



Cruising with Sea Dreamer 2004

2004 San Juan Trip

This is the first part of the log of the 2004 Sea Dreamer cruise to the San Juan Islands and Vancouver Island Canada by LIC Mike Gibbons, JN.

Sea Dreamer is a 40 foot trawler type yacht with twin diesel engines. She carries 400 gallons of fuel and 200 gallons of fresh water. Cruising speed is 7.5 knots with a top speed of about 10 knots. At 7 knots I burn 3.8 gallons per hour in calm water.

Hans Arnold and I got underway from Coos Bay OR on the 23rd of May at 0920. The departure was timed to avoid crossing the bar on an ebb tide. On the way out the Coast Guard was calling several small boats but I didn't know why. The bar was choppy but no problem, I found out later that it was closed to thirty feet and under. Guess I should have checked.

Once out we made good time with nothing noteworthy except it was a rough passage due to a westerly cross swell running. The max swell was about eight feet and it was a lumpy trip. We didn't have any rain or other adverse conditions. Night fell with depressing regularity and fortunately nothing of any interest happened all night. Just before sunrise we fell in with about 25 fishing boats just south of the Columbia river and had to take some evasive maneuvers but had no problems. Night travel at sea is mostly a radar watch, sometimes you can see a contact on radar and never see lights and at other times you can see lights and never get a radar contact. My radar is good at 4 miles, very good at 2 miles and will pick up land at 16 miles.

We pushed on to Grays Harbor and arrived about noon. The first stop was the fuel dock where we took on 243.3 gallons at \$1.68 plus 8% sales tax for a total bill of \$447.41. After the initial shock wore off we moved over to the transit dock to spend the night. Strong winds were predicted for Monday afternoon so we wanted to wait them out.

Tuesday May 25, 2004

Underway at 0630. Crossing the bar was not too bad, 3 to 5 foot steep chop no breakers. Once out the sea settled down some but was still rough. The wind was out of the WNW with a confused swell running. Toward evening it smoothed some but you still had to hang on all the time. It was a very tiring trip.

A Coast Guard Frigate followed us for several hours just out of Grays Harbor but never did anything. I thought they would stop and board us but I guess we looked innocent enough. We made a ten degree course change and it carried on straight so we gradually lost it. We traveled all night without too much excitement. We rounded Cape Flattery at about 2330 and headed down the straits of Juan de Fuca.

Wednesday May 26, 2004

The weather didn't improve much until we arrived at the eastern end of the straits. We made good time though and arrived at Port Townsend about noon. On the way we were approached by a Naval Vessel escorting a submarine and asked if we could speed up some so they could make the turn into Hood Canal. I said I could only do 8 knots but by the time I finished with them I was out of the way.

Moonage at Port Townsend with electric was \$35.50 for the night. In future I can come in for up to 4 hours for a \$5.00 fee. That should be enough time to pick up somebody, get water, and maybe shop or do laundry. Hans wanted fish & chips so we went over to a little hole in the wall he liked and ate lunch. Hennie, Hans's wife, arrived about 1700 and after a short rest we went to Safeway for some supplies. Early to bed and up to cross the straits before it gets rough. The wind usually

begins to blow in the afternoon from the west. It is about 25 miles from Port Townsend to Cattle Pass the southern entrance to the San Juan Islands. The currents through Admiralty Inlet and Cattle Pass can be strong so my crossings are timed to avoid the wind and take advantage of

favorable currents.

Thursday May 27, 2004

Underway by 0630 to get across before the wind kicks up. The crossing was uneventful, just the way I like it. We entered Cattle Pass about 1030 and cruised through Griffin Bay and up San Juan Channel. We passed through Friday Harbor but did not stop. It wasn't very crowded this time of year.

We went on to Roche Harbor and dropped anchor about 1330. We took a short nap and then launched the dinghy to mount the engine. It had been raining off and on all day and continued to do so. We managed to get ashore for a little walk around between rain showers. Hennie enjoyed the old photographs in the restaurant and hotel. We returned to the boat about 1700 where I cooked some fish for dinner.

We enjoyed a quiet evening aboard. Roche Harbor is an old limestone quarry that has been converted to a resort. They have a very large marina, hotel, restaurant, café, swimming pool, and tennis courts. They even have a small general store.

