

# m/v ALISAZ

Launched October 2001



## SHIP's LOG

*DECADE ONE*

October 5, 2001  
to June 30, 2010

by Captain Richard Russell

- 10.5.01 Freighter "LP Universo" passes BeachStudio in West Seattle about 5 pm headed for Pier 4 in Tacoma. Our boat is stored below decks so I can't see anything.
- 10.6.01 We got our first glimpse of *Alisaz* as she was lifted out of the hold of the freighter, then moved over the pier, rolled up ahead to the bow and dropped directly into the water. We photographed the entire process from *Sorceress*. Mike Johnson and John Field got on board, started her right up and headed out of the waterway. We stopped at the Tacoma Yacht Club fuel dock and took on 995 gallons of diesel, as well as 300 gallons of water. Then we cruised to Seattle in both boats, and moored *Alisaz* at EBM "N" dock. Beautiful day: Wow!
- 10.7.01 Ran from EBM to Anacortes Marina slip on Dock A for make-ready and commissioning with Zac and Mike Johnson. Very smooth and quiet: following wind from the south, smooth in the straits even. A truly incredible craft. We saw many orcas, and what looked like blackfish dolphins. According to Mike's portable GPS we were going 11.6 knots at 1900 RPM, 15.9 knots at 2100 RPM and 22.4 knots at 2700 RPM (all irrespective of the currents). I find it an interesting fact that I took delivery of the Orca 2 years ago today.
- 10.8.01 I drove up and delivered the through-hull parts. Sat in the pilothouse and contemplated the reality of it. A major dream comes true. Thank you God for most this amazing day (boat) etc. (thanks ee cummins).
- 10.11.01 Jil and I visited boat and talked through our design choices for things. Delivered the electronics except for antennas ( & water maker). Met with John for canvas and signage. Sue and Mike showed us around the boat and spent the afternoon with us. Great folks.
- 10.13.01 Can't stay away—drove to Anacortes to do my reading. Had to hang out in the space some more. Bring some music. Measure/photograph for art. This is going to be a great spot for us.
- 1.22.01 Hauled out by Granville Marine and set next to the Marine Services building for through-hull work. Delivered parts and visited Jamie for signage. Also saw John re: upholstery.
- 10.25.01 More water maker parts, and the inverter delivered. Hull #117 received its' first coat of wax (thanks to Fred). They are repairing gel coat on the arch, but otherwise it seems "made-ready" by me. At this point we can complete the purchase. This is a wonderful thing to happen in our lives, and it's unfolding like clockwork.
- 10.27.01 Picked up furnace and media components from Definitive Audio and delivered to Anacortes with Zac. The inverter is in; we're waiting for a palette of batteries.
- 10.31.01 Batteries delivered by Fisheries Supply to Anacortes.

- 11.1.01 More parts delivered by me. Spent some time with John at Tradewinds. Lots of little decisions made.
- 11.2-17.01 Major activity: bow thruster hole cut...dashboard holes cut...piecing things together. Zincs, transponders, sensors.
- 11.20.01 In a small ceremony with just us and June and Valerie, our boat is blessed and the bottle broken over her bow: M/V Alisaz is hereby launched and ready for the home stretch. No leaks. "God bless this boat." Name's on the side; tender's on the top; Desitin on the underwater parts. Great progress all around. By the time I get back on the 5th it should be even closer. We're hoping to be finished by Christmas. Varnishing scheduled for January (or February) in the boathouse.
- 12.26.01 The heat is on and the last details are being put in place. The real deal furnace is SO much better than the little electric heaters. Everything is looking good, and the day is coming ever closer when we can take her out for a sea trial and calibrate all the bells and whistles.
- 1.16.02 First outing; she ran flawlessly. Mike, Fred, Paul and I made a run around Guemes Island. Beautiful day; Mount Baker shining in the sun, covered with fresh snow. She is incredibly maneuverable, and I was able to make some very tight turns, threading the exit and entrance to the marina without much difficulty. By contrast, the Orca is much more difficult to maneuver. It's wonderful to captain a craft so steady and sure with all her weight and deep keel. I feel like a 10 year old kid. Wow.
- 1.19.02 Family excursion (outing #2), testing our sea legs, learning the operational details. All the upholstery is in and looks wonderful. I like our choices. Out around the Peapod Islands and back around Sinclair and Guemes. I do like the access to the San Juans that Anacortes provides.
- 1.21.02 Zac, Mike Dupille, Paul Picus, Scott Maslowski and I rode up in the limo this morning and brought her home (outing #3), back to Elliott Bay Marina for a couple of days. EBM is a very tight moorage, I must say, for a boat our size. Second thoughts about having a slip there...alternatives are Shilshole (or Anacortes). Or Bell Harbor for short visits.

Regarding her performance, here are some early and rough measurements from the GPS and FlowScan, entirely independent of wind and current conditions.

| <i>RPM Knots</i> | <i>MPH</i> | <i>GPH/x2</i> |
|------------------|------------|---------------|
| 600 4.6          |            |               |
| 1000 7.1         | 8.1        |               |
| 1500 9.6         | 11.0       |               |
| 1650 6/12        |            |               |
| 2000 12.2        | 13.9       |               |

|      |      |      |       |
|------|------|------|-------|
| 2200 | 14.4 | 16.5 |       |
| 2400 | 16.6 | 19   | 16/32 |
| 2600 | 18.4 | 21   |       |
| 2700 | top  | 20.2 | 23    |

1.23.02 Spent the night on the boat. Fine. Cummins repair guy tended to minor coolant leak on rear port engine; Mike patched a salt water exhaust manifold pinhole leak. The guy from Definitive put the ends on the video wires. Only a few last details...

1.25.02 Took her to Gig Harbor and let everyone see her, then to the boathouse. Final preparations begin for handrail varnishing, davit installation, and the few other remaining details. The end of commissioning is near; it's the beginning of a long life together as family and boat.

2.3.02 Railings being sanded and varnished.

2.5.02 Porta-bote arrived: interesting. Seems sturdy enough. Anywhere on top for it? Not really...too ungainly...a beach boat, perhaps?

2.9.02 Chuck Quint has got 3 coats of varnish on the rails, and gone home to Idaho for a while. We're going to finish the job in March, when it's warmer and the undercoat has hardened, so that all will be ready on April 1st.

2.10.02 Wonderful day: first family trip from the boathouse to Gig Harbor for a meeting and back. Ted and Clarice joined us on the way over for lunch.

Everything running as designed, including the main generator and the stovetop. I wonder about the main 30 amp 110 volt breaker, which seems to trip when on 50 amp shore power, making me unsure whether to trust it to stay on. We must learn how to keep that from happening somehow. I can leave the battery chargers off, or better the heater, most of the time. What else? Mike's back on Thursday; other questions? What about the water filters/fuse on the water pump? Spare parts list? Etc. This boat is going to be good for us. The first three coats of varnish look excellent. Six more weeks to prime time. And God Please Bless My Mom.

2.14.02 Met Mike and Doc and we went over everything we could think of...and we have a general completion plan, to be done by early April. Then we can boat without reservation. Meanwhile, Jacob and I moved her to Elliott Bay Marina to be closer until the end of the month. We stopped in Gig Harbor and dropped off three packages, then at Stutz's for fuel. We put in a total of 447.2 gallons into all four tanks. We have about 29 hours on the engines. That makes a gross mileage of 18+ gallons per hour; or about 50 hours on a full set of tanks (understanding that the generator hasn't been running too much). The sight gauge on the aft port tank is super slow to equalize—I thought it was mostly empty when it overflowed onto the teak deck. Ooops. Baptized by diesel. Dish soap and fresh water seemed to help. A few other nicks and scratches...she's our boat now.

- 2.15.02 Met with Brian (carpet fitting), Tom (phones), Joe (CumminsNW), then took the Commonicity group (Mike, Paul, and Scott) out for a ride around Elliott Bay: a spectacular day. There is still a small amount of coolant leaking from the port turbo manifold, however. Also, we put two quarts of oil in the starboard engine. Otherwise all is well, and I am feeling ever more comfortable with maneuvering in close quarters: I moved over a couple of slips this morning, alone, and did it smoothly, taking it slow, even with the <24" clearance on the side. Maybe we can handle our own slip here, especially if we can go to N dock in a pinch. I really do like the Marina (it has great sushi after all). I'm spending the night on board.
- 2.16.02 Very comfortable. Added the second easy chair for the Salon; it seems to fit perfectly. We're moving aboard, and with every book or sweater it feels more like home. I'm dreaming about it at night. A great adventure travel home for us. I want to get more confident with the close-quarters maneuvering, and then practice with wind.
- 2.19.02 Cummins replaced the gasket on the port engine turbo manifold, and tightened clamps all over both engines. Northern Lights generator working fine; small generator wouldn't start for me. Mark was on board fitting the carpet, and in a week or two we'll have protection for our beautiful wooden floor.
- 2.20.02 Paul and I took her out to Alki and around Elliott Bay. Great view from the flybridge. No port-side coolant leak. Running very smoothly. 30+ hours on each engine. It's only February...
- 2.23.02 Learning more about the electrical system: a flashing green on the LINC's mean they're fully charged, and we have to see how to read the chassis temps as reported by the ProSine inverter panel. The little generator started—the throttle is open when the control is pushed all the way IN. Pulling it all the way out kills it. Then it's VERY IMPORTANT to keep it dialed down to 28 volts or so! The stereo except the salon is hooked up and sounds great. The TV looks much better with component DVD. We're getting there. Monday the rest of the stereo; Thursday the carpet.
- 2.24.02 First family outing, around Vashon Island to Gig Harbor and back. A good north wind and some winter sunshine. A beautiful day; boat running smoothly. No coolant leaking anywhere. I wonder about the increased water in the bilge; could it have been the Cummins mechanic washing up? The FloScans are still not right. There was a leak under the dumbwaiter, not sure from where. Also there has been water collecting on the FB under the pilot's left foot, but it went away during the day. With a 2-3' chop both with and against the wind she proved very steady, solid, seaworthy craft. I left the battery chargers off for a day or two, and the engine block heaters on.
- 3.14.02 Mike on the boat, working on fine tuning the davit and finishing other minor items. Moved her from the boathouse to Elliott Bay Marina. Noticing a very small amount of antifreeze(?) under the starboard engine.

- 3.17.02 Day trip around Elliott Bay with Kathy Lehrfelt, Maren, Zac & Jileen. I can't wait until it gets warmer. I like the flybridge much better without the table.
- 3.18.02 Took the boat with Paul to Gig Harbor office for meetings with Jim Morton and Eric. Rainy NW day, strong south wind. FloScans still reading differently on each engine at same RPM (?).
- 3.20.02 Moved back south into the boathouse. Smooth trip in strong following seas; we felt carried along the whole way. **Note:** always remember to lower the antennas before entering the boathouse. Varnishing to be completed as soon as Chuck can get here. The passes are currently closed due to avalanche danger.
- 3.25.02 Final varnish underway today.
- 4.1.02 Varnish appears complete. In fact, he will return again next week to try for a dust-free top coat. The inverter battery was very low (flashing single red); I turned inverter on to charge. Will begin operating inverter from panel. Wonder what's draining it while on shore power???
- 4.3.02 Inverter batteries fully charged. Moved to EBM with Jacob. Beautiful day.
- 4.5.02 Stereo fully wired; sounds wonderful. Traveled to Gig Harbor with Paul, and then back to the boathouse, for two weeks of final tweaks. The satellite phone is working, and the cell phone and computer are next. When I get back from Hawaii we'll be putting her into service for real. A small question: is the furnace working off the "engine heat" option properly? Do we need to change to a lower temperature AquaStat? Mike will cover sealing before Doc starts cleaning.
- 4.24.02 Moved from boathouse to EBM.
- 4.28.02 Day trip around Elliott Bay and Blake Island. Tied up briefly to the BeachStudio buoy. Running beautifully, just a few details left to finish.
- 5.1.01 Slow evening cruise around Elliott Bay and around Alki to BS. Smooth.
- 5.3.01 Worked on completing the tender chock system and harness, replaced the PH table and the port engine exhaust manifold (factory replacements) and attended to other bits and pieces with Mike.
- 5.18.02 Moved from boathouse to EBM slip F-47. Seattle home.
- 5.21.02 Oil change both engines. 70 hours. Both gear oils changed also (by Joe Sanchez from Cummins NW).
- 5.23.02 Traveled to GH for mom's memorial service, all three of us spent the night on board. Incredibly quiet! Beautiful living space, though Zac says his bunk's too short. Now to spend some time and really organize it the way we want it.

- 5.24.02 Returned to EBM. Filled with fuel—total 865—fwd port: 300; fwd stbd: 198; aft stbd: 170; aft port: 197 (!!); 75 hours on both. Sight gauges on fuel tanks useless so far. Haven't looked at FloScans for a while. Small amount of oil near oil change pump. Otherwise all smooth. Beautiful late afternoon cruise around Elliott Bay with Paul. What a great craft to handle.
- 6.26.02 Switched to aft fuel tanks, sight gauges work better while levels falling and while filling. Filled tanks with fresh water. Met Mike and Sue on board and practiced anchoring and related maneuvers. This was the last bit for me; now we are going to go drop anchor somewhere. Nearly 90 hours on the engines.
- 6.29.02 Excellent first trip with Jileen to the South Sound. Stopped by the boathouse for a couple of items, then anchored in Quartermaster Harbor for the night. Delightful. Opens up the whole new world of anchoring, anywhere...
- 7.7.02 Passed 100 hours on each engine; 35 hours on the primary generator. All's well downstairs. Finished smooth three day trip to Silverbow Farm for the Fourth of July and my dad's birthday. Short list of issues: washer, cell phone, navigational aids, horn, refrigerator seal, spare parts, fishing gear, crab pot, etc. (separate detailed list). Running flawlessly otherwise, such a sweet boat.
- 7.10.02 Left Alisaz at EBM until I return from Hawaii. While I'm gone, I hear she has been injured by another boat. Fortunately it's just a flesh wound.
- 7.29.02 Compasses calibrated by Leonard from Captain's Nautical. What an experience! It will need to be done again in 20 years. Incidentally, the flying bridge compass was right on but the pilot house unit required two magnets on the bottom to compensate. Currently attached with duct tape.
- 7.30.02 Ready for Desolation Sound. 109 hours. Mike taking her to Anacortes tomorrow. Today June and I circumnavigated Vashon, stopping at TRFF.
- 7.31.02 Mike departed EBM at 08:45; arrived Anacortes 13:25. Smooth. ≈ 114 hours. Patch ding, relocate water pump switch, other small tweaks.
- 8.4.02 Departed Anacortes 15:55; arrived Bedwell Harbor 18:05; cleared Canadian Customs. Arrive Montague Harbor 20:15. Smooth sailing. Anchor with LOTS of boats. ≈ 119 hours.
- 8.5.02 Departed Montague Harbor 06:35, ran Dodd Narrows shortly after slack and crossed Georgia Straits. Slightly rough, and a good test for our packing. No casualties. Stopped at Secret Cove for fuel, 866 gallons total. FloScans show 10 GPH at 10 knots. Arrived Prideaux Haven at 17:30; tied up next to Shadowfax and Narnia. ≈ 124 hours. 2 nights. Many boats; beautiful place.
- 8.7.02 Departed Prideaux Haven; Arrived Pendrell Sound. ≈ 130 hours. 2 nights. Over-taxed the inverter system with multiple appliances. Quote of the trip: "how long do we have to rough it?"

- 8.9.02 Departed Pendrell Sound; arrived Rebecca Spit. ≈134 hours. Persistently windy from the NW. The fishing crew caught a 15# salmon outside the spit. Beautiful view of the Desolation Sound area mountains.
- 8.10.02 Serious sailing weather; Doc was the sole success story. Departed Rebecca Spit; arrived Gorge Harbor. ≈140 hours. FloScans show 10 gph at 1900 RPM at 11.7 knots (still erratic). Much better anchorage; protected and alone for watersports.
- 8.11.02 Departed Gorge Harbor (11:45 DST); arrived Squirrel Cove (14:15 DST). ≈138 hours. 3 nights in a sweet spot. Peggy, Rick and Charlie visited all day on the 13th. Beautiful weather. Generator #2 shut down under load; requires further testing. **Note:** watch VOLTS for speed regulation (not to exceed 28). Great swimming in the lake behind; great meal from Marilyn's Salmon; never found the bakery...
- 8.14.02 Departed Squirrel Cove; arrived Manson's Bay (Carol Newell's dock). ≈140 hours. Toured Hollyhock (!) and the permaculture Farm, site of Power Of Hope camp #5 beginning tomorrow. Interesting community full of people doing interesting things. Great protected moorage at Carol's; Alisaz believes she has died and gone to heaven.
- 8.15.02 Departed Manson's Bay (13:08); arrived Isabel Cove, Malaspina Inlet. Quiet. Good fishing! Phosphorescence very strong. Very quiet place. Also liked the head of Lancelot Inlet, Wootton Bay, and the hidden bay to the east, Theodosia Inlet.
- 8.16.02 Departed Isabel Cove; arrived April Point Marina, Quadra Island. Georgia Straits were made of flat glass! ≈145 hours. Dad and Doc joined us for dinner on the back deck of Alisaz Restaurant; 'twas a wonderful evening.
- 8.17.02 Jileen and Zac flew home on Kenmore Air from the end of the very dock we were parked on. Water maker isn't getting the job done—the membranes appear to be blown out. **Note:** product output should be my primary reference, as pressure can change dramatically with varying conditions of water, as in temperature, salinity, etc. Under no circumstances should the product flow exceed 33.3 GPH. If it does it can blow the membranes, simple as that. In such situations reduce the pressure accordingly. More to be learned...
- 8.19.02 Mike Dupille arrived on Kenmore Air one hour+ late. Departed April Point Marina 17:20; arrive Waiatt Bay, by Octopus Islands. Hit 23 knots through Seymour Rapids with the tide adding 9 or 10, and ran some very exciting water on lower and upper rapids at the west end of the Hole in the Wall. By contrast, this is an extremely quiet anchorage: latitude 50°16.027'; longitude 125°14.965'. It's like a mountain lake in the middle of a family of rapids.
- 8.21.02 Departed Waiatt Bay (08:21) and went through Hole in the Wall, through Pryce Passage and up Toba Inlet until we could see the end—wow! Spectacular mountains (turned around at 11:30). Went between the Redonda

Islands and around to Manson's Bay (Carol Newell's dock). Picked up Paul Picus, who arrived at Manson's Landing, and traveled to Prideaux Haven. Anchored in hook inside entrance: latitude 50°08.604'; longitude 124°40.981'. Wonderful view of East Redonda Island.

- 8.23.02 Departed Prideaux Haven, went north up Homfray Channel, across the entrance to Toba Inlet, down around Cortes Island through Sutil Channel. Beautiful. Arrive at Carol's dock in Manson's Bay. Mike caught the 5 pm seaplane home. ≈160 hours; washed the boat, stayed overnight, refilled water tanks.
- 8.24.02 Departed Manson's Bay 06:45, headed straight SE to Nanaimo (arr. 13:30). Beautiful trip, calm, following breeze; avg. SOG 12+ kn. Fuel stop in Nanaimo at 168 hours for 692 gallons (2614 litres). Went through the Flattop Islands and Galliano Passage, then anchored in Montague Harbor; fewer boats this time: latitude 48°53.307'; longitude 123°23.808'. ≈100 hours on the primary generator. ≈172 hours on mains.
- 8.25.02 Departed Montague Harbor (07:18); stopped at US Customs at Roche Harbor. Bought US stamp for rest of the year. Renew by internet 12.31.02. We traversed the islands via San Juan Channel right across the Straits of Juan de Fuca, then down Admiralty Inlet into Puget Sound, and arrived Seattle EBM 18:30. Great trip! Main engines ≈180 hours. Need another peddle kayak, and keep the front window cover on—mostly always!
- 8.29-30.02 Gig Harbor overnight. Smooth back and forth. Joni Adams on board.
- 8.30-31.02 Overnight on BeachStudio buoy. Especially after last week's freighter wake experience, this location is much too vulnerable to wakes and extreme rocking. It's a bit nerve wracking, so I moved back to EBM. ≈186 hours. NOTE: talked to Cummins and they recommend the next oil change at 300 hours.
- 9.2.02 Affixed scales to the sight gauges for the four fuel tanks, registered the following levels (roughly 1/2-2/3 full):
- |                   | Current | Range      | Known | ≈ remaining   |
|-------------------|---------|------------|-------|---------------|
| Port forward      | 27"     | 2.5"-33.5" | 15"   | ≈ 150 gallons |
| Port aft          | 22.25"  | 5.5"-31.5" | 11"   | ≈ 27 gallons  |
| Starboard forward | 27.5"   | 2.5"-33.5" | 15"   | ≈ 100 gallons |
| Starboard aft     | 23.5"   | 5.5"-31.5" | 14"   | ≈ 50 gallons  |
- 9.5.02 Spent the day with Mike & Sue Johnson (and Paul Picus) on board, fine tuning. We worked on the FloScans (DIP switches, adjusted, still need to be checked against actual consumption); water maker (still OK, but keep GPH at or below 30; run 20-30 minutes per week to keep membranes refreshed); checked and ran DC generator: A-OK; just remember it's designed for charging primarily); labeled and reset furnace and generator fuel system valves; put 2 gallons of distilled water in the 18 batteries (1 in inverter bank particularly dry!); and made numerous other small tweaks. Faruno temperature sensor may be affected by hull scum....I also need to get some Zud.

- 9.5.02 cont. Mike suggests washing the teak decks with (salt) water and gentle (Joy) soap, scrubbing (with a black dish pad) across the grain. Also schedule the Captain's course from Cummins. Otherwise all's well aboard: we're just continuing to refine the details.
- 9.15.02 Got the wireless mouse working; next to connect the GPS to the computer, then the satellite internet connection. Tried water maker but no success: membrane may be blown. On the primary navigation system, I talked to MaxSea back east, and am waiting for more information. I am planning a solo outing later this week, to southern waters, including stops at Silverbow and Gig Harbor for a couple of nights.
- 9.17.02 Mike Johnson on board checking the water maker. Repair task handed over to the vendor, Brian at Seattle Yacht Service, for repair (206) 782-2391. They came immediately and took the membranes away, which did prove to be blown after all on the bench test they performed back at their shop. We ordered new ones. We'll get it working properly, then pickle it for the winter, ready for next season.
- 9.18.02 Jim Woodcock from the Cummins Engine Company on board for my Captain's Briefing. Everything appears to be in good shape, aside from noticing some sediment in the starboard engine Racor filter glass. He liked our 2nd generator a lot. Ultimately he expects in excess of 12,000 hours out of each engine. He said also that these 6Cs are among the cleanest diesel engines in the world, and satisfy standards that haven't even been fully implemented yet....

**Operational notes for optimum engine performance:** wait until heater elements switch off when starting cold (evidenced by voltage jump) to minimize smoke. Warm up until the needles move, then leave the dock. Run at top speed (200 RPM under maximum obtainable) for one hour in every ten. Don't be afraid to use full speed if necessary—they can handle it. For maximum ecology, replace glycol antifreeze with "proponol" (normal interval for coolant would be 3 years). Check engine zincs every three months (turn off sea cocks!). Clean out main sea strainers periodically even if they look clean. In case of loss of fuel prime, fill screw-on filter with diesel then use hand pump primer until it squeaks (carry 1 gallon of diesel oil on board for this contingency). Monitor the DCA level in the coolant (get the slick tool that analyzes both coolant and battery acid!). Preventative tip: replace the impellers in the cooling system water pumps every two years to avoid problems. In the meantime they can always be cleaned. Remember electric fuses on aft top of engines if ever we have an electrical failure. ≈187+ hours.

