

IMAGES & HISTORY OF NOOTKA SOUND & KYUQUOT SOUND ABOARD THE MV UCHUCK III

NOOTKA SOUNDER

AUTHENTIC WEST COAST CRUISING



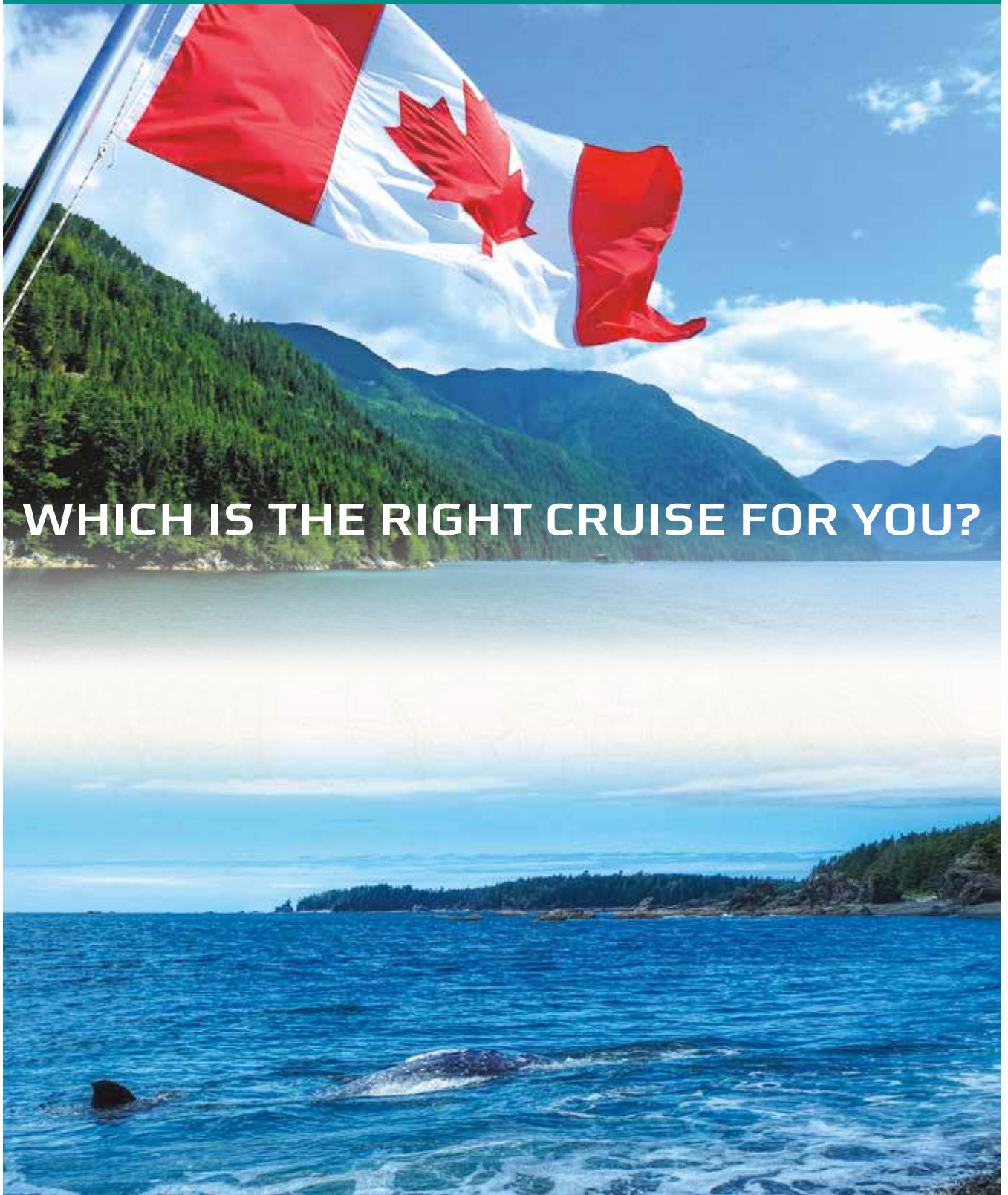
1 & 2 DAY CRUISES ABOARD THE MV UCHUCK III Cruise Nootka Sound & Kyuquot Sound

- VISIT HISTORIC FRIENDLY COVE • Nootka Island Trail Hiking Access
- REMOTE LOCATION Kayak Wet Launching



Visit www.getwest.ca to see why
Get West Day Adventure Cruises
was voted 2022 Travelers' Choice on Tripadvisor.
One of the top 10% of attractions worldwide!

CRUISE SELECTIONS



Grey Whale rubbing the beach at Friendly Cove.

Photo: Julie Schimunek

CRUISE SELECTIONS

~DAY CRUISES~

Nootka Sound Day Cruise

Tuesdays ~ Year Round

Departures: 9am Arrive back in Gold River: 6pm*

**Arrival may be as late as 8:30pm in the summer months due to extra freight stops.*



Every Tuesday the MV Uchuck III departs Gold River to provide freight and passenger service throughout the many inlets and waterways around Nootka Sound. This one-day marine cruise lets you experience the day-to-day events of a working vessel first hand, as it makes deliveries to logging camps, fish farms, lodges and other remote marine outposts. On any given voyage passengers can expect to see a variety of marine life from birds, to sea lions, sea otters and on occasion, even orca or humpback whales.

Top and Left Photo: Al Westnedge

Friendly Cove Day Cruise

**Wednesdays & Saturdays
June - September**

Departures:

10am Arrive back in Gold River: 4pm (Wed), 5:30pm (Sat)



During the summer months the MV Uchuck III provides day cruises to Friendly Cove also known as Yuquot - ancestral home of the Mowachaht / Muchalaht people. Once ashore, you can relax on the beach, visit the Nootka Lighthouse, walk the trails along the shoreline, visit the historic church and explore the tidal pools that are teeming with aquatic life. ***Fly-In / Cruise Out option available!***

Detailed story on page 10.

In the summer months you can often catch Master Carver Sanford Williams working in his studio overlooking the bay.

Detailed story is currently on page 11-12

Photo: Julie Schimunek

CRUISE SELECTIONS

~ OVERNIGHT CRUISES ~



Kyuquot Adventure Cruise

Thursdays & Fridays:

April to Oct (with the exception of some dates in May)

Departures:


Thursday - 7am Arrive back in Gold River Friday - 5-7pm

Cruise through Nootka Sound, Esperanza Inlet and on the open Pacific to the remote village of Kyuquot to deliver groceries and supplies. The Village of Kyuquot is a remote destination and does not offer the amenities and conveniences you'd find in larger centres. It does offer comfortable chalet style accommodations that reflect the Vancouver Island West Coast maritime lifestyle. Guests with walking disabilities may find this marine tour difficult.

Photo: Al Westnedge

To learn more about these cruises visit www.getwest.ca

ACKNOWLEDGEMENTS Design | Printing: River Ink Printing and Signs | riverink.ca | 250.287.2427



Make Memories, Not Plans...


Where Angling Dreams Come True!

Luxurious Riverside Accommodations






Fresh Water, Salt Water & Heli-Fishing Packages

**Trout • Steelhead
Salmon • Halibut**

thelodgeatgoldriver.ca
250•283•2900



The Lodge at Gold River is an incomparable destination. A timeless classic, with all the conveniences of a world-class luxury resort set in one of the most beautiful places on earth.

CRUISE SELECTIONS

~ CRUISE RATES & SCHEDULE ~

For **GETWEST ADVENTURE CRUISES**

Please call

1-877-824-8253 • 1-250-283-2515

or visit **www.getwest.ca**

for up to date pricing and schedules

TABLE OF CONTENTS

Cruise Selections	pages 2-4	The Nootkan People.....	pages 25-28
Kayak Transport.....	pages 6-7	Early Exploration.....	pages 29-31
Kayak Adventure	pages 8-10	Uchuck History	pages 34-37
Nootka Island Trail	pages 11-12	The Art of the Load.....	pages 38-39
Cruising Aboard the MV Uchuck III.....	pages 13-16	John Jewitt.....	pages 40-41
Visiting Friendly Cove.....	pages 17-19	Tall Tales	pages 42-54
Master Carver.....	page 20	Visiting Gold River	pages 55-57
West Coast Pursuits.....	pages 21-23	Visiting Tahsis.....	pages 58-59
Coastal Clean-up.....	page 24	Coastal Communities.....	pages 60-61
		Points of Interest Map	pages 62-63

ACKNOWLEDGEMENTS Editorial: Dave Young, Ian Kennedy, Gordon Elliott and Neil Havers

Design and Printing / River Ink Printing and Signs 250-287-2427 • www.riverink.ca

KAYAK TRANSPORT

REMOTE LOCATION KAYAK WET LAUNCH SERVICES

The remote northwest coast of Vancouver Island offers kayakers an opportunity to paddle in wilderness areas that few have experienced.

From Nootka Sound to Kyuquot Sound and points in between are miles of uninhabited shoreline waiting to be explored. This pristine wilderness is home to an abundance of wildlife including Grey Whales, Killer Whales, Sea lions, rafts of Otters, Black Bear and Bald Eagles. A lucky paddler can see them all in a single trip.

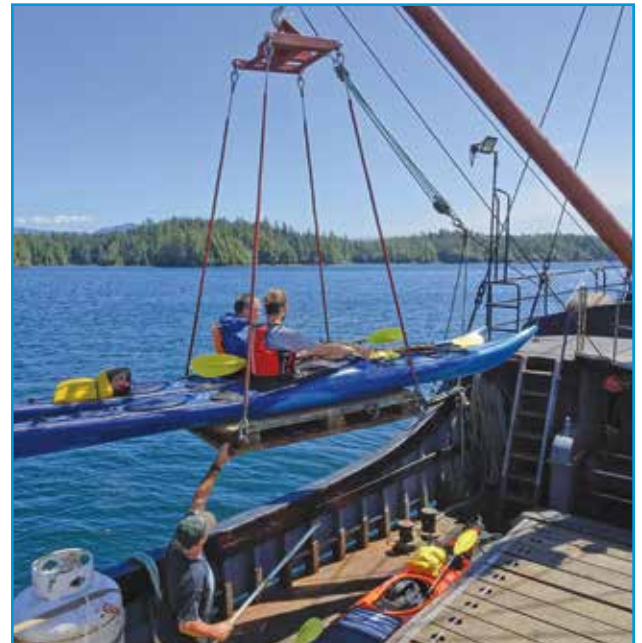
Paddlers can explore sheltered inlets and stretches of open ocean. Hear the roar of the surf breaking on the rocky shoreline, explore sea caves and paddle around sea stacks.

Some of the more popular destinations include the Bunsby Group of Islands, historic Nootka Sound, Brooks Peninsula, Nuchatlitz Marine Park and Rugged Point.

What makes these destinations so special is their remoteness. With minimal or no road access, getting there can be a challenge. We offer wet launching from the 140' MV Uchuck III.

Departing from Gold River, BC on regularly scheduled runs, kayakers can load their kayaks and provisions and enjoy a marine cruise aboard this working marine cargo vessel.

The MV Uchuck III drops supplies off to remote resorts, fish farms and logging camps using a cargo winch system and a lifting platform to retrieve supplies from the hold and drop them off on wharves.



*The system of off-loading
supplies is the same system
used to wet launch kayakers.*

Kayaks are positioned onto the lifting platform on the ship's deck with the kayaker in position, ready to paddle. As the paddler hangs on to the cables the lift platform is lowered overboard to just below the ocean's surface, allowing the paddler to simply paddle off on his or her adventure.

These wet launches take place at select locations along the route within proximity of choice paddling destinations.

KAYAK TRANSPORT

BOOKING YOUR KAYAK TRANSPORTATION

Kayak transportation rates vary depending on where you are going and what you are using: such as kayak, canoe or dingy in your wet-launch activity. We can help you design your travel with us to fit your plans. The MV Uchuck III can get you out to remote areas and then pick you up later. There are 3 main areas that we drop off at - Nootka Sound, Nuchatliz Marine Park, and Kyuquot Sound. Please contact us to make arrangements and learn about the ideal drop off and/or pickup locations.

Note * We do not rent kayaks but Comox Valley Kayak does and they deliver to our dock!




RENTALS

renting kayaks, canoes and sups for both short and long term

LESSONS

we offer various classes for every level of experience

TOURS

choose from one of our private tours or opt for a guided group tour

SALES

we sell: sit on tops, day tripping and touring sea kayaks, canoes, stand-up paddleboards, paddling gear

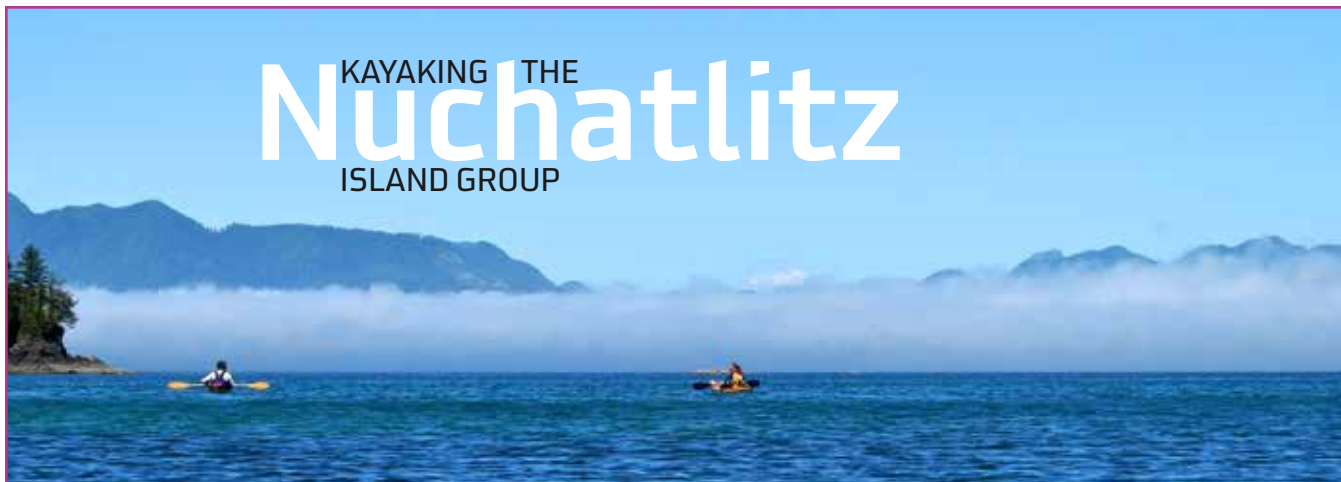
**COMOX VALLEY
KAYAKS & CANOES**

For more information:
www.cvkayaks.com
info@comoxvalleykayaks.com

V9N 2L3

2020 CLIFFE AVE
 Courtenay, BC

KAYAK ADVENTURE



Our adventure began the night before... Our intrepid crew of six kayakers showed up at Gold River the evening before we were to embark on a nine day sea kayaking journey to the Nuchatlitz Group on the outer coast of west Vancouver Island.

As we were arriving from different locations in western Canada the logistics of planning this trip was a digital marathon a few months prior.

Unloading and sorting gear for five kayaks at the MV Uchuck III marina was akin to stuffing, layering and cramming each dry bag and item into every nook and cranny with barely enough room to batten down the hatches. Whew!

All aboard the MV Uchuck III en route to Rosa Island...

Once settled into the comforts of the MV Uchuck III you are quickly immersed in the warmth and hospitality of the crew. It feels like 'family' on board this vessel. You are welcomed to visit the captain in the pilot house, chat with the crew, read charts and indulge in the 'scentual' delicacies wafting from the galley. I cannot imagine a better

way to start a trip.

Viewing the landscape, channels and inlets from the carrier vessel offers a much larger perspective and appreciation of the distance and time it would take to reach the outside waters had we decided to paddle these waterways. Instead we could relax, stay well fed and warm while taking in the maritime culture as the restored mine sweeper, a working boat, delivered supplies to fish farms, logging camps and roadless communities en route. This aspect of the trip was both intriguing and part of the adventure.

One thing is for sure, as a kayaker about to depart the vessel via wet launch is to befriend the deck hands - especially the person controlling the winches for your launch. You want this guy on your side! And quite honestly, it is an amazing experience. I felt like a child in a dream with a flying kayak. I felt like I was in good hands.

KAYAK ADVENTURE

The offerings of the Nuchatlitz group are as varied as your skill level or sense of adventure. Among the islands you will find protected waters, large rafts of sea otters, the accompaniment of murrelets and loons, the curious visitation of seals and watching bears forage for food along the beach intertidal zone.

The beaches and tide pools provide a microcosm of smaller creatures and fascinating art forms made by nature. We would sit in our boats or on the shoreline and witness the playful antics of sea otters as they tumbled and dove, groomed themselves or broke open the shells of their catch of the day with a rock. They provided endless entertainment for us.

The combination of on land and on water activity make this area a well balanced choice for a destination. Walking the beaches, hiking up hills, and discovering old trails are as welcome as paddling through arches, exploring sea caves and the intertidal zones.



UPTOWN CAPPUCCINO

COME IN AND

MAKE YOURSELF AT HOME!

BREAKFAST ALL DAY

FRESH BAKED MUFFINS, SCONES, COOKIES

LIGHT LUNCHES, HOMEMADE SOUP

1/2 lb HOMEMADE HAMBURGERS THE BEST!

GOLD RIVER NEXT TO FIELDS

250-283-0372

KAYAK ADVENTURE

Great campsites and good food are key components to any successful kayak trip and the weight of our boats was incentive enough to partake in the 3 - 4 course meals we prepared each evening. By the fourth day our boats weighed less and the hatches closed more easily. Getting out to explore inlets and basins; to beachcomb and do yoga were also an incentive to burn off our calorie intake.

The mood of the landscape, even the same landscape could change significantly in any given day. Rainy days can acquaint the paddler with treasures closer up, like limpets and seaweed; bat stars and urchins; sea anemones and starfish.

