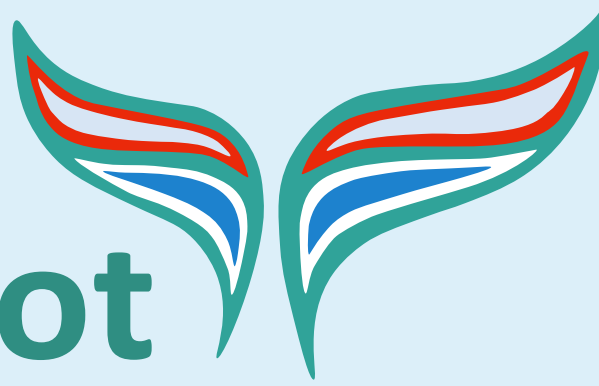


SalishSeaPilot



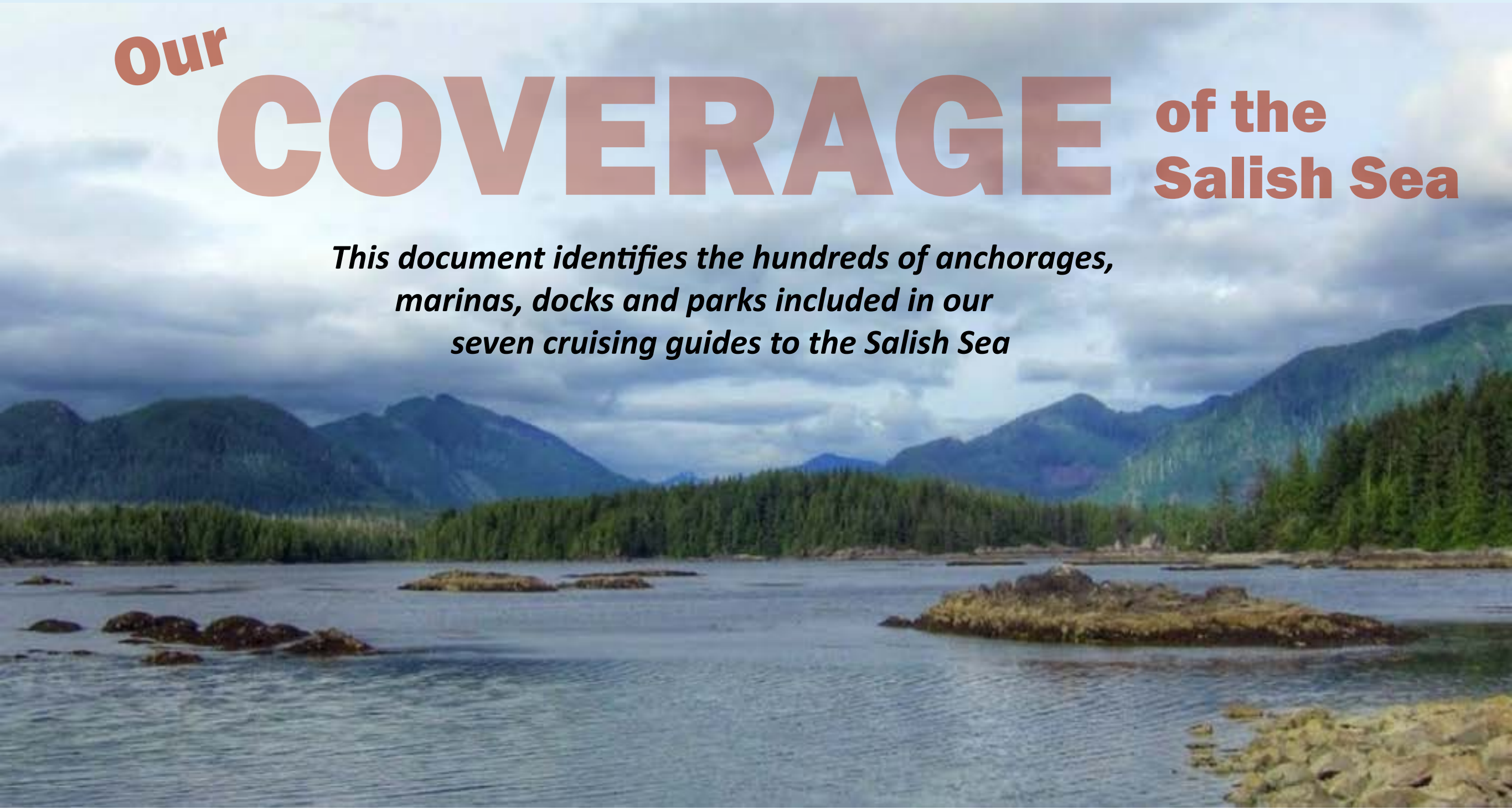
Always aboard. Always ashore. On every device you own.

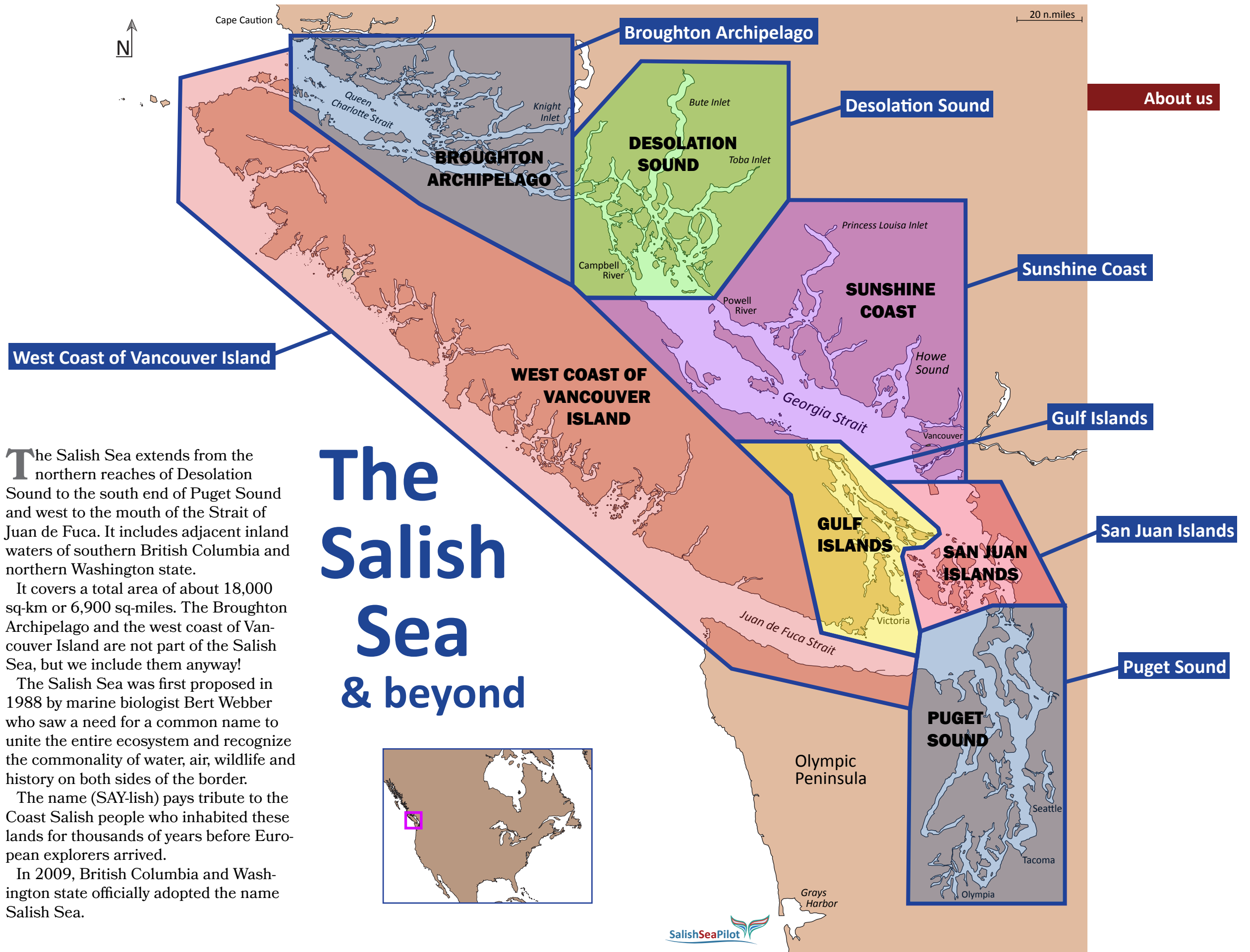
Our

COVERAGE

**of the
Salish Sea**

*This document identifies the hundreds of anchorages,
marinas, docks and parks included in our
seven cruising guides to the Salish Sea*







West Coast of Vancouver Island

Cape Scott to Juan de Fuca Strait

Working links :)

Vancouver Island

A: Cape Scott & around

C: Quatsino Sound East

B: Quatsino Sound West

D: Brooks Peninsula & around

E: Kyuquot Sound

F: Esperanza Inlet & Tahsis Inlet

G: Nootka Sound

H: North Clayoquot Sound

I: South Clayoquot Sound

J: West Barkley Sound

K: East Barkley Sound

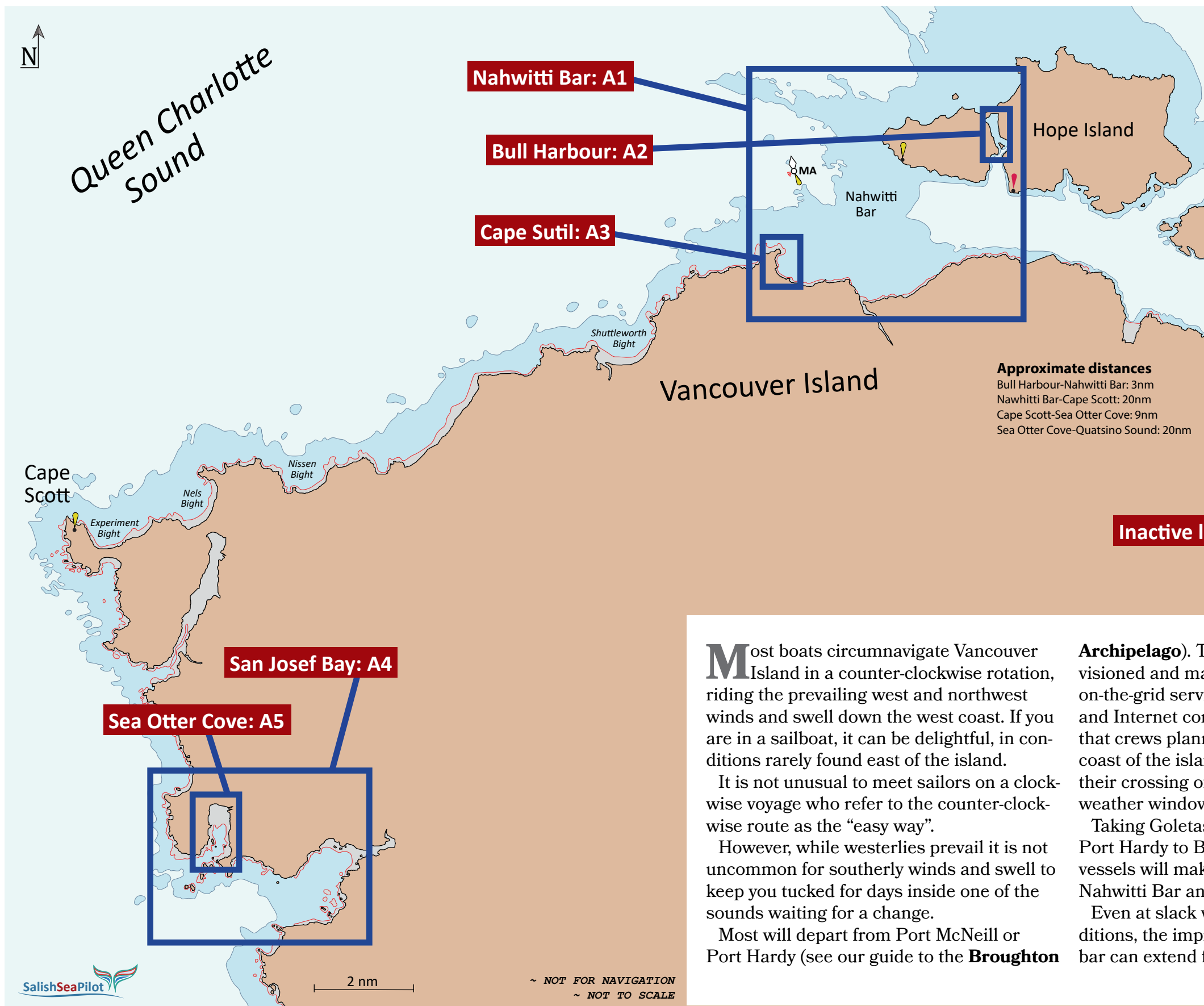
L: Alberni Inlet

M: Strait of Juan de Fuca

Pacific Ocean

Strait of Juan de Fuca

A: Cape Scott & around



Nahwitti Bar: A1

Bull Harbour: A2

Cape Sutil: A3

San Josef Bay: A4

Sea Otter Cove: A5

Approximate distances

Bull Harbour-Nahwitti Bar: 3nm
Nahwitti Bar-Cape Scott: 20nm
Cape Scott-Sea Otter Cove: 9nm
Sea Otter Cove-Quatsino Sound: 20nm

Inactive links :(

Most boats circumnavigate Vancouver Island in a counter-clockwise rotation, riding the prevailing west and northwest winds and swell down the west coast. If you are in a sailboat, it can be delightful, in conditions rarely found east of the island.

It is not unusual to meet sailors on a clockwise voyage who refer to the counter-clockwise route as the “easy way”.

However, while westerlies prevail it is not uncommon for southerly winds and swell to keep you tucked for days inside one of the sounds waiting for a change.

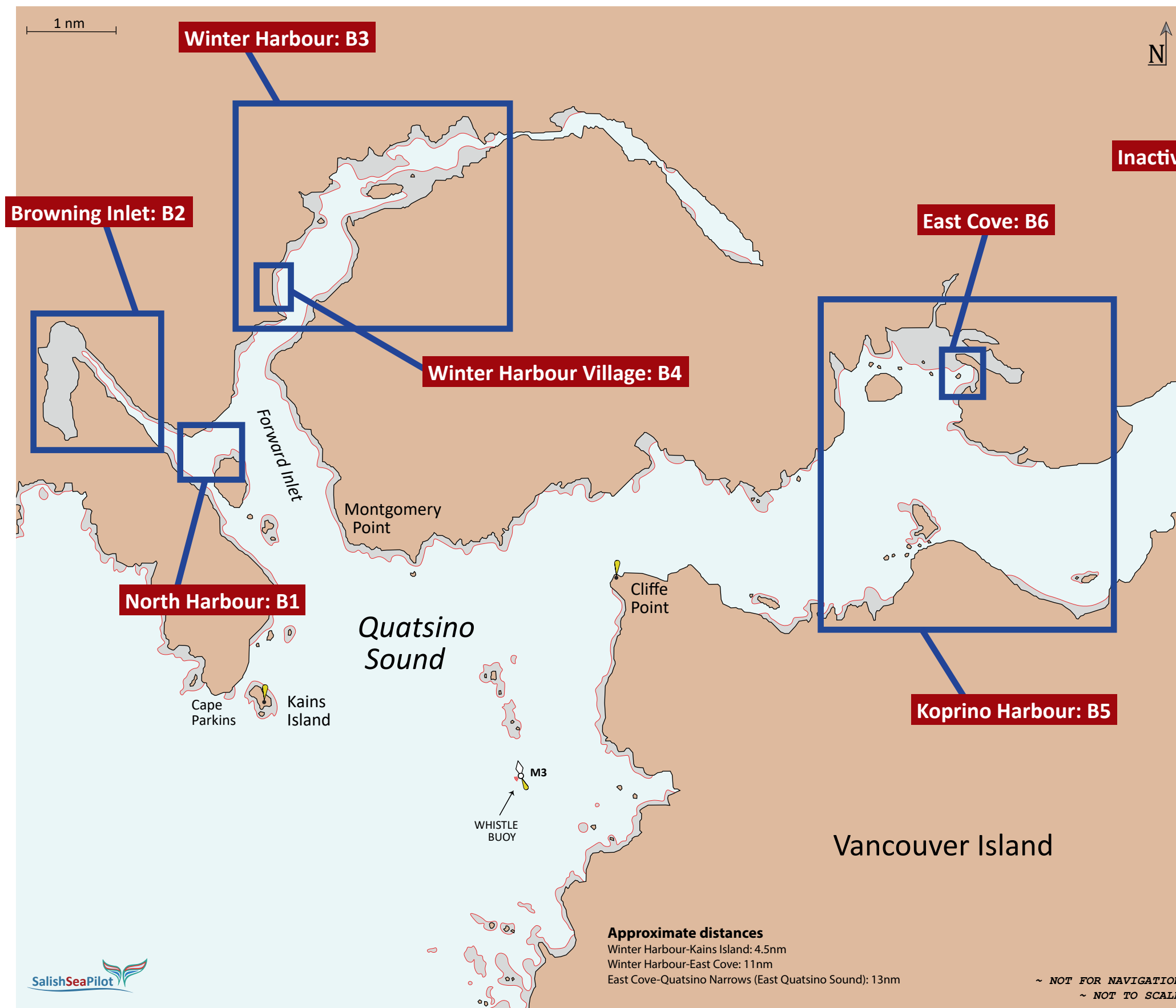
Most will depart from Port McNeill or Port Hardy (see our guide to the **Broughton**

Archipelago). There crews will have provisioned and made their last use of various on-the-grid services, including reliable cell and Internet connections. It is there also that crews planning to cruise down the west coast of the island will likely have timed their crossing of Nahwitti Bar and picked a weather windows to go around Cape Scott.

Taking Goletas Channel, it is 23nm from Port Hardy to Bull Harbour where most vessels will make last preparations to cross Nahwitti Bar and round Cape Scott.

Even at slack water and in light wind conditions, the impressive ocean swells at the bar can extend for miles westward.

B: Quatsino Sound ~ West



Inactive links :(

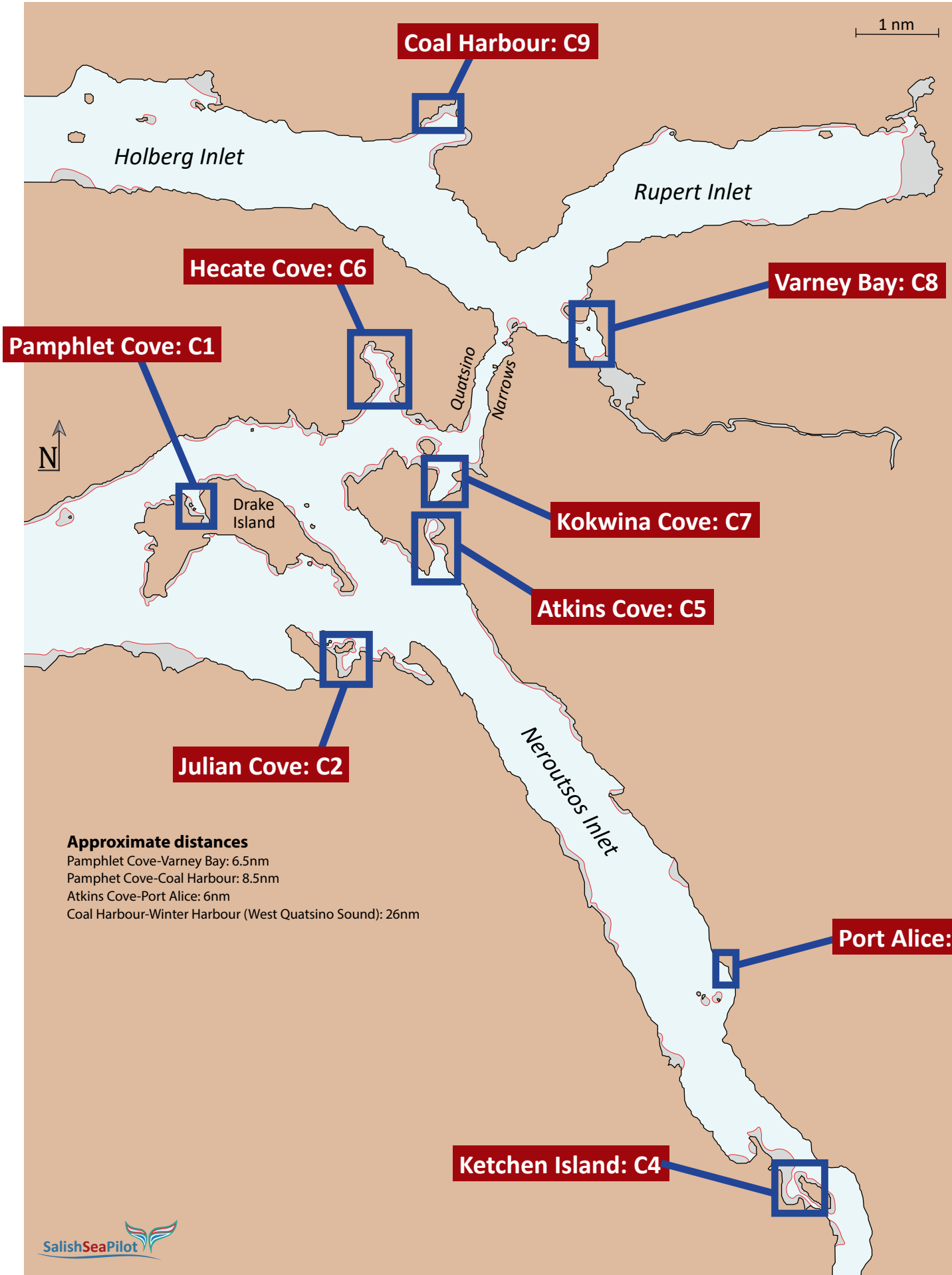
Coming from the north on your first voyage to the west coast of Vancouver Island, Quatsino Sound could well be your first experience with sea otters.

When European explorers arrived, hundreds of thousands of these amazing creatures populated the coast of British Columbia. They were hunted to extinction in BC for their remarkable fur pelts, the thickest of any animal (up to one million follicles per inch).

From 1969-72, 89 sea otters from Alaska were reintroduced on Vancouver Island's west coast. Now there are thousands of sea otters here, their range extending from the Broughton Archipelago south to Tofino in Clayoquot Sound.

You'll encounter huge rafts of sea otter communities, from pups to adults weighing up to 40 kilograms (90 pounds), playing on the surface or diving to find urchins, crabs, mussels and clams to dine on. Sea otters eat 25 percent of their body weight every day.

Fishing, both sport and commercial, or servicing those occupied by this activity, are the principle pastimes in Quatsino Sound. When it's not cruisers like yourself, boat traffic is just about exclusively vessels coming or going from fishing spots.



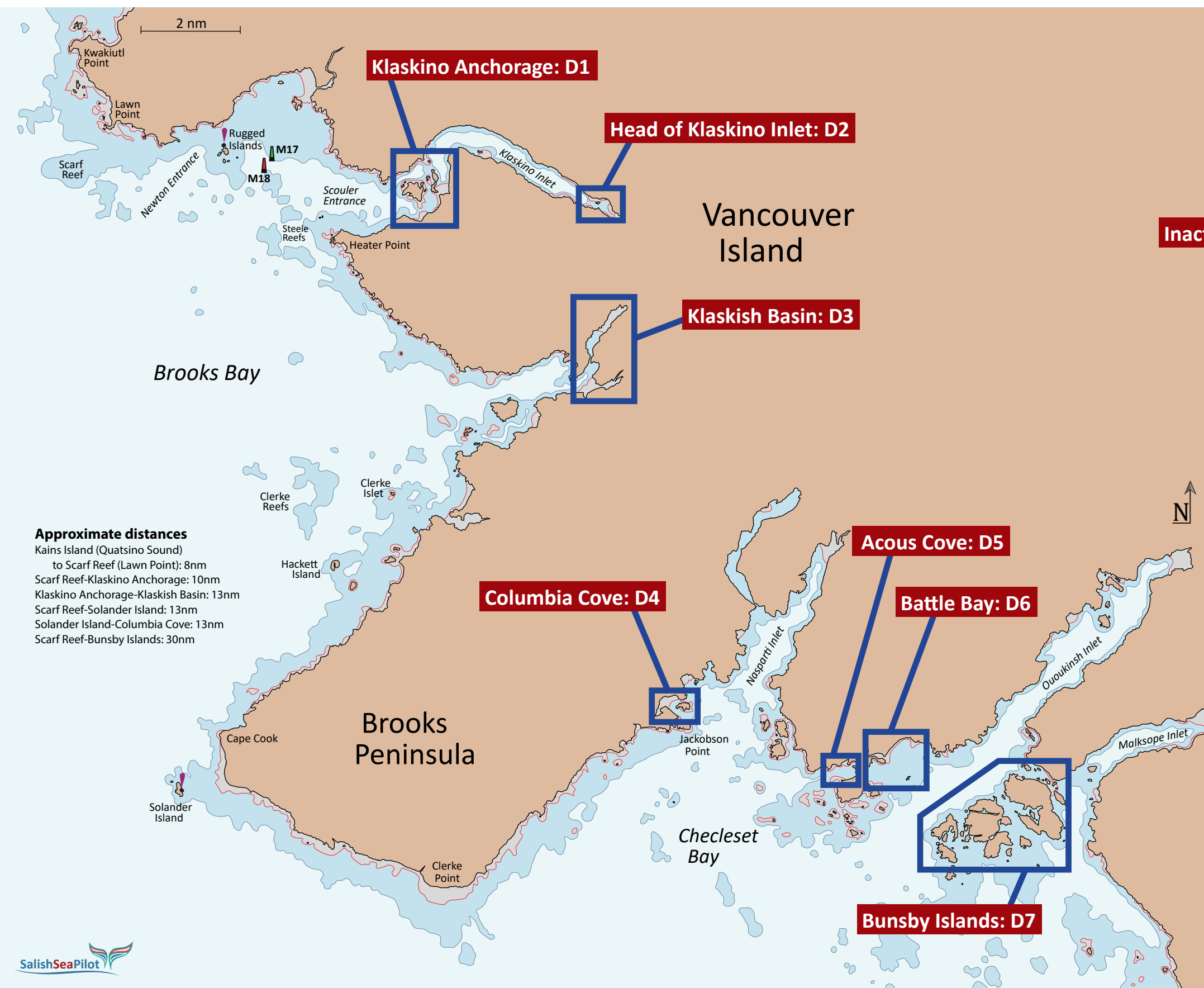
Inactive links :(

C: Quatsino Sound ~ East

Many cruisers might pass on journeying deeper into the web of inlets found in eastern Quatsino Sound. Everything looks so far away and the wonderful anchorages outside Quatsino Sound are calling.

But if you have the time there are anchorages with excellent protection and delightful opportunities to explore. The best of these are Pamphlet Cove, Varney Bay and Julian Cove in an orbit around Quatsino Narrows, which is 11 nautical miles from Kopri-no Harbour.

D: Brooks Peninsula & around



Inactive links :(

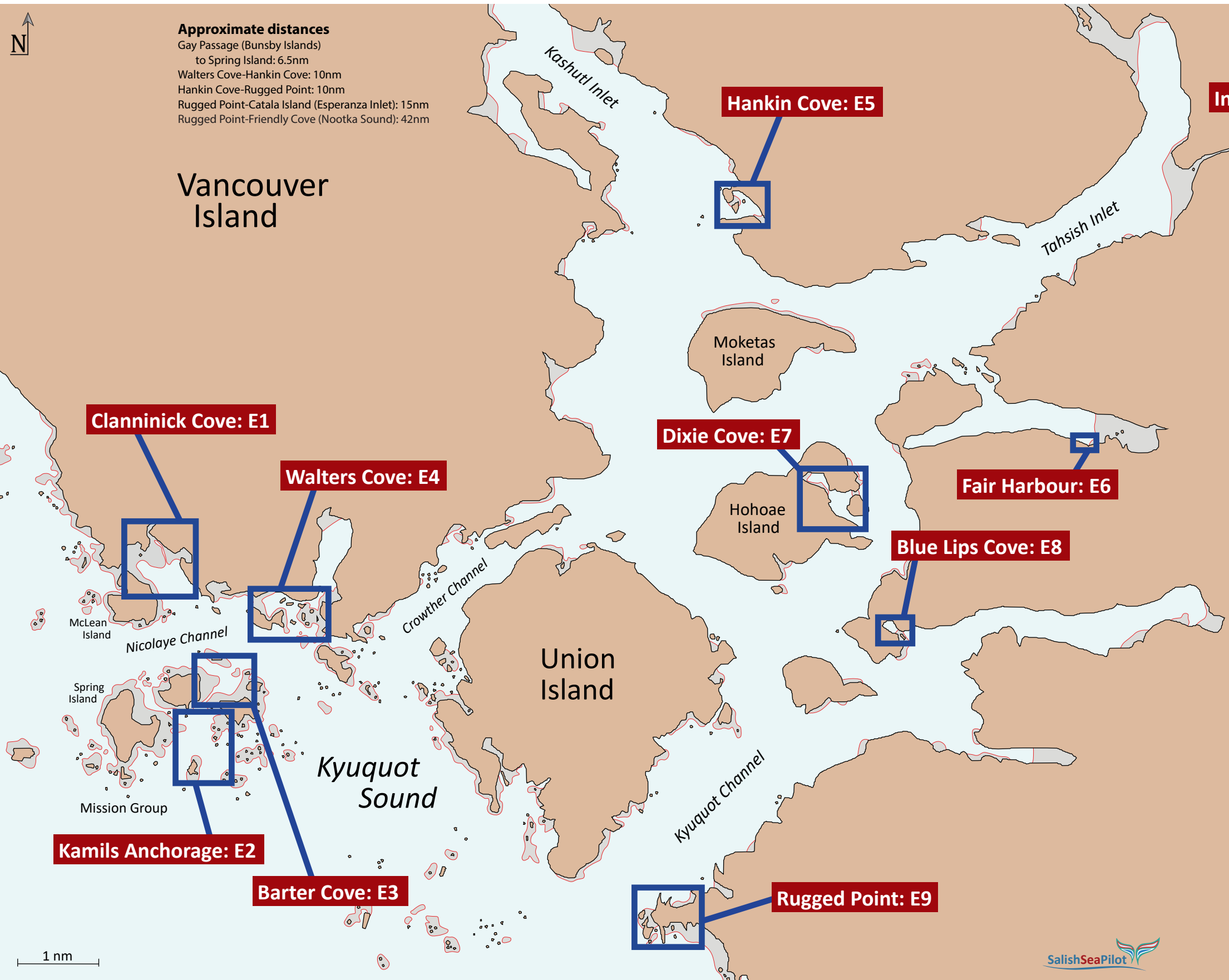
Brooks Peninsula is a massive brick-shaped promontory which juts 22 kilometres out to sea. It is unique, the only

part of Vancouver Island to have escaped glaciation,

and it boasts plant species found nowhere else.

The peninsula's rugged shoreline offers few protected shelters and its reputation for violent seas ranks it with Cape Scott on this coast. Captain James Cook called the westernmost point of the peninsula the "cape of storms". Today it bears the name Cape Cook, and conflicting winds and currents can turn the waters off it into a dangerous maelstrom.

E: Kyuquot Sound



Inactive links :(

For vessels sailing from the north, the six-nautical mile stretch from the Bunsby Islands to the entrance to Nicolaye Channel between McLean and Spring islands is littered with reefs requiring crews to be vigilant, especially when visibility is poor.

Kyuquot Sound is lovely and remote, with excellent protected anchorages at Hankin, Dixie and Blue Lips coves. The community at Walters Cove has a general store for provisioning, with friendly locals and a relaxed vibe.

Boaters will join generations of happy kayakers at rocky Rugged Point, home to some amazing beaches with fine, white sand.

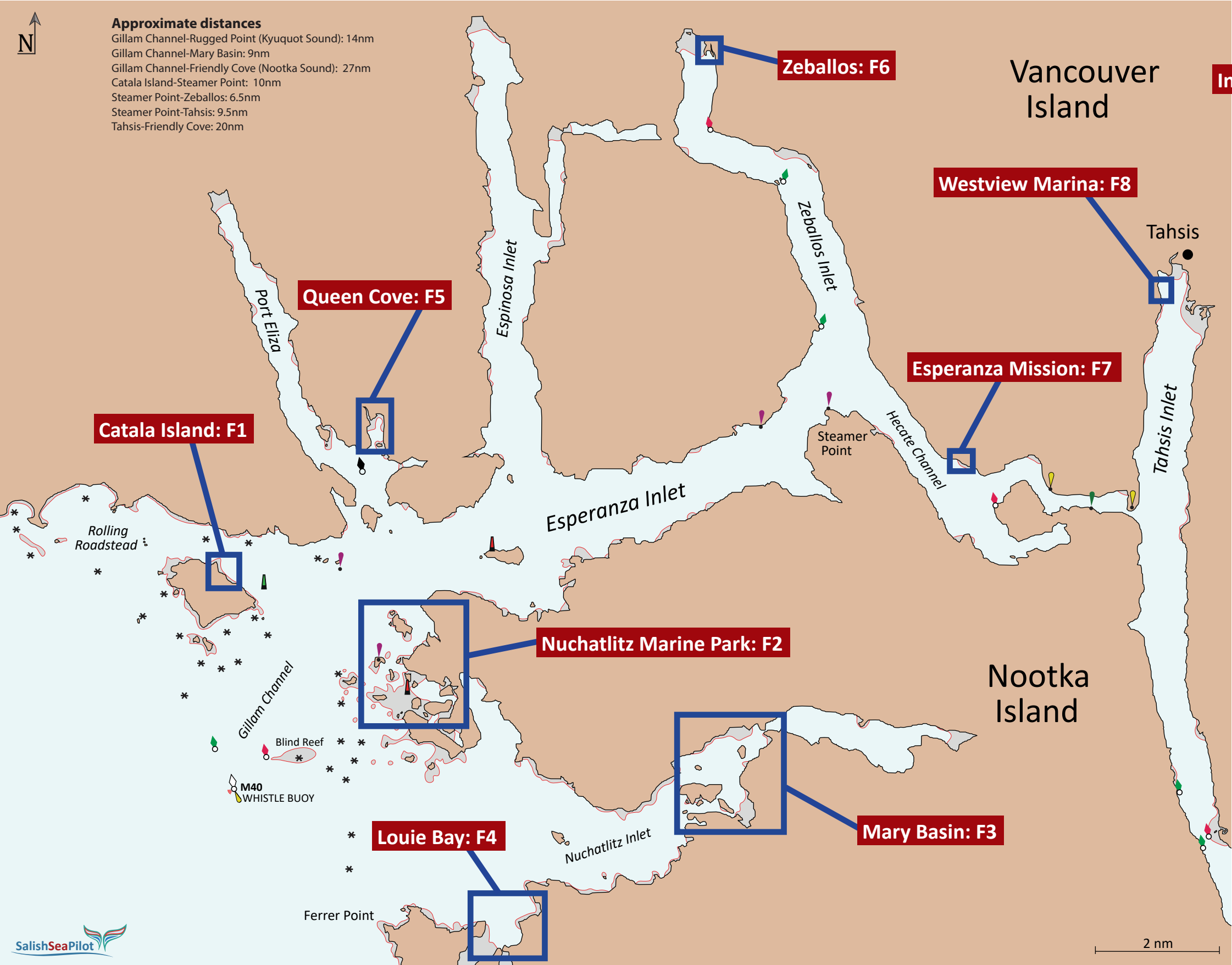


F: Esperanza Inlet & Tahsis Inlet



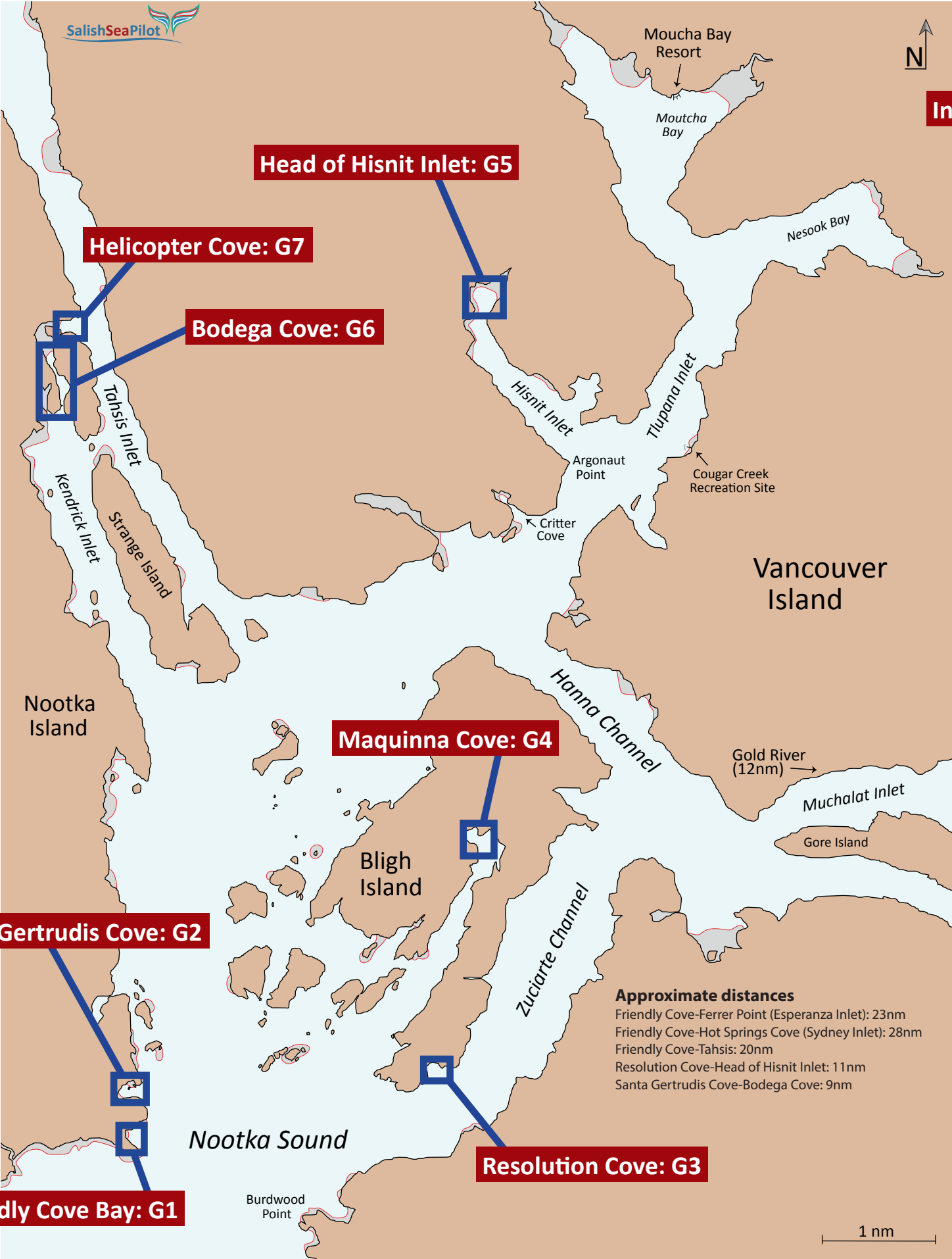
Approximate distances
Gillam Channel-Rugged Point (Kyuquot Sound): 14nm
Gillam Channel-Mary Basin: 9nm
Gillam Channel-Friendly Cove (Nootka Sound): 27nm
Catala Island-Steamer Point: 10nm
Steamer Point-Zeballos: 6.5nm
Steamer Point-Tahsis: 9.5nm
Tahsis-Friendly Cove: 20nm

Inactive links :(



This beautiful inlet forms the north shore of Nootka Island with fingers of inlets running off it to the outback communities of Zeballos and Tahsis. Highlights include the islets, channels and history within Nuchatlitz Provincial Marine Park and Mary Basin, both also popular with kayakers. Esperanza Inlet is yet another fishers' paradise on this coast, whether in deep water offshore or at Steamer Point, a favourite among anglers at the hub of Esperanza and Zeballos inlets and Hecate Channel.

~ NOT FOR NAVIGATION
~ NOT TO SCALE



Inactive links :(

G: Nootka Sound

Though Captain Cook was the first European to land on the northwest coast of North America at what is now known as Resolution Cove in 1778, First Nations people had been living at Yuquot at Friendly Cove for at least 4,300 years.

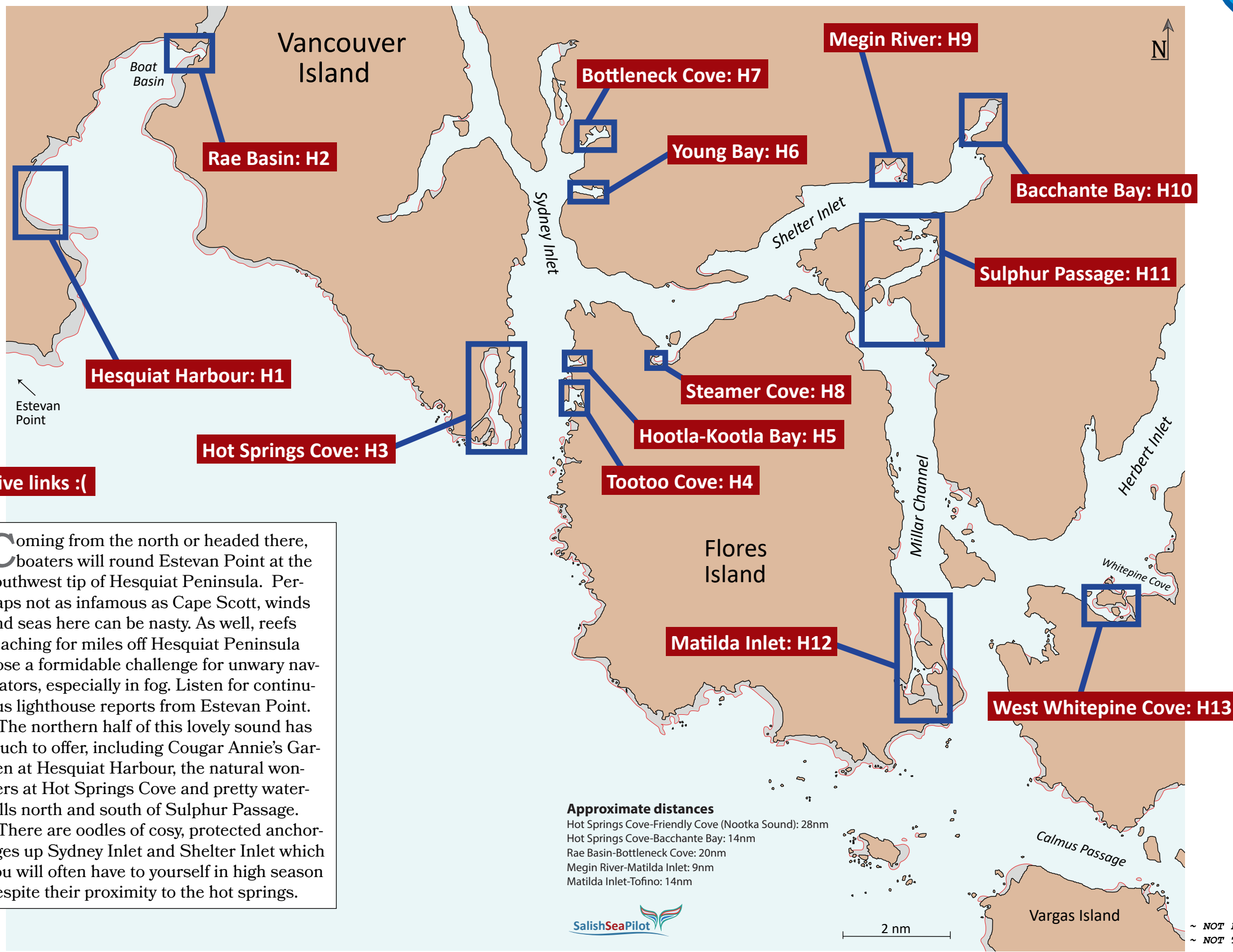
Spanish explorer Esteban José Martínez took control of Yuquot in 1789 to found Santa Cruz de Nuca, the first European colony in what is now British Columbia. It was the only Spanish settlement in Canada, and the northernmost Spanish settlement in the Americas. To protect the colony, Fort San Miguel was also built here.