- 9.22.02 Traveled to Gig Harbor and back, with Zac. He went to Fox Island to play, while I stayed on board happily puttering away. Put 2+ quarts of oil in the starboard engine, 1- quart in the port engine. Wonderful day.
- 9.25.02 Replaced the membranes; now the water maker is working perfectly. Steve from Seattle Yacht Service and I worked up a plan for some minor

improvements to the system. For starters, a couple of taster valves, a pulsation dampener and a re-plumb of the discharge. Perhaps later a flush system. He says to run it every two weeks minimum. Otherwise all is well. Need to fill with fuel and put in the boathouse for a repair and varnish job.

- 9.28.02 Smooth travels south to the boathouse after an afternoon cruise with the Wesselhoefts. She's housed, rinsed and ready.
- 10.16.02 Filled fuel tanks; total 528.3 gallons. 197 hours. Traveled solo to Gig Harbor, viewed Tacoma and the MOG from the waterway with BBell.
- 10.17.02 Overnight at the Silverbow buoy. Quiet. ≈203+ hours
- 10.18.02 Silverbow to Seattle, EBM F47. Wonderful solo trip.
- 10.20.02 Smooth sailing back to the boathouse so divers can look underneath tomorrow. Foggy day, but no problems with near visibility, and the radar worked well. Still can't get GEN.2 running; we need to look at the charging going on. Otherwise, I am getting ready to go through the locks next, in two weeks time. ≈209+ hours.
- 10.21.02 No zincs on the shafts or the bow thruster after 11+ months! Aft plate zinc at 50%, trim tabs at 60%. All missing ones restored, and we'll wait on the others until spring. The transponders were especially caked with barnacles. The plan is to pull the boat out of the water in March or April and replace all the zincs, give the bottom a coat of paint, and treat the transponders.
- 10.30.02 Boathouse to EBM. Emptied holding tank and replaced Trizyme with a new product, Bactain. Ran watermaker for 1 hour. ≈212 hours on mains.
- 11.1.02 Ran from EBM to TRFF to EBM: architects tour; also visited the Village at Silverbow by car. All smooth sailing. page beautiful weather, though poor quality air: it looks like LA here.
- 11.4.02 Moved her through the locks for the first time (A-OK), parked at Seattle Yacht Service for some minor adjustments. I look forward to exploring the lakes when we're done. Do some late night in-city boating.

Meanwhile, the work list is as follows:

Watermaker refinements: redirect OVBD hose to discharge; install 3 'taster' valves; install a pulsation dampener on hi-pressure pump; install fresh water flush system and additional valves to facilitate cleaning.

Carpentry: create Master Stateroom closet shelves; under-the-sink solution in the galley; bunk bridge in Guest Stateroom; fix Pilot House computer drawer; install Pilot House handles.

Stainless steel: relocate emergency raft; fabricate kayak holders.

Fiberglass: move remote plug for flybridge davit; make minor gel coat repairs. Other: change 2 holding tank odor filters.

- 11.7.02 Handles in, drawer fixed, watermaker upgrades made, filters replaced, fabrication underway...getting through the list. Turns out one of the odor filters had water in it--no wonder it smelled! They cleaned the tank again and put in Aquakem. I like the SYS shop (Brian and Steve, owner John), and they're doing good work.
- 11.8.02 Going fine. Many items done. Added another: install a switchable jump wire between the 12 volt batteries; upgrade the wiring job on generator #2; and check out those erratic FloScans. Probably be done the middle of next week. ≈217 hours on mains.
- 11.14.02 Or the middle of next week, actually. I keep adding little odds and ends. The latest was to add a second belt to drive the Gen.2 alternator and a relocation of its' breaker. Check the engine and generator zincs.
- 11.24.02 Or the end...departed Seattle Yacht Services this morning. Good work: not quite all (yet) but very well done. The improvements to the boat deck in particular are superb. We (the family and the Wesselhoefts) cruised up the inside passages to Lake Union and on to Lake Washington. We had some lunch, saw the Cavanaughs at their new home's dock, and then retraced our path to wait nearly three hours for our turn through the locks. Ended up at dusk at EBM-F47, all had a wonderful time. A beautiful day: early fog dissolved by sunshine.
- 12.16.02 Engines inspected by Cummins, all OK except engine zincs. Replaced 3 and ordered 6 more. Also need to do generator zincs. Meanwhile Seattle Yacht Services are gradually finishing the work, near the end of the list in spite of my continual addition of items. The latest is to replace the PVC exhaust pipe for generator 2 and clean up the davit hydraulic pump.
- 12.26.02 Wax job completed by Felix Industries using Macquire Medallion product.
- 1.12.03 Ran around Elliot Bay with Zac. Filled with diesel: 199 gallons in the forward port tank and 138 gallons in the forward starboard tank. ≈224 hours on mains. Smooth.
- 1.19.03 Started generator, ran water maker. Fresh water flush still not finishing process correctly. For the record, here's the intercom phone number list:
- |                  |     |
|------------------|-----|
| Office           | 101 |
| Engine Room      | 102 |
| Guest Stateroom  | 103 |
| Flybridge        | 104 |
| Master Stateroom | 105 |
| Galley/Salon     | 106 |
| Pilot House      | 107 |
| Fax              | 108 |
- And dial out prefixes (wait for second dial tone):
- |    |            |
|----|------------|
| 81 | Shore line |
| 82 | Cell phone |

## 83     Satellite

Other miscellaneous facts from today: the transom flag is 30" x 48", could be 36" and would still (barely) fit the pole. Fuel capacities: each aft tank holds 185 gallons; forward port tank holds 385 gallons, forward starboard tank holds 270 gallons. Canvas Supply has completed covers for the relocated ELR and the windlass. Now to finish the SYS details (FloScans, Gen.2 exhaust, galley shelves, davit remote plug), and plan a longer trip, perhaps to the San Juans.

- 1.24.03     Traveled to Gig Harbor for GFR wedding festivities. Flawless.
- 2.14.03     All 6 Engine zincs changed. No zincs on the generator. Water maker cleans itself every seven days, but you must leave the water pump on! Gen.2 exhaust, davit, kayak rails all done.
- 2.19.03     SYS down to galley shelves and FloScans. Mike & I solved the leak into the galley cabinet (a misaligned hatch seal for the dumb waiter). I showed him the broken window (caused by mistake inside window guide from original construction), as well as other work done by SYS. We also solved the main TV wiring problem with Ron from Definitive. Now down to a precious few items: (1) connect the GPS to the computer and (2) install the Airport network and cell dial-up. Haul out for bottom paint and zincs. As an aside I think we've decided to sell the boathouse. It's hardly been used. Pending any change of heart, I expect we'll sell it and rent a slip in Anacortes for a couple of months (May-July), otherwise time-sharing with Shadowfax or Narnia whenever necessary.
- 2.26.03     Around the bay and back with Peter MacDonald. Beautiful sunset. All swell. ≈231 hours. Never forget to pull in the bumpers!
- 2.27.03     Ran from EBM to Gig Harbor and back--delivered the new "Knitting" CDs to everyone there. Another beautiful day.
- 3.3.03     Went through the large locks (the only boat) and pulled her out of the water at Canal Boatyard. No drama. Zincs at roughly 50% except on trimtabs, where they were gone. All replaced. We are painting the bottom (with Micron CSC paint), replacing all the zincs and changing propellers. She's going back in the water Thursday morning. I plan to wait two years before doing this again (barring any unforeseen circumstances)---which would be early 2005. In the meantime, the divers should be able to keep an eye on everything.
- 3.6.03     Back in the water. Paul and I made an afternoon trip through the lakes and canals. Then, the next day, back through the locks, around Bainbridge Island, into Bremerton Bay and then back to the EBM. Smooth!
- 3.23.03     Filled tanks 297 gallons total (150 FP; 147 FS). Added Soltron fuel treatment (from Bill Orr) in the initial dose amount to all diesel tanks and including the gas tank in the tender. Warmed up the main engines, ran the main generator and the water maker. All's well. ≈ 249 hours.

- 4.9.03 Solo trip to Gig Harbor. Beautiful day. Sweetheart of a boat.
- 4.10.03 After spending the night at the family dock and visiting the boathouse for a few odds and ends, I ran the measured mile in 5 minutes 14 seconds @ 1800 RPM; the GPS read 11.3 knots. Heading north, in the course of checking GPS speed at different RPMs, I had just opened up full throttle when the port engine hiccuped and lost power. I slowed down and turned off the synchronizer, then found the port engine unable to go above 1600 RPM or so. I had resumed at about 1500 RPM when I noticed the USCG swat team guys off the port side. I stopped and they said I was sending out some black smoke from the port engine. They spent an hour and checked the boat out for safety equipment and other compliances: all was OK except that I need the current documentation (at BeachStudio) and a throw-able life ring. After inspecting the engine more carefully it was clear that the turbo had blown a clamp and was disconnected, which explained the lack of power above 1600 and the black smoke. I called Cummins and the guys met me at the dock, and fixed it immediately. Overall a great trip, and tomorrow we'll take Zac and a bunch of his friends down to the farm for a couple of nights.  
≈ 257.8 hours. Recorded the following today FTWIWD:  
1800 RPM ≈ 11.3 knots = 13.0 mph  
2150 RPM ≈ 13.9 knots = 15.9 mph  
2300 RPM ≈ 15.5 knots = 17.8 mph
- 4.11.03 Transported Zac and crew to Silverbow. Left boat on buoy for two nights, which brings up a sad side note: the guy who installed my buoy, Doug Williams, died in a diving accident in Hood Canal last week :( . I ran Gen.2 for a while (45 amps @ 27 volts) until I thought I smelled diesel exhaust in the cabin. After checking wind, windows, etc. and finding no obvious explanation I shut it down for a more thorough checkout. ≈ 261 hours.
- 4.13.03 Returned all to EBM in Seattle. Smooth sailing. ≈ 264 hours
- 5.10.03 Day trip around central Sound.
- 6.4-6.03 Overnight to the Gig Harbor slip, wonderful cruise both ways. The Felix guys met me upon return for cleaning; excellent timing. Small water leak under the 12 volt charger, probably in plastic sea strainer. Fuel at about 50%; main engines ≈ 275 hours.
- 6.7.03 Day trip around central Sound. EBM emptied holding tanks. Main engines ≈ 279 hours. Felix wash down. Wax again when?
- 6.18.03 Cleaned out sea strainers. It appears that the sea cock for the port engine strainer does not close entirely. Then I ran the engines and the starboard one began losing RPMs and dying...fuel? I scheduled a 300 hour oil change and anything else we need from Cummins for Friday.

- 6.20.03 Joe Sanchez from Cummins NW did a complete service, changed the filters and oil in both main engines and both gear boxes, as well as the Northern Lights Generator. We traced the problem with the starboard engine dying to a fuel tank valve which I must have set wrong inadvertently, since it is next to the sight gauge valve. He also cleaned the fuel strainers and tightened up clamps and hoses. He reminded me to tighten clamps myself periodically. Everything looks good. Mains  $\approx$  280 hours.
- 6.30.03 Completed checking and refilling the cells (60 total) of all the batteries on board. Used 3 gallons of water total. Thanks to Wes from Felix for reaching the last two boxes on the port side aft. Also today, other Felix guys were waxing the sun-exposed surfaces. I gave them the job of fixing the small leak in the lazarette sea strainer (below the 12 volt charger). Mike Johnson says he found the nuts for the hatch dog bolts!
- 7.1.03 Solo trip to Eagle Harbor to spend some time with John Van Dyke.
- 7.3.03 Hosted Mike, Mindy, her brothers and family around Bainbridge Island.
- 7.4.03 Hosted Ted and Clarice, Maslowskis and Rob and Zac's friend Connor for an Elliott Bay Fourth of July. After it was all over I was up on the bow with the rope from the buoy, going towards putting it on the right cleat when in the dark I stepped on a raised edge (a cleat, perhaps?) and my foot rolled off onto the outside edge. I was certain that it was just badly sprained, but found out 5 days later that I had actually cracked the fifth metatarsal bone in three places. I got the rope secured and everyone ashore and all, but ouch! Be careful! Main engines  $\approx$  289 hours.
- 7.5.03 Boat spent the night on the BeachStudio buoy. The picture of the day was me this morning with the crutches strapped to the side of the kayak as I paddled out, after struggling a bit with them in the sand. After all that I had to cut the rope to free us--it had wrapped around the chain underneath the seaweed ball and was not to be dislodged. I made it into EBM without a problem and Jacob helped me wash her down. I'm off to Hawaii for a couple of weeks on crutches.
- 7.23.03 Felix fixed the saltwater leak and repairs the FB window--excellent job.
- 7.25.03 Filled with fuel total 498 gallons.  $\approx$  294 hours. Added Soltron. Departed EBM at 2 p.m. with Scott Maslowski and Rob Bailey aboard, bound for San Juan Island. Went straight up Puget Sound, through Admiralty Inlet, through San Juan Pass and stayed on the dock at Roche Harbor. Incredible sunset.
- 7.26.03 Entered Canada but then changed our plans. US Customs entry #RH090592. Anchored in Reid Harbor. Beautiful, just as I remembered it: latitude 48.40.333, longitude 123.11.336.
- 7.27.03 Hunter Bay: latitude 48.27.869 longitude 122.50.926.  $\approx$  307 hours. Uneventful; beautiful sunrise. Next time I'd like to try Watmough Bay.

- 7.28.03 Tried again to run Gen.2 and was beginning to get results when the alarm at the panel sounded (this after alternator was engaged for a few minutes). I shut it down. We departed San Juans via Lopez Pass 10:15 am. Flat calm, perfect day. Sparse traffic. Arrived EBM 2:30 pm. Point Wilson to West Point was 2.5 hours at 2000 RPM. Estimated fuel consumption  $\approx$  20 gph not including the generator. All smooth sailing. Main engines  $\approx$  311 hours. Last (all minor) details include the FloScans, the Gen.2 alarm, the GPS to the Macintosh and email on the satellite.
- 8.21.03 Traveled from EBM to Silverbow with the Rockers on board. Tender battery dead, again. Solar trickle charger on radar arch? Larger battery?
- 8.23.03 Returned to Seattle. Flawless. Main engines  $\approx$  319 hours.
- 9.4.03 Sam Stokes (295-1512) on board to complete Iridium email connection and GPS to the navigation computer. Leah from Felix cleaning the inside; Wes working on replacing the FloScan pulsation dampeners. Mike Dupille installed the glass mural of Alice fishing in Toba Inlet. Excellent!
- 9.5.03 Showed her off a bit for the Fleming Fling #4, held at Elliott Bay Marina. She looks wonderful; makes me very proud. She's the best setup one around. Told Tony Fleming about the salon window issue--Mike will follow up. We'll try a window repair guy first, before we contemplate taking off the window frame.
- 9.6.03 More tours, then a wonderful evening, including dinner and a Walt Wagner concert in a private corner of the Palisades. Great group of folks. Discriminating boaters all. Hope to see some of them again.
- 9.7.03 While I'm thinking of it, here's my list for changes/repairs this winter:
1. Eliminate the dumb waiter. Build a permanent shelf with watertight storage compartment above and galley shelving below. (SYS).
  2. Repair the forward door through the Portuguese bridge and other gel coat cracks. (SYS).
  3. Varnish the railings. (MJ).
  4. Repair the face pieces for the heater vents. (Sure Marine).
  5. Paint the covers for the electric heaters in the hallway. (RFR).
  6. Replace TV Antenna with satellite capability w/universal mount. (RFR/MJ).
  7. BBQ of some type mounted safely. Perhaps also a mounting for an umbrella over aft end of cockpit? (RFR)
  8. Tender console rebuild; add depth sounder (Wes/Felix)
  9. Repair port main engine sea cock: it doesn't close completely.
  10. Install Airport Extreme.
  11. Build the Plexiglas bridge for keyboard in Pilot House.
  12. Replace transponders for Simrad?
  13. Get a double pedal kayak to replace one of the existing ones?
  14. Invent and have created a unique burgee for the boat.
  15. Increase the breakers on the shore power 110 volt service to 50 amps
- Future?: Stabilizers, WhisperGen Stirling Generator, galley countertop?

- 9.9.03 Traveled alone to Gig Harbor for family meetings. Fall has finally arrived after the nicest stretch of weather in 30 years.
- 9.11.03 Jileen aboard for a couple of nights; Alisaz is a wonderful place to stay. Fall has finally arrived after the nicest stretch of weather in 30 years. Main engines  $\approx$  322 hours. I added about a quart of oil to each engine, as well as antifreeze to the port engine reservoir and also to the Wabasto heating system. The drains for the aft upper boat deck were plugged up until we blasted them out. All else is well. I am contemplating the possibilities of a Stirling engine generator.
- 9/12/03 Wes and company from Felix replaced both of the pulsation dampeners on each engine with the new ones from FloScan. We'll see how they work. Next week they'll finish the flybridge window fix. Good work so far.
- 9/14/03 Tried the FloScans (DIP #8 on, all others off), and they appear to work much better: gauges reading much closer to reality: 3-4 GPH @ 1000 RPM. We'll see how they operate at higher speeds next week. Also reinstalled the 110 & 220 wall heater grill covers after a paint job: much better. Estimated fuel about 30% (note: it was actually closer to 50%).
- 9.25.03 Meeting with John Van Dyke and Richard Scholtz on board to kick off our "water" project. An auspicious beginning: as we were leaving, weight in the boat shifted and the bilge pump in the tender went off and nearly hit John standing in the cockpit. Water water everywhere.
- 9.26.03 Filled with fuel: 556 gallons at 323 hours. Added Soltron.
- 9.27.03 Depart EBM at 0820 am headed north with Paul Picus to explore the San Juans for a few days. Summer has returned and it's supposed to top 80 today and tomorrow. The FloScans pulsation dampeners have been changed and with all the DIP switches off they seem to be working finally. Currently at 1900 RPM  $\approx$  11 GPH per engine, which is roughly what I figured. Everything is running smoothly. Where shall we go today?
- 9.27.03 Anchored in Massacre Bay next to Skull Island, approximately 330 hours on the main engines. 48° 38.375n; 122° 59.040w. Beautiful afternoon and evening. Excellent wild Alaska salmon and Yaki Soba for dinner.
- 9.28.03 Anchored at 1500 hours just south of Doe Island in flat conditions.  $\approx$  333 hours on the main engines. 48° 37.903n; 122° 47.625w. Consider Doe Bay Resort for PSGW?!?!?
- 9.29.03 Picked up Mike Dupille in Friday Harbor. Very easy with the Kenmore float attached to our moorage dock on the back of the Customs float. We anchored at 1915 hours in Reid Harbor in calm conditions.  $\approx$  337 hours on the main engines. 48° 40.405n; 123° 11.636w.
- 9.30.03 After exploring Prevost Harbor (protected!) and cruising across a perfectly flat Boundary Pass, we anchored at 1321 hours in Echo Bay off Sucia Island. A

beautiful, remarkable place. No wonder it's the most heavily used marine park in the system. The sandstone cliffs are spectacular and otherworldly. The FloScans read 5 GPH at 1500 RPM. There are  $\approx$  340 hours on the engines, and about 150 on the Northern Lights generator. 48' 45.737n; 122'54.509w.

10.1.03 Awoke to dense fog: can't see anything from here. Suspended in a cloud. Calm. Thinking about the Stirling Engine as a replacement for my second generator, which is still not working as hoped. It would be silent, and there would be no exhaust...and the inverter batteries could stay charged more easily. This morning the inverter bank showed two yellow bars; the main generator ran from 0930 to 1400 hours in order to charge them back up. A day in weather limbo.

10.2.03 Again, dense fog. Cannot see the beach. We departed at noon and travelled at 10-12 knots by radar and GPS. Very little was visible: once where we saw the base of a freighter and a couple of other small craft, before breaking into the clear at the very end of the run. We visited Port Ludlow (lots of bulding) and anchored in Port Gamble just before sunset. This is a wonderful anchorage not very far from Seattle. Quiet. The fog is rolling in now and should be thick again by morning. We made water all day at 700 PSI, or just under 30 GPH. The water maker is shutting down for high pressure when I go much above that: What does that mean?

10.3.03 Port Gamble to Seattle, lots of visibility compared to yesterday. 38 hours on the watermaker; 176 hours on the Northern Lights and 350 hours on the main engines. Great trip! Here's my list from the trip of things that still need attention:

- \* Dash rudder indicater has stopped working.
- \* FB Flood and Arch Lights have never worked.
- \* Salt water pump is not functioning.
- \* Glue compass magnets on permanently.
- \* Window repair as possible (salon stbd fwd).
- \* Anchor light daylight on/off sensor?
- \* Make a bumper of some kind for the PH table.
- \* Pole storage. Suggest along edge of salon ceiling.
- \* Grease windlass.

10.8.03 Northwest storm moving in, southwest wind: I want to go boating. A good sign—I must be gaining confidence.

10.22.03 Into a Lake Union Dry Dock boathouse, being worked over by Felix Industries: wash, polish brightwork, wax entire boat, clean decks, clean interior, treat windows, check battery fluids, install depth sounder and change radio and add battery charger to tender. Also fix the FB windshield. Next we need a varnish job. What we have on there now is Z-Spar Flagship. Mike says to ask whether they use a foam or bristle brush, and if they say foam--don't hire them. Fred's busy, and it's going to get too cold almost immediately, and I don't want to wait until spring. Perhaps get into my boathouse for a week or two before we close on the sale. Or?

- 10.29.03 Brian from Seattle Yacht Services checked out generator #2 and found a bad impeller in the salt water pump: the alarm was correct! No cooling going on. Note: We should go around and renew ALL the salt water impellers. I wonder if that's what's wrong with the sea water pump. Also, Brian will build a plexiglass bridge for the keyboard and put a removeable teak shelf in place of the dumbwaiter. Boat Fetish has repaired the crack in the Portugese bridge door. Excellent job.
- 10.31.03 Call Tom Forsythe from Level Sky. He can do the varnishing at EBM while I'm gone: he already has many customers on F dock.
- 11.01.03 Move to Badgleys condo dock, a Lake Washington parking spot near the I90 bridge. Choppy and exposed to the SE.
- 11.2.03 Home to EBM. Locks easy. Coast Guard safety check (again) off West Point and into EBM. Post the garbage plan! Mount the bell. Keep flares, life raft and fire extinguishers up to date.
- 11.14.03 In the last ten days, over 40 patches to the brightwork (varnished railings) have been made by Level Sky, and ongoing maintenance is now under Tom Forsythe's watchful eye. We need three weeks in a boathouse between now and spring for the full job.
- 11.17.03 Joe from Cummins NW onboard to check the raw water pumps; as a result we are replacing both because of leaky seals. The impellers look fine. He'll clean out the fuel strainer when he installs the new pumps. Wes from Felix is finishing the tender revisions, installing the radio and an on/off switch for the depth sounder. Seattle Yacht Service has ordered a rebuild kit for the Northern Lights water pump, and then all that's left to check is the Paragon salt water pump.
- 12.3.03 Brian at Seattle Yacht Services reports that the Northern Lights water pump is rebuilt and installed, and the port engine sea-cock valve isn't leaking after all---the water was just running back out of the engine on that side for longer than I let it go.
- 12.8.03 Joe from Cummins NW replaced raw water pumps on both engines; also cleaned out the Racor fuel filter bowl on the starboard side, which was relatively simple but required a special gasket seal. The port bowl is clear. We can rebuild the old pumps.
- 12.22.03 Starboard engine quits while warming up. Cummins NW visits and Stan repairs a loose fitting on the top of the starboard Racor unit.
- 12.28.03 Ran out to BeachStudio and back, everything (including Gen. I) running fine. Seems like a lot of black exhaust from the furnace, which was supposedly serviced. Also the galley cabinet is still leaking water! The new shelf is in the dumb-waiter spot, but that shouldn't make a difference. We filled the fuel

tanks (404 gallons) and water tanks. There are  $\approx$  359 hours on the main engines. All set for two weeks while I go to Hawaii. She's 27 months old and in service almost 19 months already.

