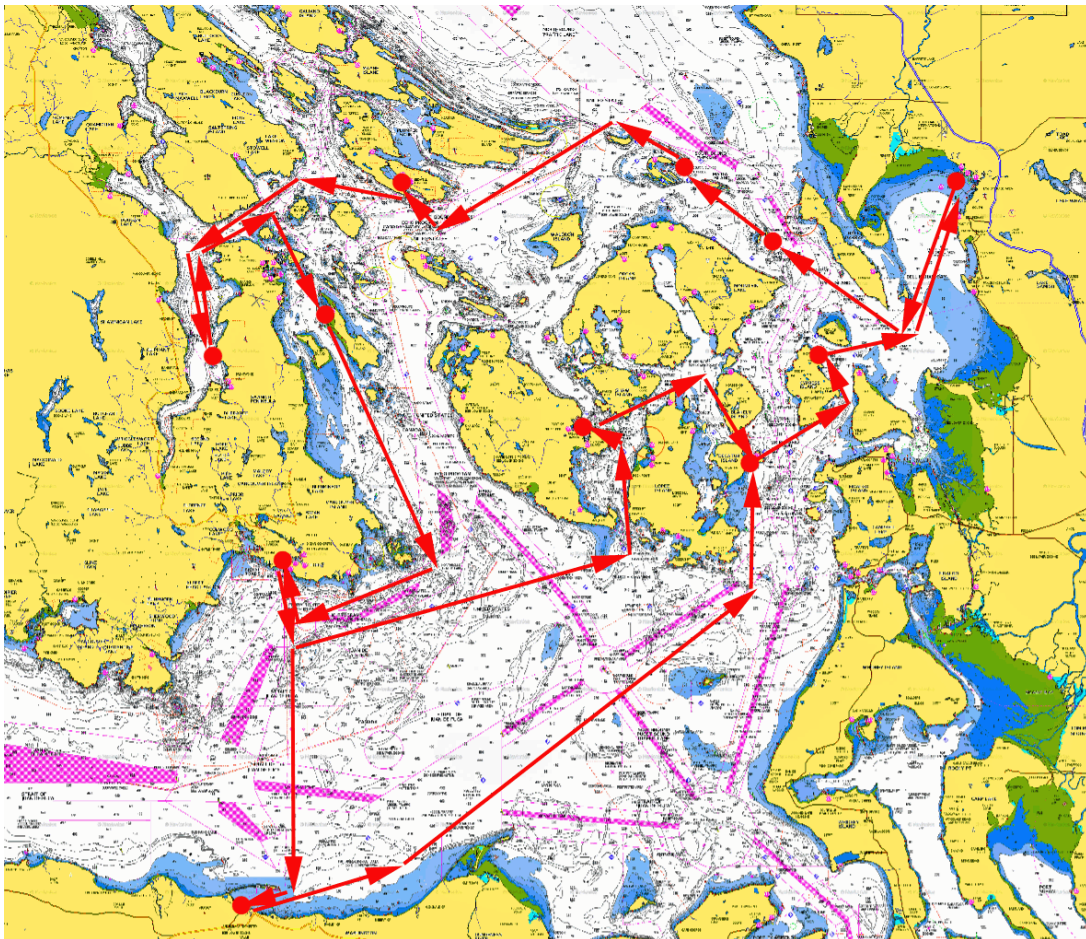


Additional Important Information about the Sailing in Portland 2025 San Juan Islands Cruise

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. Phone number is 503-502-6034.
 - Mailing address for checks: Brian Stipak, 448 N Bridgeton Rd, Portland, OR 97217.

CRUISE ROUTE 2025:



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 usually use [Pelican Beach](#) on Cypress Island as our last stop because it has excellent hiking and it's closeness to Bellingham makes it easy to get 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. [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 a port stop where we can use a spa. Think of sitting in an outdoor hot tub overlooking the marina, like in [Poets Cove](#). Other options for a spa stop are [Rosario Resort](#) 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, you will see some beautiful scenery, can do some great hiking and camping if you desire, maybe enjoy a spa if you desire, and have a memorable experience.

