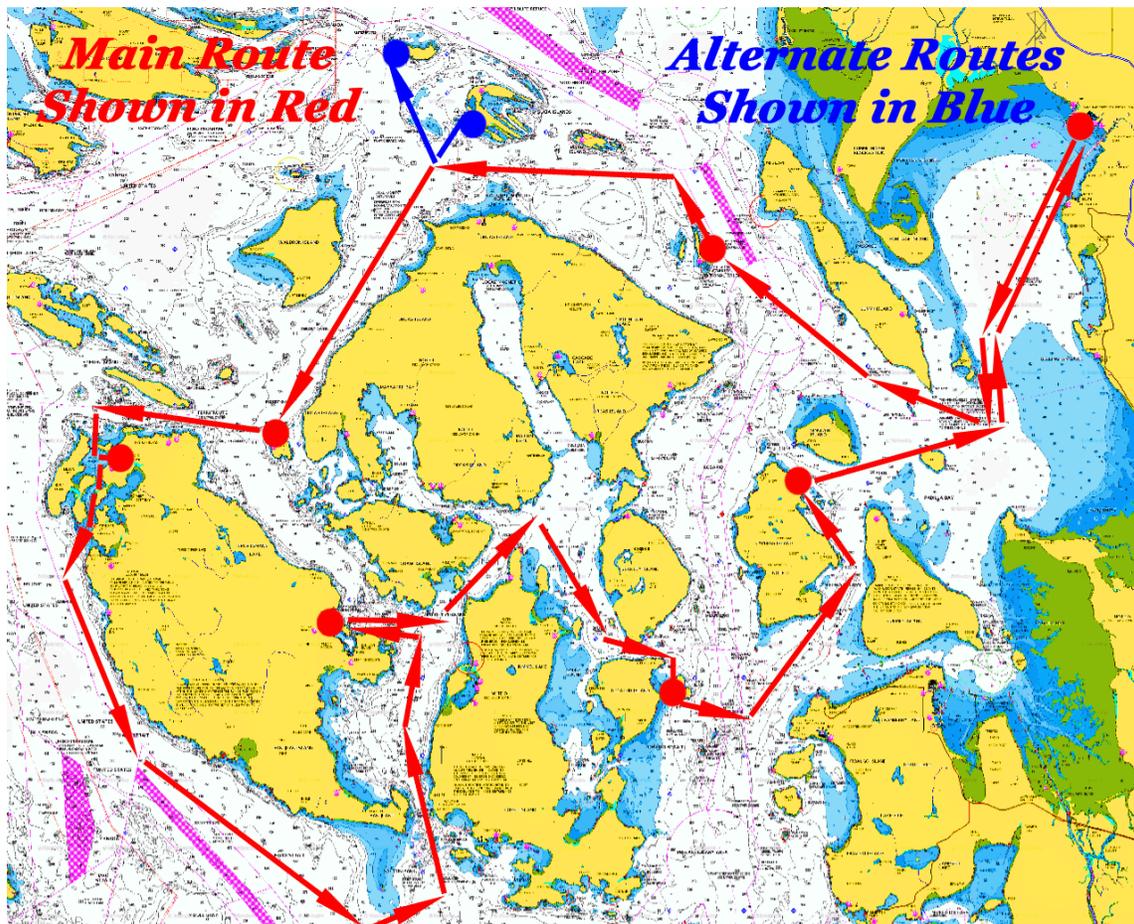


Additional Important Information about the Sailing in Portland 2022 San Juan Islands Trip

HOW TO CONFIRM YOUR PLACE ON THE TRIP

1. Email me (BrianStipak@gmail.com) your phone number and preferred email address.
2. Email me a photo of the card that shows that you are fully-vaccinated for Covid (Full Covid vaccination is required for this trip).
3. Pay me your \$150 deposit (per person share of \$2725 deposit I paid the charter company). I take Venmo or also checks. My Venmo name is BrianStipak, email address BrianStipak@gmail.com, phone number 503-502-6034. My mailing address for checks is Brian Stipak, 448 N Bridgeton Rd, Portland, OR 97217.

CRUISE ITINERARY 2022:



General Comments about San Juan Islands Itineraries

We have a choice among many excellent possible itineraries, and there are many great places to visit.

