



THE CROW'S NEST

LADYSMITH YACHT CLUB

EDITION: 2025-06 (November)



Welcome!

If you are like me, 2025 went by all too quickly. We had a great boating season, with many wonderful trips and fun LYC events. Now is the time to start planning for 2026, which is why you will find some interesting suggestions for places to visit. Here is some of the content coming your way in this edition of the *Crowsnest* :

- Favourite local destinations
- Recipe - Pasta Aglio Olio with Butternut Squash
- Photo essay - Sidney Spit
- 2025 Club Calendar, last events of 2025
- LYC Member's Forum
- 2026 Cruising Schedule
- Cruising the Broughton Archipelago
- Part 3: Sullivan Bay to Ladysmith.

I know a lot of new boaters will wonder where to go for their first few outings while they gain experience. As time goes by, they will go further afield and start to gain confidence. In this edition, I have highlighted some favourite local destinations, including some that are often used by the Club for Rendezvous events. There are, of course, many cruising guides available that will cover these destinations in far more detail, but none of them are specifically centred on Ladysmith; that is a feature you will only find within the hallowed pages of the *Crowsnest*!

Don't forget to sign up for the new LYC member's forum if you haven't already done so. I've included the instructions within this edition.

Merry Christmas and a Happy Boating New Year from Laurie and I. Gord Coulman, Editor.



Favourite Local Destinations

One of the great things about Ladysmith is how well situated it is for cruising. Destinations abound, some only an hour or two away. For a medium length trip, all of the Southern Gulf Islands are within easy reach, along with big population centres like Nanaimo, Victoria, and Vancouver. For the more adventurous, the Inside Passage extends from Puget Sound all the way to Alaska. There truly is a lifetime of exploration within easy reach.

Part 1: Day Trips

Bute Island Regional Park

If you only have part of a day, Bute Island is just beyond Slag Point, which is the narrow bit at the entrance to Ladysmith Harbour. Bute Island has a dock, and according to Navionics, there is at least 2m of water at low tide on the side of the dock facing away from shore. The inshore side would be suitable for shallow draft boats or dinghies. Just a little bit further is Sibell Bay, where the Seattle Yacht Club has an outstation. You can't tie up to their dock, but this is a good anchorage. If you have walked at Transfer Beach, you have likely seen both of these places, just across the harbour entrance.



Telegraph Harbour

Telegraph is a favourite for LYC members, since it is only 8.5 nm away and a very pleasant place to visit for the day or several days. There are two marinas to choose from, one with a pub and one with a coffee shop and very nice grounds to walk around. We usually stay at the latter, the Telegraph Harbour Marina, our cat's favourite

place to walk and puddle around the tide pools. It is an easy dinghy ride across to the pub, or at high tide you can dinghy through "The Cut" between Thetis and Penalakut Island to Clam Bay. There are a couple of farm stands where you can buy fresh vegetables, and a small farmer's market on Saturdays. All in all, a pretty great place to go. If you have a deep draft sailboat, try to get a spot on the outer docks and pay close attention to the chart on your way in.



Part 2: Overnight or Weekend Trips

Maple Bay

At 16.9 nm, Maple Bay is within easy reach. The marina has improved considerably within the last few years, with several new docks and a floatplane departure lounge that looks a lot like our old clubhouse. The Shipyard Pub has a long history and is decorated with all sorts of interesting nautical memorabilia. The fuel dock is easy to access, so this is a good place to fill up on your way further afield. There is a quirky "Hand of Man" museum within walking distance that reflects the whims of an eccentric and compulsive collector. There is a charming float house community as well.



Wallace Island, Secretary Islands

Princess Cove is 13.6 nm away, and Conover Cove just a little bit further. Both of these places may look a bit intimidating to the new boater, they certainly did to me. Princess Cove has restricted maneuvering room and you need to stern-tie most of the time, unless you are very off-season. Conover Cove is not suitable for deep draft sailboats. Despite these limitations, both coves are very sheltered and almost the entirety of Wallace Island is a marine park, complete with a dinghy dock at Princess and a full dock at Conover. The island is criss-crossed with trails and there are some very scenic viewpoints. David Conover bought Wallace Island in the 1940's for \$20,000 and his friends thought he had lost his mind. The nearby Secretary Islands also have some nice anchorages, but they are not marine parks.



