

*Newfoundland & Labrador Circle - Part 6*  
*Sailing Newfoundland's South Coast*

**SOUTHCOAST**



# The crew

- Jayne Finn
- Mike Evans



- We started sailing together on the Great Lakes in 1998
- Explored Lakes Ontario, Erie and Huron Sailed "Downeast Circle" to Gaspé, Halifax, Boston & New York
- Spent 6 seasons sailing in Newfoundland and Labrador
- Planning an Atlantic crossing

# Our "new" 2018 boat

- Loon's Lace is a 2006 Najad 40, hull #10
- Home Port - Cobourg on Lake Ontario
- Length 12.2 m/40' overall
- Waterline 10.44 m/34'3"
- Beam 3.85 m/12'7"
- Draft 2.10 m/6'11"
- Displacement 12.2 tons
- Power Volvo D2-55 Saildrive
- Fuel 300 litres
- Water 590 litres
- Sail Area 45 sq m/485 sq. ft. main
- Sail Area 85 sq m/915 sq. ft. working jib
- Sail Area 98 sq m/1055 sq. ft. MPGenoa

*Loon's Lace is locked down  
With many other out of  
Province boats in  
Newfoundland*

*We did not sail in 2020!*



*We spent our first season on the new boat  
cruising Lake Ontario, from our home port  
Cobourg*

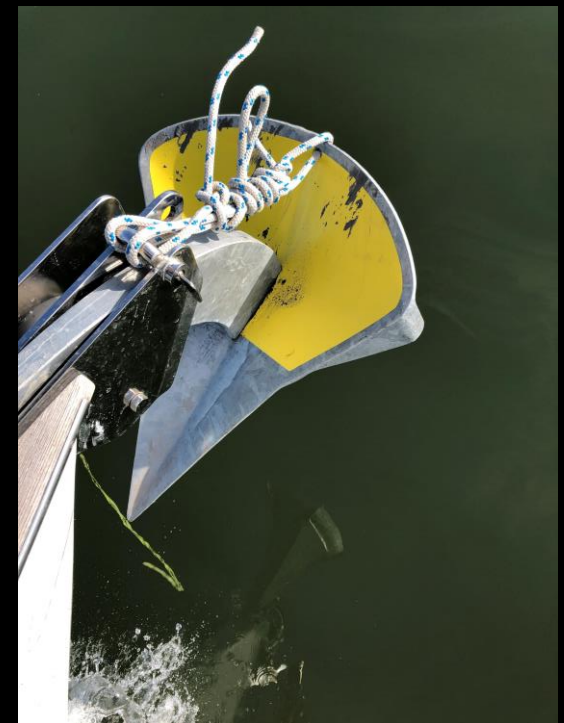
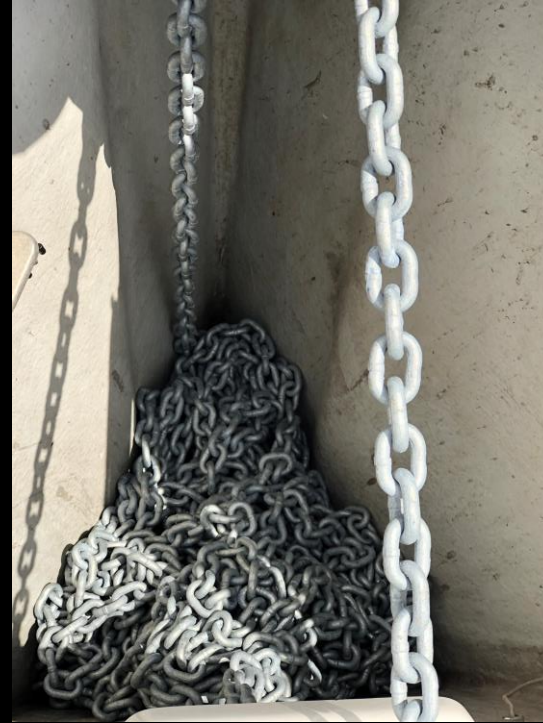


Over the fall, winter & spring of 2018/19 we had the boat in the shop, to prepare for extended cruising



# Some of our “to do” list

- Mast off – we needed to learn the un-rigging process for our fancy triple spreader furling mast
- Boat in the shop and on the cradle
- Sails in for service
- Fly screens for 6 opening windows
- Saloon lee clothes
- Stern cabin lee clothes
- SeatalkNG network upgrade
- DC house battery bank upgrade to 675 amps
- Cutter stay fittings added to the mast
- New cutter sail from UK Sweden
- Genoa cars rebuilt
- Genoa tracks resealed
- Bimini frame and canvas designed and installed
- 4 x 100 watt solar panels added
- Propane upgraded from 2 x 5 lb bow to 2 x 20 lb stern tanks
- Saildrive repainted
- Maxprop Easy installed
- New fenders
- Spade 140 and 275 feet of Magi G43 chain
- Mattress lifts for the stern cabin
- Waxed hull and bottom painted
- Launched – June 2019 and almost ready to sail !



Leaving Lake Ontario we picked up 275 feet of Magi G43 chain, from Marine Outfitters in Collins Bay.  
The perfect partner to our Lofrans windless and new 60 lb. Spade 140 anchor

We had sailed Newfoundland's:  
West, East, Great Northern and Labrador Coasts

- This season we would be  
"Sailing Newfoundland's South Coast"

Thus completing our circumnavigation of Newfoundland begun in 2013



**PART 1 "The St Lawrence"**  
 Down the St Lawrence from  
 Lake Ontario to Montreal &  
 Quebec City  
 East on the rivers south shore  
 to Gaspe

**PART 2 "The South Coast"**  
 Departing from Gaspe, Quebec we'll sail  
 overnight across the Gulf of St. Lawrence  
 to Port Aux Basques then east along the  
 south coast to St. Brides

**PART 3 "The East Coast"**  
 East from St Brides to Cape  
 Race then north to St John's  
 & Lewisporte



# Part 1 Harbours – “The St Lawrence”

1. Cobourg
2. Long Reach
3. Collins Bay
4. Thousand Islands
5. Brockville
6. Isle St Regis
7. Lac St Louis
8. Montreal (Longueuil)
9. Sorel
10. Quebec City
11. Cap l'Aigle
12. Tadoussac
13. Bic
14. Rimouski
15. Matane
16. St Anne de Monts
17. Riviere au Renard
18. Gaspé

42 in total



Cobourg Harbour

# Best Guides

## “Down East Circle Route”

Covers down the river from Lake Ontario to St Anne des Monts & Gaspé and on to Nova Scotia...

by Capt. Cheryl Barr

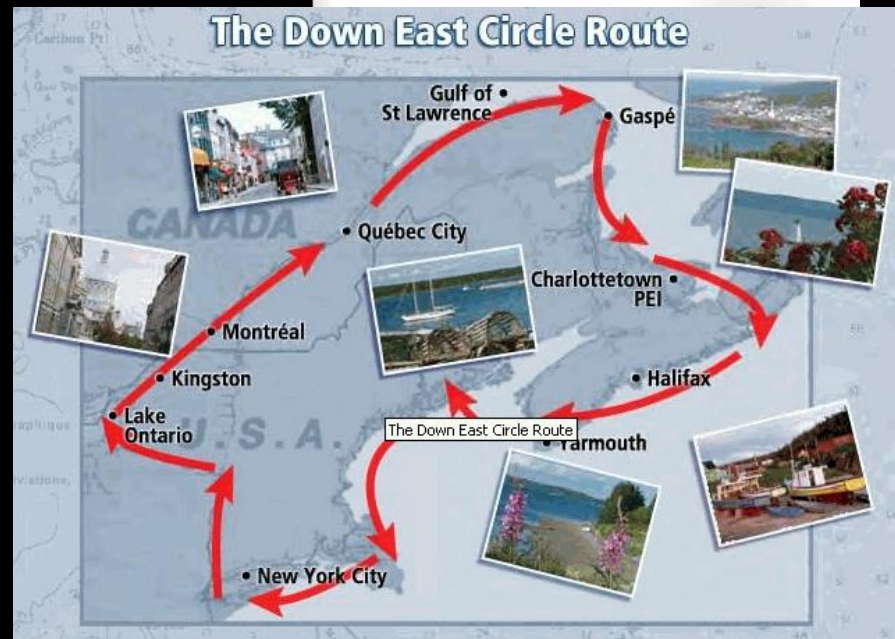
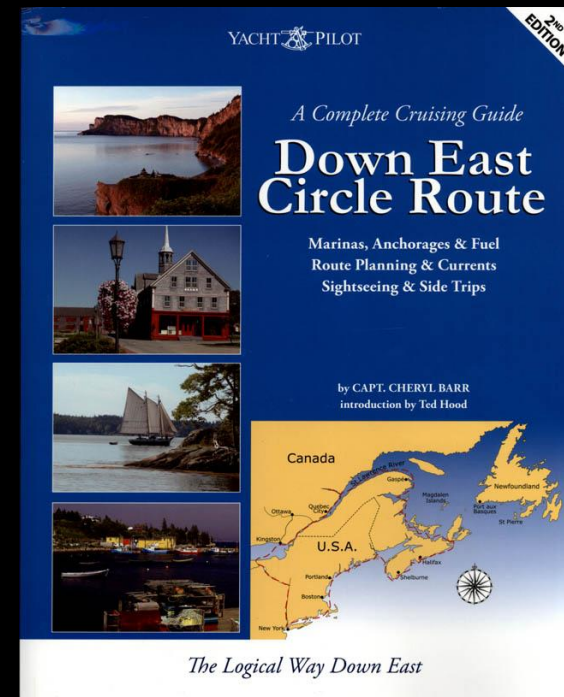
Has been one of the most valuable guides we've found on sailing the St Lawrence route

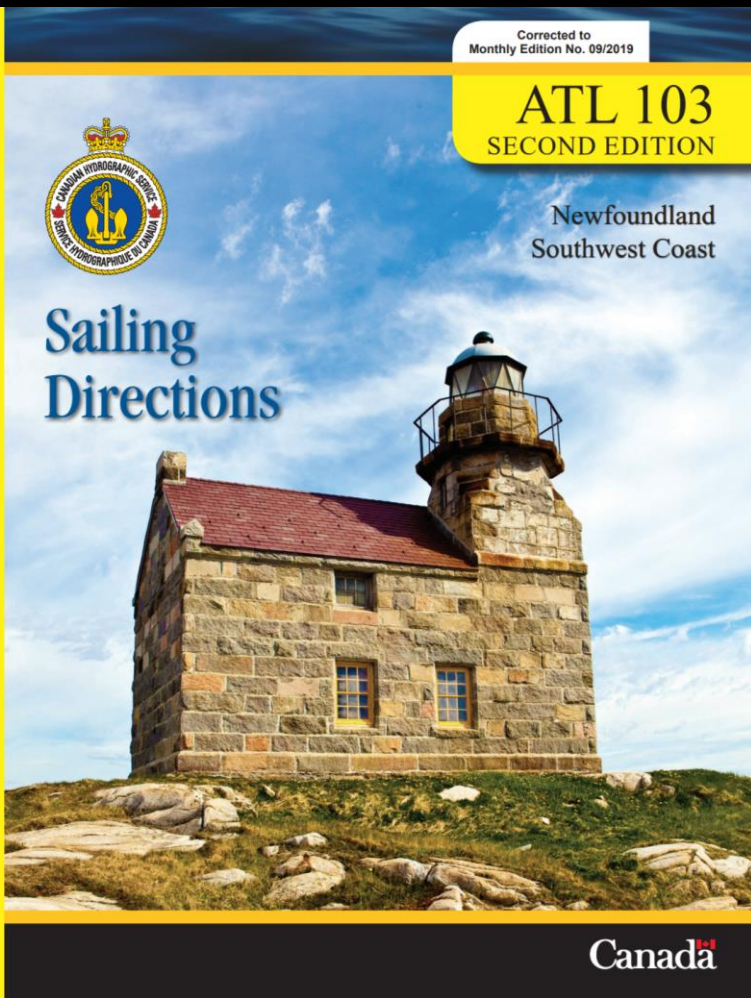
We carry Canadian Hydrographic Service sailing directions, paper & raster electronic charts.

Also Navionics vector charts

Available from,  
The Nautical Mind

<http://www.nauticalmind.com>





142 During strong NE winds, the wind funnels down the steep cliffs surrounding the settlement with a force that tends to blow ships off the wharf when docking.

146 **Aviron Point**, situated about 1.8 miles SW of Nick Power Point, is the south extremity of a conical isolated hill, 88 m (289 ft) in elevation, which is connected with the main-

L-SHAPED PUBLIC WHARF AND MARINE SERVICE CENTRE (2005)



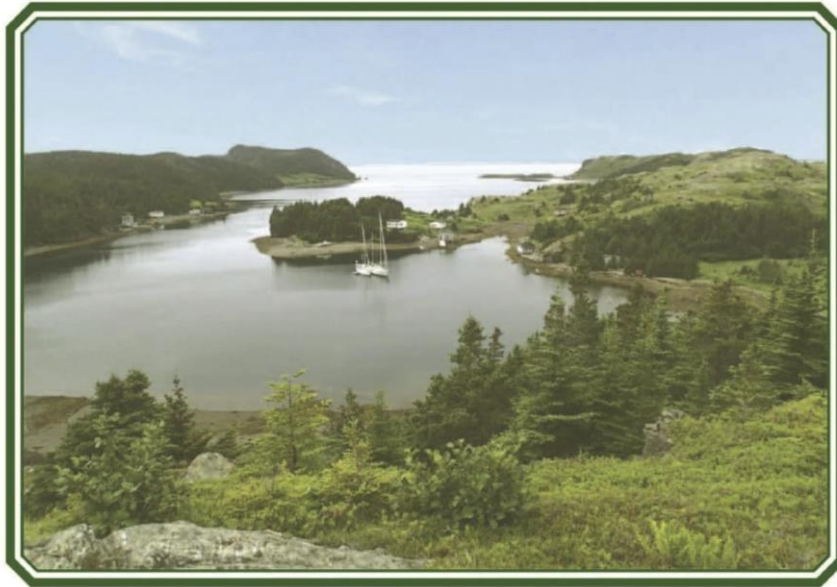
Burgeo

CHS sailing directions often include useful descriptions, photographs and charts...

You can download for free CHS Sailing Directions in PDF format <http://www.charts.gc.ca/documents/publications/download/SD/ATL109E.pdf>

# THE CRUISING GUIDE TO NEWFOUNDLAND

the 2018 Edition



## Oderin in 2017

*Oderin is located in Placentia Bay.*

*The island community had some 400 inhabitants in the late 1800s.*

**This guide contains complete coverage of the entire island,  
describing over 200 harbors in detail,  
with full color photos and  
maps throughout.**

**Free online updates yearly**

**Simplified organization**

See inside cover

- *The Cruising Club of America*
- *“Crusing Guide to Newfoundland”*
- *Great for getting in and out of NL harbours*

*Its written by sailors!*

# The St Lawrence Seaway

- Read “The Pleasure Craft Guide”
- Bring every fender you have! We used 6 large ones

Consult the Seaway's website:  
<http://www.greatlakes-seaway.com>



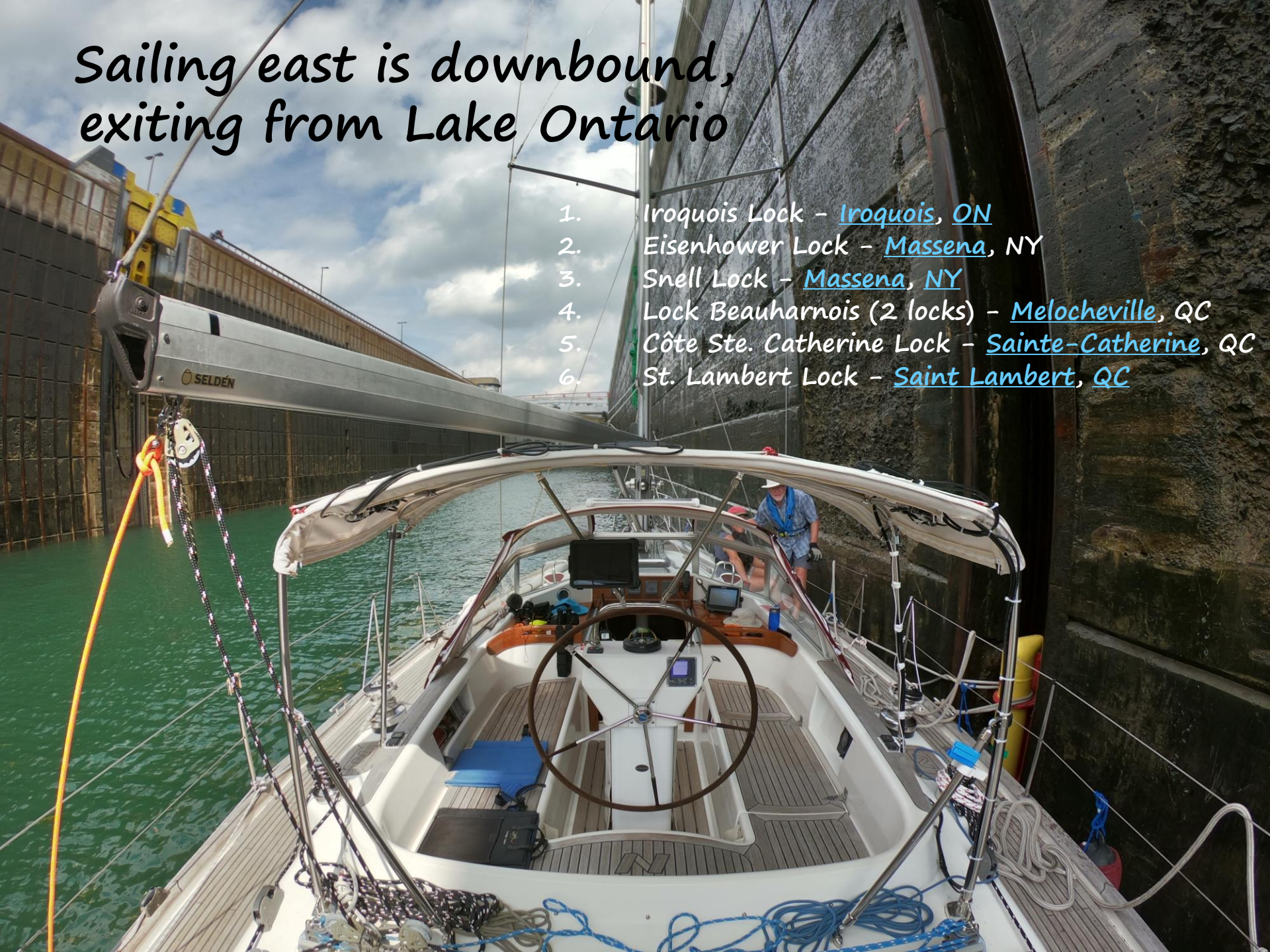
# There are 7 locks to transit

- \$20 per lock, pay by debit or credit card at the Canadian locks – you need cash at the American locks
- Easier to manage with a crew of 3 but you need only 2 when *downbound*, 3 upbound
- Wear a life vest and heavy gloves
- Listen to the seaway staff on your VHF
- You may have to raft up



# Sailing east is downbound, exiting from Lake Ontario

1. Iroquois Lock - [Iroquois, ON](#)
2. Eisenhower Lock - [Massena, NY](#)
3. Snell Lock - [Massena, NY](#)
4. Lock Beauharnois (2 locks) - [Melocheville, QC](#)
5. Côte Ste. Catherine Lock - [Sainte-Catherine, QC](#)
6. St. Lambert Lock - [Saint Lambert, QC](#)







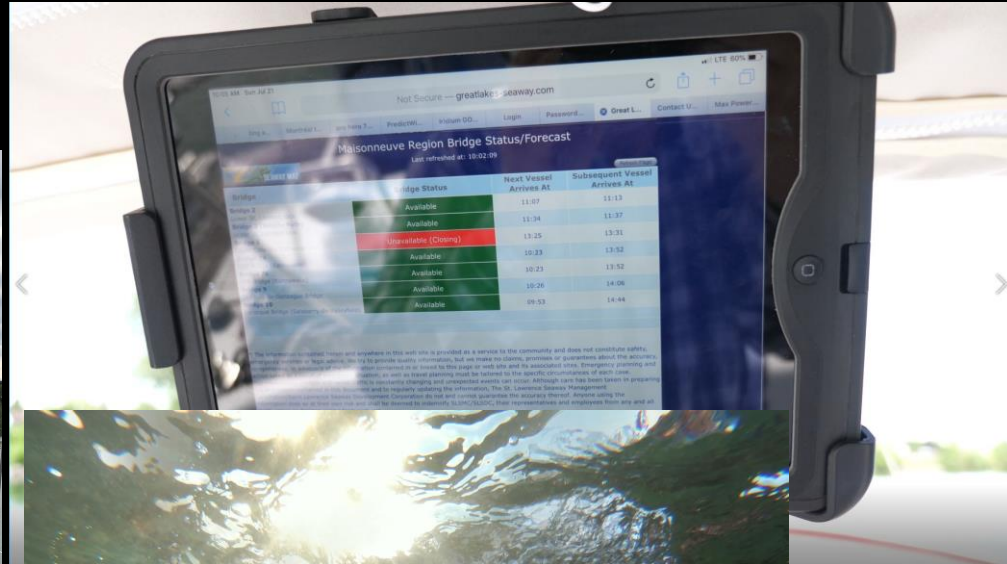
A white sailboat is docked at a wooden pier in the Beauharnois lock. The boat is equipped with a mast, boom, and various sailing gear. A person is visible on the deck. The pier is made of wooden planks, and a coiled rope lies on it. In the background, a large concrete bridge spans the water. The sky is overcast with grey clouds. A sign on the left side of the pier lists information in French, including 'RESPECTER LE PERIMETRE' and 'LABORATOIRE'.

*You may have to wait ... and wait...*

*Beauharnois lock*

# There are 4 lift bridges to pass under

- You may want to look up the bridge opening schedule on <http://www.greatlakes-seaway.com>
- *And save your self hours of waiting...and waiting...and...*



The Seaway can be quite challenging.  
We managed to get ourselves sideways in  
a lock and a handling line locked on a bow cleat.  
It had to be cut!



