

6.5 Marine Cruising

6.5.1 Resource Assessment

Discussion

The marine cruising product encompasses a range of vessels, from large ocean going ships carrying hundreds of tourists to smaller boats carrying less than a dozen passengers. The focus of this resource evaluation is on smaller vessels with linkages to the Mid-Coast communities whose product is associated with wildlife and natural history, and culture. Small vessel cruising itself has several distinct segments:

1. The “Northwest Pocket Cruise” segment in which Alaskan or Washington-based operators cruise through Canadian waters enroute to other US based ports. Generally, these operators carry from 50 to 120 passengers and cruise BC waters before and after the main Alaska summer season.
2. The “Regional Pocket Cruise” has potential to link various ports to Vancouver and Victoria. Associated with linear marine tours.
3. The more conventional adventure/ecotourism marine cruising segment involving smaller ships, usually sailing vessels or motor yachts, and fewer passengers. Activity may be guided or unguided and can often involve camping as a secondary activity. Associated with linear or circle tours.
4. The mothership kayaking segment, which involves kayak touring based on a live-aboard vessel which transports the kayaks and passengers from destination to destination. This expands the range visitors can travel and allows for more luxurious amenities while decreasing land-based campsite needs/impacts and vulnerability to declining weather conditions. Associated with linear or circle tours.
5. There is an opportunity to provide circle pocket tours with stopovers in optimal areas, in gateway communities close to feature clusters including wildlife, for smaller motorized vessels. This is generally associated with circle tours.

Two types of marine cruise tours are discussed here:

- The *linear marine cruise* that goes from one port to another and culminates at different port from where it began. These are multi-day and include the "Regional Pocket Cruise" and the more conventional adventure/ecotourism large vessel marine cruise.
- The *circle marine cruise* that returns to the point of departure. This tour is more closely linked to smaller craft that can cover a great distance in a short period of time. Although the multi-day opportunities present themselves, shorter travel periods from a couple of hours to a day are optimal.

The success of a diverse regional pocket cruise requires:

- dramatic scenery and unique features;
- the assurance of wildlife viewing opportunities;
- the development of infrastructure (fueling, pump-out stations, fresh water supplies, etc.);
- agreement and coordination of marine/remote lodges -- suitable product for the lodges;

- community involvement; historical and cultural exposition, archaeological exhibition, lighthouse access and interpretation; and,
- linkages to other tourism products, such as air or bus circuit tours with a marine cruising component.

Table 6.5-1: Region SWOT Analysis for Marine Cruising

Strength	Sportfishing, range of remoteness, scenery, high value features including wildlife and natural features, culture, presence of lodges, lighthouses, remote communities and tourism infrastructure.
Weakness	High precipitation. Inner coast - great distances between outstanding features and communities. Lack of organized tourism related activities in a number of communities (e.g. cultural interpretation shows) and lack of infrastructure including availability of holding tank pump-out stations, high costs to develop infrastructure. Insects during some parts of the year. High tidal variances are a hazard for cruisers lacking local knowledge. There are no areas that provide assured whale, orca or bear sightings.
Opportunity	Development infrastructures, support products to pocket cruises, cultural and historical exposition. Linkages to on-shore commercial businesses, including tours/ interpretation.
Threats	Forest harvesting (with visual and environmental concerns), land use uncertainties, lack of community support, liquid and garbage waste disposal, contamination of anchorage sites and shellfish beds/aquaculture.

Marine Cruises and the Mid Coast

The Mid-Coast is extensive and offers the scenic quality, the unique geographic features, the possibility for observing wildlife and the opportunity for cultural/heritage interpretation necessary for a successful Marine cruise product. Communities such as Bella Bella, Ocean Falls, Shearwater, Dawsons Landing and Bella Coola offer the required amenities and provide access to optimal areas. A discussion of the Mid Coast linking the units with the *type* of marine cruise provides an overview of the opportunities.

A summary of the Mid Coast as it relates to a successful marine cruise product is as follows.

- Dramatic scenery and unique features: The Mid Coast has the dramatic landscapes of Burke and Dean Inlets, Fiordland Recreation Area, Oweekeno Lake, Elerslie Lake, Roscoe Inlet and the lakes within Princess Royal. The landscape of the outer coast with the many islands, bays, lagoons and inlets manifests an air of mystery.
- Assurance of wildlife viewing opportunities: The Mid Coast coastline has areas where wildlife are common but sightings are not assured.
- Development of infrastructure (fueling, pump-out stations, fresh water supplies, etc.): There are a number of marinas and communities along the outer coast.
- Agreement and coordination of marine /remote lodges: There are numerous lodges focused on sportfishing. An opportunity can present itself to have a lodge tour or for lodges to provide scenic or interpretive circle tours.
- Community involvement (historical and cultural exposition, archaeological exhibition, lighthouse access and interpretation): The Mid Coast has a rich but visually subtle history. Opportunities exist that may

benefit both native and non-native communities. There are, however, few lighthouses and existing former canneries.

