



PAC 202

Canadian **Sailing Directions**

Discovery Passage to Queen Charlotte
Strait and West Coast of Vancouver
Island

2026/05



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- PAC 201** Juan de Fuca Strait and Strait of Georgia
- PAC 202** Discovery Passage to Queen Charlotte Strait and West Coast of Vancouver Island
- PAC 203** Cape Caution to Stewart and Haida Gwaii
- PAC 200** General Information — Pacific Coast



Pictogram Legend



Anchorage



Current



Radio calling-in point



Wharf



Caution



Lifesaving Station



Marina



Light



Pilotage

Report discrepancies between real-world observations and descriptions in the publication

Users of this publication are requested to forward information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, or other information that would be useful for the correction of nautical charts and publications affecting Canadian waters to: chsinfo@dfo-mpo.gc.ca

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Fisheries and Oceans Canada
200 Kent Street, Ottawa, Ontario, Canada, K1A 0E6
charts.gc.ca
chsinfo@dfo-mpo.gc.ca

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Catalogue No. Fs74-69E-PDF
ISSN 2816-511X
Ottawa



Record of Changes

As the CHS acquires new information, relevant changes are applied to Sailing Directions volumes in order to maintain safety of navigation. It is the responsibility of the mariner to maintain their digital Sailing Directions file by ensuring that the latest version is always downloaded. Visit charts.gc.ca to download the most recent version of this volume, with all current changes already incorporated.

The table below lists the most recent changes that have been applied to this volume of Sailing Directions. This record of changes will be maintained at the discretion of the Canadian Hydrographic Service.

Date	Chapter / Paragraph	Description of Change
2025/12	C1 / P61	Remove submarine cable .
2025/12	C2 / P148	Add ODAS buoy
2025/12	C7 / P1, P247	Remove references to chart 3625 (cancelled)
2025/12	A-3	Updated broken link in “Other References” section of the appendix
2025/12	C2, C3, C7	All fixed lights in this chapter have been modified to include a hyperlink to the <i>List of Lights, Buoys and Fog Signals</i> . Users can reference that source for additional information on the aid to navigation.
2026/02	C1, C5, C6	All fixed lights in this chapter have been modified to include a hyperlink to the <i>List of Lights, Buoys and Fog Signals</i> . Users can reference that source for additional information on the aid to navigation.
2026/02	C7 / P81, P106, P151, P169, P192	Add submarine cables
2026/05	Entire Booklet	Amended “Sail Plan” title in book to “Trip Plan” per Transport Canada
2026/05	C5 / P13, P411	Delete radiobeacon
2026/05	C5 / P546	Foul ground added NNW of Maltby Islets



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Preface

This edition of *Sailing Directions, PAC 202 — Discovery Passage to Queen Charlotte Strait and West Coast of Vancouver Island*, has been compiled from Canadian Government and other information sources. All hydrographic terms used are in accordance with meanings given in the *Hydrographic Dictionary (Special Publication No. 32)*, published by the International Hydrographic Bureau.

General information for the Pacific Coast is grouped within one booklet, *Sailing Directions, PAC 200 — General Information, Pacific Coast*. It contains navigational information and a brief description of the main port facilities as well as geographic, oceanographic and atmospheric characteristics.

The detailed descriptions of the geographical areas is given in a series of volumes and booklets. Their limits are printed on page ii of each booklet. **The appropriate descriptive booklet(s) should be consulted in conjunction with the PAC 200 — General Information booklet.**

The photographs are by Small Craft Harbours and TRG Graphics, Brentwood Bay, B.C.

References to Other Publications

Canadian Hydrographic Service

- [*Catalogue of Nautical Charts and Publications*](#)
- [*Canadian Tide and Current Tables*](#)

Canadian Coast Guard

- [*List of Lights, Buoys and Fog Signals*](#)
- [*Radio Aids to Marine Navigation \(Atlantic, St. Lawrence, Great Lakes, Lake Winnipeg, Arctic and Pacific\)*](#)
- [*Annual Edition of Notices to Mariners*](#)

Explanatory Notes

Canadian *Sailing Directions* expand charted details and provide important information of interest to navigation which may not necessarily be found on charts or in other marine publications. They are intended to be read in conjunction with the charts quoted in the text.

Remarks

Buoys are described in detail only where they have special navigational significance, or where the scale of the chart is too small to clearly show all the details.

Chart references, in *italics*, refer to the largest scale Canadian chart. Occasionally a smaller scale chart may be quoted where its use is more appropriate.

Tidal information relating to the vertical movements of the water is not given and the *Canadian Tide and Current Tables* should be consulted. However, abnormal changes in water level are noted.

Names have been taken from the most authoritative source. Where an obsolete name still appears on the chart or is of local usage, it is given in brackets following the official name.

Wreck information is included where drying or submerged wrecks are relatively permanent features and are of navigation or anchoring significance.

Units and terminology used in this booklet

Latitude and **longitude** given in brackets are approximate, and are intended to facilitate reference to the chart quoted.

Bearings and **directions** refer to True North (geographic) and are given in degrees from 000° clockwise to 359°. The bearings of conspicuous objects, ranges and light sectors are given from seaward. **Courses** always refer to the course to be made good.

Tidal streams and **currents** are described by the direction towards which they flow. The **ebb** stream is caused by a falling tide and the **flood** stream is caused by a rising tide.

Winds are described by the direction from which they blow.

Distances, unless otherwise stated, are expressed in nautical miles. For practical purposes, a nautical mile is considered to be the length of one minute of arc, measured along the meridian, in the latitude of the position. The international nautical mile, which has now been adopted by most maritime nations, is equal to 1,852 m (6,076 ft).

Speeds are expressed in knots, which mean 1 nautical mile per hour.

Depths, unless otherwise stated, are referred to chart datum. As depths are liable to change, particularly those in dredged channels and alongside wharves, it is strongly recommended these be confirmed by the appropriate local authority.

Elevations and **vertical clearances** are given above Higher High Water, Large Tides. In non-tidal waters they are referred to chart datum.

Heights of objects, distinct from elevations, refer to the heights of the structures above the ground. A statement, “a hill 18 m high” is occasionally used when there could be no confusion and in this case the reference will signify an elevation.

The *List of Lights, Buoys and Fog Signals* number is shown **in brackets** after the navigational aid (light, leading lights, buoy). The expression “seasonal” indicates that it is operational for a certain period during the year; mariners should consult the *List of Lights, Buoys and Fog Signals* to determine the period of operation. The expression “private” means that the navigational aid is privately maintained; it will not necessarily be mentioned in the *List of Lights, Buoys and Fog Signals* and its characteristics may change without issuance of a *Navigational Warning*.

Time, unless otherwise stated, is expressed in local standard or daylight time. For the waters described in this booklet, local time is Pacific Standard Time (PST Z+8).

Deadweight tonnage and **masses** are expressed in metric tonnes. The kilogram is used to describe relatively small masses.

Public wharf is a wharf that is available for public use, though certain fees may be charged by local authorities. It may be shown as “Government wharf” or “Gov’t whf” on older charts.

Conspicuous objects, natural or artificial, are those which stand out clearly from the background and are easily identifiable from a few miles offshore in normal visibility.

The expression “**small craft**” refers to pleasure craft and small vessels with shallow draught.

Diagrams are large scale cartographic representations of harbours, wharves, anchorages, or marinas.

Pictograms are symbols shown at the beginning of the paragraphs to allow quick reference to information or to emphasize details. The Pictograph Legend is shown on the inside front and back covers of this booklet.

Abbreviations

Units

°C	degree Celsius
cm	centimetre
fm	fathom
ft	foot
h	hour
ha	hectare
HP	horsepower
kHz	kilohertz
km	kilometre
kn	knot
kPa	kilopascal
m	metre
mb	millibar
MHz	megahertz
min	minute
mm	millimetre
NM	nautical mile
t	metric tonne
°	degree (plane angle)
‘	minute (plane angle)

S	south
SSW	south southwest
SW	southwest
WSW	west southwest
W	west
WNW	west northwest
NW	northwest
NNW	north northwest

Various

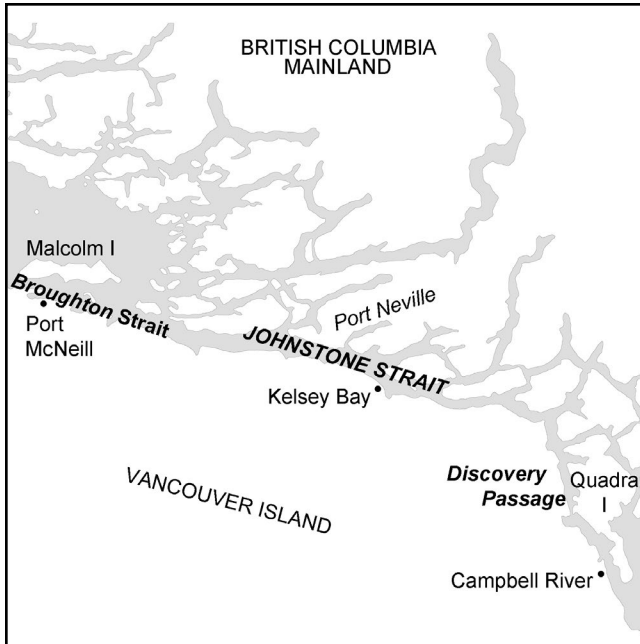
A.P.A.	Atlantic Pilotage Authority
CCG	Canadian Coast Guard
CHS	Canadian Hydrographic Service
DFO	Department of Fisheries and Oceans, Canada
DWT	deadweight tonnage
ETA	estimated time of arrival
ETD	estimated time of departure
HF	high frequency
HW	high water
LW	low water
M	million, mega
MCTS	Marine Communications and Traffic Services
NAD	North American Datum
No.	number
SAR	Search and Rescue
U.S.A.	United States of America
VHF	very high frequency
VTS	Vessel Traffic Services

Directions

N	north
NNE	north northeast
NE	northeast
ENE	east northeast
E	east
ESE	east southeast
SE	southeast
SSE	south southeast

Chapter 1

Discovery Passage, Johnstone Strait and Broughton Strait




General


Charts 3011, 3539, 3540, 3543, 3544, 3545, 3546, 3548

1 The main shipping route between the Strait of Georgia and Queen Charlotte Strait passes through Discovery Passage, Johnstone Strait, and Broughton Strait. Blackney Passage and Blackfish Sound, which connect the west end of Johnstone Strait to the east end of Queen Charlotte Strait, are an alternate route to Broughton Strait.

2 *Recommended Canadian Routeing Systems (Traffic Separation Schemes)* are detailed in *Annual Edition Notices to Mariners 1 to 46*, published by the Canadian Coast Guard.

3 *Vessel Traffic Services (VTS)* information is in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the Canadian Coast Guard.

4  *List of Lights, Buoys and Fog Signals*, published by the Canadian Coast Guard, contains detailed aids to navigation information.


5  **Pilotage** information is in *Annual Edition Notices to Mariners 1 to 46*, published by the Canadian Coast Guard.

6 Numerous provincial parks, conservancies, and ecological reserves are in the area and not all are charted.


Discovery Passage

Charts 3539, 3540


7 **Discovery Passage** ($50^{\circ}10'N$, $125^{\circ}21'W$) separates Quadra Island and Sonora Island from Vancouver Island and is the main shipping channel leading NW from the north end of the Strait of Georgia. It is entered from the south between Cape Mudge and Willow Point. The north limit of Discovery Passage is Chatham Point. South of Seymour Narrows, shores are relatively low lying, and north of the narrows they become steep and mountainous, especially on the west side. **Mount Menzies**, NW of Menzies Bay, has an elevation of 1239 m and snow often remains on its summit until late June.

 8 **Calling-in points** 26, 27, 28, and 29 are described in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the *Canadian Coast Guard*.

9 Regular ferry service crosses Discovery Passage from Campbell River on Vancouver Island to Quathiaski Cove on Quadra Island. The charted route is a general indication of the route followed.


 10 **Overhead cables**, vertical clearance 58 m, cross the passage at the south end of Seymour Narrows (*50°08'N, 125°21'W*).

11 In order to avoid damaging tows, log booms and shore installations, mariners are requested to proceed at moderate speed to minimize wash while transiting Discovery Passage.


 12 Mariners engaged in towing operations are reminded of the requirement to prevent damage to **submarine cables**. Where there is a possibility of the tow line scouring, lines must be shortened to reduce the catenary.



13 Tidal predictions in Discovery Passage are given for Campbell River.


14 Tidal differences in Discovery Passage, referenced on Campbell River, are given for Quathiaski Cove, Gowlland Harbour, and Duncan Bay. Tidal differences, referenced on Owen Bay, are given for Bloedel, Seymour Narrows, Brown Bay, and Chatham Point. These tidal predictions and differences are in *Canadian Tide and Current Tables, Volume 6*.


 15 **Tidal streams** through Discovery Passage are particularly troublesome off Cape Mudge, in Menzies Bay, and in Seymour Narrows where they attain 16 kn. The flood tidal stream sets south and the ebb north through Discovery Passage.

16 Predictions of times and rates of maximum current and times of slack water are given for Seymour Narrows in *Canadian Tide and Current Tables, Volume 6*.


 17 Navigation of Discovery Passage is easy except in Seymour Narrows. Here, **tidal streams**, which at some stages of the tide attain 16 kn, make it advisable for low-powered vessels and small craft to wait for slack water. Elsewhere in Discovery Passage it is only necessary to steer in mid-channel.

  18 **Caution.** — Mariners navigating Seymour Narrows against the **tidal stream** and meeting another vessel proceeding in the opposite direction should note that such vessel may not be in full control. Give that vessel as much clearance as possible. See *Collision Regulations Rule 9(k) Narrow Channels—Canadian Modifications*.

 19 **Caution.** — Low-powered vessels, vessels with tows, small craft, and mariners without local knowledge are strongly advised to navigate Seymour Narrows at or near slack water, maintaining a mid-channel course. Even at slack water pay attention to the caution given with the description of Seymour Narrows.

 20 Duncan and Menzies Bays on the south, and Plumper Bay, Deepwater Bay, and Elk Bay on the north side of Seymour Narrows, have convenient **anchorage** for awaiting slack water.

 21 **Caution.** — Violent **tide rips** extend about 0.4 mile south of Maud Island.

 22 To proceed against the **tidal stream** during spring tides, and to ensure maximum control, a speed of 13 kn is necessary during the first and last hours of the tidal stream, 15-16 kn during the second and fourth hours, and 17 kn to drive through at full strength of the tide. The vessel should be quick and handy to answer the helm to achieve full control.


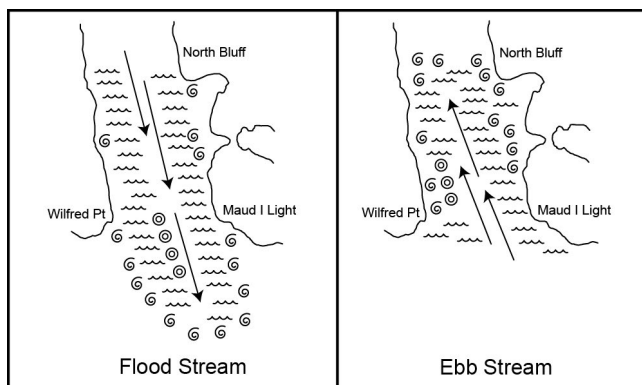
 23 During neap tides, when velocity of tidal stream is weaker, less power is required to proceed through the narrows at the full of the stream. A speed 3-4 kn more than the maximum velocity as predicted in *Canadian Tide and Current Tables* for any particular tide should be adequate. Mariners proceeding through the narrows with the tidal stream should adjust their speed as necessary for maximum control.

FIGURE 1.1: SEYMOUR NARROWS TIDAL STREAMS





SEYMOUR NARROWS ON THE EBB (1986)





SEYMOUR NARROWS ON THE FLOOD (1987)



 24 When north bound with the ebb stream, pass Race Point at a distance of about 0.4 mile and steer to pass Maud Island light at about 0.1 mile distance. When the light bears 000°, haul round gradually to starboard to pass it at a distance of about 0.1 mile taking care to keep out of the eddy in the vicinity of Maud Island, north of the light. Then keeping in the tongue of the stream, a course should be steered for a point about mid-channel off North Bluff, where eddies from both sides of the channel meet. This point is clearly defined and easily visible. Thereafter a mid-channel course can be steered.


 25 When north bound against the flood stream, after passing Gowlland Harbour, keep well to the east of mid-channel to avoid heavy swirls off Race Point. Round Race Point at a distance of about 0.4 mile, and head for Stephenson Point bearing 285°. Take care to avoid being set into the violent rips that extend about 0.4 mile south of Maud Island. This course should be maintained until the apex of the flood stream is seen, when course should be altered to enter the main stream at the apex, and to pass Maud Island light at a distance of about 0.1 mile. After passing Maud Island light, course should be set to pass North Bluff in about mid-channel. Thereafter a mid-channel course can be maintained.


 26 When south bound with the flood stream, mariners should keep in mid-channel until North Bluff is abeam, then steer to pass Maud Island light at a distance of about 0.2 mile. Hold this course, keeping in the tongue of the stream, until clear of the violent rips that extend about 0.4 mile south of Maud Island light, when course should be altered to about 105°. This course should be maintained until Cape Mudge is well open of Orange Point, the latter bearing about 153°, after which, course should be altered to the south, favouring the east shore to obtain full benefit of the tidal stream.

 27 When south bound against the ebb stream, a mid-channel course should be steered until nearly abeam North Bluff, where the tongue of the main stream should be entered and a course set to pass Maud Island light at a distance of 0.2 mile. Care should be taken to avoid being set into the eddy. A course should then be steered to pass Race Point at a distance of about 0.1 mile. A notable feature on the ebb is that one hour after times of maximum rates, turbulence on both sides of the channel diminishes greatly. This change is so remarkable that mariners approaching the narrows about the time of maximum velocity will find that by waiting an hour they will find passage much easier provided adequate power is available.

Discovery Passage — South Entrance

28 Mariners approaching the south entrance of Discovery Passage should experience no difficulty in identifying Cape Mudge and should then steer to pass midway between it and Willow Point, keeping Orange Point bearing more than 325° and open west of the cape.

 29 If the flood or south-going **tidal stream** is running, care must be taken to avoid being set over toward the **reef** extending south from the cape (Wilby Shoals).


 30 If the ebb or north-going **tidal stream** is running, care must be taken to avoid being carried into Sutil Channel. This should be especially guarded against in thick or foggy weather, when the west shore of the passage should be kept well aboard. After rounding Cape Mudge in mid-channel, a course of 000° should be steered until Yaculta village is abeam, after which a mid-channel course should be steered.


31 A microwave **tower**, 2.3 miles north of Cape Mudge, is 197 m high and shows red air obstruction lights at night and white lights during daylight. Visible for considerable distance, the tower is a valuable aid when approaching Discovery Passage from the south.



32 A radio **tower**, with red obstruction lights, is located near *Cape Mudge Sector light* (see [LL 511](#)).

33 **Cape Mudge** (50°00'N, 125°11'W) is flat, wooded, and ends in a **conspicuous** whitish-yellow cliff covered with scattered vegetation. The cliff faces SE. During summer months, numerous small pleasure craft are encountered here. There are several resorts located at Cape Mudge.

34 An **ocean disposal site** is in the approach to Discovery Channel, as charted. Disposal of any substance at sea and/or loading for the purpose of disposal at sea requires a permit from *Environment Canada*.

 35 *Cape Mudge Sector light* (see [LL 511](#)) is on the west extremity of Quadra Island. The light marks Yaculta Bank. There is a **fog signal** at the light. *Cape Mudge North Sector light* (see [LL 511.1](#)) is 0.1 mile NNE of *Cape Mudge Sector light*.

 36 **Tidal streams** in the vicinity of Cape Mudge attain 7 to 9 kn. The flood flows south and the ebb north. On a strong flood there is a strong **countercurrent** along the edge of Wilby Shoals as far as the lighthouse and small craft take full advantage when proceeding north. On the ebb, a similar back eddy is evident along the shore between *Cape Mudge* lighthouse and Yaculta village.

  37 **Caution.** — Between Cape Mudge and Willow Point there is a heavy **race** on south-going streams. When opposed by strong SE winds, short steep swells and a rough sea form that can be very dangerous. Extremely steep and hazardous waves may be encountered under such conditions. Under such conditions, vessels are advised to pass through the area at or after HW slack.

38 **Wilby Shoals**, with a least depth of 3.2 m, are steep-to and extend 2.5 miles ESE of Cape Mudge. In summer they are marked by kelp.

39 *Wilby Shoals light buoy P60 (510)*, off the south edge of the **shoals**, is a **starboard hand** buoy.

40 **Port hand buoy P61** marks the east extremity of Wilby Shoals.


41 **Willow Point** ($49^{\circ}58'N$, $125^{\circ}12'W$) is low and covered with willows. A rocky ledge extends about 0.3 mile east from it (*Chart 3538*). A large **boulder**, 1.3 miles NW of Willow Point, is 7 m high and **conspicuous**. Boat launching **ramps** are north of the boulder.

Chart 3540

42 **Yaculta Bank** ($50^{\circ}01'N$, $125^{\circ}14'W$) extends about 0.6 mile from the west shore of Discovery Passage and has a least depth of 5.2 m approximately at its centre. Kelp grows on the shallowest part during summer but is visible only at or near slack water.


43 The west extremity of Gowlland Island, in line with the extremity of the land north of Quathiaski Cove, bearing 339° , leads about 0.2 mile east of the bank. Keep mill chimneys open with Tyece Spit.

44 The village of **Yaculta** is on Quadra Island opposite Yaculta Bank. It has a community dock with a berthing length of 86 m and is protected on its south side by a **pile** and timber **breakwater**. A museum, lodge, and boat works with haul out are located in Yaculta. Mooring overnight at the community dock is not recommended because of cruise ship wakes.

 45 A **submarine pipeline** (sewer outfall), 0.5 mile south of the community dock, extends 0.1 mile offshore.

Campbell River

46 **Campbell River** ($50^{\circ}01'N$, $125^{\circ}15'W$) is noted for its saltwater and freshwater sport fishing and several resorts, **marinas**, and launching **ramps** in the area support this industry. Accommodation, banks, restaurants, stores, postal service, pharmacies, physicians, surgeons, and a modern hospital are available.


 47 *Canadian Coast Guard Lifeboat Station Campbell River* and the *Royal Canadian Marine Search and Rescue (RCM-SAR) Unit 54* are in Campbell River.

48 Campbell River is a port of entry (commercial services only) with resident **customs** officials. Office hours are 08 h 30 to 16 h 30, Monday to Friday.


49 **Hidden Harbour** has a residential development with a private marina protected by a rock **breakwater**. Hidden Harbour is approximately 0.75 mile south of the public boat basin.


50 A public fishing and recreation **pier** extends east then north from the south end of the south **breakwater** at the boat basin. It is lighted at night and is not designed for berthing.

51 The approach to Campbell River from the south is encumbered with Yaculta Bank. A large neon sign on the *Discovery Inn*, just north of the boat basin, is **conspicuous**.


 52 *Campbell River Breakwater light* (see [LL 512](#)) is on the **breakwater** extension.

 53 *Campbell River North light* (see [LL 512.2](#)) has a **port hand daymark**.



 54 *Campbell River Ferry Terminal Dolphin No. 2 light* (see [LL 512.3](#)) has a **starboard hand daymark**.


 55 *Campbell River Ferry Terminal Dolphin No. 3 light* (see [LL 512.4](#)) has a **port hand daymark**.


56 Private **lights** and radar reflectors are at the ferry landing.

 57 *Tyece Spit South Breakwater light* (see [LL 511.3](#)) has a **port hand daymark**.


58 Private **range lights** lead north of the ferry landing **breakwater**.

  59 Due to strong **tidal streams** and poor holding ground, only temporary **anchorage** during calm weather should be considered in the vicinity of Campbell River. During rough weather, Duncan Bay provides the only safe **anchorage** for large vessels. Small vessels and small craft can obtain shelter within Quathiaski Cove or Gowlland Harbour.


 60 A **submarine cable area** crosses Discovery Passage from north of the ferry landing in Campbell River to Quathiaski Cove.


 61 A **submarine cable** (fibre-optic) extends from south of the ferry landing in Campbell River to Oyster Bay. It is recommended that mariners consult CHS

charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


 62 **Submarine pipelines** extend from the west side of Discovery Passage in three locations. The first extends from the south end of the **breakwater** that protects the boat basin. An underwater platform is laid at the bottom between the pier and the pipeline at approximately a 5 m depth. A sewer outfall extends NE from shore 0.5 mile NW of Tye Sp. A sewer outfall extends from the east side of the point that forms Duncan Bay.


63 Tidal predictions for Campbell River are in *Canadian Tide and Current Tables, Volume 6*.

 64 *Fishermans Wharf Small Craft Harbour (Campbell River Harbour Authority)*, 1.7 miles south of Tye Sp, is protected by a rock **breakwater**, 0.25 mile long. It is approached around the north end of the breakwater and has depths of 1.8 m in its entrance and at the north docks. Please call ahead for rafting. Designated loading/unloading zones are available. For detailed information see www.fishermanswharfcampbellriver.com.

 65 The *Coast Marina*, 0.2 mile north of *Fishermans Wharf*, is protected on its east side by a rock **breakwater**. Overnight moorage is available. The marina provides *Canada Border Services Agency (CBSA)* services including CANPASS-Private Boat, Commercial Vessel, NEXUS Marine, and Telephone Reporting Site services. For detailed information see www.coastmarinalife.com.

66 A *BC Ferries* **ferry** landing is adjacent to the *Coast Discovery Marina*. The ferry provides regular and frequent service to Quathiaski Cove on Quadra Island.

 67 *Discovery Harbour Marina* is a large full-service **marina** located in a dredged basin protected by two rock **breakwaters**. The *Canada Border Services Agency (CBSA)* provides CANPASS-Private Boat, Commercial Vessel, NEXUS Marine, and Telephone Reporting Site services here. Commercial vessel and limited pleasure craft moorage is available at the north end of the basin. *Discovery Harbour Fuel Sales* is close to the marina entrance. A large shopping plaza and several restaurants are adjacent to the marina. For detailed information see www.discoveryharbourmarina.com and www.discoveryharbourfuel.com.

 68 **Caution.** — Recent surveys (2021) have determined that depths at the entrance to Discovery Harbour may be shallower than charted.

69 *Campbell River Cruise Ship Terminal (Campbell River Indian Band)* has a **pier** and four moorings and four berthing **dolphins** for cruise ships up to 311 m in length.


There is also a floating pontoon for pocket cruise ships up to 57 m in length. The facility is marked by four private flashing yellow **lights**.

70 *Nyrstar Discovery Terminal*, on the east side and south end of Tye Sp, is 173 m long with a depth of 10 m alongside. Mooring **dolphins** 21 m NNW and SSE of the wharf are connected to it by catwalks. It is used to load ore concentrates by conveyors and ship loaders into deep-sea vessels and barges. The largest vessel to use the facility was 190 m long with a draught of 12.9 m, but **silting** has occurred since.

71 Regular daily bus service north to Port Hardy and south to Victoria is available. The airport, about 8 km south of the city, has an asphalt runway 1524 m long. There are daily scheduled flights to and from Vancouver and other centres.


72 The Campbell River enters Discovery Passage at the north end of Campbell River municipality. Its entrance is blocked by drying sand bars. Seaplane docks lead to the *Freshwater Marina*. A heliport is nearby. For detailed information see www.freshwatermarina.ca.


73 **Tye Sp** is a low neck of land extending NNW from the east side of the river entrance.

 74 The entrance to Campbell River, west of Tye Sp, and the area in Discovery Passage NE of Tye Sp are **seaplane landing areas**.

75 A flashing aeronautical light, on a red mast at the north end of Tye Sp, is activated by the seaplane pilot when intending to land or take off.

76 A sign at the north end of Tye Sp reads “*Danger Area Vessels Proceed Slowly 5 Knots or Less Watch For Seaplanes By Order Department of Transport*”.

 77 *Tye Sp range lights* (see [LL 512.6](#), [LL 512.7](#)) lead into the entrance of Campbell River.


 78 **Caution.** — Silting is reported in the entrance channel to Campbell River and along the Tye Sp range leading line.

79 **Orange Point** ($50^{\circ}04'N$, $125^{\circ}16'W$) is low and faced with earthy cliffs of a reddish colour.


Quathiaski Cove


80 **Quathiaski Cove** ($50^{\circ}03'N$, $125^{\circ}13'W$) has suitable shelter for small vessels but frequent **ferry** crossings must be considered. Much of the bottom is rocky and at times a strong **current** sets through the cove. The cove can be entered north or south of **Grouse Island** but the south entrance is generally used. Two **rocks** with 0.2 m over them lie close near the SE corner of the cove. A launching

ramp and **public docks** are immediately north of the **ferry wharf**.

 81 **Quathiaski Cove light** (see [LL 512.5](#)) is on the drying **reef** extending SE from Grouse Island.


82 A *BC Ferries* **ferry** landing in the south part of the cove provides frequent and regular service to Campbell River. A private **light** and radar reflector are at the landing. Give the ferry a wide berth.

 83 A **submarine pipeline** (sewer outfall) extends from the SE corner into the south entrance of the cove.


 84 A **submarine cable area** passes through the south entrance.

85 Tidal differences for Quathiaski Cove, referenced on Campbell River, are in *Canadian Tide and Current Tables, Volume 6*.

86 The community of **Quathiaski Cove** has stores, lodging, medical services, gas station, and a post office approximately 500 m inland. The settlement is connected by road with Gowlland Harbour, Heriot Bay, Drew Harbour, Hyacinthe Bay, Granite Bay, Bold Point, and Surge Narrows.

 87 **Quathiaski Cove Small Craft Harbour** (*Quadra Island Harbour Authority*) is located next to the **ferry terminal**. It has two rows of pontoon docks accessed by two wharf heads. Commercial vessels and recreational craft use this facility. A café and pub are nearby. For detailed information see www.qiha.ca.


Gowlland Harbour

 88 **Gowlland Harbour** ($50^{\circ}04'N$, $125^{\circ}13'W$), entered between **Vigilant Islets** off the north end of **Gowlland Island** and **Entrance Rock**, is encumbered with several islets and **rocks**. The south end is a fine landlocked **anchorage**, mud bottom. **Spoil Rock**, 0.1 mile east of Vigilant Islets, has 6.4 m over it and like Entrance Rock, with 0.6 m over it, is marked by kelp. **Entrance Bank**, between Entrance Rock and **May Island**, has 0.2 m over it, sand bottom. **Wren Islet**, **Crow Islet**, **Mouse Islets**, **Fawn Islet**, **Stag Island**, and **Doe Islet** are on the north and east sides of the harbour. A **rock** drying 0.4 m is close NW of Crow Islet.

89 A boat passage between the SW extremity of Gowlland Island and **April Point** is encumbered with drying and below-water **rocks** but gives access to the south part of Gowlland Harbour.


90 **Starboard hand buoy N2** marks **rocks** extending NE from April Point.


91 **Steep Island** ($50^{\circ}05'N$, $125^{\circ}15'W$) is steep-sided with cliffs on its SW side.

 92 **Steep Island light** (see [LL 514](#)), is on the west side of the island.


93 **Steep Island daybeacon**, on the NW point of the island, is a white square tower with a red band on top.

94 Tidal differences for Gowlland Harbour, referenced on Campbell River, are in *Canadian Tide and Current Tables, Volume 6*.

 95 A **submarine cable** crosses from the south end of Gowlland Island to 0.2 mile east of April Point.

 96 **April Point Resort** has a **marina**. Call on VHF channel 66A for docking assignment. The resort provides free water taxi service to *Painter's Lodge* in Campbell River. For detailed information see www.aprilpoint.com.


97 Numerous private docks line east and north shores of Gowlland Harbour.


 98 **Anchorage** can be obtained south of Doe Islet in 15 m, mud.

99 **Booming grounds** on the east side of Gowlland Island reduce the fairway to about 0.1 mile wide in vicinity of Wren and Mouse Islets. **Booming grounds** are also located NE of Entrance Rock, east and SE of Stag Island, at the south end of the harbour, and in the bay north of May Island.

Duncan Bay

100 **Duncan Bay** ($50^{\circ}05'N$, $125^{\circ}18'W$) lies within the limits of Campbell River. A large pulp and paper mill is in the bay.


 101 A **wreck**, with 6.6 m over it, lies near the shore south of the launching ramp, 0.75 mile NW of the mill. A second **wreck**, with 38.9 m over it, lies 0.4 mile NW of the mill. **Conspicuous** chimneys at the mill are good navigation marks.

 102 **Anchorage** can be obtained in the bay in 30 m, sand. It is well out of the tidal stream and provides shelter from all but NW winds.

103 **Middle Point**, on the west side of Duncan Bay 1.2 miles NW of the mill, is low and shelving. **Warspite Rock**, 0.1 mile east of Middle Point, has less than 2 m over it. Kelp, which runs underwater when tidal streams are strong, grows on the rock during summer months.

104 **Lights on dolphins** off the west shore of the bay are private.

105 **Booming grounds** and private mooring **buoys** line the west shore of Duncan Bay.

 106 A **submarine pipeline** (sewer outfall) extends 0.2 mile offshore from 0.5 mile south of Middle Point.

107 Tidal differences for Duncan Bay, referenced on Campbell River, are in *Canadian Tide and Current Tables, Volume 6*.

108 For information on the status of operations at Duncan Bay contact *Quicksilver Resources Inc.* (866-537-2455, www.qrinc.com).

109 *Duncan Bay Barge Terminal (Transport Canada—Harbours and Ports, 250-286-1222)*, 0.1 mile south of Middle Point, has two slips 145 m long and a deck elevation of 1.5 m. Red and white radio masts, one on each end of the terminal, have red air obstruction **lights**. Tugs are available on request.

110 Docks connected to shore by a **pier** and mooring **buoys** are 0.4 mile south of Middle Point.



 111 A **submarine pipeline** extends NE 0.25 mile offshore from *Quicksilver Resources*.

Chart 3539


Menzies Bay and Approach



112 **Race Point** ($50^{\circ}07'N$, $125^{\circ}20'W$) is a bold, rocky bluff that is steep-to.

 113 **Race Point light** (see [LL 515](#)) is on the east extremity of the point.

114 **Menzies Bay**, on the west side of the approach to Seymour Narrows, has a **ruined pier** on **Josephine Flat** near the entrance to **Mohun Creek**. **Booming grounds** with numerous **dolphins**, a mooring **buoy**, and a barge loading **ramp** are close-off **Huntingford Point**. **Bloedel**, on the south side of Menzies Bay, is fronted by **booming grounds** and has a log dump and conveyor for loading barges.

115 Tidal differences for Bloedel, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.

 116 When the flood, or south-going, **tidal stream** is running at strength through Seymour Narrows, it strikes the shore about midway between Race and Huntingford Points. Part of it flows east past Race Point, and the other part turns west to Huntingford Point, where it is deflected NW and is lost in the middle of Menzies Bay.

  117 **Caution.** — The flood stream attains 11 kn off Race Point causing overfalls and eddies extending some distance east. With fresh east or SE winds this race becomes very dangerous to small craft.



Between Middle and Race Points there is a strong countercurrent along the shore when the south-going stream is strong.


118 When the ebb, or north-going, stream is running at strength toward Seymour Narrows its west part impinges on Stephenson Point but without much force and the portion of it that flows west is lost almost immediately. There is very little swirling west of a line joining Stephenson Point and a position about midway between Race and Huntingford Points.


119 **Defender Shoal**, in the middle of Menzies Bay, is composed of sand, steep-to on its east side, and dries 1.5 m near its middle. A 1.5 m **shoal** is off the NE end of Defender Shoal. A narrow channel, NE of the shoal, has a navigable width of about 130 m.

120 **Booming grounds** with numerous **dolphins** lie between Defender Shoal and the west shore of Menzies Bay. A log dump is about 60 m from shore in the form of an oval turnabout. A line of **dolphins** lies along the mud flats fronting **Menzies Creek**.



121 The bottom of Menzies Bay is littered with bark and debris from years of log booming. Anchorage is not recommended.



  122 Temporary **anchorage**, convenient when waiting the turn of the tidal stream in Seymour Narrows, can be obtained in the south part of Menzies Bay, in 9-15 m, with no inconvenience from tidal streams or eddies. Care must be taken to avoid the 4.9 m **shoal** near Bloedel. Vessels should on no account get into depths less than 10 m.


 123 Secure **anchorage** is NW of Defender Shoal in 11-12 m, mud and sand, entirely out of the tidal streams. When approaching, give Stephenson Point a wide berth. If the tidal stream is running strong get into slack water in the middle of the SE part of the bay. The NE shore, which is steep, should then be closed and kept at a distance of not more than 90 m until the mouth of a **conspicuous** green ravine with a large grey **boulder** in it is abeam. When this ravine has been passed, the vessel will be inside Defender Shoal, and **anchorage** can be obtained as convenient. Leaving Menzies Bay and proceeding north on a strong ebb stream, proceed to the east about 0.2 mile off the south shore until abeam Race Point, before turning to shape a course through Seymour Narrows.



 124 **Nymphe Cove** ($50^{\circ}08'N$, $125^{\circ}22'W$), east of **Stephenson Point**, does not offer good anchorage, it is exposed to the SE, and holding ground is poor. The bottom south of the drying mud flats at its head is bare **rock**. An **overhead cable**, vertical clearance 21 m, crosses mud flats at the head of the cove.


Seymour Narrows


  125 **Seymour Narrows** ($50^{\circ}09'N$, $125^{\circ}21'W$), the narrowest portion of Discovery Passage, begins about 1 mile NW of Race Point and is nearly 2 miles long and not less than 0.4 mile wide. Shores on either side are high, rugged, and steep-to. **Ripple Rock**, almost in the middle of the channel, causes considerable **turbulence** when **tidal streams** are running at strength.

  126 **Caution.** — Mariners are advised to navigate Seymour Narrows only at or near slack water if their vessel is of low power, towing other vessels, or is a small vessel under about 20 m long. Fatal accidents have occurred when small vessels attempted to navigate this narrows when the tidal stream was running at full strength.


 127 **Caution.** — Small vessels have capsized with loss of life while navigating Seymour Narrows even near slack water and in reasonable weather conditions. The vessels were in light condition with considerable top weight. Precautions should be taken to maintain adequate stability and trim even when planning to transit at slack water. All crew members should be alert and ready to cope with any emergency.


  128 **Caution.** — Avoid the west side of the narrows when transiting on the flood stream.

 129 **Maud Island** ($50^{\circ}08'N$, $125^{\circ}21'W$) lies on the east side at the south end of Seymour Narrows. A narrow passage north of the island is blocked by a dam and an **overhead cable** close west of the dam has a vertical clearance of 42 m. **Yellow Island**, 0.4 mile east of Maud Island, is rocky, bare and easily identified.


 130 *HMCS Columbia* has been sunk east of Maud Island as an **artificial reef** for divers. It is marked by **cautionary buoys** and has a least depth of 11.5 m. This former *Royal Canadian Navy* Destroyer Escort is 111 m long and was sunk in 1996. For more information see www.artificialreefsocietybc.ca.


131 **Marine farm** facilities are NW of Yellow Island.

 132 *Maud Island South light* (see [LL 515.5](#)), is on the south extremity of the island.

 133 *Maud Island light* (see [LL 516](#)), is on a **rock** on the west side of the island.

134 **Wilfred Point**, on the west side and at the south end of Seymour Narrows, is bare on its east side and has prominent hydroelectric **towers**.



 135 *Wilfred Point light* (see [LL 516.3](#)), is on the point.


 136 **Overhead cables** (power), vertical clearance 58 m, cross Seymour Narrows between towers. One tower is about 0.13 mile north of Wilfred Point, and the other about the same distance north of *Maud Island* light. The cables are fitted with orange and white spheres.

137 **Ripple Rock**, which has two heads with 13.7 and 15.2 m over them, is about 0.2 mile in extent and slightly to the west of mid-channel, with the south and shallowest head about 0.25 mile west of Maud Island. Channels on either side of the rock have depths in excess of 50 m.



138 **North Bluff** is a prominent headland on the east shore, about 0.6 mile north of *Maud Island* light. **Puget Bluff**, also on the east side of the narrows, is nearly 1 mile north of North Bluff. Between them about 0.3 mile inland is **Mount Lolo**.

139 Tidal differences for Seymour Narrows, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.

  140 **Caution.** — **Tidal streams** in Seymour Narrows attain 16 kn. The flood sets south and the ebb sets north. When either stream is running at strength, eddies and swirls are extremely heavy, and when these are opposed by a strong wind, the races become very dangerous to small vessels.

 141 **Caution.** — In the vicinity of Ripple Rock near the shallowest parts there are upwellings that vary in strength with the velocity of the stream. These upwellings occur about every 5 seconds, increase in size and are swept away in the current causing eddies and whirlpools.

142 Daily predictions of times of slack water, and times and rates of maximum flood and ebb streams, are tabulated for current station Seymour Narrows in *Canadian Tide and Current Tables, Volume 6*. Duration of slack water can be as much as 12 or 15 minutes, but when there is a large range of tide the interval of change can be considerably less. Local weather conditions, particularly when severe, can affect the duration of slack water considerably.

  143 On the flood stream along the west shore (Figure 1.1), eddies and **tide rips** start about opposite North Bluff, and further south under the power cables they extend out about 0.1 mile. Upwellings over Ripple Rock start under the power cables, and from there to the west shore water is very turbulent. **Tide rips** and upwellings then curve gently to mid-channel south of *Maud Island* light. In the centre and east part of the channel, the **current** is straight and true to abeam *Maud Island* light and to the south to where **tide rips** on both sides meet. Along the east shore, **tide rips** and eddies start north of North Bluff and extends in an almost straight line down to

Maud Island light. **Tide rips** extend due south of the light to about the middle of the channel where they meet **tide rips** and eddies from the west shore and culminate in large whirls and eddies. This area of maximum **turbulence** extends beyond Race Point and gradually diminishes toward the entrance to Gowlland Harbour. Maximum strength of the stream can be expected in the vicinity of *Maud Island*.



144 On the ebb stream, smooth water is present in the tongue of the stream to the north as far as North Bluff (Fig. 1.1), about 0.6 mile north of *Maud Island* light. At this point, **tide rips** from both the east and west sides meet and culminate in large, smooth whirls and eddies. Due to the course of the main stream through the narrows, upwellings over Ripple Rock are much further over toward the west shore. Therefore on the ebb no **turbulence** is met until abeam North Bluff. From this point to Puget Bluff, the channel is all whirls and eddies that diminish gradually farther north and disappear almost entirely abreast Separation Head. Maximum strength of the stream is encountered in the vicinity of *Maud Island* light.

Discovery Passage — North Part

145 From Seymour Narrows, the north part of Discovery Passage trends about 12 miles north to its junction with Johnstone Strait. North of Seymour Narrows navigation is simple and a mid-channel course should be maintained.



146 **Tidal streams** in this portion of the passage are comparatively weak and do not exceed 3 kn.



147 **Plumper Bay** ($50^{\circ}10'N, 125^{\circ}20'W$) is a convenient stopping place for vessels waiting the turn of the tidal stream in Seymour Narrows. Most of the east slope is bare. Good **anchorage**, well-sheltered and out of the tidal stream, can be obtained in Plumper Bay, in 15 to 18 m, mud and sand, about 0.5 mile ENE of **Plumper Point**. A detached **rocky** patch, with 11 m over it, lies in the middle of the bay about 0.3 miles ENE of Plumper Point. It must be avoided when anchoring. Vessels anchored in depths over 20 m can at times experience strong **tidal streams** and eddies, which might cause them to surge on the cables.



148 **Brown Bay** is on the west shore of Discovery Passage close north of Seymour Narrows. Strong **tidal streams** set through the bay on large tides.



149 *Brown Bay light* (see [LL 516.5](#)), is on an islet close north of the bay.

150 Tidal differences for Brown Bay, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.



151 *Brown's Bay Resort* has a **marina** protected by a floating **breakwater**, cabins, and an RV park. For detailed information see brownsbayresort.com.

152 **Separation Head** ($50^{\circ}11'N, 125^{\circ}21'W$) is cliffy in places and steep-to. Fishing boundary markers are on Separation Head and the north entrance point to Deepwater Bay.



153 *Separation Head light* (see [LL 516.6](#)), is off the head.



154 A **wreck**, with 23.3 m over it, lies close to the shore 0.1 mile NE of Separation Head.

155 **Deepwater Bay**, NE of Separation Head, has depths in excess of 40 m with a sand and mud bottom. A small vessel can anchor in 20 m close inshore in the south corner of the bay. **Marine farm** facilities are in the west corner, east of Separation Head, and in the east corner of the bay.

156 **McMullen Point** ($50^{\circ}15'N, 125^{\circ}24'W$) is a steep-to headland. A private dock protected by a floating **breakwater**, is in **Eagle Cove** (local name) close north of the point.



157 *McMullen Point light* (see [LL 517](#)), is on the point.



158 A **submarine cable** (fibre-optic) extends from Chatham Point to Granite Bay and McMullin Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

159 **Kanish Bay** ($50^{\circ}15'N, 125^{\circ}20'W$), entered between **Bodega Point** and **Granite Point**, has the **Chained Islands** along its south shore. Several drying **rocks** lie in the passage between Bodega Point and the west Chained Island and great care is needed in this part of the passage. **Nixon Island** is 1 mile SE of Granite Point. **Nixon Rock**, south of Nixon Island, has less than 2 m over it. **Booming grounds** and mooring **buoys** are south of Chained Islands.





160 Kanish Bay provides small craft **anchorage** 0.7 mile east of Bodega Point, south of Chained Islands, in 26 m, mud.

161 **Marine farm** facilities are in the bay at the SE end of the Chained Islands, between the Chained Islands and Granite Bay, and in the bay between Granite Bay and Small Inlet.




162 **Granite Bay**, in the SE part of Kanish Bay, has a **rock** with less than 2 m over it in its approach and its entrance fairway is less than 90 m wide. A **booming ground** and dock are at the head of the bay. Sheltered **anchorage** can be obtained in Granite Bay in 7 to 13 m, mud bottom.


 163 A **submarine cable** (fibre-optic) extends from Chatham Point to Granite Bay and McMullin Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 164 The **wreck** of a former fishing vessel is on the SW side of the head of the bay. This steel hulled vessel sank in 2005 and is reported to be 15 m long and a searchlight to be just visible at low tide.

165 A **dolphin** lies close to the island in the bay between Granite Bay and Small Inlet.

 166 **Small Inlet**, in the NE part of Kanish Bay, has a narrow entrance with depths of 2.4 m and has sheltered **anchorage**. *Small Inlet Marine Provincial Park (BC Parks)* does not have boating facilities.

167 **Islet Point** ($50^{\circ}18'N$, $125^{\circ}24'W$) is the north entrance point at the west end of Okisollo Channel. **Cinque Islands**, close west of Islet Point, are fringed with **foul ground**.


 168 **Cinque Islands light** (see [LL 517.5](#)) is on the west side of the island and has a **starboard hand daymark**.


169 A **rock**, which dries 1.2 m, lies 0.1 mile off the east shore 0.4 mile north of Cinque Islands.


170 For information on Okisollo Channel see Chapter 3.

171 **Elk Bay** ($50^{\circ}17'N$, $125^{\circ}26'W$), between **Moriarty Point** and **Elk Point**, has numerous **dolphins** along its south shore and a drying sand bank extends nearly 0.2 mile from the west shore. Log booms are in the bay.


172 **Elk Bay Recreation Site** (*Recreation Sites and Trails BC*) has a boat launching **ramp** at the main camping area. Facilities include tables, toilets, and campsites. There is road access to *Highway 19*.

 173 Fair **anchorage**, open to north and east but out of the strength of tidal streams, can be obtained in Elk Bay in a depth of about 26 m, mud and sand. The anchorage is often used when awaiting slack water at Seymour Narrows.


 174 **Otter Cove**, 2.5 miles north of Elk Bay, offers sheltered small craft **anchorage** near its head. The approach should be made between Rocky Islets and Limestone Island. The passage south of Limestone Island is encumbered with **foul ground**. **Limestone Island** lies 0.2 mile NW of **Slab Point**. **Snag Rock**, 0.1 mile east of Limestone Island, has 4.9 m over it. **Rocky Islets**, close-off the north shore of Otter Cove, consist of two islets connected by a drying **rock** ledge.


 175 **Rock Bay Marine Provincial Park** (*BC Parks*) includes the foreshore and waters from close south of Slab Point (Discovery Passage) to 0.4 mile west of Rock Bay. **Anchorage** is available. All land-based operations are private.


176 **Chatham Point** ($50^{\circ}20'N$, $125^{\circ}26'W$), at the junction of Discovery Passage and Johnstone Strait, is low, wooded, and rocky. The **conspicuous** white buildings with red roofs are the *Chatham Point Light Station*. **Foul ground**, in which there are drying and sunken **rocks**, extends from the shore north of the point. When rounding Chatham Point, give it a berth of about 0.5 mile.


 177 A **submarine cable** (fibre-optic) extends from Chatham Point up to Blind Channel settlement. Another **submarine cable** (fibre-optic) extends from Chatham Point to Granite Bay and McMullin Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

178 **Beaver Rock**, with less than 2 m over it, lies close NNE of *Chatham Point* light.

 179 **Caution**. — Small craft operators are warned against passing inside *Chatham Point* light. It can be very rough off Chatham Point when the prevailing west wind blows against an ebb tide.

 180 **Chatham Point light** (see [LL 518](#)), is off the point and is fitted with a **fog signal**.

 181 A **submarine cable** (power) is laid from Vancouver Island to *Chatham Point* light (518).

 182 A **submarine cable** (fiber-optic) enters Chatham Point light station from Granite Bay. Submarine cables extend from Chatham point light station west to Kelsey Bay.

183 A radio **tower** with red air obstruction lights is 0.3 mile NW of Chatham Point.


184 For information on *Nodales Channel* see Chapter 3.


Johnstone Strait


Charts 3543, 3544, 3545, 3546


185 **Johnstone Strait** ($50^{\circ}27'N$, $126^{\circ}00'W$) extends approximately 54 miles along the NE coast of Vancouver Island from Chatham Point at its east end to Blinkhorn Peninsula at its west end. Mountains rise abruptly from the water's edge along the south shore of the Strait. Some of the highest peaks are snow covered year-round.


186 **Thurlow Islands**, Hardwicke Island, a portion of the mainland, West Cracroft Island, and Hanson Island form the north shore of Johnstone Strait. Mountains on the north shore are not so rugged nor do they attain such great elevations. The north shore is broken by several channels and inlets.

 187 **Calling-in points** 30, 31, 32, and 33 are described in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the *Canadian Coast Guard*.


 188 Tidal differences in Johnstone Strait, referenced on Owen Bay, for Chatham Point and Knox Bay and tidal differences, referenced on Alert Bay, for Billygoat Bay, Kelsey Bay, Yorke Island, Port Neville, and Port Harvey are in *Canadian Tide and Current Tables, Volume 6*.


 189 **Tidal streams** in Johnstone and Broughton Straits are predominantly semidiurnal with the flood setting east and the ebb west. There is also a large residual westerly **current** at the surface where the strongest average currents are on the mainland side of the channel. This residual current results in much stronger ebbs than floods. In fact, many days can pass before there is any appreciable surface flood current in Johnstone Strait. In winter, prevailing SE winds tend to increase the ebb and reduce duration of the flood current. In summer prevailing NW winds have the opposite effect.

 190 At the junction of Discovery Passage and Johnstone Strait maximum flood occurs 30 minutes later than at Johnstone Strait–Central, and maximum ebb 50 minutes later. Times of slack water are very close to those at Seymour Narrows. At Bear Point, about 9 miles west, maximum flood and ebb occur 30 and 20 minutes later respectively, than at Johnstone Strait–Central, but times of slack water are quite different. Turn to flood occurs 35 minutes earlier and turn to ebb 1 h 35 later than at Johnstone Strait–Central. In this stretch of Johnstone Strait during spring tides both daily ebbs have the same velocity of 2½ kn. The current appears to level off at this speed, and to maintain it for 2½-3 hours. When the range of tide is less than 1 m there is diurnal inequality in the ebbs and the maximum speed drops to 1½ kn. The flood stream has a large diurnal inequality with a maximum just over 2 kn. When the range of tide is less than 1 m there will be no flood current for that period.


 191 In Race and Current Passages, 8 miles west of Bear Point, maximum flood and ebb occur at the same time as those for Bear Point. Slack water times however are greatly affected by the difference in the residual current between the surface and the bottom in Johnstone Strait. The turn to flood in both Race and Current


Passages occurs at the same time, but the turn to ebb in Current Passage occurs 1 h 15 earlier than that in Race Passage.


 192 In Sunderland Channel, north of Yorke Island, about 5 miles west of Current Passage, times of slack water and maximum ebb are 1 h 40 earlier, while maximum flood is 1 h 10 earlier than that at Johnstone Strait–Central.


 193 In the main body of Johnstone Strait west of Yorke Island the surface current quickly rises after slack water to 75% or more of maximum current and holds this speed for 3½ hours or more. When the prediction for lower HW at Alert Bay is less than 3.7 m, there generally will be no flood current for that period. At Forward Bay, about 11 miles west of Johnstone Strait–Central, maximum currents and turn to flood occur 10 minutes earlier than, and the turn to ebb occurs at the same time as, those for Johnstone Strait–Central.

194 At the west end of Johnstone Strait, in Blackney Passage and Broughton Strait, times of maximum current are the same, or nearly the same as Johnstone Strait–Central. Times of slack water differ considerably and are best referenced to slack water times at Seymour Narrows; see secondary current stations Blackney Passage, Alert Bay, and Pulteney Point in *Canadian Tide and Current Tables, Volume 6*.

 195 A cross section of Johnstone Strait about 1.5 miles west of Port Neville is shown during a time of average tide heights on the accompanying diagram. Large differences from one side to the other in both speeds and times of turn are evident on the surface. The flood current starts at depths around 200 m and builds up to speeds greater than ¾ kn while there is still an ebb current running on the surface. On the surface the flood current starts along the Vancouver Island shore at about the same time as it starts at depth, but takes over 2 hours to cover the strait completely from one side to the other. Current along the Vancouver Island shore is much stronger than elsewhere across the strait. However, as soon as the flood current covers the entire strait the speed drops off dramatically, to about one-third of its maximum speed. In less than two hours after the flood current covers the entire surface, the ebb current is starting to run along the mainland shore and within the hour the whole strait on the surface is ebbing. The flood current still continues to run at depth for about two hours after the start of the ebb on the surface. At the time of maximum ebb, current speed is the same across the strait then falls off quickly on the Vancouver Island shore prior to the start of the next flood current. The ebb current runs strongest on the surface with speed decreasing with depth.

 196 At a cross section of Johnstone Strait about 1.5 miles east of Port Neville, the start of the flood current is similar to the cross section west of Port Neville, but the ebb current starts in the centre of the channel rather than along the mainland shore. When running at its maximum, the ebb is much stronger along the mainland shore. On a large flood the flood current runs for 6 hours on the surface, longer at depth. Change to ebb on the surface is much quicker within the hour than on the change to flood.

 197 **Caution.** — **Tide rips**, dangerous to small craft, are encountered off Ripple Point, in Race and Current Passages and between Kelsey Bay and Port Neville.


 198 Times and rates of the maximum current and time of slack water are predicted and tabulated as daily tables for current station Johnstone Strait–Central, which is about 1.5 miles to the west of Port Neville. These predictions are in *Canadian Tide and Current Tables, Volume 6*.


199 Secondary current stations in Johnstone Strait, referenced on Johnstone Strait–Central, are given for Bear Point, Camp Point, Current Passage, Sunderland Channel, and Forward Bay in *Canadian Tide and Current Tables, Volume 6*.

Chart 3543

Chatham Point to Tye Point


200 **Rock Bay** ($50^{\circ}20'N$, $125^{\circ}28'W$), between Chatham Point and **Rock Point**, has a launching **ramp** and dock, protected by a floating **breakwater**, on its west side. A road from the bay connects with the main highway system.



 201 **Rock Point light** (see [LL 519](#)), is on the point and is fitted with a **radar reflector**.

 202 **Little Bear Bay**, west of Rock Point, is almost completely filled with a moderately steep-to drying bank. **Booming grounds** with **dolphins** are in the bay, and blue tanks of a salmon hatchery are on shore west of the drying flats. A **submarine pipeline** extends into the bay from the hatchery.

203 **Turn Island** ($50^{\circ}21'N$, $125^{\circ}28'W$) is wooded and about 0.1 mile off the south extremity of **East Thurlow Island**.



204 **Siwash Rock**, 0.1 mile south of the west end of Turn Island, has less than 2 m over it.


 205 **Turn Island light** (see [LL 518.5](#)), is on the south side of the island.

  206 **Anchorage** for small vessels can be obtained in 13 to 15 m in the middle of **Turn Bay**, north of Turn Island. The bay is protected from seas

but exposed to winds. A considerable **tidal stream** sets through Turn Bay.

207 **Walkem Islands** ($50^{\circ}22'N$, $125^{\circ}31'W$) lie on the north side of the strait.


  208 **Caution.** — **Tidal streams** are strong in vicinity of Walkem Islands. These islands should not be approached within a distance of 0.2 mile. Anchorage in the channel north of the largest island is not recommended.


 209 **Walkem Islands light** (see [LL 520](#)), is on a drying **rock** close south of the islands and is fitted with a **radar reflector**.


210 **Edith Point** ($50^{\circ}23'N$, $125^{\circ}33'W$) is the SW extremity of East Thurlow Island. **Ivanhoe Rock**, 0.4 mile SSE of Edith Point, is **awash**.



211 For information on Mayne Passage see Chapter 3.

212 **Ripple Point** ($50^{\circ}22'N$, $125^{\circ}35'W$) rises steeply to the mountains of **Halifax Range**.

 213 **Ripple Point light** (see [LL 521](#)), is on the point and is fitted with a **radar reflector**.

 214 Off Ripple Point, the ebb or west-going **stream** attains 2-4 kn and the flood stream attains 2-3 kn.

 215 **Caution.** — At times there is a **race** dangerous to small craft in the vicinity of Ripple Point.


  216 **Knox Bay**, an indentation in the shore of **West Thurlow Island**, has a log dump and **booming ground** on the west shore. Depths in the bay are too great for anchorage. It is reported that small craft can obtain **anchorage** in 15 m close to shore in the NW corner. Heavy **tide rips** are often formed off **Needham Point**. A drying **rock** lies about 0.1 mile off the west entrance point of the bay.

217 Tidal differences for Knox Bay, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.


218 **Bear Bight** ($50^{\circ}21'N$, $125^{\circ}39'W$) has shelter for small craft east or west of the islet connected to shore. A fishing boundary marker is on the north side of the islet. The bay is a **booming ground** and white buildings of a logging camp (1995) are **conspicuous** from NW.


Chart 3544


219 **Humpback Bay** ($50^{\circ}22'N$, $125^{\circ}41'W$), 0.8 mile west of **Bear Point**, forms the mouth of **Amor de Cosmos Creek**. A drying flat extends 0.1 mile out from the mouth of the creek and a house is in the cove west of the bay. **Palmer Bay** is 1.2 miles west of Humpback Bay.

 220 *Bear Point light* (see [LL 521.6](#)), is on the point and is fitted with a **radar reflector**.

221 **Vansittart Point** ($50^{\circ}23'N$, $125^{\circ}45'W$) is on the south shore of West Thurlow Island, at the foot of **Mount Vansittart**.

 222 *Vansittart Point light* (see [LL 522](#)), is on the point on the south side of West Thurlow Island and is fitted with a **radar reflector**.

 223 **Vere Cove**, entered between **Tyee Point** and **Eden Point** at the west end of West Thurlow Island, has steep wooded shores and has **anchorage** for small vessels in 20 to 30 m. The anchorage is well out of the tidal streams but exposed to the west. **Dorothy Rock**, off the south shore, dries 4 m.

 224 *Tyee Point light* (see [LL 522.2](#)), is on the SW point of West Thurlow Island and is fitted with a **radar reflector**.


Race and Current Passages

225 **Current Passage** lies to the north of Helmcken Island and **Race Passage** lies to the south. Chancellor Channel, to the east of these passages, leads north of West Thurlow Island.



226 *For information on Chancellor Channel see Chapter 3.*


227 The *Johnstone Strait Traffic Separation Scheme* commences close west of Vansittart Point and extends to the west end of Hardwicke Island. It is recommended for use by all vessels. Separation of traffic is achieved by using Helmcken Island and Ripple Shoal as natural obstacles to divide east from westbound traffic and by introducing separation zones to the east and west of the natural obstacles at the junctions of Race and Current Passages. No inshore traffic zones are provided.


228 It is recommended that eastbound traffic pass to the south of the separation zones and obstacles by using Race Passage, and that westbound traffic pass to the north of the separation zones and obstacles by using Current Passage.


 229 **Caution.** — In some instances a large vessel or a towboat with rafts proceeding westbound on an ebb tide may have difficulty making the turn to starboard into Current Passage and clearing Ripple Shoal. Under such circumstances the Master may decide to proceed against the traffic flow through Race Passage and should make every effort to warn traffic in the area. At times of reduced commercial traffic westbound cruise ships will transit Race Passage along with tug/tow traffic.

230 Tidal differences, referenced on Alert Bay, are given for Billygoat Bay, Kelsey Bay, and Yorke Island in *Canadian Tide and Current Tables, Volume 6*.



  231 **Caution.** — **Tidal streams** in the vicinity of Camp Point and Ripple Shoal attain 6 kn with heavy **tide rips** at times. Tidal streams are also very strong off Tyee Point, and there are often heavy **tide rips** usually with the flood stream when it is opposed by a strong SE wind.

 232 **Tidal streams** run strong through Current Passage and Race Passage. They attain 5 kn on the ebb and flood in Current Passage and 6 kn on the ebb and flood in Race Passage.


 233 **Caution.** — Eddies and swirls in these passages are numerous and frequently strong. When wind opposes the tidal stream they can become dangerous to small vessels.


 234 **Caution.** — Over and around Earl Ledge heavy **tide rips** and swirls are sometimes formed. The west approach to Race Passage and Current Passage can be extremely dangerous to small craft when winds oppose the ebb tidal stream.

235 Secondary current stations, referenced on Johnstone Strait—Central, are given for Camp Point, at the east end of Race Passage, and Current Passage in *Canadian Tide and Current Tables, Volume 6*.

  236 **Caution.** — On a strong ebb (westbound) tidal stream, care should be taken to avoid being set on Ripple Shoal when altering course to pass north of it. After rounding Helmcken Island care should be taken to avoid being set toward Earl Ledge.

237 **Camp Point** ($50^{\circ}23'N$ $125^{\circ}50'W$) is a rounded projection fronted by **rock** ledges. The coast is fringed with drying **rocks**, **rock** ledges, **boulders**, and gravel beaches for 1 mile ESE of the point. To the west it is steep and cliffy with mountains rising abruptly from the water's edge.

 238 *Race Passage East light* (see [LL 522.5](#)), is on a **rock** and is fitted with a **radar reflector**.

 239 *Camp Point light* (see [LL 523](#)), is on the point and is fitted with a **radar reflector**.

240 **Ripple Shoal**, in the fairway between Camp and Eden Points, is about 1 mile long with several heads and the least depth is 2.8 m. The fairway between the shoal and Camp Point has a minimum width of about 0.3 mile. Kelp grows on the shoal during summer months but is drawn under by tidal streams.

241 **Helmcken Island** ($50^{\circ}24'N$, $125^{\circ}52'W$), in the middle of Johnstone Strait, is a natural obstacle used to divide eastbound traffic from westbound traffic. Coasts are

rugged and indented, especially on its north side, where there are several islets and **rocks** close to shore. **Speaker Rock**, 0.3 mile east of Helmcken Island, dries 2.6 m.



242 Small craft **anchorage** sheltered from west winds can be found on the north side of Helmcken Island, east of the north peninsula. **Billygoat Bay** offers **anchorage** with mud bottom but holding ground is poor; running mooring lines to shore is recommended.



243 *Helmcken Island Sector light* (see [LL 525](#)), is on a drying **rock** on the NE side of the island.

244 *Helmcken Island rear range daybeacon*, on the east end of the 43 m high island about 0.4 mile WNW of the light, is a mast fitted with a white rear range **daymark** with a red vertical stripe. The **daybeacon** is clearly visible from abreast Tye Point. The light structure and daybeacon in line bearing 296½° lead south of Ripple Shoal.



245 *Helmcken Island South Sector light* (see [LL 533](#)), is on the south side of the island.



246 *Peterson Islet light* (see [LL 534](#)), is on the north extremity of the islet.



247 *Current Passage Sector light* (see [LL 524](#)), is on the south side of Hardwicke Island.



248 *Helmcken Island North light* (see [LL 526](#)), is on the north side of the island and is fitted with a **radar reflector**.



249 *Earl Ledge light* (see [LL 534.3](#)), is on the south end of the ledge.

250 **Hardwicke Island**, on the north side of the strait, is mountainous and toward its centre is the **conspicuous** summit of **Mount Royston**.

251 **Earl Ledge** (*50°25'N, 125°55'W*) extends 0.25 mile south from the south shore of Hardwicke Island and is steep-to on its west side with **shoal** ground, over which there is extensive kelp, extending 0.3 mile from its east side. The ledge is covered by the red sector of *Helmcken Island South Sector* light and is marked by the *Earl Ledge* light at the south end of the ledge. **Hardwicke Island** locality is close NE of Earl Ledge. A dock is west of the ledge.

252 **Peterson Islet** (*50°23'N, 125°54'W*), 1.1 miles SW of the west extremity of Helmcken Island, has drying **rock** ledges extending from its SW and east sides.

253 **Hkusam Bay**, 0.5 mile west of Peterson Islet, is suitable only for small craft. Three **rocks**, with less than 2 m over them, lie about 0.15 mile offshore between Peterson Islet and Hkusam Bay. Remains of the First Nations village **Hkusam** lie on the west shore of Hkusam Bay.

Salmon Bay to Port Neville

254 **Salmon Bay** (*50°23'N, 125°57'W*), the estuary of **Salmon River**, is filled with drying mud flats that are steep-to along their outer edge. **Graveyard Point** is on the east side of the entrance to the bay. Small craft frequently use the estuary. The river is of considerable size and flows through a valley that separates **Prince of Wales Range** from **Newcastle Ridge**.

255 A **speed limit** of 10 km/h (5 kn) is prescribed by the *Vessel Operation Restriction Regulations* for the Salmon River estuary to the confluence with the White River.

256 **Kelsey Bay** (*50°24'N, 125°58'W*) is a small indentation on the west entrance point to Salmon Bay. **Kelsey Bay**, along the west side of Salmon Bay, has a community **pier**, a small craft harbour, and logging facilities. A road leads to Sayward and to *Highway 19*.



257 A **submarine cable** (fibre-optic) extends from the entrance of Port Neville Inlet to Kelsey Bay. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

258 The village of **Sayward**, on the west bank of Salmon River about 5 km south of Kelsey Bay, has a post office, *Royal Canadian Mounted Police (RCMP)* detachment, ambulance service, lodging, recreation centre, restaurants and campgrounds. A summer market takes place on Saturdays.

259 Tidal differences for Kelsey Bay, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.



260 *Kelsey Bay Wharf (Sayward Futures Society, (250-282-0018)* extends north of the rock **breakwater**. A **float** 55 m long, temporarily closed (2021), is attached to its west side. The wharf has a tourist information office, gift shop and café. Light refreshments and internet access are available here. A launching **ramp** is adjacent to the **wharf**.



261 *Kelsey Bay Marina public wharf and floats, (Sayward Harbour Authority, 250-282-0178)* south of the rock and floating breakwater, provides berthing space for vessels up to 20 m and is given moderate protection by the breakwater. Power, water and garbage disposal facilities are available. The marina does not monitor VHF.



262 *Kelsey Bay Breakwater light* (see [LL 534.5](#)), on the floating **breakwater** protecting the small craft harbour, is shown from a mast.


263 The former ferry landing, south of the docks, is private and consists of several **dolphins** and **floats**.

KELSEY BAY (2005)



BC Ferries landed here until the late 1970s as part of the Inside Passage route to Prince Rupert. The service was moved to Port Hardy where it operates today.

264 Five grounded hulks, SE of the former ferry landing, form **breakwaters** for an extensive booming area to the south. The hulks were formerly the *Cardena* (*Union Steamship*), *HMCS Runnymede*, *Lasalle* and *Longueil* (World War II frigates), and the *USS Charleston*.

 265 A **submarine cable** (fiber-optic) enters Kelsey Bay from Chatham Point to the South. Cables extend from Kelsey Bay to Port Neville.

266 **Brasseau Bay**, 0.4 mile NW of Kelsey Bay, has a dock and **dolphins** at its head.


267 **Yorke Island** ($50^{\circ}27'N$, $125^{\circ}59'W$) lies in the entrance to Sunderland Channel. Two buildings, halfway up the slope on the SW side of Yorke Island, are remains of a World War II gun battery. Two drying **rocks** lie about 0.1 mile off the NW extremity of the island. A ledge of drying **boulders** extends south for nearly 0.1 mile from the south extremity of the island. A **rock**, which dries 1.2 m,

lies close east of the boulder ledge. Close east of the above ledge are the bases of a few **piles**, which are the remains of an old jetty.

268 *Hən̓ámd̓i Məkola/Yorke Island Conservancy* (BC Parks) includes Artillery Islets, Yorke Island, Clarence Island, and Fanny Island.

269 Tidal differences for Yorke Island, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

270 **Artillery Islets**, 0.2 mile south of the south extremity of Yorke Island, are surrounded by drying ledges. A fishing boundary marker is on **Hardwicke Point**, and **Nichols Bay** is 0.4 mile SE of the point. **Clarence Island** is wooded and **Fanny Island** is bare. They lay about 0.4 and 0.6 mile, respectively, NW of Yorke Island. Navigation between the islands is inadvisable because of shallow depths.