In 1792, British Captain George Vancouver met with his Spanish counterpart Juan Francisco de la Bodega y Quadra at Yuquot to resolve the final details of the Nootka Convention, settling territorial claims in the northwest and avoiding war between the European superpowers. They failed to reach agreement, but in 1795 a negotiated settlement had both sides dropping claims to Yuquot, allowing the Mowachaht people to reoccupy the site.

The long waterways that snake off Nootka Sound, including Muchalat, Tlupana and Tahsis inlets, have few protected anchorages. Of those, most are too deep for recreational cruising boats or are occupied by float homes or resorts. That said, the few that remain are lovely and offer explorations ashore.

Approximate distances
Friendly Cove-Ferr Point (Esperanza Inlet): 23nm
Friendly Cove-Hot Springs Cove (Sydney Inlet): 28nm
Friendly Cove-Tahsis: 20nm
Resolution Cove-Head of Hisnit Inlet: 11nm
Santa Gertrudis Cove-Bodega Cove: 9nm

H: Clayoquot Sound ~ North

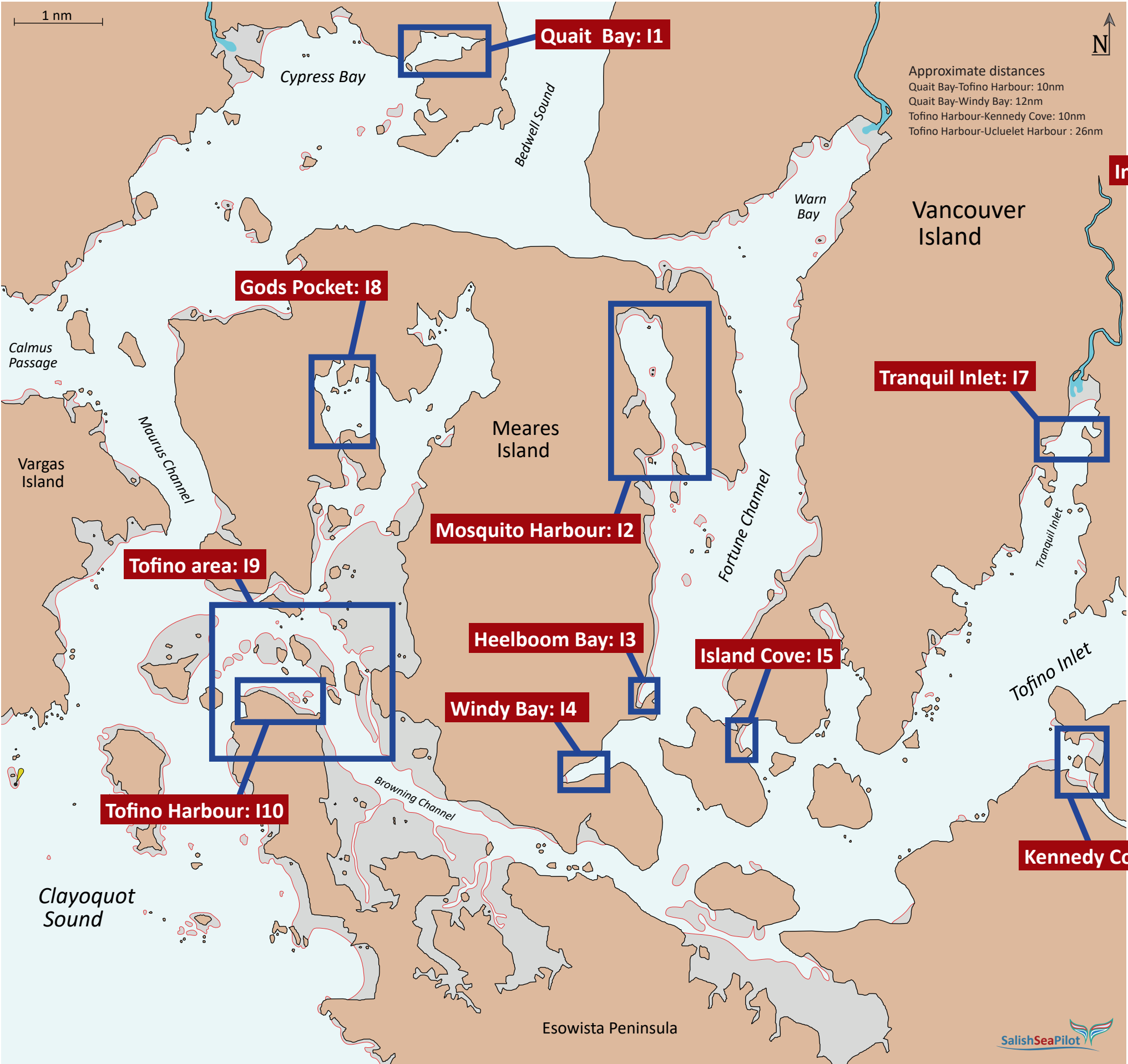


Inactive links :(

Coming from the north or headed there, boaters will round Estevan Point at the southwest tip of Hesquiat Peninsula. Perhaps not as infamous as Cape Scott, winds and seas here can be nasty. As well, reefs reaching for miles off Hesquiat Peninsula pose a formidable challenge for unwary navigators, especially in fog. Listen for continuous lighthouse reports from Estevan Point.

The northern half of this lovely sound has much to offer, including Cougar Annie's Garden at Hesquiat Harbour, the natural wonders at Hot Springs Cove and pretty waterfalls north and south of Sulphur Passage.

There are oodles of cosy, protected anchorages up Sydney Inlet and Shelter Inlet which you will often have to yourself in high season despite their proximity to the hot springs.

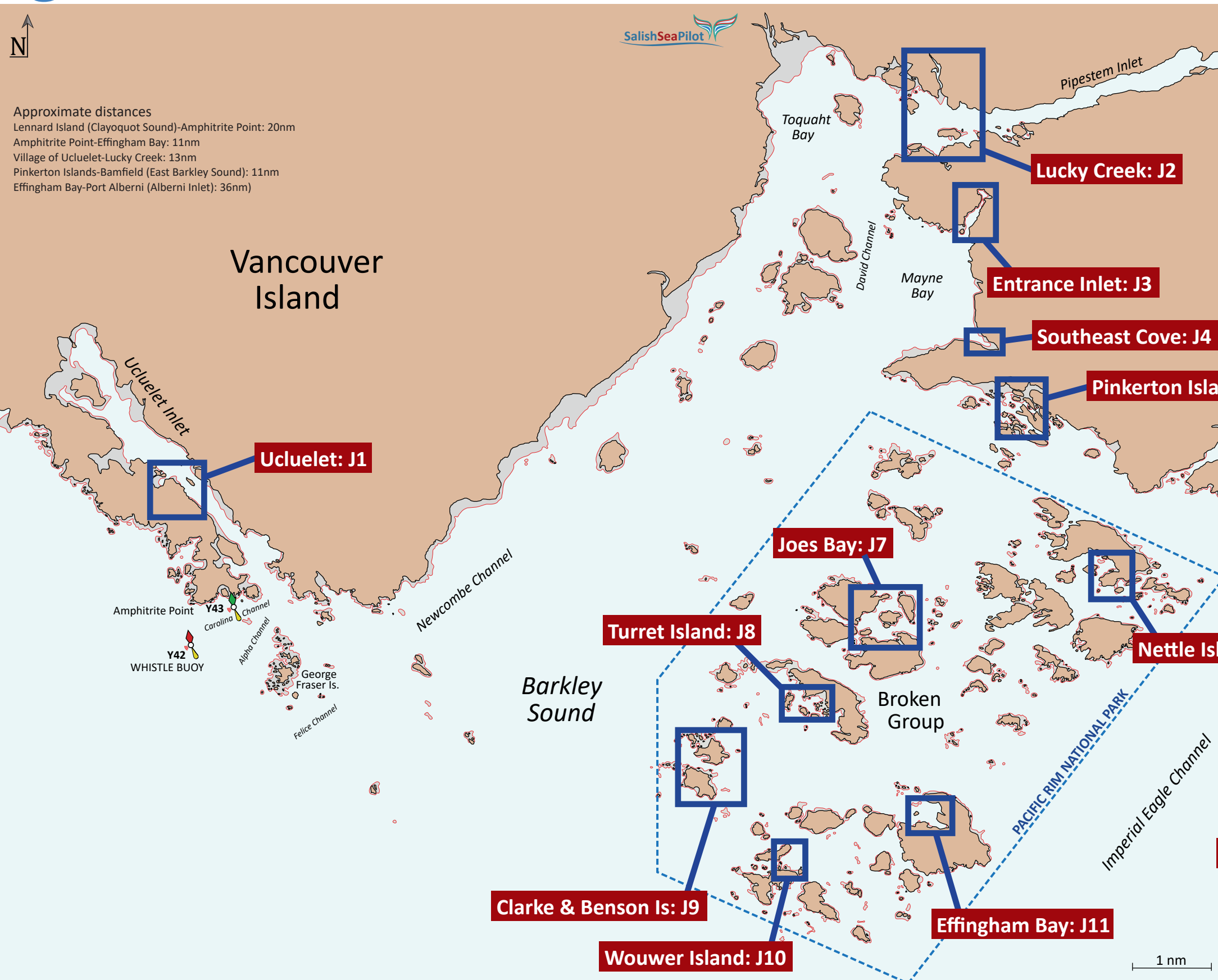


Inactive links :(

I: Clayoquot Sound ~ South

While activity in this half of Clayoquot Sound largely revolves around the bustling tourist town of Tofino, with whale-watchers and fishers puttering hither and yon, there are several lovely anchorages that boaters will often have to themselves.

J: West Barkley Sound



Barkley Sound is either the first or last sound boaters encounter if circumnavigating the island. It also might be the only sound they visit if commuting from Victoria, Vancouver, Puget Sound or cities on the Columbia River.

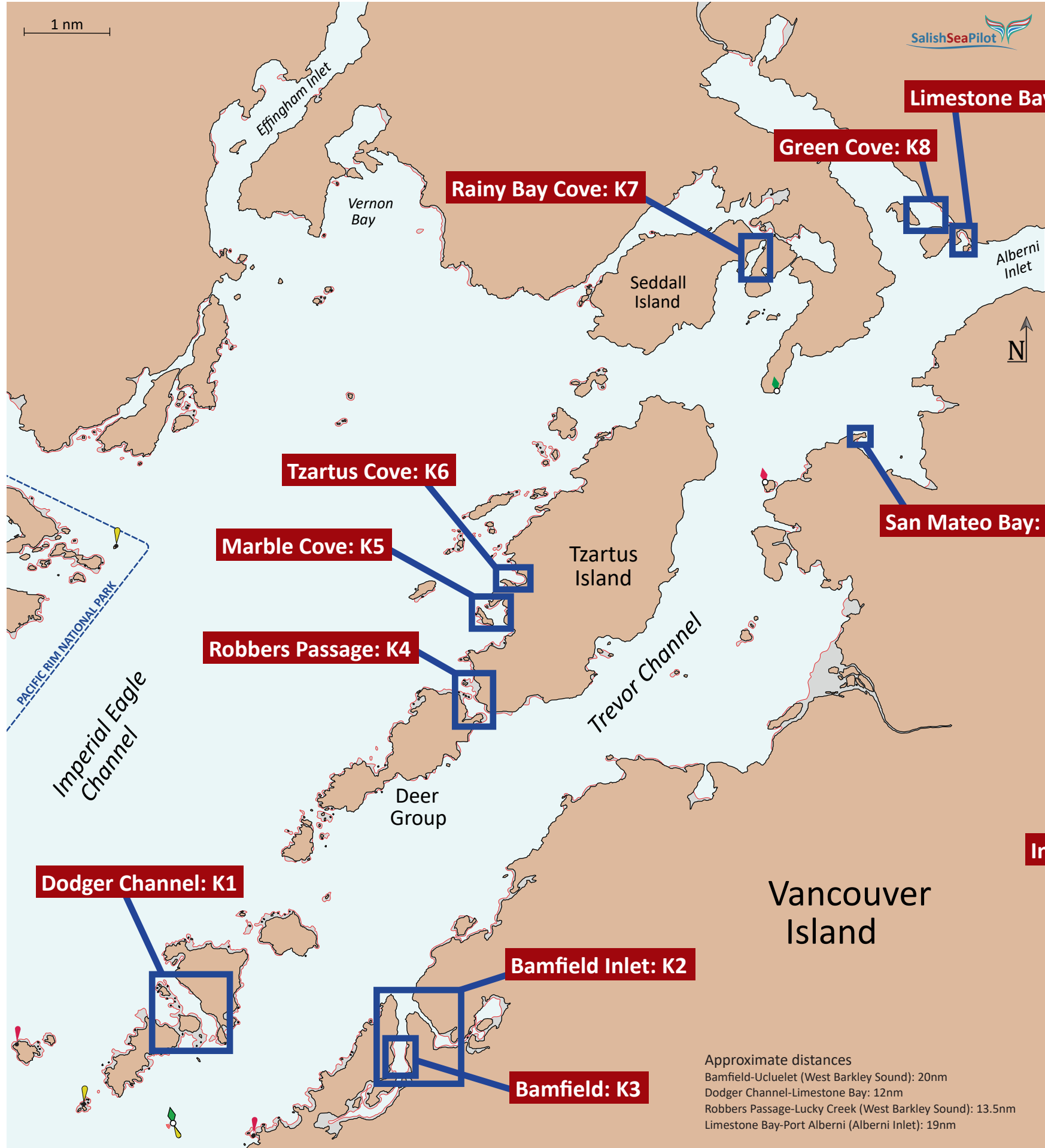
Barkley Sound is large, 15nm wide at its mouth and 15nm deep, including the communities of Ucluelet and Bamfield and the islands of the Broken Group, Deer Group and the Pinkertons. It's another 20nm up Alberni Inlet to the town of Port Alberni.

The sound is famous for fishing and for fog which can appear from nowhere. A careful navigator always knows where they are and is aware of the closest shelter where they can safely drop a hook.

The Broken Group, part of the Pacific Rim National Park, is on many boaters' bucket list. It is a gunkholer's dream.

Inactive links :(

~ NOT FOR NAVIGATION
~ NOT TO SCALE



K: East Barkley Sound

Most boaters set their sights on the amazing Broken Group when heading for Barkley Sound, and some might miss the lovely anchorages of the Deer Group and others in the small inlets off the channels leading north toward gorgeous Alberni Inlet.

If you have the time, they are worth the effort. The evening views from Tzartus Cove and Marble Cove, across Imperial Eagle Channel to the Broken Group are majestic.

And, of course, the funky little village of Bamfield, split in half by the crooked finger of Bamfield Inlet, is not to be missed.

Inactive links :(

Approximate distances
Bamfield-Ucluelet (West Barkley Sound): 20nm
Dodger Channel-Limestone Bay: 12nm
Robbers Passage-Lucky Creek (West Barkley Sound): 13.5nm
Limestone Bay-Port Alberni (Alberni Inlet): 19nm

~ NOT FOR NAVIGATION
~ NOT TO SCALE



L: Alberni Inlet

Narrow, steep Alberni Inlet almost cuts Vancouver Island in half, and boaters making the long run up from Barkley Sound have few moorage options between Limestone Bay and China Creek Marina.

Port Alberni is a popular destination for recreational fishers, offering trailer boaters safe access to Barkley Sound. There are several moorage options, all operated by the port authority.

Alberni Inlet is lovely, but most boaters are unlikely to make the long run up to Port Alberni for sightseeing. Reasons might include a need to haul out for repairs, pick up crew or enter the Salmon Festival & Derby over the Labour Day weekend. Or maybe just curiosity.

Inactive links :(

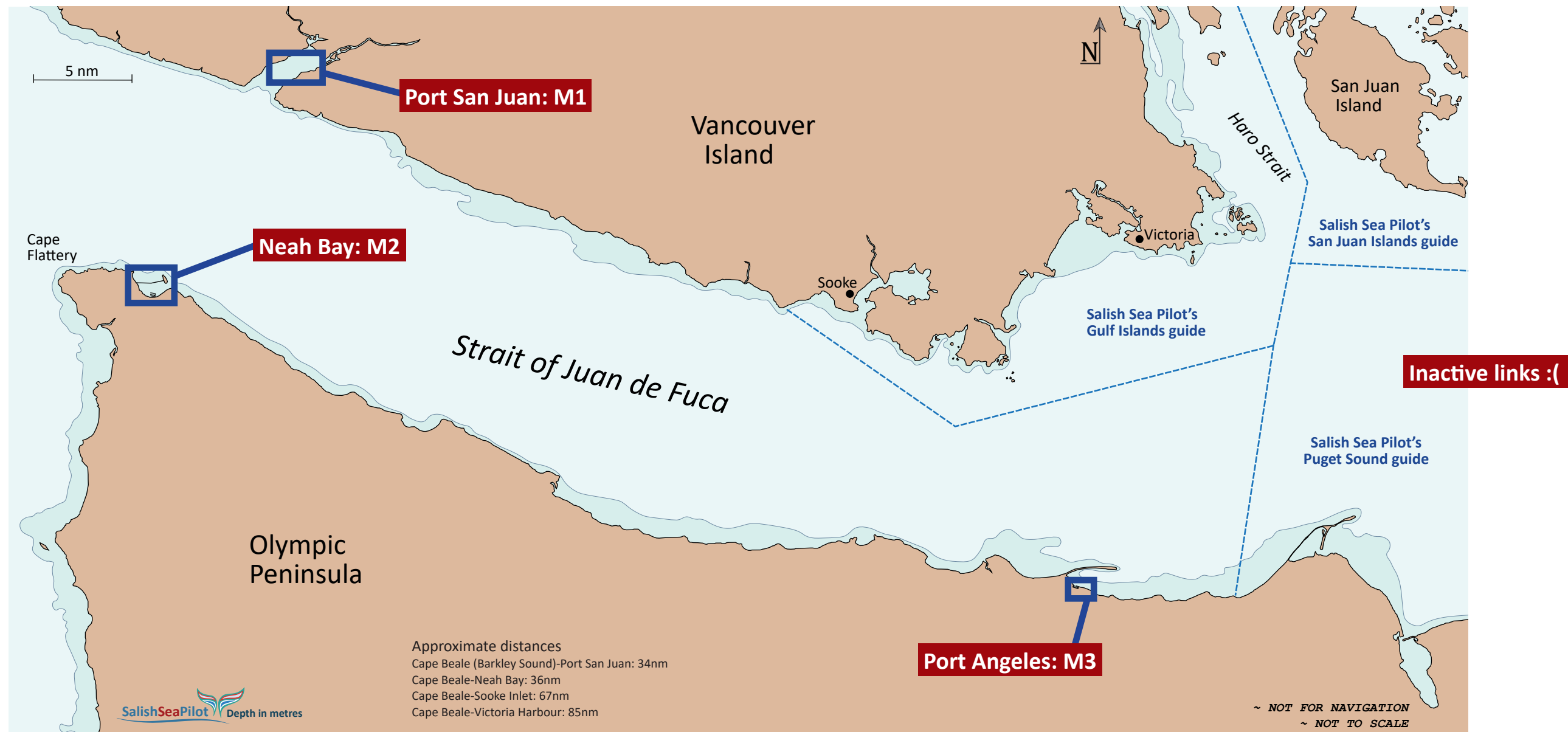
China Creek Marina: L1

Approximate distances
Bamfield Inlet (East Barkley Sound)-Alberni Harbour: 30nm
Limestone Bay (East Barkley Sound)-Alberni Harbour: 19nm
Hook Bay (Alberni Inlet)-Alberni Harbour: 10nm
China Creek Marina-Alberni Harbour: 4.5nm

~ NOT FOR NAVIGATION
~ NOT TO SCALE



M: Strait of Juan de Fuca



Whether completing or beginning your voyage along the West Coast of Vancouver Island, opportunities to find shelter narrow considerably in the Strait of Juan de Fuca.

The only shelter along the Canadian side between Sooke and Barkley Sound is Port San Juan, with a

choice between anchoring in settled weather or tying to a dock at Port Renfrew.

Unfortunately, Americans coming from Washington or Oregon with plans to clear in at Ucluelet will be disappointed since the Canadian customs service there has been closed.

Broughton Archipelago

Forward Harbour to Cape Caution



I: Queen Charlotte Strait

H: Drury Inlet & around

G: McKenzie Sound & around

F: Simoom Sound & around

E: Tribune Channel & around

Working links :)

Port Hardy

D: Broughton Park — North

Vancouver Island

Port McNeill

Alert Bay

J: Telegraph Cove to Port McNeill

C: Broughton Park — South

B: Cracroft Islands

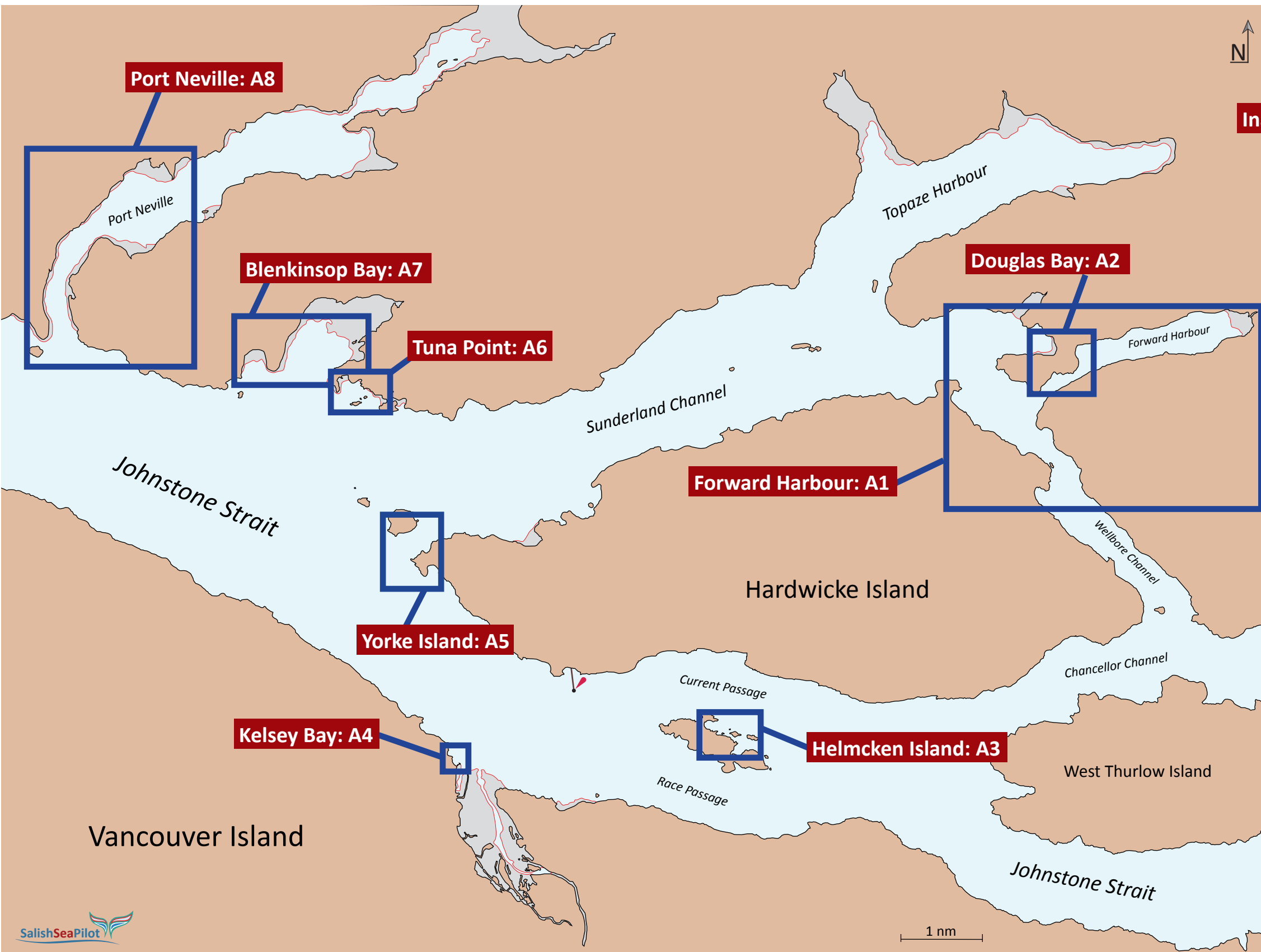
A: Central Johnstone Strait

5 nm





A: Central Johnstone Strait



Inactive links :(

While many of the anchorages in Central Johnstone Strait tend to be places to overnight or seek shelter from weather en route to the Broughton Archipelago and beyond, that does not mean they are not worth visiting if you have the time.

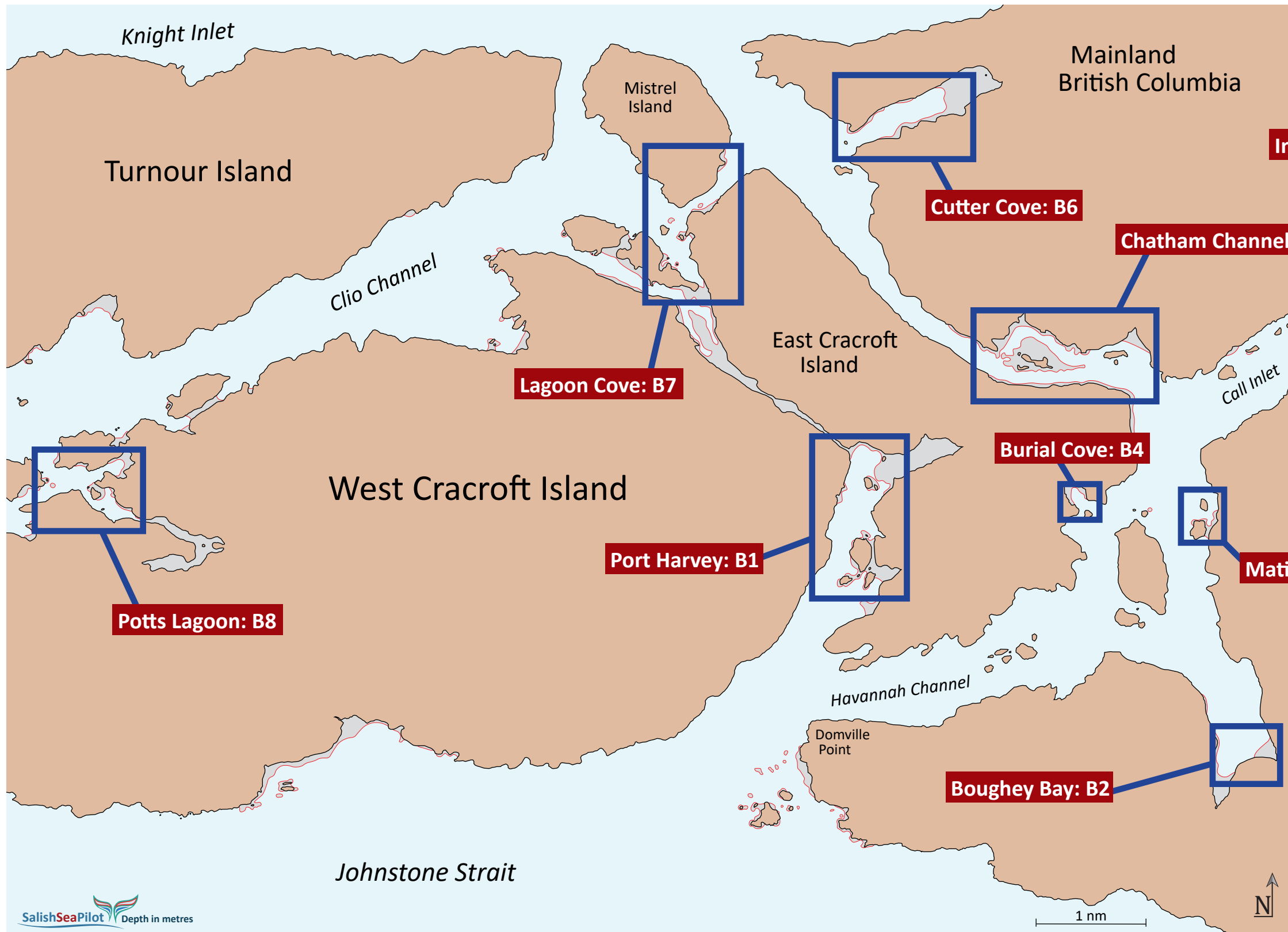
The anchorages at Forward Harbour and Helmcken Island are among those first stops in the Broughtons that are lovely and definitely places to hang out for a day or two.

B: Cracroft Islands



Inactive links :(

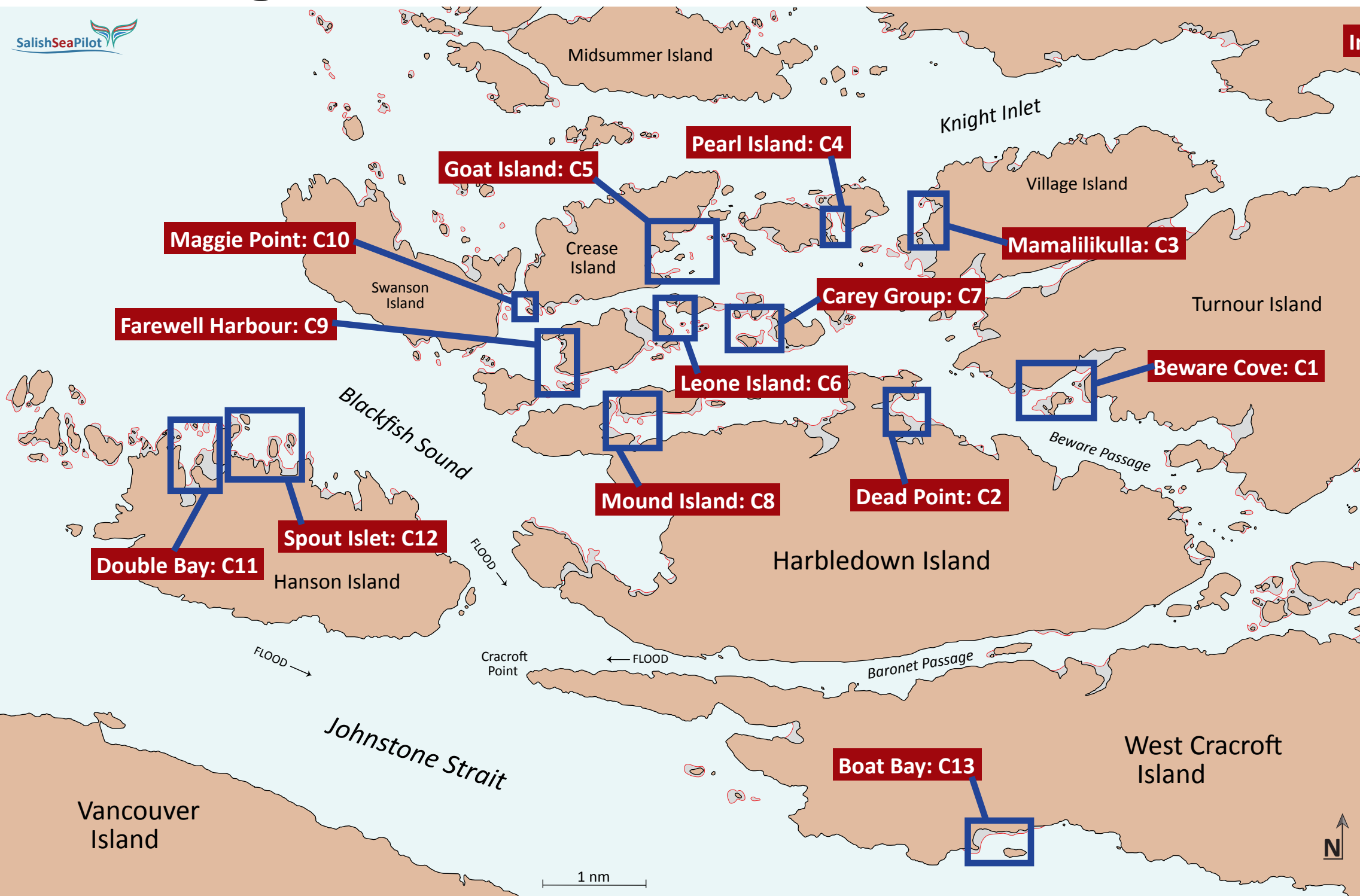
The Cracroft Islands, which is actually one island at low tide, are surrounded by some excellent moorage options. They include secure Port Harvey, hauntingly magical Matilpi and sleepy Potts Lagoon. If short on fuel or feel the need to socialize, Lagoon Cove Marina offers good company and fun activities ashore, including another of those delicious happy hours that are a trademark of marinas in the Broughtons. If dining on crabs best tops your day, dropping traps in the channels just outside the anchorage bays near Potts Lagoon will satisfy the hungry more often than not.



~ NOT FOR NAVIGATION
~ NOT TO SCALE



C: Broughton Marine Park ~ South



Inactive links :(

An expert in the vagaries of currents in the region, Billy Proctor, warns that a big ebb in Johnstone Strait, meeting a strong nor'wester coming down from Blackfish Sound, can turn the waters off Cracroft Point into a maelstrom.

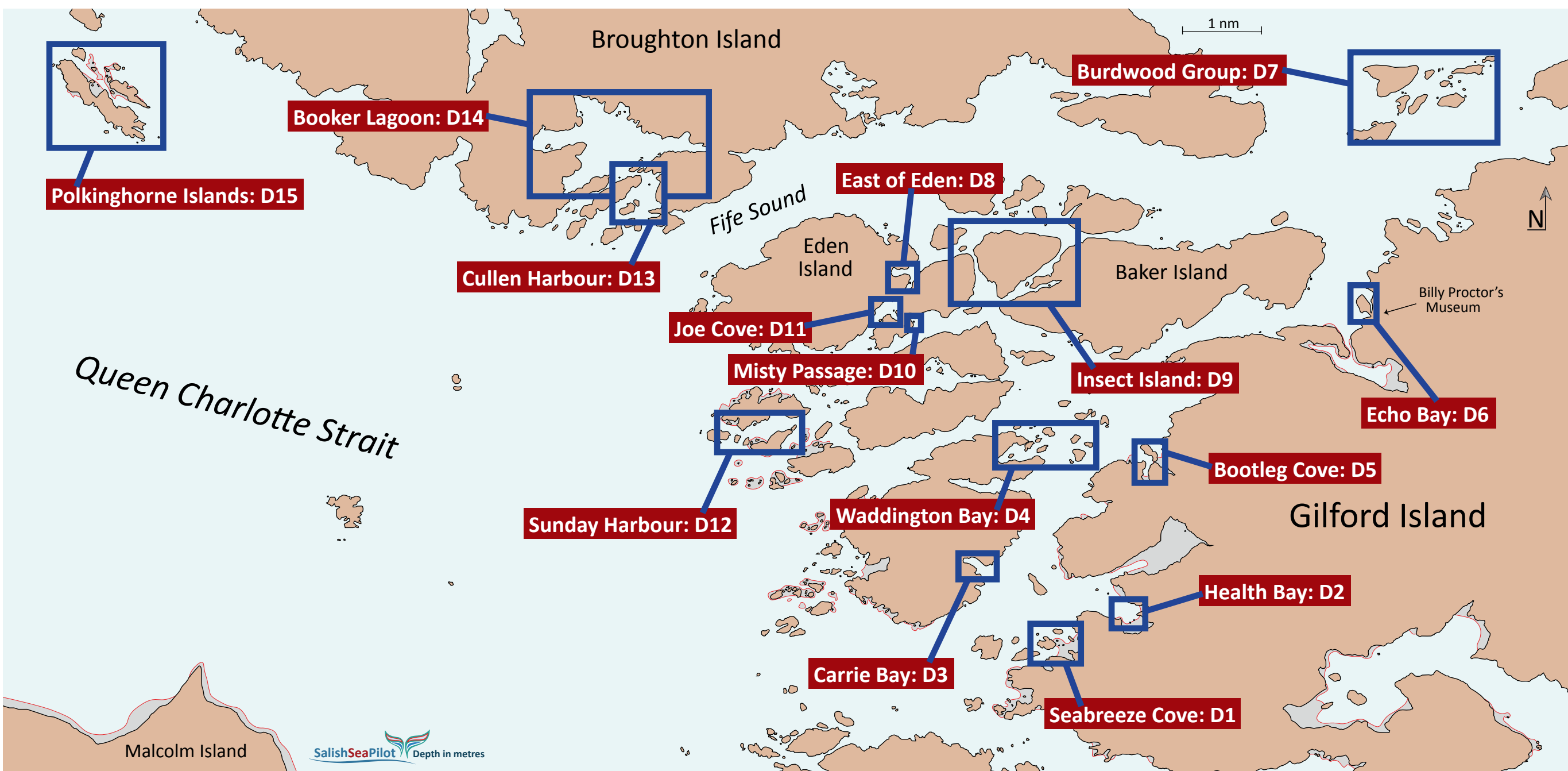
These are treacherous conditions best avoided, though hopefully most boaters will know they should avoid extreme wind-against-current situations.

But the currents can surprise. Like when boaters pounding westward into a flooding Johnstone Strait attempt to escape by rounding Cracroft Point and entering Baronet Passage, which appears as if it should flood eastward.

It does not, and you would not be the first boater disappointed to find yourself slogging against Baronet Passage's westward flood.



D: Broughton Marine Park ~ North



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~ NOT TO SCALE

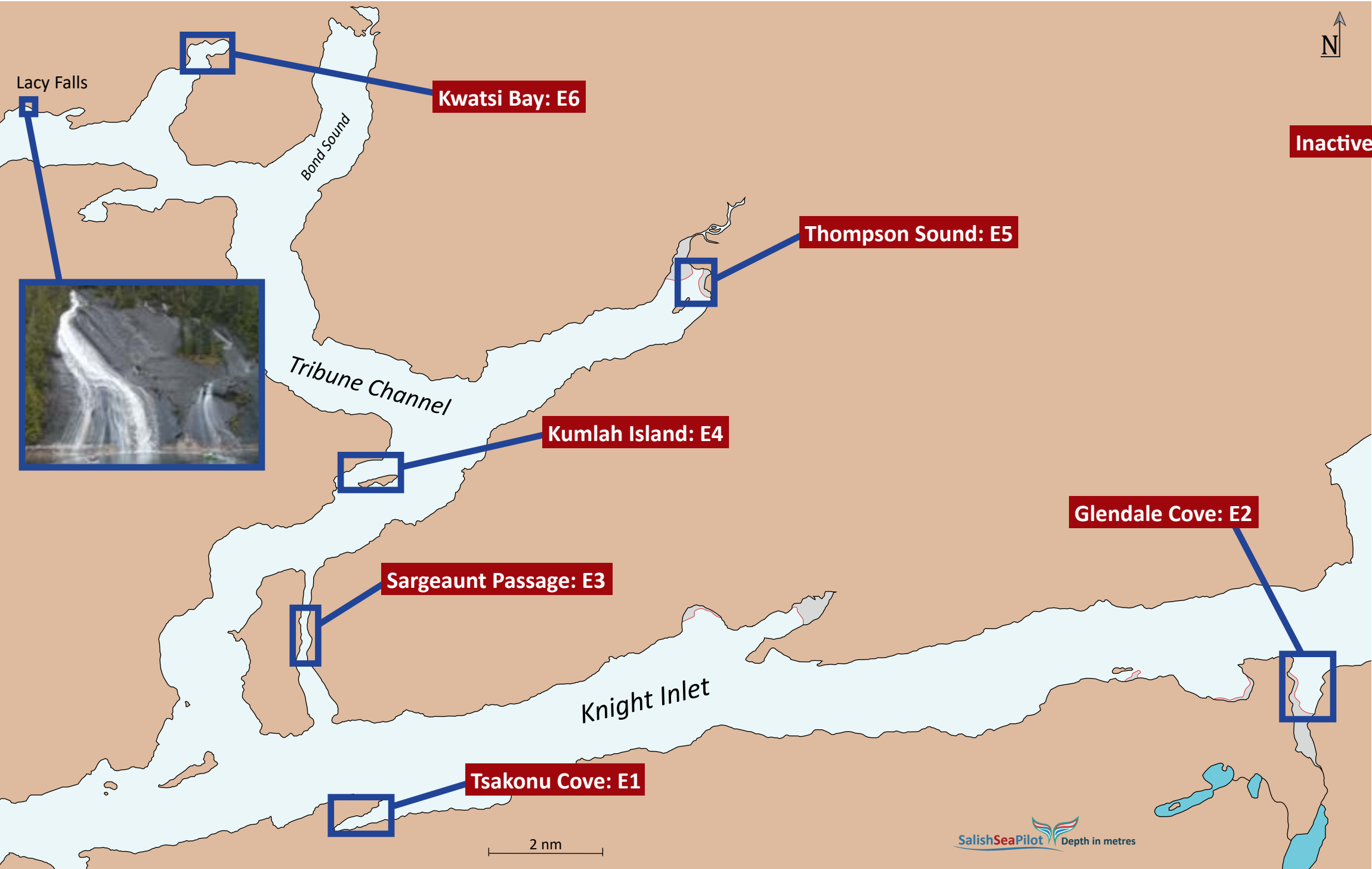
There are enough things to do in the northern half of Broughton Marine Provincial Park and at cruising destinations nearby to keep the average cruiser busy for many weeks.

Explore beautiful Booker Lagoon and

the Polkinghorne Islands, run your hands through the ancient fragments of midden shells in the Burdwood Group and spend far too long in cozy Waddington Bay before coming up for air, fine food and human contact at the K'waxwalawadi at Echo Bay.

