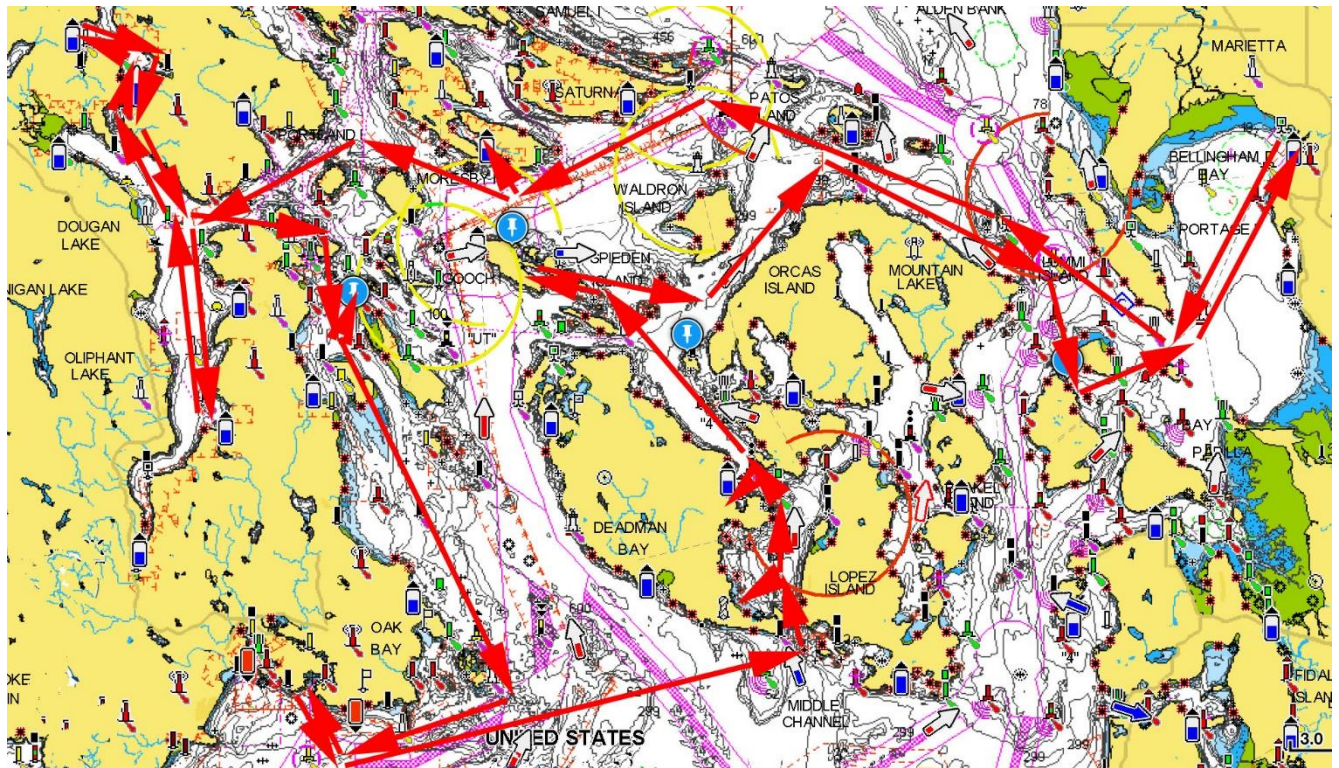


# Additional Important Information about the Sailing in Portland May 2025 San Juan Islands Cruise

## HOW TO CONFIRM YOUR PLACE ON THE TRIP:

1. Email me (BrianStipak@gmail.com) your **phone number** and **email address**.
2. Pay me a \$180 deposit (I have already paid a \$3695 deposit to the charter company). Deposits are generally refundable until close to the cruise date. I take Venmo or checks:
  - Venmo name is BrianStipak. Email address is [BrianStipak@gmail.com](mailto:BrianStipak@gmail.com). Phone number is 503-502-6034.
  - Mailing address for checks: Brian Stipak, 448 N Bridgeton Rd, Portland, OR 97217.

## CRUISE ROUTE 2025:



## Description of the 2025 Itinerary

Overview: This will be a Canadian and US cruise with an emphasis on the Canadian locations. Participants need to have a passport, and be admissible to Canada.