The Nootka fog rolling in creates a mysterious effect, adding to the beauty of the landscape rather than detracting from it. The glow of the sun on rock formations

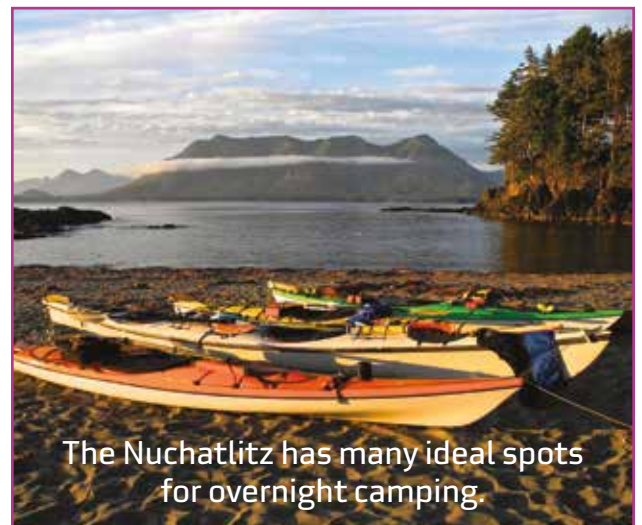
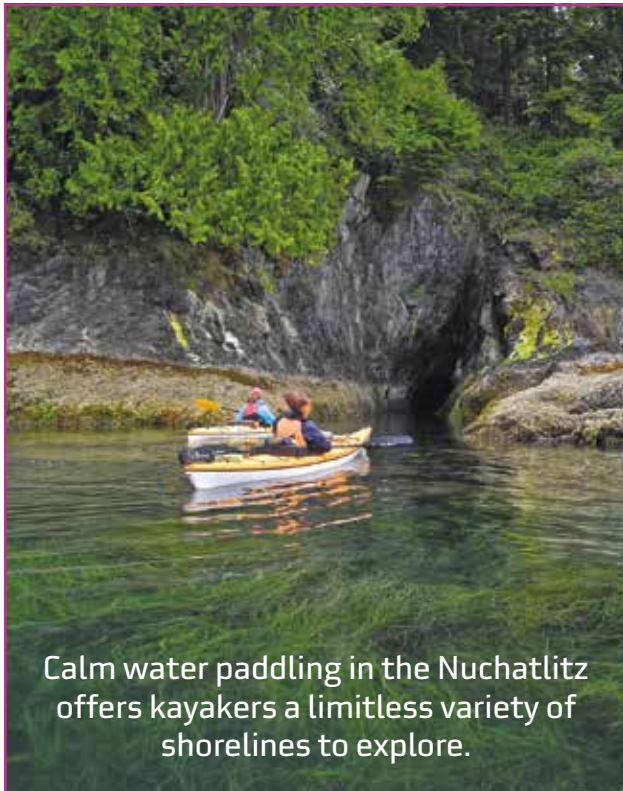
and small islands could make them appear like a Group of Seven painting before your very eyes.

The spectacular sunsets simply bathe you in their warmth and awe. Features stand out strikingly when silhouetted against the brilliant colours of the setting sun.

As our days on the water were nearing the end we happily anticipated our return trip to Gold River on board the MV Uchuck III. On the rainy morning of our last day as we paddled about the waters around Rosa Island awaiting our pick up we were already wondering what Elaine, the galley chef, would be cooking up for lunch.

Then, as the vessel came into view, we had big smiles on our faces - it felt like we were going home to the familiar cozy comfort of the old mine sweeper boat in all her glory.

Story and photos by Elaine Hanson



NOOTKA ISLAND TRAIL

TRANSPORTATION IN AND OUT OF THE Nootka ISLAND Trail

With unlimited access and limitless beaches, the Nootka Island Trail offers hikers a 5 to 7 day, 35km trek following the coastal shoreline of Nootka Island from Louie Bay Lagoon to Friendly Cove. Unlike Vancouver Island's popular West Coast Trail, there's no need to apply for a permit and you will likely have most of the trail to yourself.

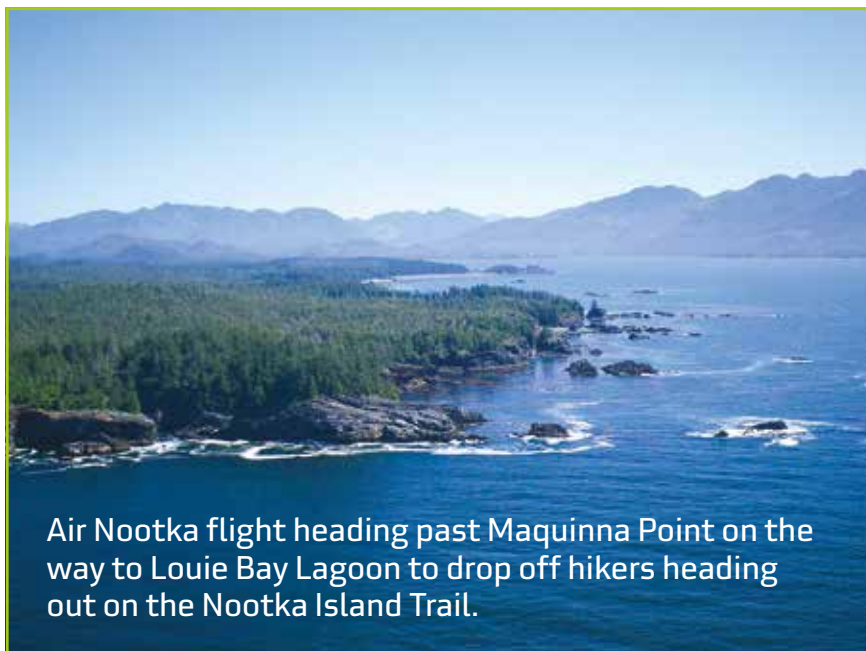
The Nootka Island Trail features miles of sandy beaches flanked by old growth rain forest, sea caves carved by high tides, crashing open Pacific surf and stunning west coast sunsets to end the day with. Expect to see sea otters, river otters, black bear, wolves and whales as well as First Nations artifacts along your hike.

Hiking the Nootka Trail begins in Gold River, BC with Air Nootka floatplane service to Louie Bay at the north end of Nootka Island. Far superior to a water taxi, this 40k flight offers spectacular views of Nootka Sound, flying over the route you will hike to help familiarize yourself with the route. Pilots double as tour guides, pointing out significant landmarks and insights into the history of Nootka Island.

Upon landing at Louie Bay Lagoon it is a 45 minute hike through a rain forest along a marked trail to Third Beach and the open Pacific Ocean and miles of sandy beaches, perfect for beachcombing. With an 'infinity pool' thanks to a tidal dammed creek and established

campsites this is a great place to enjoy the first day and soak up the west coast experience swimming, beachcombing and exploring.

The majority of the hike is along the shoreline, on sandy beaches and over rocky escarpments. Some areas are impassable at high tide but there are marked trails heading overland for these stretches. Calvin Falls is one the hike's highlights as Calvin Creek cascades over a waterfall to the ocean. This is a great destination to spend a day, clean up and recharge. Surf huts are tucked away



Air Nootka flight heading past Maquinna Point on the way to Louie Bay Lagoon to drop off hikers heading out on the Nootka Island Trail.

NOOTKA ISLAND TRAIL

in the rain forest nearby. Wolf sightings are becoming more frequent in the area so be diligent with your food stores and waste. Further along at Bajo Point the remains of an ancient Mowachaht/Muchalaht village still exists in the rain forest. Watch for the remains of a long house and plenty of culturally modified trees.

As you get further south the hike turns inland along cliffs overlooking the open Pacific Ocean, offering views of migrating grey whales and rafts of sea otters. Stretches along the shoreline feature sea caves and pocket beaches, perfect sites for sheltered camping. From Maquinna Point you are on the final leg to Friendly Cove, serenaded by the crashing surf along the pebbled beach.

Friendly Cove is the ancestral summer home of the Mowachaht / Muchalaht First Nation people. This National Historic site is significant in that it is where Chief Maquinna started the sea otter fur trade with Captain Cook. This lucrative trade eventually led to a war between the British and Spanish. Today an historic church still sits on the shoreline, it is now a Cultural Centre. One of Canada's few remaining inhabited lighthouses stands guard on a rocky outcrop overlooking Friendly Cove and the entrance to Nootka Sound.

From Friendly Cove cruise aboard the M.V. Uchuck III back to Gold River. After camping in the wilderness enjoy the comforts of the wood-finished lounge, home-cooked food in the coffee shop, and spacious seating on the open-air shaded upper deck. Kick back, relax and see more of Vancouver Island's Wild West Coast. Groups of kayakers, bald eagles, harbor seals and

sea otters are common sights along the route. Lucky guests aboard the MV Uchuck III sometimes see grey whales, killer whales and black bears along the way.

Trip Planning

Flying out to Louie Bay Lagoon...

Air Nootka: 250-283-2255
info@airnootka.com

Cruise from Friendly Cove back to Gold River...

Get West: 1-877-824-8253
reservations@getwest.ca



BEAN TO BAR CRAFT CHOCOLATE

Now open at
1250 Wharf St, Tahsis

Check our website for details.

coalcreekroasters.ca |



CRUISING ABOARD THE MV UCHUCK III

Sea Lions at home on Sea Lion Rock.



I am normally sitting at my desk at Get West Adventure Tours taking reservations and organizing tours.

Story and photos by Julie Schimunek

I love booking the trips and talking with you on the phone but there is nothing like going on a trip to really get acquainted.

Even though there was some rain in the forecast, I was excited to accompany the 15 couples up to Kyuquot Sept. 20. A new adventure for us - 2 nights in Kyuquot and then a trip down to Friendly Cove on Saturday. This was my 6th trip to Kyuquot and had always felt that there was never enough time to chat with people and visit all our hosts up there, not to mention just toodling around the island and taking in the scenery.

So now I was an explorer on the first trip of this kind in the history of our company so what did I do? I brought my guitar and mandolin! Adrian the first Mate usually brings his ukulele because you never know when someone wants to break out into song. I was pretty happy actually when Boudi (another guest) brought out his harmonica and next thing you know there was a group of people standing around singing at the top of their lungs. Our rendition

of Sitting on the Dock of the Bay was awesome!

That was Saturday though, we are still on Thursday heading up the Tahsis Inlet at the moment. We did a slight detour into Kendrick Inlet where we needed to deliver some groceries and items for Nootka Sound Timber.

All eyes were on the lookout for sea otters and someone did see one, a big fatty all by himself bobbing around. I was downstairs checking on what Elaine was cooking up for lunch so I missed it.

Once the guys got all the freight off the boat we took off again and all of us keeners craned to see if the otter was still there. Gone!

It was raining lightly as we rode through the flat, calm water up the Tahsis Inlet. As we headed west through Hecate Channel, it seemed the perfect setting for the humpback whales who surfaced just off the port side. Bingo!

Captain Spencer always announces on the loudspeaker if they see anything. Everything stops and we drift in the silence. Just like a bunch of kids we watched under the shelter of

CRUISING ABOARD THE MV UCHUCK III

the large tarp on the main deck. A gentleman who was turning 97 next week said to me, "it is even more beautiful to see them in this setting." I had to agree.

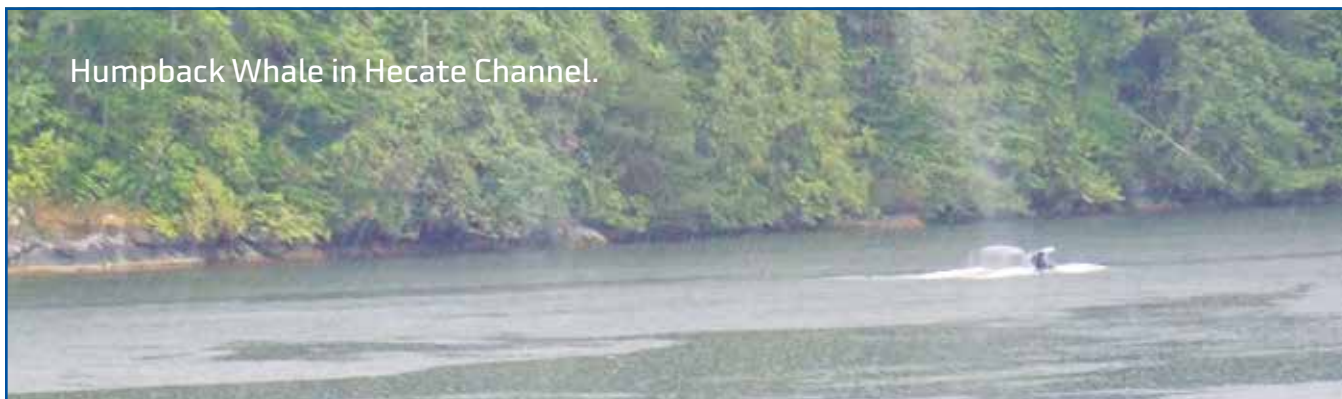
Soon we headed out into the open waters. The forecast had been for what I like to call "a little sporty" but we were all overjoyed to find pretty calm seas out there.

After two hours we arrived in Kyuquot and the guests were taken to the various B&Bs and

Our Uchuck umbrellas came in handy! At 8 am the Uchuck headed out into the Pacific Ocean again and then hung a left into the Kyuquot Channel.

There were freight stops along the way which we enjoyed while watching the unloading of the supplies. Excitement was building as we anticipated what was waiting for us back in Kyuquot though. More good food and tours!

Humpback Whale in Hecate Channel.



Walter's Cove Resort where a beautiful fire in the woodstove was waiting for us wet-nicks as we trundled in.

Just a quick drop off of the bags and time to get your bearings, then it was off to the Kyuquot Inn for the famous, mouth watering pork roast feast. Also on the menu was home made Naan bread and hummus, salad, roast spuds, veggies, lentils, and homemade brownies for dessert.

We always eat family style in the Kyuquot Inn with everyone at the table passing around the food. After dinner we all retired to our quarters and had a restful sleep. Very quiet in Kyuquot.

The next day we popped back on board after breakfast at the Inn. It was hosing outside so it was a little damp coming back to the boat. Joanne Osenenko who ferries our guests around from the Inn and Norberg's dock to the municipal wharf brings them back in a large open punt that holds about eight people.

Joanne's son Luke offered to take people on a one hour wildlife tour, only \$20 each! Five minutes to sea otters and then another ten to Sea Lion Rock.

He picked our group up at the Walters Cove Resort dock. Luke is a wealth of information about local history and told some stories from the early days.

I wished I would have taped it! We were quite entertained by all of his stories.... and then we saw them.

The otters that were once completely decimated from the West Coast of Vancouver Island are now thriving again due to the efforts of conservationists in the 60's who reintroduced them back to the area.

There is so much boating activity in the Kyuquot Sound that the little otters just look on at us with mild curiosity. After a few circles

CRUISING ABOARD THE MV UCHUCK III



Family style dining in the Kyuquot Inn.-

around the little furry friends we head out away from land in Luke's aluminum boat.

In ten minutes we came around the back side of Sea Lion rock. We were so close to the Wild West Coast I could taste it (I did poke my head out and get a little sea spray - it was fantastic!) You get a sense of the power of the ocean when you are sitting on a billion tons of raw water and you are bobbing like a cork in it. But then any feelings of "oh my gosh what am I doing out here?" were quickly replaced with "look at the size of those sea lions!"

The males made quite a ruckus once we got closer. I have never heard that sound before. It was a cross between a bear growl and semi

brakes roaring. Wow! I felt like Jacqueline Cousteau! Rain? What rain?

I was imagining how wonderful it could be to see all of this on let's say a nice June afternoon or even better... a sunset evening when the sun casts those beautiful colors that take your breath away. All I can say is, you better bring your binoculars, camera, and video equipment on this trip.

Luke says he will be on hand for these types of tours if he is not doing a taxi run, or guiding his boat. June will be a great time to go because of the extended daylight.

After spending enough time watching the sea lions, we made our way back to Kyuquot after a little meander around the outside of Walters Island. More stories of the early settlers with their orchards and cows.

There was time for a little walk on the trails back on Walter's Island to explore the beaches on the Pacific Ocean side.

Back to the Kyuquot Inn for a delicious spaghetti dinner with everyone sharing about their adventures. It was not over yet though.

Nootka Island Lodge

A Great Place To Be!

Nootka Island Lodge is situated on the Fishing Grounds and sits amid the quiet virgin timber of cedars, and firs and the calming waters of Nootka Sound in British Columbia, Canada.

Our peaceful lodge offers comfortable rooms both single and double occupancy. The lodge accommodates up to 20 guests comfortably so we are an excellent choice for groups, family outings and retreats.

Family owned for 37 years



TEL: (604) 960-0461

Email: info@nookkaisland.com

www.nookkaislandlodge.com

CRUISING ABOARD THE MV UCHUCK III

More of Elaine's delicious food was not the only thing on the menu for Saturday.

After a great breakfast we made our way back down the coast heading to Yuquot or as it is known worldwide - Friendly Cove. The morning was stellar and it looked like a fair wind had moved away all the rain and drizzle. I was glad to bring my guitar and share it with Sarah who hadn't played in awhile.

We came down Tahsis Inlet once we had made our way through Esperanza Inlet and Hecate Channel. The weather was glorious and we were anxious to get off the boat and explore the cove.

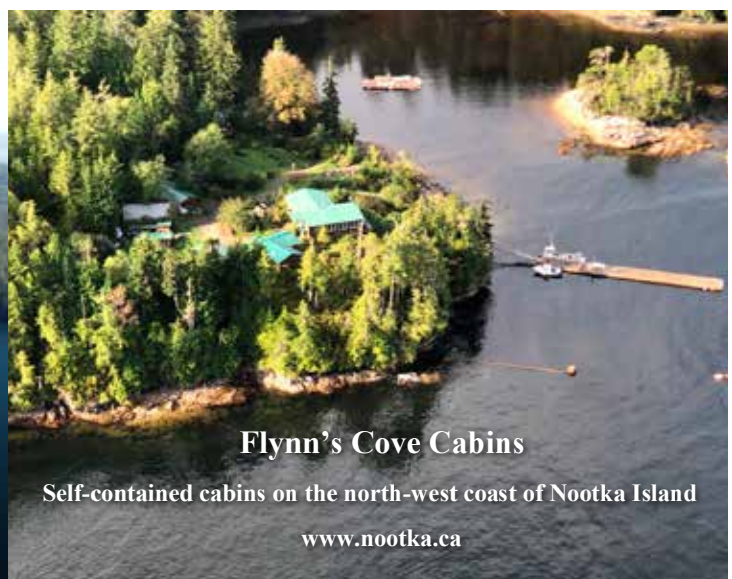
I was happy to be tour guide for I knew this place very well. First stop was the old church and then on to the cemetery, lake and cabins along a rain forest trail. For the walk back we strolled along the beach. This place is only accessible by boat or sea plane. It is the end of the Nootka Island Trail so the path is nice and worn that leads you back to the Lighthouse and the MV Uchuck III.

We had a few hours at the beach and everyone



just relaxed and explored. We left and two hours later we were back at the Gold River Government wharf. Perfect end to a perfect trip. It was so much fun.

The beauty and peacefulness of the West Coast seems to bring out something unique in everyone that goes on the trip. Strangers become friends as it is very easy to relax and enjoy the sights and sounds together. I think I just found my new favorite trip.