Friday May 28, 2004

Up at 0700 and ashore by 0930 to visit the sculpture garden and mausoleum. Hans decided he would rather look at airplanes than sculptures so he went on to the airfield right next to the garden. Hennie and I went in to look at the sculptures. Neither one of us is real big on sculpture so it didn't take a real long time. We went on to the cemetery and mausoleum. I had been there twice before so I was just along for the walk. We returned to the resort for fish and chips at the café. The original owner of the limestone quarry was a Mason and had a Mausoleum built for him and his family. It is in the shape of a circular gazebo with a stone table and chairs in the middle. The chairs contain the ashes of each family member. There are seven altogether.

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2004 San Juan Trip

We were back aboard by 1300 and underway for Garrison Bay, the site of the British army camp for the pig war of 1859. Back then the islands didn't belong to anyone and was settled by British and American settlers. It seems that one of the Americans shot a British pig that was raiding his garden. This precipitated the landing of British and American forces on different parts of the island. No fighting took place, in fact the different camps would host social events for each other. This went on for 12 years. The dispute was settled by Kaiser Wilhelm the first in an arbitration that gave the islands to the Americans.

We spent some time looking at the buildings and the formal garden at the British camp. The visitors center was not open until June 8th so we couldn't go in although there were people inside cleaning. We were able to walk around and look at pictures in the lobby but we couldn't go into the rest of the building.

We left Garrison Bay about 1500 heading for Stuart Island. Instead of retracing our route through Mosquito Pass and going back through Roche Harbor I decided to complete the passage out to Haro Strait and then north to Stuart Island. The tide was against us so I could only do about 5-6 knots but we arrived in Reid Harbor about 1630. After a short break we got into the dinghy to go ashore and to look at a new mooring system they put in since last year. It is three buoys with a double line between them. The line has rings and fenders worked into in about every five feet. According to the sign you are supposed to tie up bow and stern to the line on your side of the buoys. It looks like it would hold about eight or ten average size boats although at this time no one had used it. Stuart island has a state park in the middle of it with several hiking trails. Reid harbor is almost a mile long and several hundred yards wide. It is one of the best anchorages in the islands and is protected from everything except southeasterly winds. There are no facilities on the island for boats except a landing dock at the park. The rest of the island is privately owned.

We went ashore for a short walk around in the park and came back to the boat about 1745 where I cooked Polish sausage on the BBQ. We spent the rest of the evening in the cockpit talking and relaxing.

Saturday May 29, 2004

We spent the day in Reid Harbor. I noticed that the port tube in the dinghy needed air, it probably has a small leak somewhere. In the morning Hennie and I walked to the school and treasure chest. It is a long walk with a staircase with 129 steps along the way, if I did it every week I would be in good shape. We also found the Stuart Island cemetery where some of the early residents are buried. Hans' knee was bothering him so he stayed on the boat. The afternoon was spent relaxing and counting the number of Bayliner boats coming in. There must be a meeting of Bayliner owners we counted at least 20 and more are coming in. In the early evening it started to rain. The treasure chest is a fund raiser for one of the students at the school. It is full of T-shirts, hats, stationery and other tourist trinkets. It is having sixteen each item has an enclosure with the price

PROBABLY YOUR NAME APPEARS IN AN ARTICLE BY OTHERS WHOSE EMAILS ARE NOT NEARLY AS GOOD AS YOURS
on it. Take something and send in the payment when you get home.

Sunday May 30, 2004

I made a good breakfast for myself but nobody else wanted any. After breakfast we were underway for Turn Point and Friday Harbor. I went through John's Pass and around the north side of Stuart Island, close to Turn Point so we could see the lighthouse. The trip to Friday Harbor was uneventful but when we got there we couldn't find anyplace to anchor. I tried twice but was not happy either time. The least depth we could anchor in was 8 fathoms and it was already too crowded for that. Hans suggested that we go on to Griffin Bay but I decided to try Fishermans

Bay on Lopez Island. The entrance was a white knuckler, narrow, twisting and shallow. We managed to get in and find a place to anchor but the wind is very strong. I don't know if it is just in here or is blowing everywhere. We went ashore and walked to the town of Lopez Village. There were a few small shops and a grocery store where Hennie purchased a few things. The ride back in the dinghy was kind of wet but I went slow so it wasn't too bad. I rigged the anchor bridle because of the winds. I have a scope of about 10:1 in this shallow water so we should be fine. The wind is about 15-17 knots but there are no real waves, it is noisy but not serious. The anchor bridle is a chain hook with two lines attached that go through hawse holes on either side of the bow. The purpose is to give the chain some cushioning due to the nylon line, and to take the strain off of the bow roller. It also helps keep the boat lined up with the wind.

