Around and Around Vancouver Island–Part 2

The Scotts circumnavigate Vancouver Island the "wrong way around." After sailing from Sooke to Bamfield, they take in its sterling Music by the Sea Festival

Photo above - The Zebra Trio and Marc Ryser perform at the Rix Centre.

The journey from Sooke was a sedate one. The wind was from the west—on the nose—but was not expected to be above 20 knots. We carefully exited Sooke Harbour the way we came in: one eye on the charts and the other on the water/coast with its many buoys and two sets of range markers.

Because Sooke is located on the most southwestern point of Vancouver Island, you might think you'd be immediately into the Pacific Ocean once leaving its harbor. But the long northwest extension of the Olympic Peninsula creates a lengthy southern shore of Juan de Fuca Strait, the 14-mile wide waterway open to ocean waves and winds. Who was Juan de Fuca?

A new, exhaustively researched book by noted historian Barry Gough, entitled *Juan de Fuca's Strait, Voyages in the Waterway of Forgotten Dreams* (Harbour Publishing, 2012), highlights the history of the seafarer that likely discovered this Strait and explores the real possibility that a salty seadog nicknamed "Juan de Fuca" actually arrived in these parts in 1592. Juan de Fuca, whose real name was Apóstolos Valerianos, meaning Gallant Messenger, was a Greek mariner, and "an ancient pilot of Shippes." He'd voyaged for the king of Spain for many years and is presumed to have been expert in dead reckoning.

Unlike many explorers and adventurers, he did not leave us any written accounts of his exploits—or if he did, they've disappeared. But he did relate his adventures on North America's west coast to a London-born merchant/entrepreneur/geographer called Michael Lok, who was always on the hunt for new trade opportunities and riches. Lok wrote extensively about other people's voyages, including the contemporary Northwest Passage explorations of Martin Frobisher. Everyone was looking for a shortcut to Cathay, as China was then called—it's why Christopher Columbus had set out a century before. Trade vessels and their sailors leaving Europe to acquire spices, porcelains and other goods sailed around Africa's Cape of Good Hope to reach Asia.

Juan de Fuca, as Lok explains in his elegantly handwritten accounts, gave details of the entrance to our local strait with great precision. According to Gough's history, Juan de Fuca was sent out by the Viceroy of Mexico in "Anno 1592, with a small

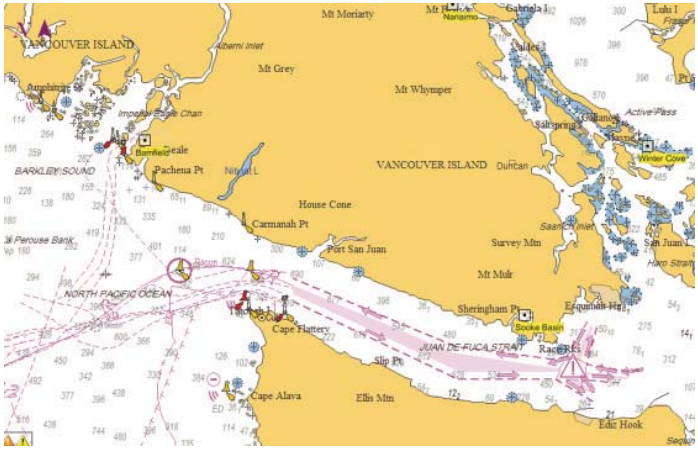


Photo above - Carmanah Point is one of the "life-saving trail" lighthouses to prevent shipwrecks. Photo right - The Bamfield cat houses protect feral cats. Paintings behind highlight Bamfield history.

Caravela and a Pinnace . . . for discovery of the . . . Straits of Anian, and the passage thereof, into the Sea which they call the North Sea, which is our North-west Sea." During that voyage, de Fuca found the "broad Inlet of Sea, betweene 47. And 48. Degrees of Latitude," with the "great Hedland or Iland, with an exceeding high Pinnacle, or spired Rocke, like a piller thereupon" at its entrance.

Four hundred-and-twenty years later, we were pleased to see that same Pinnacle and with our electronic charts, GPS, AIS and depth sounder lit up, we were grateful for the intrepid voyagers whose early navigation tools and charts eventually evolved into today's helpful tools. We saluted the Pinnacle and began feeling the long swells of the Pacific Ocean once the Olympic Peninsula no longer protected us. We'd left Sooke at 0625 and had ventured further out into the Strait to catch

the beginning of the ebb tide and avoid in-shore back eddies.