VISITING FRIENDLY COVE

MV Uchuck III docked at Friendly Cove (Yuquot).

Photo: Mark Brownlee



A trip to Friendly Cove puts visitors in touch with BC's earliest history, with many of its "firsts"... first European contact; first beer brewed in BC; first European inhabitants; first ship built; first visit by a European woman; first European settlement; first gardens... and all at or near British Columbia's first national historic site, established in 1923.

It all starts with a leisurely day-long cruise aboard the MV Uchuck III, leaving Gold River on Wednesdays or Saturdays between June and September.

Arrive at the Gold River dock in time for the prompt 10 a.m. departure and settle in for a fabulous two-and-a-half hour voyage down the Muchalat Inlet and out into Nootka Sound to Yuquot.

The Uchuck III serves as both a passenger vessel and a working freighter which carries all manner of cargo and people to logging camps, fish camps, fish farms, and settlements along the way. Prepare yourself for interesting stops at which you'll begin to acquire a feel for something of life on this west coast.

Enjoy a muffin, sip a coffee, meet fellow travelers, and then settle down to take in the sights and sounds of the coast: the steep sides of Muchalat Inlet (a U-shaped fiord, a remnant of the last ice-age), covered with Douglas firs, Sitka spruce, Arbutus, Western red and yellow

cedars and Western hemlock. Most of the trees are second growth, but their predecessors might have been upwards of 300 feet high

One Douglas fir at Woss Lake on northern Vancouver Island grew to 305 feet and had an 18-foot diameter, holding the official record as the largest tree ever cut in British Columbia. Over 1200 years old, it would have been growing before the Vikings invaded Britain.

Imagine the human activity of a few hundreds of years ago when at nearly every creek mouth along this inlet the Muchalaht people could be found at their summer camps catching and curing salmon for winter food.

While doing so, however, they would have been very vigilant, concerned about enemy raiding parties looking to capture slaves. Wars were not uncommon, especially against the neighbouring Mowachaht who, in 1935, despite earlier animosity, amalgamated with the Muchalahts to form one tribe.

VISITING FRIENDLY COVE

Along the way you'll see how sportfishers entice different varieties of salmon onto their lines, the most prized being the Spring or King salmon reaching up to 50 or 60 pounds.

After passing the entrance to Zuciarte Channel, the MV Uchuck enters Nootka Sound between San Carlos and Camel Rock—a popular kayak drop off. She continues west down the edge of Bligh Island (named after William Bligh of Mutiny on the Bounty fame but at that time Cook's navigator on the Resolution), for another possible drop-off at Vernaci Island and then onto Friendly Cove.

Once past Bligh Island as the Uchuck III heads across the mouth of Nootka Sound to Nootka Island, look back on the starboard and into Bligh Island's Resolution Cove, originally called Ship Cove by Captain Cook.

Battered by savage storms on their voyage from Hawaii and seeking a place to make repairs and to find fresh water Captain James Cook with his ships Resolution and Discovery, limped into this bay on March 29, 1778. While the British anchored their 'floating islands', the First Nations people shouted from their canoes: "itchme nutka, itchme nutka", meaning "go around", "go round" to a better anchorage at Yuquot, but Cook misinterpreted their shouts, believing they were calling out Nootka as the name of the area.

Despite this initial misunderstanding, he and his men stayed for more than a month here, becoming the first documented Europeans to set foot in British Columbia.

After repairing ships' masts and spars with Douglas fir wood; brewing beer using Sitka spruce needles, hops and molasses; and trading metal objects for sea otter skins, they sailed for home by way of Alaska and Asia.

In China, they made a small fortune selling the luxurious sea otter pelts acquired at Nootka and, when news of this new source of trade



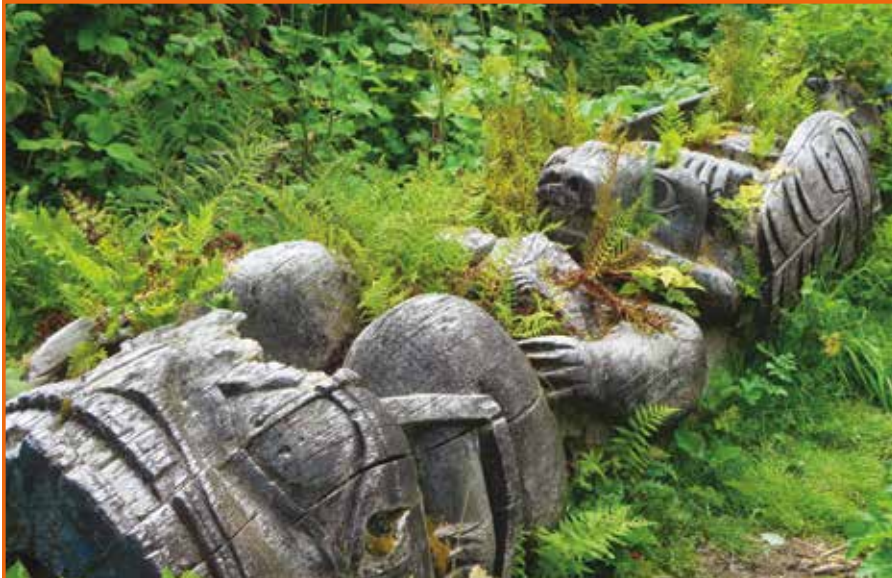
Photo: Julie Schimunek

reached others, European and North American traders converged on Nootka, three hundred and thirty ships between 1785 and 1825, and nearly exterminated the sea otter on this coast. Two plaques in the cove commemorate Cook's visit.

As the Uchuck III enters Friendly Cove or Yuquot, "where the wind blows in all directions", notice the 100-foot high lighthouse on the port side, where the Spanish fort once defended the cove.

Built in 1911 the lighthouse is not open to visitors, however, a hike up to it offers a spectacular view of up to sixteen miles visibility up and down the coast - on a clear day, that is. Only two houses now occupy the cove where once stood up to twenty big houses and where once lived 1500 indigenous people: the summer home of Chief Maquinna and his Nuuchah-nulth people. Only two now live here, year round.

VISITING FRIENDLY COVE



de Suria and Jose Cardero done while the two were in Yuquot in the late 1700s and donated in 2002 by the Spanish government. The originals remain in Barcelona.

Outside, and adjacent to the church, the baseball field marks the location of the Spanish gardens where, every August, the Mowachaht-Muchalaht hold their salmon barbecue and Summerfest.

Walk behind the church down to the pebble beach to the West, pass the modern graveyard and go inland to Aa-aak-quaksius Lake or Jewitt lake.

Points of interest include a shoreline Rainforest Trail, First Nations graveyard, Lighthouse, and an ancient totem on the forest floor.

Once ashore take the path from the end of the pier to the gleaming, white Roman Catholic Church built in 1956 to replace the one built by Father Brabant in 1889, which burned in 1954.

The church now serves as a museum. Inside, the two painted glass windows donated by the Spanish Government commemorates the Spanish fort settlement of San Miguel with its extensive gardens that existed at Yuquot from 1789 until 1795.

Instead of altar and pulpit now stand two striking and colourful interior houseposts with another two on either side of the archway entrance.

In the choir loft, if not out on loan to other museums, are thirty or so photographic reproductions of the drawings of Thomas

A small wooded islet in this lake once housed the Whaler's Shrine at which the Mowachaht/Muchalaht conducted purification rituals before going whaling, rituals so secret even John Jewitt, a slave of Maquinna in 1803-'04, did not know of the shrine's existence. Its 92 carved wooden figures, sixteen skulls and the shelter that once protected them currently resides in the American Museum of Natural History in New York, sold to it in 1904. Near the lake, six cabins can be rented.

Head back toward Yuquot, and seek out the large totem pole flat on the ground at the eastern end of Friendly Cove. Erected in 1929 it fell to high winds in 1994. Farther east sits a small cove with a beach where John Meares built the forty-ton North West America in 1778, the first European-style ship launched in B.C.



Photo: Neil Havers

MASTER CARVER

"Step Inside the Shop of a Master Carver"



Wherever and whenever someone listens to Sanford Williams talk about his lifelong career as a master carver, it's easy for them to be transported to Yuquot. There are so many components in his work, from Yuquot's history, social and political issues faced by Indigenous people, even his own personal experiences. Sanford's heart is connected to all of it, and his artwork reflects what he feels and what he hopes to share with others.

The journey began in 1981 when a teenaged Sanford Williams began carving for the first time at his ancestral home of Yuquot. After graduating from high school, he was accepted into the Gitanmaax School of Northwest Coast Art program in Hazelton, British Columbia where he learned to sharpen his skills professionally.

Life as a master carver has allowed him to express what he thinks about the world, especially when words seem to fail. After a painful childhood in the residential school system, Sanford knew that he didn't want to be a statistic. Instead he made a conscious, powerful move to harness the experience into something that healed him, and in the process – helped educate others. All the while, the traditional west-coast themed Indigenous artwork can be something of a mystery to non-Indigenous art collectors and tourists.

Observe the curious shapes and intricacies of the designs transferring into one another, and soon the viewer beholds an entire story that Sanford can easily interpret. He is a people's artist, and enjoys nothing more than to explain

the process of how one of his works of art came to be.

While a tourist can instantly feel the tranquility of Yuquot upon their arrival, its beaches have eventful stories to tell. Sanford Williams has spent years learning the history and lore of his ancestors, and always finds new ways to carve the legends on to wood. Even customized pieces are made with facets of its history woven into his designs.

Regardless of the fast-paced world and the challenges we face, Sanford Williams doesn't believe in the new-age "work smarter not harder" concept. Tourists and clients often admire his perseverance and patience as he sculpts fine art onto wood with his own handmade tools, made from local yew wood.

As Sanford Williams walks along the pebbled beaches of Yuquot, searching for suitable shells or eagle feathers to decorate his pieces with, the constant wind is always a reminder to keep moving. While the touching faith of his family has always kept him motivated, it's Yuquot's lore and mysteries that have always been his inspiration.

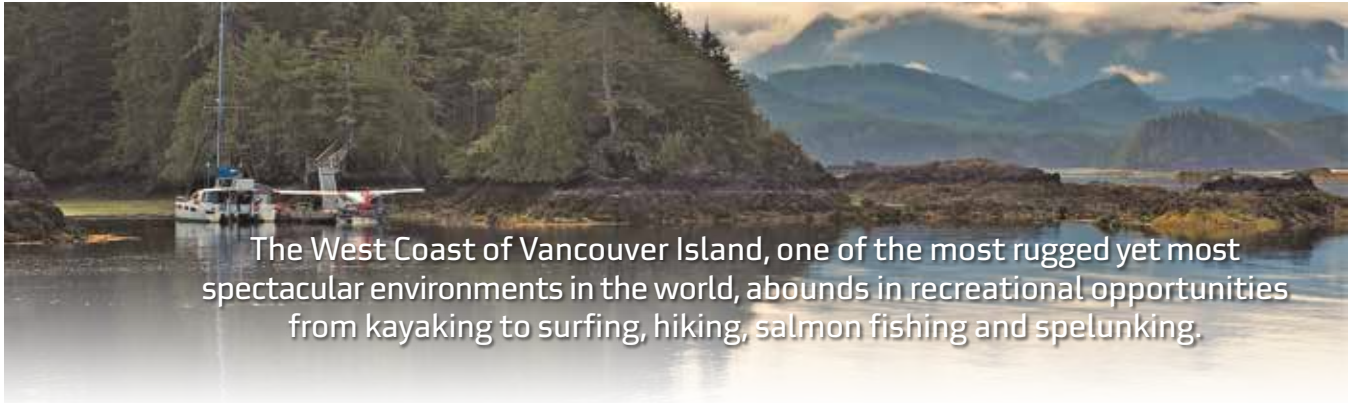
Tourists and clients are welcome to visit Sanford at his new gallery at Yuquot during summer months, his off-season shop in Hope, BC, and online anytime at: www.SanfordWilliams.com.



(Submitted by Marlana Williams)

WEST COAST PURSUITS

Photo: Robb Strawson



The West Coast of Vancouver Island, one of the most rugged yet most spectacular environments in the world, abounds in recreational opportunities from kayaking to surfing, hiking, salmon fishing and spelunking.

WEST COAST KAYAKING

The First Nations people once ranged up and down the coast in cedar canoes, whaling, fishing and moving to and from their winter and summer homes.

In the same water borne way, a growing number of kayakers now absorb this rich aboriginal history, as they visit the coastal communities, the abandoned villages and remote islands of the "Land of Maquinna", indeed one of the world's finest sea kayaking areas.

Seek out a tour company for all inclusive packages such as West Coast Expeditions who offer a remote experience in the Kyuquot Sound. They offer kayak rental as well in Kyuquot area.

Many kayakers load their vessels on the Uchuck III at Gold River and sail on her out to the outer coast to be 'wet-launched'. Arrangements can be made with Get West Adventure cruises for a return pick-up.

Get West does not rent kayaks but you can contact Comox Valley Kayaks and Canoes" they can deliver them to our dock if necessary. Check out their ad on page 7.

Perfect if you are thinking of paddling anywhere along our routes. Go with friends and take a VHF radio with you if possible.

An absolutely splendid wild wilderness awaits paddlers: uninhabited beaches; dense old growth rainforests populated by wolves and bears; waterfalls; deep fjords, and coves, secluded and sheltered.

Supernatural! Wildlife galore: orca and gray whales, sea lions, black bears, cougars, and bald eagles. Most kayakers want to view the sea otters and rafts with a hundred of them not a rarity here. In all about 1500 of these adorable creatures live here, descendants of 89 sea otters re-located from Alaska between 1969 and 1972, and ranging from Brooks Peninsula south to



west coast
EXPEDITIONS



Sea Kayaking Tours & Wilderness Retreat

Share in the joy, wonder and discovery of a vacation in Kyuquot Sound on the Northwest Coast of Vancouver Island. Experience the luxury of a wilderness base camp, knowledgeable professional guides, spectacular kayaking, diverse wildlife and local Ka'yuu:'kt'h' - Che:ktils7et'h' First Nations' culture.

Reserve now with discount code NS2020 to receive 10% savings!

1.800.665.3040 or 250.338.2511 • info@westcoastexpeditions.com

Connect • Experience • Refresh

www.westcoastexpeditions.com

WEST COAST PURSUITS

the Broken Islands. Paddle Kyuquot Sound, sheltered Esperanza Inlet or Nuchatlitz Inlet and Nuchatlitz Marine Park, Nootka Sound and Bligh Island Marine Park in between. Unparalleled!



Something even more challenging: whitewater kayaking on some of the many rivers cascading down from the nearby mountains.

HIKING

With the famed West Coast Trail becoming so crowded that people planning to hike it need reservations, the Nootka Island Trail offers a 35-kilometre hike through the same kind of wild, pristine wilderness, but without the crowds.

Most start at the north end of the trail, arriving there by seaplane, or having a boat or water-taxi drop them off at Louie Bay, at the north end of Nootka Island.

Consisting almost exclusively of beach walking, the hike allows for seeing black bears, wolves, cougars, eagles, sea otters, whales and sea lions. Enjoy showering under Calvin Creek waterfall,



swimming and body surfing in the ocean, exploring ancient sites where once stood big houses, investigating the life in tidal pools and beachcombing for treasures.

Eventually, tired but happy, arrive four or five days later at Yuquot (Friendly Cove) where the Uchuck III makes bi-weekly pick-ups.

Challenging, not a trek for the unfit or faint

hearted, the Nootka Island Trail offers immense satisfaction for those who hike it.

Strathcona Provincial Park offers numerous improved trails to explore. These trails are suitable for all ages and fitness levels.

WILDLIFE VIEWING

Viewing wildlife is one of the fastest growing activities in North America. British Columbia is the most biologically diverse province with over 95 million hectares that are home to a rich variety of flora and fauna, providing some of the best wildlife viewing opportunities in Canada.

Most popular on the west coast is whale and grizzly bear viewing. Vancouver Island is home to many adventure tour companies that treat guests to the wonders of Grey Whales breaching on the open Pacific, Killer Whales migrating in search of food and Grizzly Bear feeding on salmon in the river deltas.



Wildlife viewing is included on your trip aboard the MV Uchuck III. Guests can expect to see an

abundance of wildlife including sea otters, harbour seals and bald eagles. Watch the shorelines for an appearance of elk, deer and black bear.

On some cruises guests are treated to sightings of Humpback Whales and Killer Whales.

SPELUNKING

Sometimes referred to as the "Island of Caves", Vancouver Island comes riddled with over 1,000

WEST COAST PURSUITS



caves - more than any other area in Canada - with the Upana Caves near Gold River being among the most spectacular. So spectacular in fact that Gold River, with more than fifty caves nearby, serves as home to the B.C. Speleological Federation for the scientific study of natural caves.

With fifteen known entrances, the Upana Caves, about 10 miles from Gold River, contain nearly 1500 feet of passages and requires approximately an hour to complete a self-guided tour. Pathways and steps allow amateur spelunkers ~ those who explore caves ~ to visit the fifteen known semi-developed ones.

Once underground watch for the Upana River as it emerges for a 90-foot stretch through the Main cave before disappearing, but it reappears later in Resurgence Cave, the walls of which have been transformed by heat and pressure into smooth, white marble. Film producers used the caves when filming scenes for the television series "Huckleberry Finn and His Friends".

The Artlish River Caves and the Black Hole north of Zeballos can only be visited on guided tours, but feature some of the largest entrances, interior chambers and passages of any on the Island.

Spelunkers must bring warm, water-proof clothes, sturdy boots and flashlights. Helmets optional, but recommended.

SPORT FISHING

Vancouver Island's West Coast, holds a reputation as one of the finest fishing areas in the world, salt water or fresh.

From mighty salmon to gigantic halibut in the 'saltchuck', cutthroat, rainbow, and steelhead trout in fresh water, anglers here catch their limit of fish.

A number of fishing charter companies in Gold River, Tahsis, Zeballos and Kyuquot offer expert guides, fishing charters and resort accommodation.

Tackle the west coast any time of year, but summer sees most people trying their luck at catching the transient runs of Pacific Coho, Sockeye and Spring salmon, also known as Chinook, or Tyee if weighing over 30 pounds. For variety, try bottom fishing for ling-cod, rock-cod, snapper and gigantic halibut, some up to 175 pounds.



Former Campbell River judge and writer Roderick Haig-Brown enthused about the joys and serenity of fly-fishing on Vancouver Island. His writings have lured people from around the world to come to enjoy the thrill of hauling a steelhead, Dolly Vardon, or cutthroat from one of the many rivers dotting the Island.