Regardless of our exact itinerary, we will stop at some very scenic islands (state island marine parks), and those wanting hiking or camping will have excellent options. We always use [Pelican Beach](#) on Cypress Island as our last stop because it has excellent hiking and it is close to Bellingham for our getting back to Bellingham on the morning of our last day. Look at [the map of Cypress](#) (in our trip photo album) to see the hiking options. If you are a hiker, then download the full-size file for the map of Cypress photo to your smartphone. What we will do on the next to the last day is drop hikers off at Cypress Head and then they have options for great hikes that meet the boats later in the day at Pelican Beach.

All of the state island marine parks have some good hiking. [Jones Island](#) has some excellent and beautiful hiking in a very park-like setting, and there is a trail there I have not yet hiked that I want to hike if we stop there this year. [Sucia Island](#) has a great hike from the Fox Cove area where we usually stay to Ewing Cove and back. Hiking on [Patos Island](#), much less visited than nearby Sucia, has a very remote and wild feeling. [Clark Island](#), where we will likely spend the first night, and [James Island](#), where we will likely spend the next to last night, are smaller islands but have some scenic shorter hikes.

Sometimes we have port stop where we can use a spa. Think of sitting in an outdoor hot tub overlooking the marina, like in [Poets Cove](#). In 2021 we did not have a spa stop, so in 2022 we intend to have a spa stop. Our options for a spa stop are [Rosario Resort](#), [Poets Cove](#), and [Lopez Islander Resort](#). Bring a swimming suit if we have one on our itinerary.

Remember that we have a plethora of excellent cruising destinations, many more than we can go to on a 7 day trip or even a 10 day trip. Regardless of the exact itinerary that we follow, you will see some beautiful scenery, can do some great hiking and camping if you desire, enjoy a spa if you want, and you will likely have a memorable experience.

Comments about 2022 Itinerary

Overview: We would have 4 nights at island marine parks, and 2 nights in port (plus Friday night in port at Bellingham for those sleeping on the boats on Friday night).

The port stops:

- Roche Harbor – Probably the San Juan Islands' poshest port with an excellent restaurant over-looking the marina. Nearby hiking is excellent – Try walking to the airport and continuing on to the Mausoleum. If it's your first time, catch the flag-lowering ceremony at sunset.

- Friday Harbor - the San Juan Islands' largest port with great culinary, wine tasting, and fun options. After 2 days on remote islands some of you might welcome the showers too.

The island marine parks:

- Clark Island - A nice sailing distance from Bellingham for our first day. I think this island is a jewel because it is lightly visited, has great on-shore camping, dramatic limestone formations, a long beach facing the mooring balls, and views across the Strait of Georgia.
- Jones Island - Incredibly park-like, beautiful, and with absolutely great hiking and good campsites. Plus there is a dock, which is convenient if we can go on it.
- Sucia Island - A beautiful island which is the most popular of the island marine parks. Lots of camping spots and hiking trails. There is a great 3-mile hike from the central location out to Ewing Cove. It tends to be a bit over-crowded for my taste, but if you get a mooring ball in Fox Cove (a less popular anchorage) that is a great location, with great views, and with camping just off the beach.
- Patos Island - The more northerly and remote of the San Juan Islands. As of 2021 there were still only 2 mooring buoys there, and anchoring is not really feasible. There are great campsites ashore, the hiking trails have a remote feel, and sometimes the old lighthouse is open for touring.
- James Island - A small island where we always try to get on the dock for convenient access to the island and camping. You can camp over-looking the west (dock) side, or on the east side with a view towards Anacortes in the distance. There is a fun hiking loop to the south, and I have scrambled up the rocks and hiked cross-country to the north.
- Cypress Island - What a great island for hiking and staying on our last night out! This island was proposed as a resort that was defeated several decades ago by environmentalists. Had the resort (including a big marina and an AIRPORT!) been built this island would now be one of the most developed islands, but instead it is one of the most pristine islands, despite its close proximity to Anacortes. What we always do is off-load people who want to hike at Cypress Head, and then they hike northward on scenic trails to get to the boats moored at Pelican Beach. Hikers - Take a look at the trail map for Cypress Island. After I get my boat moored at Pelican Beach, I will be hiking the trail to the top of Eagle Cliff, if anyone wants to join me. The campsites on the beach at Pelican are great campsites, popular with long-distance kayakers. On our last night together we'll have dinner on the beach at Pelican.

