marina, we turn southeast into Skookumchuck Narrows. The Backeddy Marina is on the northeast side of the Sechelt Peninsula just south of the Sutton Islands. Pay attend to your depth sounder and charts because of the reefs surrounding the islands. Also, the current may be strong during periods of high current flow through the Skookumcuck Rapids, making docking ‘interesting’.

Refer to the Dark Cove Ancorage – Egmont Details page.
Those who are anchoring for the night continue up Agamemnon Channel past Captain Island into the top end of Jervis Inlet. Our destination, Dark Cove rests behind the small Sydney Island just southwest of Goliath Bay. The anchorage is reasonably large, but deep with depths of 30 meters. Once your anchor is set well, you can splash the dinghy and motor 3.5 nautical miles to the Backeddy Marina, if you wish.

Social Activities
Nothing is organized and dinner is on your own. Backeddy Marina has a small store and restaurant. You may want to make the six-mile round trip walk to view the rapids at Skookumchuck Narrows. Check with marina personnel for the route and timing of maximum flow.

Weblinks
- Backeddy Marina, http://backeddy.ca/
- Skookumchuck Narrows – read about these first or second fastest running rapids in the world, https://en.wikipedia.org/wiki/Skookumchuck_Narrows
- Sechlet, BC, is the nearest town, http://www.secheltvisitorcentre.com/
07 Sept 2018: Egmont – Chatterbox Falls, 34 nm

Today we run deep into the BC coastal mountains in the fjords of Jarvis Inlet. As we wind through the various ‘reaches’, we are surrounded by mountains reaching 1500 to 2000 meters. The depth of the fjord is generally more than 300 meters, with some spots of nearly 680 meters. Although late in the Summer, you may see waterfalls tumbling from the cliffs into the cold waters.

Refer to the Current Tables for Malibu Rapids page.
Today’s departure time is dependent upon the time for slack water at Malibu Rapids, 39 nautical miles from our start. Read the section below on the Current Tables for Malibu Rapids for details on the timing of the rapids. Our objective is not to hit the rapids during their nine-knot flow and standing falls of a meter or so.

Based on a low slack at 10:46 today, boats with 8-knot speed need to leave Backeddy Marina at 07:00. Once through the rapids, you should arrive at Chatterbox Falls by 11:20. This is a good time to arrive since the people leaving today will have departed earlier to make the 10:46 slack and there should be more space on the limited Provincial Parks dock and in the anchorage in front of the falls.

For those who want to make the next slack (high) at 17:40 in the early evening, they need to depart from Backeddy Marina by 14:00. The downside of this departure is that finding anchorage at Chatterbox Falls may be more difficult.

Refer to the Egmont – Chatterbox Falls chart on the next page:
We depart from Backeddy Marina and start the 34 mile run to Princess Louisa Inlet. For the sail boats, the fjords are fairly narrow and the winds may be erratic. Most boats will motor their way up the inlet.

Refer to the Malibu Rapids Details page.
If we did our navigation calculations correctly and navigated to them, we should arrive at Malibu Rapids at slack. Most boats can motor through the dogleg passage within 30 minutes on either side of slack, if it is a low change, otherwise within 20 minutes of slack. The passage is short, but narrow at low slack. Traffic coming out of Princess Louisa may be heavy, so listen to VHF Channel 16 to learn of outbound traffic. Use the radio to announce your intent to transit, unless you are in a group of boats and someone else has made the announcement. Stay in mid channel and be prepared to use more power if necessary. Stay out of the whirlpools if you can. The passage is definitely a video camera experience. Make sure that any crew members on the foredeck are wearing life vests. Don’t pay attention to the audience of youth campers lining the shore cheering you on.

