

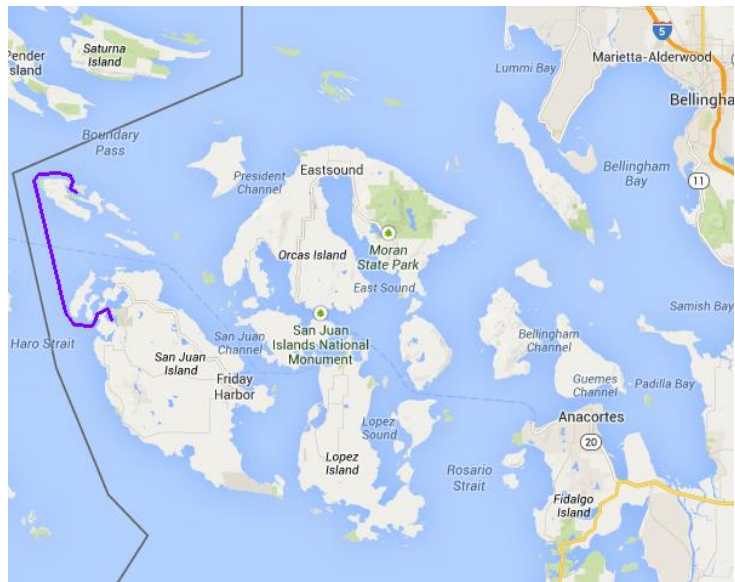
Serendipity Travels

Log of the *Serendipity* San Juan Islands, WA USA

To the outer islands.

Sunday, 6 July 2014

The vessel *Jumanji* belongs to members of our club, and is anchored just north of our raft. Yesterday afternoon, they invited us all over to their boat for breakfast. Most of us hop in dinghies this morning and make the short trip. We are rewarded with delicious bacon, sausage, pancakes, and waffles.



After breakfast, we return to our boats. The first vessel to leave is one of the interior ones. Normally, that is not a problem, but today the wind is on our starboard flank and it is not possible to regroup the raft once it is broken. Two of the other boats leave in short order, leaving only *Serendipity* and *Moonshiner*. We leave our anchor down while *Moonshiner* retrieves her stern anchor. Once all is stowed, *Moonshiner* and *White Lightning* depart for home.

Our plans for the next several days are quite flexible. There are a few islands we would like to visit, and there are some options. We decide to spend the next two nights in Prevost Harbor, which is on the far side of Stuart Island, and only about two hours travel. We pull our anchor and head out of Garrison Bay.

Once clear of the bay, we head south through Mosquito Pass. As we exit the pass, we notice several boats to the south, and wonder if they are whale-watching boats. Our route takes us

To see more pictures of the second four days cruising, overlaid on a map, click: [San Juan Islands Trip 2014, Map II](#)

to the west and then north, however, and we do not see any orcas today.



The trip north is uneventful. A little rain spits on us, and we do see some porpoises as we approach Turn Point, the western-most point on Stuart Island. We make the turn and head into Prevost Harbor. All the mooring buoys are occupied. There might be enough room at the dock, but we decide to anchor out.

I notice some pieces of driftwood in the harbor and decide to investigate. We have collected quite a bit of driftwood over the years and added it to our home landscaping. It is not legal to take driftwood off of a shore, but it is permissible to collect it from the water. A short ride in the Bullfrog nets three pieces for our collection. Later in the evening, another piece will drift so close to our boat that I can grab it as well.

After dinner, we take a dinghy ride around the harbor, stopping at the dock and walking across a narrow part of the island to peer into Reid Harbor, which is on the southern side of Stuart Island.