The ultimate in sport's fishing is to hire a floatplane or a helicopter and fish secluded lakes and rivers. No matter your choice, Vancouver Island's west coast offers fantastic scenery and abundant wildlife as well as superb fishing!

COASTAL CLEAN-UP

COASTAL CLEAN-UP WITH A.G. FORD

by Sean Mather

In August of 2021, our company was asked to assist in a government sponsored beach clean-up. The company, Ocean Legacy had cached all the garbage from the southern side of Brooks Peninsula, through the Bunsby Islands and into Kyuquot Sound.

Our 2nd vessel the A.G. Ford was then tasked with retrieving all the caches with the

assistance of helicopters. Normally the A.G Ford is busy moving machinery and fuel, delivering fish feed and dropping anchors but this was a special project. We can proudly say that the Northern portion of the MV Uchuck III's area of service is now free of beach debris. Kayakers and other visitors can enjoy this pristine area the way it should be experienced.



Great selection of WINES, SPIRITS & BEER.

Walk into our cooler and select your favorite chilled beverage of choice.



LIQUOR Express

Reasonable prices and friendly faces.

Hours: 9am – 11pm, 7 days a week

Tel. 250-283-6806

Pacific Tide Mall, Village Square,
Muchalat Drive, Gold River



THE NOOTKAN PEOPLE



Photos: Neil Havers

In 1966 John Dewhirst and Bill Folan of Parks Canada conducted the archaeological Yuquot Project at Friendly Cove. Evidence indicated that indigenous people had continuously inhabited the site for the last 4,300 years.

In 1992 Yvonne Marshall, then of Simon Fraser University, enumerated 177 archaeological sites throughout Nootka Sound. These studies prove that Nootkan peoples had certainly inhabited the area long before the arrival of the first Europeans.

A Nootka community consisted of several distinct tribal groups, each one claiming direct descent from a known ancestor. History names Maquinna as the Nootkan Chief who met James Cook, but for generations the highest-ranking chief of the

Mowachaht people bore that title or name. "Maquinna"-a man with special rights and privileges, one holding the highest place in Mowachaht society.

Nootkan villages consisted of three groups: chiefs, commoners, and slaves, the slaves being people captured during battles with other tribes, and normally being people owned only by a Chief. Members of every household accepted rank according to their relationship to the Chief, and the Chiefs ranked from highest to lowest with

THE NOOTKAN PEOPLE



Maquinna as the highest ranking Chief in the highest ranking lineage group of his community. Mobility within the kinship saw people move from house to house or

even from village to village. Commoners with relatives within a household could claim residence within that household, or if they so chose could go to live elsewhere.

Therefore, in order to keep his tribe strong, the Chief had to win the respect, loyalty, and support of the people below him.

The various tribal groups lived along the beach in rows of large wooden houses, each with four to six families made up of direct descendants, together with a number of their relatives by marriage. Removable planks fixed to permanent frames formed large pre-fabricated bighouses, with the planks of the sloping roofs easily removed to allow smoke to escape, or on pleasant days to allow light and air to enter. When

the tribe moved, they laid planks between their canoes which became platforms on which to transport belongings. Once arriving at the new location, these planks fit easily into pre-existing frames to make new dwellings in which they established their home.

The Nootka people changed locations with the seasons, and upon the availability of the fish, berries, wild spuds, medicine roots, or bark and straws for weaving. They moved for instance to Yuquot (Friendly Cove) each February for spring and summer because of an abundance of fish, water, birds, seals, whales and sea otters. The men fished and hunted. The women gathered shellfish and herring eggs from spruce boughs placed in the water, and picked the wild berries.

In late August, when the rains began, the Nootkans left Yuquot and moved from the outer coast into the nearby inlets and rivers to catch the salmon heading upstream to spawn. These they smoked and dried for winter food, but they also gathered a variety of edible roots, and formed ripened berries into dried cakes.

Toward mid-November the families moved again, to Tahsis, their winter home, where they hunted deer and bear, and fished the rivers. When rain curtailed such activities the time came for feasting and for celebrations. By late December they were back out onto the coast to take advantage of the herring runs, and by the end of February were returning once again to Yuquot.

With the Nootkan lifestyle revolving around such seasonal marine resources, Maquinna had to make certain that he controlled property rights and resources in widely spaced areas. He ensured this by

THE NOOTKAN PEOPLE

making astute marriage alliances to cement loyalties. The Nootka held strongly to the concept of group ownership over individual ownership, with his tribe collecting berries, fish, and game on the property controlled by the tribe. Once gathered, they gave it to Maquinna who in turn gave most of it back and thereby made the resources owned by one, but shared by all.

Skilled fishermen, the Nootka used a variety of traps, nets and tools but only chiefs and some selected commoners could hunt the California grey and humpback whales. Because this dangerous work required skill, preparations began months before the actual hunt began: the hunters not only made and repaired equipment, but also performed elaborate ceremonies and rituals. By April, with preparations complete, Maquinna declared the opening of the whaling season with he, himself, leading the hunt, and his wife conducting ceremonies and spiritual preparations that began early in the morning and ended with the eating of the whale.

The Nootka enjoyed celebrations and held them often. Some marked family and individual events as well as the opening and closing of the herring or salmon seasons. The presence of guests at the feasts and ceremonies served to validate the event and amid much singing, dancing and feasting the host Chief

lavished expensive gifts on his guests as thanks for their coming. In such manner he demonstrated his wealth, generosity, and prestige. The most important and elaborate celebration, the potlatch, took place when a high-ranking Chief passed to his sons any rights he himself might possess.

First Nations Today

The Mowachaht/Muchalaht First Nation leadership is comprised of a Council of Chiefs. The community still follows the traditional hereditary chieftainship system. One of 14 member nations of the Nuuchahnulth, the Mowachaht/Muchalaht are currently in treaty negotiations as part of the Comprehensive Land Claim that was presented to the Canadian government in 1980.

Tsaxana, the main village site of the Mowachaht/Muchalaht, is situated 3 kms north of the Village of Gold River. The first construction phase occurred in 1994 with forty-four single family units, an administration building and gymnasium that included an adult education centre and day care facility. Ten additional residences were added in 2009. A contemporary Bighouse, the House of Unity, officially opened in the spring of 2011 for cultural gatherings.

Currently, the main economic activity of the community can be found in the Local Government, the forest industry and the tourism sector.



THE NOOTKAN PEOPLE

The Mowachaht/Muchalaht operate the Muchalaht Marina at Ahaminaquus near the mouth of the Gold River with plans for future development. Since 1994, the nation owns and manages six rustic rental cabins at Yuquot, offering a unique West Coast experience..

One Mowachaht family still inhabits Yuquot, the place most consider their homeland. This National Historic Site, the original home of Chief Maquinna and original site of the Whaler's Shrine, is the only recorded Spanish settlement in Canadian History.

In December 1996, the Historic Sites and Monuments Board of Canada re-commemorated this site, formally acknowledging the Mowachaht/Muchalaht First Nation's history there.

In 2006, Parks Canada and the community completed plans for Niis'Maas, an interpretive centre at Yuquot. The Land of Maquinna Cultural Society, a non-profit society, carries the mandate to preserve, protect and interpret the Mowachaht/Muchalaht's cultural traditions. As part of this program, a Resource Centre at Tsaxana opened in 2006 that houses contemporary and historical artifacts, photographs, books and documents.



Friendly Cove welcomes visitors the world over. Guests arrive on the MV Uchuck III to visit this historic site to enjoy the spectacular scenery and learn more about the First Nations heritage and the historical significance of Yuquot, where first contact with Europeans was made.

Guests also visit Friendly Cove to camp or to hike the Nootka Island Trail. Cabins are available for rent, some with ocean views and beach access in a stunning remote setting.

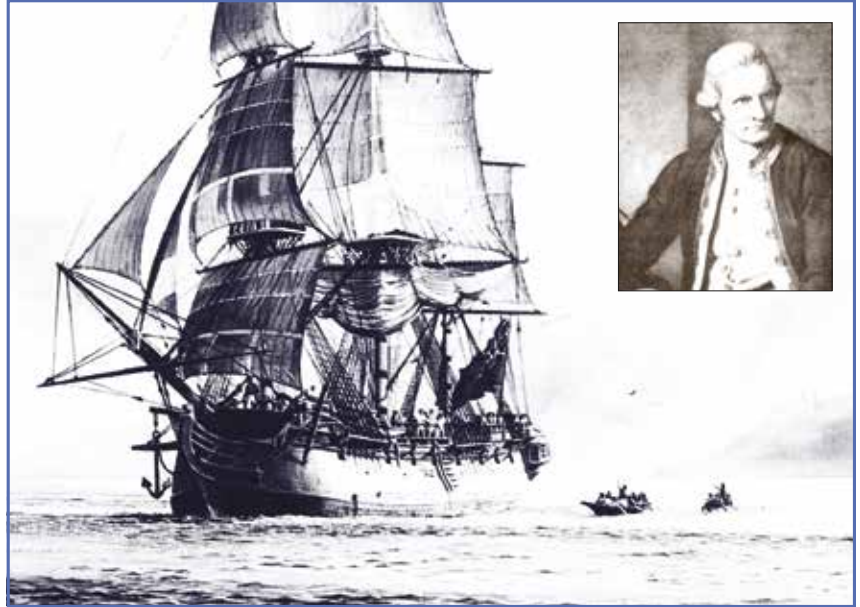


EARLY EXPLORATION

In 1774 the Spanish became the first Europeans to sight the entrance of Nootka Sound.

*When the **Santiago**, out of Monteray and under Captain Juan Perez, anchored off Nootka at Estevan Point which he named Punta San Esteban after one of his officers Esteban Jose Martinez.*

Here he traded with the First Nations people for furs, but made no landing. Because the Spanish did not actually land and then take formal possession, the British would not acknowledge Spanish sovereignty over the area. This exploration oversight would later prove costly to Spain.



Captain James Cook and his ship 'The Discovery.'

On March 29, 1778, in search of the Northwest Passage, Captain James Cook with two vessels, the Resolution and the Discovery sailed into Nootka Sound looking for a sheltered bay in which to make repairs.

As Cook's ships arrived the Nootka people came out to meet them in canoes; this meeting was the first cultural exchange here between one of the more powerful First Nation's groups and Europeans.

On March 31, Captain Cook anchored in Resolution Cove and while repairs on the ships continued, trading took place between the natives and Cook's men. The Nootka offered various animal skins for trade, particularly the sea otter, but also offered such goods as carvings, spears and fish hooks. In exchange they wanted knives, chisels, nails, buttons and any kind of metal.

The presence of iron among the Nootkas amazed both Cook and his men and the origin of this iron has never been traced, but may have come about through an overland trade route already established by the Nootka. They used a trail from Tahsis up the Tahsis Valley to Woss Lake; from there to the Nimpkish River and onto Nimpkish Lake they traded with east coast Vancouver Island natives, who in turn traded with groups on the Mainland.

Repairs finished, Cook explored the rest of Nootka Sound, stopping at the Nootkan Village of Yuquot where John Webber, his shipboard artist, made water-colours of the sights and peoples. His illustrations provide a fairly accurate picture of both the dwellings and the way the life among the people at that time.

EARLY EXPLORATION

After almost a month in Nootka Sound, Cook and his ships left the area laden with furs and a better understanding of the Nootkan people. Once back in England, news spread of Cook's expedition and the high prices paid in the Far East for their sea otter pelts. This news particularly excited fur traders; Cook's maps and observations helped open up the Pacific Coast to further trade and exploration.

Unfortunately, Cook, didn't see the results of his findings: he had been killed in the Hawaiian Islands in February, 1779.

In 1785, British Captain James Hanna from China in the *Harmon* became the first commercial fur trader to arrive in Nootka, the first of hundreds who would make their way to the West Coast as a result of the published accounts of Cook's voyage.

Hanna's second trip, on the *Sea Otter*, was not so successful because he had been beaten there by the Captain Cook and the *Enterprise* which had bought up all the skins. On departing, the owner of the vessels left John Mackay with Maquinna and thus Mackay became the first white resident of British Columbia.

During this period both Spain and Britain sought to expand their colonial possessions and, as a result, Nootka Sound and the North Pacific region became important in the plans of both of them. The Russians also recognized the political value of the area, but the Americans, while seeing political advantages, seemed interested in only its commercial viability.

Many British expeditions, after Cook, arrived to trade with the Nootka. One expedition, commanded by John Meares,

arrived in 1786; then in 1788, Mears built a small trading post at Friendly Cove. The Spanish, like the British, realized the importance of the area with its rich resource of sea otter pelts and lands to conquer. Their desire to solidify Spanish sovereignty there was furthered threatened by the movement of Russian explorers down the coast after the same prizes. Therefore, they decided to build a fort at Friendly Cove.

In 1789 Esteban Jose Martinez returned to build that fort. He wasted no time in establishing one at Friendly Cove, but for no known reason abandoned it a few months after arriving. Some months after his departure however, Spain re-established the fort. In 1790 Francisco de Eliza accompanied by three ships, arrived in Nootka; a small Spanish village soon arose on the shores of Friendly Cove.

With both the Spanish and the British claiming the area, tensions quickly grew. During Martinez's brief stay in 1789 he had not only built a fort, but had also seized British ships, stating that the vessels were violating Spanish sovereignty.

These events triggered the Nootka Controversy, which brought the two countries close to war. Spain claimed the territory as a result of the Perez expedition of 1774; Britain based its claim on Cook's actual arrival at Nootka in 1778 and on Meares' purchase of land from Maquinna in 1788.

The first Nootka Convention of 1790 partly resolved the impasse. France, Spain's traditional ally, was involved in the French Revolution and would be of little help, thus Spain returned all seized property and recognized that the West Coast was now open to both Spanish and British traders.

EARLY EXPLORATION

Though war no longer threatened, many unresolved disputes still existed over the territory. In 1792, Britain sent Captain George Vancouver to meet with Bodega y Quadra, the new Spanish commander of Nootka. Though friendly, they could come to no agreement on behalf of their respective countries. Vancouver further ascertained that Spain would not fight for Nootka, and that trade was now the main Spanish focus.

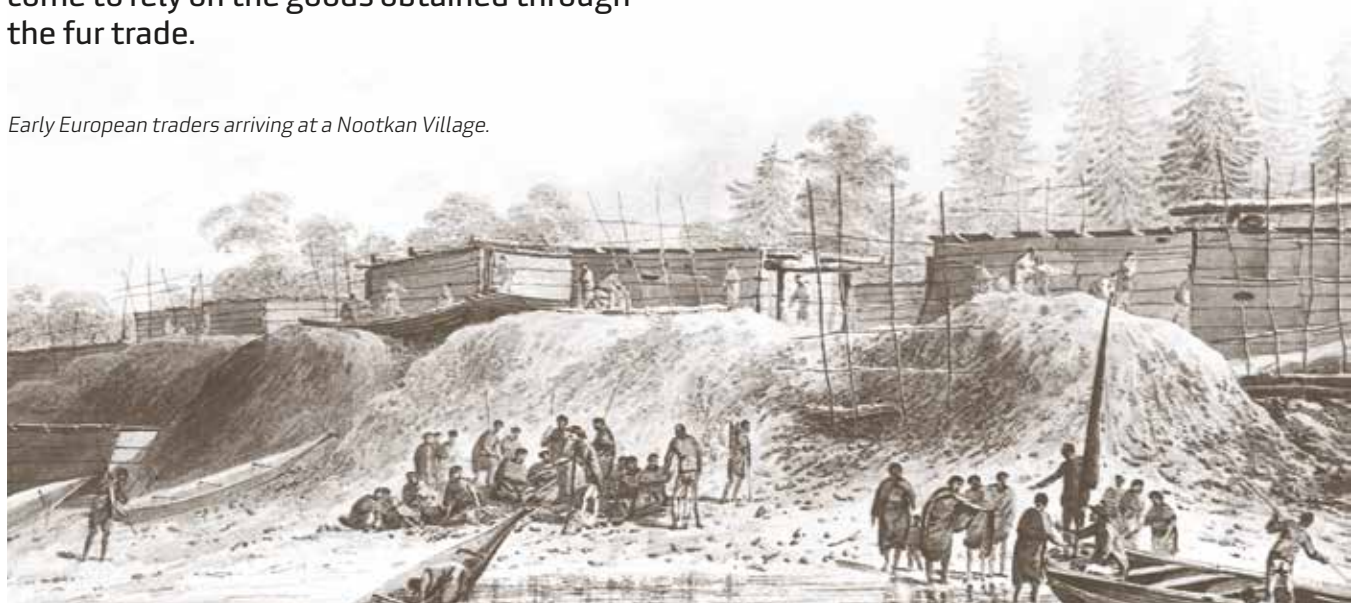
In Paris, in 1793 Britain and Spain signed a second Nootka Convention and trade at Nootka continued to flourish. In 1794 they signed the third and final Nootka Convention. The following year with Spain's colonial empire in decline, the Spanish dismantled their fort at Nootka, and thus gave the British sovereignty over the area.

For twenty years the Nootka people and Friendly Cove had been the centre of Pacific coastal trade. Maquinna had become one of the most powerful and famous of the Northwest Coastal chiefs. Despite European influences, the culture of Maquinna's people had changed very little, although they had come to rely on the goods obtained through the fur trade.

Nevertheless, despite the changes there was no lack of controversy. In 1803, the *Boston* under Captain Salter was anchored some three kilometres up the inlet from Friendly Cove. After quarrelling with Captain Salter, Maquinna led an assault and killed all but two of the crew. One of them was a sailmaker named Thompson and the other was John Jewitt, a metal worker. Both became Maquinna's slaves for nearly three years, until rescued by Captain Hill of the brig '*Lydia*' out of Boston.

After being liberated Jewitt published a story about his experiences.

By the early 1800's, with the decline of that important fur trade, Nootka Sound faded into obscurity. With the sea otters nearly wiped out, even more drastic changes would occur with the coming of permanent settlements on the West Coast. Nevertheless, the profusion of Spanish names on the map of B.C.'s coast will always remind travelers of the coast's early international history.



Early European traders arriving at a Nootkan Village.

GRIEG SEAFOOD PROFILE



ROOTED IN NATURE



Grieg's Gore Island farm in Nootka Sound with circle pens.



Father and daughter check out the fish during a public tour of Grieg's Muchalat North farm.



Mike Anderson, Special Projects Manager, discusses Grieg's new RAS 34 building at the Gold River Hatchery.



Rudy Dick, an Aquaculture Technician for Grieg, is a member of the Mowachaht Muchalaht First Nation.



Grieg helped bring documentary filmmaker, Mike Downie, to Tahsis in October 2019 to discuss reconciliation with students and Elders.

Grieg Seafood BC Ltd.