- Linkages to other tourism products, such as air or bus circuit tours with a marine cruising component: Bella Coola has a suitable road tour product. An opportunity may exist to link Ocean Falls to Roscoe Inlet and between Bella Coola and South Bentinck (the "Big Tree" tour). A boat can link this road tour to Tallheo Hotsprings with a return to Bella Coola.

By virtue of distance and features, there appear to be more opportunities for marine cruise development on the outer coast. Bella Coola is situated much further inland than the other communities of the Mid Coast, at the east end of North Bentinck Arm. A boat travelling from Bella Coola is required to travel considerable distance to attractions like Sir Alexander Mackenzie Park or the Eucott Hot Springs. Furthermore, a smaller, faster boat is required in order to make the return trip in a half day. A local tourism operator has pointed out that boats should generally return to Bella Coola by 11:00 am, in order to avoid winds from the Burke Channel - this, too, points to the need for fast boats. There are some closer attractions, however, such as the Tallio Cannery or the Tallio hotsprings that could be destinations for a day trip from Bella Coola.

On the outer Mid Coast, there are shorter travel distances to the many coastal attractions, and boats can generally hug the shoreline. Thus smaller or larger boats can be used to provide marine cruises. The shoreline of the Mid Coast is a beautiful and mystical place, however a marine cruise should intersperse shoreline viewing with some points of interest - historical, wildlife or cultural - to develop a really good marine product.

Most suitable landscape for a circle cruise

- Vicinity of Bella Bella: Distinguished by over 4,000 square kilometers of islands. The scenery is dominated by an expanse of green on extensive low elevation slopes and rocky shoreline. The scenery is repeatable but interesting features such as the numerous islands, lagoons, reversing tidal rapids, beaches, tombolos, intricate network of coves, inlets, and channels, comprise the nooks and crannies of the coast deepen the mystery and heighten the interest. With care, seal haul outs, bird rookeries, and assured marine mammal sightings further enhance a tour product. The communities of Bella Bella and Shearwater provide a variety of services and are close to the optimal features. A short two-hour run is feasible. Access to inside and open waters offer different options during windy days. Kayak motherships provide overnight opportunities for the many kayakers venturing in the region.
- Less suitable are Swindle and Prince Islands: The distance of optimal features on the west coast from Klemtu and Bella Bella require time to access. Suitable for long day or multi-day cruises in conjunction with Laredo Inlet.
- Spiller / Ocean Falls is close to the community of Bella Bella and Ocean Falls. Spiller Channel is a medium length channel that leads to Ellerslie Lake, a large lake ringed by towering mountains, high granite bluffs and sandy beaches (a separate cruise would be required to enjoy the beauty of this large lake). The lake is separated from the ocean by a short waterfall that may allow a small boat to be hauled over. Ocean Falls is a community that has considerable interpretative qualities to be linked to a circle tour from Bella Bella or as part of a linear cruise between Bella Bella and Bella Coola.

- Roscoe Inlet is a small fiord with very high scenic, historical and natural values and is a short distance from a community (Bella Bella). It is highly suitable for a circle cruise from Bella Bella and there is an opportunity to link the cruise to a road tour to Ocean Falls and to nature and cultural interpretation. Large trees amongst old growth provides an opportunity for a canopy walk.
- Namu / Dawsons Landing: Between Namu and Dawsons Landing are opportunities for the exploration of bays in which to shelter, the potential observation of grizzly bears in Koeve River, and the mystery of Fish Egg Inlet and Elizabeth Lagoon. Islands groupings at the mouth of Rivers Inlet can be easily discovered. The village of Namu offers a wide range of services and provides interpretive opportunities for both the First Nations and the canneries. This area is only suitable for a long day or multi-day cruise from Bella Bella or Rivers Inlet.
- The Smith area includes the open seas, rugged shores and beaches of Cape Caution to the south and the long narrow inlets and rocky shores of Smith Sound. Grey whales are known to frequent the waters off Cape Caution. On a fast boat, this is a half day opportunity from Rivers Inlet. Bella Coola to Tallheo Hotsprings offers a short circle tour linked the hotsprings and First Nations interpretation. Former longhouse site

