

# Fancy Free

## Desolation Sound to Queen Charlotte Sound and Back March and April 2026

This is a passage plan for a putative trip aboard Fancy Free starting about the middle of March from Nanaimo and heading up to Queen Charlotte Strait and back. The section from Nanaimo to Desolation Sound is not described: there are no tidal gates, and we know that section well.

The route takes us from somewhere in the vicinity (Drew, Gorge, Von Donop) up through Surge Narrows to Waiatt Bay thence through Okisollo Passage to Discovery Passage and Johnstone Strait. From thence, there are two plans presented, one straight up Johnstone Strait, the other taking a more northerly route. The second option, *prima facie*, is more attractive, but (a) there are lots of tide gates that make for several short days, and (b) the route back covers many of the same places.

Some day passages have description, then detailed navigation information valuable if all the electronics fail!

The route up then is in sections. 1: northbound (1.A for Johnstone Strait variant, 1.B for the northerly route); 2: in Queen Charlotte Sound; 3: southbound. The dates have been made flexible, as flexible as the tide gates allow, which is not a lot. The difficult/impossible dates are shown in grey in the current boxes on each page. The preferred dates are in **bold**.

The anticipated schedule is as follows:

### Outbound

To Waiatt Bay	Mar 22 <sup>nd</sup> or 23 <sup>rd</sup>
To Otter Cove	Mar 24 <sup>rd</sup> or 25 <sup>th</sup>
To Port Neville	Mar 25 <sup>th</sup> , 26 <sup>th</sup> , or 27 <sup>th</sup>
To Growler Cove	Mar 26 <sup>th</sup> , 27 <sup>th</sup> , or 28 <sup>th</sup>
To Port MacNeill	any Mar 27 <sup>th</sup> to 29 <sup>th</sup>

Or

To Waiatt Bay	Mar 22 <sup>nd</sup> - 24 <sup>rd</sup>
To Otter Cove	Mar 23 <sup>rd</sup> - 26 <sup>th</sup>
To Blind Channel	Mar 27 <sup>th</sup> or 28 <sup>th</sup>
To Beaver Inlet	Mar 28 <sup>th</sup> or 29 <sup>th</sup>
To Port Neville	Mar 29 <sup>th</sup> or 30 <sup>th</sup>
To Growler Cove afterwards	

On this second plan we have foul tides up most of Johnstone Strait unless we leave it until April 2<sup>nd</sup> or 3<sup>rd</sup>.

### Return

To Drury Inlet	Apr 4 <sup>th</sup> – 8 <sup>th</sup>
To Cypress Harbour	unconstrained
To Cullen Harbour	unconstrained
To Echo Bay or Health Bay	unconstrained
To Lagoon Bay	unconstrained
To Boughey Bay	Apr 9 <sup>th</sup> – 13 <sup>th</sup>
To Port Neville	Apr 10 <sup>th</sup> – 14 <sup>th</sup>
To Forward Harbour	Apr 10 <sup>th</sup> – 14 <sup>th</sup>
To Blind Channel	Apr 11 <sup>th</sup> – 15 <sup>th</sup>
To Big Bay	Apr 12 <sup>th</sup> – 16 <sup>th</sup>
To Von Donop	Apr 13 <sup>th</sup> – 17 <sup>th</sup>

# Drew / Gorge / Von Donop to Waiatt Bay

From Drew or Gorge the route is via Surge Narrows. From Von Donop it is via Hole in the Wall.

Distance to tide gate:

From Drew 7NM

From Gorge 13NM

From Von Donop 17NM

If going via Surge Narrows, you want the slack where the current turns to flow north. That is Ebb, but the colour of the arrow in Navionics changes at odd times.

Going via Hole in the wall, you want the turn to ebb, flowing south east.

In both cases, the important thing is slack, which slack is of secondary importance.

Date	High		Low		Date	High		Low	
19 <sup>th</sup>	06:04	3.6	11:47	1.8	25 <sup>th</sup>	00:22	3.4	03:54	3.2
	17:39	3.5	23:48	1.6		08:30	3.6	16:53	0.7
20 <sup>th</sup>	06:17	3.6	12:28	1.4	26 <sup>th</sup>	01:48	3.5	5:54	3.3
	18:45	3.5				09:30	3.4	17:58	0.9
21 <sup>st</sup>			00:25	2.3	27 <sup>th</sup>	02:44	3.6	07:42	3.1
	06:32	3.7	14:02	0.9		11:08	3.3	19:05	1.0
22 <sup>nd</sup>			01:03	2.3	28 <sup>th</sup>	03:26	3.6	08:48	2.8
	06:53	3.8	14:02	0.9		12:55	3.2	20:11	1.2
23 <sup>rd</sup>			01:44	2.7	29 <sup>th</sup>	04:01	3.6	09:34	2.4
	07:19	3.8	14:55	0.7		14:21	3.2	21:09	1.3
24 <sup>th</sup>			02:34	3.0	30 <sup>th</sup>	04:32	3.6	10:14	2.1
	07:51	3.8	15:52	0.7		15:34	3.2	21:59	1.4

Slacks at Surge Narrows

March

19<sup>th</sup> TTF 11:47

20<sup>th</sup> TTF 12:22

21<sup>st</sup> TTF 12:59

**22<sup>nd</sup> TTF 13:40**

**23<sup>rd</sup> TTF 14:26**

**24<sup>th</sup> TTF 15:20**

25<sup>th</sup> TTF 16:24

26<sup>th</sup> TTE 10:55

27<sup>th</sup> TTE 12:25

28<sup>th</sup> TTE 13:47

29<sup>th</sup> TTE 14:53

Slacks at Hole in the Wall

March

19<sup>th</sup> TTF 11:37

20<sup>th</sup> TTF 12:12

21<sup>st</sup> TTF 12:49

22<sup>nd</sup> TTF 13:30

23<sup>rd</sup> TTF 14:16

24<sup>th</sup> TTF 15:10

25<sup>th</sup> TTF 16:14

26<sup>th</sup> TTE 10:45

27<sup>th</sup> TTE 12:15

28<sup>th</sup> TTE 13:37

29<sup>th</sup> TTE 14:43

## Waiatt Bay to Otter Cove, 13NM



Convenient  
Slacks at  
Lower Rapids

March

20<sup>th</sup> TTF 12:17

21<sup>st</sup> TTF 12:54

22<sup>nd</sup> TTF 13:35

23<sup>rd</sup> TTF 14:21

**24<sup>th</sup> TTE 08:25**

**25<sup>th</sup> TTE 09:25**

**26<sup>th</sup> TTE 10:45**

**27<sup>th</sup> TTE 12:15**

28<sup>th</sup> TTF 08:15

29<sup>th</sup> TTF 09:02

30<sup>th</sup> TTF 09:43

There are two rapids, Upper Rapids at the constriction just before the channel turns west, and Lower Rapids at the constriction caused by the Island a couple of miles later. Both rapids are less than 2kn for about half an hour each side of slack.

Approaching the Upper Rapids, keep centre right to avoid Bentley Rock, no mark, about 0.75NM past Springer Point, the outermost headland north of Hole in the Wall. At the Lower Rapids, go north of Okis Island to avoid the worst of the rapids and the skerries and rocks on the south side of the island.

After Lower Rapids, where the channel widens and jigs to the south, there is Bjerre Rock, which is marked. The water is deeper and generally better behaved on the north side of the channel (starboard side). As you enter Discovery Passage, go straight to centre channel to give decent clearance to the skerries at Islet Point.

There is potentially a strong current, up to 4kn in Discovery Passage, which is the channel you join at the tee junction. If you are able to use the TTE slack at the rapids, then the current in Discovery Passage will be in your favour. The currents in Discovery Passage change about an hour after the slacks in the rapids, so you will be turning into Discovery Passage just after slack.

The important thing is that there be a slack, not so much which one, but TTE is preferable.

It is about 3NM from where we are likely to be anchored to the first rapid. So up anchor should be about an hour before slack.

Once you are in Discovery Passage or Johnstone Strait, Victoria VTS is in effect. Listen on channel 71.

## Detailed navigation information

In Waiatt Bay, head NE for the headland on the north shore at the east end of the bay. Then head about 50° true for the northernmost headland on Octopus Island. You should see the channel open to port of this headland. Head up this channel, roughly 0.5NM long, then maintain that heading, 22°, for another 0.2NM. This puts you about the middle of Bodega bay. Watch for log booms.

Once centred in the bay, head north, leaving two islets to starboard, one to port. As you approach the headland to port, bear a little to the east, starboard. You should see the channel open to port. Position yourself centre right in the channel and head NW for about 0.75NM. You will pass Bentley Rock, visible at low water, leaving it to port. This gets you to Upper Rapids. From the Narrows head just west of NW, about 310°, aiming to the north of Okis Island.

As you go through the narrows at the NE end of Okis Island, you will see Barnes Bay open in front of you. Leaving good clearance to the island, turn to point west. You will see the wide (400m) channel open between Okis Island to port and Harow Island to starboard. Taking this route bypasses Lower Rapids, but at ebb and flood even this route has fast currents.

Date	High		Low	
20 <sup>th</sup>	04:09	4.2	10:33	1.1
	16:39	3.9	22:34	1.6
21 <sup>st</sup>	04:40	4.3	11:17	0.9
	17:30	3.7	23:09	1.9
22 <sup>nd</sup>	05:14	4.3	12:04	0.8
	18:25	3.5	23:47	2.2
23 <sup>rd</sup>	05:50	4.3	12:56	0.8
	19:29	3.3		
24 <sup>th</sup>			00:28	2.5
	06:32	4.1	13:57	0.9
	20:56	3.1		
25 <sup>th</sup>			01:18	2.8
	07:23	3.9	15:10	1.0
	23:12	3.2		
26 <sup>th</sup>			02:36	3.0
	08:33	3.7	16:34	1.1
27 <sup>th</sup>	00:27	3.3	04:49	2.9
	10:09	3.6	17:47	1.1
28 <sup>th</sup>	01:11	3.5	06:23	2.7
	11:41	3.6	18:43	1.1
29 <sup>th</sup>	01:42	3.6	07:19	2.3
	12:50	3.6	19:28	1.1
30 <sup>th</sup>	02:07	3.7	08:03	2.0
	13:45	3.7	20:06	1.2
31 <sup>st</sup>	02:31	3.9	08:41	1.7
	14:33	3.7	20:40	1.3

After about 2NM, the channel widens to port, then narrows from starboard, effectively jiggling a little to the south. Keep north, star board until you are well past the centre point of this wide section. This leaves Bjerre Rock to port. This is marked with a red, white, green post with a red, white, green diamond on top, a port bifurcation mark.



From here it is about 2.5NM to Discovery Passage. Maintain your westward course until about mid channel in Discovery Passage to avoid the skerries off Islet Point. Then head NNW towards Chatham Point on the west, port, side of the channel, not to clear it, but to position yourself to enter Otter Cove just before the point. There is an island, Limestone Island, just south of center of the mouth of the bay. You can go either side of it, but beware of shoaling around the island and off the points each side of the bay.

You want to anchor in about 12-13 metres CD towards the head of the bay, the west end of it. There are snags and logs marked on the NW side of the bay near the head, and reported on the SW side. Use a trip line.

Coming in south of Limestone Island, the depth decreases to about 6.5metres then increases back to 12 to 13 metres. Coming in north of the island, the water shallows over about 100metres from almost 40metres to 12-13. You can anchor anywhere where it is that sort of depth. Depending on the wind, you might want to position yourself directly west of the island, or tuck deeper in the bay.



## Otter Cove to Port Neville, 30NM



This is option 1, straight up Johnstone Strait. Option 2 is on the following pages, Otter – Blind Channel – Beaver Inlet – Forward Harbour – Port Neville.

On an ebb tide this should be a fast run, but the winds could be against us. There's about a 50-50 chance. If there is a strong westerly wind, then with an ebb tide we would see some nasty swirly chop in Johnstone Strait. The current is up to 5Kn, so the water is just looking for an excuse to misbehave, and it does. That says we need to pay close attention to the weather. There may be cell coverage in Otter Cove, but if not, there is always the VHF weather forecast and reports.