 271 **Fanny Island light** (see [LL 542.8](#)), is on the island.

272 For information on Sunderland Channel see Chapter 3.

Chart 3564

273 **Tuna Point** ($50^{\circ}28'N$, $126^{\circ}00'W$) has **foul ground** extending 0.1 mile SW from it. **Mary Island**, 0.4 mile SE of Tuna Point, has white cliffs on its south side. The bay north of Mary Island and **McLeod Bay**, 0.5 mile east of Mary Island, are reported to provide shelter from west winds.



274 **Tuna Point light** (see [LL 543](#)), is on the west side of the point on the east side of the entrance to Blenkinsop Bay and is fitted with a **radar reflector**.

275 **Blenkinsop Bay** ($50^{\circ}29'N$, $126^{\circ}00'W$) has extensive drying flats at its head, north of **Black Island**. **Tuna River** flows across these flats. The west shore rises steeply from **White Bluff** to **Hardy Peak**, and the east shore is of moderate height. **Blink Rock** and **Elf Shoal** lie off the east shore, north of Tuna Point. **Datum Boulder** lies close east and **Jesse Island** 0.5 mile SW of **Point George**.



276 **Anchorage** in Blenkinsop Bay is well protected with good holding ground. Anchor in the west part of the bay in 11 to 18 m, mud bottom. The small bay west of Point George also affords good **anchorage** with shelter from west winds.



277 **Port Neville Inlet**, entered between **Ransom Point** ($50^{\circ}29'N$, $126^{\circ}05'W$) and **Neville Point**, has secure **anchorage** for small craft. It is often used by commercial fishing vessels.



278 A **submarine cable** (fibre-optic) extends from the entrance of Port Neville Inlet to Ella Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

279 **Milly Island**, close south of Neville Point, is wooded. The entrance channel, between Ransom Point and **July Point** 1.4 miles north, is 0.3 mile wide. During summer months kelp grows across it. **Channel Rock**, 0.3 miles SW of July Point, and three other **rocks** with less than 2 m over them, lie on the sill that crosses the entrance channel.

280 Tidal differences for Port Neville, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.



281 **Tidal streams** in the entrance to Port Neville attain 3 kn at times.

282 **Piles and dolphins**, some submerged, lie close-off the east shore of the entrance channel.

283 **Port Neville** locality is 0.5 mile north of Ransom Point on the east side of the entrance. There are no services in Port Neville.



284 A **public dock** (*Strathcona Regional District*), attached to two **dolphins**, is 17 m long at its outer end and has a depth of about 6 m alongside. A dock for small craft attached to the north end of the main dock is 18 m long. It has been reported that **tidal streams** are strong at the public dock.

285 **Dolphins** lie close south of the public dock.

286 **Robbers Nob**, 1.2 miles NE of July Point, is a **conspicuous** mass of scrub covered **rock** at the extremity of a low grassy point. A private dock is on the SE end of Robbers Nob.

287 **Submarine piles** extend from the south side of **Baresides Bay**.

288 The channel between **Hanatsa Point** and **Collingwood Point** is less than 0.1 mile wide and a depth of about 2.1 m can be carried through it. **Cuthbert Rock**, SW of Collingwood Point, dries 2.7 m. East of Collingwood Point Port Neville Inlet deepens to about 17 m then terminates in drying flats over which the **Fulmore River** drains.

289 **Booming grounds** lie along the north shore west of Fulmore River.

Chart 3545

Blenkinsop Bay to Swaine Point

290 The Vancouver Island shore west of Kelsey Bay rises abruptly to high mountain ranges except near the mouths of a few river valleys.



291 **Hickey Point light** (see [LL 535](#)), is on the point.

292 **St. Vincent Bight** offers shelter from west winds for small craft close inshore at its west end. **Windy Point** ($50^{\circ}28'N$, $126^{\circ}10'W$) is high and steep-to with some above-water **rocks** close NW. A logging camp with a booming ground and an A-frame are in the bay 1 mile west of Windy Point.



293 **Caution.** — A detached **rock**, with less than 2 m over it, lies about 0.1 mile offshore 1 mile west of Windy Point.

294 **Adam River** ($50^{\circ}28'N$, $126^{\circ}17'W$) flows into the south side of the strait across steep-to drying mud flats. A **breakwater** is at the mouth of the river (2006).



295 **Caution.** — A detached **rock**, with 1.2 m over it, lies about 91 m offshore about 0.7 mile WNW of Adam River.

296 A log dump and dock are 0.5 mile west of **Cederstedt Creek**.

297 **Naka Creek** ($50^{\circ}29'N$, $126^{\circ}25'W$) has **conspicuous** white buildings and a rock **breakwater** near its entrance.

298 **Robson Bight** ($50^{\circ}29'N$, $126^{\circ}35'W$) has drying flats at its south end formed by the sediments of **Tsitika River**.


299 *Robson Bight (Michael Bigg) Ecological Reserve (BC Parks)* was established to protect habitat of the *Orcinus orca* (killer whale) and boaters are required to remain outside the reserve. The upland portion of the reserve is closed to all entry except by permit.

300 **Mount Nelson** ($50^{\circ}30'N$, $126^{\circ}10'W$) is a prominent summit that dominates the rugged shore on the north side of the strait.

301 **Stimpson Reef** ($50^{\circ}30'N$, $126^{\circ}12'W$), 0.6 mile ESE of **Stimpson Point**, is a drying reef, steep-to on its south side. A fishing boundary marker is on Stimpson Point.

302 *Stimpson Reef daybeacon*, on the reef, is a white cylindrical tower with a red band on top and is fitted with a **radar reflector**.


303 **Broken Islands**, 3 miles WNW of Stimpson Point, are steep-to on the south and west sides. **Foul ground** lies between the islands and between them and **Domville Point**.

 304 *Broken Islands light* (see [LL 536](#)), is on the SW extremity of the island, and is fitted with a **radar reflector**.


305 **West Cracroft Island** has Johnstone Strait on its south side, Port Harvey and Cracroft Inlet on its east side and Clio Channel and Baronet Passage on its north and west sides. **Mount Thomas** near the east end has a rounded summit.

306 *For information on Port Harvey, Havannah Channel, Call Inlet, and Chatham Channel see Chapter 3.*

307 **Escape Reef** ($50^{\circ}31'N$, $126^{\circ}21'W$) is about 0.25 mile long and has three heads with less than 2 m over them. Kelp grows on the reef during summer months.

 308 **Forward Bay** ($50^{\circ}31'N$, $126^{\circ}23'W$) has fair **anchorage** in 27 to 29 m near its north end. Small craft can find shelter from strong westerly winds north of **Bush Islets**, in the west part of the bay.

309 Between Forward Bay and Boat Bay, about 6 miles west, a number of **rocks** and **shoals**, marked by kelp in summer, lie within 0.2 mile of the north shore of Johnstone Strait.

 310 **Boat Bay** ($50^{\circ}31'N$, $126^{\circ}34'W$) has sheltered **anchorage** for small craft north of the islet

lying about 0.15 mile offshore. A drying **rock** lies about 0.15 mile south of the west extremity of the islet. A **rock**, with less than 2 m over it, lies 0.2 mile ENE of the islet.

311 **Swaine Point** is 0.6 mile west of the islet in Boat Bay.


 312 *Boat Bay light* (see [LL 544](#)), is west of the bay.



Chart 3546


Swaine Point to Blinkhorn Peninsula

313 *Qwiquallaaq/Boat Bay Conservancy (BC Parks)* protects the bays, coves, small islands, cliffs, and forested lands at the west end of West Cracroft Island. The Sofia Islands are included in this conservancy. Recreational facilities include a rustic campground and picnic sites. The conservancy is within the traditional territories of the Mamalilikulla—Qwe'Qwa'Sot'Em and Tlowitsis First Nations.

314 **Sophia Islands** ($50^{\circ}32'N$, $126^{\circ}38'W$) consist of two large and several smaller islands with numerous drying and sunken **rocks** around them. They form two groups. Small vessels can navigate between the two groups and between the islets and the north shore. **Baron Reef** lies 0.8 mile NW of the west Sophia Island.

 315 **Growler Cove**, known locally as **Pig Ranch Cove**, is entered between Sophia Islands and Baron Reef. It is a narrow inlet that dries at the head and has several **rocks** close to both shores. Small vessels can obtain sheltered **anchorage** in 9 to 13 m in the cove which is also used by commercial fishermen. Kelp is reported to grow off the south entrance point.

  316 **Cracroft Point** ($50^{\circ}33'N$, $126^{\circ}40'W$) is the east entrance point at the south end of Blackney Passage. Heavy **tidal races** are formed off the point on both flood and ebb **tidal streams**.

 317 *Cracroft Point light* (see [LL 544.4](#)), is at the Blackney Passage entrance.

318 *For information on Baronet Passage see Chapter 3.*

319 **Hanson Island** lies on the north side of the west end of Johnstone Strait and its south coast is fairly straight and moderately steep-to.

320 **Blinkhorn Peninsula**, on the south shore opposite the west end of Hanson Island, has drying and sunken **rocks** close offshore at its west end.

321 *Blinkhorn Peninsula Recreation Site (Recreation Sites and Trails BC and Namgis First Nation)* is suitable for use by kayaks and small vessels. Three campsites are on the shore of the east bay.



322 *Blinkhorn Peninsula light* (see [LL 545](#)), is on the peninsula, and is fitted with a **radar reflector**.

Broughton Strait

323 **Broughton Strait** ($50^{\circ}37'N$, $127^{\circ}3'W$), a continuation of Johnstone Strait, leads into Queen Charlotte Strait at its west end. It is bounded on the south by Vancouver Island and on the north by the Pearse Islands, Cormorant Island and the west portion of Malcolm Island. At its east end Weynton Passage leads north into Cormorant Channel and Blackfish Sound, and Pearse Passage leads into the central part of Cormorant Channel.



324 **Calling-in points** 35 and 36 are described in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the *Canadian Coast Guard*.

325 The *Broughton Strait/Haddington Island Traffic Separation Scheme* is recommended for use by all vessels. Separation of traffic is achieved by using Haddington Island to divide eastbound from westbound traffic and by separation zones to the SE and NW of Haddington Island. Eastbound traffic passes south of Haddington Island and westbound traffic passes north of Haddington Island using Haddington Passage. No inshore traffic zones are provided.



326 **Caution.** — In some instances large vessels or tugs with long tows proceeding eastbound may have difficulty in making the turn to starboard to pass south of Haddington Island. The Master may decide to proceed against the traffic flow through Haddington Passage but should make every effort to warn other traffic in the area.

327 A passenger and vehicle **ferry** crosses Broughton Strait between Port McNeill, Alert Bay, and Sointula. Charted ferry routes are a general indication of the routes followed.

328 Tidal predictions in Broughton Strait are given for Alert Bay. Tidal differences, referenced on Alert Bay, are given for Port McNeill in *Canadian Tide and Current Tables, Volume 6*.



329 **Tidal streams** in the Broughton Strait fairway attain 3 kn but in Port McNeill they are not felt. The set is oblique across Neill Ledge, and on a strong flood tide there is often a strong **countercurrent** to the east of Alert Bay setting west along the north shores of the Pearse Islands. Two secondary current stations in Broughton Strait, referenced on Johnstone Strait—Central, are in *Canadian Tide and Current Tables, Volume 6*. The stations are Alert Bay, which is the passage south of Cormorant Island, and Pulteney Point, which is at the west end of Broughton Strait.

Main Shipping Channel

330 The main shipping channel through Broughton Strait passes to the south of Cormorant Island, then through the **traffic separation scheme** with westbound traffic passing to the north of Haddington Island through Haddington Passage, and eastbound traffic passing to the south of Haddington Island.



331 **Bauza Islet** ($50^{\circ}33'N$, $126^{\circ}48'W$) is surrounded by **foul ground**. **Bauza Cove** can be entered on either side of Bauza Islet. It affords **anchorage** to small vessels in a depth of about 20 m.

332 **Wastell Islets** lie close north of **Wastell Point**, the west entrance point to Bauza Cove. **Ella Point** and **Lewis Point**, west of Wastell Islets, are the entrance points to Beaver Cove. A fishing boundary marker is on Lewis Point.



333 A **submarine cable** (fibre-optic) extends from Ella Point to Port Neville. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.



334 *Lewis Point light* (see [LL 546](#)), is on the west side of the entrance to Beaver Cove.

335 **Hidden Cove** (local name), 0.2 mile west of Lewis Point, has a resort. Moorage, accommodation, and dining are available.

336 **Alder Bay** (local name) is 2.3 miles west of Lewis Point. *Alder Bay Resort* is protected by a floating **breakwater**. For detailed information see www.alderbay.com.

337 **Cormorant Island** ($50^{\circ}35'N$, $126^{\circ}55'W$) is fringed with beaches of **boulders** and shingle extending nearly 0.1 mile offshore in places. **Gordon Bluff**, known locally as **Pepper Point**, is the SE extremity. **Yellow Bluff**, the south extremity of the west part of Cormorant Island, is an overgrown cliff. A beach of **boulders** and gravel, bordered by shallow depths marked by kelp, extends 0.1 mile south from the bluff.




338 A fibre-optic **submarine cable** extends east from Gordon Bluff to Ella Point



339 *Yellow Bluff Sector light* (see [LL 549.2](#)), is on a **shoal** off the bluff. It is fitted with a **radar reflector**.


340 A **tower** with red air obstruction lights is 0.4 mile WNW of Gordon Bluff. **Towers** with red air obstruction lights are 0.5 mile WNW of Gordon Bluff, and **towers** with red air obstructions lights are in the village of Alert Bay about 1 mile NW of Gordon Bluff.


 341 A **submarine cable** (power) and a **submarine pipeline** cross Broughton Strait between Vancouver Island and Gordon Bluff.

 342 Waters of Broughton Strait fronting Alert Bay are a **seaplane landing area**.


343 Vessels passing Alert Bay should reduce speed to avoid damage to small vessels and wharves.

344 **Nimpkish Bank** extends from the south shore across the mouth of the **Nimpkish River** and dries in places. **Green Islet**, on a drying part of Nimpkish Bank, is 1 m high and covered with coarse grass. **Kish Rock**, 0.4 mile NW of **Green Islet**, dries 0.9 m. **Alert Rock**, at the NW extremity of Nimpkish Bank and about 0.2 mile NNE of Kish Rock, has 3.6 m over it.

 345 The Nimpkish River is barred by rapids, **overhead power cables**, and a highway **bridge**. It can be ascended only by small vessels for a short distance. Flats covered with **boulders** are on either side of the river mouth, between which the channel is narrow. **Flagstaff Islet** lies in the mouth of the river.

 346 **Nimpkish Bank light** (see [LL 549](#)), is on a **shoal** and is fitted with a **radar reflector**.

347 **Alert Rock light buoy N17 (549.3)**, north of the rock, is a **port hand buoy**.


 348 **Anchorage** can be obtained off the mouth of the Nimpkish River in 20 m, out of the tidal stream, with Green Islet bearing 110°, distant 0.5 mile.


349 **Haddington Island**, 2.3 miles west of Cormorant Island, is wooded and has some **conspicuous** stone quarries on its SE side.

350 **Haddington Passage**, to the north of Haddington Island, is the westbound traffic lane in the *Broughton Strait/Haddington Island Traffic Separation Scheme*.

351 **Dickenson Point (50°37'N, 127°01'W)** is prominent and has a gravel beach extending south.


352 **Haddington Reefs**, 0.8 mile SSE of Dickenson Point, has two drying **rocks** and several **boulders**, with less than 2 m over them, and is marked by kelp during summer.

 353 **Haddington Reefs Pier light** (see [LL 550.2](#)), marks the reefs, and is fitted with a **radar reflector**.

 354 **Haddington Island light** (see [LL 550.5](#)), is on the north side of the island and is fitted with a **radar reflector**.

355 **Haddington Reefs light buoy N20 (550)**, west of the reef in Haddington Passage, is a **starboard hand buoy**.


356 **Broad Point** is on Vancouver Island about 1 mile SE of Haddington Island.


 357 A **submarine pipeline** (sewer outfall), marked by signs on shore of Vancouver Island and Haddington Island, extends 0.6 mile NE from between Broad Point and Port McNeill on Vancouver Island, towards Haddington Island. A fibre-optic **submarine cable** extends from Broad Point to Pulteney Point. A second **submarine cable** (fibre-optic) extends from Broad Point to Cluxewe River.

358 **Ledge Point (50°36'N, 127°05'W)** is the north entrance point of Port McNeill.

359 **Neill Ledge** extends east from Ledge Point to within 0.5 mile of Haddington Island. The ledge has an uneven bottom and kelp is present during the summer months.


360 **Neill Rock**, on the north side of Neill Ledge, has 9.8 m over it.

 361 **Broad Point West (Hyde Creek) Sector light** (see [LL 550.9](#)), is south of Haddington Island and is fitted with a **radar reflector**.


 362 **Haddington Island South light** (see [LL 550.8](#)), is on the south side of the island and is fitted with a **radar reflector**.


363 **Neill Ledge light buoy NP (551)**, east of the ledge, is a **bifurcation buoy**, preferred channel to the east.

364 **Neill Rock light buoy N21 (551.3)**, north of the **rock**, is a **port hand buoy**.


 365 **Tidal streams** set obliquely over Neill Ledge at 1 to 3 kn. Times of slack water vary little from those in vicinity of Nimpkish Bank.


366 **Sointula (50°38'N, 127°01'W)**, on **Malcolm Island** between Dickenson Point and **Rough Bay**, is a fishing, forestry and farming settlement. *Sointula Co-op* is a food store near the centre of town and there is a marine hardware store near the head of the small craft harbour. Telephone, museum, bank, hotel, restaurants, camping facilities, repair yard, postal service, water taxi, and charter aircraft are available. A passenger and vehicle **ferry** provides connection with Alert Bay and Port McNeill.


 367 Two fibre-optic **submarine cables** (fibre-optic) are located near the Sointula ferry terminal. One cable extends across Haddington Passage on the west side of Haddington Island to Broad Point, and then east to Cormorant Island between Gordon Bluff and the public dock in Alert Bay. The other cable extends to Cormorant Island east of Leonard Point and then to Mitchell Bay south of the public dock.

 368 **Sointula Breakwater light** (see [LL 552.5](#)), at the end of the rock **breakwater** that protects the *Sointula Harbour* **floats**, has a **starboard hand daymark**.

369 Private lights are on the ferry landing.

 370 A **submarine pipeline** (sewer outfall), marked by a sign onshore, extends 0.35 mile west from Dickenson Point.

 371 **Anchorage** suitable for small vessels can be obtained about 0.3 mile SW of the breakwater light in 13 to 18 m. Large vessels can anchor farther south in a depth of 30 m but it is exposed to the west.

 372 **Sointula Harbour** (*Malcolm Island Lions Harbour Authority*, 250-973-6544), on the SW side of Malcolm Island, provides 1,000 m of berthing space. Power, water, washrooms, showers, laundry, garbage disposal and sewage pumpout facilities are available. For detailed information see www.sointulaharbour.com.

373 *Tarkanen Marine Ways* offers boat repairs and can be contacted at 250-973-6710.





 374 A *BC Ferries* **ferry** landing, 1 mile SSE of Sointula Harbour, provides frequent and regular service to Port McNeill and Alert Bay.

Chart 3548

375 **Pulteney Point** ($50^{\circ}38'N$, $127^{\circ}09'W$) is at the SW extremity of Malcolm Island. **Graeme Point** is its west extremity.

 376 A **submarine cable** (fibre-optic) extends from Pulteney Point to Broad Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>


 377 **Pulteney Point light** (see *LL 553*) is on the point at the SW end of Malcolm Island and is fitted with two **fog horns**. White buildings with red roofs stand nearby. A wreck, position approximate (PA) sank 0.6 mile east of Pulteney Point.

 378 **Tidal streams** attain 3 kn on the flood and ebb. Secondary current station Pulteney Point, referenced on Johnstone Strait–Central and Seymour Narrows, is in *Canadian Tide and Current Tables, Volume 6*.

379 **Kelp Patch** ($50^{\circ}39'N$, $127^{\circ}11'W$) has 5.2 m over it.

380 **Kelp Patch light buoy** N22 (553.3), about 0.6 mile WNW of Kelp Patch, is a **starboard hand** buoy. It marks the edge of the **shoal** area extending west from Kelp Patch.

381 **Lady Ellen Point** ($50^{\circ}37'N$, $127^{\circ}07'W$) is low, wooded, and fringed with stone and shingle beaches. In the vicinity of **Cluxewe River**, beaches extend up to 0.2 mile offshore.

 382 A fibre-optic **submarine cable** extends from Cluxewe River to Port Hardy. A second **submarine**

cable (fibre-optic) extends from Cluxewe River to Broad Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

383 The *Orca Sand & Gravel* aggregate loading facility is 0.6 mile west of Lady Ellen Point. It is designed to handle Panamax class self-unloading vessels. An elevated conveyor extends 485 m from the shore to a quadrant ship loader with a capacity of 5000 tonnes per hour. The facility has mooring **buoys** and is marked by private flashing yellow lights. The conveyor and loader are brightly lit with numerous white lights for night loading operations.

384 **Single Tree Point** ($50^{\circ}39'N$, $127^{\circ}15'W$) has a stone and gravel drying spit extending 0.3 mile off it.

385 **False Head** ($50^{\circ}40'N$, $127^{\circ}17'W$), at the NW end of Broughton Strait, is low.

Beaver Cove

386 **Beaver Cove** ($50^{\circ}32'N$, $126^{\circ}51'W$) is entered between Ella and Lewis Points.


387 **Telegraph Cove**, 0.3 mile SW of Ella Point and on the east side of Beaver Cove, has an entrance approximately 60 m wide.

 388 *Telegraph Cove Resort and Telegraph Cove Marina & RV Park* are in Telegraph Cove. For detailed information see <https://telegraphcoveresort.com/>.

389 The *Canadian Coast Guard Inshore Rescue Boat (IRB) Station Telegraph Cove* operates June through to September.

390 **Englewood**, on the west arm of Beaver Cove, has accommodation with free moorage, and a fish processing plant. Docks at the head of this arm are private. A **marine farm** with net pens, an outfall pipe and onshore processing plant, at the head of the arm, is marked by yellow spherical **buoys**.

391 **Beaver Cove** settlement, on the SE side of the cove, is a logging settlement with a wood chip plant. A log dump and barge loading **ramp** are in the SE corner of the cove. A seaplane dock, inside of which the logging company secures boom boats, is adjacent to the log dump.

 392 A **wharf** with a frontage of 61 m is on the east side of the bay. About 60 m north of this wharf is the old ferry slip. **Ruins** of the *Nimpkish Iron Mines* conveyor are farther north. Boathouses and a launching **ramp** are on the east shore.

393 Extensive **booming grounds** with numerous **dolphins**, **piles**, and mooring **buoys** are in the south part of the cove, along the east shore and in the west arm of the cove. This area is served by the *Canfor* logging railroad.



394 Temporary **anchorage** can be obtained in about 55 m.

Alert Bay

395 **Alert Bay** ($50^{\circ}35'N$, $126^{\circ}56'W$) is a village on the south side of Cormorant Island. Services include the *Visitor Information Centre*, post office, *Royal Canadian Mounted Police (RCMP)* detachment, hospital, dental clinic, ambulance, accommodation, municipal campground, salon, gym, several stores (including groceries and pharmacy), credit union, and laundry mats. Sites of cultural significance include the *U'mista Cultural Centre*, the *'Namgis Burial Grounds* and the *'Namgis Big House*. The *Alert Bay Ecological Park* is a wetland park with hiking trails and a boardwalk and is located next to the campground.



396 *Royal Canadian Marine Search and Rescue (RCM-SAR) Unit 51* is in Alert Bay.

397 The *Canadian Coast Guard (CCG)* operates the *Alert Bay Differential Global Positioning System (DGPS)* broadcast station (Frequency 309 kHz, Station ID 909). See

Radio Aids to Marine Navigation (Pacific and Arctic) and *Notices to Mariners* for details and updates.

398 Mooring **buoys** are near the centre of the town and there are boat launching **ramps**. An asphalt airstrip 880 m long provides scheduled air service. A **ferry** for passengers and vehicles connects to Port McNeill and Sointula.



399 *Alert Bay Breakwater light* (see [LL 548](#)), on the NW extremity of the breakwater, has a **starboard hand daymark**.

400 A privately operated light and radar reflector are on a **dolphin** at the **ferry landing**.



401 A **submarine pipeline** (sewer outfall), at the head of the bay, extends 0.25 mile offshore.

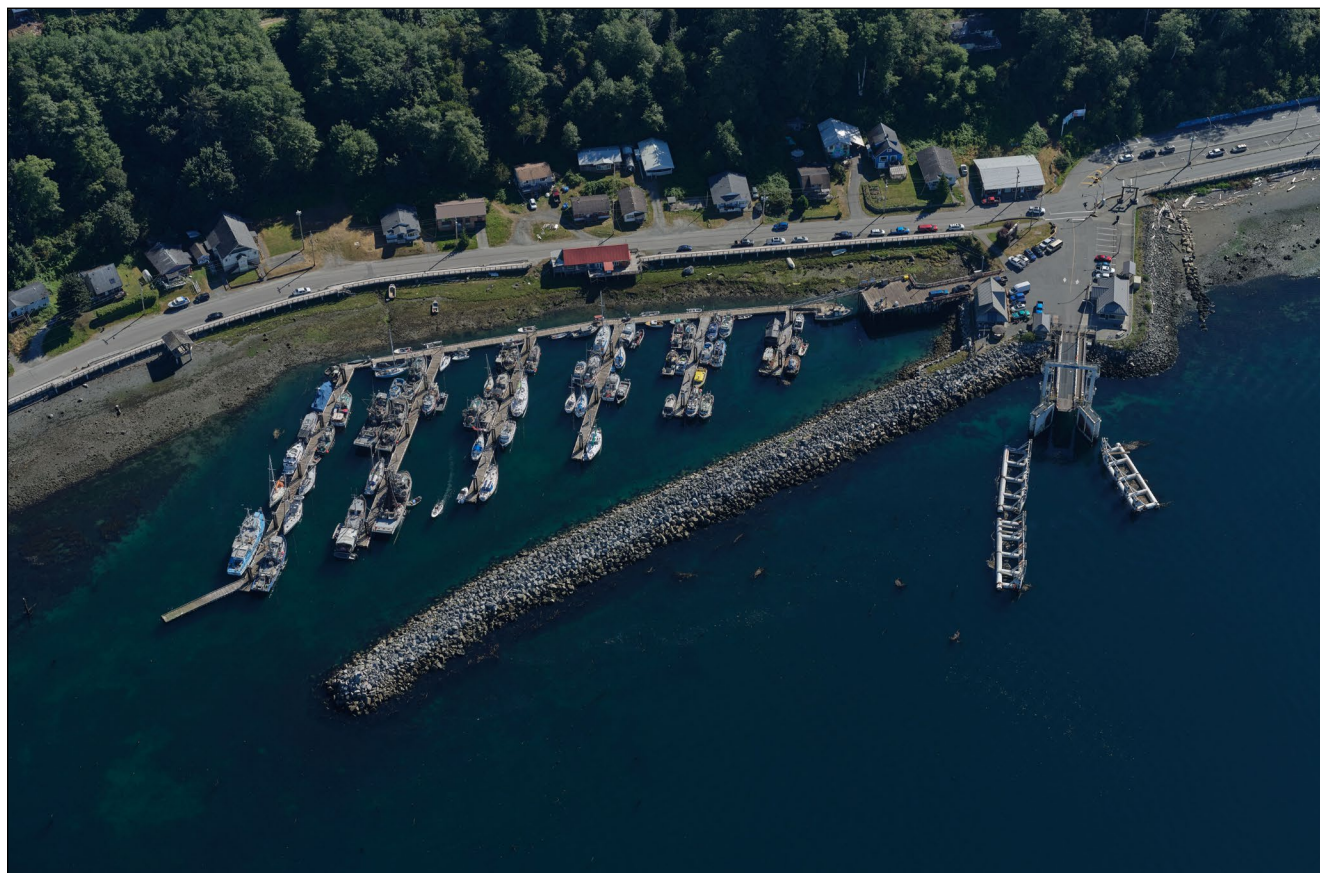


402 Good, well-protected **anchorage** can be obtained in Alert Bay, about 0.3 mile SW of the breakwater light, in depths of about 13 m, sand bottom.



403 The waters of Alert Bay and Broughton Strait, fronting the bay, are a **seaplane landing area**.

ALERT BAY (2005)



404 Tidal predictions for Alert Bay are in *Canadian Tide and Current Tables, Volume 6*.



405 **Tidal streams** on the flood run strong along the shoreline and the outer face of the wharves.

406 The main **breakwater**, with *Alert Bay* light on its NW extremity, extends 274 m from shore in a NW direction.

407 The *BC Ferries* **ferry** landing is close south of the main breakwater. Service is provided to Port McNeill and Sointula.



408 A partially submerged **wreck**, with mast visible, lies approximately 0.3 mile west of the BC Ferry dock.



409 The *Alert Bay Harbour (Alert Bay Harbour Authority)* is a core fishing harbour used by commercial fishing vessels but recreational vessel moorage is available. Alternate moorage facilities are in Port McNeill and Sointula. The seaplane dock is at the end of the outermost dock. Mariners should be prepared to encounter a strong set onto the face of the wharf. For detailed information see www.alertbay.ca.



410 The former *Shell Oil* dock is now the *Alert Bay Municipal Marina* and is operated by the village. Contact the *Alert Bay Harbour Authority* for information. A privately owned fresh seafood retail facility is open six months of the year. **Conspicuous** totem poles are close north.



411 At the head of the bay, NW of *Alert Bay Breakwater* light, is a log and **pile breakwater** protecting a **wharf** with docks attached to it. This wharf has a depth of 3.4 m alongside. There are also pilings and the remains of some old docks. Private mooring **buoys** are north of the wharf.

Port McNeill

412 **Port McNeill** ($50^{\circ}36'N$, $127^{\circ}06'W$), approached south of Neill Ledge, has generally low shores that are mostly fringed with beaches of **boulders** and shingle. The town of Port McNeill is on the south shore west of **Deer Bluff**.



413 **Caution.** — The harbour is becoming congested particularly with seaplane traffic and log booms.

414 The town of Port McNeill has a post office, a *Royal Canadian Mounted Police (RCMP)* detachment, hospital with heliport, doctors, dentists, stores, and accommodation. Daily bus service operates to Port Hardy and Campbell River. *BC Ferries* provides scheduled service to Sointula and Alert Bay.



415 *Royal Canadian Marine Search and Rescue (RCM-SAR) Unit 50* is in Port McNeill.



416 **Eel Reef**, 0.4 mile WNW of Deer Bluff, dries 4 m and is connected to the south shore by a **causeway**.



417 **Anchorage**, sheltered from north and west winds, can be obtained 0.4 mile NE of Deer Bluff in 10 to 16 m. **Anchorage** can also be obtained farther east, south of Neill Ledge, in 16 to 38 m but there is less shelter from north winds.



418 *Port McNeill Breakwater light* (see [LL 551.5](#)) is on the **breakwater**. It has a **port hand daymark**.

419 A private light and radar reflector are shown from the NE **dolphin** off the **ferry** landing.



420 The waters of Port McNeill are a **seaplane landing area**.

421 Tidal differences for Port McNeill, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

422 The **ferry** terminal extends from the east side of the *Port McNeill Small Craft Harbour*.



423 The *Port McNeill Small Craft Harbour (Port McNeill Harbour Authority)* is adjacent to the ferry terminal. The rock **breakwater** shelters three docks used by commercial vessels. A loading dock is between the commercial vessel area and the municipal dock (docks used by recreational vessels). The harbour manager's office is in the *Port McNeill Visitor Centre*. For detailed information see www.portmncNeill.ca.



424 *North Island Marina*, adjacent to the *Port McNeill Small Craft Harbour*, is gated. For detailed information see northislandmarina.com.

425 A **causeway**, close west of the *North Island Marina*, is part of a booming ground enclosure. A rock **breakwater** extends north from this causeway to the west of Eel Reef.



426 A long **jetty**, 0.5 mile west of the causeway, is for unloading logs. Numerous **piles** and **dolphins** for mooring log booms lie along the shore. Tugs use this area for shelter during SE gales.

Blackney Passage and Blackfish Sound

427 **Blackney Passage**, entered west of Cracroft Point, leads north between Hanson and Parson Islands into Blackfish Sound. Baronet Passage, north of Cracroft Point, leads east from Blackney Passage.


PORT McNEILL (2005)




  428 **Tidal streams** in Blackney Passage attain 5 kn with heavy **tide races** off Cracroft Point on both flood and ebb. The flood flows south through Blackney Passage. At the south end of the passage there is a strong **tide race** where this flow meets the east-going flood stream in Johnstone Strait.

429 Secondary current station Blackney Passage, referenced on Johnstone Strait–Central, is in *Canadian Tide and Current Tables, Volume 6*.

430 **Licka Point** ($50^{\circ}34'N$, $126^{\circ}41'W$) is the east extremity of Hanson Island. **Alexander Rock**, 0.4 mile NNW of Licka Point, has 6.7 m over it. Houses are in the bay NW of Licka Point.

 431 **Hanson Island East Sector light** (see [LL 544.5](#)), is on Licka Point.


432 **Parson Island** lies on the east side and at the north end of Blackney Passage. Two drying **rocks** lie about 0.2 mile north of Parson Island.

 433 **Parson Island light** (see [LL 544.6](#)), is on a drying **rock** and is fitted with a **radar reflector**.

434 **Parson Bay**, entered between Parson Island and **Red Point**, indents the west end of **Harbledown Island**. **Harris Shoals** lie in the middle of its entrance.

435 **Whitebeach Passage**, entered between Red Point and **Fire Point**, leads from Blackfish Sound into Indian Channel and Farewell Harbour. It is suitable only for small craft.

436 **West Passage**, between **Compton Island** and Swanson Island, is entered between **Slate Point** and **Fresh Rock**. Two drying **reefs**, **Punt Rock**, and **Star Islets** lie on the south side of the fairway. **Apples Islet**, on the north side of the fairway, is connected to Swanson Island by a drying ledge and a drying **reef** extends 0.1 mile WSW from the islet. **Stoker Point** is the SE extremity of Swanson Island.

 437 Two fibre-optic **submarine cables** extend from Slate Point with one heading west to Mitchell

Bay. The other heads east through Indian Channel landing at a spot 0.5 mile from Dead Point. The cable then continues north, winding through Spring Passage and landing at Health Bay.



438 **Farewell Harbour**, south of **Kamux Island**, affords secure **anchorage** for small vessels. *Farewell Harbour Lodge*, an eco tour lodge, with a dock and a **submarine pipeline** (sewer outfall) are on the west side of **Berry Island**.

439 **Freshwater Bay**, at the SW corner of Swanson Island, is entered between **Flower Island** and Fresh Rock. It is too open for good anchorage.

440 **Blackfish Sound** ($50^{\circ}35'N$, $126^{\circ}43'W$) leads from Blackney Passage to the SE part of Queen Charlotte Strait. **Hanson Island** and **Plumper Islands** form its south side and **Swanson Island** forms its north side.



441 **Tidal streams** in the main part of Blackfish Sound attain 1 to 3 kn. Near

Donegal Head, the east extremity of Malcolm Island, they attain 4 kn and in the vicinity of Egeria Shoal there are often **tide rips**.



442 **Spout Islet** ($50^{\circ}35'N$, $126^{\circ}45'W$) lies close-off the north coast of Hanson Island. The bay south of Spout Islet offers good **anchorage** and shelter in 5 to 10 m.



443 **Double Bay**, west of Spout Islet, has good **anchorage**. *Double Bay Sanctuary*, a whale sanctuary, ocean conservation and education centre, is in Double Bay.

444 **Bold Head** ($50^{\circ}38'N$, $126^{\circ}44'W$) is on the western extremity of Swanson Island and has drying **reefs** extending 0.2 mile west.

445 **Egeria Shoal** ($50^{\circ}38'N$, $126^{\circ}46'W$) has two rocky heads. The one to the NW is the shallowest with 23.4 m over it.

446 **Donegal Head** ($50^{\circ}38'N$, $126^{\circ}49'W$) is a prominent cliff on the east extremity of Malcolm Island.

447 *For information on waters east of Blackfish Sound see Chapter 3.*

Weynton Passage

448 **Weynton Passage** ($50^{\circ}35'N$, $126^{\circ}49'W$) leads NW from the junction of Johnstone and Broughton Straits into Blackfish Sound and the east end of Cormorant Channel. The fairway is deep and has a minimum width of 0.7 mile.



449 **Tidal streams** in Weynton Passage attain 6 kn at times and set over and across

shoals extending from Stephenson Islet. The flood sets south and the ebb north through Weynton Passage. There are heavy **tide rips** at times near both shores and in the vicinity of Stubbs Island. Times and rates of maximum current and times of slack water are predicted and tabulated as daily tables for current station Weynton Passage in *Canadian Tide and Current Tables, Volume 6*.

450 **Weynton Island**, on the east side of the passage, has drying **rocks** close west and 0.4 mile SE of it. The narrow passage between Weynton and Hanson Islands is foul. **Plumper Islands** extend NW from the NW extremity of Hanson Island. **Ksuiladas Island**, the western island of the group, is a First Nations reserve. Channels through this group are tortuous and have numerous islets, **rocks**, and **shoals**.

451 **Stubbs Island** ($50^{\circ}36'N$, $126^{\circ}49'W$) lies in the centre of the east entrance to Cormorant Channel and north of Weynton Passage.

452 **Stephenson Islet**, at the south end and on the west side of Weynton Passage, has two smaller islets close SE and **foul ground** on which there are drying **rocks** extending 0.4 mile ESE of it.

453 **Pearse Islands** are a group of ten thickly wooded islands. Do not pass between these islands and Stephenson Islet without the aid of local knowledge. A **reef** runs parallel to and about 0.1 mile south of the south shore of the main island.

454 **Pearse Reefs**, north of **Kuldekduma Island**, consist of drying and sunken **rocks**. A detached drying **rock** lies 0.4 mile WNW of the west end of Pearse Reefs.

455 **Pearse Passage** separates Pearse Islands from Cormorant Island and is about 0.7 mile wide. **Gordon Rock**, in the middle of Pearse Passage, has two drying heads. The passage is narrowed by drying and above-water **rocks** lying off the east side and by shallow depths off the west shore. The best channel is to the west of Gordon Rock, but neither is recommended.



456 **Tidal streams** set obliquely through Pearse Passage 441 and attain 4 kn at times.

Cormorant Channel

457 **Cormorant Channel** ($50^{\circ}36'N$, $126^{\circ}54'W$) parallels the east end of Broughton Strait to which it is connected by Weynton and Pearse Passages. Its north side, formed by Malcolm Island, is comparatively low and undulating with densely wooded rounded hills. Behind the

settlement of Sointula the trees have been cleared and the land cultivated.

458 *Cormorant Channel Marine Provincial Park (BC Parks)* includes the eastern portion of Pearse Islands, Stephenson Islet, the Plumper Islands, and Stubbs Island. Wilderness campsites are available to kayakers and boaters but no other facilities are provided.

459 **Submarine cables** cross Cormorant Channel between Leonard and Meynell Points.


460 A **submarine pipeline** (sewer outfall), 0.5 mile ESE of Leonard Point, extends 0.2 mile offshore.

461 **Leonard Point**, the north extremity of Cormorant Island, is fronted by a sand and gravel spit extending 0.1 mile NW. **Leonard Rock**, 1.2 miles west of Leonard Point in the west entrance to Cormorant Channel, has 3 m over it and is marked by kelp during summer. The channel between Leonard Rock and Cormorant Island is deep.

462 **Meynell Point** ($50^{\circ}37'N$, $126^{\circ}56'W$) is faced with **conspicuous** brown cliffs. A private **wharf** is on the west side of the point.

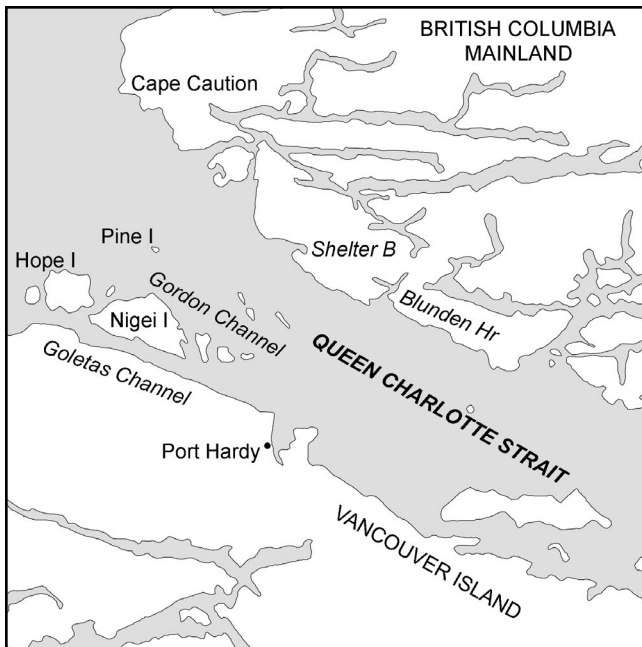
463 Sointula Lodge, formally known as Sund's Lodge, is located to the west of Meynell Point and offers fishing and wilderness tours. The docks are protected by boomstick breakwaters.

464 **Mitchell Bay** ($50^{\circ}38'N$, $126^{\circ}51'W$) is deep but shallows gradually toward a shingle beach at its head. The bay is free of off-lying dangers and sheltered from all but south winds. The **public** dock, on the east side of the bay, is 12 m long with a depth of about 5.8 m alongside. During the fishing season, a fish camp supplies some facilities.

 465 A fibre-optic **submarine cable** extends from Mitchell Bay west to Leonard Point and continues west to Sointula. Two additional cables extend east, with one landing at Compton Island, south of Slate Point. The other cable heads east and then north through Nowell Channel, continuing east through Fife Sound to Echo Bay.

Chapter 2

Queen Charlotte Strait



General


Charts 3011, 3546, 3547, 3548, 3549

1 **Queen Charlotte Strait** ($50^{\circ}45'N$, $127^{\circ}15'W$) separates the NE side of Vancouver Island from the mainland and connects Johnstone and Broughton Straits to Queen Charlotte Sound. The seaward entrance of the strait is between Cape Sutil ($50^{\circ}53'N$, $128^{\circ}03'W$) on Vancouver Island and Cape Caution ($51^{\circ}10'N$, $127^{\circ}47'W$) on the mainland. With the exception of Goletas Channel, the west part of Queen Charlotte Strait is open to the heavy swell of the Pacific Ocean.


2 The deepest route from Johnstone Strait into Queen Charlotte Strait is through Blackney Passage and Blackfish Sound entering the east end of Queen Charlotte Strait through George Passage. The most direct route from Johnstone Strait is through Broughton Strait entering Queen Charlotte Strait along the west side of Malcolm Island.

3 From the east part of Queen Charlotte Strait the route leads from the west entrance to Broughton Strait off False Head to enter Gordon Channel off Doyle Island. *Mainland inlets east of Queen Charlotte Strait are described in Chapter 4.*

4 Gordon Channel is the usual route followed through Queen Charlotte Strait into Queen Charlotte Sound. An alternative is to follow Goletas Channel as far as Noble Islets, then through Christie Passage and Gordon Channel into Queen Charlotte Sound. The route through Goletas Channel has Nahwitti Bar across its west end. In west gales heavy seas break across this bar.


 5 **Anchorage**s along the south side of Queen Charlotte Strait suitable for moderate-sized vessels are in Beaver Harbour, Hardy Bay, Port Alexander, Shushartie Bay, and Bull Harbour. Along the north side of the strait anchorages are in Blunden Harbour, Allison Harbour, and east of Knight Island.

6 Port Hardy, on NE Vancouver Island, is the main commercial centre in Queen Charlotte Strait. Port Hardy has a *Canadian Coast Guard* rescue unit, commercial fishing harbour, a *BC Ferries* terminal, and recreational marine facilities.

 7 **Calling-in points** 34, 36, 37, 38, and 39 are detailed in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the *Canadian Coast Guard*.

8 Additional detailed *Vessel Traffic Services (VTS)* information is in *Radio Aids to Marine Navigation (Pacific and Arctic)*.

9 Tidal differences in Queen Charlotte Strait, referenced on Alert Bay, are given for Raynor Group, Port Hardy, Shushartie Bay, and Sunday Harbour in *Canadian Tide and Current Tables, Volume 6*.


 10 **Tidal streams** in Queen Charlotte Strait set ESE on the flood and WNW on the ebb. A WNW **current** prevalent along the north shore is strengthened during the snow-melt period in early summer. This results in strong ebbs and weak floods along the north shore. Along the south shore flood and ebb are of about equal strength except during summer months. During summer months prevailing NW winds tend to enhance the flood. In winter the prevailing SE winds enhance the ebb.

11 Secondary current stations in Queen Charlotte Strait, referenced on Johnstone Strait (Central), are given for a position 2 miles ENE of Masterman Islands and for a position about 3 miles south of Browning Islands in *Canadian Tide and Current Tables, Volume 6*.

12 Winds in Queen Charlotte Strait are predominantly from NW in summer and SE in winter months. During summer months on clear sunny days a sea breeze usually starts in late morning, and combined with the prevailing wind can lead to wind speeds of 30 kn by late afternoon. This sea breeze diminishes just before dusk and is replaced by a weaker land breeze. During winter months, when very cold air accumulates on the interior plateau of British Columbia, strong winds periodically blow down mainland inlets such as Kingcome and Knight Inlets. These can lead to gale force winds over limited areas of Queen Charlotte Strait and are of particular importance because of their suddenness.


13 Numerous provincial parks, conservancy areas, and ecological reserves are in the area and not all are charted.

Keogh Shoals, midway between False Head and Thomas Point, is an extensive area of **foul ground** extending 1 mile offshore. Kelp grows in profusion in this area during the summer months.


 15 **Port Hardy Aeronautical Beacon light** (see [LL 554](#)), 1 mile SSE of Thomas Point, is visible from seaward and shown from a **tower** at Port Hardy Airport. A large white hangar on the airfield is **conspicuous**.

16 **Conspicuous** black rectangular microwave **towers** with red air obstruction lights are on the highest summit of **The Seven Hills**, on the peninsula separating Beaver Harbour from Hardy Bay.

17 **Round Island** ($50^{\circ}43'N$, $127^{\circ}22'W$) is the outermost of the group of islands fronting Beaver Harbour. Several drying reefs and below-water rocks surround the island.


 18 **Round Island light** (see [LL 555](#)) is on the north extremity of the island.

19 **Deer Island** lies 0.6 mile north of Thomas Point. Deer Island is a First Nations Reserve and permission to land is required. **Eagle Island** is close-off Deer Island's SE side. Depths in the passage between the point and the islands are irregular with a **shoal** and drying **reef** close north of Thomas Point and above-water **rocks** close south of Eagle Island.

 20 The passage between Deer and Peel Islands has a drying spit of **boulders** extending 0.25 mile NW from the NW side of Deer Island. **Twin Rocks**, in the centre of this passage, have **foul ground** extending 0.15 mile east from them and a **rock** with less than 2 m over it 0.2 mile to the SE.

21 Two channels are recommended for entering Beaver Harbour. Daedalus Passage is deep throughout if a mid-channel course is maintained with care being taken to avoid Herald Rock and the 4.6 m **shoal** 0.1 mile SW of the west extremity of Peel Island.


22 The second entrance channel is between Thomas Point and Eagle Island. Pass about 0.1 mile south of **rocks** on the south side of Eagle Island in order to avoid the **shoal** water extending north from Thomas Point. Pass 0.2 mile south of **Shell Island** to avoid the drying **rock** off its south side, then pass close west of Cormorant Rock and proceed to the anchorage.

 23 **Beaver Harbour**, between Thomas Point and **Dillon Point** ($50^{\circ}45'N$, $127^{\circ}24'W$), is protected by several islands in its entrance and affords good **anchorage**. Its shores are low and lined with houses. The south and SW shores are fronted by extensive drying flats. On the SW side these are composed of sand and shingle and

Queen Charlotte Strait — Western Part

Chart 3548

NE Broughton Strait to Goletas Channel

 14 The SW shore of Queen Charlotte Strait, between **False Head** ($50^{\circ}40'N$, $127^{\circ}17'W$) and **Thomas Point** ($50^{\circ}42'N$, $127^{\circ}23'W$), 4.5 miles NW, is low.

on the south side, in front of **Fort Rupert**, they are composed of white shells and shingle.


24 **Daedalus Passage**, along the west side of Beaver Harbour, has **Charlie Islands** which are bare, and **Peel Island** which is wooded, on its east side. **Herald Rock**, on the west side of the passage, has 2.4 m over it with drying **rocks** between it and the shore. A detached **shoal**, with 4.6 m over it, lies on the east side of the passage 0.1 mile SW of the west extremity of Peel Island.

25 **Patrician Cove**, 0.5 mile SSW of Herald Rock, has a drying **rock** in its centre.


26 **Cattle Islands**, south of Peel Island, are connected to one another by drying **reefs** and have three drying **reefs** close-off their NW side. **Shell Island**, SW of Cattle Islands, is surrounded by a **conspicuous** white shell beach and has drying **reefs** close south and NE of it. **Cormorant Rock**, 0.4 mile WNW of Shell Island, dries 4.3 m.

27 Cormorant Rock **daybeacon** has a bifurcation/ junction **daymark**, preferred channel to the right.

28 **Marine farm** facilities lie off the west shore of Cattle Islands.

 29 **Anchorage** west of Cattle Islands in Beaver Harbour is well protected in 20 to 25 m, mud. Small craft can anchor closer to Cattle Islands in 5 to 10 m.

30 **Masterman Islands**, close north of the peninsula separating Beaver Harbour from Hardy Bay, are four wooded islands. The passage between them and Vancouver Island is encumbered with **rocks** and usable only by small craft.

 31 **Masterman Islands light** (see [LL 563](#)) is on the NE extremity of the NE island.

32 Secondary current station Masterman Islands, referenced on Johnstone Strait (Central), is about 2 miles ENE of Masterman Islands. It is in *Canadian Tide and Current Tables, Volume 6*.

BEAR COVE BC FERRIES TERMINAL (2005)





Hardy Bay


33 **Hardy Bay**, entered between **Duval Point** ($50^{\circ}46'N$, $127^{\circ}29'W$) and **Daphne Point**, 2 miles SE, has a drying ledge extending 0.4 mile from its west side and a drying mud flat at its south end. **Quatse River** flows into its south end and **Tsulquate River** into its SW side.


34 **Marine farm** facilities are in the cove 0.6 mile south of Daphne Point.


35 A **speed limit** of 5 km/h (3 kn) is prescribed by *Vessel Operation Restriction Regulations (Canada Shipping Act)* for Hardy Bay (Inner Harbour).

 36 Hardy Bay is a **seaplane landing area**. Aeronautical strobe lights are situated at the end of the southern **breakwater** at the entrance to the boat basin and east of the boat basin. These lights are activated by aircraft when intending to land or take off.


 37 **Hardy Bay light** (see [LL 564](#)) is on the outer edge of the drying ledge 2.3 miles south of Duval Point.

 38 **Hardy Bay Inner light** (see [LL 565](#)) is 0.7 mile south of Hardy Bay light. It has a **starboard hand daymark**.

 39 **Hardy Bay Inner No. 2 light** (see [LL 565.2](#)) is 0.1 mile SE of **Hardy Bay Inner light** (see [LL 565](#)). Passing between these two inner lights provides safe entrance to the boat basin and the **Seafood Products wharf**.


 40 **Port Hardy Boat Basin North and South lights** (see [LL 566](#) and [LL 566.1](#)) are shown from the outer ends of the boat basin **breakwaters**.


41 Yellow cautionary **buoys** *ND*, *NE*, and *NF* are NW of **Hardy Bay Inner light** (see [LL 565](#)) and mark the outer edge of a drying ledge.


 42 **Caution.** — Many vessels have run aground on the drying ledge when taking a direct course from Hardy Bay to the boat basin and the **Seafood Products wharf**. Charts must be consulted to ensure a safe route is taken east of the rocks, cautionary buoys, and **Hardy Bay Inner light** (see [LL 565](#)).

PORT HARDY SMALL CRAFT HARBOUR (2005)



 43 A **submarine pipeline** crosses the drying flats on the west side of Hardy Bay, close north of Port Hardy.

 44 A **submarine cable** crosses Hardy Bay close south of the boat basin.

 45 **Anchorage** for vessels of moderate size can be obtained between *Hardy Bay light* (see [LL 564](#)) and *Hardy Bay Inner light* (see [LL 565](#)), NE of the **public wharf**.

46 **Bear Cove**, on the east side of Hardy Bay, has a *BC Ferries* terminal in its NE corner. Regular service is provided to Prince Rupert. A private light and radar reflectors are at the west end of the ferry terminal.

47 Two boat launching **ramps**, protected by a **breakwater**, are south of the ferry terminal. A **daybeacon** with a **port hand daymark** is on the outer end of the breakwater.

48 The *Chevron* berth has mooring **dolphins** connected to shore by a catwalk and is designed for berthing an oil tanker barge 80 m long with a draught of 5 m. *Canadian Coast Guard* vessels with draughts up to 6 m regularly fuel from this berth. Oil storage tanks are on shore close south.

49 Close east to the *Chevron* berth is *Coastal Mountain Fuels* (*Port Hardy Fuel Dock*) which is protected by a floating barge **breakwater**. Private lights are shown from the breakwater. For detailed information see [www.cmfuels.ca](#).



Port Hardy

50 **Port Hardy**, on the west side of Hardy Bay, has a hospital with heliport, accommodation, restaurants, shopping, recreational facilities, and a visitor centre. Port Hardy is a commercial fishing centre and most boat problems can be repaired.


51 The *Canadian Coast Guard* (CCG) has a year-round **rescue** unit based in Port Hardy.


52 *Port Hardy Airport* is about 8 km SE of the community. Scheduled bus service operates between Port Hardy and Victoria. *BC Ferries* operates a scheduled **ferry** route (Inside Passage) between Port Hardy (Bear Cove) and Prince Rupert with connections en route.


53 Tidal differences for Port Hardy, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.


  54 At the NW entrance to Hardy Bay, *Seagate Wharf* (*District of Port Hardy*), known locally as *Government Wharf*, is the site of the

Canadian Coast Guard (CCG) rescue unit. *Seagate Wharf* is the closest wharf to downtown Port Hardy.



 55 The *Summer T-Floats* (*District Of Port Hardy*) on the north side of *Seagate Wharf* has moorage for pleasure craft and fishing vessels. An interpretive *Family Fishing Park* is located here. The *Summer T-Floats* are installed from May to September, and are replaced by yellow mooring **buoys** during the winter. For detailed information see [www.porthardy.ca](#).


 56 A **submarine pipeline** extends NW from the outer end of *Seagate Wharf*, and SE, then crosses the harbour close north of Jensen Cove.


 57 A fibre-optic **submarine cable** close south of the public wharf in Port Hardy extends down to **Cluxewe River** near the western entrance to Broughton Strait. The same cable extends NW to Scarlett Point.

 58 *Hardy Bay light* (see [LL 564](#)) is on a **rock** north of *Seagate Wharf*.

59 *Keltic Seafoods Ltd.*, south of *Seagate Wharf*, is a custom fish processing facility. It provides off-loading, processing, and shipping services.

  60 The *Seine Floats* (*District of Port Hardy*), located close south of *Keltic Seafoods Ltd*, is a facility for large-size pocket cruisers and commercial fishing vessels. For detailed information see [www.porthardy.ca](#).

 61 The *Port Hardy Small Craft Harbour* (*Port Hardy Harbour Authority*), known locally as *Fishermen's Wharf*, is 0.3 mile SW of *Hardy Bay Inner light* (see [LL 565](#)). It has a depth of 3 m in the entrance and is protected by **breakwaters** extending from its north and south sides. It is used mainly by commercial fishing vessels but there is room for pleasure craft. Public docks have depths of 3.2 m alongside. For detailed information see [www.porthardy.ca](#).

 62 The *Quarterdeck Inn & Marina Resort* is close south of *Fishermen's Wharf*. For detailed information see [www.quarterdeckresort.net](#).

 63 The *District of Port Hardy Seaplane Base* is close SE of Glenlioni River.

64 Drying flats are at the south end of Hardy Bay.

Chart 3549

Goletas Channel

65 **Goletas Channel** ($50^{\circ}49'N$, $127^{\circ}44'W$) is the area SW of four channels connecting Queen Charlotte Strait with Queen Charlotte Sound. Entered from the east between Duval Point and Doyle Island, it extends 23 miles WNW

PORT HARDY CANADIAN COAST GUARD WHARF (2005)



between Vancouver Island on the south side and a chain of islands on the north side. Several navigable channels between islands on the north side connect Goletas Channel to Gordon Channel. The shores of Goletas Channel are high, rugged and steep-to except at the west end. Nahwitti Bar at the west end generally prevents high seas rising in Goletas Channel during west gales.



66 **Caution.** — **Tide rips** and overfalls on Nahwitti Bar can be dangerous to small vessels.

67 Tidal differences in Goletas Channel, referenced on Alert Bay, are given for Port Hardy and Shushartie Bay in *Canadian Tide and Current Tables, Volume 6*.



68 **Tidal streams** in Goletas Channel and across Nahwitti Bar set east on the flood and west on the ebb. In the east part of Goletas Channel, tidal streams do not exceed 3 kn but at the west end, in vicinity of Nahwitti Bar, they sometimes attain 5½ kn.

69 *Gordon Islands are described with Gordon Channel.*

70 **Duncan Island** ($50^{\circ}49'N$, $127^{\circ}33'W$) is steep-to on its south side and fringed with drying ledges on the other shores. **Blyth Islands** are two islands and **rocks** on the west side of Duncan Island. **Mouat Rock**, midway between Blyth Islands and Hurst Island, has 0.8 m over it.

71 **Marine farm** facilities lie off the NW shore of Duncan Island.

72 **Noble Islets**, 0.7 mile west of Blyth Islands, are two islands 21 and 23 m high with a few stunted bushes and some coarse vegetation.



73 **Noble Islets light** (see [LL 567](#)) is on the west extremity of the NW islet. The light is obscured from the vicinity of Duncan Island by the elevation of the islets.

74 *Christie Passage is described later in this chapter.*


75 **Jerome Island** and **Lucan Islands** ($50^{\circ}50'N$, $127^{\circ}38'W$) lie close-off the SW side of Balaklava Island.


76 Port Alexander and Browning Passage are approached from Goletas Channel between Lucan Islands and the islet close-off **Boxer Point**.

77 *Port Alexander and Browning Passage are described later in this chapter.*

78 **Mount Lemon** ($50^{\circ}53'N$, $127^{\circ}47'W$) is a **conspicuous** conical peak on Nigei Island. **Magin Saddle**, 1.5 miles west of Mount Lemon, has two peaks. The south side of Nigei Island is mostly steep-to and cliffy.

79 **Loquillilla Cove**, on the south side of Nigei Island, provides **shelter** to small craft during west winds. **Lemon Point** and **Gorotisa Point**, west of Loquillilla Cove, are on the north and south sides, respectively, of Goletas Channel.

 80 **Shushartie Bay** ($50^{\circ}51'N$, $127^{\circ}52'W$) is fairly sheltered and offers **anchorage** with limited space in the centre of the bay SW of **Dillon Rock light** (see [LL 572](#)) in 43 to 49 m. **Halsted Islet** is connected to its east entrance point by a drying **reef**. **Dillon Rock** lies in the entrance to Shushartie Bay. A house in **ruins** on the shore south of Halsted Islet is **conspicuous** from NW.

 81 **Dillon Rock light** (see [LL 572](#)) is on the rock.

82 Tidal differences for Shushartie Bay, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

83 The west shore of Shushartie Bay is the site of the *North Coast East Trailhead (BC Parks)*. For more information, see the *North Coast Trail* website at <https://capescottpark.com/> and the *Cape Scott Provincial Park (BC Parks)* website at <https://bcparks.ca/cape-scott-park/>.


84 **Willes Island** is separated from the west extremity of Nigei Island by a narrow channel encumbered with **rocks**. **Slave Island**, 3 m high, is 0.3 mile south of Willes Island.

85 *Bate Passage and Shadwell Passage are described later in this chapter.*

86 **Jepther Point**, 1.5 miles SW of Heath Point, is a low projection fringed with a beach. Landing west of the point is difficult except in calm weather.

87 Frequent bus services are available to Vancouver and points on Vancouver Island.

88 **Godkin Point** ($50^{\circ}54'N$, $127^{\circ}56'W$) and **Jones Point**, 0.6 mile WNW, have high, steep, cliffy bluffs. They are the entrance points to Bull Harbour.


 89 **Godkin Point light** (see [LL 573](#)) is nearby a wind-powered generator on a skeleton tower.

90 **Bull Harbour**, entered between Godkin and Jones Points, is an indentation on the south side of Hope Island. The island belongs to the Tlatalsikwala First Nation (www.tlatalsikwala.com) and should not be landed on without permission. The harbour is often crowded with commercial



fishing vessels during fishing season. During SE gales winds gust through the harbour; when Pine Island ($50^{\circ}59'N$, $127^{\circ}43'W$) was reporting SE winds at 70 kn, measured gusts in Bull Harbour were 55 kn. West gales are generally of lower velocity in the harbour but they can blow strongly. No vessel shall navigate in Bull Harbour at a speed exceeding 3 kn.

91 **Marine farm** facilities are located at the entrance to Bull Harbour and NW of **Heath Point**.

92 **Norman Island**, 0.8 mile north of Jones Point, is close to the west shore. The fairway passes east of it. A drying mud and sand flat fills the head of the harbour.

 93 **Bull Harbour Entrance light** (see [LL 573.6](#)) is 0.1 mile NE of Norman Island.


94 A radio **tower** on the isthmus at the north end of the harbour has red air obstruction lights.

  95 **Anchorage** with good holding ground in heavy mud can be obtained by small vessels in Bull Harbour. **Anchorage** above Norman Island is secure but with limited scope. The south part of the bay is reported to be **fouled** with old chain and cable, but the bottom is reported to be less foul toward the head of the bay. When strong winds are forecast ensure the anchor has adequate scope.

96 A **wharf**, on the east shore about 0.2 mile north of Norman Island, has a berthing face of 15 m and a depth of 6 m alongside. A dock is attached to the north side of the wharf. A 3 tonne crane is on the wharfhead and the wharf is **floodlit**. A **dolphin** close south is connected to the wharf by a catwalk.



97 A **public dock**, not connected to shore, is 0.2 mile SE near the entrance light.

98 **Nahwitti Point** ($50^{\circ}54'N$, $127^{\circ}59'W$) is 2 miles west of Bull Harbour. **Mexicana Point**, 0.7 mile NW, is the west extremity of Hope Island.


 99 **Nahwitti Point light** (see [LL 574](#)) is on the SW side of Hope Island.



100 Secondary current station Nahwitti Bar, referenced on Alert Bay, is in *Canadian Tide and Current Tables, Volume 6*.

101 **Nahwitti Bar** extends from the west end of Hope Island across the west entrance to Goletas Channel. **Tatnall Reefs**, on the south part of Nahwitti Bar, extend NW from Vancouver Island. The fairway north of Tatnall Reefs is about 0.8 mile wide with depths of 11 m. Depths on the seaward side of the bar increase very gradually but on the inside they increase suddenly to about 72 m.


  102 **Caution.** — A swell is nearly always present on the bar. In bad weather

with a west wind opposing a strong west-going **tidal stream** there is a very heavy sea on it that breaks and is dangerous to small vessels. In strong west gales, the sea breaks across the bar and it is dangerous to attempt crossing the bar.

 103 **Tidal streams** set fairly across Nahwitti Bar in the direction of the channel and attain 5½ kn. The flood sets east and the ebb west. The duration of HW and LW slack is about 12 and 17 minutes, respectively.

  104 **Caution.** — Heavy **rips** and overfalls are formed when the **tidal stream** is opposed by strong winds. These rips and overfalls can be dangerous to small craft. The best time to cross the bar is at or near slack water.

105 It is reported that small vessels can avoid crossing Nahwitti Bar by passing south of Tatnall Reefs and following the Vancouver Island shore. Weser Island can be then passed on either the north or south side. Shelter can be found in the bay on the east side of Cape Sutil if required.


 106 **Nahwitti Bar light and whistle buoy** *MA (575)*, 2.2 miles west of Nahwitti Point, is a fairway buoy.

107 **Cape Sutil** (*50°53'N, 128°03'W*), the north tip of Vancouver Island, is a low promontory. **Northwest Nipple** (*Chart 3598*), 1.5 miles SW of Cape Sutil, has an elevation of 229 m and is a prominent **landmark**. **Weser Island** lies 1 mile ESE and **Edmund Rock** is 0.2 mile north of Cape Sutil.

108 **Thomsen Rock** lies 1.3 miles west of Cape Sutil. Strong in-draughts can be encountered.

Christie Passage


109 **Christie Passage**, entered between Noble Islets and **Nolan Point**, leads north from Goletas Channel to Gordon Channel. It separates Hurst Island from Balaklava Island. The fairway is deep but several **shoals** lie on each side of it. **George Rock**, on the west side of the passage, dries 0.8 m. The west side of the passage is within the limits of *God's Pocket Marine Provincial Park (BC Parks)*.

 110 **Tidal streams** through Christie Passage set south with the flood and north with the ebb, attaining 3 kn at times.


111 **God's Pocket**, the local name for a cove on the west side of Hurst Island, provides small craft with good shelter from all winds.


112 *God's Pocket Resort* is a diving resort at God's Pocket. It is located in the cove at approximately *50°50'25"N, 127°35'35"W*. This cove is also used extensively by fishing vessels.

 113 An **overhead cable**, across the entrance of the cove south of Scarlett Point, has a vertical clearance of 0.5 m.


 114 **Scarlett Point light** (*see LL 570*) is on the point at the entrance to Christie Passage. **Conspicuous** white buildings with red roofs are nearby. The light station is staffed.


Port Alexander and Browning Passage

 115 **Port Alexander** is on the SE side of **Nigei Island** and is entered between Boxer Point and **Husser Point**. It is easy to access and affords good **anchorage** sheltered from all but SE winds. **Fraser Island**, about 0.5 mile within the entrance, lies in the fairway.

 116 **Anchorage** in Port Alexander can be obtained north of Fraser Island in 20 to 22 m. Be aware that there are no objects to take bearings of when anchoring as hills on either side are high and densely wooded.

117 **Browning Passage**, between Balaklava and Nigei Islands, provides an alternative route from Goletas Channel to Gordon Channel and is convenient for vessels leaving Port Alexander. The fairway is 0.2 mile wide and should be navigated during daylight hours because of drying **rocks** on both sides the passage.

 118 **Caution.** — Browning Passage is a popular diving area and must be transited with caution.


 119 **Tidal streams** in Browning Passage set south on the flood and north on the ebb. Maximum rate is 3 kn.

120 **Booming grounds** lie east of the islets and drying **reefs** off the east shore of Browning Passage.

121 **Raglan Point**, several drying **rocks**, and **Cardigan Rocks** are at the NE entrance to Browning Passage.

Bate Passage

122 **Bate Passage** (*50°54'N, 127°49'W*) leads NE from Goletas Channel to Gordon Channel. It lies between Nigei Island on the SE and Hope and Vansittart Islands on the NW. The fairway is straight, not less than 0.5 mile wide, and can be transited safely.

 123 **Tidal streams** set SW on the flood and NE on the ebb. In both Bate and Shadwell Passages they are strong, attaining 5 kn at times. Strong **tide rips** form off the SW side of Vansittart Island and in the vicinity of Centre Islet.

124 **Quoin Island** and **Kalect Island** (*50°54'N, 127°51'W*) lie close-off the coast of Hope Island at the south end of Bate Passage. The bay north of Kalect Island is

mainly **foul**. The site of the First Nations village on the east entrance point of the bay can be identified by a **conspicuous** clearing.

125 **Vansittart Island** ($50^{\circ}55'N$, $127^{\circ}48'W$) and **Nicholas Islands** separate the north end of Bate Passage from Shadwell Passage. **Stick Island** lies close south and **Flat Island** and a **rock** that dries 0.9 m lie close east of Vansittart Island. **Magicienne Point** is the SE extremity of Vansittart Island.

126 **Roller Reef**, 0.3 mile NNE of Flat Island, has 4 m over it.

127 **Thornton Reef**, 1.8 miles WNW of Greeting Point, lies in the north entrance to Bate Passage and has 4 m over it.

128 **Greeting Point**, with drying **reefs** extending NW from it, and **Cholberg Point** 0.4 mile west, is at the north extremity of Nigei Island.



129 **Cholberg Point light** (see [LL 571](#)) is on the point and has a **daymark**.



130 **Cascade Harbour** ($50^{\circ}54'N$, $127^{\circ}44'W$) usually has a heavy swell entering it, particularly during summer when NW winds prevail. It is reported that small craft requiring protection from the swell can obtain **anchorage** close to the south part of the island, on the west side of the harbour. The harbour is used by fishing vessels.

Shadwell Passage

131 **Shadwell Passage**, entered from Bate Passage between **Pivot Point** and Vansittart Island, leads north to Gordon Channel. The passage is not recommended because of numerous islets, **rocks** and **shoals**. A heavy swell is usually present at the north end of the passage.

132 **Centre Islet** is 0.4 mile NE of Pivot Point. **Suwanee Rock**, 0.1 mile WNW of Centre Islet, dries 1.4 m. **Onetree Islet**, 0.5 mile NNE of Centre Islet, has a dead snag on its summit and is **conspicuous** from the north. **Breaker Reef**, 0.4 mile north of Onetree Islet, has 1.4 m over it. Numerous drying, above and below-water **rocks** extend from the NW shore of Vansittart Island.



133 **Anchorage** sheltered from all but north winds can be obtained in Shadwell Passage about 0.2 or 0.3 mile NNW of Centre Islet.