Extensive multi-day or long day circle tours

- Fiordland -Roderick is an area renowned for the towering mountains and high, steep cliffs, particularly within Fiordland Provincial Park. The cliffs extend to parts of Roderick, Pooley and Dowager Islands. Many sections are a distance from the communities of Bella Bella and Klemtu. Multi-day opportunities suited for the kayak mothership product.
- Oweekeno Lake is a long scenic lake flanked by steep slopes. A hotspring is situated at Shewahant River on the north end. A trip to the hotsprings (limited development) requires the vessel be for lake use only and be linked to 4 wheel drive. The river valleys such as the Chuckwalla, the Kilbella have high wildlife values with an emphasis on elk. These valleys can provide a short circle tour from Oweekeno or Dawson's Landing. Timber harvesting has affected the visuals in these valleys as it has the upper Oweekeno Lake. There is a high potential for grizzly viewing close to Oweekeno. The Rivers Inlet lodges can take advantage of these opportunities.

Linear marine cruises

- Smith provides opportunities for one form of linear marine cruise. This is linked to long range travel from the south. All these vessels will pass outside or will enter Smith Sound. There are a number of anchorage, the best known are Jones Cove, Takush Harbour, Anchor Bight within Smith Inlet and Milbrook Cove (and the site of an old cannery) to the northwest. These are important anchorages for those cruising past Cape Caution.
- The Dean Channel and Burke -Bentinck Channels are surrounded by towering mountain ranges with rock outcroppings and bluffs that slope directly into the channel. The outcomes are highly scenic channels suitable for linear tours. The Dean and South Bentinck have hotsprings that are suitable for a "hotspring" marine cruise (limited numbers of bathers in the hotsprings). These channels link Bella Coola to other communities including Bella Bella.

- The west coast of Princess Royal Island is best suited for the linear cruise or multi-day circle tour. Dominated by low to mid-elevation mountains, deep inlets and rocky shores, the scenery is repeatable elsewhere. The section is distant from any communities. The cruise ships pass through Laredo Channel on their way to Alaska. Circle cruise opportunities may be linked to the lodges.
- Butedale to Laredo Inlet and the Inside Passage are very scenic. The Inside passage is characterized by an extensive carpet of green forest on steep slopes. There are few bays. One such place, Butedale, was a large cannery that closed in the 1950s but was still maintained until the late 1980s. Today it is semi-abandoned with the remaining buildings in various states of disrepair. Butedale is best reached from the community of Hartley Bay. Laredo Inlet has a diverse landscape with a wide range of relief and steepness of slope. It contains eight identified anchorages. Kermode bear sightings although rare, are highly desired. Multi-day circle tour opportunities can be linked to Laredo Inlet. Linear cruises are linked to the protected waters of the Inside Passage.

The marine cruise can be linked to the culture and heritage of the region through interpretation and awareness building. The Heiltsuk, Kitasoo, Nuxalk and Owekeeno First Nations people have historically derived their sustenance from the bounty the land and the rich marine resources. The richness of the land allowed time for arts and ritual. The First Nations continued presence as a people and the subtle historical evidence of their past heightens the feeling of mystery and wonder for the recreationist along the coastline. Later migrations of people include Alexander Mackenzie who reached the Pacific Ocean in 1793. His arrival to the Pacific shore was preceded by explorers in ships trading for furs. Later migrations included those who arrived to exploit and process the natural resources. Evidence can be seen in abandoned canneries, settlements and timber harvesting.

6.5.2 Market, Economic and Social Assessment of Marine Cruising

Competition

A review of the recently updated tourism operator database for the Mid Coast shows that there are over 50 operators who offer saltwater or freshwater charters on or near the Mid Coast. However, in almost all cases, marine charters are provided as a secondary activity to fishing, or lodge stays. In the Mid Coast region, there appears to be few, or no, operators who offer exclusively a marine tour product.

Elsewhere on the BC Coast, there are many marine cruise operators, and the competition is stiff. Key pocket cruise areas on the West Coast are Vancouver Island, the Kitlope on the North Coast, the Haida Gwaii and the Alaska Panhandle. The Mid Coast has features that could support a variety of marine cruises of short or longer duration, but this sector of tourism has not yet been developed.