Refer to the Chatterbox Falls Details page.
After our successful transit of Malibu Rapids (see, that wasn’t so bad), we continue up to the end of Princess Louisa Inlet to the base of Chatterbox Falls (see the cover of this document). We will spend two nights here.
Many smaller boats may want to tie up to the 200-meter dock (rafting one boat out is allowed), while others can try to pick one of the mooring balls near Macdonald Island (near the rapids), and the rest will anchor in front of the falls in 30+ meters of water. If you are not on the dock, you will want to splash your shoreboat for excursions to shore.

The dock is 200 meters long and provides 1,900 feet of moorage (mandatory rafting one deep on the outer side). A donation of CDN$20 nightly for moorage is expected and boats over 55 feet are not allowed on the dock. Motors and generators can only be run between 09:00 and 11:00 am and between 06:00 and 08:00 pm. We will be here for two nights, so pay attention to your electrical needs. Also, pumping out the sanitation system is strictly prohibited. The toilets on shore are classic pit style, i.e., rustic. The park does not have electricity nor cell phone service. We are in the wilderness.

Social Activities
Nothing is planned for the rest of the day, dinner is on your own. Take it easy, enjoy the sun (we hope), use your shoreboat to explore the area, hike up to the top of Chatterbox Falls, etc.

Weblinks
- Friends of the Author transiting (video) - https://www.youtube.com/watch?v=BD6EIGfjchM
- Trailer Trawler Life article, http://trailertrawlerlife.com/transiting-malibu-rapids/#.WXDRv4grKUk
- Waggoner Cruising Guide (the Author’s favorite guidebook) on Chatterbox Falls (good photos of the docks and anchoring area) - http://waggonerguide.com/vhf-securite-call-malibu-rapids/
- Princess Louise Marine Provincial Park, complete rules and regulations, NOTE: this is a must-read section on the rules and regulations of the marine park and discusses docking, sanitation, and noise control: http://www.env.gov.bc.ca/bcparks/explore/parkpgs/princess_louisa/
Egmont – Chatterbox Falls
Malibu Rapids Details
Current Tables for Malibu Rapids

Quoting from “Active Captain” as published in Rose Point Navigation System’s Coastal Explorer 4.

Malibu Rapids – entrance to Princess Louisa Inlet - very narrow rapids that have strong currents and overfalls. It’s usually safe to navigate ½ hour either side of slack tide. Use tide chart for Point Atkinson – slack at rapids is 24 min after high water and 36 min after low water. Announce intent to traverse rapids and direction on VHF channel 16 before entering.

DANGER: Take note that common PC-based tide applications (ala JTides, WXTides, Open CPN, etc. – anything that used the public domain HARMONIC.IDX source file) have the currents totally wrong for the Rapids. Do not use these for reference. Instead, calculate them yourself using the <data from Canadian Hydrographic Service>.

NOTE: THE TIMES BELOW DO NOT TAKE INTO ACCOUNT DAYLIGHT SAVINGS (SUMMER) TIME.
ADD ONE HOUR TO THE TIMES!!!

<table>
<thead>
<tr>
<th>Malibu Rapids</th>
<th>SECONDARY STATION BASED ON POINT ATKINSON</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATION ID CHS 4375</td>
<td>POSITION 50°010.000'N 123°51.000'W</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Slack (Turn to Ebb)</th>
<th>Slack (Turn to Flood)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday</td>
<td>03:24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>10:46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>17:47</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monday</td>
<td>23:35</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Station Properties

| Turn to Flood Time Difference | 35 m |
| Turn to Ebb Time Difference  | 25 m |
| Maximum Flood                | 9.0 kn |
| Maximum Ebb                  | 9.0 kn |
| Average Flood Direction      | 65°T  |
| Average Ebb Direction        | 245°T |
Chatterbox Falls Details
08 September 2018: Chatterbox Falls
Today is a lay-day. You are on your own for the day.

Chatterbox Falls is “primitive”. It has neither water nor electricity, so make sure that your water tanks are full before leaving Egmont and that your battery bank is charged up. Gen sets cannot be run after 10:00 pm and before 8:00 am. Pumping waste overboard in the Provincial Park is prohibited. Information on the Provincial Park and regulations can be seen at http://www.env.gov.bc.ca/bcparks/explore/parkpgs/princess_louisa/.