Pirate's Cove, De Courcy Island

Pirate's Cove is only 11.5 nm from Ladysmith and a very popular destination. The drawbacks are the narrow and shallow entrance and shallow anchoring area, usually requiring a stern tie. Fortunately, there are plenty of stern tie rings along the best anchoring areas. As I mentioned, the cove is shallow and a bit open to northwest winds, which is why I haven't been there yet. There is a tradition of bringing items to put in the treasure chest for the kids. There are two public dinghy docks and the whole area is a marine park. In a northwest wind, there is an anchorage at Brother 12 Cove, just off Ruxton Passage which might offer a less busy alternative and is an easy walk to Pirate's Cove. Another nearby anchorage is Herring Bay, on the north end of Ruxton Island.



Montague Harbour, Galiano Island

Montague is truly a favourite LYC destination, for many good reasons. To begin with, it is only 20.7 nm away, and the harbour is a bomb-proof anchorage from all directions. The Montague Harbour Provincial Marine Park is a true delight, with miles of walking, shell beaches, and wonderful views. The park has numerous mooring buoys that make arrival and departure a breeze. The marina has a restaurant, fuel dock, and a store/coffee shop. A free bus ride to the Hummingbird Pub is an experience not to be missed. Next to the marina is a motor scooter rental that will enable boaters to tour the island, including a high ridge that offers panoramic views of the Southern Gulf Islands. In short, Montague is one of the nicest harbours in the entire area.



Recipe

Pasta Aglio Olio with Butternut Squash

This recipe was prepared for us by Tom and Jean of Rover, last year in the San Juan Islands. Squash keeps well on a boat, and the recipe is fairly simple to make, yet quite delicious. It originally appeared in the *New York Times*. Grating the squash is a bit labour intensive, but perhaps you have a teenager, spouse, or someone else on board who needs something to do for a little while, while you have a quiet glass of wine?

As described in the *Times*: "This is a sophisticated pasta, silky but still has some bite, a sneaky heat and brightness from lemony nuts on top, which may just be the dish's secret star."

I can attest that it is very good. We used less garlic and olive oil, but you can adjust to suit your individual taste.

Ingredients

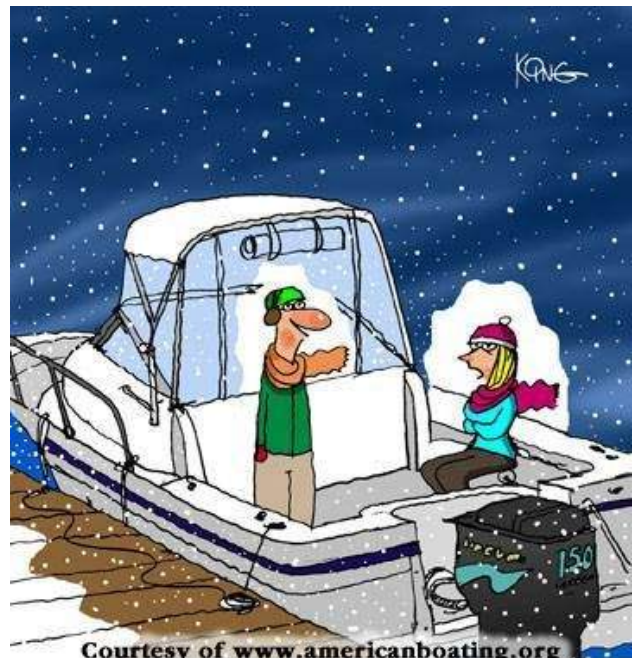
- ½ cup roughly chopped, toasted nuts (preferably hazelnuts, almonds or pecans)
- 2 tablespoons freshly squeezed lemon juice (from about half a lemon)
- ¾ cup plus 1 tablespoon extra-virgin olive oil
- Kosher salt
- Black pepper
- 1 pound cavatappi or other curly pasta
- 5 garlic cloves, thinly sliced
- ½ teaspoon chile flakes
- 5 packed cups of butternut squash, from 1 (2-pound) squash, peeled and grated using the large holes on a box grater or food processor (no, I don't have one onboard either).