Monday, 7 July 2014

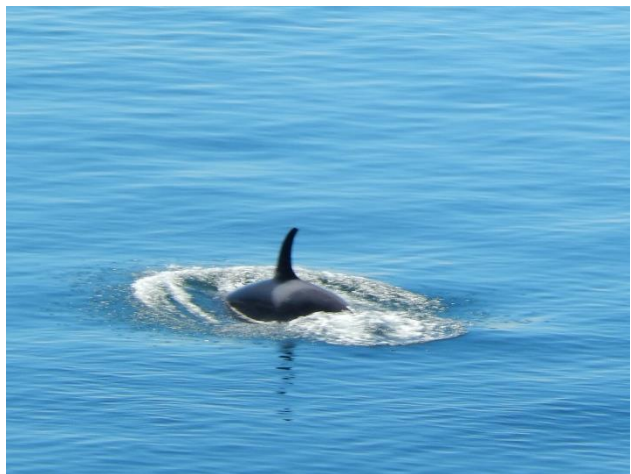
The morning dawns and I get up to make the coffee. We emptied one can yesterday, but we have a bag of coffee for the rest of the trip. I open the bag and discover that it contains whole beans! Our boat is well-equipped, but we do not carry a coffee grinder, so it will be morning tea instead of coffee until we find a store.

There is a light house on Turn Point, and today our main adventure will be a hike to it. One can either go ashore at the state park dock and hike about 3 miles in each direction, or go ashore at the county dock and walk 1½ miles each way. We choose the latter. We pack lunches, cameras, phone and walking stick and set off.

The first part of the walk is straight up a road. There is an unimproved airstrip here, complete with a plane parked near the upper end. Leaving the vicinity of the airstrip, which has a long gentle upward slope, the road becomes more of a forest trail, barely passable by normal vehicles. Just past the summit, there is a branch trail that takes us out to an overlook with stunning views to the west.

Continuing on the road, we reach the light house. Once manned, it is now automated. There is a museum here in the former light house keepers' quarters, but the museum is closed on Mondays ☹. Looking off shore, we see two whale-watching boats hovering just off the point. That usually signals that whales are nearby. We choose a picnic table with a view and wait ...

We are soon rewarded as several orcas swim by, between us and the boats. We hear them "blow" as they surface and are able to get a few pictures as they swim by. This group of whales moves south, trailed by the boats, but another comes into view. All-in-all, I estimate that we saw about 20 whales round the point.



Once the whales have passed, we head back towards the dock. The first bit is a rather steep climb, but then we are back on the road that slopes downhill all the way to the dock. We dinghy back to *Serendipity*.

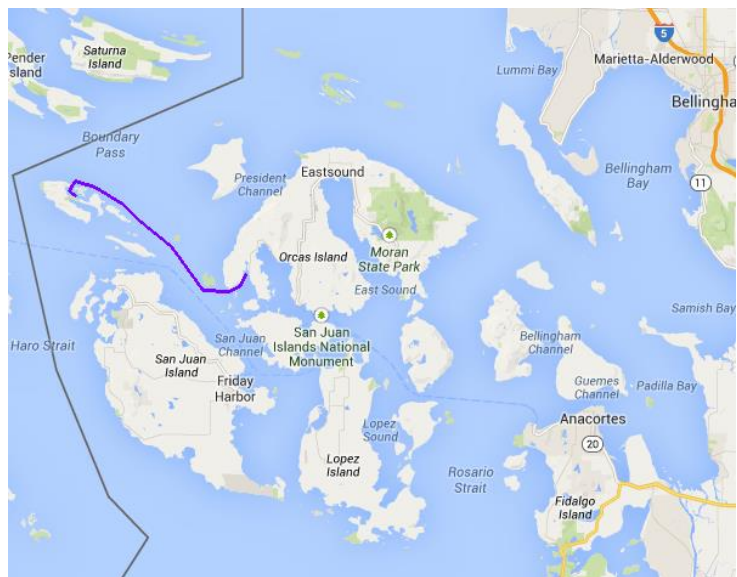
We have noticed that our house batteries, the ones that run lights, refrigerator, and supply power to an inverter for making coffee, have not held

their charge very well. Diving into the bilge, I discover that those batteries are low on electrolyte, a situation that can be remedied by adding water, which we do.