Social Activities
The “greenbox” social hour is followed by an optional potluck dinner for those who chose to join. If the weather permits, we may have a S’mores dessert session around the campfire ring. Read about S’mores in https://en.wikipedia.org/wiki/S%27more.

09 September 2018: Princess Louisa Inlet – Egmont Area, 35+ nm
Today we trace our way back to the Egmont area, following the same route as we did a couple of days earlier. We will again split the fleet into two parts, one for Backeddy Marina on Skookumchuck Narrows and the other on a nice anchorage in the Harmony Islands on Hotham Sound or back to the previous Dark Cove area. If you wish, you can depart from the fleet and make your own route back to Malaspina Strait via the Jarvis Inlet. Good anchorages can be found behind Hardy Island.

But first, a word on the rapids …

Refer to the Current Tables for Malibu Rapids page.
Today’s departure time is again dependent upon the time for slack water at Malibu Rapids, about 30 minutes away. Unless you want to make the 05:35 high slack at the crack of dawn, the fleet should plan on hitting the rapids at the 12:25 low slack.

Refer to the Egmont – Chatterbox Falls chart of 07 Sept:
After transiting Malibu Rapids, return down the length of Jervis Inlet to Egmont.

Refer to the Skookumchuck Narrows chart of 06 Sept:
The few boats who wish to moor at Backeddy Marina follow the route into Skookumchuck Narrows after reaching the confluence of Agamemnon Channel and Jervis Inlet near Egmont.

Refer to the Egmont - Harmony Islands chart below:
The rest of the fleet loops north six miles around the peninsula up to Harmony Islands Marine Park. Anchorage is found between the islands and the mainland. Some of the islands are private, so respect their wishes. You may need your stern tie here if the place is crowded.
Social Activities

On your own tonight.

Weblinks

- BC Parks, http://www.env.gov.bc.ca/bcparks/explore/parkpgs/harmony_is/
- Canadian Yachting Newsletter, http://www.canadianyachting.ca/destinations/canada/1409-harmony-islands-bc

Current Tables for Malibu Rapids

NOTE: THE TIMES BELOW DO NOT TAKE INTO ACCOUNT DAYLIGHT SAVINGS (SUMMER) TIME.
ADD ONE HOUR TO THE TIMES!!!
Egmont – Harmony Islands
10 September 2018: Egmont Area to Garden Bay, RVYC or SYC Outstations, 14 nm

The fleet retraces the route from Egmont to Garden Bay in Pender Harbour that we did on September 6. The rest of the day is open for your own activities.

*Refer to the chart Garden Bay - Egmont on 06 September.*

Upon entering Garden Bay, the ICOYC boats which went to SYC on Sept 6 now go to the RVYC docks and swap with the other half of the ICOYC group who go to SYC.

**Social Activities**

This evening we have a hosted Hamburger Night at the Garden Bay Pub next to the RVYC docks. The pub is a typical BC coastal dining and eating establishment, a bit run-down and funky, but with typical local pub food and good BC craft beers. Hamburgers are provided, you pay for beverages.

**Weblinks**


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11 September 2018: Garden Bay, RVYC or SYC Outstations

This is a lay-day. You are on your own for the day.

*Refer to the Garden Bay/Pender Harbour Details chart on 05 September*

**Social Activities**

Our social time this evening is a Dinghy Cocktail Ride into Gunboat Bay or a floating Greenbox. Shoreboats and smaller vessels will head around the corner from Garden Bay into Gunboat Bay where we anchor, raft up, or simply drift around. Each boat supplies snacks to the people who drift by. Bring your own beverages. Dinner, if you are still hungry, is on your own.
12 September 2018: Pender Harbour – Bowen Island (Howe Sound), 40 nm

Now we start returning to civilization and leave Pender Harbour bound for trendy Bowen Island in the Howe Sound.

