

# **Spring Break Cruise – March 10 – March 20, 2004**

## **Technical Data**

**Running Hours: 24 hrs 48 min**

**Fuel Consumption: Departed full Arrived: 275 L strbd 350 L Port - 375 L total**

**Miles: 166.7**

## **Day One – Captain’s Cove Marina – Wednesday, March 10 – Mostly Sunny**

We departed Mission at 1100 with our nav system and its housing fully operational. The trip down the river was uneventful. We arrived as plan at Captain’s Cove, to meet Mark W, at 1515, traveling an average speed of 9 kts. We were instructed by Mark to tie on the outside because of dock Nazi’s in the area. After about an hour or two the dock guy did visit and insisted that we leave immediately and dock at the public wharf near the gas dock. We decided to anchor instead between the two areas. The party really started rolling then. Scott Weir was on board as well. We picked up April when she arrived on the dock. We had supper after Scott left and then we invited Dennis (Kodiak) onboard after supper. Mark and April left reasonably early and then after an hour or two Kodiak left for the boat he was staying on, Ocean Shadow.

## **Day Two – Horton Bay - Thursday, March 11 – Sunny**

We departed at 800 to make sure we beat the forecasted Gales (they didn’t arrive, it turns out, until next morning). We decided to head for Active Pass (Horton Bay) instead of Porlier because of the forecasted NW Gales. The sea was a little rolly poly but calmed substantially near our destination. Kona did quite well with a medium pant and even a lay-down on the bow towards the end of the trip. We had lunch on our arrival and then had an afternoon nap. The gale was not felt next morning or that night.

## **Day Three – Horton Bay - Friday, March 12 – Morning cloud and then Sunny in the afternoon.**

We set a crab trap in Winter Cove and then a prawn trap in Plumper Sound.

## **Dive 1 - Elliot Bluff, Saturna Island**

*Our first dive was north of Elliot Bluff. A shitty dive, very little life and mud bottom with steep decline. Only the odd sunfish and crab. We will call this a check-out dive for CA. She did very well considering the bottom conditions (good buoyancy control, she didn't stir up the bottom).*

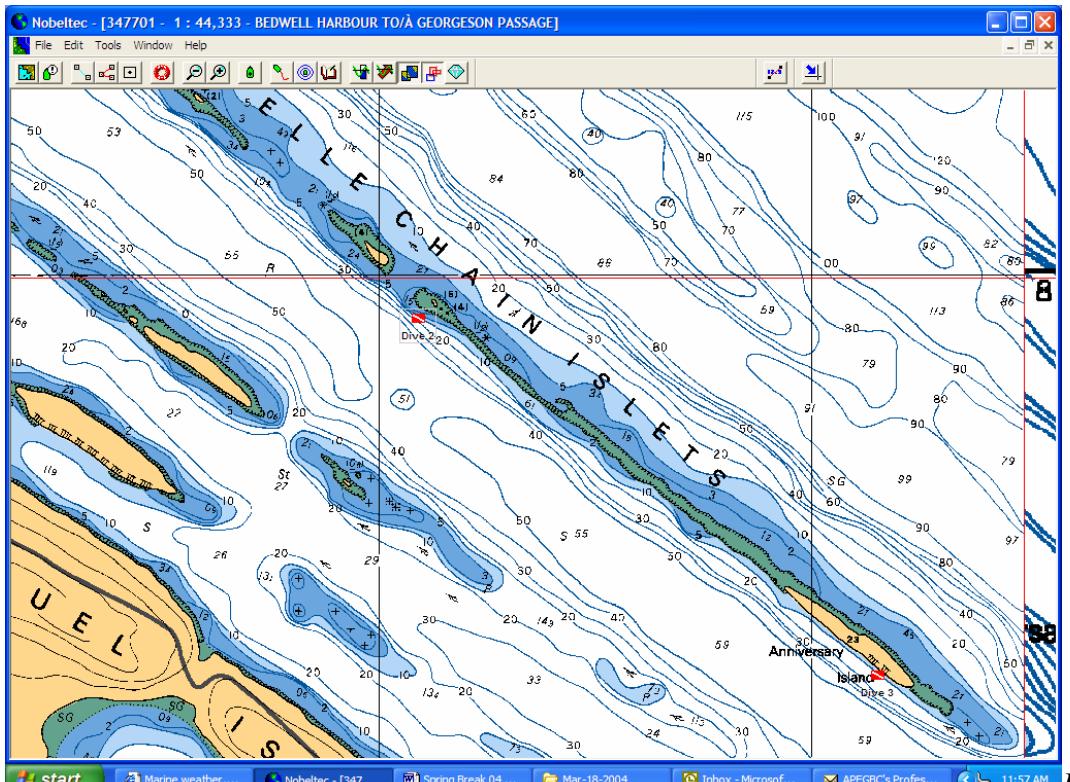


After the dive CA collected oysters across from our anchorage while Kona and Captain strolled the beach. Very warm day – had to peel off top portion of cruiser suits to be comfortable. Picked up prawn trap next and had about 15 prawns all a good size. There were several smaller prawns of a different variety that were carrying green eggs. Had dinner and watched a DVD. We retired early.