Although we'd read many stories about tsunami debris arriving in our regional waters, we only saw the usual logs or clumps of wood. No fish-farm buoys or docks or other floating detritus that might have crossed the ocean. As we moved along the coast, we noted the slender spire of Sheringham Lighthouse, which has been automated for decades. The sea was relatively calm; only a few gulls flew by and we cruised along virtually alone.

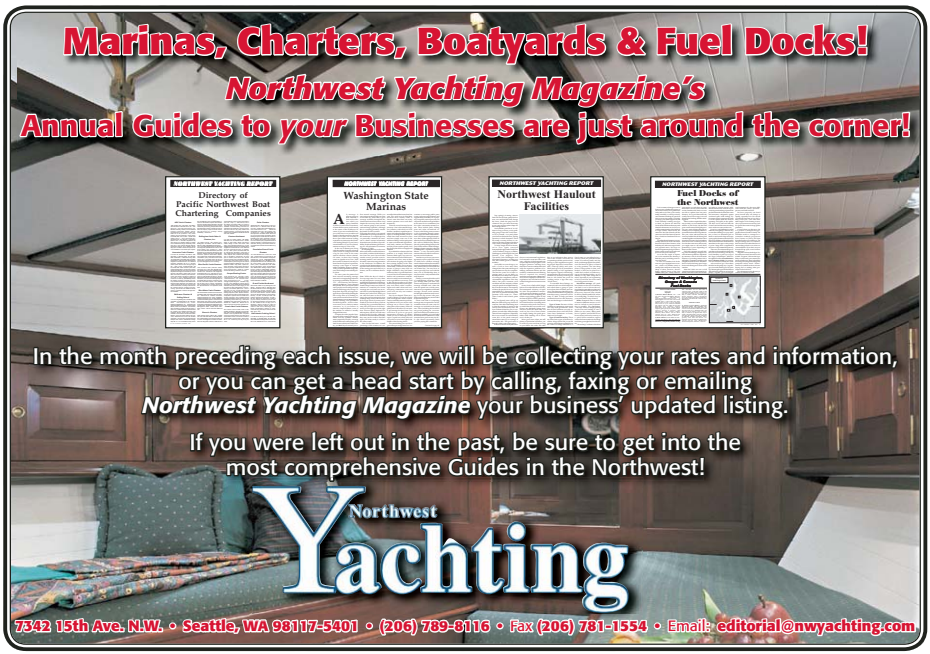
Graveyard of the Pacific

Two more lights, Carmanah and Pachena, stood out on the coast. Along with the Cape Beale and Sherington lighthouses, they formed part of the lifesaving trail that was established after a number of wrecks occurred on this rocky lee shore. Fog and storms, along with failures of dead reckoning, carried many ships onto the unforgiving shores. So many ships perished that the area became known as the "Graveyard of the Pacific." The ship that finally caused safety installations to be built was the *Valencia*. In 1906, she left San Francisco for Victoria, missed Juan the Fuca Strait in the fog and crashed ashore 10 miles north of Carmanah's light. Of 157 people aboard, 117 were lost.

Photo above - The Bamfield Marine Sciences Centre and the Rix Centre for Ocean Discoveries.

The loss of this ship became a great scandal because it took the *Valencia* some time to break apart while other ships stood nearby. They were unsuited to offer help and eventually steamed away leaving many passengers clinging to the Valencia's rigging while being pounded by waves coming all the way from Japan. The Canadian government was blamed for putting economy before humanity and having failed to establish a sufficient number of life-saving stations.

One contributing factor to shipwreck losses was that even if crew and passengers managed to get ashore—roaring seas often hurled and crushed humans against the brutal rocks—most perished from exposure, hunger and thirst as they were unable to wrestle through the



thickly forested terrain to reach help.

Eventually, the life-saving trail with huts, food and telegraph communications was established between Port Renfrew and Bamfield. Life-saving stations with self-righting, self-bailing lifeboats were installed. Today, that track is known as the West Coast Trail and scores of intrepid hikers from all over the world sign up each year to complete it. Access to the trail is limited to a certain number each day as a now somewhat wiser government wants to avoid the traffic jams.