134 **Caution**. — Shadwell Passage is reported to have poor holding ground and is considered a fair weather anchorage.

135 **Cape James** ($50^{\circ}56'N$, $127^{\circ}50'W$) is a rocky bluff on the NE extremity of Hope Island.

Queen Charlotte Strait — Central Part

Charts 3546, 3548, 3549

George Passage

136 **George Passage** separates the NE side of Malcolm Island from Foster Island and is deep.



137 **Tidal streams** in George Passage attain 3 kn.

138 **Malcolm Island** separates Cormorant Channel and Broughton Strait from the east part of Queen Charlotte Strait. The north side of the island is fringed with sand and gravel beaches, and during summer months kelp grows up to 0.2 mile offshore. **Lizard Point** ($50^{\circ}40'N$, $126^{\circ}53'W$) is the NE extremity of Malcolm Island and **Malcolm Point** its NW extremity.



139 **Lizard Point light** (see [LL 555.8](#)) is on the NE side of Malcolm Island.

140 **Foster Island** ($50^{\circ}42'N$, $126^{\circ}50'W$) is high and level except for a conical hill on its south extremity. **Penfold Islet** is 1.5 miles SE and **Twin Islets** lie 0.2 mile south of Foster Island.

141 **Foster Rock**, 0.7 mile west of Foster Island, has 5.5 m over it. Several detached **shoals** and drying **rocks** surround Foster Island and Twin Islets.



142 **Trinity Bay**, between Lizard Point and **Boulder Point**, has a sand and gravel bottom and is exposed to all but south winds. **Anchorage** can be obtained off Trinity Bay in depths of about 18 m.

143 **Black Bluff** is west of Boulder Point.

144 **Bere Point Regional Park and Campsite** (*Regional District of Mount Waddington*) is close SE of **Bere Point**. The boat launching **ramp** adjacent to the campsite is for high tide use only. **Beautiful Bay** (local name), between Bere Point and Malcolm Point, has a 5 km trail onshore (*Beautiful Bay Trail*) but the bay does not have marine facilities.

145 *George Bank, Numas Bank, and Numas Islands are described later in this chapter.*

146 **Morgan Shoal** ($50^{\circ}47'N$, $127^{\circ}15'W$), 5.2 miles west of Numas Islands, has 18.3 m over it.

Charts 3548, 3549

Gordon Channel

147 **Gordon Channel** ($50^{\circ}52'N$, $127^{\circ}35'W$) is entered at its SE end between Gordon Islands and the Deserters Group; its NW entrance lies between Hope and Pine Islands. A sill crosses the channel between Bell Island, on

its south side, and Staples Island on its north side and the fairway across this sill is deep. **Dangers** lie on both sides of the channel but the fairway is not less than 0.8 mile wide.

148 A private *ODAS light buoy* (MarineLabs Data System Inc) is approximately 3.5 miles NNE of Cape James.



149 The *Pine Island Pilot Boarding Station* ($50^{\circ}59'N$, $127^{\circ}48'W$) is located at the NW end of Gordon Channel.

150 Islands on both sides of Gordon Channel provide good radar presentation.

151 *God's Pocket Marine Provincial Park (BC Parks)* encompasses Bell, Hurst, Crane and Boyle Islands and adjacent waters. This park is undeveloped.

152 **Gordon Islands** ($50^{\circ}49'N$, $127^{\circ}29'W$), **Heard Island**, **Bell Island**, and **Hurst Island** lie along the south side and at the east end of Gordon Channel. **Marine farm** facilities lie among the islands off the NW shore of Doyle Island. **Meeson Cone**, near the middle of Hurst Island, is a well-defined conical hill.

153 **Doyle Island** ($50^{\circ}49'N$, $127^{\circ}28'W$), in the east approach to Goletas and Gordon Channels, is the largest of the Gordon Islands. **Miles Cone**, its SW summit, is a **conspicuous** conical hill. Above-water and drying **rocks** extend 0.25 mile SE of the island.



154 *Doyle Island light* (see [LL 568](#)) is on an islet SE of Doyle Island.



155 **Anchorage** with good protection for small vessels is reported to be available in the passage between Bell Island and the two islands south of it clear of the **marine farm** facilities. The anchorage is secure in 21 to 26 m but the north entrance, leading to Gordon Channel, is encumbered with **rocks**.

156 The passage between the north end of Gordon Islands and Heard Island has drying and below-water **rocks** about 0.1 mile east of Heard Island. The passage between Heard and Bell Islands is encumbered with **rocks** and has **marine farm** facilities in it. The passage between Bell and Hurst Islands is 0.1 mile wide but has **rocks** and **shoals** in its north and south entrances.

157 **Crane Islands** are three small bare islets 0.3 mile north of the east end of Bell Island. A **rock**, with 1.1 m over it, lies 0.1 mile north of the islands.



158 *Crane Islands light* (see [LL 569](#)) is on the summit of the west and highest islet.

159 **Harlequin Bay**, on the NE side of Hurst Island, is very shallow and its approach is encumbered with islets and **rocks**.

160 **Boyle Island**, 1.5 miles WNW of Crane Islands, has a **rock**, with 1.5 m over it, 0.3 mile WSW of it and several drying and below-water **rocks** extend 0.5 mile from its NW side.

161 **Tribune Rock** is 0.3 m high.



162 *Tribune Rock light* (see [LL 569.3](#)) is on the rock.

163 **Davey Rock**, 1 mile south of Staples Island, lies on the NE side of the fairway through Gordon Channel and has 8 m over it.

164 *Davey Rock light buoy N32* (569.2), close SE of the **rock**, is a **starboard hand** buoy. It is fitted with a **racon** -- • -- (Q), X & S bands.

165 **Roach Rock**, 0.5 mile NNW of Davey Rock, has 8.7 m over it. **Bleach Rock**, 0.5 mile east of Roach Rock, dries 3 m. **Alex Rock**, 0.5 mile NNW of Roach Rock, dries 0.8 m. **Nye Rock**, 1.1 miles NW of Alex Rock, dries 4 m.

166 *Shelter and Bolivar Passages are described later in this chapter.*

167 **Barge Rock**, on the SW side of Sussex Reefs, is 2 m high. **Redfern Island** ($50^{\circ}54'N$, $127^{\circ}35'W$) lies on the NE side of the fairway through Gordon Channel and **Sussex Reefs** extend SE from it. The passage between Sussex Reefs and Nye Rock is encumbered with several **shoals** and a **rock** with 0.2 m over it and is not recommended.

168 **Jane Rock** ($50^{\circ}55'N$, $127^{\circ}36'W$) is the outermost point of a chain of islands extending 0.3 mile north of the NW extremity of Redfern Island. **Scylla Rock**, 0.15 mile NW of Jane Rock, has 2.2 m over it. **Alleviation Rock**, 0.5 mile west of Jane Rock, has 0.7 m over it.

169 **Clam Cove** ($50^{\circ}52'N$, $127^{\circ}40'W$) (local name) is entered between two groups of wooded islets 0.7 mile SSE of **Hougestal Point**. A **rock**, with less than 2 m over it, lies in mid-channel 0.2 mile south of the entrance. **Anchorage** for small craft can be obtained near the head of the cove but there are snags and deadheads. A logging camp with docks and **log booms** (2006) is on the west shore.

170 **Hunt Rock**, 0.9 mile north of Hougestal Point and 0.7 mile off the coast of Nigei Island, has 2.5 m over it.

171 *Hunt Rock light buoy N35* (570.5) is a **port hand** buoy.

172 **Buckle Group** ($50^{\circ}56'N$, $127^{\circ}38'W$) consists of a number of islands, **rocks**, and **shoals** on the NE side of Gordon Channel. **Bright Island** is bare except for a clump of trees on the west side of its summit. A fishing boundary marker is on its south side. **Herbert Island** has a few scattered trees and one prominent tall dead tree with no branches. A white tripod survey marker is on the east side.

Prosser Rock, 0.6 mile SSW of Herbert Island, is 2 m high, bare, and surrounded by **shoals**.

173 **Sunken Rock**, 1.6 miles NW of Bright Island, dries 2 m. Several **shoals** lie between Buckle Group and Pine Island.

174 **Pine Island** ($50^{\circ}59'N$, $127^{\circ}43'W$) lies on the north side and at the west end of Gordon Channel. It is heavily wooded, level-topped, and the south and west sides are steep-to.


175 **Hope Island** ($50^{\circ}55'N$, $127^{\circ}54'W$) lies on the south side and at the west end of Gordon Channel, and separates it from Goletas Channel. Cape James, **Secretary Point**, and **Ashby Point** are on the north side of the island. **Roller Bay**, between Ashby Point and **Rason Island**, is separated from Bull Harbour by a narrow isthmus. **Plover Island** and numerous drying **rocks** lie off the NW side of Hope Island.

176 A radio **tower** with red air obstruction lights is on the above-mentioned isthmus.

Shelter Passage

177 **Shelter Passage** separates Deserters Group from **Walker Group** and is entered west of **Bleach Rock** and **Race Island**. It leads north from Gordon Channel to Ripple Passage and, although 0.2 mile wide and relatively deep, is not recommended except for small vessels. **Staples Island**, the south island of Walker Group, is densely wooded and hilly.

178 **Marine farm** facilities lie off the NW shore of Wishart Island.


 179 **Anchorage** for small vessels with shelter from SE winds can be obtained in 16 m, sand and shell, between the west side of Wishart Island and the unnamed 40 m high island close SW.

Bolivar Passage


180 **Bolivar Passage** separates Walker Group from **Hedley Islands** and the fairway is 0.5 mile wide at its narrowest part. Drying **reefs** lie 0.3 mile SE of Hedley Islands but the passage can be safely taken in clear weather during daylight hours by favouring the Walker Group side of the channel.


181 **Torrance Islet**, at the NW end of Walker Group, is grass-covered and steep-to on its west and north sides. A **reef**, on which there is a drying **rock**, extends SE from the islet.

182 **Malpas Rock**, 1 mile west of Torrance Islet, dries 5.3 m and has **shoals** NW of it.

 183 **Anchorage** for small vessels is reported to be good in the 2.1 m basin between the north side of Staples Island and the SE end of Kent Island. Kelp usually grows in both entrances, and a **rock**, with 4.2 m over it, lies in the west entrance.

184 **Balaklava Island** ($50^{\circ}51'N$, $127^{\circ}37'W$), on the south side of Gordon Channel, separates Christie Passage from Browning Passage. **Scarlett Point** is the NE point of the island. **Croker Rock**, 0.5 mile north of the NW point of the island, dries 1.4 m. The north coast of Balaklava Island is fronted by extensive drying **ledges** and below-water **rocks**.

 185 A fibre-optic **submarine cable** extends from Port Hardy to Scarlett Point and then north to Duncanby Landing.

 186 **Pine Island light** (see [LL 576](#)) is on the SW point of the island and is fitted with a **racon** (—). The light is obscured by high land on its east side. White buildings with red roofs stand nearby; the light station is staffed.

187 The Buckle Group, Pine Island, Tree Islets, Storm Islands, and Reid Islets comprise the *Duke of Edinburgh Ecological Reserve (BC Parks)*. Permission to land is required.

Queen Charlotte Strait — Eastern Part

Charts 3546, 3547

Salmon Channel to Cape Caution and SE Queen Charlotte Sound

188 The eastern portion of Queen Charlotte Strait is fronted by numerous islands and rocks through which several channels lead into mainland inlets.

189 *Broughton Archipelago Marine Provincial Park (BC Parks)* is described in Chapter 3. Mainland inlets are described in Chapters 3 and 4.

Chart 3546

Salmon Channel

190 From a position NE of Egeria Shoal, **Salmon Channel** ($50^{\circ}43'N$, $126^{\circ}50'W$) separates Foster Island from Holford Islets and is 1.9 miles wide. **Shoals** lie off the NE side of Foster Island and close south of Holford Islets, otherwise the channel is deep.


 191 **Tidal streams** in Salmon Channel attain 3 kn.

Chart 3547

Nowell Channel

192 **Nowell Channel** ($50^{\circ}43'N$, $126^{\circ}49'W$) separates Holford Islets from Broughton Island. Several **shoals** lie within 0.5 mile of the Broughton Island shore, otherwise the channel is deep.



193 **Tidal streams** in Nowell Channel attain 3 kn.

194 **Holford Islets** ($50^{\circ}44'N$, $126^{\circ}48'W$) are two islands midway between Broughton and Foster Islands.

195 **Holford Rocks**, 0.25 mile west of the north Holford Islet, consist of two drying **rocks** and several heads with less than 2 m over them.

196 **Dobbin Bay** ($50^{\circ}47'N$, $126^{\circ}49'W$) and **Cockatrice Bay** have **rocks** extending from their south shores and are too exposed for anchorage.

197 **Nowell Bank** ($50^{\circ}45'N$, $126^{\circ}51'W$) is a **shoal** with 35 m over it. A **rock**, with 5.5 m over it, lies 2 miles NW of Nowell Bank and about 1.2 miles SE of Polkinghorne Islands.

198 **Gawler Point** and **Card Point**, 1.9 miles NW, are named features on Broughton Island.

199 **Polkinghorne Islands**, 1 mile off the coast, have a relatively **shoal spit** extending SE from them. A **rock** with 5.5 m over it lies on this spit 1 mile SE of **Fantome Point**. **Brig Rock** lies close east of Fantome Point.

200 **Vincent Island**, **Percy Island**, **Drew Islet**, and **Dickson Island** have numerous reefs between them and Broughton Island. Local knowledge is advised for this area. **Aimee Bay** and **Ralph Bay** are east of Drew Islet.

201 **George Bank** ($50^{\circ}44'N$, $126^{\circ}58'W$) has 22 m over it. **Numas Bank**, 2.7 miles WNW, has 20.1 m over it.

Labouchere Passage

202 **Labouchere Passage** separates **Numas Islands** ($50^{\circ}46'N$, $127^{\circ}06'W$) from Lewis Rocks. Vessels using this passage should favour the Numas Islands side.



203 **Numas Island light** (see [LL 559.5](#)) is on the north side of the east island.

204 **Staples Islet** ($50^{\circ}46'N$, $127^{\circ}07'W$) is 0.3 mile SW of Numas Islands. Numerous **rocks** lie close NW of Staples Islet.

205 **Lewis Rocks** ($50^{\circ}49'N$, $127^{\circ}03'W$), on the north side of Labouchere Passage and off the west side of the entrance to Wells Passage, are an extensive group of drying and above- and below-water **rocks**. The highest of these rocks has an elevation of 7 m. They should be given a wide berth. **Lewis Cove** has several drying **rocks** in it.

206 **Howcraft Point**, 2.2 miles NW of Lewis Rocks, has a chain of drying and below-water **rocks** SE of it.

207 **Taylor Point**, 2 miles NW of Howcraft Point, is backed by white cliffs. **Aylmer Point** is 2 miles NW.

Chart 3548

208 **Taylor Bank**, 2.5 miles north of Morgan Shoal, has a least depth of 59 m over it.

209 **Raynor Group** ($50^{\circ}53'N$, $127^{\circ}14'W$) is a group of islands and **rocks** lying close offshore between **Akam Point** and **Cohoe Bay**. **Gillot Rock**, 0.2 mile south of the SE island in the group, dries 5.5 m. **Brandon Rock**, 0.1 mile west of the westernmost island, is 2 m high.

210 **Marine farm** facilities lie off the west shore of the northernmost island of the Raynor Group.

211 Tidal differences for Raynor Group, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

212 **Robinson Island** ($50^{\circ}54'N$, $127^{\circ}17'W$), lying across the entrance to Blunden Harbour, is densely wooded. **Nankivell Islands**, 0.4 mile west of Robinson Island, have **foul ground** extending SE from them and should be given a wide berth. The largest island is wooded but others are bare and rocky. **Shelf Head** is the east extremity of Robinson Island.

213 **Burgess Island**, 0.3 mile SW of Shelf Head, is a **rock** surmounted by a clump of trees and is easily identified from westward. **Siwiti Rock**, 0.3 mile SE of Shelf Head, has less than 2 m over it and is marked by kelp. **Barren Rock**, 0.3 mile east of Shelf Head, has an elevation of 2 m with a drying ledge extending north and **rocks**, with less than 2 m over them, to the west of it. Drying and below-water **rocks** extend south from **Tomlinson Point**.

214 **Blunden Harbour**, entered between Shelf Head and **Edgell Island**, is separated into two arms by **Augustine Islands**, which are connected to one another and joined to the north shore by a **drying mud flat** with many **boulders** on it.

215 When approaching Blunden Harbour it may be difficult to identify the entrance. Burgess Island and Barren Rock can usually be clearly identified at a distance of about 1 mile.



216 **Caution.** — Care must be taken to avoid **Siwiti Rock** in the approaches to the harbour entrance. Watch for swells breaking on it.



217 If proceeding to the inner **anchorage** care must be taken to avoid several hazards: the **rock** with less than 2 m over it NW of **Brandon Point**; drying **reefs** and **rocks** with less than 2 m

extending south from Augustine Islands, and a drying reef close north of **Bartlett Point**.



218 **Moore Rock**, 0.1 mile west of Augustine Islands, dries 2.1 m and has a **cairn** on it. A good **anchorage** is between Moore Rock and **Grave Islet** in 6 m, mud bottom. The bight immediately east of Bartlett Point is also used. These anchorages provide good shelter.

219 **Byrnes Island** is an abandoned First Nations burial ground and trespassing is prohibited. **Gregory Islet** lies at the west end of the harbour.

220 **Anchorage** in the outer part of Blunden Harbour can be obtained south of the north Augustine Island in a depth of about 13 m, mud bottom.

221 A **rock** with 3.7 m over it lies 0.1 mile NW of **Edgell Point**. The site of a First Nations village is on the north shore, NW of Augustine Islands. Little can be seen apart from fallen posts protruding from the grassy bank above the shell midden.

222 **Jula Island** and **Frost Islands**, at the north end of the east arm, have several drying reefs to the south. **Deer Cove**, north of the islands, dries. A narrow channel suitable for small craft lies NW and leads to rapids at the entrance to **Bradley Lagoon**. These rapids can be passed only at HW slack.

223 **Browning Islands** ($50^{\circ}54'N$, $127^{\circ}20'W$) lie within 0.5 mile from shore. A **rock**, which dries 2.7 m, lies 0.2 mile SE of the south island. **Snell Islet**, 0.5 mile east of Browning Islands, is bare and light coloured.

224 Secondary current station Browning Islands, referenced on Johnstone Strait – Central, is about 3 miles south of Browning Islands. See *Canadian Tide and Current Tables, Volume 6*.

225 **Stuart Rock**, 0.8 mile NW of Browning Islands, has 3.4 m over it.

226 **Marsh Bay**, 1.5 miles NW of Browning Islands, does not afford anchorage as it is exposed SE and encumbered with drying **rocks** on its east side.

227 See *Richards Channel* for the continuation of this section.

Charts 3548, 3549

Ripple Passage

228 **Ripple Passage** ($50^{\circ}54'N$, $127^{\circ}27'W$) is separated from Gordon Channel by Deserters and Walker Groups. Mary Rock, Millar Group, David Rock and Wentworth Rock separate it from Richards Channel. Several islets and sunken **rocks** lie in Ripple Passage.



229 **Tidal streams** in Ripple Passage attain 4 kn at times with heavy **tide rips** and eddies in places. They set SE on the flood and NW on the ebb.

230 The *Mahpakhum-Ahkwuna/Deserters-Walker Conservancy* (BC Parks) encompasses the Deserters and Walker Island groups, Redfern Group, Millar Group, and all nearby islands, islets, and reefs. For more information see the BC Parks website at <https://bcparks.ca/mahpakhum-ahkwuna-deserters-walker-conservancy/>.

Chart 3548

231 **Echo Islands** are wooded. A **rock**, with 1.8 m over it, is steep-to and lies in the fairway about 0.4 mile east of Echo Islands. A **rock** with 1.3 m over it lies 0.2 mile east of the NW Echo Island.

232 **Echo Rock**, 0.25 mile NW of Echo Islands, dries 5.3 m and has two **rocks** that dry 2.8 m located 0.1 mile SE of it.

233 **Willoughby Rocks**, 1.2 miles NW of Echo Islands, consist of two above-water rocks.

234 **Richard Islets**, 1.4 miles NW of Mary Rock, consist of two bare islets 5 m high. Two **rocks**, with 0.4 m over them, lie 0.3 mile SE of Richard Islets.

235 **Ellinor Rock**, 1 mile NW of Willoughby Rocks, has 3.2 m over it and is steep-to.

236 **Barry Islet** ($50^{\circ}53'N$, $127^{\circ}25'W$), 9 m high and bare, and a **rock** with 1.3 m over it on its east side, are at the SE end of Ripple Passage.

237 **Mary Rock**, at the SE end of Ripple Passage, is 1 m high and has drying **rocks** close NW and 0.2 mile east of it.


238 **Deserters Group** ($50^{\circ}53'N$, $127^{\circ}29'W$) consists of **Wishart Island**, **Deserters Island**, **McLeod Island** and several smaller islands and **rocks**. The passage between Wishart and Deserters Islands has a **rock**, with 0.2 m over it, near its south entrance and is suitable only for small craft. The passage between Deserters and McLeod Islands has **shoals**, islets, and drying **rocks** in its SE entrance and a **shoal** with 1.9 m over it at its NW end. **Castle Point**, the SE extremity of Deserters Island, is steep-to.

239 **Millar Group** forms the NE side of Ripple Passage. A small craft passage leads between the islands but local knowledge is advised. The passage is entered at its SW end between two groups of wooded islets, then between the two largest islands of the Millar Group into Richards Channel, 0.5 mile west of Ghost Island.

240 **David Rock**, 0.4 mile NW of Millar Group, dries 0.3 m.

Chart 3549

241 **Kent Island** ($50^{\circ}54'N$, $127^{\circ}32'W$) is densely wooded and the hill at its north end, near **Tommy Point**, shows up distinctly as a rounded peak from some directions. **Philcox Island** is the NW island of a chain lying off the NE side of Kent Island. **Ragged Rock**, 0.4 mile north of Philcox Island, has two heads 2 m high. A **rock**, with 0.8 m over it, lies 0.2 mile SSW of Ragged Rock. **Joan Island**, 0.3 mile WSW of Ragged Rock, is bare. Several drying and below-water **rocks** lie within 0.5 mile west of Joan Island.

 242 **Anchorage** for small craft can be obtained between Kent and Philcox Islands and care is necessary to avoid **dangers** in the approach. *Another anchorage for small craft, at the SE end of Kent Island, is described with Bolivar Passage.*

243 *Wentworth Rock is described with Richards Channel.*

Europa Passage

244 **Farquhar Bank** ($50^{\circ}58'N$, $127^{\circ}36'W$), at the SE end of Europa Passage, has a least depth of 11.8 m.

245 **Tree Islets** ($50^{\circ}59'N$, $127^{\circ}43'W$) consist of five islands. The two SW islands are wooded and the NE islet at one time had a solitary tree on it. **Shoals** extend 0.3 mile south of the islets, otherwise the passage is clear between these islets and Pine Island.

246 **Europa Passage**, between Sealed Reef and Storm Islands, is clear and deep.

247 **Sealed Reef**, 1 mile north of Tree Islets, has 2.2 m over it and is usually marked by breakers. A second head with a depth of 5.9 m lies 0.3 mile NW from the first.

248 **Storm Islands** ($51^{\circ}02'N$, $127^{\circ}43'W$) are wooded but none have any conspicuous features. **Reid Islets**, 0.5 mile SE of Storm Islands, consist of five islets, the highest has some trees on its summit and the east one is bare with a peaked summit. A chain of **reefs**, usually marked by breakers, extends 2.3 miles SE from Reid Islets. Named ones are **Ta-aack Rock**, **Dominis Rocks**, and **Lama Shoal**.


249 The Buckle Group, Pine Island, Tree Islets, Storm Islands, Reid Islets, Naiad Islets, and numerous small islands comprise the *Duke of Edinburgh Ecological Reserve (BC Parks)*. Permission to land is required.


Chart 3548

Richards Channel


250 **Richards Channel** ($50^{\circ}57'N$, $127^{\circ}27'W$) is entered at its SE end between **Stuart Point** and Mary Rock and its NW entrance is between Wentworth Rock and Wallace


Islands. **Leading Hill** lies 1.5 miles NW of Stuart Point and the mainland coast is rugged. Tug/tow traffic frequently use Richards Channel north and south bound.


 251 **Tidal streams** in the narrowest part of Richards Channel attain 3 kn and elsewhere the velocity is much less. They set SE on the flood and NW on the ebb.

 252 **Caution.** — Heavy **overfalls** dangerous to small craft occur between Jeannette Islands and Ghost Island when **tidal streams** are opposed by strong winds.

253 **Shelter Bay** is entered on the NE side of Richards Channel. The entrance is about 0.6 mile wide. This bay can only be used with local knowledge because the most sheltered parts are encumbered with rocks. **Marine Farm** facilities are in the southern portion of the bay, ENE of Wallace Islands.

 254 **Jeannette Islands** ($50^{\circ}55'N$, $127^{\circ}25'W$) are two thickly wooded islands. **Robertson Island** is separated from the NW Jeannette Island by a passage that is **foul**.

 255 **Jeannette Islands light** (see [LL 561](#)) is on the SW side of the south island. A large wind-powered generator is close south.

 256 **Anchorage** for small craft can be obtained in the bay between Robertson Island and Leading Hill. **Reefs** and marine farm facilities lie in its approach and the anchorage is **foul** in places. Local knowledge is advised.

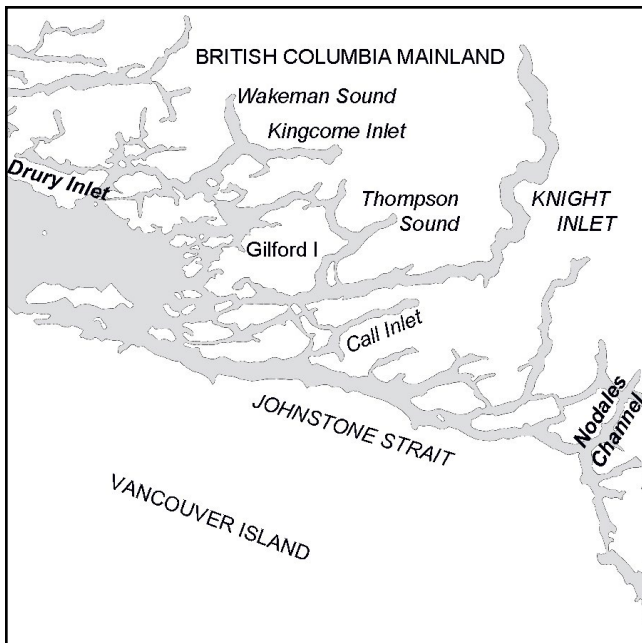
257 **Ghost Island**, on the SW side of the fairway through Richards Channel, is **conspicuous** and has a rounded appearance when viewed from SE or NW. Drying **reefs** lie about 0.1 mile NE of Ghost Island. The passage between Ghost Island and Millar Group is narrow, with a 1 m high **rock** on the south side and a **rock** with 4.5 m over it on the north side.

258 Clear Ghost Island shoal by keeping Cape Caution closed on Tinson Island until just past Jeannette Island.

259 *For information on Slingsby Channel and inlets east see Chapter 4.*

Chapter 3

Mainland Inlets Nodales Channel to Drury Inlet



General


Charts 3011, 3515, 3543, 3544, 3545, 3546, 3547, 3564

- 1 The inlets, channels, and passages along the mainland coast from Nodales Channel at the SE end of Johnstone Strait to Drury Inlet off the SE end of Queen Charlotte Strait include the Broughton Archipelago and the southern portion of the Inside Passage.
- 2 The mainland inlets are generally narrow and very deep with few anchorages, and terrain is mountainous and heavily wooded. Industries are fishing, marine farming, logging, and tourism. Marine traffic consists mainly of commercial fishing vessels, tugs with barges or log booms, and pleasure craft.
- 3 There are a number of small settlements in the area and a few transient camps in support of them.
- 4 Many First Nations reserves are charted but few are permanently occupied. Whether occupied or not, a First Nations reserve should not be landed on without permission.
- 5 A series of channels and passages, known locally as the **Inside Passage**, is used by low-powered or small vessels, and by tugs with barges or log booms. The passage provides an alternate route to Johnstone Strait, where strong **tides** and winds tend to predominate. The Inside Passage leads NW from Powell River ($49^{\circ}51'N$, $124^{\circ}32'W$) through Desolation Sound and Lewis Channel, and through Sutil Channel to Calm Channel, then through Yuculta Rapids, Cordero Channel, and Chancellor Channel to join Johnstone Strait near Race Passage. Another alternate route is from Chancellor Channel leading NW and WSW through Wellbore and Sunderland Channels to join Johnstone Strait NW of Hardwicke Island.
- 6 Numerous provincial parks and conservancies are in the area and not all are charted.

Nodales Channel

Chart 3543


7 **Nodales Channel**, which joins Discovery Passage to Cordero Channel, is entered between **Howe Island** ($50^{\circ}20'N$, $125^{\circ}24'W$) and **Suffolk Point**, 1.2 miles NW.

 8 **Tidal streams** in Nodales Channel attain 3 kn. The flood stream flows northward with **turbulence** off Johns Point where the flood streams meet.


9 **Cameleon Harbour** can be approached on either side of **Hardinge Island** through **Burgess Passage** or **Young Passage**, and is entered between **Bruce Point** and **Greetham Point**.

10 **Handfield Bay**, entered from **Binnington Bay**, has drying **rocks** and **Tully Island** in its entrance.


11 **Piddell Bay** is on the east side of Cameleon Harbour.

 12 **Anchorage** sheltered from all winds can be obtained by small vessels near the SE end of Cameleon Harbour. Larger vessels can obtain good **anchorage** in Young Passage SE of the south extremity of Hardinge Island. Small craft can find **anchorage** in Handfield Bay and at the head of Cameleon Harbour.

13 **Marine farm** facilities are on the south side of the inner approach, close west of Maycock Rock.

 14 **Caution.** — Numerous **dangers** are in the area, including **Maycock Rock** and **Entry Ledge** on the south side of the inner approach; **Douglas Rock** close SW of Bruce Point, and drying rocks SE of **Edward Point** and off the south side of Young Passage.


15 **Thurston Bay** ($50^{\circ}22'N$, $125^{\circ}19'W$), entered between **Davis Point** and **Wilson Point**, has **Block Island** in its north part. A detached drying and above-water **reef** lies close-off the south shore of the bay.

 16 It is reported that reasonably sheltered **anchorage** can be obtained behind Block Island, and in the lagoon on the south shore of the bay. The lagoon has a depth of 0.6 m in its entrance channel.

17 *Thurston Bay Marine Provincial Park (BC Parks)* includes Thurston Bay, Handfield Bay, and Cameleon Harbour. The park does not have facilities for vessels. *Cetan/Thurston Bay Conservancy (BC Parks)* is within the northern portion of the park.

18 **Hemming Bay** ($50^{\circ}24'N$, $125^{\circ}22'W$) is entered SW of **Lee Islands**, which are fringed with **shoal** water. The channel between Lee Islands and **Jackson Point** is obstructed by a **rock** with less than 2 m over it. **Menace Rock**, with less than 2 m over it, lies near the centre of


Hemming Bay ESE of **Pinhorn Islet**. The NW part of the bay is **shoal** with numerous islets and **reefs**. **Marine farm** facilities are in the coves on the north shore. A loading **ramp**, **booming ground**, and the **ruins** of a house are at the head of the bay.

 19 **Anchorage** for small vessels can be obtained in the NE part of the head of Hemming Bay. Small craft can find **anchorage** close north of the islet 44 m high near the head. SW of this islet is an enclosed nook which also provides **anchorage**.

20 A **booming ground** and log dump are close north of **Sonora Point** and **marine farm** facilities are south of Sonora Point, 0.8 mile SSW of **Thurlow Point**, and in the bay north of **Brougham Point**.


21 **Hall Point** ($50^{\circ}27'N$, $125^{\circ}17'W$) and **Johns Point** on East Thurlow Island mark the north end of **Nodales Channel**.

Cordero Channel West


 22 **Frederick Arm**, entered west of **Gomer Island** ($50^{\circ}27'N$, $125^{\circ}16'W$), has no dangers beyond 0.15 mile from shore. Depths less than 30 m extend 0.5 mile from the head of the arm, appearing to afford better **anchorage** than what is found in most mainland inlets. **Booming grounds** are 0.5 mile NE of Gomer Island and at the head of the arm. **Marine farm** facilities are in several locations within Frederick Arm (2009). It is reported that a floating restaurant (*Oleo's*, 250-203-6670) is located on the east side near the entrance.

23 **Estero Basin** flows into the head of Frederick Arm over a tidal flat.


24 **Channe Passage**, which leads SE of **Channe Island** ($50^{\circ}27'N$, $125^{\circ}20'W$), has **rocks** and **shoal** water projecting from its SW shore to mid-channel and **shoal** water fringing its NE shore for 90 m off.

 25 **Shoal Bay** is entered 1 mile WNW of Channe Island. **Thurlow**, once a resource-based town, is at the head of the bay and has a **public pier** and docks (*Fisheries and Oceans Canada—Small Craft Harbours—Recreational Harbours*). *Shoal Bay Lodge* is nearby and supplies the pier with water. For detailed information see www.shoalbay.ca.


26 Tidal differences for Shoal Bay, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.

 27 **Phillips Arm** ($50^{\circ}29'N$, $125^{\circ}22'W$) has **anchorage** close to the drying flat at its head and, for small vessels, in **Fanny Bay**. Extensive logging operations



with **booming grounds** are carried out at the head of the arm and in Fanny Bay. **Marine farm** facilities are off the east shore, 0.5 mile south of **Richard Point**. **Bullveke Point**, **Hewitt Point**, and **Dyer Point** are named features in Phillips Arm.


 28 **Caution.** — It is reported that the bottom in the vicinity of Dyer Point is fouled with sunken logs.


29 **Godwin Point** is on the south side of Cordero Channel, 0.3 mile WNW of Shoal Bay. **Picton Point**, is on the north side of Cordero Channel. **Booming grounds** are in the bay SW of the point.

 30 **Bickley Bay** ($50^{\circ}27'N$, $125^{\circ}24'W$) has **Noel Islet**, **Peel Rocks**, and a **rock**, with 4.9 m over it, close SE of Peel Rocks, on its west side and in its approach. **Marine farm** facilities are along the east shore of Bickley Bay. **Anchorage** for vessels awaiting slack water in Greene Point Rapids, 4 miles west, can be obtained in the inner part of the bay and for small craft close to its head, mud bottom. Poor holding has been reported.


31 A log dump and **booming ground** is in **Brooks Bay** (local name), 1 mile west of Bickley Bay.

  32 **Lorte Island** lies on the north side of Cordero Channel, 2 miles west of Bickley Bay. **Cordero Lodge**, known locally as **Camp Cordero**, is in the bay NE of the island. Call ahead in winter for available services. Small craft can find temporary **anchorage** north of the island.


 33 **Lorte Island light** (see [LL 531.5](#)) is on the south side of the island.

 34 Cordero Channel fronting Lorte Island is a **seaplane landing area**.


35 **Tallac Bay** has a **reef** with three heads with less than 2 m over them lying close SE of its entrance.

 36 **Crawford Anchorage** ($50^{\circ}26'N$, $125^{\circ}28'W$), sheltered by **Erasmus Island** and **Mink Island**, is suitable for small vessels but reported to afford poor anchorage for smaller craft. Approach this anchorage from the west. **Rocks** with less than 2 m over them lay close SE of Mink Island, 0.25 mile WSW of **Parrott Point**, and 0.25 mile east of **Rowland Island**.


37 **Greene Point Rapids** ($50^{\circ}26'N$, $125^{\circ}30'W$) leads between **Cordero Islands** to the NE and **West Thurlow Island** to the SW, stretching from Desalt Islets to **Greene Point**.


 38 **Griffiths Islet light** (see [LL 532](#)) is on the west end of the islet.

39 Tidal differences for Cordero Islands, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.


 40 **Tidal streams** in the rapids reach 7 kn with considerable overfalls, whirlpools, and eddies, particularly with large **tides**. Passage at slack water is recommended.

41 Secondary current station Greene Point Rapids, referenced on Seymour Narrows, is in *Canadian Tide and Current Tables, Volume 6*.

 42 **Caution.** — Low-powered vessels and vessels towing, when eastbound through the rapids with the flood current, should take care not to be set on Erasmus Island.

 43 **Anchorage** with fair shelter is available to small vessels between Cordero Islands and the north shore.


44 **Lyall Island** ($50^{\circ}27'N$, $125^{\circ}36'W$), with **reefs** close south and NE of it, marks the junction of Cordero Channel with Chancellor Channel and Loughborough Inlet.


 45 **Lyall Island light** (see [LL 532.2](#)) is on the SW end of the island.



Mayne Passage


46 **Mayne Passage**, known locally as **Blind Channel**, connects Cordero Channel to Johnstone Strait. **Edsall Islets** ($50^{\circ}26'N$, $125^{\circ}30'W$) lie on a **shoal spit** projecting from the west side of the north entrance to the passage.

47 **Charles Bay**, entered south of **Shell Point**, is shallow. **Eclipse Islet** stands on a **boulder bank** near the centre of the bay.


 48 A floating current turbine is located west of Charles Bay. A **submarine cable** runs from the turbine alongside the east side of West Thurlow Island. Another **submarine cable** (fibre-optic) extends from the Blind Channel settlement to Chatham Point. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 49 **Blind Channel** settlement is on the west side of the passage and is the site of *Blind Channel Resort*. For detailed information see www.blindchannel.com.


  50 **Caution.** — **Currents** in the area are reported to be challenging. Local knowledge is advised.

 51 Mayne Passage fronting Blind Channel is a **seaplane landing area**.

52 Tidal differences for Blind Channel, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.

 53 **Tidal streams** flow north on the flood and attain 5 kn. Secondary current station Blind Channel, referenced on Seymour Narrows, is given in *Canadian Tide and Current Tables, Volume 6*. Whirlpools and overfalls occur in the north part of the passage.


54 **Mayne Point** projects from the south side of Mayne Passage opposite **Butterfly Bay**, on the north side. Logging operations with **booming grounds** were at one time (1995) in the bay 2 miles ENE of Mayne Point and in Butterfly Bay. Anchoring in these areas is not recommended.

 55 **Anchorage** is available in mid-channel south of Butterfly Bay.


Chancellor Channel

Charts 3543, 3544

56 **Chancellor Channel** ($50^{\circ}26'N$, $125^{\circ}37'W$) leads 8 miles WSW from its junction with Loughborough Inlet and Cordero Channel, joining Johnstone Strait east of Current Passage and Race Passage. **Tucker Point** projects from the north shore of West Thurlow Island opposite the mouth of Loughborough Inlet. **Fittleton Point** is on the mainland shore 2 miles west. **Marine farm** facilities are off the south shore opposite Fittleton Point.


 57 **Tidal streams** in Chancellor Channel seldom exceed 2 kn, are free of turbulence, and run parallel to shore throughout its length.

58 **Dickson Shoal**, SE of **D'Arcy Point**, has 9.5 m over it. A **booming ground** is east of D'Arcy Point.

 59 It is reported that the bay east of **Shorter Point** has **anchorage** for vessels waiting for the tide to turn. **Marine farm** facilities are in the east part of the bay.

Loughborough Inlet

60 **Loughborough Inlet**, entered between **Grismond Point** ($50^{\circ}27'N$, $125^{\circ}36'W$) and **Styles Point**, lies between high wooded mountains rising abruptly from its shores. There has been a considerable amount of logging in the inlet. Anchorages in the inlet are scarce due to the deep water and steep-to shores.

 61 **Tidal streams** in Loughborough Inlet seldom exceed 2 kn. Land drainage causes an overlay of fresh water to flow almost constantly out of the inlet at 1 to 2 kn, flowing strongest during spring runoff and weakest during a dry summer. This overlay, augmented by runoff along the way, increases in volume and rate as it flows from the head toward the foot of the inlet.

62 Tidal differences for Sidney Bay, referenced on Owen Bay, are in *Canadian Tide and Current Tables, Volume 6*.

Chart 3543



 63 **Beaver Inlet** ($50^{\circ}30'N$, $125^{\circ}37'W$), on the west side of Loughborough Inlet 2 miles within the entrance, is entered between **William Point** and **Mary Point**. Private docks are NE of **Goat Islets** and NE of **Dickson Point**. **Anchorage** for small craft is south of **Hales Point** in **Edith Cove**. Small vessels can find **anchorage** with good holding in mud near the head of the inlet. It is reported that logging debris litters the bottom west of **Barry Point** and **Margaret Point**.

Chart 3543

 64 **Sidney Bay** ($50^{\circ}31'N$, $125^{\circ}36'W$) has **booming grounds**, private docks, and **anchorage** for small vessels near its head. **Marine farm** facilities lay close-off its north shore.

65 **Roy** (locality), east of Sidney Bay, has **booming grounds** and a **reef** of drying and below-water **rocks** north of it.

66 **Statham Point** has a log dump and **booming grounds** 0.5 mile NE of it.

67 **Cosby Point** ($50^{\circ}33'N$, $125^{\circ}33'W$) has drying and below-water **rocks** extending 0.8 mile SW from it. **Wignell Point** is 0.9 mile NE.

68 **Heydon Bay**, partially filled by a drying tidal flat with a steep-to edge, is a First Nations reserve. It has a **booming ground**. A dock with a fresh water pipe is 1 mile north of Heydon Bay.

69 **Mitchell Point**, on the west side of Loughborough Inlet, and **Campbell Point**, on the opposite shore, are 1 mile north of Heydon Bay.

70 **Towry Head**, at the south end of **Cooper Reach**, is prominent and cliffy on its south side. A logging camp and a dock are at **Latelle Creek**, 2 miles east.

71 **Frazer Bay**, between **Pym Point** and **Pan Point**, is a **booming ground**.

WHIRLPOOL RAPIDS (WELLBORE CHANNEL LOOKING SE) (2005)



72 **McBride Bay**, east of Pan Point, has a **shoal** with 3.7 m over it in its central part and drying **reefs** close south of **Heard Point**.



Wellbore Channel

Chart 3544


73 **Wellbore Channel** ($50^{\circ}27'N$, $125^{\circ}45'W$), which separates Hardwicke Island from the mainland to the east, joins Chancellor Channel and Sunderland Channel. It provides a route to Johnstone Strait that by-passes Current Passage and Race Passage, where wind against **current** can cause heavy **tide rips**.


74 **Bulkely Island** lies in the south entrance to Wellbore Channel.

75 **Whirlpool Rapids** is in the narrowest part of the channel, alongside **Carterer Point**.

  76 **Tidal streams** in Whirlpool Rapids create strong whirlpools, upwellings, and back eddies. **Turbulence** occurs south of Carterer Point with the flood **tide** and north of the point with the ebb. The flood sets SE and the ebb NW.

77 Secondary current station Whirlpool Rapids, referenced on Seymour Narrows, is in *Canadian Tide and Current Tables, Volume 6*.

 78 **Carterer Point light** (see [LL 542](#)) is on the NE end of an islet close NE of the point.

 79 **Forward Harbour** is entered between **Horace Point** and **Louisa Point** ($50^{\circ}28'N$, $125^{\circ}46'W$). When entering the harbour, take care to avoid the **shoal rock** south of **Midgham Islets**. **Anchorage** can be obtained anywhere in the harbour but the best location is off **Douglas Bay** where there is shelter from west winds. **Booming grounds** are along the south shore of the harbour.

80 **Robson Point**, **Maud Point**, and **Blanche Point** are named features on the north shore. **Florence Point** and **Cust Point** are on the south shore.

81 *Forward Harbour Conservancy (BC Parks)* was established in 2007 and includes the foreshore of the entrance to Forward Harbour; Midgham Islets; Thynne Peninsula, and eastern Bessborough Bay.

Sunderland Channel

82 **Sunderland Channel**, entered from the SE between **Althorp Point** and **Thynne Point**, leads 8 miles WSW to Johnstone Strait.



83 **Tidal streams** of 4 kn with heavy **tide rips** sometimes occur in the west entrance of Sunderland Channel, but farther east rates seldom exceed 1½ kn.

84 Secondary current station Sunderland Channel, referenced on Johnstone Strait–Central, is in *Canadian Tide and Current Tables, Volume 6*.



85 **Bessborough Bay** ($50^{\circ}29'N$, $125^{\circ}47'W$), at the east end of the channel, has **anchorage** for small vessels in its SE part, with no protection from west winds.

86 West winds cause a confused sea around **Termagant Point** ($50^{\circ}29'N$, $125^{\circ}49'W$).

87 **Topaze Harbour** is entered between **Geneste Point** ($50^{\circ}30'N$, $125^{\circ}51'W$) and **Murray Island**. **Jackson Bay**, on the north side of the harbour between **Neale Point** and **Molesworth Point**, has a logging camp and **booming grounds**.

88 **Jackson Bay** (landing), on the south side near **Hill Point**, is fronted by **booming grounds** and several private mooring **buoys**. On the north shore, **Read Bay** is filled with a tidal flat. A **breakwater** and dock are 0.2 mile east of **Haswell Point**.



89 **Anchorage** can be obtained almost anywhere in Topaze Harbour or in Jackson Bay, but there is little shelter for small craft.

90 **Poyntz Island** and **Seymour Island**, which has a drying **reef** close east of it, lie near mid-channel 1 mile west of Termagant Point.



91 **Seymour Island light** (see [LL 542.5](#)) is on the south side of the island. The light is not visible from northward.

92 **Marine farm** facilities are on the north shore of Hardwicke Island, about 0.9 mile SSW of Seymour Island.

93 **Shaw Point**, 1.5 miles west of Seymour Island, has a **submarine cable** extending north from it. **Booming grounds** are north of the point.

94 **Gunner Point** ($50^{\circ}28'N$, $125^{\circ}57'W$) is at the west entrance to Sunderland Channel. It is reported that temporary shelter from westerlies can be obtained in the bay east of Gunner Point.

Havannah Channel

Chart 3564

95 **Havannah Channel** ($50^{\circ}32'N$, $126^{\circ}14'W$), entered west of Broken Islands, leads to Port Harvey, Call Inlet, and Chatham Channel. Chatham Channel leads to Knight Inlet and is suitable for small vessels.



96 The area between Broken Islands and **Domville Point** is filled with **reefs**. **Hull Rock** is a detached rock, with 2.1 m over it, lying west of mid-channel alongside Domville Point.

97 **Lily Islet**, **Havannah Islets**, and **Bockett Islets** lie east of Domville Point. A **shoal** with 4 m over it lies in the passage between Havannah and Bockett Islets.

98 Lily Islet **daybeacon** has a **starboard hand daymark**.



99 **Havannah Islets light** (see [LL 537](#)) is on the south extremity of the islets.

100 **Marine farm** facilities are located 0.8 mile east of Domville Point and off the west side of Havannah Islets.

101 **Booming grounds** are in the bay west of **Bockett Point** and SW of **Whitebeach Point**. A **conspicuous** white sandy beach is at Whitebeach Point.



102 **Bougey Shoal**, an isolated **rock** with 5.8 m over it, lies in the entrance to **Bougey Bay**. **Anchorage** can be obtained in the middle of the bay. **Booming grounds** are at the head.

103 **Mistake Island** and **Hull Island** ($50^{\circ}33'N$, $126^{\circ}12'W$) lie in mid-channel alongside **Malone Point**, which is bold. A **marine farm** is located on the north side of Mistake Island.

104 **Triangle Island**, **Tom Islet**, and **Browning Rock**, with less than 2 m over it, lie north of Hull Island.



105 **Round Island**, NW of Hull Island, separates **Soderman Cove** and **Burial Cove**. Private docks are in the bay north of Malone Point (**Cookson Cove**) and in Soderman and Burial Coves. Burial Cove has good **anchorage** for small craft.



106 **Indian Islands** lie off the abandoned First Nations village of **Matilpi**, where the **ruins** of one house remain. Small craft can find good **anchorage** behind the islands.

Port Harvey



107 **Port Harvey** ($50^{\circ}33'N$, $126^{\circ}16'W$) is an inlet entered west of **Transit Point**. **Open Cove**, on the north side of **Harvey Point**, has good **anchorage** for small craft except in westerly winds, which raise a

considerable sea. Good **anchorage** for small vessels can be obtained NNW of **Mist Islets** and excellent **anchorage** for small craft is north of **Range Island**.

108 Tidal differences for Port Harvey, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

109 A log dump is 0.6 mile WSW of Transit Point and **booming grounds** are NE of Transit Point and at the head of the port. A **pier** is on the south side of the SW Mist Islet. A row of **dolphins** extends south from **Tide Pole Islet**. Two houses and the **ruins** of a public wharf are at the head of the port.

110 **Cracroft Inlet** is a drying gorge that leads NW to Clio Channel. **Marine farm** facilities are located at the entrance to Cracroft Inlet near the west side of Dorman Island.

Chart 3545, 3564

Call Inlet


111 **Call Inlet**, entered north of **Turn Point** ($50^{\circ}34'N$, $126^{\circ}11'W$), extends 10 miles ENE between unusually steep shores. The inlet is free of mid-channel dangers except for **Call Shoal**, with 10.7 m over it, lying 2 miles within the entrance. **Squire Point**, ENE of **Grogan Island**, is bold.

112 Depths in most places are too deep for good anchorage and east winds are reported to funnel strongly down the inlet. **Warren Islands** are reported to provide inadequate shelter for small craft.

Chatham Channel

Chart 3564


113 **Chatham Channel**, entered between **Root Point** ($50^{\circ}35'N$, $126^{\circ}12'W$) and **Ray Point**, leads along the north coast of **East Cracroft Island** and connects Havannah Channel to Knight Inlet. The channel is narrow and shallow at the east end south of **Bowers Islands**. A **rock**, with 1.5 m over it, lies in the east entrance and kelp grows almost across the channel in summer and autumn.


 114 **Tidal streams** flood to the east and have a rate at springs of 5 kn, and are strongest in the first mile west of Root Point. Secondary current station Chatham Channel, referenced on Seymour Narrows, is in *Canadian Tide and Current Tables, Volume 6*.

115 A **daybeacon** with a **port hand daymark** is on Root Point. Two **daybeacons** with **port hand daymarks** are on the south side of the channel, between Root Point

and Bowers Islands. A **daybeacon** with a **starboard hand daymark** is on the SW Bowers Island.

116 The fairway through the east part of the channel is marked at both ends by light ranges.

 117 **Ray Point range lights** (see [LL 538](#), [LL 539](#)) are on the point.

 118 **East Cracroft Island range lights** (see [LL 540](#), [LL 541](#)) are on the NE side of the island.

119 **Hadley Bay**, NE of **Atchison Island**, has private berthing facilities and **conspicuous** buildings. The islet south of Atchison Island has a cliff with a white patch on it.


120 A private dock is on the east side of the channel 1.2 miles WNW of Bowers Islands.

121 Stay outside the 5 m line to avoid a slide area extending from East Cracroft Island 1.5 miles NW of Bowers Islands.

122 **Amyes Island** lies in the south approach and **Cutter Islet** lies in the entrance to **Cutter Cove** ($50^{\circ}37'N$, $126^{\circ}16'W$). **Anchorage** for small vessels with good holding in mud is available.

123 **Minstrel Island** is separated from East Cracroft Island by **The Blow Hole**, which is suitable only for small craft. It is narrow, shallow, and has kelp growing almost across it in summer and autumn. Despite this, The Blow Hole is reported to be easy to navigate. A **submarine pipeline** (water) crosses The Blow Hole.

 124 Chatham Channel off Minstrel Island settlement is a **seaplane landing area**.


 125 **Minstrel Island** settlement has a **public wharf** (*Fisheries and Oceans Canada—Small Craft Harbours—Recreational Harbours*) used by small craft and seaplanes.


Clio Channel


Chart 3545

126 **Clio Channel** ($50^{\circ}35'N$, $126^{\circ}24'W$), between West Cracroft and Turnour Islands, connects Baronet and Beware Passages to Knight Inlet.


127 A **rock**, with less than 2 m over it, lies midway between **Klaoitsis Island** ($50^{\circ}34'N$, $126^{\circ}28'W$) and **Joliffe Island**. **Turnour Rock** lies in the approach to **Turnour Bay**.

 128 **Tidal streams** in Clio Channel flood to the west at about 1 kn.

 129 **Potts Lagoon**, on the south side of the channel, and a cove at the entrance to the lagoon, offer good all-weather **anchorage** for small craft. Floathouses are moored in the inner bay.

 130 **Bend Island** is on the south side of the channel. It is reported that **anchorage** for small craft can be obtained at either end of the island. A log dump and **booming ground** are in the cove 1.2 miles ENE of Bend Island.

131 A **daybeacon** with a **bifurcation/junction daymark** is on the rock in the middle of Clio Channel. Preferred channel to the port of the rock.


 132 **Caution.** — A **rock awash** has been reported close east of the daybeacon.


133 **Bones Bay** ($50^{\circ}35'N$, $126^{\circ}21'W$) has a **conspicuous** abandoned cannery near its head. The **jetty** is in disrepair. *Bones Bay Lodge* is a seasonal wildlife ecotour and sport fishing resort located SW of the abandoned cannery.

134 **Sambo Point** is at the northern part of Bones Bay and has shoal water extending 0.2 miles SSW.

135 **Dorman Island**, ENE of Sambo Point, with **Farquharson Island** close SE of it, forms the east side of Cracroft Inlet which leads to Port Harvey (*Chart 3564*).

136 **Marine farm** facilities, on the south side of Turnour Island, are SW of Bennett Point, and off the SW shore of Minstrel Island.

 137 **Lagoon Cove** ($50^{\circ}36'N$, $126^{\circ}19'W$) entered SW of **Perley Island** from Clio Channel, has sheltered **anchorage**, mud bottom, for small vessels. Care should be taken when anchoring as logging cables are reported to foul both east and west sides.


 138 *Lagoon Cove Marina* is on the east shore of the cove. For detailed information see www.lagooncovemarina.com.

139 Tidal differences for Lagoon Cove, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.


Baronet Passage

Charts 3546, 3545

140 **Baronet Passage** ($50^{\circ}33'N$, $126^{\circ}35'W$) is between **West Cracroft Island** and **Harbledown Island**.

 141 **Caution.** — Baronet Passage is partially obstructed by **reefs** near Walden Island and should be navigated with caution.

142 The route through Baronet Passage and Clio Channel to Knight Inlet is sometimes used by small vessels.

 143 **Tidal streams** off Walden Island flood to the west at a maximum of about 3 kn. Secondary current station Baronet Passage (for a location 1.5 miles west of Walden Island), referenced on Seymour Narrows, is in *Canadian Tide and Current Tables, Volume 6*.


 144 **Bell Rocks** lie on the north side at the west entrance to the passage. The flood **current** flowing west through Baronet Passage meets that flowing south through Blackney Passage near Bell Rocks, resulting in counter-clockwise circulation.



Chart 3545

145 **Walden Island** ($50^{\circ}33'N$, $126^{\circ}33'W$) has **rocks** and **shoals** west, east, and north of it. The deeper channel north of the island is preferred. A floathouse is in the bay 0.7 mile east of the island.

146 **Wilson Passage** has **rocks** on both sides of its south part and a drying **reef** on the east side near its north end. A drying **reef** lies 0.2 mile NNE of **Jamieson Island**. The channel NW of Jamieson Island is useful for smaller vessels.


Beware Passage

147 **Beware Passage** ($50^{\circ}35'N$, $126^{\circ}32'W$) is obstructed by numerous islands, **rocks**, and **shoal** areas.

  148 **Caution.** — It is prudent to navigate at LW on a rising tide when underwater **dangers** are visible. Close attention should be paid to drift from **tidal streams**. Local knowledge is advised.

149 **Kamano Island** lies in the SE entrance and **Care Rock** and **Beware Rock** are named mid-channel **dangers**.

150 **Karlukwees**, at the SW end of **Turnour Island**, NW of **Nicholas Point**, is the site of an occasionally occupied First Nations village. The **wharf** is in disrepair.

 151 **Caution Cove**, north of **Care Island**, has **Caution Rock** in the middle of its entrance. The cove provides **anchorage** for small craft with reported good holding over mud but is open to prevailing winds. A logging camp with a dock is on the north side of the cove, and **booming grounds** are at the head.

152 **Beware Cove**, entered north of **Cook Island**, offers protection from NW winds but is exposed to those from SE and NE.

153 A detached **shoal**, with 4.9 m over it, lies 0.4 mile south of **Mink Point**, and a **shoal** with 8.8 m over it lies midway between Mink Point and **Dead Point**.

154 *Blackfish Sound is described in Chapter 1.*

Knight Inlet and Approaches

Charts 3546, 3545, 3515

155 **Knight Inlet** ($50^{\circ}38'N$, $126^{\circ}34'W$), the longest inlet on the British Columbia coast, runs for much of its length between mountains with summits more than 1,500 m, many snow-clad throughout the year. Depths are great with few off-lying dangers. Anchorages are few and widely separated. Winds are frequently strong and funneled by the steep sides. Large quantities of logs are shipped from the inlet. There are several logging camps but no settlements

156 Tidal differences for Glendale Cove, 33 miles inside the entrance, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.



157 **Tidal streams** between the entrance and Steep Head, 15 miles east, reach 3 kn on the ebb but considerably less on the flood. Heavy **tide rips** occur in places. The turn of **current** occurs 1 to 2 hours after HW and LW, time being considerably affected by the amount of land drainage runoff.



158 Wind also has a considerable effect on the rate of the **tidal currents**. An increase of 2 kn can be expected when strong winds are blowing up or down the channel with the current.



159 During summer months, when there is a large land runoff, the flood **stream** in the upper reaches disappears entirely and there is a marked increase in the strength of the ebb **stream**. At this time of year there is an overlay of fresher water for a considerable distance from the head.

Chart 3546

Knight Inlet West and North Approaches

160 The main approach channel to Knight Inlet lies between Swanson Island and **Wedge Island** ($50^{\circ}38'N$, $126^{\circ}43'W$).




161 *Wedge Island light* (see [LL 556](#)) is on the south side of the island.

162 **Surge Islands, Whale Rock, Round Islet, and White Cliff Islets** ($50^{\circ}39'N$, $126^{\circ}44'W$), which are light-coloured and **conspicuous**, are among the islets and **rocks**

extending north from Wedge Island. **Passage Islet** and **Fire Shoal** lie in the middle of the passage east of this group.

163 **Providence Passage**, 1 mile east of White Cliff Islets, leads between **Fire Island** and **Owl Island**, to SW, and **Cedar Island** and **Midsummer Island**, to NE. This passage is suitable for small craft. **Tree Point** is the west extremity of Midsummer Island.

164 **Spring Passage**, entered between **Sedge Islands** ($50^{\circ}41'N$, $126^{\circ}42'W$) and **Canoe Islets**, provides an alternative route into Knight Inlet for small vessels.


 165 **Caution.** — There are numerous unmarked **dangers** between Midsummer and Gilford Islands. Local knowledge is advised.

166 **House Islet** ($50^{\circ}40'N$, $126^{\circ}42'W$) has an elevation of 37 m and **shoals** lie east and west of it. **Green Rock** with other isolated **rocks** lie 1 mile east. **Wolf Island** and **Morning Islets** lie north of Midsummer Island. **Henrietta Island** lies off the west end of Gilford Island. **Bare Hill**, at the SW extremity of Gilford Island, is heavily wooded.

167 **Marine farm** facilities are off the NW shore of Midsummer Island and in Potts Bay.

168 **Potts Bay** is in the NE part of Midsummer Island.

169 **Ridge Islets** and **Ridge Rock**, which dries 2.7 m, lie in the south entrance to Spring Passage.

 170 **Caution.** — Numerous **rocks** and **shoals** are in this area and they are not marked by aids to navigation.

171 **Gull Rock, Puzzle Island** ($50^{\circ}38'N$, $126^{\circ}43'W$), **Mist Island**, a **rock** with 7.6 m over it NNW of **Twist Island, Chick Reef**, drying and below-water **rocks** north of **Whirl Island**, and **Twilight Rock** lie on the south side of the main approach to Knight Inlet. **Marine farm** facilities lie off Swanson Island, west of **Western Islets**, and between Twist and Whirl Island.

172 **Night Islet, Jumble Island, and Pering Islets** lie in the middle of the approach.

173 **Swanson Passage**, west of **Crease Island**, leads to Farewell Harbour (*described in Chapter 1*). **Boundary Rock, Dot Islet, Lone Tree Islet, and Point Reef** extending from **Charles Point** lie in the north approach to the passage. **Tuft Rock** and **Rough Islets** lie at the south end of the passage. A floating fish camp is south of **Maggy Point**.



174 **Village Channel** leads south of Crease Island, **Goat Islands, Fern Island, and Maud Island** of the **Indian Group**. It is reported that **anchorage** for small craft can be obtained in the bay at the SE end of Crease Island; enter north of Goat Islands.





175 **Indian Channel**, entered through Whitebeach Passage, leads south of **Sarah Islets**,

Berry Island, and the **Carey Group (Leone Island, Madrona Island, Larsen Island, Alder Island, and Ralph Island)**. **Marine farm** facilities are NW of Larsen Island. It is reported that good **anchorage** can be obtained by small craft south of **Mound Island** and in the bay between Leone and Madrona Islands.


176 A First Nations reserve and its occasionally occupied village are on the north end of Harbledown Island. It is marked by the **ruins** of a **jetty** and several houses.


Chart 3545

 177 **Native Anchorage** ($50^{\circ}37'N$, $126^{\circ}34'W$) has **Cecil Islet** and **Hail Islets** in its west approach. The anchorage offers little protection from westerly winds, and east winds are reported to funnel down **Canoe Passage** with considerable force.

 178 A fish haven with unknown depth exists on the east side of **Canoe Passage**.

179 **Eliot Passage** ($50^{\circ}37'N$, $126^{\circ}36'W$) leads north between **Pearl Island** and **Village Island**. **Chart Islet**, **Grave Island**, **Scrub Islet**, and numerous **rocks** and unnamed islets extend from the SW extremity of Village Island. **Mamalilaculla**, a First Nations village on the west side of Village Island, is in **ruins**. **Clock Rock** ($50^{\circ}38'N$, $126^{\circ}36'W$) lies in the NW approach to Eliot Passage.

 180 **Anchorage** for small craft, with fair shelter and good holding but limited swinging room, can be found NE of the **jetty ruins** at Mamalilaculla. Tour docks, mooring **buoys**, water taxi service, and a floathouse store are in the bay north of the village.

 181 **Caution.** — Village Channel, Indian Channel, and Eliot Passage have unmarked **rocks** and **shoals**. These areas are suitable only for small craft and should be navigated with caution.

Knight Inlet


182 The entrance to Knight Inlet lies between **Warr Bluff** ($50^{\circ}38'N$, $126^{\circ}35'W$) and **Slope Point**, 1 mile NNE.

183 **Chop Bay**, 2 miles east of Slope Point, has above and below-water **rocks** in it.

184 **Island Cone** ($50^{\circ}38'N$, $126^{\circ}33'W$) and **Tribune Point**, the south extremity of Gilford Island, are cone-shaped and symmetrical. **Ripple Bluff** and **Dinner Point** are the NE and east extremities of Village Island.

185 **Lady Islands** ($50^{\circ}39'N$, $126^{\circ}25'W$), with **Lord Islet** close west, lay in the approach to Port Elizabeth.

186 A **booming ground** with a private **buoy** is at **Gilford Point**.

 187 **Port Elizabeth**, entered east of Gilford Point, has good **anchorage** in **Duck Cove** at its west end for small vessels and small craft, and in **Maple Cove** for small vessels. **Marine farm** facilities (2010), on the south shore, are 1.7 miles NW of Gilford Point.

188 **Gilford Bay**, NE of Lady Islands, has a log dump and **booming grounds** in it.

189 **Batt Bluff** ($50^{\circ}38'N$, $126^{\circ}21'W$), **White Nob Point**, and **Littleton Point** mark the north entrances to Clio and Chatham Channels.

190 **Stormy Bluff** is on Gilford Island, opposite White Nob Point. **Doctor Islets**, **Shewell Island**, **Martin Islets**, **Clapp Passage**, and **Nickoll Passage** lie in the south approach to Tribune Channel. **Steep Head** is the SE entrance point of Sargeant Passage.




 191 **Montagu Point** is on the south shore, opposite Viscount Island. **Tsakonu Cove**, south of **Protection Point** ($50^{\circ}39'N$, $126^{\circ}10'W$), has **anchorage** but is exposed to east winds. It is reported that the bottom is hard and rocky and that some dragging is possible. **Shelterless Point** is on the north shore 1.4 miles NE of Protection Point.

Chart 3515

192 **Hoeya Sound** ($50^{\circ}42'N$, $125^{\circ}58'W$), entered north of **Hoeya Head**, a relatively low headland, is too deep for anchorage. A logging camp is at the head of the sound. **Lull Bay** has **piles** on its west shore.

193 **Rest Islets**, **Prominent Point** ($50^{\circ}40'N$, $126^{\circ}01'W$), **Rough Point**, 4 miles east, and **Tomakstum Island** are on the south shore.

 194 **Matsiu Creek** ($50^{\circ}42'N$, $125^{\circ}50'W$) enters Knight Inlet through **Matsiu Valley**. **Siwash Bay** is on the south side of the inlet, 2 miles SE. **Anchorage** is possible along the east shore.

 195 **Glendale Cove** ($50^{\circ}41'N$, $125^{\circ}44'W$), entered between **Macdonald Point** and **Duncan Point**, affords **anchorage** open to northerly winds off the edge of the tidal flat at its head where depths **shoal** rapidly. It was reported (2017) that a boat trailer was sunk in Glendale Cove, close south of Duncan Point.

196 *Knight Inlet Lodge* in Glendale Cove offers a variety of wilderness tours.

197 Tidal differences for Glendale Cove, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

198 **Duncan Bight** is east of Glendale Cove. The area is being actively logged and buoys are reported in the bight.


199 The bay between **Sallie Point** and **Naena Point** ($50^{\circ}43'N$, $125^{\circ}43'W$) is the site of a logging camp. Named features in the next 5 miles are **Adeane Point**, **Kwalate Point**, **Herries Point**, **Tsukola Point**, and **Escape Point**. A waterfall at **Cascade Point** is conspicuous from the north. **Glacier Bay** ($50^{\circ}52'N$, $125^{\circ}34'W$) has a log dump.


200 **Ahnuhati River** flows through the **Ahnuhati Valley** and enters the inlet south of **Ahnuhati Point**.

201 Named features to the head of the inlet are **Transit Head**, **Axe Point**, **Wahkash Point**, **Rubble Point**, and **Hatchet Point**.

202 **Wahshihlas Bay** ($51^{\circ}01'N$, $125^{\circ}36'W$), at the mouth of the **Sim River**, is a **booming ground**.


203 **Klinaklini River** and **Franklin River** flow into the head of Knight Inlet across tidal flats. **Booming grounds** lie off **Dutchman Head**.

 204 **Anchorage** is available close inshore in the bay north of Ahnuhati Point ($50^{\circ}53'N$, $125^{\circ}38'W$), in Wahshihlas Bay near its head, and at the head of Knight Inlet close to the tidal flat.

 205 **Caution.** — Use these anchorages with vigilance. Depths shoal rapidly and are unsafe in strong north winds which are common during the winter months.



Tribune Channel

206 **Tribune Channel** ($50^{\circ}48'N$, $126^{\circ}12'W$) leads around east and north sides of **Gilford Island** and joins Fife Sound SE of Broughton Island.


 207 **Tidal streams** in Tribune Channel are less than 2 kn with no turbulence.


 208 **Bamber Point light** (see [LL 557](#)) is on the west side of **Viscount Island** ($50^{\circ}41'N$, $126^{\circ}13'W$).

209 A drying **rock** and **Braza Island** lie close-off the west shore. **Humphrey Rock**, with less than 2 m over it, and a **rock** with 46 m over it lie in mid-channel WSW of the light.

  210 **Sargeant Passage**, which has a charted least depth of 6.7 m in its narrowest part, is used frequently by fishing vessels. It runs between steep-sided mountains. Favour the west side of the passage to avoid the **shoal** extending from the east shore in the narrowest part. It is reported that secure **anchorage** for small craft is available either north or south of the narrows depending upon the wind direction. **Pumish Point** is at the


north entrance to the passage. **Marine farm** facilities are on the north side of Steep Head.


 211 **Kumlah Island**, south of **Trafford Point**, is near where **tides** from Knight Inlet and Tribune Channel meet. **It is reported that driftwood is usually in this vicinity.** **Booming grounds** are on the east shore SW of **Cleve Point**.


 212 **Thompson Sound** ($50^{\circ}47'N$, $126^{\circ}04'W$) is entered south of **London Point**. North of **Sackville Island**, indifferent **anchorage** with limited swinging room can be obtained between tidal flats at its head. A logging camp at the entrance to **McAlister Creek** has a sewage lagoon with a **submarine pipeline** extending from it.


213 **Bond Sound** ($50^{\circ}51'N$, $126^{\circ}11'W$), entered north of **Loaf Point**, has no sheltered anchorage.

214 A **daybeacon** with a **port hand daymark** is on **Irvine Point** ($50^{\circ}49'N$, $126^{\circ}14'W$).

 215 **Anchorage** with good shelter for small vessels and small craft can be obtained in **Wahkana Bay**. A **shoal** lies close-off **Clam Point**.

 216 **Caution.** — It is reported that there has been a rock slide on the NW side of the head of the bay resulting in depths less than charted.

 217 **Kwatsi Bay**, north of **Miller Point** and **Kwatsi Point**, has less sheltered **anchorage** for small vessels. However, the inner cove at the head of Kwatsi Bay is reported to afford excellent **anchorage** for small craft on the SE side.

 218 **Watson Cove**, entered NNW of **Gormely Point**, provides sheltered **anchorage** for small craft. A **rock** with less than 2 m over it lies in the entrance.

