

m/v ALISAZ

Launched October 2001



SHIP'S LOG

DECADE TWO

July 1, 2010 to June 30, 2020

DECADE ONE was from
October 5, 2001 to June 30, 2010
(separate book)

7.1.10 Fresh shrimp! Huge spot prawns. Zac and I traveled up to Hoonah, where Paul Dybdahl is still Harbormaster, even after a couple of strokes. Bob & Debbie are back in Hoonah!but I didn't find out until we were leaving. Next time!

7.2.10 Zac and I crossed Icy Strait to Excursion Inlet, where we explored the head and then anchored in Sawmill Bay. Beautiful spot. Northernmost point of this trip.

7.3.10 Auke Bay, Juneau through the rain and fog. Dad's birthday on Shadowfax with Dion's cake and Peggy & Paul Anderson.

7.4.10 Stephan Schwartz arrived. Departed Juneau through Stevens Passage and anchored in Taku Harbor, where a lot of fishing business went on all through the night.

7.5.10 Tracy Arm. Rain and fog. We made our way up as far as we could go before the ice stopped us, still short of seeing the face of the glacier—but it was spectacular nevertheless. It is an astonishing canyon, and had some of the most dramatic granite walls I've ever seen anywhere. Afterwards we headed up Endicott, but an impenetrable white-out fog discouraged us from continuing even as far as Ford's Terror. We turned around and headed back out across Stevens Passage and anchored in Snug Cove in Gambier Bay on Admiralty Island.

7.6.10 We "drove by" Kake, but only Zac went in and visited in person. He said it was sad. We learned later that they had been shelled by the US Navy and still remember that event...Afterwards (based on encouragement from Jim Leslie) we transited Rocky Pass on a rising tide in beautiful sunshine. Intense navigation, but we had no problems. It was stunningly beautiful. We anchored in Totem Bay.

7.7.10 We crossed Sumner Strait to visit the infamous bar at Point Baker, where they are actually rebuilding the floating saloon, with "twice as much space for the bar, half as much for the store." After lunch we crossed Sumner Strait again and went up Douglas Canal and anchored next to Big Castle Island.

7.8.10 Arrived in Petersburg for the second time this summer.

7.9.10 Zac departed; Jackie arrived. Left late; anchored in Beecher Pass again. Fog.

7.10.10 We woke up with a large mass of kelp caught around the stern of the boat. We spent some time pulling as much as we could out, and then ran the engines in both directions, and it seemed to clear. We left Wrangell Narrows late and anchored in St. John Bay. I heard a whale breathing in the harbor, through the fog, and then, astonishingly, it surfaced twice near the boat, and took our breath away.

7.11.10 Wrangell. Same spot as before, at the Fish and Game dock.

7.12.10 Anan Creek Trip. Bears! While we were gone, diver Jim Nelson cleaned the waterline and while he was down there he discovered some other issues. The kelp was still

wrapped tight around the shaft from the night in Beecher Pass, and there were zincs missing on the bow thruster and loose nuts on the end of the port shaft. I am exploring the possibility of being hauled-out to check before we launch for the eight hundred mile or so trip back to Seattle.

7.13.10 Stephan departs. I made arrangements for a haulout tomorrow.

7.14.10 Hauled out on the travel lift operated by Steve. The shipwright was Don. As it turned out, both sides needed the shaft nuts tightened (Canal!) and we also replaced some zincs. Afterwards I went to the fuel dock and filled the tanks—808 gallons at 1860 hours. We had dinner with Jim Leslie at the Stikine Inn, where he told us stories about the town and the people there. I am looking forward to the Telegraph Creek trip in September with him.

7.15.10 Departed late; headed south through Zimovia Strait, then went behind Deer Island and anchored in Santa Anna Inlet with one other boat. It is very close to Misty Fjords, just on the other side.

7.16.10 After being carried in by a following seas, we arrived in Ketchikan 5 pm and tied up at dock 10 slip 12 in Bar Harbor. Paul Reisler arrived a couple of hours later by water taxi.

7.17.10 Roppel and Pollack arrived. Excellent dinner at the Bar Harbor Restaurant, adjacent to the marina. Lots of laughing going on.

7.18.10 Calm bluebird day. Departed Ketchikan at 11 am and crossed Revillagigedo Channel to Boca de Quadra. We explored the inlet all afternoon and then anchored in Weasel Cove at about 7 pm, with 1877 hours on the mains. Beautiful place, empty of boats and/or buildings except for the Singh's fish camp at the mouth of Mink Bay. We were soaking up the sun and the silence.

7.19.10 Crossed Dixon Entrance in a calm condition—mostly overcast with a bit of ocean swell. We reached Prince Rupert Yacht Club and could raise no one on the radio, nor could we see any space at the dock even though we had a reservation... It was very disappointing. We eventually reached Canadian Customs on the phone, however, and they sent us to the Lightering Dock at 54.18.824N - 130.19.931 W, where there is indeed (finally) a place to tie up with a direct phone on the dock for the sole purpose of contacting Customs.

Finally. We did and they cleared us by phone. Our number is 20102000645. After that we decided not to stay in Prince Rupert at all, and continued south to the entrance to Grenville Channel, anchoring in Kumealon Island Cove. A beautiful day.

7.20.10 We traveled the length of Grenville Channel, then nosed into Hartley Bay in order to see the harbor (very small, but someone radioed out that they would accommodate us if we wanted fuel). Instead we continued and passed through Verney Passage on our way to Gardner Canal. The clear cuts seemed to end after the first big turn. We anchored in

front of the Brim River in Owyacumish Bay, in the elbow of Gardner Canal between Europa and Barrie Reaches. It is perhaps the single most amazing spot I've ever anchored, under the massive domes of granite, in front of a serious waterfall. We're in an astonishing cathedral... words don't really do it justice.

7.21.10 A stunning morning—blue sky, bright light, astounding mountains. We moved back through the “elbows” and anchored at Europa Hot Springs for a soak. Beautiful spot, with the edge of the bath about three feet above high tide. Afterwards we headed back to the Inside Passage proper, and traveled through the fog and rain down the length of Princess Royal Island, stopping to view Butedale before crossing Heikish Narrows near slack tide into Finlayson Channel. No wonder it's so hard to see the spirit bears—they are effectively invisible in this (normal) weather. We anchored in Bottleneck Inlet.

7.22.10 Overcast. Departed at 7 am and then stopped in Shearwater to fill the fuel tanks and shop. Afterwards we traveled down Fitz Hugh Sound and anchored in another wonderful new place, Frypan Bay off of Kluane Channel (aka “the lake”). Saw some sunshine late in the day...tomorrow looks good to cross Queen Charlotte Sound and get us around the other side of Cape Caution.

7.23.10 Indeed it was a sweet crossing. We passed Cape Caution about 10 am and moved down from Queen Charlotte Sound into Strait. During the day we had visitations at different times by both Dahl's porpoises and Pacific white-sided dolphins, playing with our bow wave and wake. We stopped briefly at Echo Bay, where they are gearing up for a Christmas dinner (!) and then we made our way south and anchored behind Mound Island in Indian Channel.

7.24.10 Blackfish Sound (alas, no orcas) and then through wild moving waters in Johnstone Strait. After the long run down we stopped at Blind Channel, but there was no room at the dock without a reservation, and no solid cell phone reception either. We got ahold of Paul but couldn't connect; so perhaps another time. Then, at the urging of Roppel, we went through the series of rapids (Dent, Gilliard and Yaculta) when they were running strong, and it was a lot of fun. We anchored in the Octopus Islands, a favorite still point in the midst of all the moving water. 14,524 nm log total.

7.25.10 Beautiful blue sky morning. Our last moments before the HHSG begins tonight. After breakfast we went through Beazley Passage and around the corner through Uganda Passage, and then pulled up to Carol's dock in Manson's Bay, Cortes Island, Desolation Sound about noon, where we were greeted by Mateo and family. Later we went over to Hollyhock for the HHSG opening dinner... 1941 hours on the mains.

7.25-30.10 HHSG, once again a very intense gathering of philanthropists and activists, once again an intense flurry of ideas and experiences in this world.

8.1.10 HHSG Boat Excursion. We went around Cortes again this year, but, clockwise this time. About 35 people; revisited Von Donop Inlet but went all the way into the head this time; another amazing day.

8.3.10 Departed Cortes with Stephan and Ronlyn, then ran straight down Georgia Straits until we turned west to go around Wiskey Golf (an active military firing range), We passed by Nanaimo and eventually anchored in Ganges Harbor. 1960 hours. Perfect conditions. Achieved a connection with BBX and began to catch up with the world we're returning to.

8.4.10 Crossed into the US and cleared Customs in Friday Harbor (no clearance number this time), then decided to go over to Sucia Island for the night, where we anchored in Echo Bay. Beautiful calm weather, beautiful sandstone-sculptured islands with an astounding red sunset...after recent sunspots and CMEs were just in the news.

8.5.10 Red sun on rising as well. We traveled down the east side of Orcas Island including a wave-by at Doe Bay, then took a quick jog around Blakely Island, crossed Rosario Strait before passing Anacortes into the Slough, then past La Connor and out the other end, southward down Saratoga Passage. We stopped in Langley briefly—but no room at the dock—and then we decided to continue on, and we arrived in Elliot Bay around dinner time. Finis. Total miles on the log: 14,789. Total hours on the engines: 1976. Total this trip: 2,114 nautical miles; 308 hours running. Total trip 7 nm per hour. Yet another red sunset—extreme solar activity going on according to the people watching such things.

8.8.10 Unpacking the trip, reflecting on this truly great adventure, experiencing wild nature with wonderful friends. It doesn't get any better, unless Jileen were to have joined for a spell. Great gratitude flows in me like the currents we passed through. "I thank you God for most this amazing day, for the laughing greenly spirits of trees and the true blue dream that is sky..."

8.9.10 Couldn't get the galley sink to leak today so I couldn't fix it. On the other hand, you gotta love that magic wand when it works! The batteries took 2.5 gallons of water total.

8.10.10 Moving slowly off, still feeling quite at home here. Been back onboard every day since we returned, actually...still putting up improvement hooks and making my winter list...

8.12.10 Went to Gig Harbor (TRFF) and then out to Silverbow Farm, where I tied up to the bouy.

8.14.10 Brit and Carrie's wedding at Silverbow. A perfect day, though very hot. I went swimming off the transom step to cool off. I woke up with many martins visiting the boat this morning, jabbering away. I went up on the flybridge and then they flew around the boat for some time before moving off.

8.15.10 Returned to Seattle with Bryan Bell and Mike Dupille.

8.17.10 Evening excursion to Blake Island with Valerie and Carson, Jackie and James Baker. A wonderful dinner; Valerie even roasted a chicken. Perfect August weather, though a change is coming soon: I could hear it whistling in the rigging of the sailboats as I left the marina, and the temperature had dropped ten degrees by the time I got back to BeachStudio.

1.26.11 Many maintenance items accomplished since the last entry...Mike Johnson fixed Generator #2 (wire wrongly attached), the synchronizer leak (minor) and serviced the windlass. The engines were serviced (impellers replaced) and the brightwork was refinished. Now we are planning a haul-out in Anacortes for a few other items to be addressed...

2.22.11 Made the trip to Anacortes with Tom Weikert. Wonderful day, passing through big waves off West Point and all kinds of weather including snow. We got there just as dark was closing in...

3.21.11 Now heading back from Anacortes after a month with Mike Johnson and a list of fine tuning and refinements—props and shafts checked and rebalanced, engine heat exchangers and after-coolers cleaned out, smart alternators put on the main engines, the furnace rewired so it will work correctly (who changed it?) and a few other odds and ends.

6.27.11 Getting ready to leave the day after tomorrow for Desolation Sound and explorations between here and there, No itinerary; no agenda except crew exchanges.

6.28.11 Tender battery dead...Stephan and I hopefully still departing tomorrow. Bill is woking on it...ended up replacing the battery. What a guy. I filled up with fuel and water; otherwise we're ready. Stephan and I spent the night aboard.

6.29.11 Departed EBM at 10 am, stopped in La Connor for lunch at 2:30, arrived in Reid Harbor at 8 pm, anchored at 48.40.125N - 123.11.142W; 2022 hours. Grey skies, south wind.

6.30.11 We went through Canadian Customs at Bedwell Harbour just after noon--permit #20111810385. We stopped in Ganges to use the BBX service and then moved up through the Gulf Islands to DeCoursey, where we actually entered Pirate's Cove (!) around 5 pm, tied up to the dock, visited Kevin Kelly's and made dinner together. 2028 hours; 49.05.886N, 123.43.886W.

7.1.11 We left the dock before the low tide stranded us there and pulled around the corner to tie up to a beautiful sailboat while we visited Kevin's remarkable friend Neil and his wife Lillian. We had coffee in their amazing house on a tiny adjacent island and told stories. Afterwards we went through Gabriola Pass and crossed Georgia Straits, passing by Buchaneer Bay. Looking at the storm over Desolation Sound, we decided to head for the mountains--so we checked the timing at Malibu Rapids and then traveled very slowly up Jervis Inlet to anchor in front of Chatterbox Falls in Princess Louisa Inlet. Wow! 64 feet of water with the current from the waterfall keeping us in line and the mist from it cleaning all

the salt off the boat! The mains are at 2037 hours, location is 50.12.308N - 123.46.269W. Trip log 180 nm; total ship's log 15,226 nautical miles. Water maker not working...oh well.

7.2.11 The day started out fairly clear, and clouds increased all day until it was raining hard by dark. Parking right in front of Chatterbox Falls with the current holding us aimed right at it all the time was like being in a river. It was also amazing when the tide went out because we were very close to the shelf. Fortunately the falls continued falling and we stayed put. Later in the afternoon we went up to the base of the falls---what an overwhelmingly powerful force water can be. A continuous and thunderous stream cutting through the solid granite. A deep place, this.

7.3.11 It's my dad's birthday! He was on Shadowfax in Chatham Strait when I talked to him. Under low clouds we lifted the anchor about 7 am and hit the slack tide to get out of the inlet. Then we traveled down to Malaspina and on up to Desolation Sound. We stopped at Mink Island for lunch and then ran up to Pendrell Sound, where the sun was out. Tried the water maker again and it's working...filled the tanks and did the laundry on the way.

7.4.11 Grampa Russell's birthday...we stopped in Refuge Cove and then motored up to Waiatt Bay, after anchoring for a nap-length in the Hole-in-the-Wall Bay.

7.5.11 We went through Beazley Passage against a 5 knot tide and made our way over to the Gorge where we stopped for lunch. Afterwards we moved over to Manson's Bay and anchored. It feels like home away from home. We had a wonderful dinner with Peggy, Rick, Charles and Torkin. 50.04.664N - 124.59.006W

7.6.11 We washed the boat at Carol's dock and filled up the tanks with her sweet water. We had Peggy and Rick over for lunch and then Stephan departed. Eddie arrived on the same plane and immediately cooked R&P and us a wonderful dinner with Kumau lamb and a wonderful Italian dessert that they brought. A hoot.

7.7.11 We took R&P and the dogs with us to get lunch, and filled up with fuel at Gorge Harbor

(506 gallons, 2057 hours). Then we came back to Manson's Bay, dropped everyone off and made a grocery run, then left for points north. We anchored in Florence Cove, in the middle of the Hole in the Wall, waiting to make our move tomorrow up Johnstone Strait to Minstrel Island or somewhere thereabouts. The moon is stalking Eddie, especially tonight...

7.8.11 We did all of that, and ended up anchored in a beautiful and very quiet place, called Wahkana Bay, off Tribune Channel. Another lake of stillness in the midst of geological cacophony. It has been an auspicious day: early on we saw an Orca in Johnstone Straits. During the last part of our journey today, just as we saw a large group of Pacific White-sided Dolphins going somewhere in the opposite direction as us, a very odd noise happened, like a single sharp knock inside the boat. It was extremely unusual and seemed to be inside as opposed to outside, and there was no impact on the running gear...I haven't figured it out. I speculated— after we gave up on obvious explanations—that it was Makua (from the book "The Bowl of Light") visiting us on the boat, thumping his walking

stick. If so, I welcome him, and anything he can teach me I am open to learning. We had a fantastic dinner of Kumau steaks, and then later, the dolphins and the moon visited us at the exact same time: 'twas truly amazing! I accept, and express my heart: full of gratitude.

7.9.11 We had a leisurely morning and then picked up the anchor about 11 am. After exploring Kwatsi Bay and Watson Cove, and taking some pictures of Lacy Falls, we went up Penphrase and Sotlej Channels and into Grappler Sound, then went on through Kenneth Passage and all the way to the head of Mackenzie Sound, even into Nimmo Bay (stay in the middle of the entry channel!) before we anchored west of Blair Islet in Burly Bay about 5 pm. Wonderful views from here: rapids in the foreground and snow-capped peaks in the distance. 50.55.303N - 126.47.688W. 2076 hours; 15,493 nm total, 446 nm on this trip so far. This is the farthest NW point of this year's trip...the sun is out with a bit of haze, but summer seems to have arrived. A beautiful day, though a front has appeared in the west.

7.10.11 Woke up to light rain under high clouds, and once again picked up about 11 am, and then explored Steamboat Bay, Turnbull Cove, Claydon Bay and Hoy Bay before heading through Dunsany Passage to Sullivan Bay Marina, where we had fresh fish & chips for lunch. What a place...busy in spite of everything—they are deep frying a turkey tonight and it's all sold out: people flying in for dinner. Then we ran down Sotlej Channel and up Kingcome Inlet to Belleisle Sound, a deserted fjord with a deep entry and a well protected head, where we anchored in about 150' of water at 50.52.482N - 126.28.967W. There are 2079 hours on the mains, and the trip log stands at 476 nautical miles. Another spectacular place to anchor...new-Grampa Mike arrives tomorrow.

7.11.11 Mike arrived according to schedule, we got a few items at Echo Bay, and then we escaped into Simoom Sound for the night, where we are at 50.51.307N - 126.32.585W. The sun is out though it is still overcast, clouds high and thin with light winds from the west. I took my shirt off and soaked some up. We are anchored very close to the wall (in 70 feet of water), but aren't moving at all. It's a beautiful spot, in spite of the fact that it started to rain overnight.

7.12.11 Rain, clouds in the trees. Started the engines at 9:30 and putted over to Echo Bay for some potatoes, then walked across the peninsula and visited the Billie Proctor Museum in the next bay over based on a recommendation from one of the proprietors there. Then we meandered down through the Broughton archipelago (Eddie says accapella; I keep waiting for the singers...) to Pott's Lagoon, where we anchored in the outer bay at 50.33.854N - 126.27.366W. An interesting spot: it looks like we could anchor inside, where it would be more protected, but there is not a lot of depth. There were sailboats in there, however.... the main engines are at 2087 hours.