Places to be wary of are:

- Ripple Point, the opposite corner to where Mayne Passage joins. At Ebb this can be turbulent, especially in west winds. If the sails are up, expect a big increase in wind speed and a change in direction.
- Along the south shore there are likely to be back eddies. Just think of this section as a big river.
- Ripple Shoal, just before Helmcken Island and just after Chancellor Passage joins, is bad news. The preferred path advertised for big boats westbound is south of the shoal, then south of the island through Race Passage, eastbound generally north in Current Passage. I get the impression that small boats should use Current Passage.
- After Helmcken Island there is another shoal on the north side of the passage. Shallow water, sufficient to worry the current, extends well past the mark. Expect turbulence here and cross to the south side within a mile of the island.
- After Kelsey Bay, on the south side, there is more fun. Head from Kelsey Bay NW just to clear the tail of Hardwicke Island

Ebb Currents in  
Johnstone Strait

March

**25<sup>th</sup> 0920-16:09**

**26<sup>th</sup> 10:40-17:25**

**27<sup>th</sup> 12:10-18:42**

The max Ebb is  
3.4, 3.0, 3.1  
respectively on  
these days. Not  
the unnerving  
5kn it can do,

Ebb against  
West winds are  
nasty. Ebb is  
enhanced with  
Sprint runoff.  
Around  
Helmcken  
Island the ebb  
can be strong.  
Do not chance it  
if the wind is  
strong from the  
west.

Ebb in Current  
Passage starts  
1:15 earlier than  
in Race  
Passage. TTF is  
at the same  
time.

## Detailed navigation information

Leave Otter Cove exit leaving Limestone Island to starboard, south. Keep good distances from both the island and the shore: there is a skerry just south of Chatham Point near the point. Maintain a good distance from the shore as you round Chatham Point. There is a port lateral mark on Beaver Rock, about 200 metres off the straight shore between Chatham Point and the final turn. This is not the only rock. Stay a good 0.3NM, 600 metres, away from the shore.

Follow this channel for about 5NM, staying towards the port, south, side, but mostly centred. This takes you past Rock Point on the port side, marked with a port lateral mark, then the Walkem Islands on the starboard side, marked with a starboard lateral. This gets you to Ripple Point. The water can be turbulent here, especially on the ebb (which flows north and west here. Stay mid channel). You are now in Johnstone Strait.

About 10NM later, you pass Tyee Point, where Chancellor Channel (between West Thurlow and Hardwicke Islands) joins. There can be turbulence along either shore, and eddy lines on the south side of the channel. As you pass Tyee Point, marked with a starboard lateral, turn towards the north, favouring the starboard side of the channel. This keeps you clear of Ripple Shoal and positions you in Current Passage north of Helmcken Island, which you leave to port.

As you pass the west end of Helmcken Island, turn towards the south to leave good clearance for Earl Ledge (starboard lateral). Earl Ledge dries at low water, and the sea around it can be rough. The westbound shipping channel uses Current Passage, eastbound uses Race Passage. You are in the shipping channel: listen to VTS on 71.

From Earl Ledge it is about 3NM to Hardwicke Point and the mess of islands off the point, where Sunderland Channel joins, then another 4NM to Neville Point.

As you clear the last of the islets and skerries off Hardwicke Point, bear to the NW, towards the starboard shore. As Sunderland channel opens behind you to starboard, you pass Blenkinsop Bay also to starboard. You want to be over towards the north, starboard shore so you can turn into Port Neville when you see the channel open.

The second half of the channel, which is 2NM long, is shallow, as little as 5 metres. In the bay, you probably want to anchor either just past Robbers Nob on the NW side, or behind July Point on the south side, depending on the wind, or use the dock 0.4NM up the channel on starboard, East, side. July Point is the point on the S side where the bay opens. For half a mile or so past the point, the sea is shallow and weedy. Continue to follow the NW side of the bay until you are closer to Robbers Nob, a sharp headland on the north side, than July point, then head south, keeping in water 5 metres deep or more. There is sort of a virtual bay boundary on the west by these shallows, and on the southeast by the shoreline. The water deepens to about 20 metres. You want to anchor in about 14 metres.

There are shoals each side of Robbers Nob. You want to anchor in about 10 m about 0.3NM NE of the point, or continue past the narrows at Collingwood Point. Stay S in the channel.

Date	High		Low	
24 <sup>th</sup>	05:49	4.9	12:49	3.8
	19:21	3.8		
25 <sup>th</sup>	06:45	4.7	00:28	2.6
	20:49	3.7	14:00	1.4
26 <sup>th</sup>	07:57	4.4	01:46	2.8
	22:19	3.8	15:19	1.4
27 <sup>th</sup>	09:25	4.3	03:26	2.9
	16:35	4.1	16:35	1.3
28 <sup>th</sup>	10:47	4.4	04:58	2.7
			17:39	1.2

## Otter Bay to Blind Channel, 10NM

1NM to Chatham Point,  
modest current  $\leq 3\text{kn}$

5NM Chatham Point to  
Ripple Point, significant  
current  $\leq 5\text{kn}$

4NM in Mayne Passage  
(AKA Blind Channel) to  
Blind Channel Resort,  
current up to  $6.5\text{kn}$

We want the current with  
us, then fading to slack as  
we get to Blind Channel  
Resort.

Slack Current up to  
Chatham Point is 30 min  
after slack at Ripple Point,  
slack in Mayne Passage is  
30 minutes earlier.

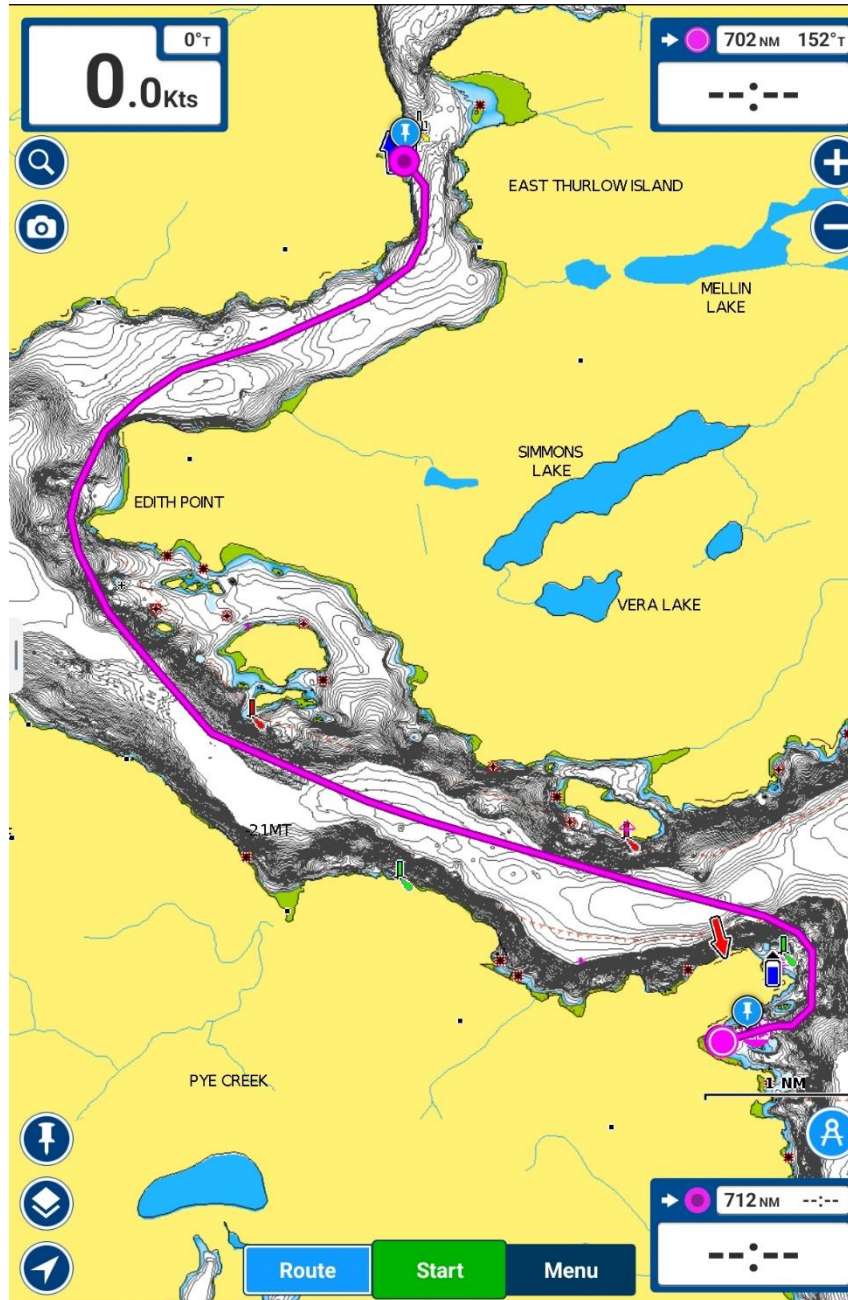
It would be nice to have  
the current with us.

Otherwise, we'll turn the  
Chatham Point and the run  
to Ripple Point will be with  
up to  $5\text{Kn}$  against us.

Taking advantage of TTE at  
Blind Channel, we'll have a

current of about  $1\text{kn}+$  in our favour pushing us up the channel. Assume average SOG of  $6\text{Kn}$ , so just over 40 min., so we want to be at Ripple Point at TTE at Blind -40min, which is TTE at Ripple Point -10min. At that time, the current at Ripple Point will have gone down to  $3\text{Kn}$ . Half an hour earlier, TTE at Blind -1h20, as we pass Chatham Point, the current will be nearer  $4.5\text{kn}$ . The current in Discovery Passage will then be  $3\text{Kn}+$ . This gives a time to up anchor about TTE at Blind Channel – 1h30.

We really want a TTE slack at Blind Channel Resort.

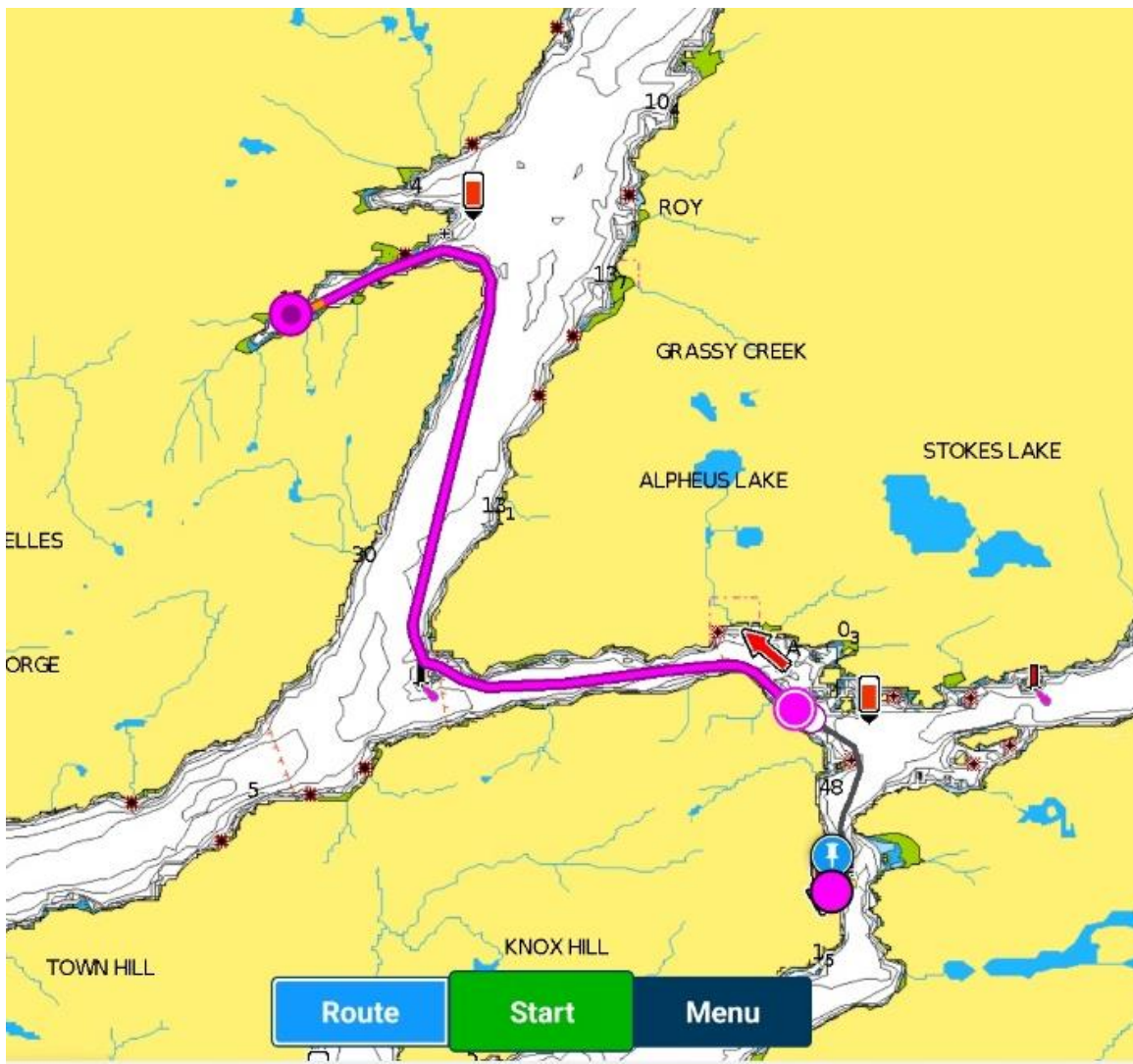


Convenient  
TTE Slacks at  
Blind Channel

March  
21<sup>st</sup> 06:10  
22<sup>nd</sup> 06:45  
23<sup>rd</sup> 07:24  
24<sup>th</sup> 08:10  
25<sup>th</sup> 09:10  
26<sup>th</sup> 10:29  
**27<sup>th</sup> 12:00**  
**28<sup>th</sup> 13:22**  
**29<sup>th</sup> 14:28**  
**30<sup>th</sup> 15:23**  
1<sup>st</sup> 16:11  
2<sup>nd</sup> 16:56