219 **Booming grounds** line the south shore east of **Rainy Point**.

220 **Deep Sea Bluff** ($50^{\circ}49'N$, $126^{\circ}30'W$) and **Raleigh Point** of the Burdwood Group form the west entrance points of Tribune Channel.

Tribune Channel Approaches from West and SW

221 Tribune Channel ($50^{\circ}49'N$, $126^{\circ}28'W$) approaches from west and SW are almost filled by a large group of islands and **rocks**. Fife Sound, on the north side of this group, is the main access route to Tribune Channel. Arrow Passage and Retreat Passage are alternative, though intricate, routes.

222 **Broughton Archipelago Marine Provincial Park** (*BC Parks*) encompasses numerous islands, islets, and adjacent foreshore west of Gilford Island. The park is undeveloped.

Kingcome Inlet Approach

223 **Hornet Passage**, when entered between Evangeline Point and **Denham Island**, leads east of the **Burdwood Group**. It connects with Tribune Channel between **Walker Islet** and **Smith Rock**.



224 **Viner Sound** ($50^{\circ}47'N, 125^{\circ}25'W$) has **King Point** and **Penn Islet** at its north entrance.

Anchorage for small vessels is near its head, just clear of the drying flats, and in the cove, on the north side of its head. It has been reported that there is minimal shelter from east and west winds.

225 **Raleigh Passage**, west of the Burdwood Group, is entered west of **Village Point**. **Birmingham Island** lies on the NE side of the passage.



226 **Hayle Bay** ($50^{\circ}49'N, 126^{\circ}34'W$) is too deep and exposed for anchorage. **Laura Bay**, north of **Hayle Point**, offers **anchorage** with reasonable protection for small craft north of the islet in its north part. A **rock awash** lies 90 m ENE of the islet.

227 **Simoom Sound** ($50^{\circ}51'N, 126^{\circ}29'W$) is entered south of **Pollard Point** and west of **Louisa Islet**. **Booming grounds** are NNW and ENE of Louisa Islet. **Esther Shoal** lies in mid-channel 0.5 mile NE of Louisa Islet and detached **rocks** lie west of **Hannant Point**.



228 **Anchorage** is available NW of **Esther Point**, in **McIntosh Bay**, and in **O'Brien Bay**, entered NW of **Curtis Point**.

229 **Penphrase Passage** ($50^{\circ}50'N, 126^{\circ}35'W$) is bounded to the SE by **Trivett Island**, **Sir Edmund Head**, **Nicholls Island**, and **Hayes Point**, and to the NE by **Steep Point** and **Vigis Point** of **Wishart Peninsula**. **Trivett Rock** is an isolated **rock** in the south entrance of the passage.



230 **Sir Edmund Bay**, where there are **ruins** of an abandoned logging operation, has an isolated **shoal** near its centre. Numerous **reefs** lie between Nicholls Island and Hayes Point (*Chart 3547*) therefore enter the bay east of Nicholls Island. **Anchorage** for small craft is available at the head of the west arm and behind the drying **rock** in the south arm. It has been reported a **marine farm** is located on the east side of the bay.



231 **Shawl Bay** ($50^{\circ}51'N, 126^{\circ}34'W$) is used as an **anchorage** in its south part by commercial fishing vessels. The north part is not recommended for anchorage.

232 *Frank's Fishing Lodge* is private.

233 The *Royal Victoria Yacht Club Shawl Bay Outstation* and the *Burrard Yacht Club Shawl Bay Outstation* are on the west side of Shawl Bay.

234 The passage east of Gregory Island is reported to be used by commercial fishing vessels.

235 **Simoom Sound** ($50^{\circ}51'N, 126^{\circ}29'W$) is entered south of **Pollard Point** and west of **Louisa Islet**. **Booming grounds** are NNW and ENE of Louisa Islet. **Esther Shoal** lies in mid-channel 0.5 mile NE of Louisa Islet and detached **rocks** lie west of **Hannant Point**.



236 **Anchorage** is available NW of **Esther Point**, in **McIntosh Bay**, and in **O'Brien Bay**, entered NW of **Curtis Point**.

Kingcome Inlet

237 **Kingcome Inlet**, entered between **Bradley Point** ($50^{\circ}52'N, 126^{\circ}36'W$) and **Magin Islets**, has no off-lying dangers and is deep to about 1.5 miles from its head, where it **shoals** gradually and then abruptly to a drying tidal flat. High snow-clad mountains on the north shore are **conspicuous** from Queen Charlotte Strait.



238 **Reid Bay** ($50^{\circ}53'N, 126^{\circ}39'W$) has an isolated **shoal** near its centre with 8.8 m over top. The bay is not recommended for anchorage because of depths and limited swinging room. The unnamed bay to the south is reported to afford **anchorage** for small craft with good protection from west winds (*Chart 3547*).



239 **Moore Bay** ($50^{\circ}53'N, 126^{\circ}33'W$), between **Gregory Island** and **Thomas Bluff**, is generally too deep for satisfactory anchorage. **Thief Rocks**, in the centre of the bay, dry 2.7 m. It is reported that small craft can find **anchorage** sheltered to the west in the bay SW of **Thief Island**. **Anchorage** sheltered to the east can be found in the bay east of the easternmost island in Moore Bay. A *B.C. Forest Service* dock is in the NE part of the bay. Fresh water is available. A mooring **buoy** is in the SE part of the bay.

240 **McKenzie Cove**, north of **Olivia Point**, is on the west side of the inlet. **Ellen Point** is 1.2 miles ENE and **Ellen Cove** has a log dump and **booming grounds**.


241 **Wakeman Sound**, entered east of **Upton Point** ($50^{\circ}56'N, 126^{\circ}31'W$), does not offer good anchorage. The *Wakeman Estuary Conservancy (BC Parks)* is located at the head of the sound, where the **Wakeman River** drains into the ocean. Runoff from snow-clad mountains makes water quite fresh near the head at LW and gives it a dull, milky appearance.


242 A **conspicuous** landslide on the west side of **Mount Plowden** reaches the sound is 1 mile NNW of **Philadelphia Point** ($50^{\circ}57'N, 126^{\circ}28'W$).

243 **Frances Point** and **Galway Point** are on the south shore opposite Wakeman Sound.

244 **Belleisle Sound**, on the south side of Kingcome Inlet, is generally too deep for satisfactory anchorage except in a few places near shore for small craft, and is reported to provide little protection from west winds. A reef extends east of **Edmond Islet** in the entrance to the sound.

245 **Terease Point** ($50^{\circ}56'N$, $126^{\circ}23'W$) is on the north shore of Kingcome Inlet. **Charles Creek** has ruins of a logging camp and it is reported that a white monument stands near the water's edge. **Sybilla Point** and **Halliday Point** are on the south shore.


 246 The estuary of **Kingcome River** is low, marshy, and dotted with scrub and stunted trees. **Petley Point**, on the north shore near the head, has a **public dock** (*Transport Canada*) secured to shore and is accessible only by water. Seaplane service operates to Port Hardy. A logging camp, the First Nations village **Kingcome**, and the *Kingcome Inlet Post Office (Canada Post)* are about 1 mile up the Kingcome River. The river is navigable only by small craft.


 247 **Anchorage Cove**, on the south side at the head of the inlet, has **anchorage** near shore for small vessels but is open to north and west winds.

Fife Sound


Chart 3547


248 **Fife Sound**, entered between **Duff Islet** ($50^{\circ}45'N$, $126^{\circ}43'W$) and **Gordon Point**, is deep and free of mid-channel dangers. A rock, with less than 2 m over it, lies 0.25 mile NW of **Screen Island** close-off the west end of **Eden Island**. **Gore Rock**, which is 2 m high, and a 4.3 m shoal 0.4 mile west of it, are the outermost dangers on the north side of the entrance.


 249 **Duff Islet light** (see [LL 558](#)) is on the north side of the islet.


 250 **Tidal streams** in Fife Sound are negligible.

251 **Marine farm** facilities may be encountered in several locations along the shores of Fife Sound.

 252 **Cullen Harbour** ($50^{\circ}46'N$, $126^{\circ}44'W$) is entered between Gordon Point and **Nelly Islet**. **Ben Rock**, which dries 1.8 m, and **Olden Island** are on the west side of the entrance. Well-protected **anchorage** for small vessels and small craft can be obtained. The bottom is reported to be mud.

 253 **Booker Lagoon** is entered through **Booker Passage**, a narrow passage with a least mid-channel depth of 6.4 m, which leads around the north end of **Long Island**. **Tidal streams** run swiftly through the passage; enter near slack water.

 254 Small vessels and small craft can find **anchorage** in the four arms of the lagoon, depending upon winds. Holding is reported to be good in mud. The westernmost arm has a **rock** close-off the south entrance point, and **submerged buoys** extending from the south entrance point to mid channel. These are remnants of a marine farm and it is possible that similar obstructions occur elsewhere.

 255 **Anchorage**, protected from west winds, is reported to be available on the north side of **Wicklow Point** ($50^{\circ}47'N$, $126^{\circ}42'W$).

256 The entrance to **Twin Lagoon** ($50^{\circ}47'N$, $126^{\circ}40'W$) dries. **Duff Point** and **Arthur Point** are on the north shore of Eden Island.

Charts 3547, 3515

257 **Indian Passage** ($50^{\circ}46'N$, $126^{\circ}38'W$) leads south of **Rees Island**, **John Island**, **Davis Island**, and **Fife Rock**, which comprise the **Benjamin Group**. It is used by small vessels.



 258 It is reported that the bay SW of **Fly Island** has excellent **anchorage** for small craft.

Chart 3515

 259 **Deep Harbour** ($50^{\circ}48'N$, $126^{\circ}35'W$), in the SE part of **Broughton Island**, forms the east extremity of a bay entered between **Pemberton Point** and **Sharp Point**. **Jumper Island** lies north of Sharp Point. **Marine farm** facilities lie in the centre of the harbour. Small vessels can obtain limited **anchorage** in 40 m near the head of the harbour, clear of the **booming ground**.

260 **Sharp Shoal** lies off **Pearse Peninsula** in the east approach to Deep Harbour.

261 **Notice Point** and **Ragged Island**, with **Pym Rocks** close east, mark the east entrance of Fife Sound.



 262 **Caution.** — Care should be taken to give **Pym Rocks** a wide berth as groundings have been reported.


Chart 3547

Passages South of Eden Island

 263 **Monday Anchorage** ($50^{\circ}44'N$, $126^{\circ}39'W$), on the north side of **Mars Island**, east of **Marsden**

Islands, has **anchorage** for small vessels in about 12 m with little shelter from west winds.

 264 **Caution.** — The entrance from Queen Charlotte Strait, through either **Trainer Passage** or **Philips Passage**, is obstructed by **rocks**, particularly in Philips Passage. Local knowledge is advised.

 265 **Joe Cove** ($50^{\circ}45'N$, $126^{\circ}40'W$), in the south part of Eden Island, is reported to provide completely protected **anchorage** for small craft in the SE arm of its head, mud bottom.

266 **Misty Passage** leads between Eden Island and **Tracey Island**. **Old Passage** entered north of **George Point** separates **Insect Island** from **Baker Island**. **Blunden Passage**, with **Innis Island** in its south entrance, leads between Tracey and Baker Islands.



 267 **Caution.** — These passages are narrow and shoal in places. Caution is advised.

Chart 3546

 268 **Sunday Harbour** ($50^{\circ}43'N$, $126^{\circ}42'W$), south of **Crib Island**, has **anchorage** for small vessels with little protection from west winds.

269 Tidal differences for Sunday Harbour, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.


270 To enter **Crib Passage** pass midway between **Liska Islet** and **Huston Islet**, taking care to avoid the **rock** with 4.3 m over it 0.1 mile west of Huston Islet, then steer a mid-channel course.


271 To enter east of **Narrows Islet** via **Sunday Passage** steer for the south extremity of **Angular Island**, bearing 098° , to pass between 90 m and 0.1 mile south of **Kate Islet**. When Sunday Passage opens, steer a mid-channel course through it. When approaching from SW note the **rock**, with 6.7 m over it, 0.3 mile WNW of **Coach Islets**.


Arrow Passage and SW Approach

272 **Arrow Passage** is entered from the west between **Horse Rock** ($50^{\circ}42'N$, $126^{\circ}42'W$) and **Evening Rocks**. A **rock**, with 7.3 m over it, lies 0.3 mile east of Horse Rock.

273 **Sedge Islands** ($50^{\circ}41'N$, $126^{\circ}42'W$), **High Island**, **Start Island**, and **Ledge Rock** are the outermost named features among the numerous islands and **rocks** extending 1.5 miles off the west coast of **Bonwick Island**.

 274 **Caution.** — It is not advised to enter the Sedge Islands area without local knowledge. **Shoal rocks** lie up to 0.3 mile west of Sedge Islands and Start Island.

 275 **Dusky Cove** is on the west side of Bonwick Island and has **anchorage** for small vessels.

 276 **Caution.** — Dusky Cove provides minimal shelter from west winds. Local knowledge is advised.


277 Dusky Cove is approached between **Loon Rock**, **Cove Islet**, and **Leading Islet** to the north, and **Trap Rock** and **South Islet** to the south. An isolated **rock**, with 5.5 m over it, lies WSW of Loon Rock. **Purves Cove**, to the NW, lies east of **Fog Islets**.


278 **Spiller Passage** leads north from Arrow Passage between **Hudson Island** and **Morrow Island** to the west and Mars Island to the east.

279 **Marine farm** facilities, on the south side of Arrow Passage, are in the west part of **Sedgley Cove**. A private dock is in **Betty Cove**.

Retreat and Cramer Passages


280 **Retreat Passage** is entered from Spring Passage between **Success Point** and **Seabreeze Island** ($50^{\circ}41'N$, $126^{\circ}38'W$).

 281 **Caution.** — A local **magnetic disturbance** causing compass errors of up to 18° has been reported in Retreat Passage, particularly in the vicinity of **Meade Bay**.


 282 Retreat Passage is a **seaplane landing area** referred to as *Gilford Island (Health Bay)*.


283 **Marine farm** facilities are located at the north entrance to **Carrie Bay** and may be encountered in other locations throughout Retreat Passage.


284 **Gilford Rock**, 0.4 mile NE of Seabreeze Island, is light-coloured showing white in the sun. **Yellow Rock**, 0.9 mile NE of Seabreeze Island, appears yellow in summer due to the colour of its vegetation.


 285 **Health Bay** (locality), NE of **Sail Island**, is fronted by **rocks** and **shoals** and has a **wharf** and dock.


286 A **submarine pipeline** (sewer outfall) at Health Bay extends into Retreat Passage.

 287 **Health Bay** ($50^{\circ}41'N$, $126^{\circ}35'W$) has **anchorage** for small vessels in its mouth and for small craft farther in. A detached **shoal**, with 7 m over it, lies in mid-bay. **Health Lagoon** dries except for the **rock-strewn** entrance channel.

 288 A fibre-optic **submarine cable** extends south from Health Bay and winds though Spring Passage, landing at a spot 0.5 NM from Dead Point.

 289 Small craft can find **anchorage**, open to the SE, in Carrie Bay. **Anchorage** can be obtained off Meade Bay.


 290 **Grebe Cove** provides **anchorage** for small vessels and small craft but east and west winds are reported to blow strongly through it.


 291 **Waddington Bay**, in the NE part of Bonwick Island, is reported to provide sheltered **anchorage** for small craft with good holding in sticky mud.



292 **Fox Group** ($50^{\circ}44'N$, $126^{\circ}36'W$) lies at the junction of Retreat, Arrow, Blunden, and Cramer Passages.

293 **Solitary Islet** lies in mid-channel east of Fox Group. **Browne Rock**, an isolated **rock** that dries 0.6 m and usually marked by kelp in summer, lies SW of **Isle Point**, in the approach to Cramer Passage. Detached **shoals** lay 0.3 and 0.5 mile to the east. A **rock** that dries 2.7 m lies close-off the south extremity of Baker Island, NNE of **Steep Islet**. A **rock** that dries 5.2 m and a **rock** with less than 2 m over it lie 0.2 mile east of Steep Islet. A **rock awash** lies close off the west side of Steep Islet.


Chart 3515


 294 **False Cove** ($50^{\circ}44'N$, $126^{\circ}33'W$) provides good **anchorage** but it is open to west winds.

 295 **Cramer Passage** ($50^{\circ}45'N$, $126^{\circ}32'W$) has **rocks** extending more than 0.1 mile from the SW entrance point. **Baxter Shoal** and a **reef** off **Powell Point**, the NE entrance point, are the only other **dangers** more than 0.1 mile offshore. **Evans Point** and **Horsford Point** are the SE and NE extremities of Baker Island.


  296 **Shoal Harbour** provides **anchorage** for small craft, mud bottom. The best berth is reported to be south of the islet SSW of the entrance, where there is adequate protection from west winds but not much from east winds. A **wharf** with docks, a **booming ground**, and logging camp are in the harbour.

297 Between Shoal Harbour and Echo Bay is a small bay with a dock, private residence, sawmill, and marine railway haul-out. *Bill Proctor's Museum and Gift Shop* (channel 16) houses a collection of local artifacts.


 298 **Echo Bay** ($50^{\circ}45'N$, $126^{\circ}30'W$) has *Echo Bay Marina & Lodge*. Scheduled seaplane service is available between Echo Bay and Port McNeill, Campbell River, and Seattle. For detailed information see www.kwaxwalawadi.com.

 299 A fibre-optic **submarine cable** extends from Echo Bay, west through Fife Sound, then south through Nowell Channel before landing at Mitchell Bay.

300 *Echo Bay Marine Provincial Park (BC Parks)* is on the NE side of the bay. The public wharf is considered unsafe and is closed until further notice.

 301 Waters fronting this area are a **seaplane landing area** referred to as *Gilford Island (Echo Bay)*.


302 **Simoom Sound** settlement, 0.6 mile north, is abandoned. The *Paddler's Inn* has kayak rentals, boat charters, and accommodations.


 303 **Scott Cove** ($50^{\circ}46'N$, $126^{\circ}28'W$) once had a logging camp with **booming grounds**. **Shoals** lay close-off **Evangeline Point** and **Powell Point**, and **Evangeline Rock** lies in the mouth of the cove. A **submarine pipeline** outfall extends into the cove from where the logging camp once was.


Wells Passage

Chart 3547

304 **Wells Passage**, entered east of **Boyles Point** ($50^{\circ}49'N$, $127^{\circ}01'W$), leads 6.5 miles NE to Sutlej Channel, Drury Inlet, and Grappler Sound. The passage is generally deep but has occasional depths of 27 to 37 m near mid-channel. **Compton Point** and **Providence Point** form its north end.

 305 **Tidal streams** in Wells Passage attain up to 3 kn.

 306 *James Point light* (see [LL 559](#)) is on the point on the west side of the entrance to Wells Passage.

 307 **Caution.** — Numerous **rocks** and **shoals** are in this vicinity. Drying rocks extend 0.4 mile SSW of Boyles Point. *Lewis Rocks*, described in *Chapter 2*, and several rocks south of them lie 1 mile farther SW. A rock with 3.4 m over it lies near mid-channel 0.6 mile south of James Point. Rocks extend more than 0.1 mile into the channel from **Ommaney Islet**, and the area SE and eastward of this islet is filled with numerous rocks and shoals. A rock, with 7.9 m over it, lies 0.15 mile south of **Poppowell Point**. A 7.3 m shoal lies 0.2 mile off Providence Point.

308 **Wehlis Bay**, on the west side of Wells Passage, is not recommended for anchorage.


309 **Booming grounds** and a log dump are in the cove 0.5 mile west of **Cane Point** ($50^{\circ}51'N$, $126^{\circ}53'W$).


  310 **Tracey Harbour** ($50^{\circ}51'N$, $126^{\circ}52'W$), entered south of **Lambert Island**,

has shoal water and rocks fringing its shores. **Wolf Cove** leads NE between **Wolf Point** and **Baronet Point**. **Mauve Islet** is close-off the south shore. A drying **rock**, a **wreck**, and **Star Rock** lie close-off the north shore between **Wood Point** and **Bath Point**. **Freshwater Cove** is on the south shore opposite Bath Point. **Napier Bay**, entered between **Griffith Point** and **Preston Point**, affords good **anchorage** for small vessels, mud bottom. Stay well clear of the **submarine pipeline** crossing the bay. Abandoned buildings from a former logging operation are on **Carter Point**.


Carter Passage

311 **Carter Passage** ($50^{\circ}50'N$, $126^{\circ}54'W$), between the west ends of Broughton and North Broughton Islands, connects Wells Passage to Greenway Sound. The fairway dries about 2.5 miles east of the west entrance and has **boulders** in it that dry 3.7 m.

 312 **Caution.** — Carter Passage can be navigated only by small craft at HW. Local knowledge is advised.

 313 **Tidal streams** attain 7 kn in the west entrance which should be navigated only near HW slack.


314 From Wells Passage, approach Carter Passage south of **Bourmaster Point** and the group of **rocks** close west of the entrance. The west entrance has a least depth of 3 m and narrows to about 15 m north of the **rocks** on the south side. The east entrance has a **rock** and drying ledge extending south of **Broughton Point**.


 315 **Anchorage** for small craft with good protection is reported to be available in either end of Carter Passage.

Greenway Sound

316 **Greenway Sound**, entered between **Cardale Head** and **Walker Point** ($50^{\circ}52'N$, $126^{\circ}42'W$), is connected by Carter Passage on its west side to Wells Passage. **Marine farm** facilities are on the north shore, 0.6 mile WNW of **Maude Islet**.

317 **Broughton Lagoon** enters the sound through tidal rapids east of **Cecil Island**.


 318 **Caution.** — A **rock** that dries 0.3 m lies in mid-sound west of **Greenway Point**, and 8.2 and 6.1 m **shoals** lie off the north and west sides of the point.

 319 **Anchorage** is reported to be available behind Cecil Island and south of Simpson Island,

near the head of the sound. Several drying **rocks** lie off the east shore and south of Simpson Island.


320 **Pasley Passage** and **Sharp Passage** ($50^{\circ}51'N$, $126^{\circ}39'W$), separated by **Stackhouse Island**, lead from Sutelej Channel into Kingcome Inlet. **Pasley Rock**, 0.2 mile SW of **Philip Point**, lies in the middle of Pasley Passage. **Harry Bay** and **Moore Point** are on the south shore of Sharp Passage.


321 **Cypress Harbour** ($50^{\circ}50'N$, $126^{\circ}40'W$) is entered between **Donald Head** and **Fox Rock**, a drying **reef** extending from **Woods Point**. A *B.C. Forest Service* campsite is on the south shore.

 322 Sheltered **anchorage** for small vessels in 26 m, mud, is available off **Harbour Point** and **Blount Point**, and for small craft in **Miller Bay** or **Berry Cove**, depending upon wind direction. Note the 5.8 m **shoal** in the entrance to Miller Bay. **Anchorage** is also available in **Stopfard Bay**. A **rock** with less than 2 m over it lies close south of **Roffey Point**. The bay entered between **Talbot Point** and **Cawston Point** dries.


Sutelej Channel

323 **Sutelej Channel**, entered from west through **Patrick Passage** ($50^{\circ}54'N$, $126^{\circ}51'W$), connects Wells Passage to Kingcome Inlet. **Surgeon Islets**, in the west approach to the passage, have **shoals** lying up to 0.2 mile east of them.

 324 **Surgeon Islets light** (see [LL 560](#)) is on the north side of the north islet.


 325 **Sullivan Bay** ($50^{\circ}53'N$, $126^{\circ}50'W$) is the site of *Sullivan Bay Marina*. For detailed information see www.sullivanbaymarina.com.

326 On entering the bay, watch for the **rocks** fringing **Atkinson Island** and **shoal** patches off the east entrance point.

 327 Sullivan Bay is a **seaplane landing area**.


328 Tidal differences for Sullivan Bay, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

329 A **shoal**, with 10.4 m over it, lies in mid-channel between **Sullivan Point** and **Codrington Point** ($50^{\circ}54'N$, $126^{\circ}49'W$). **Cannolly Point**, 0.9 mile east, is prominent and has **rocks** and **shoals** off both sides. **Booming grounds** are in the bay east of the point.

 330 **Cartwright Bay** has **anchorage** for small craft but provides protection only from south and west winds.

Grappler Sound


331 **Grappler Sound** ($50^{\circ}55'N$, $126^{\circ}53'W$), entered from Wells Passage between **Pandora Head** and **Kinnaird Island**, has **Kinnaird Rock** in the middle of its entrance.

 332 **Carriden Bay**, south of **Linlithgow Point**, offers good **anchorage** for small vessels, and in good weather for small craft, but is exposed to easterly winds and seas. **Claydon Bay**, entered between **Morton Point** and the **rocks** in its entrance, has good **anchorage** for small vessels in its south part and for small craft in its north arm.

333 **Woods Bay** is on the east side of the sound. **Embley Lagoon** ($50^{\circ}57'N$, $126^{\circ}52'W$) and **Overflow Basin**, approached north of **Watson Point**, are in the north part of Grappler Sound.


Nepah Lagoon

334 **Nepah Lagoon** ($50^{\circ}58'N$, $126^{\circ}47'W$) is entered through **Roaringhole Rapids**.


 335 **Caution.** — Navigation of Roaringhole Rapids should be attempted only at HW slack.


336 **Yuki Bay** is on the SE side of the lagoon.


Kenneth Passage

 337 **Caution.** — **Kenneth Passage** is obstructed by an island and **reefs** alongside **Kenneth Point** ($50^{\circ}57'N$, $126^{\circ}49'W$). The channel leads SW of **Jessie Point** which has a **shoal rock** close south of it.

338 Tidal differences for Jessie Point, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

 339 **Tidal streams** near Kenneth Point are fairly strong.

 340 **Turnbull Cove** ($50^{\circ}58'N$, $126^{\circ}50'W$) has **anchorage** for small vessels. It is reported that the holding is excellent in mud, but winds in a SE gale circle the cove at full force.


 341 **Steamboat Bay**, on the south side of Kenneth Passage, has **anchorage** for small craft.

Mackenzie Sound

342 **Mackenzie Sound** ($50^{\circ}56'N$, $126^{\circ}45'W$) is free of offshore **dangers** except for **shoal** areas between **Turner Island** and **Stirling Point** and NE of **Nimmo Islet**. The

entrance to **Nimmo Bay** at **Nimmo Point** is obstructed by drying ledges and below-water **rocks**. Local knowledge is advised.


343 A wilderness resort is on the north shore of **Little Nimmo Bay**.

 344 **Burly Bay**, entered SW of **Claypole Point**, has **anchorage** for small vessels south of **Blair Islet** near its head in about 20 m, but is reported to offer little protection from strong SE winds. Small craft can obtain **anchorage** nearer the head of Burly Bay, and with local knowledge in Little Nimmo Bay 4 miles ENE, but shelter from west winds in the latter is not good.

345 **Booming grounds** and a log dump are on the north shore near the head of the sound.

346 *Nimmo Bay Wilderness* provides moorage by reservation.

Hopetown Passage


 347 **Hopetown Passage**, with **Buckingham Island** in its west entrance, leads east from Grappler Sound. The east end of the passage is obstructed by a drying **reef** and can be navigated only by shallow draught craft at HW. **Anchorage** with mud bottom and good shelter is available in **Hoy Bay**, on the south side of **Watson Island** east of **Hopetown Point**. **Booming grounds** and a barge **ramp** are on the west side of the bay.

Dunsany Passage

348 **Dunsany Passage** ($50^{\circ}54'N$, $126^{\circ}50'W$) separates Kinnaird Island from Cuning Point and connects Sutlej Channel to Hopetown Passage.


Drury Inlet

349 **Drury Inlet** is entered between Compton Point ($50^{\circ}53'N$, $126^{\circ}54'W$) and Pandora Head and leads 12 miles west between low hills.


 350 **Caution.** — Depths through most of the inlet and connecting waters are less than 40 m and there are numerous **rocks** and **shoals**.

351 **Stuart Narrows** ($50^{\circ}54'N$, $126^{\circ}54'W$), at the entrance of Drury Inlet, is obstructed by **Morris Islet** and several **rocks** in its entrance, by **Welde Rock** in its central part, and by **Leche Islet** and some isolated **shoals** near its west end.


352 Tidal differences for Stuart Narrows (Entrance), referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

 353 **Tidal streams** in Stuart Narrows attain 7 kn on the ebb and 6 kn on the flood. Secondary current

station Stuart Narrows, Drury Inlet, referenced on Alert Bay, is in *Canadian Tide and Current Tables, Volume 6*.


 354 **Helen Bay** ($50^{\circ}54'N$, $126^{\circ}56'W$) has **anchorage**, gravel bottom. **Restless Bay** is south of **Welde Rock**. **Richmond Bay** is reported to afford **anchorage** south and SE of the islets and **shoals** in the centre of the bay. **Bughouse Bay** is on the north shore of Stuart Narrows.


355 **Ligar Islet** ($50^{\circ}54'N$, $127^{\circ}00'W$), with **shoal** areas east and south of it, and **Voak Rock** lie on opposite sides of the fairway west of **Cumming Point**.

 356 **Tancred Bay**, south of Ligar Islet, has **shoals** in its centre part and is open to NW winds. **Davis Bay**, with **Davis Islet** in its entrance, is reported to have limited **anchorage** close-off the north shore.

357 **Booming grounds** ($50^{\circ}53'N$, $127^{\circ}03'W$) line the south shore between **Everard Islets** and **Blount Rock**.

358 **Jennis Bay** ($50^{\circ}55'N$, $127^{\circ}02'W$), on the north side of Drury Inlet, can be entered on either side of **Hooper Island**. **Booming grounds** are north of **Byron Point**.

 359 *Jennis Bay Marina* is on the north shore of Jennis Bay. For detailed information see www.jennisbaymarina.com.

 360 It is reported that good **anchorage** can be obtained in the NW part of Jennis Bay.


361 Tidal differences for Jennis Bay, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

362 **Centre Rock** ($50^{\circ}54'N$, $127^{\circ}04'W$) lies in the middle of Drury Inlet, between **Bedwell Point** and **O'Keefe Point**. **Shuckburgh Point** is on the south shore and **Collinson Bay** and **Blackney Point** are on the north shore.


363 The channel leading north of **Wilson Island**, **Keith Islets**, and **Muirhead Islands**, near the west end of the inlet, has several detached **shoals** in mid-channel.


364 **Macgowan Bay**, south of **Cunningham Point**, is filled with islets and **shoals** extending south from Muirhead


Islands. A log sorting area and **booming ground** lie off its south shore.

 365 **Sutherland Bay**, at the west end of Drury Inlet, is entered north of **Jenkins Islet**. It is reported to have good **anchorage** over mud for small craft sheltered from all but strong easterly winds.

Actaeon Sound

 366 **Dove Island**, west of **Charlotte Point** ($50^{\circ}56'N$, $127^{\circ}08'W$), lies in the entrance of **Actress Passage**, which leads to **Actaeon Sound** ($50^{\circ}57'N$, $127^{\circ}05'W$). There is a slight **tidal stream** in the entrance to the sound but not much **current** is in it.

 367 **Caution.** — Actaeon Sound is encumbered with islets and **rocks** and is suitable only for small craft. Local knowledge is advised. The section of the channel leading from **Charters Point** around **Bond Peninsula (Snake Pass)** requires extra caution, particularly through the **shoals** off **Skeene Point**.

 368 **Bond Lagoon** is reported to afford good **anchorage** but the entrance dries 0.9 m. **Anchorage** is also reported to be available in **Hand Bay**, Creasy Bay, and behind the islet south of **England Point**.

369 **Creasy Bay** has **booming grounds** and an abandoned logging camp with a **jetty** on its west shore.

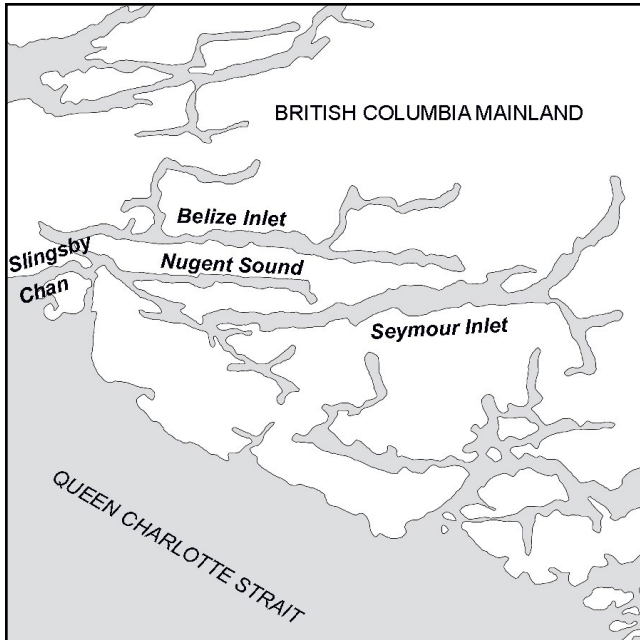
370 **Booming grounds** and a scow grid are close south of the entrance to Tsibass Lagoon.

371 **Tsibass Lagoon** ($51^{\circ}00'N$, $127^{\circ}03'W$), entered through a very narrow channel with tidal rapids and a least depth of 0.6 m, is accessible only by small craft at HW slack, which occurs about 2 h 20 after HW at Alert Bay. A large logging operation is reported to be active at the head.

372 *Lower Rapids to Min Rock is described in PAC 201 — Juan de Fuca Strait and Strait of Georgia.*

Chapter 4

Slingsby Channel as well as Seymour and Belize Inlets




General

Charts 3011, 3489, 3490, 3550, 3552, 3921

1 Slingsby Channel provides the main route from Queen Charlotte Strait to Seymour Inlet and Belize Inlet. For Allison Harbour and Schooner Channel, see Chapter 2.


2 Vessel Traffic Services (VTS) are detailed in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the Canadian Coast Guard.

 3 **Caution.** — There are no ports, harbours, marinas, or community services in the area.

Slingsby Channel and Approaches


Chart 3550

4 **Slingsby Channel** ($51^{\circ}05'N$, $127^{\circ}39'W$) is the main channel leading from Queen Charlotte Strait to Seymour Inlet. It lies along the north sides of **Fox Islands** and **Bramham Island**. The fairway through Slingsby Channel is about 0.1 mile wide in its narrowest parts but depths are in excess of 37 m. Channels between Fox Islands are not navigable. The channel between the east Fox Island and Bramham Island is suitable only for small craft and local knowledge is advised.


 5 **Caution.** — Slingsby Channel drains tidal waters from Seymour Inlet, Nugent Sound, and Belize Inlet, resulting in a strong outgoing flow, and when moving against a west or SW wind, conditions can be very rough. The plume fans out after leaving the inlet but while the strength eases it creates an even larger area of rough waters, which may extend all the way out to the Storm Islands. *More information on tidal streams and winds in Queen Charlotte Strait is in Chapter 2.*

6 **Outer Narrows**, at the west end of Slingsby Channel south of **Vigilance Point**, is about 0.1 mile wide with depths of 35 m. The narrows should be navigated only at or near slack water and small vessels should also await fine weather.

7 Tidal differences in Slingsby Channel, referenced on Alert Bay, are given for Treadwell Bay in *Canadian Tide and Current Tables, Volume 6*.

 8 **Tidal streams** in Slingsby Channel flow east on the flood and west on the ebb. In Outer Narrows the flood attains 7 kn and the ebb 9 kn.

9 Secondary current station Slingsby Channel (Outer Narrows), referenced on Nakwakto Rapids, is in *Canadian Tide and Current Tables, Volume 6*. Slack water lasts about 15 minutes.

 10 **Caution.** — At the entrance to Outer Narrows, a west wind against a strong ebb tide forms a steep short swell that can be dangerous to small craft. With a strong ebb during these conditions, mariners should be careful not to be carried into the narrows, as it is very difficult to reverse or turn in Outer Narrows.

11 **Vigilance Cove**, on the north side of Outer Narrows, is too exposed to be used as an anchorage.


12 A **rock** that dries 2.7 m lies close-off the north shore 0.6 mile east of Vigilance Point, and a **rock** with less than 2 m over it lies 0.1 mile west of **Digby Point** ($51^{\circ}05'N$, $127^{\circ}35'W$). The bay between **Town Point** ($51^{\circ}06'N$, $127^{\circ}35'W$) and **Boot Point** is almost filled by foul ground.

13 Drying and above-water **rocks** lie off the north shore of the middle Fox Island. **Stream Point**, on the north side of Bramham Island, is 0.25 mile SE of Boot Point.

Chart 3921

14 **Slingsby Rock**, close south of **Anchor Islands** ($51^{\circ}06'N$, $127^{\circ}32'W$), dries 2.4 m. It restricts the fairway south of it to a width of about 0.1 mile.

15 **Treadwell Bay** is approached between a **rock** awash, close east of the SE Anchor Island, and **Kitching Point**. It is entered between **Quiet Point** and the east side of Anchor Islands. The bay lies north of the larger Anchor Island and is well-sheltered from tidal streams. Two **rocks**, with less than 2 m over them, lie about 0.1 mile offshore on the south side of Treadwell Bay.

 16 **Anchorage** for small vessels, with good holding ground, can be obtained in Treadwell Bay. It is used by vessels awaiting slack water at Nakwakto Rapids or Outer Narrows. Mooring is recommended due to lack of swing space.

17 Tidal differences for Treadwell Bay, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

NAKWAKTO RAPIDS ON THE EBB (date unavailable)



NAKWAKTO RAPIDS ON THE EBB (date unavailable)



Nakwakto Rapids

18 **Nakwakto Rapids** ($51^{\circ}06'N$, $127^{\circ}30'W$), between **Harvell Point** and an island 0.2 mile south of **Johnson Point**, connects Slingsby Channel and Schooner Channel to Seymour Inlet. **Turret Rock**, known locally as **Tremble Island**, lies in the middle of the rapids and has **dangerous reefs** extending up to 0.1 mile SSW of it. Turret Rock can be passed on either side but the west channel is preferred.

19 **Caution.** — Mariners are strongly advised to navigate Nakwakto Rapids only at slack water. At no other time is it possible to navigate this rapid safely.

20 **Caution.** — **Tidal streams** in Nakwakto Rapids attain a maximum of $11\frac{1}{2}$ kn on the flood and $14\frac{1}{2}$ kn on the ebb, one of the highest rates in the world. Their main strength impinges upon Turret Rock. Duration of slack is about six minutes.

21 Tidal differences for Johnson Point, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

22 Daily predictions for times of slack water, and times and rates of maximum flood and ebb streams, are

tabulated for current station Nakwakto Rapids in *Canadian Tide and Current Tables, Volume 6*.

Seymour Inlet

Chart 3552

23 **Seymour Inlet** ($51^{\circ}03'N$, $127^{\circ}08'W$) is entered through Nakwakto Rapids, which lies 5 miles from its west end and 38 miles from its east end. Sides of the inlet are steep and mountainous and an ice field, on a plateau at the east end of the inlet, can be a source of outflow winds during winter months. Belize Inlet is entered 2.5 miles WNW of Nakwakto Rapids. Nugent and Frederick Sounds are entered 1.5 and 29 miles east, respectively, of Nakwakto Rapids.

24 Tidal differences in Seymour Inlet, referenced on Alert Bay, are given for Johnson Point in *Canadian Tide and Current Tables, Volume 6*.

Seymour Inlet West

25 **Lassiter Bay**, NW of Helm Island, has a mud bottom and forms the NW end of Seymour Inlet. **Jezzard Rock** lies 0.5 mile NW of Helm Island and about 0.1 mile off the south shore of the bay.

26 **Helm Island**, 1.5 miles WNW of Mignon Point, has drying above and below-water **rocks** extending west of it to the mainland. **Rowley Bay**, entered south of Helm Island, has a mud bottom.

27 **Mignon Point** ($51^{\circ}08'N$, $127^{\circ}33'W$) should be given a wide berth because of drying **rocks** lying 0.1 mile off it.

28 A fishing boundary marker is on the north shore of Seymour Inlet, 0.5 mile north of Johnson Point.

29 **Harvell Islet** ($51^{\circ}06'N$, $127^{\circ}29'W$) and **Holmes Islets**, 0.3 mile east, lie in the entrance to the east part of Seymour Inlet. Drying, above, and below-water **rocks** lie about 0.1 mile north of Harvell Islet and NE of Holmes Islets. A **rock** with 6.2 m over it lies 0.1 mile SSE of Harvell Islet and a **rock** with 2.1 m over it lies about 0.1 mile west of Holmes Islets. The fairway lies to the south of Harvell Islet and Holmes Islets.

30 **Nugent Point** ($51^{\circ}05'N$, $127^{\circ}28'W$) is the south entrance point to Nugent Sound. Two islets lie 0.1 mile SSE of Nugent Point; drying **rocks** and **shoals** lie NW and SE of them.

31 **Charlotte Bay** ($51^{\circ}04'N$, $127^{\circ}22'W$) is entered south of a group of islands that front its north entrance point. Several islets lie close-off the north shore east of the islands. A drying flat with boulders forms the head of the bay. **Rocks** marked by kelp during summer months lie off the south entrance point of the bay.



32 **Anchorage** for small vessels can be obtained in Charlotte Bay in 8 m, mud.

33 **Ellis Bay**, SW of Charlotte Bay, is entered south of **Isabella Point**. Several islands and drying **rocks** lie in its approach. Its narrow entrance, with a **rock** awash and numerous drying **rocks**, has a twisting channel through which depths of 0.2 m can be maintained. Local knowledge is advised. Depths inside the bay are about 6 m.

34 **Harriet Point** ($51^{\circ}02'N$, $127^{\circ}19'W$) lies at a sharp S-bend in Seymour Inlet.

35 **Wawatle Bay**, entered south of Harriet Point, has depths of about 50 m, mud bottom. A **rock** awash lies close-off the north shore, about 0.5 mile inside its entrance.

36 An unnamed inlet extends 2.5 miles SE from the south entrance point of Wawatle Bay and is separated from Seymour Inlet by **Florence Range**. A log dump and booming ground are adjacent to the entrance to Woods

Lagoon. **Woods Lagoon** enters the south side of this inlet about 1.3 miles inside the entrance. The entrance to Woods Lagoon dries and has several **boulders** in it, and inside depths are about 8 m.



37 **Caution.** — The narrows at the head of the unnamed inlet has depths of less than 1 m and several obstructions in it. In the middle of the narrows, a rock ledge extends from the south shore, about one third of the way across the narrows. Favour the north side of the channel. It has been reported (2005) that a depth of 2.1 m may be available at high water. Caution is advised due to obstructions and **currents** in the narrows.



38 **Tidal streams** through the narrows are 6 kn on the ebb and 5½ kn on the flood. Secondary current station Nenahlnmai Lagoon Entrance, referenced on Nakwakto Rapids, is in *Canadian Tide and Current Tables, Volume 6*.

39 **Nenahlnmai Lagoon** is entered through the narrows. **McKinnon Lagoon** extends NE and **Bamford Lagoon** extends west from it. A wreck is at the head of Bamford Lagoon. **Whelakis Lagoon**, at the south end of Nenahlnmai Lagoon, is entered through a narrows with a depth of 0.8 m.



40 **Caution.** — It has been reported (2005) that a minimum depth of 3 m may be available at high water at the entrance to Whelakis Lagoon.

Seymour Inlet East

41 East of Harriet Point Seymour Inlet widens and depths in excess of 200 m are about 0.1 mile offshore.

42 Fishing boundary markers are on Harriet Point and on the opposite shore west of the point. Fishing boundary markers, on the north and south shores, are 1.4 miles west of Harriet Point.

43 A group of islands north of Harriet Point lies in the entrance to a bay to the NW. A **rock** that dries 0.5 m lies north of the largest island and about 0.1 mile off the north shore. Ruins of a barge and a cabin are at the head of the bay.


44 An unnamed bay, 1.2 miles NE of Harriet Point, has a large island in its centre and two islets close-off its west entrance point. A rock that dries 1.1 m lies in the west part of the bay, about 0.1 mile north of the islets. Depths north of the large island are about 16 m.

45 **Frederick Bay** ($51^{\circ}02'N$, $127^{\circ}14'W$), entered between **Henry Point** and **Nea Point**, is too deep for anchorage. A small cove on its west side has depths of about 30 m and offers shelter for small craft.


46 **Warner Bay**, 5 miles east of Frederick Bay, has a low islet and some drying **rocks** close-off its east entrance point. A **rock** that dries 1.2 m lies in the centre of the bay about 0.2 mile from its head. Booming grounds with a large shed and dock are at the head of the bay. A fishing boundary marker is on the west entrance point of Warner Bay and another is 0.6 mile east of it.

47 **Hibbard Point**, 2 miles ENE of Warner Bay, has a hooked peninsula on its west side with a small island close SW. Depths between the island and shore are 25 m. A waterfall is halfway between Hibbard Point and **Poison Point**.

48 **Conical Range** extends along the north side of Seymour Inlet, from **Mensdorff Point** to **Stripe Bluff**. The bays west of **Shaffer Point** and east of **Stripe Bluff** are too deep for anchoring.


 49 **Safe Cove**, NE of **Howard Point**, can offer temporary **anchorage** to small vessels in depths of about 27 m within 0.1 mile of shore; outside this distance depths drop off steeply.

50 **Jesus Pocket** ($51^{\circ}05'N$, $126^{\circ}54'W$) is the **local name** for the small cove midway between Safe Cove and Maunsell Bay. The cove is entered to the east of the islet lying in its entrance.

 51 **Anchorage** for small vessels can be obtained in Jesus Pocket in 7 m, sand.

52 **Towry Point** is a hook-shaped point south of Jesus Pocket. The small cove west of the point has depths of 6 m in it and offers **shelter** for small craft. The cove on the east side of the point has a treed islet near its head, close-off its north shore. Depths south of the islet are about 5 m, and outside the islet depths drop off steeply.

53 A **conspicuous** waterfall is on the south shore of Seymour Inlet about 1 mile east of Towry Point.

 54 **Maunsell Bay**, entered between **Dine Point** and **Martin Point**, has a bottom of sand, mud, and shells but is too deep for satisfactory anchorage. The inlet at its NE end has a narrow entrance with depths in excess of 20 m. A conspicuous waterfall is near the south entrance point to the inlet. **Anchorage** for small vessels can be obtained near the head of the inlet in 24 m, mud and gravel.

55 A fishing boundary marker is on the south side of **Brew Peninsula** about 2 miles east of Martin Point. Another marker is on the south shore of Seymour Inlet about 2.5 miles east of **Miles Point**.

56 See *Frederick Sound* section for information on *Eclipse Narrows*.

57 **Haig Bay** ($51^{\circ}07'N$, $126^{\circ}45'W$), on the east shore of Seymour Inlet 3 miles NE of Eclipse Narrows, is deep

and its slopes are steep. **Wigwam Bay**, 1 mile NE of Haig Bay, is also deep with steep slopes and **Rainbow Creek** flows into its head.


58 **Seymour River** flows into the head of Seymour Inlet across a steep-to drying flat composed of stones and boulders. A logging camp with extensive booming grounds is on the east side of the river entrance.

Frederick Sound

59 **Frederick Sound** extends east and then south for about 5.5 miles from Eclipse Narrows. About 1 mile east of Eclipse Narrows the sound curves south and depths increase to more than 200 m. Several waterfalls and slide areas are on both sides of the sound. The head of Frederick Sound curves sharp west then opens into a basin, with depths of 50 to 60 m, mud bottom.

60 Tidal differences for Frederick Sound, referenced on Alert Bay, are given in *Canadian Tide and Current Tables, Volume 6*.

61 **Eclipse Narrows** ($51^{\circ}04'N$, $126^{\circ}46'W$) is at the entrance to Frederick Sound and is about 90 m wide with a fairway depth of 11 m. An old log dump is 0.2 mile SW of its south entrance point.

 62 **Tidal streams** in Eclipse Narrows attain 5 kn. Secondary current station Eclipse Narrows, referenced on Nakwakto Rapids, is in *Canadian Tide and Current Tables, Volume 6*.


63 **Salmon Arm**, entered between **Nose Point** and **Taaltz Point**, extends about 2.5 miles east from Frederick Sound and has waterfalls and slide areas on both sides. **Green Point** is on the north shore near the head of the arm. Depths gradually decrease up the arm and the bottom is mud.


Nugent Sound

64 **Nugent Sound** ($51^{\circ}05'N$, $127^{\circ}18'W$), entered between **Holmes Point** and Nugent Point, extends 10.5 miles east from Seymour Inlet.


65 Tidal differences for Nugent Sound, referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.

66 A fishing boundary marker is 1 mile east of Holmes Point on the north side of the sound.

 67 **Caution.** — A **rock awash** ($51^{\circ}05'N$, $127^{\circ}15'W$) lies in mid-channel about 2.5 miles from the inner end of Nugent Sound.


 68 **Anchorage** for small vessels can be obtained in the bay NW of the island in mid-channel 3 miles inside the entrance. Depths are about 15 m, sand. **Anchorage** can also be obtained in the bay at the head of Nugent Sound on the north side in a depth of about 23 m, mud and sand.

69 **Schwartzberg Lagoon**, at the head of Nugent Sound, has a very narrow entrance with depths of less than 1 m and several drying **rocks**. Inside depths range from 50 to 75 m.

 70 **Tidal streams** in the narrow entrance of Schwartzberg Lagoon attain over 5 kn on the ebb.


Belize Inlet

71 **Belize Inlet** ($51^{\circ}08'N$, $127^{\circ}33'W$) is entered north of Mignon Point and extends 25 miles east. The sides of the inlet are steep and mountainous, and depths in the fairway are deep. **Fraser Range**, **Nicholl Range**, and **Tottenham Range** are on its south side. The head of the inlet reaches within 1 mile of Maunsell Bay in Seymour Inlet.

 72 **Anchorage** for small vessels can be found in Westerman Bay, Mereworth Sound, and Alison Sound.


73 Tidal differences for Belize Inlet, Mereworth Sound, and Alison Sound, all referenced on Alert Bay, are in *Canadian Tide and Current Tables, Volume 6*.


74 A **conspicuous** white cliff is on the north shore 0.7 mile NE of Mignon Point.

 75 **Westerman Bay** ($51^{\circ}08'N$, $127^{\circ}28'W$), on the north side of Belize Inlet, is entered west of **Charles Point** and has depths of 42 m, sand bottom. Depths shoal rapidly near its head. Small craft can find **anchorage** at the head of the bay in about 4 m.

Mereworth Sound

76 **Mereworth Sound**, 2 miles east of Westerman Bay, extends 4.5 miles north then 6.5 miles east. Islets and drying **rocks** lie off the west entrance point.

 77 **Strachan Bay**, on the west side of Mereworth Sound, affords **anchorage** in its SW part, mud bottom. A narrow channel that dries at its NE end leads into **Pack Lake**. A small cove at the SW end of Strachan Bay has a narrow entrance with depths of 3 m and offers shelter and **anchorage** for small craft.

 78 **Village Cove**, on the east side of Mereworth Sound, has **anchorage** sheltered by two wooded


islands in its entrance. A drying **reef** and a **rock**, with less than 2 m over it, lie off the west shore NW of Village Cove.

79 **Rock Island** lies on the south side of the fairway about 2.3 miles east of the point where Mereworth Sound makes its abrupt turn east. A **shoal**, with 2.9 m over it, lies 0.1 mile off the north shore of Mereworth Sound, 1 mile WNW of Rock Island. A **shoal** with 4.8 m over it lies midway between Rock Island and an islet west of it. A **rock** with 0.5 m over it lies 0.1 mile off the south shore of Mereworth Sound, about 1 mile east of Rock Island.

Alison Sound

80 **Alison Sound** ($51^{\circ}10'N$, $127^{\circ}03'N$) leads 3.5 miles NNE from Belize Inlet then 8 miles in an easterly direction. A **sill**, about 0.5 mile inside its entrance, has 21.4 m over it. A **shoal** with 3.4 m over it lies about 0.1 mile off the west shore, close south of the sill.

81 **Obstruction Islet** (local name), 1.4 miles inside Alison Sound, is 30 m high and **conspicuous**. A **rock** ledge that dries 0.6 m extends 10 m in a westerly direction from the west side of the islet. The channel west of the islet is about 80 m wide with a depth of 9.9 m. East of the islet the channel is narrower with a depth of 7 m.

 82 **Tidal streams** through the narrows at Obstruction Islet have a maximum rate of 3 kn.


Charts 3490, 3489

83 A bay on the north side of a peninsula, 0.7 mile north of Obstruction Islet, has sheltered **anchorage** in depths of 42 m, mud and sand. A creek flowing into the head of this bay is a good source of fresh water.

84 The point on the east side of Alison Sound, 0.4 mile north of the above-mentioned bay, has a **shoal** spit, with 1.7 m over it, extending NW, and should be given a wide berth. The sound curves east around this point.

85 **Chief Nollis Bay**, 2 miles north of Obstruction Islet, has a steep-to drying flat at its head. Depths in the bay are up to 74 m, mud bottom. A **shoal** with 2.2 m over it lies in its entrance, 0.2 mile off its east entrance point.

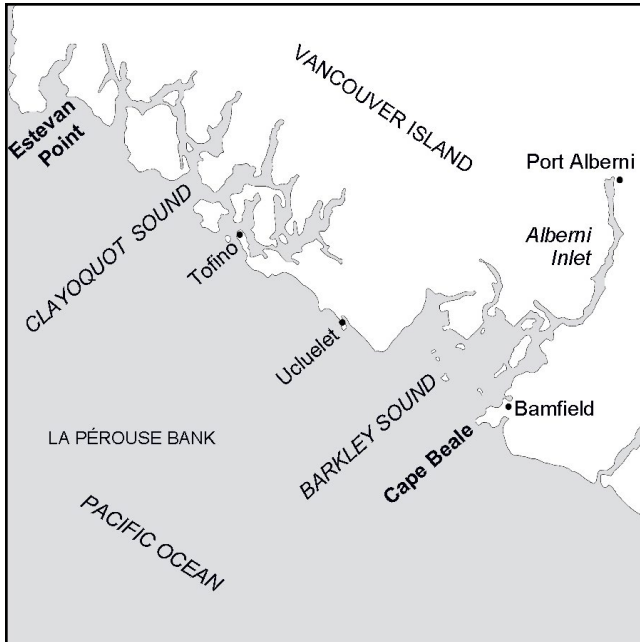
86 **Peet Bay**, on the south shore of Alison Sound, has depths of 7 m near its head. Small craft can find sheltered **anchorage** in this bay.

 87 **Summers Bay**, on the north shore of Alison Sound, has quite steep slopes that level out at a depth of 70 m, mud and sand bottom. A **conspicuous** waterfall is at the head of the bay. Small craft can find **anchorage** close to shore.

88 **Waump Creek** flows into the head of Alison Sound across steep-to tidal flats.

Chapter 5


West Coast Vancouver Island Cape Beale to Estevan Point



General


Charts 3011, 3603, 3646, 3668, 3670, 3671, 3673, 3674, 3685

1 The coastal route on the west coast of Vancouver Island from Cape Beale ($48^{\circ}47'N$, $125^{\circ}13'W$) NW to Estevan Point ($49^{\circ}23'N$, $126^{\circ}34'W$) is a distance of about 63 miles. Barkley Sound, Clayoquot Sound, Hesquiatic Harbour, and numerous channels, inlets, and settlements are in the area.


 2 **Caution.** — Navigating in this area is dangerous and requires experience, local knowledge, and vigilance. Numerous commercial and recreational vessels have sunk and several lives have been lost.

3 Port Alberni is the major commercial port on the west coast of Vancouver Island. It is located at the head of Alberni Inlet. Bamfield, Ucluelet, and Tofino are important fishing and tourism sites.

4 *Pacific Rim National Park Reserve (Parks Canada)*, including Broken Group, and numerous provincial parks and ecological reserves are in the area. Not all parks are charted.

 5 A *Pacific Pilotage Authority* pilot boarding station is off Cape Beale ($48^{\circ}47'N$, $125^{\circ}13'W$) at the entrance to Trevor Channel in Barkley Sound. **Pilotage** information is in *Annual Edition Notices to Mariners 1 to 46*, published by the *Canadian Coast Guard*.

6 Numerous fishing vessels frequent the waters off the west coast of Vancouver Island from April to November. Information concerning fishing vessels is in *Annual Edition Notices to Mariners 1 to 46*.

 7 **Calling-in points** 1 to 7 are detailed in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the *Canadian Coast Guard*.

8 Detailed *Vessel Traffic Services (VTS)* information is in *Radio Aids to Marine Navigation (Pacific and Arctic)*.

9 **La Pérouse Bank** ($48^{\circ}45'N$, $125^{\circ}55'W$) lies WSW of Cape Beale.


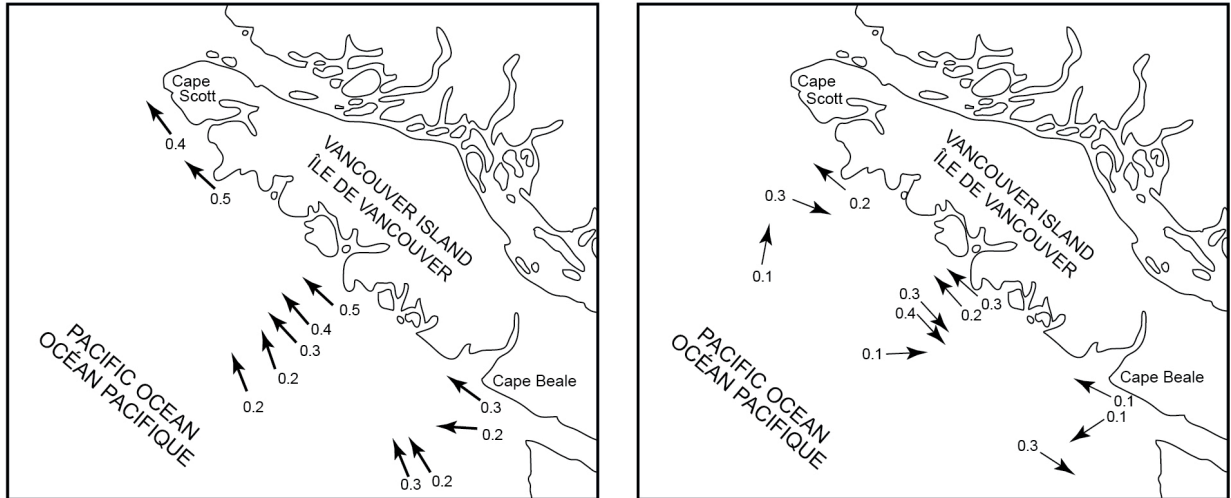
 10 **Foul ground** consisting of sunken shipping containers in the vicinity of $48^{\circ}35'00''N$, $125^{\circ}42'00''W$ presents a risk to fishing gear or other

FIGURE 5.1: WEST COAST VANCOUVER ISLAND NON-TIDAL CURRENTS



Winter (L) and summer (R). Rates (velocities) are in knots.

operations near the sea floor. Depths range between 55 m and 100 m.

- 11 *Lapérouse Bank ODAS light buoy (176.5)* is yellow and marked 46206.
- 12 *UVic Beverley ODAS light buoy (136.7)* is yellow and privately maintained.
- 13 For the latest customs information see the *Canada Border Services Agency (CBSA)* website.
- 14 Tidal predictions along the west coast of Vancouver Island are given for Tofino. Tidal differences along the outer part of the west coast of Vancouver Island, referenced on Tofino, are given for Ucluelet in *Canadian Tide and Current Tables, Volume 6*.

15 **Tidal streams** along the west coast of Vancouver Island between Cape Beale and Cape Scott are significant over the continental shelf where they are modified by shelf waves which produce currents with comparable diurnal and semi-diurnal components. This makes it difficult to predict currents based on tide heights at Tofino or other coastal locations.

16 **Tidal streams** in the open ocean are rotary and rarely exceed 0.1 kn. Along the continental shelf tidal streams are more aligned with the coastline and appreciably stronger, up to ½ kn at times. The flood stream sets NW and accentuates the prevailing NW current in winter and reduces the SE current in summer. West of Tofino maximum flood occurs 3 h 50. before HW at Tofino. **Caution** should be exercised because tidal streams

on the continental shelf are not always large enough to reverse direction of flow associated with non-tidal currents.

17 Non-tidal currents between Cape Beale and Cape Scott (Figure 5.1) generally set to the NW in winter at 0.1 to 0.5 kn, although strong flows as large as 2 kn have been reported. Over the continental shelf currents are stronger and respond more quickly to changes in wind. In summer non-tidal currents within 10 miles of the coast continue to set NW at 0.3 kn. Farther offshore the current sets SE at 0.4 kn. In both cases they can be strengthened or reversed with strong winds.

Barkley Sound

Chart 3671

18 **Barkley Sound** is entered between Cape Beale (48°47'N, 125°13'W) and Amphitrite Point (48°55'N, 125°32'W), 16 miles to the NW. It is encumbered with numerous islands, islets, and submerged rocks, especially in the approaches and NW part. Use great **caution** and vigilance to avoid them.

19 The shores of Barkley Sound are low and backed by rugged mountains. In the north part and among the inlets, mountains rise steeply from shore. Outer islands have shorelines of shattered rock.


20 Alberni Inlet is the main inlet at the head of Barkley Sound. Ucluelet Inlet, near the NW entrance point,

CAPE BEALE APPROACH FROM SW (2007)



and Bamfield Inlet, 4.5 miles NE of Cape Beale, offer shelter to small craft.

21 Trevor Channel, Imperial Eagle Channel, and Loudoun Channel are the main entrance channels to Barkley Sound. Trevor Channel is the route usually followed by vessels bound for Port Alberni.

 22 **Caution.** — Barkley Sound is exposed to the full sweep of the Pacific Ocean. Rough seas and heavy swells can be expected during passage of any weather system. The outer islands often experience large swells even during calm weather. Only in inner sheltered reaches can one expect a quiet, safe anchorage.


23 **Mount Ozzard** ($48^{\circ}58'N$, $125^{\circ}29'W$) is **conspicuous**, especially from the south as it is the SW summit of a mountain range on the NW shore of the sound.


24 **Broughton Peaks** ($49^{\circ}00'N$, $125^{\circ}14'W$) dominate the sound from every angle.


25 Tidal differences in Barkley Sound, referenced on Tofino, are given for Bamfield, Uchucklesit Inlet, Franklin River, Effingham Bay, Stopper Islands, and Ucluelet in *Canadian Tide and Current Tables, Volume 6*.

Trevor Channel

26 **Trevor Channel** ($48^{\circ}50'N$, $125^{\circ}10'W$) leads along the east side of Barkley Sound to Alberni Inlet. The fairway across a sill in its entrance, between Cape Beale and Seapool Rocks, is marked by two sectored lights and has about 25 m over it. Inside, the fairway is deep and 0.4 mile wide at its narrowest part.


 27 **Tidal streams** in Trevor Channel off Nanat Island ($48^{\circ}53'N$, $125^{\circ}05'W$) attain $\frac{1}{2}$ kn on the flood and ebb but are greatly influenced by the wind.


 28 **Submarine cables** extend along the fairway for the entire length of Trevor Channel therefore anchorage is prohibited in Trevor Channel in an area bounded on the SW by a line between Cape Beale and Bordelais Islets, and 6 miles NE by a line between Ellis Islet and the centre of Fleming Island.

 29 If it is necessary to anchor in Trevor Channel, **Entrance Anchorage** is recommended, as it is easy access from either Trevor or Imperial Eagle Channels. Mackenzie Anchorage, Roquefeuil Bay, Christie Bay, and Sproat Bay also provide **anchorage**. Small craft can find shelter in Bamfield Inlet, Poett Nook, the inlet north of Congreve Island, or in the small bay NW of Clifton Point.

Cape Beale to Nanat Islet

30 **Cape Beale** ($48^{\circ}47'N$, $125^{\circ}13'W$) is at the SE entrance point to Trevor Channel. It is a bold, rocky point covered with trees. It is reported to give poor radar response at 20 miles under normal conditions. **Foul ground** consisting of **reefs** and **shoals**, most of which are marked by kelp, surround Cape Beale to a distance of 0.5 mile.

 31 **Caution.** — It is strongly advised that Cape Beale is given a wide berth.


 32 **Cape Beale light** (see [LL 176](#)) has a **daymark** on three sides.


33 **Mud Cove** ($48^{\circ}48'N$, $125^{\circ}13'W$), close north of Cape Beale, is shallow.

34 **Seapool Rocks**, 2 miles north of Cape Beale on the NW side of the fairway, consist of four drying **rocks**. The highest rock dries 2 m. A rocky area, with a least depth of 5.4 m over it, lies 0.2 mile south of Seapool Rocks. The sea generally breaks over the rocks and rocky area.

35 *Seapool Rocks light and whistle buoy* Y49 (173), at the entrance to Trevor Channel, is a **port hand buoy** fitted with a **racon** — • — (K), X & S bands.


36 **Lawton Point** and **Whittlestone Point**, 1.8 miles NE of Cape Beale, are the entrance points to **Tapaltos Bay**. Several islets and **rocks** lie close-off Whittlestone Point. **Agular Point**, 2.5 miles NE of Whittlestone Point, is the west entrance point to Bamfield Inlet.


 37 *Trevor Channel Entrance Sector light* (see [LL 172.5](#)) is on the SW side of the channel entrance. There is an additional light visible round 360°.

 38 *Agular Point Sector light* (see [LL 172](#)) is on the point. White sector indicates preferred channel.


39 **Edward King Island**, on the NW side of the channel and 0.4 mile NE of Bordelais Islets, is joined by a drying ledge to **Haines Island**, close east.

40 The south entrance to Dodger Channel lies between **Taylor Islet** and **Voss Point**, the south extremity of Diana Island.


 41 **Mackenzie Anchorage** (48°51'N, 125°11'W), south of Helby Island, has depths of about 70 m but small vessels can anchor close to shore. **Cia Rock**, on the SW side of Mackenzie Anchorage and 0.5 mile NE of Voss Point, dries 3.2 m and is marked by a **daybeacon** with two **port hand daymarks**. **Self Point** is a small peninsula connected to Helby Island by a very low isthmus and has the appearance of an islet. It is sometimes **conspicuous** on a clear night.

 42 **Entrance Anchorage** (48°51'N, 125°10'W) is well sheltered with easy access from either Trevor Channel or Imperial Eagle Channel. The NE side of Helby Island should not be approached within a distance of about 0.15 mile. This anchorage is a convenient stopping place for vessels entering or leaving Barkley Sound.

43 **Wizard Islet**, on the north side of Entrance Anchorage, is 2.8 m high and bare and another islet is close NE.

 44 *Wizard Islet light* (see [LL 171](#)) is on the summit of the islet.

45 **Ross Islets**, 0.7 mile north of Wizard Islet, attain an elevation of 30 m and are surrounded by **foul ground**.

 46 **Roquefeuil Bay** (48°51'N, 125°07'W) has low shores, an uneven bottom, and fairly sheltered

anchorage in a depth of about 17 m. A **rock** that dries 2.4 m and another with 3.6 m over it are 0.1 mile and 0.2 mile north of **Dixon Island**. A **rock** with 0.1 m over it lies 0.1 mile south of **Ellis Islet**. **Marine farm** facilities line the east shore of Dixon Island and the cove 0.2 mile east of Dixon Island is boomed off with a floathouse in it.

47 **Danvers Islet**, 1.1 miles NE of Ellis Islet, is low with a drying **rock** close SW of it. **Marine farm** facilities are in the cove 0.1 mile east of the islet.

48 **Nanat Islet** (48°53'N, 125°04'W) is wooded and **conspicuous** from the entrance of Imperial Eagle Channel.



 49 **Tidal streams** off Nanat Islet are ½ kn on the flood and ebb but are greatly influenced by wind.

Chart 3668

Robbers Passage to Mutine Point

50 **Robbers Passage** (48°54'N, 125°07'W) separates Fleming Island from Tzartus Island and connects Trevor Channel to Imperial Eagle Channel. It is suitable only for small craft because of numerous drying ledges and **rocks** in both entrances. **Shoal** depths of less than 2 m extend NE and E from *Robbers Pass daybeacon* to the shore of Tzartus Island, and a **shoal** with 2.6 m over it is 190 m SSE of the daybeacon.

 51 *Port Alberni Yacht Club* docks and clubhouse are on the east side of Robbers Passage on Fleming Island and visitors are welcome.

52 *Robbers Pass daybeacon*, on a drying **rock** in the SE entrance to Robbers Passage, has a **starboard hand daymark**. Upstream direction is proceeding from Trevor Channel toward Imperial Eagle Channel.

Charts 3668, 3671


53 **Foucault Bluff** (48°54'N, 125°05'W), the SE extremity of Tzartus Island, is a steep point **conspicuous** from the entrance of Trevor Channel.

54 **Sproat Bay** has islets and a **shoal rock** in its north part. **Marine farm** facilities are in the south part of the bay. **Anchorage** can be obtained in the south part.

55 **Kooh Rock**, with a depth of 2.8 m over it, is steep-to and lies about 0.1 mile ESE of the SE islet in Sproat Bay.


56 *Kooh Rock light buoy* Y51 (169), east of the **rock**, is a **port hand buoy**.


57 **San Jose Islets**, on the SE side of the fairway about 1.3 miles NE of Nanat Islet, are low and surrounded by **shoal** water.

 58 *San Jose Islets light* (see [LL 170](#)) is on the west side of the west islet.

59 **Hosie Islands**, about 1 mile NE of San Jose Islets, have a drying **rocky ledge** extending nearly 0.1 mile SW from the largest island. A **rock** with 0.8 m over it lies close-off the north islet.


60 **Numukamis Bay** ($48^{\circ}54'N$, $125^{\circ}02'W$) has depths too great for anchorage in most places. Land in the vicinity of the bay rises gradually to mountains with elevations of 300 to 850 m a short distance inland.