Preparation

- Boil a good-sized pot of salty water.
- Meanwhile, stir together the nuts, lemon juice, and one tablespoon of olive oil, season to taste with a bit of salt and pepper. Set aside.
- Cook the pasta, stir in a bit of oil, set aside.
- In a large pot, saute the shredded squash with olive oil, garlic, and chili flakes. Stir constantly. When the squash is soft and shiny, add the pasta and mix together.
- Serve immediately, sprinkling the nut mixture on top of each serving. Salt and pepper to taste.



Photo: the shredded squash. The completed dish didn't survive long enough to be photographed.



Courtesy of www.americanboating.org

"When will you admit the boating season is over?"

Photo Essay: Sidney Spit

Sidney Spit is 31.2 nm from Ladysmith, making it an ideal two day journey, with halfway points at either Maple Bay if you go to the west side of Saltspring Island, or Montague Harbour or Ganges if you go around on the eastern side. Sidney Spit has around a dozen mooring buoys available and a dock for shallower draft boats and dinghies. Often the mooring buoys will be busy during the day, but will become available later as day-trippers return to the many marinas in the area. The north end of Sidney Island is a marine park and has miles of trails through shady woods, open grassy areas, and sandy beaches. The entrance to the lagoon is shallow and is best approached on a rising tide, paying careful attention to the charts. There is a passenger ferry from Sidney that operates from mid-May to Labour Day. We visited just after Labour Day, so the Island was blissfully quiet. It was hard to believe that such a wild and beautiful place was only a short distance from Sidney and Victoria.





LYC 2025 Events

Hello everyone!

It is amazing how fast the year went by! Here is a reminder of the rest of the Club schedule for 2025.

Please add these dates to your calendars!

- **November 25th Special General Meeting**
- election of the 2026 Board of Directors and Committee Leads via Zoom.
- **December 6 LYC Christmas Social**

Details on all of the events will be sent out closer to the dates. We hope to see you all!

Paul Tellier, Commodore

LYC Member's Forum

If you have not already done so, please register to use the new Member's Forum. Instructions are below.

Note: It might take a day or two, as Owen and Fiona might not see your request right away. If you have any issues registering, please reach out and we are happy to help. Feel free to post anything related to boating or the club.

To register:

1. Visit www.ladysmithyc.bc.ca and click on *Members Registration*
2. Enter this one-time passcode to request an account: *myLYC*.
3. Enter your information on the account request form and click *Register*. We'll confirm your membership by email and activate your account. This may take a couple of days.

Once registered, you will have full access to the forum and the exclusive members-only part of the

LYC website (log in with your personal password and check the "keep me signed in" box for instant access going forward).

If you are unsure if you are already registered, you can try to change your password. If you are registered, you will be able to change it.

If you have any difficulty, just email forum@ladysmithyc.bc.ca for assistance. We hope to see you soon in the virtual club-house!

2026 Cruising Schedule

April 24-26: Thetis Island Marina (Susan)

May 20-24:

Maple Bay Marina, May 20, 21 (Carmen)

Mill Bay Marina, May 22

Todd Inlet, May 23, 24

June 18-21: Pages Marina, Silva Bay (Carmen)

August 24- 27: Telegraph Harbour Marina (Mindy)

As per usual there will be appy hours, dinners out or arranged, physical activities, games and prizes, maybe some educational presentations and some SURPRISE events.

If you have a new idea you want to lead, be sure to talk to the person coordinating the event and they can explore the idea. The more people involved the merrier....

Thanks Susan Erickson -LYC Staff Captain
Carmen Campbell- Hewitt- LYC Staff Captain 2026
Mindy Coles – LYC Staff Captain Assistant

Cruising the Broughton Archipelago

Part 3 - Sullivan Bay to Ladysmith

July 1. Turnbull Cove to Sullivan Bay 6.5 nm

Happy Canada Day!

We have been anchored in more remote places the last few days, so I haven't been able to send our usual updates. Today, we are at Sullivan Bay, which is a floating community that has been here for a long time. There is a marina, a small store, plus a fuel dock, and a restaurant. We attended the Canada Day BBQ and it was pretty great. Tonight we are doing laundry and tomorrow we will top up our fuel. We pre-ordered some cinnamon buns for tomorrow morning, so we will see how they compare to others we have eaten along our journey (Edit: pretty good!).