#### **Day Four – Horton Bay - Saturday, March 13 – Morning cloud and then Sunny in the afternoon.**

Woke up early, CA walked with Kona and returned for breakfast. Out to check crab trap (only one small one). Decided to move trap from Winter Cover over to Bennett Bay. Checked prawn trap as well. Only about 15 prawns. Current affected the trap and moved it approx. 1000 feet. Captain determined that we would return in the afternoon and add more line. Mark and April arrived at 1200 and we chatted awhile and prepared for dive 2. Mark decided to come along and photo journal the event.

#### **Dive 2 – Belle Chain Islets - 79 ft / 28 min**



***to 80 feet and found many big boulders and rock ledges covered with many large***

*purple sea urchins, cucumbers, and a large cod or two. Visibility about 15 feet. Bottom covered with long arm brittle stars. Came up to where the boat was exactly. Very nice dive.*

Mark took many videos and pictures of the dive procedures as they unfolded. After the dive we moved slowly along the islets and took several pictures of the sea lions on the rocks as well as cormorants and gulls. As we gassed up and made away it was noted that CA's weight belt was still hanging off the boat and approximately 8 bullet weights were lost in moments to the sea below. Returned to the F&C and after a shower we took off to check crab trap in Bennett Bay. Again, only one small crab so trap was removed. Returned to drop trap off, picked up Mark and off to the prawn trap to add more line. Found a large sunfish in the trap and 10 more prawns. Added more line and reset. Returned to the F&C and found April "under the weather" so Mark was invited to dinner onboard the F&C. CA found, to her delight, a bottle of Red Breast on the counter in the galley on her return from shore duty with Kona. A fine meal of oysters and much Irish whiskey gaiety. CA retired and the captains watched a DVD until Captain Weir fell asleep on his hand.

#### **Day Five – Lyle Harbour - Sunday, March 14 – Morning Sunny, Slight Breeze**

Discussed the possibility of relocated as gas was in short supply. It was determined with a phone call that the gas dock at Lyall Harbour at Saturna was open for business. We took the FnC to Lyall, got gas, picked up our prawns (not many because of star fish) and then we dove Anniversary Island at slack approx. 1600

#### **Dive 3: Anniversary Island - 77 ft / 28 min**



*Large boulders everywhere. Brittle stars everywhere like Dive 2. Saw a large ling cod. Visibility 15 – 20 ft. CA found her favorite snail on this dive, purple ring top, usually found in open coast areas. CA had trouble clearing one of her ears. CA is still not totally relaxed and as a result air consumption is up.*

#### **Day Six – Princess Bay, Portland Island, Monday, March 15 - cloudy, windy SE**

We picked up our prawn trap, again there were three star fish and only 5 prawns. We decided to move on to Portland Island. Mark went through the Penders but we decided to go around South Pender where we ran into 4 to 5 footers. It got better as we got closer to Moresby and Portland Islands. Princess Bay was calm with winds coming from the southwest. We put an anchor out and stern tied. Depth was mostly 8 ft at low tide. CA cooked a great dinner of Prawn Pasta and we partied to 330 in the morning.



**Day Seven – Glenthorne Passage, Prevost Island, Tuesday, March 16 – overcast, no rain**

At Portland Island CA woke the Captain after a sleepless night of pitching from a southeast wind on our beam. The captain suggested we sleep for a while but after an hour CA couldn't stand it anymore and we let the stern line go. We had to start the engines and back into the line to