 61 **Poett Nook**, 1 mile east of Nanat Islet, is entered through a straight but narrow channel. A **drying rock** is located at the north end of the entrance channel. A **drying ledge**, at the south end of the entrance channel where it opens into the basin, extends a short distance from the west shore into the channel and basin. The basin has good **anchorage** and shelter for small craft.


 62 **Poett Nook Marina & Campground** is accessible by logging road (active) from Bamfield and Port Alberni. For detailed information see www.poettnook.com.


63 **Marine farm** facilities lie at the head of Poett Nook.


64 **Sarita Bay**, between the east entrance point of Poett Nook and the logging settlement **Sarita**, is a **booming ground**. A log dump and wharf in ruins are visible from the bay. The settlement is connected by restricted logging roads to Bamfield and Port Alberni.

 65 **Christie Bay** lies between Sarita and the SW extremity of **Santa Maria Island**. An abandoned

submarine cable is in Christie Bay. A **submarine cable** (fibre-optic), 1 mile NE of Sarita, extends to Bamfield. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


 66 **Anchorage** in 10 to 20 m can be obtained in Christie Bay at a distance of about 0.2 mile offshore.

 67 **Congreve Island** is separated from Vancouver Island by a drying channel. Between the north side of the island and Vancouver Island, there is a bight with depths of 17 m, which offers **anchorage** and shelter for small craft.

 68 **Clifton Point**, 1 mile west of Congreve Island, is steep-to. A **rock** that dries 0.2 m lies 0.1 mile SE of the point. The small cove close NW of Clifton Point provides sheltered **anchorage** for small craft. A large building and a private dock are at the head of this cove.

69 **Chimmin Point**, 1.3 mile NNE of Clifton Point, is steep-to.

70 **Assits Island** ($48^{\circ}56'N$, $125^{\circ}02'W$), small and wooded, is separated from Vancouver Island by a narrow passage suitable only for small craft. A drying ledge extends east from the NE side of the island.

 71 **Assits Island light** (see [LL 153](#)) is on the west extremity of the island.

72 **Crickitt Bay**, between Assits Island and **Mutine Point**, is encumbered with **rocks**. Mutine Point should be

BAMFIELD INLET (2007)



BAMFIELD INLET ENTRANCE (2007)



given a wide berth as **rocks** with 9 and 0.8 m over them lie up to 0.2 mile offshore.

Bamfield Inlet

Chart 3646

73 **Caution.** — Bamfield Inlet has good shelter for small craft but anchorage is prohibited at the entrance because of **submarine cables**.

74 **Bamfield Inlet** ($48^{\circ}50'N$, $125^{\circ}08'W$) lies on the east side of **Mills Peninsula**. **Burlo Island** and **Rance Island**, 1 mile south from the entrance, are connected at low water to the west and east sides of the inlet. The passage between them is about 30 m wide with a depth of 1.9 m but has a drying **rock** and a below-water **rock** off the Burlo Island shore. **Burts Island** lies on a drying flat SW of Burlo Island.

75 A sign inside the entrance reads “*Maximum speed 7 kn*”.

76 Abandoned **submarine cables** are in the entrance to Bamfield Inlet. **Cables** cross the inlet 0.6 mile south of Aguilar Point and near the north ends of Burlo and Rance Islands. A **submarine cable** (fibre-optic) extends from Bamfield, landing 1 mile NE of Sarita. It is recommended that mariners consult CHS charts to avoid

damaging the cables. For detailed information see <https://connectedcoast.ca/>.

77 A sewer outfall, marked by a sign, extends into the entrance of Bamfield Inlet from its east shore, about 0.1 mile NNE of Aguilar Point. **Submarine pipelines**, two of which are potable water intakes, extend into Bamfield Inlet from its east shore, about 0.3 mile SE of Aguilar Point. A **submarine pipeline** (water) crosses the inlet about 0.6 mile south of Aguilar Point. **Submarine pipelines** (water) cross from Rance Island to the east shore of the inlet and from Burlo Island to the west shore.

Submarine pipelines (water) cross from the south end of Rance Island to Burlo Island and from the south end of Burlo Island to the south shore.

78 **Overhead cables** (power), vertical clearances 5.2 and 17 m, cross the channels on the west and east sides of Burlo Island. An **overhead cable**, vertical clearance 6.4 m, crosses from the east side of Rance Island.

79 **Grappler Inlet Entrance daybeacon**, 0.3 mile SE of Aguilar Point on the south entrance point to Grappler Inlet, has a **starboard hand daymark**.

80 **Bamfield Creek daybeacon**, on a **reef** on the west side of Bamfield Inlet and about 0.6 mile south of Aguilar Point, has a **starboard hand daymark**.

81 **Starboard hand buoy Y54** marks a **rock** lying east of the **reef** near the public wharf.

BAMFIELD INLET LOOKING NW (2007)



82 **Starboard hand buoy Y56** marks the drying **rock** in the channel between Rance and Burlo Islands.

83 Oil storage tanks and a water tank are on the west side of the inlet, 0.3 mile south of Aguilar Point. Oil storage tanks are on the east side of the inlet, close NE of Rance Island.

84 A radio **tower**, 59 m high and marked by red air obstruction lights, is on the east side of Bamfield Inlet about 0.7 mile SSE of Aguilar Point.



85 Bamfield Inlet is a **seaplane landing area**.

86 Tidal differences for Bamfield, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

Bamfield

87 **Bamfield** is separated by Bamfield Inlet and has two sides, Bamfield West and Bamfield East. There is no road connecting the two sides.



88 Bamfield West, on Mills Peninsula, is accessible only by water. It has a *Canadian*

Coast Guard (CCG) lifesaving station, Bamfield General Store, post office, and Bamfield West Harbour Authority public wharf. This wharf, with a common connection to a shore approach structure, is 0.6 mile south of Aguilar Point and close WNW of *Bamfield Creek daybeacon*. The docks are 80 and 57 m long and have depths of about 4.3 m alongside. For detailed information see www.bamfieldharbour.com.

89 *Harbourside Lodge* is close south of the *Bamfield West Harbour Authority* public wharf. Transient moorage may be available. For detailed information see www.harboursidelodge.com.



90 *McKay Bay Lodge* has a **marina** with gasoline. Call ahead for diesel. For detailed information see www.mckaybaylodge.com.



91 Bamfield East has the *Bamfield Marine Sciences Centre*, a seaplane dock, and the *Huu-ay-aht First Nations Development Committee (HFNDC) wharf* (previously the *Bamfield East Dock*), which has a crane and shed.

92 *Ostroms Marina and Fuel* is close south of the Huu-ay-aht wharf and provides fuel year round.

93 *Paradise Water Taxi and Fishing Services* runs between the HFNDC dock and the *Bamfield West Harbour Authority* wharf in Bamfield West.

94 The *M.V. Frances Barkley (Lady Rose Marine Services)* maintains a year-round, three day-a-week ferry service (no vehicles) to and from Port Alberni. The vessel docks at the *Bamfield West Harbour Authority* wharf, the HFNDC wharf, and periodically at the *Bamfield Marine Sciences Centre* dock.

95 A public launching **ramp** and a campground are in Port Désiré, and a tourist information centre is nearby; all can be accessed by road from Bamfield East.

96 A summer-only bus servicing the *West Coast Trail* connects to destinations from Port Alberni to Victoria.

97 Restricted logging roads connect the east side of Bamfield to Port Alberni, Cowichan Lake, Sarita Bay, and Poett Nook.



98 Small vessel **anchorage** is 0.15 mile north of Rance Island but care must be taken to avoid **submarine cables**. Larger vessels can find **anchorage** in Entrance Anchorage on the west side of Trevor Channel.

Grappler Inlet

99 **Grappler Inlet** is entered about 0.3 mile SE of Aguilar Point and to the north of *Grappler Inlet Entrance daybeacon*. It is surrounded by houses.



100 *Grappler Inlet light* (see [LL 171.5](#)) is on the north shore of **Port Désiré**.



101 **Submarine cables** cross the inlet about 0.1 mile east of *Grappler Inlet Entrance daybeacon*, and a telephone **cable** marked by signs is close east of *Grappler Inlet light* (171.5).



102 A **submarine pipeline** (water) crosses the inlet 0.1 mile east of *Grappler Inlet Entrance daybeacon*. A **submarine pipeline** (water) extends from close west of the public dock, along the centre of Port Désiré, and through the narrows to the entrance of **Sugsaw Creek**. Another **submarine pipeline** (water) crosses the inlet 0.2 mile east of the public wharf.



103 **Overhead cables**, vertical clearances 9 and 12 m, cross the bay on the north side of Port Désiré. Another **overhead cable**, vertical clearance 23 m, crosses the inlet 0.2 mile east of the public wharf. **Overhead**

cables, vertical clearances unknown, cross the inlet entered south of *Grappler Inlet No. 2 daybeacon*.



104 A **public wharf** with a dock and launching **ramp** are on the south side of Port Désiré. Many private docks are in Port Désiré.

105 *Grappler Inlet No. 2 daybeacon*, on the south side of the narrows leading NE to the inner basin, has a **starboard hand daymark**.

106 *Grappler Inlet No. 1 daybeacon*, on the north side of the narrows, has a **port hand daymark**.

107 A bar that dries 0.2 m, 0.1 mile NNE of *Grappler Inlet No. 1 daybeacon*, partially separates the inner basin of Port Désiré.



108 A **pipeline** sign is on the outer end of the drying flat at the head of the inner basin. A **wharf** and dock are at the north entrance to Sugsaw Creek. **Wrecks** lie east of the island in the entrance to the inner basin.

Alberni Inlet

Chart 3668

109 **Alberni Inlet** ($48^{\circ}57'N$, $125^{\circ}01'W$), a continuation of Trevor Channel, is entered between Chup Point and Mutine Point and continues 22 miles north to the mouth of the Somass River. Shores on either side are rocky and rugged, rising abruptly from the water's edge to summits of mountains. At the head of the inlet, in the vicinity of Port Alberni, land is low and fertile. An up-inlet wind develops to 25-30 kn during most summer afternoons producing a chop uncomfortable for small craft.

110 *Canadian Tide and Current Tables, Volume 6* gives tidal predictions for Port Alberni at the head of the inlet. Tidal differences in Alberni Inlet, referenced on Tofino, are given for Uchucklesit Inlet and Franklin River.




111 **Tidal streams** in Alberni Inlet are typically about 1 kn on both flood and ebb but surface **currents** are greatly influenced by wind. In Stamp Narrows, outflow of the Somass River influences **currents** so they are often stronger on the ebb than on the flood.



112 **Caution.** — Fish farm holding pens are in San Mateo Bay ($48^{\circ}57'N$, $125^{\circ}00'W$) and Macktush Creek ($49^{\circ}07'N$, $124^{\circ}49'W$). The pens are covered by galvanized sheds and several of them may be rafted together for various periods of time. Mariners should exercise caution and reduce speed when in vicinity of pens.


113 **Booming grounds** are in several locations on either side of the inlet.

 114 **Submarine cables** extend along the centre of the inlet, from the entrance to Polly Point.


115 Shelter for small craft can be obtained close south of Bernard Point in San Mateo Bay, in Green Cove, Snug Basin, Limestone Bay, and China Creek.

Chup Point to Ritherdon Bay

116 **Chup Point** ($48^{\circ}57'N$, $125^{\circ}02'W$) is a **conspicuous** cliffy projection.


 117 **Chup Point light** (see [LL 154](#)) is on the east side of the point.


118 **Haggard Cove**, 1.3 miles NE of Chup Point, is the site of *Haggard Cove Resort*, a sport fishing lodge. The docks are protected by a rock **breakwater**. The SW point of the cove has a **conspicuous** abandoned house on it.


 119 Two **submarine cables** (fibre-optic) extend from Haggard Cove with one running northeast to the head of Uchucklesit Inlet. The other cable extends west, landing on the southwest shore of Toquaht Bay. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

120 **San Mateo Bay**, on the south side of Alberni Inlet, is entered between **Bernard Point** and **Hissin Point**. **Chris Rock**, about 0.2 mile west of Hissin Point and in the entrance to San Mateo Bay, has 5.6 m over it. **Banton Island** lies nearly in the centre of the bay; between it and the head of the bay there is a **rock** that dries 1.6 m.

121 **Marine farm** facilities are SSW and east of Banton Island and at the head of the bay.

 122 San Mateo Bay is mainly deep but **anchorage** for small vessels can be obtained close offshore and at the head of the bay, between Banton Island and the coast south of it, in 26 to 33 m. Care should be taken to avoid fish pens in this area.

 123 A **public dock** (*Port Alberni Harbour Authority*), on the south side of Bernard Point, has a depth of 11 m alongside and 46 m of berthing space. It is not connected to shore but provides sheltered mooring.


 124 **Ritherdon Bay**, entered between **Blackstone Point** and Hissin Point, is clear of dangers, is mainly deep, and has **anchorage** with good holding ground. A house close south of Blackstone Point is **conspicuous** from the approach. **Ruins** of a **pier** are on the south shore at the outer end of the drying flat. A restricted

logging road leads east from the head of the bay. **Marine farm** facilities are east of Blackstone Point near the head of the bay.

Uchucklesit Inlet


Chart 3646


125 **Uchucklesit Inlet**, a branch of Alberni Inlet, is entered between **Burrough Point** ($48^{\circ}59'N$, $125^{\circ}00'W$) and **Brooksby Point**, 0.4 mile NE. High land rises gradually to the summits of mountains on its NE side, but the head of the inlet and its SW shore are low.

 126 **Caution.** — Numerous floathouses and close-to-surface installations are moored in Uchucklesit Inlet. Mariners should reduce speed and proceed with caution.

127 Tidal differences for Uchucklesit Inlet, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

128 **Chaputs Passage**, between **Cheeyah Island** and the peninsula SE, can be used by small vessels but care must be taken to avoid the **rock** that dries 3 m lying close-off the SE extremity of the island.


 129 **Green Cove**, east of Cheeyah Island, is a **booming ground**. A log dump is on the NE side of the cove. Well-sheltered **anchorage** in 10 to 20 m, mud and sand bottom, is obtainable clear of the log booms.

 130 **Seekah Passage**, which is wide and deep, lies between Cheeyah Island and the north shore of the inlet. A **submarine pipeline** (water) is laid across the passage.

131 **Kildonan**, once a fish cannery site, is not connected by road and is inhabited by a small number of people. The post office is in a floathouse. **Ruins** of the cannery and **wharf**, together with numerous **piles** and concrete **piers**, lie on the drying flats. The *M.V. Frances Barkley* (*Lady Rose Marine Services*), based in Port Alberni, lands in Kildonan three days a week.

132 The SW shore of the inlet is fronted by **booming grounds** from **Setsup Bluff** to **Daller Point**, 1.2 miles farther NW. A logging camp is on Daller Point.

133 **Blunden Rock**, 0.5 mile SE of Daller Point, dries 2.1 m. It is the SE extremity of **foul ground**.

 134 **Snug Basin**, on the north side of the head of Uchucklesit Inlet, offers secure **anchorage** for small craft, mud bottom. **Caiger Point** has **booming grounds**,

dock, and a dry land sorting area on its south side. The west entrance point has several houses and a dock.




 135 A **submarine cable** (fibre-optic) extends from the head of Uchucklesit Inlet to Haggard Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


Chart 3668


Limestone Island to Stamp Narrows

136 **Limestone Island** (*48°59'N, 124°58'W*), close east of the entrance to Uchucklesit Inlet, is connected to shore by a drying flat at its north end.


 137 **Limestone Island light** (see [LL 154.8](#)) is on the island.


 138 **Limestone Bay**, to the north of and sheltered by Limestone Island, offers shelter and **anchorage** to small craft, especially from winds blowing down the channel.


 139 **Star Point light** (see [LL 155](#)) is on the south shore of the point.

 140 **Pocahontas Point light** (see [LL 156](#)) is on the point.

 141 **Spencer Creek light** (see [LL 156.5](#)) has a **starboard hand daymark**.


 142 **Bilton Point light** (see [LL 157](#)) is on the point.

 143 **Ten Mile Point light** (see [LL 158](#)) is on the point opposite Nahmint Bay.

 144 **Hocking Point light** (see [LL 159](#)) is on the extremity of the point on the west side of Alberni Inlet.


145 **Booming grounds** with **conspicuous** A-frames are 1.4 miles east of Star Point and 1 mile NE of *Spencer Creek* light.

146 **Headquarters Bay** (local name), 1 mile south of Ten Mile Point, forms the entrance to **Chesnucknuw Creek**. It has private berthing facilities for small craft protected by a **breakwater**. A private **daybeacon** with a **port hand daymark** is on the south end of the breakwater.


 147 **Nahmint Bay**, opposite Ten Mile Point, has a grassy flat at the head that is fronted by a steep-to drying mud and gravel bank. Temporary **anchorage** can be obtained in the middle of the bay in a depth of about 37 m. Ruined **piles** are on the south shore at the outer end of the drying flat.

148 A **public dock** (*Port Alberni Harbour Authority*) in Hook Bay, 0.5 mile NNE of Nahmint Bay, is 17 m long

with a depth of 2 m alongside. It is not connected to shore. A **rock** with 5 m over it lies in the middle of the bay.

 149 **Caution.** — An isolated **rock** with 14.8 m over it lies about 0.4 mile NE of Hocking Point.


150 **Sproat Narrows**, 1 mile NNE of Hocking Point, is reduced to a navigable width of 0.2 mile by drying banks extending from the mouth of the **Franklin River**, on the east side, and the mouth of **Macktush Creek**, on the west side.


 151 **Caution.** — **Silting** from the river and creek is extending the drying banks outside the lights. Small craft have ground by passing too close to the lights.

152 A large shed is near the north end of the drying flat off Franklin River. A logging road connects Macktush Creek to Port Alberni.


153 Tidal differences for Franklin River, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

154 A flood **current** of about 1 kn and an ebb **current** of about 1½ kn can be encountered in the narrows.


 155 **Franklin River light** (see [LL 160](#)) is on the edge of a **shoal** off the mouth of the Franklin River.

 156 **Macktush Creek light** (see [LL 161](#)) is at the mouth of the creek.


157 Marine farm facilities in Macktush Bay, close north of Macktush Creek, are vulnerable. Reduce speed to prevent damage.

 158 **Dunsmuir Point light** (see [LL 162](#)) is on the west side of Alberni Inlet, opposite the mouth of China Creek.

159 A privately operated light is shown from the **breakwater** at China Creek.

 160 **Caution.** — Wind surfers use the area near China Creek to the upper reaches of Port Alberni Harbour. The Harbour Master requests that a prolonged blast be sounded when approaching China Creek to warn wind surfers to keep clear.

161 **China Creek**, 0.5 mile east of **Dunsmuir Point**, enters Alberni Inlet through drying mud flats.

 162 A **wreck** lies close to the shore 0.2 mile SE of China Creek Marina.



 163 **China Creek Marina** (*Port Alberni Port Authority*) is at the mouth of China Creek. See the *Port Alberni Port Authority* website for forms, policy information, and maps. For detailed information see www.campchinacreek.com.


Table 5.1: Major Port Facilities — Port Alberni

Berth	Wharf Length (m)	Least Depth (m)	Remarks
Port Alberni Terminals Berths 1 & 2	320	11.4	Exports forest products, mainly lumber. Shore services include Customs, shipping agents, stevedoring, tugs, four warehouses, chandlery, water, electricity, telephones. Scheduled seaplane service to metro Vancouver available at nearby Centennial Pier.
Port Alberni Terminals Berth 3	183	11.1	As above. Terminal manager phone number: 250-720-6771.

164 **Stamp Narrows** ($49^{\circ}11'N$, $124^{\circ}49'W$), between **Lone Tree Point** on the east and the drying bank off **Cous Creek** on the west shore, is deep and has a navigable width of about 0.15 mile.

165 Outflow from Somass River causes a **current** to flow south through Stamp Narrows, which sometimes attains more than 1 kn.

 166 **Stamp Narrows light** (see [LL 163](#)) is on the west side of the narrows.


 167 **Lone Tree Point light** (see [LL 164](#)) is on the point on the east side of Stamp Narrows.


168 A **spoil ground** is 0.8 mile north of Stamp Narrows light and is marked by fluorescent orange **daymarks** onshore.

169 **Booming grounds** with A-frames are on both shores between Stamp Narrows and Polly Point.

Port Alberni

Chart 3668


 170 **Port Alberni** is a secure **anchorage** at the head of Alberni Inlet. The west shore is high and rocky. On its east side is a plain and the city of Port Alberni.

 171 **Caution.** — Port Alberni is at the head of a long, narrow inlet making it particularly susceptible to tsunamis. For details see the *City of Port Alberni Tsunami Warning System* webpage and the *Provincial Emergency Program* website.

172 **Port Alberni** city is on the east side of the harbour. Civic amenities include a hospital with heliport, *Royal Canadian Mountain Police (RCMP)* detachment, retail stores (including marine supplies), accommodation, restaurants, entertainment, and a *Canada Post* post office.


173 *Lady Rose Marine Services* provides transportation on the passenger-only vessel *M.V. Frances Barkley* from Port Alberni to various locations within Barkley Sound.

174 *Alberni Valley Regional Airport (Alberni-Clayoquot Regional District)* provides charter and scheduled air services; contact the airport for schedules and destinations. The airport is located about 11 km NE of Port Alberni.

 175 *Royal Canadian Marine Search and Rescue (RCM-SAR) Unit 39* is in Port Alberni.

176 *Port Alberni Harbour* is administered by the *Port Alberni Port Authority*. *Practices and Procedures to be followed by ships in the Port of Port Alberni* is posted on the *Port's* web site at <https://papa-appa.ca/>.


177 A summary of major port facilities is listed in Table 5.1.


 178 **Pilotage** is compulsory. For details see *Annual Edition Notices to Mariners 1 to 46* and *Practices and Procedures to be followed by ships in the Port of Port Alberni*.

179 The closest *Transport Canada Marine Safety Office* (250 754-0244) is in Nanaimo.

180 Tidal predictions for Port Alberni are in *Canadian Tide and Current Tables, Volume 6*.

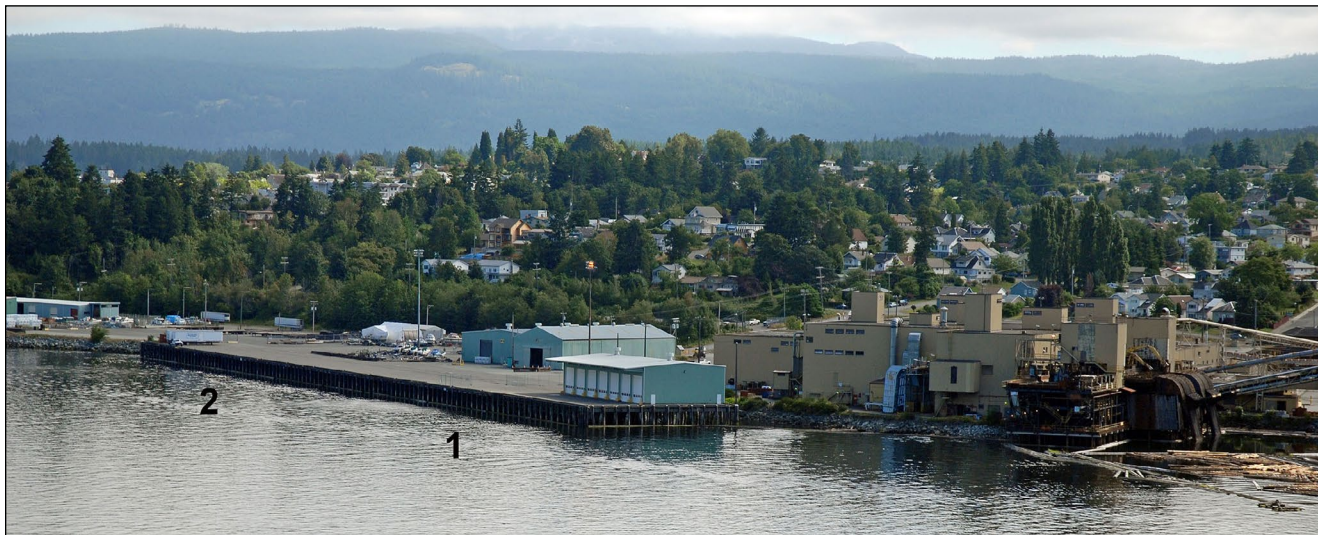
181 Port Alberni is entered between **Polly Point**, 2 miles north of Stamp Narrows, and **Stamp Point**, about 0.5 mile west.

 182 **Polly Point light** (see [LL 165](#)) is on the point.

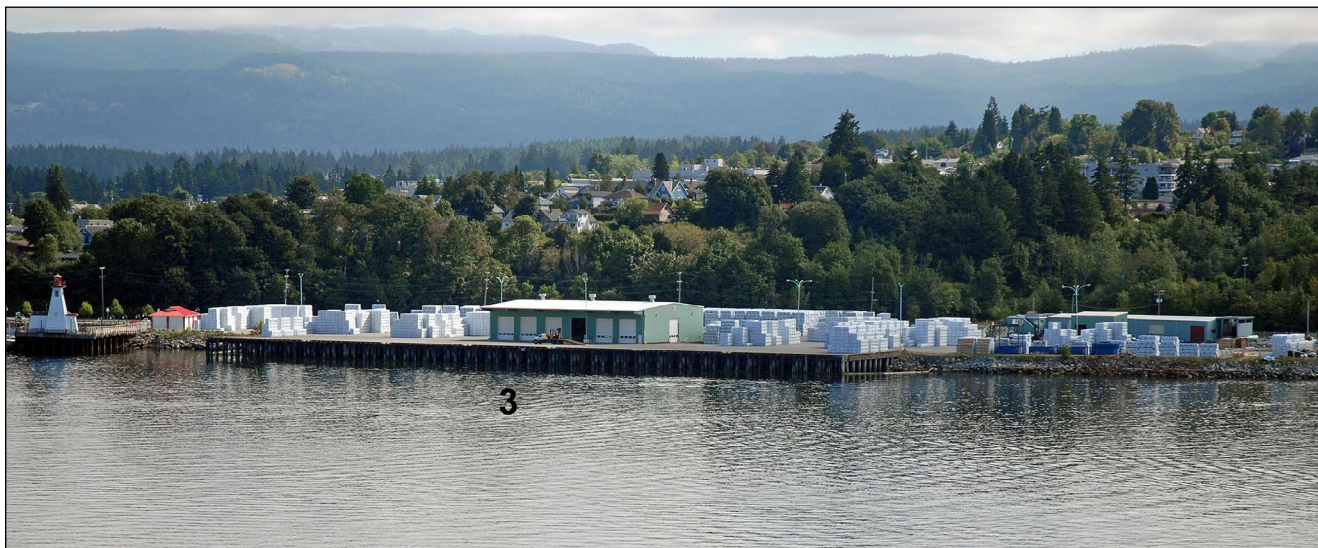
 183 Polly Point is the landing site of several overseas **submarine cables**. A building is on Polly Point.

184 A **spoil ground** (abandoned) is ENE of Stamp Point.


PORT ALBERNI BERTHS No. 1 AND 2 (2007)



PORT ALBERNI BERTH No. 3 (2007)



185 **Hohm Island**, 0.8 mile NNW of Polly Point, is bare, rocky, and about 3 m high. A drying **rock** and a below-water **rock** lie up to 0.1 mile NE.

 186 **Hohm Island light** (see [LL 166](#)) is on the island.

187 A boom mooring extends 0.33 mile from the north side of Hohm Island, toward Hoik Island, with submerged anchors and cables. It is marked by private lights.


188 **Hoik Island** lies near the west shore, about 0.6 mile NNW of Hohm Island.


189 A private stiff-leg approximately 240 m long is moored by two deadman anchors 0.1 mile SE of Hoik Island.


190 **Lights** along the east side of *Port Alberni Harbour* are private.

191 *Port Alberni Terminals lights* are on the south end of *No. 1 Berth*, and south and north ends of *No. 3 Berth*.


192 A light is shown from a **dolphin** 0.1 mile NNW of *No. 3 Berth*.


 193 **Caution.** — When berthing at *No. 3 Berth*, and using an anchor, note that deadman anchors, 100 m NNE of *No. 3 Berth*, are used to moor a stiff-leg. Care should be taken not to foul these anchors.

 194 *Harbour Quay Marina (Port Alberni Port Authority)* is close north of *No. 3 Berth*. The Harbour Master's office is here. The marina is protected by a concrete **breakwater**. For detailed information see www.papa-appa.ca.


 195 The *Maritime Discovery Centre light* is on the pier adjacent to the marina on the south side, known locally as the *Lighthouse Pier*. This light is privately maintained and operates during daylight hours in summer months only. It should not be relied upon as an aid to navigation.

196 The *Alberni Harbour Quay* has the *Centennial Pier (Port Alberni Port Authority)*, restaurants, stores, washrooms, and picnic areas.

 197 The *Argyle Street Wharf* on the NNW end of the *Quay* is used by small coastal vessels. It has a berthing face of 33 m and a depth of 6 m alongside.

 198 A dock and **wharf** close SE of the *Argyle Street Wharf* is used by small vessels for loading and discharging general cargo and for overnight tie-up. It has a berthing length of 54 m and a depth of 4.9 m alongside. Smaller vessels can berth along a 21 m dock attached to the north face that has a depth of 3.4 m alongside decreasing to 0 m at the shore end. The wharf equipment consists of two 363 kg winches.

199 Flood lights are on the outer wing of the docks at *Fishermen's Harbour*. The south light illuminates the entrance channel.

 200 *Fishermen's Harbour (Port Alberni Port Authority)*, in the adjacent basin, consists of one long main dock close south off, and parallel to, the south side of the mill. Several docks extend south from the main dock. These docks are used by commercial fishing vessels, tugs, salvage vessels, and recreational craft. The docks are protected by a floating **breakwater**. The fairway along the south side of the finger floats was dredged to 5 m and berths at the finger floats to 3 m. For detailed information see www.papa-appa.ca.


201 Diesel fuel, gasoline, and other petroleum products can be obtained from marine service stations. There are no bunkering facilities for large vessels, but small quantities of diesel fuel and gasoline can be delivered by truck by arrangement.

202 Dockside hull, machinery, and electronic repairs can be undertaken and complete facilities exist for the construction and repair of wood or metal tugs, fish boats,


and pleasure craft. A marine railway capable of handling vessels up to 40 m long, 150 tonnes is available. Mobile cranes, with capacities of 70 tonnes, are available. The harbour is equipped with a fireboat and firefighting tugs. Tugs are available for berthing and unberthing.

203 Logbooms are in the bay north of *Fishermen's Harbour*.

204 The **Somass River** drains into the head of Port Alberni Harbour and can be navigated by small craft for several miles. River discharge causes a continual **current** running south out of the harbour that frequently attains over 1 kn. The channel was dredged to a least depth of 3.3 m (1984) as far as the *Paper Barge* berth on the north side of **Lupsi Cupsi Point**. The depth is maintained by dredging.


 205 *Alberni light (see LL 168)* is on the west side of the channel at the entrance to the Somass River and has two **port hand daymarks**.


 206 *Somass River light (see LL 168.1)* is 0.4 mile north of *Alberni light (see LL 168)*.

 207 A **submarine pipeline** (sewage outfall), in the eastern entrance of Somass River, extends 0.3 mile south from the Sewage Disposal Basin.

208 Somass River entrance is marked by **dolphins** with radar reflectors.


209 **Port hand buoys** *Y53, Y55, Y57, Y59, and Y61* mark drying ledges in the river.

 210 An **overhead cable** (power), vertical clearance 31 m, crosses the Somass River about 0.4 mile NE of Lupsi Cupsi Point. **Towers** from which the cable is suspended each have a red air obstruction light.

 211 A **cable** and a **pipeline** cross the river at the west extremity of Lupsi Cupsi Point. Pipelines cross the river in the vicinity of the power cable.

212 *Paper Barge Berth* on the north side of Lupsi Cupsi Point has mooring **dolphins** extending NW/SE from its outer end.

213 A recreational fishing dock is at the mouth of **Rogers Creek**.

 214 *Clutesi Haven Marina (Port Alberni Port Authority)* is on the east shore of Somass River about 0.5 mile upriver from the overhead cable. A *No Wake Zone* is between buoys *Y59* and *Y61*. For detailed information see www.papa-appa.ca.

Imperial Eagle Channel


Chart 3671


215 **Imperial Eagle Channel** ($48^{\circ}54'N$, $125^{\circ}12'W$) is bounded on its SE side by the Deer Group and on its NW side by the Broken Group and a short stretch of Vancouver Island. During south or SW gales there is a very heavy sea in this channel.

Entrance to Imperial Eagle Channel

216 **Miller Reef** ($48^{\circ}50'N$, $125^{\circ}19'W$) consists of two drying **rocks** about 0.2 mile apart. The reef is steep-to on its south side and breakers are usually present.

217 **Janit Reef**, 1.7 miles WNW of Miller Reef, dries 1.8 m.


 218 **Caution.** — Numerous **dangers** lie NE of a line joining Miller Reef, Janit Reef, and a position about 2.5 miles NW.

 219 **Caution.** — Even in calm weather, a large breaking wave can occur without warning in this area.

220 **Hornby Rock**, 1.5 miles SE of Miller Reef, has 1.6 m over it and can usually be identified by breakers.

221 **Folger Island** ($48^{\circ}50'N$, $125^{\circ}15'W$) is wooded and cliffy on its south and west sides.

222 **Bordelais Islets** lie at the SW extremity of the Deer Group. The largest islet is about 30 m high and has a cliffy appearance when seen from the SW.

 223 **Folger Island light** (see [LL 175](#)) is on the west point of the island.

 224 **Bordelais Islets light** (see [LL 174](#)) is on the largest islet.

225 **Folger Passage**, between Hornby Rock and Folger Island, is the best entry to Imperial Eagle Channel in thick weather. **Hammond Passage**, between Folger Island and **Leach Islet** on the NW, and **Bordelais Islets** and **Edward King Island** on the SE, can be used in fine weather. Drying **rocks** extend 0.2 mile SE from Leach Islet.

226 The passage between Hornby Rock and Miller Reef is not recommended during SW gales or in poor visibility.

Imperial Eagle Channel — East Channels

227 **Edward King Island** ($48^{\circ}50'N$, $125^{\circ}12'W$) has many rocks and shoals extending from its NW shore.


228 **Dodger Channel** ($48^{\circ}50'N$, $125^{\circ}12'W$) is entered between **Seppings Island** and **Kirby Point**. A **rock** that dries 1.2 m lies on the west side of the north entrance. The


entrance from Trevor Channel is shallow and intricate, with **rocks** on both sides and an islet in the middle. The south part of the channel has good shelter for small craft but local knowledge is advised.

229 The channel between **Diana Island** and **Helby Island** has a **rock** with 1.8 m over it in mid-channel. It is usable for small craft but local knowledge is advised.

230 **Satellite Passage** is the only navigable passage through **Deer Group**. It lies between Helby Island and **Sandford Island** about 0.6 mile north.


231 A **shoal**, with a least depth of 6.4 m, lies on the north side of the fairway about 0.2 mile SSW of the SW extremity of Sandford Island. A detached **shoal** with 9.8 m over it lies 0.3 mile NW of **Ohiat Islet** in the west approach.

 232 Anchorage is prohibited in Satellite Passage due to **submarine cables**.

 233 The passage between Helby Island and **Ohiat Islet** is a **foul area** and should not be attempted.

234 **Adamson Rocks**, close-off the NW corner of **Fleming Island**, are usually marked by breakers in heavy weather and should not be approached within a distance of 0.3 mile.

235 A **rock**, with 8.4 m over it, lies near mid-channel 1.3 miles WNW of Adamson Rocks.

 236 **Marble Cove**, at the SW end of Tzartus Island, is sheltered by **Fry Island** and has **marine farm** facilities at its north end. Marble Cove is reported to afford good **anchorage** for small craft and provides protection from westerlies.

237 **Tzartus Cove** (local name), 0.7 mile north, is reported to offer shelter from SE winds.


238 **Swiss Boy Island**, 1 mile NNE of Adamson Rocks and at the SW end of the **Chain Group**, is cliffy. **Bull Rock**, 0.3 mile WNW of Swiss Boy Island, breaks in bad weather. Drying **rocks** extend north and **Jupe Rock**, with 0.2 m over it, lies 0.3 mile NE from Swiss Boy Island.

239 **Meade Islets**, **Geer Islets**, and **Diplock Island** are surrounded by numerous **rocks** and **shoals**.

240 **Holford Bay**, south of **Gattie Point**, is approached between **Stud Islets** and **Friend Island**. A **rock** with 6.8 m over it lies in the approach and a **rock** with 7 m over it is close south. It is reported that a swell rolls into the bay.

241 **Best Islet** and two drying **rocks** lie off the NW side of **Weld Island**. A **rock** that dries 3.8 m lies off the north extremity of Weld Island.

242 A passage leads north from Holford Bay along the NW coast of **Tzartus Island** and connects with Junction Passage at **Crosse Point**.

 243 **Ahmah Cove** (local name), behind **Ahmah Island**, is reported to have **anchorage** for small craft with good shelter and holding. The entrance is narrow and shallow and two floathouses are in the cove.


244 A **booming ground** is south of Crosse Point.


Charts 3671, 3668

Junction Passage

245 **Junction Passage** ($48^{\circ}58'N$, $125^{\circ}03'W$), south of Seddall Island, is a deep channel leading from the NE part of Imperial Eagle Channel to the junction of Trevor Channel and Alberni Inlet. From the west it is entered between **Pill Point** and the islets lying off the NE side of **Link Island**. From the east it is entered between Chup Point and **Fullarton Point** ($48^{\circ}57'N$, $125^{\circ}03'W$), the NE extremity of Tzartus Island.

246 **Tyler Rock**, almost in the middle of the east approach, has 6.4 m over it. The fairway is nowhere less than 0.25 mile wide and Tyler Rock can be passed on either side.

 247 **Tidal streams** in Junction Passage attain 1 kn on the flood and ½ kn on the ebb but are greatly influenced by the wind. The flood sets east and the ebb west.

 248 **Pill Point light** (see [LL 152](#)) is on the point.

249 **Rainy Bay** lies on the north side of Junction Passage. Shores are rugged and depths are too great for anchorage. Numerous floating cabins of a sport fishing lodge are in the narrow inlet 0.5 mile north of **Boyson Islands**.

250 *Rendezvous Dive Adventures* is on the east shore of Rainy Bay, east of Boyson Islands.

251 **Ecoole** is in a small bay on the SE side of Seddall Island, close within the entrance to Rainy Bay. The wharf and buildings are in **ruins**.

Imperial Eagle Channel — North End

252 **Baeria Rocks** ($48^{\circ}57'N$, $125^{\circ}09'W$) are bare, rocky, and **conspicuous**. *Baeria Rocks Ecological Reserve (BC Parks)* is closed to the public.



 253 **Baeria Rocks light** (see [LL 151](#)) is on the SE rock.


Chart 3668, 3656


Useless Inlet and Fatty Basin

254 **Useless Inlet** ($48^{\circ}59'N$, $125^{\circ}04'W$), entered 0.5 mile NNW of Pill Point, separates **Seddall Island** from Vancouver Island. It is accessible only to small craft because the entrance is foul. **Marine farm** facilities are in several locations.

Chart 3656


 255 **Fatty Basin** ($48^{\circ}59'N$, $125^{\circ}01'W$) leads SE from near the head of Useless Inlet. A narrow boat passage which almost dries connects it with the inlet. Trees hanging across this passage gave a low overhead clearance (1988). A sign reading “*No passage for boats beyond this point. Low overhanging cables*” is reported to be on the 42 m high islet. The south entrance, which dries 3.4 m, connects Fatty Basin to Rainy Bay. **Marine farm** facilities are located in the basin.

 256 A **bridge**, vertical clearance 4.2 m, crosses a small passage at the south end of Fatty Basin into Rainy Bay. Trees hanging across this channel (1988) have a lower clearance than the bridge.


 257 **Tidal streams** flood and ebb about 4 kn in both entrance channels to Fatty Basin.

Charts 3671, 3668

258 **Vernon Bay** ($48^{\circ}59'N$, $125^{\circ}09'W$) is entered between Palmer Point and **Allen Point**, about 1.5 miles ESE. Shores are high and rugged and depths are too great for anchorage. A group of drying **rocks** lie 0.5 mile NNW of Allen Point. **Jane Island**, at the head of Vernon Bay, lies in the entrance to a deep, sheltered basin known locally as **Jane Bay**. Entrance to the basin is only about 90 m wide in the fairway. **Marine farm** facilities lie off the west shore of the basin.

 259 *Eagle Nook Resort* is on the east side of the basin. Boaters are welcome. Seaplanes land in the bay. For detailed information see www.eaglenook.com.

260 **Robinson Island** lies SW of **Kyen Point** on the east side of **Alma Russell Islands**. A rock that dries 1.8 m and **Harold Islet** lie in the approach to the north entrance of Julia Passage.

 261 **Julia Passage**, NW of Alma Russell Islands, has sheltered **anchorage** for small craft. Local knowledge is advised. North and south entrances to Julia Passage are encumbered with **rocks**. Floathouses are moored along both shores.

Effingham Inlet



262 **Effingham Inlet** ($48^{\circ}59'N$, $125^{\circ}10'W$) is approached north of **Rutley Islands**, **George Islet**, and **John Islet**. **Milhus Rock** lies about 0.3 mile SE and a **rock** that dries 0.6 m lies 0.1 mile south of **Palmer Point**, at the north entrance to Effingham Inlet. The inlet is narrow and shores are high and rocky. Depths are too great for anchorage except off the drying flats at the head.

Anchorage is reported to be available for small craft in the cove on the west side north of Webster Island. **Booming grounds** line both sides of the inlet.

263 **Marine farm** facilities are on both sides of the inlet close north of **Webster Island**.

Chart 3668

264 From **Coeur d'Alene Creek** ($49^{\circ}03'N$, $125^{\circ}08'W$), a dry weather logging road leads through the valley along the north side of **Uchuck Lake** to Uchucklesit Inlet.

Booming grounds and a log dump are on the west shore, opposite the creek.

265 **Marine farm** facilities are near the head of the inlet.

Minor Channels Leading NW Through the Broken Group from Imperial Eagle Channel

Chart 3670

266 The **Broken Group** comprises a large number of comparatively low wooded islands, islets, and rocks. Several channels lead through these islands. Sechart Channel, between Hand and Brabant Islands, Coaster Channel, and the channel between Clarke and Benson Islands, are the only channels marked by lights. With the exception of these, together with Peacock and Thiepval Channels, none of the other channels should be attempted without local knowledge.



267 **Anchorage**s in the Broken Group are suitable for small vessels. Effingham Bay and an anchorage between Cooper and Batley Islands are approached from Coaster Channel. Island Harbour is approached from Imperial Eagle Channel by way of Harbour Entrance. Anchorage on the north side of Sechart Channel can be obtained between Pinkerton Islands and Canoe Island. Small craft can obtain anchorage north of Canoe Island. From Peacock Channel, small craft can obtain anchorage between Dodd and Turtle Islands.

268 Broken Group forms part of the *Pacific Rim National Park Reserve of Canada (Parks Canada)*. Campsites are on Benson, Clarke, Turret, Willis, Dodd, Gilbert, and Gibraltar Islands and on the islet NE of Hand Island. The park warden's floating cabin is in the bay on the SW side of Nettle Island. There is no source of safe, fresh drinking water in the Broken Group. Visitors should carry adequate supplies.

Coaster Channel and Thiepval Channel

269 **Coaster Channel** leads through the south part of Broken Group and provides, with Thiepval Channel, a short route across Barkley Sound for small vessels.

270 **Village Reef** ($48^{\circ}53'N$, $125^{\circ}17'W$) lies on the north side of the east entrance to Coaster Channel. A detached, steep-to **rock**, with 7.4 m over it, lies 0.3 mile SE of Village Reef. **Faber Islets**, 0.5 mile WNW, are surrounded by drying **reefs**. Drying and above-water **rocks** surround the Faber Islets. **Wiebe Island**, 0.5 mile north of Village Reef, has a bare moderately **conspicuous rock** close off its SE extremity.

271 **Moreton Island**, **Cooper Island**, and **Camblain Island**, on the south side of Coaster Channel, lie on the north side of a shelter area.



272 **Anchorage**, well-sheltered, can be obtained in 33 m, mud, about 0.4 mile south of Cooper Island.

273 **Batley Island**, **Wouwer Island**, **Howell Island**, **Cree Island**, **Dicebox Island**, **Bauke Island**, **Austin Island**, and **Pinnacle Rock** lie south and east of the anchorage.



274 **Caution**. — Local knowledge is advised to navigate passages between these islands as they are encumbered with numerous **rocks** and islets. A **wreck** can be found centred 0.1 mile SSE of Austin Island. The least depth is 1.4 m.

275 The SW entrance to Coaster Channel, between **Combe Rock** ($48^{\circ}52'N$, $125^{\circ}22'W$) and **Benson Island**, is obstructed by **Verbeke Reef** and has several **shoals** in its approach.

276 A shallow but straight passage between Benson Island and **Clarke Island** is often used by small vessels but local knowledge is advised. A reef that dries 1 m lies in the east approach to this passage, about 0.6 mile east of *Benson Island light (140)*. Campsites are on the north shore of Clarke Island.



277 **Benson Island light** (see [LL 140](#)) is on an islet NE of the island.




278 **Effingham Bay**, on the NW side of **Effingham Island** ($48^{\circ}52'N$, $125^{\circ}18'W$), has


sheltered **anchorage** with good holding ground, mud, in 14 m. The bay is approached from Coaster Channel between **Gilbert Island** and a **rock awash**, 0.2 mile north. It is entered south of an islet lying 0.3 mile south of **Raymond Island**, keeping slightly to the north of mid-channel to avoid a **shoal spit** extending north from Effingham Island.

279 **Meares Bluff**, the east extremity of Effingham Island, consists of cliffs about 30 m high that rise steeply to a hill with an elevation of 102 m.

280 Tidal differences for Effingham Bay, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

 281 **Coaster Channel light** (see [LL 148](#)) is on the NW extremity of the islets extending west from Raymond Island.

282 **Thiepval Channel** entered north of **Turret Island** passes between a group of above-water, drying, and below-water rocks lying in mid-channel between Turret Island and **Turtle Island**.


 283 **Caution.** — The **wreck** of the **HMCS Thiepval** lies in among the rocks and should be considered a dangerous wreck with unexploded ordnances on board.

284 Thiepval Channel entered north of **Lovett Island** leads SE from Loudoun Channel into Coaster Channel. Two **rocks**, 1 and 3 m high, in its west entrance, lie 0.3 mile north of **Trickett Island**. **Shoals** lie between the rocks and **Willis Island**.

Harbour Entrance

285 **Harbour Entrance**, between **Dempster Island** and **Gibraltar Island**, is the main channel leading from Imperial Eagle Channel to **Island Harbour** ($48^{\circ}55'N$, $125^{\circ}17'W$). **Eussen Rock**, in the centre of the fairway, has 3 m over it and is steep-to.


286 Island Harbour can also be entered by the passage south of Dempster Island. **Pinnacle Rock**, **Elbow Rocks**, **Elbow Islet**, the unnamed islets between it and **Mullins Island** and the rocks and shoals SE of **Keith Island**, form the south and east sides of the passage.



 287 Island Harbour has sheltered **anchorage** for small vessels in 20 m, about 0.2 mile NE of the east extremity of Keith Island. Small craft can obtain anchorage in coves on the south shore of Jaques Island.

Peacock Channel

288 **Peacock Channel** ($48^{\circ}56'N$, $125^{\circ}19'W$) leads from Loudoun Channel into Sechart Channel along the south and east sides of Brabant Islands. **Foul ground** fringes the north


shores of **Dodd Island**, **Chalk Island**, and the **Tiny Group**. **Galley Rock**, 0.3 mile NW of **Jarvis Island**, dries 1.5 m.

 289 **Caution.** — Extreme care must be taken when transiting the narrow channel between Dodd Island and Chalk Island. A large drying reef extending from the eastern point of Dodd Island has resulted in a number of groundings. Drying pinnacle rocks NW of Chalk Island must also be avoided.

  290 **Anchorage** for small craft, in 8 m mud bottom, can be obtained in **Turtle Bay** (local name) between Turtle and Dodd Islands. It is approached from Peacock Channel but local knowledge and **caution** are advised. The entrance channel is narrowed by depths of 0.8 m extending from **Walsh Island** and 0.5 m extending from Dodd Island.


291 The passage leading south from Peacock Channel, between the Tiny Group and **Marchant Islet**, on the west, and Jarvis Island and **Jaques Island**, to the east, leads into Thiepval and Coaster Channels west of **Onion Island** ($48^{\circ}54'N$, $125^{\circ}18'W$). It is suitable for small craft but has several detached **reefs** in mid-channel and **foul ground** extends west of Mullins Island. Local knowledge is advised.


292 **Treble Islands** lie in the west entrance to the passage north of Jarvis, Jaques, and Gibraltar Islands. **Green Rocks**, between Treble Islands and **Denne Island**, **Erin Island**, and numerous drying and below-water **rocks** lie in the passage.

 293 **Anchorage** can be obtained in the bay on the south side of Nettle Island. Do not tie up to the Park Ranger's dock.

Sechart Channel

294 **Sechart Channel**, at the north end of Broken Group, connects Imperial Eagle Channel to Loudoun Channel. **Swale Rock**, **Reeks Island**, **Glen Islet**, **Nettle Island**, and **Prideaux Island** form the SW side of Sechart Channel at its east end.



 295 **Swale Rock light** (see [LL 150](#)) is on the east extremity of the **rock**.

 296 **Prideaux Island light** (see [LL 149](#)) is on the north side of the island.

297 **Foul ground** extends west of **Mahk Rock** along the south shore of Alma Russell Islands.

298 **Howard Point** is near the entrance to Julia Passage.

299 Some ruined **piles** are near the entrance of a creek north of **Canoe Island** and a cabin is on the shore NE of Canoe Island. A **breakwater** encloses the bay east of Canoe Island.


  300 **Anchorage** can be obtained north and west of Canoe Island. A **wreck**, least depth unknown, is north of Canoe Islands.


301 *Broken Islands Lodge* is on the Vancouver Island shore close north of Canoe Island. Accommodation and meals are available. The lodge is open year-round subject to availability. *Broken Islands Lodge Water Taxi* is based at the lodge and the *M.V. Frances Barkley* calls here.

302 A floating sport fishing camp is in the bay on the NW end of the large island north of **Williams Island**.


303 **Pinkerton Islands** extend 1 mile from the Vancouver Island shore; **Capstan Island** is the southernmost. Numerous drying and below-water **rocks** lie between the Pinkerton Islands.

304 The channel between Hand Island and **Mence Island** and **Brabant Islands** leads from Sechart Channel into Loudoun Channel but has several **rocks** and **shoals** in its east approach.

 305 **Hand Island light** (see [LL 147](#)) is on an islet NE of Hand Island.

 306 **Hand Island Passage light** (see [LL 145](#)) is on a **rock** off the NW point of Brabant Islands.

307 The west end of Sechart Channel enters Loudoun Channel and David Channel between **Wilkins Islet** ($48^{\circ}57'N$, $125^{\circ}20'W$) and **Hand Island** and Lyall Point.

 308 **Anchorage** on the north side of Sechart Channel can be obtained between Pinkerton Islands and Canoe Island in a depth of about 35 m, or north of Canoe Island in 22 m.

Loudoun Channel, David Channel, and Waters North

Charts 3671, 3670

Loudoun Channel

309 **Loudoun Channel**, entered between **Mara Rock** ($48^{\circ}52'N$, $125^{\circ}29'W$) and Sail Rock, 3.25 miles east, leads into Barkley Sound NW of Broken Group. A **rock** that dries 1.4 m lies 0.2 mile SE of Mara Rock. David Channel is at the north end of Loudoun Channel. Sechart Channel, the lighted channel between Hand and Brabant Islands, Peacock Channel, Thiepval Channel, the lighted channel between Clarke and Benson Islands, and Coaster Channel, all lead east into the Broken Group.

310 **Great Bear Rock**, **Alley Rock**, and Sargison Bank, NE of Mara Rock, form the NW side of Loudoun Channel.

Chart 3670

311 **Sail Rock** ($48^{\circ}53'N$, $125^{\circ}24'W$) is sail-shaped and easily identified. **Rocks**, with 3.2 and 2.3 m over them, lie 1.1 miles SSW of Sail Rock. A **rock** with 1.6 m over it, 0.4 mile WNW of Sail Rock, lies on the east side of the fairway.

312 **Pigot Islets** and **Drum Rocks**, together with numerous drying **rocks** and **reefs**, extend west from Benson and Clarke Islands.

313 **Hankin Island** ($48^{\circ}55'N$, $125^{\circ}22'W$) has a 5.1 m **shoal** 0.1 mile WSW of its west extremity and drying **rocks** off its NE end. **Single Rock** lies 0.4 mile NE and **Pinder Rock**, 0.4 mile NW of Hankin Island. The passage between Pinder Rock and **Page Island**, 0.3 mile NNW, has a **rock** with 1.5 m over it in its west approach.

314 **Bryant Islands** ($48^{\circ}57'N$, $125^{\circ}22'W$), **Curwen Island**, **Castle Islet**, and a number of drying **rocks** and **shoals** in the vicinity form a group on the NW side of Loudoun Channel.


315 *Curwen Island daybeacon*, on a drying **rock** 0.1 mile SE of the island, has a **port hand daymark**.


316 **Warner Rock**, midway between Bryant Islands and **St. Ines Island**, has less than 2 m over it and is marked by kelp during summer months.


David Channel

317 **David Channel**, at the north end of Loudoun Channel, leads north to Toquaht Bay and Pipestem Inlet. **Lyall Point** ($48^{\circ}58'N$, $125^{\circ}19'W$), **Shears Islands**, and **Harris Point** are on its east side. **Richard Rock** and the **reefs** between it and **Stopper Islands**, together with **Hermit Islet** and the reef 0.2 mile north of it, are on the west side of David Channel.


318 Tidal differences for Stopper Islands, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.


 319 **Lyall Point light** (see [LL 146](#)) is on the west extremity of the point.

 320 **Richard Rock light** (see [LL 144](#)) is on the **rock**.

 321 **Shears Islands light** (see [LL 143](#)) is on a **rock** west of the islands.


 322 **Toquaht Bay light** (see [LL 142](#)) is on a **reef** 0.2 mile north of Hermit Islet.


 323 **Mayne Bay**, between Lyall Point and Shears Islands, has good **anchorage** in its SE part in 30 m, mud. A **booming ground** lines the south shore, 0.9 mile ENE of Lyall Point.

 324 **Entrance Inlet** ($49^{\circ}00'N$, $125^{\circ}18'W$) has a **rock awash** off its east shore, 0.4 mile inside its entrance. **Cigarette Cove**, at the head of the inlet, is reported to provide sheltered **anchorage**, mud bottom, for small craft. *Barkley Sound Lodge*, a sport fishing resort, is along the north shore.


Toquaht Bay


325 **Toquaht Bay**, north of David Channel, is well-sheltered and has low shores. **Pope Rocks**, 0.3 mile WNW of **Snowden Island**, have less than 2 m over them and a **rock** that dries 2.1 m lies 0.2 mile west of Pope Rocks.

 326 Two **submarine cables** (fibre-optic) extend from the southwest shore of Toquaht Bay with one running east to Haggard Cove. The other cable extends south to a spot close north of Macoah Passage. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 327 **Dolphins** off the west shore, 0.6 mile SW of Pope Rocks, and **ruins** of a **conspicuous** pyramid-shaped shed and conveyor system are all that remain of a wharf and iron ore mine plant. A log dump, mooring **buoys** and **booming grounds** lie near the former mine plant site. A **wharf** with a dock is at the south end of the booming grounds. A **rock**, 15 m SE of the dock, dries 1.2 m and a **rock awash** is NE.

328 *Secret Beach Campground and Kayak Launch*, south of the log dump and booming ground, has a boat launching **ramp** protected by a rock **breakwater**. A logging road connecting to the *Port Alberni-Tofino Highway (Highway 4)* leads south and then west from the campground.

 329 Extensive drying flats, with a **submarine pipeline** across them, front the mouth of **Toquaht River**.

 330 **Anchorage** can be obtained in the outer part of Toquaht Bay in 25 m. Good **anchorage** can be obtained in 10 to 20 m about midway between the north extremity of Snowden Island and an islet close-off the north shore, north of it.

Pipestem Inlet

331 **Pipestem Inlet** ($49^{\circ}01'N$, $125^{\circ}18'W$), on the east side of Toquaht Bay, has steep rocky shores rising abruptly to high elevations on its north side. The south side is less steep. The inlet extends 4.5 miles ENE. Pipestem Inlet is used for commercial production and collection of oyster spat, usually in July. To avoid damage to spat collection


gear, proceed with caution at reduced speed. **Hillier Island** and **Refuge Island** are on the north side of its entrance.

332 **Kirby Rock**, 0.1 mile SSW of Refuge Island, has 0.5 m over it.

333 **Lucky Creek**, 0.4 mile east of Refuge Island, has a drying gravel bank extending from its entrance. A cabin and dock are in the cove 0.2 mile east of the creek.


334 **Armentières Rock**, close north of **Bazett Island**, dries 1.1 m.

335 **Marine farm** facilities are in the bay south of Bazett Island and east of Refuge Island.

 336 **Anchorage** for small vessels can be obtained 0.1 mile SW of Bazett Island in 22 m, mud. **Anchorage** is also reported to be available for small craft SE of Bazett Island and east of Refuge Island. Private mooring **buoys** are off the north shore about 1.5 miles ENE of Bazett Island.

Newcombe Channel

337 **Newcombe Channel** leads into Loudoun Channel NW of Chrow Islands and **Sargison Bank**. A **rock** that dries 0.3 m lies 0.2 mile SSW of **Food Islets**. The sea sometimes breaks on the NE and SW parts of Sargison Bank.

 338 Two **submarine cables** (fibre-optic) extend from Salmon Beach west of Forbes Island with one running SW to Ucluelet. The other cable extends NE to a spot close north of Macoah Passage. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

339 **Forbes Island** lies 3.3 miles NE of Food Islets.

 340 *Forbes Island light* (see [LL 141](#)) is on the south side of the island.



 341 **Caution.** — In heavy weather care should be taken to avoid being set NE when inside the islands.

Chart 3670

Macoah Passage

342 **Macoah Passage** ($48^{\circ}58'N$, $125^{\circ}23'W$), on the NW side of Barkley Sound, leads from Newcombe Channel to Toquaht Bay. From Newcombe Channel it is entered west of Forbes Island.

 343 Two **submarine cables** (fibre-optic) extend from close north of Macoah Passage with one running south to a spot west of Forbes Island. An additional cable extends northeast from this spot, landing on the southwest shore of Toquaht Bay. It is recommended that

mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

344 **Caution.** — Local knowledge is advised because of drying and shallow depths off the Vancouver Island shore, **foul ground** in the vicinity of the islands, and **shoals** in mid-channel.

345 **David Island, Ottawa Islet, Rowlands Islet, Spilling Islet, Staff Islet, and Larkins Island** lie on the SE side of Macoah Passage.

Ucluelet Inlet Approaches with Waters Leading Northeast

Charts 3671, 3646

346 Ucluelet Inlet can be approached from seaward by way of Felice Channel, Alpha Passage, or Carolina Channel. The best approach route from Barkley Sound is by Newcombe Channel.

Felice Channel

347 **Felice Channel** ($48^{\circ}54'N$, $125^{\circ}30'W$) is the best channel for approaching Ucluelet Inlet from seaward. It

also gives access to Loudoun Channel through Newcombe Channel, or by way of a passage SW of Sargison Bank. The fairway has a minimum width of 0.4 mile.

348 The NW side of the channel is bounded by **Humphries Reef**, some reefs extending 0.4 mile east from **Janson Island**, and a detached reef 0.5 mile east of **George Fraser Islands**.

349 **Starlight Reef, Heddington Reef, Sykes Reef, and Chrow Islands** lie on the SE side of the channel. A rock that dries 3.5 m lies 0.3 mile WNW of Starlight Reef and a rock that dries 2.6 m lies 0.3 mile west of Heddington Reef.

350 **Chrow Islands light** (see [LL 139](#)) is on the NW extremity of the north island.

351 A **spoil reef** is at the junction of Felice Channel and Newcombe Channel in $48^{\circ}54.7'N$, $123^{\circ}29.3'W$.

Chart 3646

Alpha Passage and Carolina Channel

352 **Jenny Reef** ($48^{\circ}55'N$, $125^{\circ}31'W$) separates Alpha Passage from Carolina Channel. It consists of several drying **rocks** and some above-water **rocks** that have a maximum elevation of 2 m.

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353 **Alpha Passage**, between Jenny Reef and George Fraser Islands, is suitable only for small craft in calm weather during daylight hours.

354 **Carolina Channel**, close SE of Amphitrite Point, is the channel most frequently used by vessels of shallow draught in calm weather approaching Ucluelet Inlet from seaward. In bad weather, when a long swell rolls in from seaward, it becomes **dangerous** as several **rocks** and **shoal** patches lie in the fairway. **Francis Island**, also known as **Round Island**, is joined to the SE end of Ucluth Peninsula by a drying bank.



355 **Francis Island light** (see [LL 137](#)) is at Ucluelet Harbour entrance.

356 **Carolina Channel light and whistle buoy Y42 (136)**, 0.5 mile south of Amphitrite Point, is a **starboard hand** buoy.

357 **Carolina Passage Inner light and bell buoy Y43 (136.5)**, 0.3 mile WSW of Francis Island light, is a **port hand** buoy.

Ucluelet Inlet

358 **Ucluelet Inlet** is entered between Francis Island and the **Beg Islands**, about 1 mile ESE. The NE shore of the inlet, for about 1 mile within the entrance, has a number of above-water, drying, and below-water **rocks** lying off it. The fairway in this vicinity is marked by **buoys** and **beacons**.

359 Speed signs, on the east extremity of Hyphocus Island and on *Native Island* **daybeacon**, read “*Maximum Speed 7 kn*”.



360 A **submarine pipeline** (water) crosses the inlet from the camp in Spring Cove to the south end of Stuart Bay. Another **pipeline** crosses the inlet about 0.1 mile NW of Lyche Island. An abandoned **pipeline** crosses the inlet about 0.8 mile NW of Lyche Island. Sewage outfalls, marked by signs, extend east from the SE shore of Hyphocus Island, SW from the north end of Stuart Bay, and from the west side of Ucluelet Inlet, 0.2 mile north of Hyphocus Island.



361 **Submarine cables** cross the inlet immediately NW of Lyche Island.



362 A **submarine cable** (fibre-optic) extends from Ucluelet to a spot west of Forbes Island. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.



363 Ucluelet Inlet is a **seaplane landing area**.

364 **Ucluelet Inlet daybeacon**, 0.1 mile north of Francis Island, has a **port hand daymark**.

365 **Starboard hand buoy Y46**, 0.2 mile NE of the **daybeacon**, is close west of a **rock** with 0.8 m over it.

366 **Starboard bifurcation buoy YG**, 0.3 mile north of the **daybeacon**, is close SW of a mid-channel **shoal**.

367 **Spring Cove** is entered south of **Hyphocus Island (48°56'N, 125°32'W)**. A closed fish camp and docks are in the NW corner of the cove.

368 A **rock**, with 1.2 m over it, lies close NE of the south entrance point of the cove.

369 **Spring Cove light buoy Y45 (137.3)**, on the north side of the rock, is a **port hand** buoy.



370 **Stuart Bay**, on the NE side of the inlet and east of Hyphocus Island, has **anchorage** for small craft. Several **rocks**, **awash** and drying, lie in a chain extending SE from the NW entrance point of Stuart Bay.

371 A private **daybeacon** with a white diamond-shaped **daymark** marks a **danger** 0.1 mile NE of the south entrance point of Stuart Bay.

372 **Stuart Bay daybeacon**, 0.15 mile NW, has a **starboard hand daymark**.

373 **Native Island daybeacon**, about 0.1 mile west of **Native Rock**, has a **starboard hand daymark**.



374 **Indian Reserve light** (see [LL 137.5](#)) is north of Hyphocus Island.

375 **Indian Village daybeacon**, 0.15 mile farther NNW, has a **starboard hand daymark**.

376 **Sutton Rock**, with 1.2 m over it, lies in mid-channel 0.35 mile NW of **Indian Village daybeacon**. A 4 m **rock** is close NW of Sutton Rock.

377 **Sutton Rock light buoy Y44 (138)**, close SE of the rock, is a **starboard hand** buoy.

378 **Lyche Island** lies in the middle of the inlet north of Ucluelet. A least depth of 7.6 m lies in the passage NE of the island. The passage SW of Lyche Island is narrowed considerably by **foul ground** and has a depth of 3.9 m. An islet, steep-to on its west side, lies 0.2 mile NNW of Lyche Island. Rocky ledges extend SE and NW of the islet.


379 **Lyche Island daybeacon**, close NW of Lyche Island, has a **starboard hand daymark**.

380 **Boat Basin East daybeacon**, 0.1 mile WNW of **Lyche Island** daybeacon, has two **port hand daymarks** on a **dolphin**.

381 **Port Albion daybeacon**, 0.15 mile NE of Lyche Island, has a **starboard hand daymark**.

UCLUELET SMALL CRAFT HARBOUR — WEST (CENTRE) (2007)



 382 **Port Albion**, on the NE shore of the inlet above Lyche Island, has a fishing company **wharf**. A store is near the wharf and diesel fuel, gasoline, and fresh water are available. Port Albion connects by road to Highway 4.

383 The north end of Ucluelet Inlet, from 0.7 mile NW of Lyche Island, is a **booming ground** and has numerous **dolphins** in it.

384 Private mooring **buoys** are close SW of *Lyche Island daybeacon*, 0.6 mile NW of *Lyche Island daybeacon*, and 0.1 mile north of **Kvarno Island**.




  385 **Anchorage** can be obtained in 15 to 25 m about midway between the rocky area NW of Sutton Rock and Lyche Island. Small craft can obtain **anchorage** in Stuart Bay and Spring Cove, and in other areas where depths are suitable, taking care to avoid the **submarine pipelines** and **cables**.

Chart 3646

Ucluelet


386 **Ucluelet** (48°56'N, 125°32'W) is a village on the west side of Ucluelet Inlet. Principal industries are tourism and fishing. Pleasure craft, commercial fishing vessels, and a small passenger ferry use Ucluelet Inlet. There are several stores, restaurants, accommodation, a laundromat, *Canada Post* post office, bank, tourist information centre, an


aquarium, and a *Royal Canadian Mounted Police (RCMP)* detachment. A medical clinic is operated in conjunction with the hospital in Tofino.


 387 *Royal Canadian Marine Search and Rescue (RCM-SAR) Unit 38* is in Ucluelet.

388 Ucluelet is on the main highway system of Vancouver Island and bus transportation is scheduled to Port Alberni, with connections to major points on the island. There are scheduled flights to *Vancouver International Airport South Terminal* through *Tofino-Long Beach Airport* and aircraft charters are available locally. *Lady Rose Marine Services* provides scheduled passenger ferry service to Port Alberni.

389 Tidal differences for Ucluelet, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.


 390 The *Columbia Fuels* fuel dock is on the SW side of the harbour. The **pier** is about 100 m long and its outer face is 30 m wide with 8.2 m alongside. For detailed information see www.columbiafuels.com.


 391 The *Fisherman's Co-op wharf* lies SE of the *Neptune Packers* wharf and building.


 392 The *Ucluelet (Otter Street) Small Craft Harbour (Ucluelet Harbour Authority)* is known locally as *52 Steps*. The *Customs* dock is here; call 888-226-7277 (cell) or use the dock payphone.


393 A **rock** that dries 0.6 m lies about 3 m off the south end of the *52 Steps* dock.


 394 *Pioneer Boatworks wharves* and marine railway are NW of *Ucluelet (Otter Street) Harbour*.


 395 The **public wharf**, known locally as *Whiskey Dock*, is close NW of *Pioneer Boatworks* and abreast the SE end of Lyche Island. It has a length of 43 m along its outer face and depths of 6 to 7 m. Docks attached to the inner side of the wharf head on the south side are 37 m long. A seaplane dock, 13 m long, is attached to the outer dock. The *Lady Rose Marine Services* vessel *M.V. Francis Barkley* docks here.

 396 *Ucluelet Harbour Seafoods Ltd wharf* has a least depth of 3.2 m at its north end.


 397 *Ostergaard and Sons fish wharf* has a depth of 3.4 m along its outer end.


 398 *Island West Resort*, protected by rock **breakwaters** on its north and south sides, has a dredged boat basin and docks. For detailed information see www.islandwestresort.com.

 399 *Ucluelet Small Craft Harbour—West (Ucluelet Harbour Authority)*, outer and inner basins, is entered 0.2 mile west of the north end of Lyche Island. A **breakwater** lies off the entrance. Docks B and C are for commercial boats only. For detailed information see www.ucluelet.ca.

 400 *Trans Pacific Fish wharf*, 0.5 mile WNW of the north end of Lyche Island, has a depth of 7 m along the outer face.

401 The *Pat Leslie Memorial Boat Launch (District of Ucluelet)* is close west of *Trans Pacific Fish wharf*. Use *Seaplane Base Road* from town to access the launch.


 402 The *Ucluelet Small Craft Harbour—East (Ucluelet Harbour Authority)*, on the east side of the harbour, is 0.1 mile east of the SE side of Lyche Island. It has a dock 50 m long with depths of 3.9 to 4.8 m along its outer face.

 403 A **public wharf** within a First Nations reserve is 0.8 mile SE of Lyche Island, close east of *Indian Village daybeacon*.

125°55'W), 18 mile NW, the coast should not be approached closer than 2 miles because of off-lying dangers.

Chart 3671

405 **Amphitrite Point** (*48°55'N, 125°32'W*), the NW entrance point to Barkley Sound, is the SW extremity of **Ucluth Peninsula**.