Grieg Seafood is celebrating 20 years of farming salmon in the waters off British Columbia's coast. Our farms are located in Nootka Sound and Esperanza Inlet on the west coast of Vancouver Island, and Clio and Okisollo Channels on the east coast of the Island. We also have farms near the community of Sechelt on the Sunshine Coast, 75 miles north of Vancouver. Grieg's proximity to its Canadian and American markets means fresh salmon is available year round to our seafood buyers and fine-dining restaurant clients.

Who We Are

Grieg Seafood is a Norwegian family-owned-and operated aquaculture company that ensures our operations are sustainable, and offers year-round production, harvest, and employment opportunities in rural coastal communities. Grieg has farms in Norway, Scotland and British Columbia. Grieg's BC head office is located in Campbell River, while processing services are provided by Browns Bay Packing Company.

Grieg and Gold River

The town of Gold River is home to Grieg's first field office, as well as our freshwater hatchery, which is currently expanding to include a new multi-million-dollar building that will double Grieg's smolt capacity. This recirculating aquaculture system (RAS) will replace two flow-through systems to improve water usage.

Twenty-four people are employed at the hatchery while 44 staff work on the Nootka and Esperanza area farms. Twenty-five Grieg employees are proud to call Gold

River home. Many Gold River businesses contribute to the success of our west coast operations, providing services like marine transportation, catering, and parts supply.

Accountable from Egg to Plate

Assuring that our salmon are farmed through environmentally and socially responsible means is important to us. That's why Grieg is pursuing Aquaculture Stewardship Council (ASC) certification for all of our Nootka Sound farms. ASC certification is the world's leading standard for aquaculture.

In addition to this, Grieg is proud to offer four-star Best Aquaculture Practices (BAP) certified salmon to the market place. Attaining both third-party certifications demonstrates Grieg's commitment to meeting global sustainability standards in aquaculture, from egg to plate.

First Nations Inclusion

Wherever we operate, Grieg strives to include local Nations on all levels of engage-

GRIEG SEAFOOD PROFILE

ment, information sharing and business opportunities. On the west coast of Vancouver Island, Grieg farms in partnership with the Mowachaht Muchalaht First Nation, and the Ehattesaht Chinehkint.

Roughly 10 per cent of Grieg's workforce is Indigenous. We respect that we work and live in the traditional territories of many coastal Nations, and acknowledge the recommendations of the UN's Declaration on the Rights of Indigenous Peoples (UNDRIP).

Committed to Community

Each year Grieg contributes \$100,000 to support over 120 community organizations and societies on Vancouver

Island and the Sunshine Coast. Grieg also donates salmon to dozens of community events each year, as well as to several BC food banks to ensure that a high-quality protein is included in everyone's diet. We are proud to support wild salmon rehabilitation projects, arts and culture, sports and wellness, Indigenous-led initiatives, and education.

Working for Grieg

Grieg Seafood employs more than 165 dedicated professionals at our Campbell River office, our Gold River hatchery and 22 farm sites on the east and west coasts of Vancouver Island and the Sunshine Coast area. We're always looking for hard-working, dedicated individuals who are com-

mitted to farming healthy salmon in an environmentally and economically sustainable manner.

Aquaculture is an increasingly technical and scientific sector. Grieg regularly provides training courses to maintain its highly qualified workforce. A strong commitment to workplace safety includes annual first aid, marine vessel safety, confined space awareness and other certificate courses, for Grieg's farmers, administrative staff and hatchery workers. In late 2019, Grieg achieved its OSSE (Occupational Safety Standards of Excellence) certification, another reason why Grieg is a great place to work.

For information contact us at

community.relations@griegseafood.com or visit www.griegseafoodcanada.com

Sustainable Salmon Farming Plays an Important Role in Feeding the World.



Demand for protein
is set to double by

2050



50% of
seafood
is currently farmed.
Aquaculture is needed to
support wild fish stocks.



3.2 million tonnes
of farmed salmon are
produced globally per year.

THE MV UCHUCK III

The 140' MV Uchuck III can move along at twelve knots, carrying up to 100 passengers and 70 tons of general freight.

*By David. E Young
Photo: Neil Havers*



On February 6, 1946, Esson Young and George McCandless bought the M.V. Uchuck I from Richard Porritt and formed the Barkley Sound Transportation Co. Ltd. to replace an existing shipping service started in the 1930s.

The Uchuck I, built in 1941 in Coal Harbour, Vancouver, had replaced the original Uchuck and in those days the second vessel in a line was given the #1 designation.

Four-cylinder Caterpillar diesels powered the 70-foot long vessel carrying 64 passengers, and about nine tons of cargo at a speed of ten knots. In 1946, three scheduled trips a week left Port Alberni for Bamfield, stopping at Franklin River, Kildonan and the south shore of Barkley Sound before crossing the twenty miles of open water at its mouth to Ucluelet, and returning home along the north side of Alberni Inlet.

Traffic so increased that in 1948 the company purchased a second vessel, the Uchuck II, which allowed for separate schedules to Bamfield and Ucluelet serving each with a different vessel on alternate days. The second vessel had been built by Vancouver's Wallace Yard in 1925 for the Municipality of West Vancouver as

the West Vancouver #6 of the ferry fleet. It transported foot passengers between 14th Street in West Vancouver across to Vancouver before the Lion's Gate Bridge completion in 1938.

The company hired Port Alberni Shipyard, Alberni Engineering, Bailey Electric as well as Ormand Plumbing to convert the West Vancouver #6 from a ferry to a small coaster. When completed and able to carry 100 passengers, the 109 foot vessel, with its Atlas Imperial 200 h.p. direct reversing diesel, developed a service speed of 10 knots.

Amid the general growth of the region, the Federal Government began building a radar station at Tofino Airport and the two vessels were stretched to their limit transporting people and supplies.

It soon became evident that more ships would be needed, therefore in late 1951 the

THE MV UCHUCK III



Company bought the hull of a Yard Mine Sweeper, now the Uchuck III.

A Vancouver dockyard had stripped the vessel of its mine sweeping equipment after it had arrived in 1948, and in 1951 the Uchuck 1 went to Vancouver to tow the hull and superstructure of the mine-sweeper to Port Alberni. The conversion mirrored that done on the Uchuck II but became complicated when finding parts became more and more difficult, but luckily,

Victoria's Capital Iron Works broke up old ships and sold off parts.

Mast derricks and life boats came from the CPR Princess Mary, engine room telegraph and steering came from the Princess Victoria (a River Clyde vessel) that had sailed around Cape Horn in 1904, cargo winches from the Princess of Alberni, and other bits and pieces from twenty or so other ships.

The main engines, two 500 h.p. 8-268A Cleveland Diesels came from a US Navy Sub Chaser.

Upon completion the Uchuck III could move along at twelve knots, and carry up to 100 day-passengers and 70 tons of general cargo including three or four cars.

On August 1, 1955 the M.V. Uchuck III went into service on the Ucluelet run, the Uchuck II moved to the Bamfield run, and the Uchuck





Dawn Dakin

C:250.203.6512

dawn.dakin@exprealty.com

Proudly serving Gold River,
Tahsis, and Campbell River




THE MV UCHUCK III

I was laid up and sold the following year. By the 1950s roads began to come into some West Coast communities and when logging roads on either side of the Island Mountains connected such coastal communities as Ucluelet and Tofino with Port Alberni, Uchuck traffic dropped dramatically.

The Uchuck II moved to Nootka Sound in March, 1960, to begin the first scheduled run made possible by a three mile link built by the government. This joined the roads of two forest company systems and thus provided access to the head of Muchalat Arm from Campbell River.

At this time Nootka Sound and adjoining arms and inlets were home to Tahsis Sawmill (started by the Gibson Brothers in the late 1930s), an old shutdown mine at Zeballos, a Mission Hospital at Esperanza, and a few small logging operations plus a larger one at Gold River.

At first traffic remained predictably light, but slowly the new service caught hold and traffic increased. Though the Uchuck III finished her last run in Barkley Sound on June 10, 1960, the service did not end.

Two former employees of the Company, Dick McMinn and John Monrufet, continued it by chartering the Uchuck 1 for a time, and



Passengers aboard the MV Uchuck III are welcome to visit the wheelhouse.

Captain Spencer Larsen

then chartering and later buying the M.V. Lady Rose. They operated it for the next 25 years before selling out to one of their employees, Brooke George, who operated it until the early 2000's.

Murray Marine Services of Alert Bay chartered the underused Uchuck II to run from Kelsey Bay to Port McNeill, Beaver Cove, Alert Bay and Sointula, replacing the Lady Rose which moved down to Barkely Sound.

In 1961 the Uchuck II returned to Port Alberni and for the next four years the vessels alternated in Nootka Sound, the Uchuck III in the summer when traffic was heavy, and the Uchuck II in winter when traffic was lighter. In 1966 the Provincial Government bought the Uchuck II which after being converted, became the Sointula Queen and ran children from Sointula and Alert Bay to Port McNeill until July of 1973.



MV Uchuck I shown towing the hull of the future MV Uchuck III.

THE MV UCHUCK III

Changes were coming, in 1979 the shipping company itself changed hands when Dave Young and Walt Winkler bought the shares of George McCandless, the survivor of the original partnership. In 1980 the Senior Surveyor of Canadian Steamship Inspection advised that he would soon have difficulty certifying the Uchuck III to carry passengers and that thought should be given to acquiring another vessel.

With nothing available in North America that could be dropped into place, with the cost of refitting an older vessel too great, and with the cost of a new vessel out of the question, the Company decided to go with the "devil it knew", and embarked

on a twelve-year rebuilding program. In consultation with Canadian Steamship Inspection, the upgrading of the Uchuck III took place at her annual refits and inspection periods so as not to interfere with scheduling.

The vessel received new hull planking above the waterline and on the main deck, new engines, winches, wiring and electronics. Very modern castings effectively stopped water leakage, the killer of wooden vessels. All interior spaces were refurbished and refinished. Today, the Uchuck III is in better condition than ever.

In 1982 the service expanded to include Kyuquot Sound. The B.C. Ferry Corporation, a new charterer, wanted to combine two subsidized runs by eliminating the Fair Harbour to Kyuquot service.

This arrangement worked out well: the chartering corporation paid less in total but more to Nootka Sound Service, and thus eased the strain of the early '80s

recession which coincided with the rebuilding.

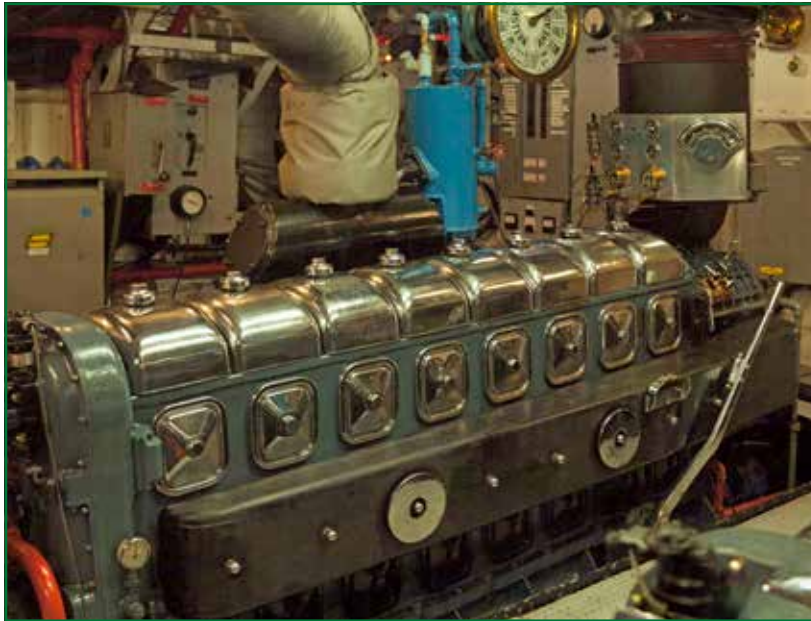
In 1994 the company changed hands again with Dave Young and Walt Winkler stepping out. Fred and Sean Mather and Alberto Giroto bought the company.

In 2016 The Uchuck added a

welded canopy above the upper passenger deck of the ship to hold a tarp that was made especially to shelter passengers from rain and too much sun.

At the end of the 2016 season Alberto Giroto left the company after 22 years to pursue other endeavors.

Today the MV Uchuck III loads cargo for logging camps, fish farms and communities in Nootka and Kyuquot Sound. Year round they provide passenger service, accommodating traveling tourists wishing to explore this historic area.



Uchuck Engine Room - Photo by: Al Westnedge

THE ART OF THE LOAD

THE ART OF THE LOAD

The MV Uchuck III has been moving cargo for over 60 years.
Today, it is a highlight experience for our guests.

Story: Alberto Girotto



At first you might think there isn't much to moving cargo, but there is an art to it. The Kyuquot trip for example, is always our busiest trip for cargo. As we do this trip once a week our customers count on us to get their freight to them in a timely fashion and in good order.

Although the Uchuck is 140' in length there is only so much room for cargo. Everything has to fit and be organised for loading and off-loading in an orderly fashion to accommodate the many stops we make on our routes. This process is what we call the "Art of the Load".

The Mate onboard is in charge of the loading process and generally has the final

decision on where and how the cargo is stored (below and on-deck) prior to sailing. If the Captain is concerned with the way any freight has been loaded he will overrule the Mate. More often than not, this is not the case.

Prior to loading, the Mate reviews the cargo and paperwork onboard, where it is going and how much of it. From there, a cargo plan is discussed between the Mate, Deckhand and dock staff and the loading begins.

The winches or cranes on the MV Uchuck III are union purchase in configuration where the operator runs two cables from two electric motors; one on the port and one on the starboard side of the vessel. The operator raises the cable on one side and lowers the cable on the other side to create



Gold River
Campbell River
and beyond!

delivery Hwy 28

Robert L. Weiss
250-202-7234
bobweiss@live.ca

205-322 Birch Street, Campbell River

**Museum
at Campbell River**

crmuseum.ca . 250 287 3103
470 Island Hwy. at 5th Ave, Campbell River

THE ART OF THE LOAD

the lateral movement required for moving cargo. Though this process is efficient, very few ships in the modern era use this loading system for cargo. With the union purchase system the MV Uchuck can lift up to 10,000 lbs on any one lift.

In general, freight that is long or cumbersome goes on deck. The remaining cargo goes below into our cargo hold where it can be stacked and secured for transportation. Perishable items, such as dairy products, meat and produce must be hand stowed into freezer and cooler units also located in the hold.

The Mate primarily runs the cargo winches onboard the MV Uchuck III and has to consider the different shapes, weights and sizes during the loading process. When the ship leaves port it must be trim; meaning not overweight or loaded heavier to either the port or starboard side.

Some of the cargo you will generally see transported includes groceries, propane, lube oils, wire, fish feed, building materials, shellfish, and various parts and furniture to name a few. The oddest cargo ever shipped onboard; portable toilets (full), beehives, a phone booth, crew cab trucks.

The MV Uchuck III leaves port with roughly 60-70 tons of cargo and makes between 8-12 stops, depending on the route. Our stops include logging camps, fish farms, fish lodges, and the communities from Gold River to Kyuquot including the Esperanza Mission.



The art of the load.

Photo: Lorraine Young



JOHN JEWITT

JOHN JEWITT

White Slave of Chief Maquinna

On March 22, 1803 English blacksmith John Jewitt was working at his forge below decks on the *Boston*, a US based trading vessel anchored near Nootka, not knowing that this skill would save his life.

As on any given day, Jewitt heard Maquinna and his warriors board the ship, but paid little attention to their arrival because in the past ten days since the ship had anchored off this part of Vancouver Island's west coast the friendly Nootka had frequently visited for purposes of trade.

However, an unusual commotion this time sent Jewitt rushing above deck where he was clobbered on the head by a cudgel. Recovering, he was horrified at seeing the head of Captain Salter as well as the heads his twenty-five ship-mates "arranged in a line" on the deck.

Jewitt feared joining his unfortunate ship-mates, but because Maquinna had recognized his usefulness as the metal worker and that of sail-maker John Thompson, he spared the two of them but made them his slaves.

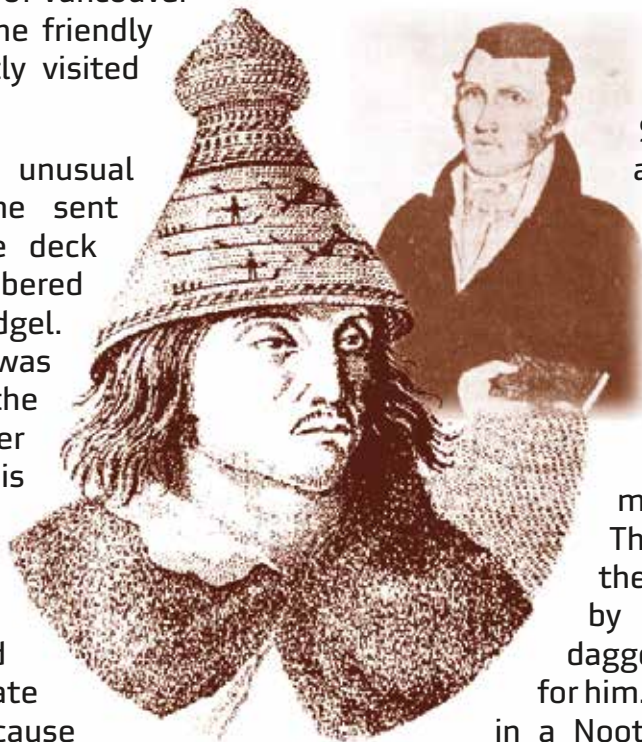
Maquinna's unexpected, and uncharacteristic attack on the *Boston* had been the result of years of insults perpetrated by a variety of Europeans

visiting Friendly Cove.

One had lighted gunpowder under the seat of Maquinna himself and had nearly killed him; a Spaniard had shot his friend chief Callicum who was protesting the Spanish occupation; Captain Salter had roundly abused and demeaned Maquinna for breaking the lock on a gun Salter had given the Chief as a present. This last insult proved too much to bear.

As slaves carrying wood and doing other menial tasks, Jewitt and Thompson had endeared themselves to their master by making much-coveted daggers and whaling harpoons for him. The two even participated in a Nootka raid on another tribe and for their part in the victory were themselves awarded slaves of their own. Maquinna also gave Jewitt a native woman as a wife with whom he fathered a son.

Eventually, after his being over two years in captivity, a long-awaited ship arrived and forced Jewitt to use all his guile and tack to formulate a safe escape.



JOHN JEWITT

On Jewitt's departure Maquinna shook him warmly by the hand and, as Jewitt later wrote, " with much emotion, while the tears trickled down his cheeks, he bade me farewell and stepped into his canoe, which immediately paddled him on shore."