Refer to the chart Alexandra Island – Pender Harbor on 05 September, and the chart Vancouver – Alexandra Island on 04 September.

We leave Pender Harbour and head southeast along the Sunshine Coast, retracing the route from RVYC Alexandra Island Outstation done on September 5. Instead of stopping at the outstation, we continue into Howe Sound via Barfleur Passage, up around the top of Bowen Island, and down to Snug Cove on Bowen Island. Some cruisers and sailors may want to take a shorter route and stay in the open waters around the bottom of Bowen Island and then head into Queen Charlotte Channel approaching Snug Cove from the south.

Refer to the Bowen Island Details page.
As you approach and enter Snug Cove on Bowen Island, be on the lookout for the BC ferries crossing from Horseshoe Bay to the east. Slowly pass the BC ferry terminal and call Channel 66A on VHF for “Union Steamship Company” for your berth.

Social Activities
This evening we meet on the lawn in front of the picturesque hotel building for a hosted Salmon Barbecue. Bring your own beverages.

Weblinks
- Union Steamship Co, Marina - http://www.unionsteamshipmarina.com/
Bowen Island Details
13 September 2018: Bowen Island - Vancouver, 10 nm
Our last cruise day. Only ten more miles to go.

Refer to the chart Vancouver - Gibsons on 04 September.
When ready, make your way back to the start of the cruise in Vancouver. It’s time to clean up the boat, empty the blackwater tank, fill the fresh water tank, and top up the fuel. You are home (kind of).

Social Activities
The final social event is the hosted wrap-up dinner at Royal Vancouver YC at Jericho Station. Beverages can be purchased. Transportation to and from RVYC is your responsibility. Dress attire is ‘classy nautical.’
Marinas and Outstations

**Vancouver – False Creek**
49° 16.4' North Latitude - 123° 08.3' West Longitude

**Vancouver – Coal Harbour**
49° 17.5' North Latitude – 123° 07.3' West Longitude
**RVYC Jericho**

49° 16.5’ North Latitude - 123° 11.2’ West Longitude

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**WELCOME TO ROYAL VANCOUVER YACHT CLUB**

RVYC is a private club that welcomes Members of established yacht clubs outside our local waters, as visitors to our Clubhouse and Home Port marinas in Vancouver. Your visit may include visits to our restaurant, bar & lounge facilities, and, if convenient, introduction to any Flag Officer on the premises at the time.

If you’re planning to visit us, please bring a current membership card from your home club with you. A letter of introduction in advance of your visit would also be greatly appreciated. Upon arrival at the main Clubhouse, reciprocal visitors are asked to check in at the Front Desk. We hope you enjoy your visit with us!

**Reciprocal Privileges Primer**

*For visitors coming by road, please note the stretch of Point Grey Road between Macdonald Street and Alma Street has been converted to "local traffic only" and is no longer a thoroughfare to the club, unless you are on foot or cycling. We recommend you take West 4th Avenue from Macdonald to Alma.*
Garden Bay (Pender Harbour) - SYC and RVAN Outstations

SYC Outstation Details
49° 37.8' North Latitude - 124° 01.2' West Longitude
13141 Claydon Lane, Garden Bay, BC V0N 1S1

For more information, download the full SYC outstation page HERE or go to the online page HERE.
Power vessels are encouraged to use the slips closer to shore (zero tide depth indicators are on each piling). Sailboats should moor on the outer slips and can raft on the outside float.

Note that there will be other boats from SYC on the docks and rafting will be required.
RVYC Outstation Details
49.6315° North Latitude – 124.0286° West Longitude
4947 Panorama Dr, Garden Bay, BC V0N 1S0, Canada

For more information, download the full RVYC outstation page HERE.