Inactive links :(

E: Tribune Channel & around



Inactive links :(

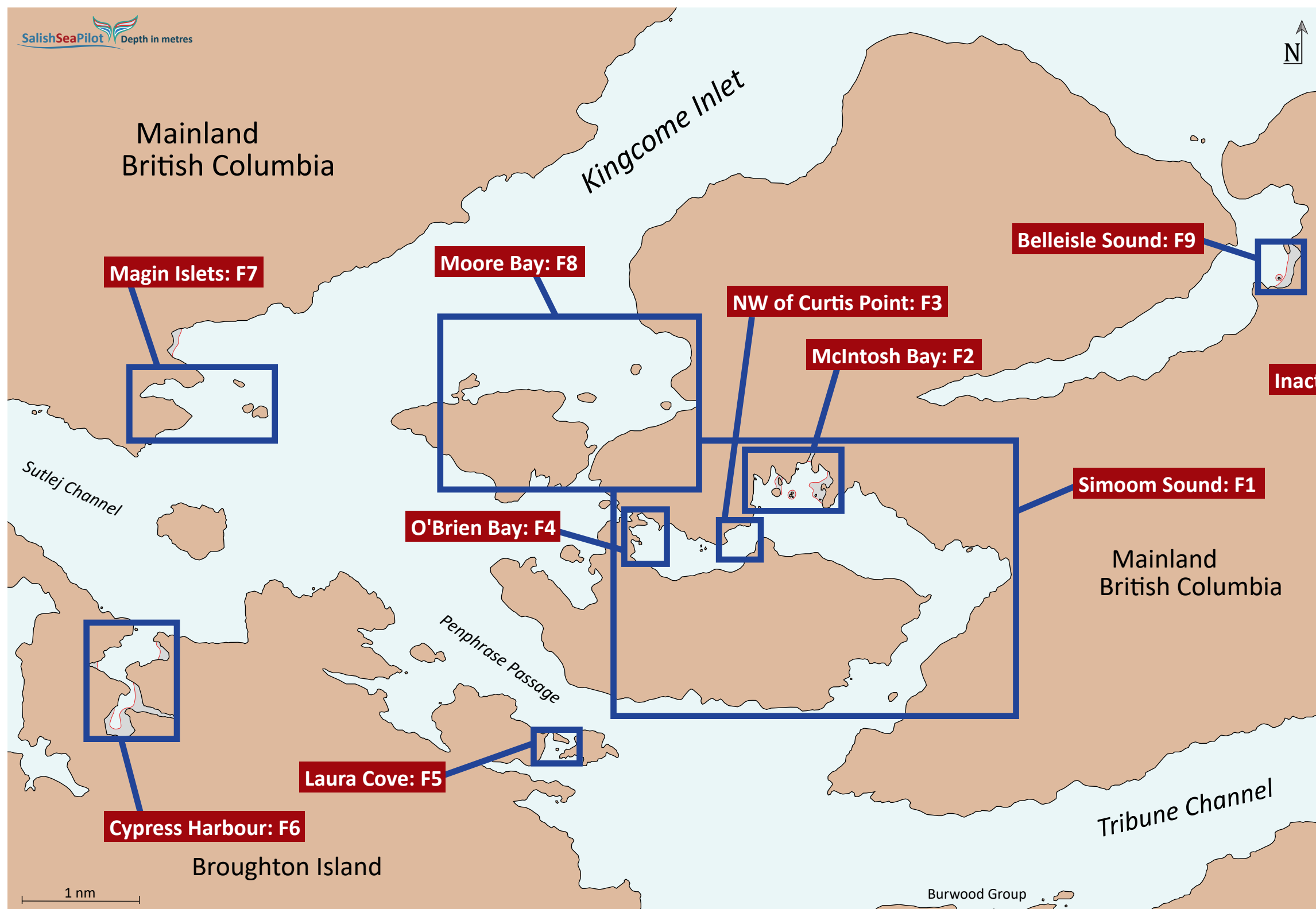
Some boaters might be tempted to overlook more remote anchorages off Tribune Channel and Knight Inlet in the rush to visit more popular spots in the marine park and nearby, but there are some fascinating experiences to be had here.

You can watch for bears while marvelling at the turquoise waters in Glendale Cove, listen to the many waterfalls tumble down into Kwatsi Bay after a rain, or on a rising tide explore a mile or so up the Kakweiken River from the head to Thompson Sound.

Then motor through pods of dolphins swimming together up Tribune Channel and quit counting past 100 as they just keep coming.

~ NOT FOR NAVIGATION
~ NOT TO SCALE

F: Simoom Sound & around



In the summer of 1792, Captain George Vancouver anchored the ships *Discovery* and *Chatham* for a week in Simoom Sound, using the anchorage as a base to explore the nearby waters in rowboats.

Perhaps a less noble pursuit than the Northwest Passage, we arrived hoping to find cinnamon buns.

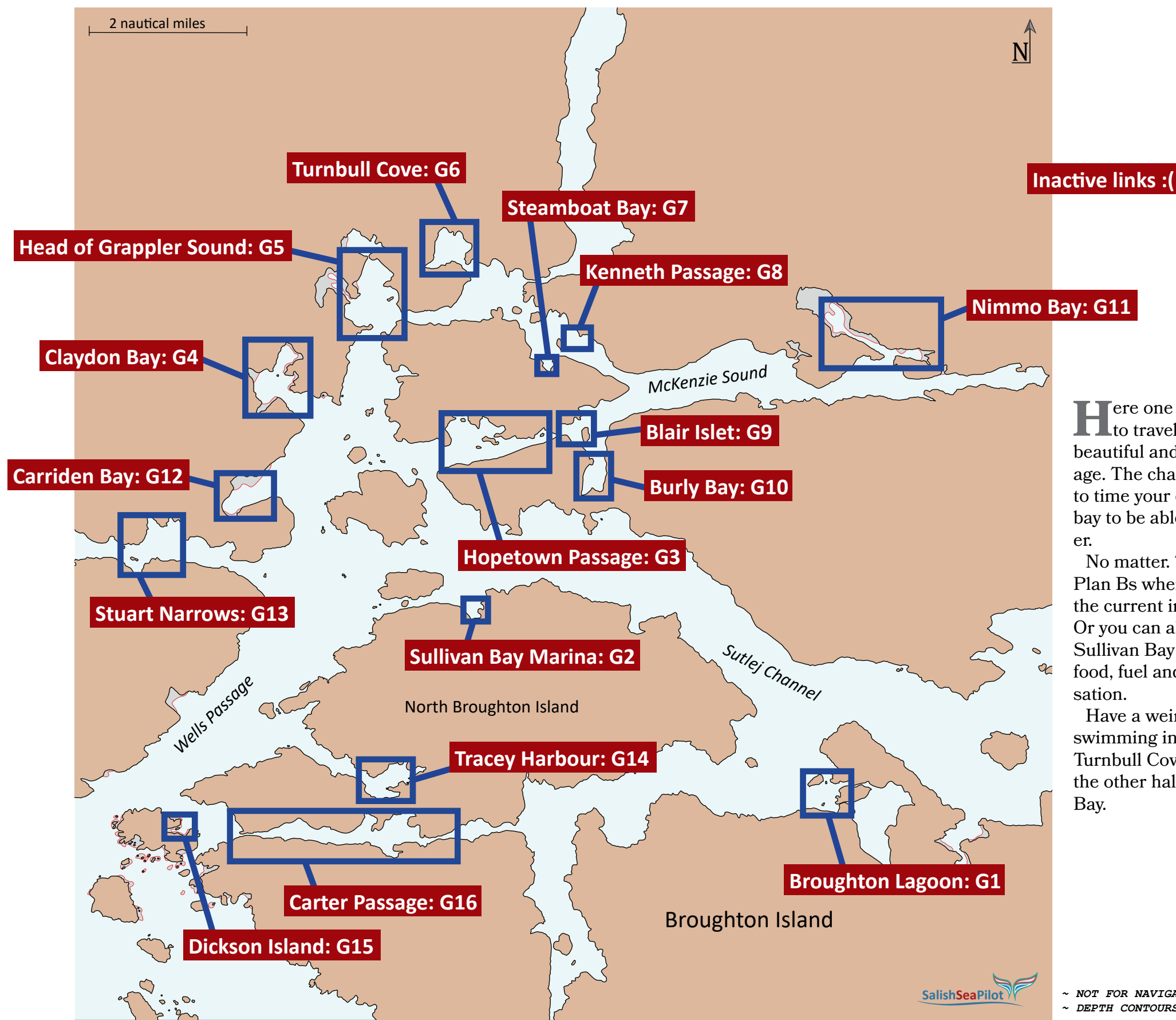
The Shawl Bay Marina was famous for its delicious sweet buns and we couldn't wait to tuck into one or two. Arriving at the docks, it was sad to learn the marina has closed, the property now a fishing camp no longer offering moorage or services.

We, too, would have sent out rowboats if there was a chance to find sweet buns.

Regardless, there are still some lovely anchorages which make this area worth visiting and spending some time.

Inactive links :(

G: McKenzie Sound & around



Here one does not need to travel far to find a beautiful and safe anchorage. The challenge might be to time your exit from one bay to be able to enter another.

No matter. There are lots of Plan Bs when you mistime the current in a passage. Or you can always tie up at Sullivan Bay Marina to find food, fuel and good conversation.

Have a weiner roast after swimming in freshwater at Turnbull Cove or see how the other half lives at Nimmo Bay.



H: Drury Inlet & around



Inactive links :(

Boaters can sometimes sail for days on *long, lovely* Drury Inlet without seeing another boat, adding *lonely* to the above illiteration.

And it is empty of pleasure boats even when waterways elsewhere in the Broughton Archipelago are abuzz with all manner of watercraft.

We're not sure why so many boaters give the inlet a pass, but there are beautiful and secure anchorages here that you will fortunately have to yourself and channels that are enchanting to explore.



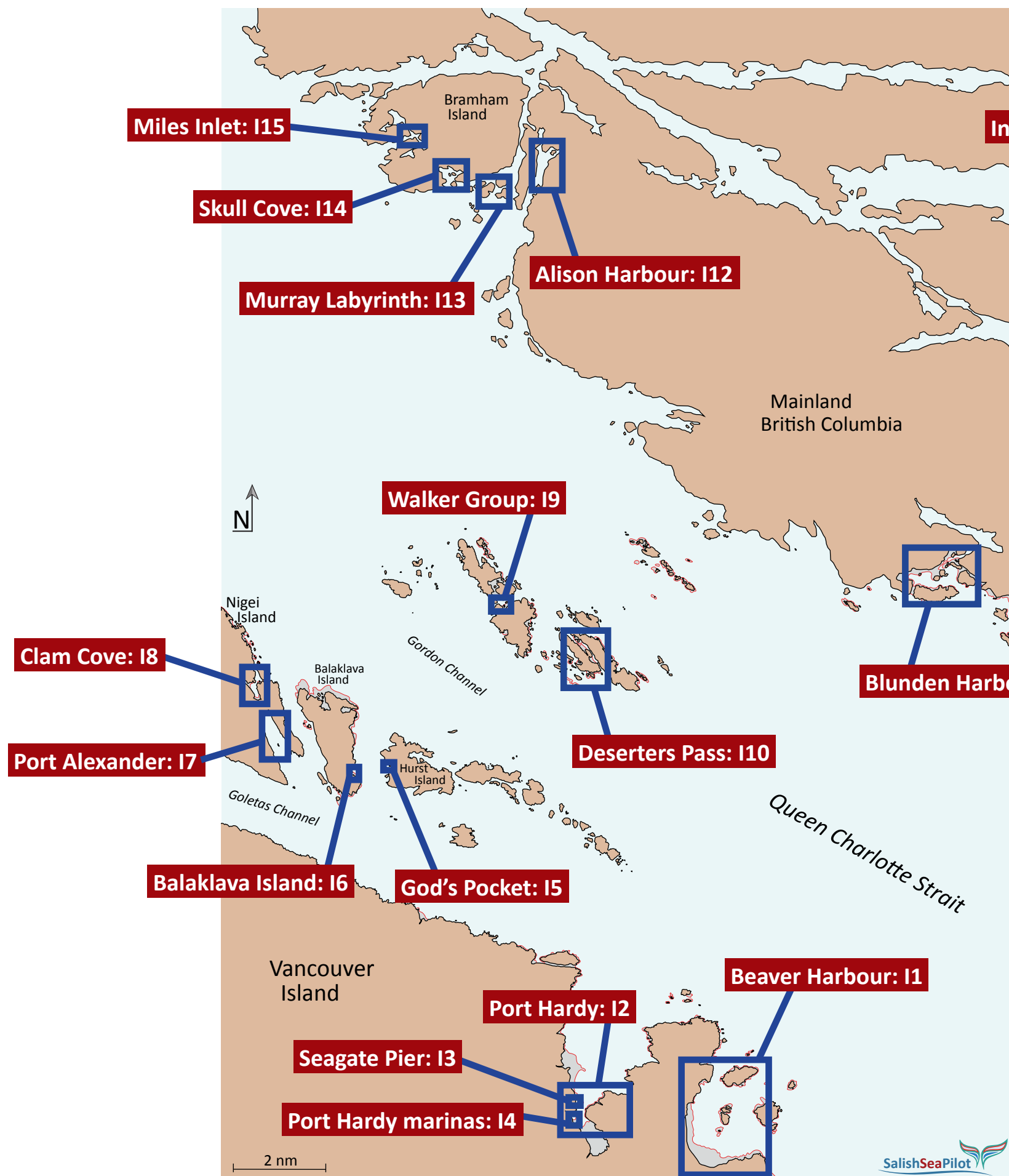
Inactive links :(

I: Queen Charlotte Strait

The anchorages at the western end of Queen Charlotte Strait feel more remote. Here your neighbour in an anchorage might be preparing to round Cape Caution en route to Alaska, or maybe is returning from the north loaded down with lots of newly acquired information that they are burning to share.

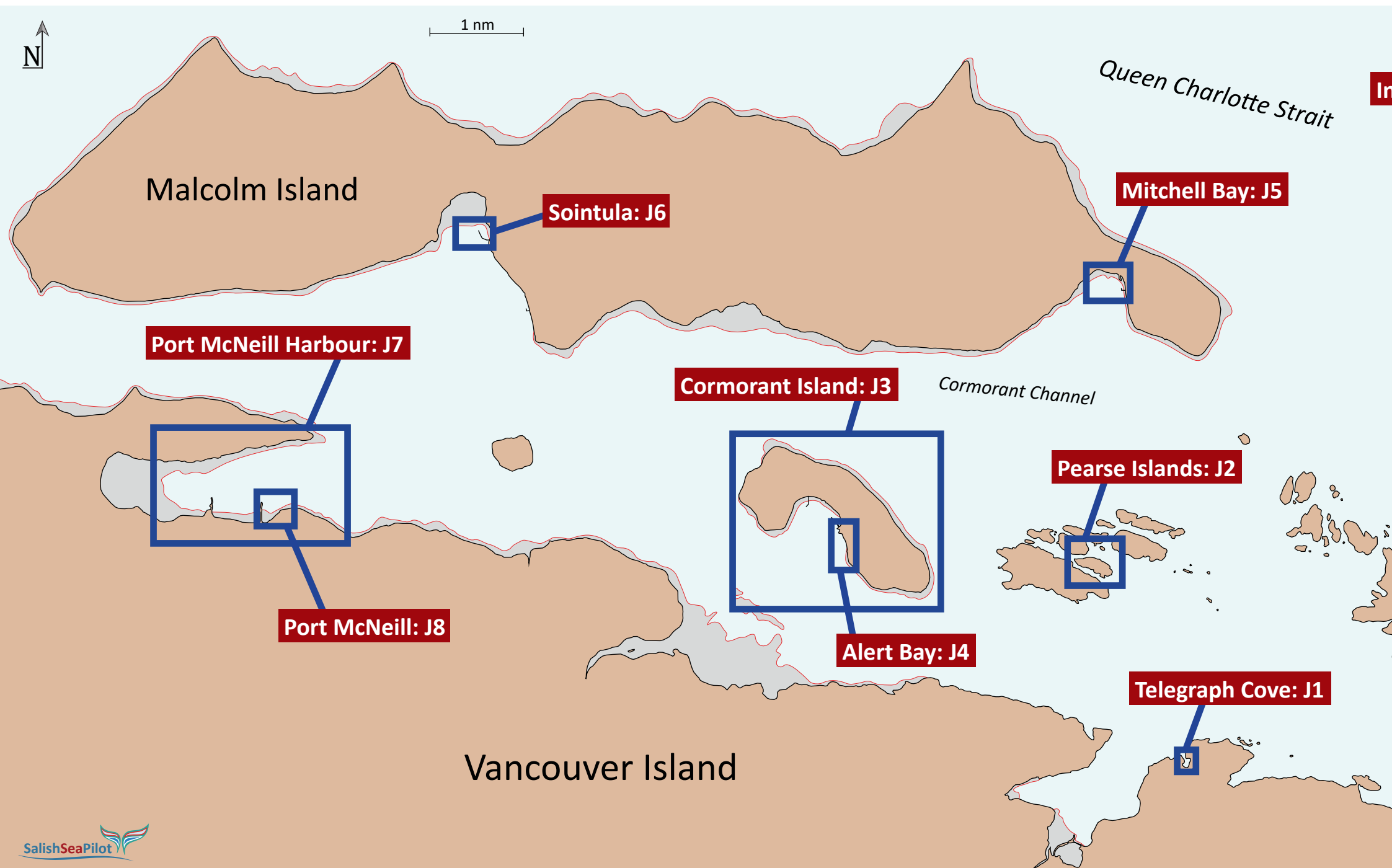
Some heading north do their final provision at Port Hardy, a town of over 4,000 people with groceries, hardware and marine services, most within walking distance of the marinas.

Port Hardy also has an airport for connections south.





J: Telegraph Cove to Port McNeill



Inactive links :(

The crossroads of Alert Bay, Port McNeill and Sointula is the “urban” heart of the Broughton Archipelago.

Boaters can provision here or seek help of a mechanical sort. The three boat harbours are convenient places to leave vessels if you need to return home or just to get a taste of dock life if you are feeling a little bit bushed or lonely.

All three communities are connected by BC Ferries. As well, there are transport connections by bus from Port McNeill or by air from Port Hardy, a taxi ride away from Port McNeill.

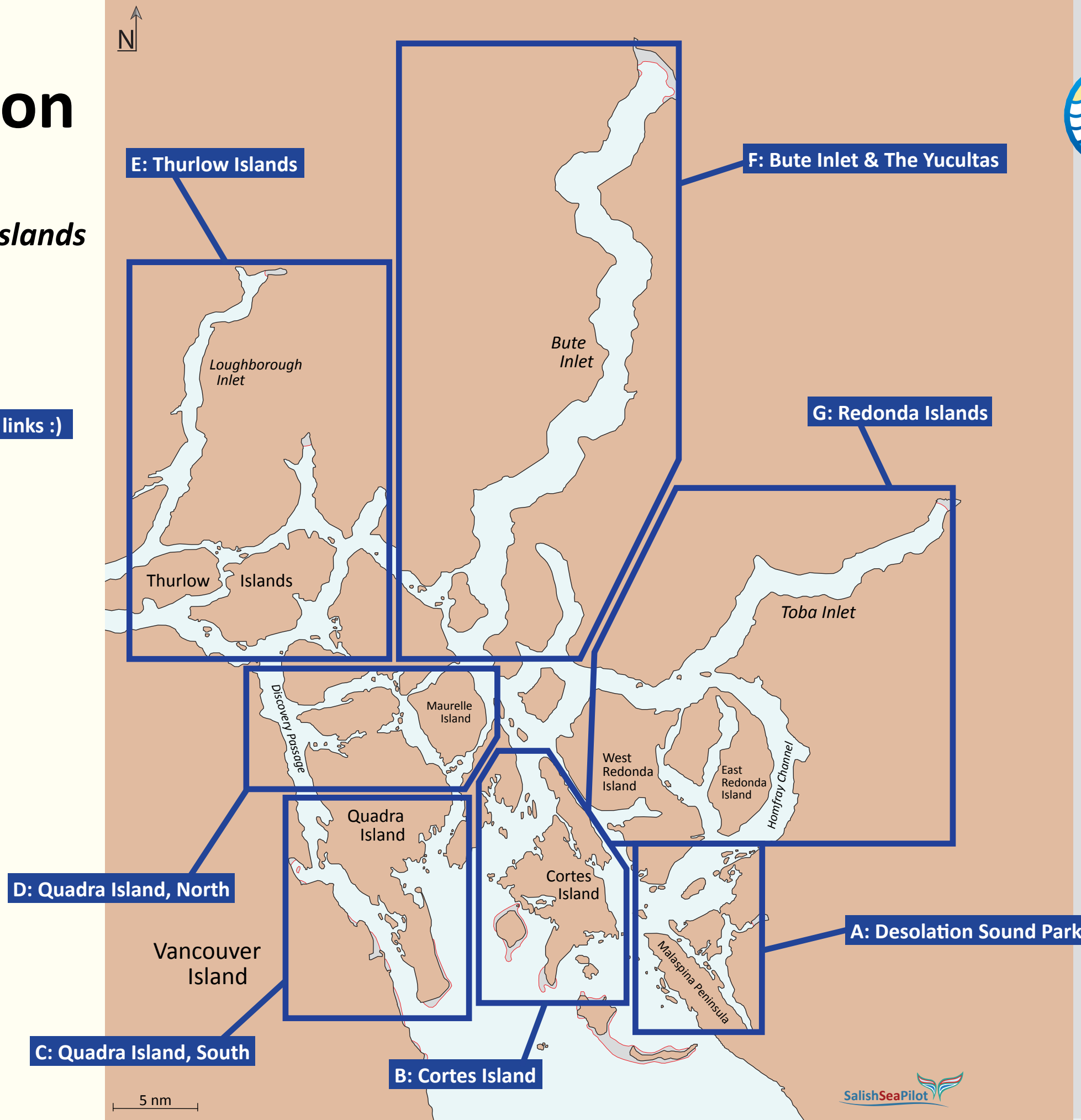
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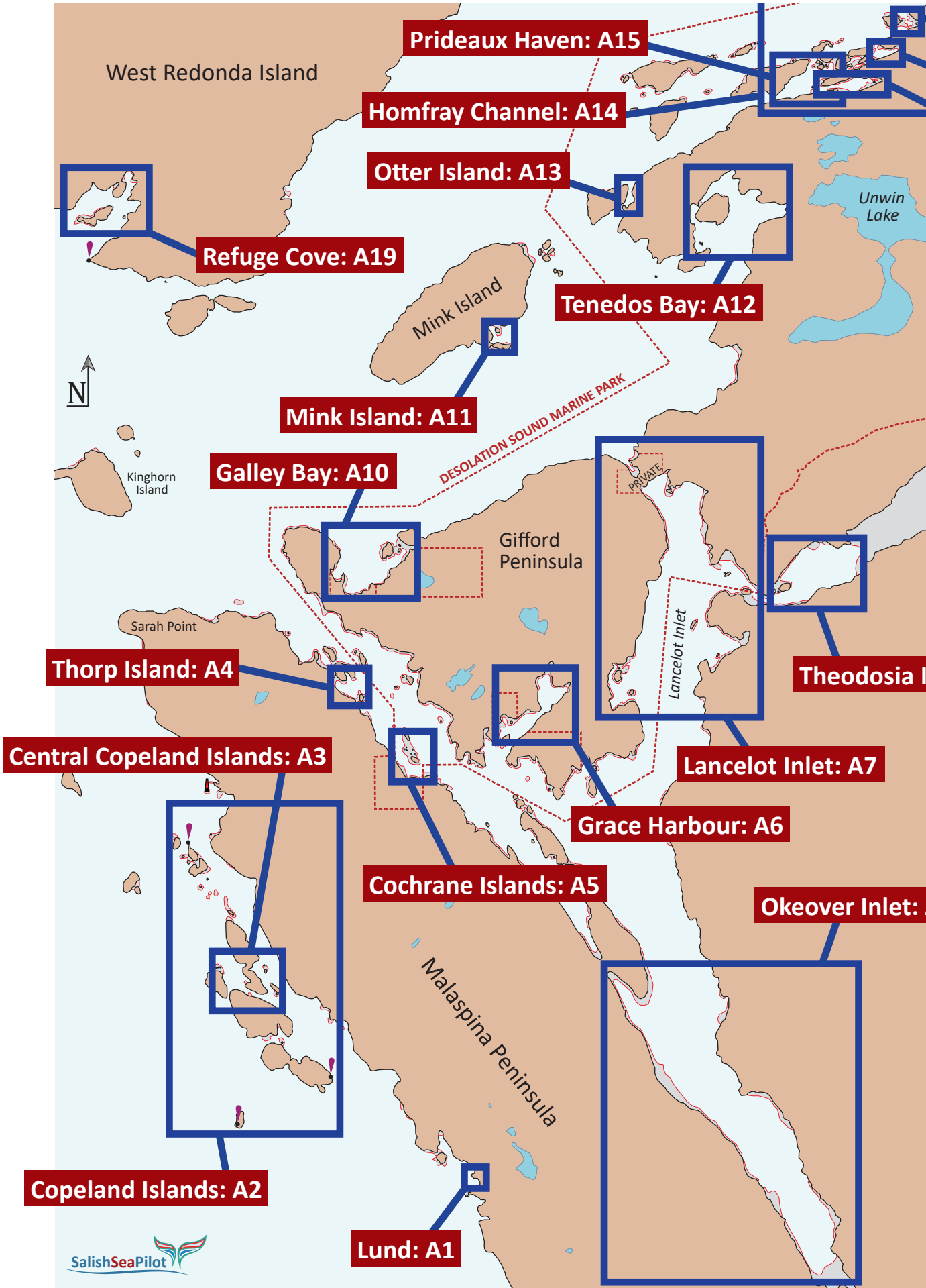


Desolation Sound

& the Discovery Islands

Working links :)



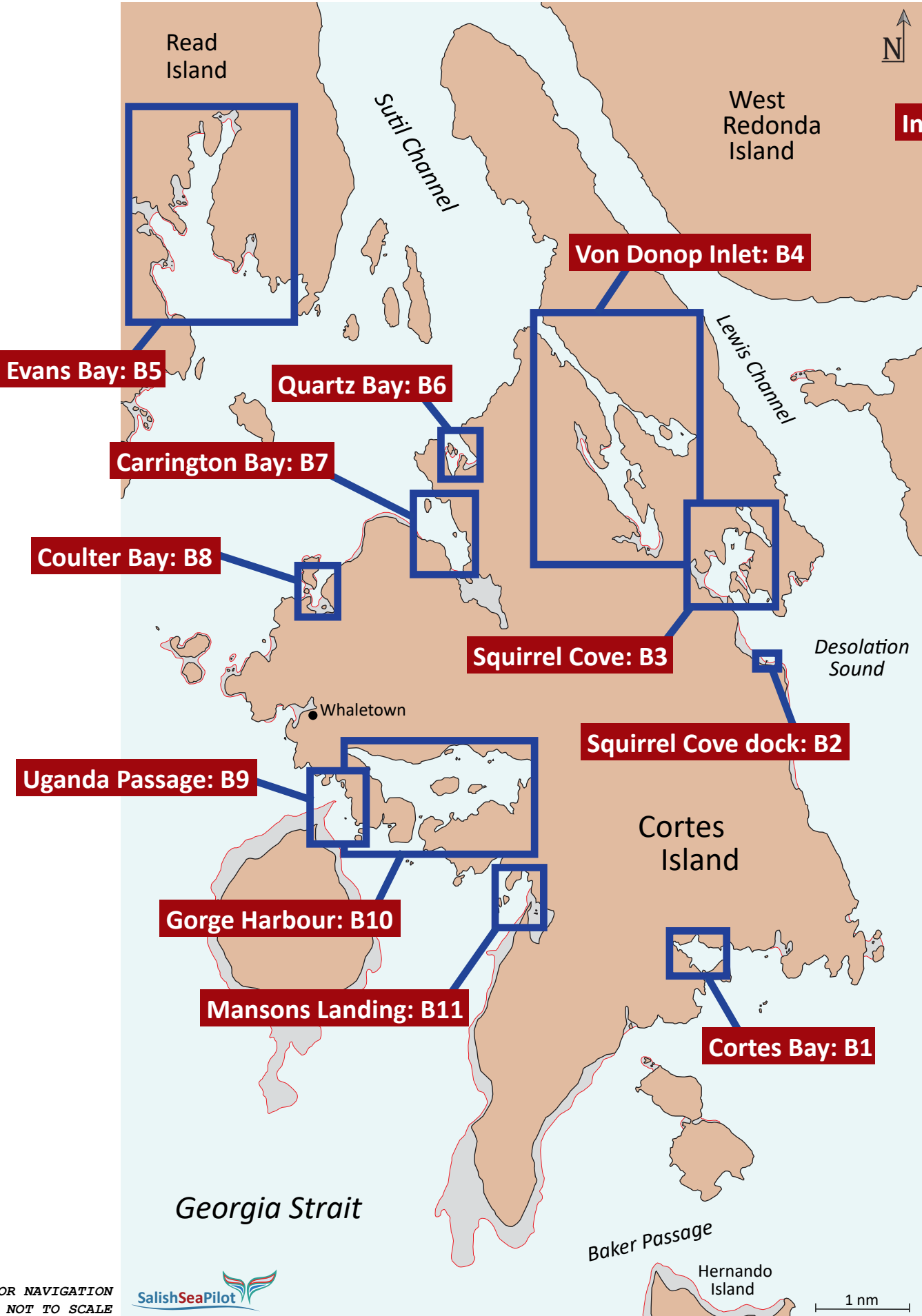


A: Desolation Sound Marine Park

Captain George Vancouver might have been a great explorer and accomplished navigator, but he did not have much of an eye for beauty. Either that, or he was suffering depression when he named Desolation Sound and wrote: "This area afforded not a single prospect that was pleasing to the eye, the smallest recreation on shore, no animal or vegetable food."

We do not know to what sort of "recreation" Vancouver was referring, though it is true that there is little shopping or clubbing to be had. However, the mountains, forests and sea are nothing if not feasts for the eye.

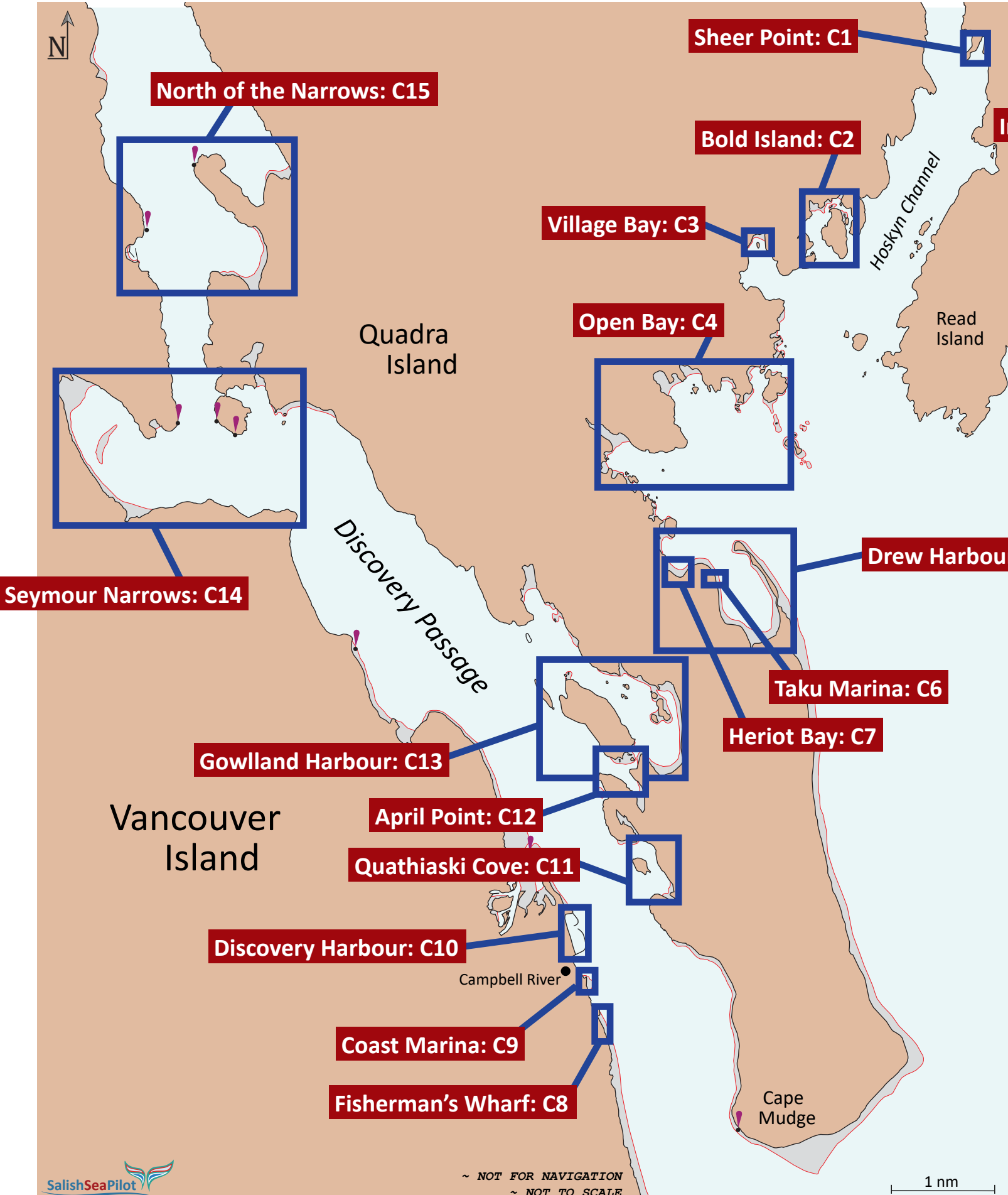
Inactive links :(



Inactive links :(

B: Cortes Island

Surrounded by so many wonderful anchorages, Cortes Island must certainly rank as the region's most often circumnavigated island, which is what many cruisers set out to do over a holiday.



Inactive links :(

C: Quadra Island, South

Quadra Island is the largest of the Discovery Islands and its white cliffs can be seen for many miles south in the Strait of Georgia.

The same cliffs at Cape Mudge are witness to some of the nastiest sea conditions in the Salish Sea when strong southeasterlies meet flooding seas from the north in Discovery Passage. The collision can create steep, breaking waves that have contributed to some notable shipwrecks.

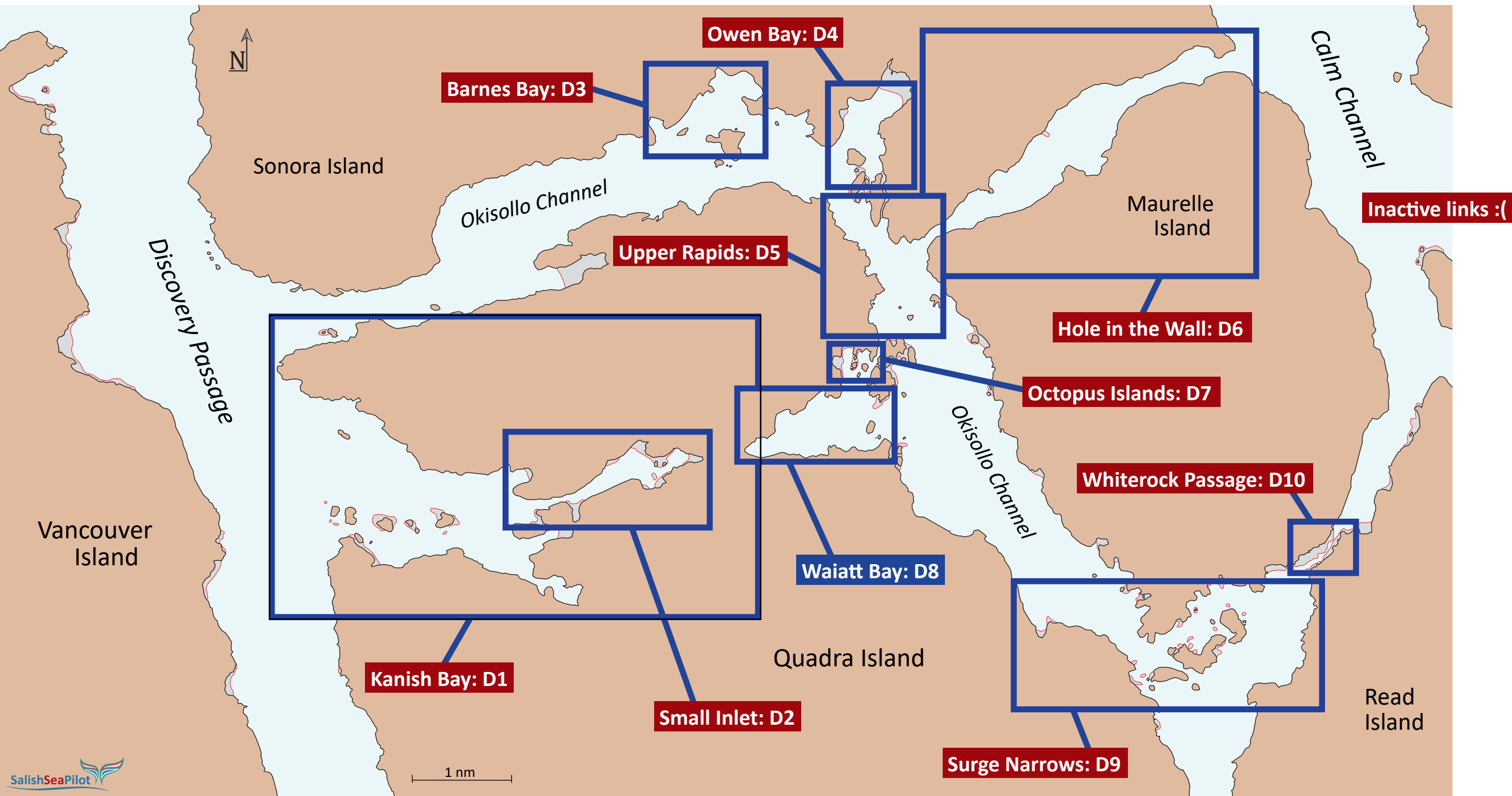
Flood can reach seven knots at springs in Discovery Passage and its effects reach several miles south into Georgia Strait.

If winds and current threaten boisterous seas off Cape Mudge, boats travelling from the south can find excellent shelter at Drew Harbour to await better conditions.

Another famous passage is Seymour Narrows, further north, where the rapids claimed their share of ships before the notorious Ripple Rock was decapitated by explosives in 1958.



D: Quadra Island, North



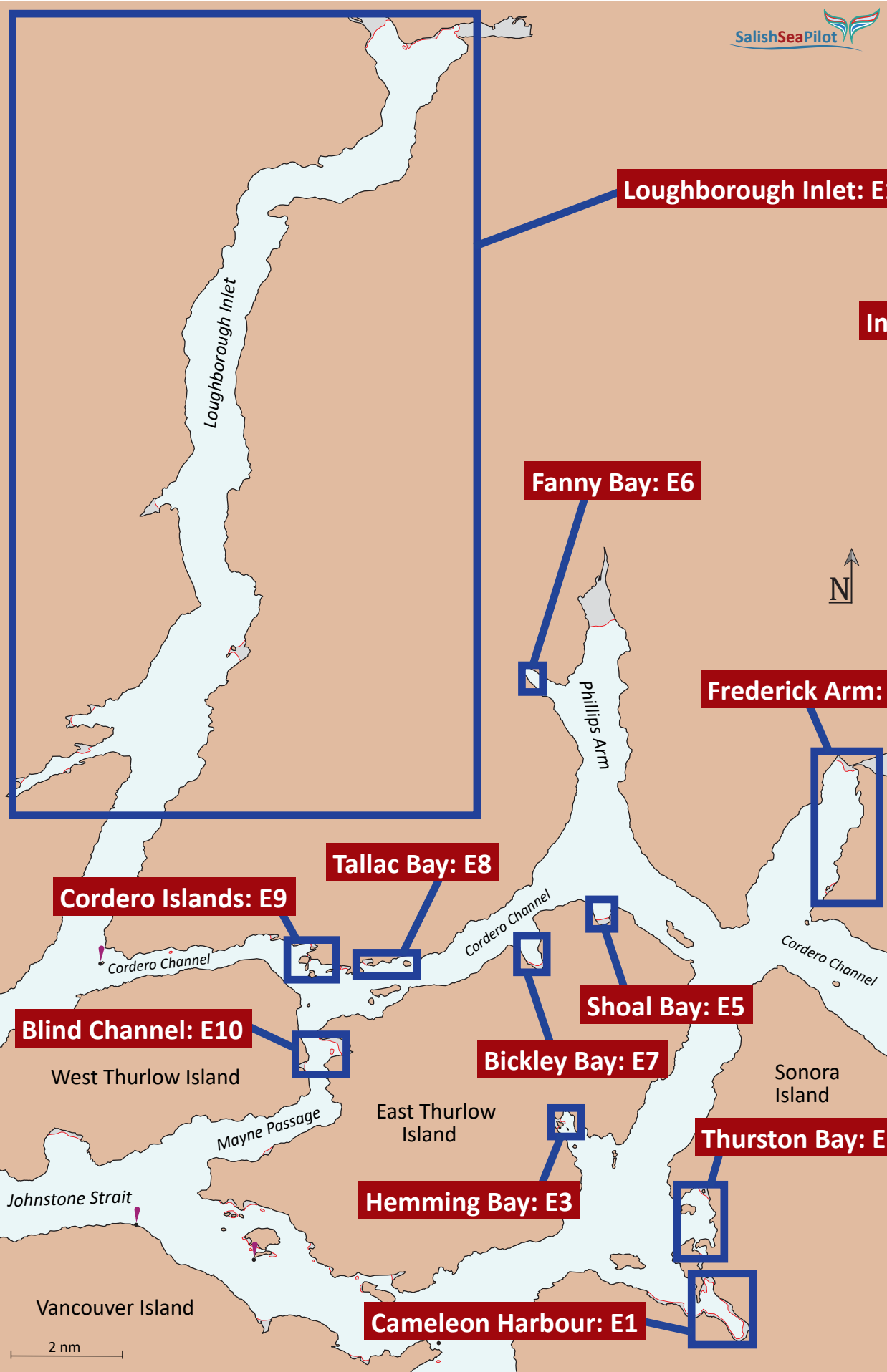
Discovery Passage is the main route from Georgia Strait north to Johnstone Strait, with excellent shelter in the coves and inlets in Kanish Bay.

But there are alternate routes, including Okisollo Channel with safe anchorages and much to explore,

including the popular Octopus Islands and Waiatt Bay.

From here, Discovery Passage can be easily reached. Or a detour through the Hole in the Wall can be taken to Calm Channel for routes north and south.