Comments about 2025 Itinerary

Overview: This will be a US San Juan Islands and Canadian Gulf Islands trip. 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 overnighiting on the boats on Friday prior to our Saturday departure.
1. [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.
2. [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. Sucia 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. This year we may stop at Ewing Cove, which is quite remote and with sandstone formations surrounding the anchorage.
3. [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.
4. [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](#).
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. [Port Angeles](#) – Leaving Victoria we make an open-water [crossing of the Strait of Juan de Fuca](#) to arrive at Port Angeles, Washington. Port Angeles is more of a working port, rather than a tourist attraction. I like walking east from the marina along the waterfront, eventually ending up at the [Gastropub](#) downtown.
 - 7.1. If conditions are not favorable for crossing the Strait of Juan de Fuca, or if some boats just prefer, an alternative to sailing to Port Angeles is sailing to [Friday Harbor](#), the largest town in the San Juan Islands and a great stop for fun and replenishment.

8. [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.
9. [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. 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, popular with long-distance kayakers. On our last night we often have dinner on the beach at Pelican, depending on the weather.

Dinner Meals Together (Final decisions to be made by the food committee): night 1 on Clark, night 2 on Sucia, night 4 at Butchart Cove, night 5 at Sidney Spit, night 8 at James, and night 9 at Cypress. At port (nights 3, 6, 7) some of us will probably 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).

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

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

Illumine and Spirited Away are in the category of 40 foot "production" sloops made for use in locales like the San Juan Islands:

- 3 "stateroom", 2 head interior configuration.
- 2 helm configuration on Spirited Away, 1 helm configuration on Illumine.
- Rain protection with dodgers and biminis.
- Cutout transoms making it easy to get on the dinghy.
- Illumine is a masthead sloop whereas Spirited Away is a fractional sloop.
- Both have bow-thrusters for easier docking.

Sea Otter is a very different boat, and we like to use her to give participants the opportunity to sail on a contrasting kind of sailboat:

- 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.
- To have a statistical view of the different designs, use [Sailcalc](#) to compare the Island Packet 37 to the Jeanneau 43 and Jeanneau 409.
- 2 "stateroom", 1 head configuration.
- 1 helm configuration.
- Rain protection with dodger and bimini.
- Dinghy access is via the lifeline gate (not a swim platform at the stern), making dinghy access more difficult and making S/V Sea Otter perhaps not as suitable for those less dexterous, since dinghy access is easier on the other boats.
- Shorter in length, beam, and WLL (hence lower hull speed) than the other boats.
- Higher displacement (weight) than most of the ~40' production boats.
- Shoal-draft cutaway full keel.
- No bow thrusters.

Some people may find the larger accommodations of the first 2 boats more agreeable, and some may admire the traditional construction quality of the Island Packet. The first 2 boats may sail slightly faster in light air, whereas in strong conditions you might find the ride on Sea Otter more comfortable.

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 teams (captains and safety officers) for each boat:

- **Leslie**, S/V Illumine captain ([CLICK HERE for sailing resume](#)), has a loyal following who likes her steadiness and guidance. **Christopher** has completed the ASA 101, 103, 107 courses and will serve as the safety officer.
- **Richard**, S/V Spirited Away Captain, enjoys teaching others about sailing and continuing to learn about sailing. **Joshua** has completed the ASA 101, 103, 104 courses 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. **Susan** has racing and cruising sailing experience 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), Christopher (safety officer), ...

S/V Spirited Away:

Richard (captain), Joshua (safety officer), ...

S/V Sea Otter

Brian (captain), Susan (safety officer), ...

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.

Our boats have "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, are not spacious. So keep your expectations low.

Besides each of the "staterooms" that are double berths, some boats have a convertible dinette that makes into a double bed. Converted these dinettes are often very large and

can easily sleep 2 people. Also, you can choose NOT to convert (my preference) and just sleep on the settee, which I find very comfortable.

Boats with traditional interiors (e.g. S/V Sea Otter) have 2 settees (port and starboard), both of which serve a single berths (or 1 single and 1 double if the dinette is converted).

Some boats (e.g. S/V Sea Otter) have 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 boats this way, and I find it one of my favorite places to sleep. 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.