7.13.11 Started the engines at 7:45 today, and once through Baronet Passage, we ran with the tide down Johnstone Strait, ending in McBride Bay up at the head of Loughborough Inlet, another stunning and remote fjord, captivating even with all the clouds and fog. We are in the mouth of a river, and if it clears up we'll be in the mountains! I can see snow fields through the periodic holes in the clouds. We are at 50.43.003N - 125.26.206W, with

2095 hours on the mains. We have gone 590 nautical miles on this trip, and 15,637 in the last eight years!

7.14.11 The fog closed us in completely last night, and the forest next to us has had a fantastic waterfall going on behind the green screen. This morning we headed down Loughborough Inlet and through Cordero Channel to Stuart Island and into Desolation Sound, arrived once again at Manson's Bay, Cortes Island, for a rendezvous and some supplies. Later on Rick and Peggy stopped by on their way home from dinner out for some conversation and chocolate.

7.15.11 We all slept, and then Peggy and Rick and the dogs came back over for coffee. Afterwards we moved onto Carol's dock to fill the water tanks, then went to farmer's market day in Manson's Hall. Mike caught his plane, and at the same moment Carol returned, so we decided to stay another night. We had a wonderful dinner with her and her friend Laurel, and got a chance to catch up.

7.16.11 This morning we moved out of Manson's Bay over to Twin Islands to say hello to Mark and Susan, and then headed down Malaspina Straits, through Shearwater Strait and outside of Texada Island to False Bay on Lesquiti Island, where we anchored behind the Island of Lenora and had dinner with Eve and Sam and Christine and Theresa (Laure Nichol's best friend--she and John are coming here next week! small world...)—a wonderful evening. Note: you can buy salmon at French Creek, and watch out for Qualicums. We are at 49.29.639N - 124.21.695W in 42 feet of water. 2107 hours on the mains; 688 on the trip log.

7.17.11 Overcast, no wind, sunlight on the mountains on the north end of Vancouver Island. No Qualicums today—that is the strange wind that comes through Port Alberni and causes difficult conditions on the Straits and in False Bay. The anchor was lifted at 8 am and we crossed the western half of Georgia Straits, passed through Dent Narrows near slack, and cruised through the Gulf Islands to Ganges Harbor, Saltspring Island. Calm conditions everywhere...Ganges is a happening place if you want to see lots of people...

7.18.11 We went into town for huevos rancheros, and then headed south 24 miles to go through US Customs at Friday Harbor, clearance #301420110718170832. On to Doe Bay (Joe not there), and then back through the San Juans to Watmough Bay, where we anchored near a fabulous granite wall in 50 feet of water. It's a beautiful spot, and perfect weather for it: wind from the northwest and sun still at 7 o'clock. We'll go through Deception Pass for the first time (!) tomorrow morning and be home by early afternoon. There have been many firsts on this trip: it's been a great exploration of previously unexplored parts of the coast. It's been a great trip! Thanks to the Divine, thanks to Alisaz, thanks Braco, thanks Makua and Hank, thanks James Carse, thanks Stephan and Mike and Eddie...mahalo nui loa.

7.19.11 Home at Elliott Bay Marina about 1 pm. We woke up in the dense fog and had to turn on the radar to find the cliff we were next to, then we crossed Rosario Straits in it, passing under the barely visible Deception Pass Bridge. Overcast here, hot everywhere else. Home until the next trip...

7.21.11 I visited the boat and smelled something funny, which upon inspection turned out to be one of the big inverter batteries boiling over, and maybe the one next to it...Felix and S3 are on the case so we'll see. I wonder about the inverter/charger and whether it malfunctioned, or if the battery had a bad cell. I learned that the fumes are extremely flammable. I hope it's not too serious, but we may have to replace all eight batteries on that side. During this last trip I had been sneezing and thought I'd come down with something, but as it turns out I was the only one going in the engine room, and was smelling the burning gasses from the batteries...

7.28.11 Replaced all eight batteries on the inverter side. S3 visits tomorrow. It makes me sure that the sneezing and sinus issue that I was experiencing on the boat this year was related to the deteriorating battery situation. Could the bad cell have been saved if I'd put more water into it? Was the increased amount of water required at the last check a sign of the problem? They checked the other side and they all looked good.

7.29.11 S3 says the inverter is fine---it's just that when one (defective) cell goes down it tries to compensate and consequently overcharges everything else...they say they'll be done by Tuesday, so I'm planning to head out again Wednesday, back to Desolation for the Gathering and do some more writing.

8.2.11 I returned to Seattle and the boat, and Mike Johnson came down to see if he could trouble-shoot the second generator. Les from S3 Maritime (who has replaced the batteries) was there and we got a chance to talk about the situation. He said he has no hesitation about using the AGM batteries—in retrospect I wish we had done that but... next time. So these were the last lead-acid batteries I'll be buying. After we were finished they got the second generator dialed in and everything seems to be back in order. Mike and I got to spend a good part of the afternoon chewing the breeze, exchanging all the details of the coast this year.

8.3.11 Departed EBM at about 1:45 pm and headed straight up Puget Sound, across the Straits and anchored again in Reid Harbor. I have Manuel Maqueda, Chris and Victoria Jordan on board, and we are heading for Cortes today. Beautiful weather; summer is finally here, though it's still a bit chilly.

8.4.11 We went through Customs at Bedwell Harbor, #20112160317, then through the Gulf Islands to Gabriola Pass and crossed Georgia Straits to avoid WG, which was open. Always a curiosity to me: what are the Canadians shooting at? South of Mittenach the sea was so calm that we stopped and shut everything down to have a Hawaiian beef dinner on the front deck. It's been a short but intense trip.

8.5.11 Wonderful evening tonight at Peggy and Rick's, with dinner on the deck and then music around the fire with Rick on his accordion and Leif playing flute. Sweet music, and marshmallows.

8.6.11 We'all had an excellent lunch at Gorge Harbor, then a sunset cruise to Mittlenach Island to see the stunning guana-painted cliffs, with birds in every crevice, and hear them, along with the periodic barking seals. We need to go back with more time and better equipment. Chris and I could mount a photo expedition...

8.7.11 Chris and Manuel departing for Hollyhock, and Victoria to the seaplane back to Seattle. The Gathering started this evening; Alisaz and I are parked at Carol's dock.

8.9.11 Although Generator #2 is still surging a bit when I first start it up, it has been doing the job as designed since our recent repairs, averaging about 40 amps charging power. Today, for example, it ran from 6 to 11:20 and took the bank from -178 to -28 on the E-meter: that's 150 Ahrs in 5.3 hours. I need to arrange visits from Les and Stan upon my return...Joel and I got a chance to spend some time together onboard this afternoon.

8.10.11 Light rain, overcast again, thunder clouds. Small breeze, no wind. Generator 2 is working as designed.

8.13.11 Moved over to April Point to leave the boat for a week while I go to Colorado for a music camp. A little wind yesterday and more today, still overcast. Everything is working beautifully onboard, including Generator #2; what a comfortable home she is.

8.22.11 I returned to Desolation Sound on the Otter through the rain and fog, and after a bouncy landing got back to Alisaz just before a big squall passed through with some very hard rain. I decided to stay another night and go to Cortes tomorrow, instead of braving Cape Mudge by myself. Time to clean up the house anyway. The weather is warmer than it was when I left, but still cloudy. While I was gone, Alison (actually Frank) replaced the bilge pump in the tender (!), and we're good to go. I think everything works (knock on wood)!

8.23.11 Rick and Mateo were in the boat, just as they were when I left the bay. I've been calling him "First Mateo." Later I had a visit from Christen and Brooke and we had a great conversation, then Cilla cooked a fabulous soup for dinner. Tomorrow I'm taking the Sheldrakes out for an overnight; where to?

8.24.11 Beautiful summer morning. Departed at 10 am for Pendrell Sound for another magic day on the conversation platform with Rupert, Jill, David, Carmen, and Rick on board. To quote Bruce Cockburn, "sun's up, looks OK, world's surviving to another day, and I'm thinking about eternity...some kind of ecstasy's got a hold of me." We stopped by Prideaux Haven to have a look, then meandered up and anchored in my favorite spot in Pendrell Sound and went swimming. Later another boater in a tender came by to warn us about the anchorage. Rick brought a salmon for dinner and we made a feast.

8.25.11 Perfect summer day, bluebird sky, morning sun streaming over the mountains. Pendrell as quiet as ever, and we lingered as long as we could over breakfast. When I did pull up the anchor we had snagged a passel of plastic 55 gallon barrels all tied together with ropes, obviously sunk by someone who hoped never to see them again. At first I thought I'd

hooked a whole hut or something...it looked very odd just below the surface. Fortunately I was able to cut them loose, and then of course they floated, away. I pulled up and spoke to the local oysterman, but he was uninterested in doing anything about someone else's problem, so we left him and them up there. I keep thinking about how I could have recovered them somehow, but it would have been a mess without a net. Maybe I'll get one. In the meantime, I hope some other boaters see them and complain to someone: it was an awful lot of ugly plastic garbage. Lest we forget, there are mysteries below the surface we have no inkling of.

8.27.11 Day trip to Von Donop with the Ingrasci-Taylor clan. Another beautiful day—just what summer's supposed to feel like. After we returned I had a long conversation with Carol, who may wish to accompany me north next year. Even after having a dive boat here in a previous lifetime, she's never been "north," and in this case she could pick her companions. We could even visit her ex in God's Pocket. Late May, perhaps...on another subject we talked about a way to dim our anchor light in Manson's Bay, and Mike suggested a Guest 6 volt lantern as an alternative.

8.28.11 Breakfast with Bill and Shivon, then picked up Mike from the seaplane and departed Manson's for Seattle. Perfect day, a cloudless blue sky, light breeze. Georgia Strait may lose her wild reputation at this rate: it was a mill pond out there once again. We anchored on the other side of the channel from Nanaimo just after nightfall.

8.29.11 We pulled anchor at Newcastle Island at 4 a.m. and made our way through Dodd Narrows just after slack in the dark (extraordinarily beautiful!), then down through the Gulf Islands to Friday Harbor for US Customs, where we got clearance number 3014-2011-0829-122954. Then out through Cattle Pass and across the Straits of Juan de Fuca, skirting the fog. Calm conditions and very little traffic. It was a great idea to get Mike to do the bulk of the driving. Ran out of fuel on the starboard engine and got a little air in the system, but no problem. It may be the lowest I've ever had the tanks. Made it here in less than 11 hours from Nanaimo: arrived Seattle 3 p.m. after a wonderful summer aboard. Main engines: 2186 hours; generator #1: 1,460 hours; log 16,377 nm ship total; 485 nm trip total. Remaining fuel = approximately 110 gallons in the front left tank: not much.

8.30.11 Fuel tanks filled: 904 gallons! Moving offboard for another season, so grateful for this craft in my life. Thank you God for most this amazing boat...amen.

9.5.11 I'm already thinking ahead to next year's trip. In fact it all worked out beautifully—this year it was a major blessing to be in Seattle when we had our battery melt down...that repair would have been much more difficult in Alaska. Yesterday I sent off winter to-do lists to S3 and Felix, and Level Sky has already started their brightwork repairs.

9.14.11 Engines have been serviced, and the year-end maintenance issues are going on. It's a beautiful thing, this boat. Heading down to Gig Harbor for TRFF meetings tomorrow, just as we imagined 10 (more!) years ago. On October 5th it will be ten years ago to the day that she arrived in Puget Sound, aboard the freighter LP Universo from Taiwan. Amazing how the time has flown.

9.17.11 After living on board for the last few days to attend the TRFF Board meetings in Gig Harbor, we're back at our Beachstudio home. Jileen departed for the airport this morning, and after breakfast with Henry and some writing, I took the opportunity to see what Blake Island is like in a south wind, and then Blakely Harbor—a likely spot for future dinner cruises—before I returned to Elliott Bay Marina and started to unpack. More to do, but it has certainly been a great summer on the boat. Everything is working beautifully. She's a peach.

11.12.11 Now she's in Lake Union in the Level Sky boathouse having the brightwork refinished. Lots of little repairs have been made. All swell. She is in so much better shape now than she was when new!

1.15.12 Gone too long: had Felix start the engines and get them warm.

2.26.12 Overnight trip to Tacoma with Carson and Valerie. The two generator batteries were dead but the charger was turned off. They both seemed OK after it ran overnight. Otherwise, everything ran beautifully and the sun seemed to follow us there and back in spite of the fact that it was snowing all around us. A perfect winter outing, and put me in position to attend my brother's fiftieth birthday party at his home in north Tacoma. A historical note: Alisaz is beginning her **eleventh** year of service with us. This is her tenth anniversary. It has been an extraordinary and incredible run so far—in total we've travelled 16,465 nautical miles and it has required about 2,202 hours on the main engines, and among other things we've been all the way to Alaska and back five times already!

3.13.12 Making plans for the summer trip north, with six different crews, including Jileen! Meanwhile, Tom Forsythe visited us at Hale Kumau (!), and is now working on the flagstaff for the new burgee. I think Felix has fixed just about everything else...now I just need to get rid of the rest of the clutter...There are only a few things left on my list. I am going to Seattle for a week next Tuesday and I'll check up on...well, everything.

5.22.12 Now looking at leaving next Sunday for Alaska again, and even Glacier Bay this time. Many fixes have been made aboard, including two biggies today. It turns out we had 816 viruses on the main navigation computer (now all gone thanks to Sam Stokes), and "that smell" I smelled was the flying bridge AC GFI outlet burning up for the second time (now replaced again thanks to Darrin Ferrell). Now I think we are nearly ready to go. Better shape than ever, really. The IS15 system is on the fritz a bit (a dead expander), but a replacement will hopefully join us in Wrangell and I can make the switch. Over the off-season the double kayak was fixed, the bike was oiled, the fishing gear needs some attention but the shrimp and crab pots are on board, the tender was tuned, the wind indicator replaced, the flybridge speakers work, and the water filters were replaced. The ladies cleaned the inside yesterday and Felix will clean the outside on Thursday. I'm wondering if I should take a geiger counter?

5.27.12 The journey begins. Starting hours: 2208 mains, 1464 generator, log 16,506 nm. We departed Elliott Bay late afternoon, decided to stay inside and anchored in Kiket Bay near Skagit Island just before dark at 48.24.184N - 122.34.260W. First night out on the trip

north, just short of Deception Pass, with Tom and Tom and Olivia. All swell. Ten weeks is a long time for me to be gone...and though I am looking forward to it, I am already looking forward to being back home in Hawaii. It's a beautiful thing. The weather is overcast and calm. Put the new LED bulb in the anchor light—it's a different color, but I like it and it uses almost no power.

5.28.12 Quiet morning, overcast—we passed through Deception Pass and crossed a flat calm Rosario Straits, followed by a quiet foggy passage through the San Juans. We cleared Canadian Customs at Bedwell Harbor, given permit #20121490265. Then we made our way out to Georgia Straits through Active Pass and headed for Desolation Sound. Everyone seems to be doing fine and enjoying the trip...the boat is running beautifully. It's great to have Tom Forsythe on board, because I can talk about places and routes and he knows what I'm talking about. It is overcast with lots of light—a perfect day to cross the Straits. We pressed on, given excellent conditions, and made it all the way to Cortes Bay, anchoring at about 8 o'clock in 47 feet at 50.03.691N - 124.55.807W. Mains are at 2226 hours, about 350 gallons of fuel left.

5.29.12 Departed Cortes Bay just before 9 am and traveled up through the Hole in the Wall and visited Octopus Islands briefly—first time I've ever been there with no one home—before going through both of the Okisollo rapids at slack tide. Beautiful day. I do love going slowly...then we rounded Chatham Point and entered Johnstone Strait, all alone. The folks at Port McNeil said they'd be happy to fuel us up after hours, so we headed there. Perfect weather for this...the sun on my head: I'm glad I came already. Then if there was any doubt, we were visited by a large group of Pacific White Sided Dolphins, so playful and beautiful. It's a little odd to see no traffic...it is cold but not that early. We didn't end up fueling tonight because the weather indicated that we should wait a day before crossing. The total log reads 16,762 nm. We had a very nice dinner at the Northern Lights and asked them to bake us a pie tomorrow.

5.30.12 Waiting a day for the weather to subside a bit—assume it does we'll head across early tomorrow morning and hope to be on the central coast by tomorrow night. We filled up with fuel and had an even better dinner at the Sportsman's Steak House, while also picking up a stunning fresh apple pie from the chef at the Northern Lights and some ice cream.

5.31.12 A break in the wind, and we're across...we left Port McNeil at 7:15 and it was smooth sailing and even enjoyable. We made tracks around Cape Caution at 13-14 knots, and even had home-made salsa en route courtesy of "Mexican Man" Tom. Later on we had an encounter with a couple of humpback whales at the Fisher Passage end of Fitz Hugh Sound. After watching them for a while outside, we anchored in Codville Lagoon at 4:15 pm at 52.03.561N - 127.50.480W, with 2246 hours on the mains. A spectacular spot: a new marine park with no clear cuts surrounded by old growth cedar. The other three went for a long kayak ride around the island inside the lagoon and are having a magical time already. They saw many things including a remarkable eagle's nest, and a mink—a first, I believe, for these trips. Meanwhile, I took time for a nap and made dinner.

6.1.12 Long run to Bishop Bay—where we had an amazing welcome with many enthusiastic Dall's porpoises surfing on our bow wave—following a wonderful day. We started in Codville Lagoon, passed through Lama Pass in a wild tide rip, then through the back channels and up the Reaches from Findlaysan past Klemtu. Stopped to ponder Butedale and at a few waterfalls for photos. The storm is breaking up and there is some blue sky, offering hope for tomorrow in addition to a trip to the hot springs...I think this is by far the best documented trip so far, thanks to Tom Rothrock's iPhone. We had a Kumau tri-tip for dinner and 'twas superb!

6.2.12 Stayed in the north end of East Inlet at the back of Klewnugget Inlet Marine Park, off of Grenville Channel, a stunningly beautiful place that I've gone right by every other time.

6.3.12 At the top of Grenville we crossed paths with a family of Orcas and hung out with them for a while. Then we continued across Chatham Sound and anchored in Brundage Inlet, where the moon rose while we read poetry and then set just as we left, as the sun came up. Lots of no see-ums, though; I think we were the only red meat for miles.

6.4.12 Uneventful crossing from Dundas Island to SE Alaska, save for a visit with a group of humpbacks feeding on the way in, and a Coast Guard flare and water drill that had us going to help for a minute. We filled with fuel and went through Customs at the fuel dock. Then we tied up at the City Dock, right in front of the cruise ship. Ketchikan is a crazy place after the quiet we've experienced on the way up.

6.7.12 My first crew departed yesterday and now I have a couple of days in between, most of which is spent being a hotelier: doing the laundry, replenishing the ship's stores, finding hardware supplies, fixing the minor details. Onboard everything is working as designed...the latest project is to put new supply valves on all the water lines to the exterior faucets. I think I now have all the necessary parts. The weather is soft and the days are starting to approach 60 degrees—it appears that summer is here. Good timing! This evening James Leslie is coming down to accompany me to Wrangell tomorrow. The next crew, Richard and Helen, arrive tomorrow evening and go on the jet boat trip Saturday before joining me on Sunday. I might go on the jet boat trip...we'll see. Wrangell feels more and more like a second home.