## Blind Channel Resort to Beaver Inlet, 11NM



Convenient  
Slacks at Blind  
Channel

March

26<sup>nd</sup> TTE 10:29

27<sup>th</sup> TTE 12:00

**28<sup>th</sup> TTE 13:22**

**29<sup>th</sup> TTF 08:42**

29<sup>th</sup> TTE 14:28

**30<sup>th</sup> TTF 09:23**

**31<sup>st</sup> TTF 10:01**

April

**1<sup>st</sup> TTF 10:37**

2<sup>nd</sup> TTE 11:12

3<sup>rd</sup> TTF 11:46

4<sup>th</sup> TTF 12:20

5<sup>th</sup> TTF 12:55

6<sup>th</sup> TTE 06:58

6<sup>th</sup> TTF 13:31

We want to leave Blind Channel Resort at or near slack, preferably TTE as that gives us currents in the right direction later. We also want to go through Green Rapids, 2NM away, at near slack, and slack there is 15 minutes earlier. If we leave Blind Channel resort an hour before slack there will be about 3Kn of current against us once we are out in the channel. Hopefully undocking will not be awful. If it is, leave later, up to 20 minutes before slack.

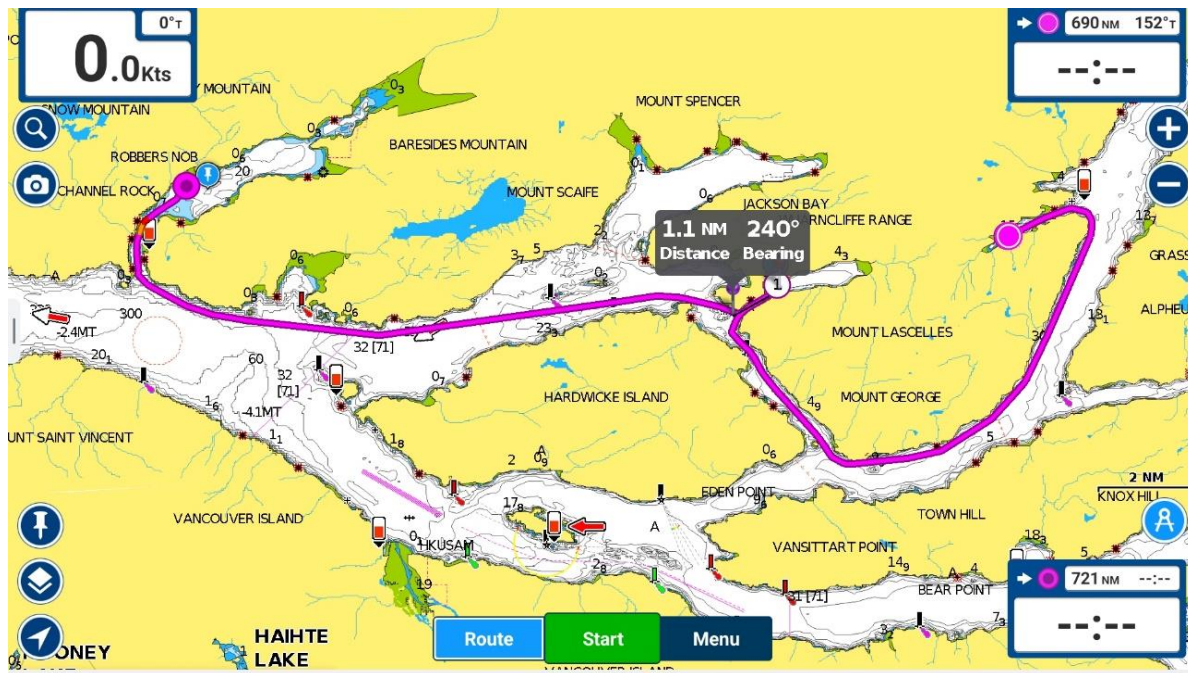
It is 11NM from Green Rapids to Whirlpool Rapids. That's about 1h30 travel time. That puts us at Whirlpool Rapids almost 2 hr after slack, so the current would be about 5kn. So getting to Forward Harbour is not a realistic option. Instead, we make a detour up Loughborough Channel to Beaver Inlet. This allows us to use TTF slacks as well as TTE, although that would mean fighting the current almost the whole way. The tidal current in Loughborough Channel 1 to 2kn, but in the spring/summer you have to add 1-2kn outflow from the spring runoff. We are probably too early for spring runoff.



Date	High		Low		Date	High		Low	
26 <sup>th</sup>	07:58	3.4	01:57	2.3	1 <sup>st</sup>	02:28	3.7	08:37	0.9
	23:15	2.9	15:47	0.7		14:40	3.6	20:45	0.9
27 <sup>th</sup>	09:29	3.3	03:52	2.4	2 <sup>nd</sup>	02:54	3.8	09:14	0.7
			17:01	0.7		15:23	3.5	21:16	1.1
28 <sup>th</sup>	00:13	3.1	05:26	2.2	3 <sup>rd</sup>	03:19	3.8	09:50	0.6
	10:58	3.3	18:01	0.6		16:05	3.4	21:44	1.4
29 <sup>th</sup>	00:55	3.3	06:29	1.8	4 <sup>th</sup>	03:42	3.8	10:27	0.5
	12:08	3.4	18:51	0.6		16:47	3.2	22:09	1.7
30 <sup>th</sup>	01:29	3.5	07:18	1.5	5 <sup>th</sup>	04:05	3.8	11:04	0.6
	13:06	3.5	19:33	0.6		17:33	2.9	22:31	1.9
31 <sup>st</sup>	02:00	3.7	07:59	1.2	6 <sup>th</sup>	04:29	3.7	11:46	0.6
	13:55	3.6	20:11	0.7		18:27	2.7	22:51	2.2

# Beaver Inlet to Forward Harbour or Port Neville

14NM to Forward Harbour, 28.5NM to Port Neville



Convenient TTE  
Slacks at  
Whirlpool  
Rapids

March  
27<sup>th</sup> TTE 11:30  
28<sup>th</sup> TTE 12:52  
**29<sup>th</sup> TTE 13:58**  
**30<sup>th</sup> TTE 14:53**  
**31<sup>st</sup> TTE 15:41**

April  
**1<sup>st</sup> TTE 16:26**  
**2<sup>nd</sup> TTF 10:32**  
3<sup>rd</sup> TTF 11:06  
4<sup>th</sup> TTF 11:40  
5<sup>th</sup> TTF 12:15  
6<sup>th</sup> TTF 13:01

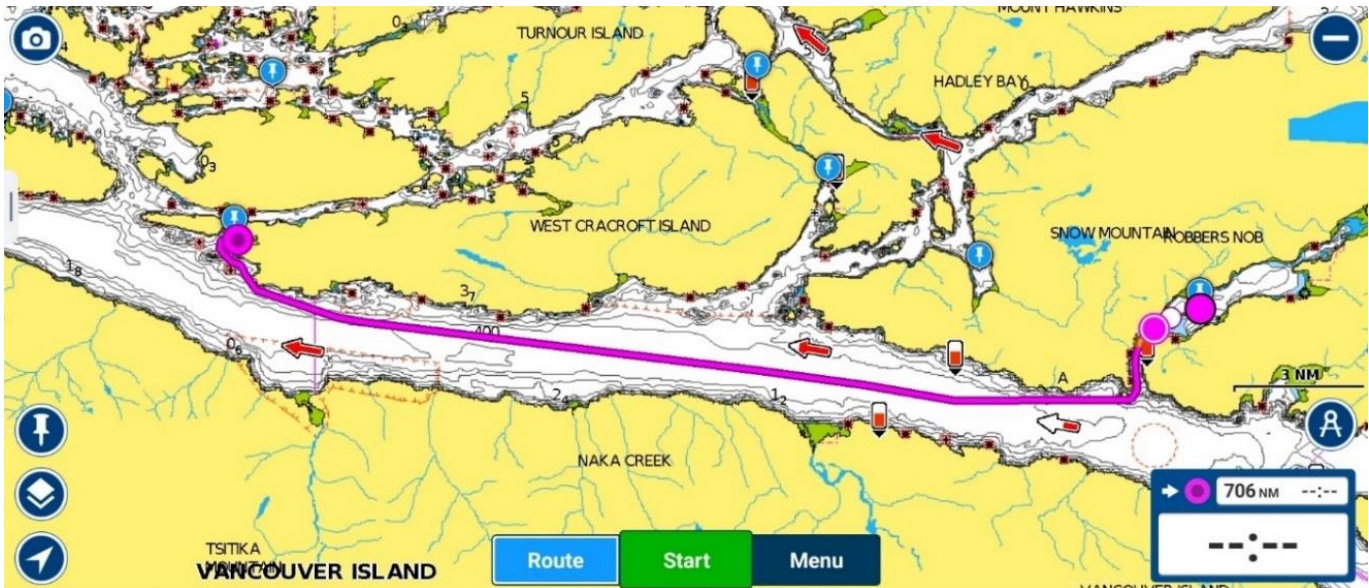
We want to transit Whirlpool Rapids at or near slack. If we're going to Forward Harbour then TTF is preferable as that gives us current in our favour all the way to the rapids, and there is very little after that. If we're going to Port Neville TTF is still preferable. Late April the current in Sunderland Channel won't be worse than 2kn at maximum flood, and Johnstone Strait is always flowing west in this section. It will take about 3 hours from Beaver Inlet, less on the Ebb, as that gives us currents in the right direction later.

This route takes you down Loughborough Inlet, then Chancellor Channel, Wellbore Channel, Sunderland Channel and finally Johnstone Strait. Loughborough and Chancellor Channels have currents of 2kn or below, similarly Wellbore Channel with the exception of Whirlpool Rapids, and Sunderland Channel except at the exit at the west end where up to 4kn can happen along with "tide rips". The currents in Johnstone Strait in this section are either trivial or outbound, which sounds nice, but if there is a strong west wind over the ebb then the water gets upset.

If stopping in Forward Harbour, its entrance is about 0.5NM after Whirlpool Rapids on the north, starboard, side of the channel. The entry channel is 0.5NM long. Anchor anywhere in 20 to 25 metres, or better, in Douglas Bay on the north, port, side just past Robson Point which is where the entrance opens out. This is a little shallower, 15 to 20 metres over mud.

## Port Neville to Growler Cove or Boughey Bay

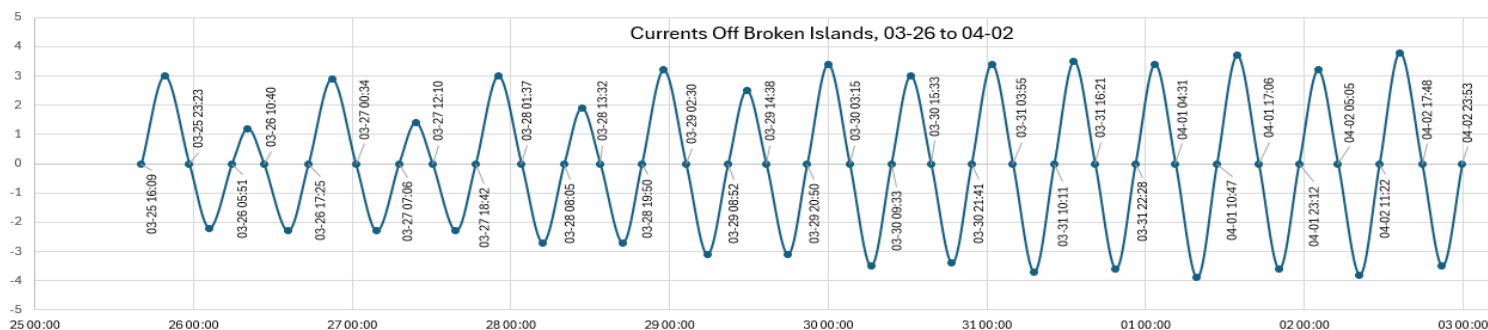
25NM to Growler Cove, 17 to Boughey Bay. 18 from Boughey to Growler



There are no tide gates *per se*, but the current in Johnson Strait is up to 6kn. Very little current in the other direction up to Boughey Bay. The Strait has a bad reputation if there is a west wind blowing and the tide ebbing. The wind can be quite strong as it is funneled into the strait. Check weather forecast, and listen to Victoria VTS on ch 71.