Yesterday, we were at Turnbull Cove, which is a very sheltered anchorage not far from here. We hiked a steep and muddy trail to Hauskin Lake, where we had a beautiful clear lake all to ourselves. The water was cool and refreshing. We have been passing many mountains and sheer rock faces, along with tidal lagoons that have narrow openings to the inlets. With the tide cycles, these lagoons sometimes have boiling rapids as the water is forced through the narrow channel.

In the mornings, the weather is cool and misty, but this often lifts by noon and becomes sunny for the rest of the day. We are staying here at Sullivan Bay until Thursday, and then we will start edging our way south and east.



Photo: Hauskin Lake, off Turnbull Cove

3 July Sullivan Bay to Cypress Harbour 14.7 nm. Via Garmin: Anchored Cypress Hbr. Seems a pretty sheltered spot. Weather is good. Calm evening, no place to walk though.

4 July Cypress Harbour to Rusty Cove 13.5 nm. Via Garmin: Arrived Rusty Cove, far west end of Simoom Sound. Anchored in bright green fjord water. Nearby powerboat has yappy little dogs. Note: the dogs were fine, they were just having a frolic.

5 July Rusty Cove to Echo Bay 9.3 nm. We are at Echo Bay, which is a once vital floating community near the Burdwood Islands, a kind of crossroads in the Broughton archipelago. A pioneer named Billy Proctor lived here, but sadly he is gone now. Echo Bay was also the home of Alexandra Morton, a tireless biologist and activist in the drive to protect wild salmon from the diseases brought by the fish farms, which thankfully are mostly gone now from the Broughton. We have been in some remote places the last few days, so no phone or internet. Last night was Simoom Sound, a beautiful inlet with clear green water.

Tonight we had a laugh showing our friends that Squatchy could do a high-five. He refused, but when I looked down, Digby the dog was doing it. Both of them got treats. Despite being careful not to bring too much packaging onboard, we are starting to accumulate a fair bit of garbage, with nowhere to get rid of it. Most of these small marinas have no way to deal with it either. Fortunately, most of it is clean and sorted, so we can keep it aboard without issues. Anything organic goes overboard in small pieces for the crabs.



Photo: Simoom Sound on the way to Rusty Cove

July 6 Echo Bay to Sargeaunt Passage 25 nm (estimated, had to reset the trip counter)

Tribune Channel was beautiful on a grand scale, with snow-capped peaks and deep water. We had favourable winds part of the time, so we sailed along with no engine noise, just the sound of the water flowing past the boat. Towards the bottom of the Channel we encountered some current flowing in the wrong direction, so we had to finish the journey under power.

Sargeaunt Passage is a narrow channel linking Tribune Channel and Knight Inlet. Yes, the strange spelling is how it appears on the chart. Anyway at the middle of Sgt, the passage narrowed dramatically and the depth shallowed in an alarming way. At one point we were down to 4.5 feet under our keel and I was waiting for that terrible grinding sound that means we have grounded, but then it started to deepen again...whew! Navionics says "high water passage only". Right after the narrows is a slightly wider section that is the perfect depth for

anchoring, so we dropped the hook and called it a day. By the way, Knight Inlet is one of the longest inlets (fjords) in BC, it goes something like 125km into the coastal mountains.

July 7. Sargeant Passage to Lagoon Cove 10.7 nm. Today, we had a shorter journey to Lagoon Cove, where we grabbed some of the last remaining dock space in the overflow area. We attended the evening prawn potluck and it was fun. We plan to spend two nights, as the forecast for Tuesday isn't good travelling weather (rain, at times heavy). The cat and dog had a well deserved walk this afternoon to the "Blowhole", another narrow channel that seems to funnel the wind at times. The trail was rugged and shady through the forest. Squatchy and Digby raced back and forth.

We still have a few vegetables left, but all the fruit, bread, and yogurt is gone. Laurie has been getting very creative with our menu to make some delicious meals. The next place with a small store is Blind Channel, but it is also remote, so we will see what they have and how dear it is. We have lots of tinned and dry food left, as well as some sweet potatoes and a couple of squash. Gone are the days when these little water villages were more vibrant communities with many residents and general stores.



Photo: I bumped into my friend Owen from the Ladysmith Yacht Club at Echo Bay. That's his blue boat next to Northern Comfort.