6.8.12 Nearly to Wrangell, ready for the next leg of this journey. Everything has been cleaned and a lot of things improved: I didn't have quite enough time to get the boat completely together before I left, so this has been my chance and it's progressing. Most importantly, I now have the parts for a solution for the exterior faucets—which are acting up on both ends of the boat—should we have a problem. I don't want them to interrupt everything in the house. The weather looks fairly grey, but today was better than expected and is even showing some blue. Jim's son James Leslie came down to accompany me, and now we're in Zimovia Pass. Now to play some music. Looking forward...

6.9.12 Last day in Wrangell, the sun is shining, it's summer all of a sudden—what a good time to be here. 2287 hours; 17,183/677 nm; 56.27.931N:132.23.027W. Richard and Helen—crew #2—are on board and weary after a full day on the jet boat with Jim, and a big dinner at the

Stikine Inn. We'll leave early in the morning for Petersburg and points west, ending up in Sitka a week from today at the latest. Time to explore the possibilities in Frederick and Chatham Straits. Whales await.

6.10.12 Travelled up through Wrangell Narrows to Petersburg, arrived about noon. 2292 hours; 17,215/708 nm log; 56.48.557N:132.57.858W—slip C674.

6.11.12 We went into town long enough to buy some fish, then left Petersburg at 11:30 and went to visit the bergs outside of LeConte Bay in the Alaska grey light. Such a beautiful blue, as always. Now we're headed north and west. A whale has appeared already as we're headed out to their main crossroads in Frederick Sound. We anchored in Halleck Harbor in Saginaw Bay on Kuiu Island, and enjoyed the sunset until 10 pm...with a sandy beach on one side and an amazing scene of snow-covered mountains on Baranof Island across Chatham Strait, with extra clouds, on the other.

6.12.12 Chatham Straits was calm, with beautiful light in the morning. We explored Gut Bay (wow) and then stopped in Red Bluff Bay (wow wow) for the night. Two bears were eating shoots on the flats and we watched them for a long time. One lighter, one darker. One running, one chasing. Then others...by the end we'd watched at least seven bears pass the afternoon and evening foraging on the delta, including a beautiful mama with three cubs (triple wow). What a place. I can't begin to describe the waterfalls after all this rain. Onboard, the water pump stopped at one point and I got it to go by tapping on the solenoid. There was a loose wire on it which I tightened it up and hopefully we'll make it through the rest of the trip before I have to replace it.

6.13.12 After a short trip up Chatham Strait and a quick visit from a couple of Dahl's porpoises, we anchored at 57.04.523N-134.49.600W in One Bear Cove off of Warm Springs Bay. The snow here is down to the waterline. The temperature outside has been in the 40s and 50s and overcast, and although it's raining off and on the clouds are high, so most of the peaks and snowfields above us are visible. It is such a fantastic landscape when you can see it. All the waterfalls are raging. The main engines are at 2308 hours, and there's 17,299 (total) and 793 (trip) nm on the IS15 log.

6.14.12 We got to have a wonderful and private soak in Baranof Hot Springs before others arrived, and before moving over to Ell Cove, another one of my all-time favorites. Always a magical place; this time is no exception, and we've only been here an hour. One more quiet night here and then we need to get into position to go through Peril Strait to Sitka the day after tomorrow. It has been a wonderful time together watching this world... and Richard brought some great music that I've never heard before. Then we played some very sweet music last night.

6.15.12 ...and last night as well. Today we moseyed up Peril Strait, called Jileen for her birthday, then ended up going through Sergius Narrows at afternoon slack and anchored in Schulze Cove, a beautiful and very protected spot just Sitka-side of Sergius Narrows. It's grey and rainy and the winds are gusting 25+ from the south. The main engines are at 2316 hours; 17,356/850 nm log. 57.23.615N-135.35.200W.

6.16.12 Arrived in Sitka just after noon, after a sheltered night out of the fray with the sea otters in Schulze Cove, where we were sheltered from the blustery south wind. Once again Shadowfax is here in Sitka, with just Ryan aboard at the moment. I washed and watered Alisaz and began the transition to the next crew while Richard and Helen went exploring, then we went to dinner at the Larkspur Cafe (good!) and then watched a salsa class and dance session take the place over. Always wonderful to see a local community of people having lots of fun. Sitka seems to be good at that.

6.17.12 My one day off, thinking about restocking items, working on music, calling people. Stephen and Jesse arrive tomorrow. Transcribing all the music that Richard and I played... before jazz week starts.

6.18.12 Shopped for odds and ends...crew #3 arrived...Mark arrived back on Shadowfax...

6.19.12 Which way to go—inside or out? Walking, shopping, collecting stories...

6.20.12 The weather did not break so we stayed on the inside, passed back through Sergius Narrows, and anchored in Douglas Bay, at the entrance to Patterson Bay, off the South Arm of Hoonah Sound. The main engines are at 2325 hours; there are 17,400 nm on the ship's log, and 894 on the trip log; we are located at 57.41.044N : 135.43.898W. Said hello this morning to my dad and Dion who have arrived on Shadowfax; we'll see them in Juneau in ten days.

6.21.12 Summer solstice: the longest day of the year. Calm conditions, lighter overcast than so far, increasing possibility of blue patches...today is Thursday and we are heading into Glacier Bay on Monday...hoping for some beautiful light. Today we started in winter, stopped off and re-baited the (mostly empty) traps for Mark, and then sat off the old cannery at Chatham for a wonderful lunch while the sun burned off the clouds. Then we had some actual summer...the sun emerged and it was a beautiful day after all, entirely different than when we started. There was a magic moment as we entered Chatham Strait and turned north—perfect glass and gorgeous blue skies, whales in the foreground and the long view... Today a remarkable solstice with all the seasons in one day. The snow on the mountains this year is truly astounding, and particularly in some places, like southern Baranof Island. I am looking forward to seeing Glacier Bay again. I am imagining that there is precious little land exposed at all. Tonight we are anchored in Pavlof's Harbor, an old favorite. I can hear the waterfall. Jesse and I went for kayak rides.

6.22.12 We woke up to a beautiful blue sky morning, and after a moment of sun on the aft deck, we left Pavlof's for Hoonah, where we filled with fuel (709 gallons) and water at their new(!) fuel dock (no more need for the special ropes). On the way up we listened to the weather report and decided to see about having our Glacier Bay adventure earlier, as in later today. We talked to the rangers in Gustavus, and it was OK with them, so we departed directly after fueling. Icy Straits was a glass plate, with lots of whales around Point Adolphus, and we were in Bartlett Cove in time for their orientation at 5 o'clock, after which we

stopped on the lodge deck for a beer and little food before heading into the Bay. It was a beautiful evening, with a north wind and many humpback whales in the main channel. We ended up anchored in the north part of Fingers Bay, with a beautiful pair of apparently polished mountains above us. What is immediately striking here this time is how incredibly healthy the forest looks, compared to pretty much everywhere we've been. It is amazing—thriving with the most glorious shades of green going on, and no dead trees, as opposed to so many now in the forests people have messed with to the south.

6.23.12 A stunning day. Sun out and clear sky, all the stupendous majesty of nature on full display—the dream that we forgot. We left north Fingers around 10, and made our way up the big bay. First we stopped at Tidal Inlet to take a look. The entry is invisible right up until you get there, and inside is a wonderland. Beautiful rock, and the waterfalls, the snow fields, the glaciers. We continued on and picked our way through the icebergs into Tarr Inlet to see if we could get to the end, which we did! The Grand Pacific isn't so interesting any more near the water, (receded and mostly dirt), but the Marjerie Glacier is beautiful, and the light was exceptional for our visit. "Wow" just wasn't doing it for us: for most of the afternoon there were no appropriate words or music—just awe. We reached the northernmost point of the trip this year at the head of Tarr Inlet, 59.02.818N and 137.02.755W. I think it is the farthest north Alisaz has ever been. After lingering at the face of the Marjerie for a while and listening to the amazing sounds it makes, we found our way back through the bergs and then out of the Inlet behind Russell Island, finally anchored in Blue Mouse Cove, where we had a wonderful salmon dinner on the aft deck. The new moon made an astounding appearance at the end of everything, and then set over the mountains as we watched. What a capper to this trip. The main engines are at 2351 hours; the log at 17,598/1,091 nm; we are anchored at 58.46.781N:136.29.029W.

6.24.12 Another blue-sky day in a stunning place. I have been sitting here all morning listening to the whales breathing in the cove with us, as well as watching a nearby performing iceberg (perhaps there was a seal involved). Later we moved across the cove closer to the back for kayaking, then went on an excursion after the tide came in enough to cover the spit; it was also the only hammock day so far. In any case, this weather window has been a wonderful blessing on us—the overcast theme is starting to form up again already... Later in the evening there was a whale in the inside cove (right where we were kayaking) making a wild sound. I wondered if he or she thought they were trapped for a minute, but soon after they appeared again outside and swam back into the deeper water.

6.25.12 Today the clouds are down to 1,000 feet and the mountains are hidden: it looks like October. You cannot see much except the endless beauty of grey... We were planning to go up the east arm of the Bay to explore Wachussets and Muir, then back down to one of the Sandy Coves, but given the invisibility factor we just moved over to North Sandy, made a great meal and then Jesse and I played music all afternoon while it rained steadily. We were fine under the wet blanket, and the plastic clarinet sounds fantastic. After playing we listened to Benny Goodman. This was the day we were supposed to enter the park—I am so glad we changed our original plan and came early. From the pictures everyone will think the weather was fabulous, as indeed it was for those first three days.

6.26.12 Still socked in, and still raining. Instead of waiting for better weather, we decided to leave the Park a day early and headed west for Pelican, in Lisianski Inlet, a place I've never been before. The weather of course was much the same all the way. We stopped to see the Marble Islands, exquisite jewels in the middle of Galcier Bay, and listen to the amazing growls of the Stellar sea lions. We exited the Park and crossed through a wild tide rip off of Point Carolus and passed south of the Inian Islands into Cross Sound, which is incredibly beautiful, like I imagine Middle Earth, and the whole of Lesianski Inlet looks like it's covered with velvet green moss. The town of Pelican is about halfway down the long Inlet and serves as a supply town for those crossing the Gulf. There is a small transient dock which is full and we're anchored out, listening to the town generator all night. Perhaps we'll visit Elfin Cove tomorrow and maybe Hoonah on Thursday. We need to be in Juneau by Saturday.

6.27.12 A bit brighter this morning, and some hope for more breakthroughs during the rest of the week—at least based on the weather report I heard yesterday. As of today Alisaz and I have been on this particular voyage for one month, and once again it's been extraordinary in spite of the weather. I recognize frequently how fortunate we are to be able to make such a trip at all. That said, this is the sixth journey to southeast Alaska in her ten years of service. She has been dedicated to her purpose of "taking me to Alaska as many times as possible before I die." There are about 2,400 hours on the engines now and we've gone nearly 17,700 nautical miles so far. Mahalo all.

Today I was also reminded of how thin the margins are for us—I made an error launching the tender, pulling it close to Alisaz with the davit so I could reach it, not realizing that the furnace was on and the exhaust was red hot. It melted the bladder bad enough that it now leaks air, and we have a compromised tender and I'm in search of the repair kit. I'm upset with myself to have made a mistake that could change the trip—a working tender is a safety issue—but I think we can fix it in Juneau if not before. In spite of that we explored the tiny boardwalk community of Pelican (the store is closed for good, the ferry comes every two weeks; it's another ghost town that hasn't disappeared yet) and then moved north, back through Cross Sound and Icy Strait to Hoonah, which is a bit like coming home for me. As he and I both hoped he would be, Paul Dybdahl is out, fishing his retirement away in the Jill Marie.

6.28.12 Another white-out day, wondering where the sun is. I called ahead and there's room, so we are going to go to Juneau a day earlier than the original plan. Tonight we're anchored in Funter Bay, Admiralty Island, after a short, all-grey but glass-smooth crossing of Icy Strait and Lynn Canal. Our last evening out in the wilderness before going to stay at a dock in the middle of the cruise ship circus in Juneau. Meanwhile, Bill Orr is having Ballard Inflatables send me up a repair kit for the tender, so I'll wait to do anything until it gets here. We have about 50 miles to go to Juneau. There are 2369 hours on the main engines, and the logs are at 17,719/1,213 nm. We are anchored at 58.15.292N:134.54.226W.

6.29.12 Woke up in a squall from the south, making the anchor chain talk a bit. Although we have had clouds and unclear conditions for the most part on this trip, we have not had a lot of wind. Then it passed just as suddenly before we left—the swinging stopped and the raindrops resumed. A special thanks to our anchor system, which has worked flawlessly. I

don't know why anyone would have anything other than a Bruce anchor. Today brings to an end this part of the trip—the northernmost leg—and Jesse and Stephan will be flying out on Sunday morning. After coffee we're headed for Juneau, to stay downtown for the first time, and enjoy all the free entertainment. It has daily cruise ships right in town, much like Ketchikan, but this is also the capitol of the state. For the first time ever we're staying at the Intermediate Vessel Float, right in the middle of the "action" for the first two nights, and will move to the Seadrome Dock on Sunday evening, thanks to Mark. That way we'll be on the same dock as dad and Dion for his birthday. I heard on the radio that Shadowfax arrived in Auke Bay just as we passed Douglas Island.

6.30.12 Moored in Juneau, downtown, parked at the IVF (Intermediate Vessel Float) in between the cruise ships again. Lots of people! Stephan and Jesse depart tomorrow. Mains at 2375 hours; 17,763/1,256 nm; 58.17.648N:134.23.912W.

7.1.12 Juneau - moved over to the Seadrome Dock at about 7:30 pm after the Safari Endeavor left.

7.2.12 Jileen and Zac arrived! Allswell.

7.3.12 My father's 80th birthday. We had a wonderful dinner with their guests John and Pat O'Neil and David and Gladys McNellis. We put our deck chairs out on the Seadrome Dock and we had the catbird seat for a wonderful display of fireworks at midnight to start the Fourth of July. I may never see as many many drunk people with gunpowder again in my life.

7.4.12 Departed the Seadrome Dock at 7 am for Tracy Arm along with Shadowfax. After cruising down Stephens Passage we passed over a vicious rip at the Tracy Arm bar. NOTE: Mark says the icebergs pick up and move the channel marker bouys all the time. The weather was decent (much better than last time) and we made it all the way up to the face of both glaciers, where we've never been before (because we couldn't—ice choked the inlet). I think we hit the bright spot—after we left the weather closed in and it got much murkier. What a stunning canyon: another wowza day. After crossing the bar and heading out across Stephens Passage, we anchored in spacious Snug Cove, Gambier Bay, and Jileen cooked dinner with our Puuokumau steaks for 11 people. Fantastico!

7.5.12 The morning was brighter than expected, and we visited with everyone again before saying goodbye. We followed them out to the Brothers, where we watched (and recorded) the sea lions and nosed into the anchorage there that Mark suggested before heading back across Stephens Passage. We anchored at the head of Port Houghton right in front of the saltchuck delta. It's just the three of us for a couple of quiet nights before Zac returns to the fray in NYC. Shadowfax and the gang went on to Scenery Cove, where we might be tomorrow night.

7.6.12 The sun was coming up in the clear when I got up at 6 and was so beautiful on the meadow in front of us. Now, later, it's overcast but bright—and there's another low pressure system moving through tonight. In the morning we watched for wildlife on the delta during a -3.4 foot tide. We saw a group of herons with youngsters, something I don't

think I've ever seen before. It's very quiet back here, and the river leads up the valley into another basin, which we can see by the shape of the hills around it. It's very quiet back here. After the tide we departed the inlet and saw many whales there and in Frederick Sound on our way down to Thomas Bay, where we anchored in Scenery Cove. A storm settled in soon after we stopped and the rain began again. We made a *fabulous* dinner and talked through the evening. The main engines are at 2398 hours, the log says 17,929/1,422 nm, and the exact spot is 57.04.684N - 132.47.725W.

7.7.12 The rain continues. Socked in again, with nevertheless beautiful light reflecting off the walls of the cove. We made our way out of Thomas Bay to Petersburg. While Jileen and Zac were looking around I ran into Niffer Calderwood and her husband and two children (!), and we all had a wonderful reunion and lunch together with her father-in-law John. Zac departed later in the afternoon for New York. Afterwards we filled up with fuel, then moved down Wrangell Narrows to Keane Channel, where we found a sweet anchor spot out of the current in front of Sally and Kurt's place, and then had a lovely curry dinner with them along with Christian (Swenson), Abigail and three 20-somethings: Alex, Charlie and an opera singer...

7.8.12 Departed Keane Channel after breakfast with the gang and traveled out to Sumner Strait. It was grey with fog and a beautiful calm. Kurt recommended a harbor (Beauclerc Inlet) but the sea fog was so thick in that direction when we got to Point Baker that we decided to head for No Name Bay instead, where we anchored off the medieval-looking group of islands at the south entrance before the rain settled in. It's remained remarkable calm in spite of the fact that we are at the end of Sumner Strait in what looks like a pretty exposed spot. We turned everything off and went into the silence for a while, in a very quiet place. Lots of birds and a sea otter...and notably no ravens.

7.9.12 Slept in longer than any day on this trip so far. The rain has moved over us: we are under the Alaskan wet blanket. There seems to be just one sea otter in this part of the Bay. Rain, rain, rain - a quiet day. Reading, writing, reading... This afternoon we ran the 2nd generator (for the first time on this trip) and it did what it's supposed to do. An operational note: its' charging current does seem to get less erratic the longer it runs; the smart regulator we put in is supposed to protect the batteries no matter what. Main engines are at 2407 hours; logs 17,997/1,490 nm; 56.29.736N:133.54.825W.

7.10.12 The sun is shining on the boat, and beautiful light is dancing all over the place! Beautiful. It is a totally different kind of day than yesterday—there's blue patches all over the sky. Perhaps we can go for a kayak ride today...yesterday was a wash-out. In fact we did! A beautiful early peddle around several islands that were between us and the south shore, where there were many streams. Beautiful sounds. Just before we left the wind came into the bay from the northeast, but it was still surprisingly protected given what was going on outside. We lifted the anchor a little after 11 and went north to explore Threemile Arm (= a big exposed valley) and then the various anchorage possibilities just outside and east of the south entrance to Keku Strait (= good for a summer day with north wind). After that we headed out across Sumner Strait, where there was a small ocean swell and some chop before we arrived at Point Baker. Unfortunately, though there was room at the dock, the cafe

was closed and the bar isn't finished yet, 2 years after my last visit. We decided to head for Red Bay instead, where we anchored with sun and rain and mist and bear meadows and snow-capped mountains all in the view at once. Main engines now at 2412 hours; logs 18,035/1,529 nm; 56.16.559N:133.19.560W.