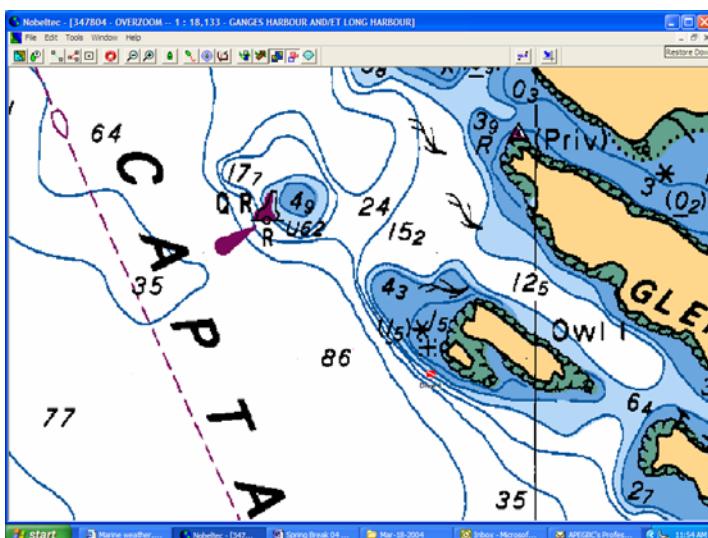
break the tension. Also during the early morning the rib became untied at one end, slipped thru the cleat and was held to the side by the knot at the end of the rope. As soon as the FnC swung around we were able to bring Catch-up back to her regular station. I took CA and Kona ashore for a walk and then we left immediately for Prevost Island which offers South protection. The Bonus Points was on our tail. CA was up all night along with Kona and was sick a few times both onboard, ashore and on route to Prevost. It may have been a combination of seasickness and hangover. We didn't get to bed until 330 AM the morning before. The trip up to Prevost was smooth. We anchored at the most southern end. After setting a crab trap and taking Kona ashore to the North we filled up our tanks and decided to dive off the west side of Owl Island.

**Dive 4: Owl Island - 81 ft/15 min.**

*CA dove down to 40 feet without ear clearing incident. When she turned around to look for Rick he was not around. She thought she would wait in the same spot to see if he appeared. She went out where she found two large rocks (see chart). After a time*

*she went around to look for him and when she surfaced after not finding him he had been waiting on the surface for 14 min. Bad buddy – five minute rule was broken by the rookie. Rick thought she was dead. She lost track of time and position. After surfacing CA swam in 100 feet to shore and rested a time and then, with 1800 psi left, descended to finish the dive. Many rock fish, purple sea urchins, and cucumbers. Many rock*

*outcroppings and crevices with a sandy/shell bottom. Visibility about 20 feet. On our return to the rib, current was experienced as the ebb tide started. Other than the beginning dilemma, the dive could be rated a "7" overall.*



## **Day 8 - Wednesday March 17 Glenthorne Passage, Prevost Island – sunny, very windy from the West**

We were awakened by the Captain of the BP thumping on our hull at 0650 to be told, incorrectly, that we were dragging anchor. FnC's Captain had let out more rode during the night because of the strong NW winds threatening outside the bay. BP insisted that we make some alterations and refused to lift his anchor as he neared our vessel, refusing to admit that he had initially anchored too close to us at the outset the day before. The situation escalated as the BP had her stern swing too close to the FnC's bow. The BP threw her engine into reverse and crossed over the FnC's anchor line. Captain Rick bordered on irrate at this time and pandemonium began on both vessels . With April at the wheel of the BP, the captain lifted his anchor and, to our delight, was not entangled in our anchor line. The BP reset her anchor farther from us and the BP crew rested after their panic –induced by the Captain himself! He later was heard to admit this to be the case. The FnC was now dragging the anchor (after pulling in 50 ft of rode) and the wind was blowing strong so we pulled up anchor and reset farther down the passage behind Secret Island. The BP soon after made away for Montague Harbour. The crew aboard the FnC could now relax, take Kona for shore duty, pull one crab from the trap and return for a quiet breakfast of French Toast and coffee. We took it easy this day and sleep most of it.

## **Day 9 - Thursday Glenthorne Passage, Prevost Island – sunny, very windy from the West**

We decided to stay for another night. We tried anchoring back in our original spot at the very end of the inlet but we couldn't find any good holding ground. So we move back beside the island. It was still too windy for diving, we just hung out for the day napping etc. We decided that we would not take the boat out at Shelter Island do to complexities in CA's transportation and the simplicity of doing it later on another dedicated weekend where we would be better prepared.

## **Day 10 – Friday – Gillnetter Dock - overcast**



This day was predicted to be the best to leave by. We left at about 1000 arriving just in time for the low slack in Active. Of course we were in communication with BP and even Kodiak once in Georgia Strait. We had a following sea off our stern quarter building from 2 ft to 3 ft closer to Sandheads. There was no trouble at Sandheads, we traveled all the way up the river at 5 – 6 knts. We were approached and pass from the rear by a large cargo ship named

“Kentucky Highway”. We arrived at the Gillnetter at approx 500PM where upon we took Kona for a well deserved walk along the dyke. Peter and Molly planned to stop by.

### **Day 11 – Saturday - Mission Harbour – Sunny and then cloud**

We left next day at about 1300 for Mission. We drove from the fly bridge where we operated the nav computer and learned how make a plotted course active. We arrived in Mission by 1700 without incident. We were greeted by Joan who helped us tie up.