# Montreal - options

1. Downtown - lots of current!
2. Longueuil



1310

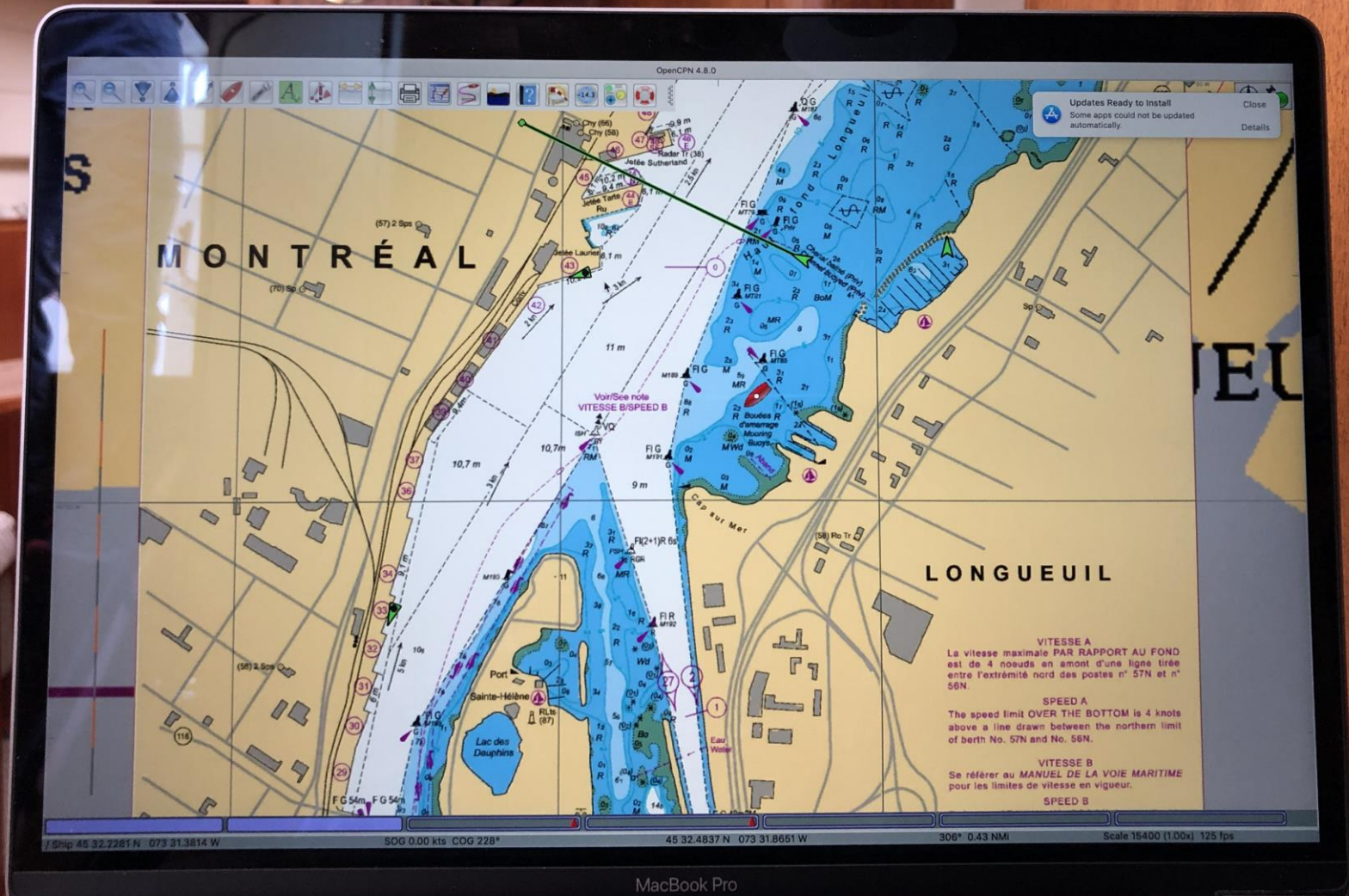
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N°16 1004 1006/NOTICES TO MARINERS 1999 1216

2000-01-01  
MÈTRES  
PIEDS

PUBLIEE PAR LE SERVICE HYDROGRAPHIQUE DU CANADA  
PUBLISHED BY THE HYDROGRAPHIC SERVICE OF CANADA

We chose to anchor off Longueuil

There is also a good marina,  
Real Bouvier





# Montreal to Quebec City

1. Sorel - anchorage

2. Quebec City - Bassin Louise

Atlantic Tides begin to take affect

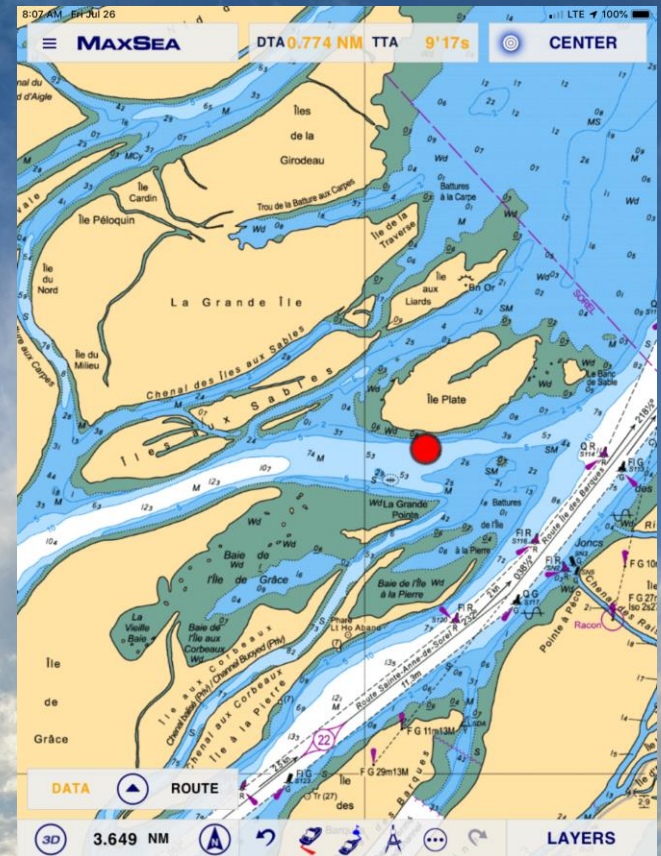
You may gain or loose several knots of boat speed

We took careful account of the tides, following departure and arrival plans in **Down East Circle Route**

At Richelieu Rapids our speed over the ground was about 9-10 knots, + or 3 knots



You can anchor in the Sorel Islands,  
a day sail east of Montreal





# Approaching Quebec City

- It's a long day down river from Sorel to QC
- There may be a lot of ship traffic
- The river current will speed you along



*Suddenly around  
the corner  
Quebec City appears*



# There is a lock at the entrance to Quebec City's Bassin Louise

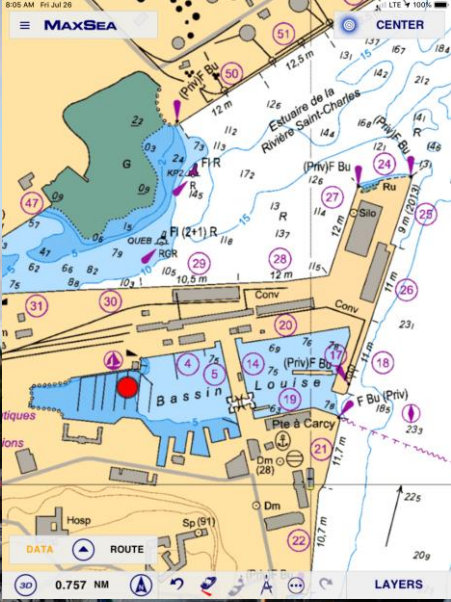
It protects your boat from  
the 18 foot Atlantic tides

Depending on the tide you  
may have to wait for the  
lock to open when entering  
and exiting the marina

At slack tide you may go  
straight through



The marina is ideally located at the foot of the old city



*It's a short climb up  
to get the best view  
of the harbour*





*We spent a day shopping for provisions and an evening out for dinner*

# Quebec City to Saguenay/Tadoussac

It's important to exit QC on the ebbing tide for the 70 nm trip down to Cap l'Aigle

We like to practice some basic French, greetings and boating basics in French are helpful,

how deep is the water, have you a dock etc.

The Nautical Mind Books have an excellent guide, "French For Cruisers" by Kathy Parsons

Cap l'Aigle

You can leave Isle d'Orleans to starboard or port





By late in the day the flood tide may be against you



Cap-a-l'Aigle has a compact marina with restaurant over looking the broad St. Lawrence.

Departing Cap-a-l'Aigle its best timed for arrival at the Saguenay River, at slack or flood tide. *The current exiting the Saguenay river can reach 7knots.*



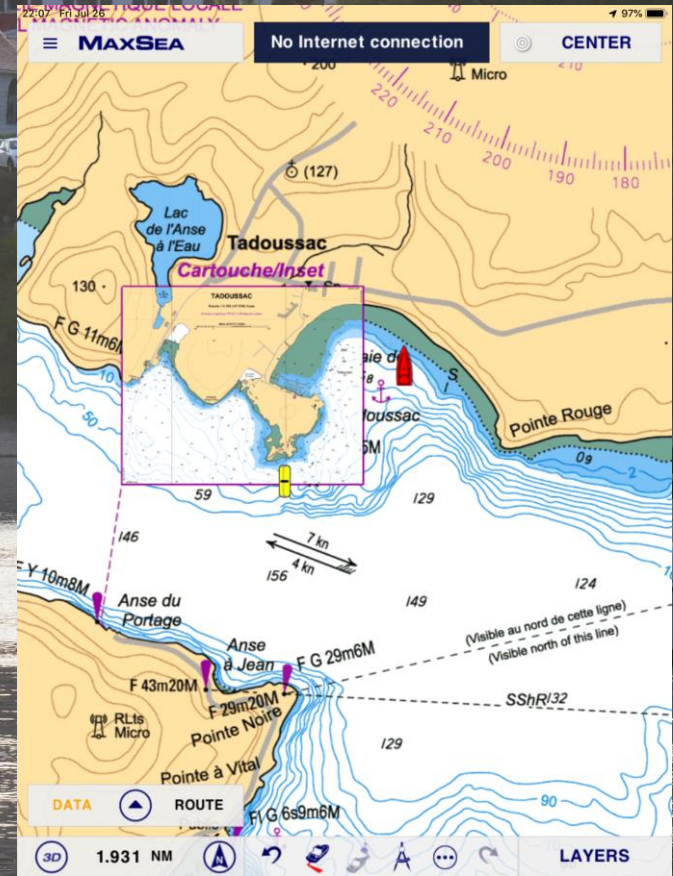
*Just after leaving Cap-a-l'Aigle, near  
Cap au Saumon, you enter the Saguenay-St.  
Lawrence Marine Park*

*You must try to maintain a safe distance  
from belugas and other whales*

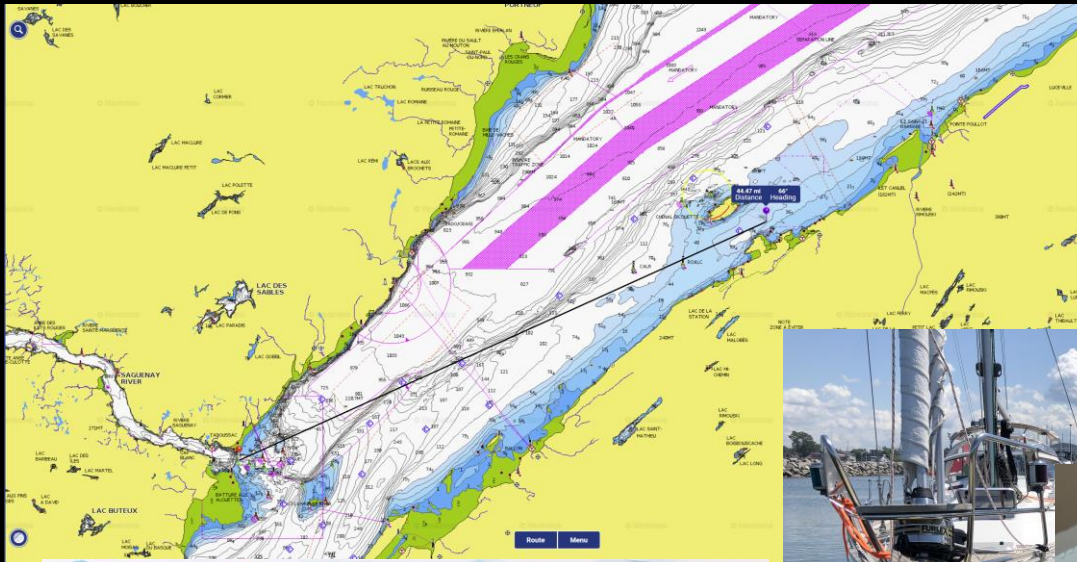
*It was nice to have the  
company of Marc & Maryse  
on their Niagara 35 Gander  
Bay for a few days*



Hotel Tadoussac stands at the mouth of the Saguenay, there are moorings available as it is very deep to anchor



From Tadoussac we crossed to the river's south shore, 4 day sails to: Bic, Rimouski, Matane and St Anne des Monts

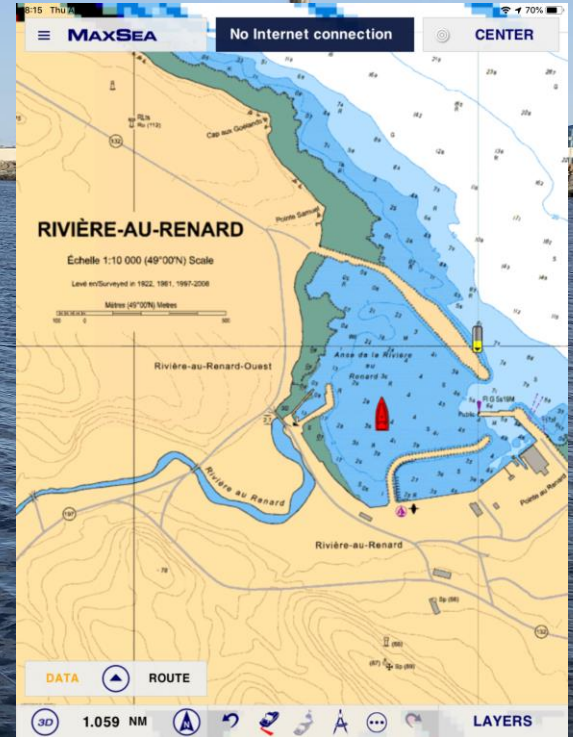


*From St. Anne Des Monts a very long day sail with a strong westerly behind us, plus the rivers current takes us to Riviere au Renard. About 100 miles from dawn to dusk*





There is a nice marina, Club Nautique Forillon or you may anchor behind the breakwater at Fox River



Rivière-au-Renard



Day sailing down river  
from Lake Ontario:

about 3 days to Montreal

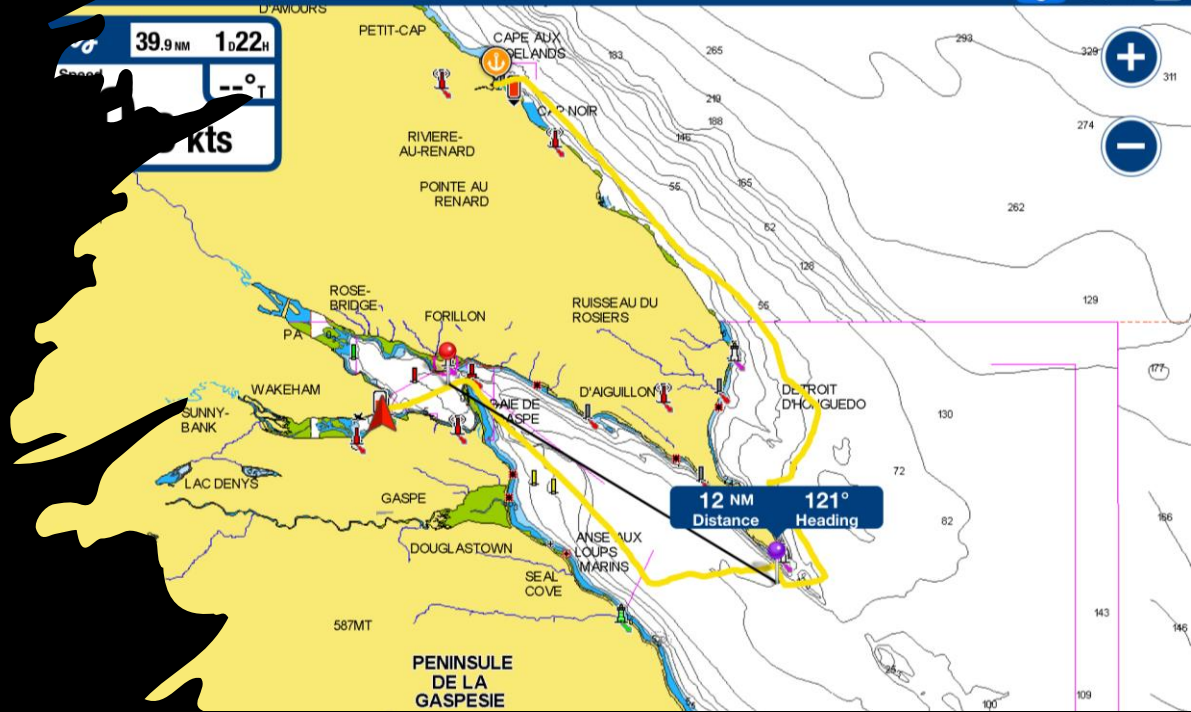
5 days to Quebec City

15-21 days to Gaspe ?

It's up to you, we like to  
take our time, we were 23  
days to Gaspe.


We spent several days  
visiting friends in  
1000 Islands

Without doing any overnight sails!



We dock at Marina de Gaspé and spend a few days waiting for good weather to cross 250 nautical miles to Port Aux Basques NL



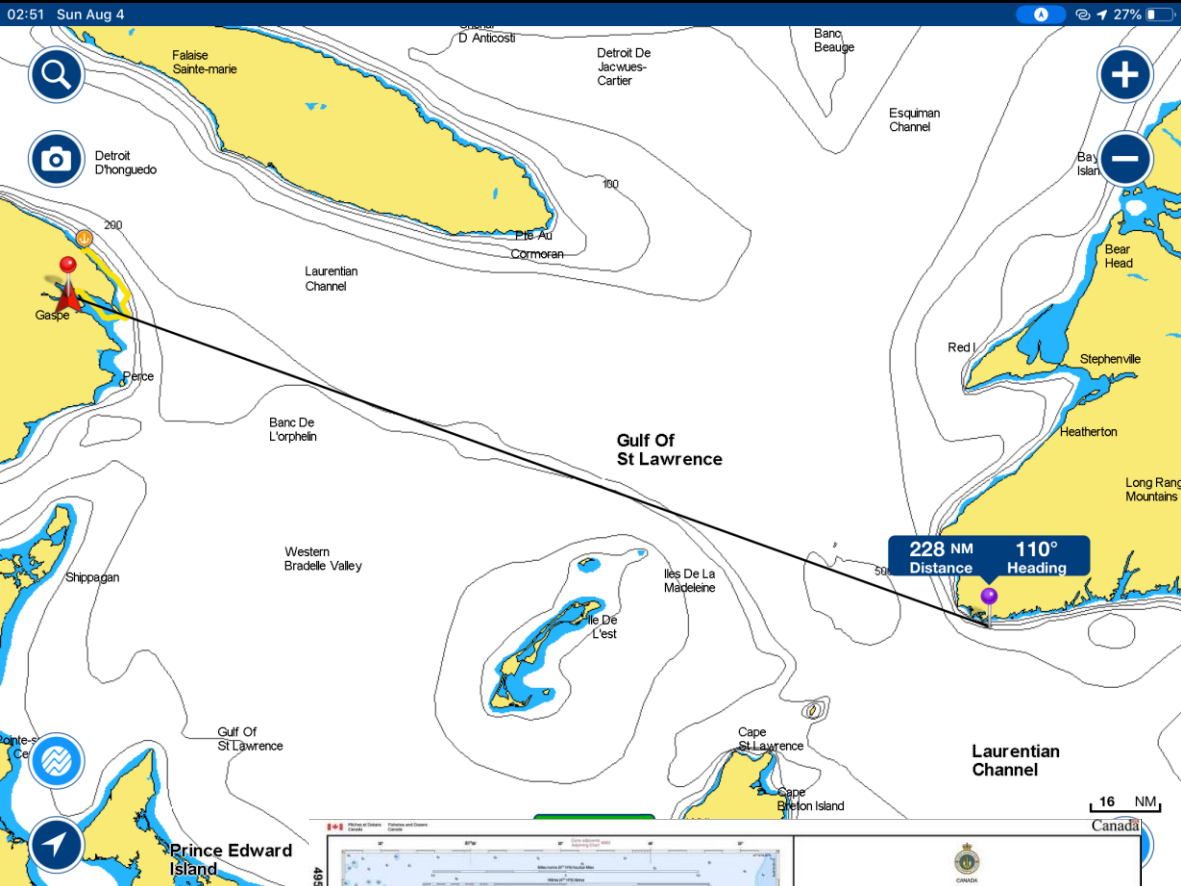
A photograph of a woman with short white hair, wearing a light blue sweater, sitting at a restaurant table. She is eating a bowl of Bouillabaisse, a traditional Provençal fish soup. The table is set with a white tablecloth, a white plate of the soup, a glass of red wine, a glass of water, and silverware. In the background, other diners are seated at tables in a restaurant with yellow walls and framed pictures. The text "Auberge William Wakeham serves excellent Bouillabaisse!" is overlaid in yellow on the left side of the image.