7.11.12 A much brighter-looking morning, with some north winds forecast for the weekend. We can always hope...it is in the 60s, after all, so it's summer! Once the tide starts in again we'll move over to St. John Harbor on Zarembo Island for tonight. As we did everything changed: now we are in the sun under blue skies, anchored east of Southerly Island, at 56.26.653N:132.26.653W. The mains are at 2,415 hours; logs at 18,050/1,544 nm. We are 19 miles from Wrangell...be there first thing in the morning.

7.12.12 A gorgeous day! Blue sky morning. We stayed as long as we could at anchor and then moved into Wrangell for the second time., once again at the Fish & Game dock. My repair job on the tender seems to be holding just fine, which is great since it's our commuting vehicle. Eddie Pollack arrived in the morning and Paul arrived in the evening. We all had dinner at the Stikine Inn with Jim Leslie, and then had a visit from Brook and her (new) sweetie Jimmie at the end. The fishing is definitely going on strong here—Jim said the run was early and large, contrary to what we had heard earlier elsewhere. There was a lot of activity in the harbor until very late last night, and the Trident processing plant appeared to be running all night. Good sleeps for everyone.

7.13.12 Alaska Waters' Anan Creek trip, with three Jims for a crew. Good to see James again. A grey day with fog, but the bears were great. Amazing antics, with cubs, and eating a fish in a tree, and then the grizzly mama at the end. Amazing to see so close. The eagles too, to be fair, and certainly the pink salmon who cause this convocation.

7.14.12 Jileen departed just after 8, and then after a little shopping we also left Wrangell. She's off to Seattle and then Hawaii tomorrow; Eddie and Paul and I traveled to the Blashke Islands in Clarence Strait, threaded the entry needle (!) to anchor in the inner harbor's amazing stillness. As described, an extremely isolated, quiet and beautiful place. On the way the sun came out, and now we're in summer-land again. It's clear and probably 70 degrees, and seems blindingly bright. A perfect spot for tonight. I lowered the kayak and Paul was off. The weather report sounds good for a following wind tomorrow, which would give us a magic carpet ride all the way to Ketchikan. The main engines have 2,421 hours; logs 18,096/1,590 nm; 56.07.564N: 132.54.512W.

7.15.12 Clear blue sky morning. Eddie reported that he got up in the middle of the night and saw the northern lights! We made coffee, then breakfast, then Eddie went for a kayak ride, and like Paul barely got back through the tide going into the adjoining lagoon. Then we departed through the chicane entry around 10 am and headed for Ketchikan. Tied up in the city dock at 6 pm. We had dinner at Annabelle's. Chuck & Jackie arrived a little later; we are ready to go to Canada tomorrow.

7.16.12 A long day. We departed the city dock just before 7 and crossed Dixon in moderate seas. We arrived to find our reservation at the Prince Rupert Yacht Club had

been given away to someone else again (that's twice!), and so we went back to the Lightering Dock to check in with Canadian Customs, which in the end was accomplished once again over the phone—our registration number is 20121980739. Then we got fuel and departed for points south. It was quite rough between Prince Rupert harbor and the Lawyer Islands, but after all that we had a smooth trip capped by a wonderful ride through Watts Narrows on an incoming tide and anchored behind the island at the head of Baker Inlet. We saw a couple of black bears on the beach on the way in. They were clearly wondering what we were doing here.

7.17.12 We slept in and enjoyed the isolation of this amazing place—and rested from the long day yesterday. We left after noon and continued down Grenville Channel, stopping to visit Shadowfax, anchored in Lowe Inlet. There we saw salmon 'boiling' in front of the falls, jumping and surfacing, a wolf fishing, and even a bear. We continued up through Verney Channel in the late afternoon's stunning light and ending up in Bishop Bay, at 53.28.046N: 128.50.343W; 2,449 hours; logs 18,283/1,777 nm.

7.18.12 Enjoyed the Bishop Bay Hot Springs for the second time on the trip first thing this morning, then continued south and east, down the channels past Butedale and beyond. We ended up going all the way to Raven Cove, just north of Bella Bella. Anchored at 52.14.905N: 128.09.048W; mains 2458 hours; logs 18,403/1,896 nm.

7.19.12 We departed Raven Cove at 7 am and enjoyed a stunning morning going up Return Channel—note: come back and go all the way up Roscoe Inlet (at least)—before making our way down glass calm Johnson Channel into Fisher Channel, where we joined Fitz Hugh Sound. There was a wonderful wide rolling swell out on the ocean and Paul and I played music in the pilot house on the way around Cape Caution, which we passed around 3 o'clock. After crossing we went up Wells Passage and anchored in Claydon Cove off of Grappler Sound, yet another extraordinarily beautiful place.

7.20.12 Cloudy again, but not cold like it was, and we are on the inside now except for Johnstone Strait, so I'm not monitoring the weather reports nearly so much. Today I added another pint or so of oil to both engines. We pulled anchor about 10, meandered through the Broughton Islands, stopping at Echo Bay for a few supplies (phones didn't work at all). Then we went down through the islets of Blackfish Sound, through Indian Channel and up Clio Channel, through the Blowhole at Minstrel Island, down Chatham Channel and ended up anchored at Port Harvey with people doing things everywhere around the bay, including burning trash...welcome back to civilization! Our last night with the whole group. We had a wonderful dinner of Kumau lamb chops and roasted potatoes, and watched the Sound of the Soul. We will leave at 7 or 8 in the morning and end up at Stuart Island in time for Paul to depart via Kenmore at 4:45. Gillard Passage slack is around 12:30. Then we'll go somewhere else for the night.

7.21.12 We left at 7:30 and headed for Stuart Island, which we reached about 1 pm, where we got a few supplies and made our last Cortes prawns for lunch. Afterwards Paul and I went for a walk to Eagle Lake. More than 550 nautical miles from Ketchikan, Paul was picked up by the Kenmore plane at 4:45, and was last seen headed off to Princess Louisa

Inlet with Pilot Erin in the Flying Beaver (I couldn't possibly make this stuff up). Afterwards we untied from the Community dock and ventured out to dance in the 5+ knot flooding Yaculta Rapids on our way down to Von Donop Inlet for the night. We return to Cortes Island! It's our second last night, with high moving clouds but no rain. It's the end of the 2012 northern adventure except for the trip back to Seattle—we left there 55 days ago on May 27th. Wow. Whew. Woah. Mahalo. Gracias. Merci, Dieu. Great gratitude for our safe passage and for many wondrous adventures.

7.22.12 We arrived in Manson's Bay just after noon...said hello to Caroline and Carol and Charlie and Eric and Shivon and Bill and Edmundo from Brazil...and then cleaned the boat and made a reservation for dinner at the Float House Restaurant in Gorge Harbor. On the way over it was raining cats and dogs; on the way back it wasn't raining and we were just plain lucky—we ran out of gas but were close enough to paddle...reminding us that it's not over 'til it's over.

7.23.12 We went back to Gorge Harbor to fill all the gas tanks, and paid \$54 for 30 liters! Eddie departed in the early afternoon - now a short quiet spell begins. Where was I?

7.24.12 Completed the last of the last of the re-arrangements, cooked up some of the food left from the trip, and had a great night's sleep. Now to practice my guitar, fill out the logs, put fuel in the boat, get a few groceries, sort photos (and get a massage?).

7.26.12 Summer in Manson's Bay is hard to beat. No massage yet, but perfect weather.

7.27.12 It was what it was. Today is a cloudy day.

7.28.12 After this workshop we return to the big city. Time to see if Alisaz and Nancy have a future together. Dinner on the back deck with Chuck and Jackie and Carol.

7.29.12 Gen.2 working as designed. Second dinner in a row on the back deck, this time consisting of Kumau steaks, with Rick and Peggy and Jim and Molly and Barbara.

7.30.12 It looked a little chilly this morning, but by noon the sun was threatening. By afternoon it was beautiful and we took 30+ people on a short excursion to Mittenacht Island. We towed the tender and Rick took a few people to shore—and several swam off the swim step on the back of the boat. As usual it was one of the highlights of the summer.

8.2.12 Gen.2 slipping—perhaps belts need replacing. Goes in and out of charging. Preparing for the return journey. Put 1,000 liters of fuel in the aft tanks at Gorge Harbor this afternoon to get us home. There are 2,490 hours on the mains; 18,654/2,147 nm on the logs; we are at Carol's dock at 50.04.666N:124.58.970W. Our crew back to Seattle is Mikail, son of Leah, (who builds cobb buildings!), and Heather the taller.

8.3.12 Beautiful sunrise about 6 am, with the full moon over Vancouver Island and blue skies, light wind from the north. Perfect. We departed in the early afternoon and traveled south towards Nanaimo (65 miles), Friday Harbor (120 miles), Port Townsend (145 miles)

and Seattle (180 miles). We had a gorgeous run down Georgia Straits and passed through Dodd Narrows at 4+ knots without any problems, then took the western path around Saltspring and anchored in Telegraph Cove at 48.58.319N: 123.39.837W, just as darkness loomed. We had a wonderful dinner of halibut and greens and potatoes...then the nearly-full moon rose over the hillside. A beautiful day.

8.4.12 Another bluebird morning with sparkling sunshine, and the moon setting in the west. Lots of boats all of a sudden—this is Canada's big three day summer weekend holiday. Today we made breakfast, then headed for the U.S. and Friday Harbor for Customs (clearance #3014-2012-0804-180304), and then found a place to stop one last time, before going home to Seattle tomorrow: 60 miles to go. Calm conditions—we're in Watmough Bay again (we'll see if the planes fly tonight). The moon rose golden and beautiful from here.

8.5.12 There were no planes at all...and the moonrise was amazing. Today was a beautiful morning without a cloud in the sky. Raised the anchor about 7 and headed out across the Straits of Juan de Fuca. (I wonder who he was?) Glass calm—the inside of the boat was a dancing kaleidoscope. The cliff there was glorious in the morning sun (the last time there we woke up in a fog bank and you couldn't see it at all). Now we're homeward bound on the hottest days of the year. They went directly from no-summer-despair to heat warnings. It's Seafair weekend, and there's lots of fishing going on. While watching the Blue Angels perform for the big crowd in the distance, we filled the tanks with 840 gallons of fuel at Elliott Bay Marina, then backed into the wrong slip—our neighbor had moved! We adjusted back to F47 and found our stuff in the locker after all. After they helped clean up outside and in, I took my crew to the Bainbridge ferry. Mahalo Mikail and Heather. Home from the big adventure. Big deep breaths.

8.6.12 First thing this morning the Big Bay screen bit the dust. Good timing, I suppose, all things considered. Had meetings in Gig Harbor, then continued out to Silverbow to see who's there, and if the blueberries are in fact ripe. They are!

8.7.12 Not so hot as last weekend, overcast today. Perfect for picking blueberries. Dinner tonight with both my sisters and back to the big city tomorrow. Working on my winter list of maintenance and repair items. Mahalo again to Alisaz for a splendid performance (I re-counted, and this is actually season number eleven, not ten!). The main engines are at 2517 hours; we took ~300 hours to make this trip. I wonder if we should do an oil change in the middle if we do this again? Stan says...yes.

8.8.12 This is the southern-most point of the trip. I am walking around the Silverbow circle saying my farewells before departing for Seattle this afternoon, where I plan to rest, record, repair and recuperate. This "getting my winter in June and July" is working for me, and it has been a great trip. The Silverbow Bouy is at 47.20.071N: 122.43.621W; mains 2517 hours; logs 18,859/2,352 nm.

End of this trip, back at Elliott Bay Marina. 2,520 hours on the mains, 18,887/2,380 nm on the logs. Several things went just at the end—the death of the main screen and the tender harness breaking come to mind. All's well, though: thanks Alisaz for holding out until

they weren't necessary anymore. I'm so glad my fix for the tender worked. Stan will be here in the morning for the annual service. Time to unpack the boat. Thanks and more thanks to my ancestors, who seem to be my most constant crew on these trips, and to all my real life crews—who shared these experiences and helped make them possible at the same time, as well as to the Water Spirits who carried us there and back. Mahalo and aloha.

8.14.12 Gave Bill at Felix my list yesterday—the off-season begins. It feels more organized on board than ever—next improvement is to replace all the wine glasses with stainless steel from REI. On a separate subject, I am exploring the possibility of purchasing a boathouse—a boat actually, named Nancy, LLC. A covered place for Alisaz to be when not on an adventure. It is a fabulous spot in the middle of Lake Union, tied to a remarkable piece of maritime history that will inevitably be replaced, although hopefully that'll be many years from now. Meanwhile we can be there in the catbird seat under cover.

7.1.13 In the end I decided that it was too much money and I wasn't going to be there in Seattle enough to play any part in helping. Tom was disappointed but it was the best decision for me; besides, we need to build the certified kitchen and food processing first. On board Alisaz during the winter season, we serviced the engines, renewed the brightwork, installed valves on the exterior water faucets, re-set the engine control linkage, replaced the house batteries with gel-mats, cleaned fiberglass hair out of the Raycors and repaired the Big Bay monitor motherboard, among other things. Preparing for this year's adventure, and cleaning out old stuff we don't need.

7.2.13 Departed Elliott Bay Marina around 8 am and arrived at Reid Harbor on Stuart Island (again) after an eight hour day, coming up through Deception Pass — with Richard Liebmann and Eddie Pollock — northward. We have 2537 hours on the main engines, the ship's log is at 18,986 and the trip log is at 2,480. Probably covered 85 miles today. *Perfect* weather.

7.3.13 Customs clearance # 20131840370 at Bedwell Harbor. Afterwards we stopped in Ganges Harbor for lunch and some supplies, then made our way up to Clam Bay, where we anchored at 48°59.133" N - 123°39.038W. There are 2,542 Hours on the engines; ship's log: 19,018; trip log: 2511 nm.

7.4.13 Anchored behind Lasqueti Island at 49°29.615N - 124°21.669W. 2,547 hours; 19,058 log, 2,552 trip, visiting with Eve and Ray. Wonderful curry dinner from their garden and wok.

7.5.13 Departed Lasqueti Island early and stopped to fill with fuel at Pender Harbor (420 gallons; 2,549 hours), we anchored in Dark Cove behind Sidney Island off of Goliath Bay, opposite Sechelt Rapids, to relax and wait for the tide at Malibu Rapids. After a quiet afternoon we went the last 30 miles and passed by the Malibu Club swimming pool just before 6 pm, in beautiful light, and then for the first time tied up at the dock at the head of the inlet. The guidebook says OK up to 55 feet...there is plenty of room tonight. They have generator hours at the dock, from 8-9:30 in the evening and 8-10 in the morning. The crew is in a walking discussion with Chatterbox Falls; we're having fresh salmon for dinner! 2,556

hours on the mains; 19,119 on the ship's log and 2,612 on the trip log. 50°12.250N - 123°46.150W.

7.6.13 We passed through Malibu Rapids near slack and made our way up Malaspina Strait to Desolation Sound and into Prideaux Haven, where there were very few boats... wonderful swimming!

7.7.13 Eddie's birthday. Stayed put in Prideaux Haven and went kayaking and swimming again. I saw my first mussel tree, where the overhanging branches had turned into exquisite mussel gardens. 2,564 hours; 19,190 log; 2,683 trip. 50°08.636N - 124°41.012W.

7.8.13 We left Prideaux Haven about noon and traveled up to the head of Toba Inlet, where once again we experienced Bach and choppers, then watched the helicopter logging, one or two trees at a time, and wondered about the future price of wood. Then we made our way back down between the Redonda Islands to anchor in Pendrell Sound at 50°17.955N - 124°43.787W. There are 2,570 hours on the mains; 19,235 on the ship's log; 2,729 on the trip log. We went swimming immediately: the water is 75 degrees here and feels like velvet. Stunning, beautiful days...

7.9.13 Shopped at the store and anchored in Squirrel Cove. 2,573 hours. 19,251 log; 2,744 trip. 50°08.364N - 124°55.369W. Fewer boats than I remember, ever... Meanwhile we are re-arranging the stuff inside the boat to make way for two more people.

7.10.13 Mike and Betsy arrived in Refuge Cove, where we shopped and then moved on, up around Cortes and anchored in Von Donop Inlet at 50°09.207N - 124°57.236W. There are 2,576 hours on the main engines. Some clouds and a bit of a chill in the air: a small low is passing.

7.11.13 Octopus Island. 50°16.433N - 125°13.968W. 2,579 hours. 19,284 log; 2,777 trip.

7.12.13 Blue sky morning, passed Hole in the Wall rapids an hour and some after slack, and it was fine. Gorgeous morning traveling around the top curve of Desolation Sound back to Prideaux Haven again. We stopped on the way and enjoyed the waterfall in Toba before heading down Homfray Channel — 'twas a stunning day. We anchored at nearly the same spot as before, at 50°08.642N - 124°41.018W. 2,583 hours on the mains, 19,318 on the ship's log; 2,811 on the trip log. It's 50 feet deep, the water is 68 degrees.

7.13.13 We stayed put and recreated. Kayaked, hiked, swum, read, slept...

7.14.13 Moved on to Manson's Bay, Cortes Island. Carol's dock: 2,586 hours. 19,336 ship; 2,829 trip. Three of the crew members depart tomorrow; this year's Cortes Island interactions begin.

7.15.13 Crew departures...we stayed put and rested.

7.16.13 We took an excursion to Evans Bay, and anchored in the western head, in a beautiful spot in front of a cove with southern exposure. 50°13.074N - 125°04.721W. 2,508 hours. 19,345 ship; 2,839 trip.

7.17-20.13 Gorge Harbor, at the dock—power and water! recycling! no compost! The Cortes Music Festival on the shore by a fire! We super-charged the batteries and reset the e-meters, so they're more accurate now and less mysterious. Everything's running fine except Gen.2 and the erratic changing. It's easiest if we support the coffee water heating and other extraordinary demands with the Jenny.

7.20.13 Took Caroline's workshop out for the day, which was stunning, for all of us. We set out for Von Donop Inlet, but stopped in the middle of Sutil Channel for the stationing and reversing of Mercury, now direct. We then proceeded to Von Donop and anchored, talked, and swam. We flew back at 14 knots and made it back by 5 o'clock as hoped. Once again Alisaz is died-and-gone-to-heaven at Carol's dock. 2,593 hours; 50°04.666N - 124°58.971W. 19,381 ship; 2,874 trip.

7.21-25.13 Eddie stayed onboard while I went to the Summer Gathering at Hollyhock...lots of old friends.

7.25.13 Shannon arrived. My last day at the Gathering.

7.26.13 Eddie and I inspected the Gennie and found some loose screws to tighten. We departed Manson's/Cortes with passengers Kimmie and Gani, who we dropped off in Nanaimo for the ferry to Vancouver, then went through Dodd Narrows and anchored in Kulleet Bay, the original location of the Chemainus band and town. It was a very quiet spot with a north wind. We have 2,602 hours on the mains, 19,454 ship/2,947 trip nm; located at 49°01.301N - 123.47.139W.