Market Demand

Pocket marine cruises represent a promising tourism development opportunity, particularly for the outer coast. Pocket cruise vessels are small, and generally used for tours with an educational or sightseeing focus. These cruises emphasize wildlife, history, cultures and hot springs and are best marketed to travellers seeking the adventure cruise or yacht-like luxury cruise niche.

The dramatic growth of the Alaskan cruise industry in the past decade has heightened interest in the BC Coast, both in the domestic and international markets. The attractions and unique qualities of the coast have also been put under the spotlight through the media and internet campaigns for the Great Bear Rainforest by environmental interests such as the Sierra Club. While this poses challenges for the logging industry, such attention can be regarded as a benefit to tourism.

A 1995 survey carried out in seven major cities of North America shows that there is a significant market demand for a product that combines nature, adventure and culture within BC or Alberta. For these cities alone, it was estimated that potential demand for such a product ranges between 1.6 to 3.2 million visitors. The segment of this market that would be drawn to a pocket-type marine cruise is that which is more well-traveled, and in a mid-to-high income bracket. Those most likely to seek a pocket marine cruise are generally younger than travellers who frequents the major cruise ships, and generally seek new and interesting ports-of-call and experiences.

Another government survey carried out by telephone in California, Washington and British Columbia in 1990 showed that more than half the respondents have an interest in small ship cruising in BC. Based on the survey results in 1990, it was estimated at the time that there was a market of 4.9 million passengers for such an experience and a high potential for small ship cruising in BC. This number has likely increased during the past decade, as British Columbia's international profile grows. These travellers are willing to pay a premium for the kind of wilderness and learning experience that can be provided by a pocket cruise. Some key market characteristics identified in this survey are as follows.

- Over 90 percent of the market were from California and Washington, compared with 9 percent from BC. This points to the strong international appeal of cruise ship tours.
- The itinerary and destination are more important than the ship features, although comfort and fine dining are important ship features.
- The greatest interest lies in observing scenery and wildlife, participating in outdoor activities and seeing many ports-of-call.

The aging of the Baby Boom generation coupled with a corresponding increase in disposable income will continue to fuel the growing market for pocket cruises, which mixes the elements of wilderness experience, learning, low stress activities, and comfort.

Land Use Impacts and Issues for Marine Cruising

Existing Recreation Uses

Marine cruising can be a complement to other recreation uses, such as kayaking, fishing or lodge accommodation. It is generally compatible with all other tourism and recreation activities on the Mid Coast, both current and planned.

Other Land Uses

Like ocean kayaking, marine cruising could conflict with First Nations traditional use, and forestry use. With unlimited access to shoreline, cruise operators need to be educated about and respectful of historical and traditional use sites. This means prior consultation with local communities before establishing a route.

Visual quality is also an important consideration. Harvesting carried out within view of the shoreline or at overnight usage areas must be planned to preserve the sight lines, or shoreline recreational use will be negatively affected. Good communication must therefore be sustained between forestry and tourism operators.

Community Use or Planning

Same as ocean kayaking.

Local Employment Impact

A frequent criticism of the Alaskan cruise ship industry is that very little economic activity is generated locally, as all the vessels are foreign owned and crewed. Supplies are purchased in Vancouver or outside of their area of operation. One of the greatest appeals of a locally-based pocket cruise industry is the potential for direct, local economic benefits.

Cruise operations generate employment on board, at the point where the vessel takes on supplies, and possibly at the ports-of-call. Depending on the size of the operation, a locally-based pocket cruise would generate both direct and indirect employment on the Mid Coast. Direct employment would be that related to the operation - crew, guide, marketing/booking representative. Indirect employment and earnings would be generated in obtaining supplies and services for the ship, as well as maintenance, repairs, etc. Employment would be largely during the summer months.

Regulatory or Crown Tenure Requirements

No tenure is required if a ship is only anchoring, and no one is going ashore. However, if a pocket cruise itinerary makes frequent use of a specific area of Crown land as part of its tour (i.e., passengers are going ashore), then a permit or tenure from BC Assets and Land Corporation will be required.

The Department of Fisheries and Oceans has brought in new regulations for touring vessels that are over 5 tonnes or 8.5 meters in length. Existing vessels of this size or larger engaged in tourism activities may need to undergo upgrading and operators may be required to undertake specific training.

Level of Community Support

Same as ocean kayaking.

