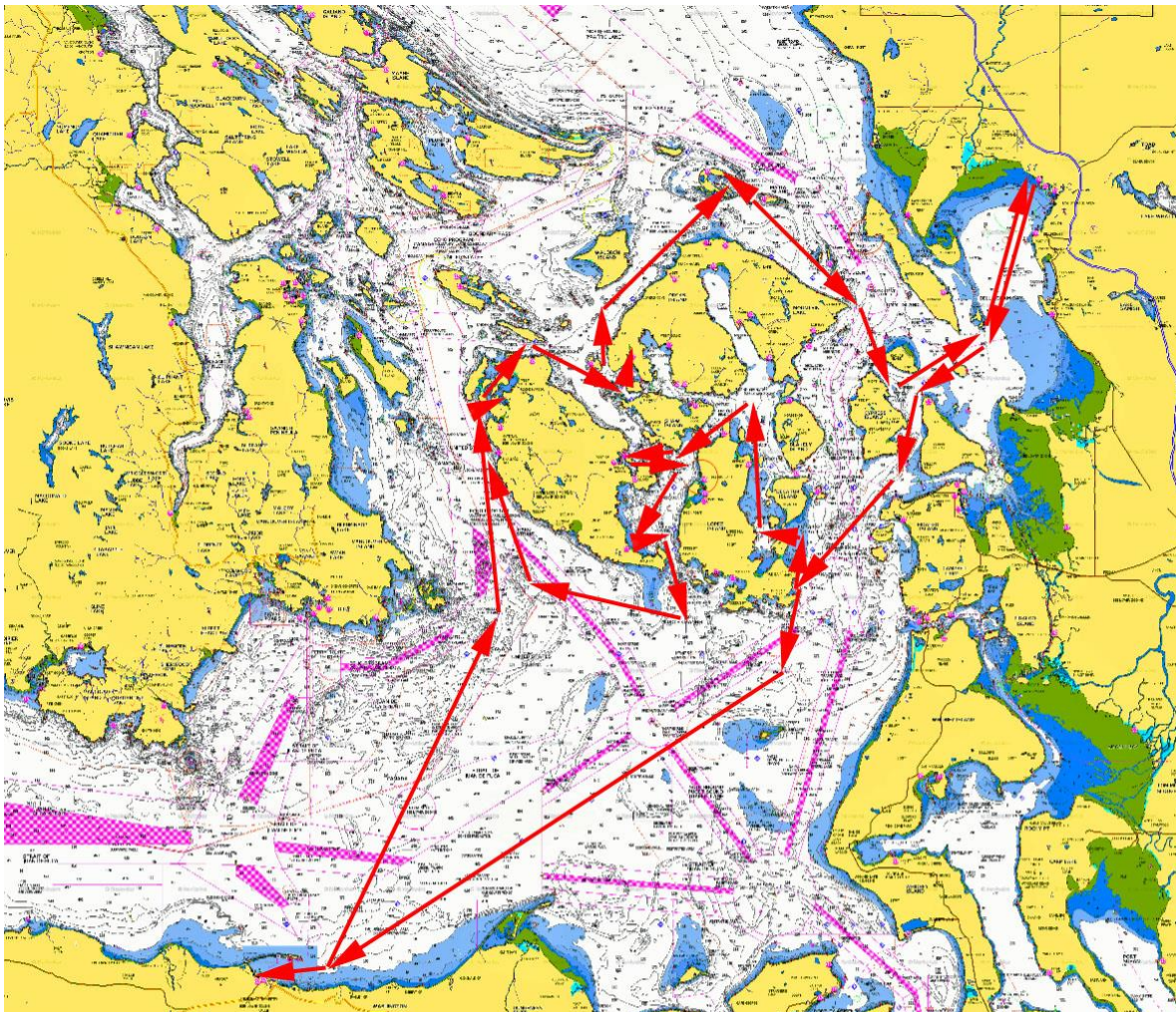


Additional Important Information about the Sailing in Portland September 2025 San Juan Islands Cruise

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 \$2,430 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 SEPTEMBER 2025:



Description of September 2025 Itinerary

Overview: This will be a US-only San Juan Islands trip.