Monday May 31, 2004

We waited for the tide to come in before attempting the narrow and shallow passage out of Fisherman's Bay. We left about 1030 and followed a sailboat out with no problems. At one point the depth sounder indicated 0.9 fathoms that would be about 16 inches under the keel. Once out we went down to Griffin Bay to get ready for an early morning crossing to Port Townsend the next day. We anchored in 18 feet of water and as usual we were the only boat there. A short ride in the dinghy took us to the beach, I wore my boots so getting ashore was no problem. We explored the beach and the lagoons behind it. Hennie collected shells and I took a lot of pictures. In the dinghy again we took a ride through Fish Creek to look at the boats. A long trip across the bay took us to a small state park where we spent a few minutes before heading back. Sitting in the cockpit enjoying the sun and some wine we saw a bald eagle fly over. I made Tuna on the BBQ and we enjoyed a quiet evening all by ourselves. Griffin Bay is the closest anchorage to Cattle Pass and makes a good place to wait for an early morning crossing of the Straits of Juan de Fuca.

TO BE CONTINUED

2004 San Juan Trip

This is the June 2004 log of the Sea Dreamer cruise to the San Jaun Islands and Vancouver Island Canada by LtC Mike Gibbons,JN.

Tuesday June 1, 2004

We departed for Port Townsend about 0730 to catch the tide. Boy did we catch the tide. At a throttle setting of 1300 RPM that should give us about 6 knots we were hitting over 11 at times through Cattle Pass. There is a full moon tonight so we were having very large tides. We were in the current coming out of Cattle Pass for several miles out into the straits. Other than that the ride was routine, calm seas, little wind, and not much traffic. We arrived in Port Townsend at noon and soon had a slip. I stopped at the fuel dock and took on 100 gallons at \$2.00 a gallon. That didn't fill me up but it came pretty close. At Hans' suggestion I put about ten gallons more in the starboard tank to make up for the generator which pulls fuel from that tank. I also topped up the propane tank that I had been using, it only took three gallons but they are both full now and I don't have to mess with it. I guess I am as ready as I will ever be for my first solo trip tomorrow. This will be the first time I have used the boat by myself since we left Portland in 2000.

Wednesday June 2, 2004

Hans and Hennie departed at 0730 after casting off my lines. I departed the basin and took some time to bring in the fenders and get the dock lines sorted out. The current was already up so I headed over to the Whidbey Island side of the channel. I had plenty of time so I was just idling along at 1200 RPM which should give me about 5 to 6 knots, instead I was hitting 11 and 12 knots leaving Admiralty Inlet. The trip was otherwise uneventful.

I was in Cattle pass at 1100 right on time for slack water. I anchored in Griffin Bay again to do a few

things to the boat. One of the things I wanted to do was look at the autopilot. I have to have the sensitivity turned up to ¾ of full before it will work at My autopilot is a life saver. I hardly ever hand steer. As soon as I am out of the harbor the autopilot goes on. It failed last year about three hours out of Grays Harbor, we went in and fixed it right away.

Thursday June 3, 2004

I connected an outlet to the inverter without realizing that one of my closet heaters was attached. My batteries were down a lot this morning so I am spending the day charging batteries. My house battery bank drives a 1500 watt inverter that gives me 110 VAC for the appliances and the freezer, it will also power small hand tools and run my closet heaters even if I don't want it to.

I got in the dinghy later and cleaned the starboard hull. It is the side away from the dock and doesn't get much attention.

Friday June 4, 2004

I was up early this morning so I decided I might as well get underway for Roche Harbor. The tide was against me but I was in no hurry. I cruised through San Juan channel past Spieden island and into Roche Harbor about 1130.

I anchored close to the resort in hopes of getting wireless internet access. I was able to connect but the cost was steep. I decided to go ashore and check at the hotel. They had access but it was just as expensive so after a short walk around I returned to the boat. Internet was \$8.95 for 24 hours.

It is a frustrating process though because every time the boat swings at anchor I lose the signal.

Saturday June 5, 2004

One thing about Roche harbor, it gets going early. I was up by 0600 and had breakfast over by 0730. As I still had some time left I spent the morning on the Internet. I think I got my fix for awhile. About 1300 I went ashore with some trash and had a walk and took some pictures. One of the biggest problems I had up there is trash. None of the islands want boaters to bring trash ashore. At one point I had about 8 bags of trash on the aft cabin deck. I did find out later that Friday Harbor will let you dump trash.