Infrastructure Requirements

The primary investment is a boat suitable for marine viewing. The boat can range in size, although smaller boats (28 or 32 feet in length) are fastest. Aluminum or fibreglass-hulled transport boats with passenger seats are suitable, as are fishing boats (possibly retrofitted to accommodate passengers). For tours that may involve an overnight stay, a boat with a cabin is desirable. However, in some cases boats with cabins are not necessarily the most suitable for viewing.

Land-based amenities such as docks or berthing facilities are already available in the various communities of the Mid Coast. Construction of these amenities may be required at undeveloped landing sites. An alternative is a series of mooring buoys and a pulley system for bring boats ashore.

Capital Requirements

The required initial investment for a marine cruise vessel varies according to ship size and features. Where there is already a boat available (e.g., fishing boat), some expenditure may be required for upgrades or conversion to a tour boat. Where a new boat must be purchased, capital requirements are relatively high.

Table 6.5-2 analyses each geographical unit using resource, market, economic and social criteria. The rationale for the boundaries of these geographic units is discussed in Section 5.2 of this report. Areas with the highest potential for the Marine Cruise Product have been identified as *polygons* on the map and are described in Table 6.5-3.

Table 6.5-2: PRODUCT ANALYSIS TABLE: MARINE CRUISING

Unit Name/Number		Outer Coast (1)	Fiords & Lakes(2)	Channels (3)	Oweekeno Lake (4)	Princess Royal Island (6)
Resource Criteria						
Uniqueness of Key Features	Setting	High	High	High	Medium	High
	Scenic landscapes	Medium	High	High	High	High
	Wildlife uniqueness /assured sightings	High/Medium	Medium/Low	High/Low	High/Low	High/Low
Supportive Resources	Anchorage	Medium	Low	Low	Low	Medium
	Significant features	Medium	High	High	High (Hotspring)	Medium
	Post contact historical evidence	Medium	Low	Low	Low	Medium
	Physical evidence of First Nations	Medium	Medium	Low	Medium	Low
Existence of Supportive Infrastructure		Medium	Medium	Low	Low	Medium
Associated Products		Nature Observation, Destination Lodges, Culture/Heritage, Ocean Kayaking				
Significance of Associated Products		High	High	High	High	High
Access to Sub Unit Area		High	High	High	High	High
Access from Staging Area to Resource		High	Medium	Medium	Medium	Medium
Prime Season		Late Spring to Fall	Late Spring to Fall	Late Spring to Fall	Late Spring to Fall	Late Spring to Fall

Mid Coast Tourism Opportunity Strategy

Resource Discussion	<ul style="list-style-type: none"> - Bella Bella is well situated as a staging area for circle tours. Proximity to features and opportunities to enter different areas in response to the winds. - Cruises between Rivers Inlet, Koeye Namu and Bella Bella provide an extensive linear tour allow for opportunities. 	<ul style="list-style-type: none"> - Fiordland contains some of the most scenic landscapes of the coast. Suitable for multi-day pocket cruise. - Scenic Roscoe Inlet provides an opportunity for heritage and nature observation. - Possible link to Ocean Falls by road. 	Dean and Burke Channels are very scenic. The Dean includes Ocean Falls, hotsprings, and historical plaque. Linear route between Bella Bella and Bella Coola. Long distances limit circle tours to Tallheo Hot spring from Bella Coola.	<ul style="list-style-type: none"> - Oweekeno Lake requires a separate vessel. A visit to the hot spring requires road transport. - A short cruise between Rivers Inlet to Oweekeno link to nature observation including a visit to the adjoining valleys. - Timber harvesting has impacted scenic values in many areas. 	The east side of Princess Royal is scenic but contains few diversions other than Butedale. Laredo Inlet has the highest cruise opportunity with the possibility of observing a Kermode bear and the availability of 8 anchorages.
Communities Most Able to Benefit	Bella Bella, Klemtu, Shearwater, Dawsons Landing	Bella Bella, Shearwater, Ocean Falls	Bella Coola, Bella Bella, Ocean Falls, Namu	Rivers Inlet, Oweekeno	Klemtu, Hartley Bay

