

Spring Break Cruise – March 18 – March , 2005

Departed Mission Harbour 0940

Hours: 2098/2154

US Entry Data:

Phone: 1-800-562-5943

Decal: 5550991

Clearance No: 3005 2005 0321 144 129

Can Entry Data:

Phone: 1-888 226-7277

Clearance No.: 2005-083-179

Day One – Mar 18 – Captain's Cove, Showers

It was a smooth ride down river with occasional showers. Rick is still suffering from a cold/flu; CA drove most of the way. We averaged 8 kts and arrived at 1430 into Captain's Cove, totally 5 hours travel time. CA went for a run with Kona immediately upon our arrival and then upon her return she started a roast for dinner. Peter, Mike and Heidi arrived around 1800 whereupon we had a lovely dinner. After that we went to bed at about 2100.

Day Two – Mar 19 – Montague Harbour, Showers, windy

As soon as Rick woke up, CA was on the radio listening to the weather. It was CA's call and she decided to beat the upcoming low pressure system by leaving immediately. We went around the corner and took Canoe Passage. Tides were 10-12 ft and it was judged to be safe. We did encounter waters as shallow as 6 feet but we could have been out of bounds at that point. CA called the "Canoe Pass" Bridge. During our passage through Canoe Pass, Gale Warning was issued by the CCG, but no worries, it was well in advance, due late evening. The crossing went well. We tacked a bit for comfort and arrived in the rain into Montague Harbour. We took Kona, a very good dog she was, for a walk around the park. Rick was exhausted after that and rested reading a book. His cold is not getting better. We tied up at the park concrete dock hoping no one would come around but we weren't lucky this time. An old gent came around 1700 collecting \$2/m costing us \$22. A sailboat with 3 men on board drifted on their poorly laid anchor and at 200 in the morning was observed tying up at the dock with the anchor still out. They left early next morning to avoid embarrassment. Boat was registered in Toronto. Her name was something like "Dream for Two"

Day 3 – Mar 20 – Montague Harbour, Showers, windier

Rick was still sick. He only managed a one walk through the park and that was it for him. We decided to just stay at dock rather than move off somewhere else. We should

have turned the boat around on the dock because that night the waves came in even stronger up against the stern. We still managed to get some sleep.

Day 4 – Mar 23 – Friday Harbor, Showers, Sunny

Next morning it was sunny. It made Rick feel a bit better but physically he was not. It was decided that rather than waste a day we would go somewhere useful. We decided to head to Friday Harbour and check out the Eagle there. CA called into US customs and made the arrangements for our entry. It cost 25 dollars for the decal number we needed and then we were given a clearance number after answering many questions about the boat and ourselves. We called the yacht broker and arranged a meeting for tomorrow at 1100. The trip was fine but got a little lumpy when entering into Boundary Pass and the tip of Haro Strait. Once we got between Stuart Island and San Juan it was much better. We anchored in Friday Harbour near the ferry dock at 1530 and went by Catch-up to look at the Eagle. We then decided to go into the office and see if the broker was in and would take us aboard. He wasn't there but his partner, Brian, was so he took us on. Nice boat. The captain was impressed with all that he saw. We were told a '95 from Portland will be coming in soon and that will be more in our price range. (220 US) The one we saw was a 2000. (320 US) We told Brian we would meet with Dan the next day as planned to see the boat again.

Day 5 – Mar 24 – Blind Bay, Sunny, NW Winds

We woke up to strong winds and an anchor that had dragged some putting us too close to some mooring buoys. We pulled anchor and went over to the Port of Friday Harbour docks and had trouble docking on their southern breakwater because of the wind. We went inside and docked at the Royal Vancouver Yacht Club space for two hours while we visited the Eagle again. Took many pictures and the captain could find nothing about the boat that he didn't like. Fine workmanship and very practical. Returned to the FnC, made lunch and headed out. We planned to see how the water was and after getting out into it we decided to turn around and take the waves at our stern and go around Shaw Island and into Blind Bay. Dan the yacht broker had said it was a good anchorage and well protected. He was wrong. The northerlies got in and it was a bouncy night. We tied to a mooring buoy but CA had to sleep in the stateroom because the chain was rattling back and forth through the buoy and she couldn't sleep.

Day 6 – Mar 25 – Deer Harbor - Sunny, NW Winds 10-15 easing in the afternoon.

Had breakfast and made away for Orcas Island and Deer Harbour. CA is now sick too. Rick is on the mend. We thought if the weather wasn't too bad, we would go all the way up to Stuart Island and look around the park in Reid Harbour. We decided to go to Deer Harbour as the wind was still blowing strong. We again tied to a mooring buoy and had a short walk around the marina. Very sleepy little community, peaceful and quiet. Saw a 32 Eagle in the marina and looked into it wondering if it would be too small for us. Winds died down nicely in the evening.

Day 7, Captain's Cove - Sunny, SE Winds 10-15 easing in the afternoon

We slept well with a quiet night. Decided not to meet up with Mark and April at Pender as CA was too sick and the weather was promising to again be bad over the Easter weekend. We decided to quit while we were ahead and head for home. We called Mark on the radio as we passed Pender and told him we would not be joining them. Of course, he was disappointed. We left Deer Harbour at 930 and got to Sands Heads at 1400. Good crossing – the Strait got better as we got closer to the river. It was very smooth through the last half. CA phoned into Canadian customs and got us back into Canada with instructions to next time dock at Steveston and then make the call to Customs not make the call in advance. After answering questions about the boat and ourselves we were told we didn't need to check in, the phone in would suffice. We went into Steveston for fuel and carried on up the river to Captian's Cove. Arrived at 1700 and Rick took Kona ashore and met with Kodiak on the dock. He had heard us talking to Mark on the radio and knew we were on our way in.

Day 8, Mission Harbour – cloudy and cool

Woke up at 700, Rick took Kona to shore, had an omelette and got ready for departure. The tide will not be in our favour until noon when it starts to flood.