Boughey is well protected in all directions. Growler is open to the west. If you stop in Boughey because there is a west wind, Growler might still be a poor idea the next day. In that case either stay put, or press on to Telegraph Cove 8.4NM further.

Turning into Growler you duck in behind the Sophia islands. Go round the kelp beds at the point. The following table shows windows to go down Johnstone Strait with minimal foul tides. The tides pick up as you go west.



	max	Ebb or Flood	Foul < 1kn	Foul < 2kn	Foul < 3kn
26 <sup>th</sup>	-1.2, 2.3	<b>10:40-17:25</b>	09:00-ebb -18:15	To ebb then to 19:10	All rest of day
27 <sup>th</sup>	-1.4, 2.3	<b>12:10-18:42</b>	11:00 – ebb –19:25	To ebb then to 20:25	All rest of day
28 <sup>th</sup>	-1.9, 2.7	<b>13:32-19:50</b>	From 12:35	To ebb then to 21:15	All day
29 <sup>th</sup>	-2.5, 3.1	08:52-14:38	To 09:30, from 13:55	to 10:30, from 12:55	From 06:20
30 <sup>th</sup>	-3.5, 3.4, -3.4	09:33-15:33	To 10:10, from 14:55	to 10:50, from 14:10	From 01:00
31 <sup>st</sup>	-3.7, 3.5, -3.6	10:11-16:21	to 10:35, from 15:45	to 11:10, from 15:10	To 12:10, from 14:15
1 <sup>st</sup>	-3.9, 3.7, -3.6	10:47-17:06	to 11:20, from 16:35	to 11:50, from 15:55	to 12:35, from 15:10
2 <sup>nd</sup>	-3.8, 3.5	11:22-17:48	To 11:50, from 17:15	to 12:25, from 16:40	to 13:10, from 15:55

Neville to Boughey requires you to go just over 8NM down Johnstone Strait against a foul tide. To Growler, another 13NM. That could be not very pretty.

## Detailed navigation information

Havannah Channel, leading up to Boughey Bay, is the first channel off Johnstone Strait after Port Neville. I get the impression that there is no serious current in Havannah Channel.

Once in Havannah Channel you want to go about 5 NM. At 2NM there is a channel off the North, port, leading up to Port Harvey. After that there are a number of mid channel Islands. First Lilly Islet, just a skerry, but with a navigation mark. Then you have the Bockett Islets. You probably want to leave them to port. Then You have a real island, actually two, Mistake Island and Hull Island, and the entry to Boughey Bay. You want to go right up to the head of the bay, to the south tip on the west side. Anchor in about 12 metres over mud.

Heading on to Growler Bay you want the tip of West Cracroft Island. Havannah Channel has a reef as you exit going west. Do not follow the North, starboard, shore. Instead, stay centre channel until you are well out into Johnstone Strait. It is probably possible to mistake Boat Bay (just before Swaine Point) for the entry to Growler Bay. Johnstone Strait turns a little to the North after Boat Bay, and there is a much more pronounced headland just before the Sophia Islands. Turn under this headland, giving it decent clearance if it is a lee shore, then get within 200 metres of the headland and the shore to the north. This keeps you clear of the shoals and skerries that make up the Sophia Islands. The reefs are probably marked by kelp.

Continue to follow the starboard shore as it goes along, then round, a big headland until you are heading due east in a channel that is only 150 metres wide. There are shoals and skerries on the north side of this channel at the entry. Keep centre or slightly south, starboard of centre.

Growler cove is less than 0.5NM long. Piles are marked along the north shore, and scattered at the SE end. Anchor anywhere in 20 to 8 metres (it gets shallower as you go into the bay) over mud “littered with cans and bottles”.

Telegraph cove is 8 or 9 NM past the headland that marks where you turn for Growler cove. Telegraph cove is on the south side of Johnstone Strait. The outer bay is big, 0.5NM wide, and a mile deep, oriented to the SW. There is



a bay behind Bauza Islet, shoals and skerries, about 1.5NM before Telegraph Cove. Telegraph cove is less wide, much deeper, and has no islands anywhere.

The marina at Telegraph Cove is only 0.3NM round the gentle “point” on the east side of the bay. The entrance is only 60 metres wide. There are actually 2 marinas. You want the marina on the east side. That is Telegraph Cove Marina, 1 877 835 2683, [www.telegraphcove.ca](http://www.telegraphcove.ca), [info@telegraphcove.ca](mailto:info@telegraphcove.ca), 66A.

Date	High		Low		Date	High		Low	
26 <sup>th</sup>	07:29	4.2	01:23	2.7	1 <sup>st</sup>	01:56	4.5	08:04	1.3
	22:07	3.5	15:03	1.4		14:10	4.4	20:15	1.3
27 <sup>th</sup>	09:01	4.0	03:09	2.7	2 <sup>nd</sup>	02:25	4.6	08:41	1.1
	23:21	3.8	16:21	1.3		14:51	4.4	20:46	1.5
28 <sup>th</sup>	10:32	4.1	04:43	2.6	3 <sup>rd</sup>	02:52	4.6	09:17	1.1
			17:25	1.2		15:30	4.2	21:15	1.8
29 <sup>th</sup>	00:11	4.0	05:50	2.2	4 <sup>th</sup>	03:18	4.6	09:53	1.1
	11:43	4.2	18:17	1.1		16:08	4.0	21:40	2.1
	21:19								
30 <sup>th</sup>	00:51	4.2	06:41	1.9	5 <sup>th</sup>	03:42	4.6	10:29	1.1
	12:39	4.3	12:39	1.1		16:47	3.8	22:03	2.3
31 <sup>st</sup>	01:25	4.4	07:25	1.5	6 <sup>th</sup>	04:07	4.5	11:07	1.3
	13:27	4.4	13:27	1.1		17:30	3.5	22:24	2.6

# Alert Bay and Port McNeil and up to Blunden Harbour, 19NM

Travelling from Growler to Port McNeill is fairly straight forward? As you come out of Johnson Strait into Queen Charlotte Sound the current does not drop, but becomes more symmetric. Also, the wind is likely to become less in the more open strait.

Coming out of Growler Cove, head WSW, clearing the skerries of Sophia Islands. To the north side there are several rocks awash. Also, the headland on the north side, Cracroft Point has a strong race tides, 5kn.

2.5NM past Telegraph Cove, 11 NM out of Growler Cove, is Cormorant Island. This is the last, and biggest of a chain of skerries and Islands on the north side of Johnstone Strait. But 1.5NM west of the eastern end of Cormorant Island is Alert Bay. This big wide bay, a semicircle, 0.5NM across, is quite distinct. Alert Bay is worth a visit. The marina is on the East side behind a breakwater open at the NW end, to the SE of which is the ferry terminal.

Only 6NM further west is Port McNeil on the South shore. This is the major resupply point.

In Port McNeill you want the North Island Marina, the more westerly set of docks. The marina has a courtesy car!

## Johnstone Strait Ebb tides

### March

29<sup>th</sup> -08:27; 14:13-  
30<sup>th</sup> -09:08; 15:08-  
31<sup>st</sup> -09:46; 15:56-

### April

1<sup>st</sup> to 10:22  
2<sup>nd</sup> to 10:57  
**3<sup>rd</sup> to 11:31**  
**4<sup>th</sup> to 12:05**  
**5<sup>th</sup> to 12:40**  
**6<sup>th</sup> to 13:16**  
**7<sup>th</sup> 07:16 – 13:57**  
**8<sup>th</sup> 07:58 – 14:47**

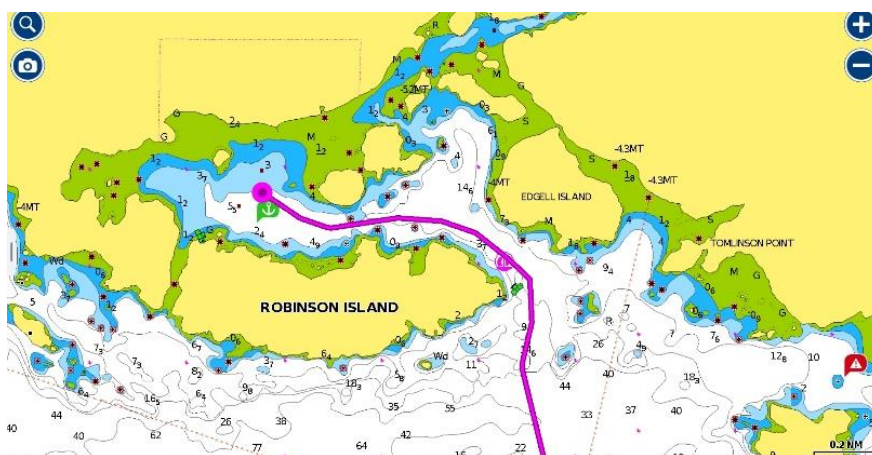
The passage across the sound to Blunden Harbour is somewhat exposed. Check the weather before you start. The currents in the Sound are up to 3Kn east or west (flow and ebb), diminishing as you go north (probably). Listen to Channel 71 VTS.

Blunden harbour is on the north side of Queen Charlotte Strait, about 19NM from Port McNeil. Come out of Port McNeil, round Ledge Point, which requires you to head ENE for about 1NM, then 4NM west to clear the west end of Malcolm Island then 17NM 344°T 0°M, back bearing to the west end of the island 164°T, 180°M. This takes you to Robinson Island, just west of the entrance to Blunden Harbour.

Once you are closer in and have clearly identified Robinson Island, should go around the east end of the island 100 to 200metres off, to avoid the rocks and reefs to the east. Carrying on into harbour There are more rocks and reefs. They are marked by weed, but shoal quickly. Go slowly and maintain a bow watch.

Once you are clear of Malcolm Island, you are more concerned with wind and waves, less with currents. You want a decent weather window for the crossing.

In Blunden Harbour the most sheltered anchorages are between Byrnes Island and Moore Rock on the north side of the bay. No land access on the north shore and especially not Byrnes Island, so it will be a 1km round trip in the dinghy to take the dog ashore on Robinson Island. Or anchor closer to Robinson Island. Anchor in 3 to 7 metres over mud. There may be weed.



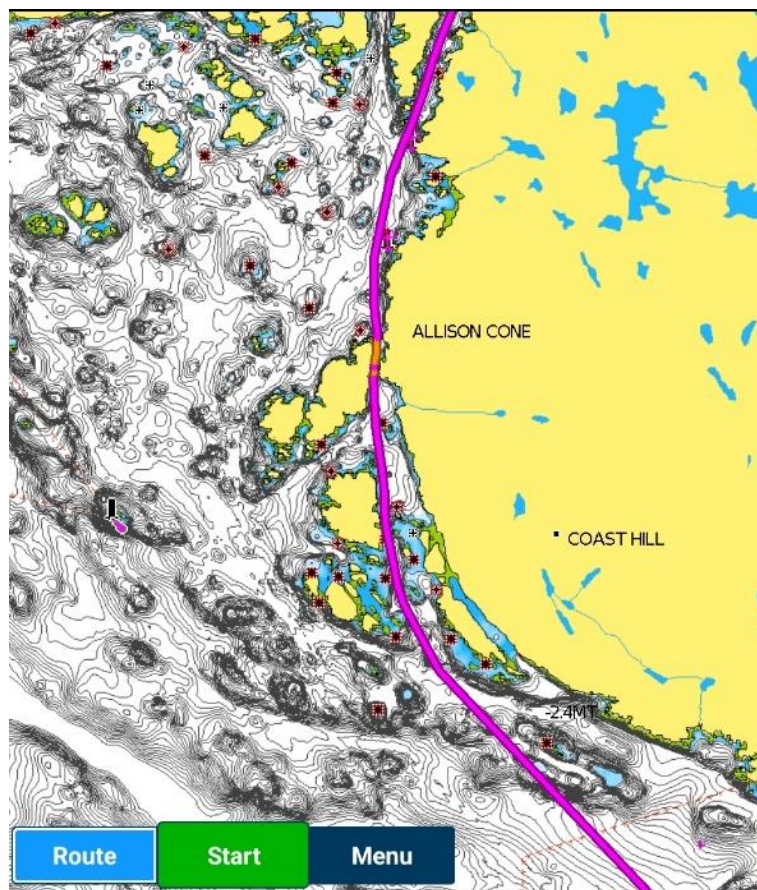


## Blunden to Allison and back 17 or 18NM each way

This passage is a bit exposed. A lot of the time there is little, if anything, between you and Japan. And the last 4NM on the approach to Allison Harbour is littered with rocks and skerries. It is important to pay particular attention to the weather reports and forecast. It is alleged that there is cell phone coverage, with data, in Blunden Harbour. Check conditions at West Sea Otter Buoy. In Allison Harbour you will only have the VHF weather available to you. The winds are allegedly typically stronger in the afternoon, but that might apply in the summer months only.