Back in civilization Jewitt published his story. Based on the diary he had kept of his experiences as a slave, it included observations on Nootkan life and customs. These became the basis for much of our present knowledge about native life on the west coast prior to the arrival of the white man.

He describes their class system: rituals, the potlatches, clothing, artwork, food gathering techniques, the inter-tribal diplomacy and the warfare. He also depicts Maquinna as a kind and merciful man despite the great Chief's threatening to kill him on more than one occasion.

Since its first publication in 1815, his story has gone through 23 editions in a variety of languages and is currently available as *White Slaves of Maquinna*.



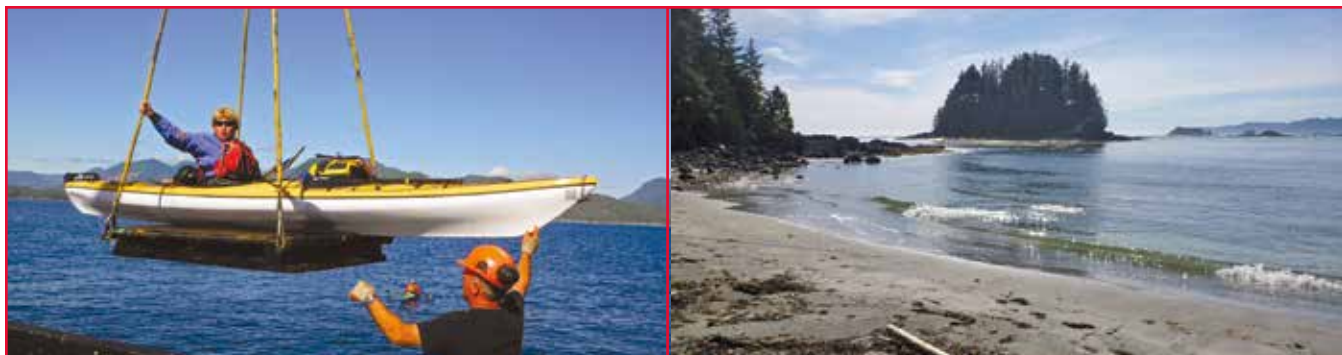
Mountain view comfort
overlooking Gold River.

Newly Renovated
Continental Breakfast
Mountain Views
Next door to
Pub & Restaurant

RIDGEVIEW
MOTOR INN

Reservations: Tel: 250 283 2277 • Cell: 778 881 5253 (Vancouver) 250 884 4416 (Gold River)
ridgeview395@gmail.com • Box 335, 395 Donner Court, Gold River, BC V0P 1G0

TALL TALES



KAYAKING THE BROOKS PENINSULA

Story and photos by Alan Dunham

In late June 2016 I boarded the Uchuck III in Gold River for a ride to Kyuquot, where I was wet launched via their cargo winchcrane while in my kayak.

I then paddled back to Gold River after a detour to the Brooks Peninsula.

Day 0: Campbell River to Gold River

My loaded kayak (sans water) was hand lifted onto the Uchuck mid afternoon Wednesday. I had dinner at The Ridge pub and camped at the municipal campground.

Day 1: Gold River to Bunsby Islands

The Uchuck left Gold River at 7 am and arrived in Kyuquot at 4 pm. It takes the sheltered inside of Nootka Island but then is exposed to swell from Tatchu Pt to Rugged Pt. It stopped at logging camps and fish farms. Elaine the cook makes breakfast and lunch from fresh ingredients; the food was great. The only bears I saw all week were from the Uchuck.

On Wednesday morning, I had written down the Sailflow.com weather prediction for Solander Island from Thursday to Sunday night. It predicted mild NW winds on Friday, mild S winds on Saturday, and mild NW winds on Sunday. This was a perfect combination for a quick trip to the north Brooks.

After a 5 pm wet launch at Kyuquot, I could have stopped just north of McLean Island, but instead kept going to the Bunsby Islands. I wanted to give myself an advantage for the south to north transit of the Brooks.

The tidal passage on the north end of McLean Island needs about 8 feet of tide (I've been there before); I had 10 feet Thursday night, so it was a useful shortcut.

Harbord's book states that there are no beaches north of McLean Island, but I had landed on two in 2014.

There were no obvious kayakers in the Bunsby Islands, until I arrived at Island 195 where Doug & Lila welcomed me. We discussed various kayak topics over their campfire until it was time to snooze. Good people.

Day 2: Bunsby Islands to Nordstrum Creek

This time of year I have no problem waking up early, so I was away at 6 am, towards the Cuttle Islands. I had a good look at Cuttle 125, planning to stop there on my way south, but did not land.

Just west of the Acous Peninsula, I met Kayak Wendy, who was half way through a circumnavigation of Vancouver Island.

TALL TALES

I landed at Paradise Beach to stretch and eat, but at 7:20 am the day was young, so I kept going.

The wind was calm along the south side of the peninsula, and I didn't have to make much of a detour around Clerke Pt.

The approach to Nordstrum Creek was straightforward, as I had studied the beach at low tide via Google Earth historical imagery.

There were wolf and bear tracks at Nordstrum, so I found a good tree to hang food from.

Day 3: Nordstrum Creek to Crabapple Islets

The forecast was still for winds from the south (15-25 knots), so I didn't leave the beach till 7:30 am. The rain & drizzle tapered off while I was loading. The launch was fine in small surf.

A light south breeze made for easy paddling to the corner south of Cape Cook, staying outside of the obvious rocks. The wind then picked up enough to let me use the sail, which made for a fun short hop to Cape Cook. After that, the wind died down until I was hit by various valley outflows.

As I approached the Crabapple Islets, I could

see something white on the beach. First it looked like a big log, then it looked like tents, finally it turned out to be:



BCMTN volunteers collected tons of garbage throughout the North Brooks

Landing between the Crabapple Islets is easy because they reduce the swell. The surf was even smaller than usual because of the south wind.

Day 4: Crabapple Islets to Hidden Beach

The forecast was for NW 15-25 knot winds. I left the beach at 6 am to beat the winds to Cape Cook. I was in cloud shadow until the cape, but the sky was blue elsewhere. I paddled past the rocks, then raised the sail in a light wind. I had to paddle as well, but it was still enjoyable until I was slammed by a strong outflow wind down

TALL TALES

Nordstrum Creek. Lower sail, work south, raise sail, repeat at Amos Creek. The wind died down after Amos and that was it for sailing for the day.

I stayed out a ways from Clerke Pt but there were no monster waves breaking far out. Mt Paxton is easy to identify (clearcuts) so I then picked out the Bunsby Islands and the Cuttle Islands. It was a fine day (except no wind), so I headed for the Bunsbys.



I made a lunch stop at the little islet near Cautious Pt, but it looked too exposed for camping in the expected 20-30 knot winds. Onwards.

Paddling past Thomas Island, I had to make a hard left turn when the passage ahead of me closed out. Getting old is making it hard to see small detail on the charts/GPS.

Arriving at island 180, I tried the beach south of it but it looked rocky at low tide. Back to the north beach, which I'll refer to as Hidden Beach. It is wide and protected, with a wide rock free approach in the middle.

Surf is low because of the island, an offshore reef, and Thomas Island (and the whole Brooks Peninsula). It was covered with dead vegetation, which turned out to be a nice change from camping on sand.

Day 5: Hidden Beach to Pebble Beach

The forecast was for NW 30-35 south of the Brooks. I wanted some wind, but not that much. So I launched early, at 5:20 am.

There were many sport fishing boats zooming out of Kyuquot, as always. I saw no activity at West Coast Expeditions on Spring Island, but it was still early.

I easily picked my way through the reefs southeast of the Mission Group, but was then hit by a stronga outflow wind from Crowther Channel. I got past it, only to be blasted again by one from the middle of Union Island (Kyuquot Bay). At this point I could locate Kapoose Pt by the eyesore being constructed on the hill (some jerk's house).

There was again a strong outflow from Kyuquot Channel, but no sign of the forecast NW winds. Unless you count a sailboat miles offshore. Once past the channel, I went into the northern corner of the Rugged Point outside beach for a break. Upon leaving, there was a light quartering wind, but it was not enough to do much with. Once I got to Grassy Island I gave up trying to sail and headed in to Pebble Beach ‡, which is just south of Porritt Creek.

The beach is partially protected by reefs, especially at low tide. It has an excellent pebble beach, many tent sites on a bench, and a view of Grassy Island.

Day 6: Pebble Beach to Nuchatlitz

Again I was up and away early. It was an easy launch, but my skeg picked up a pebble so I had to stop at the reef to clear it.



The Brooks Peninsula makes its own weather

TALL TALES

Fog rolled in 10 minutes after launch, followed by a noticeable headwind. I checked the GPS at Tatchu rocks, then navigated onwards via glimpses of offshore rocks and surf breaking on shore. The swell was low at Tatchu Pt, so I could pass by only 500 meters out from shore.

The fog lifted a bit at High Rocks, and I could see my way to Catala Island, where I took a break and a stretch at the west beach.

My chart and gps both said there was a channel between Catala Is and Twin Is, but I could see waves shooting into the air as they hit a shallows. I went ahead anyway and got briefly grounded. It was interesting as waves rolled in alternately from ahead and behind. It wasn't long before a wave from the rear lifted my kayak enough to clear the bar.

Staying on the south/outside of the reefs and rocks ahead, I went ahead to Nuchatlitz island 40s, then island 37s, then over to the beach (Logjam Beach #) just west of the Grassy Knoll. The islands are small and not very sheltered from wind.

Logjam Beach is easy landing on gravel, has no surf, is covered in logs, but there were a couple of spots where tents could be shoehorned in.

Despite the forecast, the day was without tailwind, thus no sailing was had. I caught a US weather forecast on wx4 while on the water, but not in camp. It mentioned rain on Friday.

The no surf combined with a rising tide convinced me to let the kayak float itself up to the high tide line. Also, the lack of surf promised a quiet night's sleep!



Squeezing a tent into the beach logs at Logjam Beach

Day 7: Nuchatlitz to Bligh Island

I didn't leave the beach till 8 am in an attempt to catch some afternoon wind and do some sailing. The fog rolled in as I was leaving (again), so I headed straight for Ferrer Pt by compass. The point was occasionally visible, which made the crossing much easier.

There was a mild outflow wind from Nuchatlitz Inlet, but it wasn't particularly bumpy at Ferrer Pt. The point was not crowded with fishing boats, unlike the last time I was here.

The fog had mostly lifted by the time I got to third beach, so I stopped for a stretch & snack. I tried to sail past third beach, but it was lame going.

At Bajo Pt, the swell decreased after turning the corner, and the wind picked up. The sail became useful, and past Beano Creek the sailing was good. At one point, my Pacific Action sail was shaking side to side badly, until I gave it a bit of extra line so some wind could spill out the top.

I averaged a boat speed of 8.25 kph from just west of Maquinna Pt to Yuquot, with very little steering needed. Yahoo!

I took a break at Yuquot to warm up, followed by light sailing to Narvaez and Clotchman Islands. I checked Charlie's Beach, but the mess including cooking gear lying around drove me on to the Brickyard.

Landing was OK at the reasonably high tide, but the many mosquitoes forced me to keep my driesuit on until I was in my tent for the night.

TALL TALES

Day 8: Bligh Is to Gold River (and Campbell River)

I expected a long day, so I was away at 6:20 am. I hoped for an inflow wind, but feared I might have to paddle the full 40 km.

The low tide exposed a rough boatskid with rocks and barnacles, but since the tide would rise a foot in an hour, I positioned my boat accordingly. In the end, I had to shove it forward 2 feet, using some branches to keep it off the rocks.

Landing at Resolution Cove looked feasible but I wasn't inclined to putter about.

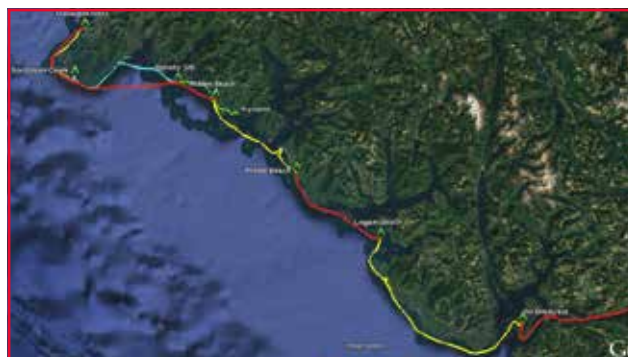
The Uchuck went by at 8:15, along the northeast side of Hanna Channel, but I was too far away to wave.

I checked out a grassy beach past Mooyah Bay, but it was full of barnacled rocks, so my kayak stayed in the water.

There was some noisy, but interesting, helicopter logging near the east end of Gore Island.

After crossing to the north side where Muchalat Inlet starts, there was enough wind to raise sail. The wind picked up as I was blown

east. Sailing required continuous stern rudders, and occasional bracing as faster waves overtook my kayak. At one point I had to partially lower the sail, but was able to bring it up again later. Boat speed averaged 7.5 kph over 16 km.



Google Earth Route Map

I took out at the First Nations boat ramp, loaded up, and made the relatively short drive back to Campbell River.

The MV Uchuck III makes it easy to do a one way trip down a great stretch of Vancouver Island coastline. Most people would want to arrange a pickup at Yuquot (Friendly Cove). Getting to where you want to paddle and back to Gold River is so convenient thanks to the wet launch and floating pick up service offered by the MV Uchuck III.

Mileage:

- Day 1 17 km: Kyuquot - Bunsby 195
- Day 2 28 km: Bunsby - Nordstrum Creek
- Day 3 18 km: Nordstrum Creek - Crabapple Islets
- Day 4 50 km: Crabapples - Hidden Beach
- Day 5 28 km: Hidden Beach - Pebble Beach
- Day 6 27 km: Pebble Beach - Nuchatlitz (Logjam Beach)
- Day 7 52 km: Nuchatlitz - Bligh Island Brickyard
- Day 8 40 km: Brickyard - Gold River

I'm not a fast paddler, so anything over 30 km is sail assisted and/or a long day.

Trip Notes

For more info on Uchuck wet launches:
www.getwest.ca - kayak transportation
oceanriver.com
geckopaddler.blogspot.ca
www.getwest.ca - cruise images

TALL TALES

SWISS MODEL BOAT BUILDER TAKES AN INTEREST IN THE MV UCHUCK III

Story and photos by Lorenz Schmuki



Erbauer Erbaut's career as a model boat maker started 40 years ago, when he fixed a damaged boat which his 12 year old son rescued from the middle of a small lake.

With this experience I thought I could build my own vessel and bought a kit of the push tug boat "Oranja 1". I made the vessel so powerful it could move real boats up to 1400 kg.

Soon after I became a member in our local model boat association and also was in the managing committee for many years.

Since then I guess I built more than 20 boats and they are still somewhere in the attic.



For many years I built everything on the kitchen table with simple tools, now I have a small work room with some light machinery in the basement.



Some years ago, I was visiting my son and daughter-in-law in Courtenay, BC. We made a trip to Port Hardy and

had the possibility to visit the Coast Guard Station. We could have a walk in and on the vessel. I took more than enough pictures to reproduce the vessel as a model (shown above).

Also I made a family trip to Friendly Cove with the amazing "Uchuck III". and of course I took countless pictures.

For the "Uchuck III" it was not easy to find plans. But finally I found a good plan of a Minesweeper, like the "Uchuck III" was in an earlier time, on the internet. The whole vessel is a scratch built model. The boat is highly detailed and everything works by radio control. Even the derrick boom works like the original and is able to load or unload freight off the deck or the cargo hold.



At the moment I am building a tug boat that was originally built by the Rosser Brother shipyard in Ontario.

Sometimes I display my Canadian vessels on exhibitions and the crowds of people like them very much, because all vessels are unique and copies of the originals and well detailed.

TALL TALES

EDUCATION AND INSPIRATION ABOARD THE MV UCHUCK III

Story by Laura Bhamberdevoid ~ Illustration by Mikah Bhamberdevoid

I've told many people about our trip on the Uchuck. They all can't believe they've never heard about it before and such an opportunity exists! It's one of those amazing adventures that inspire learning and imagination in a special way.

We made the mistake of marking the day of our Uchuck trip on the calendar a month in advance. Our seven year old had been counting down the days and you know how long a month is when you're seven! A month of counting down, and we were sure not disappointed! The trip exceeded our expectations in so many ways.

It gave us a rare glimpse into a part of BC's coast, lifestyle and history that few people experience. I felt like I'd seen BC for the first time.

In the month leading up to the trip, we read about the history of the Mowachat Tribe and the explorers that came on big ships. We traced routes through oceans and continent looking forward to sailing thru the same waters where they landed.

The day on board was perfect. Seven hours flew by too quickly. Of course, all my son's stories about the Uchuck start with the home baked cookies hot out of the oven. That's a treat anytime, but while you're floating by some of the most beautiful coastline in BC, that's hard to beat - especially when you pair it with the best cup of coffee anywhere in Gold River!



We saw logging camps and fish farms. It sure brings home the discussions on these topics when you see them first hand. Then there was the chance to watch a working vessel and it's crew in action. This is where a child's imagination takes off, and I could tell he spent the whole day with the run of the ship in the world of the imaginary! Meeting a captain for the first time is the other highlight he talks about.

Even though the trip is over, it has sparked so much curiosity to learn. He came home with plans to take depth soundings and make charts of the local waters. I've seen detailed drawings of a ship he wants to build for delivery to construction sites. He wants to learn to build a rope ladder like the one we saw onboard and the list goes on.

Best of all, when I dropped him off with his friends for school, I could overhear them planning: "Ok! You're in the engine room. You'll be operating the crane. I'll be captain. You swabbed the deck yesterday, so today you'll be look out" until the whole crew was "signed on". Then recess began with all of them, from kindergarden to Grade 3 running outside yelling "All Hands on Deck!"

This trip is a perfect blend of education, fun and imagination. Thank you to the Uchuck and her crew. From KJ, Laura and Mikah Bhamberdevoid

TALL TALES

HIKING NOOTKA ISLAND - BEARS, WOLVES AND WHALES

Story and photos by Tilai Ellis-Stairs



Our Nootka Island story begins about a year ago, in 2018, when we first heard about the Nootka Island Trail.

We had spoken with some work colleagues who had some amazing stories from Nootka including sightings of bears, wolves and whales. The stories left us mystified and with a deep, burning desire to make this hike happen and experience the Island for ourselves.

When we brought the hike to attention in our hiking group, everybody was instantly sold. The adventure of flying into the island and sailing back on a beautiful historic vessel were too good to pass up.

The planning began. We collectively scheduled our vacations for June 2019 and booked our flight and our return sailing.