~ NOT FOR NAVIGATION
~ NOT TO SCALE



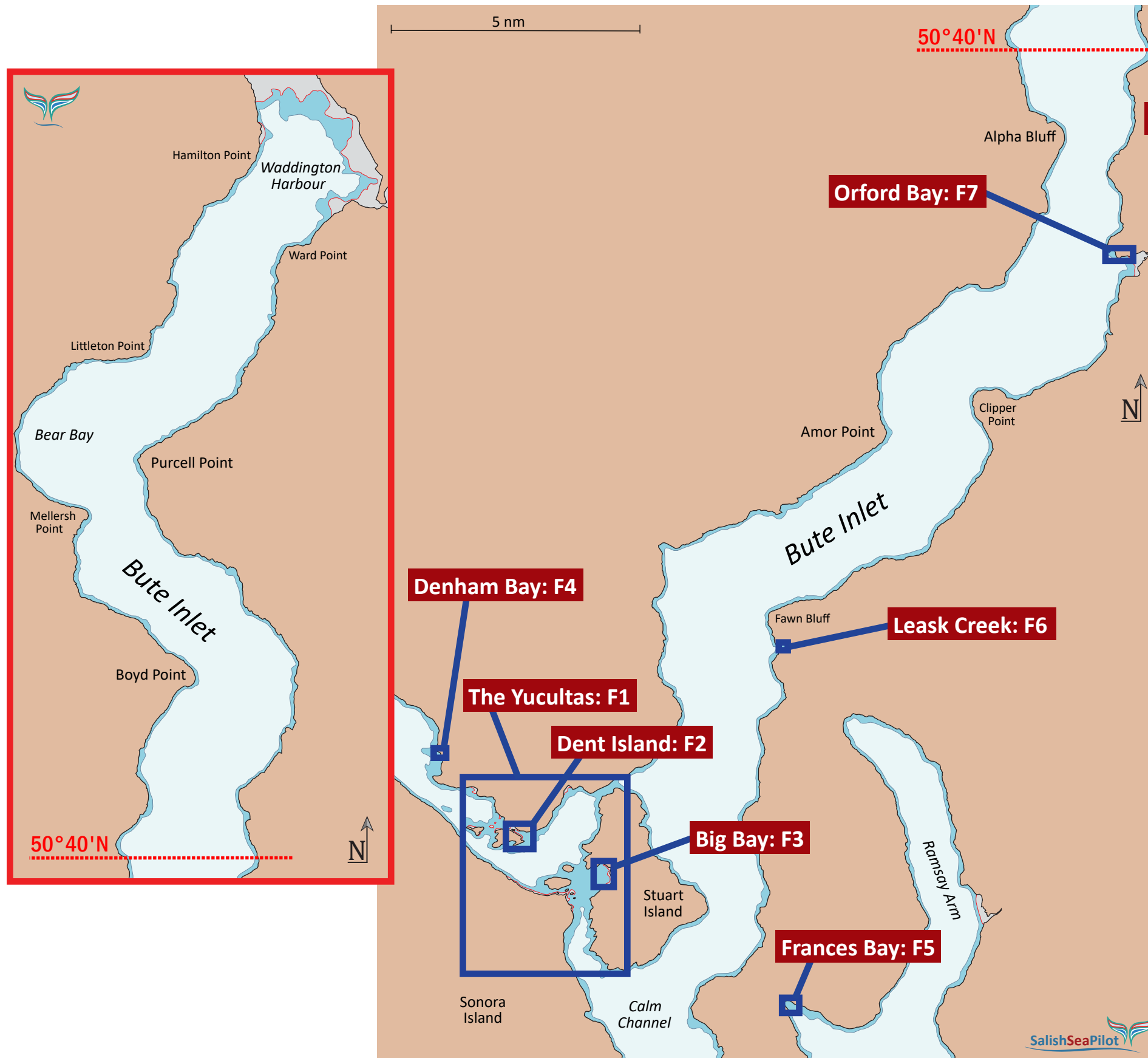
Inactive links :(

E: Thurlow Islands

The northern reaches of the Discovery Islands offer wonderful anchorages, so much shoreline to explore and a few rapids that are simple to transit for sensible boaters who are willing to wait for slack water. And lovely Loughborough Inlet, not as long as better-known inlets to the north and south, has something the others do not — a variety of anchorages, some offering excellent protection along with the spectacular views.

~ NOT FOR NAVIGATION
~ NOT TO SCALE

F: Bute Inlet & The Yucultas

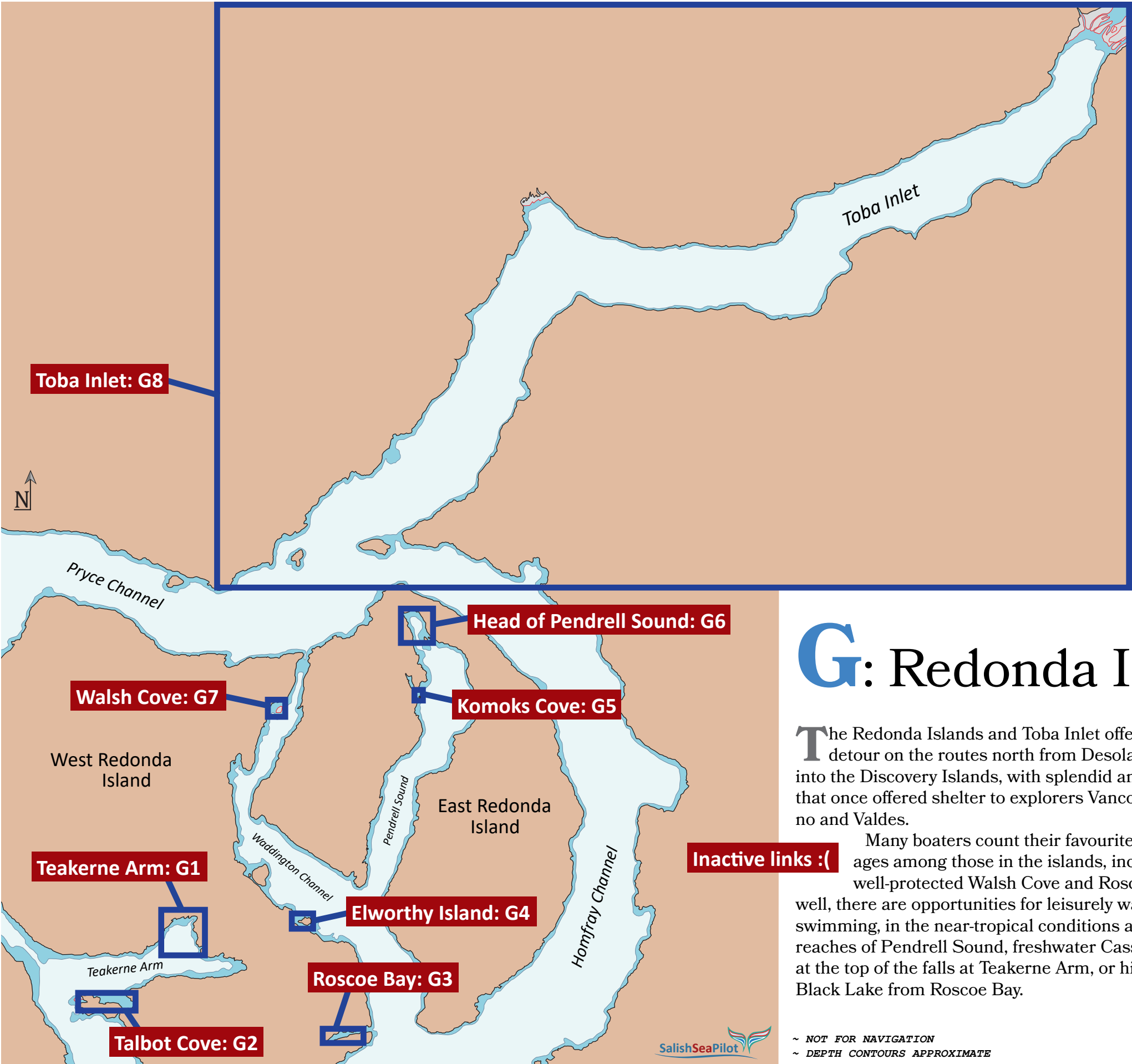


Inactive links :(

British Columbia's second longest inlet, Bute offers glorious views and endless photo ops, but few sheltered anchorages. Boats often over-night either at Leask Creek or Orford Bay, leaving at first light for a round-trip to Waddington Harbour at the head of the inlet, returning to one of those anchorages in a single day.

Walking the drying estuary east of the Homathko River mouth, and north of Waddington Harbour, with mountains all around, is a fabulous experience. Use extreme caution afloat — visibility is almost nil in the heavily silted water and depth sounders notoriously unreliable.

There are fair-weather spots to stern tie, or swing on anchor, at Waddington Harbour and Bear Bay.



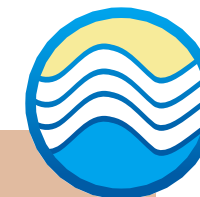
G: Redonda Islands

The Redonda Islands and Toba Inlet offer a lovely
detour on the routes north from Desolation Sound
into the Discovery Islands, with splendid anchorages
that once offered shelter to explorers Vancouver, Galia-
no and Valdes.

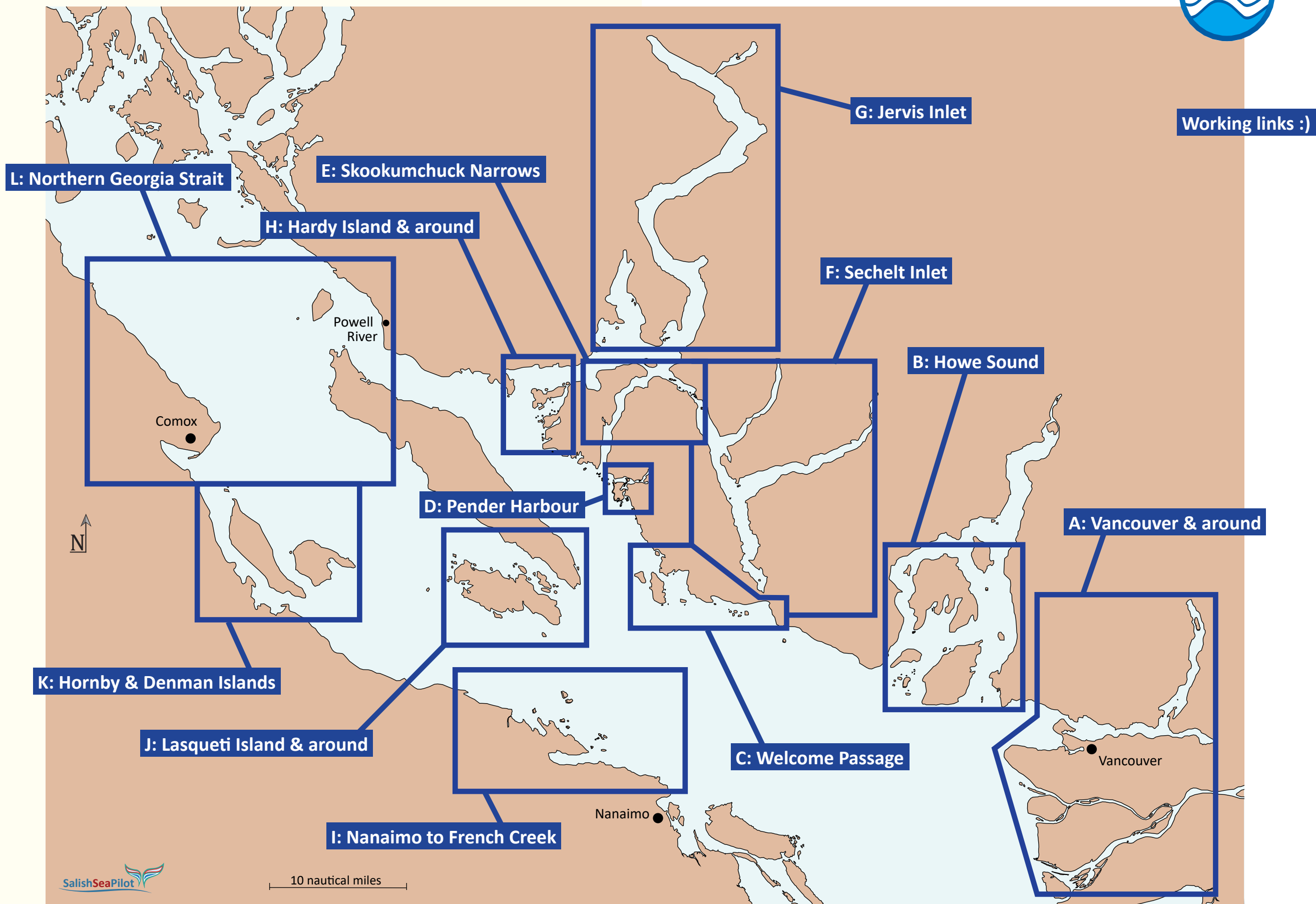
Many boaters count their favourite anchor-
ages among those in the islands, including
well-protected Walsh Cove and Roscoe Bay. As
well, there are opportunities for leisurely warm-water
swimming, in the near-tropical conditions at the upper
reaches of Pendrell Sound, freshwater Cassel Lake
at the top of the falls at Teakerne Arm, or hiking into
Black Lake from Roscoe Bay.

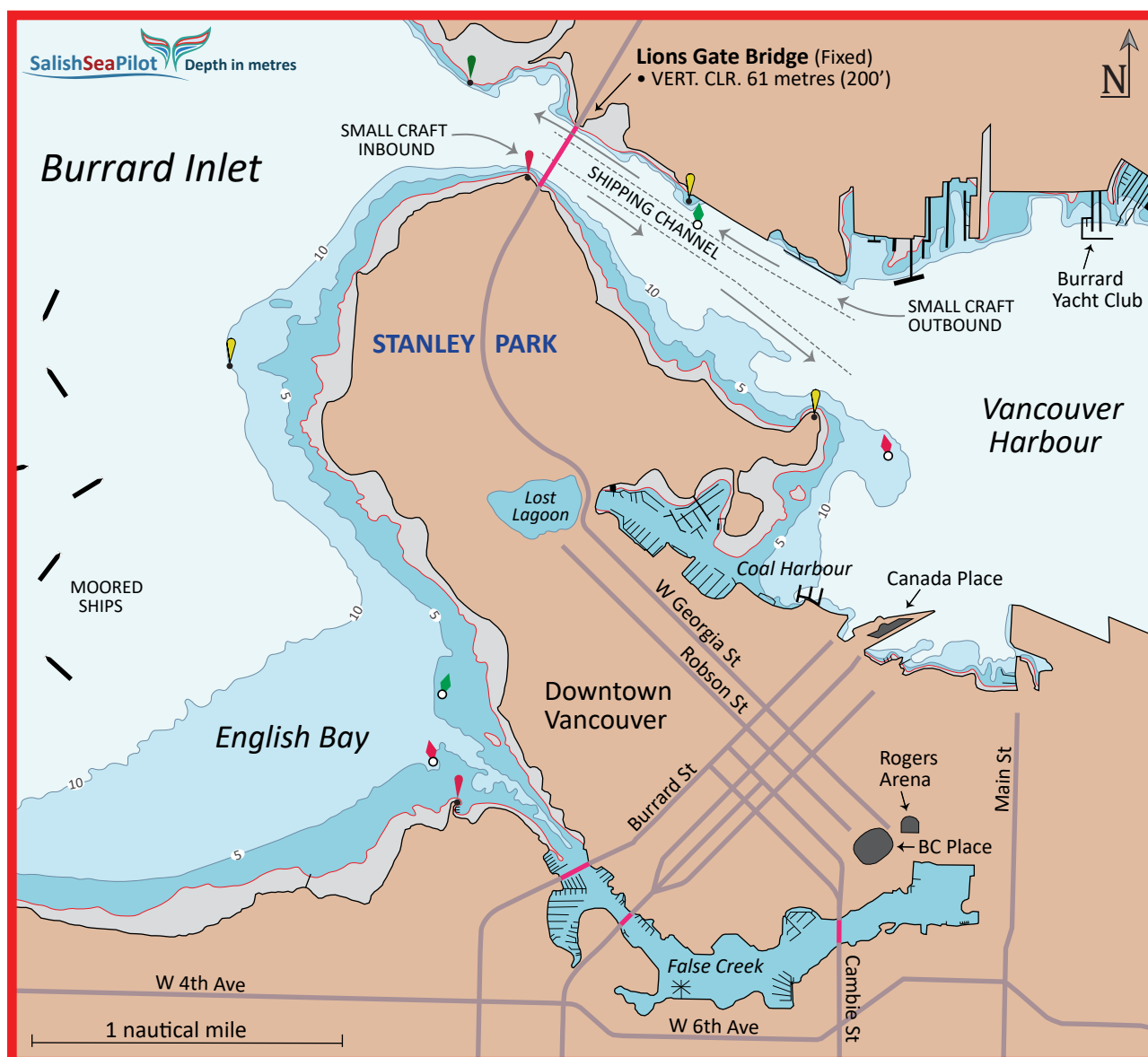
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Sunshine Coast & the Northern Gulf Islands

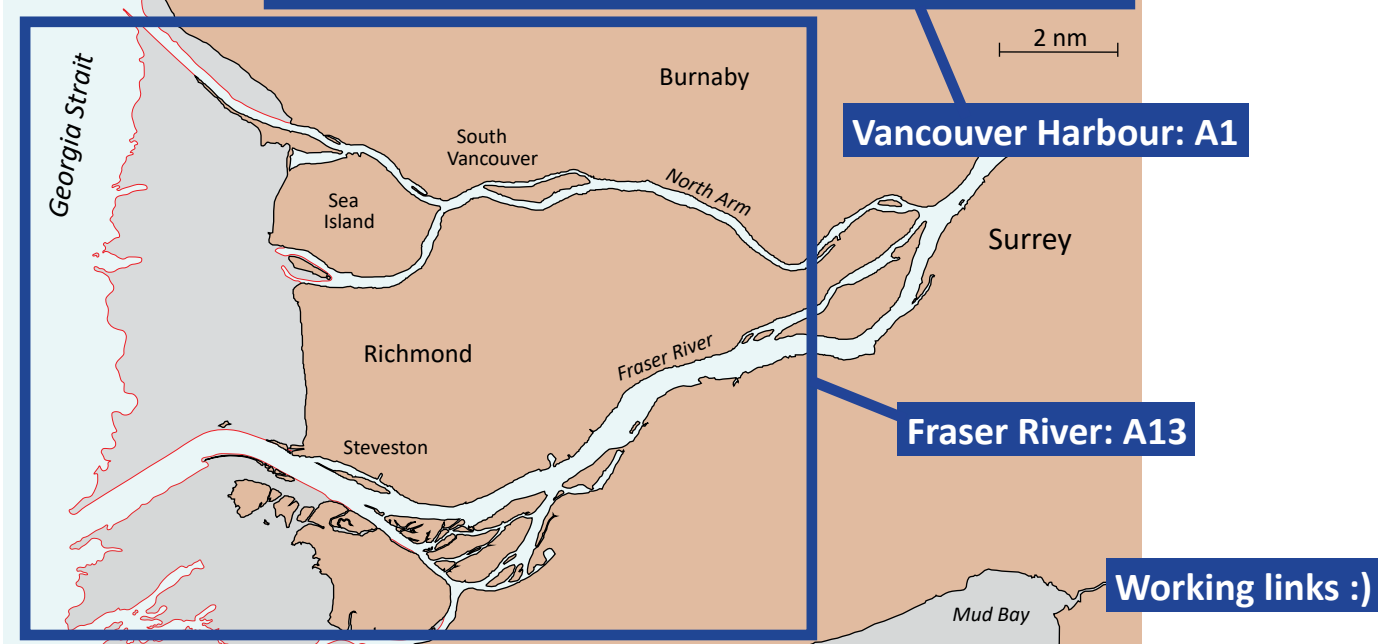
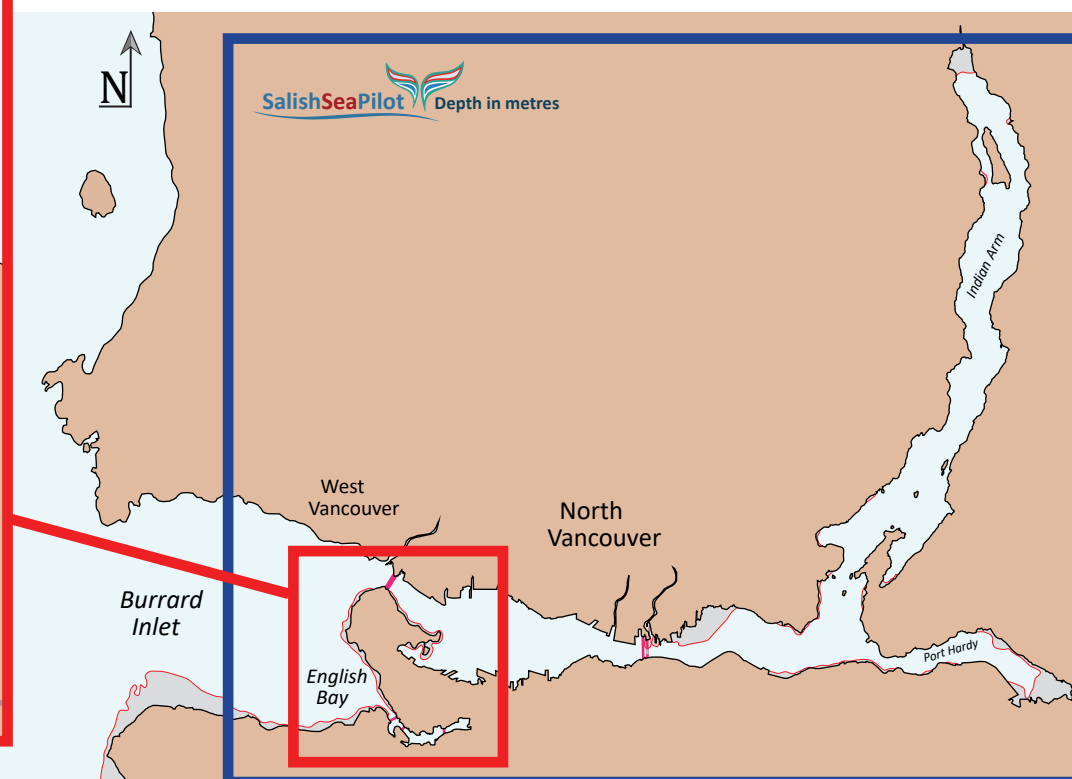


Working links :)





A: Vancouver & around



The city of Vancouver offers unlimited opportunities to let your hair down, whether hiking through Stanley Park or along the shore of English Bay, shopping till you drop downtown or going to shows, dining out or taking in sporting events.

There are several choices for anchorage or marina ties for cruisers visiting Vancouver city.

These include short-term anchorage along the southern shore of English Bay or sheltered holding in popular False

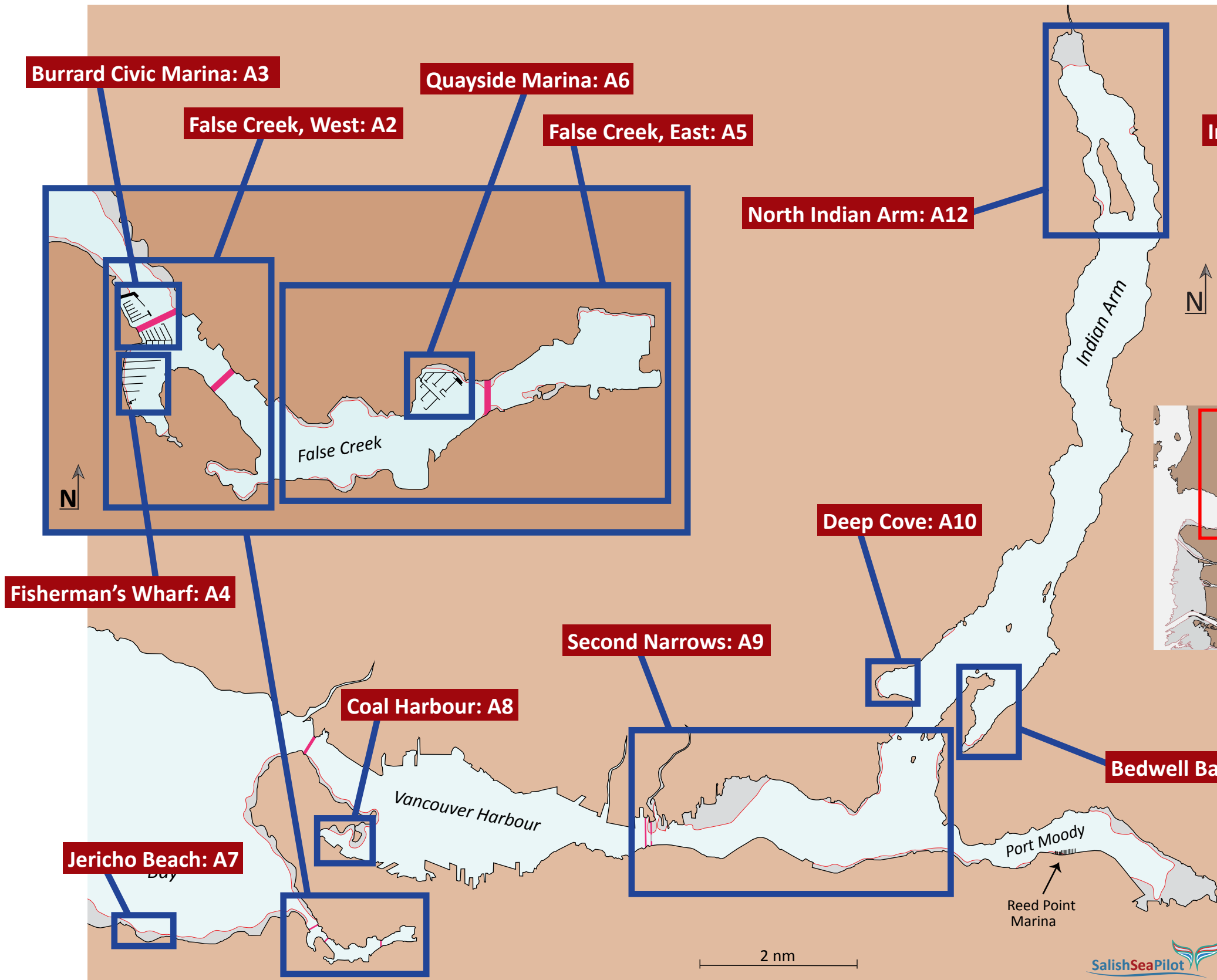
Creek, as well as marina moorage in Coal Harbour.

Within no time boaters can approach off-grid, up Indian Arm where urban turns to remote and the shore turns into sheer cliffs.

An alternate approach is via the Fraser River, where boaters can haulout at either Milltown or Shelter Island marinas for maintenance or clear customs at Steveston Harbour.

Of course, the adventure of river exploration is a difficult temptation to resist.

Working links :)



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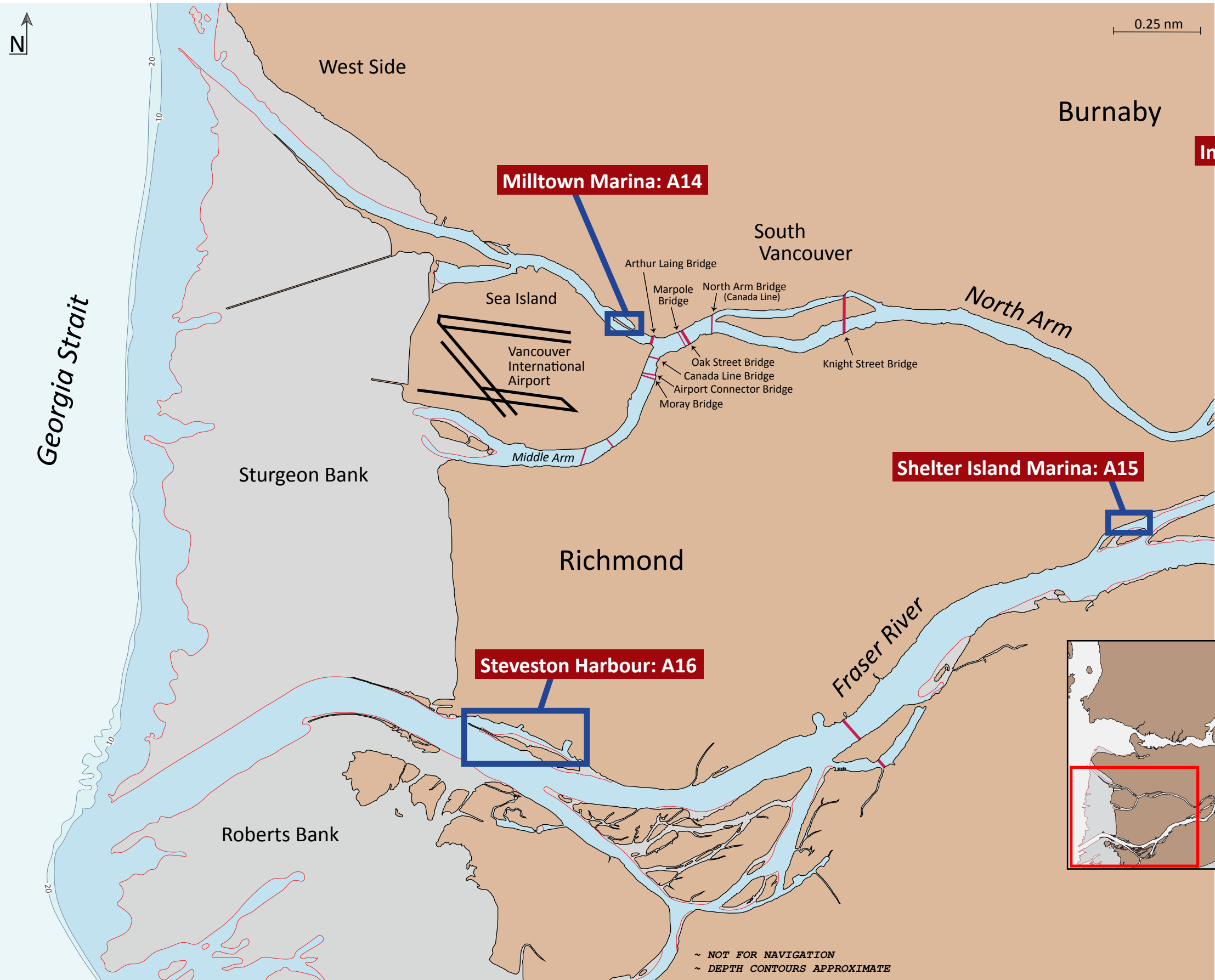
A1: Vancouver Harbour

The northern reaches of Indian Arm offer idyllic cruising with quiet, sheltered anchorages near the bustling city of Vancouver.

The urban sprawl is thwarted north of Deep Cove where the shores of Indian Arm become cliffs not conducive to building homes or roads.

Closer to Vancouver city centre there are pleasant anchorages, as well as docks and marinas offering ties for transient vessels, and good connections ashore for taking advantage of land-based entertainments.

A13: Fraser River

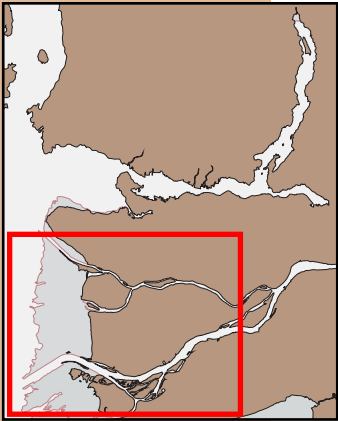


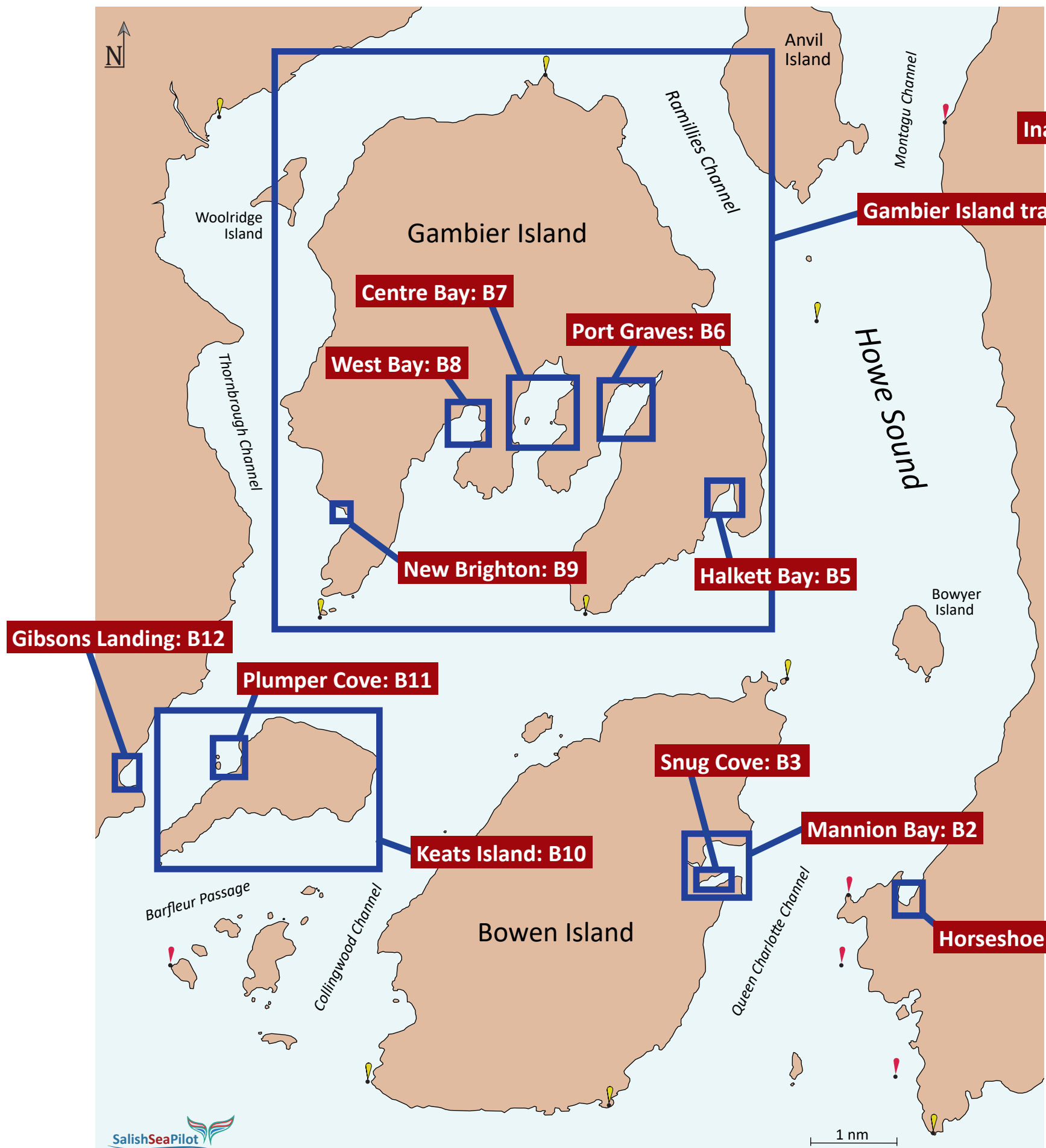
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Studying charts of the Fraser River, it isn't long before you find yourself fantasizing about cruising the 65nm or so from Georgia Strait to Harrison Lake, or taking the fork in the river up to Pitt Lake some 34nm from the sea.

Alas, while reaching lovely Pitt Lake was once simple for sailboats, the new Pitt River Bridge offers vertical clearance of only 13 metres (43 feet) according to *Sailing Directions*.

As for Harrison Lake, the route beyond Mission Bridge (where the tidal influence roughly ends) is very shallow, suitable for only jetskis and the smallest runabouts.





Inactive links :(

B: Howe Sound

So near Vancouver, the first sight of Queen Charlotte Channel and the islands at the southern entrance to Howe Sound — Bowen, Gambier, Keats and others — has long fired wonder and passion for exploration in young urban people. Here are beautiful anchorages and stunning views of the Coastal Mountains at the head of the sound. The bays, reefs and shoreline offer unlimited opportunities to explore. The mountainous northern half of Howe Sound resembles other rocky, steep-walled coastal inlets in BC, but the shallower depths and flatter landscapes of the southern half evoke memories of cruising in areas like the Gulf Islands.

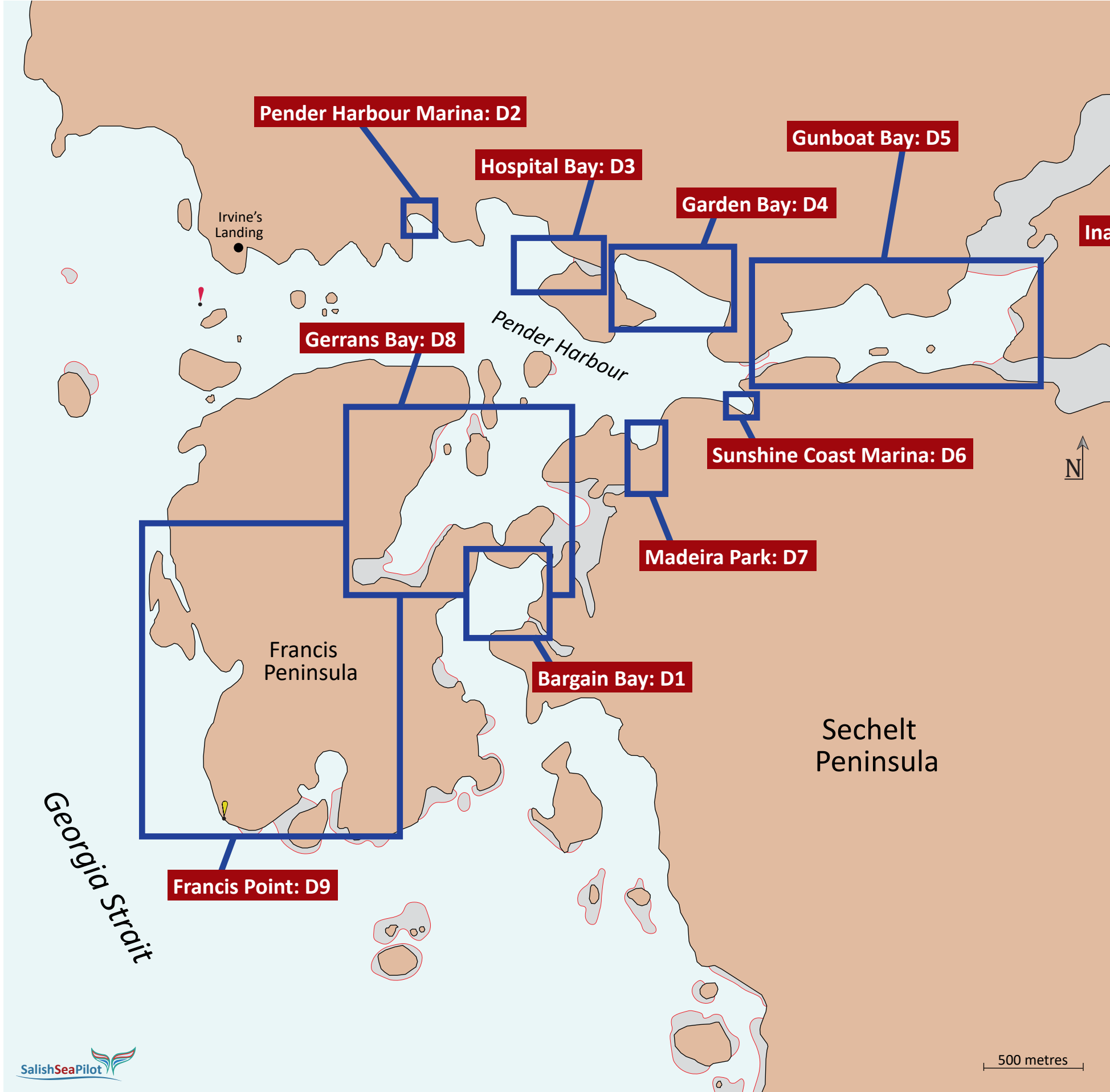


C: Welcome Passage



Extending north from Gibsons Landing to Jervis Inlet are the beautiful bays and anchorages of the Sunshine Coast, a playground for cruisers from throughout the Salish Sea.

In the southern portion of the Sunshine Coast, in the approaches to Welcome Passage, are several idyllic destinations with their own unique attractions, including the stunning views from Buccaneer Bay, the hidden treasures and stillness inside Smuggler Cove, and the friendly marinas and services in Secret Cove.



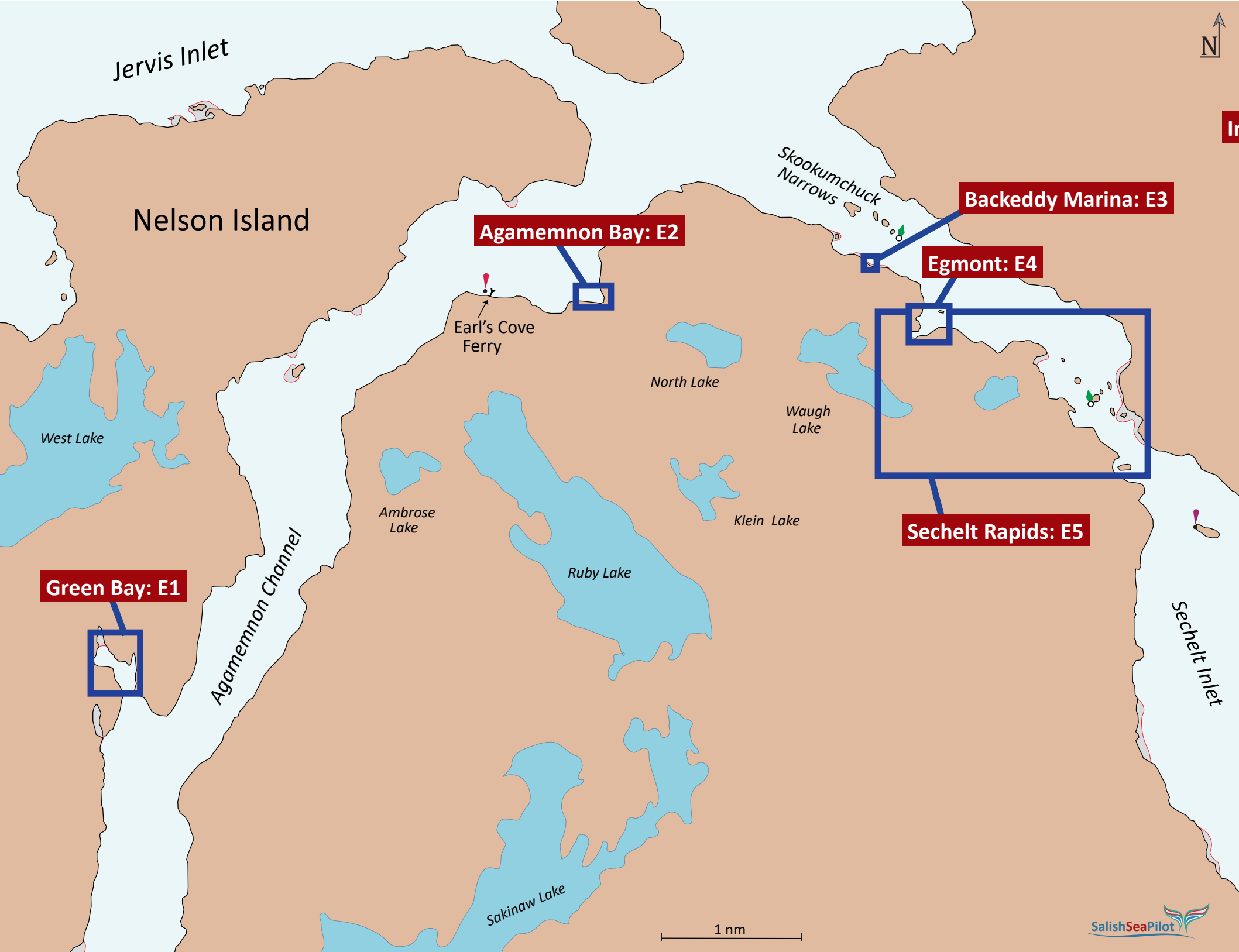
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D: Pender Harbour

When many of us think of the Sunshine Coast, it's the glorious summer homes and swish marine traffic within the bays of Pender Harbour that come to mind.