All this history played through my mind when, about nine hours after leaving Sooke, we approached Cape Beale Lighthouse, which began operating in 1874, its tower and red-roofed buildings perched high on a cliff. Foamy waves broke on the façade and the reefs spilling out along the Point. Thinking back on the horror of those who perished here, I was grateful we were sailing on a calm, clear summer day and were able to listen to weather reports before departing.

The sky was a cerulean blue, the dazzling sun made the red-roofed, white buildings sparkle and Vancouver Island's snowcapped mountains created a stunning background. It was one of those scenes that makes you glad to be alive!

Bamfield

After traversing Trevor Channel, we entered Bamfield Inlet, our destination for the next nine days. It's a large harbor, flanked with buildings, houses and docks on both sides. Interestingly, you cannot drive or walk around the south end of the Inlet so you can only access the harbor's west side by boat. It's easy to anchor toward the Inlet's south end but sailboats should not venture beyond Burlo and Rance Islands: a 56-foot high powerline can easily catch their mast. Our air draft being 68 feet, we stayed north of Rance. The town's west side is home to an extensive boardwalk that flanks the water. Many of the houses can be reached only by crossing a small bridge that spans a ditch or the high-water edge.

Bamfield is a small town. According to postmistress Rose Janelle, who has lived here for 30 years, only about 150 people occupy Bamfield in the winter. "It's not like the old days," she said, "when I could practically walk across the Inlet, it was so full of seiners and gillnetters. Today we have mostly sport fishing. And the young people leave town to get work. Since they closed the Customs dock, we have fewer pleasure boats. Those people in Ottawa, they don't have a clue about life out here."

Despite its tiny size, the village has a remarkably multi-layered history. Originally settled by members of the Huu-ay-aht First Nation who lived, fished and hunted here for millennia, European settlers arrived in the 1850s.

The first European to put down roots was William Eddy Banfield, Indian agent and trader. The town and inlet are named after him. But sometime in the 1860s, a typo listed his name on a chart as Bamfield. Despite attempts at correction, the "m" stuck and the place has been known by this name ever since.

Bamfield has played a major role in world communications. In 1902, a telegraph cable was laid from

Photo right - The Bamfield "boardwalk" flanks the west side of the town.

Bamfield to Sydney, Australia—at 8,000 miles the longest cable in the world. Experts predicted that no transmission would take place: the electrical capacitance would be too great.

They were proven wrong. It was the time when Great Britain's huge empire showed their possessions in red on the globe's maps and wanted reliable ways of communicating in case of war. The cable—called the All Red Route—eventually linked Sydney, Auckland, Suva, Fanning, Bamfield, Vancouver, Montreal, Halifax and London. Laying this cable, which at times reached a depth of three-and-a-half miles, was a great engineering achievement and was accomplished after decades of bureaucratic wrangling. After adjustments, the initial transmission speed was 120 letters per minute, or 24 words. It reminded me of today's texting—even for those with flying thumbs.

R. Bruce Scott, who arrived from Sydney at the Bamfield station in 1920 and worked there as a cable operator until advancing technologies closed it down in 1959, described life in this far outpost in his book, *Gentlemen on Imperial Service—A Story of the Trans-Pacific Telecommunications Cable* (Sono Nis, 1994).

Scott explained why Bamfield was chosen: There were few rocks and the shore's slope was gradual; it was distant from man-made electrical disturbances that could interfere with transmission; and few ships were around to foul the cable with anchors. He describes the art-deco building that housed the cable operations and the Rattenbury-designed bachelor quarters looking like a great mansion (he's the architect who designed Victoria's Parliament). Scott wrote four other books about the region as well.

Photo above - The Bamfield Coast Guard Station.

The cable became especially important during World War II after the Italians destroyed the Mediterranean cables. Telegraphic traffic was routed from Asia through Bamfield and then across Canada to

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London. Just to show that software compatibility has always been a problem, the signals that traveled across submarine cables from Asia had to be translated into landline signals and then back again to cross the Atlantic cable.

The bachelor mansion was torn down (unfortunately), but the cable operation building still stands and has been transformed into the Bamfield Marine Sciences Centre (BMSC) run by a consortium of five western universities—Victoria, British Columbia, Simon Fraser, Calgary and Alberta. Scientists and students from around the world come to these pristine waters to study ocean life. School programs and guided tours are available and popular.