*Auberge William  
Wakeham serves  
excellent  
Bouillabaisse!*

*Gaspe is a good place from which to plan, and make the crossing to NL  
There are nice restaurants and easy access to: fuel, water, food,  
transportation etc.*

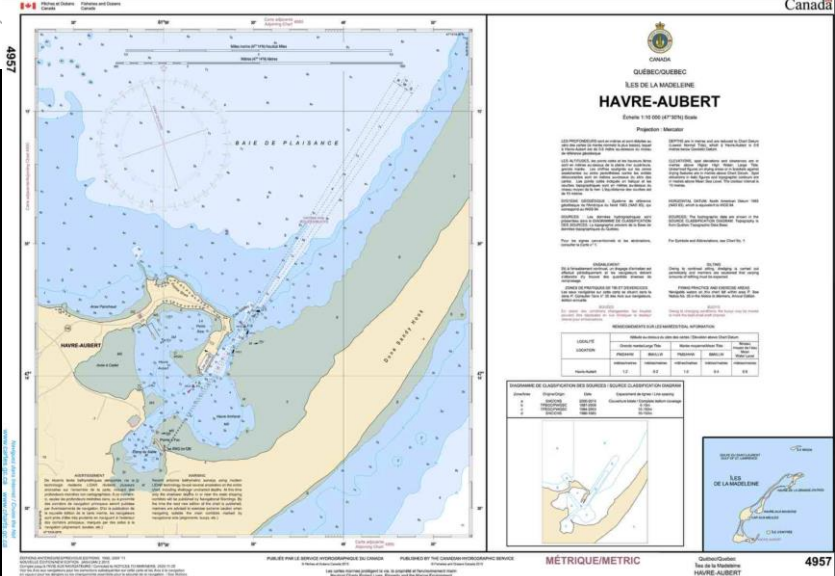
*In August, the annual  
Festival Musique du Bout du Monde  
is in full swing, providing music and events all  
over town*





The 250 NM crossing to NL will be a good chance for us to work on our overnight sailing and passage planning skills:

- Weather analysis
- Route planning
- Navigation
- Tides & currents
- Vessel systems, safety & watchkeeping
- Provisioning & meal planning
- Contingency Planing:
  - 1) heave to or anchor
  - 2) return
  - 3) alternate harbours (Harre Aubert)



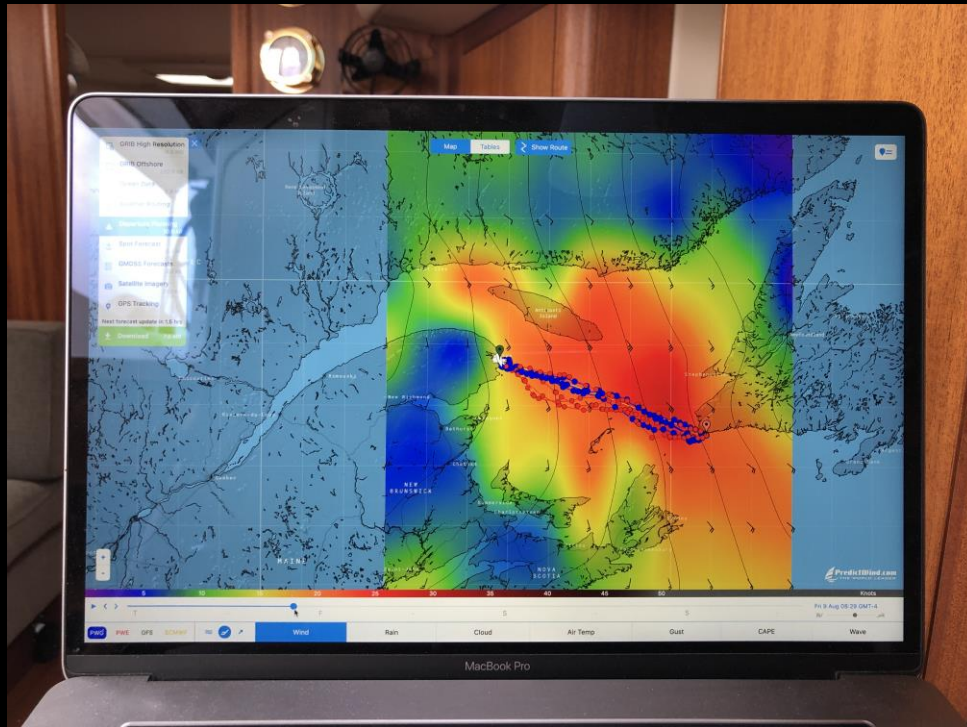
We've had time to relax, provision and plan carefully.

Important because we've not sailed Cabot Strait before !!!

- Weather analysis – wait for fair, north, south or west winds. Forecast is 10-20 knots south or SE using PredictWind/Iridium Go & Environment CA
- Route planning – quite straightforward, point to point is fastest, the only offshore hazard is the Madeleine Islands, we could stop there if needed !!
- Navigation – Our GPS, radar, radios, chartplotter, AIS & Autopilot are working well BUT!
- Tides & currents – We think we don't have much choice, the semidiurnal tide/current will change several times over the 40 hours crossing
- Vessel safety & watchkeeping – lifejackets, jack lines, liferaft, EPIRB, lee-cloths, harnesses are all in order.
- Someone will always be on deck, watching for ships and fishing boats, we'll take 3 hour watches overnight
- Provisioning & meal planning – Jayne has pre-prepared snacks and hot meals for 24-40 hours

BUT! Our Autopilot is not working that well, it keeps disengaging under load

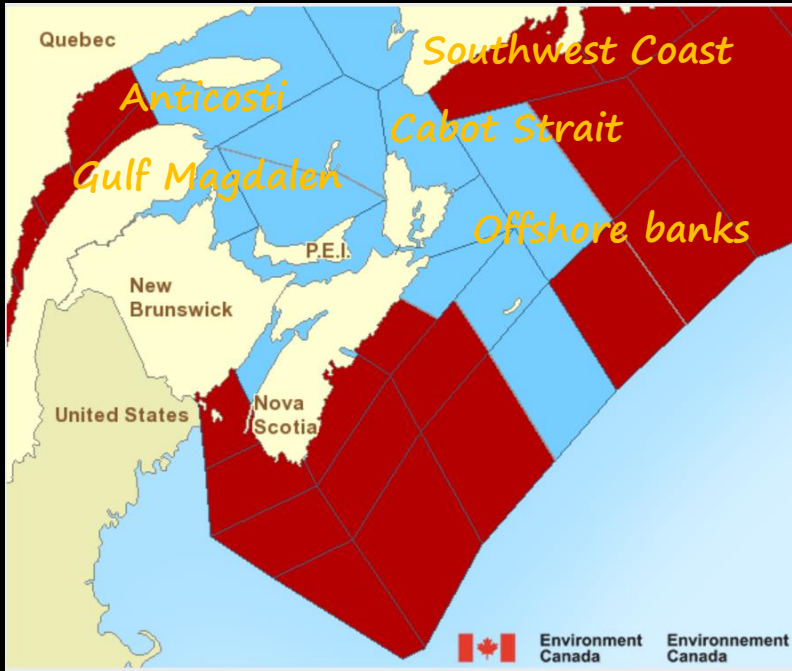
Looks like we'll have to mostly hand steer





Using VHF & weather.gc.ca we pay special attention to the zones we'll be sailing through, and those near

### Gulf – Port au Port



- Anticosti
- Gulf Magdalen
- Cabot Strait
- Gulf – Port au Port
- Southwest Coast
- Offshore banks ...

Notices to fish harvester will be announced on VHF (21 & 83) and dfo-mpo.gc.ca

Fisheries and Oceans Canada

Canada

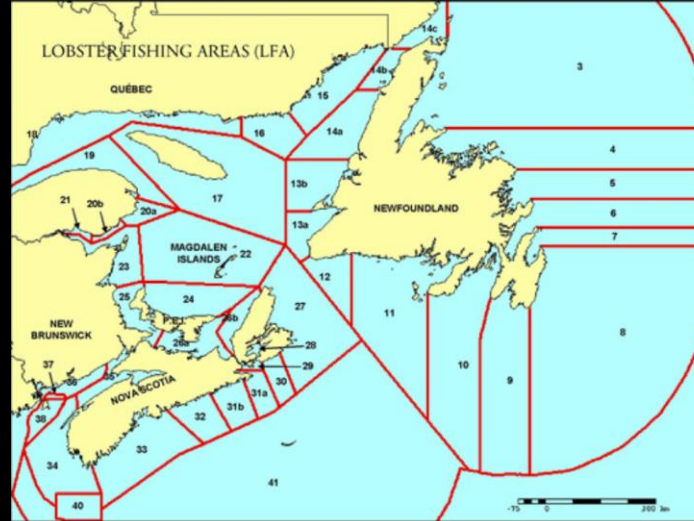
On the water ▾ Fisheries ▾ Science and research ▾ Ecosystems ▾ Species ▾ Aquaculture ▾ Regions ▾

Home → Fisheries → Commercial Fishing → Atlantic and Arctic

### Notice to fish harvesters: Southern Gulf of St. Lawrence lobster fishery opening date in lobster fishing areas (LFAs) 23, 24, and 26

Moncton, NB – April 22, 2020 – Fisheries and Oceans Canada (DFO), Gulf Region, is announcing that the lobster fishery in LFAs 23, 24 and 26 will open at 06:00 a.m. on May 15, 2020, subject to weather conditions. The last day of fishing will be June 30, 2020.

DFO wishes to remind fish harvesters to take extra care when navigating on the opening day of the lobster fishery as vessels are loaded with gear and traps. Harvesters are encouraged to act diligently in setting their traps and should ensure that vessels are loaded safely by reducing the quantity of gear if necessary. Fish harvesters must also exercise caution when navigating in locations where dredging operations are on-going.

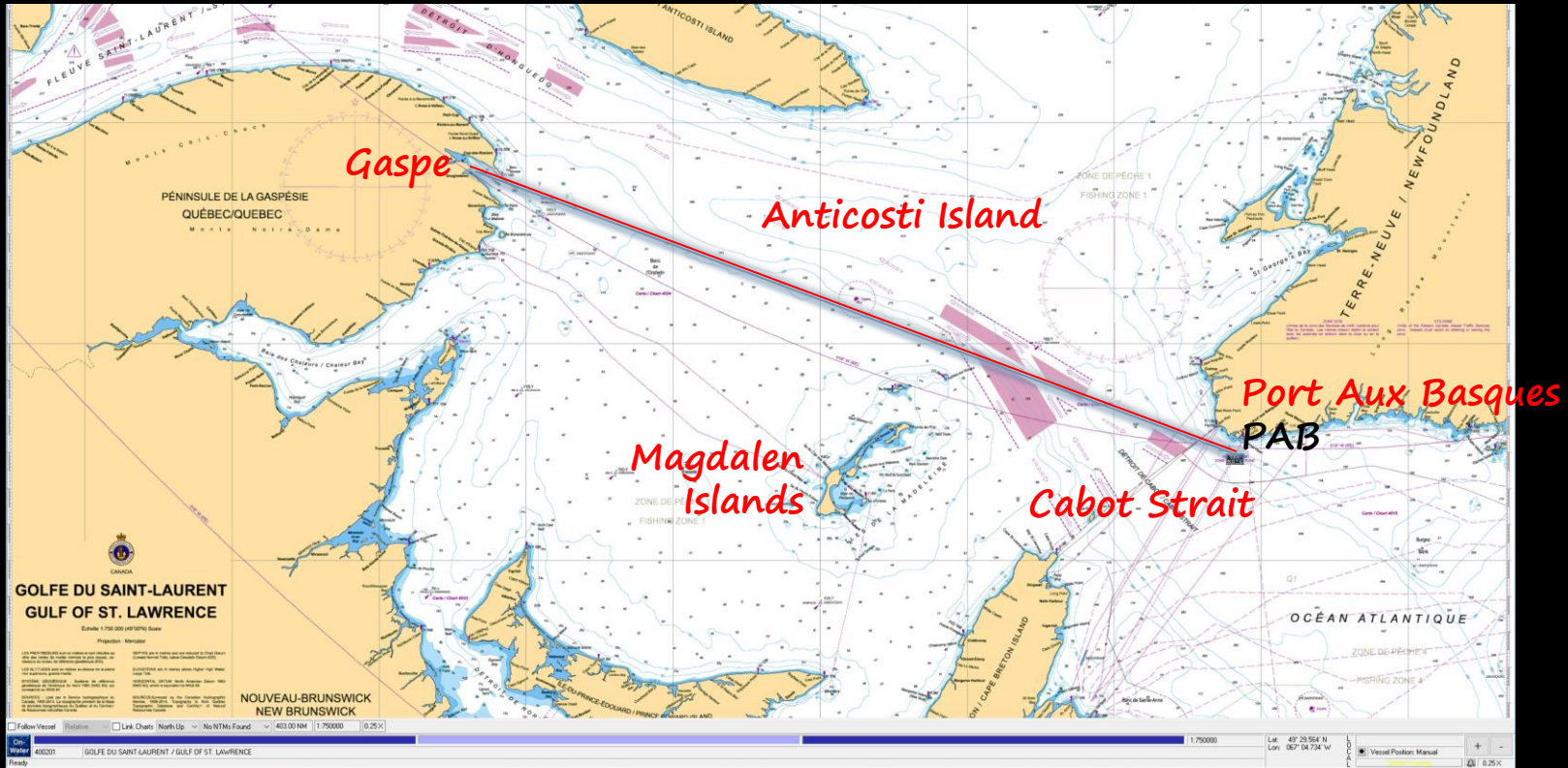


Note that the last day for lobster fishing is June 30<sup>th</sup>.

If you sail after that date there will be no lobster boats, fishing!



The purple shaded areas show the commercial Traffic Separation zones/lanes for inbound and out bound traffic



We always set waypoints on limits of the shipping lanes we'll be crossing.  
Note that a lot of commercial traffic enters and exits Canadian waters through Cabot Strait  
The ferries from North Sydney to PAB are active 24 hours a day

We plan about 36-40 hours to get across at an average of 6 knots

Gaspe 10-August-19

9	9:27 PM	1.5
10	4:16 AM	0.7
10	10:10 AM	1.0
10	3:20 PM	0.7
10	10:36 PM	1.6
11	5:32 AM	0.6
11	11:20 AM	1.0

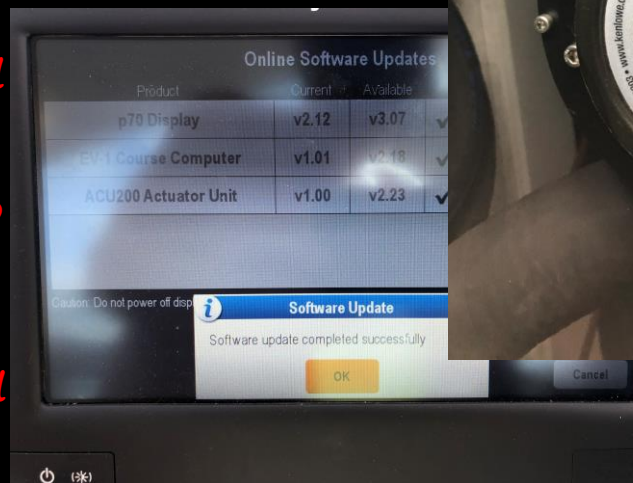
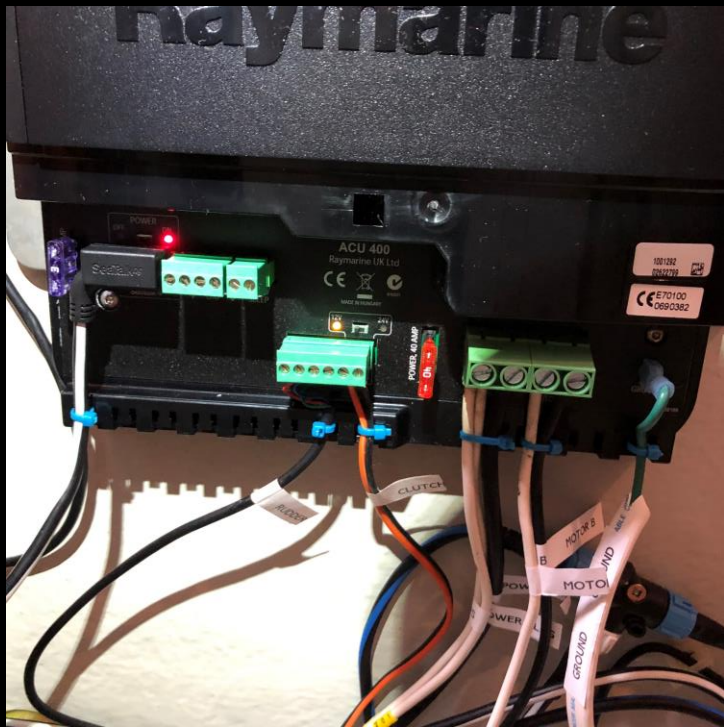
We departed Gaspe at 0600, on the ebb tide

The PredictWind package we use does not take into account tides and tidal currents!

PAB 11-August-19

10	6:05 PM	1.6
11	12:36 AM	0.9
11	6:14 AM	1.4
11	12:28 PM	0.7
11	7:09 PM	1.6
12	1:35 AM	0.9
12	7:11 AM	1.5

We arrived at PAB at about 2000, 8:00 PM against the full flood tide. It may have been better to depart 6 hours earlier from Gaspe and arrive near noon, at slack tide !!!



We spend a day on the phone with Raymarine but the AP problem can't be easily resolved.

We've since upgraded our Raymarine course computer (ACU), Lewmar Mamba drive and DC wiring to both

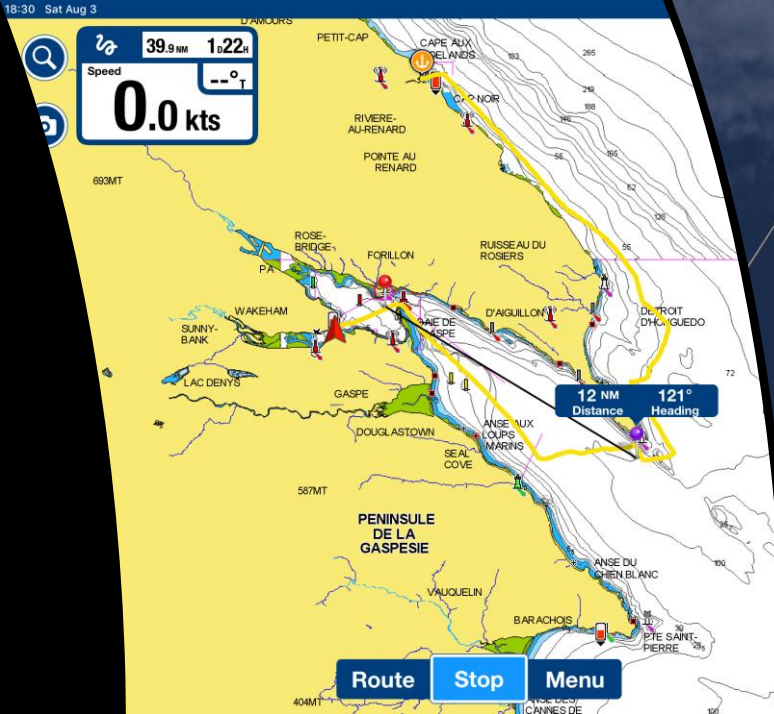
We haven't been able to test them yet due to the COVID lockdown in NL.

We didn't expect to have this problem, the Boats systems are factory designed/installed

The day starts out nice...

light SE winds

- Just off Cap Gaspe... as we unfurl the main a batten pops through the pocket and sticks into the mast



Our fancy furling main is stuck 1/2 way out

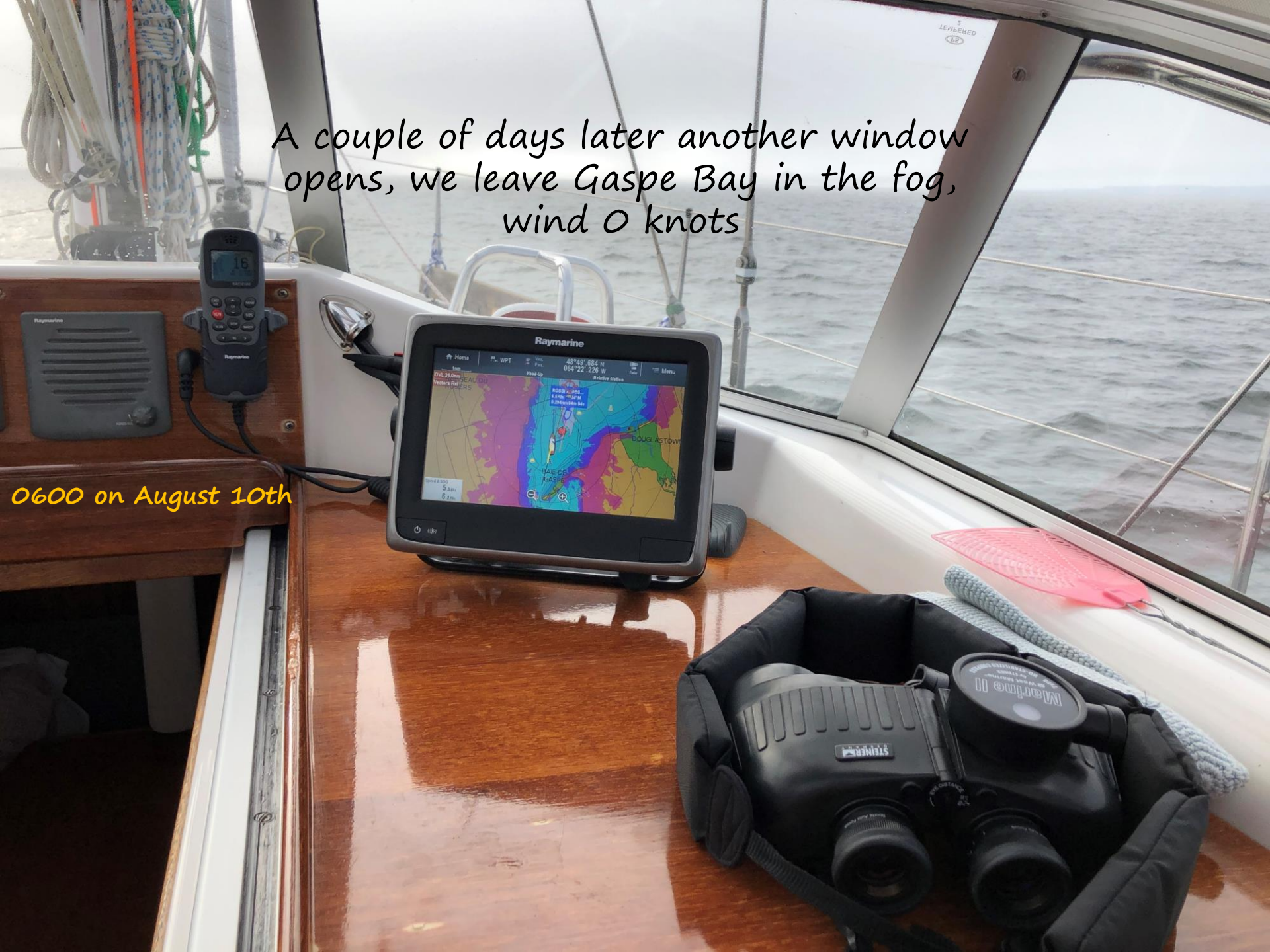
We must return to Gaspe to un-snarl it.