7.27.13 We explored Sibell Bay opposite Ladysmith (Seattle Yacht Club outstation/ island), Maple Bay/Bird's Eye Cove (lots of big boathouses!), Sansom Narrows and then Fulford Harbor (Saltspring Island), before finally anchoring in Bedwell Harbor, between North and South Pender Islands, at 48°45.091N - 123°14.175W. 2608 hours, 19,493 ship/ 2,986 trip. Beautiful cliffs above the anchorage caught the light as the sun set. Shannon spent time on these islands as a child, though nothing looked familiar from our perspective.

7.28.13 We had breakfast on the back deck and then made our way to Friday Harbor for US Customs, where we received clearance #3014-2013-0728-145324. Then we stopped at Deer Harbor to pick up Shannon's children Oliver and Alana, before running down to Seattle. Just after Deception Pass I noticed the engine room pump running and went down to find the starboard shaft behaving strangely under the cover, with a piece of hose (or two) wrapped around it, water flying everywhere. It had ripped the sea stainer for Gen.2 off the stantion water was coming in at least 3 places. The solid part of the seal was spinning, which wasn't spinning on the other side, and water was leaking around the shaft, as well as another tube of cooling water, which explains the water in the bilge. I got the shaft to stop leaking but unfortunately tried it again. I quickly realized that something was wrong inside, especially

when it started leaking again — so I finally shut it down completely. I secured the shaft and made 7 knots on one engine at 1400 RPM. Later on the generator died - just a little test... I had it set on the back tank, which ran out of fuel. Fortunately, after priming and bleeding the system I got it to start. The screws on the front were loose again already, though.

7.29.13 Hauled out at noon after unloading the bulk of the stuff to the car, then pressure washed and blocked for the duration of the repair. The bottom looks great, though the big transducer was covered with barnacles. Les and Russell (and later Bill) showed up and we went through the probable sequence of events. Probably the fitting broke that connects the cooling water to the solid part of the seal. Once it was disconnected the bearings started to overheat and ultimately seized, causing the whole thing to start turning along with the shaft. This then caught the loose hose, which acted as a whipping post for whatever else it could reach, including the water supply hose and sea strainer for the second generator (and it was going for some electrical sheathing when I stopped it). The blessing in all of it is that we'll renew this critical part of our system now with a newer design, and continue to make sure we do timely maintenance of the bearings from now on. I feel this trip has been a prep for a longer trip next year, and I have once again learned a lot. I hope it doesn't take too long before she's back in the water.

7.30.13 Spoke with Bill this morning and Les is doing the work on Thursday. He says we may be able to go back in the water on Friday! The new units will be PSS, a design upgrade as I hoped. If not Friday, probably splash Monday.

8.5.13 Back in the water today, and the new seals are working as designed. We let them break in and tightened the starboard one a bit. The port side was solid, though the starboard side had a slight wobble. Les thinks it needs an engine mount tightened, because the engine and transmission seemed to be moving a bit. It seems likely that the water supply for the old unit broke off earlier in the trip — about when I started seeing the extra water in the bilge. Then it took a while before the unit finally seized up, and in the meantime the AquaDrives protected us from any vibration...unfortunately. The process could have worn the bearing in the shaft sleeve a bit, so we'll keep an eye on that; odds are it's just a loose engine mount. If it's necessary, changing that shaft tube bearing is more involved, and includes fibreglassing the new one into place. There are also bearings in the struts...I learn more every time we fix something.

8.8.13 Thinking about details — I keep on making my list. I want to go to Haida Gwaii sometime if we can...and will continue to making the boat as anti-fragile as possible.

8.19.13 Stan (from CumminsNW) did a complete engine service and everything seem fine with the engine mountings. Everything else looks pretty good, too, with some normal wear and tear. We need to replace the seals and impellers in the Reverso oil change pumps, and replace one of the water pumps. He had some other longer range suggestions, like replacing all the hoses on both engines - not necessary yet), and perhaps doing another valve adjustment next year. Felix filled the batteries and they didn't take much water.

8.28.13 Felix has the list going forward; Alisaz is battened down for the winter already; I am on my way home to Hawaii.

6.1.14 A lot of work has been done! Here's a partial list: new shaft seals and related repairs, a new tender, new biminis, a new emergency bilge pump system, new windshield wipers, a new navigation computer and software, new cell phone solution, new salt water pump and sea strainer, new filters in everywhere they live and service to many other parts, including a fresh top coat on the brightwork. Thanks to everyone who's worked on the details.

6.16.14 On the plane, heading for Seattle, to prepare and load the boat, and then leave. Our plan is to be in Desolation Sound for the summer solstice...after a couple of days of the city swirl, shopping and packing the pantries of *Alisaz*. I'm excited to go, and will be glad when we're finally untying the ropes.

6.19.14 Eddie Pollock and Henry Izumizaki and I departed Elliott Bay Marina at 12:30 pm and had a very smooth passage straight up Puget Sound to Reid Harbor. We ran into a large pod of orcas off the west shore of San Juan Island, where the windless conditions let us hear their incredible breathing. We anchored at 48.40.263N - 123.11.218W (the second time, at least...). Kumau steak for dinner! The mains have 2,642 hours total; we've gone 59 nm so far this trip.

6.20.14 Henry told us his story of James in the morning, and it was a good thing for all of us I think. We arrived in Bedwell Harbor midday and received Canada Customs clearance # 20141710399. Stopped briefly at Ganges (for fresh fish, this time missing the head) and then continued on up through the Gulf Islands, passed through Dodd Narrows at slack and crossed Georgia Strait before anchoring in Garden Bay, Pender Harbor, at 49.37.652N - 124.01.399W. The salmon was beautiful. In the evening we were visited by the folks from the Couverden, looking for Mike Johnson. The mains have 2,651 hours total; we've gone 130 nm so far this trip.

6.21.14 Prideaux Haven — there were maybe ten boats there if you counted *all* the coves — we anchored at 50.08.534N - 124.40.995W. The mains have 2,656 hours total; we've gone 174 nm so far. Summer Solstice, individual kayak excursions, the shortest night of the year, dinner on the back deck. Henry described *Alisaz* as a “time machine,” one of my favorite descriptions yet.

6.22.14 Henry was picked up by Kenmore at Prideaux Haven. I took him outside in the new tender — great boat! Then Eddie and I went to the stores at Refuge Cove (no one there) and Squirrel Cove before heading north through the Hole in the Wall to Octopus Islands/Waiatt Bay (3 boats...). We anchored at 50.15.846N - 125.14.350W. The mains have 2,660 hours total; we've gone 201 nm so far this trip.

6.23.14 We went by the Hole in the Wall and through Upper and Lower rapids at slack, then up Johnstone Strait to Havannah Channel, then through the Blow Hole, down Clio Channel to Potts Lagoon — where they've now put in a major logging camp — and finally

up Beware Channel to the anchorage behind Mound Island, off Indian Channel. 50.35.297N - 126.38.855W. The mains have 2,668 hours total; we've gone 266 nm so far this trip.

6.24.14 Woke up to steady rain. After picking up the hook we danced on some fast running water in Blackfish Sound and had a visitation of playful Dahl's Porpoises, surfing on our bow wave and the force wave in front of that. We tied up at Port MacNeill Fuel Dock, took on 609 gallons of fuel and filled the water tanks.

6.25.14 We picked up the pie they made for us at the Northern Lights, then Mike arrived on Kenmore and soon after we left for the other side of Queen Charlotte Sound. It started out flat calm and eventually got a little rollie, but nose-to it was no problem for our intrepid heroine *Alisaz*. It sure would be an alien environment for us otherwise. Fascinating fog, sunshine off the water and all in all glorious.

6.29.14 Another grey day — but we crossed Chatham Sound with minimal seas, and so continued on across Dixon to anchor in Foggy Bay, after calling US Customs for permission. Interesting spot, completely protected but near the big water — in fact I can see it through the opening between the islands. We are anchored in 41 feet at 54.56.984N/130.56.453W with 2,713 hours on the mains, and 534 nm on the trip so far.

6.30.14 Ketchikan — an overwhelming amount of activity after ten days now on the boat in the quiet forests...we have been on a relatively quiet journey so far otherwise. We anchored at 55.20.610N - 131.39.128W - 565 nm on the trip log - 2,718 hours on the port engine.

7.1.14 We woke up in the rain again, but it is Ketchikan after all. Mike departed this morning and we moved north, heading up Clarence Strait. Finding light wind and clearing skies, we went all the way up to Red Bay, Prince of Wales Island (a total of 101 nm). We are anchored at 56.16.596N - 133.19.613W - the port engine is at 2,726 hours - there are 636 nm on the trip log. Amazing clouds and water reflections on the way in — what a place. We are the only ones here. The forests around the bay look so much better than a few years ago, now that the clear cuts have really started to grow back. Apparently the forestry folks can't replant the forest here as fast as Mother Nature does, so they don't — it just grows back. I was reminded earlier because there were some fresh clear cuts on the way up along Clarence Strait that looked awful. There is a small amount of extra water in the bottom of the bilge lately...where is it coming from?

7.2.14 Spectacular, beautiful light up at the north end of Prince of Wales Island, both last night and this morning. No wind, just rain squalls every now and then, punctuated by sunshine through the holes in the clouds. We are headed into Petersburg this afternoon to find a spot for the next few days. My father is there on his boat and I will be celebrating his birthday with him. It's the end of the first part of the trip, and it could hardly have gone better. I'm feeling big gratitude for this particular adventure in my life — mahalo.

7.3.14 A beautiful day in Petersburg. First time since Desolation Sound that I've been able to write that... We are parked in slip 674, again — at 56.48.557N - 132.57.858W.

There are 668 nm on the trip log. The birthday dinner requested by my dad for his birthday consisted of cheeseburgers, potato salad and coleslaw, with two desserts.

7.4.14 Precious Fourth of July celebration in Petersburg with the parade going around the block twice in the rain before parking for prizes...they had just enough for everyone. We had a great visit from Dan Kowalski, and Eddie departed on the afternoon plane. Here is his contribution to the log: "The universe conspired to blow us, push us, tide us, suck us, by any which way it could, to transport on board the good ship Alisaz, the crew, into the feeling like the seas opened up wide and excepting before us. Swallowing us into the destiny of our imperceptible future, removing all resistance of obstacles. A divine journey aboard the precious space collectively known as the "Alisaz", under the allowingship of Captain Richard Russell."

7.5.14 New crew arrives; Stephan and Peter. I met them at the airport along with with Buck and Joanne (who's known Peter for years!), then rested for an hour before joining the whole group for dinner on Shadowfax, where we got to serve Kumau Porterhouse Bites for an hors d'oeuvre.

7.6.14 Blue skies, beautiful day — we departed Petersburg and moved up a calm Frederick Sound to Farragut Bay, and then into Francis Anchorage. There's an organic farm here now...you can place an order by phone and pick it up in the bay. We are hooked at 57.09.370N - 133.12.495W. The port engine has 2,733 hours; there are 689 nm on the trip log. It's 105' deep (and the secret sauce is in the Gnarly Head bottle). There's an organic farm there now and we can order from the internet for pickup in Farragut!

7.7.14 Where to go next? Today my thinking ranged from Donkey Bay to Endicott, as well as how we might see Tracy Arm with a good weather window first? Can the weather report be trusted? Ultimately it may not matter if the fog and rain persist, but here we are on the north side of the entrance, in Tracy Arm Cove, waiting for a clear moment to either go up the inlet or down to Ford's Terror. From the radio broadcasts I'm overhearing, it sounds like there's a lot of traffic at Ford's tonight in the fog and the rain...so I think we made the right choice in not going there today. As usual, we shall see what the weather does. We are anchored at 57.48.607N - 133.37.971W. Port engine has 2,740 hours, and the trip log has 716 nm on it. The water is green, 31' deep and 45 degrees. There are glaciers outside the un-named cove but they can't get past the sandbar. One is looking in over it right now. It's raining steadily — that's never disappointed us.

7.8.14 *Maximo* in the anchorage with us — we waved and will hopefully cross paths again this year. Steady rain continued, so we moved out at about 10 am and headed up Endicott Arm to visit Ford's Terror for the first time. Endicott is an amazingly beautiful inlet, mostly obscured by the clouds today, though yesterday we caught sight of the Sumdum glacier hanging over the entrance as we went by. Even so, turning the corner into this particular side canyon (Ford's Terror) took my breath away — incredible granite, and waterfalls everywhere and mysterious fog. We're parked outside the legendary narrows, as Dan advised me to do. He and Melissa are fans (and survivors) of this inlet. They anchor here because they say there's more magic to watch...including the moving water. We will

explore the inside in the tender when the rain breaks, and in the meantime watch the shoals appear and disappear as the tide goes up and down. We're anchored in the back of the hook, in a sort of rock amphitheater, at 57.38.295N - 133.10.230W in 90 feet of water which is 43 degrees. There are now 2,742 hours on the port engine, and 734 nm on the trip log. What a spot — it goes right to the top of my favorites list — and we haven't even been inside, and it's still foggy and the rain blanket is on!

7.9.14 Woke up at 6:30 to see the low tide and the shoals revealed around the entry, but found things much the same weather-wise. I went back to sleep for an hour or so and it was much different by 8 — clearing skies, increasing sunlight and patches of blue even. It looks like my take on the weather report was at least somewhat accurate, and we'll get our chance to explore this canyon when we can see it, in a couple of hours...fantastico. I agree with Dan about this anchorage — I could stay here for a long time.

Later we entered the inlet at high slack as recommended. The entry reportedly runs to 9 knots, with two foot overfalls, so you can only go in and out twice a day (and one's usually at night). Pete rode through on the kayak, and we gave the new tender a fabulous maiden voyage up to the head. Words hardly do justice to the monumental granite sculptures that surround the 500' deep teal water, which turns and divides into two heads, only one of which is open for anchorage. Today our new tender had a stunning maiden voyage — it's a great little boat. Someday we will take Alisaz in there for a spell. Later I found out that Pete had no rudder...and oops I set up the pedals so he was pedaling backwards...but he figured it out and made it both directions through the rapid river bit. Although there are some stupendous forms along the walls of the inner canyon, I like where we're anchored because we can leave anytime, and there's always something happening. For example, a seal family lives here. On a boat note, I discovered that the water pressure switch is leaking...that's where the extra water is coming from! After we returned the rain started up again.

7.10.14 Fog early, but thin, and blue sky showing through, and soon after clear, with blue expanses — a beautiful day in Southeast. We left Ford's Cove after lifting up the boats and headed out to find icebergs filling Endicott Arm, so we picked our way through the pieces and even rustled an old bergy bit for our purposes. Then we went up to the end of Tracy Arm, following two cruise ships, and we got a good look at the South Sawyer face even with the small cruise ship Regatta in our view. Then we re-located and got up close to the face of the North Sawyer Glacier, with no large ship in our way. Once again, the Tracy canyon leaves me speechless: tacenda. Tonight we're anchored behind the small hook on the south shore of Windham Inlet, a very good spot for the late light after a very long and amazing day. It looks like a bear could appear at anytime, and the no-see-ums are out in force. We're anchored at the hook on the south shore of Windham Inlet, at 57.32.677N - 133.29.922W — 2,753 hours on the port engine, 809 nm on the trip log. It's 77' deep, 55 degrees.

7.11.14 Another nice day with high overcast, and some rain predicted, but it won't be anytime soon by the looks of things. I had plans to repair the water system pressure switch, but decided to wait until we moved the boat. A couple of hours later we anchored near the mouth of Sandborn Canal, off Haughton Inlet. Another beautiful place, quite full of life and thick with crab pots. After a bite of lunch we turned off the water pressure and Peter

crawled back over the battery boxes and replaced the switch with a new one. That problem was solved. Later we took a run at fishing, and even tried the bait-fish-swimming-backwards technique, to no avail — though we did get the gift of a beautiful crab, from the crabber anchored in the bay. A stellar full moonrise over Sandborn Canal; it's is now hiding behind the clouds.

7.12.14 Another completely quiet night, good sleeping all around. I woke up at 4 am for a beautiful sunrise, and the outside world was waking up. I went back to sleep for a few hours and arose to a minus 3 foot tide. We are quite close to shore but in 45 feet of water. When we pulled up the anchor it had tied itself in a knot and took a bit of undoing. I'm very glad we didn't get a squall in the night if it was like that on the bottom. Hard to tell... In any case, after untangling the anchor, with the help of Pete, the boathook and a bit of rope, we departed about 9:45 am, and arrived in Petersburg about 3 pm. We were parked next to the stall we had last week, at 538. We're at 56.48.578N - 132.57.803W with 2,761 hours on the port engine and 873 nm on the trip log. I did get a new Square D Pressure Switch (for 2026 when the new one fails). Pete got two more crabs from Coastal and we had a fabulous crab dinner. The end of part one of this year's expedition.

7.13.14 Beautiful day! Peter departed in the morning with his piece of ice. Unfortunately the airline doesn't allow ice on the plane...oh well. He must not have been the first one to try it. After filling up with water, we traveled to Wrangell and found a space to tie up for a month in Heritage Harbor. The first half of the adventure is nearly finished.

7.14.14 An off day...nothing happened.

7.15.14 Stikine River trip in the morning...memories of the Telegraph Creek trip were strong. After returning we moved the boat over to the fuel dock (took on 582 gallons; port engine 2,766 hours) and then cleaned the exterior, polished a few things, and read our books.

7.16.14 I arranged for an electrical problem-solver (Tim Bunes) to look at the furnace tomorrow. Stephan departed 3:45 pm for the 5:35 flight. Once again the cab company told us not to call until we were ready; FYI - going to the airport takes 8 minutes.

7.17.14 Worked on the boat — whittling away on the never-ending list. Departed at 5:35 pm on the Alaska jet...back at SeaTac at 9:30. Welcome to the world of cars.

7.21.14 Reflecting on the first half of the trip...I like the month-on, month-off program so far — I don't get quite so out of touch with everyday life at home. We are going to do the last half with no furnace, but we have other means of heating the house. We'll see how the weather is — we may not need it.

7.23.14 Home in my studio in Hawaii. What a beautiful world we live in.

8.11.14 Return to Wrangell. Boat fine. All well except I lost my day off. While at home we saw a mountain swallow a live hurricane, and I wasn't quite ready to leave again for a few

minutes afterwards...it's been a tempestuous summer weather-wise, everywhere. Still hoping for a good ending.

8.12.14 Charles, Torkin and Jackie arrived in the morning, then we explored Wrangell and did a little shopping in the afternoon. Good to see everyone. Nice weather, after what I hear were biblical rains while I was gone...the paper said they had 3+” when .3’ is the norm.

8.13.14 We got up early and made some oatmeal and then went off to Anan Creek with Jim and James, and had a great time in the observatory watching the bears. When we got back we departed Wrangell for Beecher pass and had dinner with Dan and Melissa, along with a spectacular Alaska sauna. Dan speculated that the yellow cedar molecules in the fire were saying “hey, they can sing!” We hoped for and got (!) a visit from Kurt, who was doing a workshop next door. Great to see him as well.