Before we knew it, June had arrived and it was time to embark on our journey. The months leading up to June entailed gear prep, excitement and the breaking in of new hiking boots. When the time came, we were ready.

We started our journey at about 04:00 hrs in Victoria B.C. We ventured north to Nanaimo to

rendezvous at one of our group's houses then hit the road again.

It took us about 4 hours of driving to arrive in Gold River, where we feasted at the Ridge Roadhouse. Any good backpacking trip should be initiated with a feast and a beer. We stuffed ourselves in an effort to avoid having to cook dinner once we arrived at our first campsite that evening.

Our flight was scheduled to depart at 17:30 hrs. We went through all of our gear one last time before our 6 day journey and headed down to the Air Nootka headquarters.

When we arrived at Air Nootka we were greeted by Scott, our pilot and owner of the company. Scott was very kind, he patiently gave us directions and got us prepared for the plane ride ahead. We were informed that there was a large amount of dense fog surrounding Starfish (Louie) Lagoon and we may not be able to land on our first attempt.

Full of excitement and nerves, we weighed our packs for check-in, removed our fuel canisters from our packs and donned our water shoes, we were determined we would make the landing. The 6 of us plus Scott climbed into the float plane and our journey finally began!

We flew over open water fisheries and vast

TALL TALES

expanses of logged old growth forest on our way to Nootka Island. Scott providing us insights and tips along the way. He had many useful tips as he flew us over the trail and towards the lagoon we hoped to land in.

We flew over dense fog, so dense all you could see was the shadow of the float plane riding along the fog line.

But... fortune was with us and as we came close to Starfish (Louie) Lagoon, we saw an opening in the fogbank. Almost as though someone had cut the fog like pie and removed the piece lying directly above the Lagoon where we were to land.

Scott made it look easy, a few swift manouvers and before we knew it we had our feet on the ground and our packs on the beach. We waved goodbye to our invaluable pilot and so began our 6 days on Nootka Island.

We quickly hiked the initial stretch between Starfish (Louie) Lagoon and the sandy beach that lay about 45 minutes to the south. We arrived at our first campsite at about 18:30 hrs, we found a beautiful site and setup all alone on the sandy beach that stretched on for kilometres in either direction.

Despite stuffing ourselves at the Ridge Roadhouse, we still ate a supper meal and enjoyed an amazing first night on Nootka Island.

The sunset was exquisite, the moon in full splendour lighting up the beach and making the waves sparkle as they crashed along the shore. We explored the nearby area but crawled into bed early as to get the most out of the day to come.

We awoke to a still, sunny morning. Everybody packed up their sleeping gear, and tents, then sat and enjoyed breakfast and a coffee!

As we sat, we noticed it began to rain a fine mist down upon us and a slight wind began to pickup from the east. Coffees and breakfasts devoured, we headed on our way. The fine mist and breeze was actually quite pleasant as it kept us cool while we trekked along the beach.

We were taken aback by the numerous wolf tracks we spotted on the sandy beach, along with black bear prints and scat.

Today we planned to hike just shy of 10km to Skuna Bay. However, perhaps due to how eager we were, we accidentally hiked about 13km. We realized we had passed our destination when we came around a sandy point and heard a waterfall in the distance. Sure enough, we had hiked straight through Skuna Bay and were at Calvin Falls!

While we were hiking the wind and rain had picked up and by the time we settled into our campsite the weather had taken a turn for the worse. It never hampered anybody's spirits though, we were all happy campers!

We set up our tents behind a tall log wall, formed by so many logs being thrown up on the shoreline from winter storms. This provided ample space to hide away from the wind that was now raging. I believe this day we faced winds upwards of 55km/h.

We decided to spend two nights at Calvin Falls since we had overshot our hiking on the previous day. The morning brought more sun, but similarly ferocious winds. We spent our day drying out gear in the sun, relaxing by the fire and checking out the beautiful falls. Had the wind not been so intense, a nice swim would have been a necessity.

During our exploration we actually unearthed our first chanterelle find of 2019, which brought great excitement to the group as the mushroom picking season would soon be upon us when we returned from Nootka.

The evening turned out to be gorgeous. The winds stilled and the sunset threw brilliant golds and oranges across the entire skyline.

We were all gathered around our campfire taking in the night when one of our group members spotted something about a kilometre down the beach - we went to investigate. We ended up viewing the bum of a black bear as he scampered off into the nearby woods. We sauntered slowly back to camp and made to settle in for the night.

TALL TALES

Moments after we returned to camp we heard a nearby camper yell 'WOLF ON THE BEACH!'



Everybody immediately fixed their eyes on the sunny horizon the sunset created in the tideline. The outline of a wolf wandering along the tide was quite apparent.

I rushed to my camera bag, I didn't haul all of this gear out into the wilderness to miss this moment, off came the 50mm and I slammed on my 75-300mm, it just got me close enough.

Everybody took up positions to take in the moment. The leading wolf appeared to be male, he cautiously walked through the river and passed in front of the campers. He didn't seem very disturbed that we were inhabiting his beach.

Then, we noted a second figure coming out of the haze, a female perhaps? The leading male turned and sat about 200 feet from our campsite, you could tell he was quite large while he sat there, waiting patiently.

The second wolf was much more leary of us. She was much smaller and timid. Slowly wandering up to the river she repeatedly looked back towards the woods. Cubs in the forest perhaps?

She got to the rivers edge, looked around one

more time then turned and made for the woods. As soon as she made her decision to run to the woods, the male wolf leapt to action and ran back across in front of us to meet with her. An amazing experience all around.

The next day we pushed on to Beano Creek, our favourite site, despite the wolf sighting at Calvin Falls. It provided us a welcome campsite in the woods to get out of the sun and hide from the wind which had been tearing away at us for 3 days now. We swam in the waters nearby the campsite and warmed up on the hot rocks nearby, feeling slightly cold-blooded.

The remainder of the trip was smooth sailing, we swiftly made it to the campsite just outside of Friendly Cove to await our pickup by the MV Uchuck.

When we awoke in the morning we were greeted by a small family of gray whales in the bay, we packed camp quickly and enjoyed a morning coffee then rushed on our way down the beach. The gray whales had taken to the pebbly, well rounded bay and were in the shallows scratching at otherwise untouchable itches.

What an amazing moment to be a part of! The three whales spent an hour or two doing this then swam off on their way.

What a spectacular way to wrap up our trip to Nootka Island. Shortly after our whale watching experience we boarded the MV Uchuck, staffed by a merry group of sailors and an excellent chef who filled our bellies to our hearts content. A trip so amazing, we cannot wait for our trip to Nootka 2020!



Grey Whales seen beach-rubbing close to shore at Friendly Cove's Pebble Beach.

TALL TALES

THE ODE'S TOUR VANCOUVER ISLAND

Story and photos by Irene Ode



My husband and I decided to tour northern Vancouver Island this year. We started out at Chesterman Beach and then carried on to Gold River.

We stayed at the Gold River Chalet after reading online that it was the closest

accommodation to the dock where we could board the MV Uchuck III the next morning.

When we arrived at the dock the next day there were around 50 people wanting to do the same thing as us.

We watched for a short time as the crew and shore workers continued to load supplies, etc. that would be dropped off at several fish farms and fishing lodges. Everything was so well organized and ran smoothly as we all boarded and were ready to go.

We started out around 9 am and headed out on the Nootka Sound towards the first fish farm. It was interesting to watch as the Captain smoothly maneuvered the ship to the dock.

Then watching as a crew member managed the crane expertly as though he was playing a computer game! Then of course the rest of the crew handling the offloads of supplies and loading on (of garbage, empty pallets, etc.) and of course the coordination of the forklift being driven back and forth with precision timing.

It also was so nice to be able to buy coffee and a very tasty muffin, I need to mention as well that we ate a delicious lunch prepared by two lovely ladies in the kitchen. We ate our lunch in the comfy and cozy cabin.

Most of the time we sat outside and had some wonderful views of the scenery. It was interesting to see the fish farms and how remote they were.

And it goes without saying the fishing lodges we saw were beautiful and may be something for us to look into next year.

All in all we enjoyed our time on the MV Uchuck III and were very happy to have included this excursion on our holiday. We were also very fortunate to have had very good sunny weather which enhanced the scenery along the way.

We would recommend this tour to our friends and family with photos and memories.



TALL TALES

Our Unforgettable Trip to Yuquot

Story by Deeny Glazier

In the summer of 2003, after months of anticipation and planning, my partner and I drove from the Okanagan to Gold River on the first leg of our Nootka Island adventure. Widely known then as Friendly Cove and mostly referred to today as Yuquot, I could barely wait to board the MV Uchuck III and get underway.

But being landlocked in the Okanagan I never could have imagined that my first “friendly” encounter would be with a young Orca named Luna. Waiting for the Uchuck to be loaded I was shocked and thrilled when this little orphaned whale popped up right beside me, leaning in against my legs as I sat on the dock. Luna was clearly seeking attention and physical touch. He literally looked you in the eye and it was sad not to be able to give in to him. There were plenty of posters warning against any interaction with him so I had to back away from his puppy-like advances. As hard as it was to ignore him I am forever grateful for this first, unplanned adventure surprise.

Leaving Gold River and travelling up the coast aboard the converted minesweeper MV UChuck 111 is a unique experience - you truly get a feeling of travelling back to earlier times. As it passes through incredibly beautiful and remote scenery the ship stops along the way to unload provisions, mail and passengers at remote villages and camps. An interesting stop was watching a boom pivot out from the side of the ship. From it, individual sea-kayakers sitting in their kayaks are gently lowered into the waters of the sheltered inlet. Watching them paddle off to discover their own adventure was something I will never see in Okanagan Lake!

Upon arriving in Friendly Cove we were provided with wheel barrows to transport our supplies up to the cabin we had reserved for our stay. Set in a wooded area with an ocean view through the trees it would take care of all our needs for

a rustic and comfortable stay. But we soon had another idea. A plateau overlooking the ocean would be a fantastic place to pitch a tent. There were very few residents on the island, but they were friendly and helpful, and provided us with a tent and everything we needed to set up our camp.

We began every day on a bench overlooking the ocean, drinking camp-stove coffee and scouring the seascape for signs of sea life. Our simple suppers became fancy with the addition of fresh steamed mussels we harvested each day from the rocky shoreline below us. And the spectacular star-lit sky was the only intoxicating nightcap anyone could ever want.

We spent our days beachcombing and exploring the stretch of the Nootka Trail near us. We roamed through the forest of huge cedars, some carrying evidence from the past where they had carefully and protectively been stripped to by earlier generations to make baskets and cooking pots. The beautiful white church, which replaced the one that was depicted in one of Emily Carr’s most famous paintings serves as a museum and cultural centre with many interesting artifacts. We also took a short walk to the lighthouse where we could appreciate the beautiful setting and historical information.

But the best memories of Yuquot is the Williams family, Ray, Terry and their grandson. On several afternoons Ray provided us with freshly caught red snapper - absolutely delicious pan-fried in butter. Terry, well-known for her beautiful, gallery-quality woven baskets shared a look at them through her albums. And I still treasure the painted rocks their young grandson sold on the dock.

One day, Ray told us about the old quarry which produced the marble used in the building of the Parliament buildings in Victoria. He offered

TALL TALES

to take us there and also to see some hidden pictographs on the way. Of course we were happy to accept his generous offer. The boat-ride up the inlet was bumpy and scary and fun. Part way up Ray stopped at the bottom of a very tall, very vertical granite rock face. Here, he said we would need to take a short hike in to see the pictographs. I'd thought we would see the pictographs from the boat. But no. First a climb up, then a traverse across the rock face, and finally a walk around the back side. Then the pictographs. Ray opted to wait below in the boat. I'm no rock climber but was game to try it. Cut to my partner safely on the other side, me plastered spread-eagle on the rock face unable to move in any direction, and Ray bobbing around in what looked like a toy boat in the water and the rocks below. Well, I'm here writing this account so obviously I was saved from a rocky/watery demise. But I was definitely not saved from some good-natured, gender-biased ribbing from my boat partners. I never did see the pictographs but the quarry was interesting and the day with Ray's company, shared knowledge, and humour was unforgettable.

Unforgettable. The whole trip from Gold River to Friendly Cove and back was unforgettable.

TALL TALES... PASSENGER REFLECTIONS

We are always interested in passenger perspectives of our cruises.

Please share your experience with us, submit your story with photos for an opportunity to be published in the Nootka Sounder or on our website blog (Tall Tales). If we use your story and pictures, you will receive a free trip for two to Friendly Cove!

Friendly? From the aptly named village, to a lost little Orca, to the UChuck crew and staff, to the people who outfitted us, to the Williams family. Friendly only begins to describe it.

How lucky we were to have made such indelible memories because our cameras and binoculars stayed forgotten and safely stored under the truck seat in Gold River from the beginning to the end of this fabulous vacation. But for this vacation it just didn't matter.

DISCOVER FRIENDLY COVE



HIKE
CAMP

KAYAK

'YUQUOT' BIRTHPLACE OF BRITISH COLUMBIA




Chief Maquinna
Known as the first ancestral leader to trade with the earliest European explorers.



- Lakeside Cabins
- Campsites
- Historical Church
- Hiking



Reservations: 250-283-2015 www.yuquot.ca

VISITING GOLD RIVER

GOLD RIVER

Gold River is located at the west end of Highway 28, a scenic one hour and 15 minute drive from Campbell River.

Gold panning attracted Chinese miners into the traditional territory of the Mowachaht and Muchalaht peoples in the 1860s, and the name Gold River first appeared on maps in 1871.

In the early 1960s the Tahsis company logged at the mouth of the river. In 1964 they began building a 750 ton-a-day bleached kraft pulp mill there, because of the flat delta land, the deep-sea access for ocean-going freighters, and the steady source of water.

The Company also selected a site eight miles east of the mill on which to build a town to service the needs of the mill and in 1965 Gold River, a resource-based community appeared; it was Canada's first all-electric town, and the first in Canada with underground wiring. Incorporated in 1965 as a District, it re-incorporated itself in 1972 as the Village Municipality of Gold River.

In the late 1980s, the mill added a paper manufacturing component, thus creating a short-term building boom and increasing employment. However, newsprint prices soon collapsed amid a glut of new supply, the cost of wood chips increased, and high interest rates proved so crippling that in 1993 paper production shut down. In 1998 the original mill ceased operations permanently.

As working families moved away, many of the houses in the town were sold at auction - some to Europeans. Since then Gold River has reinvented itself as a west coast tourism hub.

The Municipal Wharf at Gold River is home port to the MV Uchuck III, Air Nootka seaplane service, and the launch point for sportsfishing enthusiasts.



Photo courtesy Air Nootka

Many visitors use Gold River as a base for exploring the surrounding wilderness and rainforest trails, accessing the Nootka Trail, or as a getaway to Nootka Sound.

Recently the focus of the local economy has diversified to include adventure tourism, capitalizing on the incredible natural surroundings of the village and region.

Each year, hundreds of new visitors discover why this region is considered "The Cave Capital of Canada".

The Upana Caves are easily accessible and offer novices a safe, self-guided introduction to the sport of spelunking. If you would rather get your exercise above ground, choose from rock climbing at Crest Creek Crags, mountain biking

Stay With Us!

Closest Accommodations to the MV Uchuck III for Adventure
Cruises to Friendly Cove, Nootka and Kyuquot Sounds.

Offering... Light Continental Breakfast, • High-Speed Internet • Free WiFi
Boat, truck and RV parking • Located directly across from Gold River's shopping and restaurants.

GOLD RIVER CHALET

Tel: 250-283-2688 • Fax: 250-283-2680 • admin@goldriverchalet.com
390 Nimpkish Drive, Gold River, BC V0P1G0

www.goldriverchalet.com



VISITING GOLD RIVER

on one of the most challenging trail systems in Western Canada, or hike one of our many picturesque trails.

For wildlife viewing, take a prearranged tour of the Conuma Hatchery located 36.5 km past the Gold River Info Centre, visit the Conuma River Estuary via the Moutcha Bay access road to catch a glimpse of black bear, elk or black-tailed deer.

Gold River continues to impress fisherman with consistently large and lengthy runs of Chinook, Coho, Sockeye and Chum Salmon. Fishers can enjoy sheltered, relaxed fishing in the protected waters of Nootka Sound or they can venture offshore to enjoy a true wild west coast fishing or marine wildlife adventure.



*Carving from annual Gold River Days competition.
Photo by Steve Wray*

Visitors have a few choices for accommodations in a hotel, motel, an Air B&B and The Lodge at Gold River. There are a few great restaurants, a deli and a gallery that exhibits beautiful artwork. Fields offers canned goods, clothing, home accessories and hardware. Other amenities include a Visitor Center, two campgrounds, aquatic and community centre, golf course, service stations, liquor store, post office, drug store as well as other shopping opportunities.

THE ARTISTS OF GOLD RIVER

We invite you to discover the creative and diverse artwork that is inspired by the natural beauty and history of our area. As you enter town you will notice a large carved boot which commemorates the 'Great Walk' from Gold River to Tahsis. The creator, Lee Yateman, using a chainsaw, skillfully carves anything from boots to bears. You can view more of his work at www.gogetlee.com.

Island Clayworks is located on the corner of Muchalat and Industrial Park Place right next to the Sea and Field Bistro. As you are heading to the waterfront after crossing the yellow bridge, you will see it on your left hand side. Anita and Neil are always open to sharing their studio and sometimes offer demonstrations. You may

Take the Ride
Voted #1
Hwy 28 to
Gold River

OVERLOOKING
GOLD RIVER



Locally Owned & Operated

Enjoy great food and a panoramic view deck. Big Screen TVs for sports and WIFI for connecting.

Vancouver Island Beers On Tap!

Open Daily • 250-283-7533



397 Donner Court, Gold River
www.theridgeroadhouse.com



**SEA
&
FIELD
BISTRO**
GOLD RIVER B.C.
250-283-2005

VISITING GOLD RIVER

find the perfect gift or keepsake of your trip to Gold River at their Island Clayworks studio and Art Gallery. Visit their website at www.islandclayworks.com or find them on Facebook.

For more information about Gold River and adventure opportunities contact the

Gold River Visitor Centre:
250-283-2418
goldriverchamber@gmail.com
www.goldriver.ca

Gold River has a thriving art community with creations ranging from such works as wood carvings, native art, hand-made soap, paintings, pottery, metal art, photography and fabric creations including purses and bags as well as quilting.

If you are making the trip to Friendly Cove don't miss the handcrafted work of local native artist **Sanford Williams**. In the summer months Sanford makes Friendly Cove his home. Visit Sanford at the Cove and see him carving a mask or any other piece that he may be working on. www.sanfordwilliams.com



First Nation's Master Carver Sanford Williams makes his home in Hope, BC. He often returns in the summer months to carve in his new studio at Yuquot, Friendly Cove.