- 1.13.04 Checked out leaks, which Brian said were coming in through the cabinets in the galley during the storm, dripping down on both sides of the microwave as well as out under the dumbwaiter (which is now a shelf). He said it only did it when the snow was piled up and melting, so we suspect the AC outlet on the flybridge. He'll pull it off, see what it looks like underneath, and reseal it. All is dry now.
- 1.19.04 Gen.2 started up OK but there was no charge when the alternator turned, so we need one more visit from the doctors at SYS. My current list is getting shorter, though: 1) repair rudder indicator; 2) achieve Iridium email; 3) connect GPS to computer; 4) fishing pole holders; 5) repair salt water pump; 6) service windlass; 7) and davit; 8) varnish; 9) get more info into the Simrad gauges; 10) superglue the magnets to the compass; 11) re-certify the ELR; 12) rebuild the water pumps? I am thinking of a system that would store poles on the radar arch (or the davit arm) for travelling.
- 1.23.04 Brian sealed the flybridge AC outlet in case that's the source of our leak. He also fixed Gen.2 (caused by a loose ground wire) and ordered a new switch for the salt water pump. Time for Sam Stokes and Bryan Bell to get back on board. Check the underwater zincs. Batteries?
- 2.4.04 Lots of rain; no leaks. Diver under the boat yesterday. There was a rope around one prop. Replaced all zincs: nothing was left on bow thruster or trim tabs. Tiny hole observed in 1 trim tab. Brian from SYS repaired the salt water pump and has the keyboard bridge.
- 2.11.04 Returned from an overnight in Gig Harbor--all is running very well. On the way down, however, with spray on the starboard(?) side, the leak returned under the dumbwaiter. It could be water inside that was waiting to get out. We'll wait and see.  $\approx$  365 hours on the main engines.
- 3.19.04 Worked with Sam Stokes to get the computer stuff operational: still not quite there. Going to Virtual Windows and Nobletec software. Wonder about satellite TV? Last big thing, 2 years later
- 3.27.04 Replaced the threadbare Chinook Landing burgee with the Walnut Creek Yacht Club flag. The WCYC is actually a restaurant in central WC, CA, a long ways from any significant bodies of water. The flag is a reminder of my friend Tony Meilandt who died 11 days ago. We ate dinner with his family at this place on the day after the funeral, after a very special day, and their non-yacht club yacht club flag looks perfect up there on Alisaz's bow.
- 4.4.04 Jileen and I returned from an overnight trip to Blakely Harbor. Anchored at 47.35.757n; 122.30.491w. Wonderful interlude; so close, yet so far away. Great view back at downtown and West Seattle. A little rocky on occasion, but not

for long. We still have an intermittent leak, somehow: into the galley woodwork under the dumbwaiter whenever we get spray high on the port side....All running smooth, ran main generator but not aux;  $\approx$  374 hours on the main engines. She's a wonderful boat.:-)

- 4.15.04 Full wax done by Felix. Another month or two on the zincs. Turned boat around in the slip, to even out the weathering.
- 5.11.04 Scheduling brightwork...need to finish Sam Stokes project...
- 5.25.04 We (Tom Forsythe of Level Sky and I) decide to do the brightwork and caulking here at the slip. It immediately starts raining...
- 5.29.04 Warmed up the engines. Masking begun for brightwork. Began to clean out the cupboards and inventory supplies. Got a new brass bell, finally!
- 6.8.04 Varnish process underway. Many patches, but repairing the lot properly, finally. 2 coats so far, 2 or 3 more before we're done. The zincs underwater were replaced again last week.
- 6.20.04 Bumped on aft port corner (again). Estimate \$1,000 damage. Observed and followed up on by Tom Forsythe's (Level Sky) crew.  
           Pat Thomas (541) 410-3616 M/V Full Growth V  
           76-999 South Monuoku Pl.  
           Kailua-Kona, HI 96740
- 6.26.04 Returned from travels to find the varnishing done, and beautifully!
- 7.3.04 Finally an afternoon catching up with many things on the boat. Moved her over to the BeachStudio bouy. The pedal kayak is the greatest!
- 7.4.04 More organizing the storage and cleaning out the unnecessary stuff. Backed over the painter on the kayak, however, and had to dive underneath to cut the cord off. I did have a nice swim--also scrubbed the water line all the way around.

Another Fourth of July on Elliott Bay, with Maslowskis, Mike and Valerie for an enjoyable adventure. We stayed on the west side of Elliott Bay this time, and enjoyed it more. Better air and less traffic. Best of all, no broken foot this year. Once again, it was very helpful to use Curt's stairs to get people ashore at the end of the night.

- 7.5.04 I thought there was a problem with the masticator pump, but it appeared to be working fine today. I will check it further. Also wondering about a couple of things that have never worked--like the arch lights. I need a list, including getting Sam Stokes to finish. A few other odds and ends, and we're done. For all practical purposes we are now. We've had her two years and she looks better than ever. Returned to EBM; running like a top. Approximately 386? hours on the main engines, and about 150? on the Northern Lights generator.

- 7.7.04 Repaired the rudder indicator 75% today. Also the first bumper holder that came apart, as well as the barbeque mount. Need to stock up on spare light bulbs. Next the pole holders, and a satellite TV set-up for special occasions (only when moored to a dock!). As I wrote yesterday, it's feeling like she's only now really ready for prime time, with everything finding its' place. And amazingly enough I can record music directly into my computer now! I'd like to start boating season Saturday by going to the Farm...
- 7.10.04 Solo trip to Silverbow. Visited Gig Harbor on the way. Wonderful time. Kayak easy to launch and shore with, as well as a big hit with everyone. We should get the double...
- 7.11.04 Jim Arnold (from NW Diving) came out and found my old (and lately lost) anchor at Silverbow, and then reattached a bouy and now it's back in service. FTW! WD: The GPS for the bouys is as follows: Silverbow concrete block is at 47.20.19N; 122.43.661W, at a depth of 15' corrected. The Silverbow helical anchor is at 47.20.059N; 122.43.634, at a corrected depth of 40'.
- 7.12.04 Returned to Seattle. North wind, light. Beautiful trip. Stopped at the Fox Island bouy for a few minutes. That bouy is at 47.15.139N; 122.38.767W. Back at EBM there are approximately 389 hours on the main engines. Gen2 still not starting. Otherwise hunky dory.
- 7.14.04 Added a tandem pedal kayak to the boat deck. This completes our boat program. I can leave the grey one at BeachStudio from now on. Summer on the South Sound. Beautiful, and not many boats!
- 7.17.04 Travelled to Silverbow with Jileen, Mindy, Dave & Maureen Gomes and their family Billie and Alex. Wonderful trip. The Hobe Tandem Mirage kayak is extraordinarily great. With two pedallers, you can almost ski behind it.
- 7.19.04 Jileen and I stayed on the boat, and the guests took the beach cabin. We had a wonderful feast last evening with oysters and clams and corn and blueberries...superb. The boat was a very quiet place to sleep. Could use Gen.2, however. Returned to Seattle today, smooth at 18 knots some of the way, with the current.
- 7.20.04 Cleaned and polished the skylights today: I think that means I'm getting to the fine hairs. There's always something. Jeff from SYS is working on the Gen.2 issues, which appear to be related to exhaust design (modified a year ago by SYS). If (or, rather, when) we rocked hard from side to side, we apparently got some water in through the exhaust. No wonder it wouldn't start. It had water in the manifold and a bent push rod. On another subject, the masticator pump is working fine.
- 7.21.04 Continuing to clean out and reorganize the storage spaces. Very gratifying now that we know where things go. The last of the construction

remains, gone. The process of things finding their place is quite satisfying. Besides, this is my chance to be anal compulsive for once. All swell.

- 7.26.04 Another trip to Silverbow in our floating house. Everything working fine. The pedal kayaks are perfect. John and Elena are married!
- 7.27.04 Spent a couple of hours with Mike Johnson onboard, lubricated the windlass, greased all the points and reviewed the waste system. I need to get Jeff at SYS to talk to him about the Gen 2 exhaust pipe material. We also repainted the anchor chain, at least for the first 3 fifty-foot marks. Otherwise all good. Add some air to the hydraulic system.
- 7.28.04 Paul Picus and I head north after filling up the fuel tanks with 606 gallons. Departed 9:30 am, passed Scatchet Head/Indian Point at 11:30, Point Wilson at 1 pm and Iceberg Point at 2:45 pm. Smooth crossing. We anchored inside the first hook on the right at Mackaye Harbor at 3:30 pm, at 48.26.306'N; 122.52.920'W, in 40' of water. Hours  $\approx$  406. There was a bit of a roll in the evening, but flat calm in the morning.
- 7.29.04 We departed at 10:50 am and explored Canoe Island/Indian Cove, Friday Harbor and Parks Bay, before we anchored in East Sound, this time south of the island, which was quieter. 48.38.289'N; 122.59.308'W. Beautiful moon.
- 7.30.04 We explored Stewart and Speiden Islands and anchored in Parks Bay. 48.33.562'N; 122.58.645'W. Hours  $\approx$  415.
- 7.31.04 We departed Parks Bay at 9 am and travelled across the Straits in the thick fog, emerging into the sun south of Port Townshend. Passed Marrowstone Point at noon, Double & Foulweather Bluffs at 1 pm, West Point at 2:40 pm. Several adjustments for traffic, radar worked well, good trip. Arrived Seattle 3:30 pm. Averaged 11+ knots (max 14.8) SOG at 1500 RPM with the incoming tide. Less than 10 GPH for the whole boat.
- 8.3.04 Moved out to Silverbow again, on our home bouy, under cloudy skies. Hours  $\approx$  426.
- 8.9.04 Return to EBM. Beautiful sunset cruise.
- 8.24.04 The rains return! Diver replaced zincs all around (six month interval). Left PH hatch open by mistake! Wet carpet but no damage. Tightened other skylights--small leaks. Waiting for Jeff (SYS) to fix Generator #2 so I can test it. Otherwise all fine. Occasional short outings to the farm and back...
- 10.22.04 Fishing pole holders installed on aft boat deck rail. Still waiting for the correct part for Generator #2. Minor fiberglass repairs made all over the boat by the folks at Boat Fetish: many factory gelcoat flaws fixed!
- 11.3.04 Sam Stokes and I decided to get a PC and end the drama hooking up the satellite email and back-up navigation. I'll find us one somewhere.

- 11.5.04 Jeff from SYS replaced the plug for the davit remote, as well as installed an alternative in case it ever happens again. In addition he has rebuilt generator #2 and has it ready to go except for one part. So close. I applied by mail for the 2005 U.S. Customs decal: by calling for the form at (317) 298-1200 extension 1245. Main engines  $\approx$  437 hours; Northern Lights generator  $\approx$  241 hours.
- 11.7.04 Fuel filled: 512 gallons (exactly 50%); Soltron added. Generator #2 is back together: we're nearly done with everything! As soon as it (generator #2) works correctly, that is...and I've ordered a Dell. Oh well. We'll get dial-up over the Airport.
- 12.09.04 Throught the locks to Lake Union Shipyard, to Felix for waxing. Easy as pie; Mike Dupille assisted.
- 12.13.04 Replaced port air filter for the master head vent. Inventory charts. Thinking of a trip to Alaska in May. What else do I need?
- 12.16.04 Christmas lights on boat, night trip to thank our boat cleaning crew Felix Marine. We all had a wild time with a great many other boats going from Kirkland to Meydenbauer Bay. Something you'd have to see to believe. The bottleneck to get under the 520 bridge was epic. Amazing.
- 12.23.04 Christmas ships outing in Portage Bay and Lake Union. The choir was a wow. We made Clarice very happy. We had lights up and even a small tree. Wonderful night. Good time to have the boat in the lake.
- 12.24.04 Returned to EBM. Alone in the locks. Mains  $\approx$  450 hours. All swell. Also, I really like the Nobletec software on the new Windows laptop. Oh well.
- 1.29.05 Still working with Sam Stokes on the satellite internet--it appears we need a special cable. Lost the GPS on the Simrad? Later note: seems to require the radio being on for GPS to function...
- 2.9.05 Sailed to Gig Harbor on a perfect afternoon, and had dinner with Pete MacDonald who I hadn't seen in years. This is what it's for...this boat. I turned the Simrad transponder square on the roof and got the GPS back, though it seems intermittent. Also intermittent is the S-video connection to the Pilot House center screen.
- 2.10.05 Quiet night, though the shore power cord somehow fell into the piling well and was subsequently torn a bit apart, blowing the fuse. Oops.
- 2.11.05 Returned to Seattle on a beautiful day. Smooth sailing.  $\approx$  457 hours.
- 2.12.05 I ran Gen.2 and it produced a steady 40 amps into the inverter batteries! It is working exactly as designed, finally, thanks to Senor Jeff. Noticing that peculiar smell, I put a half a gallon of anti-freeze mix into the furnace heat circulation

system. Where does it go? I replaced the shore power cord, then I repaired the old one so I now have a spare...we should still carry some extra plugs, though. Weird.

- 3.11.05 We have satellite and (where available) broadband both! Sam finally took the unit back to Stratos and there was something wrong with it after all. We added the wide band PCMCIA card and we've got internet! It'll be great! As well as 3-D Nobletec, which adds a whole new and quite wonderful visual element.
- 3.11.05 We have satellite and (where available) broadband both! Sam finally took the unit back to Stratos and there was something wrong with it after all. We added the wide band PCMCIA card and we've got internet! It'll be great! As well as 3-D Nobletec, which adds a whole new and quite wonderful visual element.
- 3.29.05 Through the locks and up into the boatyard for the bi-annual bottom painting project. Some odd crackling around the waterline, and still- gooey paint, but nothing serious really. Looks pretty good underneath actually, with one insert on a prop coming out. Working on some final canvas solutions, even one covering the back deck. And some stainless steel work: a pull-up bar and a few more pole holders.
- 4.8.05 As expected, the shafts and props were fine though they were tuned again, the bottom paint renewed, all the sea cocks checked out OK, they replaced 1 (out of 3) cutlass bearings and repacked our seals. I put Desitin all over the metal before putting it in the water: zinc to hold off the holding critters. Back in the water, all well, back in the Sound and at the slip at EBM. She is running beautifully, though something has happened to the guest head that needs to be fixed. It's not flushing.
- 4.15.05 The guest head out valve was in the wrong position. No problem. Replaced both the drinking water filters, which were slightly yellow- brown after three years. Also replaced both odor filters for the heads. Working on a bimini for the cockpit that's going to be pretty fabulous. The frame is in place, looks great. When folded up it very nearly disappears. The tender is still in the yard for a service, and a couple more tweaks. A couple of small items from our visit to the yard: the loudspeaker is broken on top of the Pilothouse and there's a chunk out of the edge of her brow.
- 4.27.05 Varnish patches completed; full coat upon return from Alaska. Various work going on. I replaced the main sediment filter for the water system. Felix repaired the broken loudhailer and checked/topped the batteries. I noticed the bilge pump light on, found water in the bilge—tracked it down. Turned out the 2 air vents for the water maker filters were open and sending water out instead of through in the fresh water flush mode...
- 4.28.05 Finished the aft cockpit bimini cover with Robin Burns—great solution he devised! Added SS handles in the corners as well, and a few more odds and

ends are going on tomorrow. Shaping up for the big trip. Also added mosquito screens for the main doors. SYS serviced the tender and updated all the safety equipment, ELF, etc. All is well. Need the last bits, pieces and supplies. The lists are getting shorter.

- 4.29.05 The cockpit bimini does collect some water even with our lifts, so we'll have to leave it in more than I'd hoped, but no matter. It nearly disappears when folded up. It's a beautiful thing. It can even be improved more...but it's wonderful as is, and it'll be heaven in the summer. What's left? Engine check on Tuesday. Everything is finding its place.
- 5.8.05 Kayak swap at the Beach Studio with Jacob. Now we're nearly ready. The cover over the cockpit is fantastic to have in the rain. What an upgrade.
- 5.9.05 Almost, again. Dave leaves North Kohala tonight, be here in the morning. GWATCDR, tomorrow = Anacortes, Wednesday = Pender Harbor (area). Thursday a new frontier, perhaps to Pott's Lagoon or somewhere I've never heard of before. Friday Port McNeil and refuel. Then Queen Charlotte Sound and up the inside passage.
- 5.10.05 Seattle to Anacortes. Inside, up the slough, arrived about 7:30 pm.
- 5.11.05 Departed Anacortes with Mike Johnson on board at 6 am. We passed Canadian Customs by phone at Bedwell Harbor (#20051310123). Went through Active Pass, across Georgia Strait through Welcome Pass, and past Cortez up to Frances Bay, opposite Raza Island. Quiet seas, high overcast with sun breaks.
- 5.12.05 Frances Bay to Port McNeill for fuel (492 hours; 714 gallons), did some shopping, then pushed on to Port Alexander to listen to the weather reports. Anchored at 52-42.576'N; 128-24.441'W with three other fishing boats in the bay. Windy from the south (20+ mph) but OK.
- 5.13.05 Waited for weather...
- 5.14.05 Waited for weather...
- 5.15.05 Left Port Alexander at 5 am and headed across Queen Charlotte Sound. No warnings: a gentle swell was all we had to contend with, and just outside Browning Passage we saw three cruise ships offloading their pilots. Passed Bella Bella and went up through Jackson Passage, finally anchored in Bottleneck Inlet off Finlayson Channel. A very protected spot, where once Mike saw a spirit bear. I barbecued Silverbow steaks on the back deck. The macerator pump seems intermittent.
- 5.16.05 Bottleneck Inlet to Kumealon. Arrived at 3:25 pm at 53-51.579'N; 130-01.466'W. Windy from the south but light to the north. Mike improvised and repaired the pump "duck bills" with liquid electrical tape. We need some extras.

- 5.17.05 Kumealon to Ketchikan.Dixon Entrance.Very quiet except just before Dundes Island, when the wind down from Portland Canal whipped it up a bit from the side.The actual Dixon Entrance was no problem, and we saw an Orca in Revillagigedo Channel.A US Customs officer visited the boat at the fuel dock and cleared us.For future reference, the Customs Office in Ketchikan is (907) 225-2254 and the Harbormaster's number is (907) 228-5637.We then fueled very quickly with the longer commercial spout on the nozzle (524 hours; 752 gallons), and parked at the city dock under the nose of a huge cruise ship that looked like a hammerhead shark.We went for a walk and it was gone when we came back, but another arrived in the morning.The locals said there would be 3 or 4 more every day until September! We met Mike's friends Jerry and Clarice Werner on their Nordic Tug "Whatever" and we may run into them again in Hoonah later in the summer.
- 5.18.05 We did our shopping and departed Ketchikan about 9:30 am headed for Red Bay on Prince of Wales Island.South wind building all the way up Clarence Strait.After trying unsuccessfully to catch a halibut outside the entrance we arrived at 6:10 pm.56-18.357'N; 133-20.365'W;  $\approx$  534 hours.A beautiful place.Dave and I kayaked to the end and back as the sun sank, and then we had a wonderful dinner.
- 5.19.05 We went out to the same spot and tried again with much less wind, and caught a 40 pound halibut.Then we moved across the chop building out of Clarence Strait to anchor in St John Harbor.Mike filleted the fish and we had a halibut dinner, and still have a freezer full.
- 5.20.05 We departed at 6 am and went up Wrangle Narrows to Petersburg.After a little shopping and polka music Dave and I set off northward, up Frederick Sound and then across to Barinoff Island.It was a little rough after Cape Bendel, but get calmer as we approached Point Gardner.I discovered a leak in the heating system hose which explains the periodic need for additional antifreeze).Now I need a hose mender part.We saw humpbacks near Yasha Island, and anchored in Warm Springs Bay, a veritable hole in the wall, and a very beautiful spot--with no phone reception.The sound of waterfalls all around us.We were visited again by the seal of approval.
- 5.22.05 After a leisurely morning we cruised up Chatham Strait into 4 or 5 foot seas head on and got a little salty drama but no problem.Stopped in Tenekee Springs for the afternoon.At 5 o'clock or so we moved out and around the corner to Pavlof's Harbor and anchored.
- 5.21.05 Unfortunately we had trouble with our davit (it would not spool out cable with the boat out over the side...) and so could not lower the tender to go to the hot tub.When we departed, the dock for the hot springs was occupied, or we would have had one...instead we explored a bit of Takatz Bay and then anchored in Eli Cove at 2:07 pm at 57- 11.934N; 134-51.000'W. Another spectacular anchorage, completely protected from the weather just off Chatham Strait.The sun came out in the afternoon, and a fish got away—I

think it might have been the salmon of doubt. Main engines  $\approx$  548 hours. Generator 1  $\approx$  300 hours. I ran generator 2 for a while this morning but it seemed to fill the boat with a haze after a while so I shut it off. Otherwise it was charging fine.

- 5.23.05 Arrived in Hoonah at 2 pm. Icy Straits were flat calm. Filled the fuel tanks at their fuel dock (558 hours; 502 gallons) and then moved into slip H2 in the boat harbor. Harbormaster Paul Dybdahl welcomed us and we parked next to a fishing boat named "Progress," a good omen I believe for our layover. Seems like a good place to leave her for a while.
- 5.24.05 A day in Hoonah, cleaning and exploring before returning to Seattle tomorrow. Met our neighbors Bob and Deb Medlin <svravensnest@yahoo.com> and found a few needed things for our next leg. We hired the one cabbie in town (Larry) to take us to the dump to see some bears, but there were none there. Then he took us on a tour including some spectacular overlooks on the town and the inlet. Hoonah is the largest Tlinget community in SE AK.
- 5.25.05 Went out and visited the rebuilt Cannery Point just before the cruise ship folks came ashore and bought some souvenirs, then back to catch a plane for Juneau. Goodbye to Alisaz and Alaska for now; we are flying to Seattle and back to civilization. Contrasts coming. Among other things, Dave is headed for Arizona tomorrow where it was 117 degrees in Tucson yesterday. He says here it's been like living in the refrigerator with the door open during this whole trip. "This is the temperature we keep it at," he says. It's been an amazing adventure to be sure.
- 5.30.05 Email from my next-slip neighbor Bob: all is well. Getting the parts together to take back with me...
- 6.3.05 Got the permit for Glacier Bay! Possibly meeting up with Shadowfax after we leave there on July 1st or 2nd. Jileen and Zac will go on the 5th and John can stay an extra day and we'll go to Wrangle. I can wait there for Jacob before we start south.
- 6.6.05 Another message from Bob: all is fine. Things starting to get busy there.
- 6.9.05 Daydreaming in Seattle... places to go on the way south... I want to try Baranof again, and actually get into the upper hot springs. I want to go up through Behm Canal instead of through Ketchikan, and spend some time in the Misty Fjords. Stop for sure at Bishop Bay Hot Springs and perhaps go around the outside of Pitt Island. Sounds like I'll be at Cortes Island during their Hollyhock Summer Gathering after all, and they want me to play some music—guess I better go. It does sound like a remarkable group of people. Make a great capper for the trip—then back for a week of PSGW and then another Barn Dance. A great summer by any measure.