Pender Harbour offers much to cruisers, including the only all-weather protection along a 15-nautical mile stretch of shoreline. There are sheltered anchorages at Gerrans and Garden bays, with services ashore. There is the stillness within Gunboat Bay, as well the surprisingly pleasant Bargain Bay, an anchorage which many rush impatiently past when coming from the south.

E: Skookumchuck Narrows

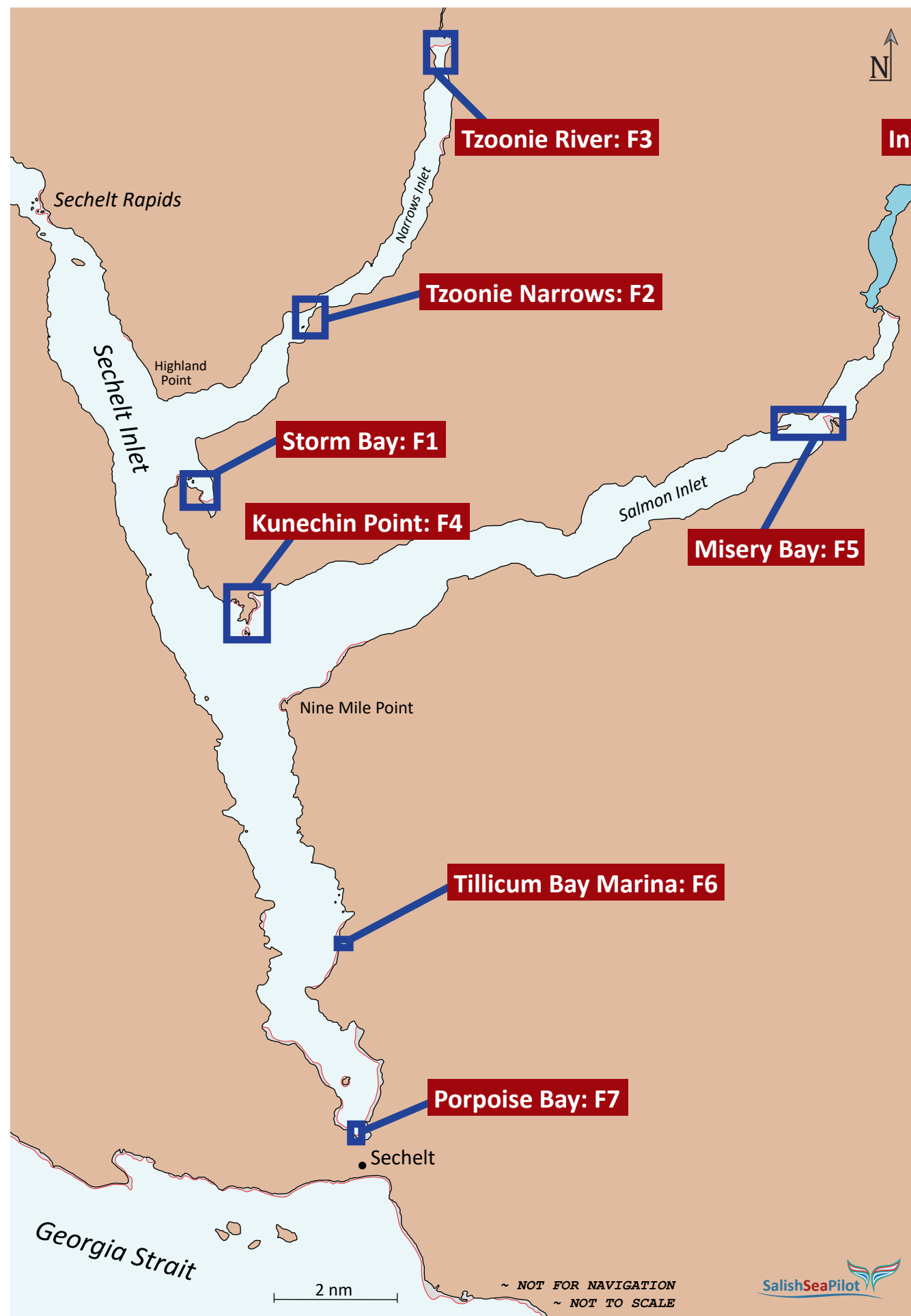


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While Skookumchuck Narrows receives many cruisers who are en route to other places, either north to Princess Louisa Inlet or southeast into Sechelt Inlet, there is one attraction that itself makes a voyage here worthwhile.

In Chinook Jargon, a First Nations language of trade in the region, skookumchuck (*skookum* meaning “powerful” and *chuck* meaning “water”) is a term that means “strong tidal rapids”.

It is aptly named. The narrows flow into Sechelt Rapids at the entrance to Sechelt Inlet where at peak flows the turbulence can be awesome, with massive standing waters and churning whirlpools. It draws whitewater kayakers from around the world, especially at spring tides.



Inactive links :(

F: Sechelt Inlet

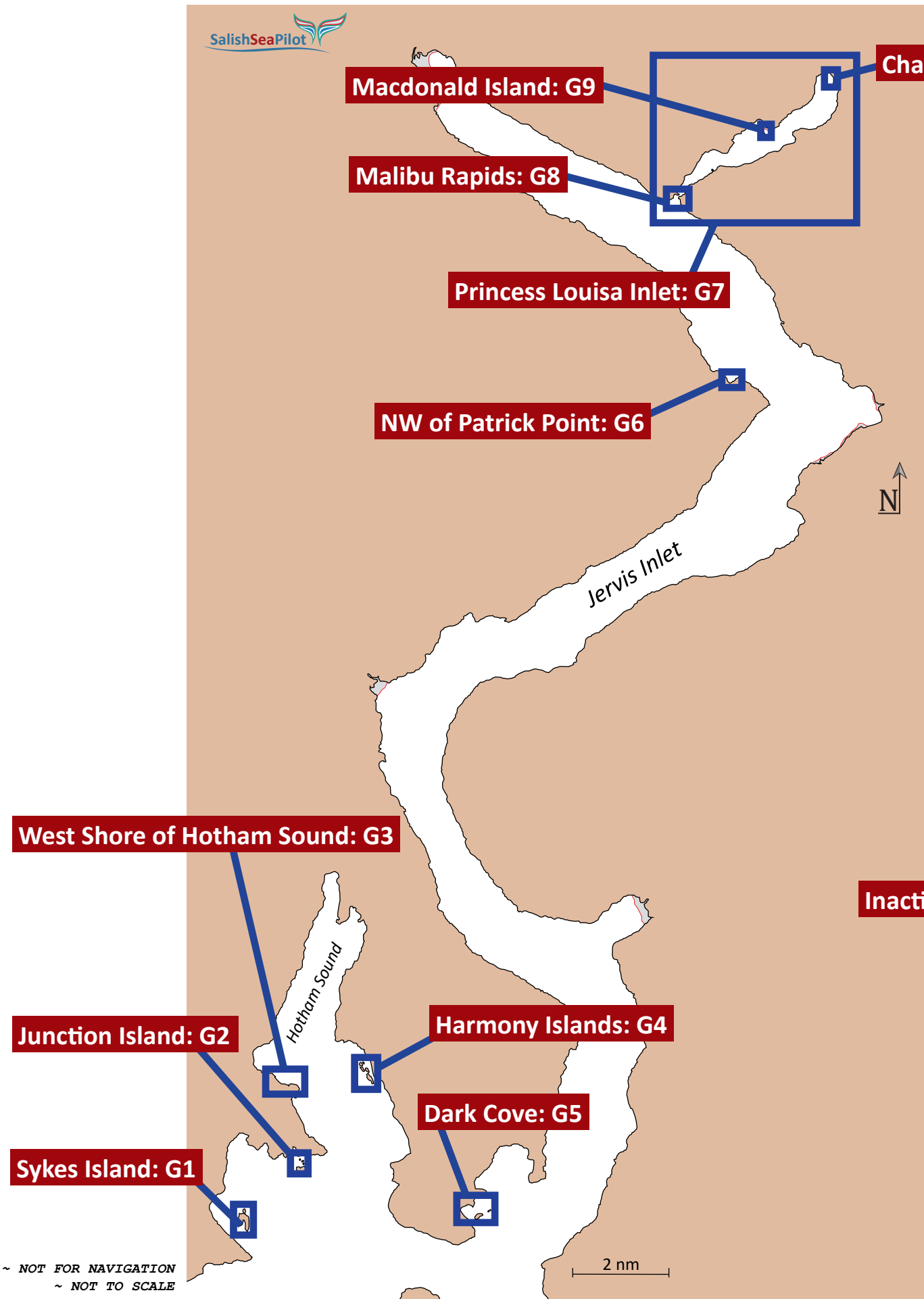
Many cruisers give a pass to Sechelt Inlet, perhaps seeing it as an inconvenient detour off their charted course up the Sunshine Coast.

Add to that a lack of large-scale charts, requiring extra care and watchfulness when approaching anchorages, visits for many are somewhat awkward.

However, its location off the beaten track is what gives the inlets and bays here an atmosphere of peace and remoteness.

The high-walled Salmon and Narrows inlets are pristine, but for remnants of a fading timber industry which etches an old world character into the landscape.

Help and creature comforts are always close by. A variety of marine services are available at Porpoise Bay and easy provisioning is found in the town of Sechelt.



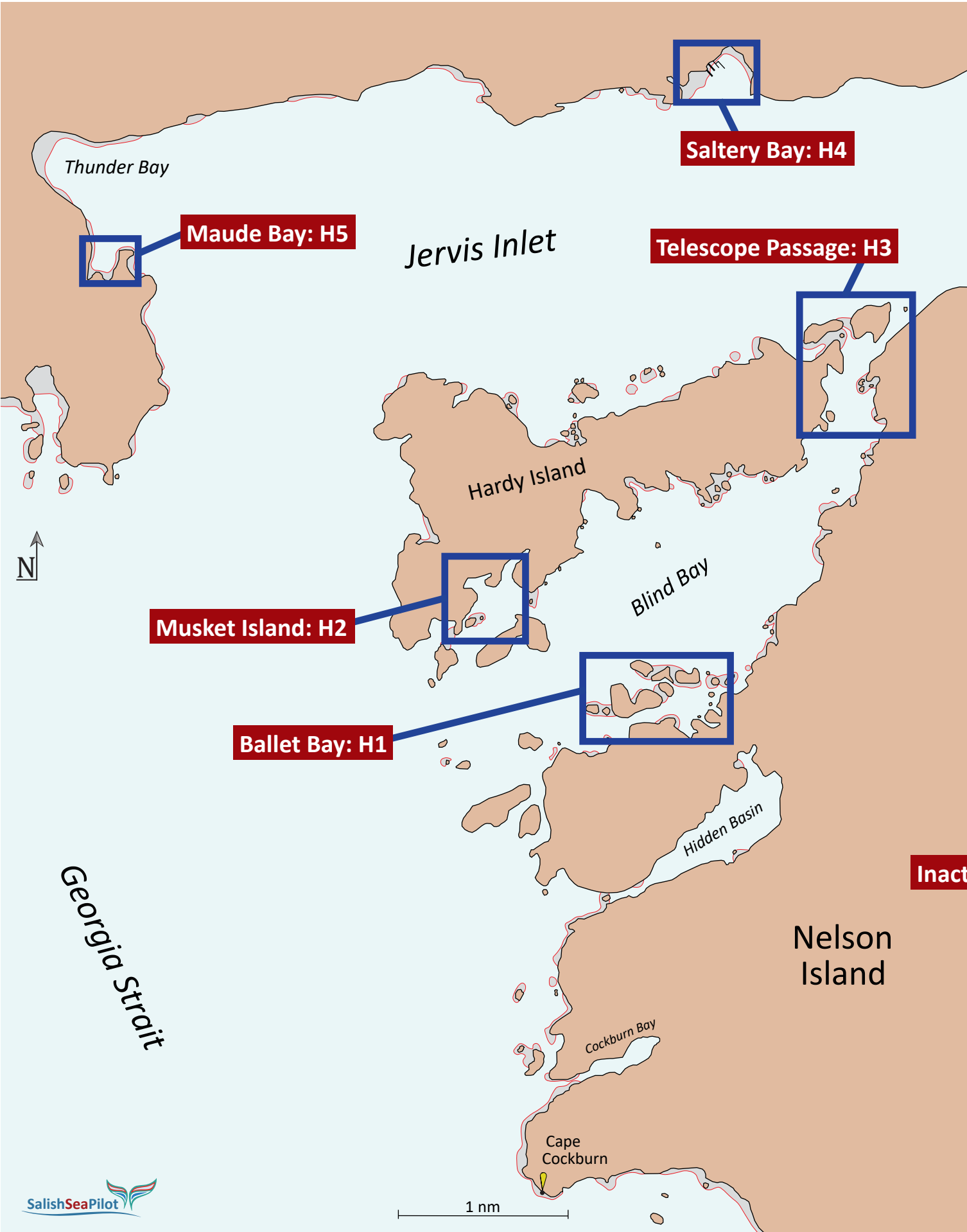
G: Jervis Inlet

Jervis Inlet slices for 46 nautical miles into the Coast Mountains, its steep walls on both shores pouring down into the sea to depths of 600 metres.

The journey into the fjord is an awesome experience, but it can be a lonely one. That is, until you meet the fleet of pleasure boats which exited Princess Louisa Inlet on the last slack tide and, roughly together, cruise south down the length of Jervis Inlet.

And to visit the smaller inlet, which is indeed remarkable to behold, is the reason so many crews make the voyage up Jervis Inlet.

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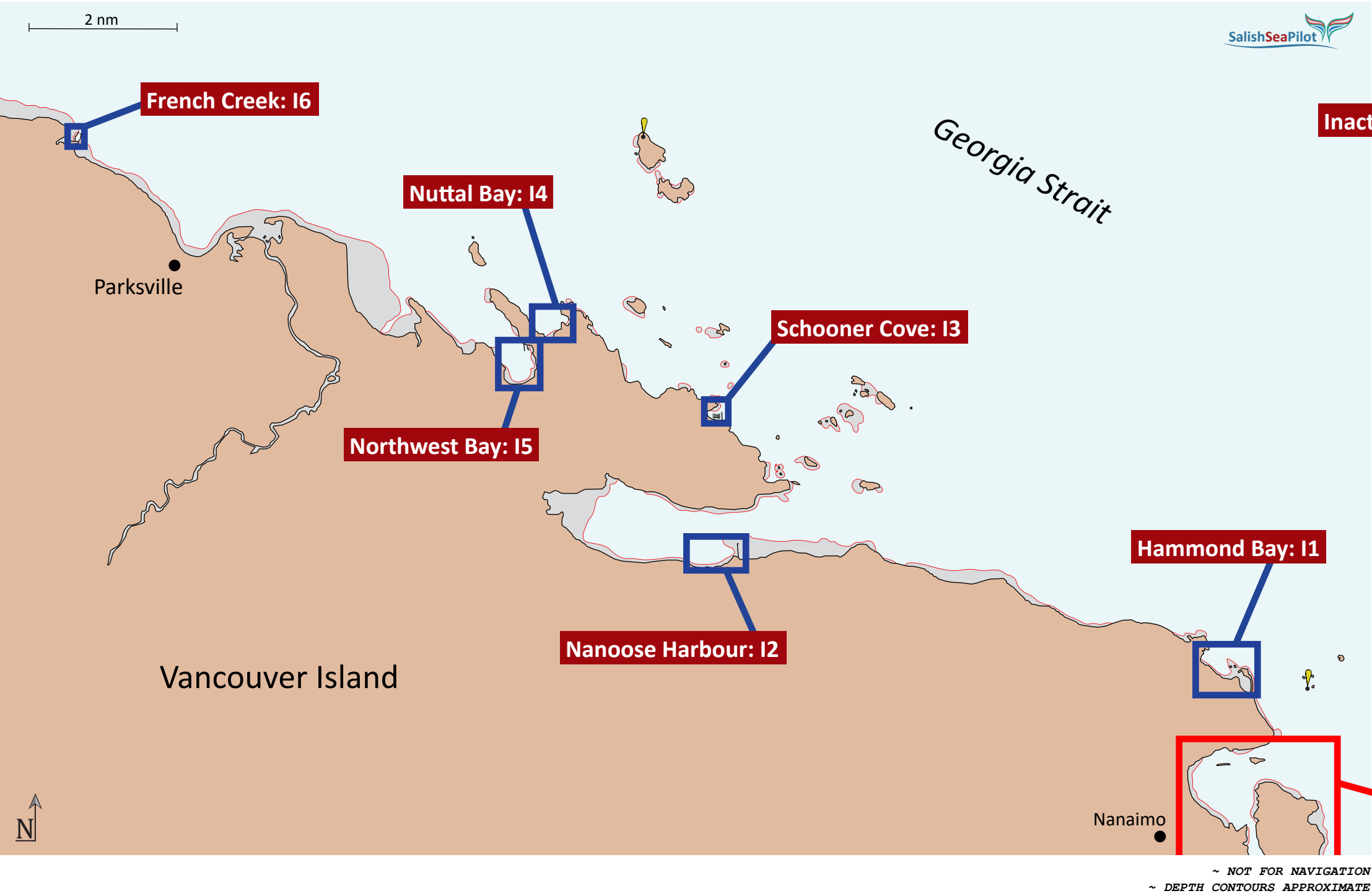
H: Hardy Island & around

Hardy Island, named for a Royal Navy vice-admiral who served nobly with Lord Nelson in the Battle of Trafalgar but never saw the Pacific coast, is prized for fine secluded anchorages here and nearby. Musket Island and Ballet Bay are two of the most popular cruising destinations on the Sunshine Coast, both convenient jumping off points for those planning to continue northeast to Princess Louisa Inlet or north to Desolation Sound.

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I: Nanaimo to French Creek

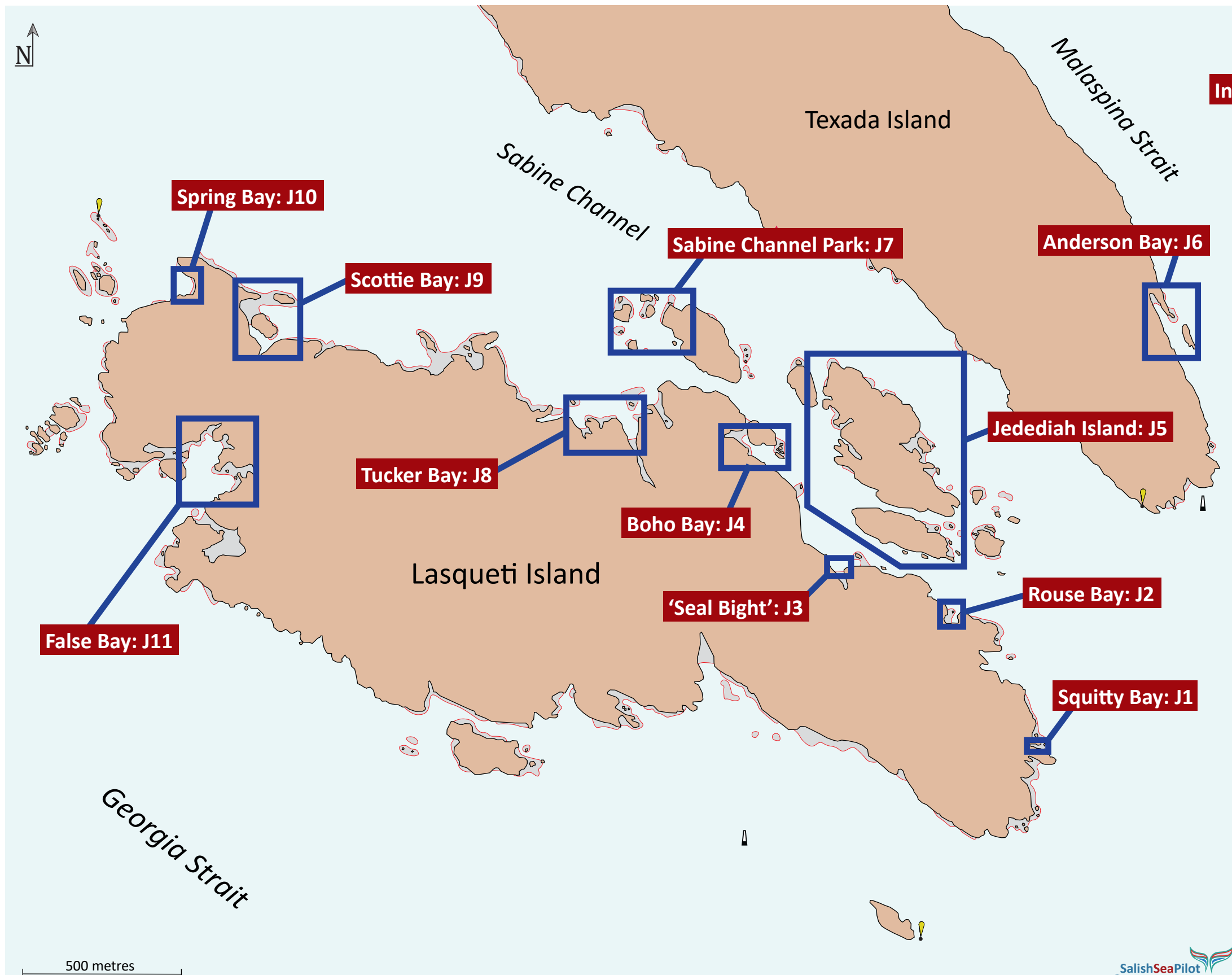


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For boaters heading north late in the day and opting to bypass Nanaimo anchorages, there are several pleasant options farther along the Vancouver Island coast. There are well-run marinas at Schooner Cove and French Creek as well as, depending from where the weather is coming, several fine, sheltered anchorages. The 17-mile coastline north from French Creek to Deep Bay is lined with resorts and beaches but offers little protection for cruising vessels.

Nanaimo and destinations south are covered in Salish Sea Pilot's Gulf Islands cruising guide.

J: Lasqueti Island & around



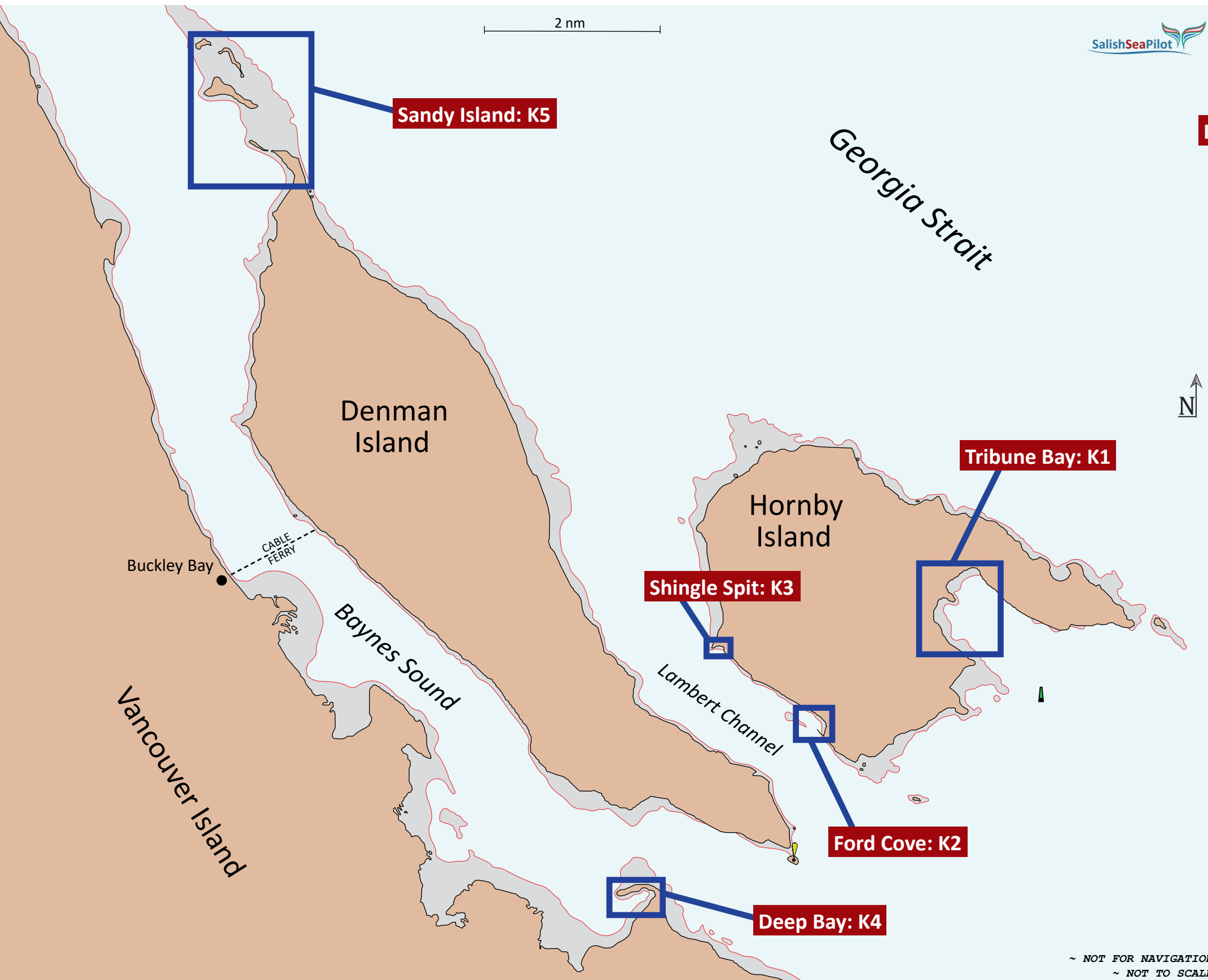
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Lasqueti Island, in the centre of Georgia Strait and separated from the Sunshine Coast by Texada Island, is off the route north or south of most cruising yachts.

Along with a somewhat deserved reputation for being open to southeasterly gales and strong northwesterly winds, as well as lacking large-scale charts, the island remains relatively unknown with few marinas and services.

It is the remote nature of the island, its solitude and lack of development, that make it so attractive to those who return again and again and are cursing us now for touting its virtues.

K: Hornby & Denman Islands



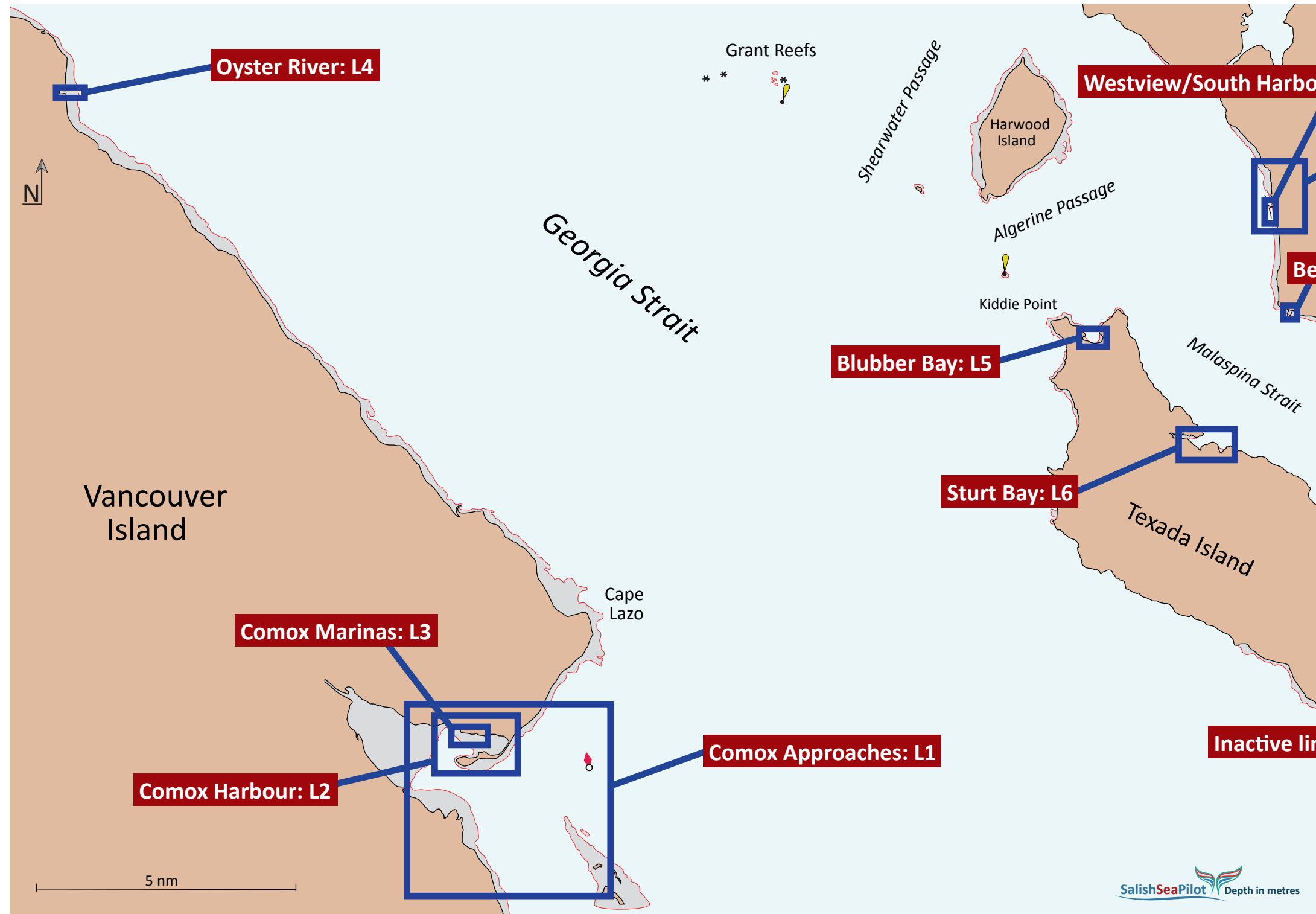
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With few protected anchorages, many cruisers give beautiful Hornby and Denman islands a pass. It's an old story in the Salish Sea — unfortunate fact of geography equals lack of crowds equals enchanted experience.

This is especially true during the summer when mild conditions predominate and the marvellous anchorages at Tribune Bay and Sandy Island are typically pictures of serenity.

In Baynes Sound, watch for the new cable ferry crossing between Buckley Bay and Denman Island. It is towed back and forth across the sound by a cable system. Cross the ferry's path only when the transit lights at the terminal docks are green.

L: Northern Georgia Strait



From the Gulf Islands and Sunshine Coast to the bountiful cruising grounds of Desolation Sound and the Discovery Islands, there are miles of open water with few protected anchorages.

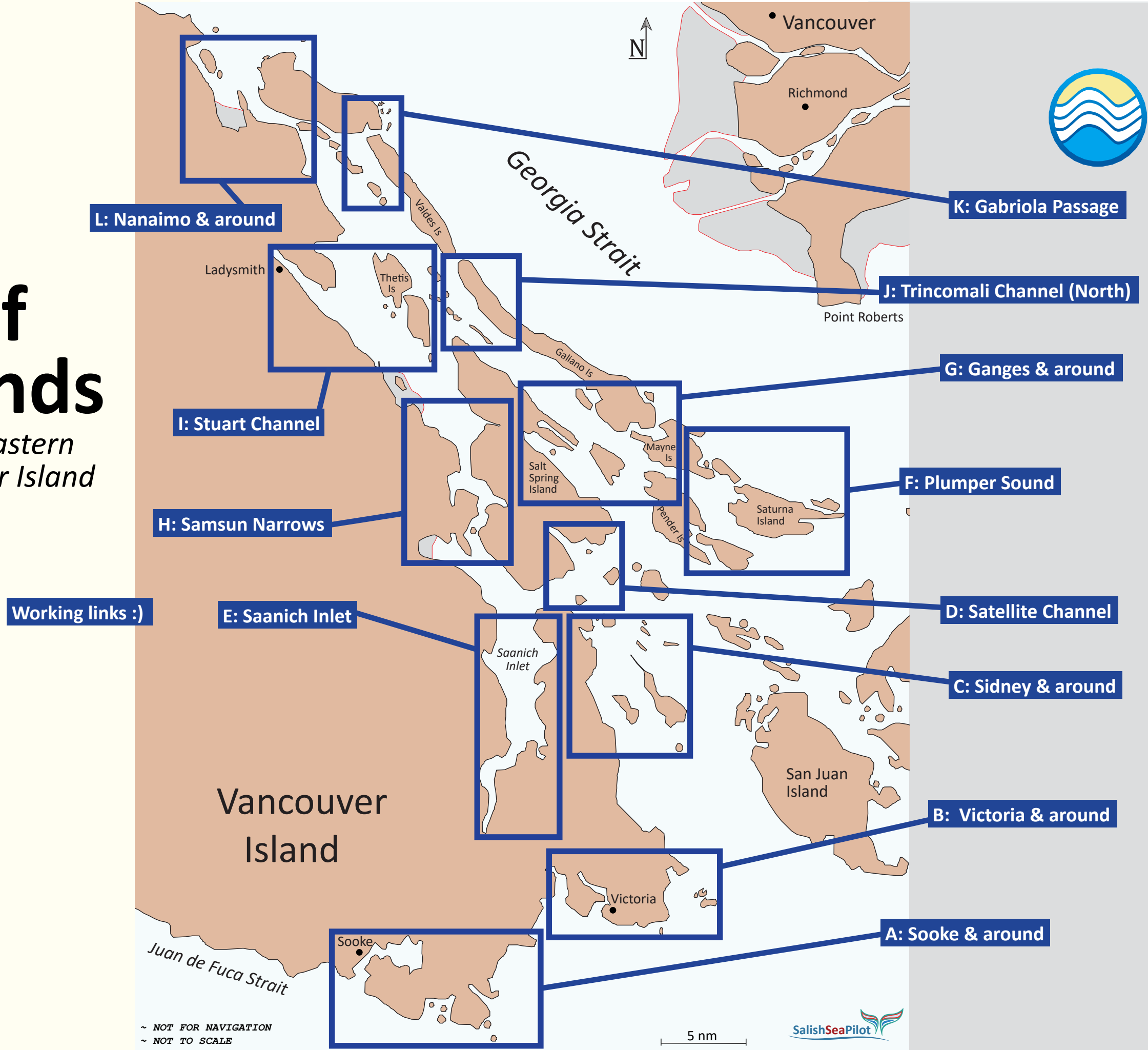
There are two rather urban anchorages, including naturally protected Comox Harbour and Powell River with shelter that is manmade.

And there is a fascinating harbour at Texada Island's Sturt Bay, with much to explore and island characters who will make a lasting impression on you.

And then there are Oyster River and Beach Gardens, handy when shelter is what you need.

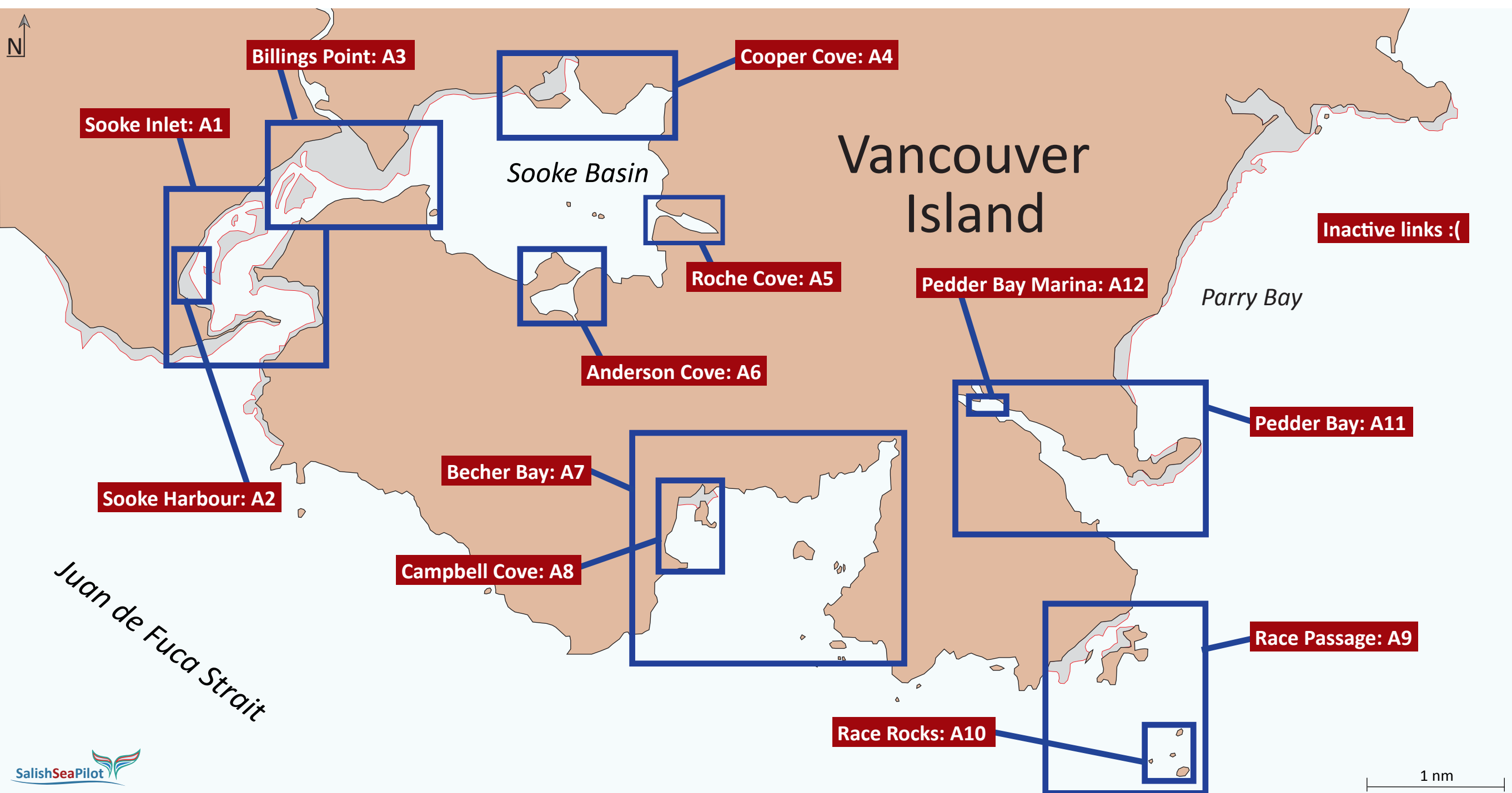
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Gulf Islands & Southeastern Vancouver Island





A: Sooke & around



Carved into the southeast corner of Vancouver Island, this beautiful, craggy shoreline has long been a popular destination for cruisers, fishers and other wildlife enthusiasts.

Across the Juan de Fuca Strait looms

the majestic, snow-capped Olympic Mountains, their grandeur casting an aura of remoteness, of wilderness, upon the sealife far below.

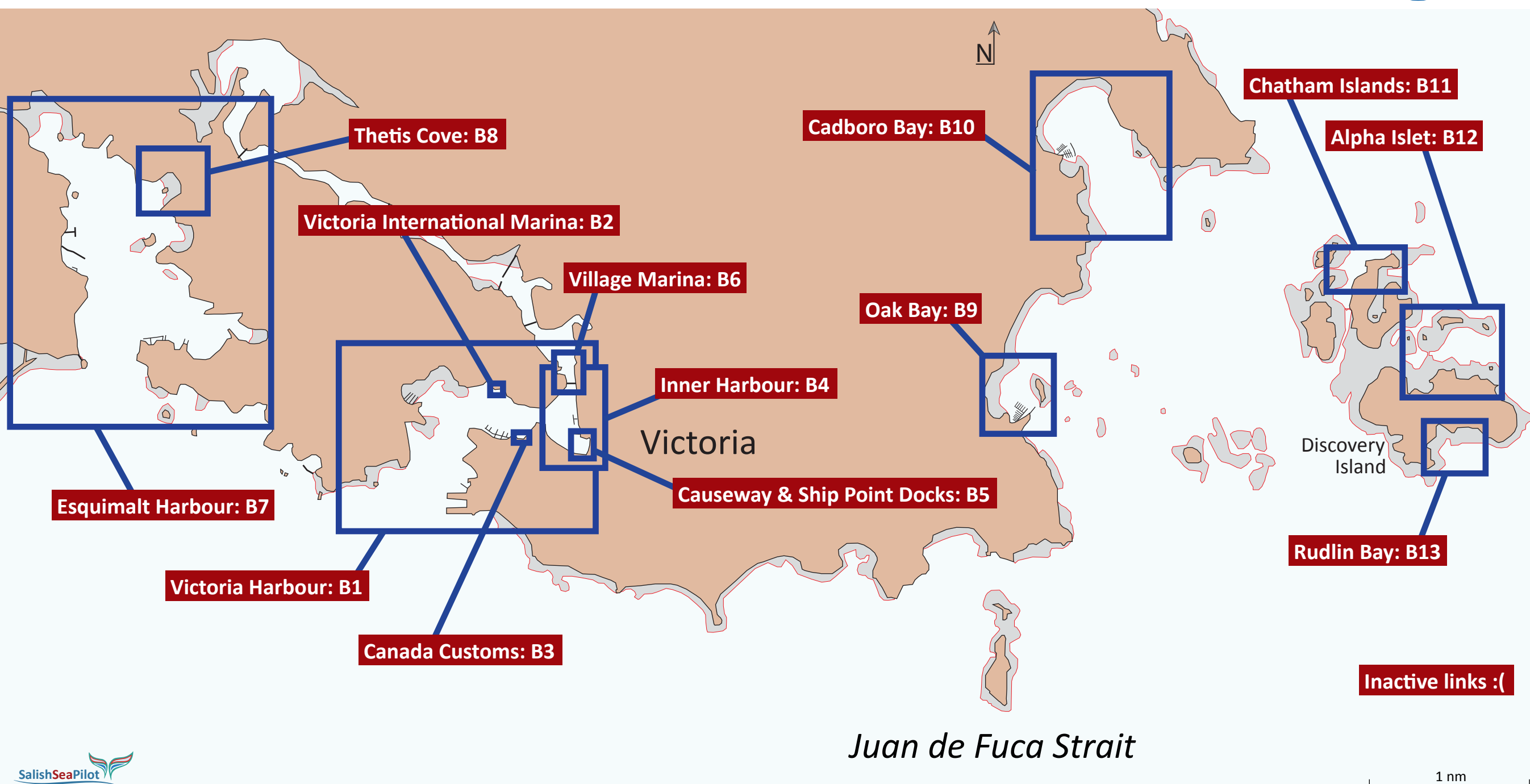
Massive freighters silently ghost along the sea lanes painted down the middle

of the 12-nautical-mile-wide strait.