 406 *Amphitrite Point light* (see [LL 135](#)) is on the extremity of the point at the entrance to Ucluelet Harbour. There is a **fog signal** at the light.


 407 **Radio towers** north of Amphitrite Point have red air obstruction lights.

Chart 3603

408 **Florencia Bay**, between **Wya Point** and Quisitis Point, is shallow, **foul**, and so exposed as to be unfit for anchorage. **Florencia Islet** lies in the middle of its entrance.

409 **Wickaninnish Bay** (*49°02'N, 125°45'W*), between Box Island and **Quisitis Point**, is not suitable for anchorage. It is fronted by **Long Beach**. A **rock** awash lies about 1.5 miles offshore in the centre of the bay. A private ODAS **light buoy** is approximately 1.6 miles west of Quisitis Point.

410 **Schooner Cove**, between **Box Island** and **Portland Point**, affords some shelter from west winds for small craft.

411 **Gowlland Rocks** (*49°04'N, 125°51'W*) are a group of above-water, drying, and sunken rocks.

Chart 3673

412 **Radar Beaches** (*49°04'N, 125°50'W*) front Gowlland Rocks. The *Radar Beaches Trail* connects the northernmost beach to the *Radar Hill Lookout* parking lot.


413 A **conspicuous** tower is on the summit of **Radar Hill**, about 2 miles ESE of Cox Point.

414 **Vargas Cone**, 1 mile ESE of Cox Point, is prominent from the west.

415 **Towers** with red air obstruction lights are 1.4 miles ESE of **Cox Point**.

Amphitrite Point to Cox Point

Charts 3603, 3671, 3673


 404 **Caution.** — Between Amphitrite Point and the entrance to Templar Channel (*49°05'N*,

Clayoquot Sound


Charts 3673, 3674, 3685

416 Clayoquot Sound comprises a number of inlets and channels, the main ones being Sydney, Shelter, Herbert, and Tofino Inlets, Millar Channel, and Bedwell Sound. In the

entrance there are three larger islands – Flores, Vargas, and Meares Islands – and several smaller ones.

 417 **Caution.** — Numerous islets and rocks encumber the sound and its approaches. Navigation requires the greatest caution.

418 The entrance channels to Clayoquot Sound ($49^{\circ}12'N$, $126^{\circ}06'W$) are Templar, Father Charles, Brabant, and Russell Channels, and Sydney Inlet. Numerous islets and reefs encumber the channels and approaches to all except Sydney Inlet.

 419 The fishing vessel *Klekane* anchored and sank (1984) at $49^{\circ}08'N$, $126^{\circ}12'W$.

420 **Flores Island**, in the NW part of the sound, is low on its south and west sides but mountains in its interior rise steeply to high elevations. **Mount Flores** ($49^{\circ}19'N$, $126^{\circ}10'W$) is its summit. **Rafael Cone**, 2 miles SW of Mount Flores, is **conspicuous** from NW.

421 *Flores Island Marine Provincial Park (BC Parks)*, not charted, encompasses the west and south portions of Flores Island and including the islands off the south shore. It is one of the most popular destinations in Clayoquot Sound and offers a 10 km hiking trail from the village of Ahousat to the top of Mount Flores. Wolves are known to frequent camping areas. There are no boating facilities in the park.

Chart 3673

422 **Vargas Island** ($49^{\circ}11'N$, $126^{\circ}00'W$), SE of Flores Island, is low and undulating but its south coast is rugged with numerous off-lying **rocks**.

423 *Vargas Island Provincial Park (BC Parks)*, not charted, encompasses the west and south portions of the island and the offshore islands. It is a popular paddling and wilderness camping destination. Wolves frequent the area.

424 **Catface Range**, north of Vargas Island, is flat topped with **conspicuous** cliffs and patches of bare white rock near the middle of its south side.

425 **Meares Island**, in the SE part of the sound, is mountainous. **Mount Colnett** is its summit. **Lone Cone**, on the west side of the island, is **conspicuous**.


Charts 3685, 3673

Approaches to Tofino

426 The most direct approach to Tofino is by way of Templar Channel. Father Charles Channel is not recommended without local knowledge. Tofino can also be approached from seaward by any of the other approach channels to Clayoquot Sound.

427 **Cox Bay** ($49^{\circ}06'N$, $125^{\circ}53'W$), entered between **Frank Island** and Cox Point, has low sandy shores and is unfit for anchorage.

428 **Lennard Island** ($49^{\circ}07'N$, $125^{\circ}55'W$) lies at the south end and in the centre of the approach to Father Charles and Templar Channels. **Nob Rock** and **Surprise Reef**, together with several drying reefs, extend NW from the island.

 429 *Lennard Island light* (see [LL 134](#)) is on the SW side of the island. A white structure with a red roof is SE.


430 **McKay Reef**, 0.7 mile NW of Surprise Reef, lies on the east side of the south approach to Father Charles Channel and consists of two above-water **rocks** and several drying **rocks**.


431 **LaCroix Group** ($49^{\circ}09'N$, $126^{\circ}00'W$), south of Vargas Island, lies on the west side of the approach to Father Charles Channel. **Wilf Rock** is the SE rock of the group.


Chart 3685

Templar Channel

432 **Templar Channel**, the SE channel leading into Clayoquot Sound, is entered between Lennard Island and Frank Island ($49^{\circ}06'N$, $125^{\circ}54'W$). Seas break across the entrance in heavy weather.

 433 **Caution.** — Templar Channel is shallow in its north part. Vessels drawing more than 4 m should not attempt it without local knowledge.

 434 **Tidal streams** in Templar Channel attain 1 to 2 kn, the flood setting north.

 435 Abandoned **submarine cables** cross Templar Channel from Lennard Island. One passes close north of Frank Island and terminates at **Chesterman Beach**; the other leads NE across the channel terminating at **MacKenzie Beach**.

436 **Tonquin Island**, 0.5 mile north of Lennard Island, is on the west side of the fairway.

437 **Thorn Reef** extends north from Tonquin Island. A First Nations village, on the east shore of **Echachis Island**, is usually inhabited during the summer fishing season.

438 Two **rocks**, with 1.6 and 2.2 m over them, lie on the west side of the fairway about 0.2 mile off the south end of **Wickaninnish Island** and two drying **rocks** lie NNW of them about 0.1 mile offshore.

439 *Tonquin Island light buoy Y1 (133.5)*, marking the east end of Thorn Reef, is a **port hand** buoy.

440 *Templar Channel light buoy Y2 (133)*, north of Tonquin Island, is a **starboard hand** buoy.

441 *Felice Island light buoy Y3 (132)*, south of Felice Island, is a **port hand** buoy.



442 *Wickaninish Island light* (see [LL 132.5](#)), on a drying **rock** on the NE side of the island, has a **port hand daymark**.

Duffin Passage

443 **Duffin Passage**, entered between **Felice Island** and **Grice Point**, close north of **Duffin Cove**, leads round the north end of **Esowista Peninsula** to join Browning Passage at Usatzes Point. A **rock** with 1.8 m over it lies on the east side of the approach, about 0.6 mile SSW of Grice Point. A **reef** that dries 3.8 m lies in the centre of the fairway, about 0.1 mile SW of **Arnet Island**.



444 **Tidal streams** in Duffin Passage attain 2 to 3 kn. The flood sets north and in the vicinity of Grice Point sets NE.



445 Duffin Passage, north of Tofino, is a **seaplane landing area**.



446 An abandoned **submarine cable** crosses the passage between Grice Point and Felice Island.

Cables cross the channel from the north side of Grice Point to Stubbs and Meares Islands, and also cross the east end of the passage north of Tofino.



447 A **submarine pipeline** (sewage outfall) commences from the north side of Grice Point and goes around its north and west sides, terminating in mid-channel west of Felice Island. Another **pipeline**, 0.25 mile east of Grice Point, extends 0.1 mile offshore. A third **pipeline** (outfall) extends 0.25 mile NW from Duffin Cove.



448 The historically important **wreck** the *Hera*, a three-masted schooner 40 m in length that sank in 1899, is 0.15 mile NNE of Felice Island. It is marked by **buoys**. Under the terms of the *Heritage Conservation Act*, it is an offence to disturb the site or remove any cultural material from it.



449 *Tofino Breakwater light* (see [LL 129.9](#)) is on the outer end of the **breakwater** and has a **starboard hand daymark**.

450 A narrow channel lies close off the NE shore of the Esowista Peninsula between *Tofino Breakwater light* (see [LL 129.9](#)) and Usatzes Point. Drying banks are on the north side and drying rocks are on the south side, north of Usatzes Point. It has a least depth of 0.5 m SSW of Strawberry Island.

451 The west end of the channel is entered between *Tofino Breakwater light* (see [LL 129.9](#)) and **buoy Y29**.

452 A private **starboard hand daybeacon** marks the entrance to the boat basin in the middle of the channel on the south side.

453 The east entrance of the channel is marked by **port hand buoy Y33** and **starboard hand buoy Y34**.

454 **Usatzes Point** ($49^{\circ}09'N$, $125^{\circ}53'W$) has drying **rocks** close north of it. Two drying **reefs** and **Thompson Rock** lie in mid-channel between Usatzes Point and Riley Island. **Strawberry Island**, 0.2 mile NW of Usatzes Point, has unmarked drying and below-water **reefs** extending 0.2 mile north from it.

455 *Thompson Rock daybeacon* has a **bifurcation/ junction daymark**.

Chart 3685

Tofino



456 **Tofino**, on the north end of Esowista Peninsula, is a municipality with a hospital and heliport, post office, *Royal Canadian Mounted Police (RCMP)* detachment, grocery store, pharmacy, laundromat, accommodation, tourist attractions, and restaurants. A *Canadian Coast Guard (CCG)* base with a **lifesaving station** and heliport is near the town centre. Waters off Tofino are busy especially during summer months. A mixture of traffic including kayaks, pleasure craft, whale watching vessels, tour boats, water taxis, and seaplanes requires **caution** particularly when transiting the area from the *Municipal Wharf (1st Street Dock)* to the *Tofino Small Craft Harbour*, known locally as *Fisherman's Wharf* or *4th Street Dock*.

457 Marina and resort facilities, gas, diesel, stove oil, propane, charts, and supplies are available.

458 Tofino is connected by *Highway 4* to Ucluelet, Port Alberni, and to the main highway along the east side of Vancouver Island. Scheduled bus service operates between Tofino and Port Alberni. Scheduled air service operates to local destinations such as Ahousaht, Hot Springs Cove, Stewardson, and Mooyah Bay. Air charter to Vancouver is available.

459 *Long Beach Airport (Alberni-Clayoquot Regional District)*, 11 km south of Tofino, is utilized for tourism, private use, military and search and rescue operations, flight training, and charter and commercial operations.

460 Tidal predictions for Tofino are in *Canadian Tide and Current Tables, Volume 6*.




461 The *Municipal Wharf (1st Street Dock)* is 0.1 mile east of Grice Point. Two seaplane docks are at the east end of the wharf. Public berths in Tofino are heavily utilized and berthing space may not be available.


TOFINO NEAR GRICE POINT (2007)



TOFINO SMALL CRAFT HARBOUR — ARMITAGE POINT (2007)



 462 The *Canadian Coast Guard (CCG) wharf* and heliport are close east of the *Municipal Wharf (1st Street Dock)*.

 463 The *Tofino Small Craft Harbour (Tofino Harbour Authority)* at the end of Wingen Lane is a short distance east of the *Canadian Coast Guard wharf*. The wharf is 43 m long and projects north from an approach

structure 25 m long. The dock is in an area that has been dredged to a depth of 1.5 m. For detailed information see www.tofinoharbour.ca.

464 *Atleo River Air Service*, located at Jensens Dock, also at the end of Wingen Lane, provides charter seaplane, helicopter, and airport-based services.

465 *Browning Passage Tours* provides ecotours in the Clayoquot Sound area.

466 *Method Marine Supply* is a full-service marine facility and is referred to locally as the fuel dock. For more information contact 250-725-3251.



467 The *Tofino Small Craft Harbour (Tofino Harbour Authority)* known locally as *Fisherman's Wharf* or *4th Street Dock* is located 0.5 mile east of Grice Point. On its NW side is a pile and timber **breakwater**. It has docks with a common connection to a wharf. For detailed information see www.tofinoharbour.ca.



468 *Tofino Resort and Marina* has moorage for guests and non-guests. Reservations are recommended for the summer months. For detailed information see www.tofinoresortandmarina.com.



469 The *Tofino Small Craft Harbour (Tofino Harbour Authority)* at Armitage Point, close west of Usatzes Point, is known locally as the *Crab Dock*. For detailed information see www.tofinoharbour.ca.

Van Nevel Channel

470 **Van Nevel Channel** ($49^{\circ}09'N$, $125^{\circ}56'W$), between **Stubbs Island** and **Felice Island**, connects Templar Channel to Heynen Channel and the west end of the approach to Browning Passage. The deepest channel for approaching Browning Passage, south of Stockham Island, is between the islet 0.1 mile SE of *Stockham Island daybeacon* and Stone Island.



471 **Tidal streams** in Van Nevel Channel attain 3 kn, the flood setting NE. About 2 kn can be expected at the junction of Van Nevel and Heynen Channels.

472 *Van Nevel Channel No. 1 daybeacon*, NE of Clayoquot on the outer edge of a drying bank extending from Stubbs Island, has a **port hand daymark**.

473 **Starboard hand buoy Y6** is in mid-channel about 0.2 mile NE of Clayoquot.

474 *Van Nevel Channel No. 3 daybeacon*, 0.6 mile NE of Felice Island on the outer end of the drying bank extending NE from the island, has a **starboard hand daymark**.



475 **Submarine cables** cross Van Nevel Channel at its south and north ends.

476 **Clayoquot**, on the east side of Stubbs Island, is the site of a resort with hotel facilities. The resort has a wharf with a depth of 4.5 m alongside.

477 **Deadman Passage** separates **Deadman Islets** from the drying bank extending NE from Felice Island. The fairway is about 90 m wide and carries a least depth of 3.3 m.



478 *Deadman Islets light* (see [LL 129](#)) is on the southerly islet.

479 **Starboard hand buoys Y18** and **Y22** and **port hand buoys Y19** and **Y21** mark the fairway. Upstream direction is when proceeding north.



480 A **submarine cable** extends along Deadman Passage.



481 The passage between **Beck Island** and **Stone Island** has drying **reefs** in its south end and a **submarine cable** down its centre. Local knowledge is advised.

Father Charles Channel, Maurus Channel, Heynen Channel, and Lemmens Inlet

Father Charles Channel

482 **Father Charles Channel** ($49^{\circ}09'N$, $125^{\circ}57'W$), between Vargas Island on the west and Wickaninnish and Stubbs Islands on the east, has a least navigable width of 0.2 mile. Numerous **rocks** lie in the entrance and on either side of the fairway.



483 **Caution.** — Father Charles Channel should not be attempted if the vessel's position cannot be known with certainty at all times. Local knowledge is advised.



484 **Tidal streams** in the channel rarely exceed about 2 kn. The flood sets north.

485 **Jensen Rock**, 0.7 mile NNE of McKay Reef, is 1 m high.

486 **Moser Point** ($49^{\circ}09'N$, $125^{\circ}58'W$) is low and rocky. A **rock** 1 m high lies 0.15 mile NE of the point. **Father Charles Rock**, 0.3 mile east of the point, is 1 m high.



487 An abandoned **submarine cable**, 0.9 mile north of Moser Point, crosses the channel to Stubbs Island.

488 **Yarksis**, at the head of a bay with a sandy beach 1.5 miles north of Moser Point, is the **ruins** of a First Nations village. **Mud Bay**, 2 miles north of Moser Point, is filled with drying flats.



489 **Anchorage** can be obtained 0.2 to 0.4 mile SE of Yarksis in 3 to 5 m.

Chart 3673

Maurus Channel

490 **Maurus Channel**, between Meares and Vargas Islands, leads north from Father Charles Channel to Calmus Passage or east of Dunlap Island to the approach to Bedwell Sound.



491 **Tidal streams** in Maurus Channel attain 2 kn, with the flood setting north and the ebb south. North and south-going streams around Vargas Island meet in the vicinity of Elbow Bank.



492 **Submarine cables**, commencing north of Kakawis on Meares Island, lead north along the centre of Maurus Channel then SW of Dunlap Island into Calmus Passage. A cable and prohibited anchorage sign is on Meares Island, 0.4 mile north of Kakawis.



493 **Kakawis** ($49^{\circ}11'N$, $125^{\circ}55'W$) is the site of several houses and a **conspicuous cross**. It has a **wharf** with a dock and private mooring **buoy**.



494 **Maurus Channel light** (see [LL 125](#)) is on a **rock** on the east side of the channel.

495 **Elbow Bank**, on the west side of Maurus Channel, extends nearly 2 miles north of **Rassier Point**. **Dunlap Island**, about 0.2 mile north of the north end of Elbow Bank, is steep-to on its south and west sides.

Chart 3685

Heynen Channel

496 **Heynen Channel**, entered south **Schindler Point** and **Meares Spit** ($49^{\circ}10'N$, $125^{\circ}56'W$), leads east from Father Charles Channel. Meares Island and **Stockham Island** are on its north side and its south side consists of drying flats extending from a group of islands.

497 **Meares Spit light buoy** Y8 (126), at the SW end of the spit, is a **starboard hand** buoy with the upstream direction for entering Maurus Channel. Entering Heynen Channel, pass it on the port hand side.

498 **Stubbs Spit light buoy** Y25 (128), on the NE extremity of the spit extending north from Stubbs Island, is a **port hand** buoy with the upstream direction for proceeding NE through Van Nevel Channel. In Heynen Channel, proceeding from Father Charles Channel, pass it on the starboard hand side.



499 **Stockham Island light** (see [LL 127](#)) is off the west end of the island.

500 **Stockham Island daybeacon**, on a drying **rock** about 0.1 mile south of the island, has a **starboard hand daymark**.



501 **Submarine cables** cross Heynen Channel in several locations. A **submarine pipeline** (sewer) extends into the channel from close west of Opitsat.

502 **Opitsat** is a First Nations village on the north shore of Heynen Channel. Small craft can approach Opitsat through a narrow channel NW of Stockham Island. A marine slipway is capable of handling vessels up to 12 m long.



503 **Public docks** in Opitsat, attached to a **pier**, provide 167 m of berthing space with depths of 2 to 5 m alongside. A crane is on the pier.

Charts 3685, 3673

Lemmens Inlet

504 **Lemmens Inlet** ($49^{\circ}12'N$, $125^{\circ}52'W$), entered east of Stockham Island, penetrates Meares Island and is shallow in its south part. **Sloman Island**, **Arakun Islands**, and **Sharp Island** are on the drying bank on the east side of the entrance. The entrance is reported to be filled with crab trap floats, many shrouded in kelp. The inlet is suitable only for small craft and local knowledge is advised.

Chart 3673

505 **Monas Island** ($49^{\circ}11'N$, $125^{\circ}53'W$) and **Lagoon Island** lie on the west side of the entrance.



506 **God's Pocket** (local name), NW of Lagoon Island, has **anchorage** for small craft. A **rock** with 4.4 m over it lies in the entrance. Oyster-growing facilities are in the entrance and floathouses are at the head.

507 **Adventure Cove**, entered north of **Columbia Islet**, is the historic site of **Fort Defiance**. It was built by American Captain Robert Gray, commander of the *Columbia Rediviva*, who built a sloop named *Adventure* in the cove in 1791. It is reported that the cove has well-protected **anchorage** for small craft. It is also reported that heavy ropes criss-cross the cove and anchor a floathouse on the east shore.

508 **Hansen Island**, with drying **rocks** extending SE and NE from it, lies NW of Adventure Cove.



509 The NW arm at the head of the inlet is reported to afford **anchorage** for small craft. A floathouse and oyster growing facility are at the north end.

510 **Marine farm** facilities are WNW of Monas Island, north of Lagoon Island, and in several coves around the inlet.

Browning Passage, Tofino Inlet, Tranquil Inlet, and Fortune Channel

Charts 3685, 3673

Browning Passage

511 **Browning Passage** ($49^{\circ}09'N$, $125^{\circ}53'$) leads south of Meares Island connecting to Tofino Inlet and Fortune Channel at its east end. The fairway is barely 0.1 mile wide at its SE end.



512 **Caution.** — Local knowledge is advised because of strong **currents** and numerous **dangers**.

513 The deepest and safest route leading to the north end of Browning Passage from Heynen Channel is between Stockham and Stone Islands. This channel leads SE through the narrows between **Morpheus Island** ($49^{\circ}10'N$, $125^{\circ}53'W$) and **Calf Island** on the east and **Neilson Island** and **Riley Island** on the west.



514 **Caution.** — A reef that dries 4.1 m lies between the south end of Neilson Island and Morpheus Island. A rock with 0.8 m over it lies 0.1 mile east of the south extremity of Riley Island and is marked by **port hand buoy Y35**.



515 **Tidal streams** in the channel between Riley and Morpheus Islands attain 3 to 5 kn. Farther SE, where the fairway is wider, velocities are considerably less. The flood sets south and the ebb north.



516 A **submarine pipeline** (water) crosses Browning Passage 0.2 mile south of Usatzes Point and then north along the channel between Morpheus and Meares Islands. Notices on both sides of the passage warn of its presence. Another **submarine pipeline** (water) is marked by signs and crosses between **Laddie Island** and **Ginnard Creek**.

517 The fairway, between the **rocks** east of **Mikes Island** and **Ducking Island**, is marked by **port hand buoy Y37** and **starboard hand buoy Y38**.

518 **Ginnard Point** ($49^{\circ}08'N$, $125^{\circ}51'W$), on the NE side of the channel, is **conspicuous**.

519 **Tsapee Narrows** ($49^{\circ}07'N$, $125^{\circ}49'W$) is divided at its west end by **Eik Islets**. The fairway lies south of these islets. The passage north of the islets is foul. **McBey Islets** lie on a drying ledge on the south side of the narrows.



520 **Tidal streams** in Tsapee Narrows attain 4 kn at springs. The flood sets east and begins shortly after LW and the ebb sets west beginning shortly after HW at Tofino.

521 **Auseth Point**, on the north side of the east entrance to Browning Passage, is steep-to. **Indian Island**, 0.5 mile east of Auseth Point, has a drying bank west of it that reduces the fairway to 0.2 mile wide.

522 A private **daybeacon**, on a point 0.2 mile NE of Auseth Point, is a white mast.

Chart 3673

523 **Grice Bay**, SE of Indian Island, is almost filled with a drying flat. A boat launching **ramp** is on the west entrance point, south of the west end of Indian Island.

Tofino Inlet

524 **Tofino Inlet** ($49^{\circ}09'N$, $125^{\circ}40'W$) extends 10 miles NE from the junction of Browning Passage and Fortune Channel. Tranquil Inlet and Deer Bay are at the head of Tofino Inlet.

525 Tidal differences in Tofino Inlet, referenced on Tofino, are given for Kennedy Cove in *Canadian Tide and Current Tables, Volume 6*.



526 **Anchorage** can be obtained in Island Cove, Gunner Inlet, or NW of the mouth of Kennedy River. Tofino Inlet lacks good anchorages because depths in most places are too great.

527 **Warne Island** ($49^{\circ}08'N$, $125^{\circ}44'W$), with **Almond Islet** close south of it, lie on the north side of the fairway.



528 **Island Cove**, NW of Warne Island, provides good **anchorage**. The entrance south of **Ocayu Island** has drying **rocks** close-off the SW shore and a **shoal** with 5.6 m over it in the south approach.



529 **Gunner Inlet**, north of Warne Island, has good **anchorage** for small vessels in 16 m east of the **rock** that dries 0.7 m and to the SSE of the 1 m high **rock**.



530 **Caution.** — The approach is difficult and requires careful navigation to avoid charted **dangers**.

531 **Marine farm** facilities are in the north part of **Indian Bay**, in the small bay 0.7 mile NE of Indian Bay, and SW of **McCall Island**. **Ridout Islets** lie NNE of McCall Island.

532 **Cannery Bay**, close north of the mouth of **Kennedy River**, has extensive drying flats in it. **Kennedy Cove** forms the mouth of Kennedy River and has ruined **piles** on its north shore. A logging road is on its south shore. A sunken floathouse is reported to be in the east part of the cove.



533 **Anchorage** in 15 to 18 m can be obtained in Kennedy Cove.


534 **Berryman Point**, north of Kennedy River, has above-water and drying **rocks** off its extremity. Its SW side is cliffy.

535 A **daybeacon** with a **starboard hand daymark** is on a **rock** close NW of Berryman Point.

536 **Berryman Cove**, SE of Berryman Point, has a log loading facility with a dock and an A-frame on its east side. A logging road follows the east shore north to Irving Cove.

537 **Rankin Cove**, NW of Berryman Point, has **booming grounds**, a logging camp, A-frame, dock, and launching **ramp**. A private mooring **buoy** is in the entrance.

Tranquil Inlet

 538 **Tranquil Inlet**, entered between **Rankin Rocks** and **Wingen Islets**, has high, rocky shores. A **rock**, with 0.6 m over it, lies in the fairway about 1 mile north of Wingen Islets. Drying flats from **Tranquil Creek** form the head of the inlet. **Marine farm** facilities are SW of **Mugford Island**. **Anchorage** for small craft is reported to be good in the small unnamed cove on the NW side.

539 **Wollan Islets** lie off the SE extremity of **McCaw Peninsula**.

540 **Auseth Islet** ($49^{\circ}11'N$, $125^{\circ}39'W$) lies in mid-channel with deep clear passages on either side.

541 **Corning Point**, the NW entrance point to **Irving Cove**, has several islets off it. An islet, 0.1 mile west of the point, has a **conspicuous** bare **rock** close west of it. **Marine farm** facilities line the shore of Corning Point.


542 **Woman Island** and **Similar Island** lie in the approach to Deer Bay.

543 **Deer Bay**, at the head of Tofino Inlet, has a very narrow entrance encumbered with islets and rocks. Local knowledge is advised.

Charts 3685, 3673

Fortune Channel

544 **Fortune Channel** ($49^{\circ}08'N$, $125^{\circ}47'W$), between the east coast of Meares Island and Vancouver Island, connects the east end of Browning Passage to Matset Narrows. From Browning Passage it is entered between Auseth Point and **Baxter Islet**, 0.8 mile NE.

 545 **Anchorage** can be obtained in Mosquito Harbour and Warn Bay.





 546 **Foul ground** has been reported in the small cove at the entrance to Warn Bay NNW of Maltby Islets. Mariners are advised to use caution.

Chart 3685

  547 **Windy Bay** ($49^{\circ}08'N$, $125^{\circ}48'W$) is 1 mile NW of Baxter Islet. It is reported that **anchorage** can be found here, mud bottom, but it should be used with **caution** as winds can funnel from the mountain tops between the bay's steep sides.

548 **Dawley Passage** ($49^{\circ}09'N$, $125^{\circ}47'W$) is a winding passage and the fairway is 0.1 mile wide at its narrowest part. **Lane Islet** lies in the south end of the passage.

 549 **Tidal streams** in Dawley Passage attain 3 kn on the flood and ebb on large tides. The flood sets SE and the ebb NW.

550 *Dawley Passage Provincial Park (BC Parks)*, not charted, encompasses Lane Islet, Dawley Passage, and its SE shore.



 551 **Heelboom Bay**, at the north end on the west side of Dawley Passage, has drying **rocks** extending from its west entrance point. It is exposed to NE winds, but is reported to be a good **anchorage** for small craft.

Chart 3673


552 **Dark Island** ($49^{\circ}11'N$, $125^{\circ}46'W$), **Kirshaw Islets**, and **Wood Islets**, together with other small islets and **rocks**, lie on the west side of Fortune Channel, in the approach to Mosquito Harbour. **Marine farm** facilities lie between the Wood Islets and SE of Kirshaw Islets.

553 **Hankin Rock** with 1.4 m over it, and a **rock** 0.1 mile north with 2.9 m over it, are in the approach between Wood Islets and **Plover Point**. **Foul ground** fringes the point and a **rock** with 3.4 m over it lies 0.2 mile SE of the point.

 554 **Mosquito Harbour**, north of Wood Islets, has **anchorage** in 11 m about 0.4 mile south of **Blackberry Islets**. Small craft **anchorage** is in 4 to 6 m north of Blackberry Islets. The entrance is narrow and shallow with drying mud flats on both sides.

555 Entering Mosquito Harbour from the south, vessels can pass west of Kirshaw Islets and the Wood Islets keeping midway between their west sides and the shore west of them. Note the 3.3 m **shoal** on the west side of the passage abreast the north end of the north Wood Islet.

556 **Marine farm** facilities are on the east shore of Fortune Channel 0.6 mile ESE of Maltby Islets. Maltby Islets are described in the Bedwell Sound section.

 557 **Warn Bay**, at the north end of Fortune Channel, has **anchorage** near its head in 30 m, mud bottom. **Bulson Creek** flows into the head of Warn Bay across a drying flat. Note **shoals** with 3.8, 6.7, 3.4, and 5.8 m over them.

558 Tidal differences for Warn Bay, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

Brabant Channel, Calmus Passage, and Bedwell Sound

Chart 3673

Brabant Channel


559 **Caution.** — **Brabant Channel** ($49^{\circ}12'N$, $126^{\circ}05'W$) is a Clayoquot Sound entrance for mariners with local knowledge. Seven lives were lost in a sinking in 2015. During strong SW gales the sea is reported to break right across the channel between Lawrence and Hobbs Islets.

560 The NW side of the channel is formed by **Sea Otter Rock**, **Hagen Reef**, **Lawrence Islets**, **Edwin Reef**, and **Leeke Islets**.

561 On the SE side of the channel, **Cleland Island** is bare and **conspicuous**, and **Blunden Island**, **Hobbs Islet**, and **Burgess Islet** are wooded. **Plover Reefs**, west of Blunden Island, consist of several above-water and drying **rocks**.


562 **Ahous Bay**, east of Blunden Island, has **Foam Reefs** and **Ahous Point** on its south side.


563 The summit of Mount Parke in line with the SW extremity of Galiano Island, bearing about 115° , leads about 0.5 mile NE of Atkins Reef and the dangers SE of it.

 564 A **submarine cable** is laid across the east ends of Russell and Brabant Channels.


Calmus Passage

565 **Calmus Passage** separates Vargas Island from the Vancouver Island shore to the north. From the west it is entered between **Monks Islet** ($49^{\circ}14'N$, $126^{\circ}01'W$) and **Eby Rock**, 0.8 mile south.

 566 **Submarine cables** from the centre of Maurus Channel extend along Calmus Passage from the south end of Morfee Island to Vargas Island in $126^{\circ}00'W$, and then NW passing west of Monks Islet. Cable and anchorage prohibited signs are posted on the south shore of Morfee Island and on Vargas Island 0.8 mile ESE of Eby Rock.

 567 **Tidal streams** set east on the flood and west on the ebb through Calmus Passage.

568 Upstream direction for buoyage in Calmus Passage is proceeding from west to east.


 569 **Monks Islet light** (see [LL 123](#)) is on the islet in the west entrance to Calmus Passage.

570 **Eby Rock daybeacon** has a **starboard hand daymark**.


571 **Coomes Bank** extends 1.5 miles WSW from the south point on the north shore and has a least depth of 2 m over it.


572 **Coomes Bank light buoy Y11** (123.3), off the south end of the bank, is a **port hand** buoy.

573 **Morfee Island** ($49^{\circ}13'N$, $125^{\circ}57'W$) lies at the east end of Calmus Passage. The fairway south of the island leads to Maurus Channel. **Eugvik Rock**, 0.2 mile south of Morfee Island, dries 0.4 m. A **rock**, with 2.4 m over it, lies 0.1 mile NW of Eugvik Rock and is marked by **starboard hand buoy Y10**.

 574 **Morfee Island light** (see [LL 124](#)) is on the SE end of the island.

575 **Epper Passage**, between the north side of Morfee Island and an unnamed island NW, provides the best entry from Calmus Passage toward the inner waters of Clayoquot Sound.


 576 **Caution.** — Note the rock with 9.8 m over it near mid-channel.

 577 **Tidal streams** in Epper Passage set NE on the flood and attain 3 kn at times, but in the passage east of Dunlap Island the rate of flood is somewhat less.


578 **Epper Passage Provincial Park** (BC Parks), not charted, encompasses Morfee and Dunlap Islands and waters surrounding them. There are no facilities.


Bedwell Sound


579 The approach to Bedwell Sound from either Maurus Channel or Epper Passage is made between **Kraan Head** ($49^{\circ}15'N$, $125^{\circ}56'W$) and **Robert Point**, 1.2 miles SSE.


 580 **Anchorage** can be obtained in Ritchie Bay, Hecate Bay, and Cypress Bay. Small vessels can obtain **anchorage** in two locations in Bedwell Sound.


581 **Yellow Bank**, between Robert Point and **Saranac Island**, has a least depth of 0.9 m. The passage between Saranac Island and **Welcome Island**, 0.7 mile NE, is deep and free of dangers. **Marine farm** facilities are off the east and west shores of Saranac Island and north of Welcome Island. A private mooring **buoy** is 0.2 mile NW of Welcome Island.

 582 **Ritchie Bay**, ESE of Yellow Bank, has rocky shores and has good **anchorage** in 10 to 20 m. **Rocks** off the north entrance point are usually marked by kelp and a **rock** with 2.4 m over it lies 0.8 mile ENE of Robert Point.



 583 **Caution.** — **Marine Farm** facilities (2025) are in Ritchie Bay and may impact anchoring.


 584 **Hecate Bay**, between Kraan Head and **Knocker Islet**, is easy of access, well-sheltered, free of dangers, and one of the best **anchorages** in Clayoquot Sound, with depths of 13 to 18 m. **Booming grounds** are west of Kraan Head. A wharf with a dock attached and white buildings of a fish farming camp are 0.3 mile NW of Kraan Head. **Marine farm** facilities are close north of Knocker Islet.

 585 **Cypress Bay** is entered between **Rhodes Island**, on the west, and **McLeod Island** and the islets and **rocks** off the east entrance point. The bay has good **anchorage** in 22 m, about 0.5 mile off its NW shore. It is open SW but no sea rises. When entering the bay, take care to avoid **shoals** close north of Welcome Island, a **rock** with 1 m over it, and **Mussel Rock** in the east part of the bay. The east and west shores of the bay are low and the north side is high. **Marine farm** facilities occupy the channel between the north shore and two islets 0.5 mile ENE of **River Island** and in several locations among the islets off the east entrance point.

 586 A **wreck**, 30 m in length with 10 m over it, lies in a cove just north of the marine farm in the north shore of the bay.



587 Tidal differences for Cypress Bay, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

  588 **Quait Bay**, on the NE side of Cypress Bay, has a narrow entrance with a least depth of 4 m, obstructed by an islet. It is suitable only for small craft and local knowledge is advised. A **wreck**, 19 m in length that dries at 0.3 m, lies at the eastern end of the bay. **Anchorage** is reported to be good, mud bottom. The *Clayoquot Wilderness Resort* in the NW part of the bay has accommodation and dining facilities. The 100 year-old restored tug *Ivanhoe* is anchored off this floating resort and serves as staff accommodation. A **submarine pipeline** (water) extends from alongside the resort down to the marine farm facilities located in Cypress Bay.

 589 **Bedwell Sound**, entered east of **Rant Point** ($49^{\circ}16'N$, $125^{\circ}50'W$), has high rugged shores and is inconveniently deep for anchorage. Small vessels can obtain **anchorage** 2 miles north of Rant Point, about 0.2 mile off the west shore, in 30 to 40 m, or 0.7 mile SW of **Bare Bluff** in 30 m, about 0.1 mile SE of a **conspicuous** bare 4 m high islet. **Marine farm** facilities are close south of Bare Bluff, 0.5 mile WSW, 1 mile NE, 0.9 mile north, and 2.2 miles NNE of Rant Point.

590 **Bedwell River**, at the head of the sound, has a swamp and drying flats in its entrance.

591 **Matlset Narrows**, 1.5 miles SE of Rant Point, leads from the south end of Bedwell Sound into the north end of Fortune Channel. The fairway has a minimum width of 0.15 mile. **Foul ground**, usually marked by kelp, extends from the south shore west of an islet off the end of a small peninsula. **Maltby Islets** lie almost in mid-channel off the east end of the narrows; the south islet is covered with bushes.

  592 **Tidal streams** of 4 kn can be expected at spring tides in Matlset Narrows. Strong **tide rips** occur at times in the vicinity of Maltby Islets. The flood sets east and the ebb sets west through the narrows.

Russell Channel, Millar Channel, Herbert Inlet, and Nearby Waters

Charts 3673, 3674

Russell Channel

593 **Russell Channel** ($49^{\circ}14'N$, $126^{\circ}06'W$) leads into Clayoquot Sound through a fairway not less than 0.5 mile wide. **Siwash Cove** and **Cow Bay** are on the south shore of Flores Island.

594 **Tibbs Islet**, the NW extremity of islets and **reefs** extending west from **Bartlett Island**, is bare.

 595 **Tibbs Islet light** (see [LL 122](#)) is on the islet on the south side of Russell Channel.

596 **Whaler Islets**, **Shag Islet**, and **Shot Islets** extend ENE from Bartlett Island and form the south side of Russell Channel.


597 **Garrard Group**, on the north side of the entrance to Russell Channel, has several drying and below-water **rocks** in the vicinity. An isolated **rock** east of the group dries 0.7 m. **Kutcous Point**, **Kutcous Islets**, **McKinn Islets**, and **Whitesand Cove** lie on the north side of the fairway.


Chart 3674


Millar Channel


598 **Millar Channel**, entered between **Kutcous Point** ($49^{\circ}15'N$, $126^{\circ}05'W$) and an unnamed point 2.5 miles ESE, leads north along the east coast of Flores Island connecting to Hayden Passage and Sulphur Passage at its north end. Herbert Inlet leads NE from its east side. Depths increase from 5.3 m, across the sill at its south end, to over 100 m in the north part. The fairway is 0.6 mile wide at its narrowest

part. A **marine farm** facility is located on the western side of Millar Channel, 1 mile south of Hayden Passage.


 599 **Submarine cables** (power) cross Millar Channel from 0.5 mile NNW of **Yates Point** to the Vancouver Island shore about 1.2 miles SE of Yates Point. A cable and anchorage prohibited sign is on the Vancouver Island shore.

 600 A disused **submarine pipeline** (sewer outfall), marked by a sign at Marktosis, extends 0.8 mile NE into the channel. Another outfall sign is on the islet 0.2 mile NW of Clifford Point. A second **submarine pipeline** (sewer outfall) extends 0.7 mile NE into the channel.


 601 A **submarine cable** (fibre-optic) extends from Marktosis to Hot Springs Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


 602 **Bawden Bay** ($49^{\circ}17'N$, $126^{\circ}01'W$), entered north of **Clifford Point**, has **anchorage** in its SE part in 17 to 25 m, mud. Allow sufficient space to clear **shoals** and **rocks** lying 0.1 mile offshore in this part of the bay.

603 **Ross Passage**, between **McKay Island** and Vancouver Island NE, is obstructed by islets and **rocks**. **Marine farm** facilities are in the passage.

 604 **McKay Island light** (see [LL 119.4](#)) is on the west side of the island.

Matilda Inlet and Ahousat


 605 **Matilda Inlet** ($49^{\circ}18'N$, $126^{\circ}04'W$) is sheltered by **McNeil Peninsula** and has good **anchorage** about 0.6 mile south of **Matilda Inlet light** (120) in 27 m, mud bottom. Numerous drying and below-water **rocks** encumber the inlet south of Ahousat.

 606 **Matilda Inlet light** (see [LL 120](#)) is on the outer edge of a **reef** at the west side of the creek entrance.

 607 **Marktosis light** (see [LL 121](#)) is in a shallow bay.

608 **Port hand buoy M57** marks the outer end of a **shoal spit** extending off McNeil Peninsula.


609 **Port hand buoy M59**, in the entrance of a bay SSE of **Matilda Inlet light** (see [LL 120](#)), marks a **rock** with 1 m over it.

 610 **Submarine cables** cross Matilda Inlet from Ahousat to Marktosis. A **submarine pipeline** (water) crosses the inlet about 0.3 mile south of Ahousat.

611 **Ahousat** settlement is on the west side of Matilda Inlet. *Ahousat General Store* has groceries, marine supplies,


and a post office. Accommodations, a café, washrooms, showers, and laundry are also available.


612 A tidal **grid**, close to the public wharf, can haul vessels up to 13 m long. A coastal freighter calls at intervals, and air service by charter seaplanes is obtainable. Gas and diesel are available at the fuel dock.


 613 The public **wharf** has a wharfhead 31 by 12 m.

614 Docks, close south of the public wharf, have two approach **ramps** and are connected in a line parallel to shore. Overall length is 115 m with depths of about 2.1 to 3 m alongside. The north dock is for fuel.

615 **Marktosis**, at the head of a shallow bay on the east side of Matilda Inlet, is a First Nations reserve.

 616 **Caution.** — Local knowledge is advised for approaching Marktosis from Matilda Inlet. The village can best be approached on its east side by small craft in fine weather.

 617 A **submarine cable** (telephone) and a **submarine pipeline** (water) cross the entrance to Marktosis.


 618 A **pier** with a government-type **wharf** and docks at its outer end extends across the drying flats from Marktosis. Another dock is south of **Marktosis light** (see [LL 121](#)).

619 *Gibson Marine Provincial Park (BC Parks)*, at the head of Matilda Inlet and extending south to Whitesand Cove, has a hot spring but no facilities.


Hayden Passage

620 Obstruction Island ($49^{\circ}25'N$, $126^{\circ}05'W$), at the north end of Millar Channel, separates Hayden Passage from Sulphur Passage.

621 **Hayden Passage** ($49^{\circ}24'N$, $126^{\circ}07'W$) leads north into Shelter Inlet and is used by coasting vessels. A group of above-water and drying **rocks**, at the SE end of the passage, extend about 0.1 mile off the Obstruction Island shore. **Shoals** and drying **rocks**, at the NW end of the passage, extend up to 0.15 mile off the Obstruction Island shore.

 622 **Tidal streams** set SE on the flood and attain 4 kn in Hayden Passage. Duration of slack water is about 15 minutes.

623 Secondary current station Hayden Passage, referenced on Tofino, is in *Canadian Tide and Current Tables, Volume 6*.

 624 **Hayden Passage light** (see [LL 119](#)) is on a **rock** in the middle of the passage.

625 *Hayden Passage Entrance daybeacon*, on the north extremity of Flores Island, has a **port hand daymark**.

626 *Hayden Passage West daybeacon*, on Flores Island about 0.5 mile ESE of *Hayden Passage Entrance daybeacon*, has a **port hand daymark**.


627 *Hayden Passage daybeacon* at the SE end of the passage, on a group of **rocks** off Obstruction Island, has a **starboard hand daymark**.

628 *Flores Island East daybeacon*, on Flores Island at the SE end of the passage, has a **port hand daymark**. Upstream direction is proceeding from Millar Channel toward Shelter Inlet.

Sulphur Passage


629 **Sulphur Passage** leads NE along the east side of Obstruction Island to Shelter Inlet. It is encumbered with **rocks** but suitable for small craft. Local knowledge and careful navigation is advised.

630 Tidal differences for Sulphur Passage, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

 631 **Tidal streams** set south on the flood and attain 2 kn in Sulphur Passage.

632 **Belcher Point** lies on the NE side of the passage at the entrance to Shelter Inlet.

633 **Marine farm** facilities are south of Belcher Point.

 634 **Anchorage** for small craft is reported to be obtainable at the head of the cove at the SW end of Obstruction Island.

635 *Sulphur Passage Provincial Park (BC Parks)*, not charted, is an undeveloped wilderness area including Sulphur Passage, Obstruction Island, and the adjacent portion of Shelter Inlet. The park is also known as the Upper Shelter area. Random wilderness camping is allowed.


Charts 3674, 3673


Herbert Inlet

636 **Herbert Inlet**, entered between **Bawden Point** ($49^{\circ}18'N$, $126^{\circ}01'W$) and McKay Island, extends 8.5 miles NNE. Depths are considerable and shores in most places are steep.

637 Tidal differences for Herbert Inlet, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.


638 **Marine farm** facilities are 0.3 mile east of Bawden Point.

 639 **Anchorage** can be obtained in Whitepine Cove, in the unnamed cove SW of it, and in Gibson Cove.

 640 **Whitepine Cove** ($49^{\circ}18'N$, $125^{\circ}57'W$) has **anchorage** for small vessels in 15 m near the edge of a drying bank at its head. Care must be taken to avoid **Sutlej Rock** and the two **shoals**, one with 4.5 m and the other with 8.5 m over it. Sheltered **anchorage** for small craft, in about 15 m mud, can be obtained south of the islets on the west side of the entrance to Whitepine Cove. Entry should be made south of the west islet. Local knowledge is advised. A mooring **buoy** with water hose is at the mouth of a bay on the south side of the outer bay.

641 **Marine farm** facilities are 1 mile NE of Whitepine Cove and NE of Binns Island.

642 **Bedingfield Bay** ($49^{\circ}21'N$, $125^{\circ}59'W$) has **foul ground** and a **booming ground** at its head.

 643 **Gibson Cove**, 3 miles NNE of **Binns Island** ($49^{\circ}20'N$, $125^{\circ}58'W$), has below-water **rocks** off both entrance points. Within the cove it is free of dangers and there is **anchorage** for small vessels.

644 **Moyeha Bay**, at the head of the inlet, is within the boundary of *Strathcona Provincial Park (BC Parks)*. A waterfall drops over a steep cliff on the east side of the bay, north of **Cotter Creek**. There is comparatively deep water at the foot of the cliff making it a convenient place for watering a small vessel. **Booming grounds** line the shore south of the bay.

645 **Moyeha River** ($49^{\circ}25'N$, $125^{\circ}45'W$) is fronted by a swamp and a steep-to drying flat extending 0.3 mile offshore.

Sydney Inlet and Shelter Inlet


Chart 3674

Sydney Inlet Approach

646 **Rafael Point** ($49^{\circ}17'N$, $126^{\circ}14'W$) and **Dagger Point** are low and wooded. Several **shoals**, drying **rocks**, and islets lie close-off the west coast of Flores Island north of Rafael Point.

647 **Barney Rocks** ($49^{\circ}21'N$, $126^{\circ}17'W$) consist of one 4 m high **rock** and several drying and below-water **rocks**.

648 **Openit Peninsula** separates Hot Springs Cove from Sydney Inlet. **Sharp Point**, the south extremity of Openit Peninsula, has a rock 1 m high close SE of it and a **rock** with 2.5 m over it lies 0.2 mile SSE of the point.


 649 **Sharp Point light** (see [LL 117.5](#)) is on the east side of the entrance to Hot Springs Cove. There is a **fog signal** at the light.


650 *Maquinna Marine Provincial Park and Protected Area (BC Parks)*, not charted, encompasses Openit Peninsula, Hot Springs Cove, and foreshore NW to Estevan Point, including Hesquiat Harbour. Hot Springs Cove is a popular tourist destination. The park has a dock on the west side of Openit Peninsula.

Sydney Inlet

651 **Sydney Inlet**, entered east of Sharp Point ($49^{\circ}21'N$, $126^{\circ}16'W$), is the NW branch of Clayoquot Sound. Shores are high and rugged. Depths in the inlet increase from about 20 m in the entrance to 100 m near the head and the fairway is free of dangers. It is connected to Millar Channel, on the east side of Flores Island, by Shelter Inlet and Hayden Passage.

652 Tidal differences in Sydney Inlet, referenced on Tofino, are given for Riley Cove in *Canadian Tide and Current Tables, Volume 6*.

 653 A **submarine pipeline** extends from the west shore 1.2 miles north of Sharp Point and a submarine cable crosses the inlet close south of Starling Point.


 654 **Anchorage** for small craft in Sydney Inlet can be obtained in Young Bay. Steamer Cove in Shelter Inlet has good **anchorage**.


655 **Hootla-Kootla Bay**, 2 miles NE of Sharp Point, has two above-water **rocks** and a drying rock in its entrance. Small craft can anchor here and also in the unnamed bay 0.6 mile south.

656 **Starling Point** ($49^{\circ}24'N$, $126^{\circ}14'W$) is high and steep-to.

 657 **Starling Point light** (see [LL 118](#)) is on the point.

658 **Riley Cove**, east of Starling Point, has some shelter for small craft, but does not offer particularly good anchorage. A **rock**, with 4.6 m over it, lies in the entrance to the cove. Two concrete columns are on the west shore at the head of the cove.

 659 **Young Bay**, 2 miles north of Starling Point, has secure **anchorage** for small craft. An islet near the north shore in the middle part of the bay has concrete footings of an old wharf on its south side.


 660 **Adventure Bay** (local name) is on the east side of the entrance to Holmes Inlet. **Bottleneck Cove**, at the head of Adventure Bay, has a narrow entrance with a least depth of 7.3 m. It is reported that the cove has sheltered **anchorage**.

661 **Holmes Inlet** is restricted to a width of 0.1 mile by two islands but is suitable for small vessels. Local

knowledge is advised. **Marine farm** facilities are east of the two islands. **Pretty Girl Cove**, at the head of Holmes Inlet, dries.

662 *Sydney Inlet Provincial Park (BC Parks)*, not charted, encompasses Sydney Inlet north of Adventure Point. There are no facilities.

663 Drying **rocks** extend from the east side of Sydney Inlet about 0.5 mile NW of **Adventure Point** ($49^{\circ}26'N$, $126^{\circ}15'W$). **Driver Point** is on the west side of the inlet, 1 mile NW of Adventure Point.

 664 **Driver Point light** (see [LL 118.3](#)) is at Stewardson Inlet entrance.


665 **Stewardson Inlet**, entered between Driver Point and **Darr Island**, is deep and free of dangers. A logging camp, at the head of the inlet, has a wharf with docks, a ramp, **booming grounds**, and barge **grid**. A restricted logging road leads from the head of the inlet to Hesquiat Harbour.


666 **Sydney River** flows through a broad valley and over an extensive drying flat into the head of Sydney Inlet.


Shelter Inlet

667 **Shelter Inlet**, entered north of Starling Point ($49^{\circ}24'N$, $126^{\circ}14'W$), leads east from Sydney Inlet along the north sides of Flores and Obstruction Islands. Hayden Passage connects it to Millar Channel.

668 **Clio Island** ($49^{\circ}24'N$, $126^{\circ}11'W$) is steep-to on its south side.

 669 **Clio Island light** (see [LL 118.5](#)) is on the west end of the island and has a **starboard hand daymark**.


 670 **Steamer Cove** can be entered on either side of **George Islands**; the west channel is wider. It has good **anchorage** in 31 to 35 m, mud bottom. Small craft can find good **anchorage**, mud, in a cove in its SW corner. A shed, barge **ramp**, and dock are on the SE shore and a dock is on the south shore.

 671 **Dixon Bay**, entered north of **Dixon Point** ($49^{\circ}24'N$, $126^{\circ}09'W$), is too deep for anchorage though small craft can find **anchorage** near the head.

672 **Marine farm** facilities are located NW of George Islands, on the south shore of Dixon Bay, just inside Dixon Point and on the north shore of Obstruction Island.

673 *Sulphur Passage Provincial Park (BC Parks)* encompasses Shelter Inlet NW of Obstruction Island, Sulphur Passage, Obstruction Island and the east part of Hayden Passage. There are no facilities.

674 **Megin River** ($49^{\circ}26'N$, $126^{\circ}05'W$) and its west onshore area comprises the *Megin River Ecological Reserve* (BC Parks).

 675 **Bacchante Bay** ($49^{\circ}27'N$, $126^{\circ}02'W$) has a very narrow entrance encumbered with **rocks** on either side. The fairway is only about 91 m wide. It can be entered by small craft but local knowledge is advised. **Watta Creek** enters the head of the bay. **Anchorage** is reported to be well-sheltered with good holding, sand and mud bottom.

Hot Springs Cove

676 **Hot Springs Cove** ($49^{\circ}21'N$, $126^{\circ}16'W$) is entered between Sharp Point and **Mate Islands**. A **rock** with 0.5 m over it lies on the east side of the fairway about 0.3 mile north of Sharp Point. Drying **rocks** off the west shore, close north of Mate Islands, narrow the fairway in this vicinity to barely 0.1 mile wide.

677 A trail from the public wharf leads through *Maquinna Marine Provincial Park and Protected Area* (BC Parks) to **Ramsay Hot Spring**, about 1 mile south. A First Nations village is on the west side of the cove. Fresh water and fuel may be at the village docks, but availability should be confirmed with the Hesquiat Band.



678 **Mate Island light** (see [LL 117](#)) is on the east end of the island.



679 A **submarine pipeline** (water) crosses from the First Nations village to **Freddy's Cove** (local name) on the east shore. A sewer outfall extends 61 m off the west shore in the vicinity of the First Nations reserve. A **water pipeline** is laid from the First Nations village, on the west shore, to the head of the cove.



680 Two **submarine cables** (fibre-optic) extend from the First Nations village on the west shore of Hot Springs Cove. One cable extends to Marktosis and the other extends to San Rafael Island. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.



681 The public **wharf** is on the east side of the cove about 0.8 mile inside the entrance. It consists of a **pier** 73 m long and a 67 m dock with depths of 4.7 m alongside.

682 Private docks and a **breakwater** are at the First Nations reserve on the west side of the cove.

Hesquiat Harbour and Approaches

683 **Hesquiat Harbour** is entered between **Matlahaw Point** ($49^{\circ}23'N$, $126^{\circ}29'W$) and **Hesquiat Point**. **Hesquiat Bar**, across its entrance, protects the harbour to a great

ESTEVAN POINT LIGHT (2007)



extent from the ocean swell. Kelp grows in patches on the bar. A drying **reef** lies 0.6 mile SW of Hesquiat Point. **Antons Spit**, on the west side and at the north end of the bar, has a **rock** that dries 3 m near its extremity. When covered, the spit can usually be identified by breakers. At the head of the harbour, a cabin is 0.5 mile west of Rae Basin and a **wreck** is on the beach close south of Rae Basin.

684 *Hesquiat Peninsula Provincial Park (BC Parks)*, not charted, is an undeveloped wilderness area occupying the peninsula up to Escalante Point in Nootka Sound. This park is a significant tourism corridor for coastal hiking, boating, and sea kayaking. There are no boating facilities.

685 **Hesquiat**, on the west side of the harbour entrance, is a First Nations village. The **church** near the north end of the village is **conspicuous**. A concrete **breakwater** at the south end of the village provides limited shelter.



686 *Hesquiat Harbour light (see LL 115.1)* is privately maintained.



687 **Anchorage** in Hesquiat Harbour is good. During strong south or SW gales the sea breaks heavily on Hesquiat Bar but the anchorage is safe and landing can always be made in Rae Basin. Anchor either 0.7 mile south of **Le Claire Point** in 16 m, mud, or 1 mile north of **Rondeault Point** in 14 m, mud. Two **wrecks**, lying close together, with 14 m and 14.4 m over them, are located 0.9 mile south of Le Claire Pt.

688 **Rae Basin**, at the head of Hesquiat Harbour, has two above-water **rocks**, one drying **rock**, and a mud bottom. It is suitable only for small craft. A stream from **Hesquiat Lake** flows into its north end. A cabin is on the east shore near the stream entrance. A bridge for a restricted logging road crosses the stream.

689 **Smokehouse Bay** (*49°23'N, 126°30'W*) is on the south shore of Hesquiat Peninsula.

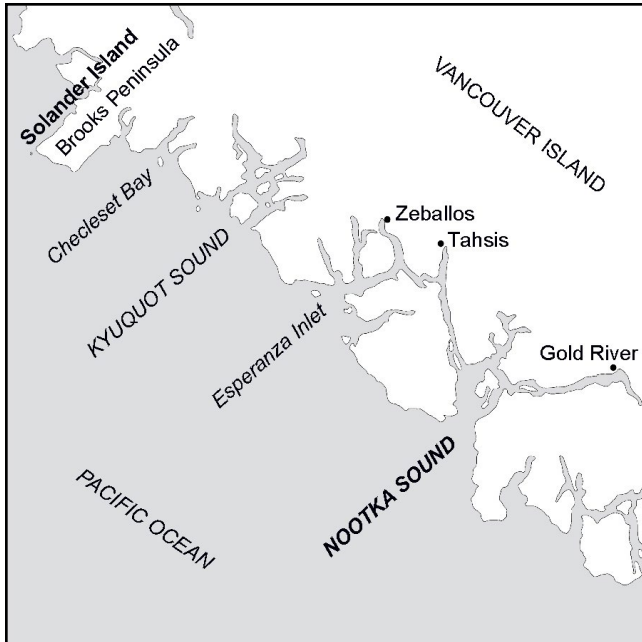
Estevan Point

690 **Estevan Point** (*49°23'N, 126°34'W*), the SW extremity of Hesquiat Peninsula, is low, wooded, and fringed with drying and below-water **rocks** and a sand and boulder beach.

691 *Estevan Point light (see LL 114)* is on the SW extremity of the point at Hole-in-the-Wall. The *Estevan Point Lighthouse*, as designated by the *Historic Sites and Monuments Board of Canada (Parks Canada)*, is a heritage lighthouse due to its historical, architectural, and community attributes. The lighthouse is staffed.

Chapter 6

West Coast Vancouver Island Nootka Sound to Solander Island



General

Charts 3011, 3603, 3604, 3623, 3675, 3676, 3677, 3680, 3683

1 The west coast of Vancouver Island between Nootka Sound to Solander Island is indented by Esperanza Inlet, Kyuquot Sound, and Checleset Bay. Their associated inlets lead into Vancouver Island. Solander Island is a conical mass of rock lying 1¼ miles from Cape Cook at the NW extremity of Brooks Peninsula.

2 Brooks Peninsula is a bold projection interrupting the general trend of the coast. It extends 7 miles SW and has elevations over 800 m.

3 The coastal route leads about 71 miles NW from Estevan Point to Solander Island.

4 Communities with services include Gold River, Tahsis, Zeballos, and Kyuquot.

5 Military exercise areas are offshore to the south and west of Solander Island ($50^{\circ}07'N$, $127^{\circ}56'W$). Area designations are WP, WCFA North, and WCFA South. These areas are used for anti-aircraft firing, air to sea firing, and anti-submarine exercises. For information on military exercise areas see *Notices to Mariners 1 to 46 Annual Edition* (published by the Canadian Coast Guard) and monitor *Navigational Warning* broadcasts.

6 **Calling-in points** 8, 9, and 10 are detailed in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the Canadian Coast Guard.

7 Additional *Vessel Traffic Services (VTS)* information is in *Radio Aids to Marine Navigation (Pacific and Arctic)*.

8 A **local magnetic anomaly**, differing as much as 7° from normal, was reported (1964) in the vicinity of Esperanza Inlet.

9 Numerous provincial parks and ecological reserves are in the area and not all are charted.

Nootka Sound


Charts 3603, 3675

10 **Nootka Sound** ($49^{\circ}36'N$, $126^{\circ}35'W$) separates Nootka Island from Vancouver Island and has numerous inlets leading east, NE, and NW. Gold River in Muchalat Inlet is the main commercial centre in Nootka Sound. The settlements of Tahsis and Zeballos are north of the sound.

11 **Nootka Island** ($49^{\circ}45'N$, $126^{\circ}50'W$) separates Nootka Sound from Esperanza Inlet. The SW coast of the island is low with sandy beaches in places, and the sea usually breaks heavily on it.

12 Tahsis Inlet, at the NW end, is connected to Esperanza Inlet, on the west side of Nootka Island, by Tahsis Narrows. The narrows are deep and free of dangers. **Currents** of up 2 kn run through the narrows. Tlupana Inlet leads north and Muchalat Inlet leads east from the sound.

13 From seaward a number of features in fine weather readily aid in identifying Nootka Sound. **Nootka Cone** ($49^{\circ}37'N$, $126^{\circ}39'W$) is conspicuous and **Conuma Peak** ($49^{\circ}50'N$, $126^{\circ}19'W$) is a remarkable steeple-shaped mountain (Chart 3011).

 14 **Anchorage** in Nootka Sound can be obtained in the Spanish Pilot Group or Plumper Harbour. Small craft can obtain **anchorage** in Friendly Cove.

15 *Hesquiat Peninsula Provincial Park (BC Parks)* encompasses the peninsula south of Escalante Point ($49^{\circ}32'N$, $126^{\circ}34'W$) and is a popular destination for coastal hiking, boating, and sea kayaking. It is home to the heritage attraction *Cougar Annie's Garden*. The park is undeveloped and there is no boat launch. Wilderness camping is allowed but there are no designated campsites.

16 The *MV Uchuck III (Get West Adventure Cruises)* provides year round, regularly scheduled passenger and freight service from Nootka Sound to Kyuquot Sound.

17 Tidal differences in Nootka Sound, referenced on Tofino, are given for Saavedra Islands in *Canadian Tide and Current Tables, Volume 6*.

18 The *Nootka Trail* spans the SW coast of Nootka Island from Louie Bay Lagoon (south of Louie Bay) to Friendly Cove.

Nootka Sound Approach and Entrance

19 Nootka Sound is entered between Escalante Point and **Maquinna Point** ($49^{\circ}35'N$, $126^{\circ}40'W$), 5 miles NW.

Shores at the entrance are low, but within the sound they become high, rugged, and steep.

20 **Perez Rocks**, 3 miles NW of Estevan Point, are a group of drying and below-water rocks.


21 **Homais Cove**, **Barcester Bay**, and **Split Cape** are in the vicinity of Perez Rocks.

22 **Escalante Rocks** ($49^{\circ}32'N$, $126^{\circ}35'W$) consist of a group of above-water and drying **rocks** and the highest has an elevation of 4 m. **Escalante Island** is wooded. **Reefs** extend up to 1 mile offshore between Escalante Rocks and **Burdwood Point**, 3 miles north.


23 **Bajo Point** ($49^{\circ}37'N$, $126^{\circ}50'W$), the SW extremity of Nootka Island, is low and rocky. **Bajo Reef**, with depths of less than 2 m in places, and **Inner Bajo Reef**, which has several drying heads, extend 3 miles offshore.


24 *Bajo Reef light and whistle buoy M56 (106)*, south of the reef, is a **starboard hand** buoy.


Chart 3675

 25 A **submarine cable** (abandoned) crosses the entrance of Nootka Sound from a bay close north of Burdwood Point to Santa Gertrudis Cove.

26 **Yuquot Point** ($49^{\circ}35'N$, $126^{\circ}37'W$), 2 miles ENE of Maquinna Point, together with **San Miguel Islands** and **San Rafael Island**, form the south side of Friendly Cove. **Shoals** and **reefs** extend up to 0.7 mile offshore between Maquinna and Yuquot Points.

 27 **Nootka light** (see [LL 105](#)) is on the summit of San Rafael Island. In 2014, the Nootka lighthouse was designated a heritage lighthouse under Canada's *Heritage Lighthouse Protection Act*. The lighthouse is staffed. It can be reached by trail from Friendly Cove beach.

 28 Three **submarine cables** (fibre-optic) extend from the north shore of San Rafael Island. These cables extend to Hot Spring Cove, Gold River, and Tahsis. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 29 **Friendly Cove**, NW of San Rafael Island, affords limited **anchorage** to small craft. Shores are rocky and the **church** in the village is **conspicuous**.

30 **Yuquot**, in Friendly Cove, is a First Nations village. Most of the surrounding land belongs to the Mowachaht First Nation and a fee is charged for landing at the public wharf. There are cabins for rent, water taxi service, and charter seaplanes.

31 An isthmus connects the SW side of San Rafael Island to Nootka Island. Another isthmus connects the north side of the San Rafael Island to a small islet close north.



32 The **public wharf**, in the SW corner of Friendly Cove, has a long trestle approach and a berthing face of 15 m with a depth of 2.1 m alongside. A seasonal dock is moored between the **dolphins** on the NW side of the public wharf (2010). The wharf has a storage shed on it. A private dock is north of the public wharf. A mooring **buoy** close north of the NE end of the public wharf is only for *Canadian Coast Guard (CCG)* use for resupplying the Nootka light station.



33 **Santa Gertrudis Cove**, 0.5 mile north of Friendly Cove, is encumbered in its entrance by an islet, above-water **rocks**, and a drying **rock**. Inside it offers sheltered **anchorage** for small craft.

34 *Bligh Island Marine Provincial Park (BC Parks)* encompasses the south portion of Bligh Island, the Spanish Pilot Group, and Villaverde Islands. The area is a popular destination for boaters and kayakers. The closest boat launches are Cougar Creek, Tuta Marina, and Gold River. There is a wilderness camping area at Charlie's Beach on Bligh Island. Pit toilets are located at Charlie's Beach.

35 **Bligh Island**, the largest island in the centre of Nootka Sound, has mountains with elevations in excess of 326 m. **Ewin Inlet** penetrates the south side of Bligh Island.

36 **Spanish Pilot Group**, off the SW end of Bligh Island, consists of several islands, numerous islets, **rocks**, and **reefs**. Those channels encumbered with drying and below-water **rocks** should not be used. The named islands are **Pantoja Islands**, **Spouter Island**, **Clotchman Island**, **Narvaez Island**, **Vernaci Island**, and **Verdia Island**.



37 **Anchorage** with limited swinging room can be obtained midway between Narvaez and Vernaci Islands in 44 m, mud bottom. Care should be taken to avoid **rocks**, covered 3 and 3.2 m, that lie off the SW and SE extremities, respectively, of Vernaci Island. Another **rock**, covered 2.6 m, lies off the north extremity of Narvaez Island.

Nootka Sound East Waters

38 The east waters of Nootka Sound comprise Zuciarte Channel, Muchalat Inlet, and Hanna Channel. The deep water port of Gold River is located at the head of Muchalat Inlet.

Zuciarte Channel

39 **Zuciarte Channel**, entered north of **Discovery Point** ($49^{\circ}35'N$, $126^{\circ}33'W$), leads north along the east side of **Clerke Peninsula** to Hanna Channel and the entrance of Muchalat Inlet. Its fairway is deep.



40 **Caution.** — A boom has been established around the *MV Schiedyk wreck* ($49^{\circ}38'09''N$, $126^{\circ}30'27''W$) on the east side of the Clerke Peninsula in Zuciarte Channel. Weakness and cracking in the hull are resulting in oil seepage. Mariners are advised to use caution in the area.

41 **Resolution Cove**, on the east side of Clerke Peninsula, is inconvenient as an anchorage.

42 **Anderson Point** ($49^{\circ}39'N$, $126^{\circ}28'W$) is the north extremity of a high, rounded projection and it is steep-to.



43 **Clerke Peninsula light** (see [LL 107](#)) is on the south extremity of the peninsula.



44 **Zuciarte Channel South light** (see [LL 108.5](#)) is in the south entrance to the channel.



45 **Zuciarte Channel light** (see [LL 109.5](#)) is on the east side of Bligh Island.



46 **Anderson Point light** (see [LL 109.8](#)) is on the point.

Muchalat Inlet to Gold River

47 **Muchalat Inlet**, entered between **Atrevida Point** ($49^{\circ}39'N$, $126^{\circ}26'W$) and Anderson Point, extends about 14 miles east and then 3 miles SE. Depths are great and the fairway is 0.2 mile wide at its narrowest part. **Marine farm** facilities are located between the entrance of Muchalat Inlet and the Houston River.

48 Tidal differences in Muchalat Inlet, referenced on Tofino, are given for Gold River in *Canadian Tide and Current Tables, Volume 6*.

49 **Mooyah Bay** ($49^{\circ}38'N$, $126^{\circ}27'W$) has an extensive mud flat at its head and **booming grounds** with a logging camp on its west side. A dock is reported to be on the SE side of the booming grounds.

50 **Williamson Passage**, north of **Gore Island** ($49^{\circ}39'N$, $126^{\circ}25'W$), is deep and free of dangers. **Booming grounds**, a dock, and a dry land sorting area with fuel tanks lie off drying flats fronting **Kleeptee Creek**.




51 **Atrevida Point light** (see [LL 110](#)) is on the point.




52 **Gore Island West light** (see [LL 110.3](#)) is on the west extremity of the island.




53 **Gore Island light** (see [LL 110.5](#)) is on the north side of the island.

 54 *Williamson Passage light* (see [LL 110.7](#)) is on the north side of the passage.


 55 *Muchalat Inlet light* (see [LL 111](#)) is on the point on the north shore of the inlet.


56 **King Passage**, south of Gore Island, although deep, is not recommended because of **rocks** on each side. Its east entrance is constricted by islets and **rocks** NW of **Ous Point**. A **booming ground** and log dump are SW of Ous Point.


57 **Houston River** ($49^{\circ}38'N$, $126^{\circ}18'W$) has three islands close NE of it. A logging camp with a barge **ramp**, boat launching **ramp**, and dock are 0.7 mile east of the river, and a **booming ground** and log dump are on the north shore NW of the river.


 58 **Victor Island** ($49^{\circ}40'N$, $126^{\circ}09'W$) is wooded. **Jacklah Bay**, south of Victor Island, has **booming grounds**, a **wharf** with a derrick, and a dry land sort.


59 **McCurdy Creek**, NW of Victor Island, has **booming grounds** and a logging camp close east.

 60 *Houston River light* (see [LL 111.8](#)) is NE of the river entrance.

 61 *Muchalat Inlet East light* (see [LL 112](#)) is on the north shore of the inlet.

 62 *Muchalat Inlet South Shore light* (see [LL 112.2](#)) is on the south side of the inlet.

 63 *Victor Island light* (see [LL 112.4](#)) is on the north side of the island.

 64 Muchalat Inlet, in the vicinity of Gold River, is a **seaplane landing area**.


65 **Gold River** ($49^{\circ}41'N$, $126^{\circ}07'W$) has deep sea terminal facilities on the west side of the entrance to Gold River.

66 The Village of Gold River, 13 km north of the terminal, has a medical clinic, emergency services (ambulance, fire, and police), post office, hotels, shopping centre, and restaurants.