Option of Keeping 1 boat All-US: If anyone prefers not going to Canada or can not get into Canada - it requires a passport and you can not have disqualifying events on your record (even 1 DUI can disqualify) - we could make 1 boat an all-US boat and 2 boats US/Canada boats, with all 3 boats rendezvousing after a separation. We have done this before. Contact me privately if you have this concern.

Some of our overnight stops are in ports and some are on islands. Here is our tentative itinerary:

0. [Bellingham](#) – We leave from Bellingham and have the option of overnighing on the boats on Friday prior to our Saturday departure.
1. [Clark Island](#) (Alternatives are Matia or Sucia) - 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.
2. [Poets Cove](#), South Pender Island - A Canadian gem. We check in through customs at the marina, and then have available the outdoor spa over-looking the marina and the luxury resort with an excellent restaurant. Bicycles may be available.
3. [Butchart Cove](#), At the famous [Butchart Gardens](#), there is a cove where we can use the mooring balls. There is a dinghy dock for gaining access to see the gardens. If all our boats are not able to use the mooring balls, then we can anchor in the nearby [Todd Inlet anchorage](#).
4. [Maple Bay](#) – A new location for us that we expect to find quaint and charming.
5. [Sidney Spit](#) – Excellent hiking trails on Sidney Island, plus you can hike out the long sand spit. Large number of camping sites plus a covered picnic facility. When we stopped there once in September, I was the only person using the entire campground.
6. [Victoria Inner Harbour](#) – Entering Victoria's inner harbor we will stay on the right side of the buoys separating the take-off lane for the seaplanes. To our starboard we will have an iconic view of the Empress Hotel, before we tie up at the dock in downtown Victoria. A short walk of several blocks takes you to [Swan's Brewpub](#). Those seeking more culture can enjoy walking downtown Victoria and viewing the Parliament Building (and maybe even seeing the Parliament in session as did some of our crew on one visit) and other sites. The [Royal BC Museum](#) and the [Maritime Museum of British Columbia](#) are both top-notch and worthy of a visit.
7. [Griffin Bay Anchorage, near American Camp, off of San Juan Channel](#) –There is good hiking ashore; see the link above. An interesting possible option for camping is [Griffin Bay State Park](#); this is a 3-campsite area accessible for overnight use only by

motorless watercraft. We could row a dinghy from our anchorage, leaving the other dinghy(ies) for use on the boats. Also, the rules allow us to visit the park for day use using motorized dinghies. Here is [more information on this little park](#), including photos of the campsites. This [photo shows a campsite](#), and in this [photo you see the beach for landing a dinghy with the anchorage for our sailboats in the background on the right](#). The park is between two beachfront houses but the campsites and large state park sign can be seen clearly from the water. I may take a dinghy to explore the campsites before dinner, and after dinner may dinghy to the campsites to camp; anyone is welcome to join me.

8. [Reid Harbor, Stuart Island](#) – Stuart has great hiking (The hike to Turn Point Lighthouse is the classic hike) and has large harbors on the north side, Prevost Harbor, and on the south side, Reid Harbor. We have stopped in Prevost but never in Reid. Both harbors have a dock, plus Reid has several floating docks with picnic tables. We think that getting a floating dock for our 3 boats would be nice for our group.
  - On the sail from Griffin Bay to Reid Harbor we will stop for 2-3 hours at Friday Harbor to allow participants to shower, shop, have lunch, or otherwise enjoy Friday Harbor.
9. [Pelican Beach, Cypress Island](#) (Alternatives are Eagle Harbor on Cypress, or Clark Island) – This is a great stop for camping and for hiking. On some cruises we have dinner on the beach, depending on the weather.
  - 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 often 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 at [Pelican Beach](#). Hikers - Take a look at the trail map for Cypress Island. For those who stay on the boat to Pelican Beach, rather than off-loading at Cypress Head, there is an excellent hike to [Eagle Cliff](#) (open seasonally), with a dramatic view towards the north.
  - The campsites on the beach at Pelican are great campsites and popular with kayakers. Campers from our group will need to rise early because the sailboats will depart early on Monday morning in order to make our Monday noon return time.

Dinner Meals Together (Final decisions to be made by the food committee): night 1 on Clark, night 3 at Butchart Cove, night 5 at Sidney Spit, night 7 at Griffin Bay, night 8 at Stuart Island, and night 9 at Cypress. In port (nights 2, 4, 6) some of us will eat together at local restaurants, and you have the option to partake of food available on the boats.