For the cruiser, there are protected anchorages in Sooke Harbor, Sooke Basin and Pedder Bay, while more open idyllic spots like Becher Bay offer wonderful views during times of settled weather.



B: Victoria & around

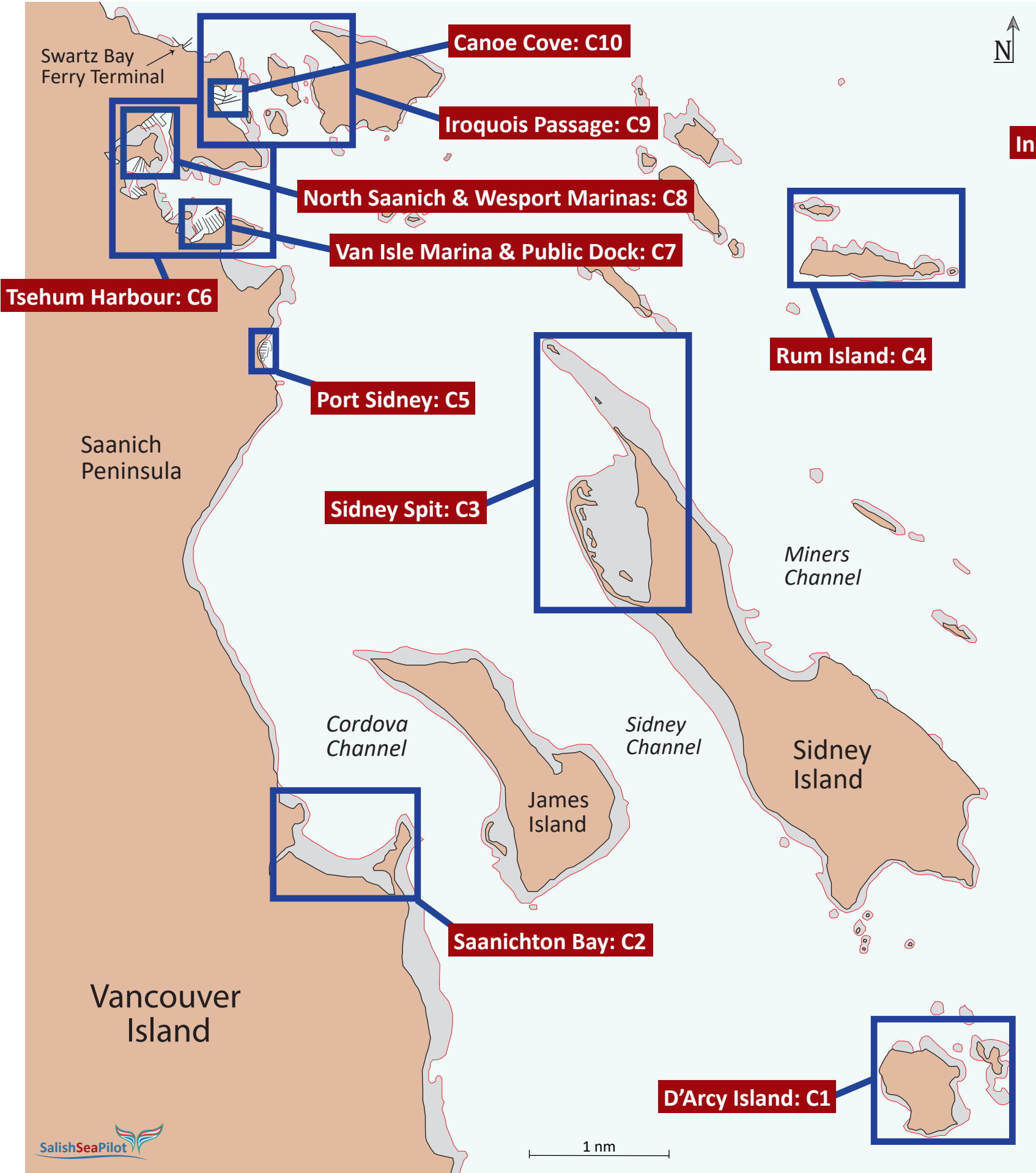


While much of the eastern coast of Vancouver Island is known for light summer winds, the waters just off Victoria are often a sailor's delight from June to August.

It's not uncommon to cruise toward Victoria Harbour on a pleasant weekend in July and for there to be colourful spinnakers as far as you can see.

And the historic city of Victoria is a delight to visit, with visitor moorage in the Inner Harbour that is encircled by an urban centre often described as quaint.

Or cruise to the city's coastal suburbs, visiting Esquimalt Harbour or Cadboro Bay. And then nearby is the Chatham Islands and Discovery Island which at times feel lonely and remote.



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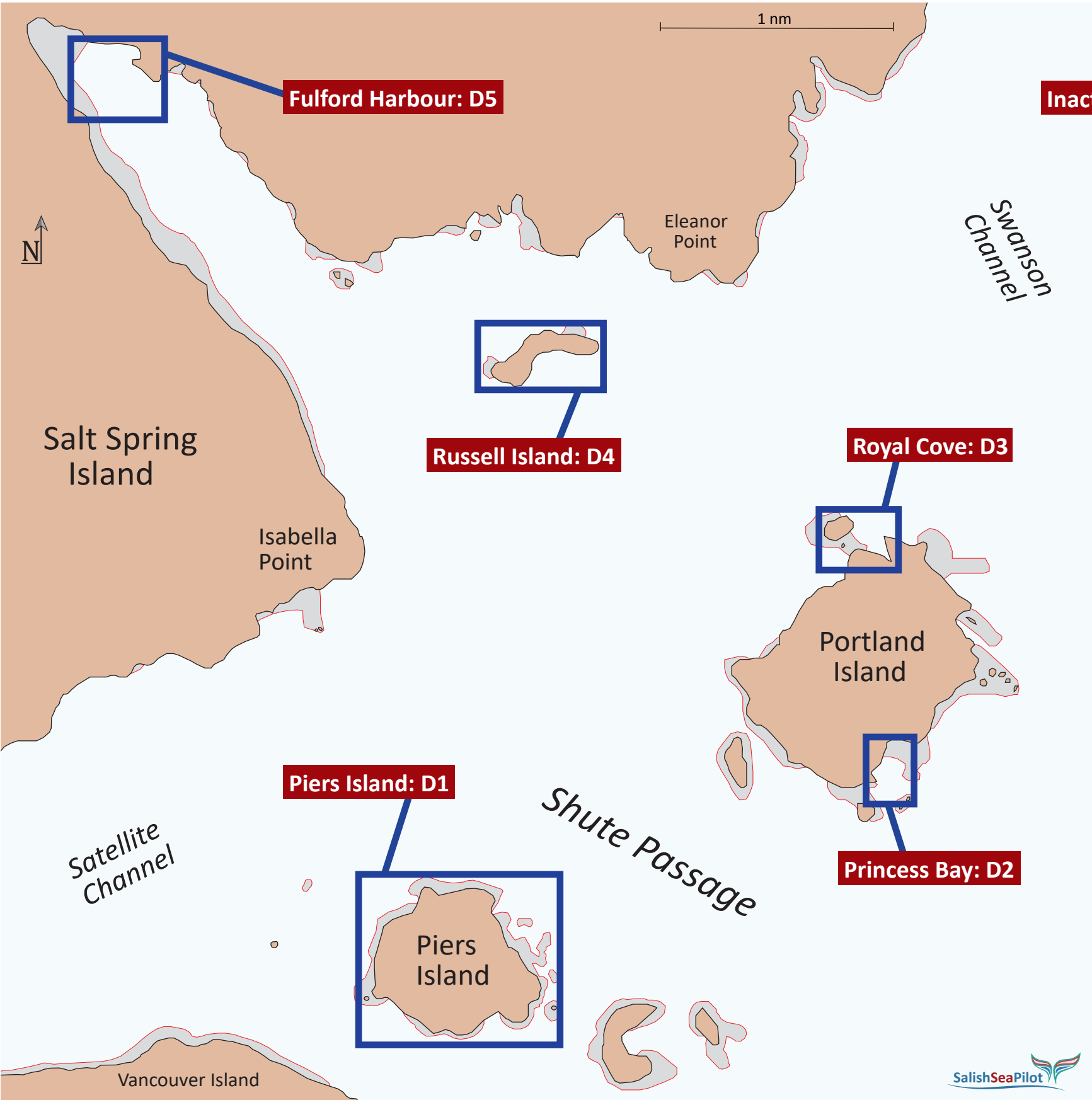
C: Sidney & around

The beautiful anchorage at Sidney Spit has long been an insanely popular destination for area boaters, but D'Arcy Island, Saanichton Bay and Rum Island, when wind conditions are settled, are also wonderful places to get away.

There are also marinas in the Sidney area of Vancouver Island which provide the services and shore access that cruisers might need for provisioning, repairs, dropping off crew or just a change of scenery.

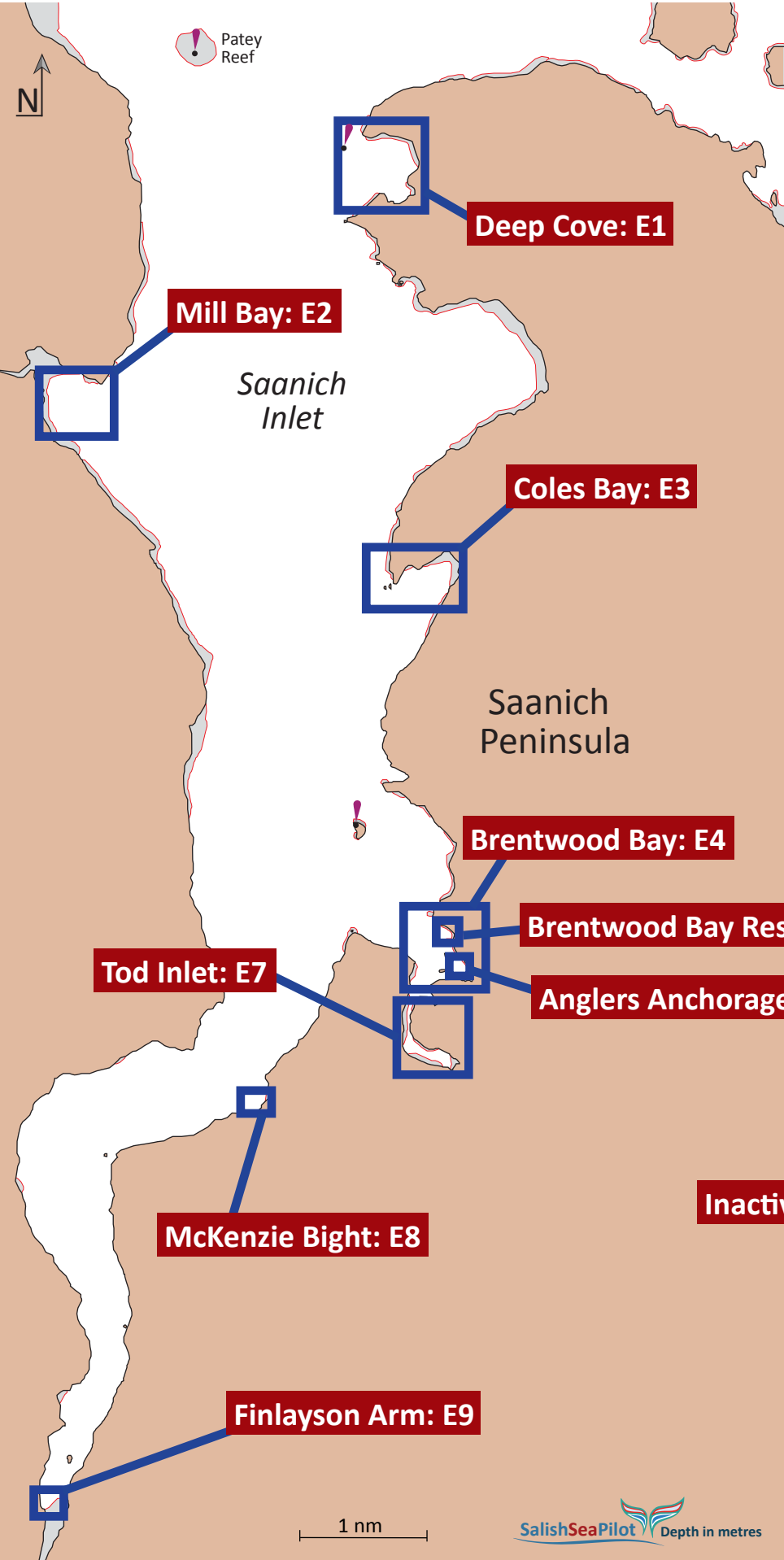


D: Satellite Channel



Inactive links :(

Ferries, commercial vessels and many pleasure craft can during the summer turn the confluence of waterways that is Satellite Channel into a busy intersection. But the lovely anchorages at the islands of Russell and Portland, with splendid opportunities to explore the parklands ashore, are not to be missed. So close to marinas near Sidney, the coves at Portland Island can be busy, but generally during mid-week you will have these peaceful escapes mostly to yourself.



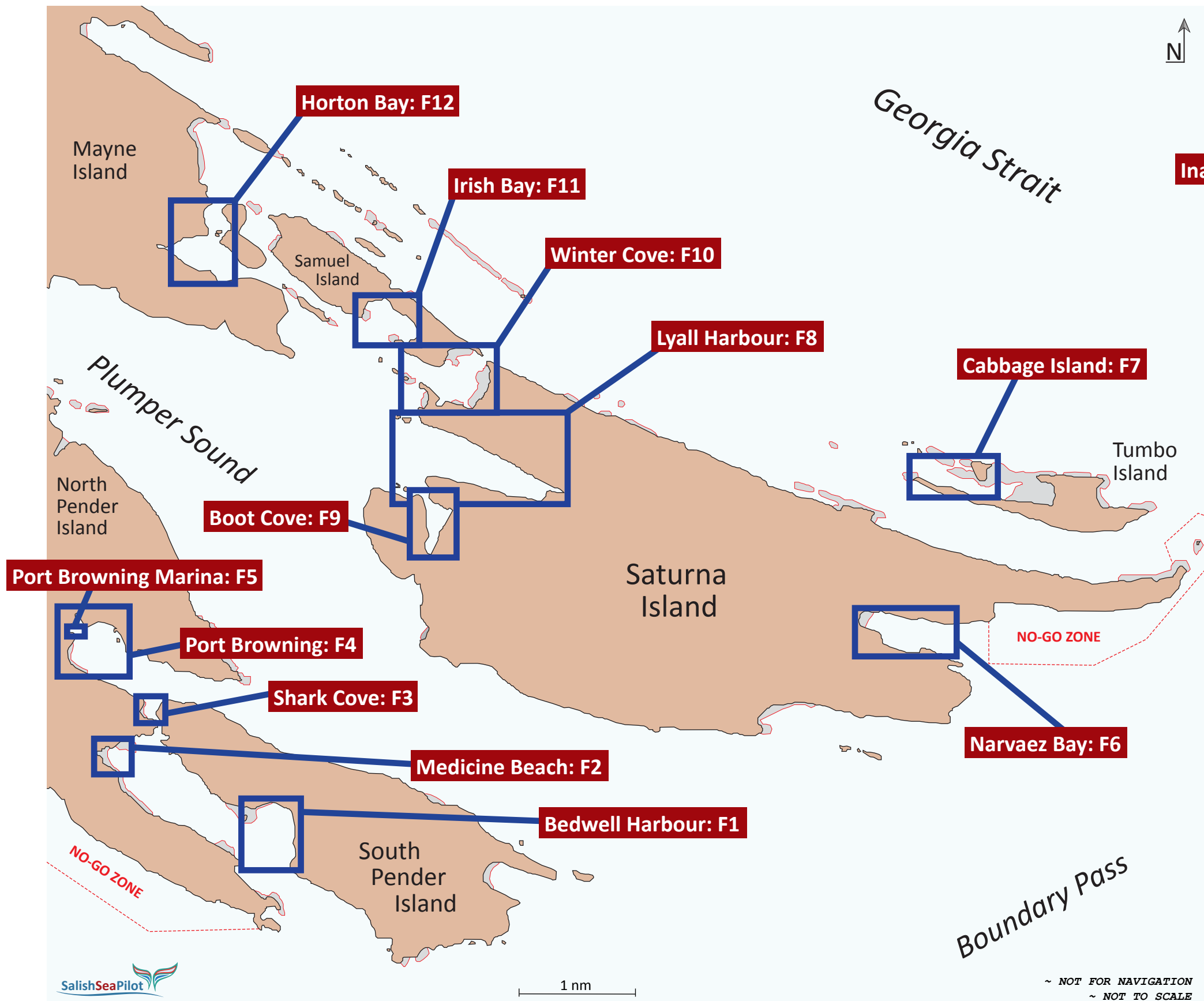
E: Saanich Inlet

With the services and provisioning opportunities at Mill and Brentwood bays, the serenity of Tod Inlet and the magic of the fiord's southern reaches, Saanich Inlet has much to offer.

What it does not have, or at least seems to be very rare during the summer, is wind.

Inactive links :(

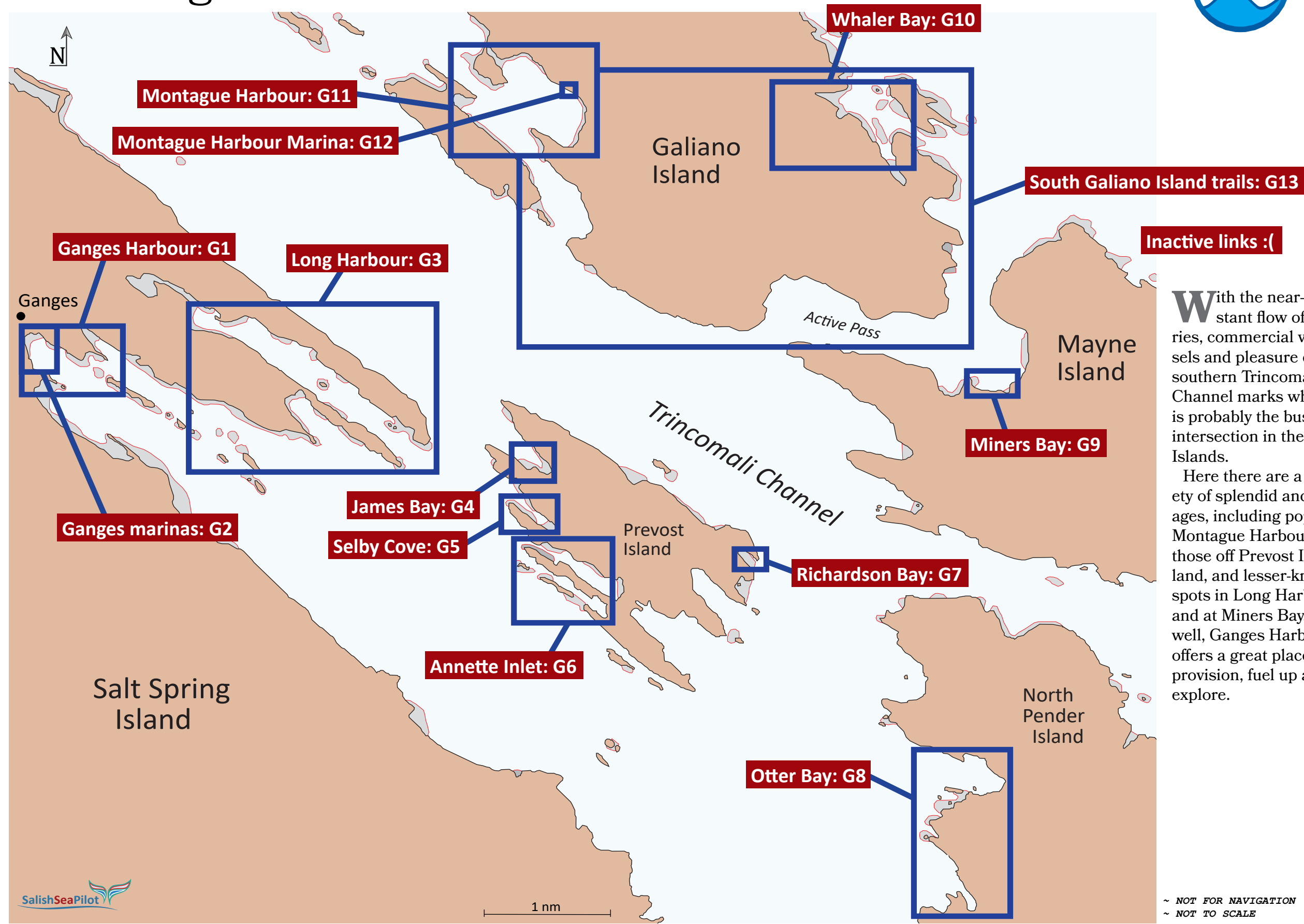
F: Plumper Sound



Inactive links :(

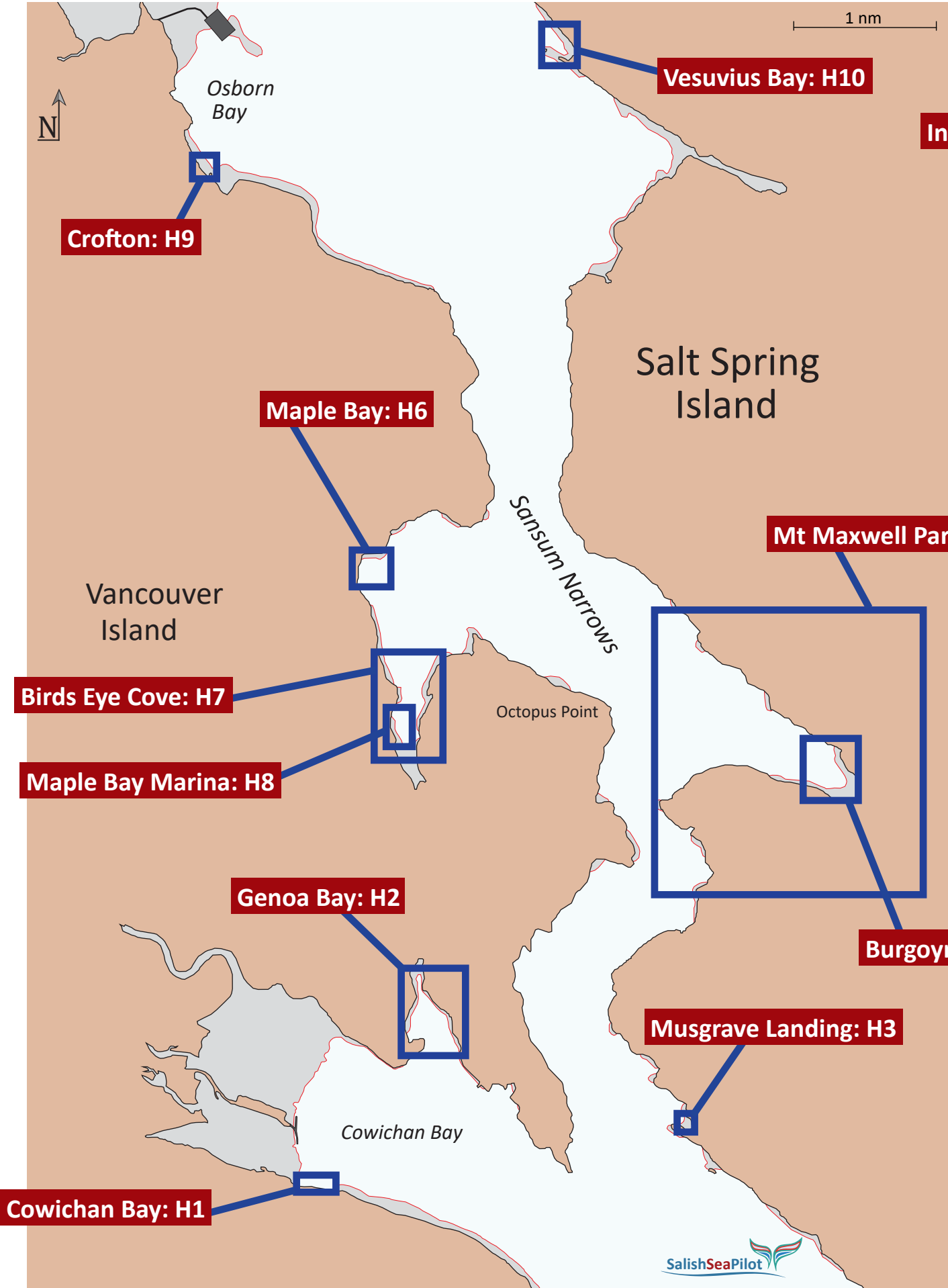
When most cruisers think of the lower Gulf Islands, they are filled with images of the ports and anchorages of Saturna, Mayne and North and South Pender islands. For many, these islands are the most attractive in the Gulf Islands, with beautiful terrain and quaint, rural communities where people have time to say 'hello'.

G: Ganges & around



With the near-constant flow of ferries, commercial vessels and pleasure craft, southern Trincomali Channel marks what is probably the busiest intersection in the Gulf Islands.

Here there are a variety of splendid anchorages, including popular Montague Harbour and those off Prevest Island, and lesser-known spots in Long Harbour and at Miners Bay. As well, Ganges Harbour offers a great place to provision, fuel up and explore.

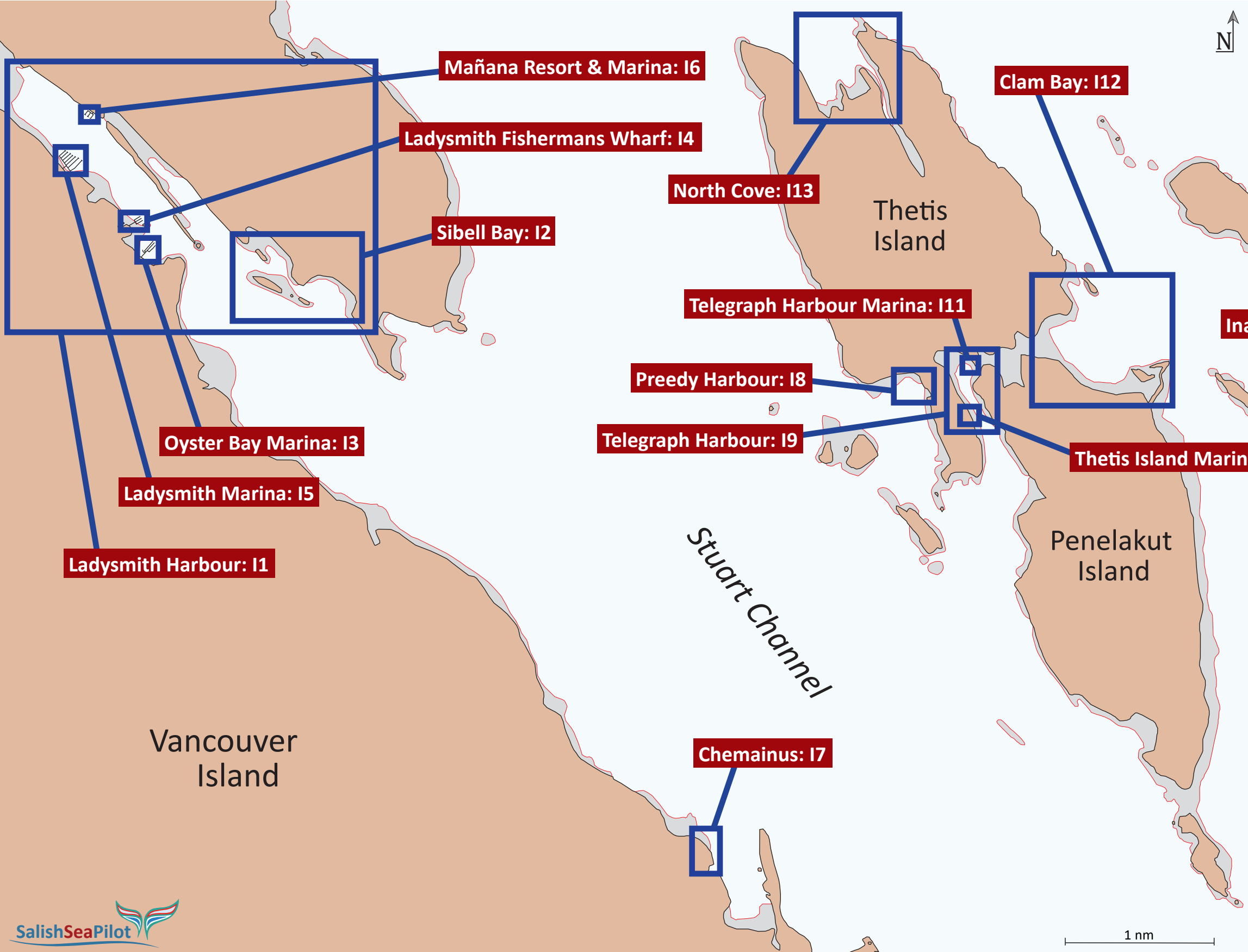


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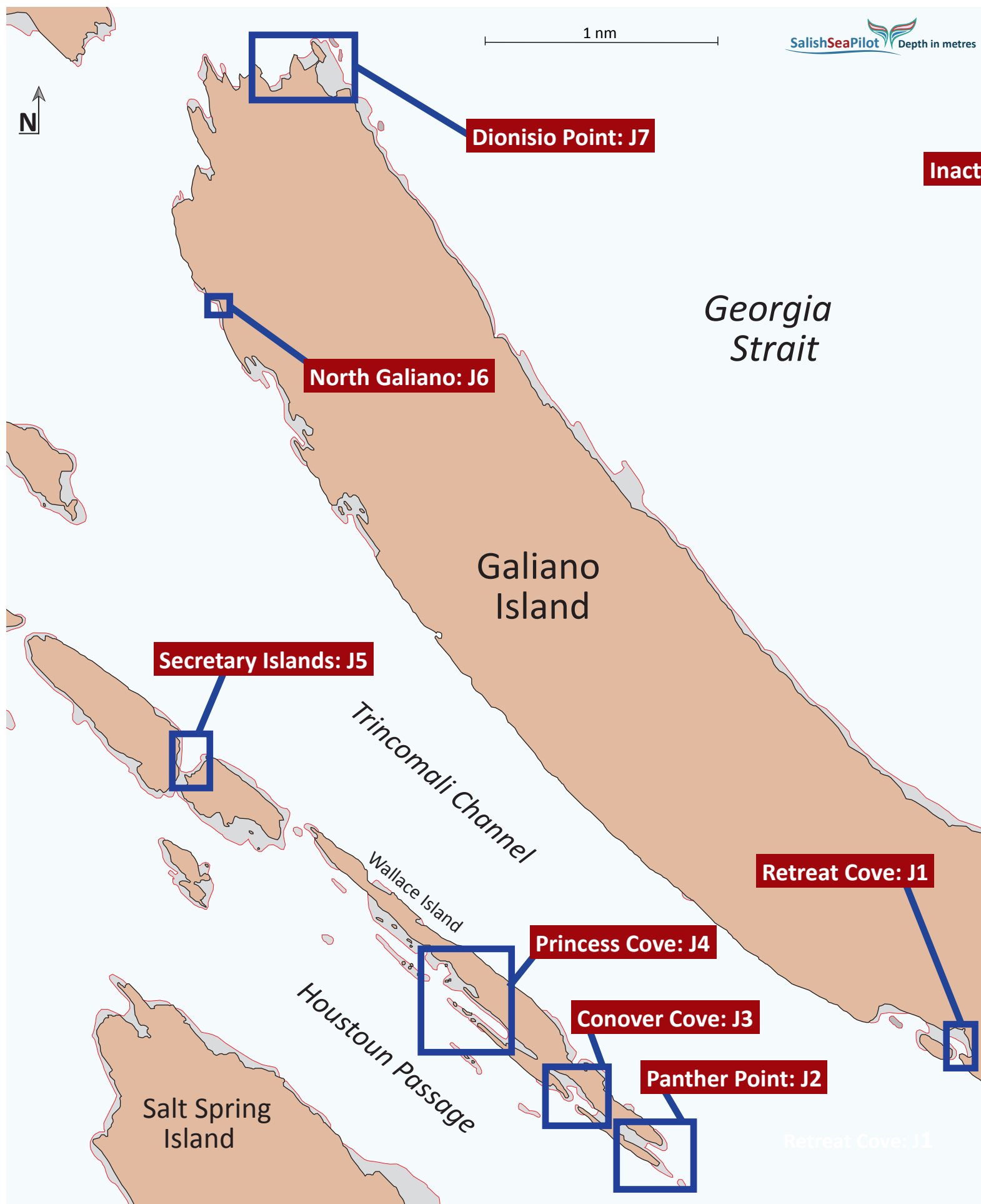
H: Sansum Narrows

Sansum Narrows, “the back way” as a friend calls it, is popular with divers for its clear waters and abundant sea life. It is also a favourite with sailors as the wind always seems to be blowing here, sometimes even in the direction you are heading. But it also has a variety of ports which attract cruisers, from beautiful Burgoyne Bay to bustling Cowichan Bay, peaceful Genoa Bay and the services of Birds Eye Cove.

I: Stuart Channel



Stuart Channel is known for its warm, calm waters and gentle winds behind the motherly protection of Thetis and Penelakut islands. It is also known for its protected anchorages and opportunities to explore ashore.



Inactive links :(

J: Trincomali Channel (North)

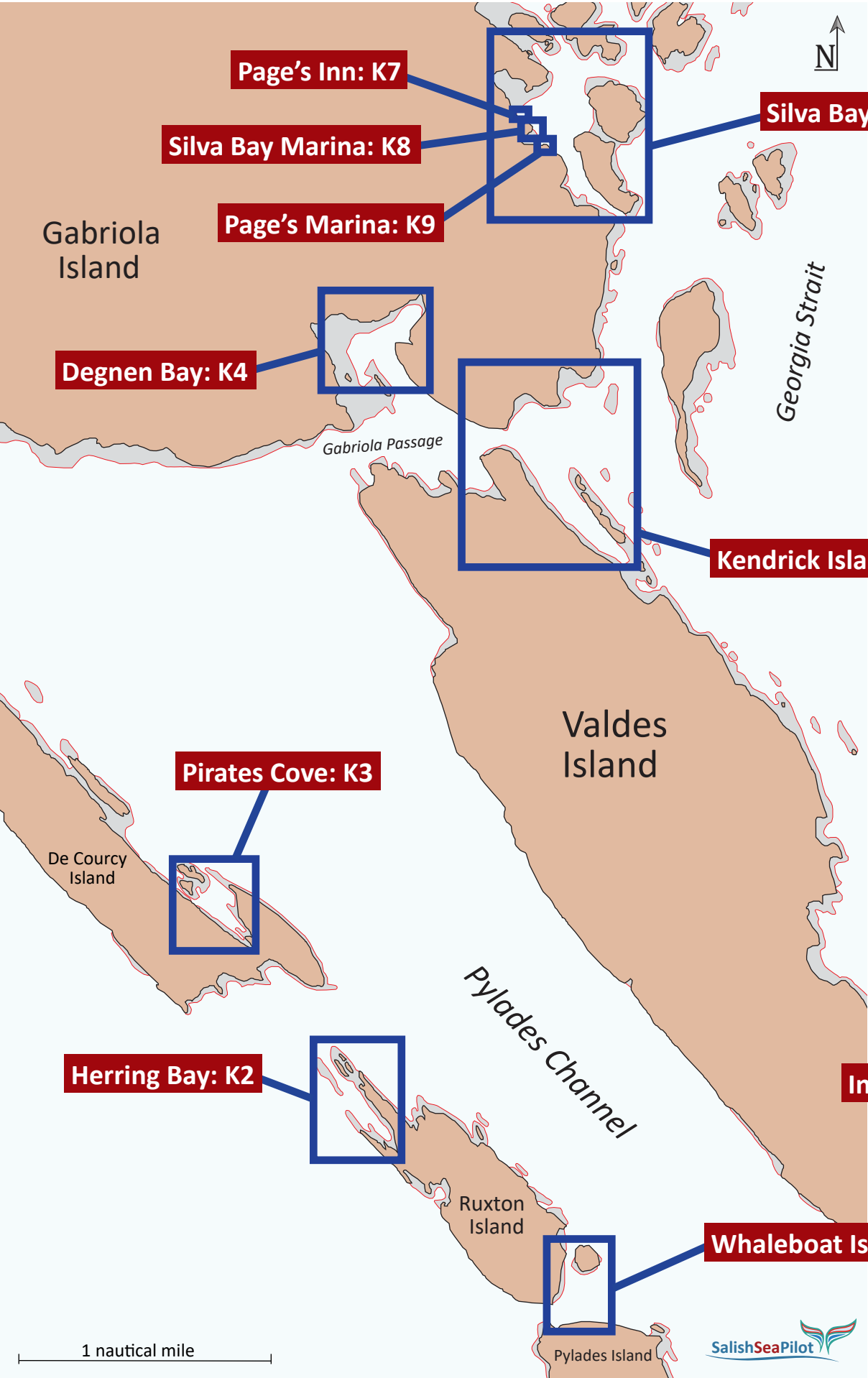
Trincomali Channel is named for HMS *Trincomalee* which served in the Royal Navy's Pacific fleet out of Esquimalt until 1856. The reason for the spelling difference is unknown.

The frigate was built in Bombay, India from teak and named for the 1782 Battle of Trincomalee off the Sri Lankan port of the same name.

Sent to the West Indies in 1847, she served on anti-slavery patrols and put down riots in Haiti. In 1852, she joined the Pacific fleet out of Esquimalt.

Trincomalee was sold for scrap in 1897, but was rescued to become a tourist ship. She was rescued again in 1986, restored and now lives at a dockyard museum in Hartlepool, England. She is the oldest British warship still afloat.

History aside, there are small, pleasant anchorages in the channel's northern waters.



K: Gabriola Passage

The waters around Gabriola Passage are blessed with splendid anchorages.

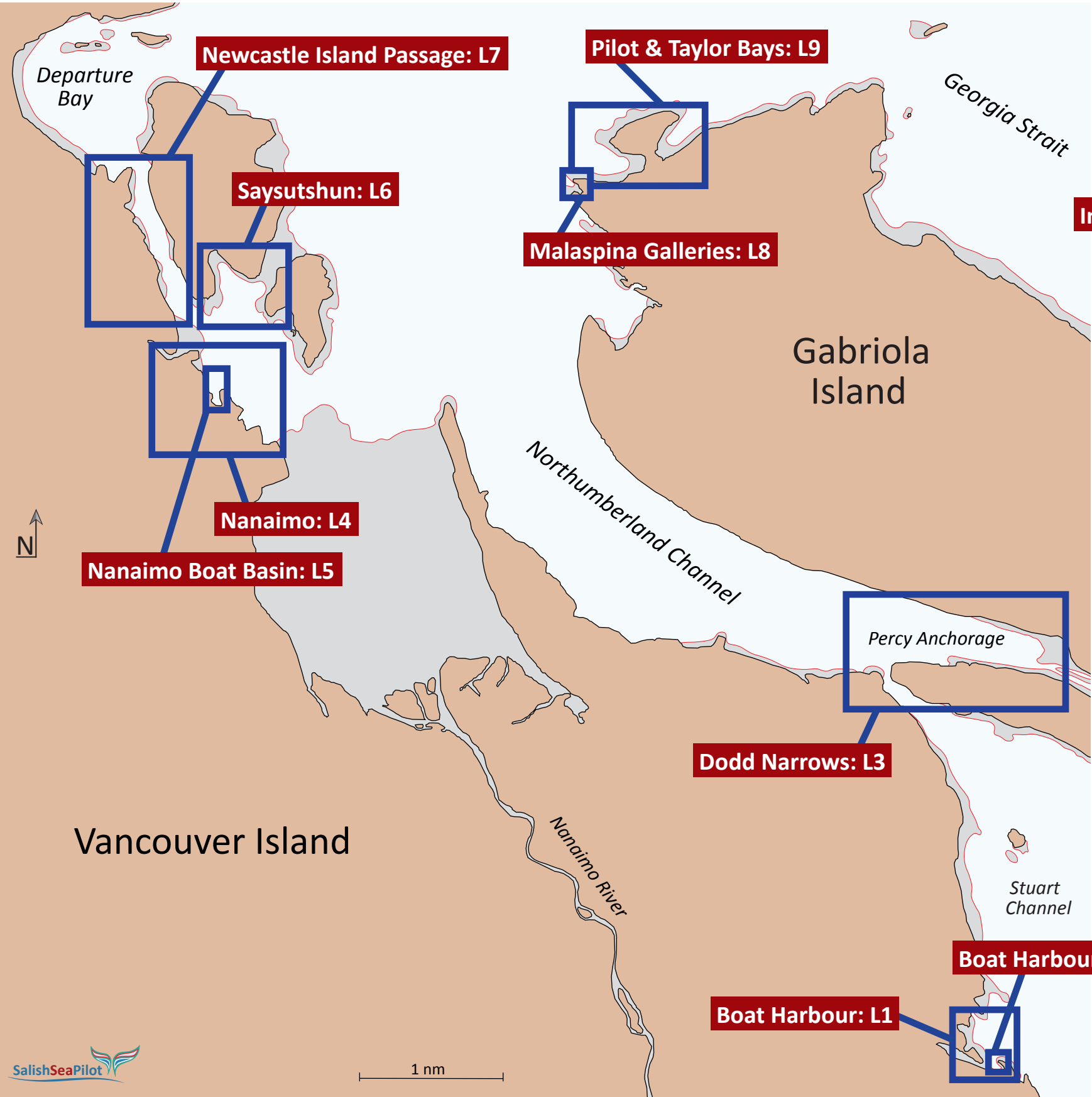
Whether enjoying a family holiday at Pirates Cove, enjoying the views off Kendrick Island or tramping the trails of Drumbeg Provincial Park, days can easily spill away.

Silva Bay is a popular yachting centre, with two marinas, two yacht clubs and an outstation for members of the Royal Vancouver Yacht Club.