- 6.25.05 A couple of emails back and forth with Bob, no word from Paul.No news is good news.A couple of days in Seattle; all ahead in Hawaii; back to Hoonah on Monday.
- 6.28.05 Returned to Hoonah to resume our journey.Smooth and easy trip back and forth.John Van Dyke, Jileen and Zac on board.Collecting a few supplies, had dinner with Bob and Debbie, fixed the davit---leaving tomorrow.
- 6.29.05 Entered Glacier Bay on a grey day, anchored at Blue Mouse Cove with two other boats.58.46.627N; 136.29.395W.
- 6.30.05 An OK day weatherwise.We visited the Inlet then went up Glacier Bay to the Grand Pacific and then visited every glacier on the way back.There have receded significantly since the last time I was here.We came back south and anchored in North Sandy just before dark.58.43.182N; 135.59.473W.A great day was had by all.
- 7.1.05 Met up with and tied to Shadowfax in Funter Bay.58.15.253N; 134.54.323W.The entire Perterson clan on board.We had a big dinner and a surprise birthday party for George.
- 7.2.05 We left Funter Bay and cruised down Chatham Strait directly into a stiff breeze and fairly big waves, but it was not uncomfortable and we went all the way to Warm Springs/Baranof and anchored at 57.04.519N; 134.49.613W.Low ceiling, can't see anything."There are mountains around here!"
- 7.3.05 Wind in the cove, and still socked in, so we see no point in staying.We leave Warm Springs and head to Petersburg.It's a little rough around Gardner Point but gets better as we cross Frederick Sound.In Petersburg we get a great moorage spot on the end of the dock in front of the harbormaster.
- 7.4.05 Petersburg,Alaska.A great place to spend the Fourth of July.We acquired the Raven paddle that is now in the Master Stateroom from a local artist.
- 7.5.05 Jileen and Zac depart,JVD and I go through Wrangle Narrows and east to Wrangle, which was really a ghost town.In any case it was completely empty the day after the Fourth of July.I later found a T-shirt that summed it up pretty well:"a little drinking village with a fishing problem."
- 7.6.05 Refueled (598 hours; 716 gallons).John departs.
- 7.8.05 Jacob arrived.We departed and travelled south, all the way to Ketchikan, and then stayed overnight at Barr Harbor #8-35.55.20.960N; 131.40.926W.
- 7.9.05 Departed Ketchikan and entered Dixon Entrance on a calm grey day with long rolling swells.It got stirred up a bit just before Prince Rupert, and the clouds were low and very dark when we arrived.We had a long and

frustrating customs stop: after spending all afternoon waiting we were cleared by phone and we ended up spending the night at the PRYC.

- 7.10.05 South south south, through Gardiner and Fraser and Royal canals, then through Heikish Narrows to Rescue Cove, on the east side of Jackson Passage. Good progress. 52.31.060N; 128.17.226W. Leave early in the morning.
- 7.11.05 Stopped in Shearwater for fuel, then headed out for Queen Charlotte Sound. It was all grey and calm, and we made it all the way down to Greenway Sound before dark. 50.50.359N; 126.46.333W.
- 7.12.05 Waiatt Bay, one of my favorite spots. Anchored at 50.16.098N; 125.14.894W. NOTE: don't forget to change the clocks for Canada next time—the rapids weren't quite at slack like I expected!
- 7.13.05 Manson Bay, Cortes Island. 50.04.666N; 124.58.969W. Jacob departed.
- 7.15.05 Jileen arrived. Rick and Peggy, Autumn, Charlie and Susan...
- 7.16.05 Twin Islands, visited Mark and Susan Torrance. 50.01.821N; 124.56.189W. An amazing place, restoring the old buildings and the main lodge, and making WIFI off the grid a reality around Desolation Sound. Met their friends in the shellfish planting business.
- 7.17.05 Returned to Carol's dock in Manson's Bay. Jileen departed on Kenmore Air's evening flight. Lived aboard during the Hollyhock Summer Gathering. Wonderful new group of friends and information, and I played quite a bit of music for them all.
- 7.22.05 Alisaz aka The Ship of Fools sails to Mittenach Island to see wild life...it seemed a bit redundant but it was the perfect thing to do. Wonderful day with a lot of new friends, and perhaps a record for the number of people to have on board at once
- 7.24.05 Mike arrived. Hosted a farewell dinner for Carol, Rick, Peggy, Charles, Betsy and us on the boat. Rupert Sheldrake and his partner Jill arrived from Europe and joined us.
- 7.25.05 After saying goodbye to Carol and the other Cortez folks we departed at 1 pm, heading straight south down the middle of the Straits of Georgia. A perfect day. Fueled in Nanaimo (666 hours; 706 gallons) just before closing time, then went through Dodd Narrows at slack and anchored in Clam Bay. 48.59.351N; 123.38.921W.
- 7.26.05 Visited Ganges Harbor, where I understand they have a 5 star restaurant. A lot of boats! After an easy crossing of Boundary Pass we cleared US Customs at Friday Harbor at 2:30 pm. Then we cruised through the San Juans and anchored in Hunter Bay at the south end of Lopez Island. 48.27.915N 122.51.086W.

- 7.27.05 Early morning kayak ride, and now headed home after an amazing trip. Straits were calm with a slight swell, Mount Baker and the Olympics clear against the blue sky. We can sure see the haze as we entered Admiralty Inlet, and also the traffic increasing as we came down Puget Sound. We went to Beach Studio first, unloaded a bunch of stuff, and then took her into EBM at dark. Elliott Bay is a rough patch of water by any standards.
- 8.1-19.05 Brightwork revarnished; 3 coats, completed at EBM dock by Level Sky.
- 8.19-25.05 On the Silverbow Farm bouy. Wonderful time. Some mornings I found myself Inside a cloud of birds, martins and barn swallows, but oh da poop! Travelled back to Seattle with Donn. Another beautiful day.
- 8.26.05 A day with Mike Johnson. Fixed the list: PH heater hose leak (factory hose defect), fresh water strainer leak (wear and tear, plastic-on-metal connection), replaced the duck bills and the arch light, examined the second generator and found two obvious problems (the fuel return line has dissolved and the flywheel has put a hole in the new muffler), talked about the skylights, discussed the winter hot water change and added pyrometers and a new salt water pump to the list of things to be done. Also talked about the engines and consequently ordered full 24 month engine service and valve adjustments (for both mains and gen. I) from Cummins NW. We want to be the poster boat for clean engines.
- 9.1.05 Tuned up and ready for another trip--the valves were in need of the adjustment and now we'll see what else they've got to try: Joe is at least interested. Wes at Felix is also talking to me about an Algie-X magnetic flow system filter that apparently helps a lot on some boats. Still need to tweak the main generator valves. Also recovered my account with BBX (user name: ricard0; password: zackaro0). Next I'll put the larger PowerBook on the boat as a workstation, with Protools and the little keyboard. It appears that the leak repair has worked on the water system. She's ready to go somewhere... I'd like to fix the auxiliary generator if possible since it was likely a faulty installation; in any case, the call is in.
- 9.11.05 Fleming Fling at Elliott Bay Marina. Tony Fleming onboard to see our cockpit bimini and keyboard bridge. Some very sweet people own these boats. The new 65 is very beautiful, but I have the ideal boat already.
- 9.15.05 Talking with Wes about the hot water system revisions.
- 9.21.05 Out with Danny Day and Jim Fournier and Jileen around Elliott Bay for dinner. Beautiful night. Finally had the Miele oven repairman here today, and it turn's out it's actually wired wrong, missing the common wire entirely. After all this time being frustrated, it turns out that it was never right. I wish I'd called three years ago. Also the starboard engine, on the aft tank, was having serious problems for a while today, then after a while it seemed to clear up. Perhaps it

was a bit of junk in the fuel. The tanks are below 50% full; perhaps it's time to fill them up.

NOTE: Starboard engine issue turned out to be my mistake: I'd closed the fuel valve instead of the sight gauge valve at the tank, where they are next to each other. Oops.

- 9.24.05 Filled the fuel tanks (575 gallons, ≈700 hours), circled Elliott Bay. I finally replaced the fly bridge speakers with some beautiful waterproof Boses. They sound great. Nice to have sounds up there again.
- 11.4.05 Moved boat into the lake for some work, assisted by Mitch from Felix.
- 11.23.05 Picked boat up at Felix/Lake Union Drydock with Gar, Barb and Carmine, and came through the locks back to EBM. Beautiful day, after too many socked-in days of fog. We have a new 110 volt hot water heater with a heat exchanger (!) in the engine room, relocated FloScans, a rebuilt salt water pump, fixed the oven wiring and installed pyrometers on the dash. Also—the entire boat was waxed. Four years old now: she looks beautiful. Also a wonderful new mattress in the master stateroom.
- 11.30.05 New water heater working well. Next? Happy Birthday Mom.
- 12.23.05 Christmas lights and music on Portage Bay and at Gasworks Park, with the Felix gang and Mike and Natalie. Raining steadily, but lots of fun nonetheless. Wonderful music in Portage Bay especially. Noticed that one bow deck light is brighter than the other (?).
- 12.29.05 I covered the master stateroom skylights with rubber mats—they are still leaking a bit and it's been raining. Water was also dripping out of the aft cockpit overhead light; I took it apart and dried it out. The other day when Jileen and I brought her around from Lake Union we had a lot of spray, and the galley cabinet leaked again. A strange one, that. I am hoping to go to Gig Harbor next week for a night or two.
- 12.30.05 At last: the Miele oven is after all in fact defective, either in the sensor or in the electronic board--Ken says he'll fix it next week. I wish I'd called them a long time ago: it will be so nice to have a real oven! Set all DIP switches on FloScan meters off except #8s on.
- 12.31.05 Last day of 2005. Alisaz had a great year: Gig Harbor, Alaska and Glacier Bay, our first fish, the upgrades of various kinds, finally really finished with the details. She's a wonderful craft by any measure. Such a blessing to have such transportation. Do we perhaps go to Alaska again in 2006? We shall see: we can if it's meant to be. Meanwhile, I feel great gratitude, and a persistent prayer for peace.
- 2.13.06 The oven is finally fixed! For the first time really. Four visits from Luwa Distributors (repair company) were necessary, as well as a new logic board

and temperature sensor. It turns out we weren't crazy after all. Also, Robbin made covers for the forward skylights which are translucent, and which eliminate the leak problem there irrespective of re-sealing them. He is still working on perfecting the aft cockpit bimini. Calibrated the FloScan meters: all DIP switches OFF except #7 ON.

- 2.17.06 Went down on a beautiful day and spent a couple of nights with Jileen aboard for TRFF's annual meetings, and all is working beautifully: she said she'd never been so warm getting out of the shower on a boat! The furnace and 110 volt hot water are working well despite the winter temperatures. On the ride home, against the north wind at 35 knots, we took a lot of spray on the port side, and quite a bit of water got in through the door and soaked the cushions around the table in the pilot house. It also leaked through the kitchen cabinet as it has under that condition before. Time to figure that one out. There are approximately 738 hours on the main engines, and we are holding about 45% fuel.
- 3.21.06 Message from Bill Orr's diver about excess cavitation on the props--we need to haul her out and see what's up. It's been a year, with a long trip. Robbin is still working on perfecting the aft cockpit bimini, but it's mostly there: the test was that I can leave it up all year round.
- 4.04.06 We hauled out and re-splashed same day. Propellers are fine. The effect observed was from a lacquer coating wearing off after a year. Making a few more adjustments, servicing the engines, the furnace, the davit. Adding a bit of grasscloth to the walls of the front two staterooms-- should warm up the white formica a bit. As well as some cork in the office where picture will hang. It was a beautiful day: David Jenson and his friend Don went through with me one way, and Valerie and June the other way.
- 4.10.06 Working on the curtains. Four years on now, we must really be done with the important stuff... aft bimini needs one slightly longer batten on the port side.
- 4.17.06 Odds and ends, fixing the last bits on my list. Sheldon from Seattle Yacht Service is sure a great addition to their team. The GFI outlet next to the galley sink went bad, filling the salon with smoke, and then the power strip for the PBX and computer, but it makes me wonder what surge must have passed through the boat to cause it... Felix moved the boat over to the other side of the slip for the detailing process, and changed the shore power... Meanwhile, I've decided to add the Algie-X system after all--it's the only one Cummins recommends; meanwhile the jury's still out on the freezer. Tomorrow I am going to take her to Gig Harbor and take the TRFF crew out for a few hours before a reception to bid Beverly adieu. (And a wonderful day was indeed had by all!)
- 4.21.06 Robbin completed the aft bimini today! It works great. Meanwhile the battery charger needed replacing; it seems to have burned up for some reason. There was soot around the unit—initially I couldn't figure out where it came from. Next time I'll put 2 and 2 together differently.

- 4.24.06 Batteries checked and topped.All OK; took 3 gallons of water! They appeared to be overfilled though; called Felix, and it was re-done and corrected.The tender battery is dead.
- 4.26.06 Furnace checked and serviced.Looooked clean; nozzle replaced. Grasscloth wallcovering going into the guest and master staterooms.Leaving in one month for the north again.Hoping to catch some salmon this year, so that we need a bigger freezer for next...
- 5.14.06 Back from Hawaii, looking at a boat trip coming up....what remains to be done? Algie-X system.Stocking supplies.Fishing tackle check.She's a great boat.I got a mango steering paddle in Hawaii to "start" my trip... it's hung up in the salon for now.
- 5.18.06 Stocking and unloading unuseables both: going throught the lockers and the old stores.Spent the night onboard, very quiet.I like the new mattress, as well as the wall coverings in the staterooms very much.I think I'll also replace the Big Bay monitor, which is complaining of old age.The new ones solve the switching issue I've had with it by design.Otherwise we're very nearly ready to go.I've put up the WA and HI state flags again on the antennas.The new emergency life raft went on today, and the hammock bar and the owl mount go on next.The Algie-X fuel system will be put on next week, as the rest of the preparations continue for this year's voyage.
- 5.21.06 Long day finishing the spring cleaning process, going through all the places that stuff hides.Threw out or removed all the unnecessary remainders, some from the boat's construction and commissioning still.A higher level of organization now exists inside than we've had before.It feels good, though I'm tired.We do still need the new window handles...meanwhile the main engines have 750 hours on them and the main generator has 471 hours on it.
- 5.26.06 Completing most of the wall covering project today; looks much warmer downstairs than it did with all the formica.Jerome (Felix) installed the Algie-X system today and on the two main engines; he hid them both behind the fuel valve panel.I picked up one repaired and one duplicate harness set for the tender.I've also got both a barbeque mount and a camera mount made that fits in the fish rod holders.Readier than ever.The new window handles are excellent.
- 5.27.06 Fuel is filled: 568 gallons.We added the Algae-X treatment, at the rate of 1 ounce per 40 gallons.She seems to smoke less already.
- 5.30.06 Last bits and pieces.New Big Bay monitor!
- 6.1.06 Depart Seattle to Anacortes.Calm, grey, rain.Easy sailing.
- 6.2.06 Installed the new fish cleaning table and left for Bedwell.Cleared Canadian Customs by phone (#20061530244) and made it all the way to Frances Bay at

8:30 pm.50.20.992N; 125.02.473W.Georgia Straits calm.A beautiful day.We saw killer whales, LAGs and Dahl's porpoises.

- 6.3.06 Yuculta Rapids at 5:30 am slack, then a beautiful cruise up the back channels, finally anchored off Indian Channel behind Mound Island, opposite "New Vancouver." 50.35.322N; 126.38.730W.Wonderful island groups back there where the natives live.We saw a bear grazing in the meadows above us while in Johnstone Straits for a few miles.
- 6.4.06 Port McNeil.Smooth sailing so far.Fueled up, thinking only the front tanks were low when in fact all were...I was correct to be concerned about the distribution panel after Jerome was done with it.Main engines are at 778 hours, we took 646.5 gallons (2447 liters) of fuel to get here, mostly between 12 and 14 knots.Renewed and refilled tender gas tanks.Mike and I both noticed a "surging" (though I'd call it the opposite: a dipping) in the RPMs (i.e.fuel) on the port engine lately, and today he cleaned and replaced the Racor filters.Inside the problem was obvious on port side there was what looked like a steel wool pad clogging the centrifuge.He said it was fiberglass from the construction process.The filters are doing their jobs.Then the generator appeared to be "dead" so he fixed it as well--the ground had come loose with all the shaking it does.It's on the backside and we had to take the whole box apart to get to it.Meanwhile the seaplane from Seattle is delayed a day; Davis arrives tomorrow.
- 6.5.06 Carson departs and Davis arrives.Departed 12:40 pm.Flat conditions, smooth crossing, gorgeous day for travelling.Made it to Fancy Cove, just short of Bella Bella.
- 6.6.06 ABD (=another beautiful day).We went through Jackson Pass and around Heikish Narrows to the west.Butedale looks sadder than ever.A bit later Mike suggested a side trip, and it was fantastic.We turned in Wright Sound and went up Ursula Channel to Bishop Bay Hot Springs, where Davis and I had a soak.Then we page up the Channel through Boxer Reach and then around and down Verney Pass, through what looked like Yosemite.Then we turned up Grenville Channel and anchored in Lowe's Inlet.A beautiful place (=ABP) with a waterfall right into the anchorage.
- 6.7.06 ABD.Clouds with "lighttows." We enjoyed an extremely smooth crossing of Dixon Entrance, from Lowe's Inlet to Ketchikan.Main engines are at 810 hours; we took 767 gallons of fuel at Petro Marine (with permission) while we were waiting for Customs.That means it took us about 1400 gallons to get here from Seattle with 2 side trips.Cleared US Customs and parked at Barr Harbor 9-13.GPS 55.21.024N; 131.40.991W.Mike departs tomorrow and Davis and I are on our own.The weather is beautiful.Summer may be here.
- 6.8.06 ABD.Departed Ketchikan and headed north through Clarence Strait, Ernest Sound, Seward Channel, Blake Channel and anchored in Berg Bay, all alone.The snow is on the mountains this year, and the alpine flora is

beautiful. Crabs are rumored to be under us but we didn't put down any pots—we're content just soaking up the views. Wow, sa.

- 6.9.06 ABD. Petersburg. Hopping as usual. Did a little shopping at Coastal...our freezer is full.
- 6.10.06 ABD. Thomas Bay. Visited the Baird Glacier on the way in and then anchored inside the fjord called Scenery Cove—alpine snow-capped peaks and a dinner of king crab legs on the back deck. Wow, and wow again. We are running out of superlatives. All alone again, sitting amidst the full splendor and glory of pure Mom Nature.
- 6.11.06 ABD. Came across a glass-calm Frederick Sound on a stunningly beautiful day, with the sun settling behind the snow-capped peaks of Baranof Island—it looked like we were approaching heaven. Warm Springs Bay (western arm). All alone. We launched the tender this time, and we took a hot spring dip at the topmost baths, which are literally right over the falls. The most amazing place for a soak I've ever been. Sulphur smell but not too strong.
- 6.12.06 ABD. Cosmos Bay. Open but protected; a "big room" compared to the fjords we've been in, but it does have the late and early sun. We spent a long time watching a bear foraging on the beach, and saw a very large fish jump. Smaller ones have been jumping everywhere.
- 6.13.06 ABD. Tenakee Springs. 37 nm today. The old harbormaster with the dog named Dog is still here, though I couldn't find the house with all the old teapots next to it. We ate dinner on the back deck again, and put a dent in the supply of Anchor Steam on board. There are guides here for shrimp and crab—in case we ever need one.
- 6.14.06 Elfin Cove. What a beautiful spot. The town is all about fishing, most of it charter lodges, built up on boardwalks over the rocks between the two harbors. We got some good fishing tips from Paul Ewing, who lives back in the harbor with Mollie the dog (at least). Our bluebird days have come to an end this evening—it's raining now—but what astounding views coming in here! It's right on the edge of the Gulf of Alaska, on the other side of Cross Sound from the snow-laden peaks west of Glacier Bay. We saw whales breaching more than once today, as well as a very large killer whale doing so right in front of the boat. His dorsal fin must have been 5' high. We also ran through a "flock" of bald eagles fishing off of Point Adolphus, probably 20 or 30 flying very close around us. It was a sight I'll never forget. We went 65 nm today, and we have about 35% of our fuel left. The main engines are at 848 hours, the main generator is over 500.
- 6.15.06 Anchored at the head of Dundas Bay, Glacier Bay National Park. No clearcuts or signs of humans on the shore...wow all over again.
- 6.16.06 Beautiful grey day with lightows crossing Icy Strait; we saw many whales. Arrived in Hoonah this afternoon and filled up with fuel: 771 gallons;

854 hours. We're parked in the exact same spot as last year, in between Eclipse and Progress. The Harbormaster Paul Dybdahl is trying to retire but so far hasn't...perhaps his assistant Robin will get the job.

6.17.06 Cleaned the boat; had dinner with Bob and Deb Medlin on their new boat; an excellent conversation as usual. Their email is the same as before: <svravensnest@yahoo.com> as well as a new one <sailselkie@yahoo.com>; they just returned from an extended trip to Tennessee and families there. They had much the same response as I have to ours, especially their religious ones... Afterwards while I puttered around Davis watched "What the Bleep...", which is very provocative (despite the presence of Ramtha)—quantum physics seems like an appropriate note on which to conclude our trip.

6.18.06 Flying to Seattle later this morning. I feel more sure than last year having done this before, and the boat is in better shape than ever. I am getting a short list together for next winter, though not much compared to last:

- \* replace both water pumps w/HeadHunter X-calibur (Fisheries part #158110)
- \* replace navigation computer; get the latest 3D charts
- \* address trim issue - move/add weight forward
- \* lengthen anchor chain to 600+'
- \* snap repairs for all covers
- \* CD/DVD player skips (but not very often...)
- \* service and replace water maker filters
- \* underwater lights on stern?
- \* replace stovetop with propane?
- \* soundproof layer under the carpets?
- \* repaint chain markers
- \* add pressure gauges to both Raycor fuel filters (Fisheries parts #48452 & 26387)

In Seattle, I could get a new solenoid for the horn (Fisheries part #76208) as well as a couple of gaskets for the Raycor 1000 fuel filter globes and maybe some for the sea strainers. And brass hooks...

7.16.06 Returned to Hoonah with Ski. All is well.

7.17.06 Shopped and checked all the systems, and then made dinner for Debbie and Bob, who gave us some of their smoked salmon.

7.18.06 Departed Hoonah and headed around the corner, down Chatham Strait. We visited Tenekee Springs for a walk through, bought more wild greens, and then anchored in Pavlof Harbor. Fish jumping everywhere. Amazing.

7.19.06 Pavlof Harbor. Nice day; fish are jumping out of the water. Caught a silver and a humpy. Lost a few, too. It is a lot of fun when you can see the fish.

7.20.06 Down Chatham in the wind and rain ("isn't it always like this?"), saw more fishing boats than I ever have. Stopped at waterfall cove and then went on to

Warm Springs Bay; anchored again in the south western arm, or what we called One Bear Bay by the end of our stay. 866 hours.

