

# Christmas Cruise – December 26 – January 4, 2004

## Day One – Dec 26 - Steveston Harbour, Richmond, Cloudy with sunny patches

Departed Mission Marina two hours later than expected at 0945 and headed down river with Peter onboard as well. We were experimenting with using the Nobeltec charts as we progressed along. CA was doing fine navigating until we crossed over the Deas Island tunnel and needed to turn the wheel over to the captain to make way into the Captain's Cove Marina to pick up Peter's current girlfriend – Molly Betts, at the fuel dock there. We stopped only long enough to allow Kona a pee and Peter and Molly a smoke and we were underway again headed for Steveston. We were in communication with Denise to arrange transportation from the dock to Mavis and Armand's for Boxing Day dinner. We arrived at 1600, tied up at the Fisheries Dock and contacted the Harbour Authority for permission to spend the night. We were granted overnight moorage at a cost of \$25. We went ashore to relieve Kona, left her onboard and proceeded to Armand's house with pick-up from Denise. We later returned to the boat at 1945 to greet April and Mark in the parking lot and enjoyed, yet again, another evening of gaiety with the crew of the Bonus



Points. The wind picked up as the evening went along and it began to snow for a short time. Wet and rainy night. They left to sleep on the curb in their van at 0130.

## Day Two – Dec 27 - Steveston Harbour, Richmond, Snowy, Rainy, Windy, Socked in

Steveston Harbour Authority – 272-5539 - call for moorage

No rush today since we are stuck in port waiting for better weather. We had a good sleep in. We went for a walk with Kona past Garry Point and then shopped Steveston. We had supper when we got back and then watched a DVD. The harbour authorities paid us a visit where upon I gave them a pre-prepared cheque. We were told that the boat that usually docks at our slip had arrived that day but had found another spot. They were probably annoyed with us because we didn't tell them that we were staying another day. But then of course we might have had to move. We went to bed right after the movie.

### Day Three – Dec 28 - Conover Cove - Mostly Sunny



We depart at 945. Weather much nicer but the South Arm proved to be quite rough since its break water was almost non-existent (underwater). Choppy and roly salt spray on the windshield. It wasn't until we were half way across that the waves finally settled down. We were both on the verge of sea sickness. I had 3 beers and sat still while CA drove. Driving did help her a little. We got the big push through Porlier as predicted by the current arrows on the Nobeltec

software. We used the electronic charts all the way to Conover Cove. The dock was occupied by 4 yachts so we decided to anchor. We took Kona for a walk to Panther Point and then we went to the Secretaries for oysters. They cook as I write.

### Day Four – Dec 29 - Conover Cove - Mostly Sunny – NW winds



After breakfast we put on our cruiser suits and explored Panther Point for potential diving. It was too windy to set a prawn trap in Tricomali Channel so came back to the boat and stowed our prawn trap equipment. We then took Kona for a walk to Princess Cove. We were out for at least 1 to 2 hours. After that we started to prepare for our 1<sup>st</sup> dry suit dive. Winds had now calmed considerably.

#### ***Dive 1 – just outside Conover Cove to the south:***

*It took us longer than expected to set up. We took our time with the dry suits. We decided not to dive Panther Point but instead just go outside Conover Cove (too shallow in the cove itself). CA went in first and then me. CA was able to get down but with effort to get past the shallows. It was confirmed later that she will need an extra 5 lbs. I forgot to bring extra weights and I had even more problems getting down. I used a 15 lb rock to stay down but it seemed to be a little too heavy. I will try adding 10 more lbs to my 14x2.5 lb = 35 lb weight belt. CA will need 5 in pockets + 30 + 5 extra = 40 lbs. The dry suits worked well. Both of us are happy with them and we are dry and warm.*

Watched a DVD and afterwards Kona walk

### Day Four – Dec 30 - Conover Cove - Socked in – SE winds – Rain and Snow

No sun today. Weather system has moved in and it has been a mixture of light snow and rain all day. The captain has caught a cold and wishes to relax and not dive today. It's lousy weather for diving anyway.

### **Day Five – Dec 31 - Conover Cove**

Not a bad day to dive, the captain thought he was cured but after fixing the weight belts and filling tanks, he was finished for the day still sick. He stayed in all day while CA and Kona toured the island. CA brought back some oysters from Panther Point.

### **Day Six – Jan 1 - Conover Cove**

No, still not feeling well, must be the flu. Getting better but not good enough for diving. CA and Kona explored all the rest of Wallace. They have been everywhere now!!!

### **Day Seven – Jan 2 – Gill Netter Dock**

We left early – 830 - AM for the push through Porlier and arrival near just before slack to Sand heads at 1100. We experienced East wind all the way across heading into the waves. Not a bad ride. We were expecting the wind to shift to the North but as forecasted for later that day but I guess were too early. Excellent current in the river, holding at high tide. We actually achieved better than 8 kts at many times. We arrived at the Gill-netter dock at 1500. We now await the arrival of Al and Barb.

### **Day Eight – Jan 3 – Mission**

We left the Gill Netter dock at 1200. The skipper held the stern in while the 1st mate untied the bow. CA had to rush onboard before the wind took the bow. Beautifully sunny but windy we continued up the river for 3 ½ hours whereupon we arrived to an iced over Mission Dock. All of the water lines were frozen except for one near the ramp. The captain still wasn't feeling well. Bad enough not to think it was a hangover from the night before with Al and Barb. That night the wind picked up even more and the river started to ice up. Next morning the Fraser was completely clogged with ice. We made in just in time!!! Otherwise we would of ran into ice had we been a day late.