Music by the Sea

The BMSC is also home to the Rix Centre for Ocean Discoveries, a glass structure with a scallop-shell shaped roof that looks out over the Deer Islands, the Broken Group and the distant Vancouver Island mountains. The view is spectacular, almost mystical. This is where the Music by the Sea Festival is held and the main reason we came to Bamfield. We hoped the Festival's reputation for excellence was deserved and that it would combine two of our favorite activities: sailing and listening to great music.

Music by the Sea (MBTS) began in 2006. The concept for holding a music festival with ocean vistas had been a dream of composer, librettist, pianist and conductor Christopher Donison for more than two decades. Originally from BC, the effervescent former music director of the Shaw Festival in Ontario's Niagara-on-the-Lake had first-hand experience of how a majestic natural setting could enhance a musical experience. "Think of Aspen and Banff," he said, an artistic thatch of wavy white hair falling over his right ear. "They have a theme. The mountains are the elixir that attract artists and who become inspired. I dreamt of finding something similar on the ocean.

"I pined for the coast," he continued. So he eventually moved back to Victoria and his vision continued to bubble in his mind. He had an unambiguous idea of what is should be—a clear wall facing the Pacific—or at least water—where artists would find a powerful confluence with nature. He tested several locations: Port Renfrew and Saturna Island, but they didn't fit his exacting image.

One night, during a serendipitous pub dinner with architects Peter de Hoog and Lynn Gordon-Findlay, he once again described what he was searching for. "Well," said de Hoog, "we've just finished designing and building such a place. In Bamfield."

Donison was skeptical until he viewed the property. It was his dream come true: it offered the wall of glass, it looked out over Barkley Sound, its roof resembled a scallop shell, the acoustics were superb, it provided seating for about 140 people. An intimate setting with with an inspirational view. Of course, finding the venue was only the first step. Persuading skeptical Bamfielders to support the venture, working with the Marine Science Centre, raising funds, all these things took time and dedication. He called a friend with whom he'd worked at Banff, Bostonian pianist Marc Ryser and asked him to come

The Phillips family advertises the fact they host three artists during the Music by the Sea Festival.

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43	Catana 431	1998	$450,000	35	Beneteau First	1984	$49,900
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out and help—on his own nickel.

"I came," Ryser told me just after playing a beautiful, pure rendition of Mozart's Adagio in B minor. "We played three concerts in 2006. And I've come ever since. It's something I treasure every year. I believe wholeheartedly in Donison's vision for MBTS." Ryser now serves as the Festival's artistic advisor on chamber music.

Judith Phillips, a local artist who (with Heather Cooper) has just published an art book on the historical buildings and homes in Bamfield (order Judith@mascon.bc.ca), described her reaction to the idea of a music festival with international artists in this isolated fishing town. "We thought Donison was pie in the sky. It was such a wacky idea. In Bamfield? Who would perform? Who'd be the audience? But the man had a vision which has become a reality." Phillips and her husband Marc now offer a house they own as lodging for MBTS performers. "We're happy to do it," she continued. "These artists are young, fresh and charming. To hear the music wafting out of the house as they rehearse, it's just wonderful."

Seven years after the first MBTS launch, David and I attended nine of the 10 concerts held. The opening and closing of the festival are dramatic: the Bamfield Coast Guard Station starts the process with a canon blast. A lone trumpeter—Shawn Spicer in 2012—blows three, short, Donison-composed fanfares from a rowboat floating in Bamfield Inlet, interspersed with chimes from the Rix Centre balcony and Coast

Guard sirens.

Donison explained that this event, which he launched in 2006, has become the traditional beginning and end of the concert series. "I wrote it almost as a lark," he said. "I thought it would be a casual background bit while the audience continues to chat. Instead, everyone masses on the balcony, waits for the canon and trumpet. It's become the trademark."

David and I thought the entire week was a peak experience. We listened to Jacob Cordover, an Australian classical guitarist now living in Barcelona, and his wife, Kansas-born Laura Karney, who plays the oboe and English horn. We heard the Silver Birch String Quartet, from

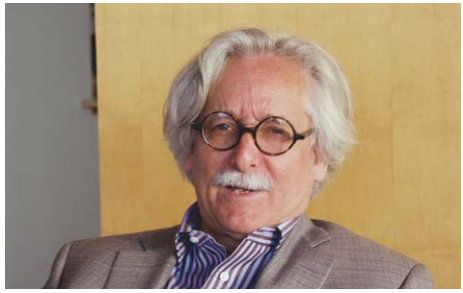

Photo above, right - Music by the Sea Executive Artistic Director Christopher Donison. Photo right - Cellist Alexandra Lee & violinist Geoff McCausland lunch at the Boardwalk Bistro.