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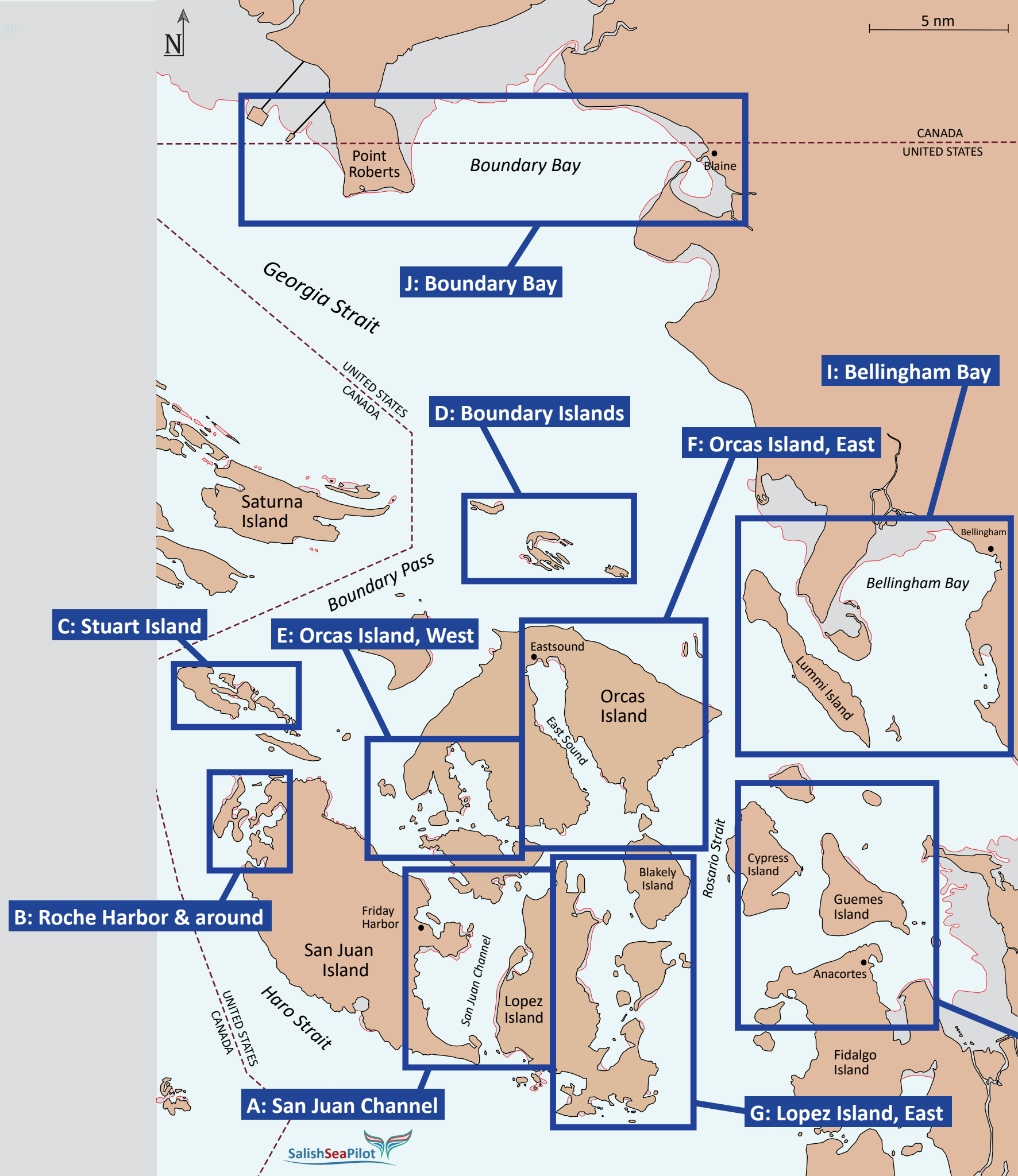


L: Nanaimo & around



Inactive links :(

From the splendid provisioning and service possibilities in Nanaimo, to the geographical wonder of Malaspina Galleries and the beauty of popular Newcastle Island Park, there is something for everyone where the Northumberland Channel opens to the Georgia Strait. From here, the strait broadens, reaching north to the Sunshine Coast and Desolation Sound, and beyond to the Broughton Archipelago, all of which are covered by Salish Sea Pilot cruising guides.



San Juan Islands

with the waters of Anacortes, Bellingham & Boundary Bay

Working links :)

B: Roche Harbor & around

A: San Juan Channel

C: Stuart Island

E: Orcas Island, West

D: Boundary Islands

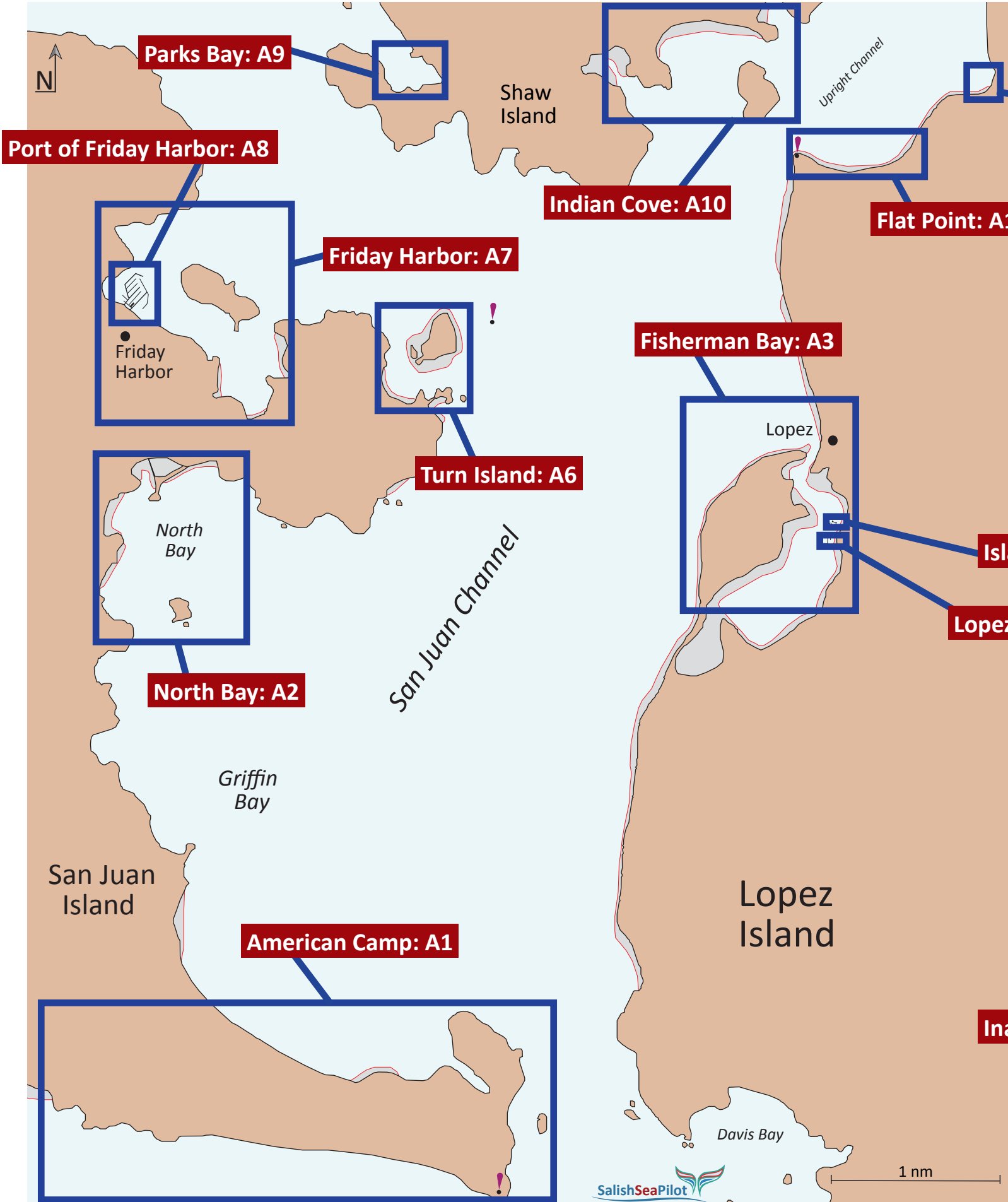
J: Boundary Bay

F: Orcas Island, East

I: Bellingham Bay

G: Lopez Island, East

H: Anacortes & around



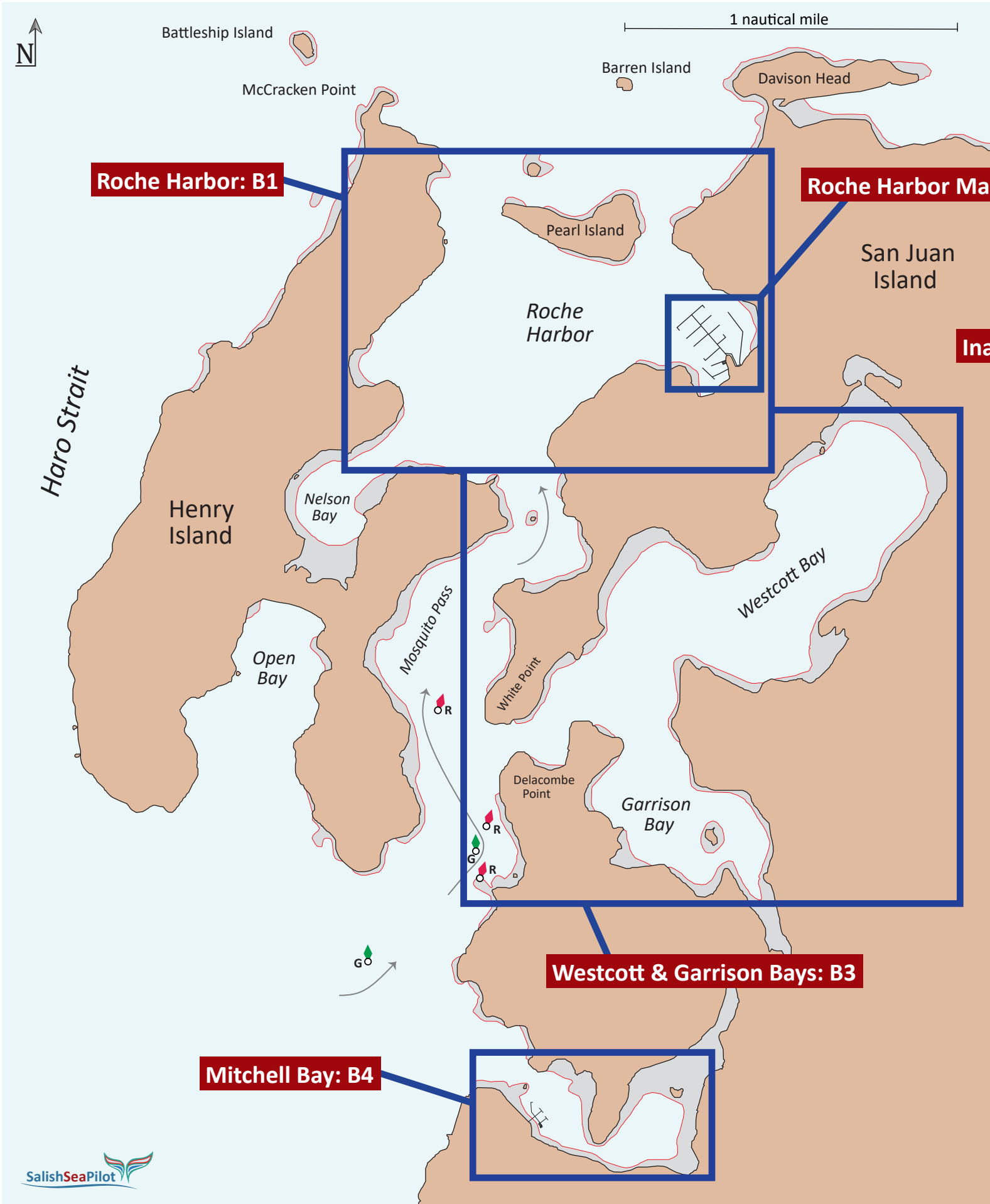
A: San Juan Channel

The sedate inland sea created by the protective cradle of Lopez, San Juan and Shaw islands is the mental image most of us conjure each time we think of the San Juan Islands through the long winter since our last visit.

That is the San Juan Channel, home to some of the islands' favorite anchorages and marinas. From the urban center of Friday Harbor, where almost every transient boater disembarks at least once, to shop, dine out, party or clear customs, to the friendly village feel of Fisherman Bay and history of the American Camp, time can fly by for adventurous cruisers.

It is a crossroads for pleasure boats, ferries and commercial vessels and the traffic can get a little hectic on warm, summer weekends, but even the most popular anchorages are rarely overwhelmed.

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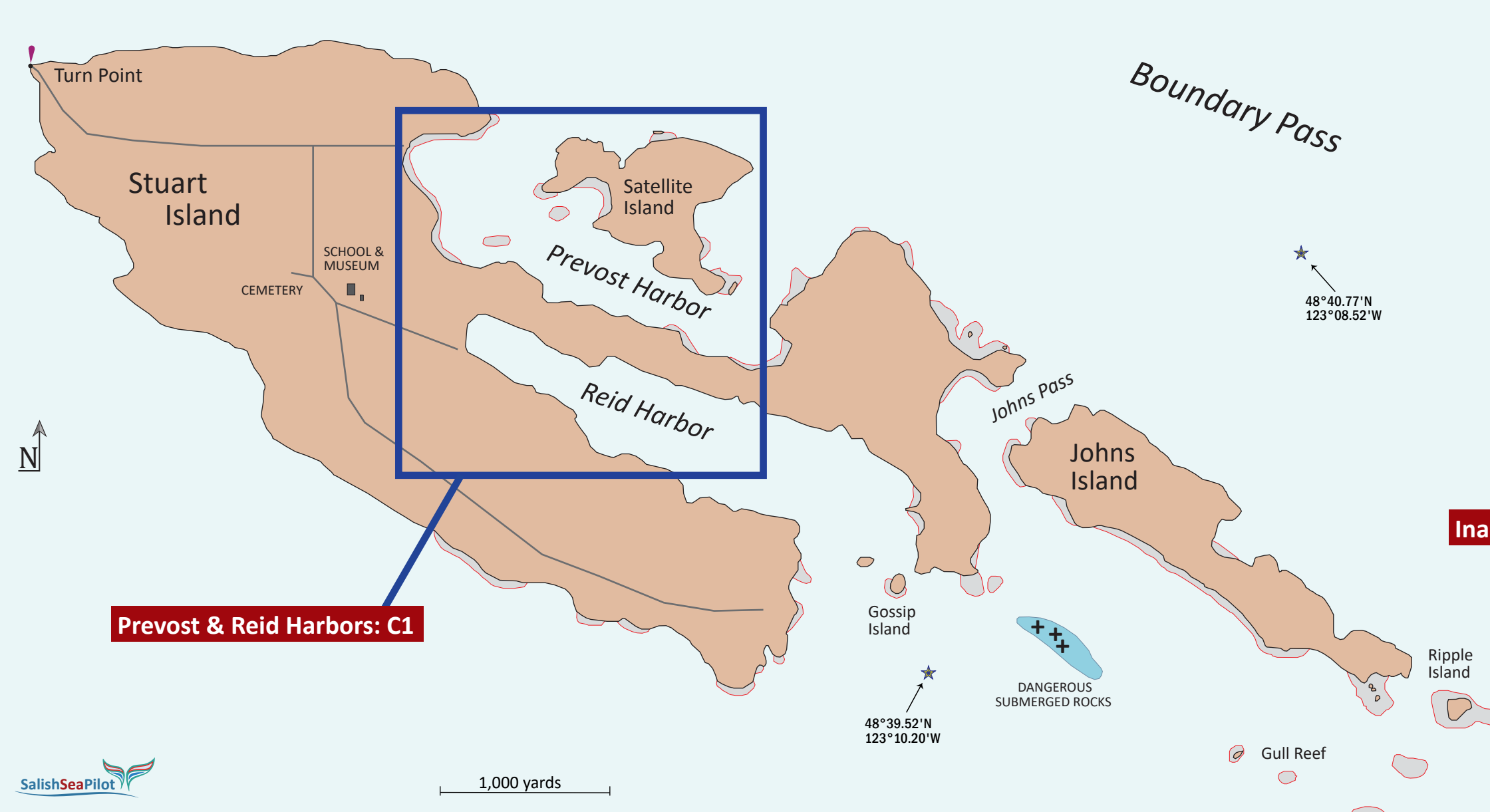


B: Roche Harbor & around

Roche Harbor and the nearby bays connected by Mosquito Pass offer a wonderful opportunity to get away from it all, or commune with other folks for whom the good life means lots of time to mess around on boats.

For first-time visitors to Roche Harbor, especially when arriving on a busy summer weekend, the bay can seem to be mad confusion, with all manner and size of pleasure boats coming and going, and many others on anchor in front of the marina and across the bay. Take it slowly.

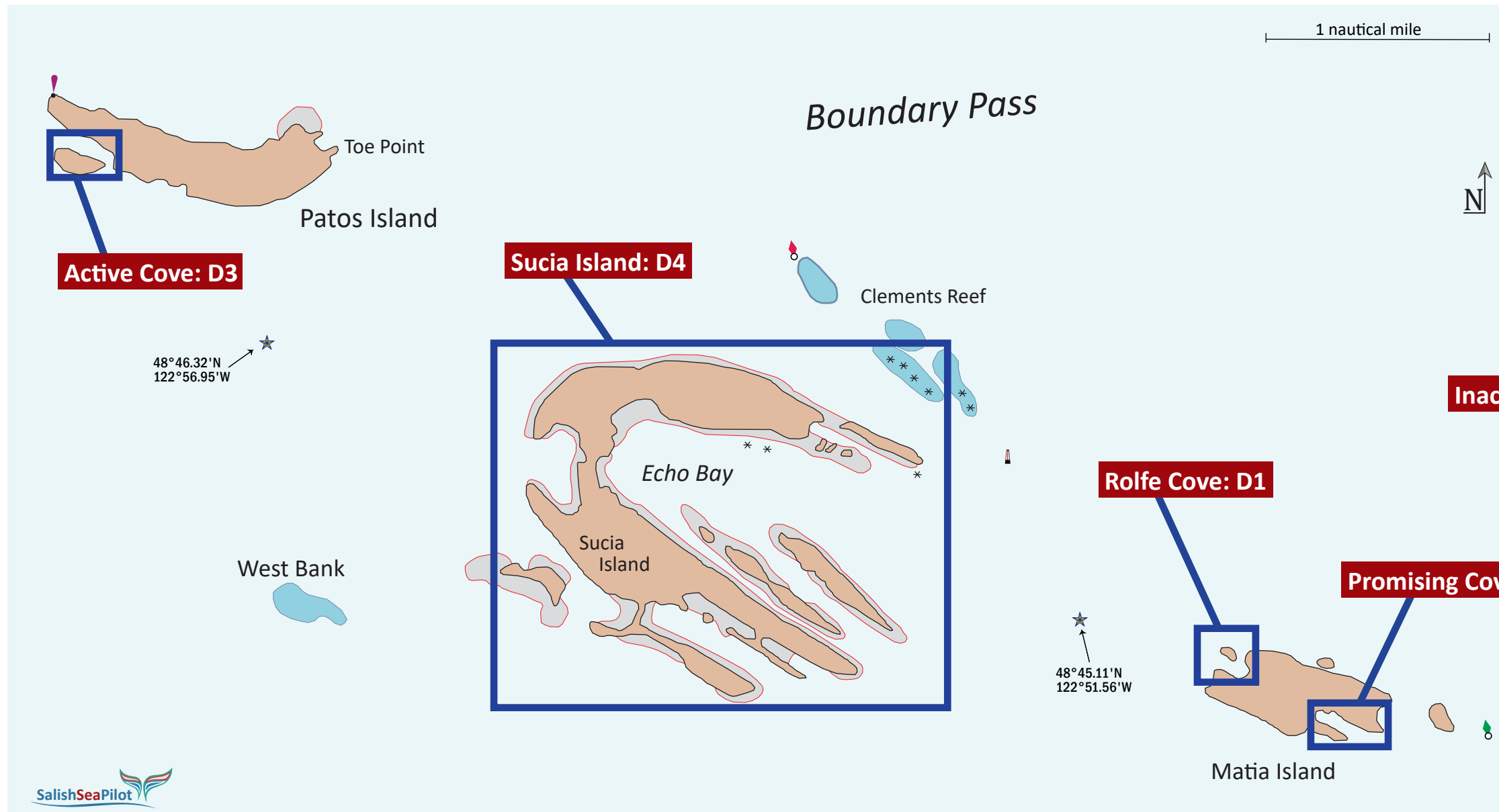
C: Stuart Island



~ NOT FOR NAVIGATION
~ NOT TO SCALE

Stuart Island is a popular destination for mariners with splendid moorage opportunities in the harbors within the island's beautiful marine park. Outside the park there are virtually no services on the sparsely-populated island. The few people who live here include friendly and welcoming rural folk, and others who seem to want little to do with the outside world.

D: Boundary Islands



~ NOT FOR NAVIGATION
~ NOT TO SCALE

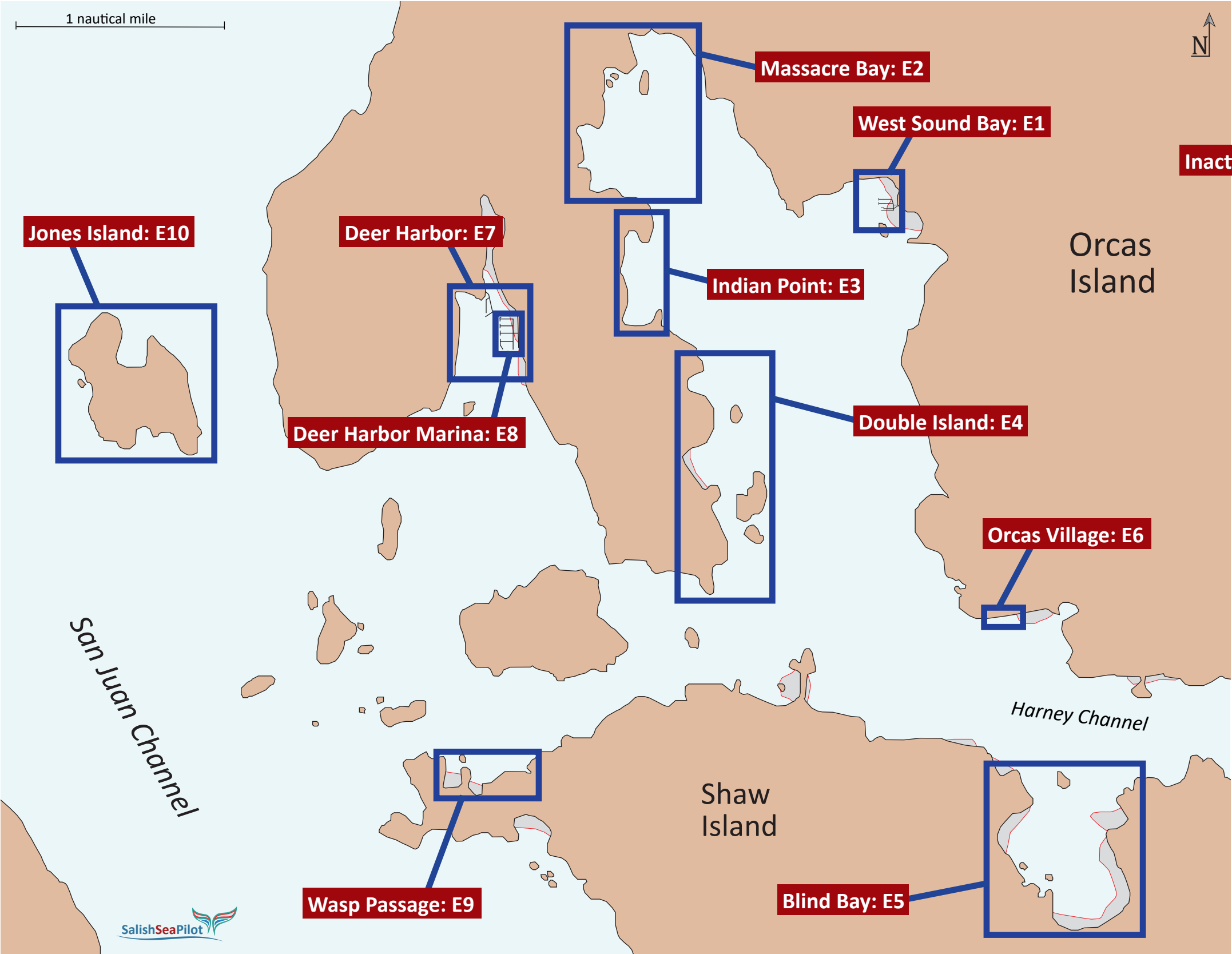
The Boundary Islands are beautiful and remote, high on the list of favorite destinations among cruisers in the Salish Sea.

However, in the past, they were a place to seek refuge from the outside world.

The Lummi tribe once sought shelter in the islands from nightfall or foul weather when hunting seals

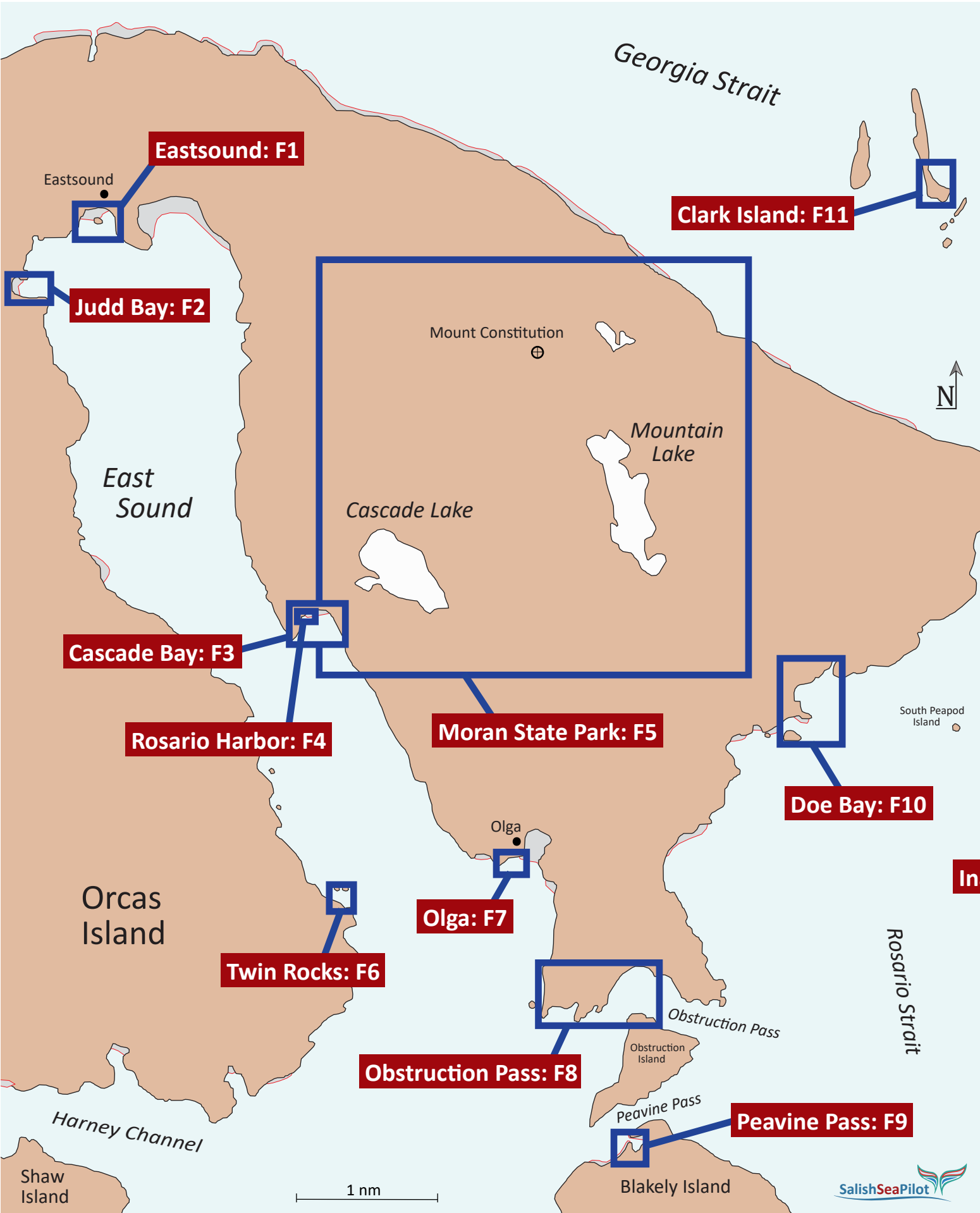
in Boundary Pass. For the last 200 years, the islands have been a haven for smugglers of everything from liquor to Chinese workers, drugs, even innocuous things like Canadian wool. If money can be made by getting someone or something past the authorities, it's a good chance one of their stops will be in the Boundary Islands.

E: Orcas Island, West



Inactive links :(

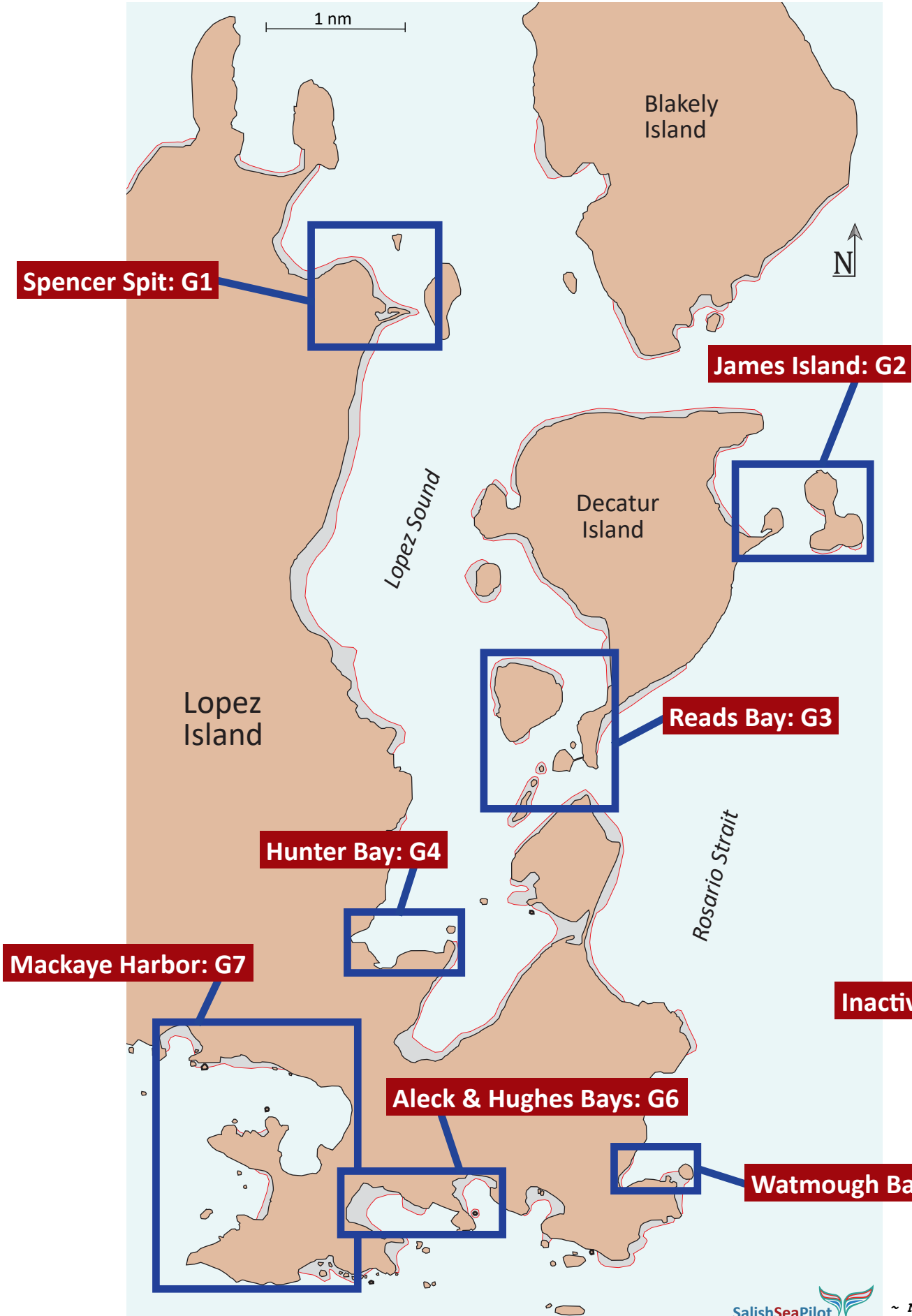
This small section of the San Juans has variety enough for most every cruiser, with marinas, beautiful private anchorages, communities for provisioning and well-sheltered bays to seek refuge when the weather turns. It includes Jones Island, an idyllic park where cruisers return year after year, and Blind Bay where yachtie crabbers eat very well.



F: Orcas Island, East

The waters in and around East Sound have more than their share of beautiful anchorages. There are other experiences to be found here, whether exploring the misty remoteness of Clark Island, indulging weary bones at Doe Bay, savoring the artistic bent of Olga or souvenir shopping till you pop at Eastsound Village. For many, including a few fit mariners, a main drawcard is the hiking opportunities on Orcas Island, particularly the trails that lead from Cascade Bay to Mountain Lake and to the summit of Mount Constitution. And from most everywhere you look, from sea level to the top of a mountain, the views are breathtaking.

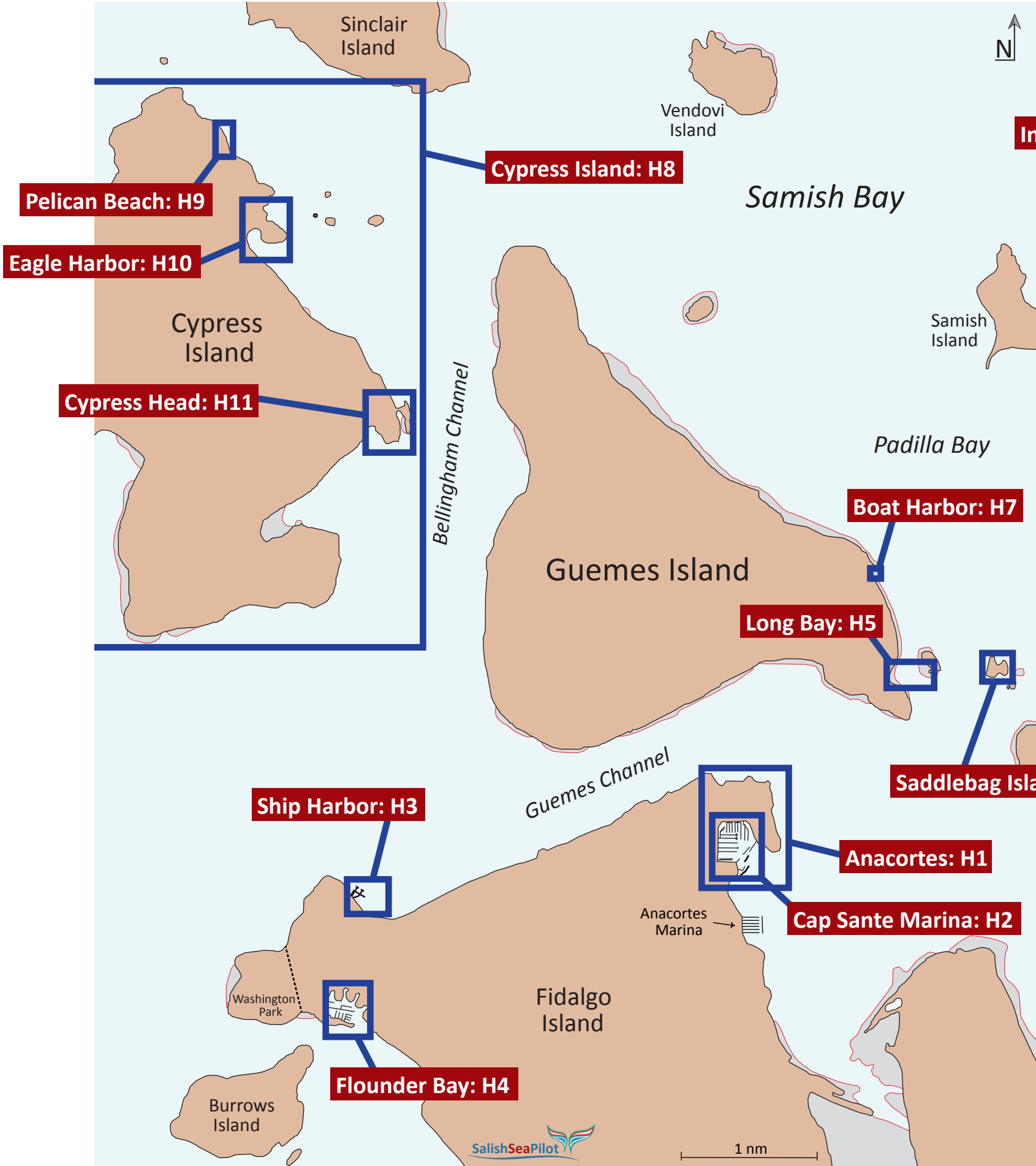
Inactive links :(



G: Lopez Island, East

The rural milieu of Lopez Island is slowly being squeezed by the clutter of holiday homes, but it is still a lovely, friendly place. And the anchorages along its eastern and SE shores are a delight. From the beautiful and popular Spencer Spit to the rocky isolation and pristine views at Watmough Bay, there are sheltered anchorages and marine parks to satisfy most every cruiser.

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H: Anacortes & around

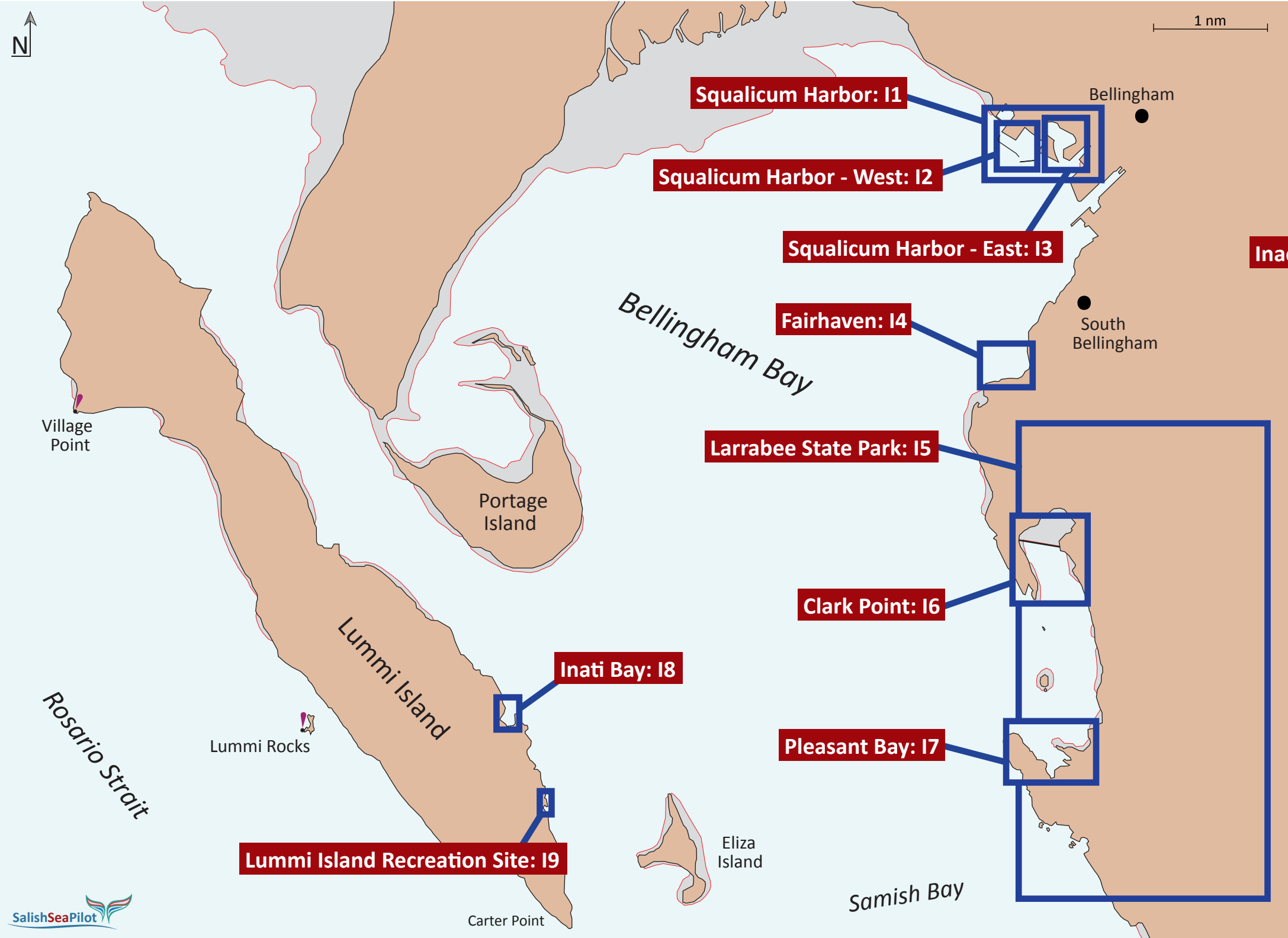
There are some lovely anchorages in the waters near Anacortes, but many of the attractions for cruising boaters in this region are land based.

There are the urban and marine centres on Fidalgo Island, for provisioning and for mechanical/electrical repairs and services.

For nature lovers, there is Cypress Island with its network of trails and other shoreside wonders. As well, popular Washington Park, near Flounder Bay, boasts trails, picnic areas, campsites and stunning views across Rosario Strait.



I: Bellingham Bay



Inactive links :(

Many vessels travel to and from the Port of Bellingham, but the few anchorages off Bellingham Bay rarely seem to be overwhelmed by cruising boats. It could be locals don't see much point in bothering to untie just to drop a hook in their own neighborhood. Whatever the reason, it provides an opportunity for cruising visitors to take advantage of anchorages close to the city.

~ NOT FOR NAVIGATION
~ NOT TO SCALE



J: Boundary Bay



Many boats found in Boundary Bay marinas are owned by Canadians who keep their vessels south of the border for reasons of convenience, moorage availability or taxation.

And few mariners are likely to find their way here unless they are heading north or south across the Canada-U.S. boundary.

But for Americans wanting to visit Vancouver and other Canadian destinations without the hassle of bringing their yacht across the border, these Boundary Bay harbors are close and convenient.

Unlike in the San Juan Islands, and the Gulf Islands on the Canadian side of the border, all-weather sheltered anchorages in this portion of the Strait of Georgia are few and far between.