We had the sails serviced before departing, they missed the batten pocket problem



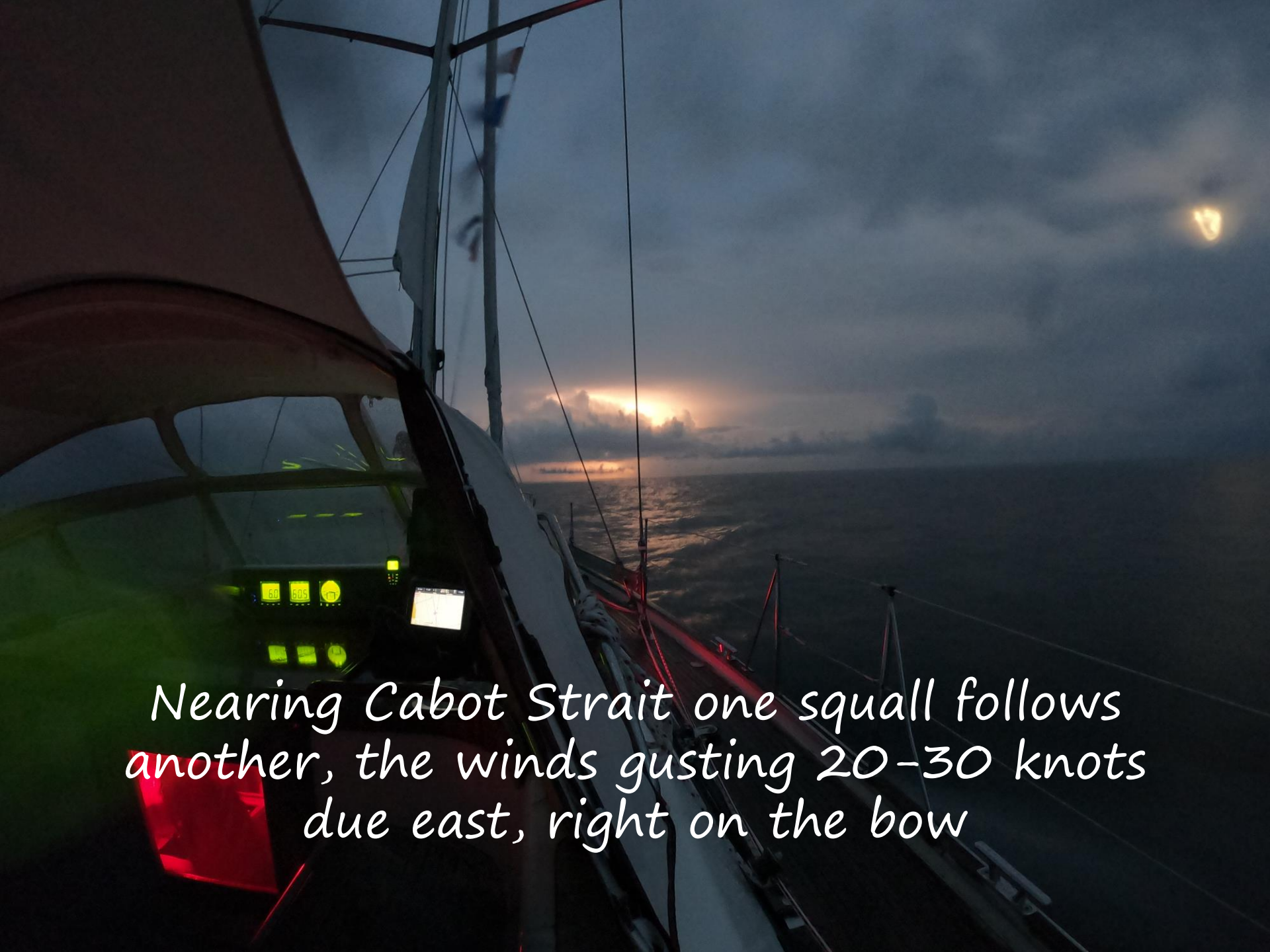
A couple of days later another window opens, we leave Gaspe Bay in the fog, wind 0 knots

0600 on August 10th



Nice moderate sailing crossing the Gulf of  
Madeleines in light  
west winds

04:30 on August 11th



Nearing Cabot Strait one squall follows another, the winds gusting 20-30 knots due east, right on the bow

Late in the afternoon of our second day Port Aux Basques is on the horizon.

The wind has dropped, we're left with waves and the incoming Atlantic flood tide against us





The waves at Cape Ray are large and seem to well up against the outgoing St Lawrence 8-10-12 feet

You can see on our knot meter the speed is 4.5 but the chart plotter shows SOG only is 3.5 knots.

We should motor sail at about 7.5 knots!





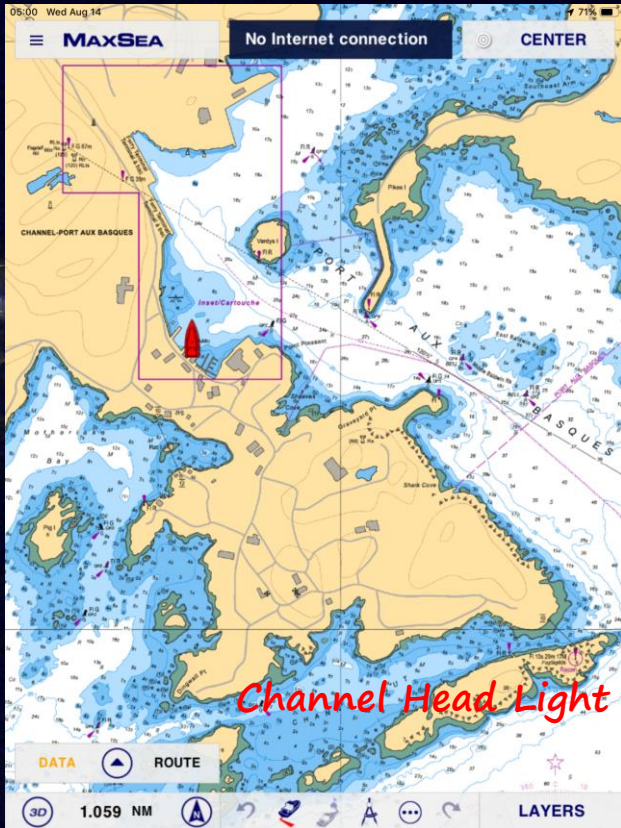
*Cape Ray is shrouded in clouds, it marks  
Newfoundland's south west corner*



*With the sun nearly setting we pass the Port Aux Basques  
Channel Head Light*

*Only a few miles more...we've called PAB harbour traffic  
control on the VHF and they are guiding us in*

In the dark we creep in to tie up on the PAB government wharf, it's right across from the ferry that sails to North Sydney



Channel Head Light



PAB = Port Aux Basques



Suddenly we're surrounded  
by people "squid jiggin"



*Squid Jiggin' Ground* written by Arthur Scammell (1928)  
Performed by Alan Mills



It's August 12th and we've made it to  
"The South Coast"

*Crossing Summary:*

Autopilot working intermittently – not fixed

Main furling failed – fixed

Route Plan – hit flood tides in Cabot Strait

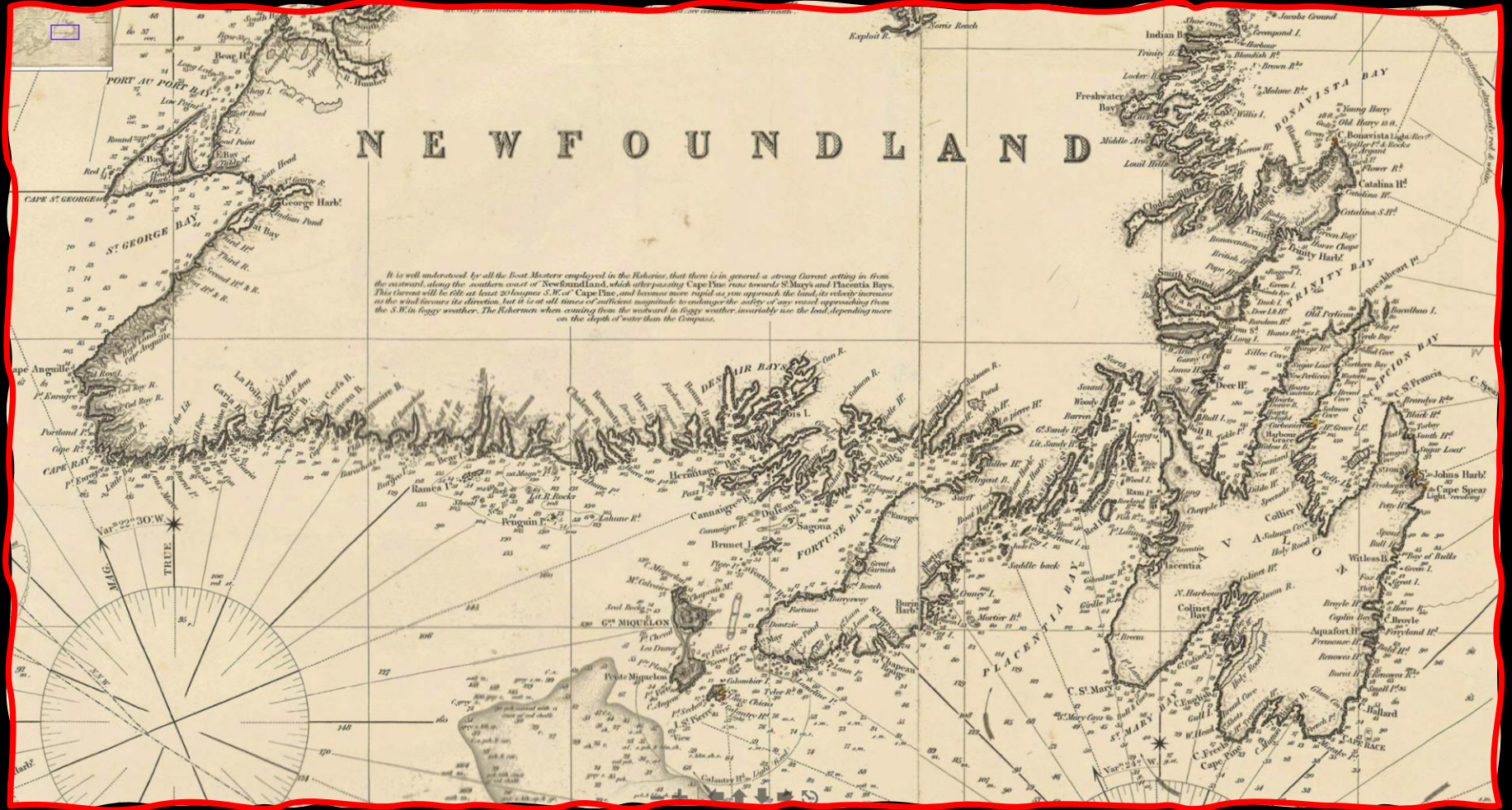
Weather – wind went east, squalls, rain ugh!

## Part 2 Harbours – “The South Coast”

1. Port Aux Basques
2. Isle A Mort
3. Little Garia Bay
4. Rose Blanche
5. Grand Bruit
6. Cinq Cerf Bay
7. Burgeo
8. Grey River
9. Francois
10. Hare Bay
11. St. Pierre
12. Little St Lawrence
13. St. Brides



*Cinq Cerf Bay, Culotte Cove*



There is much to explore !



We'll rest for a day or two and enjoy Port  
Aux Basques



Port Aux Basques, also called Channel-Port Aux  
Basques has about 4,319 residents  
Wreckhouse Bay nearby is considered the  
windiest place in Canada

old cemetery overlooking entrance Port aux Basques

13/08/2019

J. Finn



### Port aux Basques Harbour Authority INVOICE

10 A Marine Drive  
P.O. Box 1380  
Port aux Basques, Newfoundland A0M 1C0  
Canada

Invoice No.: 5945  
Date: 2019-08-12  
Ship Date:  
Page: 1  
Re: Order No.

Sold to:  
Mike Evans

Ship to:

Business No.:

Item No.	Unit	Quantity	Description	Tax	Unit Price	Amount
		1	Berthage fee	H	8.69	8.69
			Subtotal:			8.69
			H - HST 15%			1.30
			GST/HST			0.01
			GST/HST, not included			

The wharf is a very reasonable \$10 per night. Fuel, food etc. are all available nearby

Shipped By:	Tracking Number:	Total Amount	10.00
Comment:		Amount Paid	10.00
Sold By:		Amount Owing	0.00



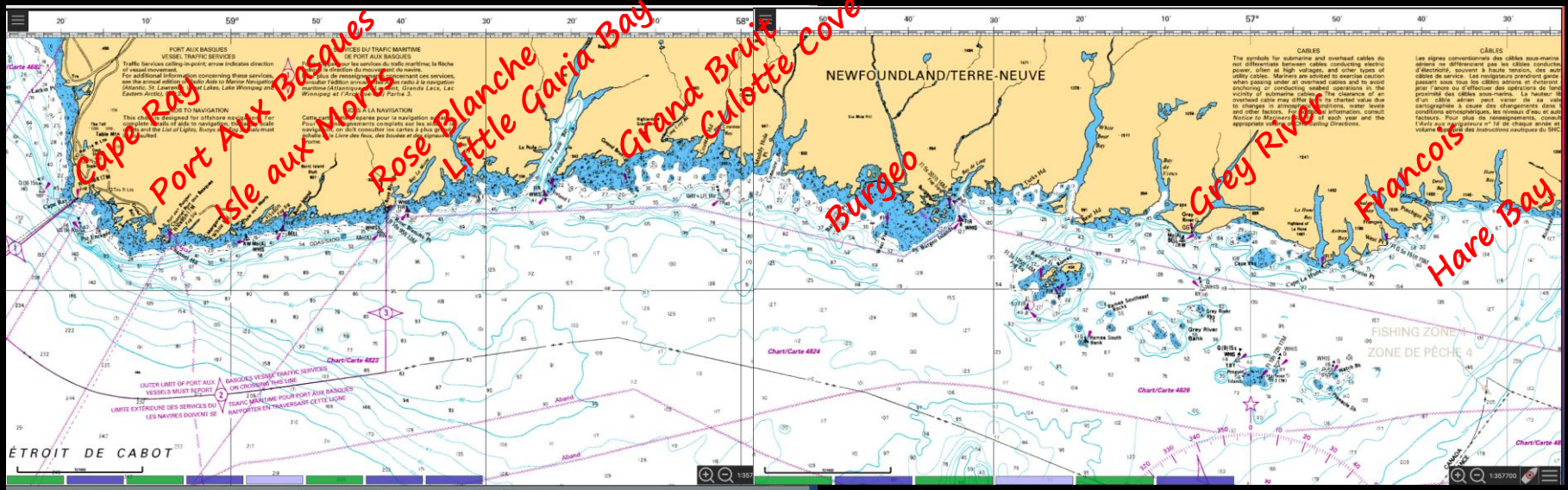
*In the evening across the street in Scott's Cove Park there is music and dancing*



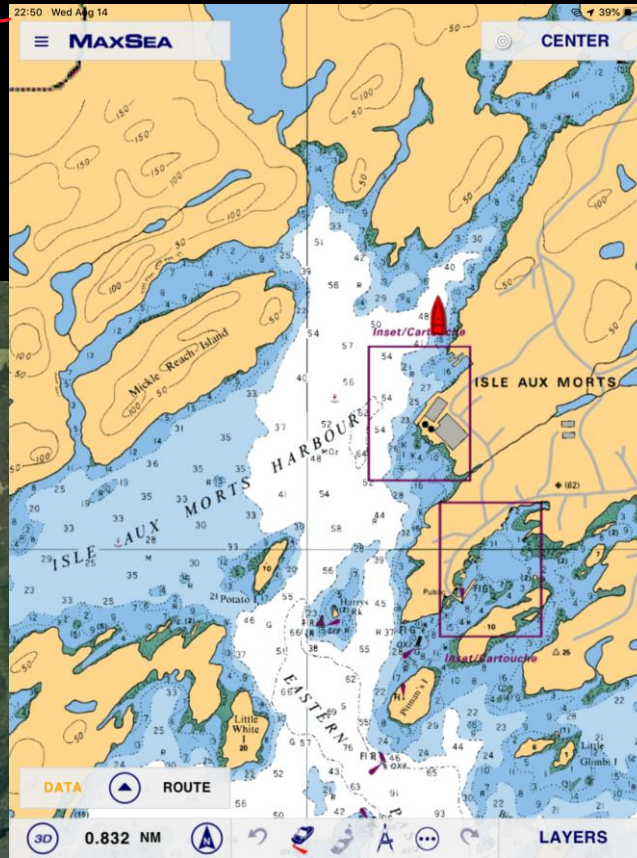
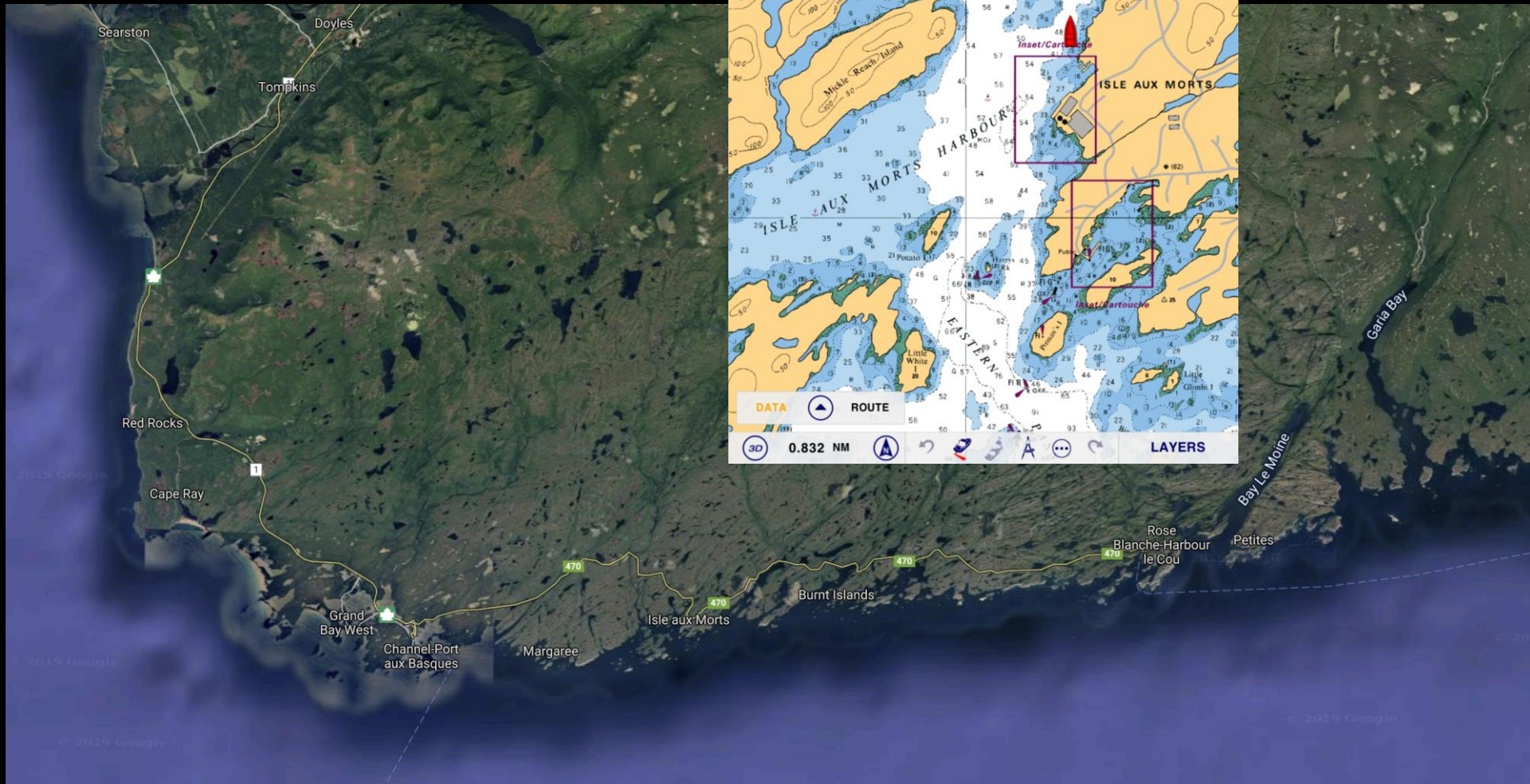


*The ferries  
come and go,  
Impressively  
backing into  
their slip!*

It's time to sail on



*"Isle Aux Morts" Will b our first Harbour, we have friends there we met in Lewisporte*



*"Isle Aux Morts" pronounced "l'U-a-morts", the name refers to many shipwrecks*

*Light winds allow us to get  
our big genoa working*





*On the wharf at Isle A  
Mort we meet Betty &  
Luis on Ave Dei Mar.  
They have sailed here  
from Vancouver via  
Cape Horn !!*





There is a nice walking along  
the Harvey Trail.



### The Famous Newfoundland Dog

The origin of the famous Newfoundland dog remains a mystery but many theories exist as to its beginning. It is believed that it originated from the Tibetan Mastiff; the Bear dog of the Basques or a cross breed of dogs brought to Newfoundland by the Spanish, English and French.

An Entry dated January 29, 1771 in the diary of Captain George Cartwright gives us the earliest reference to the breed "Newfoundland Dog". The Newfoundland Dog is impressive in size weighing 120 - 160 pounds and 26 - 29 inches high at the shoulders. The head is massive with a broad skull, dark brown eyes and small, triangular ears that lie close to its head. The coat is waterproof and consists of soft wavy hair. The feet are webbed between the toes, which helps the dog to be a powerful swimmer. The Newfoundland Dog displays a variety of colors such as brown, grey, white and black being the most common.

The Newfoundland Dog is best known for its sweet disposition, loyalty and devotion to their owners and a working dog used in water rescues, tracking, draft dogs and as companions.

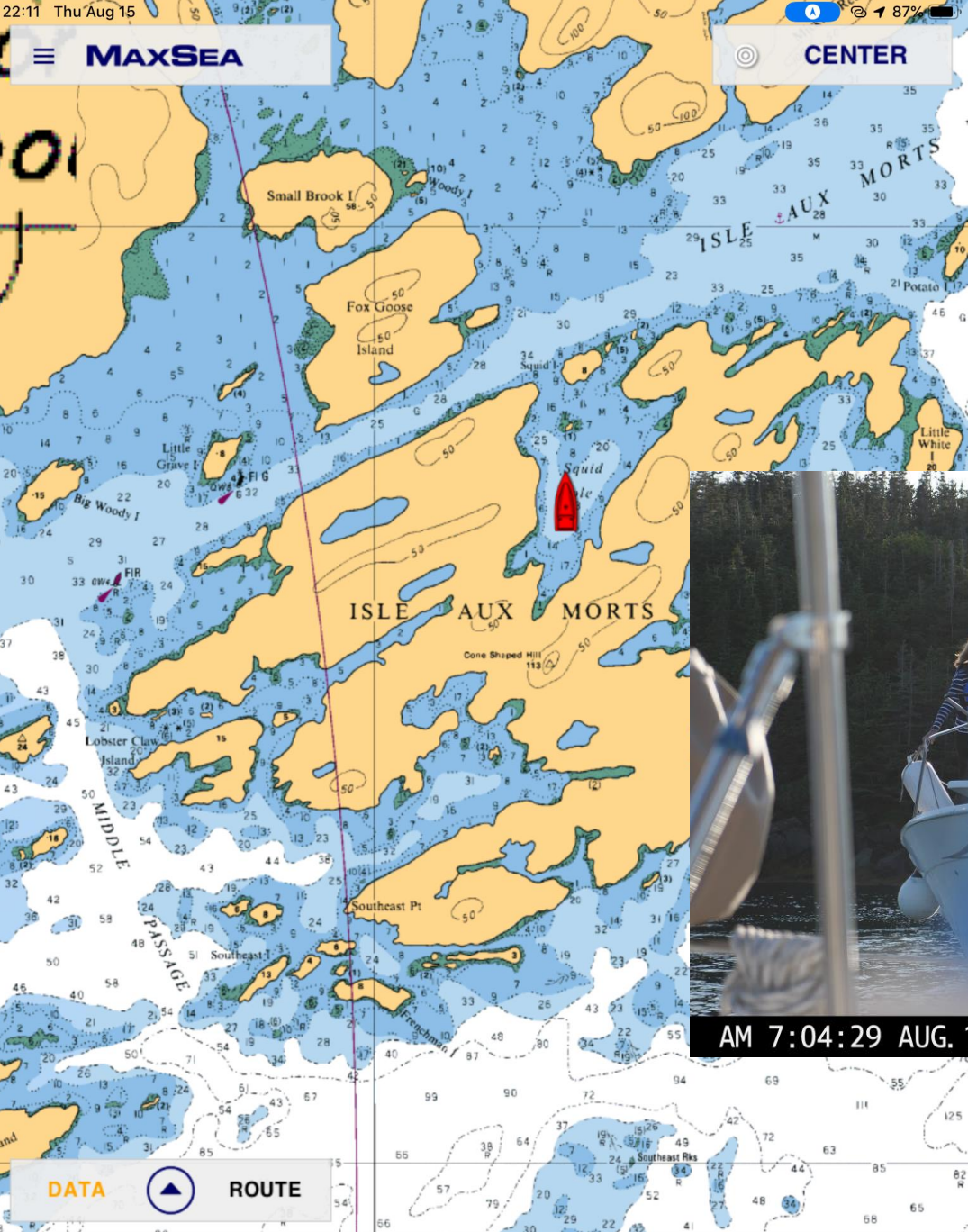
Along with many rescues to their credit, the Newfoundland Dog has distinguished himself in the World Wars as a messenger between the trenches, guard and sentry duty, carrying equipment and locating wounded soldiers.