Dinner Meals Together (Final decisions to be made by the food committee): night 1 on Clark, night 5 on James, night 6 on Cypress. In port (nights 3 and 4) some of us will probably eat together at local restaurants, and you have the option to partake of food available on the boats. On night 2 the boats may not be together so each boat will do

dinner independently, although if several boats are at the same location they may choose to eat together.

Flexibility: For day 2 boats can choose to go to Jones, Sucia, or Patos Islands.

TRY THE DIFFERENT BOATS!

On our past trips we have had 2 boats, and some people have moved between the boats to see how sailing on the different boats with different leadership teams (captains and safety officers) differ. We encourage you to try the different boats because you can learn something different on the different boats.

On the 2022 San Juan Islands cruise we will have 3 boats. You are free to move among the boats for sailing during the day (Just talk to me or to the boat captains), and if you desire to shift the boat on which you are staying then see me.



There are links on the Meetup event description to information and photos for each of the 3 boats:

- [S/V Fancy Free](#)
- [S/V Tivoli](#)
- [S/V Kipper Kite](#)

Basically, all 3 boats are in the category of 40 foot "production" sloops made for use in locales like the San Juan Islands. All 3 boats have the 3 "stateroom", 2 head interior configuration. However, there are differences:

- Tivoli has the 2-helm configuration; Fancy Free and Kipper Kite have the traditional 1-helm configuration.
- Fancy Free and Kipper Kite have shoal-draft wing keels; Tivoli has a deep fin keel.
- Fancy Free and Kipper Kite are mast-head sloops with large headsails; Tivoli is a fractional sloop with a smaller headsail. (On a fractional sloop the forestay does

not go all the way to the head of the mast; hence, on a fractional sloop somewhat less of the sail area is in the headsail and somewhat more is in the mainsail.)

- All boats provide good rain protection with dodgers and biminis.
- The boats are rigged differently. Their running rigging and winches are set up differently. So you can learn something about the variations in running rigging by trying the different boats.
- Kipper Kite will carry an asymmetric spinnaker for use in suitable conditions on the trip. So if you would like to have spinnaker experience then come on Kipper Kite if we have a lighter-wind day when we will be sailing downwind.

The 3 boats of course have different leadership teams (captains and safety officers):

- [Leslie](#) (S/V Fancy Free captain, [CLICK HERE for sailing resume](#)) has a loyal following who likes her steadiness and help. [Tammie](#) is a qualified sailboat captain herself and will be working with Leslie on as a co-captain. [Earl](#) (safety officer) has a range of sailing experience, has served as co-organizer of the Sailing in Portland Meetup Group, and has a steady and calm personality.
- [Brian \(that's me\)](#) (S/V Tivoli captain, [CLICK HERE for sailing resume](#)) enjoys helping new sailors get to the point of running the boat, and then watching the new sailors run the boat. [Dan](#) (safety officer) holds a 100-ton CG captains license.
- [Mike](#) (S/V Kipper Kite Captain) has lots of experience as a charter captain, has raced his boat on the Columbia River with a racing crew for many years, and is excellent at helping new sailors to learn sailing. [Adrianna](#) (safety officer) has raced on the Great Lakes, sailed to Bermuda, and has taken ASA classes through ASA 106.

I think that you might enjoy trying out the different boats, and you might learn something. Of course, if you like one boat there is nothing wrong with just staying on that boat.

We will come up with a plan to assign you to one of the 3 boats to start on, because you need to know which boat to go to when you arrive in Bellingham. If you have a boat preference, or other crew members you want to be with, just let us know.

This photo shows your boat/captain options:



PLAN FOR INITIAL BOAT ASSIGNMENTS

Since you need to know which boat to go to when you arrive in Bellingham, we came up with an initial boat assignment plan below. If you don't like your assignment or anything else, just let us know and we will make changes to make everyone happy.