Sunday June 6, 2004

Underway at 0800 for Reid Harbor at Stuart Island. Arrived about 1000. Had some trouble anchoring and finally moved to a new spot where I anchored without problems. The harbor is almost deserted, there are only three boats anchored and maybe four or five on buoys or floats. More came in as the evening progressed but it was still almost empty.

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2004 San Juan Trip (edited log)

Monday June 7, 2004

I didn't have any plans today but I ended up getting some jobs done that needed doing. I found the leak in the dinghy. It was on the bottom near the stern. I had to lift the dinghy with the boom to get at it. I took the motor off, hopefully I can get it back on by myself. If I can't it's going to be a long two weeks before Karen gets here. I need to leave it hanging on the boom overnight to let the repair set. It looks kind of odd hanging by the stern. I had to raise it completely out of the water, some jerk in a runabout went by and caused all kinds of disturbance.

I was charging batteries with the generator this morning when it started making a funny noise. I shut it down and checked the oil. The dipstick said it was about 2/3 of a quart low, I put in another quart and the noise went away so I guess it is particularly sensitive to low oil. I will try to keep it full in the future.

Tuesday June 8, 2004

I got the motor back on the dinghy but it was a close call. I lost my balance while on the swim platform with it and almost lost it and went swimming. If I ever have to do that again I need a better method. With two people I use the boom to raise and lower the motor one person handles the boom the other is in the dinghy that is tied up alongside.

I emptied the lazarette to investigate a leak at the starboard rudder. It looks like the bolts holding the rudder shaft packing are rusting out. It will be a job for the yard when I haul out next year.

Wednesday June 9, 2004

Last night we had a real blow. The wind was up to 20 knots and it felt like we were underway. I left the computer on with the anchor alarm set but had no problems. I didn't sleep very well though. After listening to the weather forecast I decided to move to a harbor more protected from southerlies. I got underway to look at Deer Harbor. I cruise at 5 knots or so to conserve fuel and it is very relaxing. Deer Harbor is a resort with a large marina and almost no facilities that interested me. I was not very happy with the anchorage and it was open to the south anyway. I messed around and had a cup of coffee at the dock café. I asked one of the attendants, moorage was \$1.25 per foot per night and fuel was \$2.50 plus tax.

I then decided to leave. I would look in at Blind Bay on Shaw Island, if it didn't suit me then probably Prevost Harbor back on Stuart island or Roche Harbor again. Blind Bay turned out to be empty, so I

ANCHORED HERE. THERE IS NOTHING HERE EXCEPT A BEACH BEHIND THIS IS A BEACH PARK WITH NO FACILITIES. THE BAY IS ALMOST TOTALLY ENCLOSED WITH 3 FATHOMS THROUGH-OUT AND ONE OPENING TO THE NORTH. I WILL SEE HOW THE WEATHER IS TOMORROW BEFORE DECIDING WHAT TO DO NEXT.

Thursday June 10, 2004

I decided to go into Canada today. I got underway and leisurely cruised up to Bedwell Harbor on Pender Island. This is one of the first times I have brought the boat in to a dock without a crew so I was somewhat nervous about it. I had no problem but I should have gotten the fenders and lines ready a little earlier. Clearing into Canada was the easiest thing I have ever done. After clearing I headed for Ganges on Saltspring Island.

I anchored in Ganges Harbor and took the dinghy in to the harbor. Ganges is probably the last holdout of the 1960's hippies. The whole town is small shops and boutiques There are yoga studios, bistros, art galleries and all kind of shops selling tie-dye and other crafty items.

Friday June 11, 2004

Last night was horrible. The wind was up to 20 to 25 knots and my anchor dragged about 200 feet. I let out more chain and used my cannonball on it. The cannonball is a 25 pound weight that I can hook to the chain to help the anchor dig in. I didn't drag any more but I had to leave the computer on with its anchor circle and alarm set. I kind of dozed on the settee in case I had to jump up and do something.

I decided to leave Ganges and head to Fulford and try to get a slip for the night. It was no problem the price was up from last year, this year it was \$38.00 Canadian which converts to \$28.80 US.

I needed a nights sleep so I didn't mind. Fulford is on the south side of Salt Spring Island and is a suburb of Ganges as far as the type of shops is concerned. The ferry docks right next to the marina and leaves its engine running to hold itself against the ramp. It makes for some interesting currents in the marina. You pretty much have to wait for the ferry to leave before you come in or try to leave.

