

Voyage of Lumina continues

2026 British Columbia

This year we don't intend to be doing anything spectacular but taking our time to explore this wonderful coast and visit some of the places we had to miss out last year. When you get to a certain age its not like you are in your 20s or 30s and can say "next time we are here we will go there or do that" as this is most likely the only time we will be here and it seems a shame to rush off across the Pacific if we don't need to.

The flight over turned out to be a little more salubrious than expected due to a last minute upgrade the night before we flew. I must admit it was very nice to have lay flat beds with legroom that even I could not reach the end but I am not sure I would want to pay the full price for it.

Arriving in Vancouver a little early we had a speedy taxi ride to the ferry port and just caught the boat over to Vancouver Island where our friend Jeremy from Hauru who did the NWP with us was waiting in his hire car to pick us up. Its only about a quarter of a mile from the port to the boatyard but with plenty of baggage we were glad of the help. He even helped us get the sails out of the boat so we had somewhere to sleep and in no time we were in the pub with a beer in hand.



Lumina in the yard next to Teulu, they arrived a couple of days after we left. A young British couple who sailed here the conventional way. However they now are a family, have sold the boat and are doing up an old school building in Pembrokeshire just few minutes from our place down there. If you are into Youtube, check them out – Teulu tribe.

We had a few days in the yard before launch in which to do the bottom paint and have a look at the rudder, the rest could in theory wait till we were in the water. We did do a road trip up to Nainaimo where a new Radar was waiting for us and one to Victoria to get new lithium batteries. When you are fresh into an area you don't really know where to go to get supplies as everyone you speak to could "get them in" but really you need it now in case deliveries are delayed.



Lumina being transferred from the trailer to the boat lift to drop her into the water

So with a fresh coat of anti fouling on the bottom we were launched a day later than planned due to an emergency lift out and then motored a short distance to one of the pontoons. Here I was able to get up the mast (a bit dodgy when the boat is on land with stands holding it up) to fit the Radar. This was always expected to be a problematic job as a new cable had to be threaded up the mast and a bracket made to convert the new Radar fixing holes to match the old ones because of course they will always be slightly different. This was where Canoe Cove Boatyard really came into its own as there are several companies on site doing all different types of maintenance so I was able to stroll up to the Aluminium specialist and he cut me a couple of pieces of flat bar and I was back on the boat before the tea had brewed.

The batteries also had all the expectations of being a pain as well as not only does the centre of the cabin need to be disassembled to get at their homes, but there was a degree of re-wiring to accommodate a new charging and monitoring system to ensure that our boat does not turn into a lithium powered firework. Of course all went well and we only needed one trip back the chandlers in Victoria to get an extension for a comms cable and another to a local place to get some heavy duty crimps made for the battery cables. There was just one anomaly remaining and that was the AIS

or automatic Identification System. This is how you lot (and more importantly other ships) can seek us out and see where we are and if we are on a collision course. I had replaced the old one with one which promised all sorts of wonderment. On the box it said you could program it yourself, however this was not possible but they were able to do it remotely. This is so that you cant pretend you are someone else when you want to transit the straits of Hormuz or something similarly dodgy. However when we looked ourselves up on Marine Traffic which is the usual go to website, it showed us in Cowes, IOW and not Canada. However another competing company had our correct position and eventually Marine Traffic caught up so now we are showing correctly.



Lumina on the pontoon next to the boat lift. We were glad to get away from the noise as it was in constant use from 7.30 in the morning each day

Jeremy on Hauru had already launched when we arrived and was all set to cross the Pacific but he was also being held up by a few boat jobs. We had a farewell dinner in the Pub one night only to find we had to do the same the following evening but eventually he was off down to San Francisco to pick up an extra crew member before they were off into the blue.

So with the main jobs done we settled the bill and managed to escape the boatyard pontoons. Keeping a boat in a marina or yard is a bit like trying to keep water in a cullender, and we were not using any of the trades in the yard either. Opposite us when on the water was a rather swanky gin palace where there were two girls washing the decks every day whilst in the yard you would see people walking round similar boats out of the water noting places where there needed to be a bit more polishing done.