As we discussed above, we encourage you, regardless of your initial boat assignment below, to try going on the other boats. You do not need to, but if you are inclined then it might add to your boating education to have experience on the different boats.

If on the trip you think that you might like to move to a different boat for any reason, then talk to me.

Also, in the unlikely case that we experience conflict between 2 people on a boat, then I will arrange to shift people to solve that problem. If that happens, I expect you to cooperate with me.

S/V Fancy Free: Leslie (captain), Tammie (co-captain), Earl (safety officer), Shirl, Bob, Howard, Paul

S/V Tivoli: Brian (captain), Dan (safety officer), Roger, Amber, David H, Kristina, Justin, David A.

S/V Kipper Kite: Mike (captain), Adrianna (safety officer), Timothy, Joseph, Jason, Anna

SLEEPING ON THE BOATS

A topic some people find sensitive is sleeping arrangements when sleeping on the boats. Below is everything you ever need to know and more.

We recommend that you **bring a sleeping bag to use** on the trip. That way people can move to different berths by just moving their sleeping bag and there is no issue about changing linens.

Each of our boats has 3 "staterooms" each with a double berth. Note that double means 2. Although these are called "staterooms" and the charter company's photos make the "staterooms" look spacious, remember that we are going on sailboats, not on cruise ships. Sailboats, even 40+ foot sailboats like ours, are not spacious. So keep your expectations low.

Besides each of the 3 "staterooms" that are double berths, each of our 3 boats has a convertible dinette that makes into a large double bed. Converted these dinettes are typically very large and can easily sleep 2 people. Also, you can choose NOT to convert (my preference) if only one person is sleeping on the settee.

S/V Fancy Free has excellent sleeping in the cockpit on the 2 cockpit benches. A foam pad, sleeping bag, and pillow convert a cockpit bench into an excellent berth, with protection from the dodger and the bimini. I have slept on Fancy Free this way, and on other similar boats, and find it one of my favorite places to sleep on the boat. In very inclement weather the dodger and bimini won't provide complete rain protection, so you might not like sleeping in the cockpit then, although I just use a bivi sack (or a tarp would work) for extra protection. On boats with dual helms or with very large helm wheels, the length of the cockpit benches are usually abbreviated making them too short for sleeping.

So our boats have sleeping accommodations to sleep 6 in the "staterooms", plus 2 on the dinette conversion, plus 2 in the cockpit on some boats, for a total of 8-10.

I personally sometimes even sleep on the cabin sole (floor) on a foam pad. In rough conditions offshore on my own boat I might choose to sleep on the cabin sole in the salon, perhaps athwartships, and perhaps even with my foulies on so able to go quickly topsides to deal with sailing issues. The cabin sole provides a stable location that I can not fall off in rough seas. A narrow quarter berth is also desirable in rough seas.

But back to sleeping on our boats in ports or protected anchorages...

Check out this photo below which shows 6 of us lying on S/V Kipper Kite's dinette conversion:



Some people like to sleep in the cockpit on the bench seats using a foam pad or the cockpit cushions, which works well on some sailboats with long bench seats. On boats with dual helm stations the bench seats typically are too short for taller people.

At the island marine parks some people choose to camp ashore, and the group (e.g. I) pays for your camping fees. The islands have beautiful camping! I often sleep ashore myself. When people sleep ashore that may free up a berth on the boat, and then any other people on the boat can use that berth for that night. Just move your sleeping bag to that berth. So if you usually share a berth and then someone camps ashore and frees up a berth, then you can use that berth that night just for yourself. In short, we all jointly share the amenities on the boat. None of us own particular spaces on the boat.

Last trip one of our crew set up a hammock between the forestay and the mast, and slept in that when we were in port.

So we have lots of space and sleeping options.

However, **we do need to use some of our double berths for 2 people**. Hint: Double means 2. That means you might need to sleep in the same double berth as another person. Sometimes even men and women (who are not couples) mix.

We therefore LOVE couples, because couples are usually happy to share a "stateroom" with their partner. And BTW, if you are part of a couple please wait until AFTER our San Juan trip to have a big fight with your partner. We want you on good terms with your partner when you are on our trip so that you and your partner will share a double berth.