Docks at RVYC Garden Bay
**Egmont - Backeddy Marina**

49° 45.5' North Latitude - 123° 56.4' West Longitude

Backeddy Marina, [http://backeddy.ca](http://backeddy.ca). Radio “Backeddy Marina” on VHF 66A. Moorage costs to be paid by each boat. Pay the dock attendant and get a gate code for after hours access. Their website says:

*Please be advised we have a STRONG CURRENT running at the docks on both a flood and ebb tide. We have a great dock crew to assist you and we recommend you hail us on VHF 66 alpha so we can be there to assist. When docking, please approach with bow to the current for maximum control. Trust us, mother nature has the upper hand here.*
**Egmont – Dark Cove Anchorage near Goliath Bay**

49° 49.9' North Latitude - 123° 57.8' West Longitude

**Egmont – Harmony Islands Anchorage near Goliath Bay**

49° 52.1' North Latitude - 124° 01.0' West Longitude
Union Steamship Company, Bowen Island

49° 22.7' North Latitude - 123° 19.8' West Longitude

UNION STEAMSHIP MARINA GUEST MOORAGE:
- All of "A" Dock (700 ft.)
- Slips on "A" Dock
- Face of "B" Dock (56 ft.)
- Face of "C" Dock (73 ft.)
- Face of "D" Dock (78 ft.)
- Face of "E" Dock (210 ft.)
- Slip E-1 (155 ft.)
- Slip E-2 (124 ft.)
Reference Material

Web Sites for More Information


**Seattle Yacht Club**, [http://www.seattleyachtclub.org/](http://www.seattleyachtclub.org/), general information for boaters under [Cruising/References for Boaters](#), and details on SYC’s outstation in [Cruising/Outstations](#). Note: Seattle YC is currently updating its website and some of these reference links may not work.


**Washington State Ferry Weather** - [http://i90.atmos.washington.edu/ferry/Ferryjs/mainframe1.htm](http://i90.atmos.washington.edu/ferry/Ferryjs/mainframe1.htm), contains live wind reports on the WA State Ferry routes. Very useful when considering crossings of the open straits in the USA waters.

**Canadian Weather for BC** - [http://www.weatheroffice.gc.ca/marine/index_e.html](http://www.weatheroffice.gc.ca/marine/index_e.html), weather reports from Environment Canada.


**48° North** - [https://48north.com/](https://48north.com/), local sailing-oriented magazine, many sailing links.

Cruising Guides
An assortment of useful printed publications for the Puget Sound, San Juan Islands, Gulf Islands, and Desolation Sound.

🌟 **Gunkholing in the San Juan Islands**, Jo Bailey and Carl Nyberg, 2nd edition, 304pp, 2000, The most popular cruising guide for the San Juan Islands, completely revised and updated from the original classic. Essential piloting information is clearly defined as the authors guide the cruiser into many ports and
anchorages, and describe the “not to be missed” places to visit, where to go and what to see. In addition, their interesting vignettes of history, folklore, and natural phenomena add delicious interest to your cruise.

**Cruising Guide to Puget Sound and San Juan Islands**, Migael Scherer is a 20-year Seattle resident whose knowledge, love and appreciation for Puget Sound and the San Juan Islands shine through in this beautifully produced cruising guide. Covering the waters from Olympia North to Point Roberts and Bellingham Bay and West to Pt. Angeles, and including Lake Union and Lake Washington, she shares her hard-earned local knowledge of the approaches, anchorages, and facilities for hundreds of bays, harbors, and inlets, with annotated charts for many of them. Included is a rating system that details every harbor and anchorage, how and where to get ashore (an important feature that most cruising guides ignore), and what facilities to expect. She not only describes where to cruise, but offers insights into history, attractions, weather, and the effects of commercial shipping, logging, and fishing that add considerable interest.