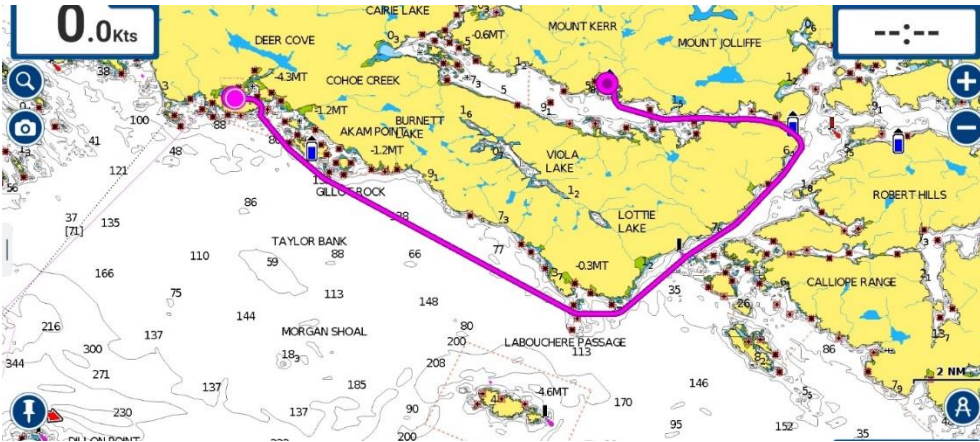
There are also currents in Queen Charlotte strait, although those are modest once you are past Malcolm Island (by Port McNeill)

At the headland, the most exposed part of the passage, you have the choice of going around the outside of the Tinson, Knight, and Southgate Islands or going up the passage behind them. This passage is sheltered, but is narrow, 30m, and shallow, 2.4m at one point. But if a strong westerly surprises you this might be a good backup plan. You can even anchor behind Southgate Island, just before the very narrow channel. Good holding in mud in about 15 metres. This refuge anchorage is exposed to the SW. It makes sense to wait for gentle settled weather before setting out on this passage in either direction.





## Blunden Harbour to Drury Inlet, 24NM



Again, there is little current on the north side of Queen Charlotte Strait, but the strait is exposed to the open Pacific Ocean. Pay attention to the weather forecast and conditions.

As you enter Wells Passage, between the mainland and North Broughton Island, you should expect the current to pick up, max 3kn. But there is no local current station. It seems reasonable to assume that the currents are similar to those in Knight Passage and Johnstone Strait. The entrance to Wells Passage should be about 2h30 after up anchor.

Your passage is anticlockwise around a big peninsular. As you round the first major headland, you probably want to be a mile or so off the shore to avoid the pattern of rocks and skerries there. There is a group of islands, the Numas Islands, about 3NM off the point. You probably want to go north of these islands. If tacking, you have about 2NM width between the islands and a safe margin south of the rocks off the mainland shore.

About 3NM past this headland, you start to get back into the Broughton archipelago, and you will find yourself in Wells Passage.

If your timing is perfect, you will be doing most of this passage on the flood, getting into Drury Inlet approaching slack. There is a “Dangerous Narrows” at Stuart Narrows, about 2NM up the inlet. There you will want a little bit of remaining flood tide as you go through the narrows.

TTF at Stuart Narrows is at Alert Bay LW+0h05, TTE at Alert Bay HW+0h11. That appears to be 1h20 before TTF in Wells Passage, 2h53 before TTE in Wells Passage. Maybe.

If your timing is not so good, you have the option of anchoring in Helen Bay half a mile before the narrows on the north side of the inlet. Otherwise, and the advice is that these narrows are OK as long as the current is with you, carry on another 3NM to Jennis Bay, also on the North side of the inlet. Here you have the choice of docking at the marina (log vamp really) or anchoring in the NW corner of that bay.

Flood in Wells Passage (assume same at Knight Inlet) and slack at Stuart Narrows

April

**1<sup>st</sup> 10:27-16:46; TTE 14:15**

**2<sup>nd</sup> 11:02-17:28; TTE 14:55**

**3<sup>rd</sup> 11:36-18:09; TTE 15:33**

4<sup>th</sup> 12:10-18:50; TTE 16:10

5<sup>th</sup> 12:45-19:33; TTE 16:49

6<sup>th</sup> 13:21-20:20; TTE 17:31

7<sup>th</sup> 14:02-21:13 TTF 11:35

Warning: these numbers involve a lot of assumptions and calculation.

## Detailed navigation information

Coming out of Blunden Harbour, round the point, keeping 100 to 200 metres off. At the point, keep a course a little west of south until about 400 metres out. Then turn SE leaving all the visible islands to port. Give the islands a decent distance, say 400 metres, to clear Brandon Rock. When you see the island group open a bit to the east, maintain your course SE. A little S of SE is good, E of SE would not be good as this area is littered with rocks. Once you see the gap between the two major bits of the Raynor Group start to close, you can turn to 125°, 10° further to the east. Putting you on a course for Labouchere Passage. You can go closer to the Numas Islands than the mainland as the north side of the passage is littered with rocks.

Once you see Wells Passage open to port, wait a little until it is thinking about closing before turning parallel to the first part of the NW shore. There is a White lattice beacon on James Point. Aim at that, or west of it to give good clearance to the various rocks and reefs in the mess off the west end of Broughton Island. Continue 100 to 200 metres off the NW coast, the port side of the channel, until you are by Dickson Island, the first serious island in the mess to starboard, about 5NM after you leave Labouchere Passage. After that you can comfortably steer mid stream.

About 3NM later, Drury Inlet opens to port. Morris Islet is about the middle of the entrance, and the west, nearer, side of that islet is littered with rocks, reefs, and weed, so continue north as you round Compton Point until you can round Morris Islet and leave it to port.

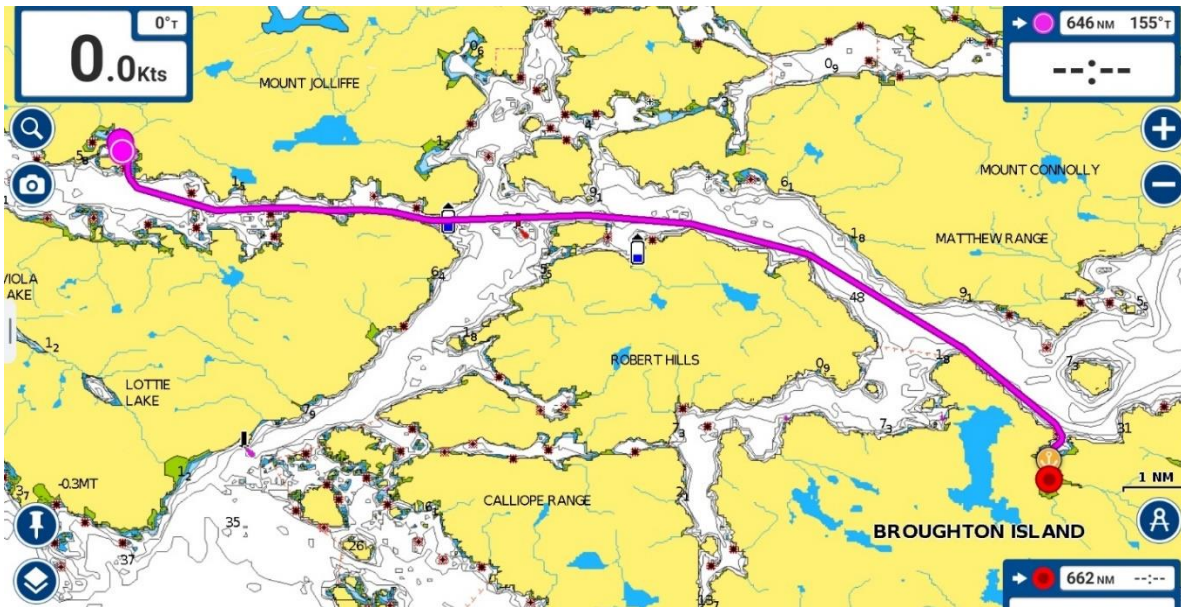
From Morris Islet it is about 2NM up the channel to Stuart Narrows. Helen Bay is half a mile before the narrows. In the narrows, favour the south, port side to avoid the drying shoal mid channel, but do not favour tht side to early as there is a rock off the island there.

Drury Bay opens out about 2NM after the narrows. Jennis Bay is about 1.5NM further on the north side behind Hooper Island, past Byron Point. You want the nearer passage into the bay, leaving Hooper Island to port, but stay mid channel giving Hooper Island a decent berth as the N, E, and S sides are marked by shoals and rocks.

The dock is NW of the islet off the mainland coast north of the east end of Hooper Island. Leave this islet to starboard as it appears there is a boom across between the islet and the dock. No power at the dock, but they do have water.

Alternatively, anchor in the next bay either to the east or SW of the islet in that bay. 7m on the east side, or 2.5 m to the SW over mud.

## Drury Inlet to Cypress Harbour, 16NM



Convenient  
Slacks at Stuart  
Narrows

April

**5<sup>th</sup> TTF 10:19**

**6<sup>th</sup> TTF 10:54**

**7<sup>th</sup> TTF 11:35**

**8<sup>th</sup> TTF 12:29**

**9<sup>th</sup> TTF 13:39**

You will want ebb close to slack to go through Stuart Narrows if you are starting from Jennis Bay. That is 3NM or so down the Inlet. Approaching the narrows from this side, aim for the island that mostly closes Restless Bay, then keep on the starboard side of the channel but aim just N of E once you are by the W head of the island.

Coming out of the inlet, as the channel opens up, favour the North, port, shore, then head just N of E. You want pass Grappler Sound that goes off north and leave Surgeon Islets, directly west of Morris Islet, well to starboard. The north end of those islets is marked with a red lattice beacon.

You are then in Suttlej Channel. Once you are out of the inlet, you may want a flood tide or a small tide for the passage. The current in Wells Passage is up to 3kn. I've seen nothing on Suttlej Channel, but it is the main drainage for two big fjords, so expect similar.

Suttlej Channel takes you past Kinnard Island to the north and Atkinson Island to the south. Atkinson Island may not obviously be an island. Kinnard is marked by Grappler Sound to the west, and Dunsany Passage to the east. About 2.5NM later, Suttlej Channel turns SE, and 2NM later appears to bifurcate. Suttlej Channel continues on, but has a step to port to clear Walker Point, and to starboard Greenway Sound opens up. Greenway Sound almost cuts Braughton Island in half, and it extends west as Carter Passage, a narrow, shallow, ditch that completes the job.

But we do not want Greenway Sound. We continue SE in Suttlej Channel another 2NM to where the channel bends back to east before joining Penphrase Passage going SE, and Kingcome Inlet going NE. This bend is obscured by Stackhouse Island, and our destination, Cypress Harbour is to starboard, south, opposite the island. The entrance faces NE, and is only about 200 metres wide, so may not be obvious until you have passed it and see it by looking over your shoulder.

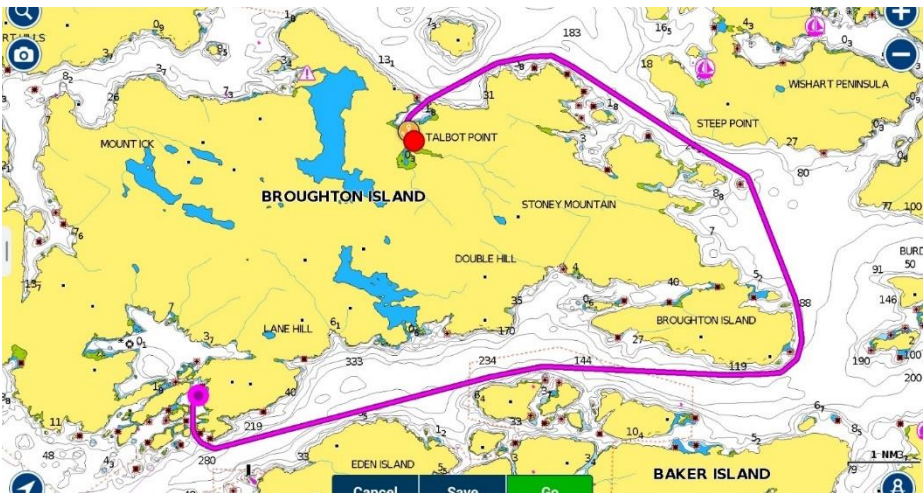
As you pass the first headland to the east, port, you will see (and possibly smell) a big fish farm. Never mind. The intent is to go right to the head of the inlet, half a mile further and right round another headland on each side. The very head of the bay, Stopford Bay, gets very shallow, and most of it dries. You probably want to anchor between Roffey Point to starboard and Cawston Point to port. In either case you will be anchoring in 5 to 7 metres over mud.