Women are usually happy to share a double berth, but not always. On our 2021 San Juan trip it turned out that the women were overall the most fussy about wanting to sleep alone. Men are usually the biggest problem, but not always. On our 2021 San Juan trip it turned out that the men were overall the most accommodating with the sleeping arrangements.

So I hope that explains clearly the sleeping issues on the boats.

Basically, you need to view this trip as a different kind of experience to which you need to adapt for the short period of the cruise. In my case, I forsake my 2000+ SF house that I live in all by myself for a tiny sailboat that I share for a week with other people. So try your best to make it work and you may find that you love the experience (most do). And if you don't like it, then don't ever do it again. Remember, you can always choose next time to go on a luxury cruise ship!

FOOD ON THE BOATS

THE FOOD COMMITTEE

If you like to plan meals and cook, then consider serving on the food committee. The food committee will buy the food and cook the dinners on the sailboats. The food committee plans the dinners we have when on the islands, provisions the boats with food for breakfasts and lunches. To pay for the food the committee assesses a per person fee for the food the committee buys for the boats. The fee will be about \$60, to be determined exactly by the committee.

When we are in ports (1-2 days) then most people choose to eat in the ports. However, there often is food on the boat, including leftovers, that might be available for people who prefer not to go out to eat.

Most dinners when we are on the islands we may share jointly with all of the boats, especially if we are on a dock at a marine park, but not always.

The food committee basically owns the galleys (kitchens) on the boats. The committee members have control over the limited food storage and cold storage spaces.

MISSION OF THE FOOD COMMITTEE:

The mission of the food committee is to try to meet reasonably the overall food needs of the whole group. The food committee should not let its purpose be subverted to cater to the specific desires of one individual.

ACCOMMODATING SPECIAL FOOD NEEDS:

There is limited, but only limited, ability to accommodate special food needs/desires. All dinners will have a vegetarian option. Some of the vegetarian options may qualify as vegan, and some may not. You can talk to the members of the food committee to see how much they can accommodate you.

You are free to bring special food that you want in your personal bags, but if you want some storage space for personal food items in the refrigerator or in the galley cupboards, then you will need to talk to the food committee.

WHAT THIS MEANS FOR YOU

All of us need to adapt a little and to think of the entire group, not just about ourselves. So if your eating preferences are highly specific you should expect that your eating preferences will not be met as well on this trip as when you are at home and you should consider whether you can live with that.

Personally, I have found the boat food on our past trips excellent and my main challenge has been not to put on weight. Here is why:



Items Not to Bring on the Boats

Guns: If our cruise itinerary takes us into Canada, then bringing guns is absolutely forbidden and violation could cause great problems. If our cruise stays in U.S. waters, we still ask you not to bring guns because guns serve no purpose on a San Juan Islands sailing cruise and bringing them could discomfort some participants.

Marijuana: This is a more complex topic, and one that more sailing participants care about. Although marijuana may be legal in states/provinces where we stop, there is a problem because as of 2022 marijuana by U.S. federal law is illegal. The U.S. Coast Guard operates under federal law. Consequently, if the USCG should board one of our charter boats, they will apply federal drug laws, and the USCG has confiscated boats with marijuana. Therefore, the charter company requires that the person who charters the boats sign that the charterers will obey federal law and will not have federally controlled substances including marijuana on the boats. If you are a marijuana user and do not like this situation, one way to make the situation more agreeable is to buy marijuana in the ports at which we stop and use it there.

Other Items Not to Bring:

- Hard luggage: Only bring soft bags.
- Big car-camping type gear: For those choosing to do some camping, we have room in the cockpit lockers for some back-packing size gear, but not for large car-camping type gear.
- Too much: Don't bring too much! There is limited room, and you don't need that much for these sailing trips. See the [charter company's suggested list of what to bring](#).

Items to Bring on the Boats

- Sleeping bag (even if not camping).
- Light camping gear (back-packing type, not heavy car-camping type) if you want to camp – sleeping pad, tent.
- 12v chargers, cables, maybe battery pack, for cell phones.
- Ear buds if you want to listen to music.
- Possibly sandals for use when using dinghy to go ashore.
- Bunting/fleece jacket, light rain/wind parka.
- See the [charter company's suggested list of what to bring](#).