**Dreamspeaker Cruising Guide: The San Juan Islands, vol 4.** Anne & Laurence Yeadon-Jones, Just south of Vancouver, B.C., in Washington State, lies a distinctive island triangle known locally as the San Juans. This enchanting cluster of islands offers boaters the pleasure of cruising in safe and protected waters while enjoying the diversity and individual personality of each island. The allure of the San Juans lies in the short distances between destinations, the ease of provisioning, the well-maintained marinas and the friendly charm of the villages and towns, beautiful beaches, lakes, shaded forest walks and intriguing historic sites. This well-known cruising couple provides lots of information for cruising the area, including charming hand-drawn maps of each anchorage.

**Exploring the South Coast of British Columbia**, Don Douglass and Reanne Hemmingway-Douglass, 460, 1999, Newly updated and expanded in 1999. These regional experts have provided yet another excellent resource for exploring the waters along BC’s coast. Accurate and up-to-date descriptions of routes and anchorages from Victoria to the north end of Vancouver Island, including the mainland coast. Full of local knowledge and 200 detailed anchorage and marina diagrams, over 2000 GPS waypoints, extensive quotes form Canadian Sailing Directions, and photographs, as well as a listing of fuel and provisioning sites.

**Marina Guides and Current Tables**

**The Burgee, 5th Edition**, David Kutz, The most comprehensive marina guidebook, covering Olympia WA to the central B.C. inside passage, including the Gulf Islands, Sunshine Coast, Desolation Sound, and Discovery Passage. One
page is devoted to each marina and provides a schematic chart of the marina so you can quickly spot crucial points like fuel and guest docks, and a list of all the features offered by the marina. Includes info and illustrations showing how to find Yacht Club reciprocal moorage and marine parks

**The Waggoner Cruising Guide**, Mark Bunzel, editor, published and thoroughly updated annually. Covering the waters of Puget Sound, the San Juan and Gulf Islands, the full Inside Passage to the Alaska border, and also Vancouver Island’s West coast, the “Waggoner” provides piloting information and detailed facilities listings for these waters, including the availability of moorage, fuel, pump-outs, groceries and restaurants, with phone numbers and hours of operation. Separate chapters cover piloting and safety information such as border crossing regulations, VHF radio procedures, anchoring tips, VTS information, differences between U.S. and Canadian charts, Coast Guard rules, and tips for if you are boarded for inspection

**2018 Ports and Passes**, Ports and Passes is the most complete reference guide for tide and current information along our beautiful coastline. The book is easy to use and includes the majority of the primary and secondary tide and current data stations. The guide is adjusted for daylight savings time, a convenience over the Canadian Government publications. It includes tide and current prediction table coverage for the coastal area from Olympia, WA to Prince Rupert BC. Ports and Passes also includes information on local knowledge and other information useful to the cruising mariner.

**Weather**

The weather in the Pacific Northwest is impossible to forecast, so be prepared for several types of weather during the cruise. The late summer time can have warm to hot days with clear sky and temperatures of the high 70’s Fahrenheit and cooler evenings. It also can be rainy with several days of a slow drizzle and some wind. These wet days have temps ranging from the mid 50’s to the low 60’s in the days and the low to mid 40’s at night. We also can have foggy days, which are wet and damp. In short, be prepared for both sunshine and rain. Sunscreen and face towels may be in equal demand. 

\[
\text{Celsius} = \frac{(\text{Fahrenheit} - 32)}{5/9}.
\]

**What to Wear and Bring**

With the weather described above in mind, you definitely need to layer your clothing. Dress in Vancouver is casual. While shorts and sandals are occasionally seen, the most common clothing worn by boaters is cotton pants and short and long-sleeved shirts. Sweaters and light jackets will be needed when the sun goes away.

We will be on the ground in several Provincial Marine Parks and good walking shoes or boots will be useful. About half of the cruise will be in non-urban areas. Also having a good wide-brimmed hat will help keep the sunburn factor down. Bring good SPF sunscreen creams. Flying insects, particularly BC’s bloodthirsty mosquitos and biting flies are common, so a good DEET-based insect repellant is a standard item on Pacific NorthWest boats.
The kickoff and ending dinner events in Vancouver at the Royal Vancouver YC’s Jericho Bay clubhouse have a dress code of “smart boating attire,” meaning elegant yachting casual. Club uniforms and jackets are not needed. No jeans, running shoes, tee shirts or tank tops.