The Harvey family and their Newfoundland dog "Hairyman" saved hundreds of shipwreck victims during the early 1800's



The coast guard ship **Ann Harvey** is named in memory of the Harvey's 17 Year old daughter





We have to spend a night in "Squid Hole" the island anchorage across from town. Joanne and Roger come out to join us



*Another short and easy day sail east  
takes us to Rose Blanche*

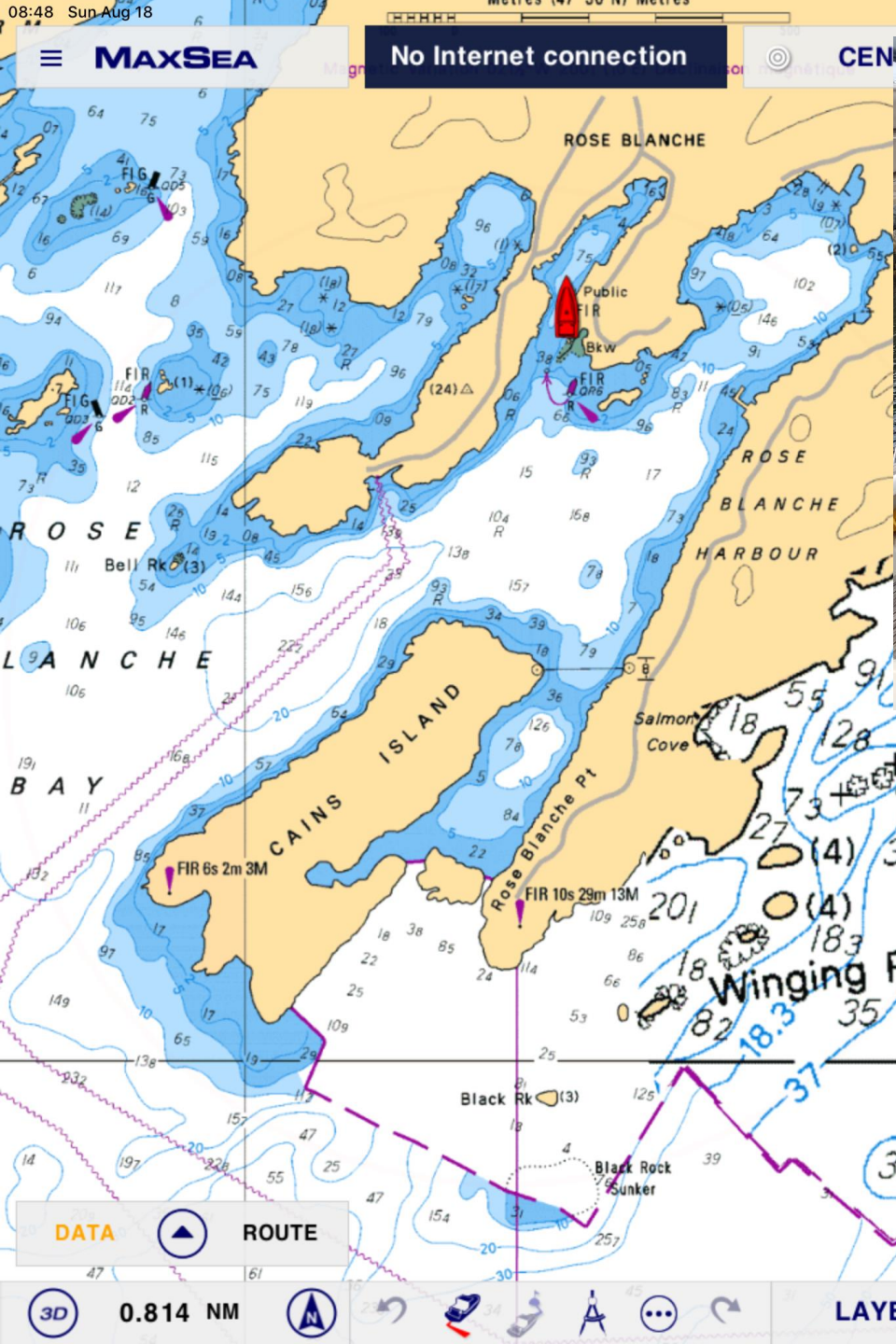


We spot several  
leatherback turtles on  
the way, also ocean  
sunfish and tuna



A few years ago I saw a great white shark in  
Conception Bay

VOCM file photo of Hilton The Great White Shark




The French were the first European settlers at Rose Blanche, arriving in the early 1700's

Rose Blanche = Rose Blonche

There's room at the wharf for us because there is no active fishery, if it were crowded we could ask to tie to a fishing boat, a yellow painted wharf is *usually public*  
*Best to ask or you may be leaving early ! Eg. BDV*



A photograph showing three people from behind as they walk along a gravel path in a coastal town. On the left, a woman with blonde hair in a ponytail wears a blue and white plaid shirt and tan pants. In the middle, a younger person with blonde hair wears a maroon long-sleeved shirt and black pants. On the right, an older woman with short white hair wears a bright lime green t-shirt and grey pants. The path is bordered by a metal guardrail. In the background, there are several houses, including a prominent two-story yellow house on a hill and a white house with a black roof. The sky is overcast with grey clouds. The text 'Ashore to stretch our legs, Jayne makes some new friends' is written in white cursive in the lower-left corner.

*Ashore to stretch  
our legs, Jayne  
makes some new  
friends*



*On the headland sits Rose Blanche lighthouse.  
Built from granite in 1871, the light was designed by  
Stevenson, lighthouse engineers of Edinburgh, Scotland*

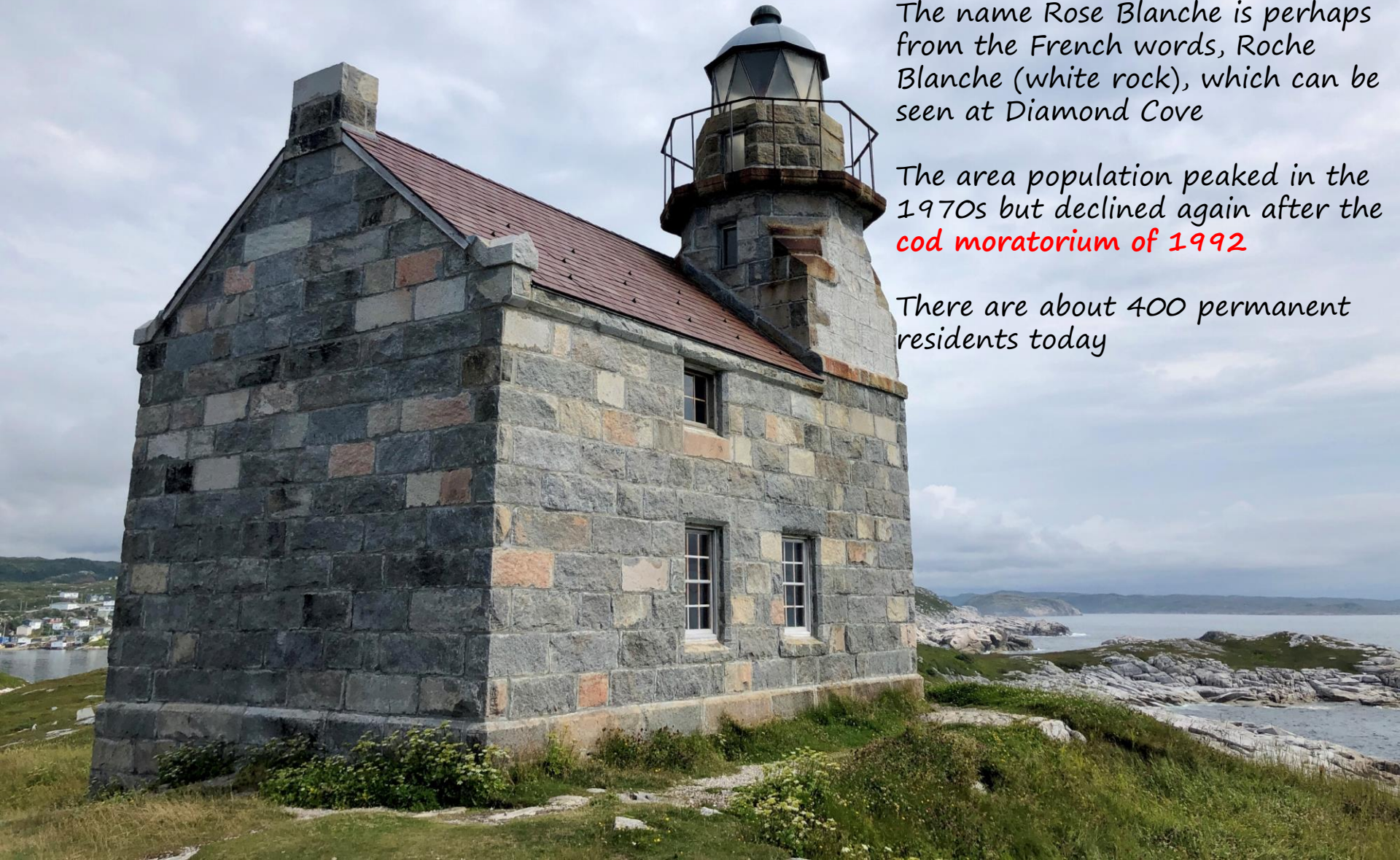


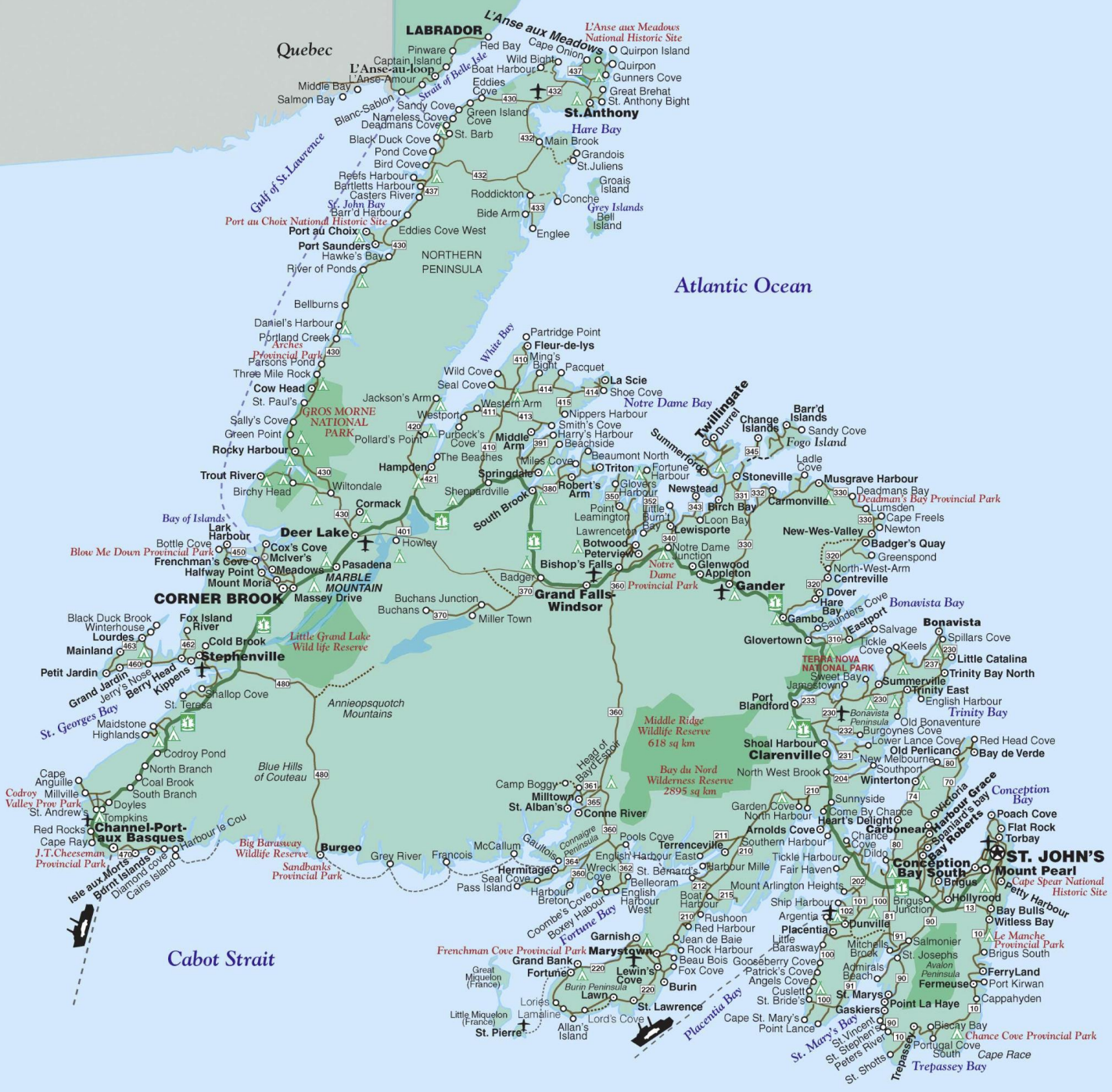
It was completely restored in 1999 and sits on "The Neck" a short walk from town. Harbour "Le Cou" is just beside.

The name Rose Blanche is perhaps from the French words, Roche Blanche (white rock), which can be seen at Diamond Cove

The area population peaked in the 1970s but declined again after the **cod moratorium of 1992**

There are about 400 permanent residents today





HWY 470 from PAB ends at Rose Blanche

The next harbours are all "Outports" not connected by road, until we get to Burgeo, which is connected to Stephenville by highway 480.

*Little Garia Bay is just 10 miles east of Rose Blanche.*

*At the head of the bay is a good anchorage unless the wind is from the SE*



Another day east and we look for shelter behind the fishing pier at Grand Bruit



**Grand Bruit** Chart # 4824

47°40' N x 58°32' W

Information: Grand Bruit has remained hidden for a century or so from what remains of the last Grand Bruit was listed in 1910. The harbor is well sheltered and a small island may give the name some idea of what support he was able. In 1917 there was a family living in one of the houses for the summer.

**APPROACH:**  
From the west side approach with the main of rocks between the entrance of La Pointe. The end Grand Bruit, as you can still see the Old Island where there is a light house on the hill. Run up to the north end of the rocks and look for the light house on the north end of Grand Bruit. Then go right at the mouth of Harbour Island. There used to be a small house on the approach, but by 1917 this was Grand Bruit.

**DOCKAGE:**  
There are two docks, which in 1917 were in good shape. They are situated in the bay and are used when the tide is up. However, the water is so shallow that the boats are not able to dock. The pier is built on the rocks and is used for the boats to tie up to. The boats are not able to dock here.

**ASHORE:**  
In 1917 there were 44 people living on the island. The houses were built on the rocks and were made of stone. The houses were built on the rocks and were made of stone. The houses were built on the rocks and were made of stone.

**HISTORY:**  
Grand Bruit was first seen in 1917 and the name was given to the harbor. The harbor is well sheltered and a small island may give the name some idea of what support he was able. In 1917 there was a family living in one of the houses for the summer.

**MAP:**  
A map showing the location of Grand Bruit and the surrounding area. The map is titled 'Grand Bruit' and shows the harbor, the rocks, and the island.

**PHOTOGRAPH:**  
A photograph showing the harbor and the surrounding area. The photograph is titled 'Grand Bruit' and shows the harbor, the rocks, and the island.

Grand Bruit = Grand Brit

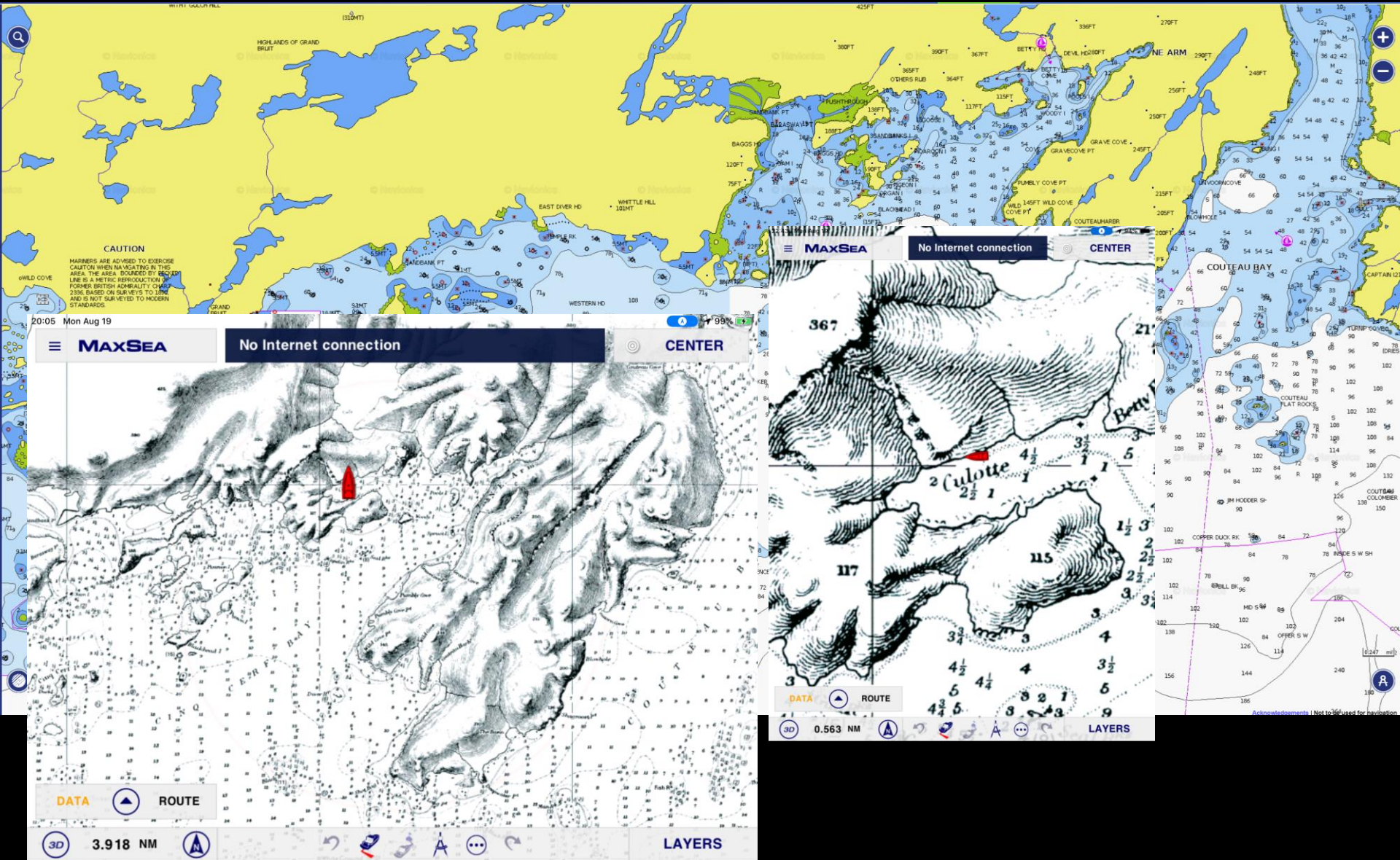
P1033083

*Grand Bruit is a largely unoccupied outpost, its last 31 residents were relocated in 2010. You think someone will come out to greet you but, the water fall makes the only sound*

*We won't stay on the wharf,  
there is a strong westerly  
forecast*



The chart advises caution, the areas bounded by the pecked lines where surveyed in 1890