Tides in Cypress Harbour (actually Sullivan Bay, behind Atkinson Island, which might be worth a stop)

Date	High		Low		Date	High		Low	
5 <sup>th</sup>	03:27	5.1	10:03	1.3	8 <sup>th</sup>	05:04	4.6	12:17	2.0
	16:29	4.3	21:49	2.5		19:01	3.6	23:42	3.1
6 <sup>th</sup>	03:55	5.0	10:39	1.5	9 <sup>th</sup>	05:56	4.4	13:32	2.1
	17:07	4.1	22:18	2.7		20:39	3.6		
7 <sup>th</sup>	04:26	4.8	11:21	1.8	10 <sup>th</sup>			01:07	3.2
	17:54	3.8	22:53	2.9		07:13	4.2	14:56	2.1
						22:04	3.8		



# Cypress Harbour to Cullen Harbour, 17NM



Approximate TTE times
April
6 <sup>th</sup> not useful
7 <sup>th</sup> not useful
8 <sup>th</sup> not useful
9 <sup>th</sup> not useful
10 <sup>th</sup> 10:45

This little jaunt around Broughton Island wants the tail end of a flood tide then the Ebb, but the currents are not that bad.

The passage takes you down Penphrase Passage, Raleigh Passage, and west in Fife Sound.

Coming out of Cypress Harbour, turn starboard, NE, past Stackhouse Island, then bear a little to starboard, east in Penphrase Passage. Stay at least 0.25NM out from the starboard, south, shore to avoid rocks and the steep shore, which might confuse the waves.

Date	High		Low	
5 <sup>th</sup>	03:27	5.1	10:03	1.3
	16:29	4.3	21:49	2.5
6 <sup>th</sup>	03:55	5.0	10:39	1.5
	17:07	4.1	22:18	2.7
7 <sup>th</sup>	04:26	4.8	11:21	1.8
	17:54	3.8	22:53	2.9
8 <sup>th</sup>	05:04	4.6	12:17	2.0
	19:01	3.6	23:42	3.1
9 <sup>th</sup>	05:56	4.4	13:32	2.1
	20:39	3.6		
10 <sup>th</sup>	07:13	4.2	01:07	3.2
	22:04	3.8	14:56	2.1

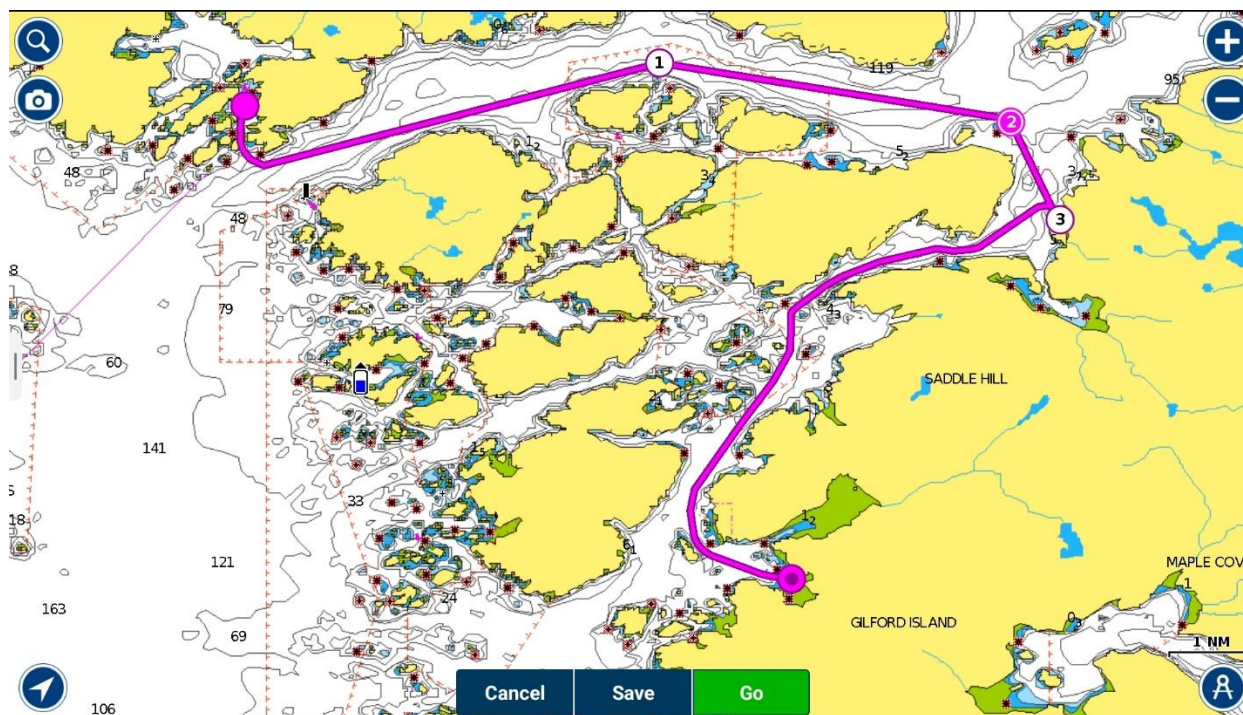
Continue down Penphrase, past Sir Edmund Bay, to starboard, which is cluttered with islands. About 3NM down Penphrase, the south, starboard, shore falls to bits. Continue on your ESE course for another 0.25NM past the end of the last island, Trivett Island, so you miss Trivett Rock. Then you can turn east of south to clear the SE corner of Broughton Island.

You want to follow the coast of Broughton Island round into Fife Sound. Do not follow the shore too closely as there is a rock and some reefs as the SE end of the island. Follow Fife Sound for about 8NM past a confusion of islands to the south until you pass the end of Eden Island. This puts you back at the east end of Queen Charlotte Sound, but only just.

After the end of Eden Island, marked by a white lattice mark on Duff Islet on the port side, you need to go another 0.5NM before turning to starboard into the eastmost passage into Cullen Harbour. Most of the bay is taken up with some real islands, and some skerries, but the east channel is fairly clear and simple. There is one rock of interest in the channel between an island whose name I have not discovered and Olden Island, but it is well out of our way. However, that channel is our cue to prepare to turn east past the next headland and anchor in 6 or 7 metres over mud.

# Cullen Harbour to Echo Bay or Health Bay

11NM or 18NM



Approximate  
TTE times

April

4<sup>th</sup> not useful

5<sup>th</sup> not useful

6<sup>th</sup> not useful

7<sup>th</sup> not useful

8<sup>th</sup> not useful

9<sup>th</sup> not useful

10<sup>th</sup> 10:45

11<sup>th</sup> 12:15

12<sup>th</sup> 13:25

13<sup>th</sup> 14:20

14<sup>th</sup> not useful

15<sup>th</sup> not useful

16<sup>th</sup> not useful

17<sup>th</sup> not useful

18<sup>th</sup> not useful

19<sup>th</sup> not useful

20<sup>th</sup> not useful

21<sup>st</sup> not useful

The passage takes you back up Fife Sound then down Retreat Passage. If there are, or are forecast to be, strong west winds stop in Echo Bay. Actually, Echo Bay is the preferred destination for the day.

Echo Bay Marina is being, or has been, upgraded. This may mean it is not available in the off season. Who knows.

The first part, or most if Echo Bay is open, of this passage is a repeat of much of the previous one, only backwards: out of Cullen Harbour, then east up Fife Sound, all the way back along Broughton Island. But then things are different. We continue another mile up Fife Sound, then turn south, starboard, down Retreat Passage. At the east end of Baker Island, there is a small island just off to the north, Ragged Island. This is useful as it makes sure we are almost far enough north to avoid a couple of nasty rocks over 0.25NM north of the very east end of Baker Island. If you clear Ragged Island by 200 metres, then continue due east for 0.5NM, not succumbing to the temptation to follow the shore round to the south, then we are clear of those rocks. You have gone far enough east once the head of Baker Island is west of south.

If we're headed to Echo Bay, then we want to go about 1.2NM diagonally across Retreat Passage, about 155°. Echo Bay opens to the NW, so it should be visible as we approach.

If we're headed to Health Bay, or when heading to Lagoon Cove on the next passage plan using the more adventurous route, continue south on Retreat Passage, and follow it as it turns west, then another 2.5NM to the ragged end of Isle Point. Here Retreat Passage turns SW, and you have to

negotiate the Fox Group. The Fox Group is a mess of skerries, rocks and shoals, and if the electronic charts are not working, it will be a challenge.

Head from the last islet off Isle Point directly to the headland the other side of False Cove, then from there head for the rounded headland about 1NM along the coast on the port side, SE, heading about 230°.

Then continue down the passage about 1.25NM past Meade bay before turning into Health Bay. On the North side of Health Bay the headland has rocks and shoals of the point. There is also an island, Sail Island, off the point. You can go quite close under that island, leaving it to starboard.

Once you are at the end of that island you can head straight into the bay where you want to anchor, on a course of 106°. There are a pair of rocks about a quarter of the way out from each side about 0.25NM from the head of the bay, then a permanently dry skerry on the south side. Anchor between that skerry, the wee headland at the head of the bay, and a little to the north of both or directly between them. The bay continues round to the south, but it is guarded by a couple of skerries, and actually is drying mud flats.

Anchor in 8 to 10 metres over mud.

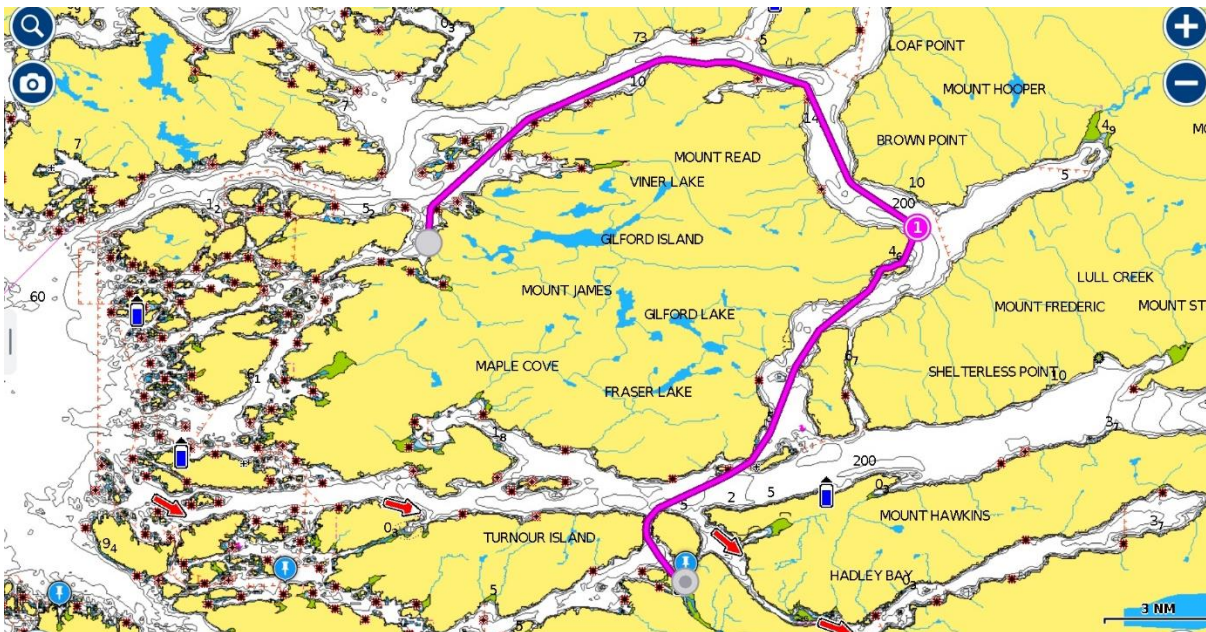
This bay is sheltered except from the west. Consider that when deciding when to travel as with a west blow you would be closer than I like to the lee shore.