TO BE CONTINUED

The continuing 2004 Cruise of Sea Dreamer by Mike Gibbons (edited)

Friday June 11, 2004 in Ganges Harbor-

Last night was horrible. The wind was up to 20 to 25 knots and my anchor dragged about 200 feet. I let out more chain and used my cannonball on it. The cannonball is a 25 pound weight that I can hook to the chain to provide more of a downward pull on the line.

Saturday June 12, 2004

I got up today with small craft warnings for 25 knot winds from the south. I could have stayed in Fulford but it was open to the south and kind of expensive. Looking at the chart it looks like Maple Bay on Vancouver Island is pretty well protected. It is on the other side of Salt Spring Island. To get there you have to go through Sansum Narrows between Vancouver and Salt Spring Islands.

Monday June 14, 2004

Left today for Roche Harbor to clear customs. I looked into Lyall harbor just south of Winter Cove. It looks like a nice place to anchor also. I went on to Port Browning and had a look around. Then on to Roche Harbor to clear customs. Customs in the US is not nearly as easy as Canada. I stayed overnight in Roche Harbor so I could Internet for a while.

Tuesday June 15, 2004

Underway early for Stuart Island. I will probably stay here for a week or so and try to get some things done on the boat.

Wednesday June 16, 2004

I fixed a few minor problems today and started on varnishing the head floor. . The days are warm and sunny now.

Thursday June 24, 2004

Got underway early to have the most water in the channel out of Kilisut Harbor. I'm on my way to Port Townsend to pick up Karen. I took a slip and washed down the boat, charged batteries and did laundry. Karen got there about 1930.

Friday June 25, 2004

We were underway by 0730 to move around to the fuel dock. I took 113 gallons in the port tank and 106.5 in the starboard tank. The price was \$1.649 plus 8.2% tax. I guess it sounds like less if they don't include the tax in the price. I'm glad I am not as stupid as marketing people seem to think I am. In any case the total came to \$391.46

Saturday June 26, 2004

We left Griffin Bay and headed north. I wanted to go somewhere I hadn't been before so we went into Shoal Bay on the north end of Lopez Island and then on to East Sound on Orcas Island. We just cruised through without stopping at either place.

Sunday June 27, 2004

. Underway for Stuart Island with a pass through Blind Bay and Deer Harbor. On the way into Deer Harbor we encountered a tug with a log boom. I don't know how many logs it had but there were a lot. The log boom was probably 500 feet long and 50 feet wide. The tug was just sitting in the entrance to Deer Harbor.

Tuesday June 29, 2004

We entered Canada today through Bedwell Harbor on Pender Island. Again it was no problem. We took some time to walk around the Marina. It is brand new and called Poets Cove.

Thursday July 1, 2004

The day started with a good washdown on the boat. We also filled the water tanks and walked over to the grocery store. Underway at 1030 for Roche Harbor to clear customs. Haro Straits was pretty choppy with a stiff wind blowing. It looked like 15 to 20 knots from the south.

Friday July 2, 2004

Moved to Griffin Bay to depart first thing in the morning. The tides look good for a 0830 departure. I try

to time the trip to have the current in our favor leaving Cattle pass and entering Admiralty Inlet.

Saturday July 3, 2004

The crossing was a little rough, small craft warnings were up for the east entrance to the strait. . Once in Port Townsend we took a slip for the night.

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at \$35.00 each, a cab, walking, or by dinghy. To be fair the shuttle ride included the price of admission. (\$21.00 ea.) In the end we took the dinghy after all but it was a much shorter trip from the marina. Butchart Gardens was still a great place to visit although there were a lot of oriental tourists on this day.

TO BE CONTINUED

Details and pictures at January 18th Squadron meeting.

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2004 San Juan Trip

Continuing the log of the Sea Dreamer 2004 cruise to the San Jaun Islands and Vancouver Island Canada by LtC Mike Gibbons,JN. Tuesday August 3, 2004

Sidney was our next stop. I went through Iroquois passage on the way around. I think this might have been the most white knuckle part of the trip so far. The passage was very narrow and not that deep, I had Karen reading off the depth readings from the fathometer as I piloted the boat through the channel. The depth got down to less than one fathom at one point with the current running at about 3 knots. I seem to have a penchant for finding the difficult way through. It keeps life interesting I guess. I don't think I'll go that way again. Sidney was great as usual.

Friday August 6, 2004

We moved down to Griffin Bay to get ready to cross the straits. We didn't go ashore this time. Spent a quiet day at anchor.