While checking things, we see that our water tanks are less than half-full. Since this is day 5 of an 11-day trip, we decide that we should go to a marina tomorrow and fill the tanks.

Tuesday, 8 July 2014

Deer Harbor Marina is less than two hours travel from Prevost Harbor. We weigh the anchor at 09:30 and motor to the east. As we approach the marina, we contact them via VHF radio and learn that they have a slip available for us. By noon, we are docked.



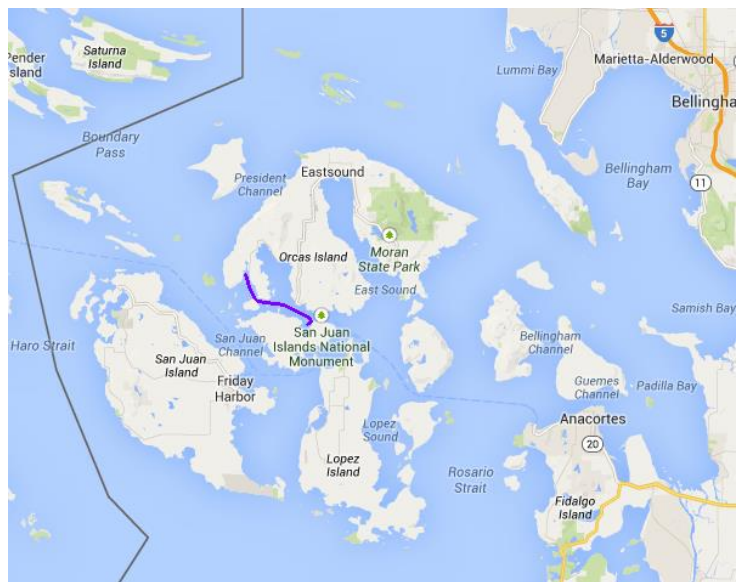
Our first stop is the marina office where we pay our moorage, and then the marina store where we purchase ice and coffee. The store has a grill as well, so we treat ourselves to burgers. Back at the boat, we fill the water and dispose of trash and recycling. We are ready for another five nights of cruising.

The remainder of the afternoon is spent reading and writing. We decide to have dinner at the Deer Harbor Inn, which is “about four blocks” up the road. Island distances, like island time, are a bit imprecise. We leave the marina and walk along the road. After about a mile, we come to the Inn, where we have a delicious, and not-too-expensive, dinner. The hike back to the marina is easy, since it is almost all down-hill.

Wednesday, 9 July 2014

Our original plan had been to visit some of the smaller islands on this trip. The winds are a bit stronger than usual, however, and we decide to spend another night within the protection of the bigger islands. To that end, we leave Deer Harbor about 10:15 and travel to Blind Bay, which is on the north side of Shaw Island.

There is a small state park on Blind Island, with mooring buoys. We are fortunate to find an available buoy and, less than an hour after leaving Deer Harbor we are again set for the evening.



In our 25 years of living and boating in Washington, we have never visited Shaw Island. Most of the island is private property, but there is a store at the ferry landing, which is on the northeast corner of Blind Bay. We decide that today is the day to visit. Into the Bullfrog and across the bay we go. There is a lot of boat traffic that passes through here, between Shaw and Orcas Islands, and two ferry stops, one

on either side of the channel. The ride to the landing is a bit rough, but quite bearable.

The store has a small dock, suitable for dinghies and runabout style boats. We tie up and check out the offerings. Since this is the market for a residential island, the small store is well-stocked on essentials, as well as some fishing gear and souvenir items. It also serves espresso coffees and ice cream.

Our curiosity satisfied, we return to the Bullfrog and head across the channel to Orcas Island Ferry Landing. Serving a larger island, there are more stores and places to eat. Lunch is at the Boardwalk Café. Afterwards, we visit a gift shop and the grocery store near the landing. This store is so large it has aisles!



Returning to *Serendipity*, we laze away the rest of the day reading and writing, with a short trip to Blind Island to deposit our moorage envelope. The evening sunset allows for some interesting picture taking.