We didn't need to go far to find a quiet little inlet at the back of the Bchart Gardens, somewhere that had been on my list of things to do before we properly got away.



The Bchart Gardens full of spring flowers and a bit of Coke can origami to repair the wind instrument at the top of the mast that had disappeared over the water

This is probably one of the top 10 things people are supposed to see in Canada and in that way it didn't disappoint. There are quite a few acres of very well kept gardens based around the site of an old limestone quarry and cement works. Started in the early part of the 20th century they have been developed over the years to create a fine mature garden. It seemed busy enough to us in the morning but apparently they were expecting a couple of thousand extra people in the afternoon from several cruise ships docked in Victoria and Vancouver. After a tasty lunch we made our escape back to the boat and tranquillity only a few hundred yards from the entrance.

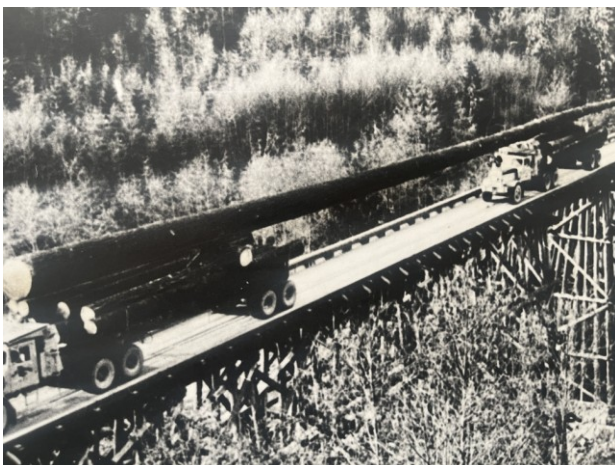


View from below and above!

Now it just so happens that the son one of my oldest friends, Fay, had just moved close by and the following day he walked down the trail to the creek and met us for the day. I had saved a few jobs to entertain including a bit of Coke can origami to remake the tail of the wind vane which had mysteriously disappeared maybe with the help of an eagles beak over the winter. This was duly fitted and with trips up the mast by myself and Harry to admire the new wind vane and the view over the anchorage. Then later as I opened the cockpit door to take him back to shore we were greeted by two otters eating a fish on the back deck just a few feet away. They were not offended at all and continued even with Harry outside with only the ships wheel between them. Following our encounter I then dropped harry back on shore and raised the dinghy out of the water as the otters seemed quite keen to take ownership of that as well. It was not enough however as we were woken at night by them clomping about on the deck exploring the boat like a couple of small elephants and leaving crab shells for us to clear up the next day.



It was now time to start our voyage proper for the year and we made the short hop up the coast to the lovely little town of Chemainus. Here I got my makita batteries charged by a neighbouring boat as the charger had gone awol on our boat and I was running out of power for important drilly or cutty things – the charger did turn up but it just shows that even on a boat the size of ours you can lose things! It was a lovely quiet town that only sees any real traffic every two hours when the ferry



The 225 ft log en route to Kew

comes in or goes out to service the adjacent islands. There was a very large sawmill on the other side of the harbour to our dock and its main claim to fame was of supplying the tree which made up the flagpole in Kew Gardens. At the time of its installation in 1959 at 225 ft high it was the tallest in the world and was made in one piece from a Douglas Fir tree from Chemainus. Unfortunately due to rot and the attention of some woodpeckers it was removed in 2007.

Well, following the disaster with the laptop which by all accounts is toast I have managed to get the old boat pc from Acheron our previous boat going, lucky it was put on board just for this eventuality. I cant remember exactly what was on the original blog but I have rebuilt it as best as I can so I hope you don't mind the brevity of this and I have entertained you over your breakfast.

All the best

Tim and Carol and the good ship Lumina



Anyone for some wood chips?