The other dinner events are casual. You probably will need a light sweater or jacket for the evenings, unless there is a rare hot spell. It would be appropriate to wear your yacht club’s logoed collared shirts and caps.

Swimming is at your own risk because the water is cold. In most places, the summer water temps may hit the mid 50's, chilly. However, the shallow and protected waters in some inlets can warm up to nearly 70 degrees. Walking, hiking, and biking are great activities on the islands, so bring good shoes and a small daypack for water, etc.

Wildlife viewing is fantastic, from orcas to dolphins to eagles to herons. Birders and wildlife enthusiasts will need a good pair of binoculars and local birding and wildlife guides. Get them in Vancouver before you leave because we will not be near any large urban areas. The small towns in Gibson Landing and Pender Harbour have a few shops and groceries.

**Equipment Issues**

Some skippers will be on boats new to them or on boats which haven’t cruised into Princess Louisa. We will be anchoring out at three to five nights, often in deep water, and will also need to use the boat’s dinghy to join the rest of the fleet on shore.

- **Anchoring in Deep Water** – Everyone needs to understand where the ground tackle is stored and how the windless works. Anchorage in Princess Louisa may require anchoring in depths above 60 feet. Boats will all chain rode can use scope ratios of 3:1 in calm weather, although most experienced cruisers use scopes of 4:1. This means a deep-water anchorage may require 250 feet or more of chain or 300+ feet of rope.
- **Rafting** – Be prepared to raft up to one or two other boats in crowded anchorages. This means having enough fenders to protect your boat and have sufficient dock lines to tie up safely.
- **Tide Levels** – We will be cruising in an area where twice daily tides may change 12-15 feet between the high to low tide levels. This impacts your anchoring plan and increases the scope of ground tackle needed.
- **Tidal Currents** – In some of the reaches or narrow passages on the way to Princess Louisa, tidal currents will reach 3 or more knots. Plan accordingly when calculating your ETA.
- **Running Rapids** - We will be running through the Malibu Rapids, a narrow channel where the current can exceed 6-8 knots. The safe interval running the rapids at slack current is less than 30 minutes on either side of still water. This means that planning for arrival at the proper time of slack is critical. The fleet has some experienced cruisers who will provide planning help during the morning skippers’ meeting.
- **Dinghy or Shoreboat** – Charter boaters need to know how to launch and operate their dinghy since we will be at anchor at several spots. A good motor is advised.
Fees and Payments

This page is the money page. It contains information on the cost per boat in the cruise and the cost per person. Also, it covers the process of registration and payment methods.

**Fleet Size**

The fleet will be limited to 30 boats: ten from Royal Vancouver YC, ten from Seattle YC, and ten chartered boats from other ICOYC clubs. The host club boats will be encouraged to carry one or two guest members from other ICOYC clubs and preference will be given to those who carry other ICOYC members.

Members from other clubs should plan on combining with fellow club members or those from other ICOYC clubs to fill their charter boats. A few people will be given berths on boats from Royal Vancouver and Seattle. The registration form indicates whether or not your boat can carry other people and indicates whether or not you are looking for a ride on someone else’s boat.

**Costs**

All charges are in Canadian Dollars. A deposit of CDN$100 per person and CDN$200 per vessel must be made when the registration is accepted. Final payments are due by 30 June 2018. If you have to cancel your reservations, deposits will be returned IF a replacement vessel and crew are found.