Saturday August 7, 2004

The tides called for us to make an early crossing so we were up at 0520 and underway by 0545. The wind was calm and the sea was glassy, just the way I like it. We were in Port Townsend by 0930. All the slips were taken but they could put us on the linear mooring dock. It was cheaper but we had to walk halfway to Coos Bay to get ashore. We brought the car around so we could do laundry and go grocery shopping. Karen decided to leave that day and her and Stephen departed about 1400. I washed down the boat and filled the water tanks. I had to make another early departure to catch the tide so I was in bed early.

Sunday August 8, 2004

The straits were calm but not glassy at 0530 when I got underway. The wind was about five knots from the west and it was an easy trip. I was going directly to Stuart Island so I thought I would go up Haro Straits and look for whales. I haven't seen any this trip and today was no exception.

Monday August 9, 2004

I started on the cabin floor. I have sanded everything forward of the engine room hatches. I want to get everything done that would make it hard for two people to live here. With a little luck I may be able to finish the whole thing.

Tuesday August 10, 2004 to Wednesday August 11, 2004

I managed to get five coats of varnish on the section of floor forward of the engine room hatches.

Thursday August 12, 2004

Had some excitement this morning. I charge batteries twice a day. This morning I started the generator as usual, the batteries started charging and I was sitting here drinking a cup of tea and reading when I heard an odd noise. I looked up at the dash and smoke started to come out. I shut down the generator and investigated. Luckily that morning I had emptied the closet that the electrical wiring is in. Both of our smoke alarms went off as I was looking for the source of the problem. We have a 50 amp circuit breaker in the generator circuit. The 50 amp breaker had burned up. I have no idea how old it is, it is probably original equipment so is almost 30 years old. In any case I had a bunch of burned wires to deal with. Any

resemblance between the wiring on this boat and any electrical code is purely coincidence. The Taiwan yard that built the boat has a wiring color code, red. All of the wires in the boat are red. As I was attempting to determine which wire was hot and which was neutral from the generator, with the generator running and holding a meter in one hand and two live wires in the other, I heard a woman say "Hello". I just about jumped out of my skin. I am anchored out away from anyone, with the nearest boat at least 100 yards away. I had left the VHF radio on and someone was fooling around with it. I fully expected to see someone standing in the doorway when I made my way out of the closet. I ended up bypassing the bad breaker and everything is back up and running.

2004 San Juan Trip (edited log)

Wednesday August 18, 2004

The next morning was foggy so while I waited for it to lift I went into town to look for tea. By 1000 the fog has started to lift so I filled the water tanks and took off. I returned to Westcott bay to finish varnishing the cabin floor. I only have three hatches left to do.

Thursday August 19, 2004 and Friday August 20, 2004

I finished up the cabin floor. I did the last two hatches together to get them done finally. The weather held for the whole time I was varnishing.

Saturday August 21, 2004

I'm glad I finished the varnishing yesterday, it rained all day today. I didn't do much, just sat around and watched it rain.

Sunday August 22, 2004

I am in Blind Bay. I was going around to Spencer Spit but the radio is talking about strong winds from the south and the spit doesn't offer much protection. I will stay here tonight and decide what to do tomorrow.

Monday August 23,

I came back to Roche Harbor. I think I will spend a few days here then head down to Griffin Bay for a day or two before I go to Port Townsend to pick up Karen. After a while the boat wakes got to me and I went up to Reid Harbor on Stuart Island.

Tuesday August 24, 2004

It has been raining all day and the wind is coming up. I moved and reset my anchor as I thought it may have been dragging some where it was. It looks like a long night ahead.

Wednesday August 25, 2004

I was right, it was a long night. I woke up about 0100 with the wind howling through the anchorage. I turned on the computer and I hadn't moved any. I stayed up until about 0300 when the wind died off and I could see stars. This morning it was totally socked in and raining again. It looks like a good day to do nothing.

Thursday August 26, 2004

I got underway and went down to Roche Harbor. After a couple of circles around the bay I found a spot where I could pick up a wireless signal and spent the day on the Internet. It is starting to seem like all I do is run between Reid Harbor and Roche Harbor.

Friday August 27, 2004

After waiting for the tide to come in some I went through Mosquito passage into Westcott bay. Most of the local spell it Wescott bay but the chart calls it Westcott, even the guide books have it wrong. I went ashore here at low tide to have a look around.