I personally have sometimes slept on the cabin sole (floor) on a foam pad on our San Juan trips. On my own boat in rough offshore conditions I sometimes have slept in my foulies on the cabin sole, often athwartships, ready to go quickly topsides to deal with sailing issues - but no need for that on our San Juan trips where we sleep in protected anchorages or in ports.

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



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.

One of our crew has even 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 our double berths for 2 people**. All of the "staterooms" are double berths. 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.

PLUGGING IN ELECTRICAL SLEEPING DEVICES:

Using plug-in electrical sleeping devices like breathing aids is generally NOT possible on the boats:

- Needed electrical outlets and sufficient battery power (when on moorings) are usually not available.
- You will probably be sleeping with another person in a double bunk and using a device that disturbs the other person or other people in the boat will not work.
- However, in one case a participant did bring and use a battery-operated, very quiet, CPAP device that did not disturb the bunkmate or other people.

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 \$70, to be determined exactly by the committee.

When we are in ports most people choose to eat in the ports. However, there often is food on the boat, including leftovers, that might be available if some people prefer not to go out to eat.

When we are on the islands, we usually share most dinners 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.

SUGGESTED DINNER MEALS (All with vegetarian option) and BREAKFAST AND LUNCH Supplies:

Some dinner meals: tacos, hamburgers, spaghetti, soup plus leftovers (last night).

Breakfast supplies: eggs, bacon, pancakes, cereal, yogurt, bagels.

Lunch supplies: bread, cheese, tuna, peanut butter, sandwich meats.

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 marijuana remains illegal by U.S. federal law. 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 people who charter their 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.

Items to Bring on the Boats

- Sleeping bag (even if not camping).
- If you want to camp then bring light camping gear (back-packing type, not heavy car-camping type) – sleeping pad, tent.
- 12v chargers, cables, maybe battery pack, for cell phones.
- Ear buds if you want to listen to music (No music via on-board sound systems on the boats is allowed, because we have found that does not work out.)
- 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](#).

How to Make this Cruise Work Out Great

Your Basic Attitude about the Trip:

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 for a tiny sailboat that I share for a week with a bunch of other people. Think of it as roughing it and going boat camping with other people. 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 and maybe next time choose to go on a luxury cruise ship.

Your Responsibilities:

If there is a problem or if something bothers you, do your best to try to work it out with the other people. This is not like a commercial tour in which you pay a company and if something displeases you then you can complain to employees paid to take care of you and make you happy. Rather, each one of us on this trip has paid an equal amount and has equal responsibility to try to work out problems and make the trip a success.

The captains of the boats do have special responsibilities for the operation of the boats. The charter company has endorsed these people as qualified to operate the boats and has entrusted the boats to their care. The captains have signed the charter company's required forms about operation of the boats.

But the other captains and I are members of our group and have paid to go on this cruise just like everyone else. We are not paid employees whose responsibility is to cater to the other group members.

Therefore, all of us have the responsibility to work together to get along and to work out any problems that might arise. So if some kind of problem arises try your best to work it out with the others. Of course, you might want to mention it to the boat captain or to me also, but everyone's responsibility is to try to work things out, not just to complain to someone else and expect someone else to work everything out for you.

As the person who did all the work (which is a LOT of work) to organize this trip, frankly I feel like I have already done WAY more than my share to try to make this trip a success and I would appreciate other people doing as much as they can for the sake of the trip.

Here is an example from a past trip. On one of the boats (not mine) a person sleeping on the top of the cabin (not a usual place to sleep) made some noise moving around and that noise bothered 2 other people sleeping below. That problem could have been fixed that night if the person sleeping on the cabin top had moved to a different location. That

night the 2 people who were bothered did not talk to the person making that noise nor to anyone else. Then the next morning those 2 people complained to me, but by that time no one could do anything about the noise the night before. The final result was bad feelings between those 2 people and me.

As the example above illustrates, all of us need to try to fix any problems that occur, and to fix them in time. Talk to the other people involved. Work it out.

By working together we can make this trip as good as possible.

*Work together to
solve problems.*

Think of others.

Self-abnegate.

*Make this trip as
good as possible.*