67 *Highway 28* connects Gold River to Campbell River and a gravel road connects Gold River to Tahsis. Charter aircraft are available.


68 Tidal differences for Gold River, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.


 69 *Gold River light* (see [LL 113](#)) is on the west entrance point to Gold River.

 70 Privately operated **lights** are on the outer ends of **wharves** and on **dolphins** extending from the former *Newsprint Wharf*.

71 *The Gold River Terminal (Green Island Energy Ltd)* is a private deep sea terminal with two deep sea docks and four berths. Deep sea dock No. 1 measures 660 feet in length by 70 feet wide and has high efficiency fenders capable of accepting 45,000 to 60,000 dwt ships. Deep sea dock No. 2 measures 550 feet in length and 65 feet in width. Minimum depth at low tide is 36 feet. Both docks have power and water. There are two barge loading ramps with high vehicle weight capacity. Large **dolphins** are at the SE and SW corners of the pier. Log fenders protect the east and west sides of the pier.

 72 A loading **wharf**, east of the deep sea dock, has a berthing face on its west side of 61 m with a depth of 8.5 m alongside. **Dolphins**, joined by a catwalk, extend 33 m SSE from the wharf.

 73 *The Gold River Municipal Wharf (Village of Gold River)*, on the west entrance point of the river, has depths of 5.2 m alongside. Public docks and a seaplane dock are on the east side of the wharf. It is equipped with a 3 tonne derrick. A seaplane dock is north of the public wharf. For detailed information see www.goldriver.ca.


 74 A **submarine cable** (fibre-optic) extends from the Gold River Municipal Wharf to San Rafael Island. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

75 Private wharves and docks line the harbour shores.

76 **Booming grounds** lie between the public wharf and the deep sea dock and to the west of the deep sea dock.

77 Fuel can be obtained at the town site 13 km away. A boat launching **ramp** is inside the river, north of the public wharf.

78 **Pierce Range** lies on the south side of Muchalat Inlet between **Guaquina Point** ($49^{\circ}39'N$, $126^{\circ}06'W$) and its head. East and west shores south of Guaquina Point are lined with **booming grounds**.

 79 **Matchlee Bay** is the head of Muchalat Inlet and **Burman River** flows into it over an extensive drying flat. A float cabin, overgrown log dump, and barge grid are on the north side of **Matchlee Creek**. A **booming ground** and **wharf**, with a road leading to it, are on the west side at the outer end of the drying flat fronting Burman River.

Hanna Channel

80 **Hanna Channel**, entered NE of **Concepcion Point** ($49^{\circ}40'N$, $126^{\circ}29'W$), connects Zuciarde Channel to the entrance of Tlupana Inlet and Eliza Passage.

81 The small bay SW of Concepcion Point is too deep and confined for satisfactory anchorage. The south entrance point to the bay is a **conspicuous** cliffy projection.

82 Hanna Channel **starboard hand buoy M52** is 0.5 mile NE of Concepcion Point, NW of a **rock** with 1 m over it. Upstream direction for buoyage purposes is proceeding NW through Hanna Channel.



83 *Tuta Marina* is on the east shore of Hanna Channel and is protected by a **breakwater**.



84 *Hanna Channel light* (see [LL 109](#)) is on the point on the NE shore of Bligh Island.

Nootka Sound — NE and NW Part

Cook Channel and Eliza Passage

85 **Cook Channel** leads north between Nootka Island and the Spanish Pilot Group to the inlets in the north and NW parts of Nootka Sound.

86 **McKay Passage**, between **Saavedra Islands** ($49^{\circ}37'N$, $126^{\circ}37'W$) and Nootka Island, is narrow but provides a convenient route for small craft bound for Nootka. A **rock** with 0.1 m over it lies off the west shore midway through the passage.



87 A **submarine pipeline** (water), marked by signs, crosses McKay Passage at the central part of the middle Saavedra Island.

88 **Nootka** is 0.3 mile west of the north Saavedra Island. Several large cabins and private docks are in the cove on the south side of the peninsula. **Ruins** of a large wharf with a shed on it extend north from the north side of the isthmus. Large concrete blocks at the SE end of the peninsula are all that remain of a cannery.



89 **Boca del Infierno Bay**, close south of Nootka, has a narrow entrance. A **rock** that dries 1.3 m lies at the west end of the narrows. A **submarine cable** sign is on its south entrance point. **Tidal streams** in the entrance are so strong it can only be entered by small craft at slack water.

90 **Boston Point** ($49^{\circ}40'N$, $126^{\circ}37'W$) forms the east side of **Marvinas Bay**. Several **rocks** lie in the bay and a large cabin with a dock is at the NW end.



91 *Vernaci Island light* (see [LL 104.8](#)) is on a drying **rock** close west of the island.



92 *Boston Point light* (see [LL 104](#)) is on the point.

93 **Fidalgo Passage**, between **Villaverde Islands** ($49^{\circ}40'N$, $126^{\circ}35'W$) and Bligh Island, is encumbered with

drying, above-water, and below-water **rocks**. The fairway is deep and not less than 0.25 mile wide. **Booming grounds** and a log dump are in the bay on the west shore of Bligh Island, 0.7 mile SW of San Carlos Point.

94 **Eliza Passage**, between Villaverde Islands and Strange Island, provides the best approach to the south entrances of Tahsis and Tlupana Inlets.

95 **Salter Point** ($49^{\circ}41'N$, $126^{\circ}35'W$) is the SE extremity of Strange Island. **San Carlos Point**, 2.5 miles east, is the north extremity of Bligh Island.



96 *Salter Point light* (see [LL 103.5](#)) is on the point.



97 *San Carlos Point light* (see [LL 108](#)) is on the point.

98 An abandoned **spoil ground** is in the east part of Eliza Passage in $49^{\circ}40.8'N$, $126^{\circ}34.3'W$.

Kendrick Inlet and Princesa Channel

99 **Kendrick Inlet** ($49^{\circ}42'N$, $126^{\circ}38'W$) is formed by Nootka Island on its west and Strange Island and Bodega Island on its east side. **James Cone** on **Strange Island** is **conspicuous**.

100 **Plumper Harbour**, on the west side of the inlet, is protected by **Funter Island** and **Matute Island**. It is used extensively as a **booming ground** and has a logging camp with an A-frame on its west shore.

101 Matute Island **daybeacon**, on the SW point of the island, has a **starboard hand daymark**.



102 **Anchorage** with good shelter can be obtained in 22 m in the middle of Plumper Harbour. The anchorage can be approached between Funter Island and Matute Island, avoiding the **rocks** east of Funter Island, or north of Matute Island rounding it at a distance of not more than 0.1 mile to avoid the **rock** with 2.5 m over it lying 0.2 mile NNW of Matute Island.

103 A chain of islets ($49^{\circ}43'N$, $126^{\circ}39'W$) lie close-off the west shore, 1.2 miles NNW of Matute Island.




104 *Kendrick Inlet light* (see [LL 102](#)) is on a **rock**.

105 **Kendrick Camp**, 0.5 mile NW of *Kendrick Inlet* light (102), is a logging camp that has **conspicuous** buildings and an A-frame.

106 **Princesa Channel** leads between Strange and Bodega Islands into Tahsis Inlet. It is narrow, encumbered with **rocks**, and suitable only for small craft. Local knowledge is advised.


107 Princesa **daybeacon**, on the south extremity of an unnamed island 0.1 mile south of Bodega Island,

has a **starboard hand daymark**. Upstream direction is proceeding from Tahsis Inlet toward Kendrick Inlet.


 108 *Princesa Channel light* (see [LL 101](#)) is on the edge of a **reef** at the east entrance to the channel.



Tlupana Inlet


109 **Tlupana Inlet** is entered between **Descubierta Point** ($49^{\circ}41'N$, $126^{\circ}30'W$), which is fringed by above-water and drying **rocks**, and **Hoiss Point**, 2 miles WNW. Depths are great and shores are steep and rocky.

 110 **Anchorage** can be obtained in Galiano Bay, Hisnit Inlet, Nesook Bay, Moutcha Bay, or Head Bay.

111 A floathouse is in the cove on the north side of Hoiss Point. **Three Bay Cove**, 0.4 mile NE of Descubierta Point, offers shelter for small craft and has floathouses in it. Limiting depth into the inner basin is 2.1 m. **Marine farm** facilities are in the north arm of Three Bay Cove.




 112 **Galiano Bay** ($49^{\circ}43'N$, $126^{\circ}28'W$) can be entered either side of an island in its entrance. Passage south of the island is preferred to avoid **dangers** in the NE part of the bay. A **rock**, with less than 2 m over it and connected to the point on the east shore at LW, lies in the narrows leading to the anchorage. A floathouse is on the east shore of the bay (2010).

  113 Limited **anchorage** can be obtained at the head of Galiano Bay on the east side in 24 m, mud. Room is limited by a **submarine pipeline** that extends 550 m from *Nootka Sound Resort* located in the SW corner.


 114 *Nootka Sound Resort* has facilities available to cruising boaters. Call ahead for availability.

115 *Nootka Wilderness Lodge* is in the cove close north of Galiano Bay.


116 *Cougar Creek Campground*, in an indentation on the SE shore, 0.5 mile NE of Galiano Bay, has a boat launching **ramp** and dock. The campground is connected to a logging road. For detailed information see www.sitesandtrailsbc.ca.


   117 **Critter Cove** (local name) is 1.4 miles north of Descubierta Point. *Critter Cove Marina* is protected by a floating **breakwater**. For detailed information see www.crittercove.com. A **submarine pipeline** extends 0.5 mile SE from the marina. The inner basin affords sheltered **anchorage** for small craft. Two **rocks**, one of which dries 1.5 m, lie in the narrow channel leading to the inner basin.

Hisnit Inlet


 118 **Hisnit Inlet** has two **rocks** in its centre 1 mile NW of **Argonaut Point**. One dries 0.5 m and the other has less than 2 m over it. **Valdes Bay** lies NW of the north entrance point. **Anchorage** near the head of Hisnit Inlet can be obtained in 20 m, mud bottom.

119 **Princess Royal Point** ($49^{\circ}45'N$, $126^{\circ}27'W$) is a bold, rounded point with a fishing boundary marker on it. **Perpendicular Bluff**, 0.8 mile north, has high, steep cliffs. **Booming grounds** lie south of the islet off the west side of the inlet, 1.8 miles NW of Princess Royal Point.

 120 **Nesook Bay** has a drying flat at its head over which flows the **Tlupana River**. Small vessels can obtain **anchorage** in 31 m, mud bottom, north of a **rock** with 8.4 m over it, 0.2 mile off the east shore. A private mooring **buoy** is 0.5 mile NE of **Santa Saturnina Point**. Log booms exist south of the mooring **buoy**. **Marine farm** facilities marked by **buoys** are on both shores at the head of the bay.

 121 **Moutcha Bay**, north of **Quadra Saddle**, affords **anchorage** in 29 to 33 m SE of a **rock** that dries 2.6 m, off the north shore of the bay. **Conuma River** flows into the head of the bay across an extensive drying flat. **Marine farm** facilities lie off the north shore.

 122 *Moutcha Bay Resort* has facilities available to transient vessels. For detailed information see www.nootkamarineadventures.com.


 123 **Head Bay**, entered west of some islets and a drying bank extending from **Canton Creek**, affords **anchorage** in 23 m, mud. **Sucwoa River** flows into the head of the bay across a drying flat. A logging camp, **conspicuous** large shed, barge grid, A-frame and aircraft dock, fronted by **booming grounds**, are on the west shore close south of the drying flat.

Tahsis Inlet and Tahsis


Charts 3675, 3676


124 **Tahsis Inlet**, entered from Nootka Sound between Salter Point ($49^{\circ}41'N$, $126^{\circ}35'W$) and **Coopte Point**, extends 15 miles in a north direction. Its shores are steep-to, rocky, and mountainous. Depths in most places are too great for anchorage.

125 The fairway decreases in width to less than 0.15 mile at Tsowwin Narrows, 6 miles north of Salter Point. Tahsis Narrows, 11 miles north of Salter Point and on the west side of the inlet, connects the inlet to Hecate Channel and Esperanza Inlet.


 126 **Tidal streams** in Tahsis Inlet attain 3 kn at times in Tsowwin Narrows. Elsewhere in the inlet they are considerably weaker. The flood sets north and the ebb south.

127 **Canal Island** ($49^{\circ}41'N$, $126^{\circ}35'W$) lies in the middle of the south entrance of Tahsis Inlet. The fairway on both sides of the island is not less than 0.15 mile wide.

 128 **Jewitt Cove**, on the east side of Strange Island, has small vessel **anchorage** in 29 m, mud bottom. A **rock** with 3 m over it lies in the middle of the cove.


 129 **Canal Island light** (see [LL 103](#)) is on the west side of the island.

 130 **Jewitt Cove light** (see [LL 102.5](#)) is on an islet north of Jewitt Cove.


 131 **Bodega Island** ($49^{\circ}44'N$, $126^{\circ}38'W$) lies north of Strange Island, on the west side of the fairway. The cove at the north end of Bodega Island, locally known as **Heron Bay**, is reported to afford **anchorage** with good protection from north and south. A camp with a dock and road leading to it are in a small cove on the west side of the inlet 0.4 mile north of Bodega Island.


 132 **Bodega light** (see [LL 100.8](#)) is east of Bodega Island.


Chart 3676

 133 **Tsowwin Narrows** ($49^{\circ}47'N$, $126^{\circ}38'W$) is formed by a drying gravel bank off the mouth of **Tsowwin River** that reduces the fairway to about 0.13 mile wide. **Tidal streams** in the narrows attain 3 kn at times.

134 **Booming grounds** with a logging camp and dry land sorting area lie along the east shore close south of Tsowwin Narrows.

 135 **Tsowwin Narrows West light** (see [LL 100.2](#)) marks the west side of the narrows.

 136 **Tsowwin Narrows light** (see [LL 100](#)) is on the edge of the spit extending out from the east side of the inlet and has a **starboard hand daymark**.

 137 **Santiago light** (see [LL 99.5](#)) is 0.8 mile NNW of Tsowwin Narrows.

138 **Blowhole Bay**, 3.5 miles north of Tsowwin Narrows, has a log dump, **booming grounds**, a logging camp with a **jetty**, and dock.


139 Mozino Point **daybeacon**, on the east side of the point, has a **port hand daymark**.

140 An abandoned **spoil ground** is in $49^{\circ}51.6'N$, $126^{\circ}39.6'W$.

141 A **barge grid**, dock, and **booming ground** are in a small cove on the west shore 1 mile north of Mozino Point.


 142 The head of Tahsis Inlet is a **seaplane landing area**.


143 **Leiner River** on the east side of the inlet and **Tahsis River** at the head of the inlet are fronted by extensive drying mud flats.

 144 **Caution.** — Depths at the head of Tahsis Inlet are subject to change as a result of silting and scouring.


145 A fishing boundary marker is on the east shore, about 1 mile south of Leiner River.


146 **Booming grounds** line the east and west shores of the inlet in the approach to Tahsis.


 147 **Submarine anchors** and **cables** extend south from the head of the inlet. The east cable is marked by a **buoy**.



 148 **Overhead cables**, vertical clearances 9.1 and 7.2 m, cross the entrance of Tahsis River. A **bridge**, vertical clearance 2.1 m, crosses the river a short distance north of the cables.

149 **Tahsis**, on the west side of the entrance to Tahsis River, is a village connected by gravel road to Gold River. Charter aircraft are also available.

 150 Two **submarine cables** (fibre-optic) extend from Tahsis. One cable extends to Esperanza and the other extends to San Rafael Island. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 151 **Caution.** — A **rock**, with 8.9 m over it, lies 91 m off the former deep-sea dock.

 152 **Westview Marina & Lodge** is protected by a floating **breakwater**. For detailed information see www.westviewmarina.com.

  153 The **Village of Tahsis Municipal Wharf**, on the south side of the entrance to **Ubedam Creek**, has a least depth of 4.8 m alongside. A dock is attached to the north side of the wharfhead. A storage shed and 3 tonne crane are on the wharfhead. For detailed information see www.villageoftahsis.com. The **Canadian Coast Guard (CCG)** has a year-round rescue unit based at Tahsis.

154 A seaplane dock, south of the municipal wharf, is protected from the south by a floating **breakwater**. The dock is 37 m long and 18 m wide. A boat and aircraft launching **ramp** is between the seaplane dock and municipal wharf.

NUCHATLITZ INLET LEADING MARKS (1988)




Nuchatlitz Inlet and Esperanza Inlet

Nuchatlitz Inlet

155 **Nuchatlitz Inlet** indents the west coast of Nootka Island for 10 miles. Both sides of the inlet are mountainous. Northwest Cone ($49^{\circ}45'N$, $126^{\circ}58'W$) is conspicuous from the SW.

156 *Nuchatlitz Provincial Park (BC Parks)* is a popular canoeing, kayaking, and boating destination. The park does not have marine facilities but wilderness campsites are available on the NW tip of Nootka Island, Rosa Island, and other suitable sites throughout the park.

157 **Nuchatlitz Reef** ($49^{\circ}46'N$, $126^{\circ}59'W$) lies in the middle of the entrance to the inlet. **Pin Rock**, 0.6 mile north, dries 3.3 m. Numerous detached rocks, with a least depth of 0.1 m and that break in heavy weather, lie between Nuchatlitz Reef and Pin Rock. Drying and below-water rocks and Ensanada Islet lie off the north shore.

 158 **Danger Rock**, 0.4 mile south of Nuchatlitz Reef and 1 mile NNW of **Ferrer Point**, has 0.8 m over it and breaks in heavy weather. Isolated rocks with 8.3 and 4.5 m over them, 0.3 mile NW and 0.8 mile NE of Ferrer Point, **South Reef**, and **Frank Rocks** are dangers off the south shore.

159 **Justice Rock** ($49^{\circ}46'N$, $126^{\circ}56'W$) is 8 m high and bare. **Fitz Island**, 0.7 mile ENE, is wooded. **Cameron Rocks**, 0.6 mile NE, consist of a group of drying and above-water rocks.


160 **Mark Hill** ($49^{\circ}47'N$, $126^{\circ}49'W$) is conspicuous.


161 **Louie Bay**, entered between **Tongue Point** ($49^{\circ}45'N$, $126^{\circ}56'W$) and **Florence Point**, has drying reefs off both entrance points. It is suitable only for small craft

and local knowledge is advised. A large steel wreck, broken into three parts, lies on the drying flat in Louie Bay. Tongue Point is densely wooded.

162 **Port Langford** is entered between **Colwood Rocks** ($49^{\circ}47'N$, $126^{\circ}56'W$) and **Belmont Point**. A rock, 0.3 mile SE of Colwood Rocks, has 3.3 m over it. Port Langford is not recommended as an anchorage as it is exposed to SW and holding ground is poor.


163 **Hixson Bluff**, with **Sara Islet** and drying rocks close west of it, are on the south shore of Nuchatlitz Inlet. **Benson Point**, on the north shore, has islets and drying rocks east and west of it.


 164 **Mary Basin**, between **Lord Island** and **Narrows Island**, provides anchorage in about 7 m, mud.

 165 **Inner Basin**, at the head of Nuchatlitz Inlet, is entered through a narrow passage suitable only for small craft. Local knowledge is advised. **Tidal streams** run with strength through the passage. Fishing boundary markers are on the north and south shores at the entrance to Inner Basin.

Esperanza Inlet

166 **Esperanza Inlet** ($49^{\circ}50'N$, $127^{\circ}00'W$) separates the north side of Nootka Island from Vancouver Island. Hecate Channel and Tahsis Narrows, at its east end, connect Esperanza Inlet to Tahsis Inlet. Port Eliza, Espinosa Inlet, and Zeballos Inlet are on its north side. It connects with Nootka Sound forming a sheltered “inside passage” for this portion of the West Coast.

 167 The entrance is encumbered with many **dangers** but the fairway through the inlet, with the exception of Tahsis Narrows at its east end, has a least width of 0.5 mile. Shores are rugged and backed by high mountains.

 168 **Anchorage** can be obtained in Rolling Roadstead, Port Eliza, or in the bay east of Garden Point.

169 **Leading Hill** ($49^{\circ}52'N$, $127^{\circ}01'W$), **Eliza Dome** ($49^{\circ}53'N$, $127^{\circ}06'W$), and **Mount Rosa** ($49^{\circ}48'N$, $126^{\circ}54'W$) are conspicuous from seaward.

170 Tidal differences in Esperanza Inlet, referenced on Tofino, are given for Ceepeecee in *Canadian Tide and Current Tables, Volume 6*.

171 Detailed *Vessel Traffic Service (VTS)* information is in *Radio Aids to Marine Navigation (Pacific and Western Arctic)*.

Esperanza Inlet Entrance

172 Three channels lead through the **dangers** in the entrance to Esperanza Inlet. **Catala Island** ($49^{\circ}50'N$, $127^{\circ}03'W$), **Double Island** ($49^{\circ}51'N$, $127^{\circ}00'W$), and Rosa Island ($49^{\circ}50'N$, $126^{\circ}58'W$) are wooded. **Flower Islet**, close NW of **Rosa Island**, is bare.


173 *Catala Island Marine Provincial Park (BC Parks)* encompasses Catala Island and surrounding area including White Rock, Halftide Reef, Twin Islands, and Mid Rock. There are no facilities. The park is a popular kayaking and boating destination but marine facilities are not available. Wilderness camping is on the beach area on the peninsula at Rolling Roadstead. A pit toilet is at this location. Other camping areas are in the vicinity of Twin Islands. Water taxi service is available to the park from Zeballos, Tahsis, and Gold River.

174 **Gillam Channel** leads between **Blind Reef** and **Middle Reef** and has a fairway 0.6 mile wide. It is the widest and best approach to Esperanza Inlet. The highest part of Blind Reef is 1.2 m and Middle Reef is 1 m high at its SW extremity. Breakers are usually present on both reefs and kelp is present during summer and autumn months.

175 *Esperanza Inlet light and whistle buoy M40 (88.1)* is a **starboard hand** buoy with a **racon** — • — (K), X & S bands.

176 *Middle Reef light buoy M41 (89)*, east of the reef, is a **port hand** buoy.

 177 *Double Island light (see LL 91)* is on the island.

 178 *Nuchatlitz light (see LL 90)* is on the NW extremity of an unnamed island.



179 **North Channel**, separated from Gillam Channel by Middle Reef, is not recommended. It is encumbered with **shoals and rocks** with 2.1 and 1.3 m over them. **Low Rock**, **Outer Black Rock**, **Twin Islands**, **Mid Rock**, and **Black Rock** lie on its NW side.


180 **Halftide Reef** ($49^{\circ}50'N$, $127^{\circ}05'W$), **Obstruction Reef**, **High Rocks**, **White Rock**, and many unnamed reefs and rocks lie west of Catala Island in the west approach to Rolling Roadstead. The channels between these **dangers** are narrow, intricate, and local knowledge is advised. **Yellow Bluff Bay**, between **Yellow Bluff** and **Peculiar Point**, has white buildings of a logging camp on its east shore (1998).


181 **Rolling Roadstead** separates the north coast of Catala Island from Vancouver Island. Drying and below-water rocks fringe the north shore of the passage.

182 **Entrance Reef**, which dries 2 m, and **Arnold Rock**, which is 1 m high, lie in the east entrance to Rolling Roadstead. A rock with 2.7 m over it lies 0.4 mile north of Entrance Reef.

183 *Entrance Reef buoy MJ* is a port **bifurcation buoy**.

  184 **Anchorage** for small vessels can be obtained in Rolling Roadstead in fair weather about 0.5 mile NW of Entrance Reef in about 7 m, sand and shell, or between Entrance Reef and Double Island in about 14 m, sand. A swell is usually present. Careful navigation is required to avoid **dangers** in the entrances.

 185 **Nuchatlitz** ($49^{\circ}49'N$, $126^{\circ}58'W$) is a First Nations community on the island 0.9 mile SE of **Nuchatlitz light** (see [LL 90](#)). Buildings are abandoned and in **ruins**. Several houses are in the surrounding area. Nuchatlitz is approached from the south side of Esperanza Inlet through a narrow and tortuous channel entered between Rosa Island and **Nuchatlitz light** (see [LL 90](#)). Drying **reefs** lie in the entrance and within the channel. **Starboard hand buoys M46** and **M48** mark **dangers** in the channel. Local knowledge is advised. **Marine farm** facilities, marked by buoys, are east of the community.

 186 **Rosa Harbour** (local name), on the east side of Rosa Island, affords good **anchorage** with protection from most winds and has little swell.


Esperanza Inlet Inner Reach

187 **Centre Island** ($49^{\circ}51'N$, $126^{\circ}56'W$) is wooded.

 188 *Centre Island light (see LL 92)* is on the NW shore of the island.

 189 *Ehatisaht light (see LL 93)* is on the point east of Ehatisaht.

190 **Cliff Cove** (local name), 0.7 mile NE of *Ehatisaht* light (93), has a fishing boundary marker on the south entrance point and log dump on its north side.

 191 **Anchorage** for small vessels can be obtained in the bay east of **Garden Point** ($49^{\circ}51'N$, $126^{\circ}54'W$) in 30 m with good holding, mud bottom.

192 **Graveyard Bay** lies on the north side of the inlet, 2.5 miles ENE of Centre Island. **Ehatisaht**, 0.7 mile east of Graveyard Bay, is an abandoned, overgrown First Nations village with no visible remains.

193 A **booming ground** is on the south side of Esperanza Inlet, 1.1 miles east of Garden Point.

194 **Saltery Bay**, SW of **Steamer Point** ($49^{\circ}53'N$, $126^{\circ}48'W$), is too deep for anchorage. **Marine farm** facilities are off the south shore of Saltery Bay, in the bay SE of Steamer Point, and 0.8 mile NW of Steamer Point.


 195 **Steamer Point light** (see [LL 94](#)) is on the point.

Hecate Channel

196 **Hecate Channel** connects the east end of Esperanza Inlet to Tahsis Narrows. The fairway is deep and free of dangers.


197 **Lord Waterfall** ($49^{\circ}53.5'N$, $126^{\circ}26'W$), at the mouth of **Lutes Creek**, is **conspicuous**.


198 **Marine farm** facilities are about 0.4 mile south of the waterfall and 1.1 miles SE of Haven Cove.


 199 **Haven Cove** ($49^{\circ}53'N$, $126^{\circ}47'W$), known locally as **God's Pocket**, provides limited **anchorage** for small craft. **Rocks**, with 4.2, 3.7, and 2.1 m over them, lie close to the south entrance of the cove.

200 **Esperanza**, on the north shore of Hecate Channel, is not connected by road to other settlements.

201 Esperanza daybeacon, on a **dolphin** 0.1 mile WNW of the public wharf, has a **port hand daymark**. It marks the edge of a drying bank.

 202 The *Esperanza (Nootka Mission)* **public wharf** has depths of 4.9 to 5.8 m alongside. The fuel dock has a depth of 5.8 m alongside. Call ahead on VHF channel 6 for availability.

 203 Multiple **submarine cables** (fibre-optic) extend from Esperanza. These cables extend to Tahsis, Zeballos, and Queens Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 204 A **wharf**, 0.1 mile NW of the public wharf, has docks with a combined length of 43 m.

205 **Ceepeecee**, 1 mile east of Esperanza, is abandoned. *Steamer Point Lodge* and dock is 0.4 mile south of Ceepeecee.

 206 **McBride Bay light** (see [LL 97.8](#)) is 0.8 mile SE of Esperanza.


207 **McBride Bay** ($49^{\circ}51'N$, $126^{\circ}43'W$) has two large concrete pier footings on the south shore, close east of a small islet, and a **wreck** is south of the islet. A **rock** that dries 0.8 m lies between the islet and shore. **Hecate** on the west entrance point is abandoned. Concrete pier footings and two buildings are all that remain of the former logging camp. Fuel tanks are 0.4 mile NW of Hecate.


Tahsis Narrows


208 **Tahsis Narrows** connects Hecate Channel to Tahsis Inlet and has a minimum width of 0.1 mile in its fairway. Two **shoals** lie in the middle of the fairway and the least depth over them is 9.6 m.

209 Tidal differences for Ceepeecee, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

 210 **Tidal streams** in Tahsis Narrows are considerable.

 211 **Tahsis Narrows North light** (see [LL 98](#)) is on the NE side of the narrows.

 212 **Tahsis Narrows South light** (see [LL 98.3](#)) is on the south side of the narrows.

 213 **Tahsis Narrows light** (see [LL 99](#)) is on **Mozino Point** at the east entrance to the narrows.

214 Tahsis Narrows North **daybeacon**, on the north side of the narrows 0.3 mile NE of *Tahsis Narrows South light* (see [LL 98.3](#)), has a **starboard hand daymark**.

Port Eliza

215 **Harbour Island** ($49^{\circ}51'N$, $126^{\circ}59'W$) is wooded and lies in the entrance to Port Eliza. **Fairway Island**, 0.3 mile east of Harbour Island, is covered with stunted trees.

216 **False Channel**, west of Harbour Island, is encumbered with drying and below-water rocks. Local knowledge is advised.

217 **Birthday Channel**, east of Harbour Island, is obstructed by Fairway Island and rocks surrounding it. Several drying **reefs**, 0.3 mile north of Fairway Island, extend from the Vancouver Island shore.

218 **Channel Reef**, 0.5 mile north of Harbour Island, dries 2.1 m in its north part and lies in mid-channel.

219 Channel Reef daybeacon, on the south end of the reef, has a **bifurcation/junction daymark**, preferred channel to the left.



220 **Queen Cove**, NNE of Channel Reef, has a narrow entrance with a least depth of 5 m; it is almost land-locked but easy of access. Concrete **ruins** of a cannery lie close south of **Saddle Point**. **Queens Cove** (landing) has a First Nations village on its east entrance point. A **conspicuous** church spire is at its east end. **Anchorage** for small vessels can be obtained in 10 to 12 m, mud bottom.



221 Multiple **submarine cables** (fibre-optic) extend from Queens Cove. These cables extend to the head of Espinosa Inlet, Esperanza, and Houpsitas. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

222 **Port Eliza** has high shores and its fairway is narrowed in places by drying and below-water **rocks**. The cove 0.4 mile SSW of **Eliza Island** has a floating logging camp, an A-frame, and **booming ground** (2006). *Rodgers Fishing Lodge* is close north of Eliza Island.



223 **Eliza Creek**, at the head of the inlet, is fronted by a drying flat. A logging camp, dry land sorting area, oil storage tanks, and a **booming ground** are on the east side near the drying flats (2006). **Anchorage** can be obtained about 0.5 mile from the head of Port Eliza, in 20 to 30 m, mud bottom.

Espinosa Inlet

224 **Espinosa Inlet** has no dangers beyond 0.1 mile offshore and is too deep for satisfactory anchorage. A drying flat, at the head of the inlet, forms the mouth of **Espinosa Creek**. A dock is on the east shore at the edge of the drying flat.



225 A **submarine cable** (fibre-optic) extends from the head of Espinosa Inlet to Queens Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

226 **Otter Islands** ($49^{\circ}52'N$, $126^{\circ}56'W$) lie off the west entrance point to Espinosa Inlet with a **rock**, which dries 3.8 m, 0.1 mile SW of the south island. The passage west of these islands is suitable only for small craft and local knowledge is advised. A fishing boundary marker is on the east entrance point to the inlet.

227 **Newton Cove**, 0.5 mile NW of Otter Islands, is small and free of dangers.

228 *Newton Cove Lodge*, formerly *Ceepeecee Lodge*, is on the south side of the cove. It is a fishing resort offering

transient moorage and access to lodge facilities. Call ahead for availability.



229 A **submarine pipeline** (fresh water) runs from the creek at the head of the cove to the lodge. A **submarine pipeline** (sewage) runs from the lodge down the centre of the cove to its entrance. The cove has temporary **anchorage** for small craft; avoid the pipelines.

230 **Booming grounds** are on the east shore of the inlet 1.5 miles NNE of Otter Islands and on the west side of the inlet, opposite the entrance to Little Espinosa Inlet.

231 **Marine farm** facilities are on the east shore in the cove 0.5 mile north of the entrance to Little Espinosa Inlet.

232 **Little Espinosa Inlet**, on the east side of Espinosa Inlet, has a narrow entrance obstructed with rocks and a drying flat fronting **Nuchatlitz Creek**. The inlet is usable by small craft at or near HW but local knowledge is advised.



233 A bank that dries 2.1 m, 1.7 miles within the entrance, extends across the Little Espinosa Inlet. A **bridge**, with a vertical clearance of 0.7 m, crosses the inlet at this drying bank. The restricted logging road on the south side of this bridge leads around the head of the inlet then north to Zeballos. The restricted logging road on the north side of the bridge leads to the head of Espinosa Inlet then NW to Ocluje and Fair Harbour.

234 **Marine farm** facilities are on the west side of the inlet SW of the bridge.

Zeballos Inlet

235 **Zeballos Inlet** ($49^{\circ}54'N$, $126^{\circ}47'W$) leads north from the east end of Esperanza Inlet. Its shores are rocky and steep-to. Depths are too great for anchorage.



236 **Zeballos Inlet South light** (see [LL 95](#)) is on the point on the west shore.



237 **Zeballos Inlet light** (see [LL 96](#)) is on a small island on the west side of the inlet.




238 **Zeballos Inlet North light** (see [LL 97](#)) is on the east shore.

239 **Little Zeballos River**, 0.5 mile north of **Zeballos Inlet** light (96), has a drying bank extending from its entrance and a small dock is on its west entrance point.

240 *Resolution Park* (Provincial Ministry of Forests), with a dock and picnic and camping facilities, is on the south shore 1.5 miles west of **Zeballos Inlet** light (96).


241 A **spoil ground** is near the head of Zeballos Inlet in $49^{\circ}58'N$, $126^{\circ}51'W$.


242 **Booming grounds** are on the west shore at the head of the inlet.

 243 The head of Zeballos Inlet is a **seaplane landing area**.


244 **Zeballos**, at the head of the inlet, is a village with a post office, accommodation, restaurants, store, laundromat, museum, and library. The **medical clinic** has a doctor in attendance two days a week. Iron ore and gold mines are long closed, and the village is now a centre for logging operations. A gravel road connects the village to the main island highway between Sayward and Port McNeill. Water taxi service is available.

245 Tidal differences for Zeballos, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.


 246 *Zeballos Small Craft Harbour (Zeballos Harbour Authority)* **public wharf** is on the east side of the **causeway**. An all-tide boat launching ramp is close south. For more information contact the Wharfinger at 250-761-4333.


 247 **Caution.** — A **rock** with 1.2 m over it lies in the approach to the docks.

248 A seaplane dock and fuel dock are located next to the ice plant.

 249 The *Village of Zeballos Municipal Wharf* is for loading and unloading of commercial vessels. The wharf can accommodate deep sea vessels. An adjoining small dock can be used for temporary tie-up. For detailed information see www.zeballos.com.

250 A line of charred piles extending across the drying flat west of the causeway is all that remains of a wharf used for loading iron ore.

 251 **Overhead cables** (power), with a vertical clearance of 14.7 m, close north of the public wharf, cross from the east shore to the causeway.

 252 A **submarine cable** (fibre-optic) extends from Zeballos to Esperanza. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

Tatchu Point to Cape Cook

Charts 3604, 3623, 3677, 3680, 3683

253 The coast between **Tatchu Point** ($49^{\circ}51'N$, $127^{\circ}09'W$) and Cape Cook ($50^{\circ}08'N$, $127^{\circ}55'W$), about 35 miles NE, is indented by the inland waters of Kyuquot Sound and Checleset Bay. Solander Island is close SW of Cape Cook off the coast of Brooks Peninsula.

Charts 3623, 3677, 3683


Kyuquot Sound and Approaches


254 **Kyuquot Sound** ($50^{\circ}00'N$, $127^{\circ}13'W$) is surrounded by high mountains and has two main branches and a number of smaller ones. Several islands lie within the sound.

255 **Union Island** ($50^{\circ}00'N$, $127^{\circ}16'W$) is the largest island in Kyuquot Sound and lies between the entrance channels of Kyuquot Channel and Crowther Channel.

256 **Landmarks** include **Kyuquot Hill** and **White Cliff Head** on the south extremity of Union Island; **Remarkable Cone** ($49^{\circ}58'N$, $127^{\circ}12'W$), and **Eliza Dome**, 6 miles SE. All are **conspicuous** from seaward.

257 **Barrier Islands** are a chain of islets and **reefs** extending 20 miles NW from **Jurassic Point** ($49^{\circ}53'N$, $127^{\circ}11'W$) to the entrance of Ououkinsh Inlet.

 258 Brown Channel is the most direct and safest approach for Clanninick Cove **anchorage** and Kyuquot. Kyuquot Channel is the most direct and safest approach for Kyuquot Sound.

 259 **Caution.** — During poor visibility keep in depths not less than 64 m when in the vicinity of Barrier Islands. Recent surveys have determined that depths are shoaler than charted in the vicinity of the Barrier Islands.

260 **Mission Group** ($50^{\circ}00'N$, $127^{\circ}25'W$), part of the Barrier Islands, is an extensive group of islands and islets surrounded by **reefs**. **Spring Island**, **Aktis Island**, and **Kamils Island**, locally known as **Cemetery Island**, are the largest islands in the group. **Sobry Island** is NE of Kamils Island. An occupied First Nations settlement is on the east shore of Aktis Island.

Chart 3677

Clear Passage

261 **Sandstone Point**, **Jurassic Point**, and **Gregoire Point** lead north from Tatchu Point into **Clear Passage**. **Tatchu Rocks** and **McQuarrie Islets** define the south entrance. This entrance is suitable only for small craft and local knowledge is advised.

262 From Kyuquot Inlet, Clear Passage is entered between **Grogan Rock** ($49^{\circ}57'N$, $127^{\circ}15'W$) and the **shoals** close NNW and the **rocks** that dry 0.4, 0.7, and 1.2 m 0.3 mile to the east. Drying **reefs** and below-water **rocks**, among which are **Kapoose Rocks**, extend up to 0.4 mile off the Vancouver Island shore. **Grassy Island**, **Diver Islet**, and **Clark Island** are the central group of Barrier Islands in this vicinity; several drying **reefs** lie along this

side of Clear Passage. **Kapoose Point**, **Brecciated Point**, and **Mushroom Point** are named features on the mainland shore. East Entrance Reef, Nipple Rocks, and Volcanic Islets are described with Kyuquot Channel.

Kyuquot Channel

263 **Kyuquot Channel**, SE of Union Island, has a deep fairway not less than 0.7 mile wide and is almost straight.

264 **West Entrance Rock** ($49^{\circ}57'N$, $127^{\circ}19'W$), with 3.6 m over it, and **Munsie Rocks**, a group of above and below-water rocks 0.8 mile NE, are on the west side of the approach to Kyuquot Channel.

265 **East Entrance Reef**, 2 miles ESE of West Entrance Rock, is 5 m high. A group of above-water and drying reefs lie 0.5 mile north of the reef. **Volcanic Islets** and **Nipple Rocks** lie north of the reef.

266 *Kyuquot Channel light and whistle buoy M38 (84)*, in the entrance to the channel, is a **starboard hand** buoy.

267 **Rugged Point** ($49^{\circ}58'N$, $127^{\circ}15'W$) is the SE entrance point to Kyuquot Channel.



268 **Rugged Point light** (see [LL 83](#)) is 0.3 mile NNE of Rugged Point.



269 **Rugged Point Marine Provincial Park** (*BC Parks*) encompasses the area west of **Robin Point** and south to **Gross Point**. There is limited onshore development. Bears, wolves, and cougars are known to be in the area and attacks have occurred. **Anchorage** is obtainable between Rugged Point and Robin Point. Designated wilderness campsites are located throughout the park.

270 **McLean Cove** and **Volcanic Cove** are NE of Rugged Point.

271 **Chatchannel Point**, the east extremity of Union Island, is low and rocky with a well-defined knob close to its extremity. A **rock**, which dries 1.9 m, lies 0.1 mile east of the point.

272 Unsworth Point ($50^{\circ}01'N$, $127^{\circ}14'W$) on the east side of Union Island has a **rock awash** and several drying reefs close off its south side.

273 **Whiteley Island** ($50^{\circ}01'N$, $127^{\circ}12'W$) lies at the NE end of Kyuquot Channel. Except for some drying rocks close east of its south extremity it is steep-to. Balcom Point is its east extremity. Marine farm facilities are in Centre Cove, on the NE shore.

Kyuquot Sound East Waters

274 Kyuquot Sound East Waters comprises Cachalot Inlet, Amai Inlet, Pinnacle Channel, Markale Passage, Eelstow Passage, Fair Harbour, and Tahsish Inlet.

Cachalot Inlet

275 **Cachalot Inlet** ($50^{\circ}00'N$, $127^{\circ}09'W$), entered south of **Machta Point**, has the remains of a whaling station and cannery fronted by ruined **piles** 0.5 mile WSW of Machta Point. Little is visible except the concrete statue of a whale partially hidden in the bushes. Remains of disused log dumps are on the south entrance point and on the north shore, close east of the First Nations reserve on Machta Point. It is reported that during strong SE gales heavy squalls funnel through the valley at the head of the inlet.

Amai Inlet

276 **Amai Inlet** ($50^{\circ}01'N$, $127^{\circ}09'W$) has a high precipice close east of its north entrance point. **Amai Point**, its south entrance point, has drying and below-water rocks on its north side. **Marine farm** facilities are 0.6 mile NE of Amai Point. A few broken piles are all that remain of an old wharf at the head of the inlet.



277 **Anchorage** can be obtained near the head of Amai Inlet in 26 m, mud bottom. During south gales heavy squalls from the valley make this anchorage unsafe.

Pinnacle Channel

278 **Pinnacle Channel** separates **Hohoe Island** from the east shore of the sound; **Markale Point** is at the north entrance. The channel is deep but several **dangers** lie within 0.1 mile of both shores. **Marine farm** facilities are in the cove 1.25 miles ESE of **Hohoe Point**.

279 Tidal differences in Pinnacle Channel, referenced on Tofino, are given for Copp Island in *Canadian Tide and Current Tables, Volume 6*.



280 **Dixie Cove**, on the west side of Pinnacle Channel, is protected by **Copp Island** and provides sheltered **anchorage** in 15 m. A narrow passage leads to a secluded inner cove with rock cliffs on one side.


281 *Dixie Cove Marine Provincial Park* (*BC Parks*) includes all of Copp Island and surrounding waters and portions of Hohoe Island surrounding Dixie Cove. There are no facilities in the park.



282 A **submarine cable** (power) is in the north entrance to Pinnacle Channel.

283 **Markale Passage** separates Hohoe Island from **Moketas Island**. **Warren Rocks**, the highest of which


is 1.0 m high, lie on the north side of the fairway and are steep-to.


 284 A **submarine cable** (power) is in Markale Passage between Hohoae Island and Mocketas Island.


Eelstow Passage

285 **Eelstow Passage**, between Mocketas Island and the north shore of the sound, has a drying rock off the south side of the passage, midway along the north shore of Mocketas Island. A rock that dries 4.2 m and a **rock** with 1.9 m over it lie in the middle of the east entrance, about 0.5 mile north of **McGrath Point**.


Fair Harbour

 286 **Fair Harbour**, on the south side of the entrance to Tahsish Inlet, is entered between **Markale Peninsula** and Karouk Island. An area of drying **rocks** extends 0.1 mile north from Markale Peninsula and rocks and **shoals** extend south from **Karouk Island**. The channel east of Karouk Island is not recommended because of **shoal** areas and **rocks** NE and SE of the island.



 287 **Karouk Island light** (see [LL 85](#)) is at the entrance to Fair Harbour.


 288 **Fair Harbour Approach light** (see [LL 86](#)) is on a **rock**.

 289 **Caution.** — Shoals extend SE and NW of **Fair Harbour Approach light** (see [LL 86](#)).

 290 **Fair Harbour light** (see [LL 87](#)) is on the north shore.

291 The shores of Fair Harbour are high and steep, except at the west end where a low isthmus separates it from Pinnacle Channel and at the east end where **Kaouk River** flows into the harbour. An extensive drying flat with **boulders** extends 0.8 mile from the east end of the harbour. A **causeway**, part of a restricted logging road that connects the harbour to Zeballos, crosses the drying flat.

  292 A **submarine cable** (power) lies in the **anchorage** on the south side of Fair Harbour in the east reach, and in the centre of the harbour in the west reach. During north gales, wind funnels through the east reach making the anchorage uncomfortable. Mud bottom and good holding ground are available for anchorage clear of the cable.

 293 The Fair Harbour **public wharf** is on the south side near the drying flats at the east end of Fair Harbour. For more information visit www.fairharbourbc.com.

294 Fair Harbour has a full general store, showers, laundry, gasoline, diesel, propane and fresh water. Staff

members are standing by on VHF channel 12. For more information visit www.fairharbourbc.com.

Tahsish Inlet

295 **Tahsish Inlet** extends 6 miles NE from Mocketas Island and has steep, rugged shores. **Werner Bay** ($50^{\circ}06'N$, $127^{\circ}10'W$) has the remains of a log dump and an abandoned barge at its head, and is fronted by a **booming ground**. **Yaku Bay**, north of **Christine Island**, is too deep for satisfactory anchorage. **Artlish River** is fronted by a drying flat with a **booming ground**, barge grid, and dock at its south end. A launching **ramp** and parking area are available, and well maintained gravel roads provide the shortest access from Kyuquot Sound to *Highway 19*. Slopes on the south side of Artlish River have been logged and a logging road follows the slope to the barge grid. **Tahsish River**, at the head of the inlet, is fronted by an extensive drying flat.

296 Tidal differences in Tahsish Inlet, referenced on Tofino, are given for Fair Harbour in *Canadian Tide and Current Tables, Volume 6*.

297 The *Tahsish River Ecological Reserve (BC Parks)* protects the estuary. Consumptive activities such as camping and removal of plants or animals are prohibited.

298 The head of Tahsish Inlet is within the boundary of *TahsishKwois Provincial Park (BC Parks)*. This park is accessed primarily by boat but it does not have marine facilities.

Chart 3677

Kyuquot Sound West Waters

299 Kyuquot Sound West Waters comprises Nicolaye Channel, Crowther Channel, and Kashutl Inlet.

Nicolaye Channel

300 **Nicolaye Channel** ($50^{\circ}00'N$, $127^{\circ}20'W$) leads between Barrier Islands and the SW coasts of Union, Amos, and Walters Islands. An approach channel from the SW is between **Thornton Islands** ($49^{\circ}58'N$, $127^{\circ}21'W$) and **Minx Rocks**, 1.5 mile NW. Crowther Channel leads NE from Nicolaye Channel into Kyuquot Sound.

301 **Kyuquot Bay**, on the SW side of Union Island, is entered south of **Racoon Point**. The SE part of the bay is encumbered with islets and **rocks** and the bay is open to the SW.

302 **Kate Rocks** ($49^{\circ}59'N$, $127^{\circ}19'W$) are two bare rocks on the south side of Nicolaye Channel. A **rock**, with 2.3 m over it, lies in the fairway 0.8 mile NW of Kate

Rocks. **Moos Islet** is the largest of a group of islets SW of Kate Rocks.

303 **Amos Island** ($50^{\circ}01'N$, $127^{\circ}21'W$) has a chain of islets and **rocks** extending 0.6 mile SE from it. A drying **rock**, at the SE extremity of this chain, has a white concrete pyramid, 1.5 m high, on it. The pyramid is the remains of a daybeacon. A **rock**, with 1.8 m over it at the entrance to an unnamed cove on Union Island, lies about 0.1 mile SSE of the pyramid. The fairway SW of Amos Island is narrowed to 0.1 mile wide by above-water, drying, and sunken **rocks** extending from the Mission Group.

 304 **Amos Island light** (see [LL 82](#)) is on the south side of the island.


Crowther Channel

305 **Crowther Channel** ($50^{\circ}02'N$, $127^{\circ}19'W$) is on the NW side of Union Island and connects Nicolaye Channel to Kyuquot Sound. It is not recommended without local knowledge as the south entrance is encumbered with islets and **rocks** and the NE end is narrowed to about 91 m wide by **Surprise Island**.

306 **Slam Bang Lodge** (604-317-1691) is a sport fishing lodge in **Duchies Cove** (local name) on the SE side of the channel. Call ahead for transient moorage availability.


307 **Trail Creek** flows into a bay 0.4 mile west of Surprise Island and has the site of a former wharf and cannery near its entrance.


308 Fishing boundary markers are on the north and south shores abreast the east end of Surprise Island.

 309 **Anchorage** for small craft can be obtained in 18 to 27 m in a bay north of Surprise Island.

310 **Chutsis Island** is separated from the north extremity of Union Island by a passage fouled with rocks. A fishing boundary marker is on **Guillod Point** ($50^{\circ}03.5'N$, $127^{\circ}16'W$).


311 **Chamiss Bay** ($50^{\circ}04'N$, $127^{\circ}17'W$) is entered between Guillod Point and **Chamiss Point**. A **rock**, with 0.7 m over it, 0.2 mile off the south shore, is marked by **port hand buoy M37**. The settlement has a large logging camp with an oil storage tank, dock, and log booms (2011).


 312 A **submarine cable** (power) lies in Chamiss Bay.

 313 **Jansen Bay**, north of Chamiss Point, is the site of a former logging camp. The small cove at the north end of Jansen Bay has drying **rocks** in its entrance but affords sheltered **anchorage** for small craft.


Kashutl Inlet

314 **Kashutl Inlet**, entered between **Expedition Islets** ($50^{\circ}06'N$, $127^{\circ}14'W$) and a group of islets and drying **rocks** 0.8 mile west, extends 6 miles NW and terminates in the drying mud flat formed by **Kashutl River**.


 315 **Anchorage** can be obtained at the head of Kashutl Inlet, about 0.2 mile from the edge of the drying flat, in 27 to 37 m.

 316 **Hankin Cove**, east of Expedition Islets, affords sheltered **anchorage** to small craft in 13 to 16 m, mud.

317 **Monteith Bay**, 2.3 miles NW of Expedition Islets, has several **rocks** near its south entrance point. A ruined wharf is in the SE corner. A barge loading ramp and conveyor serving a silica mine are in the NW corner. An obstruction lies close north of Monteith Bay.

 318 **Easy Inlet** ($50^{\circ}08'N$, $127^{\circ}18'W$) provides **anchorage** in 29 m, 0.5 mile south of **Kayouk Bluff**. A drying reef lies close north of Kayouk Bluff. The east shore of the inlet should be favoured because two drying flats, at the mouths of creeks, extend up to 0.2 mile off the west side.


319 **Kauwinch River**, on the NE side of Kashutl Inlet, has an extensive steep-to drying flat at its entrance. Fuel tanks and a private dock are on the point to the south of the river.

 320 **Wood Cove** ($50^{\circ}09'N$, $127^{\circ}19'W$) is reported to provide **anchorage** for small craft.

Mission Group and Kyuquot


Chart 3677


Favourite Entrance

 321 **Favourite Entrance** leads north to **Kamils Anchorage** ($50^{\circ}00'N$, $127^{\circ}24'W$), in the centre of Mission Group. The **anchorage** is suitable only for small craft and local knowledge is advised. A narrow passage leads NE to **Barter Cove**, which is shallow.

Brown Channel to Kyuquot


322 **Brown Channel**, entered between Spring Island and **Lookout Island**, leads north and NE to join the west end of Nicolaye Channel abreast **Ahmacinnit Island**, locally known as **Deadman Island**. Numerous islets and drying reefs fringe the south and west sides of Spring Island. **Trapp Bluff** is steep and **conspicuous**.

 323 *Lookout Island light* (see [LL 78](#)) is on the east side of the island.


 324 A **submarine cable** (abandoned) crosses Brown Channel from Lookout Island to the south end of Spring Island.


325 **Cole Rock** ($50^{\circ}01'N$, $127^{\circ}27'W$), 6 m high, lies on the north end of a drying reef. **McLean Point** is the south extremity of **McLean Island**.

326 **Chief Rock**, 0.3 mile SE of McLean Island, dries 1.2 m and is marked by **port hand buoy M29**.

 327 **Clanninick Cove**, east of McLean Island, affords **anchorage** for small vessels in 16 m. **Yakats Rock**, 0.3 mile north of Chief Rock, lies in the entrance of the cove and has less than 0.8 m over it. A **rock**, 1 m high, lies 0.2 mile east of Yakats Rock.

328 **Gayward Rock** ($50^{\circ}01'N$, $127^{\circ}23'W$) lies on the south side of the west end of Nicolaye Channel.

 329 *Gayward Rock light* (see [LL 81](#)) is on the west entrance to Nicolaye Channel.

 330 **Anchorage** can be obtained in mid-channel, 0.5 mile east of Gayward Rock, in a depth of 33 m.

331 **Walters Cove**, north of **Walters Island**, is approached from either the east or west sides of **Rolston Island**. Preferred approach is west of Rolston Island.

 332 *Rolston Island light* (see [LL 81.5](#)) is on an islet west of Rolston Island.


333 The channel west of Rolston Island is marked by *Rolston Island light* (see [LL 81.5](#)), **port hand buoy M31**, and **starboard hand buoy M32**.


334 The channel east of Rolston Island is marked by two **daybeacons**; one has a **starboard hand daymark** and the other has a **port hand daymark**.

335 The fairway SW of **Kon Tiki Island** is marked by **port hand buoys M33** and **M35** and **starboard hand buoy M34**.

336 Walters Island **daybeacon**, on the extremity of a **breakwater** extending from the NE end of the island, has a **port hand daymark**.

337 The channel between Walters Island daybeacon and the private daybeacon close north has been dredged to a width of 24 m and a depth of 4.6 m.


 338 **Submarine cables** and **pipelines** cross the entrance channel and Walters Cove in several locations. Some are marked by signs and mariners should avoid anchoring in their vicinity.



 339 Walters Cove and Nicolaye Channel SW of Walters Island is a **seaplane landing area** known as Kyuquot.

340 Tidal differences for Kyuquot, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

341 **Kyuquot** settlement is on the north shore of Walters Island. There is a post office, store, accommodation, restaurant, sport fishing lodge, fresh water, telephones, a lift for boats up to 9 m, and daily air and water taxi services from Artlish and Fair Harbour.

342 The *Kyuquot Health Centre* (250-332-5289) is in **Houpsitas** and an outpost clinic is on Okime Island.

 343 A **submarine cable** (fibre-optic) extends from Houpsitas to Queens Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

  344 The **public wharf** has docks attached to the north and south sides. **Submarine pipelines** run adjacent to the wharf. Numerous private docks are in the cove.

345 **McKay Cove**, about 0.5 mile north of Rolston Island, has an entrance almost completely blocked by **rocks** and islets. The approach channel, to the north of **Okime Island**, has a tidal fall.


 346 A **submarine pipeline** is laid from the east entrance point of the cove to Kon Tiki Island.

Checleset Bay


Charts 3677, 3683


347 **Checleset Bay** ($50^{\circ}05'N$, $127^{\circ}40'W$), between Mission Group and Clerke Point on Brooks Peninsula 15 miles NE, has numerous islets and **reefs** that are a continuation of the Barrier Islands. Most of the sunken **dangers** are identifiable by breakers caused by heavy swell usually present in the bay.


348 Malksope Inlet, Ououkinsh Inlet, and Nasparti Inlet are approached through this chain of islets and reefs.

 349 **Caution.** — Recent surveys have determined that depths are shoaler than charted in Checleset Bay and in the vicinity of Barrier Islands.


350 A permit is required to land on *Checleset Bay Ecological Reserve (BC Parks)*. The Ka:'yu:'k't'h'/'Chek'tles7et'h' First Nations ask visitors to contact their Houpsitas office at 250-332-5259 before entering the ecological reserve.

 351 **Port hand buoy M27** marks a **shoal** and **starboard hand buoy M28** marks numerous **dangers** NW of Thomas Island.


 352 **Caution.** — The buoys are in an exposed location and are liable to be dragged off position during severe weather.

 353 The coast along the SE side of Brooks Peninsula, NE of Clerke Point, known locally as **Shelter Shed**, is used as an **anchorage** by fishing vessels during NW winds.

Malksope Inlet

 354 **Malksope Inlet**, entered between **Upsowis Point** and **Malksope Point**, has **anchorage** in 11 to 18 fathoms (20 to 33 m), mud. Several islets and **rocks**, 1.5 miles north of Malksope Point, obstruct the fairway. The head of the inlet terminates in a drying bank at the mouth of **Malksope River**.

355 **Mount Paxton** ($50^{\circ}06'N$, $127^{\circ}28'W$) is **conspicuous**. **Thomas Island**, 2.4 miles SW of Mount Paxton, is **cliffy** and **conspicuous**.

 356 **Caution.** — Numerous **dangers** are in the approach to Malksope Inlet and no attempt should be made to approach the inlet except in clear weather and with the aid of local knowledge.

Ououkinsh Inlet and Approach



Chart 3683

357 **Byers Cone** ($50^{\circ}07'N$, $127^{\circ}36'W$), at the SW end of **Acous Peninsula**, is well defined. **Cuttle Islets** with numerous drying **reefs** and **shoals** extend 1 mile south of Acous Peninsula.

358 **McKiel Rock**, 3 miles south of Byers Cone, dries 3 feet (0.9 m). **Clara Islet**, 1 mile NE of McKiel Rock, is 26 feet (7.9 m) high, bare, and surrounded by drying **reefs**. Two detached shoals lie in the fairway NNW of Clara Islet.


359 **Ououkinsh Inlet**, entered between **Cuttle Islets** and **Mahope Point**, is deep and shores in its inner part are high. **Cautious Point**, **Checkaklis Island**, and **Green Head** are named features SSE of Mahope Point.

360 Tidal differences in Ououkinsh Inlet, referenced on Tofino, are given for Bunsby Island in *Canadian Tide and Current Tables, Volume 6*.

  361 **Battle Bay** with **Skirmish Islets** in its centre is encumbered with rocks and not recommended as an anchorage. However, it is reported small craft, using caution and local knowledge, can find **anchorage** in the vicinity of the First Nations reserve.


Longback Rocks, SW of **Theodore Point**, lie east of the north entrance point of the bay.

362 *Big Bunsby Island Marine Provincial Park* (*BC Parks*) encompasses the easternmost Bunsby Island and the smaller islands and islets surrounding it. The park was established as the replacement recreation site for the nearby *Checleset Bay Ecological Reserve* (*BC Parks*). These parks are not charted. Water taxis from Kyuquot and Zeballos provide drop-off service to the park but there are no boating facilities. User-created wilderness campsites are located throughout the park.

 363 **Gay Passage**, between the two largest **Bunsby Islands**, has a number of **rocks** in it but can be used by small craft; local knowledge is advised. It is reported **anchorages** suitable for small craft lie in Gay Passage, in the small bay on the east side of the south Bunsby Island, or the slightly larger bay on the west side of the north island. Careful navigation is required to avoid numerous **rocks** in this area.

364 **Izard Point** is bold. **Hisnit Islands**, on the NW side of the fairway, are steep-to on their south side. **Power River** flows into the inlet north of these islands.

365 **Ououkinsh River** flows into the head of the inlet across an extensive drying flat. A dock with a hut on it is attached to the south shore near the outer end of the drying flat (2011). A logging road leads to the dock from the valley to the south.


 366 **Anchorage** can be obtained about 0.3 mile off the drying flats at the head of Ououkinsh Inlet, in 16 fathoms (29 m), mud.

Nasparti Inlet and Approach


367 **Sullivan Reefs** ($50^{\circ}04'N$, $127^{\circ}40'W$) have less than 6 feet (1.8 m) over them. **Baker Rock**, 1.6 miles NW of Sullivan Reefs, is **awash**. **Cutler Rock**, 0.8 mile NNE of Baker Rock, is 13 feet (4 m) high. A 4 fathom (4.9 m) **shoal** lies 0.8 mile NNE of Cutler Rock. **Quineex Reef**, 1.6 miles west of Baker Rock, dries 8 feet (2.4 m).

368 **O'Leary Islets** ($50^{\circ}06'N$, $127^{\circ}39'W$) are sharp-topped and steep-sided. **Yule Rock**, 0.6 mile north of O'Leary Islets, is 19 feet (5.8 m) high. **Ferey Rock**, 0.7 mile NNW of Yule Rock, dries 10 feet (3 m).

369 **Jacobson Point**, the west entrance point of Nasparti Inlet, is low and a drying **rock spit** extends south from it. A rock with 16 feet (4.9 m) over it lies 0.2 mile east of Jacobson Point and **Boit Rock** (not named on the chart), 0.3 mile NE of the point, has less than 6 feet (1.8 m) over it.

 370 **Columbia Cove** (*50°08'N, 127°41'W*) (not charted), known locally as **Peddlers Cove**, is on the north side of Jacobson Point. The cove has sheltered **anchorage** for small craft.

371 **Nasparti Inlet** has high shores and a drying flat at its head. **Scarf Island**, in the middle of the entrance to Nasparti Inlet, is **conspicuous** from seaward. Steep-to **reefs** extend 0.2 mile west and north from the island. A **rock**, with less than 6 feet (1.8 m) over it, lies 0.1 mile ESE and a 4 fathom (5 m) **shoal** is 0.2 mile SE of the island.


 372 **Anchorage** can be obtained in about 22 fathoms (40 m), 0.4 mile WSW of **Lorenz Point** or in 15 fathoms (27 m), mud bottom, about 0.8 mile from the head of the inlet.

373 **Johnson Lagoon**, on the west side of Nasparti Inlet, has a narrow **rock** encumbered entrance. There are tidal rapids in the narrows and entry by small craft can be made only at HW slack. At spring **tides**, slack water is 2 hours after HW and 2½ hours after LW.

Brooks Peninsula and Solander Island

Charts 3680, 3604, 3623

374 **Brooks Peninsula** (*50°09'N, 127°50'W*) separates Checleset Bay from Brooks Bay. Shores are rocky and mountains rise abruptly to elevations in excess of 600 m. The shelf edge lies only 4 miles SW of Brooks Peninsula where depths increase steeply into **Ououkinsh Canyon**.

 375 **Caution.** — Waters off the peninsula are some of the most hostile on the West Coast. Caution

and respect for weather and sea conditions are required when rounding the peninsula.

376 *Muqqiwn/Brooks Peninsula Provincial Park (BC Parks)*, not charted, encompasses the western half and inland areas of Ououkinsh Inlet; Nasparti Inlet; Brooks Peninsula; and the south shore of Klaskish Inlet off Brooks Bay. Water taxis and air charters from Kyuquot and Zeballos provide access to the park. The park does not have boating facilities.

377 The Ka:'yu:'k't'h'/Chek'tles7et'h' First Nations ask visitors to contact their Houpsitas office at 250-332-5259 prior to exploring Brooks Peninsula.

378 *Muqqiwn/Brooks Peninsula Provincial Park* does not have a boat launch. The nearest launch is in Fair Harbour.

379 **Clerke Point**, the south extremity of Brooks Peninsula, lies 5 miles SE of Cape Cook. The coast between is **foul** and should be given a wide berth. **Banks Reef** dries 13 feet (4 m). **Eldridge Rock** has 13 feet (4 m) over it and breakers are nearly always present.



380 **Cape Cook** (*50°08'N, 127°55'W*) is a conspicuous wooded bluff. Waters in this area can be **dangerous** when conflicting **currents** meet accelerating winds.

381 **Solander Island**, 1.3 miles SW of Cape Cook, is cone shaped.

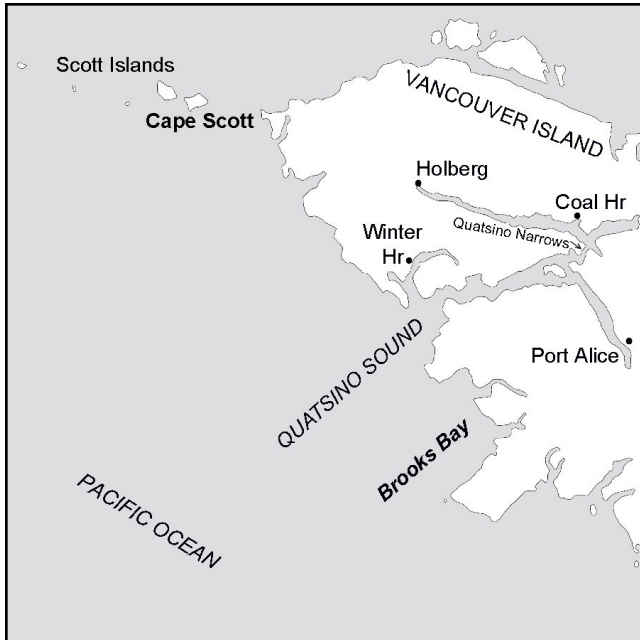
382 *Solander Island Ecological Reserve (BC Parks)* is closed to the public.



383 **Solander Island light** (see [LL 77](#)) is on the island.

Chapter 7

Brooks Bay Cape Scott



General

Charts 3011, 3443, 3447, 3458, 3475, 3624, 3651, 3679, 3680, 3681, 3686

1 Brooks Bay, Klaskish Inlet, Klaskino Anchorage, and Quatsino Sound indent the NW coast of Vancouver Island. From a position at Brooks Bay ($50^{\circ}15'N$, $127^{\circ}53'W$) the coastal route leads NNW for about 40 miles to Cape Scott, where the off-lying Scott Islands extend WNW to a distance of about 26 miles.

2 Communities in Quatsino Sound include Winter Harbour, Quatsino, Port Alice, Coal Harbour, and Holberg. A commercial fishing harbour is in Winter Harbour and a pulp mill operates in the vicinity of Port Alice. Recreational and commercial vessels (including freighters, tugs, and fishing vessels) are in the area year round.

3 A depth of 20 fathoms (37 m), position doubtful, lies about 37 miles WSW of Cape Scott in $50^{\circ}38'N$, $129^{\circ}22'W$.

4 *East Dellwood ODAS light buoy (67.4)* is yellow and marked 46207 (Chart 3002).

5 To the NNE of Scott Islands on Cook Bank ($51^{\circ}00'N$, $128^{\circ}42'W$), the **tidal stream** is rotary with the maximum flood running at 2 kn in a 040° direction, and the maximum ebb running at $1\frac{1}{4}$ kn in a 325° direction.

6 **Calling-in points** 11, 12, and 13 are detailed in *Radio Aids to Marine Navigation (Pacific and Arctic)*, published by the *Canadian Coast Guard*.

7 Additional *Vessel Traffic Services (VTS)* information is in *Radio Aids to Marine Navigation (Pacific and Arctic)*.


8 Numerous provincial parks and ecological reserves are in the area and not all are charted.

Brooks Bay

Chart 3680

9 **Brooks Bay** ($50^{\circ}15'N$, $127^{\circ}53'W$), entered between Cape Cook ($50^{\circ}08'N$, $127^{\circ}55'W$) and Lawn Point, is open. Cape Cook is a conspicuous wooded bluff.


Numerous shoals and rocks lie in the approaches to two inlets at the head of the bay. Winds flow around and over Brooks Peninsula causing very strong winds off Cape Cook with gusty, lee winds in Brooks Bay.


 10 **Caution.** — Brooks Bay should not be entered east of a line joining its entrance points until leading marks for the inlets have been identified. When approaching from the north, Lawn Point should be given a berth of at least 2 miles.

Klaskish Inlet


11 **Harris Peak** ($50^{\circ}13'N$, $127^{\circ}44'W$) is easily identified by its sharp summit. Shields Cone, 1.5 miles north of Harris Peak, is a useful leading mark when approaching Klaskish Inlet.


12 **Hughes Rock** ($50^{\circ}15'N$, $127^{\circ}53'W$) dries 5 feet (1.5 m) and breaks heavily. **Clerke Reefs**, 2.3 miles south of Hughes Rock, consist of two groups of drying reefs. A rock, 11 feet (3.4 m) high, is in the south group. Recommended approach to Klaskish Inlet is between Hughes Rock and Clerke Reefs.

 13 **Caution.** — Numerous dangers lie on both sides of Klaskish Inlet entrance.

 14 **Caution.** — No attempt should be made to pass between Clerke Reefs, **Hackett Island**, **Guilliams Island**, Clerke Islet, and Brooks Peninsula without local knowledge.

15 **Gould Rock** ($50^{\circ}15'N$, $127^{\circ}50'W$) is surrounded by rocks awash and shoals. **Donald Islets**, on the south side of the entrance to Klaskish Inlet, have several drying and below-water rocks in their vicinity.

 16 **Donald Islets light** (see [LL 76](#)) is on the north side of the large islet.

 17 **Klaskish Inlet**, entered between **Orchard Point** and **Sapir Point**, offers **anchorage** SE of McDougal Island and in the basin at its head.

18 **McDougal Island** is wooded and fringed with **shoals**. **Bonner Islet**, 0.4 mile north of McDougal Island, is 75 feet (23 m) high and has a few stunted trees, and the north shore of the inlet in its vicinity is fringed by reefs.


 19 **Submarine pipelines**, 0.2 mile north of Reynolds Point, extend seaward to the 20 m contour.

Chart 3475

20 **Klaskish Anchorage daybeacon**, on a rock off the NE entrance point to the anchorage, has a **port hand daymark**.

Klaskish Basin


21 **Klaskish Basin**, at the head of Klaskish Inlet, has a very narrow entrance of less than 300 feet (91 m) wide and a least depth of 7 fathoms (13 m). The basin provides protection from all seas but strong winds blow down the mountains and through the **Klaskish River** valley.

22 **Klaskish River Ecological Reserve (BC Parks)** includes the northern half of Klaskish Basin. Permission to land is required.

Klaskino Inlet


23 **Heater Point** ($50^{\circ}17'N$, $127^{\circ}52'W$) has **Morris Rocks** and **Steele Reefs** extending 1.8 miles NW from it. **Martin Rock**, 0.4 mile NNE from the north extremity of Steele Reefs, dries 3 feet (0.9 m). Drying and above-water **rocks** extend NE from Martin Rock to Half Moon Islets.

24 **Port hand buoy M17** is SW of Martin Rock and **starboard hand buoy M18** is off the north extremity of Steele Reefs.