Saturday August 28, 2004

I took the dinghy around to English camp and walked around the campground. There were many tents and other paraphernalia set up to reenact the 1860s. There was a pipe and drum marching band that were pretty good.

Sunday August 29, 2004

I went around to English Camp in the morning and watched the activities for a couple of hours. On the way back to Westcott Bay the dinghy engine gave me some trouble. I was on plane and the engine suddenly slowed down to an idle. It would run but nothing above idle speed. I made it back to the boat and looked the engine over but didn't see anything. I restarted it and it seemed fine. I think it had water or dirt in the fuel. I put some more stabilizer in it. It is supposed to take water out of gas, I guess we will see. I also discovered a leak in the sea water pump on the generator. I took it off to verify the leak and put it back on because I don't have a spare. It was Sunday so there wasn't much open. West Marine was the only place I found open and when I told him what I needed, he was surprised and asked me how old

the engine was. Needless to say he didn't have a pump.

Monday August 30, 2004

I called a couple more places and found the right water pump at Admiral Ship Supply in Port Townsend. They could get it overnight for \$195.00 plus tax. I decided to call Englund Marine in Charleston Ore. To see what they had. Mark told me he could get one by Wednesday for \$158.00 and Oregon has no tax. Karen will pick it up Wednesday afternoon and bring it up with her on Thursday.

Tuesday August 31, 2004

I moved the boat to Griffin Bay today to get ready to cross the strait Thursday morning. On the way out of Westcott Bay and again in Mosquito Pass the computer quit on me. It's a good thing I have been in and out of there several times so I know the way. I stopped in Roche Harbor long enough to look into it. I determined it had something to do with the video so I tried changing some of the settings and it worked the rest of the way. I have a laptop as a spare but I don't really want to use it if I don't have to.

The computer failed permanently at this point so I am recreating the rest of the trip from my feeble memory.

I picked up Karen on the first of September. She had the water pump for the generator so I changed it. I had to prevail upon some of the shops in the boatyard for tools but finally got it done. We stayed one night in Port Townsend and left the next day for Stuart Island. We spent that night in Reid Harbor and left the next day for Bedwell Harbor to check in with Canadian Customs. There were customs agents on the dock but I still had to use the telephone to check in. Again, it was no problem.

From Bedwell Harbor we headed north to Nanaimo. We stopped along the way in Ladysmith Harbor for the night. The next day we headed for Dodd Narrows. Dodd Narrows is a spot where the channel goes from several miles wide to about 200 yards. Needless to say the currents through there are strong and passing through is a matter of timing for slack water. We timed it about right and only had about 2 to 2.5 knots of current. Nanaimo is about 5 miles from the Narrows so we arrived fairly early. The anchorage was crowded but we found a place and anchored.

TO BE CONTINUED

2004 San Juan Trip

This is the log of the Sea Dreamer cruise to the San Juan Islands and Vancouver Island Canada
SUMMER OF 2004 by LIC Mike Gibbons, JN.

August 31

The computer failed permanently at this point so I am recreating the rest of the trip from my feeble memory.

September 1

I picked up Karen on the first of September. She had the water pump for the generator so I changed it. I had to prevail upon some of the shops in the boatyard for tools but finally got it done. We stayed one night in Port Townsend and left the next day for Stuart Island. We spent that night in Reid Harbor and left the next day for Bedwell Harbor to check in with Canadian Customs. There were customs agents on the dock but I still had to use the telephone to check in. Again, it was no problem.

From Bedwell Harbor we headed north to Nanaimo. We stopped along the way in Ladysmith Harbor for the night. The next day we headed for Dodd Narrows. Dodd Narrows is a spot where the channel goes from several miles wide to about 200 yards. Needless to say the currents through there are strong and passing through is a matter of timing for slack water. We timed it about right and only had about 2 to 2.5 knots of current. Nanaimo is about 5 miles from the Narrows so we arrived fairly early. The anchorage was crowded but we found a place and anchored.

The anchorage at Nanaimo is protected by Newcastle Island and Protection Island. Newcastle Island is a Provincial Park and is a very interesting place to walk around. We spent several hours walking on the paths and inspecting a stone quarry that produced mill stones.

We took the dinghy across to Nanaimo in the afternoon and spent some time walking around the town. Nanaimo is too big to walk anywhere far so we just looked around the waterfront area. In the evening we returned to the boat and decided to leave the next day. We took the dinghy over to Protection Island to go to the Dinghy Dock Pub for dinner. We had a good meal and enjoyed ourselves in the Pub.