- 7.21.06 Petersburg. Pouring rain. Parked next to a sister Mola Mola and played some music for them after dinner. Mick and Pam Basich.
- 7.22.06 Started the day in dense fog but emerged in Clarence Strait and made it all the way into Ketchikan. It ended up a beautiful evening. A fishing boat called Wonderland from Seattle pulled up next to us at the city dock... Alisaz next to Wonderland.
- 7.23.06 Arrived Prince Rupert after a very smooth crossing of Dixon Entrance. Some fog but glass calm a lot of the way. Many many fishing boats; the season started yesterday. Cleared Canadian customs after a visit by a couple of officers who didn't charge us any duty on the liquor after all (#20062041059).
- 7.24.06 Filled the fuel tanks (731 gallons at 890 hours), at the same fuel dock I pulled into last year trying to clear customs, and then travelled down Grenville Channel and then the Fraser and Princess Royal Reaches. Anchored in Bottleneck Inlet. Beautiful day. Small hitch in the giddyup with one engine towards the end of the day just past Hiekish Narrows-- seemed like a fuel restriction in the aft starboard tank. It occurred at about 13" on the tank scales. It cleared up when we switched to the front tank.
- 7.25.06 Crossed a relatively calm Queen Charlotte Sound and anchored in Allison Harbor, a beautiful and protected spot. Mains  $\approx$  913 hours. Amazing to see and hear the boils of small fish, and watch the eagles and the osprey fish.
- 7.26.06 Visited Alert Bay (poor parking situation) and saw the First Nations Museum (wow!), filled the fuel tanks at Port McNeil (624 gallons;  $\approx$  917 hours), then anchored at Dead Point Bay in Indian Channel above Beware Pass. Aft tanks working fine when full.
- 7.27.06 After a stunningly beautiful trip through the back channels we encountered a family of orcas, and got some great pictures. We ended up anchored in Hemming Bay, on East Thurlow Island. Another amazing spot, with excellent protection from a north wind, and only one other boat.
- 7.28.06 Waiatt Bay, Quadra Island. It's like an alpine lake: we kayaked, and swam! What a wonderful tonic for anything and everything.
- 7.29.06 Carol's dock, Manson's Bay, Cortes Island. Mains  $\approx$  936 hours. Ski departed via Kenmore Air, and then I washed the boat and settled in for the Gathering. The pause between things...
- 8.4.06 After a week with the Gathering group, an afternoon cruise to Mittenach Island with many familiar faces on board; a perfect day with all the mountains out and clear. Folks swam off the back and watched the wildlife.

- 8.9.06 Jileen and I cruised all day down Georgia Strait, avoiding the active area "Whiskey Golf," and anchored in Long Harbor on Saltspring Island (10 hour trip).
- 8.10.06 Returned to the US of A officially in Friday Harbor, then crossed the Straits of Juan de Fuca and let the tide carry us home. We arrived in Seattle in the late afternoon (after about 8 hours running). Totals: mains  $\approx$  956 hours; generator  $\approx$  575 hours; watermaker  $\approx$  94 hours. Another remarkable trip, done and now in the log book. Thank you God for letting me (and us) make this amazing journey.
- 9.10.06 Washed and waxed by Felix since our return, oils changed and engines tuned, and a little additional work being done to try and reduce the soot output, which seems more than it should be (whatever that is). The best Cummins technician yet, Stan, is on the case, and he makes me glad I stayed with them. We're cleaning the after-coolers and re-calibrating all the injectors. Meanwhile we're just running slower. The aft starboard tank is still acting as if it's blocked. I realized the other day that it might also explain the erratic behavior in Generator #2. Today it didn't want to turn over at all.
- Davis and Sal and I went down to Filucy Bay for the night, and a wonderful time was had by all. A beautiful place we live.
- 9.15.06 Arranging for soot-reduction work with Cummins; removing unnecessary stuff; getting ready for another winter...
- 9.26.06 Stan, the Cummins NW technician, removed and cleaned the aftercoolers, and cleaned and recalibrated the injectors. Stan seems interested in making me the poster child for clean diesels. At last.
- 10.01.06 Overnight trip to the Glass Museum in Tacoma. We moored next to the Mortons at the new facility called Dock Street Marina. Valerie and Mark and I performed in the Hot Shop while James Mongrain made glass. It was kind of amazing actually. A lot of fun. June bought a new dress and looked stunning.
- 10.01.06 We returned on a beautiful day. The engines were amazing: whatever Stan did definitely made a BIG difference in the smoke output, and it was wonderful to see her running so clean. Well worth the expense. The two of them sounded like one big sewing machine today. It was so smooth—really a great result. Now for some adjustments to the trim: move the spare propellers up under the master berth.
- 10.11.06 Level Sky working on the brightwork; sitting ready for a top coat or two tomorrow and the next day, and then we're free to go again... Mike Johnson has a plan for the aft tank riddle, so later in the winter we'll address that. We can pump from one aft tank to the other through a filter, and make sure there's no obstructions or debris. Felix repaired the power supply for the tender radio and depth sounder, and Seattle Yacht Service has a short list they're working on. After talking to their tech Paul, I decided to wait before

replacing the water pumps. Don't fix it if it's not broken. Note: we tried the 2nd generator after switching the fuel supply forward, and it ran just fine.

10.17.06 Brightwork top coat might be today--nearly finished. Filled the front tanks with 393 gallons (970 hours) and turned her around so they can reach the other side. Seattle Yacht Service fixed the horn and the PH light. My list is getting very short...it includes only the aft fuel tank and the mysterious Floscans. Off to Hawaii.

11.3.06 Power was disconnected in my absence: au jus in the carpet pad. Could have been worse. We'll see about the carpet after it dries a bit. Maybe it's time for a new carpet.

1.23.07 A serious winter is passing, with some minor issues: a leak (not really) in the port aft salon window, a question lurking (maybe not serious) about the aft starboard fuel tank, and still wanting a visit from the FloScan Man (not important). On the other side, there is a new carpet ready to go in, and Uncle Buck wants to buy half the boat (!). I'm not likely to do that but it is not impossible to imagine some kind of sharing arrangement. I'm thinking about it... but I can't quite imagine it really.

The summer plans are not made yet, but they're beginning to form.

2.21.07 Ran up the outside to Anacortes with Mike Johnson for the every-other-year haulout and a short work list, and we solved the riddle with the aft fuel tank once and for all (I think). A successful day for that alone. The trick with the fuel system turns out to be the interconnection between the standpipes that fuel the generators and furnace, and the physics of the plumbing for the aft tanks. So—we should *keep the standpipe intertie valves off* and the two sides separate unless we need the crossover for a specific job. It is also important to *generally run the auxiliary standpipes off the front tanks* because of how the fuel system is plumbed, *especially when the aft tanks are low*. The same is probably true for the front tanks but we'd have to run that test. The Floscans remain a minor mystery. Otherwise she ran beautifully, and we made excellent time with the wind and tide behind us. I like the new carpet, which is installed everywhere but the salon. In that room, we're putting a special soundproofier pad under it. The carpet's a natural material, which is much different to be around for some reason: it is just carpet, after all, though to be fair it's not plastic.

3.9.07 Work complete: new bottom paint, expanded chain locker (waiting for the new 600' chain), entire house re-caulked, muskrat screens installed, port main sea cock repaired, anchor rollers and portholes lubricated, as well as miscellaneous other minor items done, including gelcoat details, all thanks to Mike (and Chuck). I'd say now she's really done...except for the Floscans and the salon drapes. The fuel riddle is solved—I can fill the tanks again! Now what to do and where to go this season?

3.14.07 Ran down from Anacortes today—beautiful trip through the slough and Saratoga Passage into Puget Sound. Paul Marlow came along and thoroughly

enjoyed himself. All smooth, a break in the storm; the sun does shine now and then here. We are down to the lowest fuel load in a long time (because we were working on the fuel riddle). As usual she seems in some mysterious way to truly love being out there. Most of the way I ran both main engines off just the one front port tank, and everything

performed well, even past 2000 RPM. By 2100 RPM, however, the starboard engine (slave) began to surge up and down a bit around the level of the port engine (master) = too much demand facing the constriction of the single small supply line. I pulled it back to 2000 RPM and the surge went away. Towards the end of the trip, I switched to both front tanks, and subsequently ran up to full throttle (~2590 RPM) and then held at 80% power (~2380 RPM) for an hour or two to clean things out. There is very little smoke, and we think that the soot will diminish further when we finally complete the weight transfer forward—when I move the spare propellers up under the master bed and replace the old anchor chain with the new and longer one. Both engines performing very well. Material for some curtains? The EBM fuel dock is out of commission until sometime next week: I am now more confidently exploring the bottom of the fuel tanks.

- 3.18.07 A beautiful afternoon cruising with Valerie (God bless her) and their whole family around Bainbridge Island, and almost into Bremerton. Carson and I toasted a boat's major milestone: passing 1000 hours on the main engines, and all was smoothness. Alisaz is ready to go and go. This sort of day is why we have the boat: it was a wonderful trip. Zac was a splendid galley slave and served delectable food all afternoon. We made some memories.
- 3.29.07 Filled with fuel at EBM: 783 gallons at 1002 hours. Then Jacob helped me move the spare props out of the lazarette, and we'll put them up front. All swell. She's raring to go. I guess I should call the FloScan guy finally. Next question: can we park at Langley Marina at all? There's apparently a lot more room at Coupeville.
- 4.22.07 Beautiful sunset cruise with Val and Carson and Sarah. Serene, indeed. A fantastic sunset drifting behind Blake Island. Email notes from Mike to the Fleming Company about the fuel issue: don't run the generator standpipes from the same tanks as the main engines, particularly when the tank levels are less than half capacity. Better yet set the valves so it never happens.
- 5.5.07 Another beautiful cruise with Val and Carson, and Signe and Mike, around the north end of Bainbridge Island to Manzanita Bay on the inside below Agate Passage. We anchored for a delightful dinner there and then returned the same way we came. All running smooth. Time for a wax job before the summers' travels; into the lake before my next trip...
- 5.10-24.07 Arlene and Richard Woo joined me for the trip through the locks, and now Alisaz is in Golden Eagle's boathouse, while Felix does the details...

- 5.25.07 Picked her up at Lake Union Drydock (beautiful!), and then stopped by Seattle Yacht Service and replaced the 400' anchor chain with the new 600' one. The new chain is painted with a white strip every 50 feet, with a red mark in the middle of the white at 200' and 400'. There is also a red only mark 25' from the bitter end, which is tied to a small rope attached to an eye in the chain locker.

During our stay in the boathouse the Prosine inverter shutdown (it said it was from from excess AC output—and I did leave the 110 volt hot water heater on by mistake), and now I am trying to figure out how to reset the inverter. I believe I have to disconnect both AC and DC power supplies. The refrigerator lost power (again) and the freezer melted (good thing there wasn't much in there and that the new carpet isn't in the salon at the moment). The power strip in the Pilot House for the computer blew up (again). Also blew the fuse on the 12 volt charger, did something to the PBX, and blew up the little Tivoli radio. This is the second time (at least) that we've had power issues when Felix is cleaning the boat. It could be from unplugging the shore power without switching anything off. On another note, I really like the prototype curtain Robin made from the Noa Noa fabric for the salon. Otherwise all is well on board.

We were in a long line for the locks afterwards, but then we got into the large lock with a huge barge and a whole bunch of other boats and all dropped at once, making short work of it. Nice day: we came over and tied up to the Beachstudio bouy for an hour before returning to EBM. She was incredibly dirty—now she looks like new. Someone actually asked me if she was. She definitely likes being out in the Sound as opposed to the “parking lot”.

- 5.28.07 Solved the inverter fault/shutdown by disconnecting all AC and DC power. I left it off for a half an hour and then it came back normally. Very satisfying to solve the problem without needing a combination contortionist and electrician.
- 5.30.07 Fixed the FloScans! Or we got much closer in any case. Darin Farrell came down and hooked up the 12 volt totalizer and lowered both of the sensors mounted on the sides of the aft fuel tanks. It seemed dramatically better sitting there at the dock. The next test is to use the totalizer on a long run and see how it does. Darin is also going to move the engine control boxes off the engine blocks and remount them on the stringers underneath for less vibration. Also Seattle Yacht Service replaced the battery in the tender and will service it fully if I take it over to them. Beautiful day!
- 5.31.07 Spectacular afternoon #1 behind Blake Island. with just Carson and Valerie. It was truly serene, and there were hardly any boats there. A real NW summer's day. The tender ran perfectly, and seems to like the slightly larger battery much better. I do think I'll wait until fall for the Yamaha's full service visit.

- 6.2.07        Spectacular day #2 behind Blake Island. Susan, Eric, Val and Carson. Such a sweet spot, and so close, though this time there were a lot more boats. On a boat note, the left side Floscan was reading 0 today: never saw that before.
- 6.23.07      Thinking ahead a few days and I'll be living aboard in Port Townsend. The Slide and Steel Camp starts tomorrow. The season is here.
- 6.27.07      Left EBM at 5:30 and arrived in Port Townsend at 8:30 pm. Calm all the way. Good to be back on board. Feels like home.
- 6.29.07      Point Hudson, Port Townsend: Centrum hosting both Slide and Steel and Voiceworks together. A wonderful world of music to stumble into, and today I even ran into Susan and Emily Lewis. I also bought a new lap steel with eight strings made by Tom at Sierra. A real steal actually, all puns included, with the camp discount, and perfect for the next stage of making my own music. Now to learn to play it, and to make it sing in Hawaiian. Heading home again tomorrow, in Garey's studio next week. Alisaz does love being out and fully utilized: she is certainly a beautiful place to live.
- 6.30.07      Took Jacob back to the ferry, then lunch with Mary Hilts, followed by an afternoon and evening of superb concert performances. The rental car returned, I am ready to depart solo for home in the morning.
- 7.1.07        Port Townsend to Seattle, solo, beautiful.
- 7.4.07        I took a large group (18) out from BeachStudio, and all had a wonderful time. We had a perfect view of the fireworks with the Space Needle behind them, and the Lake Union show going on over Queen Anne Hill to the left.
- 7.7.07        Davis and I departed Seattle for the north in the afternoon, passed West Point at 3:40 pm, Point Wilson at 6:40 and arrived at Parks Bay, Shaw Island, just before dark. The Straits got a bit roughish, reminding us that we're in a boat. Alisaz seemed to enjoy herself actually, once she reorganized her interior contents. Just showing off probably, after being cooped up in the marina all winter. It is certainly good to be out. The quote of the day was "forget the blueberries and go for the flying pans." Oddly, there was no leak in the galley cabinet, even with a ton of spray on the port side. Some good news: it appears to have been fixed by the caulking.
- 7.8.07        Davis and I cleared customs at Bedwell and travelled all the way up Georgia Straits with the wind and waves behind us. It was a beautiful day, and calm compared to yesterday. We anchored in Gorge Harbour at dusk.
- 7.9.07        Peggy and Rick came over to surprise us in Gorge Harbour with Donna, the Director of the Linnea School. Then we towed their boat over to Carol's dock, let them off, then washed the boat and filled the water tanks, then cruised up to Tonados Bay and then Prideaux Haven, where we got my favorite spot by the entrance, but not until after Davis took a bad fall off the

anchor platform on the front deck and was actually quite injured. It took us the rest of the evening to get him back in the stateroom.

- 7.10.07 Today by a miracle we got Davis home to Seattle on a regular Kenmore flight from Twin Islands, and I still haven't heard what's happened since. Thanks to Mark Torrance, we got him back today instead of tomorrow. Mark and Susan and I had a lovely dinner together, and Susan LOVED our wine! Meanwhile, Davis in fact broke his hip and is having surgery tomorrow...
- 7.11.07 Moved Alisaz back to Manson Bay and helped with Rick's 60th birthday party. Davis's surgery went well; recovery next. No new ball; just screws.
- 7.12.07 Day "off". Beautiful hot weather. Swam in the lake behind Peggy and Rick's place before Peggy went back to the city. I fed Rick dinner on the boat and we listened to George Martin's LOVE remix of the Beatles for Cirque du Soleil. I wish Tony Meilandt were still here sometimes.
- 7.13.07 Climbed up to Rick Ingasci's "office" on top of the nearest mountain. Beautiful territorial view, with thunder rolling in the distance and the hawk teasing the dogs. After getting up to the top, the sun came out. All accompanied by a wonderful conversation. Later we swam in the lake again. Then a beautiful hour cruise over to Twin and dinner with Mark and Susan. We have enough shore power to charge the batteries if we turn everything else off except the refrigerator. Mark assures me it's no problem.
- 7.14.07 Estimate 310 gallons of fuel remaining; 150 gallons of water. Flying home for Valerie's Benefit Concert tomorrow.
- 7.17.07 Returned safely after a smashingly successful Benefit. I feel like a tuning fork, and I'm still vibrating days later. On this night I shared a beautiful dinner at Torrances with six visiting artists, Mark wants to show me Refuge Cove in the morning. Then we can fill with fuel, and in the afternoon I'll pick up Rick and Peggy and Carmine and Chico and Loki for an overnight in Prideaux Haven.
- 7.18.07 Mark and I went over to Refuge Cove on Alisaz for the morning and towed his boat. It was very nice to spend some time together. Refuge Cove is a very protected spot with the oldest boat services in the area. I liked the owner, Collen, who also does boatsitting for people (!). I filled up with fuel (approx. 1060 hours; 758 gallons) and water, and some good French wine (one called Arrogant Frog). Then we moved back over to Cortes Bay, another very protected spot (with BBX) and he went back to Twin in his skiff. An hour or so later I picked up Rick, Peggy, Carmine and the dogs and we began northern excursion #1, over to Prideaux Haven first and watched the heavy rain fall.
- 7.19.07 The weather broke a bit, and after getting everyone out in the kayaks to see a bit of Prideaux Haven, we enjoyed a beautiful cruise up Homfray Channel and into Toba Inlet, where we stopped for lunch out in the middle, around the first turn. Back almost to the place where Mike's mural was taken from—Alisaz in wonderland. Then we returned down Pryce and Deer Passages to Sutil

Channel, then through Uganda Passage and back to Manson's Bay. A spectacular day. The starboard engine seemed to be surging a bit on the aft tank yesterday, so I switched the supply and it seemed better today, though not completely gone. I wonder if there's any junk in the starboard Raycor?

- 7.21.07 Manson's Bay, with a southerly blowing out in the Straits, is not all that calm. I'm doing fine but it's a moving world. The small generator is not always starting, though each time I've wanted it I have managed to get it going. It does deliver a steady 50+ amps. I wonder, though—why do the e-meter amps jump around so erratically sometimes? In other boat news, yesterday I set a valve wrong and pumped the holding tank full of washing machine water—oops! I won't do that again. Main engines=1071 hours. Summer? Another front is approaching tonight, and then the weather is supposed to get nice.
- 7.22.07 Hollyhock Summer Gathering, commuting to the conference and back with Rick and Peggy, all systems working well. Once again a remarkable group of people no matter what gets presented. I'm running the second generator a good deal more than I have before and it's working well. It seems to get smoother the longer it runs.
- 7.27.07 The end of another Gathering. As usual, an astounding group. Then our third post-conference boat ride to Mitlenach Island with a full house—another wonderful afternoon despite the not quite perfect weather.
- 7.28.07 Fernando and I sailed around to Coulter Bay and visited the Carlinos and Stephan Schwartz. We had a delightful day and ended up staying until dark. Their house is a long ways from the bay, though, and at one point during lunch the wind came up and I became concerned about our anchorage. Lou had assured me how sticky the bottom was, but when we went down to check on the boat a little later she had dragged anchor! This was the first—and I hope the last—time that's ever happened, although to be fair I didn't "set" it hard because I didn't think we were staying that long, and they were waiting for us on the dock. When we finally came down and I realized that she wasn't where I left her, my heart was in my throat a bit. Once on the dock, I could just see the point of the bow around the corner. The good news is that she caught herself, and I don't think she ever touched anything underneath. Woa. It certainly made my heart beat fast. Let's not let that happen again if we can help it. Thank you God for this particular outcome. Meanwhile, their place is astounding. In particular I loved Lou's studio building, and the hot tub overlooking the passages to the north was unforgettable.
- 7.29.07 Fernando and I made our way up around West Redonda, where the clouds and rain made it look like the paintings of the South China Sea, and then down Waddington Channel. We stopped in to visit Prideaux Haven briefly and found Uncle Buck and Joanne on the Pelican! We called Davis (who is at home recovering) and Fernando told him I was "one with the boat." ;) After running back to Mansons, I got Fernando on the water taxi, and then I went over to Hollyhock and played a song with Paul Reisler in his concert.

7.30.07 After I had an early morning strategy meeting for POH with Charlie and Peggy, Alisaz and I took Rupert Sheldrake and Jill Purse, Ian and Victoria Watson, Charles and Torkin, Rick, Eric, Chuck and Jackie on a cruise around the area. We departed Manson's Bay about 9:30 am, then went south around Sutil Point and then up into Desolation Sound. We stopped by Prideaux Haven for lunch and swam, then meandered up Homfray Channel, hovered under a big waterfall in Toba Inlet for a while and finally visited the Hole in the Wall (near slack tide) before gliding home on the breeze, seeing two different sunsets. It was glorious.

7.31.07 I think it's my parent's anniversary...in any case I'm still thinking about what an amazing day yesterday was. One of the most exquisite days I've ever had. We lost track of how many standing ovations God got on the trip; there were so many frequent spontaneous eruptions of heartfelt cheers and applause. It was very silly and very beautiful at the same time. What a world we live in. On a separate subject, I think Jileen and I should go to London for our upcoming anniversary (at least).

NOTE: things to fix aboard the ship: I'm having a little pulsing in the starboard engine RPM, especially above 1500 or so. The Raycor gauge shows slightly into the red zone. The bilge pump in the tender doesn't work, and there has been a short in the shifting console/starter. Meanwhile, Bryan has got a better BBX/WIFI solution for me and the new cell phone will be next. I do like the satellite radio, though it needs a new antenna and a better solution for that in general. Perhaps a car antenna would be more omnidirectional. The DVD/CD player is not playing DVDs, and might need to be replaced. I dropped one of the remotes for the davit overboard and need to replace it. I still want another handle for the windlass. The Floscans are useless. I broke the plastic lock in the center of the redirection valve for the master head but it doesn't seem to matter functionally. There are several little gelcoat repairs to make all over the boat. I want the crutches in the lazarette, and Fernando said he'd get us a much better medical kit. One of the arch lights is out. The small generator has an erratic switch on the starter. It took some oil and may be a hair overfilled: in any case it needs to be changed. We need a new screw tightener for the forward hatch (chain locker). There's corrosion in the 12 volt outlets that never get used on the bow and back of the boat deck. On the other hand, the cabinet in the kitchen doesn't leak anymore...? The caulking this year must have accomplished something we didn't expect. Perhaps we can seal the master stateroom skylights next.

8.1.07 Paul Reisler is going to make the trip down to Seattle with me on the weekend! We've been looking for ways to spend some time together, and this way we can play as we go. Possibly Richard Schuh also. It works out wonderfully with no one needing to fly up here. Tonight is the POH show, and tomorrow night I'm supposed to visit the Torrances at Twin, and then Saturday and we'll be homeward bound. It's been a remarkable summer.

8.2.07 A glass calm day—Rick and I ran over to Twin and back in the tender. It was a beautiful trip, and we picked up a couple of items I'd left there. I only saw

Mark, but he said they're tired of the city madness after only a few days there. It sounds a bit "jangly," just like I remember it. I have no obligations with anyone else 'til tomorrow. I'm feeling my strength returning after a wonderfully long and intense week.