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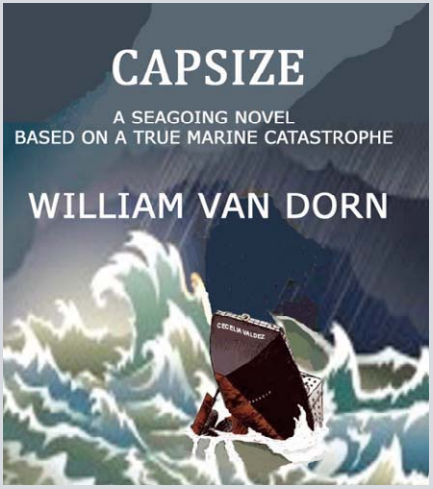

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Ontario, four young performers who played a variety of pieces by 18th, 19th and 20th century composers. The Zebra trio not only performed classical pieces, but they, along with Marc Ryser, had mentored three upcoming musicians from Toronto and Germany as part of the expanding educational purposes of MBTS.

Music ranged from Bach to the Beatles. Two of the festival's favorites were jazz pianist Chris Donnelly and clarinetist Kornel Wolak. Not only did they perform Gershwin's Rhapsody in Blue twice (once under blue lights at night and once a few days later—after the audience clamored for a repeat—with an azure sky behind them during daylight), but they also hammed it up while playing a Bach piece with clarinet and spoons, with Donnelly playing percussion with two soup spoons, using his hands, knees and wrists as drums.

And then there was the jazz. The Mike Allen Quartet, with piano, sax, base and drums played at every concert, with original compositions, songs from the Great American Songbook, Thelonious Monk, Cole Porter and John Coltrane. As they played, I noticed the audience's feet tapping, heads bopping, smiles creasing faces. Jess, a two-year old who'd just arrived on a 31-foot sailboat from Australia with his parents, slipped down from his mom's lap, took off his shoes and began an exuberant dance. To see the full program and a list of all performers and their bios, visit www.musicbythesea.ca.

Why should boaters come to this annual event? First, the music is outstanding and diverse. The artists, who in their usual performances walk onto the stage and then leave, work and play together here for a full week. New collaborations develop. Spontaneous performances take place. As Donison says, "we're a *company* of artists." That means that artists with a classical repertoire play jazz. That pieces written for one instrument are played on another, creating a whole new set of sounds and tones. The small venue allows the audience to experience the music intimately, without barriers. The audience and the performers talk with each other. And the whole is encompassed by an inspiring background. We saw Barkley Sound in all weathers—light, dark, sunny, foggy, rainy, but always beautiful—a true west coast experience.

Second, during this musical week, housing is in short supply in Bamfield. But boaters bring their own transportation and accommodations allowing for a larger audience. Third, the community is extremely friendly and welcoming. They support and are proud of their unique festival. When our windlass died and had to be replaced, not only were we offered help by other yachties, but Bamfield resident and delivery skipper Stephen Clarke helped install the new one. By the end of the week, we'd met many Bamfielders who were always ready to stop and chat.

Pianist Marc Ryser explained why he believes the festival works here. "Music really takes off when it's part of a community," he said. "Bamfield is a remarkable combination of musicians supported by an appreciative community in a special natural setting. The setting focuses both the audience and performers and dissolves the boundaries between them."

Retired Senator Pat Carney has supported the Festival since its inception. "There's nothing like it anywhere," she said. "The music is sublime, the setting superb. The artists are inspired and collaborate creatively. They stay with local families. We, the audience, sit 15 feet from the performers. It's intimate. We hear every note." NWY

Marianne Scott is an award-winning writer who has covered the marine scene for well over a dozen years and has been contributing to *Northwest Yachting* since 2001. She sails with her husband, David, on their yellow Hanse 411, *Beyond the Stars*, throughout Puget Sound and British Columbia.

Marianne is also the author of *Naturally Salty, Coastal Characters of the Pacific Northwest* and of *Ocean Alexander—the first 25 years.*

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