We creep into Cinq Cerf Bay, Culotte Cove



Culotte Cove, Cinq Cerf Bay AL

20/08/2019

J. Finn



*It's a beautiful and  
wild place, with a  
small sandy beach*





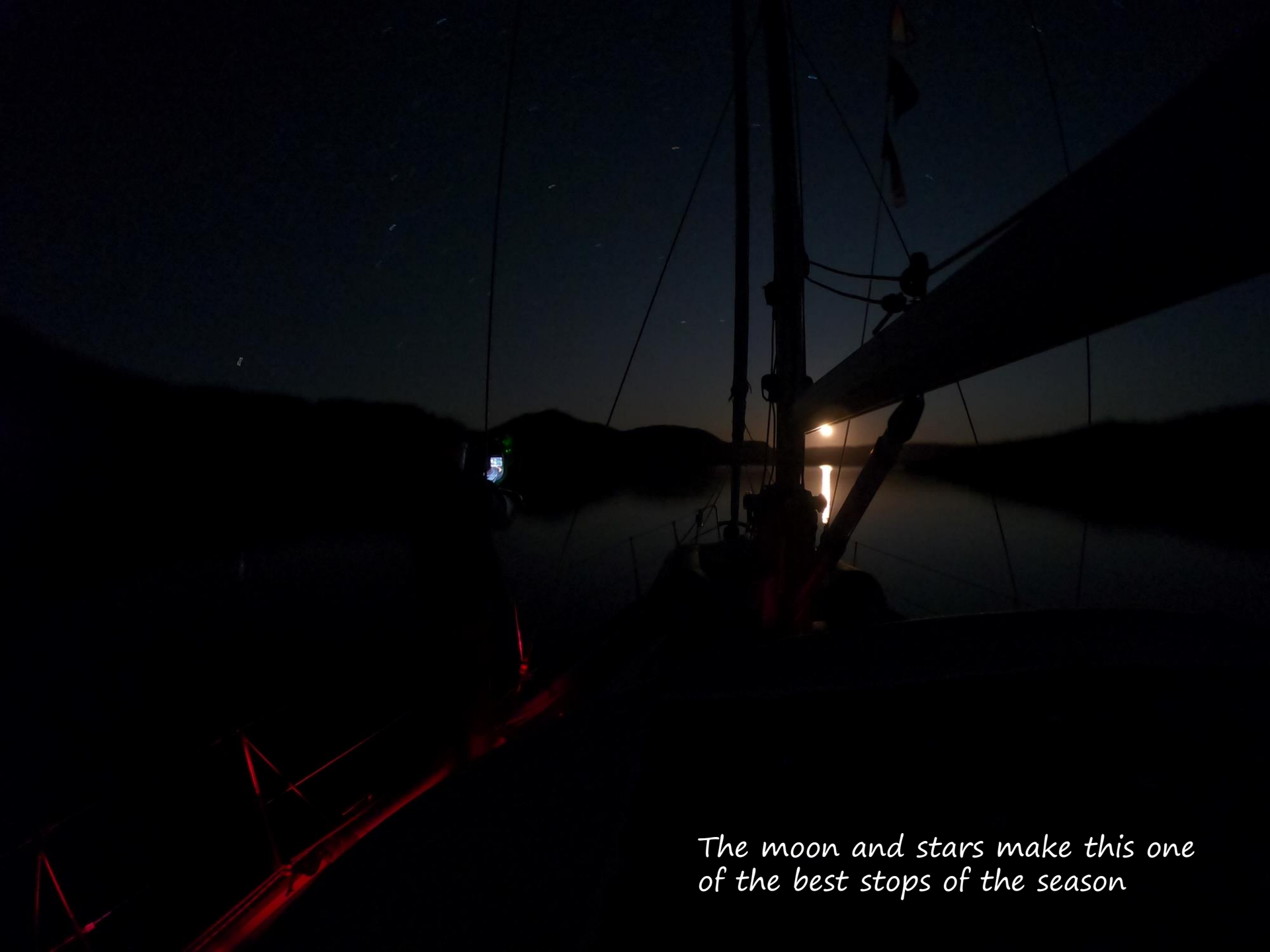
*A caribou comes down to explore the shore*



*And curls up on the sand*

*I make an attempt at flying our drone, I don't find it easy but so far have not lost it into the ocean!*





*The moon and stars make this one  
of the best stops of the season*



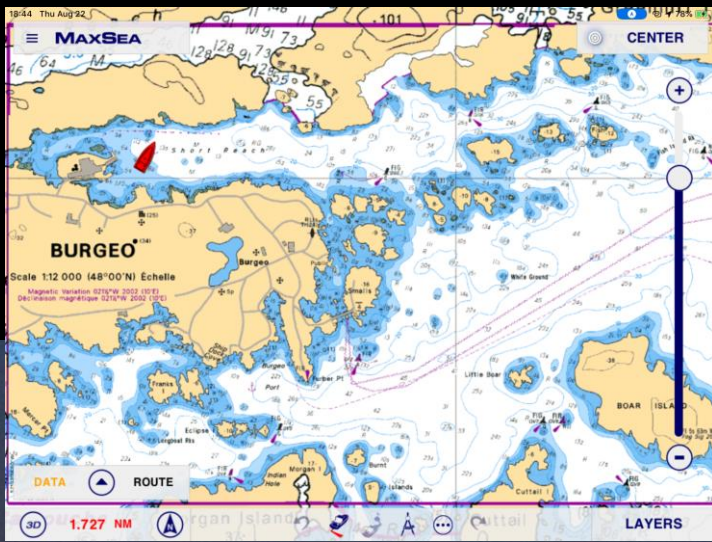
*The next days sail into Burgeo is not quite so nice*

*We want to go into the Marine Service  
Centre in the "tickle"*



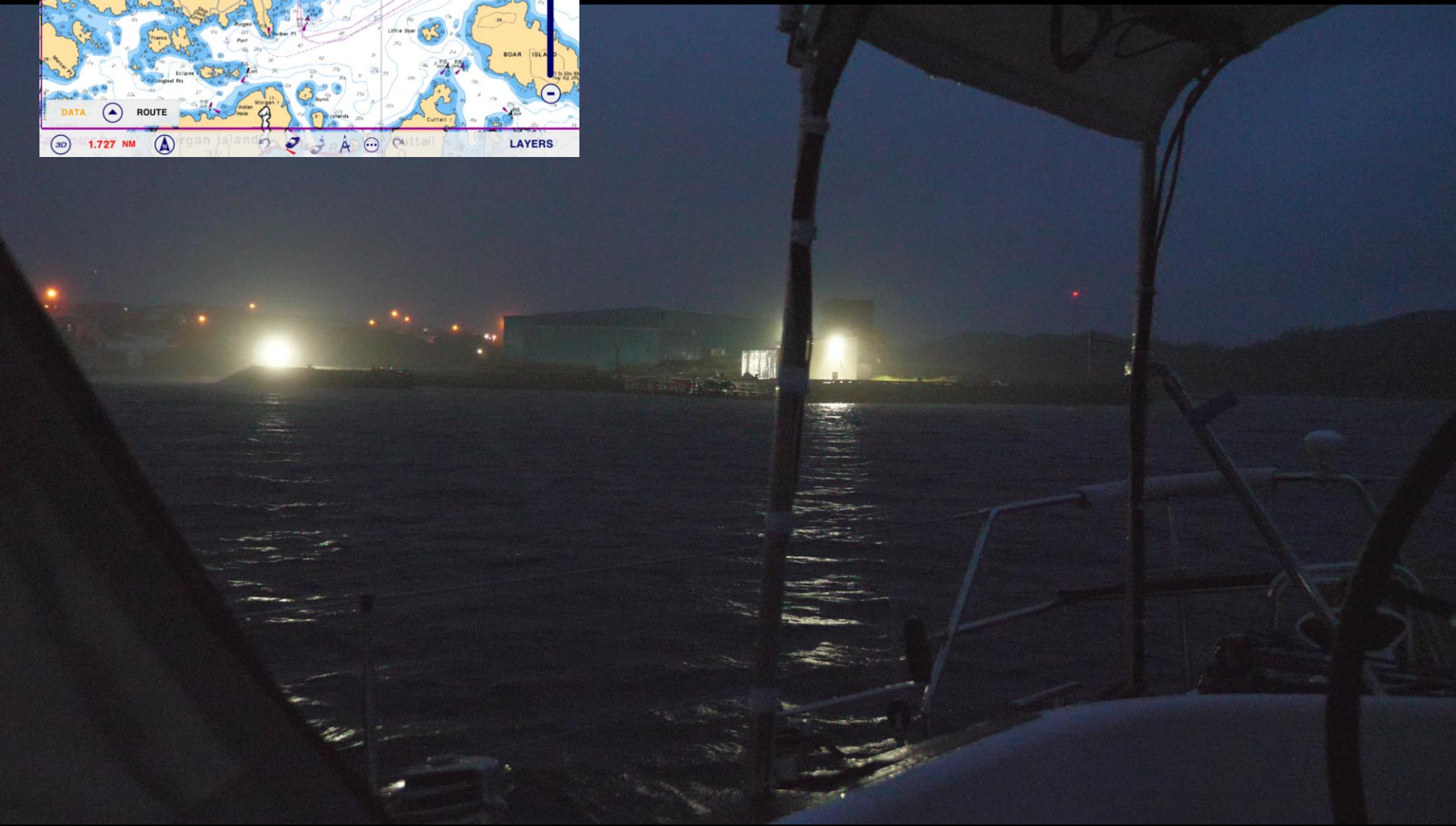
GH011138

*Tickle = a ticklish entrance*



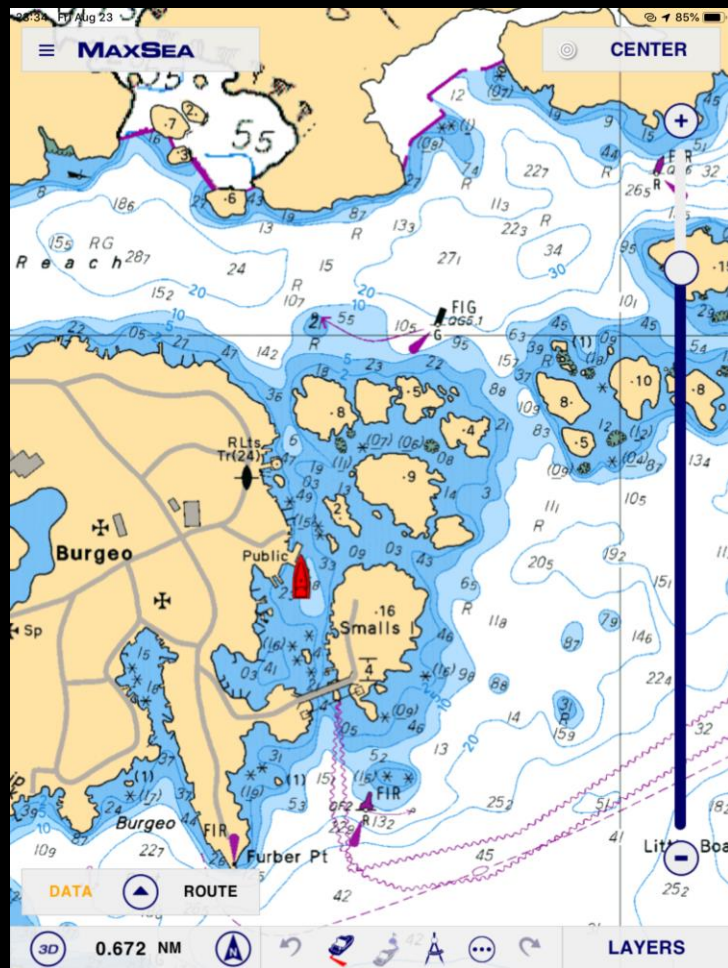
But it's too windy & foggy, after several attempts we anchor in 45-50' of water behind the town in Short Reach.

It's forecast to blow a bit so we are on about 5:1 scope or 250' of 5/16" chain





With the sun out the following day we move onto the wharf "downtown", at Marine Service Centre to dry out





It's a very lively place  
with many **local**  
people bringing "food  
fishery" fish in,

5 fish per day, per  
person for as many  
weeks as its open






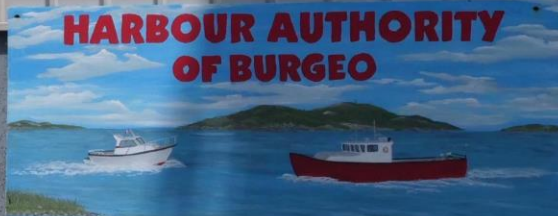
*There are several other visiting boats*

June Hiscock the harbour manager helps us to get a ride into town for food and fuel...there is drinking water on the wharf for our tanks, we carry 500+ litres

Check before you drink wharf water that its potable. Sometimes there is a water treatment station for drinking water (e.g. Port Saunders)



**HARBOUR AUTHORITY  
OF BURGEO**



**BERTHAGE**

- ~ Use Of Wharf
- ~ Upland Storage
- ~ Furbys Hr. Slipway
- ~ Washroom / Laundry Facility
- ~ Wi-Fi
- ~ Limited Retail Sales

Thank you For Visiting Our Marina  
Long May Your Big Jib Draw

6 Matthews Lane  
Burgoe, NL  
AON-2HO

Phone: 709-886-8308  
E-mail: haburgoe@gmail.com

Supported By DFO, Gqv. of Canada



*then we set out to walk to Sandbanks Park*

# A perfect day for painting





*Jayne prepares Cod-a-gratin with pasta, using fresh Burgeo cod*

We're going to sail to Grey River tomorrow

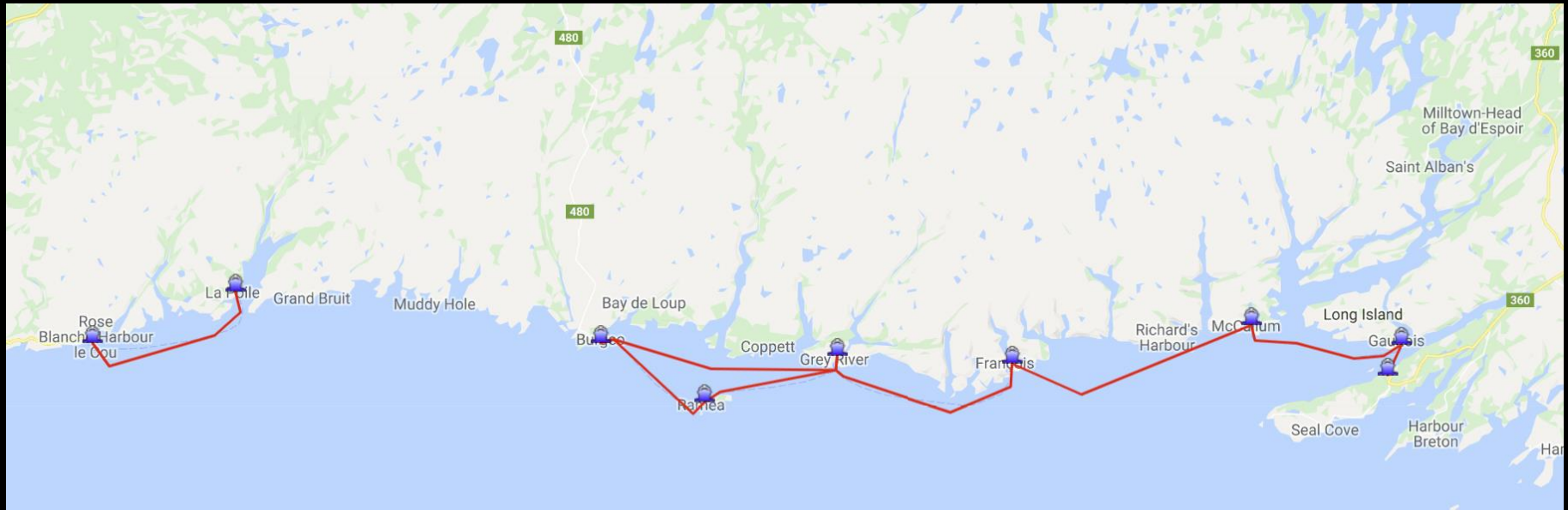






*The outpost of Jerts Cove clings to the west shore of Grey River inlet, the local supply ship/ferry is just arriving*

## South Coast ferry/supply ship routes



It makes *outport* life possible

We chose to anchor off Southeast Arm in 12 metres, It's a spectacular fjord



Perfect for alfresco dining



It's just a short hop from Grey River to Francois



Francois = Franzway



*It's a magnificent fjord/harbour, towering cliffs rise on either side of the arm.*

*We're joined by our friends on Splice,*

*They've circumnavigated Newfoundland several times.*



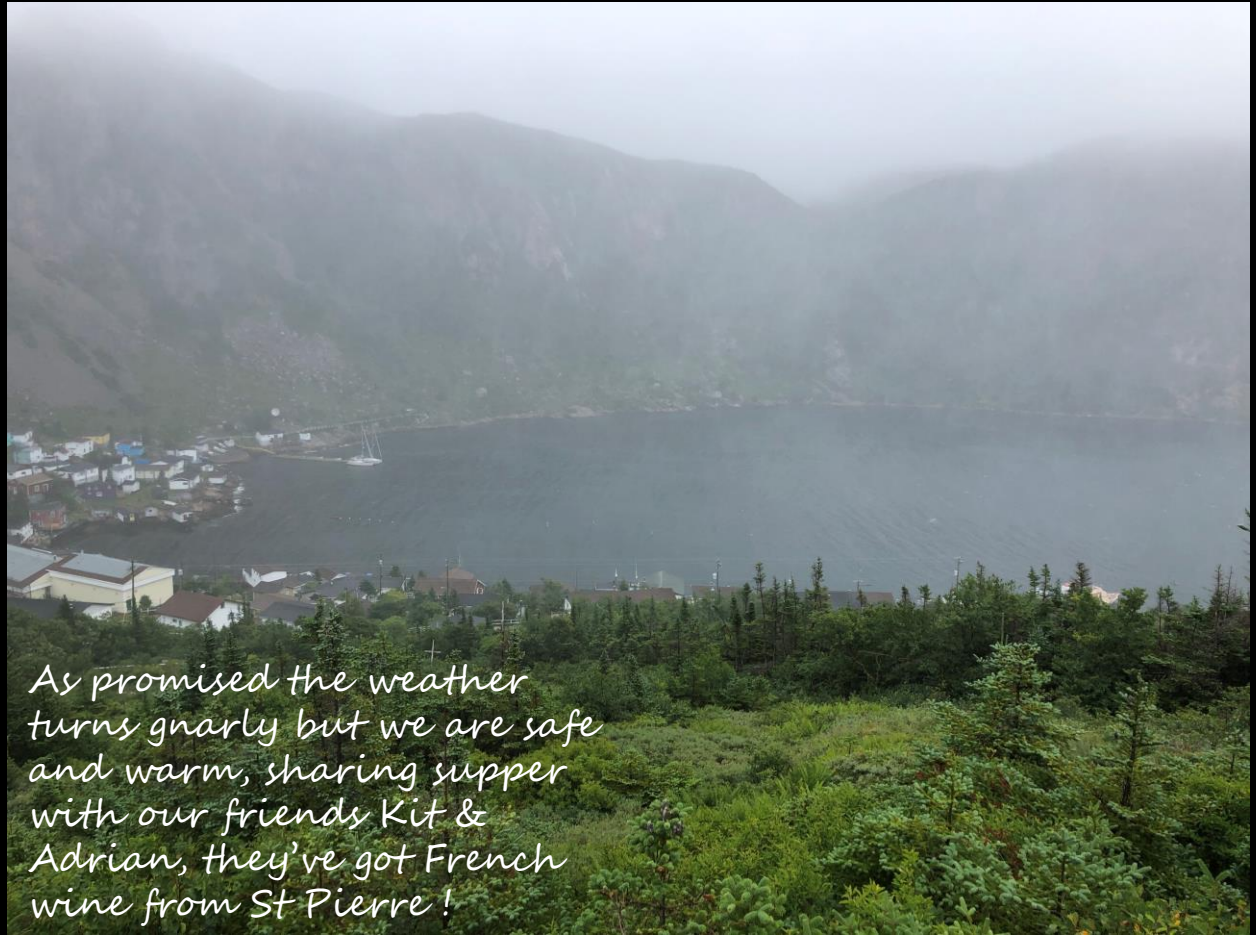
*There is a gale coming in tomorrow so  
we set out to hike up to Charlie's Head*






Entrance to Francois NL, Migalon in distance





*As promised the weather turns gnarly but we are safe and warm, sharing supper with our friends Kit & Adrian, they've got French wine from St Pierre!*



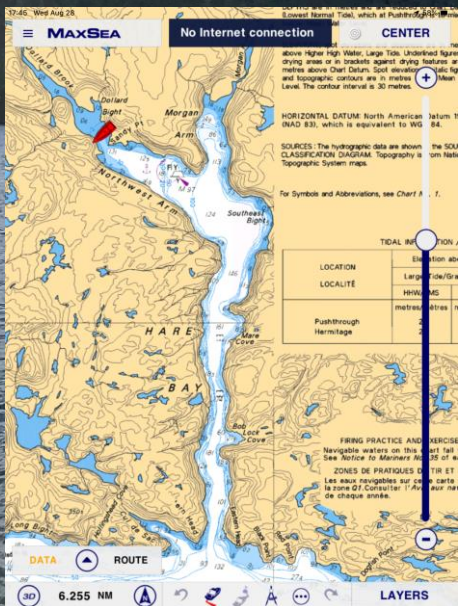
The gale, 30-40+ knots  
has pushed the seas up to  
the shore



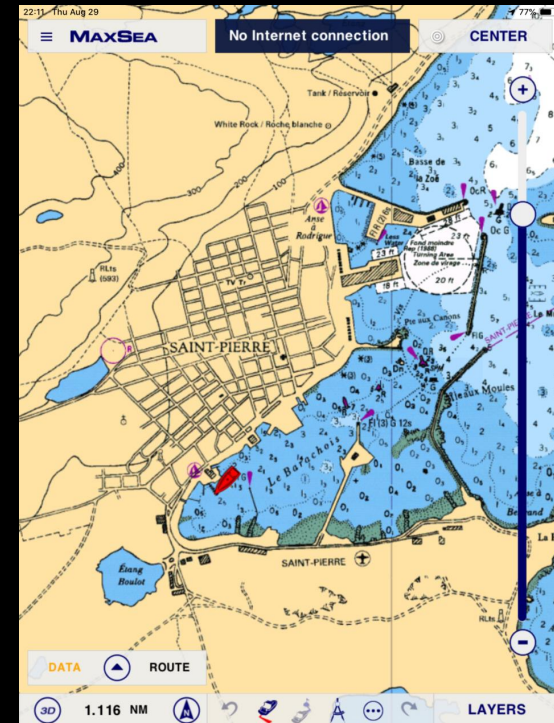
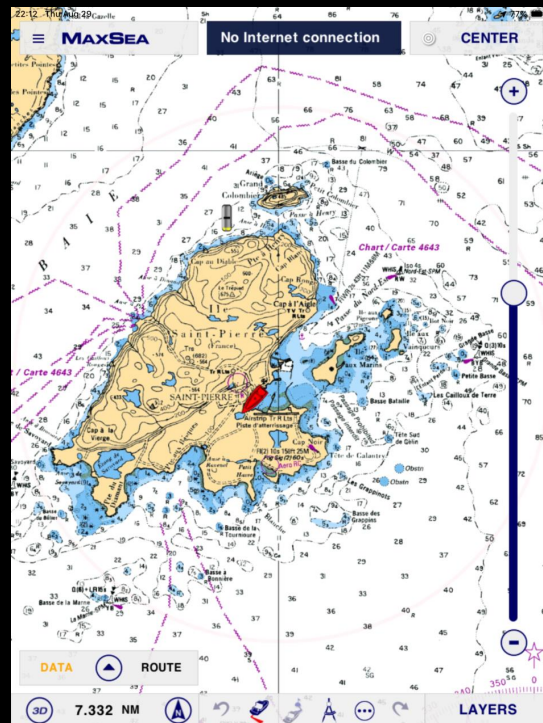
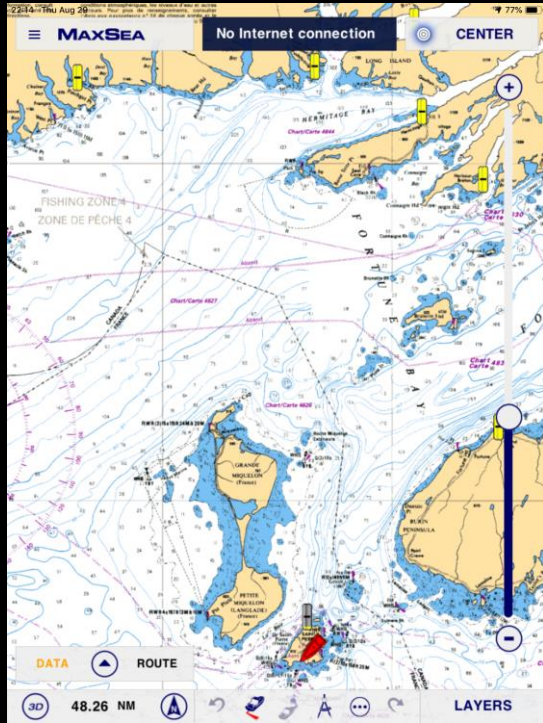
One last fiord  
stop before we  
cross to the  
French Islands  
of St Pierre and  
Miquelon