- 8.3.07 Departing tomorrow early, requesting the north wind, which is on at the moment. Two days to Seattle to catch Paul's plane. Zac returns from San Diego on Monday night. Back into Puget Sound and the beehive. Main engines ~ 1095 hours. Main generator ~ 650 hours. The tank scales are at PF:31; PS:29, PA:24; PS:25. We can make water on the way...
- 8.4.07 Homeward bound. Cortes Island to Bedwell Harbor: an excellent day. We came straight down the middle of Georgia Straits with the wind and waves behind us, went through Dodd Narrows at slack tide, stopped to wave at Kevin Kelly on De Coursey, and then made our way through the flat glass calm water in the Gulf Islands. Paul Resler and I played the baritone guitar through the David amp up on the flybridge in the sun. What a way to travel. We made water all day and filled the tanks halfway up—it seems to be working fine. The starboard engine is still surging a bit at RPMs higher than 1500, and the Raycor gauge is showing it's under stress: we'll get it as soon as we get home. Main engine ~ 1106 hours.
- 8.5.07 Home to Seattle. Main engines ~ 1117 hours. Service on Wednesday and I can watch them clean and change the Raycor filters. Beautiful days from the summer fill my mind. Excellent timing for the trip home. Zac returns today!
- 8.7.07 Working the list on Alisaz to get ready for another spell in the south Sound. Stan from Cummins NW is coming tomorrow, and Felix and SYS have their short lists. We'll head for Gig Harbor and Silverbow this weekend.
- 8.8.07 Stan Babcock (206) 786-2472 from Cummins spent the day and gave the engines a once over. After it was all done I actually saw the tachometers run up to 2900 (!) or thereabouts and spin there happily, though with no load they did produce a lot of smoke. Oils and filters (including main Raycors), zincs and water pump impellers were all changed. A small oil leak on the port transmission seemed to tighten away but we'll watch it. Otherwise all looks good. Stan gave me his extra oil hoses so I could leave them hooked up for future changes. The starboard engine was definitely impeded by a dirty Raycor filter, because when it was replaced the problem went away. They are very easy to change, without bleeding any oil off at all. I should carry 2 sets of extra filters. Stan said there was no need to warm the engines up too much before we leave the dock. He also said that the coolant level should be higher in the reservoirs when the engines are warm, and lower when cool. He also said that the air heaters on the engines would switch off and on all the time the engines are running, causing the ammeter to continue jumping a bit. He also replaced the impellers on the Northern Lights generator's water pumps. Next to get a long tube so I can get a little oil out of the small generator because I overfilled it a bit. It's next on the service list. Felix has also been around cleaning, and SYS is fixing the bilge pump in the tender (at least)

by the end of the week. I cleaned up the inside and did the laundry. Nearly ready for the next chapter of summer.

- 8.11.07 Last of the details done for now. Filled the water tanks and emptied the holding tank. SYS replaced the bilge pump and fuel filter in the tender, found all the suspect lights to be working fine, and upgraded the turnbuckle shackle on the wrong anchor. Oops. Felix did a fine job of cleaning the exterior and I put a few new groceries aboard. I pulled a little oil out of Gen. 2 and we'll run it some more before the service in September. Alisaz awaits her next adventures. If all goes well we'll soon be at the Silverbow bouy, or in Gig Harbor at the dock. Barn Dance #12 is a week from tonight.
- 8.15.07 Perfect summer weather yesterday, with the north wind behind and the tide sweeping us through the Narrows under the twin bridges...to our home again at the Silverbow bouy. The replacement of the starboard Raycor filter solved the surging problem: the engine was steady as a rock. A stunning day, and the trip only took about three hours. I saw Sarah and Dion, the Nichols and the Enboms—Zac and Jileen arrive today.
- 8.16.07 Excursion #1: Took the Cavanaughs (except Tim) and Joel to Gig Harbor dock, then went to the surprise party. Afterwards I gave George and Dion a ride home.
- 8.21.07 Generator 2 is working very well keeping up the inverter batteries and makes all the difference when we're just sitting out at the bouy. This summer it has really worked as designed, and I am even making more sense of the e-meters as well. Excursion #2: We meandered across the bay and had a delightful dinner with the Enboms on the back deck, in front of Kopachuck, watching the sun set.
- 8.24.07 Excursion #3 I took Clarice out and we spent last night on the boat, then left at 6 am and cruised up to BeachStudio and back, mostly in the fog. Beautiful! There were many times when the sun was shining but the fog stayed about 100 feet away on all sides no matter where we went, It helped going with the tide both directions; it makes a big difference. On the last leg I pushed it up to full speed for a few minutes until a clamp broke on the starboard turbocharger, opening up the air pipe and causing the same symptom as when it happened years ago on the port side, when the boat was nearly new—it won't go above 1600 RPM, where the turbo starts to work. On the dash, only the pyrometer showed the problem. I worked on getting it back together but couldn't quite get it to fit.
- 8.25.07 Got some help from Mike Johnson on the phone, and then Vivian's boyfriend Brady and we fixed the turbocharger. Now I just need to replace the repair clamp with the constant-torque variety like it had before. Then we took southern excursion #4 with Valerie, Carson, Sarah, James, Vivian, Brady, Edd, Phoebe, and Zac across to Rosedale and Horsehead and back. Afterwards we had a fabulous "slow food" style banquet on the patio in front of the beach cabin.

- 8.26.07      Excursion #5 to Filucy Bay, Fox Island and back with Valerie, Carson, Sarah, James, Vivian, Brady, Jileen, and Zac. Gen.2 operating as hoped: we've been comfortable living at anchor for six weeks!
- 8.28.07      Went to Gig Harbor and took southern excursion #6 with Henry and his family, Stephanie and Christina around Fox Island and back. After visiting folks in the office I returned to Seattle, and tied up overnight to the Beach Studio bouy. The end of a great summer onboard.
- 8.29.07      Return to EBM; beautiful morning; all smoothness. The longer I have the boat the slower I go. I've heard it said that time spent on a boat is not deducted from your lifespan. That feels correct even if it's pure hoo-ee.
- 9.3.07          My next plan is to make a trip to Bellingham and take the Scholtz's to Sucia Island at the end of the month. Meanwhile we're working on odds and ends.
- 9.21.07      Spent the day with Mike Johnson onboard re-sealing the forward skylights, hopefully causing them to stop leaking. Darin Farrell also came by and will install the new antennas. Turns out he works with Sam Stokes a lot. Tom Forsythe stopped by as well: they got a full coat on the brightwork yesterday and it looks great. We are so lucky to have such amazing folks working on this boat. Finally, the new carpet is fabulous. Too bad it took so long but it's perfect, and will not change shape or move around like the pumpkin stuff did. My list is getting very short...remaining details include: replacing the nav computer, the cell phone box, upgrading to HD TV, and creating new salon curtains. Remember to do a full service this winter on the tender, the davit and Gen.2. Going out on Sunday with Bryan Bell and family who bought the Day-on-Alisaz at Valerie's benefit! Next weekend to Bellingham and then out to spectacular Sucia again finally.
- 9.22.07      It rained and we had no leaks through the forward skylights: success! Straightened up a bit after the summer's travels, replaced the engine clamp, checked all the fluids. I 143 hours, about 220 gallons of fuel, probably 10 hours or so of operation remaining.
- 9.28.07      Filled with 826 gallons of diesel, I 146 hours. Filled with water. Brightwork full coating done. All is well.
- 11.24.07      Zac and I went to Gig Harbor and picked up the Falconer clan (less Tami, who has re-located herself to South Carolina, and Teddy, in the Navy). The brought some food and we went through the Narrows to Hale Passage where we created a little ceremony, releasing Ted to the waters of the Puget Sound. It was unexpectedly emotional for many of us, and there was a palpable sense of release afterwards. A year has now passed, and we performed a beautiful rite of passage to a life without Ted. I know for sure that he's glad to be out of that bag...Afterwards I left Alisaz in Gig Harbor for the week, in Shadowfax's spot.

- 11.30.07 Mom's birthday, moored at the Gig Harbor dock. TRFF meeting yesterday, then dinner with the Bells, and then a quiet night. Valerie and Carson are coming down to take the ride home with me this morning. Alisaz running perfectly, and the new (WIFI) gear is installed but hasn't been turned on yet.
- 12.9.07 Through the locks to a boathouse in the lake. It's been a few months since the last detailing--time for more wax, especially living outside.
- 12.15.07 Detailing complete, boat looks beautiful. Every year with another layer the teak rails get darker and more beautiful. Tonight we took a wonderful evening "inside" excursion into Lake Washington with Sarah, Tim, Noah, Jonah, Liam, then Don and Bidey joined us for dinner in Leschi. Cozy, beautiful, easy.
- 12.16.07 Another magical night trip. This time we chased down the Christmas ships as they were leaving Luther Burbank Park and followed them over for their Madrona show. It was a hoot, with Valerie, Carson, Signe, Mike, Nancy and her friend Gary. It's very beautiful on the water with all the lights (as long as you're warm).
- 12.18.07 Returned with Mike through the locks to Elliott Bay Marina. Grey rain calm fog; alone in the small locks. I'm wondering if the advance heater for the ignition process is out on the starboard side. There seems to be no jump in the ammeter per usual (or per the port side, for that matter). Also wondering about the fact that the computer circuit continues to blow up power strips and even now is tripping the breaker. Meanwhile, I'm heading to the ranch in Hawaii for a month; all is secure here. Gratitude to God and the boat both for a great year.
- 1.2.08 Report from Bill Orr that all is well onboard. No leak in the aft port salon window.
- 2.23.08 Filled the water tanks. Topped off the furnace circulation tank. Met Stan onboard Thursday to repair the air pre-heater on the starboard engine, and we agreed to have him come back before I go to Alaska, to replace the starboard water jacket pump. I also met with Ron the audio guy about a new amp and a repair for the disk changer. He took it with him. Also, the Pilot House table is being reinforced to better handle the chairs lashed to it most of the time. All swell.
- 3.12.08 The Pilot House table is done and waiting, and the new phone system is ready to install. Then we'll put in a wireless router and be done for a while with updates. We'll see how she goes this time—six years on. Recharge the fire extinguishers, get the folding bicycle, the freezer, service genset #2...what else needs attention? The porthole arms need lubrication.
- 3.24.08 No lights on the Linksys port side e-meter. Fuses out? Got to find them first. Replaced repaired CD/DVD player; still no picture however.

- 5.12.08 I stayed in Hawaii while Mike Johnson took her through the locks and into Lake Union for some more tweaking before we go north. Running smoothly. Gel coat repairs, mainly, that have added up over the years.
- 5.18.08 Felix repaired the inverter side e-meter fuse (which had corroded). FYI, it's inside the outboard aftmost starboard battery box. They also fixed the battery charger in the tender, which had stopped working. No wonder the battery was dead. Meanwhile the tender and Yamaha has now been serviced by Jorgenson at long last and should be in good shape. Now to get ahold of Sam after his trip to China...
- 5.23.08 Stan onboard and replaced both water jacket (fresh water) pumps on the main engines. He thinks the small fuel leak on the port side is injector #3, and he's coming back Tuesday to fix it. I replaced both of the odor filters and played around with the new computer—which doesn't really fit which led me to go to the store and buy a mini, with a much better configuration. The only question is the lack of any shock mounting...so we'll put it on a cushion and keep the laptop onboard for a backup. It all will be so much improved when Sam and I pull together the main navigation system!
- 5.27.08 I bought a Mac Mini for the job and I think it's going to be the cat's meow. We'll see: I hope we're saying that after rough seas...in any case we'll put it all together tomorrow morning. Stan replaced injectors #2 & #3 on the port engine today and we hope that stops the small fuel leak that's developed. Looking good for departure on the weekend...
- 5.29.08 I got the new Nobeltec software up and running with charts on both the primary and the secondary computers.:) We've got a new phone number (206) 612-4002, and a new data service over the cell connection, as well as a new Syrens WIFI antenna. We're better prepared than ever before! A few little housekeeping projects to wrap up—fill the fuel tanks and get the dual kayak from Beachstudio—and then we'll load and leave. I've got one crew week to fill still, but no worries. Ron came and fixed the video (a dead video distributor; cheap Radio Shack part). Meanwhile, the work done by the gelcoat guy is very impressive, and makes the whole boat feel so solid...in all respects she is more together than ever.
- 5.30.08 Tanks filled with 583 gallons and Algae-X at EBM; 1197 hours.
- 5.31.08 On our way to Alaska, anchored in Reid Harbor, after a six hour run from Elliott Bay, starting at 1:30 pm. Rick and Chaba Chalker from Hawaii are with me, and we had an excellent first day. The Straits of Juan de Fuca were calm—amazing to behold—as we just followed the light north (actually west). It was a beautiful day for a boat trip. Tomorrow to Canada, hopefully to Desolation Sound, and then up to Port McNeil, maybe Monday? Or so.
- 6.1.08 Excellent day: we cleared Customs (#20081530164) at Bedwell Harbor and headed right out into Georgia Straits through Active Pass. The Straits were calm and pleasant with a following wind that made us feel like we were being

carried along. We even listened to the Mariners lose another game on the way. We have 1216 hours on the mains; the tank scales are 30" & 27" fwd and 18" & 17" aft. I think we burned about 200 gallons today, in nearly ten hours of running near 2000 RPMs. The refrigerator is acting strange and we may or may not have the freezer for the whole trip... we'll find out soon enough. It's always something. Now we are in Prideaux Haven with only 5 other boats; pretty remarkably quiet.

- 6.3.08 Well, the refer *was* indeed failing, and we were at risk of losing our food supply. So... we went into Campbell River yesterday and found a place called Mission Possible (re: appliances), where I learned that the refrigerator was probably having a "system failure" and needed to be removed from the cabinet (and perhaps the boat), then tested before being recharged. They were not able to fix it in such case, and so that will have to wait until we're back in Seattle. However, they had a used small freezer chest, just like I've been imagining and almost bought at Sears, which we purchased and lashed to the top deck, and we've saved the frozen food. Now it appears that the refrigerator is operating at about 25%—the bottom is cold on both sides. We'll use it as a big cooler. In any case it was a good day not to travel north anyway—the wind blew and the rain fell as a front blew through.

In any case we we did laundry and a little shopping. This morning we left and went through Seymour Narrows about an hour and a half before the slack, letting it carry us north for a while before we got hit by the flood (15 knots in Seymour Narrows). Flat conditions in Johnstone Strait, perfect except for the tide against us. We got to Port McNeil about 4:30 and filled wih fuel (551 gallons + Algae-X; 1228 hours. Stayed overnight at the fuel dock.

- 6.4.08 We left Port McNeil at 6:30 am, crossed Queen Charlotte's Straits and then her Sound, and we're now moving up through Fitz Hugh's Sound on the way somewhere for tonight. There was a meter or two of swell and some chop out there, but no problem really for the boat or my new freezer for that matter. She's a boat! Chaba got a little queasy, however, but she's better now, and there's only one more big gap to cross at Dixon Entrance. The roughest part was where the outflows from the rivers met the tide and swell from the ocean. It was better further from shore. Today is overcast, but high clouds and bright spots— "lightows"—in the distance. Another front is due tonight and gale warnings have been posted behind us for tomorrow. It was a good day to cross. On another subject, the repairs that Stan made to the engine, replacing two injectors, has solved the fuel leak problem altogether.

At the end of the day we anchored in Rescue Cove after a good long run. Engines at 1241 hours (=14 more since yesterday). We are in good time to make our schedule, though we best keep moving 'til we're in Alaska. Then if we have extra time we can relax. Chaba is making amazing Thai food every day, some of which is ending up in the freezer for later! What a blessing.

- 6.5.08 Kumowadah, Lowe's Inlet, Nettle Basin, anchored in front of the waterfall, held in place by the river's current. What a spot. Bea-u-ti-ful. The sun even appeared

for a moment to welcome us, and we opened a bottle of wine in his honor. It's very odd though—I keep looking out and thinking we're still running since the water keeps moving past us at such a clip. Now the wind is coming from the side and the boat isn't turning into it...very weird. We started the day in wintry grey, cold conditions, socked in by clouds and steady rain, and ended up in the sun by a waterfall. An eight hour run today from Rescue Cove, through Mathieson Channel and Sheep Passage to Heikish Narrows, then up through the first two Reaches into Wright Sound and then here. Mains = 1250 hours. There is a small oil leak on the starboard engine oil filter; it may respond to tightening. Also, oddly enough, the refrigerator's performance seems to be improving since we've been shutting it down at night (so that the compressor doesn't just run all the time). Meanwhile our new freezer addition on the top has been doing great and Chaba's been going "shopping" there every couple of days. Next: Dixon.

The overall mileage for this craft seems to be clear enough looking at the logs. In total, including furnace and generators, we use between 16 and 24 gallons per hour pushing up to Alaska, depending on our speed, and between 9 and 12 in local mode around South Puget Sound. The average over the life of the boat is 16.6 gallons per hour for everything, after burning through 20 fillings of fuel since new in 2001.

- 6.6.08 Today was a beautiful day: starting with the sun on the waterfall out the front window, and ended up seeing snow-covered Alaska mountains lit up 50 miles away across the water, before entering this harbor on Dundas Island. Chatham Sound had 1-2 meter seas but posed no real problem, though there was a lot of drift in the water; I steered around at least three whole trees. Chaba was not queasy at all this time. Once again she cooked a wonderful dinner for us once we anchored and had a glass of wine. We'll pick a funnier (and shorter) movie tonight (as opposed to Lawrence of Arabia). We're anchored in Brundige Inlet, a wild anomaly actually—a series of calm coves in the center of Dixon Entrance. Mains at 1258 hours. We've come halfway across the big gap, and will make Ketchikan tomorrow if the morning's not too rough. It is about 60 miles away. America again...
- 6.7.08 We slept in, left at 9. found a meter or so of seas outside the idyllic surreal calm of Brundige Inlet, and then made our way (in five hours) across to... Alaska! The keel helps a lot with the corkscrew program that crossing such swells entails, but we're still better off without stabilizers. Cleared Customs and filled with fuel—670 gallons; 1263 hours. Ketchikan is a lively antidote to the quiet we've seen; I think overall this has worked out well for the Chalkers. We're certainly parked in the prime spot in Ketchikan: the outside edge of the brand new City Dock, still operating by their old rules: first come first serve they send you a bill sometime after you leave.
- 6.8.08 Sunday. We ate out except for dinner, which once again Chaba concocted. She makes beautiful food.

- 6.9.08 We'll cleaned up the boat a bit, and then Rick and Chaba moved up to the Cape Fox Lodge, a wonderful spot on the hilltop above the tourist town, Later they met my arriving guests (Davis and James) and I for dinner at Annabell's. During the afternoon I was visited in the City Dock by Randy (?) and the woman who did our taxes once upon time (Blue Angels). They are on the m/v "Oceans 11," and brought greetings from Jack Miller of West Seattle.
- 6.10.08 We departed Ketchikan and headed up Clarence Strait, then over to check out Annan Creek. It's too early, but there was a bear on the beach! On the way, behind Deer Island, we had a magnificent encounter with a group of Dahl's porpoises for a half an hour or more. In the distance they looked like underwater skiers, throwing up little sprays on each surfacing breath. Up close they surfed on the bow waves and played with the boat, popping up unexpectedly next to us and then diving back underneath. The sound of their quick breaths as they romped was fantastic. We anchored in Berg Bay, a favorite spot, and next time we should put out the crab pots.
- 6.11.08 Today we moved into Wrangle and took the trip up the Stikine River with Jim Leslie (Alaskan Waters) that I've heard about for years. What an astounding wild place, and an endless variety of terrain to play in. It was amazing. We went up one slough into Shakes Lake and came across a moose crossing the river; then we pushed through ice for an hour getting to the inner bay and the views up the glacier. The crystals pushing up through the sheets of ice as they broke was beautiful in the sun. The boat was remarkable too: the Chutine Warrior, designed by the guys who build the boats that run Hells Canyon in Idaho. Dual jets behind Cummins diesels in a steel hull. In maneuvering it was more like a helicopter than a boat. It could go sideways and hover, as well as go 40 mph in a few inches of water. A stunning day—when we started it was the only clear spot in southeast Alaska as a storm approached from the ocean.
- 6.12.08 Petersburg. A thick blanket of rain. We'll visit the LeConte Glacier tomorrow, hoping things are a little brighter. Ran into Jim Leslie again here after he went down there this morning—said it was better than Tracy Arm, with blue ice and everything. On another subject, James indicated that I should check out Valadium (Oxide) batteries whenever replacement time comes.
- 6.13.08 Friday the 13th—a lucky day. LeConte Bay. Much closer and "better than Tracy Arm" according to Jim. Indeed, we encountered amazing blue icebergs—and although we couldn't get close enough to see the head of the Bay or the Glacier, it was extraordinary. Frederick Sound was flat: calm waters. We ended the day anchored in Farragut Bay, our first time in this beautiful and protected anchorage. Calm, grey, rain.
- 6.14.08 One Bear Cove, Warm Springs Bay, Baranof Island. Wintery-looking mountains with lots of snow, coming all the way down to the water. I can almost imagine skiing to the boat. The hot springs were wonderful yesterday, though full of people. The word is definitely out. Overcast, rain.

A couple of James Baker quotes:

"In theory there's no difference between theory and practice;  
in practice the difference is vast."

"Professionals build the Titanic. Amateurs built the Ark."

6.15.08 Today we ventured across a flat calm Chatham Strait to explore Angoon. On the way in I looked in the books and it said to call the harbormaster and gave the phone number. As we were getting good cell phone reception I called, and the woman who answered said she didn't think they had one, and then yelled to the other people in the room "do we have a Harbormaster?" It was too funny (you can't make this stuff up). After seeing the outside (west) wharf (very high and set up for ferries only), we made our way inside and found the seaplane dock in Kootsenay Inlet an excellent place to leave off passengers... we anchored right in front and ran him to the dock in the tender. James was booked on Alaska Seaplanes' regular scheduled service, and it cost \$110, versus \$800 to charter a ride from Warm Springs Bay. Alaska Seaplanes also regularly serve Tenakee Springs, Elfin Cove and Pelican. He's probably back in Seattle by now.

Tonight we are anchored in Pavlof's Harbor, a favorite anchorage I've visited every time we've come north so far. The snow this year gets more amazing the farther we go, as in LOTS. It looks like...well, Alaska, in the winter. More like the start of an ice age than any kind of warming trend.

Happy Birthday to my sweetheart Jileen; I wish we were together.

6.16.08 The sun. What a beautiful thing the light can be. A unexpected bluebird morning, with the snow bright on the mountains and the "true blue dream that is sky." Oh my. We drank our coffee and watched the National Geographic party from Seabird starting their guests on various beach and kayak outings, and then raised the anchor and made our way out past a group of large whales around East Point to Tenakee Springs. After a bite and a walk, and taking stock of the situation: (note new store hours are Tuesday, Thursday and Saturday from 3 to 5 pm), we cast off and went down to the end of Tenakee Inlet into "uncharted" territory. Another group of Dahl's Porpoises came and played with us for a while, surfing in front of the boat. It was deep water all the way, with a beautiful snow-covered mountain appearing at the very end above the head of the inlet. No one home—no buildings, nothing except one crab boat. We came back up to Long Bay, and anchored in another beautiful river valley with another snow-capped mountain at the end. There was a bear on the delta when we arrived and a lot of crab pots in the bay.

6.18.08 We moved up to Seal Bay yesterday and enjoyed another river valley full of wildlife, though empty of humans. Larger and not quite as picturesque as Long Bay, but bears to watch again and lots of crab pots. I got a chance to finally put away the rest of my stuff and feel very organized onboard. A couple of hours

free at the right time can make a world of difference...it feels like a miracle occurred.

6.18.08 Today we made our way out of Tenakee Inlet, stopped by and investigated Crab Bay before heading up to Hoonah, where we got some groceries and then left for a couple of more days of anchoring out. 'Twas good to check in and make sure we had a place after all—Paul said the marina's been full of big boats, but "no forty footers." It looks like the cost of fuel may be causing the middle class of boating to shrink their trips... We parked at the new city dock (excellent upgrade), ate a halibut sandwich and shopped for fresh groceries before heading south, deeper into Port Frederick, through the Narrows to the bitter end actually, where we are anchored in a spectacular lake-like setting in 29 feet of water, without a soul around. This is one of the more amazing spots I've ever been into, right in the middle of the mountains, all Chichagof Island, less than a hundred yards from the end of Tenakee Inlet, where we were three days and a hundred miles ago—in this "other" fjord around the corner. Mains are at 1310 hours.

6.19.08 Staying here two nights, with a quiet day in between, before starting back towards the real world. Contemplating changing the Racor filter in Hoonah after we park—the next maintenance frontier. There's a little surging on the port engine, though no big deal really yet. We are in the deepest part of this inlet and it's like an alpine lake: fantastico! We went for a spin in the dinghy around the other arms and fingers and there's even more up north: Salt Chuck is a completely enclosed lagoon. But too far for today...it's cold out there! After lunch I had a beautiful nap, and I'm feeling the quiet penetrating my bones. I even played a little music on the back deck as the sun shone through and I watched an eagle watching me. To be sure, he was fishing.