 25 **Caution.** — **Buoys M17** and **M18** are in an exposed location and are particularly liable to be dragged off position during severe weather.

26 **Klaskino Inlet**, entered north of Heater Point between the buoys, offers two sheltered anchorages. Its shores are steep and mountainous. A logging road follows the north shore from Red Stripe Mountain to its head.

Charts 3651, 3680

 27 **Klaskino Anchorage** ($50^{\circ}18'N$, $127^{\circ}49'W$) is well-sheltered with depths of 15 m to 18 m. Its entrance is slightly less than 0.1 mile wide between islets and **rocks** off the south extremity of **Anchorage Island** and the drying flat extending from the south shore of the inlet. A **rock** 1 m high and several drying **rocks** lie 0.3 mile west of the entrance and slightly more than 0.1 mile off the south shore.

28 **Scouler Entrance** ($50^{\circ}18'N$, $127^{\circ}50'W$), north of Anchorage Island, leads NE to the inner part of Klaskino Inlet. Islets and **shoals** extend 0.15 mile south from **Mocino Point**. Drying **reefs** extend NW from the NW side of Anchorage Island, their west extremity is marked by **starboard hand buoy M22**.

29 **Scouler Pass** leads through the chain of islands and **reefs** obstructing Klaskino Inlet NE of Anchorage Island. The north passage is about 76 m wide with a least depth of 10.7 m. The south passage is about 122 m wide with a least depth of 2.5 m.

30 Scouler Pass North **daybeacon**, on a drying reef on the south side of the north passage, has a **starboard hand daymark**.

31 **Port hand buoy M23** is on the north side of the north passage.



32 **Anchorage** is obtainable east of the chain of islands in Scouler Passage SW of **Langsdorff Point**, in about 37 m, mud. It is reported that small craft may anchor east of the small island near the head of the inlet.

Chart 3680

33 **Newton Entrance** ($50^{\circ}19'N$, $127^{\circ}55'W$), between the **shoals** extending SE from Scarf Reef and those SW of Rugged Islands, is the approach channel to Klaskino Inlet.

34 The NW extremity of Rugged Islands in line with Seward Hill leads through Newton Entrance.



35 **Rugged Islands** ($50^{\circ}19'N$, $127^{\circ}55'W$) have **foul ground** and **shoals** extending 1.5 miles SW and south of them.



36 **Rugged Islands light** (see [LL 75](#)) is on the north point of the north island.

37 **Side Bay**, with **Keefe Island**, **Mayday Island**, **Half Moon Islets**, and **Keith River** on its west side, is too exposed for satisfactory anchorage.

38 **Lawn Point** ($50^{\circ}20'N$, $127^{\circ}58'W$) is low and grassy. **Restless Mountain**, 1.5 miles ENE of Lawn Point, has an elevation of 2,240 feet (683 m). **Seward Hill**, 4.5 miles ENE of Lawn Point, is a useful leading mark when approaching from seaward. **Red Stripe Mountain**, 5 miles east of Lawn Point, has been logged along its SE slope.



39 **Scarf Reef**, 1 mile SW of Lawn Point, has 15 feet (4.6 m) over it and breaks in heavy weather. Several **shoals** extend 1.5 miles SE from the reef.

Quatsino Sound

Charts 3679, 3686

40 **Quatsino Sound** is the most NW of the larger inlets on the west coast of Vancouver Island. It is approached between Kwakiutl Point ($50^{\circ}21'N$, $127^{\circ}59'W$) and Cape Parkins ($50^{\circ}27'N$, $128^{\circ}03'W$) and entered north of Cliffe Point ($50^{\circ}28'N$, $127^{\circ}56'W$). Forward Inlet is on the north side of the approach. The sound leads 13 miles ENE to Drake Island, where it divides, branching SE into Neroutsos Inlet or north through Quatsino Narrows into Holberg and Rupert Inlets.



41 **Caution.** — **Dangers** on each side and in the fairway of the approach are marked by breakers only in heavy weather.

42 The entrance to Quatsino Sound is easily identified. On the SE side of the approach there are several inshore islets. **Mount Kains** and **Flat Top Mountain** lie on the north side, west of Forward Inlet. East of Forward Inlet, **Plumper Hill** has steep cliffs on its SW side and **Nose Peak** is easily identified by its sharp rocky summit. **Mount Bury** lies 1.7 miles SSE of Cliffe Point.

43 Tidal predictions in Quatsino Sound are given for Winter Harbour. Tidal differences referenced on Winter Harbour are given for Bergh Cove. These predictions and differences are in *Canadian Tide and Current Tables, Volume 6*.



44 **Tidal streams** in the approach to Quatsino Sound, west of Gillam Islands, set north and south and attain 3 kn at springs.



45 North of Drake Island ($50^{\circ}31'N$, $127^{\circ}39'W$), the east-going **tidal stream** divides about midway between Bergh Cove and the NE coast of Drake Island, one part flowing SE into Neroutsos Inlet and the other ENE toward Quatsino Narrows, each attaining about 3 kn at springs. The junction of the west-going parts of the tidal stream takes place in about the same position. Tidal streams turn about 1 hour after HW and LW.



46 In Buchholz Channel **tidal streams** set east and west. At its west end the east-going stream sets strongly toward Farmer Islets and the **foul ground** in their vicinity.



47 **Anchorage** can be obtained NE of Kains Island, or in North Harbour, Winter Harbour, Koskimo Bay, or Koprino Harbour.

48 **Kwakiutl Point** ($50^{\circ}21'N$, $128^{\circ}00'W$) is low and rocky.

49 **Restless Bight**, north of Kwakiutl Point, affords no shelter and is encumbered with **rocks**.

Chart 3686



50 **Gooding Cove** ($50^{\circ}24'N$, $127^{\circ}57'W$) has **anchorage** for small craft in fine weather in a depth of about 10 m, sand bottom.

51 **Rowley Reefs** ($50^{\circ}24'N$, $127^{\circ}59'W$) extend 1.3 miles offshore. **Pilling Rock**, which dries 0.9 m, is their outermost drying rock.

52 **Harvey Cove** ($50^{\circ}26'N$, $127^{\circ}56'W$) is exposed to the west and not recommended as an anchorage.

53 **Gillam Islands** ($50^{\circ}27'N$, $127^{\circ}58'W$) are bare and grassy except for one island at the north end, which is wooded.

54 **Billard Rock**, 0.4 mile south of Gillam Islands, has 7.9 m over it. **Brown Rock**, 0.8 mile NW of Gillam Islands, has 4.9 m over it. **Pilley Shoal**, 1.1 miles NNE of Gillam Islands and about 0.2 mile off the north shore, has 5.5 m over it and is steep-to. **McAllister Islet**, about 0.5 mile north of Brown Rock, lies 0.1 mile offshore.

55 *Billard Rock light and whistle buoy M3 (68.2)*, south of the rock, is a **port hand** buoy fitted with a **racon** — —• (G), X & S bands.

Chart 3475

56 *Brown Rock buoy M6*, NW of the rock, is a **starboard hand** buoy.

57 **Cliffe Point** ($50^{\circ}28'N$, $127^{\circ}56'W$) is a steep-to precipitous bluff from which the land rises to a mountain summit.



58 *Cliffe Point light (see LL 68.3)* is on the extremity of the point.



59 **Nordstrom Cove** ($50^{\circ}29'N$, $127^{\circ}55'W$), with drying and below-water **rocks** in it, has **anchorage** suitable only for small craft.

60 **Kains Island** ($50^{\circ}27'N$, $128^{\circ}02'W$) can be easily identified by the lighthouse. The boat passage between the island and Vancouver Island NW is suitable only for small craft in fine weather.



61 **Anchorage** with shelter from west winds can be found NE of Kains Island.



62 *Quatsino light (see LL 68)* is on the SE end of Kains Island. It is visible from 224° through west, north and east to 104° .

63 **South Danger Rock** ($50^{\circ}26'N$, $128^{\circ}00'W$) is **awash**. **Robson Rock**, 0.6 mile NNW of South Danger Rock, dries 0.3 m. A **rock** with 1.8 m over it lies between the two. These rocks lie in the middle of the fairway and are not always marked by breakers.

64 **Heron Rock**, 0.2 mile south of Kains Island, has 7 m over it. **Pinnacle Island**, 0.6 mile NNE of Kains Island, is a jagged rock with a few low bushes.

Forward Inlet



65 **Forward Inlet**, entered between **Kains Point** ($50^{\circ}28'N$, $128^{\circ}02'W$) and **Montgomery Point**, has sheltered anchorage in North Harbour and Winter Harbour. **Hunt Islets** and **Matthews Island** lie on the SW side of the fairway.

66 Tidal differences for Hunt Islets, referenced on Winter Harbour, are in *Canadian Tide and Current Tables, Volume 6*.



67 **North Harbour**, NW of Matthews Island, has sheltered anchorage midway between the island and **Flint Rock** in a depth of 16 m.

68 **Browning Inlet** leads NW from North Harbour into a basin completely filled by a drying flat.

69 **Hall Bank**, south of **Hazard Point**, extends nearly 0.5 mile from the east shore of Forward Inlet.

Winter Harbour



70 **Winter Harbour**, entered east of **Greenwood Point**, has low shores fringed with sandy beaches. It has secure, well-sheltered **anchorage** in a depth of about 15 m, mud bottom, 0.6 mile NNE of Greenwood Point.



71 *Greenwood Point light (see LL 67.8)* is on the point.



72 A **submarine pipeline** crosses the harbour close north of Greenwood Point and is marked by signs.

73 Tidal predictions for Winter Harbour are in *Canadian Tide and Current Tables, Volume 6*.

74 **Winter Harbour** settlement is on the west shore north of Greenwood Point. A post office and library are in Winter Harbour. Emergency repairs can be arranged from Port Hardy and there is a boat launching **ramp** for small craft. A water taxi service operates to Holberg and charter aircraft are available. A dirt road connects Winter Harbour to Holberg, then by gravel road to the main highway system. Camping facilities with fresh water and a launching ramp are north of the settlement.



75 *The Outpost at Winter Harbour* (at the former *BC Packers* site) has a **marina**, fuel dock, and general store. For detailed information see www.winterharbour.ca.



76 The *Winter Harbour Small Craft Harbour* (*Winter Harbour Authority*) **public wharf** is next to a sport fishing lodge.

77 A private wharf close north has docks 37 m long attached to its south side.


78 **Marine farm** facilities are on the north side of the peninsula, 1 mile NNE of Greenwood Point.

79 **Booming grounds** are on the east shore 0.7 mile NE of Greenwood Point, 0.3 mile west of Wedel Island where the point has a log dump and sorting area on it, and north of Wedel Island.

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80 **Wedel Island**, with several other islets and drying flats, encumber the head of Winter Harbour. **Ahwhichoalto Inlet**, at the head of Winter Harbour, is entered through a narrow and shallow passage. The inlet extends 3.5 miles east (*Chart 3679*) and is unsurveyed.

 81 A **submarine cable** (fibre-optic) extends from Winter Harbour east to Bergh Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


82 **Marine farm** facilities are in the centre of Ahwhichoalto Inlet, 2 miles inside the entrance.

Chart 3679


Koskimo Bay to Quatsino Narrows

83 **Koskimo Bay** ($50^{\circ}28'N$, $127^{\circ}53'W$) is a broad bight south of Bedwell Islands. A narrow boat passage separates **Mabbott Island** from shore and the **ruins** of a concrete wharf and former cannery are at its SE end. **Chapman Islet**, 0.8 mile east, lies close west of the drying flats fronting **Mahatta Creek**.

84 **Marine farm** facilities, protected by a floating **breakwater**, are SSE of Mabbott Island, north of the former cannery.

 85 **Anchorage**, in 25 m sand and mud bottom, is obtainable 0.4 mile NE of Chapman Islet. It is reported that small craft can anchor south of the east end of Mabbott Island and east of the drying flats off Mahatta Creek.


86 **Bedwell Islands** ($50^{\circ}29'N$, $127^{\circ}54'W$) are separated from the north shore by a narrow boat passage. A small pointed **rock**, at the south extremity of the group, is 2 m high and somewhat prominent. **Monday Rocks**, 0.5 mile ENE of Bedwell Islands, are steep-to.

 87 **Bedwell Islands light** (see [LL 68.5](#)) is on the south end of islet.


88 **Port hand buoy M7** marks the south end of Monday Rocks.

89 The narrow boat channel between **Koskimo Islands** and Vancouver Island has a **rock** that dries 3.7 m in the centre of it. Depths of 2.1 m lie to the north of the drying **rock** and depths of less than 0.7 m lie to the south.


90 **May Point** ($50^{\circ}29'N$, $127^{\circ}51'W$), the NW extremity of Koskimo Islands, is steep-to.

 91 **Koskimo Islands light** (see [LL 68.6](#)) is on the north extremity of the largest island.


92 **Koprino Harbour**, entered between Monday Rocks and **Prideaux Point**, is suitable only for small vessels. **Jones Rock**, **Diggs Islet**, **Skedin Islet**, and **Linthlop Islet** lie on the outer edge of the drying flat from the **Koprino River** that fills the north end of the harbour. **Spencer Cove** has the concrete abutments of a former wharf near its east entrance point. *Spencer Cove Recreation Site* (not charted) has a campground, launching **ramp**, and dock. **Robson Cove**, with **Dockyard Islet** in its entrance, has an A-frame and a **booming ground** along its west side. **East Cove**, with **Botel Islet** in its entrance, has a cabin in **ruins** at its head.

 93 **Anchorage** for small vessels can be obtained in Koprino Harbour, west of **Schloss Island**, in 22 m, mud, or 0.1 mile NNW of **Ives Islet** ($50^{\circ}30'N$, $127^{\circ}51'W$) in 15 m, but vessels using the latter anchorage should moor as swinging room is limited and **Allan Bank** ($50^{\circ}30'N$, $127^{\circ}51'W$) lies to the west. It is reported that East Cove has sheltered **anchorage** for small craft.

94 *Quatsino Provincial Park (BC Parks)* encompasses the drying flats of Koprino River, the east side of Koprino Harbour, and extends east to **Shapland Cove**. This is a wilderness park with no boating facilities.

 95 **Mahatta River** ($50^{\circ}27'N$, $127^{\circ}48'W$), south of **Salmon Islands**, is the site of a former logging community. It has an A-frame and a **wharf** with a depth of 9 m alongside. **Booming grounds** line the shore.

96 **Brockton Island** ($50^{\circ}29'N$, $127^{\circ}46'W$), covered with low bushes, is steep-to on its east and SW sides. **Lind Islet**, 1 mile west of Brockton Island, is 1 m high and bare.


 97 **Brockton Island light** (see [LL 68.8](#)) is on the NW end of the island.


98 Fishing boundary markers are on Vancouver Island south of Brockton Island and on the east entrance point of a bay 0.8 mile east of Brockton Island.

99 **Booming grounds** with a dock, logging camp, log **breakwater**, and **ramp** are in the bay fronting **Cleagh Creek**, SE of Brockton Island.

100 **Bish Creek**, 2 miles NE of Brockton Island, and **Kewquodie Creek**, 2 miles east of Brockton Island, are fronted by drying flats.

101 **Drake Island** ($50^{\circ}31'N$, $127^{\circ}40'W$) has gently wooded slopes and a considerable portion of the south part of the island is under cultivation. The fairway north of Drake Island is entered between **Newcomb Rocks** and **Ildstad Islands**. **Percy Ledge** extends 0.6 mile west from Ildstad Islands.

 102 **Ildstad Islands light** (see [LL 69](#)) is on the SW extremity of the east Ildstad Island.

 103 **Pamphlet Cove**, known locally as **Quiet Cove**, is on the north side of Drake Island and has sheltered **anchorage** for small craft. Keep in the middle when entering to avoid drying **rocks** on either side. A tidal grid and remains of old docks are along the shore.




 104 **Sherberg Island** and **Akre Rocks**, 1 mile NE of Pamphlet Cove, lie close-off the north shore. **Ruins** of a wharf are north of the island and a dock on the north shore is close east of Sherberg Island. **Submarine pipelines** (sewage) extend from the Vancouver Island shore north of and 0.2 mile east of Sherberg Island. A **submarine cable** crosses the channel from the dock to Sherberg Island.

Chart 3681


105 **Bergh Cove** ($50^{\circ}32'N$, $127^{\circ}37'W$) is entered east of **Leeson Point**. **Leeson Rock**, 0.1 mile SE of *Leeson Point light (70)*, is marked by **starboard hand buoy M10**.

 106 Three **submarine cables** (fibre-optic) extend from Bergh Cove. One cable extends from Bergh Cove west to Winter Harbour and another south to Rumble Beach. The third cable extends through Quatsino Narrows to Coal Harbour. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 107 **Leeson Point light** (see [LL 70](#)) is near the south extremity of a **reef** off the point.


108 The community of **Quatsino**, east of Bergh Cove, has a post office, accommodations, historic church, and store. A short length of road leads west along the shore from the village, SE of **Hecate Cove**, to about 1 mile west of


Leeson Point. Transportation is by seaplane or sea. Water taxi service to Coal Harbour is available.

 109 The *Quatsino Wharf & Fuel Dock* (QFN Marine Limited Partnership) **public wharf** is in Bergh Cove. A launching **ramp** and camping is nearby. For detailed information see www.quatsinofn.com.

110 Private docks are on the west side of Bergh Cove, NW and NNE of Jesdal Islet, and in Hecate Cove.


111 A boatyard and machine shop, on the SW side of Hecate Cove, has a slipway capable of handling vessels up to 27 tonnes. Repairs, moorage, water taxi, and towing are available.

 112 **Anchorage** for small vessels can be obtained in Hecate Cove, NW of **Kitten Islet**.

 113 **Caution.** — Strong **tidal streams** are in the entrance to Hecate Cove.


114 A fishing boundary marker is on Kitten Islet.

115 **Quattische Island** ($50^{\circ}32'N$, $127^{\circ}35'W$) lies in mid-channel with the fairway on its north side. **Lindgren Point** is 0.3 mile west of Quattische Island and **Ohlsen Point**, 0.4 mile ENE of the island, is bold and rocky. **Kwokwesta Creek** is 0.5 mile SSE of Ohlsen Point.

 116 *Quatsino Narrows light* (see [LL 70.5](#)) is on a drying ledge on the north side of the channel NW of Quattische Island and has a **port hand daymark**.


 117 *Ohlsen Point light* (see [LL 71](#)) is on the point.

118 A private **daybeacon**, on the east side of Quattische Island, has a white rectangular **daymark**.

 119 **Kokwina Cove**, SE of Quattische Island, has drying **reefs** and strong **tidal streams** in its approach. It is suitable only as a small craft **anchorage**.



120 **Marine farm** facilities are in Kokwina Cove.



Quatsino Narrows



 121 **Quatsino Narrows** connects Quatsino Sound to Rupert Inlet and Holberg Inlet. It is approached from Quatsino Sound between **Jesdal Islet** ($50^{\circ}32'N$, $127^{\circ}37'W$) and **Evenson Point**. The fairway has a minimum width of 0.1 mile with a least depth at its north end of 8.1 m. A rocky **shoal spit**, 0.4 mile south of Sorenson Point, has a depth of 4.2 m and extends almost to mid-channel from the west shore. A **submarine cable** crosses the south approach between Evenson Point and Quatsino.


122 Tidal differences in Quatsino Narrows, referenced on Winter Harbour, for Bergh Cove, Kwokwesta Creek,


and Makwazniht Island are in *Canadian Tide and Current Tables, Volume 6*.

  123 **Tidal streams** attain 9 kn on the flood and 8 kn on the ebb in the vicinity of Makwazniht Island. North of Quattische Island and east of Ohlsen Point, maximum rates are approximately 5 kn and run past the entrance to Hecate Cove ($50^{\circ}33'N$, $127^{\circ}36'W$) at 1 to 3 kn. Strong **turbulence** is encountered throughout the main channel. Predictions of times and rate of maximum **current**, and time of slack water, are given for current station Quatsino Narrows in *Canadian Tide and Current Tables, Volume 6*.

  124 Flood **currents** tend to set toward the east shore with the strongest velocities experienced at the north end of the narrows, just west of Makwazniht Island. A large **tide rip** occurs NW of Makwazniht Island and a rip forms off Ohlsen Point. A large back eddy occurs east of Quattische Island.

  125 Ebb **currents** tend to set toward the west shore of the narrows, with the strongest velocities occurring SW of Makwazniht Island. A large **tide rip** forms NW of Makwazniht Island and a **rip** occurs off Ohlsen Point. A large back-eddy occurs east of Quattische Island.

 126 Slack water there is only a brief period, and the time of turn may not be the same at the surface as below the surface. On small tides the turn may be later by as much as 1 hour. According to local information the turn to ebb at the south end of the narrows occurs approximately 30 minutes later than the ebb at the north end.

 127 **Caution.** — Log booms under tow at or near slack water can be encountered at the north end of the narrows.

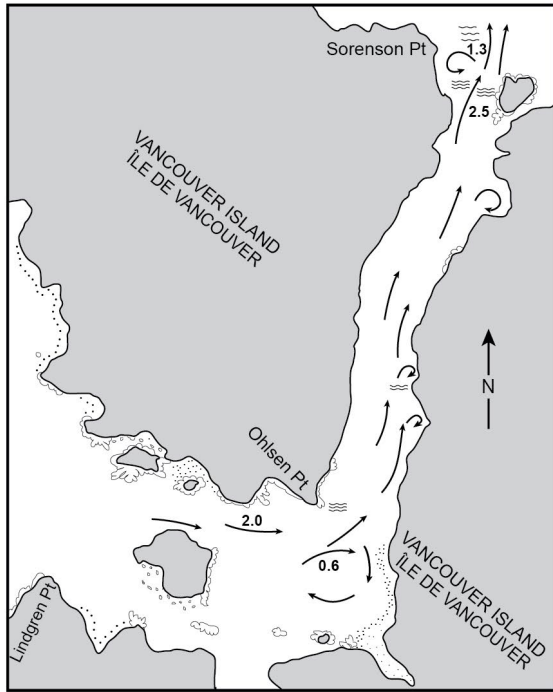
128 **Makwazniht Island** lies at the north end, and on the east side, of Quatsino Narrows; drying ledges extend from its SW side. **Kultah Point** lies SE of the island. **Sorenson Point** is the NW entrance point to Quatsino Narrows.

 129 *Makwazniht Island light* (see [LL 72](#)) is on the island, Quatsino Narrows.

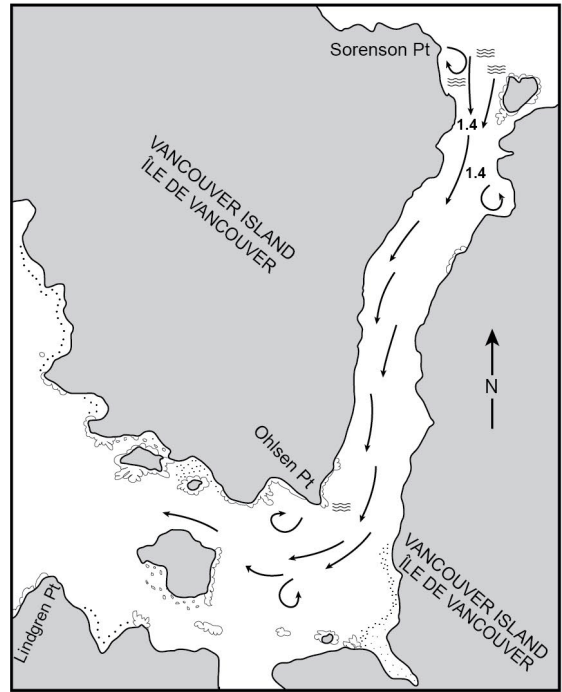
130 Kultah Point **daybeacon**, on a drying ledge about 0.2 mile south of Makwazniht Island, has a **starboard hand daymark**.

131 Quatsino Narrows **daybeacon range**, on the east shore 0.5 mile SSW of Makwazniht Island, leads through the north end of the narrows.

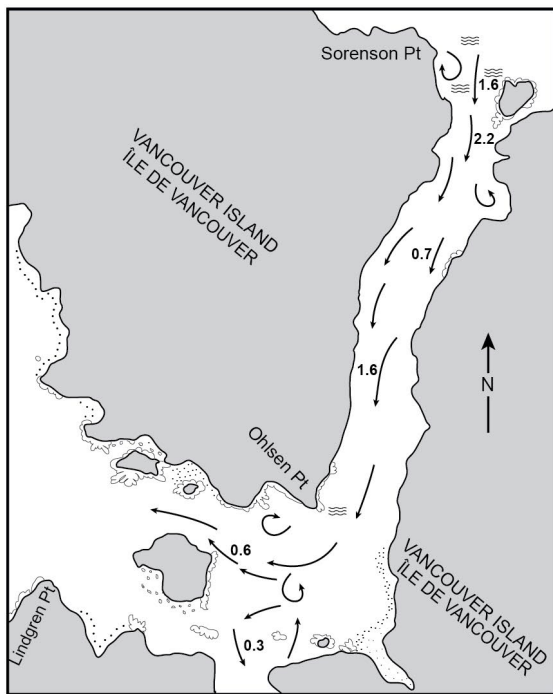
FIGURE 7.1: QUATSINO NARROWS CURRENTS



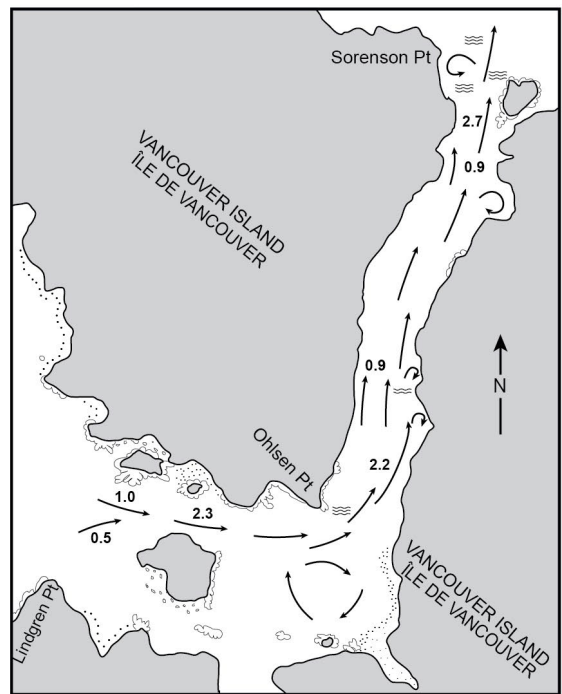
High water slack – half hour before



High water slack – half hour after



Low water slack – half hour before



Low water slack – half hour after


Rates (velocities) are in knots.

Rupert Inlet


Chart 3679

132 **Rupert Inlet** ($50^{\circ}34'N$, $127^{\circ}33'W$), entered between **Hankin Point** and **Kenny Point**, extends 5 miles ENE from Quatsino Narrows and terminates in an extensive drying flat. A fishing boundary marker is on Kenny Point. A logging camp and A-frame are on the south shore 2 miles NE of Hankin Point.


133 *Marble River Provincial Park (BC Parks)* includes the waters and shores of Quatsino Narrows, Varney Bay, and waters about 3 miles up Marble River.

 134 **Varney Bay** ($50^{\circ}33'N$, $127^{\circ}32'W$) is useful as an **anchorage** only for small vessels. It has drying and below-water **rocks** in it and the **Marble River** flows into its head across an extensive drying flat.

135 The former *Island Copper Mine* ($50^{\circ}36'N$, $127^{\circ}30'W$) was on the north shore of Rupert Inlet, about 2.5 miles NE of Hankin Point. The mine closed in 1996. The operations area of the mine site may be used for future industrial development however the open pit was flooded and the immediate surrounding area returned to a natural state.

 136 The former *Island Copper Mine* bulk ore loading **wharf** consists of a **pier** extending 61 m offshore with four **dolphins** at its outer end connected by a catwalk that form a berthing face about 213 m long.

137 A barge **ramp** formerly used for handling railcars is in a bay close west of the mine wharf.


 138 **Submarine pipelines**, 0.3 mile east of the wharf, are marked by a sign onshore.

139 Fishing boundary markers are on the north and south sides of Rupert Inlet, just west of the drying flat at its head.

140 **Washlawlis Creek** flows into the drying flats on the north side at the head of the inlet. Logging road **bridges** cross the entrance to the creek and a log dump and **booming ground** are in this vicinity.

Holberg Inlet

141 **Holberg Inlet**, entered between Sorenson and Hankin Points, extends 18 miles west from Quatsino Narrows and terminates in an extensive drying flat.

 142 A **submarine cable** area crosses the inlet WNW of Sorenson Point and is marked by signs.

143 Inactive **spoil grounds** are in $50^{\circ}35'N$, $127^{\circ}35'W$, 70 m, and in $50^{\circ}38.7'N$, $127^{\circ}59'W$, 55 m.

144 Tidal differences in Holberg Inlet, referenced on Winter Harbour, are given for Coal Harbour in *Canadian Tide and Current Tables, Volume 6*.


145 **Thorp Point** ($50^{\circ}35'N$, $127^{\circ}37'W$) is cliffy and steep-to. **Marine farm** facilities are close east and west of Thorp Point.

Chart 3681


Coal Harbour


146 **Coal Harbour** ($50^{\circ}36'N$, $127^{\circ}35'W$) is fringed with sand, gravel, and mud beaches. A **shoal spit** extends NW from **Stewart Point**, and **Stephens Creek** flows into its north end over a drying mud flat. The east side of the harbour is a **booming ground**.


147 The community of **Coal Harbour** has a post office, store, and coffee shop. It is connected by a paved road to the main highway (*Highway 19*) at Port Hardy. There is a boatyard where engine and hull repairs can be undertaken. A marine railway can haul craft up to 15 m long. Gasoline, diesel fuel, and used oil disposal facilities are available at the fuel dock.


 148 The **public wharf** (*Coal Harbour Community Club*) has depths of 6.4 m alongside the outer face. Docks attached to the east and west sides have depths of about 3.6 m alongside.


149 The wharf 0.3 mile SW of the public wharf is in disrepair.

 150 **Submarine cables**, west of the public wharf, commence on the north shore and cross the entrance of the harbour to the south side of Holberg Inlet.

 151 A **submarine cable** (fibre-optic) extends from Coal Harbour to Bergh Cove. An additional cable extends from Coal Harbour to Holberg. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.

 152 A **submarine pipeline** (sewer outfall), marked by a sign, extends about 300 m from the north shore 0.5 mile WNW of Stewart Point.

 153 **Anchorage** in Coal Harbour can be obtained 0.3 mile NNE of Stewart Point in 22 m, mud bottom. Do not anchor west of a line drawn south from the public wharf.

 154 Coal Harbour is a **seaplane landing area**.


155 Fishing boundary markers are close south of Stewart Point and about 0.5 mile WSW of the public wharf.

Chart 3679

156 **Pot Rock**, 0.6 mile NW of Thorp Point, has two drying heads. The bay, 0.4 mile NE of Pot Rock, has drying reefs in its entrance and a **conspicuous** white cliff on its west side.


157 **Apple Bay** is filled with drying flats of gravel and boulders. A fishing boundary marker is on the west end of **Orr Island** and an abandoned log dump and concrete remains of a barge **ramp** are 1 mile west.

158 **Glerup Rock** is a drying rock at the east extremity of **Stragging Islands**.

 159 **Stragging Islands light** (see [LL 73](#)) is on the west end of the largest island.

160 **Henriksen Point** is low, swampy, fringed with a stony drying flat, and has a fishing boundary marker on it. **Michelsen Point**, on the south shore, has a drying shingle ledge extending from it.

161 **Jules Bay**, SE of **Dahlstrom Point**, is filled with a gravel drying flat. A log dump, A-frame, and **booming ground** are close NW of **Norton Point**. The bay on the south shore 4 miles WNW of Dahlstrom Point is filled with a gravel drying flat.

 162 **Caution.** — The section of Holberg Inlet 4.5 miles west of Dahlstrom Point is known locally as Holberg Narrows. The fairway, with depths in excess of 10 m, is narrowed to about 100 m by a drying reef and shoal off the south shore and a shoal spit extending from the north shore.

163 A private **daybeacon**, on the south shore at the west end of Holberg Narrows, is a white tripod in disrepair (1988).

164 **Clesklagh Creek**, 4.5 miles from the head of Holberg Inlet, flows into the north side of the inlet across a gravel drying flat. A rock with 1.5 m over it lies near mid-channel south.

165 Fishing boundary markers are on the north and south sides of the inlet, about 3 miles from its head.


Holberg

166 The community of **Holberg** is connected by road to the main island highway (*Highway 19*) at Port Hardy, and logging road leads south to Winter Harbour. A restaurant is in Holberg.

167 A **pier** extends across the drying flat at the head of the inlet. It has berthing docks at its outer end and on its north side. The outer end of the pier has three sheds on it. A floating **breakwater** extends south from the north shore and protects docks on the north side of the pier. The docks have


power but no fresh water. A boat launching **ramp** is on the north side.

168 **Booming grounds** line the north and south sides of the inlet in the vicinity of Holberg.


 169 A **submarine cable** (fibre-optic) extends from Holberg to Coal Harbour. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


Buchholz Channel


170 **Buchholz Channel** ($50^{\circ}30'N$, $127^{\circ}38'W$), on the south side of Drake Island, is entered at its west end between **Holloway Point** and **Bland Island**. **Noot Rock**, **Farmer Islets**, **Norgar Islet**, and several drying and below-water **rocks** lie in the middle of the west entrance. **Lakken Point**, at the east end of the channel, is the SE extremity of Drake Island and has **shoal** water extending 0.1 mile from it.

 171 **Caution.** — Buchholz Channel is not recommended for use at night or without the aid of local knowledge. The best time to enter is stemming the **ebb stream**. The **flood stream** sets strongly toward Farmer Islets and the **dangers** in their vicinity.

172 **Kloutchlimmis Creek**, south of Bland Island and Noot Rock, has an extensive drying flat extending from its mouth; the passage between is suitable only for small craft. The west side of the drying flat is a **booming ground** and dry land sorting area. A fishing boundary marker is on the east side.

 173 **Kultus Cove** ($50^{\circ}29'N$, $127^{\circ}37'W$) has irregular depths and has **anchorage** only for small craft. **North cardinal buoy MB** marks a **shoal** in the cove. A wooded islet and some drying **rocks** lie near its head. The east and south shores are **booming grounds**. The cove is used by deep-sea freighters and tugs with log barges for loading logs, and they moor to log rafts extending from shore.

 174 **Julian Cove**, SE of **Banter Point**, has depths of 10 to 15 m, mud, and limited swinging room but is a useful **anchorage** for small craft. The west side is a **booming ground**.

 175 **Smith Cove**, 0.5 mile east of Julian Cove, has a **rock** that dries 1.3 m in the middle of the cove and drying **rock** ledge extending from the east shore. **Anchorage** is available only to small craft.

Neroutsos Inlet


176 **Neroutsos Inlet** extends 13 miles SSE from Drake Island and terminates in an extensive mud flat. The

narrowest part of the fairway, in the vicinity of Port Alice, is 0.2 mile wide. Depths in the fairway are in excess of 100 m except in the approach to Port Alice where they decrease to about 40 m. Shores are high, rugged, and backed by mountains. Winds are reported to blow strongly down the inlet during most afternoons.

177 **Ice** forms occasionally but does not interfere with ocean-going vessels.

178 Tidal differences in Neroutsos Inlet, referenced on Winter Harbour, are given for Port Alice in *Canadian Tide and Current Tables, Volume 6*.

179 **Cross Island** ($50^{\circ}31'N$, $127^{\circ}37'W$), on the west side of the fairway, has drying **reefs** extending 0.2 mile south of it. **McNiffe Rock**, 0.3 mile ENE of Cross Island, is a drying rock on the east side of the fairway.

 180 **McNiffe Rock light** (see [LL 73.4](#)) is on the rock in Neroutsos Inlet.


181 **Atkins Cove** ($50^{\circ}31'N$, $127^{\circ}35'W$), on the NE side of the channel, has drying flats with **boulders** extending from its east shore and is exposed to the south. A narrow passage, with a depth of 1.1 m, leads into a small lagoon at its head, known locally as Early Bird Cove. A log dump is on the west shore of the lagoon.

182 **Pender Point** ($50^{\circ}29'N$, $127^{\circ}35'W$) has a fishing boundary marker on it. **Buchholz Rock**, 0.5 mile ESE of Pender Point, has 2 m over it.

183 **Buchholz Rock light buoy M14** (73.5), east of the rock, is a **starboard hand** buoy.

184 **Yreka**, on the west shore 2 miles SE of Pender Point, is the site of an abandoned mine with the **ruins** of a wharf and barge landing.


185 **Lyons Point**, on the east shore 3 miles SE of Pender Point, has a log sorting area on it and a **booming ground** on its north side.


 186 A barge loading ramp and dolphins belonging to a cement company is between the ferry terminal and Pimbury Point. *Esso Oil* bulk plant **wharf** at Pimbury Point is 49 m long with a least depth of 3 m alongside.

187 **Jeune Landing**, 1.5 miles SE of Lyons Point, is a small community on the road close north to Port Alice. A drying **spit**, close north of the public wharf, extends 0.1 mile from the mouth of **Nequiltpaalis Creek**. Approach the public wharf from the south to avoid this drying spit.


Chart 3681

188 **Mist Rock** ($50^{\circ}26'N$, $127^{\circ}30'W$) is a drying rock with **shoals** extending 0.1 mile NNW and SSE from it.

 189 **Mist Rock light** (see [LL 74.5](#)) is on the **rock**.

 190 Port Alice is a **seaplane landing area** and includes waters between Jeune Landing and Port Alice.


191 **Rumble Beach**, east of Mist Rock, is the residential site for Port Alice and has a floating **breakwater** and boat launching **ramp**.


 192 A **submarine cable** (fibre-optic) extends from Rumble Beach to Bergh Cove. It is recommended that mariners consult CHS charts to avoid damaging the cables. For detailed information see <https://connectedcoast.ca/>.


193 The village of **Port Alice** ($50^{\circ}23'N$, $127^{\circ}27'W$) has a post office, grocery store, restaurants, bank, hospital with a heliport, and a *Royal Canadian Mounted Police (RCMP)* detachment. A paved road connects Port Alice to the main island highway (*Highway 19*) near Port Hardy.

194 *Royal Canadian Marine Search and Rescue (RCM-SAR) Unit 43* is in Port Alice.

195 *Port Alice Yacht Club* at Rumble Beach has guest moorage (reciprocal only); fuel on call. For detailed information see www.portalice.ca.

 196 **Rumble Beach Marina** (*Port Alice Municipal Office*) has marine fuel delivered to the dock April to September. Power is not available. The marina is within walking distance to Port Alice. For detailed information see www.portalice.ca.

 197 A **submarine pipeline** and **booming ground** are north of the town site. **Booming grounds** lie to the south, in the passage east of **Frigon Islets**. This passage is suitable only for small craft.

 198 **Frigon Islets light** (see [LL 74](#)) is on the SW point of the most westerly islet.

199 **Thurburn Bay** ($50^{\circ}23'N$, $127^{\circ}29'W$) does not have anchorage. The west side of the bay is steep-to. A log dump, **booming ground**, boat **ramp**, and dock are close south of the west entrance point.

200 **Ker Point**, the east side of Thurburn Bay, has **Muir Rocks** extending 0.1 mile NE from it.

Charts 3443, 3458

201 **Cayuse Creek**, 0.5 mile SE of Ker Point, is fronted by an extensive drying flat.


202 **Ketchen Island** is separated from Cayuse Creek drying flat by a narrow channel with two drying **reefs** close-off the Ketchen Island shore. The area SW of Ketchen Island is well-sheltered and used as a log storage area. The


SE entrance to this area is very narrow and encumbered with a drying **rock**.


Port Alice


203 Port Alice is the site of a large pulp mill owned by *Neucel Specialty Cellulose* (250 284-3331, info@neucel.com). The port is used mainly for shipping pulp.


204 Tidal differences for Port Alice, referenced on Winter Harbour, are in *Canadian Tide and Current Tables, Volume 6*.

 205 **Anchorage** for vessels waiting for a berth at Port Alice can be obtained NW of Ker Point in 50 to 80 m, mud bottom.

 206 The pulp mill **wharf** has a straight face of 126 m at its NW end, then angles outward at 30° for 18 m, then trends in the same direction as the main face for another 45 m. Berthing **piers** and **dolphins** are 53 and 100 m NW of the NW end. The SE end is used by waiting vessels and barges. The largest vessel to use the wharf had a length of 183 m with a draught of about 11 m. Depths alongside the wharf shown on the inset of the chart were taken in 2000 and tend to **shoal** due to deposits of waste pulp. Wide fenders or pontoons are used to keep large vessels off the wharf in deep water while loading. Fresh water is obtainable. There is 1393 m² of open storage and a 4515 m² storage shed.

 207 A **wharf**, used by barges for discharging rail tank cars, is 0.1 mile east of the south end of the pulp mill wharf. Three **dolphins** lie on the NW side of the approach to this wharf. A depth of 2.9 m, rock bottom, lies 25 m SW from the face of this wharf.

 208 The **public wharf**, in a small cove 0.3 mile NW of the pulp mill wharf, has a dock for small craft.

 209 A **submarine pipeline** (sewer outfall) marked by a sign, 0.1 mile NW of the pulp mill wharf, extends 244 m offshore.


210 Tugs for berthing at the pulp mill wharf are obtainable from *Neucel Specialty Cellulose*. Minor repairs can be obtained at the mill. Arrangements can be made for divers from Port Hardy for inspection and underwater repairs. Air services and road transportation are available.

211 An inactive **spoil ground** is SE of Port Alice in 50°22.7'N, 127°26.6'W.

212 **Cayeghle Creek** and **Colonial Creek** flow into the head of Neroutsos Inlet across an extensive drying flat. The head of the inlet south of Port Alice is lined with **booming grounds**.

Cape Parkins to Guise Bay

Chart 3679

 213 **Cape Parkins** (50°27'N, 128°03'W) is precipitous and fringed with **foul ground**. **Parkins Rock**, 0.4 mile WSW of Cape Parkins, a drying rock and a **rock awash**, 0.4 mile NW, are marked by **tide rips**.


 214 **Grant Bay** (50°28'N, 128°05'W) is exposed to all winds but **anchorage** in fine weather can be obtained near the middle of the bay in 11 m, sand bottom. **Quinn Rock**, 0.8 mile SE of **Lippy Point** and in the approach to Grant Bay, has 0.4 m over it.

Chart 3624

215 **Topknot Point** (50°32'N, 128°13'W) is low and takes its name from the shape of a hill close east.

216 **Bushby Rock**, 1.5 miles SW of Commerell Point, has 23 feet (7 m) over it.

Chart 3447

217 **Raft Cove**, between Cape Palmerston and **Commerell Point**, affords no shelter. **Macjack River** enters the south part of the cove. *Raft Cove Provincial Park (BC Parks)* is undeveloped.

218 **Cape Palmerston** (50°36'N, 128°18'W) is bold, rocky, and rises steeply.

219 *Cape Palmerston Recreation Site (BC Ministry of Forests, Lands, & Natural Resources Operations)* does not have boating facilities.

220 **San Josef Bay**, entered south of Hanna Point, has shelter only from north winds. Shores are high and fringed by drying **reefs**. **San Josef River**, at the head of the bay, can be entered at HW and small craft can obtain shelter.

221 *Cape Scott Provincial Park (BC Parks)* extends from San Josef Bay along the NW and north shore of Vancouver Island to Shushartie Bay (50°51'N, 127°52'W). The park is a wilderness area without supplies or equipment. Facilities are limited to undeveloped campsites, pit toilets, and launching for canoes and kayaks. The lighthouse and the Cape are outside the provincial park boundary.

222 *San Josef Heritage Park Private Campground and Boat Launch* (250-288-3682) is for canoes, kayaks, and other small car-toppers.

223 *San Josef River Recreation Site (Western Forest Products)* has a boat launch on the river which leads to the ocean.

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224 **Anchorage** can be obtained 2 miles ESE or close NE of Hanna Point.

225 A **conspicuous** tower 6 miles east of San Josef Bay is on the summit of a hill.

226 **Sea Otter Cove**, east of Cape Russell, has mooring buoys and offers indifferent shelter. It is used by fish boats and small craft during summer months. **Winifred Islands**, bare and yellow topped, are **conspicuous** from NW. **Helen Islands**, in the entrance of the cove, are sparsely wooded. The most commonly used entrance to Sea Otter Cove lies between **Hanna Point** and Helen Islands. A landslide on **Mount St. Patrick** is a **conspicuous landmark**.



227 **Sea Otter Cove light** (see [LL 67](#)) is on the east side of the cove.

228 Sea Otter Cove **daybeacon**, on an island in the middle of the cove, has a **starboard hand daymark**.

229 **Cape Russell** ($50^{\circ}41'N$, $128^{\circ}22'W$) is a **conspicuous** headland on which the sea breaks heavily.

230 **Lowrie Bay** and **Hansen Bay** between Cape Russell and Cape Scott afford no shelter. It is reported to be used by commercial fish boats.

231 **Strange Rock**, 12 feet (3.7 m) high, lies in the south approach to Guise Bay.



232 **Guise Bay**, on the south side of Cape Scott, has **anchorage** but has **rocks** in its approach and entrance is not advised without local knowledge.

233 **Scott Channel**, between Cape Scott and Scott Islands, is a safe navigable channel in which the only **dangers** are **rocks** extending 0.5 mile off Cape Scott, and strong **tidal streams**. Small craft should try to navigate the channel at slack water and avoid conditions of wind against the tidal stream.

234 Tidal differences for Cape Scott, referenced on Tofino, are in *Canadian Tide and Current Tables, Volume 6*.

235 **Tidal streams** in Scott Channel set NE on the flood and SW on the ebb attaining 3 kn. After passing Cape Scott, the flood tidal stream divides, part turning east and flowing into Goletas Channel while the main stream continues NNE into Queen Charlotte Sound.

236 Predictions of times and rates of maximum current and time of slack water are given for Scott Channel in *Canadian Tide and Current Tables, Volume 6*.



237 **Caution.** — Heavy **tide rips** and overfalls occur on both sides of Scott Channel. In conditions of wind against current, tide rips and overfalls can be dangerous to small craft.

Cape Scott

238 **Cape Scott** ($50^{\circ}47'N$, $128^{\circ}26'W$) is connected to the NW end of Vancouver Island by a low sandy isthmus.



239 **Cape Scott light** (see [LL 66](#)) is on the NW tip of Vancouver Island. Three white buildings are nearby.

240 Tidal predictions along the west coast of Vancouver Island are given for Tofino. Tidal differences along the outer part of the west coast of Vancouver Island, referenced on Tofino, are given for Cape Scott, Kyuquot, and Ucluelet in *Canadian Tide and Current Tables, Volume 6*.



241 **Tidal streams** along the west coast of Vancouver Island between Cape Scott and Cape Beale are significant over the continental shelf where they are modified by shelf waves which produce currents with

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comparable diurnal and semi-diurnal components. This makes it difficult to predict currents based on tide heights at Tofino or other coastal locations.



242 **Tidal streams** in the open ocean are rotary and rarely exceed 0.1 kn. Along the continental shelf tidal streams are more aligned with the coastline and appreciably stronger, up to ½ kn at times. The flood stream sets NW and accentuates the prevailing NW current in winter and reduces the SE current in summer. West of Tofino maximum flood occurs 3 h 50 before HW at Tofino. **Caution** should be exercised because tidal streams on the continental shelf are not always large enough to reverse direction of flow associated with non-tidal currents.



243 Non-tidal **currents** between Cape Scott and Cape Beale generally set to the NW in winter at 0.1 to 0.5 kn, although strong flows as large as 2 kn have been reported. Over the continental shelf currents are stronger and respond more quickly to changes in wind. In summer non-tidal currents within 10 miles of the coast continue to set NW at 0.3 kn. Farther offshore the current sets SE at

0.4 kn. In both cases they can be strengthened or reversed with strong winds.



244 In shallow depths around Scott Islands, tidal streams are stronger than non-tidal currents and attain 2 to 3 kn. Northwest of Scott Islands, in the entrance of Queen Charlotte Sound, tidal streams are rotary turning clockwise. Maximum flood occurs 3 hours before HW at Tofino and sets 025° at 2 kn. The last of the flood sets 110° at about 1 kn. Maximum ebb occurs 3 hours before LW at Tofino and sets 230° at about 1½ kn. The last of the ebb sets 280° at about 1½ kn.



245 To the NNE of Scott Islands on Cook Bank (51°00'N, 128°42'W), the **tidal stream** is rotary with the maximum flood running at 2 kn in a 040° direction, and the maximum ebb running in a 235° direction at 1¾ kn.



246 The coast from Cape Scott to Cape Sutil, 15 miles NE, is fringed with **rocks** and **shoals** to nearly 1 mile offshore and should be given a wide berth.



247 **Anchorage** for small craft can be obtained in **Experiment Bight**, on the north side of Cape

Scott. A **rock** with less than 6 feet (1.8 m) over it lies about 0.2 mile off the west side of the bight and a drying rock lies close-off its south shore.

248 **Nels Bight**, south of **Frederiksen Point**, is open to the west.



249 **Anchorage** for small craft can be obtained at the SW end of **Nissen Bight**, in **Fisherman Bay**. It is used by fishing vessels during south winds. A **rock awash** lies close north of the east entrance point to Fisherman Bay.

250 **Christensen Point** is 6 miles east of Frederiksen Point.

251 **Shuttleworth Bight** is encumbered by numerous rocks on its west side.

Scott Islands

Chart 3605

252 The **Scott Islands** ($50^{\circ}48'N$, $128^{\circ}50'W$) extend nearly 26 miles west from Cape Scott and comprise five named islands and several smaller unnamed islets and **reefs**. **Cox Island**, **Lanz Island**, and **Beresford Island**

are wooded. **Sartine Island** is grassy with islets and **rocks** extending west from it. **Triangle Island** ($50^{\circ}52'N$, $129^{\circ}05'W$) is precipitous and bare.

253 *Lanz and Cox Islands Provincial Park (BC Parks)* does not have boating facilities.

254 *Beresford Island Ecological Reserve*, *Sartine Islands Ecological Reserve*, and *Anne Vallee (Triangle Island) Ecological Reserve (BC Parks)* are closed to the public.



255 **Caution.** — When navigating near Scott Islands it is recommended they be given a good offing as **tidal streams** set strongly through passages between them. During the strength of the stream there are heavy **tide rips** that are particularly dangerous to small craft.



256 **Anchorage** can be obtained on the NW side of Cox Island and off the NE side of Lanz Island. Fair temporary anchorage during SW winds can be obtained about 0.3 mile from the head of the bight, on the NE side of Triangle Island.

257 **Cook Bank** extends up to 20 miles north of Scott Islands and the north coast of Vancouver Island and has depths less than 50 fathoms (91 m). It is used by commercial fishing vessels.

Trip Plan

Adapted from Transport Canada Publication TP 511E.

Fill out a trip plan for every boating trip you take and file it with a responsible person. Upon arrival at your destination, be sure to close (or deactivate) the trip plan. Forgetting to do so can result in an unwarranted search for you.

Trip Plan

Owner Information

Name: _____
 Address: _____
 Telephone Number: _____ Emergency Contact Number: _____

Boat Information

Boat Name: _____ Licence or Registration Number: _____
 Sail: _____ Power: _____ Length: _____ Type: _____
 Colour _____ Hull: _____ Deck: _____ Cabin: _____
 Engine Type: _____ Distinguishing Features: _____

Communications

Radio Channels Monitored: _____ HF: _____ VHF: _____ MF: _____
 MMSI (Maritime Mobile Service Identity) Number: _____
 Satellite or Cellular Telephone Number: _____

Safety Equipment on Board

Lifejackets (*include number*): _____
 Liferafts: _____ Dinghy or Small Boat (*include colour*): _____
 Flares (*include number and type*): _____
 Other Safety Equipment: _____

Trip Details — Update These Details Every Trip

Date of Departure: _____ Time of Departure: _____
 Leaving From: _____ Heading To: _____
 Proposed Route: _____ Estimated Date and Time of Arrival: _____
 Stopover Point: _____ Number of People on Board: _____

Search and Rescue Telephone Number: _____

APPENDICES

PAC 202: Discovery Passage to Queen Charlotte Strait and West Coast of Vancouver Island

A-2

The responsible person should contact the nearest Joint Rescue Coordination Centre (JRCC) or Maritime Rescue Sub-Centre (MRSC) if the vessel becomes overdue.

Act smart and call early in case of emergency. The sooner you call, the sooner help will arrive.

JRCC Victoria (British Columbia and Yukon) 1-800-567-5111

+1-250-413-8933 (Satellite, Local or out of area)

727 (Cellular)

+1-250-413-8932 (fax)

jrcvictoria@sarnet.dnd.ca (Email)

JRCC Trenton (Great Lakes and Arctic) 1-800-267-7270

+1-613-965-3870 (Satellite, Local or Out of Area)

+1-613-965-7279 (fax)

jrcctrenton@sarnet.dnd.ca (Email)

MRSC Québec (Quebec Region) 1-800-463-4393

+1-418-648-3599 (Satellite, Local or out of area)

+1-418-648-3614 (fax)

mrscqbc@dfo-mpo.gc.ca (Email)

JRCC Halifax (Maritimes Region) 1-800-565-1582

+1-902-427-8200 (Satellite, Local or out of area)

+1-902-427-2114 (fax)

jrcchalifax@sarnet.dnd.ca (Email)

MRSC St. John's (Newfoundland and Labrador Region) 1-800-563-2444

+1-709-772-5151 (Satellite, Local or out of area)

+1-709-772-2224 (fax)

mrscsj@sarnet.dnd.ca (Email)

MCTS Trip Plan Service

Marine Communications and Traffic Services Centres provide a trip plan processing and alerting service. Mariners are encouraged to file Trip Plans with a responsible person. In circumstances where this is not possible, Trip Plans may be filed with any MCTS Centre by telephone or marine radio only. Should a vessel on a Trip Plan fail to arrive at its destination as expected, procedures will be initiated which may escalate to a full search and rescue effort. Participation in this program is voluntary.

See Canadian Radio Aids to Marine Navigation.

Other References

Information for the Protection of Killer Whales:

<https://www.pac.dfo-mpo.gc.ca/fm-gp/mammals-mammiferes/whales-baleines/srkw-measures-mesures-ers-eng.html>

Pacific Pilotage Authority:

<https://www.ppa.gc.ca/>

Meteorological data:

<https://www.canada.ca/en/services/environment/weather.html>

Marine Forecasts and Warnings for Canada:

https://weather.gc.ca/marine/index_e.html

Current Predictions (Data Viewer by DFO - MSDI Dynamic Current Layer):

Visit <https://search.open.canada.ca/opendata/> and search for “MSDI Dynamic Current Layer”

Customs:

<https://www.cbsa-asfc.gc.ca/travel-voyage/pb-pp-eng.html>

SAR:

[Search and rescue \(ccg-gcc.gc.ca\)](https://www.ccg-gcc.gc.ca)

APPENDICES

PAC 202: Discovery Passage to Queen Charlotte Strait and West Coast of Vancouver Island



Distances: Inside Passage Between Vancouver Island and the Mainland

- NOTES:** 1. Distances from Victoria are via Sidney Channel and Active Pass. Via Boundary Pass add 7 miles for New Westminster and Vancouver and 8 miles for remaining places.
 2. For the head of Jarvis Inlet and Porpoise Bay in Sechart Inlet add 46 miles and 30 miles, respectively.
 3. Distances westward from Stuart Island are via Cordero and Chancellor Channels.
 4. For Port Harvey add 3 miles.

Victoria (Ogden Point) (see Note 1)

72	New Westminster																										
73	40	Vancouver (Brockton Point)																									
76	46	34	Nanaimo																								
81	53	40	13	Nanoose Bay (Richards Point)																							
88	59	46	20	12	Northwest Bay																						
85	54	35	21	18	18	Halfmoon Bay																					
95	65	48	30	25	21	11	Pender Harbour (entrance) (see Note 2)																				
117	87	70	52	46	37	35	25	Blubber Bay																			
118	88	70	52	46	41	35	26	5	Powell River																		
122	94	79	54	48	37	52	42	18	21	Comox																	
143	114	99	75	69	58	62	53	29	31	33	Campbell River																
151	122	107	83	77	66	70	61	37	39	41	8	Seymour Narrows															
156	126	109	91	85	75	74	64	42	39	54	33	41	Stuart Island (settlement) (see Note 3)														
186	157	142	118	112	101	105	96	72	74	75	43	34	36	Kelsey Bay													
193	164	148	125	118	108	112	102	78	81	82	50	41	43	7	Port Neville (entrance)												
200	171	156	132	126	116	120	110	86	88	90	57	49	50	15	8	Broken Islands (see Note 4)											
219	190	175	151	145	134	138	129	105	107	109	76	68	69	34	27	19	Blinkhorn Peninsula										
234	205	190	166	160	150	154	144	120	123	124	91	83	85	49	42	34	15	Pulteney Point									
252	223	208	184	178	168	172	162	138	141	142	109	101	103	67	60	52	33	18	Blunden Harbour								
264	235	220	196	190	180	184	174	150	153	154	121	113	115	79	72	64	45	30	16	Alison Harbour							
251	222	207	183	177	167	171	161	137	140	141	108	100	102	66	59	51	33	17	14	21	Port Hardy						
269	240	225	201	194	184	188	179	154	157	158	126	117	119	84	77	69	50	34	29	21	22	Bull Harbour (entrance)					
265	236	221	197	191	180	184	174	151	153	155	122	114	115	80	73	65	46	31	20	9	20	11	Pine Island Lt.-050° 1 mile				
289	260	245	221	215	204	208	199	175	177	179	146	138	139	104	97	89	87	55	49	39	43	20	30	Cape Scott Lt.-150° 1.3 miles			
277	248	232	208	202	192	196	186	162	165	167	133	125	127	91	85	76	58	42	27	16	32	22	12	32	Cape Caution Lt.-078° 2.2 miles		

Blinkhorn Peninsula					
3	Beaver Cove				
7	5	Alert Bay			
12	10	6	Port McNeill		
12	10	6	5	Sointula	
15	14	9	8	5	Pulteney Point

The distances are approximate and expressed to the nearest even nautical mile. They are based on the most frequently used tracks which may not be suitable for all vessels.

Distances: The Gulf Islands and San Juan Archipelago

- References:**
- * via Dodd Narrows
 - via Active Pass
 - † via Housoun Passage
 - ° via Trincomali Channel
 - + via Porlier Pass
 - ‡ outside Gulf Islands

Victoria (Ogden Point)

8	Cadbore Bay (entrance)																									
24	15	Sidney																								
24	17	2	Tsehum Harbour																							
32	23	9	9	Fulford Harbour																						
27	25	19	19	24	Friday Harbor (Wa.)																					
23	15	10	10	17	11	Roche Harbor (Wa.)																				
23	16	10	10	14	11	3	Reid Harbor (Wa.)																			
28	20	10	10	10	16	9	8	Bedwell Harbour																		
35	27	17	18	14	20	16	14	9	Lyllall Harbour																	
39	30	16	16	12	28	20	18	14	13	Ganges																
39	31	16	17	13	28	20	18	14	11	10	Sturdies Bay															
39	31	17	17	13	28	20	19	15	11	7	7	Montague Harbour														
38	29	15	15	11	30	21	20	18	22	20	21	21	Cowichan Bay													
42	33	19	19	15	34	25	24	22	25	24	25	†18	8	Maple Bay												
46	37	22	23	19	38	29	27	26	†29	†20	†20	†15	12	5	Crofton											
51	42	28	28	24	43	34	33	29	†26	†22	†22	†17	17	11	6	Chemainus										
51	42	28	28	24	43	34	33	29	†25	†21	†21	†16	17	11	7	3	Telegraph Harbour									
56	47	33	33	29	48	39	37	35	†31	†27	†27	°21	22	15	11	6	7	Ladysmith								
50	41	27	27	°23	39	31	29	25	21	17	°17	11	20	13	9	11	10	14	Porlier Pass							
°60	°52	°38	°38	°34	°49	°42	°40	°36	32	28	°28	22	30	23	19	14	13	14	13	Dodd Narrows						
°58	°49	°35	°35	°32	°47	°39	°38	°33	30	26	†23	20	29	22	18	14	14	14	9	7	Gabriola Passage					
°65	°57	°43	°43	°39	°54	°47	°45	°41	°37	°33	33	°30	°35	°28	°24	°19	°18	°19	†24	5	†16	Nanaimo				
°72	°64	°50	°50	°46	°61	°53	°52	°47	°44	°43	34	°40	°54	°43	°40	°42	°41	°45	31	°44	35	46	New Westminster			
°73	°64	°50	°50	°46	°61	°53	°52	°47	°44	°43	33	°40	°54	°41	°47	°39	°42	°42	28	36	27	34	40	Vancouver (Brockton Point)		

The distances are approximate and expressed to the nearest even nautical mile. They are based on the most frequently used tracks which may not be suitable for all vessels.

APPENDICES

PAC 202: Discovery Passage to Queen Charlotte Strait and West Coast of Vancouver Island



Distances: Juan de Fuca Strait, Admiralty Inlet, Puget Sound and the SE Part of the Strait of Georgia

- NOTES:**
- Distances from ports in Juan de Fuca Strait to New Westminster, Nanaimo and Vancouver are via Boundary Pass. For distances via Active Pass deduct 8 miles for Nanaimo and 7 miles for New Westminster and Vancouver.
 - Distances from ports in Admiralty Inlet and Puget Sound to ports in the SE part of the Strait of Georgia are via Rosario Strait and adjacent channels.
 - Distances from Everett to Anacortes, Bellingham and ports in the SE part of the Strait of Georgia are by way of Saratoga Passage and Deception Pass. For distances over route west of Whidbey Island and via Rosario Strait add 11 miles.

Cape Flattery, Wa.
(Tatoosh Is. Lt.-140° 3.5 miles)

10	Neah Bay, Wa.																						
16	14	Port Renfrew																					
43	35	36	Sooke Harbour (entrance)																				
51	43	44	10	Race Rocks Lt.-000° 1.5 miles																			
61	54	54	21	12	Port Angeles, Wa.																		
61	53	54	20	10	19	Victoria (Ogden Point)																	
84	76	77	43	33	29	31	Point Wilson Lt.-225° 1 mile																
87	79	80	46	36	32	34	3	Port Townsend, Wa.															
100	92	93	59	49	45	47	16	16	Port Ludlow, Wa.														
105	97	98	64	54	50	52	21	21	10	Port Gamble, Wa.													
118	110	111	77	67	63	65	34	34	25	28	Everett, Wa.												
124	116	117	83	73	69	71	40	40	32	34	29	Eagle Harbor, Wa.											
124	116	117	83	73	69	71	40	40	32	34	29	8	Seattle, Wa.										
133	125	126	92	82	78	80	49	49	41	44	38	13	14	Bremerton, Wa.									
144	136	137	103	93	89	91	60	60	52	55	49	25	25	29	Tacoma, Wa.								
168	160	161	128	117	113	115	84	84	76	79	73	50	50	34	Olympia, Wa.								
92	84	85	51	41	42	35	26	29	42	47	49	66	66	75	86	110	Anacortes, Wa.						
106	98	99	65	55	55	49	40	43	56	61	63	80	80	89	100	124	16	Bellingham, Wa.					
111	103	104	70	60	65	53	55	58	71	76	78	95	95	104	115	139	35	37	Blaine, Wa.				
138	130	131	97	87	91	79	88	91	104	109	111	128	128	137	148	172	69	70	47	New Westminster			
143	135	136	102	92	100	85	94	97	110	115	116	134	134	143	154	178	74	74	53	46	Nanaimo		
138	130	131	97	87	92	80	89	92	105	110	111	129	129	138	149	173	68	70	47	40	34	Vancouver (Brockton Point)	

The distances are approximate and expressed to the nearest even nautical mile.
They are based on the most frequently used tracks which may not be suitable for all vessels.

Distances: West Coast of Vancouver Island

- References:**
- + via Felice Channel
 - * via Cook Channel and Tahsis Inlet
 - * via Tahsis Narrows

NOTE: The distances from Vancouver are by way of Boundary Pass and Haro Strait: for distance via Active Pass deduct 7 miles.

Vancouver (Brockton Point)

80	Victoria (Ogden Point)																											
87	10	Race Rocks Lt.-000° 1.5 miles																										
140	63	53	Carmanah Point Lt.-021° 1.5 miles																									
163	86	76	23	Cape Beale Lt.-075° 1.5 miles																								
169	92	82	29	6	Barnfield																							
198	121	111	58	35	30	Port Alberni																						
182	105	95	42	19	17	39	Toquaht Bay																					
178	101	91	38	15	19	43	13	Ucluellet Inlet (entrance)																				
177	100	90	37	14	20	49	+16	+6	Amphitrite Point Lt.-031° 3 miles																			
200	123	113	60	37	43	72	39	29	23	Tofino																		
218	141	131	78	55	61	90	57	47	41	27	Hot Springs Cove																	
226	149	139	86	63	69	98	65	55	49	34	14	Estevan Point Lt.-036° 3 miles																
262	185	175	122	99	105	134	101	91	85	70	50	36	Gold River (Muchalat Inlet)															
263	186	176	123	100	106	135	102	92	86	71	51	37	34	Tahsis														
278	201	191	138	115	121	150	117	107	101	86	66	52	*42	*16	Zeballos													
283	206	196	143	120	126	155	122	112	106	91	71	57	74	*48	44	Fair Harbour (entrance)												
279	202	192	139	116	122	151	118	108	102	87	67	53	70	*43	40	15	Kyuquot											
296	219	209	156	133	139	168	135	125	119	104	84	70	87	*87	58	39	27	Solander Island Lt.-040° 2.5 miles										
317	240	230	177	154	160	189	156	146	140	125	105	91	108	*108	79	60	48	21	Kains Island Lt.-000° 1 mile									
323	246	236	183	160	166	195	162	152	146	131	111	97	114	*114	85	66	54	27	6	Winter Harbour								
346	269	259	206	183	189	218	185	175	169	154	134	120	137	*137	108	89	77	50	29	31	Port Alice							
342	265	255	202	179	185	214	181	171	165	150	130	116	133	*133	104	85	73	46	25	26	17	Coal Harbour						
357	280	270	217	194	200	229	196	186	180	165	145	131	148	*148	119	100	88	61	40	42	33	17	Holberg					
335	258	248	195	172	178	207	174	164	158	143	123	109	126	*126	97	78	66	39	21	27	50	46	61	Otter Cove				
342	265	255	202	179	185	214	181	171	165	150	130	116	133	*133	104	85	73	46	29	35	58	54	69	10	Cape Scott Lt.-078° 2 miles			
378	301	291	238	215	221	250	217	207	201	186	166	152	169	169	140	121	109	82	65	71	94	90	105	46	36	Egg Island Lt.-065° 2 miles		

The distances are approximate and expressed to the nearest even nautical mile.
They are based on the most frequently used tracks which may not be suitable for all vessels.

Distances: Passages and Inlets Adjacent to the North End of the Strait of Georgia

References:

- + via Homfray Channel
- via Sutil Channel and Deer Passage
- * via Nodales Channel
- via Mayne Passage
- † via Discovery Passage and Johnstone Strait

Powell River

11	Lund														
26	15	Manson Bay													
32	21	13	Heriot Bay												
31	20	13	16	Campbell River											
21	11	17	23	22	Refuge Cove										
+59	+49	+55	•45	•56	+41	Head of Toba Inlet									
32	22	22	16	27	11	30	Redonda Bay								
43	33	34	28	38	23	36	12	Head of Ramsay Arm							
37	27	26	20	31	16	34	7	13	Church House						
39	29	28	22	33	18	37	9	15	3	Stuart Island (settlement)					
75	65	67	61	72	57	75	48	54	41	41	Head of Bute Inlet				
51	41	40	34	*32	30	49	21	33	15	12	53	Shoal Bay			
78	68	68	62	◦56	58	76	49	60	42	39	80	28	Head of Loughborough Inlet		
†74	66	64	58	†43	55	73	45	52	39	36	77	24	32	Kelsey Bay	

The distances are approximate and expressed to the nearest even nautical mile. They are based on the most frequently used tracks which may not be suitable for all vessels.

APPENDICES

PAC 202: Discovery Passage to Queen Charlotte Strait and West Coast of Vancouver Island

Distances: Passages Adjacent to Johnstone and Queen Charlotte Straits

References:

- + via Knight Inlet
- † via Fife Sound
- via Retreat and Cramer Passages
- * via Johnstone Strait

- NOTES:**
1. For distance to the head of Knight Inlet *add* 28 miles.
 2. For distance to the head of Kingcome Inlet *add* 6 miles.

Broken Islands

12	Minstrel Island (settlement)														
37	24	Glendale Cove (see Note 1)													
+29	17	39	Wedge Island												
29	18	32	32	Thompson Sound											
43	31	46	*13	24	Simoom Sound (settlement)										
†51	39	54	8	32	10	Duff Islet									
58	47	62	*33	39	20	27	Wakeman Sound								
58	46	61	*32	39	20	26	10	Charles Creek (see Note 2)							
48	37	51	*22	29	9	16	14	14	Cypress Harbour						
53	41	57	*27	34	15	21	19	18	6	Greenway Sound (logging camp)					
56	44	59	23	37	17	20	21	20	8	8	Sullivan Bay				
63	51	66	26	44	24	23	28	28	15	15	8	Jennis Bay (Drury Inlet)			
62	51	66	16	43	24	13	27	27	14	15	7	10	James Point		
19	+25	+47	8	+40	†23	14	†41	†40	†30	35	27	30	20	Blinkhorn Peninsula	
*51	+49	+71	32	+64	†40	31	49	49	36	37	29	32	22	*33	Port Hardy

The distances are approximate and expressed to the nearest even nautical mile.
 They are based on the most frequently used tracks which may not be suitable for all vessels.

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