Hare Bay is incredibly beautiful, we have the company of another boat







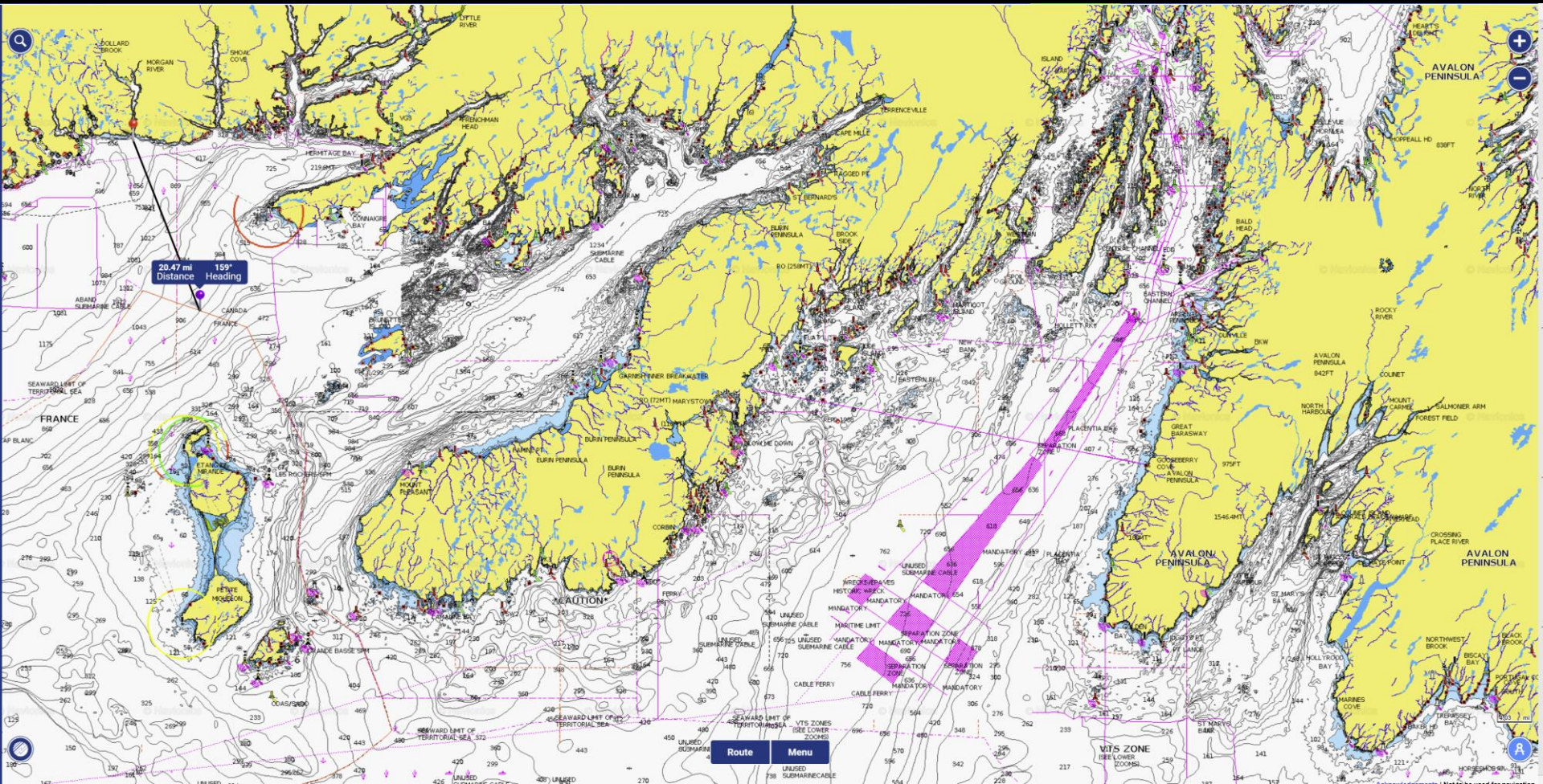
*It's about 60 miles across to St Pierre. If the weather gets bad we can put into Miquelon, 40 miles.*

*The international border between France  
and Canada is about 20 miles at 160 degrees  
from Hare Bay Head*





We'll be in France this evening !



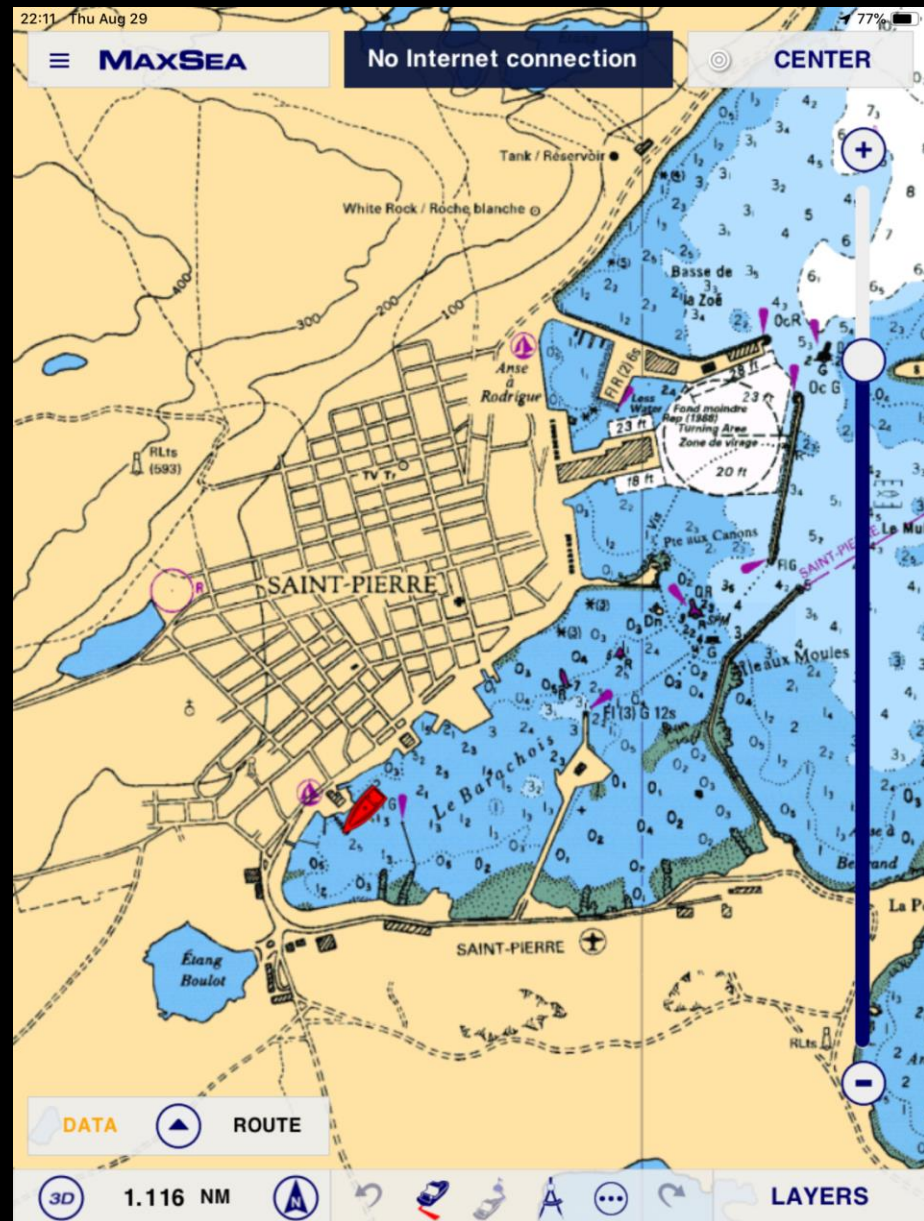
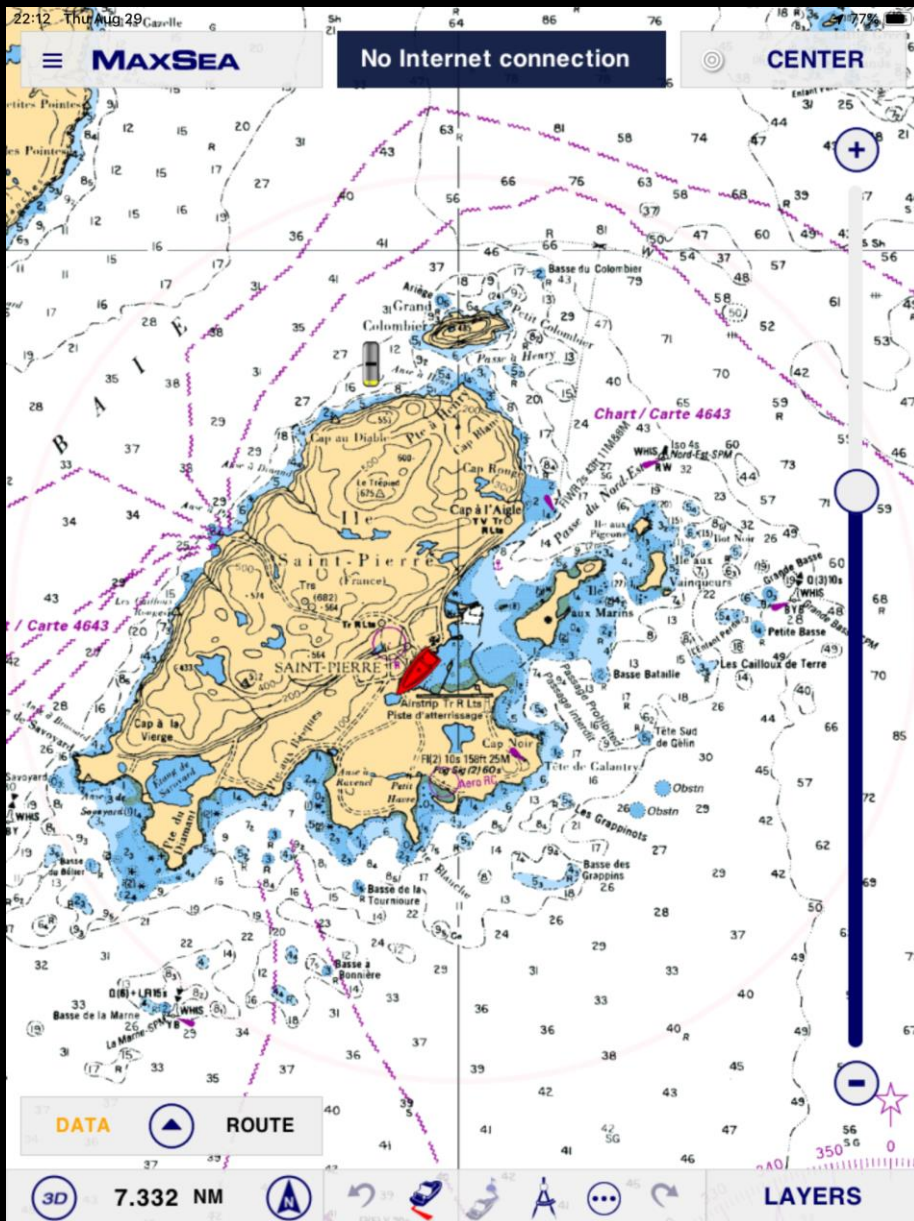


*Once across the border we're escorted by  
a fleet of French dolphins*

*By the early afternoon we are nearing Miquelon,  
its going to be a fast crossing*



The entrance to St. Pierre is well marked and protected by multiple breakwaters



There's space for us at the Yacht Club de Saint-Pierre  
*Saint-Pierre's population is about 6,000*



Customs and  
immigration  
arrive  
immediately  
and check us in  
on the boat.



Don't forget your passport and ships papers !  
You are entering France !

We're in the EU now and must go to the bank machine to get some Euros!

There are two new ferries that travel to Fortune Harbour NL on the Burin Peninsula



For the Pâtisserie

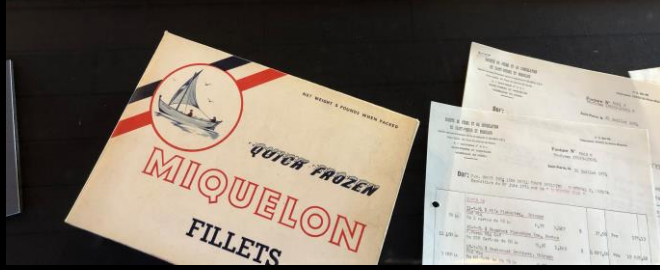






*Charcuterie, Epicerie,  
Fromagerie*





*Across from the marina is  
an excellent museum of  
local history*

They advise us to  
take the tour of  
Isle aux Marins,  
across the bay.  
It's a restored  
18/19<sup>th</sup> century  
fishing village

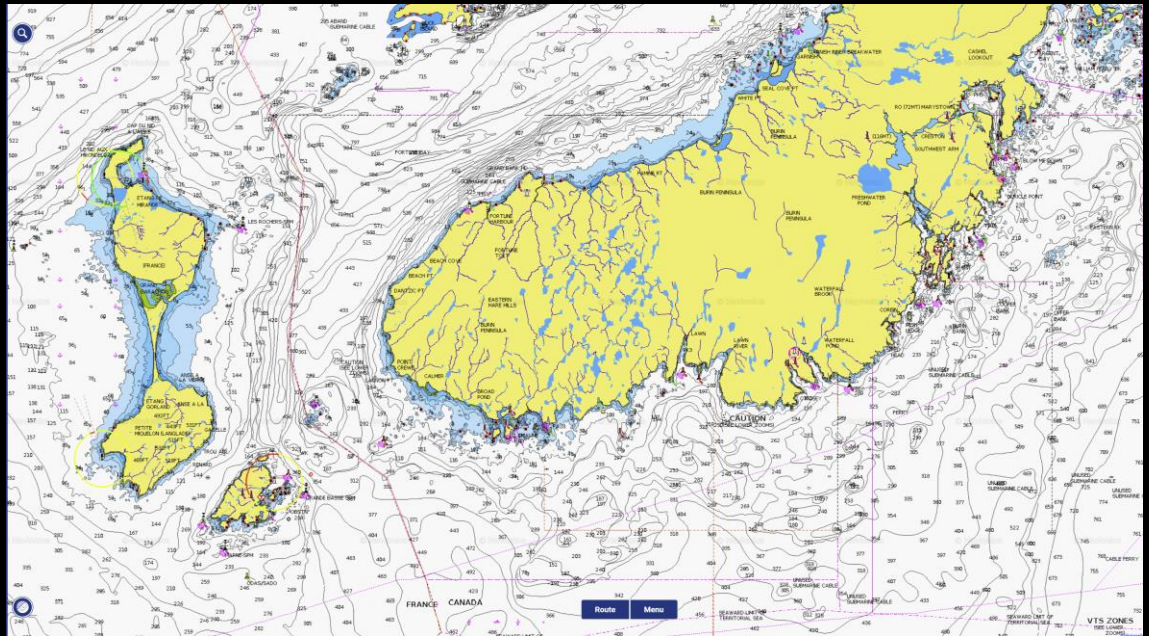


The "graviers" mounds of smooth stones, were used to dry cod, like the wooden "flakes" in Newfoundland



*The classic yawl "Mah Jong" arrives at the marina late in the evening*

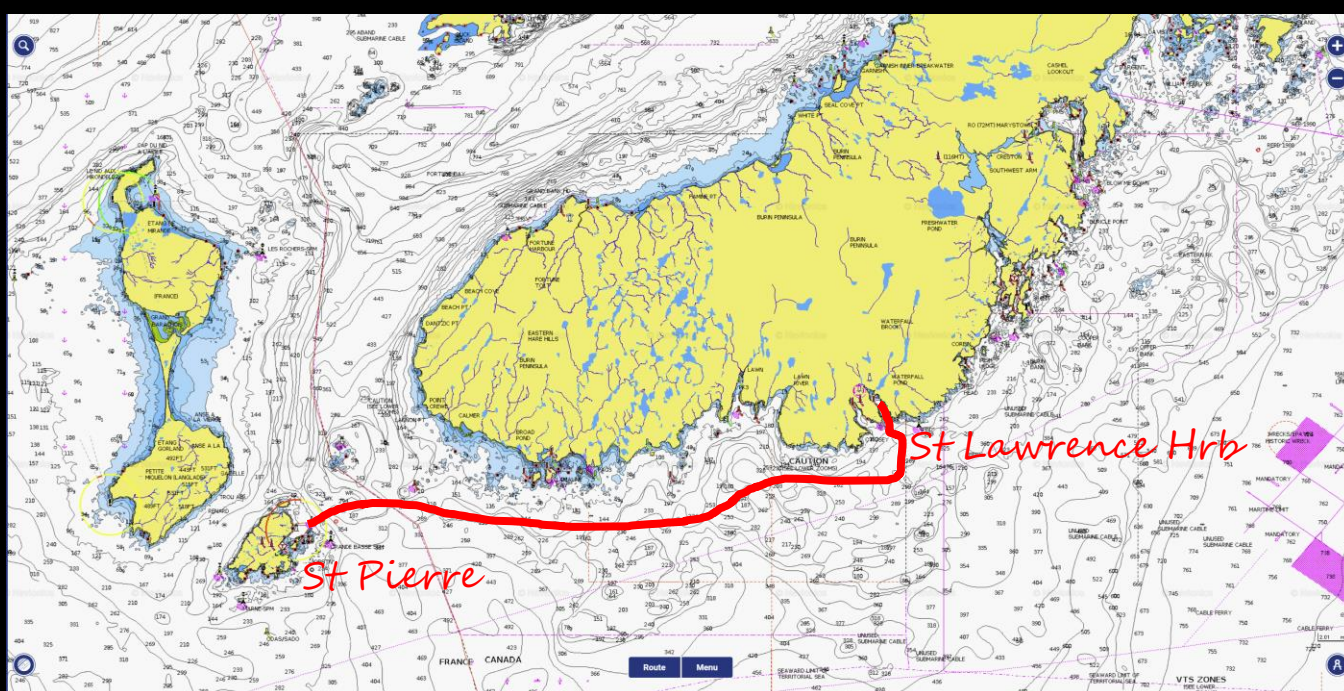




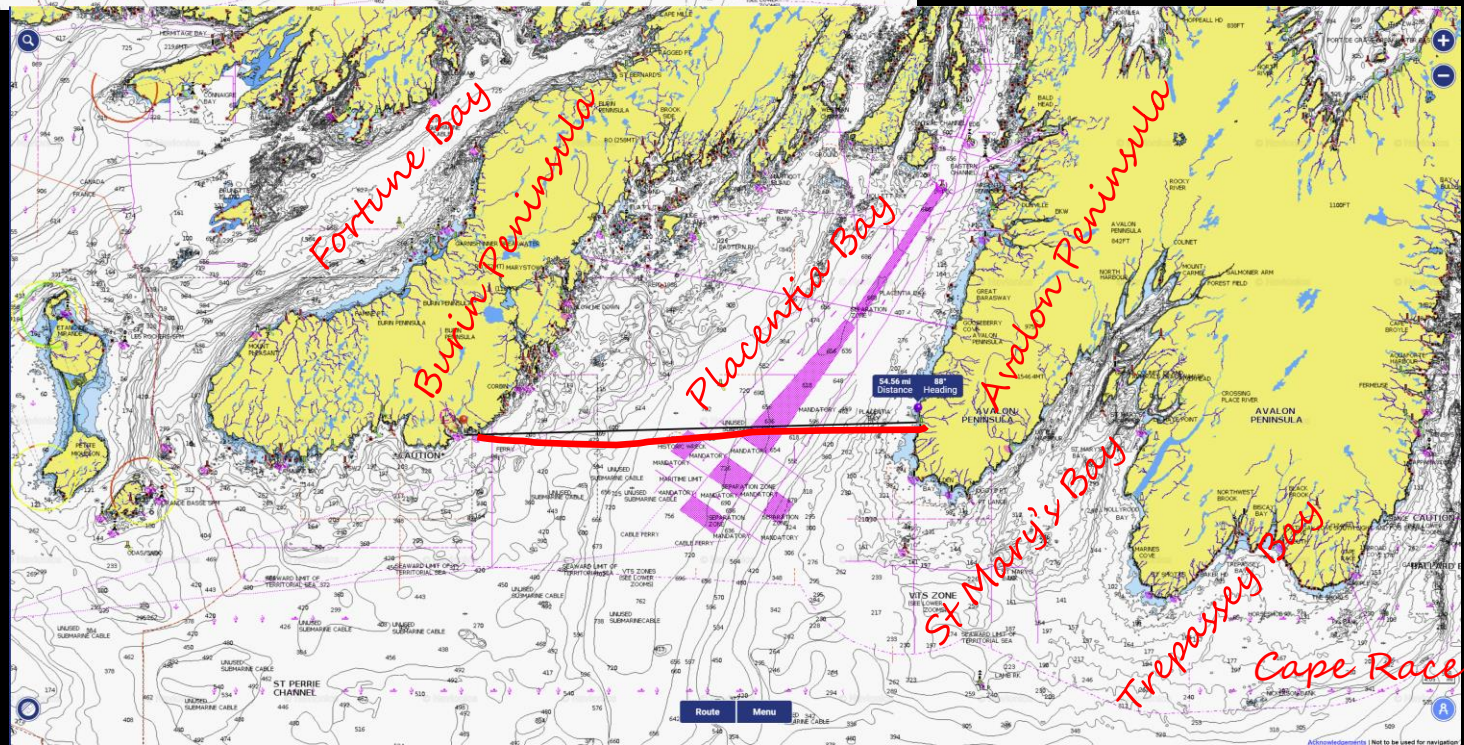
We get sailing north east the next day, crossing about 45 miles to St Lawrence Harbour on the Burin peninsula to report in, and then anchor at Little St. Lawrence next to it.  
*It's September the 1<sup>st</sup>*

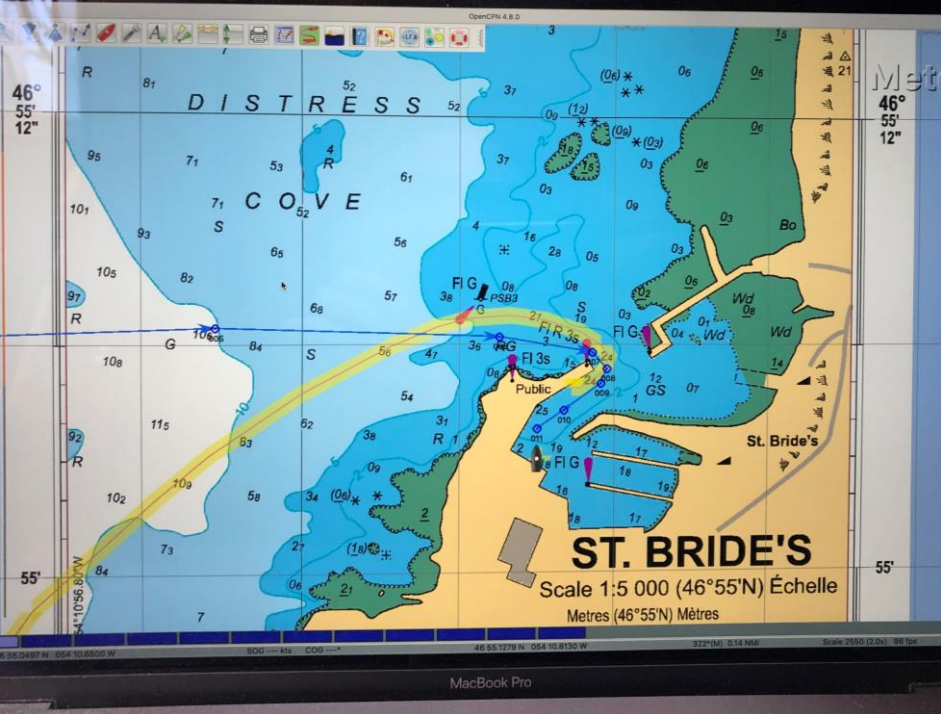
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*You must check back into Canada with CBS, Fortune Harbour or St Lawrence are two entry points on the Burin Peninsula*



From Little St Lawrence we cross Placentia Bay to St Brides on the Avalon Peninsula





*St Brides provides a snug but slightly shallow harbor for us, we're bouncing on the bottom at low tide.*

*Its reported to be a difficult entrance in onshore winds.*



One of the fisherman insists we take his wife's new truck out to Cape St Mary's to see the bird colony

### Cape St. Mary's Ecological Reserve

Protecting the largest Northern Gannet colony  
in the Province, the 3rd largest colony in  
North America, and the southernmost colony  
in the world.