Bill Maximick, a prominent West Coast marine artist resides in the Comox Valley. He has been painting images of Nootka Sound and the MV Uchuck III since his first commission in the early 1980s. To date he has created close to a dozen paintings of the Uchuck. Over the years he would help out on board, taking trips to enable himself to photograph the west Coast he loves which is reflected in his many paintings. You can visit Bill in his gallery in Courtenay, BC or see his work at www.billmaximick.com.

Aerial view of Friendly Cove (Yuquot) by Bill Maximick.



GOLD RIVER GOLF CLUB & 19TH HOLE RESTAURANT

***9-Hole Golf Course located on Western Drive,
In beautiful Gold River, BC***

**Pro Shop Hours 9am-8pm daily
Restaurant Hours 12 noon – 7pm daily**

April 1st thru September 30th

Ph. 250-283-7266 Email – grgolfclub@hotmail.com

VISITING TAHSIS

Tahsis

Tahsis means ‘Gateway’ or ‘Passage’ in the language of the Mowachaht First Nations people who have lived in the region for hundreds of years.

The Mowachaht maintained a permanent winter settlement in the protected inlet, and used a network of trails up the Tahsis and Nimpkish River Valleys in order to cross the mountains and trade with the native villages on the eastern side of Vancouver Island.

Located in the heart of historic Nootka Sound, this area is becoming well known for scuba diving, caving, sea kayaking, hiking, bird watching and wildlife viewing; add in excellent salt water fishing and the

opportunity to land some of the largest salmon and halibut caught in B.C. Starting in May resident sixgill sharks and their inquisitive juveniles are seen regularly in 30 feet of water, right here in downtown Tahsis.

Tahsis has become known as the “Caving Capital of Canada” with its vast networks of caverns in nearby hills, including Thanksgiving Cave the longest in B.C. at 3.4 miles.

RAW NATURE. RICH HISTORY.
RARE ADVENTURE.



Learn More at www.villageoftahsis.com



@EXPERIENCETAHSIS



SCAN ME

VISITING TAHSIS



Photo:
Susan Felhouser

Black bears and eagles are especially plentiful in the fall around the townsite. Drawn in by the Chinook and Coho Salmon spawning in the Tahsis river, it makes for great photo ops.

For those who want to experience the wild Pacific coast at its most rugged, the Nootka Trail offers a challenging hike comparable to the West Coast Trail, but without the crowds or reservations.

The exposed western coastline of Nootka Island provides excellent conditions for expert kayakers and surfers seeking

extreme sport. With waves arriving daily from Japan, it is known as a hot spot in the world wide surfing community.

For those who prefer to explore the picturesque original townsite, there is a relaxing historical walking tour and newly established Museum depicting life as it was since the 1940s.

Enjoy a leisurely stroll on the Tahsis Leiner Estuary Boardwalk Trail.

The Annual Westview Marina Fishing Derby takes place the 3rd weekend of August with anglers competing for thousands of dollars in prizes. Past winners have hauled in Chinook salmon that tipped the scales at over 40 lbs.

The starting point for your adventure is the "Tree to Sea Drive, The Road to Adventure." Pick up your map at the Visitor Centre in Gold River!

For more information:

Village of Tahsis
250-934-6344

www.VillageofTahsis.com
reception@villageoftahsis.com



Along the route the MV Uchuck III delivers freight to fish farms, logging camps, remote resorts and communities, including Tahsis.

COASTAL COMMUNITIES

ZEBALLOS

Flanked by towering forest-cloaked mountains, Zeballos sits at the head of Zeballos Inlet, famous for salmon fishing and kayaking.

The inlet was named by Captain Alejandro Malaspina in 1792 after one of his lieutenants, Ciriaco Cevallos.

The discovery of gold in Zeballos in the 1920s resulted in a massive influx of miners and adventurers. The historic buildings in the village are a living reminder of that era.

The small but informative Zeballos Heritage Museum tells the tales of the gold rush and the resulting boomtown with pictures and artifacts. Shady boardwalks and walking trails wind through the estuary and along the river, providing visitors with an opportunity to enjoy the native plants and wildlife of the rainforest.

The Zeballos River estuary, a bird watcher's paradise, has been designated a Wetland Reserve by the Ministry of the Environment and the Nature Trust of British Columbia.

During the salmon spawning season in the fall, the river teems with fish. Bears and eagles that arrive to partake of the annual feast can be watched from the Sugarloaf Bridge. Trumpeter swans drift down the river, competing with the seagulls for newly laid salmon eggs.

Zeballos has become a hot spot for kayakers accessing Catala and Nuchatlitz provincial marine parks, the islands of Kyuquot Sound and the rest of the spectacular northwest Pacific coast of Vancouver Island.

Photo: Diane Skirda



Kayaks are available for rent for visitors wanting to explore the estuary where kelp fronds sway in the waves. Kingfishers dart by as you drift in the sun while seals and sea otters pop up and down checking your progress. Eagles soar overhead while great blue herons stalk through the tidal flats. Humpback whales frequent the inlet as well.

A municipal dock can accommodate oceangoing ships, with full facilities for recreational boaters and floatplanes, including coin operated showers. A Forestry Recreation site at Fair Harbour is ideally located for continuing your adventures with explorations of Tahsis and Amai Inlets or the beautiful ocean beaches of Rugged Point Provincial Park.

For the more adventurous, Rugged Mountain and the slab in the Nomash are well-known to rock-climbing enthusiasts. Limestone erosion along the Quatsino River has produced thousands of caves. Artlish Caves Provincial Park and Little Huson caves can be accessed just off the road into Zeballos.

For more information:

Zeballos Village Office: 250-761-4229

Zeballos Heritage Museum: 250-761-4070

www.zeballos.com

COASTAL COMMUNITIES

KYUQUOT

Pronounced Ki-You-Kit

An archipelago of nine islands and the mainland make up Kyuquot, a village of 350... surely one of the most unique on British Columbia's coast.

During the initial European contact period in the 1780s, sea otter traders in search of pelts ventured into the Kyuquot Sound area to trade with the Kyuquot and Checleset peoples. The rugged terrain and numerous reefs, however, made Kyuquot Sound difficult to navigate and with the extinction of the sea otter populations, Kyuquot Sound and Kyuquot soon fell back into obscurity.

In the mid-1850s, the lucrative seal fur trade, and the harvest of fish oil, brought trade back into the Sound. Fur sealing schooners began making routine stops at Kyuquot's fishing villages to take aboard First Nations men as hunters, and the sealing industry grew until 1911 when it was outlawed in an attempt to protect the species from extinction.

Whaling replaced the sealing industry and in 1908, the Pacific Whaling Company constructed a whaling station on Cachalot Inlet to process humpback and blue whales into oil, fertilizer and meat.

Despite only seasonal hunting, the Kyuquot station processed 4,765 whales until poor markets and depleted whale stocks closed the station in 1925. This caused many of the Norwegian and Scandinavian whalers to turn to fishing for their livelihood. They and their families remained in Kyuquot Sound, many settling in Walter's Cove on

the protected side of Walter's Island, across from Houpsitas, the traditional winter home of the Kyuquot people. These two communities form the Village of Kyuquot.

Today commercial fishing and the forest industry remain the major employers, with tourism increasing in popularity.

Kyuquot is a small village of 350 people on the mainland along with an archipelago of nine islands that make up one of the most unique villages on the west coast. The original site of the First Nations people is situated on the mainland. A short boat ride

takes you to Walters Island with its two dozen buildings and connecting boardwalk - making it the central business district.

With no streets, Kyuquot residents use boats to access the Red Cross Outpost, the school, the post office, the fishing lodges and stores around the various coves.

The connecting trail behind the Kyuquot Inn and Walters Cove resort that leads to the boardwalk makes it a very pleasant walk in the evening after dinner. Playful sea otters are often spotted swimming in the harbour. There are small trails leading to the wilder, less inhabited side of the island looking out onto the Pacific Ocean.



Photo: Julie Schimunek

Remote Waterfront Accommodations
available year round in the finest fishing and kayaking region of the world. We are located on the northwest coast of Vancouver Island in historic Walter's Cove.

Free sheltered moorage with cabin rental, comfortable, clean rooms, gently sloping beach waterfront, a short paddle to Bunsby Islands.



Your home in the wilderness...
KYUQUOT INN



Your Hosts: Eric & Nancy Gorbman
250-332-5959 or 206-852-4764
www.kyuquotinnbc.com
kyuquotinn@gmail.com
Kyuquot, BC, Canada V0P 1J0

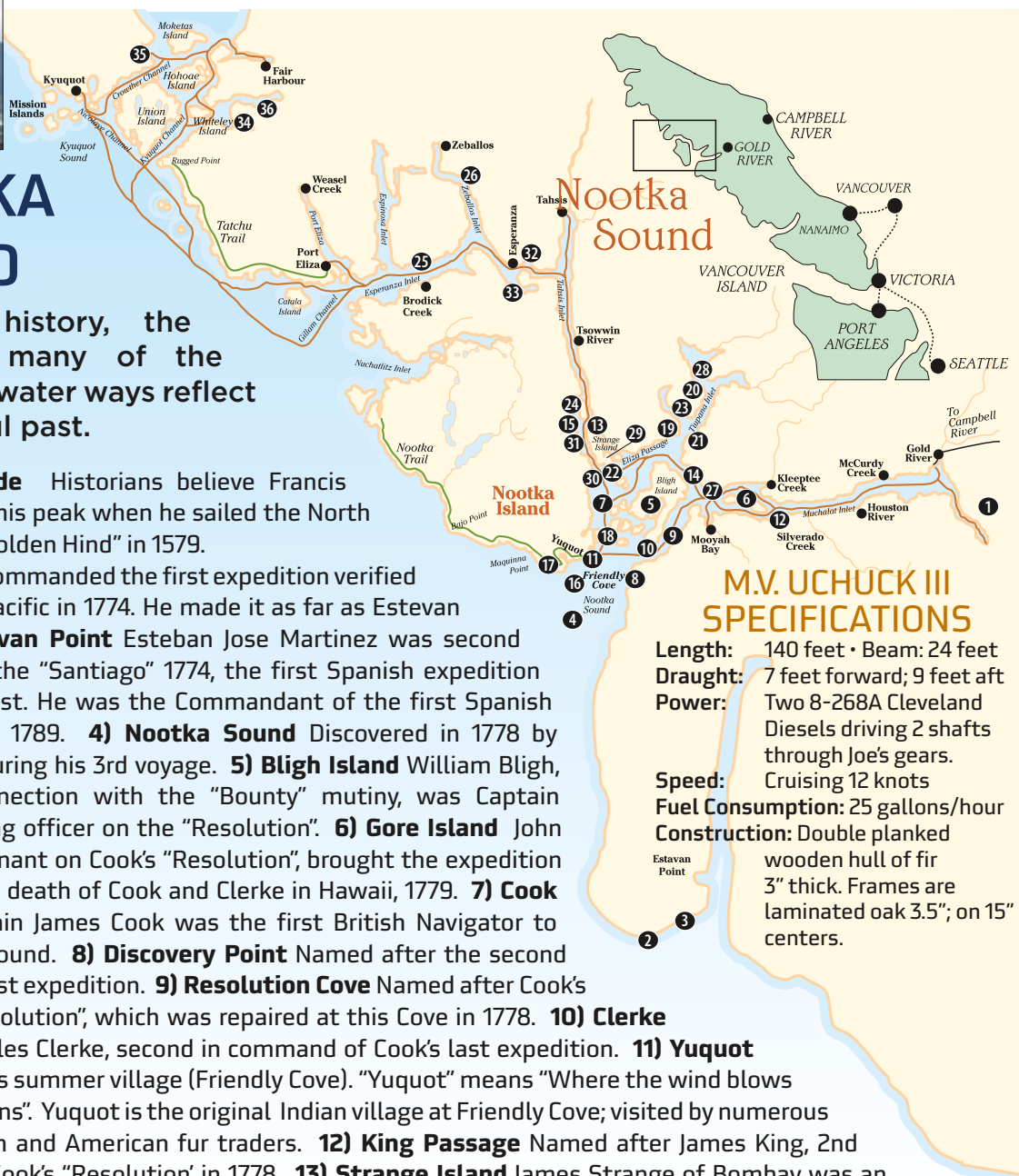
POINTS OF INTEREST



NOOTKA SOUND

Rich in history, the names of many of the Islands and water ways reflect her colourful past.

- 1) Golden Hinde** Historians believe Francis Drake sighted this peak when he sailed the North Pacific in the "Golden Hind" in 1579.
- 2) Juan Perez** Commanded the first expedition verified to the North Pacific in 1774. He made it as far as Estevan Point.
- 3) Estevan Point** Esteban Jose Martinez was second Lieutenant on the "Santiago" 1774, the first Spanish expedition to the Northwest. He was the Commandant of the first Spanish fort at Nootka, 1789.
- 4) Nootka Sound** Discovered in 1778 by Captain Cook during his 3rd voyage.
- 5) Bligh Island** William Bligh, famous in connection with the "Bounty" mutiny, was Captain Cook's navigating officer on the "Resolution".
- 6) Gore Island** John Gore, 1st Lieutenant on Cook's "Resolution", brought the expedition home after the death of Cook and Clerke in Hawaii, 1779.
- 7) Cook Channel** Captain James Cook was the first British Navigator to enter Nootka Sound.
- 8) Discovery Point** Named after the second ship of Cook's last expedition.
- 9) Resolution Cove** Named after Cook's larger ship "Resolution", which was repaired at this Cove in 1778.
- 10) Clerke Peninsula** Charles Clerke, second in command of Cook's last expedition.
- 11) Yuquot** Chief Maquinna's summer village (Friendly Cove). "Yuquot" means "Where the wind blows from all directions". Yuquot is the original Indian village at Friendly Cove; visited by numerous English, Spanish and American fur traders.
- 12) King Passage** Named after James King, 2nd Lieutenant on Cook's "Resolution" in 1778.
- 13) Strange Island** James Strange of Bombay was an early fur trader, visiting Nootka Sound in 1786.
- 14) Hanna Channel** Named after James Hanna, first of the maritime fur traders, visited Nootka in 1785 & 86.
- 15) Kendrick Arm** Named after an American fur trader who earned an unsavoury reputation in dealing with local natives.
- 16) Spanish Pilot** Island Among the Spanish Naval Officers who explored the region were a number of pilots who were the early hydrographic surveyors of this coast. Several of their names were given to the islands in this group.
- 17) Maquinna Point** Named in 1791 after Maquinna, Nootka Chief.
- 18) Saavedra Island** Named after one of the Spanish Commandants at Nootka, 1793.
- 19) Argonaut Point** Named after the British ship "Argonaut", seized by Spaniards at Nootka, 1789.
- 20) Princess Royal Point** Named after the British sloop seized by Spaniards in Friendly Cove, 1789. Entered the Spanish Navy as "Princess Real". Restored to its owners in 1791.
- 21) Galiano Bay** Named after Galiano, an officer

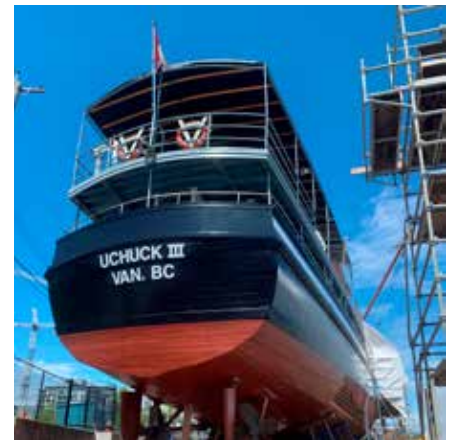


M.V. UCHUCK III SPECIFICATIONS

- Length:** 140 feet • **Beam:** 24 feet
Draught: 7 feet forward; 9 feet aft
Power: Two 8-268A Cleveland Diesels driving 2 shafts through Joe's gears.
Speed: Cruising 12 knots
Fuel Consumption: 25 gallons/hour
Construction: Double planked wooden hull of fir 3" thick. Frames are laminated oak 3.5"; on 15" centers.

POINTS OF INTEREST

of Malaspina's expedition, who commanded the "Sutil" visiting in 1792. **22) Eliza Passage** Francisco Eliza was the Spanish Commandant (Port Eliza) sent in 1790 to expand the fort at Nootka after Martinez removal. **23) Valdez Bay** Valdez was with Malaspina's expedition and while in coastal waters commanded the "Mexicana" in 1792. **24) Bodega Island** Captain Juan Francisco de la Bodega Quadra negotiated the terms of the Nootka Convention with Captain James Vancouver in 1792. **25) Esperanza Inlet** Named after the first mate on the "Atrevida", under the Command of Captain Malaspina in 1791. **26) Zeballos Inlet** Named after a Spanish Lieutenant Ciriaco Cevellas, who explored with Captain Malaspina in 1791. **27) Atrevida Point** Named after Captain Malaspina's ship exploring the area in 1791. **28) Tlupana Inlet** "Tlupana" was a Chief who lived at the head of this inlet. He was visited by George Vancouver in 1794. **29) Jewitt Cove** Named after the survivor of the "Boston" who was captured at Marinas Bay near Friendly Cove by Maquinna in 1803. **30) Boston Point** Named after the American trading ship "Boston", captured in 1803 by Maquinna. **31) Plumper Harbour** The "Plumper" was an auxiliary steam sloop engaged 1857-1861 by Captain G.H. Richards in the survey of the British Colum coast. **32) CeePeeCee** Canadian Packing Corporation built the fish reduction plant in 1926. **33) McBride Bay** Arthur McBride reportedly built a fish reduction plant here, prior to sawmill construction in 1937. **34) Cachalot** Site of an old whaling station and pilchard reduction plant, 1908-1926. **35) Chamiss Bay** Site of an old pilchard reduction plant and present day logging camp of International Forest Products. **36) Markale** Site of an old fish cannery.



SHARE YOUR PHOTOS WITH US

If you take a great photo, we would love to see it! It is always interesting to see the view through your eyes. If we use a photo of yours, you will receive a T-shirt from us. Share your best shots of media as well.

To see the contest winning entries or to enter visit
www.getwest.ca/gallery/get-west-photo-project/





Your West Coast Aerial Adventure Awaits!

- Hike Nootka or Hesquiat Trails
- Hot Springs Cove Day Trips
- Visit Cougar Annie's Gardens
- Fly to Friendly Cove
- Sight Seeing Tours
- 2 Hour Historic Mail Flights

air nootka

**1-877-795-2255
www.airnootka.com**