6.20.08 Tom Huner died this morning...it was so fast I missed seeing him...

We moved up to the North Bight of Neka Bay after meandering around a bit in Port Frederick finding the limits of the Hoonah cell signal (i.e., sending emails) while making enough water for another day. Beautiful weather, blue sky, puffy clouds and sunshine and perfect reflections; I played the Collings on the bow this afternoon, really for the first time on the trip. Hoonah tomorrow, clean Alisaz up a bit and prepare for the return to the big city.

6.21.08 Summer solstice. The big tide turns: the light fullest now before it wanes, diminishing gradually until the winter solstice, when it turns back the other way again. Alisaz is moving into Hoonah today for fuel and a parking spot, so I can disappear for a week and check out the rest of my life. Jileen is in a Navaho canyon sanctuary in Arizona, and Zac is in Hawaii watching the cows. A few minor issues, but all is basically OK except for the smell of fuel... Mains at 1314 hours. That 'twas the last time the two engines will be nearly the same for a while, actually, since I wrote the first part of this entry early in the morning and this part late in the evening and we had all kinds of excitement in between...

Aside from the strange smell, I had noticed diesel in places it shouldn't be in the engine room...and so today when we started the engines I went down to find that the one small fuel filter that had been leaking a tiny bit was now actually spurting fuel out the side like an arterial wound. Needless to say I shut everything down and set about replacing the filter, (which was dented and deteriorating). The new one went on fine though next time I'll try to get every drop of fuel I can into a new one before I put in on. In any case I cleaned up and thought I was through. However, I had turned the fuel valves off before I started, and forgot to turn them on again, so when I started back up again the engines wouldn't stay running, and by the time I remembered, we'd lost the prime in both engines (!). Normally this wouldn't be that big a problem, but the fuel levels were so low that with our fuel set-up, gravity was against me. After working their priming pumps, they would start and run for a while, but ultimately die. I had just enough power to stay in the deep water, and then we'd do it again, hoping to get the air bubbles out of the lines. I spoke to Stan on the phone and he encouraged me to run them at 2000 RPM to clear the air out. After many pumpings of the priming cylinder on each side I finally got the left engine going and we continued to Hoonah and filled the tanks with fuel: 1314 hours; 655 gallons. In the meantime I noticed a lot of fuel gathered in the collection pans under the engines from the original leak (and adding to the smell), so I bailed out a gallon or so before it was all dry again. I disposed of all the waste at the fuel dock. After a few minutes out in the bay with full tanks I got the right engine running again as well and we proceeded to park in our old spot, next to Mermaid and Beatrix, across from Eve. I plugged into power and water and started cleaning up. After a while we blew a fuse on the dock, so I switched it back on, but then later found the PH/FB plugs popping the breaker. I looked at the exterior plug upstairs where the freezer is plugged in and it was smoking, as in on fire. I used the fire extinguisher to put it out. This is the second GFI to start on fire since I've had the boat...in any case a long day. All is well now and I think we're set to go tomorrow morning back to the big city.

6.22.08 Back in civilization in three or four hours...so fast it makes your head swim a bit, but all is well here and I'm on my way to Hawaii in the morning. Alisaz is snug in Hoonah Harbor and I'll be back in ten days. Thanks again to harbormaster Paul Dybdahl, who interestingly has acquired a sweet fishing boat called the Jill Marie, and who also caught a fish today.

6.24.08 Talked to Paul in Hoonah; all is well there. Here's another James Baker gem:

Hello. Welcome to the Psychiatric Hotline!

If you are obsessive compulsive, please press 1 repeatedly.

If you are co-dependent, please ask someone to press 2.

If you have multiple personalities, please press 3, 4, 5, and 6.

If you are schizophrenic, listen carefully and a little voice will tell you which number to press.

If you are manic-depressive, it doesn't matter which number you press. No one will answer.

If you are anxious, just start pressing numbers at random.  
If you are anal retentive, please hold.  
If you are paranoid-delusional, don't do anything. We know where you are  
and what you want, and we're coming to get you!

Also another perspective: the trip log from Rick Chalker:

*Saturday May 31: Our departure from Elliott Bay Marina in Seattle.*

*On our way to the boat, Jileen and Chaba shop at a natural foods market and gather a huge quantity of provisions for our journey north. A lot of it will be used for the northern part of the trip north of Ketchikan, after we leave, June 11. Two more guys will be joining Richard on the boat at that time in Ketchikan.*

*Drue and Jamie came down to the dock to see us off and by 1:30 or so, we're underway. We made about 80 miles that first day, anchoring inside a tiny harbor just south of the Canadian border. Pui prepares a tasty meal of chicken & rice, Thai style, with green salad.*

*Sunday June 1: Our first stop is a short hop to the customs office, where they check passports and get all the information which the authorities there deem to be necessary.*

*Then we continue north into the Strait of Georgia, with Vancouver Island on our left, sheltering from the Pacific swells. As we approach Gabriola Island, west of the city of Vancouver BC, I call Eliza and Richard on Prince Edward Island using the satellite phone. We exchange birthday and anniversary greetings: Eliza's birthday was yesterday. We'll be seeing her in Florida. As we pass Gabriola, there's a sailboat race underway. Not a lot of wind for them to work with, maybe 10 knots, but enough to have a bit of fun.*

*The weather so far has been exceptional: very calm "millpond" conditions. Couldn't have asked for any better. Almost seems like the calm before the storm with mainly grey skies all around. But occasionally the sun breaks through. Dinner tonight is beef salad for Richard and Chaba, and a very delicious yellow curry with shrimp, tofu, bamboo shoots, snowpeas and carrots: one of my favorite things. We anchor at an idyllic little cove called Desolation Sound, named by George Vancouver perhaps in one of his darker moments.*

*Richard says that he counted 142 boats anchored here one year at the height of the season, late summer. But tonight there are only 6, including us. The beauty and silence of the place border on supernatural. A rocky shoreline bordered by cliffs and fir trees, the water resembles a mirror, a seagull cries in the distance, an eagle screeches in the nearby woods. Then, only endless silence. The quietness is overwhelming, yet hypnotic. You dare not interrupt it for fear of upsetting the natural order which prevails.*

*A problem has come up: our freezer has stopped freezing and we could lose some food if we don't get it fixed soon.*

*Monday, June 2: We pull anchor and cross over to the town of Campbell River which is nearby on Vancouver Island. The north Strait of Georgia is still very calm but they say that a front will move in later today. Richard is able to buy a small chest freezer which he installs on the upper deck. He'll get the main fridge repaired when it becomes possible. The lower part seems to be still working. Pui and I get some fresh produce and a few other things that we needed. Parked next to us at the marina is a 150 ft yacht, "After Eight". Isn't that a mint? They seem to have a crew of at least eight and maybe an equal number of passengers. Two days later they overtake us on their way north. A light rain falls throughout the night but begins to clear in the morning. Weather report is encouraging so we go.*

*Tuesday, June 3: We set out late in order to catch the proper tide for the narrow strait between Quadra Island on the east and Vancouver I. At times there's a 12 knot current which would be pointless to fight. Today we have the current pushing us so we make good time and save fuel. However, the current is very noticeable with boiling eddies and whirlpools which are challenging to steer through. A smaller boat nearby calls us to ask about the passage and requests that they might follow us. Richard reassures them that he's been here several times and they're welcome to follow.*

*Our normal speed at 1800 rpm is around 12 knots. Richard has found that this is an engine speed which is fuel efficient to maintain. The boat is powered by twin 425 horsepower Cummings diesels and can easily attain 20 knots or more if it were necessary. Today we get up to 16 or more, for a short stretch, due to a favorable current. The narrow passage continues for several hours. After Quadra, we pass by Sonora, East and West Thurlow and Hardwicke Islands. After that, the passage becomes wider with much less current. This is good because by that time the tide has turned against us. I've learned that in boating, the weather and tides are very important but TIMING is even more important, eg. waiting for the right time to navigate a difficult area. So far our timing has been nearly perfect. The weather has cleared nicely. We even have some sunny times in the afternoon.*

*Today we pass along the huge forests which are indigenous to the whole area. It's the largest temperate rainforest in the world. It looks like just fir trees but most areas have been clearcut, then replanted with only fir. Originally, the forest contained cedar, spruce, hemlock, alder and madrona, as well as fir. We can see areas which have been recently clearcut and nearby areas which are thick with young trees which were re-planted. Don't understand why they are planted so close to each other because as they mature, there's no room for them to grow large. They stay small and skinny due to an overcrowded manmade forest. Guess it's more profitable to harvest a lot of little trees every 20 years than fewer big trees every 40 years.*

*As we pull into Port McNeill at the north end of Vancouver I., a couple of ravens greet us and one lands on the boat. We take this as a very favorable sign for our journey. Later on, as I'm walking back from town, a bald eagle circles low overhead. We top off the fuel tanks and spend the night at the marina. This will be our departure point for Queen Charlotte Sound, a stretch of 70 miles or so of open ocean which is unprotected by any barrier islands. It can have some nasty waves at times. Extreme caution is advised.*

Wednesday, June 4: The weather report is encouraging so we cast off around 6:30. The sky is overcast as usual but it looks like we are between fronts and will be able to cross. After a couple hours, we are encountering one meter swells from the northwest, head on at 14 knots and bouncing a bit. An outgoing tide exaggerates the roughness, so we slow to 12. Chaba gets sick first, then later I do. Richard seems unaffected. But the rough conditions only last for a few hours. We pass Cape Caution to the east and soon we reach the protection of Calvert Island, entering Fitz Hugh Sound. As we continue on, some dramatic scenery unfolds, with rocky hillsides and snowy mountain tops behind.

After running for 13 hours, our longest day so far, we enter a secluded cove at Susan Island off Mathieson Channel, which runs east side of Don Peninsula connected to the mainland of British Columbia. Only It's another idyllic setting with a silence which resounds within your soul, as the boat rests upon water so still, it resembles a liquid mirror.

Thursday June 4: Richard pulled up the anchor at 7:30. As we continue nearly due north up the Channel, the views become ever more spectacular. Snow covered mountains 3000-4000 ft high with sheer rocky sides falling steeply down to the water. Some have rounded valleys carved out by tens of thousands of years of glacial grinding. The naked rock often protrudes, inhospitable to any plant life except some occasional shaded moss. Abundant waterfalls cascade through thick forests of fir and cedar, some so hidden that only their splashy bottoms can be seen where tree line meets the water. The route we're taking is off the main navigation line, so we travel for many hours without seeing another boat. It amplifies the feeling that we are in a very remote area.

Turning west, we come to Princess Royal Island, home of the white spirit bear. The white bears here are a genetic variation of black bear which occurs in about one out of ten births on this island. They're not albino, but have reddish tinged white fur with ivory toned claws. We didn't spot any this trip.

We see a seal, a humpback whale, bald eagle, coots, ducks and gulls, among others. And we pass by Butedale, which once was a thriving settlement based around a fish cannery, which eventually shut down. Now it lies mainly in ruins with trees taking root in some rooftops and most buildings falling down. But it has a beautiful waterfall which we stop to admire.

We cruise along Princess Royal Channel which takes us between the island and the mainland. Around 4:30 we pull into Lowe Inlet leading to Nettle Basin, a beautiful cove about a quarter mile in diameter with low rocky sides, some small sand beaches and a gushing waterfall fed by the melting snow. We anchor very near it and the outflowing water passing our anchored boat makes it appear we're still moving. Above us are mountains with snow which comes halfway down the northern sides. At the top, it appears to be quite deep. This has been an extraordinary year for snowfall in the northwest. We take lots of pictures in the afternoon sun.

Friday June 5: After a lazy morning sitting around, enjoying sun on the deck, etc, we pull up the anchor around 11:00 and continue up Princess Royal Channel. The last couple of

*days we've spent in the very inside heart of the Inside Passage, enjoying very calm waters. From here on to Ketchikan, we'll emerge into Malacca Channel and Chatham Sound, both somewhat exposed to ocean swells.*

*Passing by the town of Prince Rupert on the mainland to our right, we bounce around a good bit on the 1-2 meter swells but not as much as in Queen Charlotte Sound, so no one is sick. After a couple hours we pull into Brundage Inlet located on Dundas Island. It's the final quiet and serene place that we'll spend the night and we enjoy our anchorage here, as we have at each one.*

*Next morning we cross the last remaining area open to ocean swells, Dixon Entrance, the approach to Ketchikan. Once again, we encounter fairly gentle 1 meter swells which gradually decrease as we enter the channel leading into town. It's a beautiful sunny afternoon when we stop to fill 'er up at the fuel dock, then continue a short way to City Float. This is a marina right downtown where the cruise ships berth, conveniently located to all the jewelry, souvenir and gift shops.*

*Chaba and I take a walk to look around and visit the local Safeway to pick up some things. When we return, Richard has begun cleaning the salt off the outside of the boat. I help him finish the entire exterior fiberglass, wood, metal and windows. Meanwhile, Chaba prepares another great Thai dinner. She's done a wonderful job of cooking on this trip. I can't recall ever eating this well for this long.*

*And so ends our 800 mile cruise on the good ship Alisaz. The good times we've spent together and memories will be with us always.*

6.29.08 A roundup on the ranch in Hawaii today, and back to Alaska on Wednesday. All seems quiet from Paul's lack of reports. It looks like the temperature is coming up a bit—perhaps summer is occurring.

7.2.08 Mike and I flew to Hoonah and rejoined the boat. All is well onboard.

7.3.08 Dad's birthday #76 (we celebrated on Tuesday). Mike and I shopped and then said our goodbyes and departed Hoonah about 3:30 pm (!), then headed south toward Peril Strait, through Chatham where we found a six or eight foot seas on our nose, but had no difficulties and ended up anchoring in Appleton Cove about 10 pm. A sweet spot, circled in Mike Johnson's highlights book, and undoubtedly spectacular in clear weather. As it is, however, it's still a stunning little river basin and an excellent anchorage, protected from all directions. Tomorrow we'll start early in order to hit Sergius Narrows at a good time, then Sitka by noon. The third time's the charm...I've always wanted to visit there in this boat.

7.4.08 Sitka, AK. Made the long run yesterday in order to get the early tide at Sergius, so we weighed anchor at 5:30 and the rapids were a breeze, with traces of fog and then opening skies as we entered Sitka Sound. On the way in we heard that the big fireworks show was last night...oh well. We got a slip amongst the working boats and walked to town and back a couple of times. The highlight of the Fourth of July celebrations was a water fight between the Sitka Fire

Department and the Coast Guard, playing a version of curling, except using a keg and two fully charged fire hoses. It was a hoot to watch, and of course everyone near the action got very wet, but that was a major part of the fun. There were lots of screaming young people of all ages despite the grey rainy weather. There was also a parade, but I was taking a nap. Happy Birthday George and America!

- 7.5.08 Quiet day. I attended to some minor maintenance items, we toured the harbor in the tender, and set ourselves up for fishing at the crack of dawn tomorrow with Alaska Premier Charters at the Wild Strawberry Lodge, adjacent to the boat harbor. Meanwhile, the bicycle is fabulous.
- 7.6.08 Breakfast at 5 am, on the boat by 5:30, out in the ocean in Salisbury Sound before 7 mooching for kings (I do believe I may have learned enough to actually be dangerous to a fish). By the end of the day I'd caught 3 cohos, a 27 pound king and a small halibut: a perfect day. I gave Mike one fish to add to his and still put 30 plus pounds of fish into the freezer. We were fishing with Alan and Dawn from Chico, CA—he a horseshoe-er and she a home-brew store operator. It was sloppy rough and we all felt a little punchy, but it was a very gratifying day.
- 7.7.08. Mike departed; Mark arrived. Heavy, steady rain like a blanket. Many of the fishing boats are going out or are gone already, while part of the fleet is packing up: the trolling season ended last Saturday night. There aren't enough kings returning yet, and there is a lot of concern about whether the fish are just late or missing because they are being intercepted by trawlers in the Bering Sea. Mark and I walked over to Ludwig's Bistro for dinner and had an astonishing meal. By far the best I've had in SE Alaska, and worth the trip to Sitka all by itself.
- 7.8.08 Mark's luggage arrived. We departed Sitka about noon, passed back through Sergius Narrows and Peril Strait and anchored in Cosmos Cove. No bears, but we had a fantastic piece of king salmon for dinner.
- 7.9.08 Glass calm morning with some blue sky showing through; Chatham Strait was flat, and the whales were cavorting enthusiastically as we left Cosmos. We examined Waterfall Cove and then Ell Cove before heading south to Warm Springs Bay, where a group of Dahl's porpoises once again played on our bow for a long time. We anchored in One Bear Cove, launched the tender and went up to the hot springs, which we had all to ourselves. It's a great tonic for anything that ails ya. After returning to the boat, we raised the anchor and made our way down to Red Bluff Bay, one of the more dramatic places I've ever been. An actual red bluff at the entrance, astonishing mountains on all sides, too many waterfalls to count, and very few spots to anchor in less than 200 feet of water. Yosemite on steroids. We are at 1341/1338 hours, the boat's running very well.
- 7.10.08 We picked up the anchor in Red Bluff Bay about 10 am, after watching the m/v Kingfish fill the inlet with diesel smoke for several hours. We encountered

glass calm, windless conditions on Chatham Strait and Frederick Sound and had a very peaceful crossing. Now we are anchored in Scenery Cove after checking out the silt delta of Baird Glacier—which continues to grow out into the bay, further each time I've been here. The water in this cove is the most amazing color of emerald green I've ever seen, and the sun isn't out.

7.11.08 LeConte Bay, more blue icebergs (further up the bay, and even inside Wrangell Narrows, in front of the town); Petersburg, more king crab legs for a delectable feast. Each leg weighs a pound. The fish, however, have still not come in.

7.12.08 Departed early and went through Wrangell Narrows in the rain, then tied up in Wrangell and took the afternoon Anan Creek trip with Jim Leslie. We saw many bears, both black and brown, up close and personal, fishing as if we weren't there. An astonishing situation, actually. People and bears have been fishing there together for ten thousand years.

7.13.08 The sun came out! We departed Wrangell after a private tour of the Chief Shakes House courtesy of Jim's wife Wilma and then her mother and father, Wilma and Dick (she Haida, he Klinget), who have been to Silverbow. Bob "Wapato Woolie" Grub is Jim's cousin or some such. After brunch we up and moved south, to Vixen Inlet off Earnest Sound. Beautiful, again. Mains are at 1363 hours. Spectacular sunset. I think we can see the mountains of Baranof Island. Could perhaps also be north POW or Kuiu.

7.14.08 We departed Vixen and moved down Clarence Strait into Kassan Inlet on Prince of Wales Island. We passed some of the ugliest clearcuts I've ever seen, and decided not to stop in the town of Kassan until they grew back a bit (or got a bigger dock). Forest management ought to include preserving the trees around the towns. We found a remarkable spot in the north bight of Karta Bay where we couldn't see any of the devastation. Soon after anchoring a small helicopter flew over and landed behind some trees nearby, and then left after a while: 'twas a bit odd. Later we went exploring in the tender and came across a large group of harbor seals, then in the evening saw a family of Orcas in the mouth of the cove. Finally there was another extraordinary blast of sunshine at the end of the day.

7.15.08 Overcast again: we decided to go into Ketchikan today to get fuel and make the next "crew" transition easier. On the way out, off of Grindall Island, we came upon a rock completely covered with sea lions, which were making some astonishing sounds (and smells for that matter). After that the only animal still on Mark's list of things to see is a moose, but the best I could find was this evening after dinner when we went for a walk and had a glass of Moose Drool beer at a local bar. Meanwhile, we filled up with fuel (821 gallons; 1371 hours), got a spot at the City Dock where I was a month ago, and I rinsed the salt off the boat. I contacted Jamie Painter, a Cummins mechanic recommended in Ketchikan, and he is able to visit tomorrow afternoon to change the Racors and the oil filter. His office phone is (907) 225-7165 and his home phone is (907) 225-5535.

- 7.16.08 It's the Ketchikan Show: free entertainment! First cruise ship 5:15 a.m.; second one at 6; third one at 7. Now I wake up when I hear them coming—the weird winding sound of their side thrusters, their slow choreography into position, the rope wrestlers in their life jackets yelling instructions in everything but English—each boat with the energy and presence of a small planet pulling up next to you. Meanwhile, this afternoon, Mark took the Alaska state ferry M/V Columbia to Bellingham, aka the Blue Canoe. Now that's a beautiful ship.
- 7.17.08 Stephan arrived on time (by water taxi again), followed this morning by his bag, and we departed Ketchikan at 9:30 for Prince Rupert. First thing we did was leave the country... Dixon Entrance was basically calm ahead of the storm, and other than a bit of minor tossing at the end we had a very easy crossing. We cleared Customs (#20081990752 ) and then went for a walk, had a great sushi dinner and came back to find our neighbor playing his guitar. We invited him over and played some music: Preston Steele of Vancouver.
- 7.18.08 We left Prince Rupert about noon and made our way down Grenville Channel to Bishop Bay Hot Springs, where we anchored at dusk in 130 feet of water. We decided not to go to the springs until morning, which was good because it turned out the small boat battery was dead anyway. There is reportedly a storm about to hit, though so far it's not noticeable back here in the mountains.
- 7.19.08 Rain and fog, soaked in, wind from the south: this must be the storm. Started the day with a dead battery in the tender, but since everyone was gone we pulled into the dock and spent an hour in the hot springs. It was as wonderful as I remembered. Then we travelled through the fog and clouds down along Princess Royal Island, past Butedale, and anchored in Bottleneck Inlet, looking for the white black bear again. Stephan saw a wolf on the way into the bay—that's a first. Rick joins us tomorrow in Bella Bella. The mains are at 1393 & 6 respectively. I've had advice warning me about running on one engine too much because of the lack of lubrication to the transmission when the engine is not running.
- 7.20.08 Relentless rain. Rick Ingrasci arrived after a long day flying from Campbell River (where the weather has been beautiful) through Vancouver and Port Hardy. Once again he lost a bag on route. The airline has no idea where it is, though Stephan can "see" it sitting on the dock somewhere. We anchored in Fancy Cove (as on our way up), and had a wonderful dinner of halibut and rice and salad courtesy of Stephan.
- 7.21.08 Ran the length of Fitzhugh Sound in flat calm waters, then stopped at Duncanby Landing in Rivers Inlet as the swells began to appear in order to retrieve Rick's bag (which was waiting for us in the dock just as Stephan had envisioned!) and had a surprisingly good though expensive lunch, along with a Russell Brewing Company beer. Afterwards we ventured out and around Cape Caution and rode some truly beautiful waves. Big swells, but far apart, with bright sunshine and very light winds, It was a stunning day for Alisaz, and she

performed beautifully in the rolling seas. It was like watching whole buildings rolling under the boat. I can still see them. It was striking and memorable to feel the power of the Pacific Ocean in such a visceral way. We anchored in Allison Harbor, where it was a complete contrast, like a quiet alpine lake.