Market, Economic and Social Criteria						
Unit Name/Number	Outer Coast (1)	Fjords & Lakes(2)	Channels (3)	Oweekeno Lake (4)	Pr. Royal Isalnd (6)	
Level of Competition	<ul style="list-style-type: none"> - regional: low to medium - most marine cruises part of another tourism package - provincial: high - international: medium 					
Market Demand Potential	- BC, regional US and international: high					
Impact/Conflict	Existing Recreation Use	Medium	Low	Low	Low	Low
	Other Land Uses	<ul style="list-style-type: none"> - Medium to high regarding First Nations cultural sites - Low to medium regarding forestry 	<ul style="list-style-type: none"> - Medium to high regarding First Nations cultural sites - Low to medium regarding forestry 	<ul style="list-style-type: none"> - Medium to high regarding First Nations cultural sites - Low to medium regarding forestry 	<ul style="list-style-type: none"> - Medium to high regarding First Nations cultural sites - Low to medium regarding forestry 	<ul style="list-style-type: none"> - Medium to high regarding First Nations cultural sites - Low to medium regarding forestry
	Community Use or Plans	<ul style="list-style-type: none"> - fits with local tourism development initiatives of the Heiltsuk - Kitsoo: unknown - Oweekeno: unknown 	<ul style="list-style-type: none"> - fits with local tourism development initiatives of the Heiltsuk - Ocean Falls and Kitsoo: unknown 	<ul style="list-style-type: none"> - fits with local tourism development initiatives of the Heiltsuk 	<ul style="list-style-type: none"> - Oweekeno: unknown 	<ul style="list-style-type: none"> - Kitsoo: unknown
Local Employment Impacts	Low to medium - crew, guide, marketing/booking rep; indirect employment in supplies, services, repairs, etc.					
Regulatory or Crown Tenure Requirements	<ul style="list-style-type: none"> - no tenure required if just anchoring - tenure or permit may be required if pocket cruise frequently utilizes specific area (e.g., hot springs) - new DFO regulations for ships 8.5 meters or larger 					
Level of Community Support	<ul style="list-style-type: none"> - positive support by Heiltsuk if initiative is locally based - Kitsoo - unknown - Oweekeno - unknown 	<ul style="list-style-type: none"> - positive support if initiative is locally based 	<ul style="list-style-type: none"> - positive support by Heiltsuk if initiative is locally based - Kitsoo - unknown - Oweekeno - unknown 	<ul style="list-style-type: none"> - unknown 	<ul style="list-style-type: none"> - unknown 	
Infrastructure Requirements	- purchase of new boats, or upgrade of existing; where docks/berths unavailable, these may need to be constructed, or mooring buoys and pulley system for boats					
General Capital Requirements	- Medium to high					
POLYGONS EXHIBITING HIGHEST POTENTIAL	3,4	2			1	

Refer to Table 6.1-1 for definition of foregoing criteria. The highest potential polygons are described as follows.

Table 6.5-3: Descriptions of Highest Potential Polygons for the Marine Cruising Product

Polygon Number	Description of Polygon
1	Focus: Laredo Inlet Staging Area: Klemtu The high interest in the “Great Bear Rainforest” may inspire tourists to view Laredo Inlet and the possibility of seeing a Kermode bear. The cruise will bring tourists through narrow passages from Klemtu to relative shelter and cobble beach of Kitasu Bay and into the varied landscape of Laredo Inlet. Anchorages within the inlet provide overnight opportunities. Marine Cruising associated product: Ocean kayaking (and mothership opportunities), hiking, Nature Observation, Cultural Heritage Interpretation.
2	Focus: Fiordland Recreation Areas and Roderick Island Staging Area: Klemtu Circle cruise from Kemtu along the Inside Passage to Fiordland provides the recreationist with a variety of settings from narrow channels to deep cliff flanked fiords. Marine Cruising associated product: Ocean kayaking (and mothership opportunities), hiking, Nature Observation, Cultural Heritage Interpretation.
3	Focus: Outercoast in the vicinity of Bella Bella including Roscoe Inlet and Codville Lagoon. Staging Area: Bella Bella From the fiord setting of Roscoe Inlet, with high cliffs and very high First Nations values to the rich waters of Fitz Hugh sound and the Codville Lagoon to the rugged and mysterious coastlines of the outer coast (and the subtle First Nations values); there are a variety of circle tours that a marine cruise can undertake. Potential for viewing marine mammals. Marine Cruising associated product: Ocean kayaking (and mothership opportunities), hiking, Nature Observation, Cultural Heritage Interpretation.
4	Focus: Fitz Hugh Sound- from Koeve River to Rivers Inlet Staging Area: Dawsons Landing A cruise can link the potential grizzly viewing of the Koeve, to the mysterious Fish Egg Inlet and Lagoon to the islands at the mouth of Rivers Inlet. A changing and natural landscape. Marine Cruising associated product: Ocean kayaking (and mothership opportunities), hiking, Nature Observation, Cultural Heritage Interpretation.



Shearwater Marina: photo by Warren Fox