8.14.14 We went with the tide up Wrangell Narrows to Petersburg, and then on the spur of the moment decided to visit the LeConte Bay icebergs in the stunning late light, which were spectacular. It was also remarkable in that I got farther into the bay than ever before. On the way home we heard a call for help from a nearby boat and ended up turning around and going back a ways in order to give *the Safari* a tow back to Petersburg, along with Eric and Joan, and their grandchildren Taron and Taleena. Moored on the new north harbor float. Mains have 2,771 hours; 944 nm trip log; 56.48.818N - 132.57.672W.

8.15.14 After a shopping trip and lunch at Coastal with Bobby Dolan, we departed Petersburg in the fog — but nevertheless found a survivor beautiful piece of old ice — then continued to Frederick Sound. A foggy day, with a short try at halibut fishing near Turnabout Island, then anchored in Halleck Harbor, Saginaw Bay, Kuiu Island. 2,785 hours on the mains, 1,032 nm on the trip log, 51 degree water. 56.54.534N - 134.13.165W.

8.16.14 We spent a reverent morning listening to the whales breathing and playing in the bay, then departed about 9 am for the far side of Chatham Strait. There was fishing going on the east side, and a lot of fog in the middle, and we passed through the void into Deep Cove, and astounding spot where we anchored in front of a waterfall under tall mountains. Charles and I went out to fish the tide change and caught a beautiful silver, which we ate for dinner. It has started to rain. Mains 2,788 hours; 1,059 nm on the trip log; 82’ deep. 56.32.407N - 134.45.692W.

8.17.14 Went to sleep and woke up in the steady rain, then made the move to Baranof after a leisurely day in the rain. A bit rowdy rounding the corner — seas 6-9 feet — but it settled down once we made the turn and got away from the point. After arriving in Warm Springs Bay we heard some USCG drama on the radio and saw a cutter come into the bay and anchor. Later we saw 4 bears on the beach. At one point the extremely agile and powerful male went fishing and got 4 or 5 salmon in a row out of the stream. 2,793 hours on the mains, 1,093 nm the trip log. 57.04.500N - 134.49.630W.

8.18.14 Still under the Alaska rain blanket...we spent a leisurely morning, and saw a brown bear mom and cub on the shore as we departed. Sailed north to Tenakee Springs in

calm conditions. Picked up Chuck Roppel from the seaplane there and did a tiny bit of shopping — all that was available to do. There are 2,798 hours on the mains, 1,137 nm on the trip. 57.46.688N - 135.12.417W. 8.19.14.

8.19.14 Heading for Hoonah Sound, we saw humpbacks bubble-netting off the junction with Peril Strait (again!). Charles caught another beautiful silver as we were watching the whales. The National Geographic boat pulled up and the strangest sounds were coming from it. I thought “why the chinese music?” when I realized it was a hydrophone, and you could hear the bubble-netting going down. Amazing sounds. We anchored off the drying sandbar in the Southern Head of Hoonah Sound in 59' of 60 degree water. 2,805 hours on the mains, 1,191 on the trip log. 57.42.351N - 135.43.337W. The weather is clearing — the northwest wind is making its' appearance and things are warming up a bit. Fingers crossed...

8.20.14 Charles and I got up early and departed in extremely dense fog to make the tide at Sergius Narrows, then crossed the end of Salisbury Sound, where the fog suddenly cleared, and then the sun lit everything up with sparkles and extra glitter. We headed through Neva Strait to Port Krestof, a delightful surprise with a lot of possible anchorages. At first, we dropped the hook in front of the flats in Port Krestof (strong current), then went exploring for other possibilities in the tender. It's great to have a fully functioning boat for that purpose: it's proving to be a superb upgrade. We discovered De Groff Bay, a new favorite place, and moved *Alisaz* over there after lunch. It has an extremely narrow entrance and so is rarely visited, but this is a natural Shangrila, and right next to the ocean. We are anchored at 57.12.047N - 135.31.314W, with 2,811 hours on the mains, 1,229 on the trip log and 60 degree water. The sun is out — the hammock was hung — summer is here. Sitka tomorrow, just an hour away.

8.21.14 Sunshine was streaming through the porthole when I woke up — a fantastic and welcome sight. Some early fog lay across the entrance to this completely quiet place, but it dissolved while I watched. Otherwise it's a clear blue sky, the first one on this trip! This bay is a miraculous, private place, with lots of wildlife. It's hard to believe we are only 12 miles from Sitka. Later we moved there, into Eliason Harbor, and after a walk through town, we had a(nother) magnificent dinner at Ludwig's Bistro. Thanks to the Harbormaster who found us a place at the ANB Dock to park the tender closer to town so we can use it to commute. Parked at the end of Dock 7, at 57.03.517N - 135.21.413W. 2,813 hours; 1,240 trip log.

8.22.14 We got up to clouds and fog and went over to the Raptor Center first thing this morning, where we saw some amazing birds in recovery from their intersections with human beings. Afterwards we came back and everyone helped clean up the inside of the boat. When the time came, Tad at Baranof Taxis took Jackie, Charles and Torkin to the airport for their flight to Seattle, while Chuck and I went to the Larkspur Cafe for lunch, and then both of us took a nap. Later I washed the salt off the outside and continued the change-over laundry, etc. We had some spectacular cioppino left-overs from dinner last night along with some fresh kale.

8.23.14 Continued housekeeping, then met some local musical folks at the small town community market at the ANB Building, who invited us to dinner at their house tomorrow night. Later we filled with fuel = 543 gallons. Paul Reisler and Cheryl arrived in the evening and we ate at Ludwig's, again...wowza, again.

8.24.14 Chuck departed. Cheryl and Paul and I took stock, made our shopping run and then went out to dinner and music with the local folks Mark Cowart introduced us to — Laura, husband Mark and two kids (Tala and Resa) and Laura's brother Roger, a trombonist! Roger Schmidt, it turned out, is also Executive Director of a remarkable summer art school, and is overseeing an amazing project rehabilitating a historic old college campus (20 buildings!), including a fabulous theater and nearby dormitories.

8.25.14 Raining, but lighter. After an early tour of Roger's art camp facility project and theater (a big wow!), we left Sitka at around 2 pm — at high tide on the new moon — and headed for Sergius Narrows. We ended up at the head of the north arm of Hoonah Sound, with the sun shining through holes in the clouds and fantastic cloud light. Almost the end of August and it's getting pretty dark by 9 pm now, which is a big change from a few weeks ago. We are in yet another new place, at 57.46.095N - 135.49.195W. There are 2,819 hours on the mains and 1,285 nm on this trip so far. It's 90' deep and the water is 58 degrees. Chatham Strait tomorrow; the clouds are supposed to scatter as "a high builds over the Panhandle..."

8.26.14 Woke up to the rain, but movement in the clouds and patches of light gave us hope for a brighter day. It was a very quiet night here; Cheryl made pancakes for breakfast and we departed just after ten, then watched the changing weather as we moved down to the mouth of Peril Strait and turned south into Chatham Strait. The Simrad unit was acting strangely, as if perhaps the motherboard or display section was croaking — I'll nurse it home (if possible) and we'll replace the whole thing; after 12 years it's probably time and the Flybridge unit needs an upgrade as well. The Baranof dock was full at Warm Springs and we anchored in "Bear Cove" and watched bears...57.04.476N - 134.49.645W. 2,826 hours on the mains, 1,342 nm on the trip log. It's 73' deep in 55 degree water.

8.27.14 A much nicer day, and we went up to Baranof Hot Springs for a soak first thing. Chatham Strait was like a mill pond, beautiful grey light, as we made our way to Red Bluff Bay. 56.52.339N - 134.47.314W. 2,828 hours; 1,359 nm trip. 78' deep, 52 degree water.

8.28.14 After emerging from Bay in the fog, we crossed a completely calm Chatham Strait (I noted that there was lots of fishing going on around Security Bay) and made it all the way to Scenery Cove, where we are anchored at 57.04.652N - 132.47.803W. 2,836 hours; 1,415 nm on the trip log. We're in 85 feet of 53 degree water (it was 43 degrees outside in Thomas Bay, in front of the retreating glacier).

8.29.14 Woke up under the blanket again, and headed for Petersburg. Some choice icebergs came to visit us out in Frederick Sound on the way to Petersburg...saved us a trip to LeConte Bay in the fog. We tied up in the North Harbor at 56.48.826N - 134.25.683W. Mains are at 2,838 hours; trip log at 1,432 nm.

8.30.14 Paul and Cheryl departed, then I put on my hotelier hat and begin the changeover process. Next is Alisaz Restaurant with Jileen on board...

8.31.14 Day off - cleaned the house, put things away and prepared for the next leg. Keoki and Yvonne visited in the afternoon and then invited me to dinner with them at their B&B, the Nordic House.

9.1.14 Keoki and Yvonne moved onboard in the morning, then later Jileen arrived. Very soon thereafter we departed Petersburg and moved down Wrangell Narrows. Unfortunately Dan called and was just arriving in Petersburg with a load of halibut and was heading right out again, so we missed him this time. We crossed Sumner Strait to Saint John Harbor, and at first we anchored pretty near the southeast shore. Later, though, after dark, we started swinging all the way around and I decided to move us out a bit into deeper water, despite all the fisherman anchored around us. We did move the anchor, with the help of the radar, and ended up at 56.26.612N - 132.57.477W. The mains have 2,842 hours, and there are 1,452 nm on the trip log.

9.2.14 We woke up in the fog, which cleared by 9, and then clear skies — wonders never cease. We recovered from the shock of the blue color above us and had a very relaxed morning, and then raised anchor and traveled slowly along the north shore of Zarembo Island to Little Baht Harbor, where we anchored for the night. A beautiful spot within an hour of Wrangell — increasing my choices again. Another new place!

9.3.14 We travelled to Wrangell in the morning and then went with Jim and James to Anan Creek for the fall viewing. We watched one black bear, who was very filled out and had a gorgeous coat of fur (“Wolverine”), ready for the winter’s nap, picking up exhausted salmon to eat above the waterfall. Then, on the way out, Jim picked us up inside the lagoon, and we watched another brown bear (“Gidget”) foraging along the shore. What an amazing place for a summer fishing camp — it was my first time on a boat inside the lagoon.

9.4.14 Morning in Wrangell, did some shopping and departed about 3 pm for Meyer’s Chuck. It was a grey and rainy run, but almost no wind or chop. I’ve heard about the place for years but never stopped there overnight. After anchoring in the near dark in the middle of the Front Chuck (aka cove), we watched a fishing boat leaving from the Back Chuck, and it was a most amazing sight with the forest lit up by the big sodium halide lights behind the islands, as they moved out into Clarence Strait. We’re at 55.44.455N-132.15.560W; 2,851 hours; 1,511 nm; 58 degrees; 50’ deep.

9.5.14 We awoke to the sun reflecting off the water onto the ceiling of our stateroom — a beautiful sight — and then a rainbow when we came upstairs. Better than expected light conditions...in a magical cove, with almost noone home. It’s a beautiful day, with whales breathing audibly outside the anchorage. We eventually went over to the Post Office to see if we could mail a letter to my dad and Dion (which we did, though it won’t go out until next Wednesday), and met Steve Peavey, and then a little later the ex-Police Chief of Ketchikan, who wondered about our owl. Then we went over to the main dock for a look around. We

met a few locals (Cassie and Carol (?) closing the Gallery for the year) and explored the remarkable little community here, then followed the sawdust trail out to a wild beach on the Clarence Strait side, where we spent some time appreciating the rocks and driftwood. After that we returned to the tender and went over into the Back Chuck, where a guy actually flagged us down to give us a couple of salmon (he was tired of cleaning them...). He invited us in to see his remarkable place, and it turned out he is a world-class artist (wooden bowl turner), fisherman and student of Buddhism. His name was Greg Rice and he just got an email that morning from someone on the Big Island who knows Charles Brotman...as well as other connections...it turns out to be a very small world indeed (lest we forget). We gave him some music and some lamb chops in return for the fish: a beautiful trade. We immediately fileted the fish and made plans for dinner. Later we invited him over to join us and we all enjoyed his fish and Jileen's cooking (fresh salmon with curry sauce, rice and vegetables. A new friend...

9.6.14 ...who brought us more salmon in the morning, including a slab of White King! I sense that we'll see him again someday. We picked up the anchor about 9 o'clock and made our way down Clarence Strait as Keoki produced banana-blueberry pancakes for breakfast. We turned around Caamana Point into Behm Canal and headed up the waterway. Once at Snail Point we slowed down and explored Spacious Bay and the surrounding inlets, and then we anchored at the head of Yes Bay, another *beautiful* place. We put out two crab traps and a prawn trap in the outer basin — we'll see what happens. We're at 55.56.389N - 131.50.240W. The trip log is at 1,560 nm, and the mains are at 2,858 hours. The water is 63 degrees and it's 60' deep here.

9.7.14 Awoke to rain, and some fog moving through, as predicted. When the forecast is one word — "rain" — it does. As James Leslie said: the forecast in SE Alaska is always the same — it's either raining or it will soon. Hence the rain forest... We slept extremely well and then Keoki made French Toast. We harvested 3 spotted prawns and put a crab back, then moved the boat over to Klu Bay...a remarkable and gorgeous spot behind Shrimp Bay, off of Gedney passage. Jileen made soup and we enjoyed the waterfalls and the reflections. As the afternoon went on the rain broke up a bit and the sun made some progress as the squalls pass, and the forecast for the next few days is pretty excellent, all things considered. We'll go look into the big canyons tomorrow! 55.50.589 - 131.27.173W; 2,860 hours; 1,574 nm trip.

9.8.14 Clear blue sky, full moon day — a stunning morning. No words, though lots of pictures. Everyone but Jileen ran out of storage space on their cameras. On a side note, I think our crab pot got disconnected from the buoy...oh well. We got no prawns neither. We left Klu Bay about 9 am and headed out through Hassel Passage while Keoki made pancakes for us all again. We went into Blind Passage for a look and then turned around and headed through Behm Narrows to the other side, then down (south) to Walker Cove...woah... wherein we went up to the head and took a break, exhausted from so much beauty. After a rest we moved down to Rudyerd Bay — double woah — where we anchored alone in Punchbowl Cove while we watched the sun paint the cliffs in an incredible light show. After watching the sun dance down we anchored at 55.31.623N - 130.46.807W; there are 2,869 hours on the mains; 1,631 nm on the trip log; 61 degree water 60-90 feet deep — it's steep.

Then the full moon rose over the rim of the bowl...and we spent much of the night watching the moonlight paint the same incredible granite walls the sun was playing with earlier. Quite the day and night...thank you I love you.

9.9.14 A day and another night in Rudyerd Bay. The seaplanes started early in the morning and came throughout the day, bringing folks from the cruise ships in Ketchikan for quick views of the cliffs, at least once the clouds cleared. One landed and brought folks to the beach near us, then left again after a short visit. After lunch we picked up the anchor and explored the north and south arms, pausing at each end, and then returned to the head of Punch Bowl Cove and anchored on the other side, nearer to the three streams. An astounding canyon all the way to both heads — the north one was particularly beautiful, with two river valleys separated by a massive granite face.

9.10.14 Departed Rudyerd Bay about 10 am, and stopped to photograph New Eddystone Rock. Then we continued, out around Point Alava and behind Bold Island, arriving in Ketchikan in the mid-afternoon...we filled with fuel (686 gallons) and then docked in Bar Harbor on dock 9, at 53.209.84N - 131.40.978W. Keoki got to walk the docks and take photographs and later we all enjoyed a well-above-average farewell dinner at the Bar Harbor Restaurant (convenient!).

9.11.14 A day in Ketchikan, travel arrangements, internet, phones, walking, guest exchange, shopping, preparations for the southern push...dinner at the Bar Harbor Restaurant again with the new group.

9.12.14 Departed Bar Harbor at 8:30 am and after a couple of hours stopped to explore Morse Cove, then crossed Dixon Entrance in calm seas to the Prince Rupert Yacht Club. We called in and Customs gave us clearance #20142550444. We went to dinner at a great fish place nearby, and then just missed a local brewery that closed at 9 - early but not unusual in these parts. The energetic change from the USA is palpable — suffice it to say that everyone is a lot more relaxed here. We will head into the Great Bear Rain Forest tomorrow. On the outside float at 54.19.187N - 130.19.180W; 2,888 hrs.; 1,762 nm.

9.13.14 We departed Prince Rupert at 9 with the time change (it was 8 at this time yesterday...) and found some fog in Chatham Sound — which made a beautiful morning more so as it swirled and eventually lifted. We considered the outside of Pitt Island (Principe Passage) but decided to keep moving through Grenville Channel and head for Bishop Bay Hot Springs. We'll take any extra time we have in Desolation Sound, where we can swim. Next time, perhaps...this time there were only a couple of boats at the dock and the hot springs felt great! We had Kumau steak for dinner afterwards, anchored in between the two bouys, at 53.28.083N - 128.50.210W; 2,898 hours; 1,846 nm; 90' deep in 54 degree water. Clear skies and a still bright moon.

9.14.14 Clear skies all morning, perfect conditions. We made our way down the Reaches, stopping at a waterfall and then Butedale for a look, and then onward at 12+ knots towards the sun in the south...there are so many places I want to stop — next year we should stay in BC the whole time. In addition to fish farming, we encountered helicopter

logging going on in Jackson Passage, and even had a guy come out and warn us so we wouldn't get a tree dropped on us. Outside Reid Passage there was fog like a wall in Seaforth Channel, but it didn't last for long; we followed the lightows and ended up anchoring in Raven Cove. A beautiful evening...52.14.903N - 128.09.025W; 2,907 hours; 1,925 nm.

9.15.14 Exquisite morning with the sun rising on one side and the fog pushing in on the other. The report is calm though foggy in places — our place, for example. Richard made pancakes and we traveled through the fog into Bella Bella (where it cleared) and over to Shearwater for fuel (448 gallons). The fuel dock attendant said there's a 40% chance of rain but there aren't many clouds yet. The rain forest sure needs it. It's apparently been summer hereabouts all year, while it's been pouring in SE Alaska. A man from Kittimat we talked to in Bishop Bay said there's no water in the river or the lake, and the folks who run the aluminum plant are nervous...in any case, we all talked on our cell phones briefly and got (some) email, then continued southward through Lama Passage up Fitzhugh to Queen Charlotte Sound. Another spectacular day...keep going...it got up to a meter or so around Cape Caution but nothing too scary. We anchored near the head of Allison Harbor; great protection and a very calm spot. 51.03.537N - 127.30.257W; 2,917 hours; 2,001 nm.