## Echo Bay to Lagoon Cove Marina, 23NM

There are two possible routes from Echo Bay to Lagoon Cove: clockwise or anticlockwise around Gilford Island. The anticlockwise route is shorter, but involves going through Spring Passage, a rock strewn channel about which the sailing directions say “Local knowledge advised”.

The Clockwise direction involves coming out of Echo Bay and turning northeast in Cramer passage, then into Hornet Passage between Gilford Island to the southeast and the Burford Group of islands to the northwest, then Tribune Channel between Gilford Island and the mainland all the way east and south to Knight Inlet, then a little west in Knight Passage to Minstrel Island and into Lagoon Bay.



Approximate TTE  
times

April  
8<sup>th</sup> 08:03,  
9<sup>th</sup> 09:07  
10<sup>th</sup> 10:41  
11<sup>th</sup> 12:11  
12<sup>th</sup> 13:19

8<sup>th</sup> – 10<sup>th</sup> times  
are not very  
helpful

### Detailed navigation Directions

Come out of Echo Bay and head a little east of North. Once out of the marina there is a headland about 400 metres on the starboard side: aim just off this point. From there head practically due north about 0.75NM to clear Powell Point, the NW point of Gilford Island. You need a good 500 metres of offing at the point to clear the rock at the point.

Centre yourself in Hornet Passage and head just E of NE past the Burford Group of Islands, which are a real mess of little islands. The passage bifurcates, Viner Sound to starboard, and more of Hornet Passage a little to port of straight on. Continue on your course, which will now be NNE, until you are cnetred in Tribune Channel. That keeps you clear of Smith Rock off Gilford Island.

Continue down Tribune Channel 8NM past Kwatsi Bay to port and Wahkana Bay to starboard, both at about the 7NM mark. This takes you to a T junction with Bond Sound to port, and the continuation of Tribune Channel to starboard. Turn starboard, south. This takes you around Irvine Point on which there is a port mark. Tribune Channel goes south for about 2.5NM, then SE for another 2.5NM to yet another T junction, this time you have Thompson Sound to port, and the continuation of our channel about 120° to port. Continue round Trafford Point, the eastmost point of Gilford Island, past little Kumlah



Island to starboard. After a little under 3NM, narrow Sargeaunt Passage goes off to port. You could take this narrow passage if you want. It does get down to about 4.5metres, but is very well protected. Alternatively, continue round Viscount Island and round Bamber Point where the channel finally turns to be due south. Bamber Point has a starboard marker on it. Just past this point, the channel opens out, but just west of centre is Humphrey Rock, which at low water is just underwater.

Another 2NM takes you to Knight Inlet. Our path into Knight Inlet is substantially blocked on the west, starboard, side of Tribune Channel by the narrow, east-west Shewell Island, which you want to leave to port, taking the smaller pass out of Tribune bay into Knight Inlet.

Once in Knight Inlet, it is only about 1.5NM to Minstrel Island. There are two ways into Lagoon Cove, west or east of Minstrel Island. West is preferable, especially if there is a strong west wind as that would make “the Blow Hole” very windy. So ignore Chatham Channel to the east of Minstrel Island and continue 1NM to the fairly narrow, 400metre, channel into Lagoon Bay.

Once in the Bay, continue round Minstrel Island, heading SE. In front of you, about 1NM on, is Perley Island. To avoid the shoals to the NE of Perley Island, leave it to port.

Rounding Perley Island, you should see the marina on your port bow.

You would like to do the First half of this passage to Trafford Point on the flood, and the second half on the Ebb. It probably doesn't matter much, but TTE times are shown



Approximate  
TTF times

April

8<sup>th</sup> 14:52

9<sup>th</sup> 15:55

10<sup>th</sup> 06:21

11<sup>th</sup> 07:13

12<sup>th</sup> 07:51

These are not  
helpful times

The anticlockwise route takes you ESE down Cramer Passage between Gilford Island and Baker Island, then Retreat Passage between Gilford Island and Bonwick Island, then Spring Passage through rocks, skerries, and shoals between Gilford Island and Midsummer Island, and into Knight Inlet which you follow west past Village and Turnour Islands to the south to the entrance to Lagoon Bay.

## Detailed navigation Directions

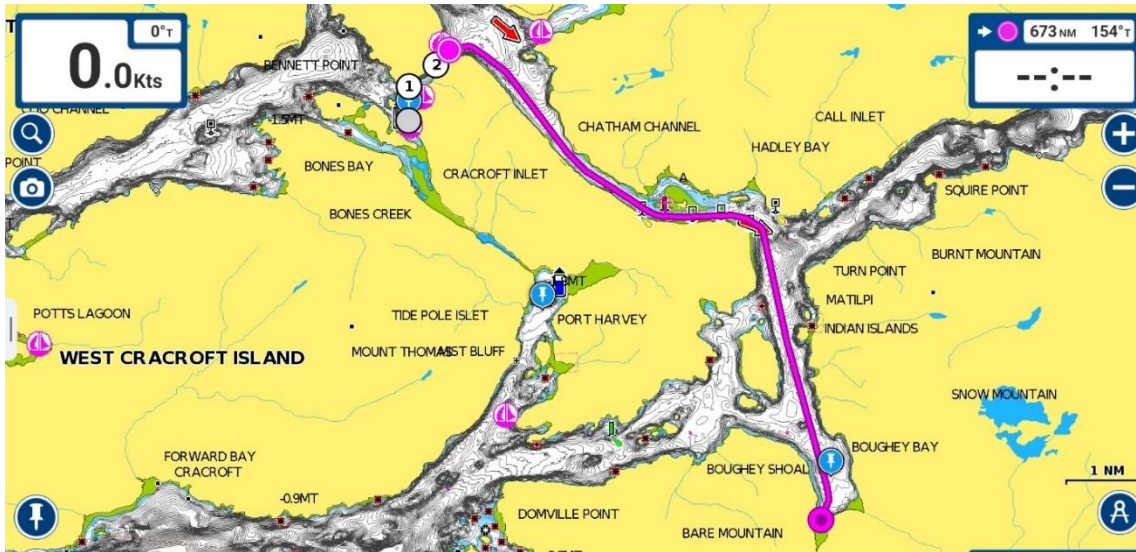
Come out of the marina and turn WSW past the wee island to the NW of the marina into Cramer Passage. You can go either side of this island, but would probably be happier leaving it to port and going around it. After about 0.75NM, the channel narrows as you go south of Baker Island. This narrow section takes you west about 2.5NM to the ragged end of Isle Point. Here Retreat Passage turns SW, and you have to negotiate the Fox Group. The Fox Group is a mess of skerries, rocks and shoals, and if the electronic charts are not working, it will be a challenge.

- Head from the last islet off Isle Point directly to the headland the other side of False Cove a heading of 160° for just about 0.6NM to the headland,
- From there head for the rounded headland about 1NM along the coast on the port side, SE, heading about 235° for 4NM past Health Bay and Seabreeze Island.
- Once past Seabreeze Island, head 190° for about 1NM past Henrietta Island. This takes you to Spring Passage.
- Head east, 95° for about 1.5NM almost to the headland ahead where the passage turns SE.
- Head just east of south, 170° for about 0.6NM until you are a couple of hundred yards away from them. This takes you past, and well clear of, a mid passage skerry. This section is labelled in Navionics as dangerous with nasty currents.
- Turn East or a bit south of east, heading for a group of skerries about half a mile away.
- When a 200 to 400 metres away from the skerries, mid channel, turn S of SE, 145° until you are in the middle of Knight Inlet.
- Take a deep breath, relax, and head east up the inlet for about 9NM passing Village Island then Turnour Island to starboard. You will see the passage between those two islands after about 4NM, but only if you look aft over your starboard shoulder.

At the eastern end of Turnour island is the entrance to Lagoon Bay. Then follow the instructions as if you had come around Gilford Island the other way.

Going this way, you want an ebb tide followed by flood, so there is a table of TTF times. It shouldn't matter, but you want that slack, any slack, in Spring Passage.

## Lagoon Cove to Boughey Bay, 10NM



Convenient Slacks at  
Root Point, end of  
Chatham Channel

April

8<sup>th</sup> TTE 08:18, TTF 15:07  
9<sup>th</sup> TTE 09:22, TTF 16:10  
10<sup>th</sup> TTE 11:16, TTF 17:27  
11<sup>th</sup> TTF 07:28, TTE 12:26  
12<sup>th</sup> TTF 08:06, TTE 13:54  
13<sup>th</sup> TTF 08:39, TTE 14:47  
14<sup>th</sup> TTF 09:11, TTE 15:34

Uncorrected. Maybe  
subtract 0:20 for TTF, 0:40  
for TTE

This is a short hop, but is tide constrained. You would like a TTE slack in the last mile and a half of Chatham Channel. The tides in this channel are more wind dependent than some, up to a couple of hours variable. So, I suppose, start a little earlier than indicated by the slack tide times, and if necessary anchor somewhere. TTF slack would also work.

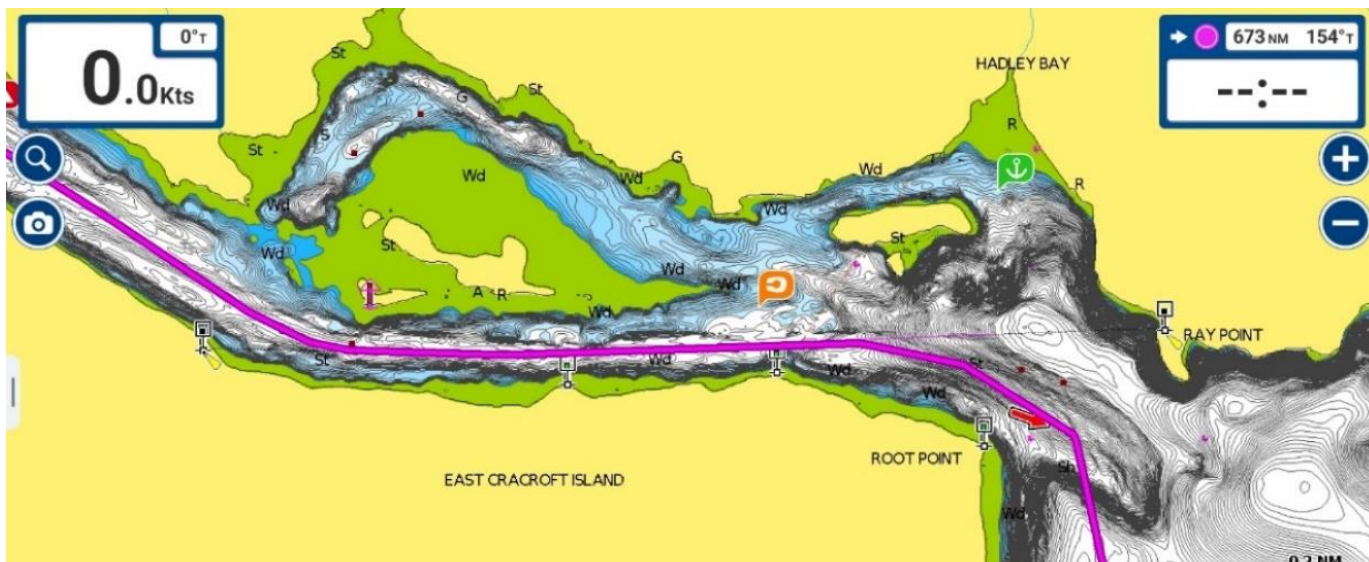
Coming out of the marina, head NW as if to take the passage to west of Perley Island. When the channel south of Perley Island opens, turn to starboard leaving the island to port. There is a shoal on the south side of the channel marked with a west cardinal. Leave that marker to starboard, treating at a west and south cardinal.

At the east end of Perley Island is a drying shoal, so pretend the island is twice as long as it really is. As you pass the east end of the island, the Blow Hole should open. There is a drying shoal about 400 metres in on the starboard, south, side. It is probably well marked by kelp, but watch your depth. The main channel is only about 2.7 metres CD. The Nautical Chart and the crowd sourced SonarChart agree on the depth, but the SonarChart has the main channel further to starboard. Once you are past this shoal, the channel is notionally simple, but the wind is reported to whistle through here.

It is not clear what, if any, current there will be in the Blow Hole. If that has a nasty current against, anchor in the entrance. You can avoid this channel by going the long way around Minstrel Island. That adds 2.5NM to the passage, and may leave you at the entrance to Chatham Channel waiting for a more favorable current and nowhere to anchor. If when you get through that channel the current is nasty, you can anchor (or Dock!) just north of the exit to the Blow Hole at Minstrel Island. Chatham Channel itself is initially too deep to anchor. You can perhaps cross the channel and pull into Cutter Cove to pause.

