

Sea Dreamer Cruise 2017

After a few minor problems we are finally leaving Coos Bay. We are all packed up and ready to drive to Portland tomorrow. We will spend a night in a hotel and get an early start on Monday for the boat yard. We need to meet a ferry at Port Townsend and get to Anacortes by 1700 (5:00pm) before they close the boat yard gates.

We will work on the boat, and provision, during the week and hopefully be ready to launch on Monday the 19th. We are expecting a good summer and I will take lots of pictures and maybe some videos. I will try to do a quick update from the boat yard before we launch.



"2017 CRUISE of the "SeaDreamer"

P/C Michael Gibbons, JN michaelg@seadreamer.net

Sorry this is so long, when I started I didn't know what I was going to talk about.

It's been a hard trip. Water damage from the winter took up a lot of time. We spent most of it in Garrison Bay, our favorite location so at least that was good. There are several hiking trails so we got some good exercise while we were there.

We spent July 4th there but didn't see any fireworks. By then we were running out of water and needed a few groceries so we went to Friday Harbor. I got a prescription filled that I needed and I have been having problems with an ingrown toenail so I found some bandages that help. Everything in Friday Harbor is uphill so we got some good exercise there also. The main reason for the trip was to get more Bondo for the aft hatch.

We topped up the water and returned to Garrison Bay to finish the hatch. I filled in all the missing wood then flooded the hatch with epoxy resin to level and fill. It came out pretty good. I will make a paper pattern and cut a piece of paneling to cover everything next winter. Karen is making a cover for the whole aft hatch including the doors so we shouldn't have any more water issues with it.

By the time we finished all that we needed some travel time and a change of scenery. Prevost harbor on the north side of Stuart Island is a good anchorage in a state park with a dock to get Finnegan ashore so we headed that way. There are several ways to get there so naturally I picked the most difficult. It is also the most scenic and really not that difficult. We passed between the east end of Stuart Island and the west end of Johns Island. It is a twisting channel and can be tricky when the tide is running and to top it off you have to pass over a reef some of which sticks out of the water. Choosing the right time makes it a piece of cake. Prevost harbor was a huge disappointment. Nothing wrong with the harbor but it was peak camping season. I can't see what is so attractive about being jammed in with a bunch of other campers, and sleeping in a tent on the ground. In any case we just stayed one night then left for Fossil Bay on Sucia Island.

Sucia Island was purchased by a consortium of yacht clubs in Washington state and donated to the state for use as a marine state park. There are several locations to anchor or moor and the whole island is covered with different walking and biking trails, yes people actually carry bicycles on their boat and get them ashore in dinghies. Some people, right?

We like Fossil Bay and took a mooring buoy. Fossil Bay is a delightful harbor with two rows of mooring buoys down the length of it. It is possible to anchor if you didn't want a buoy. The trails are great and range from easy to easier. My favorite! We were planning to stay the full three days allowed by the park service but on the morning of the third day I checked the water tanks and found them empty. I had just checked the day we got there and we had 10" in the tank. That equals about 75 gallons of water and should have lasted for at least a week.

We dropped the mooring and left to search for water.

That's not true, we left for Fisherman's Bay, a place we had been in and out of at least twenty times. In the past we had left our car there stored in the boatyard and used it as our base. This year we left the car in Anacortes to make it easier for Karen to visit her brother without having to worry about catching the ferry. In any case Fisherman's Bay was the easiest to get to for water. I went in and tried to dock the boat. The key word there was "tried". I had the wind and current against each other and both against me. It was the worst docking attempt I have ever seen and I have seen plenty. I finally got in by backing in with the wrong side of the boat against the dock. I was glad when it was over.

I couldn't tell what had happened to our water without refilling the tanks and looking for the leak. It didn't take long to find. After I turned on the water pump there was water squirting out a broken hose in the engine room. It was an easy fix, just replace that piece of hose. The hose that ruptured was an piece of black rubber hose, origin unknown and too old for the water pressure.

We had reserved a slip in Anacortes for the 24th so we had a few days to kill. Blind Bay on Shaw Island was as good a spot as any. It is a ferry terminal and has small boat docks and a general store. All of the rest of the island is private property so there isn't much to do except take Finnegan ashore and eat ice cream at the store. We went in to get two cones and a loaf of bread and left \$16 poorer. I don't have to worry about my diet at those prices.

About half a mile across the channel there is the Orcas Island ferry terminal. It is the only ferry terminal on the island and is very busy. We took the dinghy across to visit while we were at Blind Bay. There are several stores and an ice cream shop. I managed to resist.

There was a nice park with plenty of people enjoying the sunshine and waiting for the ferry.

We are now in Anacortes with a shopping list as long as my arm, it's off to Mt. Vernon tomorrow to open a vein at Walmart.

Even with problems this is a great way to spend the summer. After this it is off to Canada to hopefully visit friends and spend some quality time afloat.

It would be nice to hear from some of you, hint hint.

Photos <http://imgur.com/a/UYA0f>

Cheers, Michael



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2



WHISTLER



2017 CRUISE of the "SeaDreamer"- last update

Sometimes life isn't fair. We were on our way to Nanaimo in Canada, we had spent a few days in Winter Cove waiting for the wind to die off. We left Winter Cove bound for Montague Harbor, the port engine was slow to start but started and ran as usual. Our timing was good and we got a mooring buoy with several to pick from. If you are too late you have to anchor in 40 feet of water, not a safe bet.

That evening I thought I would have a look at that engine, turned the key and nothing. Just a click from the solenoid nothing from the starter. I thought it was probably the battery or the wiring. I spent several hours in the engine room and never got a squeak from the starter.

That pretty much ended our summer. Lucky for us we had stopped by the boatyard and convinced them to store our boat again this year. I called them and they found a place to put us. I will leave it in their capable hands for the winter.

A boatyard is the last good place a backyard mechanic can practice their trade. Very few boats are computerized like cars are. A good mechanic can do anything. On one boat that I know of they will fix a broken starter and replace a failing windlass and in the spring will paint the bottom and change all the zincs. All it takes are piles of money, I can hardly wait for that.

We will leave here on Tuesday and drive straight through, who can afford hotels anymore?

Michael

I got some video of Boat Passage that I will post as soon as I figure out how.

This is Boat Passage in Winter Cove. One on an outgoing tide and one on an incoming. It gets pretty hairy.

<https://youtu.be/u5-sQLyd1P0>

<https://youtu.be/R8f0W98ReCM>



4

Video explanation

Aug 18 at 7:41 AM

It looks like most of you could see the videos. The water movement is caused by the tide. In this area there is about a nine foot difference between high and low tide.

In a narrow passage as in the videos the current can vary from none to about 6 knots. The tide in the northwest has two highs and two lows every day, meaning that a lot of water passes through an area like this and changes direction four times a day. Sea Dreamer cruises at about 6 knots so I would have a hard time getting through. Like most things timing is everything, getting to a pass between tides when the water is slack is sometimes critical.

Youtube worked OK but I am still looking for an alternative. If anyone knows a better service let me know.

Michael



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[Top of page](#) [Cruising page](#) [Whistler index page](#)

Close