9.16.14 Awoke to fog all around us — but light winds reported and we're heading down Queen Charlotte into Johnstone Strait, where it should get clearer. The weather report makes it sound like we can make our schedule if we keep going at this pace...Seattle by Saturday. Glass calm on Queen Charlotte Straits and Johnstone Strait. We saw a large group of Orcas in Blackfish Sound, then saw hundreds (!) of PWS Dolphins as we entered Hemming Bay. A few came over to play on our wave — they are so much fun to watch. Anchored at 50.23.941N - 125.23.963W; 2,927 hours; 2,091 nm trip. Richard has been doing most of the cooking and I think everyone is enjoying this "road trip" wilderness journey. We even spent some time in the desert — last night we watched Lawrence of Arabia (up to the intermission at least; tonight we'll watch the last half).

9.17.14 Left Hemming Bay and went up around Hall Point and through Dent and Gillard and Yaculta with the flood, an hour or two before slack, then down to Squirrel Cove for a stop at the store. *Note to self: be especially careful trying to fit onto the public dock there.* Afterwards we anchored in Squirrel Cove in front of the stream and had a quiet afternoon, sitting still, for a lovely change of pace. Devin, Richard and I went swimming in the 64 degree water and it felt fantastic. Now it is raining lightly which must be very welcome to these dry forests. I hope it continues. 50.08.446N - 124.55.230W; 2,931 hours; 2,117 nm.

9.18.14 Georgia Straits were fairly friendly in the grey rain. We made our way down past Savory Island and then west of Texada to join Ray and Eve at Higgins/Lindora Island for the evening. Wonderful to see our old friends and share a fabulous chicken curry dinner.

9.19.14 This morning Georgia Straits was somewhat stronger (1-2 meters) from the south, so we beat it into Nanaimo, then proceeded slowly to Dent Rapids to fit the tide (as opposed to continuing outside, as was my plan). We had no trouble with Dent at 4+

knots and continued through the Gulf Islands, crossing Boundary Pass into the US, cleared Customs in Friday Harbor with clearance # 3014-2014-0919193158. We anchored in Brigantine Bay, off Decatur Island, and watched a great sunset light display over the San Juans. Nice anchorage...

9.20.14 We awoke to fog, and watched much of it clear before venturing out across Rosario Straits, which was flat calm. Except for more fog — wherein we avoided one freighter and then passed through Deception Pass in dense soup. Mahalo Mr. Radar — that was your last big assignment and you hung in there. Then it cleared up and we had following seas and a beautiful day, with LOTS of boats later out in Puget Sound, mostly fishing, along with two guys on hydrofoil kite surfboards romping, as if riding a silver surfer-ish rail through the waves.

9.21.14 Pau — home, in slip F-47. There's 2,952 hours on the port main engine, 2,947 on the starboard; 1,984 hours on Generator #1; the log says 2,286 nm total for this trip and 21,960 nm total for this ship. Cleaning up and making lists of things to do. Approximately 350 gallons of fuel left. We'll fill it up in November.

9.22.14 Stan visited from Cummins — all's well basically, details as follows: wait another year (at least) on replacing hoses. Engine zincs were worn out — suggest that perhaps we replace them on these long trips. Stan will replace the water pump on the port engine, which was beginning to leak a little. Re-priming the main engines remains very difficult with tanks low... Port engine voltage seems high; the seals were replaced last year, but the Reverso pumps still work better one way than another (MJ: the temperature of the oil matters...); I'll be watching for new oil speckles on the front of the port engine.

9.23.14 Mike Johnson visited, looked at the furnace and EBP installation, serviced the windlass, and we talked through my list of questions and concerns. The only trick I missed on the windlass was the precise use of the rubber hammer (aka "the persuader") at a particular moment. The works were in good shape on the inside. He agreed with me that the EPB (emergency bilge pump) doesn't make the grade, so we will work on a re-design. It's so much more fun to work on these things *with* someone. What a great ally and resource he has been to me. Mahalo nui loa Mike.

9.28.14 Back home in Hawaii, reflecting on an amazing trip. Thanks for all the forces that conspired to make it so. Deep breathing, stretches.

11.12.14 Lots of work done already, including the brightwork and the decks outside sanded lightly, and the rubrails and seals inside — she looks like new. Furnace and dryer repaired, as well as the hinges in the guest head cabinet...the new cover's on the tender. I traveled to Gig Harbor for TRFF meetings, and had the aft starboard tank hiccup again, so I ran both engines off the front port tank (no problem). It was a glorious day on Puget Sound.

11.15.14 Back in the marina, water and front fuel tanks full, ready for winter. Another stunning crisp day on Puget Sound, and the furnace is working fine (and the EBP installation

was indeed what caused it to fail). Winter boating is fantastic in this weather. We should go to Vancouver or something...

12.15.14 Got a plan from Stuart Miller for the new electronics and navigation systems, and we are moving forward with that. I am still thinking about the hard top — if not now maybe next year. I do miss winter boating...

1.5.15 Another year, number 14 since the keel was laid, 13 since the launch. Incredible but true. It has been a great blessing in my life (and many others) to have owned this beautiful boat. Mahalo nui loa Alisaz.

3.16.15 We traveled to Gig Harbor for the TRFF meetings, another excellent adventure. Preparing for the PH make-over, clearing out stuff in the way and fixing lights and bulbs and such. The Felix guys have repaired the salt water pump, which was new last year and under warranty. Meanwhile, Rob has fixed the VHS antenna, the horn, put a dimmer on the new LED lights in the hallway and is working on the FB speakers and cleaning up the plumbing around the water pump. Still haven't done anything about the aft tank hiccup-like behaviors...

6.28.15 Mike Dupille and I left Seattle and picked up Mike Johnson in Anacortes, then went across Rosario Strait to the San Juans and anchored in Blind Bay for the night. We were able to watch the Grateful Dead play live in Santa Clara on the screen...

6.29.25 Cleared Canadian Customs in Bedwell Harbor, then continued out through Active Pass and up to Pender Harbor. Later we were visited by the m/v Couverden folks, and Mike and I played some tunes on the aft deck.

6.30.15 Squirrel Cove. Tender engine failed on the way to the store. Bad fuel? Turned out to be the fuel line — which came off the supply right inside the engine. Someone in the factory put the clamp in front of the flange instead of behind it...

7.1.15 Mike and Mike flew back to Seattle on Kenmore after a great trip here; it was a good thing, because of the serious issue with the tender — Mr. Johnson was able to repair it, even with a cast on his wrist. I had all the tools but he did all the work. Saved the day(s). After they left I went into "writer's retreat" mode, and moved over to Twin onto Mark Torrance's dock.

7.3.15 Tied to Carol's new dock in Manson's Bay. The weather is beautiful and hot, though a little cooler today. My dad's 83rd birthday. I'm a little worried about her dock, still...

7.4.15 Moving back to Mark's dock to watch the last two nights of the GD at Soldier Field through the miracle of the internet. No one will be there so it will be quiet... I'm liking this writer's retreat. All is well on board, and I have the new CD cover to design and some new songs to write.

7.7.15 Pretty much done with the design part of the new CD cover, and the Barn Dance invitation as well. Next are some songs. Meanwhile, the smoke from BC forest fires has completely inundated the area and we're living in a dystopian Martian waterscape. After a couple of nights at Twin, I moved back to Carol's. Now Peggy has arrived, despite the smoke problems for seaplanes yesterday – when everything was cancelled. Meanwhile I'm catching up – I put some oil in the outboard and finally fixed the kayak rudder!

7.10.15 The wind is picking up and some weather may be coming, but it is ferociously dry and there are hundreds of fires burning across western Canada. The boat is performing admirably, though I'm still unhappy with Gen.2 – it is so erratic I don't feel comfortable using it, especially unattended, which was the original idea. As always, there's a list of things to do, but all minor. Alisaz is definitely a peach. What a blessing on me and everyone else who hereby gets out into the water world. Like Steven Wright, who arrived by Kenmore seaplane.

7.14.15 We departed Mansons Bay after Carol made us breakfast. Stopped at Mitenach for birds. Crossed Georgia Strait to Nanaimo surfing, with the wind behind us. The flags were slack; a very calm crossing. We went through Dodd Narrows and anchored in Irish Bay, near the Winter Park Marine Park area. Beautiful.

7.15.15 Calm conditions. US Customs clearance #3014-2014-0919193158 in Friday Harbor. Went out through Cattle Pass and beat it out a ways before deciding to hand it to Mother Ocean and turn. Then we surfed our way to Deception Pass and went down the back side. Beautiful day, great conversation.

8.9.15 Jileen and I visited the boat and returned some clean laundry and re-stocked the refrigerator.

8.21.15 Preparing for part two of my summer boating adventures. I cleaned out the lazarette and greased the rudder points, then made up the house, cleaned the last bits and removed more unnecessary or redundant stuff from the boat. Ready to go.

8.26 15 Departed Seattle at 8 am with Tom Weikert and Brooke Lizotte, and we had glass calm conditions all day. We arrived at Bedwell Harbor at 3:30 or so and after clearing Canadian Customs (#2015-2380456). We continued on to Clam Bay and anchored for the night.

8.27.15 We left in time to let the early flood tide carry us through Dodd Narrows, then looked at Nanaimo before heading out to Georgia Straits. We stopped at French Creek to go to the (only) fish store, and bought some supplies for next week. We took a straight line between there and Mittenacht, then anchored in Emerald Cove. Carol and the Sheldrakes and others were all having an evening soiree and we had drinks with them before making our dinner of ling cod, bok choy and wild rice.

8.28.15 Brooke and Tom returned to Seattle on the seaplane and I begin making over the boat for the next trip. Carol has repaired her moorage, so I moved onto the dock to make it easier on myself and take walks...

9.1.15 Departed Emerald Cove with Rupert and Jill...went through Guillard Passage and Dent Narrows, and then had a fantastic dolphin encounter as we crossed Frederick Arm. We anchored in Port Elizabeth on Gilford Island.

9.2.15 Anchored in McIntosh Bay off Simoom Sound. Bear on the beach! Green Water.

9.3.15 Grappler Sound. Anchored behind Blair Island in Mackenzie Sound, backlit raindrops, rapids and cliff, 3 doors.

9.4.15 Visited Echo Bay, took on 300 gallons of fuel. Anchored in Wahkana Bay, Tribune Channel

9.5.15 Anchored in Forward Harbor.

9.6.15 Stopped at Blind Channel for the first time. Wonderful walk in the woods. Anchored at the head of Frederick Arm.

9.7.15 Picked up Eddie Pollock at Stuart Island. Anchored in Waiatt Bay, Octopus Islands.

9.8.15 Passed through Upper and Lower Rapids near slack and anchored in Handfield Bay Marine Park in the back of Cameleon Harbor.

9.9.15 We left in a fog bank, which cleared when we got outside the bay. We went south down Discovery Passage, then through Seymour Narrows near slack and on to Campbell River, where we bade farewell to the Sheldrakes and picked up some fuel (???) and groceries. Went back over to Emerald Cove, Carol's Dock. No one was home, however... she's in Vancouver already. We did our last shopping at the co-op and went to sleep.

9.10.15 Beautiful day on Georgia Straits. We got through Dodd before it got too wild, and then we kept going all the way to Montague Harbor, with high hopes – but alas, there was no Kris Krug. No cell or internet reception in the harbor at all. Lots of boats in the harbor for a change.

9.11-12.15 Doe Bay – Imagine Gathering - the stage, the Tea house, the middle of the night boat hoist...

9.13.15 Langley – inside the breakwater – a wonderful evening with Luigi, and Autumn...

9.14.15 Then morning with Rick, Peggy and Vicki. Then home to Elliott Bay Marina.

9.15.15 Lists circulated, work starts...water maker pickled.

10.1.15 After a full service I authorized major engine work by Cummins NW: they removed the back of both engines – turbos, air cleaners, coolers, then cleaned everything out and rebuilt them, in the process replacing ALL the hoses, & belts on both engines while also repairing the starboard exhaust support strut.

10.28.15 Went out for a sea trial after the major engine work was complete with Aaron from Cummins. In addition to all the items described above, he replaced ALL the injectors, as well as repairing the seals and doing a valve adjustment. Generator work also done... The boat was amazingly CLEANER already. I'm glad we did this! Apparently in the nick of time – we brought ourselves back to a neutral state instead of doing permanent damage inside. Detail: Aaron recommended Mermaid Canvas Cleaner for the soot on the back...which in any case should be much less now.

6.2.16 Alisaz and Mike Johnson is just now making their way up to Anacortes through the Slough, after filling with 691 gallons of fuel in Oak Harbor (cheap! <\$2/gallon!), on their way ultimately to Wrangell, where I will begin our trip at the end of June. Since November we've fixed the outboard on the tender, re-configured the TZT Black Boxes for true back-up, repaired the support strut on the starboard exhaust system, put the wipers on three breakers instead of one, connected the DVD to the new screens and installed an aft camera. Tony the Cummins NW guy went on a test run with me (after all the work done last fall), and then he came back and replaced the pre-heat rigs on both engines and changed the engine zincs (which weren't too bad after 9 months). At this point the boat is gone, already on another amazing and beautiful adventure – and I'm here for the first time, thinking about her out there...

6.4.16 Alisaz and Mike (and Scott) made it to Frances Bay last night (non-stop from Anacortes!) and tonight I can see (from the AIS) that they're in Miles Inlet, 15 miles from Cape Caution, nearly around the corner already. The wind is supposed to die back tonight and come back again tomorrow afternoon, which will give them a perfect window to get around. The trip is on, without me.

6.5.15 Today they made it to Wigham Cove, just north of Bella Bella.

6.6.16 Then Lowe's Inlet, Grenville Channel...

6.7.16 Then Brundage Inlet...

6.8.16 Then crossed Dixon Entrance to Ketchikan, Alaska...where they went through Customs and filled up with fuel. Moored at Bar Harbor.

6.9.16 Then on to Myer's Chuck, Clarence Strait...and some fishing, just for the halibut. Success! The stink is off the boat.

6.10.16 Then finally they arrived in Wrangell...where's she's parked and waiting at the Fish & Game dock.

6.24.16 I joined the boat in Wrangell with Jesse, after navigating the unpredictable nightmare of commercial air travel..

6.25.16 Departed Wrangell at 10:00. Smooth trip, and we tied up at slip 28 in the north harbor in Petersburg. Overcast, little wind, rain. Valerie and Carson joined and we went shopping for groceries. After dinner Dan Kowalski came over and brought us fresh crab! He came straight from selling his catch, and brought us two as well. He cleaned the live one on the dock and then we cooked them all. Woah. Wonderful. Fresh Dungeness crab!

6.26.16 Departed Petersburg about 10:30 and headed into Frederick Sound. Valerie made fresh crab, avocado and kale omelets on the way! We had a grey but calm run over to Red Bluff Bay; lightows in the sky, a few raindrops, which became gradual clearing, with the blue sky coming through in patches. No bears but it's early in the season still and there aren't that many fish yet.

6.27.16 We moved up to Warm Springs – the mains are at 3232/3227 hours. It is better weather than I had reason to hope. We anchored in One Bear Bay and had a wonderful night with Dark & Stormys including a rousing game of Cards Against Humanity. So quiet, and so beautiful. We're hoping for a dip in the hot springs. Finished my first book...

6.28.16 Jesse and I had a wonderful soak in the Baranof hot spring, and then we pulled anchor and idled our way over to Ell Cove for the night. What a beautiful coast, and significantly better weather than was predicted. Mostly clear, actually blue skies. Not much traffic, or fishing either, around here at the moment.

6.29.16 We got up a bit early to make the 70 mile run from Ell Cove to Krestof Sound near Sitka, departing at 7:30 or so and beat the tide at Sergius Narrows (at 1:15 pm), and getting into De Groff Bay at 3 pm or so. Still eating crab...thanks again to Dan! Overcast and SE wind 10 knots, rain showers. The mains have 3242/3237 hours on them, and sound like twin sewing machines. She's a peach.

6.30.16 Overcast with some fog. Made our way from Degroff Bay to Sitka, and had dinner at Ludwig's Bistro...yet another amazing experience. I like the fact that we can go places in town in the tender and not need a cab, and so did Valerie and Carson.

7.1.16 Jesse departed for a gig in Hawaii. The holding tank light has come on overnight, after I just emptied it all in Chatham Strait – oh well. See if we can maneuver to empty it, or adjust... This turned out to be a very good place to park – the pumpout station is on the other end of this dock, and the fuel dock is next door on the other side. It's the catbird seat for the fireworks.

7.2.16 Valerie and Carson departed...having had a fabulous time.

7.3.16 Late night fireworks were excellent, and I invited a few folks on board to watch from a party going on nearby on Rob's sailboat across the dock...

7.4.16 The parade was a lot of fun to watch – there were as many people in it as lined the street. Everyone in their colors. I missed the water fight this year...

7.7.16 Yvonne & Keoki arrived...we took the tender over to Jamestown Bay, tied to their dock and had dinner at Laura and Mark's house, with Raizee and Tava, including wild caribou from Adak Island and king salmon – and Laura's fabulous greens. A wonderful connection for us – thanks to Mark.

7.8.16 Filled the fuel tanks (540 gallons), got fresh vegetables from Laura at the garden, where I greeted O'Neils and the Moltzs, who had just arrived...then later we three went off and had a marvelous dinner at Ludwig's Bistro.

7.9.16 Departed at 7:15 am to hit the slack tide at Sergius, then passed through Peril Straits into Chatham. After checking out Ell Cove and the nearby waterfall (in the sunlight!), we tied up next to Shadowfax in Takatz Bay. We had a wonderful evening with Jim and Barie Moltz, John and Pat O'Neil, Dad and Dion and the crew (Mark, Benton and Nel). Got a chance to talk to John a bit later, and more to come. Good to check in... My dad is much the same, and Dion as well; I wish I could help more. In any case I'm glad they're still doing this. Onboard Alisaz, according to the e-meter, Bank 2 of the house batteries are behaving strangely and we'll have to figure out what's going on. I think they are the newer gel-mat ones.

7.10.16 Got up and had coffee with Mark and Nel and Benton. Said our goodbyes and untied – they went south and we turned north. Grey day, southeast wind 10 knots or so behind us; we are riding the magic carpet and enjoying the unstructured time we have for the next couple of days. Thanks to Mark's suggestion we stopped in Basket Bay for a couple of hours, launched the tender and took it up the stream. The bay is set into solid marble and soft sandstone, and the stream in the forest looks like a fairytale wonderland, beautiful even under clouds. Yvonne caught a rockfish casting off the tail of the boat. Then the wind shifted a bit and we moved on, taking many pictures of the marble rock walls as we left the bay, and ended up in Long Bay, off of Tenakee Inlet. I was last here in 2008. It was extremely quiet. We watched some Victor Borge and laughed very well.