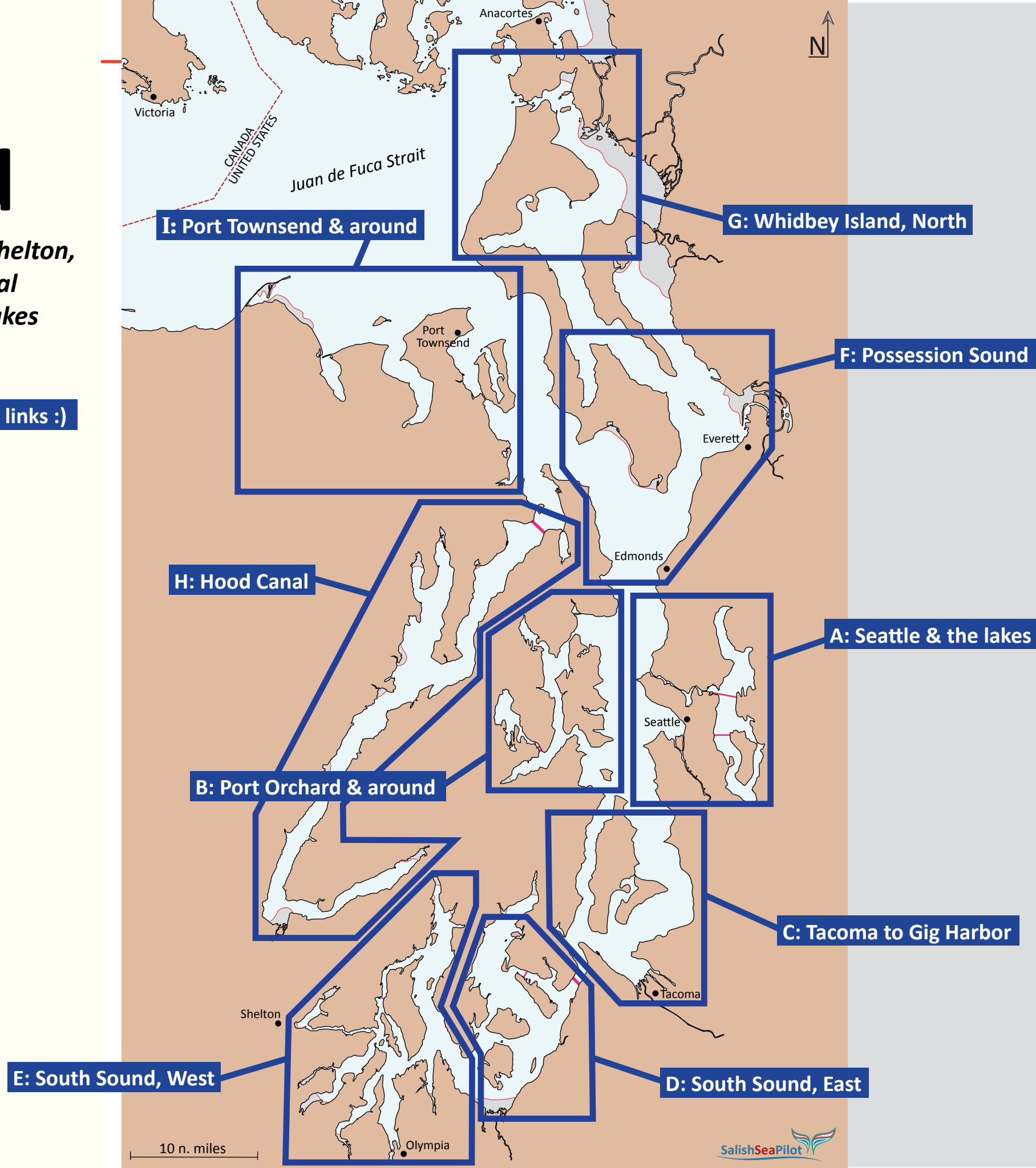
Drayton Harbor is the only port within miles where it is possible to drop a hook without feeling naked and exposed. Here, despite the decline of commercial fishing, there are many who still make their living this way and much of the moorage space and facilities at Blaine Harbor Marina are devoted to serving their needs.

Inactive links :(

Puget Sound

*Deception Pass to Shelton,
including Hood Canal
& Seattle's inland lakes*

Working links :)





A: Seattle & the lakes

With depths exceeding 200 feet in Lake Washington, floating bridges make a lot of engineering sense.

But they are not the most convenient bridges when they require opening for tall vessels to pass through.

Until early 2015, the Evergreen Point Floating Bridge did open for vessels which needed vertical clearance of more than 58 feet.

Openings were booked hours in advance, a half-dozen bridge employees were involved and, even in the middle of the night, long lines of traffic to and from downtown Seattle was backed up for 30 minutes.

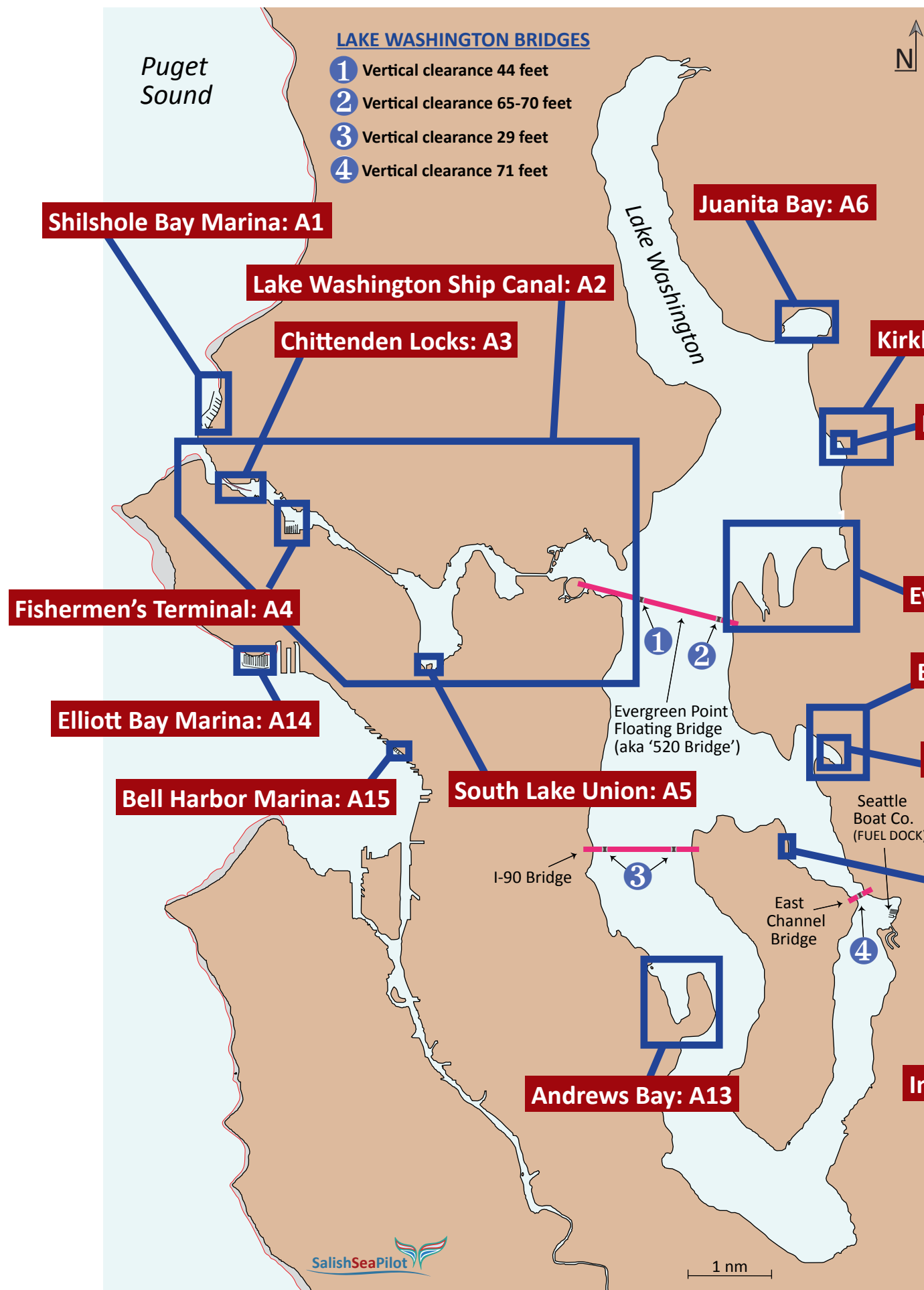
The bridge was opened for the last time in early 2015 during construction of a new bridge. Vessels taller than 58

feet were trapped south of the bridge until the old bridge was removed in late 2016.

The new bridge has at least 65-foot clearance through its eastside channel.

Of course, that is charted clearance. While the freshwater lake is unaffected by tides, the water level does fluctuate, as in the autumn, when clearance can increase by 6-8 feet.

The actual clearance is marked on bridge pilings.



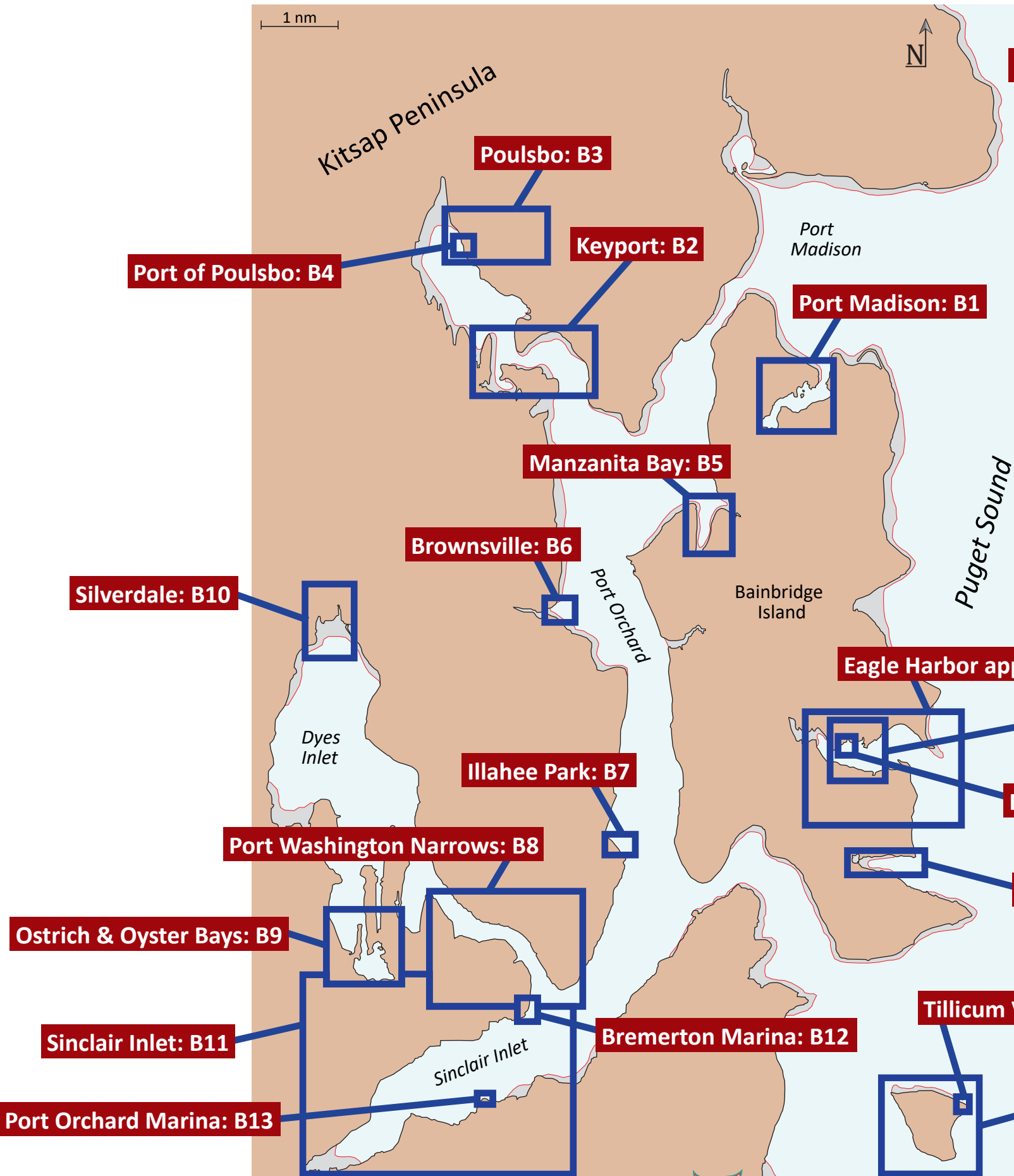


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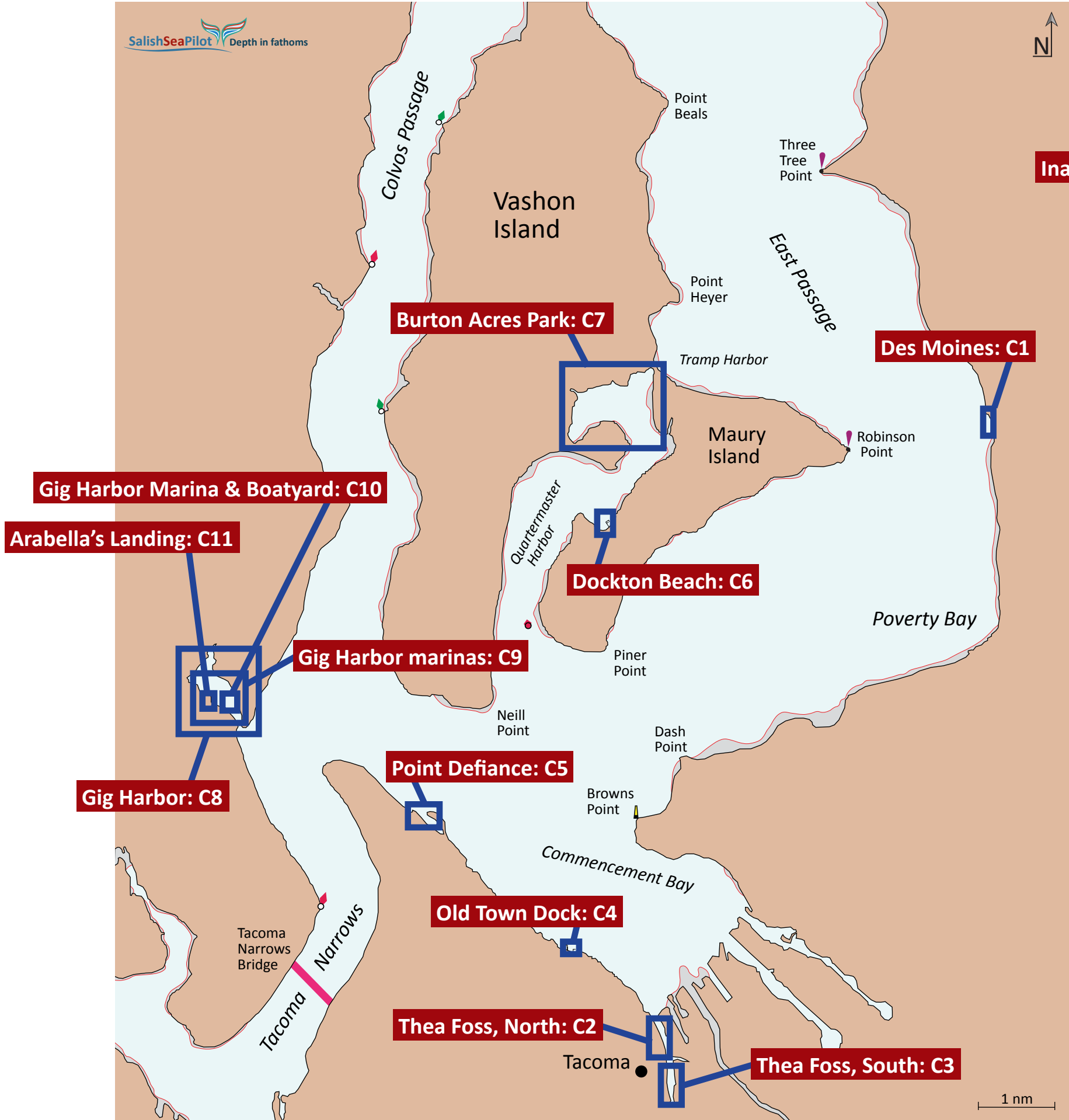
B: Port Orchard & around

Bainbridge Island and Port Orchard offer popular cruising destinations a short scoot from Seattle. Aside from the larger communities of Bremerton and Poulsbo, there are many anchorages that offer solitude. Even though much of the shoreline is lined with beautiful homes, summer residences and more permanent abodes, nobody will bother you if you don't bother them.

For many intending to visit Seattle, anchoring at Eagle Harbor and taking a ferry across to the city is the perfect prescription, cheap and stress free.



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~ NOT TO SCALE



C: Tacoma to Gig Harbor

The massive and magnificent visage of nearby Mount Rainier, rising to an altitude of 14,410 feet, dominates central Puget Sound.

In 1792, Captain George Vancouver named the mountain for a friend, Rear Admiral Peter Rainier. The aboriginal name for the mountain was Tacoma or Tacobah, the meaning of which is debated. The most popular hypothesis is “mother of water” or “giver of life”.

Another theory is that the name is meant to keep another tribe, the Lushootseed, in their place. “Kobah” is the Lushootseed name for their beloved mountain (Mount Baker) to the north. Some believe “Takobah” could mean higher or greater than “Kobah”.



D: South Sound, East

The deeper one ventures into Puget Sound, the more its character softens. It transforms from “seaside” to “lake country”. There are more jet skis pulled up on sandy islands and the water can be swimmingly warm.

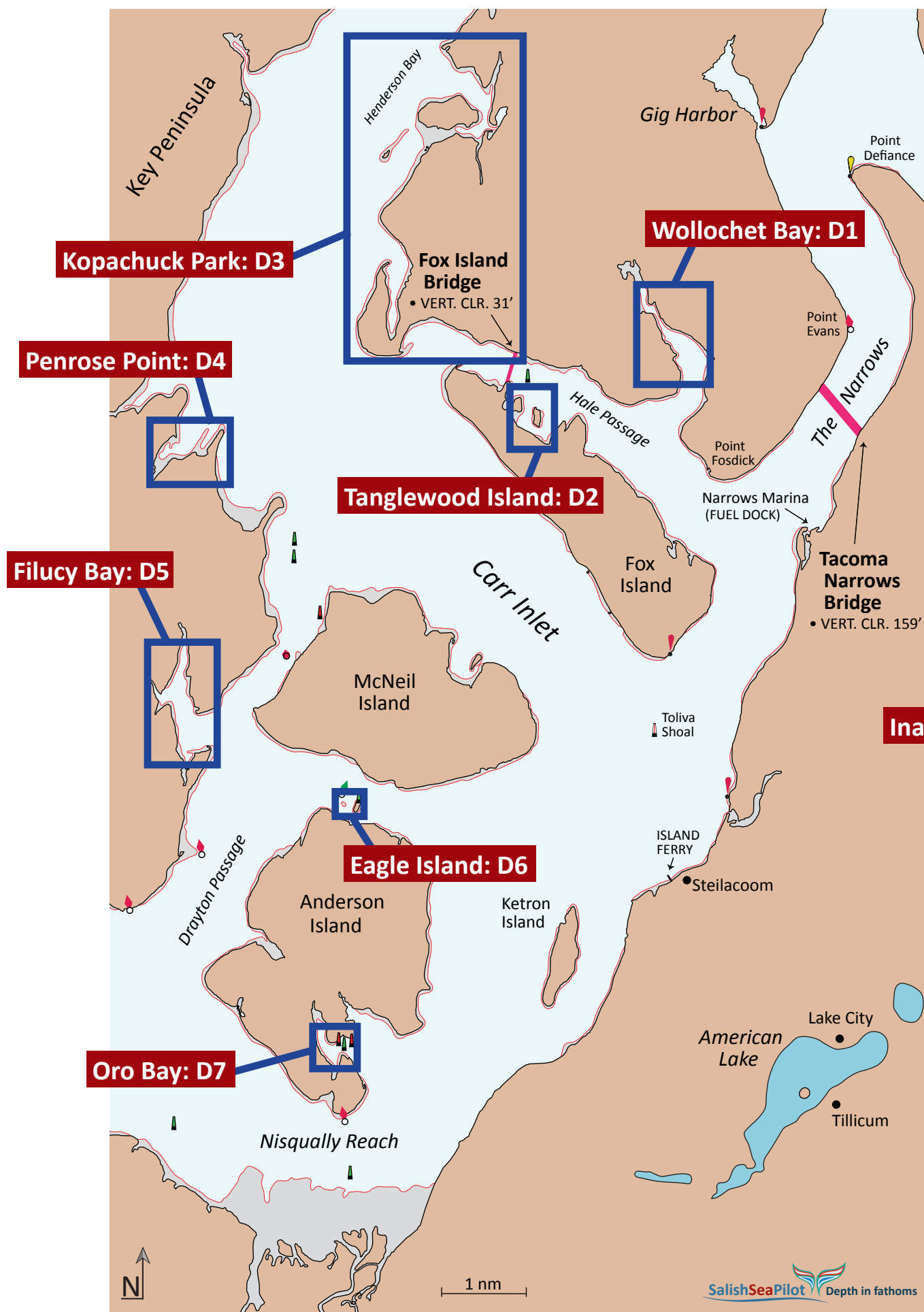
It looks very familiar to someone who grew up spending summers on the lakes in Northwestern Ontario,

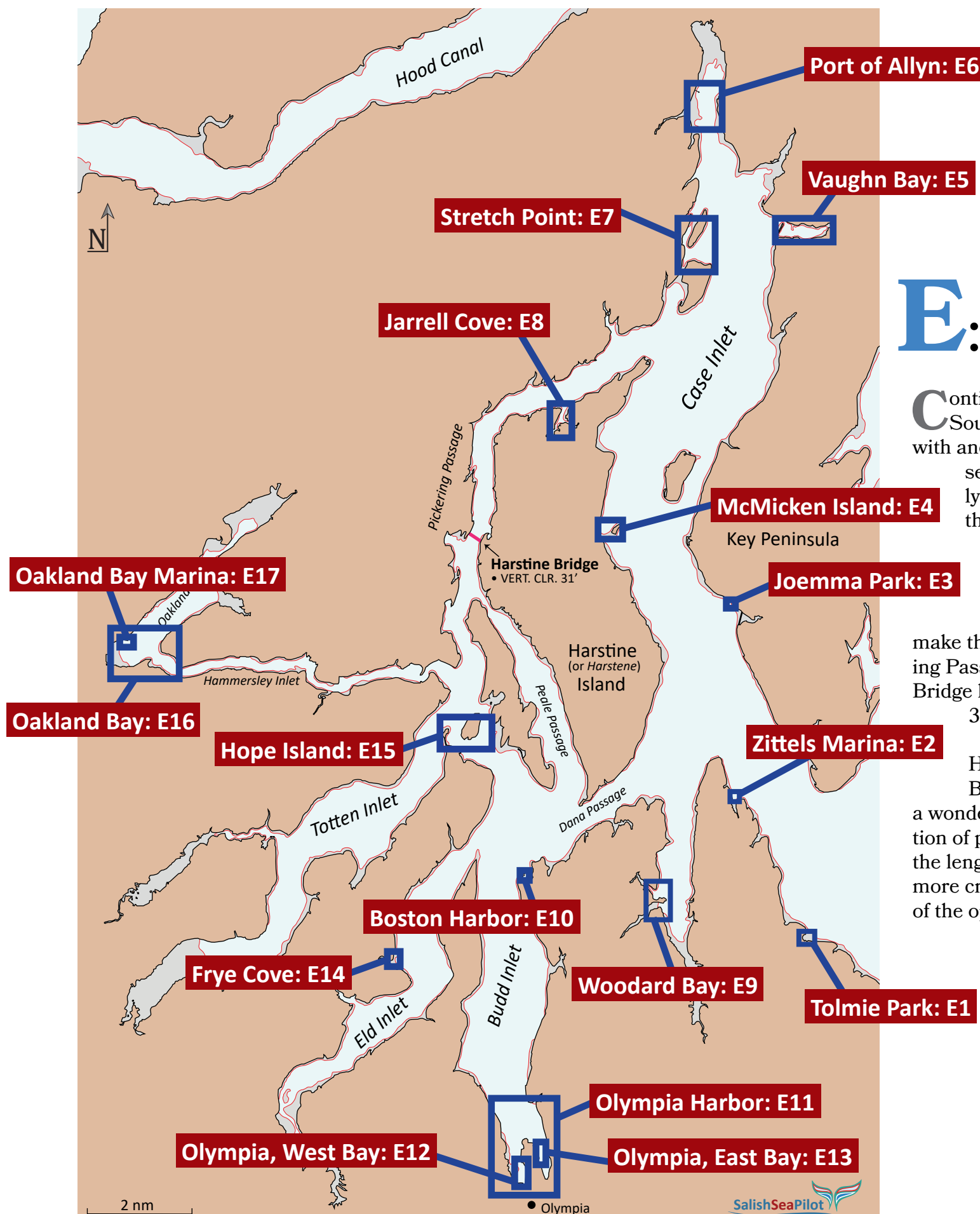
There are some lovely, sheltered anchorages. Some are surrounded by show homes, and others that have an isolated feel.

Heading south, NOAA's *Coast Pilot* reports the flow in Tacoma Narrows, south of Point Defiance, can exceed five knots and should be respected.

It also says daily current predictions apply only to midstream travel. At the north end of the channel, *Coast Pilot* adds, the current flows north on the east side and south on the west side “most of the time”.

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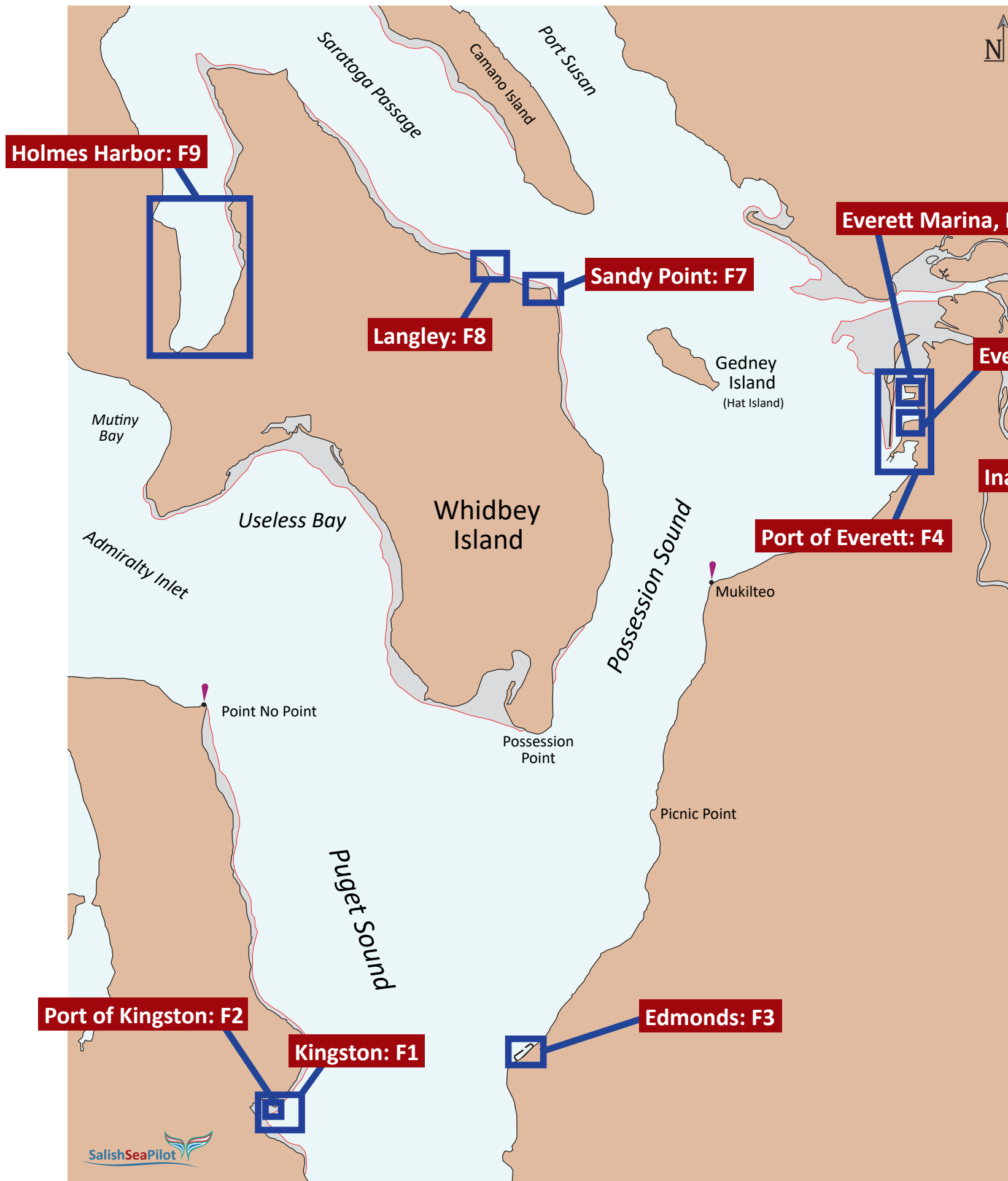
E: South Sound, West

Continuing south and west, Puget Sound becomes more rural, with anchorages and harbors that seem to be relatively empty even in the summertime.

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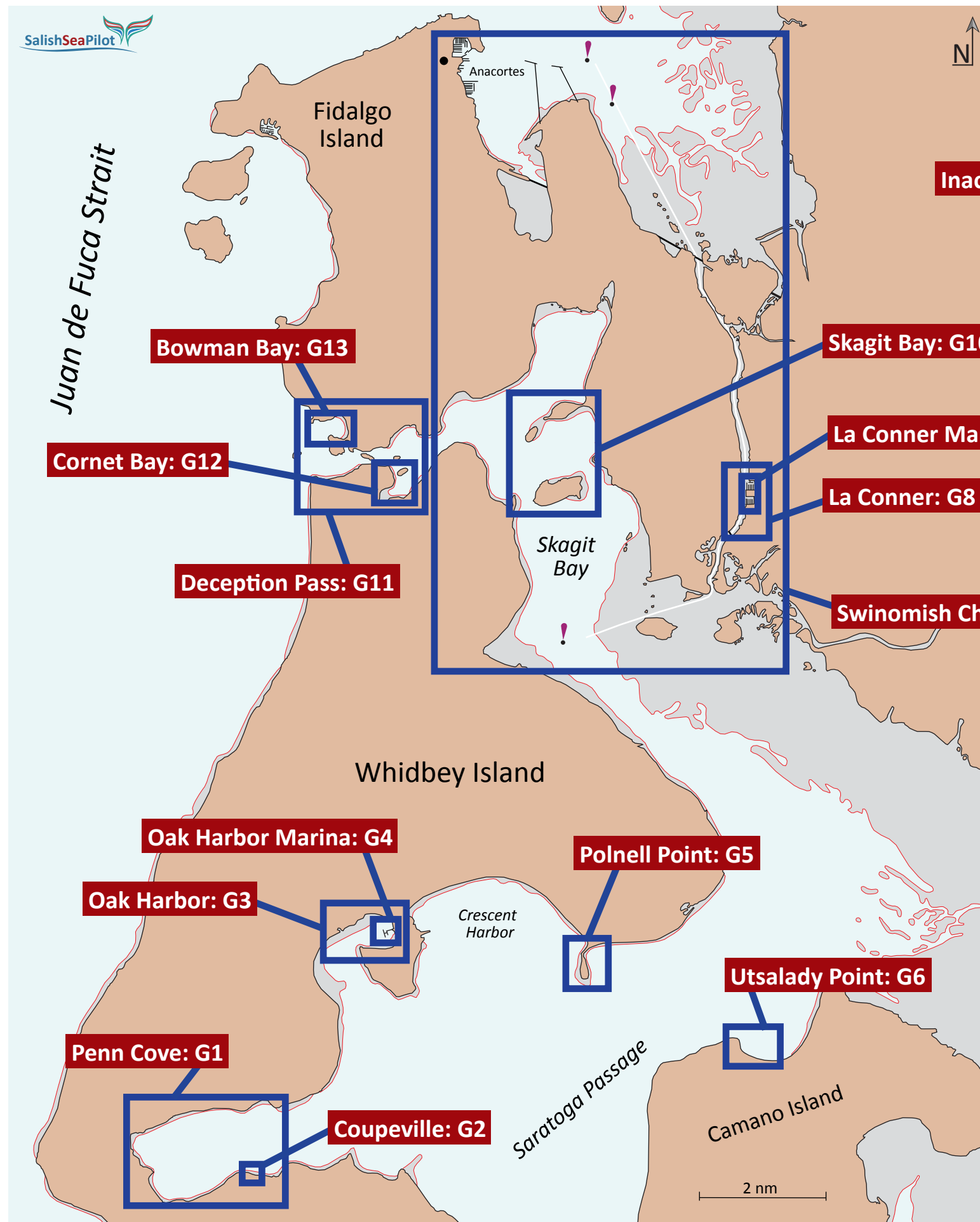
Explore the lovely, sheltered bays and marine parks up Case Inlet, though most sailboats will not be able to make the return journey by Pickering Passage since the fixed Harstine Bridge has vertical clearance of only 31 feet.

The hour-long voyage down Hammersley Inlet to Oakland Bay and the town of Shelton is a wonderful adventure with a selection of protected anchorages along the length of the inlet. It's surprising more cruisers don't take advantage of the opportunity.



Though protected from prevailing westerly winds by Whidbey and other islands, winds here can be surprisingly strong, even during the summer.

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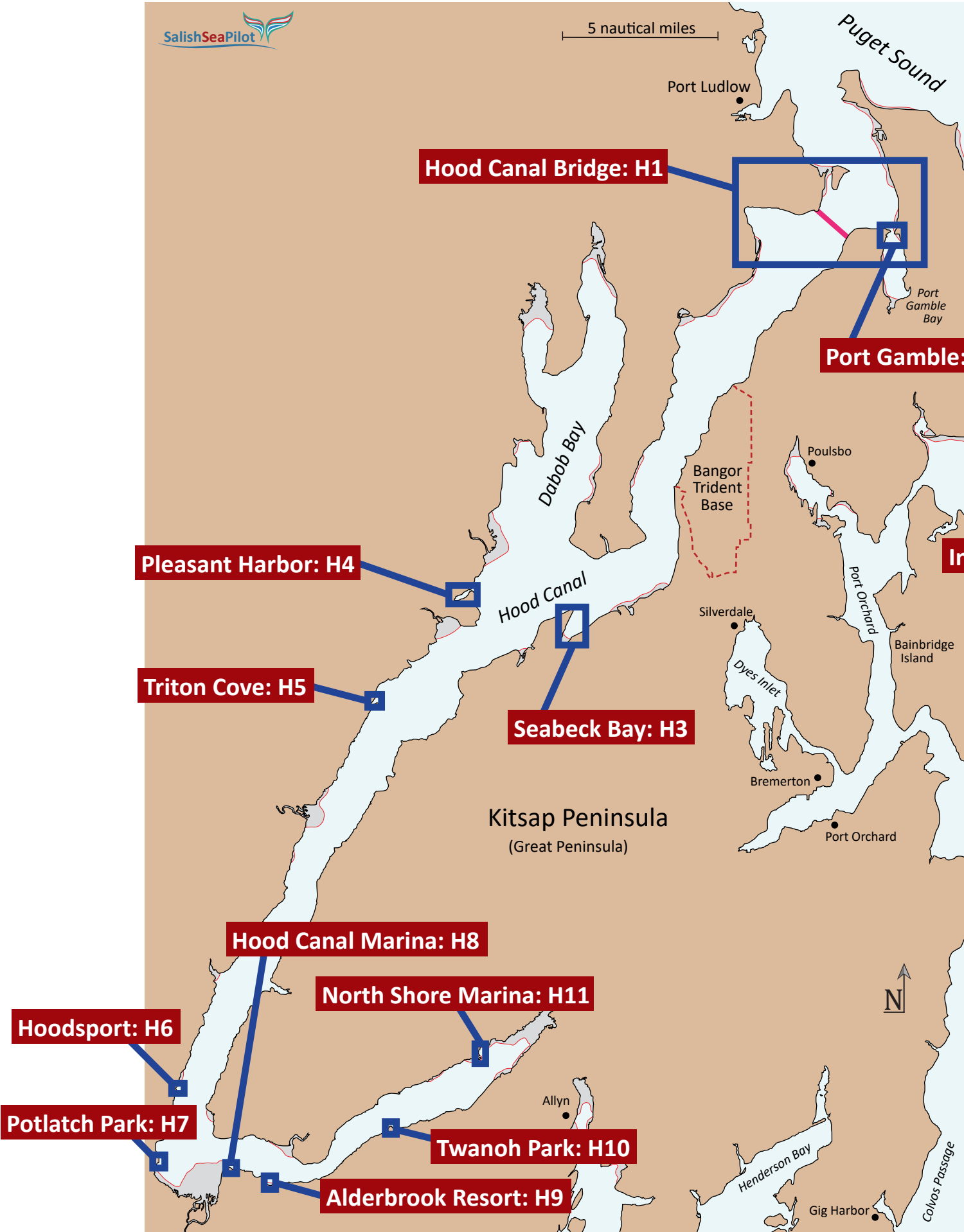
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G: Whidbey Island, North

Cruising up lovely Saratoga Passage, there are picturesque anchorages and much to explore in Penn Cove, Oak Harbor and waters northward.

At Skagit Bay, boaters face a choice. They can choose to turn northeast to venture up the Swinomish Channel to the quaint town of La Conner and beyond to Padilla Bay and the historic maritime city of Anacortes.

Or they can veer northwest to the steep, rocky shorelines of Deception Pass with its dramatically beautiful anchorages which open to Juan de Fuca Strait and across to the San Juan Islands.



H: Hood Canal

With few sheltered anchorages and marinas, it is not surprising that most local boats are small trailerable runabouts. And barricaded at one end by a floating bridge that requires vessels with a vertical clearance of more than 55 feet to pre-book opening of the pontoons, the 50-mile fjord also has few large sailboats.

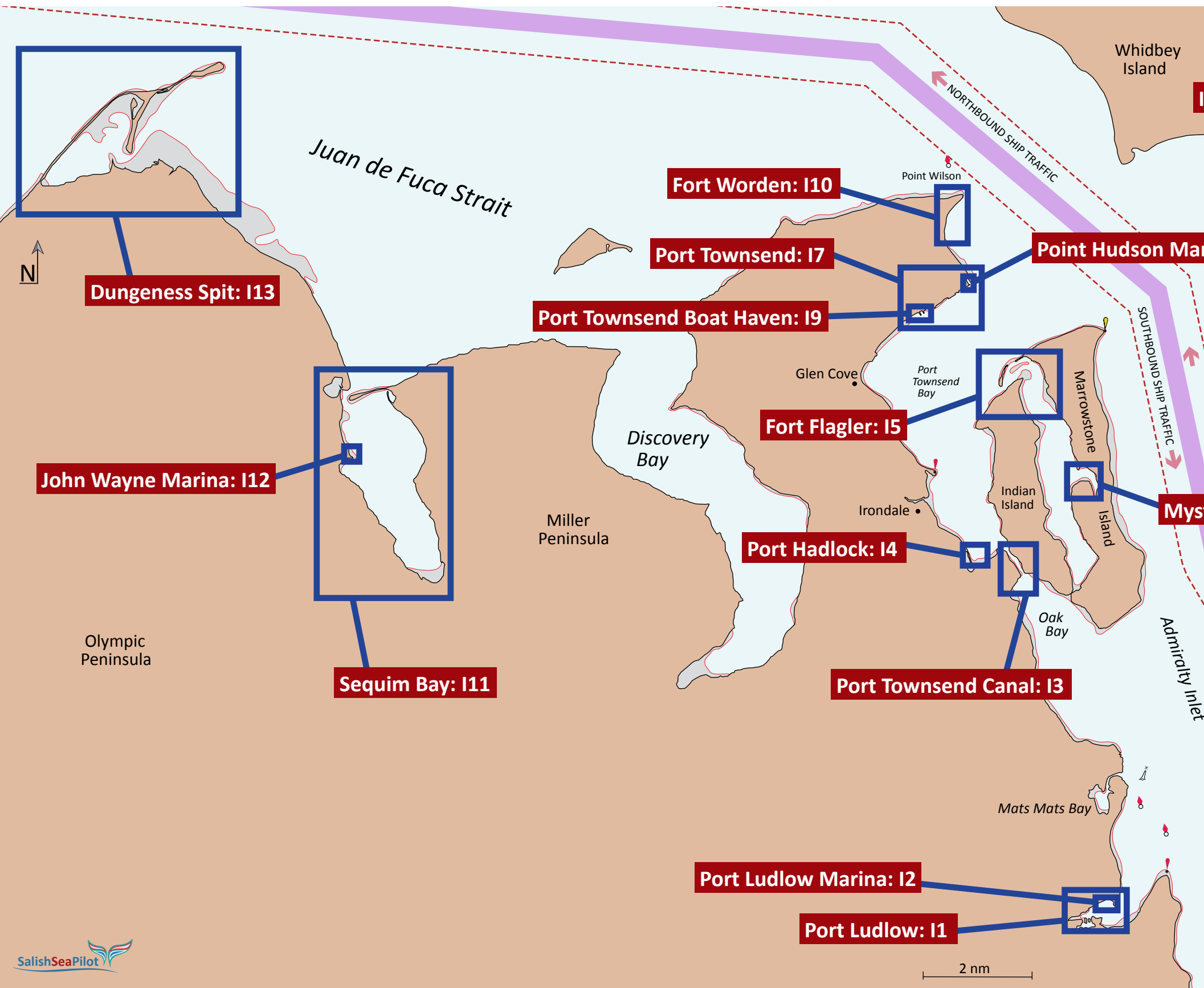
Inactive links :(But there is something about the haunting stillness, under the sharp white teeth of the Olympic Mountains, that gives the 50-mile fjord a mystical quality. Add to this the Trident submarine base at Bangor, where some 10,000 military and civilian employees work amid arsenals of nuclear weapons. It's fascinating to see the goings-on from the water, though patrol boats might tell you to keep your distance if you pass too close.

The calm disappears in late May, when hordes of small boats loaded to the gunnels with gear descend on the canal for the annual opening of the shrimp season. The season ends within a few days and peace returns for another year.

~ NOT FOR NAVIGATION
~ NOT TO SCALE



I: Port Townsend & around



Inactive links :(

Admiralty Inlet is the entrance to Puget Sound for all vessels not small enough to use Deception Pass. Here, in the late 1800s, cannon emplacements at Fort Flagler, Fort Worden and Fort Casey on Whidbey Island formed the “Triangle of Fire” to prevent hostile forces from entering Puget Sound.

Today the forts are lovely state parks and two of them, Flagler and Worden, have marine facilities including anchorages, mooring buoys and docks providing access to the historic landmarks and buildings ashore.

About Lynne and Jim



Lynne and Jim and South Sawyer Glacier on a beautiful spring day in Alaska's Tracey Arm.

Jim Burgoyne and Lynne Picard hooked up in Thailand where they had both lived for a number of years and decided to set off aboard *Quiver*, Jim's Vancouver 27, to sail home to Canada via East Asia and the North Pacific. The three-year voyage through Asia included an unforgettable year cruising in Japan and Korea.

Using old and frustratingly out-of-date paper cruising guides in Thailand, Malaysia, Singapore and the Philippines was, admittedly, a whole lot better than the non-existent guides for Japan and Korea, but Jim started to wonder if there was a better way. And he had lots of time to think about it on his 72-day solo non-stop crossing of the Pacific.

Arriving home in 2011, they began to receive emails from cruising friends they had met abroad asking about the Salish Sea, what it was like, what were the best places to cruise. Jim and Lynne built a bit of a guide to tell folks about it. It grew and grew and, eventually, Salish Sea Pilot was born.

It was a multi-year undertaking, illustrating each chartlet, learning to use new software, inserting thousands of links. Proofreading. Contacting every marina, park and public dock annually to update prices and services to have the most up-to-date information

possible. More proofreading. Always expanding. Adding more pages meant changing all those links each year. Proofread again.

But they love it!

Their aim is to help other sailors discover the cruising waters they love, using a format that is both affordable and easy to keep current. Maybe best of all, they find researching the guides is a wonderful excuse to spend months each year exploring the Salish Sea on the new love in their life, *Silom*, their Tayana 37.

After 10 years as liveaboards in Victoria Harbour, winter now finds them ashore at their new home in Nanaimo.