If the first, wide, part of the channel is OK, but it gets difficult as it narrows, no problem. The depth as you approach the narrows rises from 25 to 10 in the 200 metres just before the narrows.





The last 1.5NM of Chatham Channel is narrow. The 1.25NM before that are fairly narrow, but simple. There are navigation marks and lead marks in that last bit. I read that the Navionics times for slack here are wrong, 20 minutes late for TTF, 40 minutes late for TTE, but that might be the wind effect I read elsewhere. If you zoom in on the chart, you will see that there are pairs of lead marks at each end of the channel. Use both pairs: you can get your line by checking the marks behind as well as in front.

Coming out of Chatham Channel, get into mid stream, then turn due south. It is just under 3NM to the entrance to Boughey Bay. Your course takes you past Hull Island that obscures most of Havannah Channel that heads off to the west. The east shore has a couple of islets off it, the Indian Islands.

There is a deep shoal, Boughey Shoal, in the middle of the entrance. This may be visible by wave disturbance or kelp. This is about 0.25NM after the passage south of Hull and Mistake Islands opens abaft starboard.

You probably want to anchor right at the head of the bay in the SW corner where there is a nice bay about 200 metres wide. There you can anchor in about 13 metres over mud and sand.

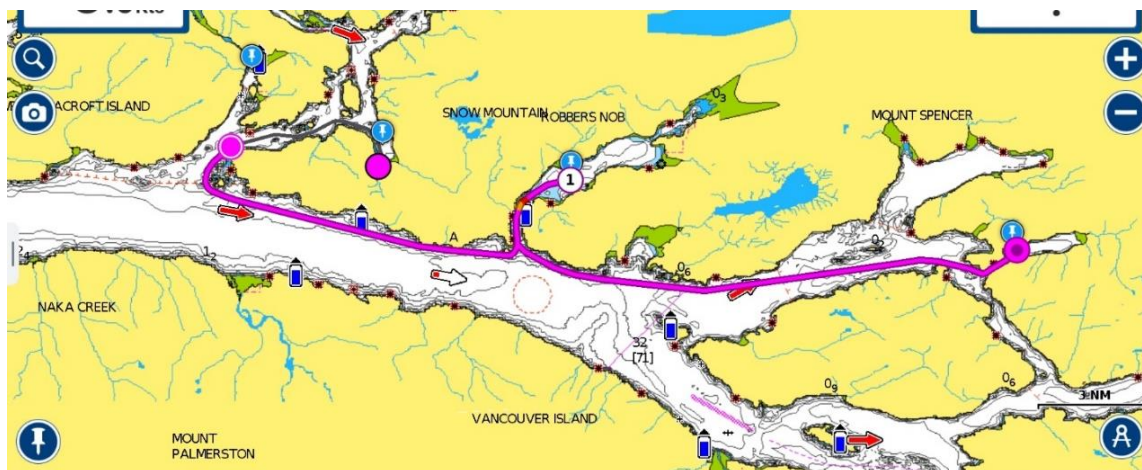
Tides in Lagoon Cove. Port Harvey tides are 10 to 20 minutes later, so Boughey may be as much as 30 minutes later.

	High		Low			High		Low	
8 <sup>th</sup>	05:09	4.8	12:27	1.9	12 <sup>th</sup>			04:37	3.0
	19:18	3.8	23:37	3.3		10:23	4.3	17:00	1.9
9 <sup>th</sup>					13 <sup>th</sup>	23:37	4.5		
	05:54	4.5	13:35	2.1				05:30	2.5
10 <sup>th</sup>	20:54	3.7			14 <sup>th</sup>	11:26	4.5	17:44	1.8
			01:02	3.4					
11 <sup>th</sup>	07:08	4.3	14:56	2.1	15 <sup>th</sup>	00:09	4.8	06:13	2.0
	22:56	3.9				12:17	4.8	18:22	1.7
11 <sup>th</sup>			03:14	3.3	15 <sup>th</sup>				
	08:53	4.2	16:07	2.1		00:40	5.2	06:52	1.5
	23:03	4.2				13:01	5	18:59	1.6



# Boughey Bay to Port Neville and Forward Harbour

17.4NM to Port Neville, 16.5NM Neville to Forward Harbour, or 28NM Boughey to Forward Harbour.



## Johnstone Strait peak flood

Data shown are speed of peak flood, end of Ebb (TTF), and speed of the ebb.

April

**10<sup>th</sup> 0.6, -11:01; -1.3**

**11<sup>th</sup> 1.0, -12:31; -1.5**

**12<sup>th</sup> 2.8, -13:39; -1.0**

**13<sup>th</sup> 3.9, -14:32; -4.5**

**14<sup>th</sup> 5.0, -15:19; -5.3**

There are no real complexities on this section, but 14NM of it are up Johnston Channel. The currents shown in the table are for Off Broken Island, right where we join the strait. The currents at “Johnstone Strait Central”, just downstream of Port Neville are weaker and later, the ebb never exceeding 2.7kn, and the flood being not far off zero.

Any day in the range works, but on some days it really does not pay to start early, especially the days early in the window. Note that early days, 10<sup>th</sup> to 12<sup>th</sup> have us probably bucking a modest foul current. The 13<sup>th</sup> and 14<sup>th</sup> have a nicer window for the flood, but that window slams shut with a strong ebb.

Tides in Port Neville. Forward Harbour tides may be up to 50 minutes later

	High	Low		High	Low
10 <sup>th</sup>	07:15 3.9 22:50 3.6	00:56 3.3 15:16 1.9	13 <sup>th</sup>	11:39 4.1	05:46 2.4 17:58 1.7
11 <sup>th</sup>	09:02 3.8 23:25 3.8	03:18 3.2 16:22 1.8	14 <sup>th</sup>	00:26 4.3 12:32 4.2	06:30 2.0 18:36 1.7
12 <sup>th</sup>	10:33 3.9 23:56 4.0	04:50 2.9 17:15 1.8	15 <sup>th</sup>	00:56 4.6 13:19 4.4	07:11 1.5 19:13 1.6

## Forward Harbour to Blind Channel, 20NM



To avoid having to negotiate two rapids and a fast channel that are inconvenient distances apart, the plan is to take the longer route up Johnstone strait. There is then only the one rapid and the current in Blind Channel to deal with. Whirlpool Rapids can be managed for a while around slack, almost any time on the flood going this way. The current in Johnstone Strait here is anything up to 6kn, and Blind Channel up to 7kn. Chancellor Channel seldom exceeds 2kn.

We want to traverse Whirlpool at the start of the flood, ride the current down Wellbore Channel, fight the modest current Chancellor Channel, then ride the flood up Johnstone Strait and up to Blind Channel Resort, arriving there at TTE slack.

	Sunrise	TTF @ Whirlpool	Flood @ Camp Point	Flood @ Ripple Point	Flood @ Blind Channel	TTE @ Blind Channel
11 <sup>th</sup>	06:37	06:43	1.3	1.3	1.6	12:21
12 <sup>th</sup>	06:35	07:21	2.0	2.0	2.5	13:29
13 <sup>th</sup>	06:33	07:54	2.8	2.8	3.5	14:22
14 <sup>th</sup>	06:31	08:26	3.6	3.6	4.5	15:09
15 <sup>th</sup>	06:29	08:58	4.4	4.4	5.5	15:52

It is about 2NM from Douglas Bay in Forward Harbour to Whirlpool Rapids, 2.5NM down Wellbore Channel to D'Arcy Point, thence 3.5NM to Eden Point where we join Johnstone Strait, and another 6NM in Johnstone Strait to Blind Channel, and another 4NM to the Marina.

We want to raise anchor at Blind Channel slack -0h30 (might be early). That has us go through Whirlpool half an hour after slack. We then have to ride the current for 2.5NM, fight it for 3.5NM, then ride it for 14NM to arrive at Blind Channel Resort approaching the next slack.

## Blind Channel to Big Bay, 17NM



On this leg there are three tidal constraints: Leaving Blind Channel Resort, Dent Rapids, and Gillard Passage. In a perfect universe we'd leave Blind Channel Resort at TTF slack, practically drift the 11NM to Dent

Rapids to arrive just before TTE slack, then proceed with more alacrity for the next 2.1NM to Gillard Passage in 25min to go through that also close to TTE slack. From there it is only 1NM to Big Bay.

TTE slack at Blind Channel also works, but we'd need to get a bit of a shuffle on to get to Gillard at slack.

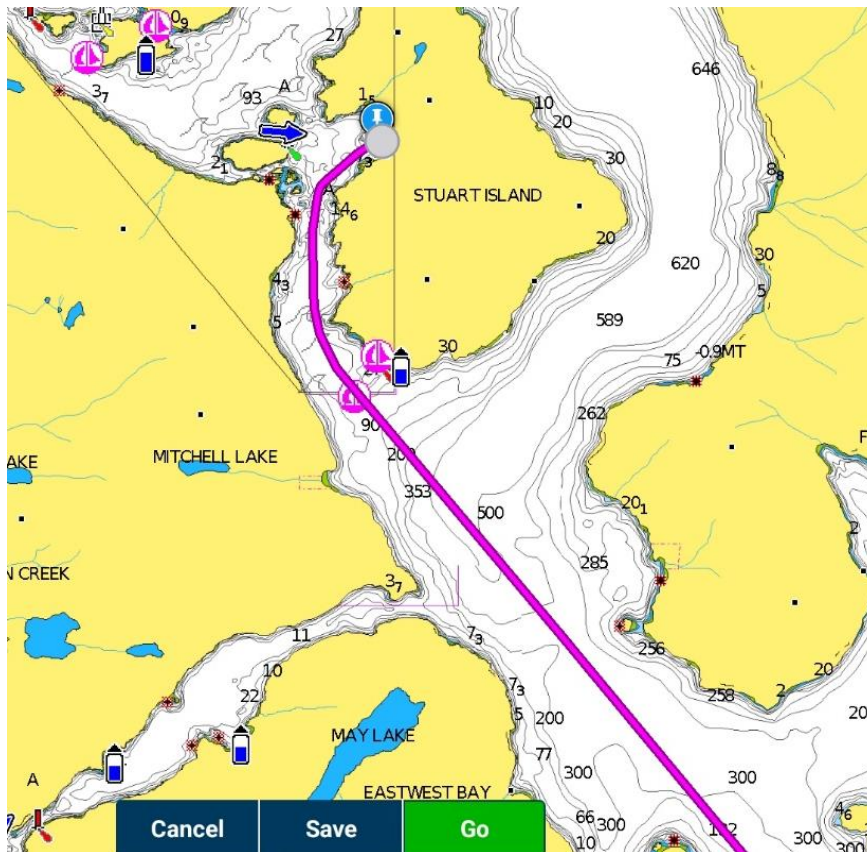


Net message is that we want two daylight slacks. This works any day we're likely to want except possibly April 20<sup>th</sup> where we'd need to catch TTE slack at Blind Channel at 6:14, 3 minutes before sunrise at 06:17.

	Blind Channel TTF	Cordera Channel Flood	Dent TTE	Gillard TTE
13 <sup>th</sup>	08:34	08:49 – 14:37 1.4	14:35	5.8 15:00 -5.4
14 <sup>th</sup>	09:06	09:21 – 15:24 1.8	15:21	7.3 15:46 -6.2
15 <sup>th</sup>	09:38	09:53 – 16:07 2.2	16:03	8.7 16:28 -7.0
16 <sup>th</sup>	10:11	10:26 – 16:50 2.5	16:44	10.0 17:09 -7.5



## Big Bay to Von Donop, 18NM



### Slacks at Yukulta

April

14<sup>th</sup> TTF 09:55

15<sup>th</sup> TTF 10:29

16<sup>th</sup> TTF 11:03

17<sup>th</sup> TTF 11:39

The only constraint is Yukulta Rapids about half a mile from the marina. You want to go through this at slack, preferably a TTF slack.

The on down Calm Channel to Von Donop inlet.

Tides in Von Donop:

	High		Low	
14 <sup>th</sup>	04:36	5	11:04	4.3
	16:41	4.3	22:34	2.5
15 <sup>th</sup>	04:56	5	11:31	2.2
	17:36	4.6	23:19	2.7
16 <sup>th</sup>	05:17	5.1	12:01	1.8
	18:27	4.9		
17 <sup>th</sup>			00:04	2.9
	05:41	5.1	12:34	1.3
	19:18	5.2		

Thence Drew Harbour for resupply, Lund, Blind Bay, Secret or Smuggler Cove, Gibsons, Vancouver. Then Montague, Victoria, then southern gulf islands.