July 8. A quiet day at Lagoon Cove with rain most of the day, sometimes heavy. The rain stopped around five, in time for us to attend the prawn potluck. Laurie made a quinoa salad that went over well. We had hoped the leak along Laurie's side of the v-berth was fixed, but no such luck. Clearly we have more work to do, figuring out where the rain is getting in.

Squatchy got a walk after dinner, since his earlier walk was cut short by the rain. Wednesday morning, we have to leave a bit early to catch slack current at Chatham Channel, which is the shortest route to Johnstone Strait, which can't be avoided. We will stay overnight at Matilpi Island, which was a millennia-old native village, recognizable by a shell beach (midden).



Photo: Lagoon Cove

9 July Lagoon Cove to Matilpi 7.8 nm. Via Garmin: We are anchored at Matilpi. Nice and quiet. Two other boats have arrived. Easy to see why the natives had a village here. We are tucked behind a small island, next to the shell beach.

10 July Matilpi to Forward Harbour 29.9 nm. Via Garmin: Anchored at Forward Harbour. No problems. Winds were light on Johnstone Strait. We had opposing current for a while, but with us later on.

11 July Forward Harbour to Blind Channel 16.1 nm. We have been out of phone coverage for a long time, but today we finally have a bit of wifi at Blind Channel, an upscale marina resort in Mayne Passage, an area with strong currents. Blind Channel has fuel, water, garbage service (\$2 per pound), showers, a small store, and a very good German restaurant. It has been owned by the same family since 1970. Squatchy is enjoying walking here, although there are a lot of dogs. He met two Bengal boat cats, but they seemed stressed by the dogs and they hissed at him. Maybe they thought he was a dog.

To get here from Forward Harbour, we had to transit Whirlpool Rapids an hour early, and Green Point Rapids an hour late. The first one slowed us to a crawl, and the second one shot us out at 9.4 knots, nearly double our usual speed. Fortunately, there wasn't much turbulence, although there was a very large log raft being towed by three tugs just ahead of us, but it slowly glided away as we turned away down Mayne. Docking here can be difficult because of the current, but neither of us had any problems, despite having to back into our slips next to fancy gin palaces.

Tomorrow there are at least two more rapids, but I think our plans are good. It will be an early day to meet the slack times and we may have strong opposing currents for the first couple of miles.



Photo: Matilpi, former native village

12 July Blind Channel to Big Bay 16.9 nm. No difficulty with Dent or Gillard Rapids, but there was a very strong current against us leaving Blind Channel early this morning. With the engine almost at full revolutions, we were only making a couple of knots. Fortunately, once we rounded the corner, things began to improve. We reached Big Bay at an ideal time and were able to get a spot on the dock and get tied up before Gillard Rapids began to increase. A couple of hours later, they were thundering and throwing mist into the air a scant half mile away. Tomorrow, we have to carefully time our departure for Yaculta Rapids, which is the last one until Dodd Narrows, which we are accustomed to, but can never be casual about. The day is warm and we are airing out the boat. Squatchy is snoozing and will get another walk later, when it is cooler.

July 13. Big Bay to Refuge Cove 22.0 nm. Very warm today, we were rigging shades to keep the sun off as we sailed southward. Yaculta Rapids were fine, but scary looking sometimes, with ripples and standing waves. Getting off the dock at Big Bay was unexpectedly challenging, so we have a swath of creosote from the dock to clean off later. Squatchy was annoyed at us leaving, he caught a mouse yesterday and wanted to stay and hunt some more.

Approaching Refuge Cove, the wind really picked up, making the docking tricky, but a young boating family caught our lines and we had a snug place for the night. One of the older kids made us a nice watercolor sketch of Squatchy. We have the promise of a great photo of Squatchy from a wildlife photographer as well, she will email it to us when she gets home.

The next few days have gale force winds in the forecast, so we might repair to nearby Melanie Cove and wait it out.



Photo: the community store at Big Bay.