- 7.22.08 A beautiful day. We headed down Queen Charlotte Straits and into Wells Passage, then meandered up through the Broughton Islands, exploring part of Kingcome Inlet before settling in O'Brien Bay, at the head of Simoom Sound. An amazing inlet, with a remarkable and immense massif of granite rock by the entrance, and the place where Captain Vancouver anchored the HMS Chatham during the winter of 1792. Stephan made real Roman marinara with the cilantro I got at the store.
- 7.23.08 We continued our explorations of the Broughtons, stopped in Echo Bay for some supplies and a fast internet connection, then worked our way down through the narrow channels, crossed Blackfish Sound and ran down Johnstone Strait for a while, before turning up Sunderland Channel and arriving in Forward Harbor near dusk, where we anchored in the back of the bay. Clear skies, but windy from the west; we're swinging.
- 7.24.08 We passed through the "land of moving waters" (Whirlpool, Greene Point and Yaculta Rapids) and then stopped at the Stuart Island community dock, where Rick and I went for a walk up to Eagle Lake. We got some supplies and then made our way slowly through the Hole in the Wall and anchored in the actual Octopus Islands, instead of in Waiatt Bay as I have before. We launched the kayak and Stephan and Rick went for a pedal. A sensational day.
- 7.25.08 Another still morning. We cruised through Surge Narrows and Beazley Passage, across to Shark Spit, then into Gorge Harbor entrance before finally anchoring in Manson's Bay, Cortes Island at 12:30 pm. Peggy and the family were on the dock to welcome us back with their new grandson Mateo. It's hard to believe the long trip is over. Great gratitude for our safe passage and the extraordinary time spent. What an amazing journey it has been, and the next chapter of the summer starts on Sunday.
- 7.26-8.1.08 Lived aboard at anchor, running the generators as necessary to keep the batteries up. It seems like the inverter batteries may be getting a little tired: it's about that time. Everything working as designed.
- 8.2.08 Post-gathering cruise day: we circumnavigated Cortes Island with 28 onboard, stopping in Teakern Arm for a swim in the lake and a visit from other Gatherers who were on Albert's boat Ragoon. A rare and amazing spell was cast by the day, the surroundings and the company.
- 8.4.08 Stephan decided to continue to Seattle, and we departed Manson's Bay around noon, travelling down Georgia Straits, between Liqueiti and Texada Islands, then through Dodd Narrows to anchor in Clam Bay. A stunning day in so many respects—we can see the haze of the cities as we approach civilization again..

- 8.5.08 Departed the Gulf Islands and stopped in Friday Harbor for US Customs, cleared with entry number 301420080805173715, and then we crossed the flat Straits of Juan de Fuca. Arrived in Elliott Bay at sunset and our big journey is over. Engines at 1462/1458, generator at 864 hours, water maker at 135 hours. We have approximately 34% of our fuel left. After being gone this long you can really hear and sense the humming of the city as you approach it, like a vibrating ball of energy, or perhaps an incomprehensibly large beehive. Welcome back to the 60 cycle world.
- 8.9.08 Cleaning up after the trip, clearing the refrigerator and freezer. Alisaz looks none the worse for wear. What an amazing trip! I need time to remember and reflect, and process all the pictures.
- 8.12.08 Stan spent the day on board and had some trouble with the port sea cock. With the valve off, the flow of water was sufficient to make replacing the sea water pump impeller extremely difficult. I have been trying to get a new handle that's not stripped but haven't succeeded yet, so he just did it anyway. We should add a second valve to that line so we don't have to mess with the through-hull valve at all.
- 8.14.08 Stan returned to finish and had trouble getting the starboard engine going, just like I did up in Frederick's Inlet. If it happens again he advises cracking the fuel line after the push pump (at the filter head) to bleed the air out and shortcut that process, especially when the fuel level is low like it is. We also talked about biofuel and its' viability for this boat. We'd have to change all the filters and wash out the tanks...and maybe change the injectors. We cannot switch back and forth between the fuels. He said the divers were there today but I haven't heard anything.
- 8.18.08 Lunch trip with Valerie, Carson, Sarah and James. Blake Island, a world apart.
- 8.19.08 Felix-guys checked the water in the batteries, and put in 5 gallons! Next I will equalize them and see if we can get another year out of them. Otherwise all is well.
- 8.21.08 Equalized the batteries on both sides. Then filled and tightened them—now we'll see how they perform. Looking for a refrigerator the right size...
- 8.22.08 Made our way over to the BeachStudio buoy, wondering about the batteries. I still don't like this spot because of the frequency of huge freighter wakes.
- 8.23.08 By this morning the inverter had shut down due to low voltage...maybe the batteries are tired after all. There were, after all, two compressors running and one of them constantly. The replacements will be Trojan L-16s per Mike's experience. After I leave town...in the end huge freighter wakes caused me to move back to the marina. We emptied out the freezer on top and turned it off.

- 8.26.08 Zac and I filled the fuel tanks at Elliott Bay Marina, taking 718 gallons at 1466 hours. Added Algae-X, ready for winter already. We are scheduled for a refrigerator replacement next Tuesday.
- 9.2.08 Went through the locks to Lake Union Drydock and changed out the refrigerator. We have a few small attachments left to make but it's already better than the original: 40% more efficient and quieter, too.
- 9.3.08 Traveled with Zac to Gig Harbor, where we'll moor for a couple of weeks. She is running beautifully; the longer I have the boat the slower I go. I am continuing to see weakness in the inverter battery bank, particularly when running the bow thruster, so I think we'll replace those first.
- 9.4.08 Took out Rob Grenley and his work crew. His boss bought the trip at the CWA auction. A perfect day, through the Narrows and Hale Passage, around Fox Island to McNeil and back under the twin bridges by Salmon Beach. Ralff was home and we waved...everyone had a great day.
- 9.9.08 Took the TRFF staff for an outing; we went through the Narrows, visited McNeil Island and came back through Hale Passage. We turned everything off for a while out in Carr Inlet for a conversation in the sun: a beautiful moment.
- 9.13.08 Jileen and I travelled from Gig Harbor to Dock Street Marina and attended the Museum of Glass fundraiser with the Mortons and the Bergs. A wonderful evening.
- 9.14.08 Returned to EBM with Jileen. Ran the engines at 2500-2600 for more than a half an hour to blow them out a bit. I like the new refrigerator better than the old one. All swell.
- 9.25.08 Bill Knight from Felix replaced the inverter side batteries with Trojans. It apparently went well and should just work...we'll hope for the best and see when we get back there.
- 10.7.08 Sitting in Hawaii thinking about the boat...Level Sky is working on the rails and Felix should be done for now. Heading to Seattle on the 23rd.
- 10.30.08 Shortest trip yet with Jileen and Richard and Arlene Woo over to Bell Harbor to hear Michael Pollan speak at the Conference Center (for Bastyr U!). A wonderful visit to our old city. We stayed overnight and ended with a morning in Pike Place Market and a chat with Peter Miller. It was a lot of fun with minimal hassle. Moorage was \$70! The new batteries are performing much better.
- 12.26.08 Warmed up the engines and checked on the freezer which has been misbehaving. All the ice melted and we turned the ice maker off, but it still seems too warm. We have an appointment for a warranty visit when I get back from Europe. All's well; snow on the dock, rain.

- 1.17.09 Service call on the refrigerator, but everything appears to be OK so long as we remove the ice maker when gone for extended periods of time. In any case it's on their records in case anything goes wrong again.
- 1.22.09 Warmed up the engines again, all is well on board. Time to think about the other set of batteries, and perhaps a haul-out and re-paint, though it seems like last time we could have waited another year...
- 2.21.09 Back in Seattle again. All four engines started right up and ran smooth; hoping for some real action, soon. Leave the dock...?
- 3.12.09 All's well. Short cruise over to Beach Studio and Lincoln Park and back with Paul Marlow, who has sold the Gallant Lady to someone who can restore her. There was some water in the sole, like every winter...rain? but otherwise everything looks fine. Meanwhile, Felix has remounted the master stateroom TV and fixed the new refrigerator so the doors can be secured. The diver reports that all is well underneath, and there's no need for a haul out yet, though we do need to replace the other eight main batteries.
- 6.29.09 A lot of work to report; all is well and ready to go north to the Desolation Sound area for a month, and then the Hollyhock gathering, then bring my family back with me. Let's see...those house batteries were replaced, and we just checked all of their water. The ones we replaced nine months ago needed some, but the new ones were fine. The water maker has been serviced and is ready to go. Small problem: the element is out on the 110 volt water tank, but we can still use it for the heat exchanger. We had an engine inspection yesterday by Stan and all is well there. The Felix team just waxed everything, and the flags are up. Hope to leave the day after tomorrow if Nelson's passport arrives as planned.
- 7.6.09 It didn't...so I delayed our departure a few days. Now we are gone... and travelling north past Texada Island towards Desolation. We filled with fuel (2413 liters/637 gallons at 1527 hours) at Henry's in Pender Harbor, after surfing across Georgia Straits in a following sea...no problem whatsoever on any of our crossings. We ended up leaving Seattle yesterday just before noon, crossed the Straits of Juan de Fuca without any drama and stayed in Reid Harbor (again). We cleared Canadian Customs #20091870282 at about 10 am, then out through Active Pass and headed north, letting the incoming front push us along. At one point we were going 17+ knots at 2000 RPMs, always a beautiful thing. Alisaz certainly seems happy to be free again of that damn dock. We watched Peter Gabriel's UP concert on the last leg—what an amazing show. Then we anchored in Galley Bay at sundown, a very nice anchorage though we couldn't see much of anything beyond through the clouds,
- 7.7.09 We had a relaxed morning and then moved over to Prideaux Haven, where we found all of 6 boats! I've never seen it like this...as quiet as it was before the invasion of the boat people. The steady rain is lightening a bit, and we're hoping for some sun tomorrow, and maybe we'll go up to Pendrell Sound.

- 7.8.09 Decided instead to go up Homphray Channel and ended up at...Waiatt Bay. Generator #2 won't engage and charge for some reason. Hmmm. How long has this been going on?
- 7.10.09 After working perfectly, suddenly now the tender won't start...and then the main generator turns over once and dies as well. When it rains it pours. Pete tries to help, and improves lots of other things in the process, but to no avail. Time to go for some help. I am glad we are near Campbell River.
- 7.11.09 We passed through Beazley Passage and around to Cortes Island. Mike and Pete depart. Rick's birthday party was happening at Rick and Lynnea's house, so I stayed overnight in Manson's Bay.
- 7.12.09 Moved over to April Point Marina for repairs. Met Frank Delph who worked on the outboard with no success yet. Hardly any boats here either...
- 7.13.09 Steve fixed Generator #1 and swore it would never happen again, (which it of course did) and we ordered a new smart regulator for Generator #2 (which of course we later discovered was not really the problem). Shadowfax arrived at 4 pm for a short crossing of paths and I had dinner over there with everybody. Great to see my dad, and wonderful crab.
- 7.14.09 Picked up Rick, then stopped for a while in Whaletown Bay for cell phone reception, then went on to Von Donup Inlet: wow. Heard about it for years but never been inside. What a wonderland. We got lost trying to walk to Squirrel Cove but had a great walk. 1543 hours. 50.08.526N; 124.56.797W.
- 7.16.09 We picked up the tender from April Point; and it works solidly with a new controller and plug and play harness operations. Then we went north through Seymour Narrows and Discovery Passage in beautiful, clear weather, and anchored at the head of Cameleon Harbour (50.20.195N: 125.18.095). I'd never seen the dramatic mountains on north Vancouver Island from that direction before!
- 7.17.09 We talked all morning and then moved on to pick up Eddie Pollack at Stuart Island, where he and Rick walked up to and swam in Eagle Lake. I can't think of a better cure for jet lag or whatever we get from travelling like that. After that we went through Yaculta and anchored in Florence Cove, right in the middle of the Hole in the Wall, for the night.
- 7.18.09 Today we left Florence Cove at 7:30 am and cruised up Bute Inlet to the head, encountering mountains and snow fields much more like southeast Alaska—truly another world compared to the lower islands where we've been staying. A dappled day, with the sun shining through the clouds in unpredictable patterns of light and shadow. It has its' own weather up there, and we ran into a variety of conditions that were much more rambunctious than anything we saw outside. It has its own weather. Kathy at the Stuart Island Community Store says that "they" are about to do some very major development of the

Inlet that “we” are against—whereby GE will own the water rights forever...we spent the day and came back past our departure point and anchored at the same place in Waiatt Bay that we were a few days before. Main engines = 1563 hours.

- 7.19.09 Slow cruise down to Manson's Bay via Mitlenach Island, where we floated off a ways and listened to the sounds for lunch. A beautiful day. After dropping Rick off at his house we went over to Cortes Bay and got my email, and then mosied up to Squirrel Cove, where we found lots of boats! At last.
- 7.20.09 There is even a bakery here (for the moment at least—today was the first day of a three week season), from which we got the last cinnamon rolls. We went to the store over at the government dock and re-stocked our food supplies, then moved on to Manson's Bay to pick up Paul. On the way we called Torrances and ended up going over there for a lovely dinner, with Lauren and the shellfish woman and ?, then spent the night there on their noisy dock.
- 7.21.09 We walked this morning to the garden and barn, met the new cow and then said our goodbyes and mosied over to Refuge Cove, where we stocked up on a few staples. Then we anchored in Pendrell Sound...a beautiful day and a stunning slow cruise from Refuge Cove up here. I haven't been here for (how many?) 40 years. It's still a lake between the mountains, with oysters.
- 7.22.09 A year in a day: Paul and Eddie and I. A spectacular moment in time.
- 7.23.09 Today we went up Toba Inlet to see what Plutonic Power is up to...It was as beautiful as I remember it, until we saw the logging project towards the end of the inlet. Then at the head were residential barges and a highway overpass across the river, and then the most surreal moment of the summer: the sound of stunning Bach mixed with the sound of the five helicopters I could see from the boat. Arghhh.
- 7.24.09 Prideaux Haven morning. Gorge Harbor for diesel (we ran them clean out; 1562 liters in three tanks at 1590 hours; here's hoping that their new tanks and equipment spare us any problems with unwanted junk...). We had dinner at the restaurant, and the family arrives tomorrow. The solitary world of the boat is already being broken up.
- 7.25.09 Zac and Jileen aboard; POH show at Manson's Hall. Welcome to Cortes!
- 7.26-31.09 Hollyhock Summer Gathering. No words will do it justice, so...no words.
- 8.1.09 Today we had a boat party, with about 50 people, during which we circumnavigated Cortes, stopping in Von Donop for a swim. A rare scene it was, all day. The boat handles the crowd very well in good weather—there are so many places onboard to be happy.
- 8.2.09 Frank Delph came over to Manson's Bay and finished the repair on the tender, then he helped Eddie and got the generator secured better than ever. It was

loose between the mounting rails and the deck! Later, we played taxi service for the remaining group and visited Channel Rock where Gifford and Libba Pinchot begin each class of BGI students. A truly amazing and remarkable place, cultivated with conscious care for a century.

- 8.3.09 Manson's Bay, last night here. Paul's Birthday Party. A bit cooler.
- 8.4.09 Coulter Bay, Jill and Lew Carlino. Two Bows. Wow.
- 8.5.09 Squirrel Cove. Joined later in the evening by Paul and Dietlinda for the trip back to Seattle. South wind.
- 8.6.09 Visited Refuge Cove store, and then had a beautiful cruise down Malaspina Channel to Hardy Island Marine Park at the base of Jervis Inlet. It is the site of many quarries and heavy equipment work, and was neither as pristine or quiet as I expected. Too much rocking to go back.
- 8.7.09 Uneventful crossing of Georgia Straits, then lingered in Nanaimo for email. After Dodd Narrows, we anchored in North Bay on Thetis Island, protected from the southerly wind.
- 8.8.09 Departed Thetis Island at 6:15 am. Stopped for US Customs in Friday Harbor—as a crazy day appeared to be starting there—and departed with clearance #301420090808132511. Forgot to switch tanks and ran the aft port tank dry in Admiralty Inlet (oops). Using the tank with the most fuel (and therefore the most help from gravity), we restored prime and arrived back in Seattle at 4:30 pm. It felt just like we were sailing from summer into fall.
- 8.9.09 Cleaned out the boat, and Jileen cleared a lot of unused galley items (we get more and more storage as this process continues). Zac and I filled both aft tanks with fuel at EBM; 1632 hours, 357 gallons. Now the aft tanks are operating normally again with no problems.
- 8.17.09 John Nichols and I caught a ride to Seattle with the Enboms and brought the boat down to the bouy at the farm for a week, all fine.
- 8.21.09 It takes the big generator six hours a day or so to keep up the inverter side batteries. On another subject—as I was preparing to leave—I turned on the transom fawcet to wash off a boat going up on top, and the handle came off in my hand, and then the water shot straight out all the way to the door...surprise! Good water pressure. Since there are no line valves for that fawcet, I turned off the water pump to consider my options. We have an appointment to take people out tomorrow...
- 8.22.09 Fortunately, I had a replacement fawcet onboard, thanks to Doc, who insisted on it when the boat was new. I had the tools and the plumbers tape, and it went on without a hitch and worked perfectly. Wonderful: everything I needed was on board. 'Twas a good thing, because the West Marine store in Gig Harbor was a complete waste of time and of no help whatsoever. For

future reference, never expect to find anything of use there. After a bit of clean-up, Rob Grenley and Roger Moore and I took ten people out for the cruise (I donated again and) they purchased at this year's Charles Wright auction. Everyone had a fabulous time, and it was great to spend some time with Rob.

- 8.27.09 Had meetings ("best investment meeting ever!") on the back deck, and then traveled back to Seattle with Junie. A beautiful day.
- 8.29.09 Took our Seattle crew plus Dave Paxton out for a cruise around Bainbridge Island and back along the city waterfront from Lincoln Park, and it was a hoot. The boat performed beautifully; a perfect summer day.
- 9.1.09 Spent a superb day with Mike Johnson onboard. He restored the second generator—which wasn't the regulator after all! One wire was hooked up wrong after the new batteries went in last fall. So now we have a spare regulator, and he thinks we should add them to the main engine alternators as an upgrade. We also lubricated the windlass and anchor rollers, and talked about lots of other details—including the windshield wipers (keep lubricated), the davit (change cable out for Spectra Rope!), grease from DriveLineNW for the AquaDrives, and tubes for the other stuff, SharkBite fittings for the pressure hoses: including valves and dummy (aka dead end). For the future I got him thinking about a solar switch for the anchor light and some solar panels over the flybridge bimini. Meanwhile, Dean from Level Sky was starting to scrape away the old and make ready for new patches in the brightwork varnish before a full coat later in the month.
- 11.18.09 Re-launched after week-long haul-out—an overdue cleaning, some small repairs (including re-sealing the rudder shafts) and then the repainting of the hull. Mike Dupille and I took her back through the locks and filled the tanks with diesel. (1660 hours; 572 gallons) before returning to the home slip. No more grass beard.
- 12.5.09 Now here it is nearly the year's end, sun setting after a crisp, clear and beautiful northwest winter day. Alisaz is fit as a fiddle: brightwork was all done back in September and we fixed everything that was wrong underwater during the haul out in November. Since then they've finished the seasonal wax job above the waterline right at the dock. She is begging the question: what's the plan for a trip next year?
- 5.14.10 Serviced Gen.2 and replaced the starting battery.
- 5.17.10 Getting ready to depart for another journey to Alaska and back...making an inventory list and getting the shopping done.
- 5.31.10 Departed Seattle with Paul Picus and Tom Weikert. We passed through Admiralty Inlet, the Straits of Juan de Fuca, cleared Canadian Customs at Bedwell, crossed Georgia Straits and anchored in Pender Harbor. Wow: good start.

- 6.1.10 Went through Seymour Narrows, up Johnstone Straits and tied up at the fuel dock in Port McNeil.
- 6.2.10 Filled the fuel tanks (1993 hours; 560 gallons) and then crossed Queen Charlotte Strait and Sound in the eye of a storm, then up through Bella Bella and anchored in Wigham Cove.
- 6.3.10 Rain and fog. Traveled through Reid Channel, Mathieson Channel, Jackson Passage, Finlayson Channel, Hiekish Narrows and up Princess Royal Reach to Wright Sound. We anchored in Bishop Bay. Had a wonderful soak in the hot spring.
- 6.4.10 Went through Vernay Passage (fabulous granite!), then Grenville Channel, crossed Chatham Sound and anchored in Brundage Inlet.
- 6.5.10 Easy crossing of Dixon, arrived Ketchikan, cleared Customs, filled up with fuel, and tied up at Bar Harbor dock 9 slip 12.
- 6.6.10 A beautiful bluebird day in Ketchikan. It's always like this when I'm here...
- 6.7.10 Paul and Tom departed directly from the boat to the airport by water taxi: a real adventure and a good time had by all.
- 6.8.10 A day between, cleaning and resting, enjoying the quiet (such as it is in Ketchikan).
- 6.9.10 Richard Scholtz and Rick Ingrasci arrived by water taxi. The three Richards are on board and ready to depart tomorrow morning. The weather seems to be holding for us to get around the corner at Cape Chacon...
- 6.10.10 Traveled out of Ketchikan through Nichols Passage, then on and around Cape Chacon to the west side of Prince of Wales Island. It was very smooth until we turned the corner—whereupon, as expected, we ran into some swells and the chop from a northwest wind. It was no problem head-on, and it was of short duration before we went through Eureka Passage. Anchored in the south end of Mabel Bay, a beautiful spot behind a 1600' mountain: perfect spot to sit out an approaching storm.
- 6.11.10 Stayed another night here as the storm passed over us in Mabel Bay. Heavy rain, with 75 mph winds outside the harbor. Saw my first williwaw.
- 6.12.10 Stopped in Hydaburg (on a very dicy dock in a stiff wind). We walked through town and a sweet man let us into their carving shed, where they are making new totem poles and restoring old ones: a wonderful workshop. Afterwards we went through the Narrows and then anchored behind the island in Port Refugio. Rain and fog.

- 6.13.10 We moved towards Craig and anchored in a beautiful side inlet off Trocadero Bay. Sun spots and clear cuts...
- 6.14.10 Craig. Home-made bread. Internet at the coffee shop and library only. A surprising and excellent 5 star dinner at the fishing lodge next door...
- 6.15.10 Richard Scholtz departed by seaplane to Ketchikan/Seattle. Rick and I motored north through the intricate passages of west Prince of Wales Island and we end up anchoring in Devilfish Bay under the huge granite cliff face.
- 6.16.10 We waited for the tide and then went through El Capitan Passage, then visited Hole-in-the-Wall (cozy), before we anchored in the back bay in Port Protection to watch the beautiful clouds around Mount Calder.
- 6.17.10 We went up Wrangell Narrows to Beecher Pass, where we met Dan Kowalsky and had a king salmon dinner followed by a wood-fired banya with a cold shower! A wonderful evening.
- 6.18-23.10 Wrangell, Fish & Game Dock. Perfect parking spot for this town.
- 6.19.10 A sunlit day. Jim took us on both the Le Conte Glacier tour and the Stikine River tour on the same day. It was interesting to hear that the river is down 10' from normal; the snow pack at the head is 2' instead of the usual 20'-40'. Rick departs for Seattle.
- 6.20-21.10 Days between. More next time...
- 6.22.10 Ric and Dao Rocker arrive.
- 6.23.10 Depart Wrangell. Arrive Petersburg. Visit Coastal...clear (and tested) oysters and live Dungeness crab, which they cleaned and cooked! Rain. Working to keep Ric warm.
- 6.24.10 Alaska Waters' Le Conte Bay Trip, to the headwall of the glacier. Amazing sights and calves and ancient ice... Then departed Petersburg and anchored in Scenery Cove, Thomas Bay. Can't see much of anything: heavy clouds, fog and rain.
- 6.25.10 Warm Springs Bay, Baranof Island. Dao caught two cod off the transom.
- 6.26.10 Ell Cove, Baranof Island. Dao caught a halibut off the back of the boat.
- 6.27.10 Deep Bay, near Surgius Narrows.
- 6.28.10 Sitka. Zac arrives. Dinner with George and Dion at the Channel Club.
- 6.29.10 Ric & Dao depart. Dinner with Zac at Ludwig's Bistro. Fantastico!

6.30.10 Rain and fog. We passed through Sergius Narrows and tied up to Shadowfax in the South Arm of Hoonah Sound with Shadowfax. Shrimp pots out.