  
Newfoundland  
Labrador

The area you are entering is managed as an Ecological Reserve  
under the authority of the Wilderness and Ecological Reserves Act  
and the Seabird Ecological Reserve Regulations.

- ✓ Sheep grazing permitted
- ✓ No hunting
- ✓ No snowmobiling
- ✓ No drones
- ✓ No chasing or harassing wildlife
- △ Only service dogs allowed
- ✓ No camping
- ✓ No fires
- ✓ No ATVs

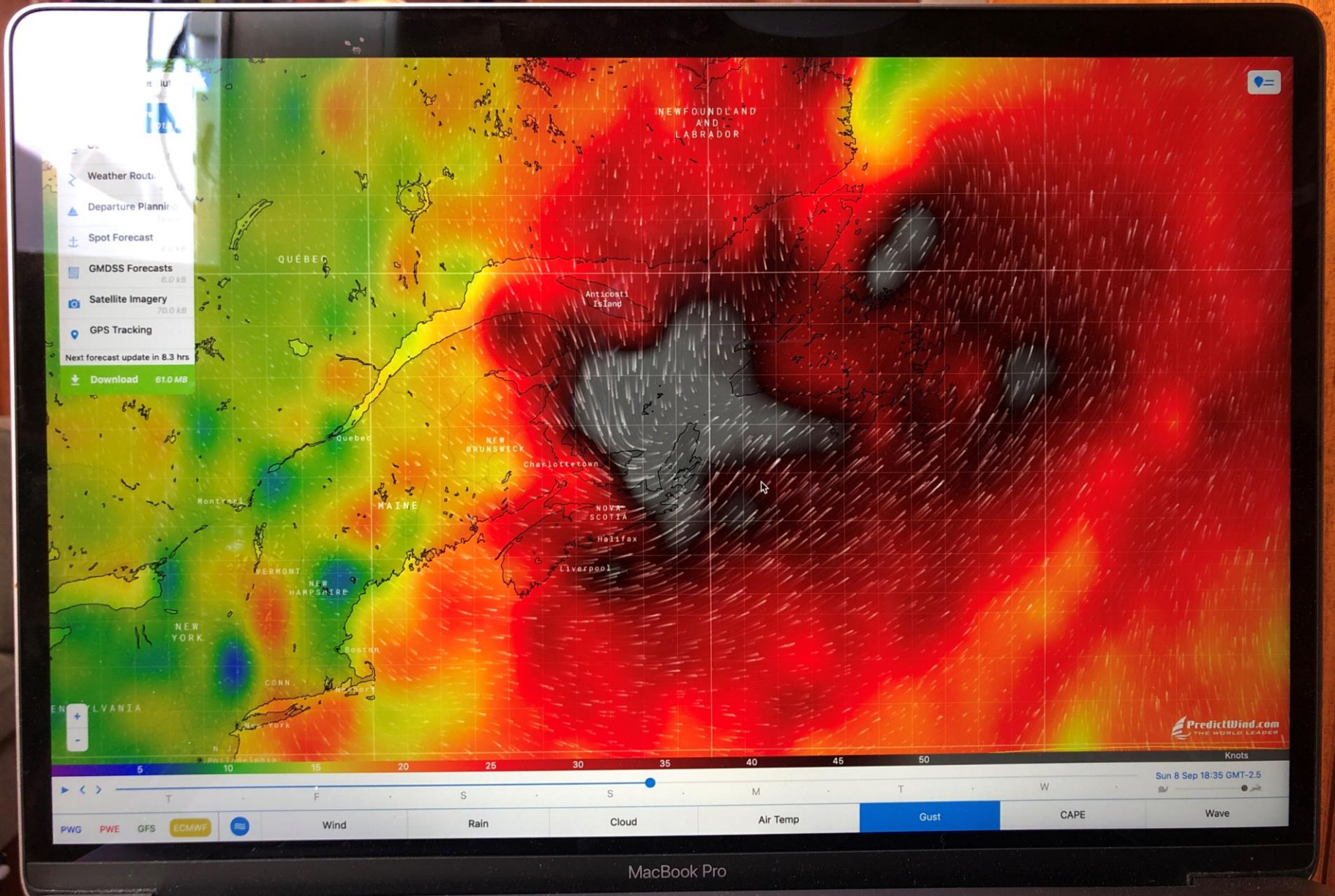
For more information contact Parks & Natural Areas Division  
P.O. Box 550, Corner Brook, NL A2H 6E6 (709) 637-2040  
parkecol@govt.nl.ca www.govt.nl.ca/natural\_areas



*Mainly Gannets, some still with chicks, are nesting there this late in the season*



We have to find shelter – hurricane Dorian has been slowly churning up the coast behind us !!!



MacBook Pro



### PART 3 "The East Coast" Harbours

1. Fermeuse
2. St John's
3. Royal Newfoundland Yacht Club
4. Bay De Verde
5. Bonavista
6. Puddingbag Cove
7. Lumsden
8. Seldom
9. Change Islands
10. Exploits Island
11. Lewisporte



In one very long and foggy day we decide to get up off the south coast, around Cape Race and into Fermeuse, on the east coast of the island, about 90-100 mile motorsail. It's not certain where the storm will head?





*We get set to ride it out on borrowed balloon fenders in St John's harbour at Pier 6*



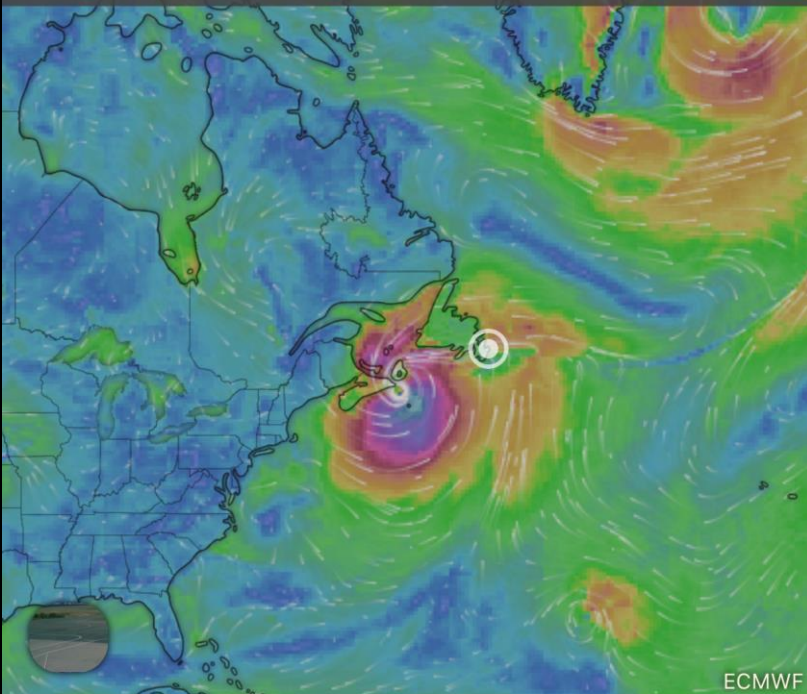
We're advised that  
the storm surge  
there could be very  
uncomfortable and  
sail north to round  
Cape St Francis



A white sailboat is docked at a wooden pier. The boat has several red and white buoys hanging from its side. A person in a blue jacket is sitting on the deck. The background shows a harbor with a stone wall and a sunset sky with clouds. The text is overlaid in yellow on the lower part of the image.

Royal  
Newfoundland  
Yacht Club at  
Long Pond in  
Conception Bay  
should be the  
“perfect storm”  
harbour

St John's



	SATURDAY 7			SUNDAY 8							
☉	15	18	21	0	3	6	9	12	15	18	21
☀											
°C	14°	13°	13°	12°	13°	15°	18°	19°	16°	13°	11°
mm				1	0.3	1.1	1.3				
kt	11	12	15	18	16	10	24	28	29	28	27
kt	21	22	27	33	33	28	43	52	55	55	52

9 days forecast

Dorian turns more westerly.

We see winds of only 35-40.

Our friends on Splice have 70 knots at Burgeo!

Environment Canada

Canadian Hurricane Centre

Tropical Cyclone Information

Issued: 12:00 PM ADT Sep 04 2019

Environnement Canada

Centre canadien de prévision des ouragans

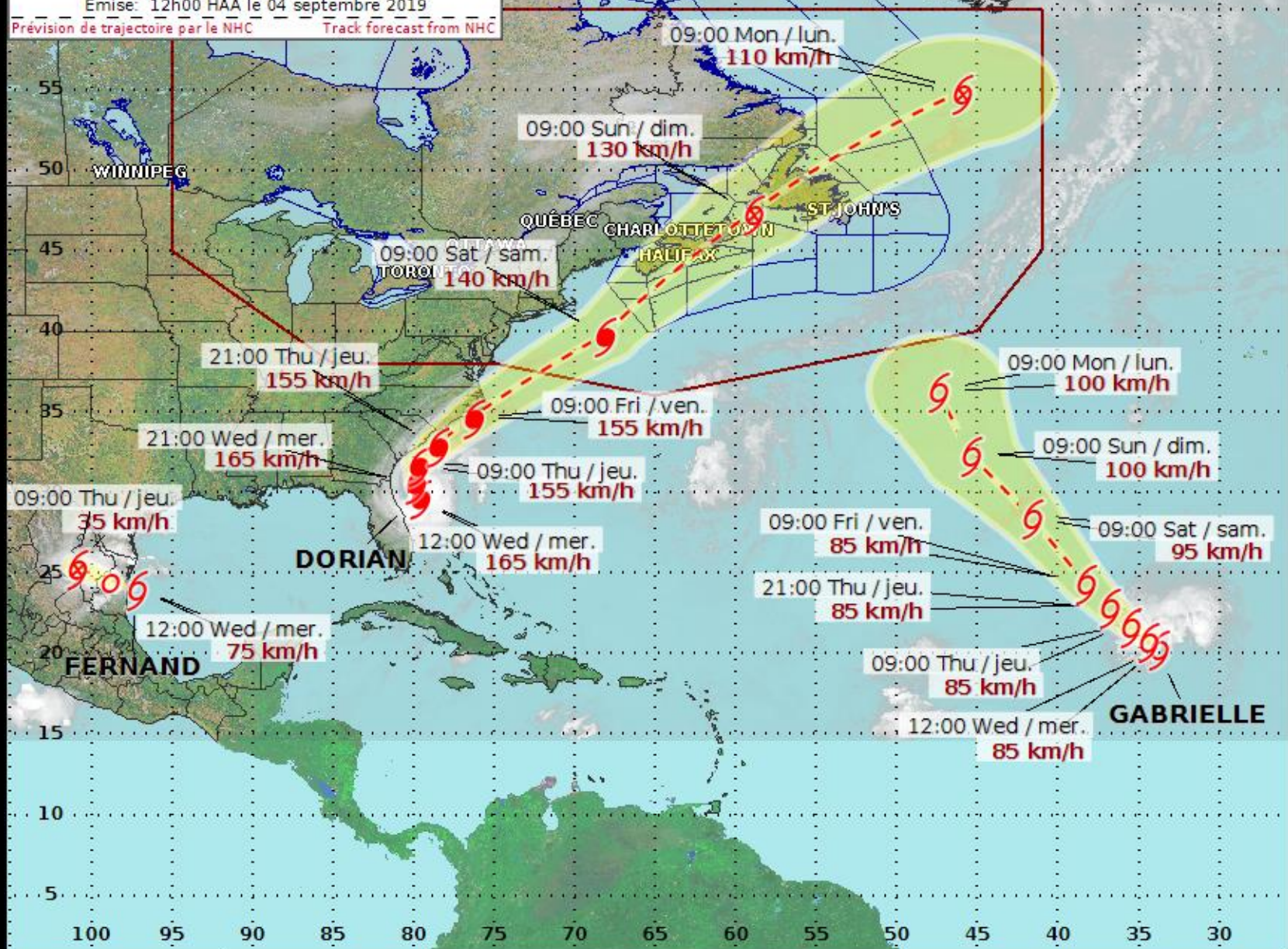
Information sur les cyclones tropicaux

Émission: 12h00 HAA le 04 septembre 2019

Prévision de trajectoire par le NHC

Track forecast from NHC

- X Potential/Tropical Cyclone
- O Tropical Depression
- Tropical Storm
- Tropical Storm
- Tropical Storm
- Hurricane
- Hurricane
- Post-Tropical Storm
- Tropical Storm





02:36 Thu Oct 3 [theglobeandmail.com](mailto:theglobeandmail.com)

## 100-foot wave recorded off the coast of Newfoundland during Dorian

THE CANADIAN PRESS  
PUBLISHED SEPTEMBER 10, 2019

22 COMMENTS

Hurricane Dorian blazed a trail of destruction from the Bahamas to the Maritimes, but it didn't just cause turmoil on land, according to a team at Memorial University who say they recorded a 100-foot wave off the southwestern coast of Newfoundland in the wake of the post-tropical storm.

Bill Carter, director of the Marine Institute's Centre for Applied Ocean Technology, said the more than 30-metre wave was detected at around 2 a.m. Sunday by an oceanographic buoy about 2.5 kilometres off the coast of Port aux Basques at the tail end of what was then a post-tropical storm.

"We had three or four maximum wave heights in the area of 25 metres, and a single wave height of 30.2 metres," he said in a phone interview.

Carter said the coast of Newfoundland is "a pretty inspiring spot" when it comes to big storms and seas, but this wave is the biggest the team has recorded since it started monitoring in 2006.

"Storms aren't uncommon off the Port aux Basques regions, but this was just huge," he said.

While he's not an oceanographer, Carter said he believes some combination of low pressure, wind, proximity to shore and the tides combined to create what he calls "perfect conditions" for a large wave.

*After a couple of sleepless nights bouncing off the wharf friends from Lewisporte come by to see we're ok*

*There was a reported "100 foot" wave off Cape Ray*

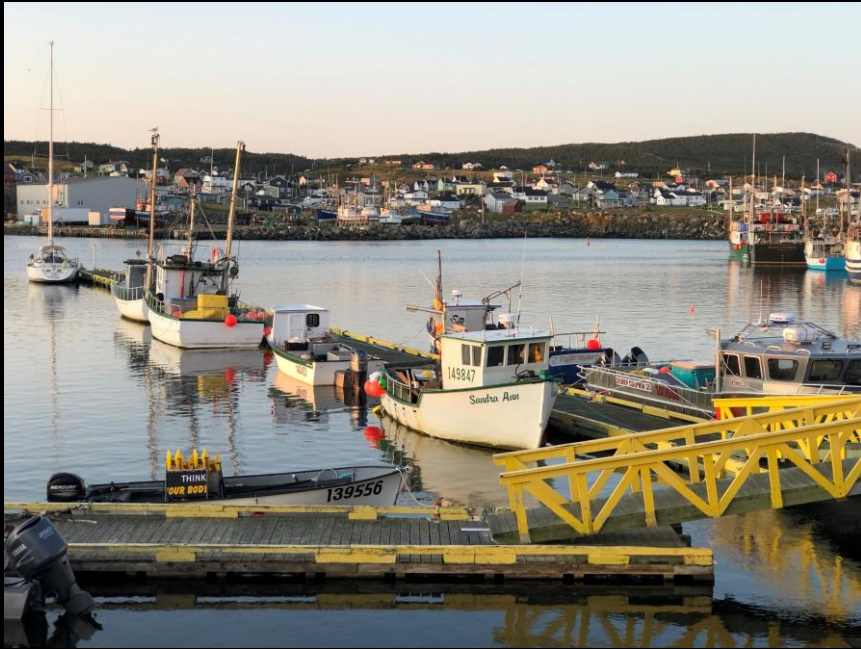
*We decide to get going north towards Bonavista*



*Bay De Verde - tie to a shrimp boat*

*The weather has changed since Dorian went through, it's very unsettled*

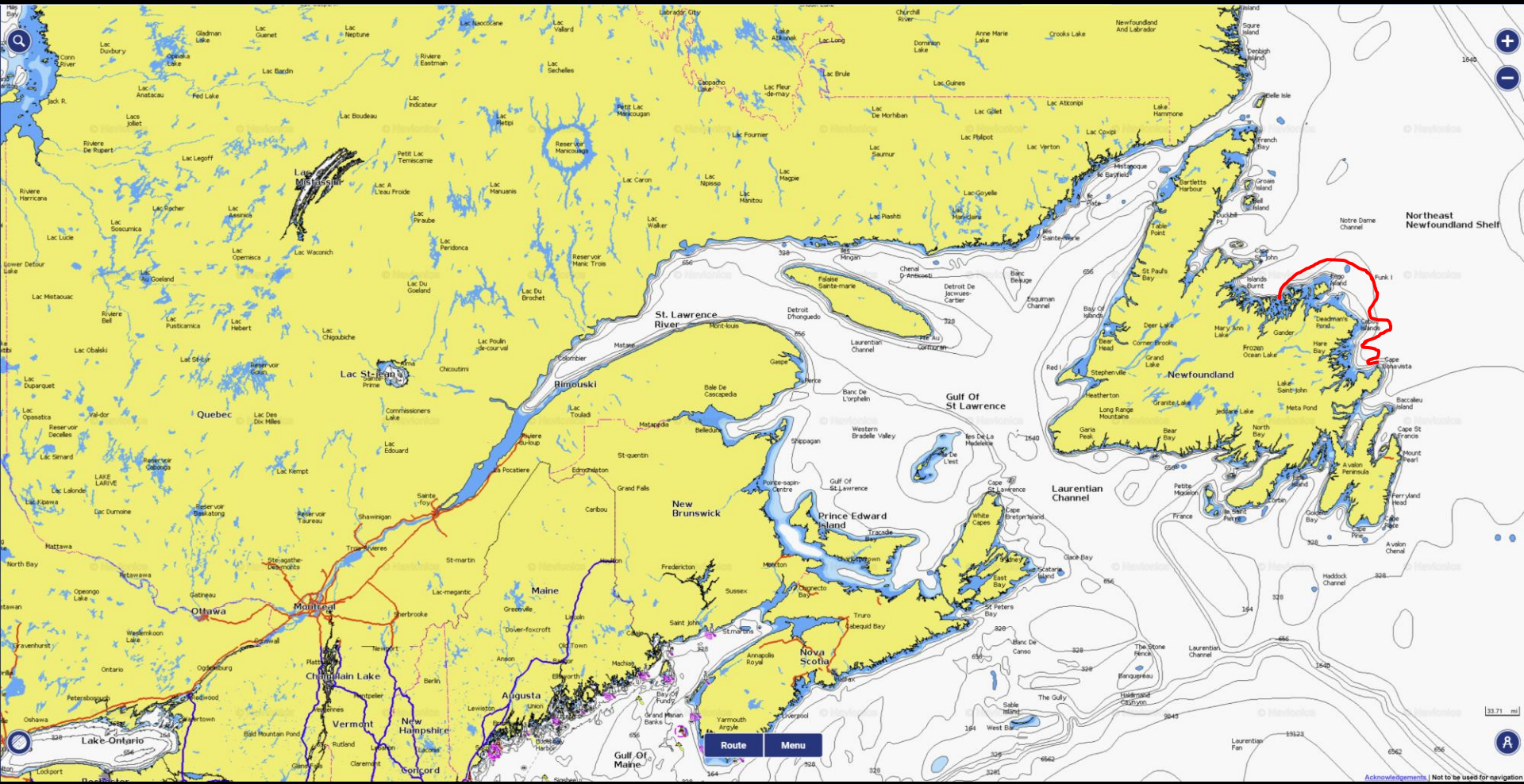




*One of the Bonavista  
fishing boats has  
brought in bluefin  
tuna!*



Just a few more stops across Bonavista Bay, Cape Freels and Hamilton Sound and we'll be "home" in Notre Dame Bay at Lewisporte Yacht Club







*A week of fine weather at the dock and we're ready to haulout*



# Thanks for coming to, The Toronto Boat Show

Please contact us if you have any questions  
about "The South Coast" or sailing in  
general, Mike & Jayne @LoonsLace

- <http://gonesailing.finnevans.ca>
- <https://www.youtube.com/user/GoneSailingCA>
- <https://www.facebook.com/GoneSailingCA/>
- Instagram @LoonsLace



Jayne's "TopGun" cockpit cover



Thanksgiving dinner Laurenceton NL 10/11/2019