We will emphasize places we have not gone to on our prior cruises, do more anchoring, and attempt a long open water crossing to Port Angeles. Here is our tentative itinerary:

- [Bellingham](#) – We leave from Bellingham and have the option of overnighing on the boats on Friday prior to our Saturday departure.
- [Watmough Bay](#) – A remote bay on the SE side of Lopez Island with dramatic rock faces and [good hiking](#).
- [Port Angeles](#) – 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.
 - .1. [Friday Harbor](#) – If conditions are not favorable for sailing across the Strait of Juan de Fuca we will change our itinerary to sail through Lopez Pass to Friday Harbor, and either overnight at Friday Harbor or else after a 2-3 hour stop in Friday Harbor continue to the anchorage in Griffin Bay.
 - .2. [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. If you want to camp there you could row a dinghy (without mounting the motor) the ~.5 mile from our anchorage, leaving the second dinghy for use on the boats; we'll even tow you most of the way with the other dinghy. Also, the rules allow us to visit the park for day use using the 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 the 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 after to the campsites to camp; anyone is welcome to join me.
- [Garrison Bay Anchorage, near English Camp, off of Mosquito Pass](#) – There is good hiking ashore; see the link above.
- [Deer Harbor](#) – A quiet marina off the beaten track, with hiking nearby.
- [Ewing Cove, Sucia Island](#) – This is an isolated cove, way away from the crowds on Sucia Island, with dramatic sandstone formations. It is a favorite spot of mine but I have never taken our group cruises there before (partly because our charter boat insurance does not cover our boats in this location).
 - .1. An alternative to Ewing Cove could be Patos Island, if we can get on the 2 mooring balls in Active Cove (anchoring there is not suitable).

- [Pelican Beach on Cypress Island](#) – This is a great stop for camping and for hiking. On some trips we drop people off at [Cypress Head](#) so that they can make the long north and re-join the boats at [Pelican Beach](#). On this trip the main hike will be to [Eagle Cliff](#) (open seasonally), with a dramatic view towards the north. You also have the option to hike the trail going south and then returning. 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.
 - 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 Friday morning in order to make our Friday noon return time.

Dinner Meals Together (Final decisions to be made by the food committee): night 1 at Watmough Bay, night 3 at Garrison Bay, night 5 at Ewing Cove, and night 6 at Pelican Beach. At port (nights 2, 4) 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 2 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 boats:

- [S/V Illumine](#)
- [S/V Vita Beàta](#)

Illumine is a masthead sloop in the category of “production” sloops made for use in locales like the San Juan Islands:

- 3 "stateroom", 2 head interior configuration.
- 1 settee suitable for sleeping.
- Rain protection with dodger and bimini.
- 1 helm configuration
- See a [review of the Junneau 43 DS](#).

Vita Beàta is a cutter (2 foresails – jib and staysail), not sloop (1 foresail/jib). It is a heavily and well-built boat suited for off-shore cruising:

- 2 "stateroom", 2 head interior configuration.
- 2 settees suitable for sleeping, 1 convertible to a double.
- 2 cockpit bench seats long enough for sleeping.
- Rain protection with dodger and bimini.
- 1 helm configuration
- Cutaway full keel.
- See a [review of the Island Packet 440](#).

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

- [Leslie](#), S/V Illumine captain ([CLICK HERE for sailing resume](#)), has a loyal following, when she serves as a captain, who likes her steadiness and guidance. [Susan](#) has both cruising and racing experience and will serve as the safety officer.
- [Brian](#), S/V Vita Beàta captain ([CLICK HERE for sailing resume](#)), enjoys helping new sailors to run the boat by themselves. [David](#) has taken ASA courses, has a lot of sailing experience, and will serve as the safety officer.

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 boat 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), Chris, Leah, Johanna, Jill, Kaylee

S/V Vita Beata

Brian (captain), David (safety officer), Joy, Carol, Blanka, XXX, XXX, XXX

Sleeping Plan when Everyone Sleeps on the Boats:

- Illumine: 2 in each of the 3 staterooms, 1 on the settee.
- Vita Beata: 2 in each of the 2 staterooms, 2 on the convertible settee, 1 on the other settee.
- Brian will sleep on a cockpit bench seat (on either boat) or on the cabin sole with a foam pad (on either boat).
- Anyone else who wants is welcome to sleep on available cockpit bench seats.
 - 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.