We took the dinghy across to Nanaimo in the afternoon and spent some time walking around the town. Nanaimo is too big to walk anywhere far so we just looked around the waterfront area. The straits of Georgia separate Vancouver Island from the mainland Canada and are about 70 miles long. There is a pass from Winter Cove out to the straits but it is only suitable for small boats.

From Winter Cove we went on to Sidney Spit. We walked around some and had a quiet night on a mooring buoy.

Sidney is about two miles from Sidney Spit so it was a short trip. In Sidney we went to our favorite Greek restaurant for my belated birthday dinner. It was great as usual.

Roche harbor was our check-in point for US Customs. Again it was no problem. We went on to Westcott bay for the night. While there we walked over to English Camp. The buildings were closed for the season but we could still walk around the grounds. The pear trees in the field were ripe and the geese were having a field day. We picked a couple and ate them, they were OK but not great.

I had been noticing that the upper tubes of my inflatable dinghy were turning sticky. Nothing I cleaned them with made any difference. I talked with the manager of the local West Marine store and he said that there was a coating on the fabric that was supposed to seal it and keep the PVC chemicals from leaching out. Apparently the coating was not working and he suggested that I drop off the dinghy and let them work on it. He also reminded me that it had a five year warranty and it was still covered. As I needed the dinghy in my travels I said I would drop it off on my last trip through Port Townsend.

We departed Westscott bay and headed for Friday Harbor. I would ordinarily go to Griffin bay the night before leaving for Port Townsend but the weather was predicting strong westerly winds, the same condition that caused me a sleepless night last time in Griffin Bay. Friday Harbor is a nice place to visit anyway.

The next day we crossed over to P. Townsend. We knew they were having their annual wooden boat festival and there were no slips available so Karen had all her gear packed before we got in.. I came in to the fuel dock and refueled while Karen got her gear into the car. She had plenty of time and made sure the car was running good then came back to the dock where we made our farewells.

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2004 San Juan Trip (edited log)

I left right away as I was to meet friends that day in Reid harbor. Bill and Jan Leiken were chartering a boat in Bellingham WA and were going to spend a week cruising the islands. We had arranged to meet and spend some time together.

Bill and Jan are really nice people but didn't know much about boats or cruising so they were glad to have me around. We spent the next day on Stuart Island and walked out to the "Treasure Chest".

They wanted to visit Roche Harbor so we dropped down there the next day. They took Sunny Sue into a slip and I anchored in the harbor. Actually, I anchored first and transferred to Sunny Sue to help Bill get into a slip. We got tied up and walked around the resort some. We went to the sculpture garden and out to the mausoleum. That evening we attended the flag ceremony at the resort. I had to leave shortly after that as their dinghy doesn't have any lights and the flag ceremony was at sundown. The flag ceremony consisted of music, firing a cannon, and lowering some flags. The whole thing was kind of hoky but it is popular with the tourists and you can hear the music all over the harbor. In the summer all the boats sound their horns.

While I was ashore some jerk anchored right next to me. I knew it would cause problems later and should have moved then but I didn't. About 0100 the next morning the wind shifted and started blowing harder. I was right on top of the idiot so I started my engines and moved to a better spot.

We (me and Sunny Sue) departed Roche Harbor and ran down to Friday Harbor. We walked around town and had a nice dinner that night. We were underway the following day to go around to Spencer Spit. The weather was windy and rainy the whole time Bill and Jan were in their boat and Spencer Spit was no exception. We went ashore and walked around on the beach some. We were kind of looking for someplace to pay as we both took mooring buoys. We never did find any way to pay so we had a free night. I wanted bill to have a chance to see how another boat handled so we all piled into Sea Dreamer and went for a spin. We didn't stay out too long as I didn't want to lose my mooring buoy. Bill and Jan left the next morning to return the boat to Bellingham. I left and went back to Reid Harbor, I didn't stay long, I went on to Westscott bay for a few days before going on to Griffin Bay and Port Townsend to meet Hans for the trip home.

Hans and Hennie came up on the 24th of September. Hennie didn't stay, she went to Gig Harbor to visit her son. Hans and I left the next day and we had a fairly uneventful trip down the coast. The only real excitement was rounding Cape Flattery. I took a short-cut and ended up in some fairly high swells caused by the tide rounding the cape. We decided not to stop at Gray's Harbor and made the trip in 56 hours to Coos Bay.



Mike Gibbon's Sea Dreamer