**Per Boat Fee -- CDN$200.00**

The boat-based fee covers incidental costs incurred by the Cruise Committee. **All boats pay the same per boat fee, regardless of length, beam, use of electricity, power or sail.**

**Per Person Fee -- CDN$300.00**

Each participant in the cruise will be assessed a per person fee to cover the meals listed in the itinerary. **There is no opt-out provision from the set meals or fewer days.**

**General Process for Payments**

1. The skipper of the boat is responsible for making the payment for the boat and all of his crew.
2. Payments can be made by credit card and cheques.
3. A deposit of CDN$200 per boat and CDN$100 per person will be requested when a slot in the fleet is assigned to the boat, probably by 30 September 2017.
4. Final payments will be expected by 30 June 2018.
5. Cruisers are responsible for their own moorage costs at Vancouver and the public marinas enroute and will be advised by the cruise leaders as to where they make their payments to the harbormasters of the respective marinas.
Credit Cards
Payments by credit card can be made by phone during normal business hours (GMT-8) to the Royal Vancouver YC Controller, Vivian Waung, at +1 604 224 1344 (ask to speak with Vivian.) A four percent surcharge will be added to the payment. Please provide your assigned fleet number, name of boat, and name of skipper.

Cheques
Payments by bank draft can be made in Canadian Dollars directly to the ICOYC. The cheque should include: Registrants name, assigned fleet number, yacht club, and reference "ICOYC 2018 Cruise." Mail cheques to:

International Council of Yacht Clubs
3811 Pt Grey Road
Vancouver, BC  V6R 1B3
CANADA

Wire Transfers
Not supported.
Communications Aids and Hints

Captain's Briefing
A dockside briefing of the day's activities, routes, and general information will be held at 0800 on the docks every morning of the cruise. There will be no Monday meeting in Vancouver.

Cellular Phone
The coastal cruise area is well served by 4G and LTE cell phone service providers. Coverage in the fjords beyond Egmont have no coverage and service in Princess Louisa Inlet is fragile.

High Speed Wireless and WiFi Internet Access
Most of the urban cruising area is supported by 4G/LTE wireless services from the major carriers (Telus, Rogers Communications). Roaming and data volume charges can be expensive if you don’t have an account for the specific carrier.

Wi-Fi is available at the some of the SYC and Royal Vancouver outstations. See the cruise leaders for login information.

VHF Hailing Channel
During the cruise, the fleet can be contacted by radio on VHF channel 72. To contact a member of the cruise committee, wait to see if the channel is available, and then hail “ICOYC Cruise Committee.”

Emergency Contacts
In BC waters, emergency calls of a nautical or medical nature can be made on VHF Channel to the Coast Guard. Emergency calls on a cell phone are made by calling 911. The Coast Guard operator will ask for the name of your vessel, the location (latitude and longitude readings from your GPS), the characteristics of the vessel (power/sail, color, length) the nature of the emergency call, and the number of people on board. Please inform the cruise chairs of any emergency calls made.

Water, Holding Tank, Fuel, and Garbage

Water May Be Limited - Skippers should make sure their water tanks are topped off before they leave from their charter moorage. For those with their own vessels, they should top off water tanks before heading to Egmont. Most marinas do not allow washing of boats during the summer months. There is no water at the anchorages.

Holding Tanks!! - Make sure that you are aware of the capacity of your boat's holding tank. Overboard discharge of black water is prohibited in all of the marinas and in the
harbours and in the Princess Louisa Provincial Park. Also you should know how to check on the level of the tank so that you can plan a calm and peaceful pump-out at an approved pump-out station (available in each of the marinas) as needed. It's embarrassing to awake your neighbor and ask to use the head in the middle of the night, because you just overflowed your holding tank. The marinas have good shore-based toilet facilities.

**Fuel** - Gasoline and Diesel fuel is available in each marina we visit. Be prepared for rather high prices.

**Garbage** – Disposing of garbage on many of the cruise locations is difficult and expensive. The outstations have urban garbage services, but the marinas may charge for disposal. Be prepared to separate your trash into the appropriate recycle bins.
2018 ICOYC Cruise
British Columbia Sunshine Coast
03-13 September 2018

Skippers’ Handbook

Sponsored by

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