

## CRUISING WITH "SEA DREAMER" 2018

E-Mail reports by P/C Michael Gibbons, JN

May 18 2018

We are on the boat in the boatyard in Anacortes WA. Every year the trip seems to get longer. We do the drive over two days staying in Portland overnight. The trip through Seattle was the fastest we have ever done it and we arrived about noon on the 16th.

The problem with leaving the boat all winter is that the dirt is so thick you could almost shovel it. Not really but it is pretty dirty. We have a lot to do before we launch and to make it worse the refrigerator failed. The boatyard ordered one for us to arrive on Monday, it is eye-watering expensive but we don't have much choice. On the plus side we have a friend, Don Starbuck with us to share the work load. We will spend the next month cruising together, it should be fun. He spent the day folded into the engine installing LED light fixtures. Should save us a lot of power this summer.

Sorry, no photos yet but I will email again soon with pictures.

Michael

May 31; Hello to everyone. We finally got away from Coos Bay, fully loaded and heading for Washington. It was a good trip without too much traffic, after staying the first night in Portland we arrived in Anacortes about noon on May 15. The boat was still hauled out and we had several jobs to finish before launch.

Our friend Don Starbuck was joining us for the first couple weeks and he arrived later that day. We had some planned jobs and one major unplanned job. Don was very helpful and accomplished several jobs in the engine room that are difficult for someone who isn't as limber. I just don't fold the way I used to. He installed some

new LED light fixtures down there that really light it up and did some work on a through hull fitting that was difficult for me to reach.

We did several small jobs, lowering the mast to install a new anchor light, reconnecting the water system, painting the port side of the hull. ( The port side takes the most abuse because that's the side we dock on. )

The zinger was the refrigerator failing. The fridge is built-in so our options are limited. In a stroke of incredible luck the boat yard found the exact same make and model in Seattle. Once again Don was instrumental in getting the job done.

By this time we had spent several days in the boat yard and were getting pretty tired and somewhat stinky so we took a night off and got a hotel room. A nice dinner in town and we all felt much refreshed.



We launched the boat on the 23rd and took it over to Cap Sante Marina for some in the water jobs. They have an oil recycling station so I change the oil when we get there. The engines have to run to heat up the oil. I have to take it out through the dipstick hole so it needs to be a thin as possible. We felt that we needed a shakedown cruise and some time off after that so we got underway and headed north from Anacortes to Sucia Island.

Sucia Island is a Washington State Park, last winter I purchased a pass to cover the cost of moorage in any state park so it wouldn't cost anything at the time to pick up a mooring buoy or stay at the dock. The pass was \$200, the cost of mooring was \$15 a night so it wouldn't take too many nights to make the pass worthwhile. We stayed three nights on this trip, got in several walks and generally slacked off. We still hadn't done our provisioning so we went back to Cap Sante Marina for one more night. Don left us at this point to head home to Bandon Ore.

After a day of provisioning we are sitting in the marina ready to head out first thing in the morning.

Photos this time! <https://imgur.com/a/9ziRlMh>



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P/C Michael Gibbons,JN michaelg@seadreamer.net

June 12 at 6:22PM

The weather is cool and windy with occasional rain. Welcome to the pacific northwest. We are in Garrison Bay, our home away from home. We have been trying to relax after a hectic start to our summer cruise. Our new refrigerator is acting up, it works a lot better on AC than it does on DC. I have an inverter that supplies AC to the boat when not at a dock but the plug that supplies the fridge is not on it. I need to rewire the electric panel, another job on the list.

The good news is that everything critical is working well. The new anchor windlass is working as designed. Over the years of anchoring in an area with winds and tides for long period of time the anchor chain has developed some twists in it. It started to jam when the chain was let out. In a two person job we untwisted the chain, Karen let the chain out a foot at a time while I untwisted it down in the chain locker. It must have had about twenty turns in it. It was also a good opportunity to clean out the locker.

We take Finnegan ashore at least four times a day to do his business, it's a good time for us to walk around the Bell Point trail. It's 1.8 miles so it provides some exercise without being too strenuous. I have a winters worth of lard to get rid of. Our day usually begins about 0630 with taking Finnegan ashore in the dinghy followed by coffee and waking up some. I usually cook breakfast around 0730. We sit around drinking coffee and planning the day while the generator runs for the morning battery charge. We charge for about two hours in the morning and about one and a half hours in the evening. After the morning charge we go ashore again for a walk around the Bell Point peninsula. That is not the only trail in the area but it is circular so we don't have to turn back at any point. When we are charging batteries we have lots of power left over so we usually run the electric heat. I hope we don't need to do that later in the summer

On the way here from Sucia Island we stopped in at Jones Island. Jones is a small uninhabited island with two harbors on it. The south harbor faces the San Juan Channel and is subject to a lot of wave action. The north harbor is larger with a dock and two mooring buoys. We were lucky to get a buoy and with my new park pass it didn't cost anything to stay for a few days. We spent three days there. Jones Island is small but the whole island is state park. There is a level walking trail and some very hilly trails that I haven't tried yet. We left Jones Island in the rain and made it to Garrison Bay. Garrison Bay is the location of English Camp one of the protagonists in the Pig War of 1859. [Google is your friend.] We have been here for several days, tomorrow, Monday the 10th, we will get underway for somewhere else, destination unknown. We will stop at the fuel dock in Roche Harbor for fresh water and a few gallons of gasoline for the dinghy.

I am out of Internet until the 12th so I am writing this offline. We are in Prevost Harbor on the north side of Stuart Island. We have been hanging around some because Karen is leaving on the 19th to visit her brother in Florence OR for ten days. We will take a slip in Anacortes overnight and leave the next day, her heading south, Finnegan and I for parts unknown.

A few photos <https://imgur.com/a/zYV39NO>

Michael

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