July 14. We elected to stay another night at Refuge Cove, to wait for the winds to moderate. A lot of other boaters had the same idea, so it was busy with boats coming and going, as well as float planes. We were next to the float plane dock, so I was able to admire the skill of the pilots as they stop the engine at just the right time, then climb out on the pontoon as the aircraft gently comes to a stop alongside the pier. They make it look easy, but I know it isn't, especially in these winds. Refuge Cove has a little store, so we bought some fresh veggies and bread. Laurie did some laundry and I had a shower. Squatchy had several walks earlier, but is snoozing now because of the warm weather. There is nowhere to walk on shore, just the boardwalks and docks. We bought a couple of freshly baked cinnamon buns for breakfast; they were good, but \$8 each. Not as expensive as the \$12 beer and \$20 cocktails at the restaurant (I had water). One has to make allowances for the convenience of services in these remote places because their costs are high and we want them to stay in business, but there are limits... Refuge is a cooperative, originally owned by a group of teachers back in the 1940s and probably owned by their descendants now.



Photo: sketch by 17 year old Addison from a neighbouring boat, who loved Squatchy

July 15. Refuge Cove to Westview 25.7 nm. An easy trip from Refuge Cove to Westview, near Powell River. As we travelled south, the temperature climbed. At Westview Harbour, there was very little shade and the marina was crowded. Thankfully, we were able to get in, although we were rafted three deep with Rover and another boat, so going ashore was a little more complicated. We thought there would be more wind today (but not the gales of the last couple of days) but there was very little, so we motored most of the way. There was a lot of boat traffic in both directions. Off Westview there were some Humpback whales. We walked up to the Thai restaurant for a bowl of ice cream. It was too warm to walk very far.

Wednesday, we have a fairly long day to get to Pender Harbour, our jumping off point to cross the Strait of Georgia to Newcastle Island, hopefully Thursday, or Friday, depending on weather. Later, after the sun goes down, it should cool off enough to get Squatchy out for a walk. Right now, it is much too hot, so we are down below with the sun shade rigged and the fans running.



Photo: Refuge Cove store

July 17. Westview to Garden Bay 28.2 nm. A long trip today, but we sailed in light winds most of the time, listening to an audiobook and some music. We saw a couple of humpbacks off Westview, which seems to be a popular place for whale watching. The Royal Canadian Navy was on the VHF radio a fair bit, shoos boats out of their weapons range, Whisky Golf. The range is located between Nanaimo and all points north, so when active, boaters have to take the long way around. I called the range control and they plan to be active tomorrow as well, so we are looking at alternate routes. All of the routes will make for a long day, which is already long enough. One promising idea is to anchor at Kendrick Island, just east of Gabriola Passage. The next day, we could transit Gabriola Passage instead of Dodd Narrows, which is always busy at this time of year. Garden Bay wasn't busy tonight, just a few itinerant boaters like ourselves. Garden Bay is sheltered and has a nice mud bottom with good holding for our anchor. There is a dinghy dock and a small park, which suits Digby.

17 July Garden Bay to Kendrick Island 40.0 nm. Today we traveled from Pender Harbour to Kendrick Island, just outside of Silva Bay. We are anchored between Kendrick Island and Valdes Island, in a protected channel next to the Strait of Georgia and adjacent to Gabriola Passage, an area of strong current. The crossing of the Georgia Strait was not very windy, but the residual waves were from an awkward angle that caused an unpleasant rolling and pitching. If we had more wind, the sails would have stabilized us more, but unfortunately we had to motor the whole way, wedging ourselves into the boat for balance. During a particularly bumpy period, Squatchy complained that he was starving, so Laurie bravely went below to get his food. While I held his dish in one hand and the wheel in the other, Squatchy ate the whole thing, then found a comfy spot for an afternoon nap. I think it's fair to say that he has found his sea legs!

Tomorrow, we will enter Gabriola passage at slack, instead of busy Dodd Narrows. From there, we have only 14nm to our home port of Ladysmith. We will have been out for seven weeks and will have covered about 650nm, our longest trip to date. We are a bit sad to bring our trip to an end, but we miss our family and friends and it will be nice to enjoy some of the too-brief Alberta summer. This evening, in the calm anchorage, we sat on deck to watch the barn swallows perched on our safety lines, oblivious to our black and white predator.

18 July Kendrick Island to Ladysmith 14.8 nm. An uneventful return to Ladysmith, although the wind picked up just as we approached the marina, so docking wasn't easy. It was sad shutting down Northern Comfort, but we looked forward to dinner out with our friends to celebrate our trip.



Photo: Anchorage at Kendrick Island