## **TRY THE DIFFERENT BOATS!**

On our past trips some people have tried sailing on different boats for a day. We encourage you to try the different boats because you can learn something different on the different boats.

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).

Here is information and photos for each of our 3 boats:

- [S/V Illumine](#)
- [S/V Spirited Away](#)
- [S/V Sea Otter](#)

Illumine is a masthead sloop and Spirited Away is a fractional sloop, both in the category of “production” sloops made for use in locales like the San Juan Islands. Their characteristics include:

- 3 "stateroom", 2 head interior configuration.
- Rain protection with dodger and bimini.
- Cutout transom making it easy to get on the dinghy.
- Illumine has a 1 helm configuration. Spirited Away has a 2 helm configuration.
- See a [review of the Junneau 43 DS](#) (S/V Illumine).
- See a [review of the Jeanneau Sun Odyssey 409](#) (S/V Spirited Away).

S/V Sea Otter is a very different boat. We like to use a boat like this to give participants the opportunity to sail on a contrasting kind of sailboat:

- S/V Sea Otter is a cutter (2 foresails – jib and staysail), not a sloop (1 foresail/jib).
- Sea Otter is a heavily and well-built boat suited for off-shore cruising.
- Use [Sailcalc](#) for a statistical view of the different designs.
- 2 “stateroom”, 1 head configuration.
- 1 helm configuration.
- Rain protection with dodger and bimini.
- Higher displacement (weight) than typical ~40’ production boats.
- Shoal-draft cutaway full keel.
- The Island Packet designs are suitable for offshore and long-distance cruising.
- See a [review of the Island Packet 37](#).

Sea Otter has a traditional interior with 2 settees suitable for sleeping and also have bench cockpit seats suitable for sleeping if some crew desire to sleep outside.



The “production” boats like the Jeanneau’s, Beneteau’s, Hunters, and Catalinas are well-suited for sailing in waters like the San Juan Islands, may perform better in light air, and have interior designs many find agreeable. However, some of you might enjoy experiencing a quality off-shore boat like the Island Packets with their high build quality, more traditional look, cutter configuration, and greater suitability for rough sea conditions and off-shore cruising.

So we invite those interested to try sailing on the different boats for a day, since some of you might enjoy trying out the different boats. Of course, if you like one boat there is nothing wrong with just staying on that boat.

The leadership team (captain and safety officer) for each boat:

- **Leslie**, S/V Illumine captain ([CLICK HERE for sailing resume](#)), has a loyal following who likes her steadiness and guidance. **Susan** has both cruising and racing experience and will serve as the safety officer.
- **Richard**, S/V Spirited Away Captain, enjoys teaching others about sailing and continuing to learn about sailing. **David S** wants “to gain more bluewater and coastal experience” and will serve as the safety officer.
- **Brian**, S/V Sea Otter captain ([CLICK HERE for sailing resume](#)), enjoys helping new sailors to run the boat by themselves. **Chris** has taken ASA classes and will serve as the safety officer.

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 prefer a different assignment, let us know.

As we discussed above, we encourage you, regardless of your initial boat assignment, 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 and we will make changes if possible. Plus you can try sailing on the other boats for a day.

In the unlikely case that we experience conflict between 2 people on a boat, then I may arrange to shift people to solve that problem.

### **S/V Illumine**

Leslie (captain), Susan (safety officer), Jill, Gene, Maryn, Connie, Amine

### **S/V Spirited Away**

Richard (captain), David S (safety officer), Nathalie, Steve, Denise, Shah, Brad

### **S/V Sea Otter**

Brian (captain), Chris (safety officer), Leah, Barbara, David A, Alison

## **Sleeping Plan when Everyone Sleeps on the Boats:**

- Illumine: 2 in each of the 3 staterooms, 1 on the settee.
- Spirited Away: 2 in each of the 3 staterooms, 1 on the settee.
- Sea Otter: 2 in each of the 2 staterooms, 1 on each of the two settees
- Anyone who wants is welcome to sleep on the cockpit bench seats on Sea Otter. Illumine cockpit bench seats may be suitable for sleeping also.
  - May want to use a camping foam pad and/or the cockpit cushions.
  - If inclement, may want to use a bivy sack (I have an extra one to loan) to guard against possible rain intrusion if full cockpit enclosure is not installed.