7.11.16 A beautiful morning, broken clouds and sun shining through. It is dead quiet here – just what I was hoping. We had a beautiful fresh coho salmon fillet for dinner, a gift from a fisherman across the dock in Sitka –mahalo Lyle (and his boat Sugar). Then this morning the crab boat came through to collect their prizes, and on their way out they came over and gifted us four big Dungeness crabs. Wowsza – thanks to *the Wooster* from Petersburg, at PO Box 1084. We cooked two of the crabs and made breakfast, then after noon we moved out of the bay and back up Tenakee Inlet, did a drive-by past the town of Tenakee Springs, then went around the corner and anchored in Pavlof's Harbor, an old favorite. We are showing 3,260 hours on the mains, and all seems well. It's remarkable how clean the transom is this year after all that work cleaning out the exhaust system last fall. Another quiet place – despite warnings about the "crowds," we are all alone here now.

7.12.16 Another fine morning with no wind and high clouds. We got a few boats in here at the end of the evening, but they're nearly all gone already except for the school of kayakers that just paddled by. We cooked the other two crabs before we left and they are ready to go. Jileen is flying to Seattle today and will be up here tomorrow, so we made our way towards Juneau to meet her. We anchored at Couverden Island for the first time – perfect weather for this place, in the middle of the grand crossroads. I really like this anchorage, though it's not too deep (30'). A light breeze coming out of the west with lots of blue sky, with the sun so bright I had to put the sun shade on the front windows: another beautiful day.

7.13.16 Ran to Juneau in 5+ hours, and saw some humpbacks bubble-netting off False Point on the way. We also saw some awful behavior by the whale-watching boat Ranger, amidst the ensuing rush from other whale watching boats from the radio calls. The mountains were beautiful; lots of snow on the mainland side. We turned the corner and then it was grey (but not rainy) the rest of the way. We parked at the IVF dock (thanks, Ashley), and Jileen arrived with extra supplies. We walked a lot in town, doing our AK shopping and getting some groceries, then had an Indian dinner at Saffron (and remembered eating a fine meal at Salt last time we were here).

7.14.16 A leisurely day, we took our time in town and departed at about 6 pm. We were passed by the cruise ship Zandaam who followed the Alaska State Ferry south, while we had a wonderful crab dinner while underway, then turned off and proceeded to anchor just before (what passes for) dark in Gilbert Bay, Port Snettisham, not too far from Sweetheart Falls (another first for me). At the moment the crabs here don't stand a chance, there are so many crab pots! Nevertheless, it's a beautiful inlet. We return to Tracy Arm tomorrow...

7.15.16 We left just after 9 and moved out of Snettisham and down to Holkham Bay. We crossed the bar and stopped immediately to photograph an iceberg. Our day in Tracy Arm canyon was spectacular – as usual – and most amazing to find blue sky and actual sun, shining on the ice at the head. Wowza. We all got fantastic photographs and memories of a singular day. In spite of all the reports I heard from others, we got all the way to the face of the glacier in the west arm, but nowhere near in the east one, where the ice was solid almost all the way to Seymour Island. We anchored at 57.48.678N; 133.37.960W in Tracy Arm Cove. The mains are at 3286 hours. I downloaded 1,000 pictures tonight from the trip so far... Tomorrow we go into Ford's Terror! Finally I get to really engage with my middle name. Mazeltov!

7.16.16 Overcast but not cold. Departed Tracy Arm Cove at about 9 am and made our way over to the entry to Ford's Terror. Because the ice is relatively thick at the head of Tracy Arm, the "quick-look" tour boats and even the cruise ships are using Endicott Arm this year more than before, so there's some more traffic than I remember – though not so much once you turn into the arm leading to Ford's Terror. We waited for a sailboat to exit and passed through the rapid about 12:20 pm (10-25 minutes after high slack at Juneau), and we anchored in the west arm about 1:30 pm. As determined before on our test run two years ago, this is an unique and incredible place, and after all of our grey days, the sun came out here and looks like it will continue. From the weather reports it sounds like the weather will

be best on Monday - they are predicting 77 degrees. This summer weather is a first on this trip; must be the presence of Trixie Bell. We do love the sun. This is a dream come true. Maybe we can stay *three* nights...we're anchored in 50 feet or so, between two river mouths at 57.41.880N; 133.11.099W; there are 3291/3286 hours on the mains. This is an emotional experience for me. A lot of time was spent thinking about it and a lot of time waiting for the right timing...have led to an astonishing combination of circumstances that made today possible. We are playing *Knitting in Heaven*, which I haven't heard in years, and I'm in tears.

7.17.16 Woke up in front of the waterfall in the western arm of Ford's Terror, in the secret heart of southeast Alaska. Impossible to do justice to this experience in words, really, but that's partly why we come here – to feel this awe and wonder, and witness the incredible beauty in our planet in this part of the world for ourselves. For my part, I will continue trying to pour this experience into my music...and I can only hope that Mother Nature can continue to inspire us through the changes that are coming. The morning is overcast but not cold, and it may clear off later today. Everyone slept late and is luxuriating in the quiet with the waterfall sound everywhere. Meanwhile, I am concerned about the fuel tank indicator in the tender...it's read full since we started, and I've used it a significant amount, though I can't imagine it was enough to burn through 10 gallons. Today the needle made a small move from the fully pegged full position – could it be maybe that it's just that super efficient. I wish I knew, because not knowing makes me very cautious, and we would do more exploring if I was sure. Maybe I should run it around here for a while and see if the gauge continues to change. In spite of this “not knowing,” Jileen and I ran over to the eastern arm and it is spectacular. It seems very deep, so I'm not sure where the shallows are that they talk about. I think we could anchor Alisaz over there tomorrow night...maybe I should go look at low tide this evening before we go over there. A wonderful day, with plenty of sun, some of which I absorbed in the hammock – summer is officially here! We saw mother and cub black bears on the beach, and watched them as long as they were visible. Later another pair passed by the same area, then others...it was a bear-y good day. It struck me that they might not have appeared if we were using the tender a lot...

7.18.16 I woke up to see clear blue skies, with the other canyon filled with sunlight before it rose high enough to hit us, with fog on the water no less, and it was gorgeous. I had to stay up and watch the day unfold. Later I had another nap in the hammock. In the afternoon we moved over to that other canyon, which the Douglas guide calls the Forevergreen Nook. It has a drying bar at the entrance, but Jileen went ahead in the tender and scouted it for me and we had 16' under us at the bar. The rest of the inlet is very deep. We anchored at the head in 60 feet, in front of two different rivers in the midst of a new festival of splendors. This has been an incredible visit. There are no words that do it justice. Tomorrow we will exit the canyon and begin processing the hundreds of pictures we all took.

Then the alarm for the inverter went off, indicating that the inverter batteries were not holding the voltage above 24...I went down and found very low water in nearly all the cells. I put nearly 3 gallons in – we had two and made another one. It lasted three hours after a short charge. Then I ran it from 0300-0530 and it lasted another couple of hours. We'll give

it a longer charge later today as we leave here and see if that helps. Otherwise I have a lot of work to do in Petersburg...

7.19.16 Timing both bars to get out of Ford's Terroir - high slack at Wood Spit is at 2:14, Juneau 2:11. Based on that I'm predicting high slack on the outside FT bar between 2:20 – 2:50. The inside bar, between here and there, should be adequately covered after 1:30 or probably a little later. So we pulled anchor just before 2 and headed out slowly. There was flat water at both narrows, and we had no problem negotiating both. We had one other boat coming in, but he had AIS and we communicated with him by radio before we came out. The outside was less windy than the inside. We passed the cruise ship *Norwegian Jewel* crossing the Endicott bar, and then crossed Stephens Passage, before slowing down several times for whales, which were everywhere along the outside western shore of Seymour Inlet (we have seen them like this before in Frederick Sound, essentially the same water but over there...). We anchored behind Good Island in Gambier Bay. It was very quiet. The alternate choice was behind Muse Island – but more wind; maybe next time. Ford's Terroir was a once-in-a-lifetime experience, and three nights inside there was a treat. Now it's time to rejoin the rest of the world.

7.20.16 We reduced the load on the inverter since our incident and expected to be awakened by the low-voltage alarm, but I woke up and it had not gone off! Those batteries are sitting at 23.0 volts, but everything including the refrigerator is operating. I wonder now if I've managed to save the batteries with water – it seems ironic that in the midst of all this water, we had a water shortage...in any case now I have a bunch of other questions to ask when we get phone service again. Maybe we don't have to go back to town a day early like I thought yesterday.

Visited the sea lions at the Brothers, who have moved around their island a bit since last time (we noticed a box on the old site – did someone mount a camera there and they all left?). We moved on through some "pea soup" fog and anchored in Steamboat Bay, on the north side of Foot Island. It's actually a remarkable anchorage because of the the drying bar connecting Foot Island to the mainland shore. The tide comes in from the outside until it's over the bar, and then it changes direction. The anchorage is open to Frederick Sound but seemed quite protected from wakes, etc. Fine in calm weather. Lots of whales just outside, breathing; another magic new place.

7.21.16 We slept in, and then after Keoki made another great breakfast we made our way east towards Petersburg, then stopped outside the bar at Thomas Bay to fish the tide change. In two hours we caught two halibut and lost a couple of more (bigger) ones. One for each license...then we went into Petersburg and tied up at C643, about as far from the shore ramp as you can get.

7.22.16 The rain blanket is on. I walked up to the Harbormaster's office this morning and then thought I'd bring back a cart to take the garbage, but due to the extreme low tide the ramp was very steep, and the cart got away from me, causing me to tumble onto the concrete pier and bruise my hip pretty well. Ouch. Be careful out there. I'm very lucky because I don't think I broke anything. After that wake-up, I spent much of the morning on

the phone and found out more about my inverter batteries. It seems (according to Mike Tobin at S3) that I may have dodged a bullet, but they need to charge for a few days to really find out. If they don't recover, we have time to get new AGM batteries sent up here within a day or two, and then install them here with help from a local guy Chris, who is coming by on Monday to do the Furuno stuff for Stuart. As a result of all this I am going to just stay here for the next week after all, and recover my mobility as well as practice some old (and maybe new) music. At some point I also want to launch the tender, go to the fuel dock, fill up the tank and see if the gauge is whacked out or not – inquiring minds want to know. Meanwhile we washed the outside of the boat, then had a fabulous dinner of king crab for our last night. It's been a wonderful spell together.

7.23.16 The rain blanket is thick, and it's supposed to continue until Monday or so. I slept very well considering my injured hip, which is developing a colorful area the size of my hand. Yvonne and Keoki and Jileen departed this afternoon for Seattle. Time for transition.

7.25.16 Took the tender to the gasoline float and it took 4.1 gallons. I was right – the gauge *was* malfunctioning. It showed barely below the full icon mark and keeps switching back to over-full for no apparent reason. This is proof that it's not reliable – just wrong as suspected.

7.26.16 Gray, overcast and raining again. Working on the inverter battery issue, and it appears that my best bet is to limp back to Seattle with it as is, and then have S3 replace the batteries there. If I try and do it here, the shipping alone is over \$1,000 – and then the work would begin to put in the new ones (and dispose of the old ones)...I think we can make do if we're careful. I've been talking to Mike Tobin at S3: after the long charging period they've had, charging at 26.8 volts, they go down but sit at 24.5 volts at rest...after only an hour they're not holding that. I also spoke today with Mike Johnson – I will check all the connections and top off the water in the ones we have. Stuart recommends two testers that could measure the batteries individually – a Midtronics device (up to \$1,000) or a "carbon pile" unit (much less). He thinks it's possible that one battery is bad and probably over-charging – probably the closest one to the inverter – which can be tested if I had the gear. If that were true, I could replace the one weak battery and solve the problem. Next we'll see if the other small repairs can be accomplished while I'm here. Meanwhile I'm making progress on the lazerette...sorting the media...and cleaning out the cabinets – all while watching the rosette on my hip turn colors. Call it a healing meditation...

7.27.16 Grey again. My neighbor is staying for the winter – I wonder what it's like when you only have 4 hours of daylight in December...? Today I topped the batteries off again and put 1.7 gallons or so more water into them. All the connections look good, and there is no sign that one is under stress. When I turned the inverter charger back on when I was done, it quickly climbed up to 28.6 volts, which it never did before, so I am cautiously optimistic. We'll let it charge for a couple of days and see what they do then. Maybe it's better...? Could it be? Between the two toppings, four gallons is a lot of water.

7.30.16 My bruise is gradually getting better...and I am learning LightRoom, which is a great tool for what I need most for my photography. I also set up the H9 in stereo so I could

learn about that – another session tonight. It's a blast in stereo. Housekeeping – Jackie, Brian and Sandy arrive tomorrow noon. I spent a lovely evening aboard the Sue Ann last night with Dan Kowalski, who made me dinner (sockeye, rice and veggies). We had a great conversation, and our friendship continues to grow. We may stop by and visit him at Beecher Pass before we head for Wrangell at the end of the week. At one point I noticed that the Wooster was at the same dock, so I went over and gave the captain a CD and thanked him for the crabs in Long Bay. Meanwhile, I am looking forward to getting a massage in the morning...

7.31.16 Malena gave me a Thai massage, which I don't think I've had before, and I felt wonderful. It turned out she and her partner Eric are the proprietors of Schoolyard Fish (907-957-1007), a new company that can ship fresh fish for a decent price to anywhere Alaska Airlines flies...also turned out that they are good friends of Dan's – he even stays at their house sometimes. I went back to the boat and Jackie, Sandy and Brian arrived from the airport. They had met on the plane. Sandy gifted me an amazing shaman's mask that she made! It is beautiful. We all went to lunch at Inga's Galley and started the orientation to Petersburg and southeast Alaska, then we went back and cooked halibut cheeks for dinner on the boat. Brian started catching herring right away off the back of the boat with Jileen's rig on the stick (which he transferred to a real pole), and now we have more fresh bait. Next to go catch some fish.

8.1.16 We shopped, paid the Harbormaster and cast off, then filled with fuel (nearly 600 gallons, 3311/3307 hours). After that we headed south through Wrangell Narrows and across a calm Sumner Strait to anchor in Red Bay. The inverter batteries failed soon after arrival, but I realized I ran the davit without the generator going. I do need the tester. Brian and Sandy are out fishing already; we are anchored at 56.16.649N; 133.19.623W. We're cooking the halibut we caught last week for dinner! This bay has definitely gotten more and more beautiful over the years, as the clear cuts grow back in. It's overcast but not raining, and warm enough not to run the furnace – i.e., summer in SE Alaska.

8.2.16 We had the inverter side off overnight and it was all extra quiet, and seems to have worked...then we got up and Sandy made pancakes before we left for fishing. We moved out of Red Bay in the river of incoming tide and anchored on a hill (about 80' deep) off of the Point for a couple of hours. Both Brian and Sandy are enthusiastic and experienced fish folks, and we caught three rockfish and two halibut, one small and one large – 82 pounds. Wow. Then we slowly threaded the gillnetters in Sumner Strait before coming into Point Baker after 10 these many years. Brian and Sandy immediately went out fishing again in the tender, but for salmon this time. Which they caught! A big silver and two pinks. They were in the middle of whales, seals, and the whole drama that happens out here this time of year.

8.3.16 The bad news is that after we tied up in Point Baker yesterday and I got the shore power plugged in, I noticed that the 24 volt system wasn't charging at all, and when I went to look, the Xantrex charger was dark, and when prodded says there's an "error," which appears to be with the charger itself. It could, however, be with the (other) batteries, which are the newer AGM type, installed in 2013. The E-meter has been odd on one side for the whole trip. The only way to charge those batteries without that charger is to run the

engines. Now what's the best plan? Go somewhere a fair distance away...and preserve the fish in the freezer. It's Wednesday, and in any case we have to be in Wrangell by Saturday night. It may be most sensible for us to go back to Petersburg first because the services are better there. We can send our fish home...then go catch more. This time we were in North Harbor slip #29, and Brian and Sandy headed out fishing again (no luck this time). Specifically we are at 56.48.815N - 132.57.662W; the mains have 3321/3316 hours on them. Halibut for dinner...

8.4.16 Brian mailed off our halibut to two destinations from Coastal and then by noon our intrepid fisherfolk were off searching for more halibut. I spent much of the day on the phone – and ultimately determined that there was a charger available in Petersburg that could work in the meantime if my diagnosis was correct (i.e., charger dead, batteries OK). Then we started the engines and proceeded north up to the Sukoi Islands, and picked up our fishing boat, where they had caught a small halibut, a rockfish and endured a visit from the F&G Department. Then we headed down the tail of Frederick Sound into LeConte Bay, and carefully got to within the last two turns of seeing the glacier. The sun was getting low by the time we turned round, and the light on the ice was spectacular. I think (I hope) I got some amazing pictures. Then we went back to our slip in Petersburg and had (wait for it...) halibut for dinner. Fantastic again.

8.5.16 Today I sent some more fish to Jileen, then everyone did their last errands in Petersburg before we backed out and started down Wrangell Narrows to Beecher Pass, behind Keene Island, and anchored in front of Dan's and Kurt's houses. We had a fabulous dinner with Dan and Melissa's daughter Julia, who had collected wild Chicken of the Woods mushrooms to go with their crab and our Kumau steak and another halibut that Brian and Sandy caught off Point Alexander in the afternoon – we enjoyed the evening thoroughly. We are all thinking about our friend Charlie who's in transition these days, and after dinner I shared a song I learned from him – *Everything is Holy Now*. Sending love and gratitude and peace to him and our other friends who are with him now.

8.6.16 A beautiful morning – I visited with Dan & Julia on their way out to collect crab pots, and then later, after our fisherfolk had left, Kurt and Maggie came over to give us the news that Charlie passed last night. OMG, peace at last. It's a deep day – godspeed to him, and mahalo to his amazing, magnificent community. Later still we made our way over to Sumner Strait and picked up Brian and Sandy and the tender on the way, on the 10 fathom pinnacle around the corner from Wrangell. Later still we went over and got cheeseburgers for dinner at the Stikine Inn.

8.7.16 Got up early and went with Alaska Waters over to Anan Creek trip, where we saw a lot of black bears and even a couple of cubs. A beautiful day, and after that I took a nap while the others walked through town.

8.8.16 Jackie, Sandy and Brian departed after a great week. The rain blanket is back on. I had James's electrician friend Jordan come over in the afternoon and he changed out the 24 volt battery charger. The new one works just fine and will do until we get back. While he was here I asked about my other battery issue and we'll see if he knows anyone with one of the

testers for the L-16s...meanwhile, this was an excellent result for the house battery dilemma.

8.9.16 Rain, but less, and breaking up a bit. One can at least hope. I went into town for a short walk – very few people around. Three large packers came into Heritage, a month early because “there are no fish....” The ferry schedule was halved by state budget cuts and people can’t get here for the Alaska Waters tours...it’s all a bit ominous for everyone here. Also my crew member Pete has lost a dear mentor back in Tacoma, so he isn’t coming with us at all. On the positive side, I finally replaced the Maretron weather sensor – we’ll see if it works better. The last one was quite literally insane and of no use whatsoever. This is the third one we’ve had up there.

8.10.16 Rain. Manuel and Raquel arrived from Seattle/Oakland. The fourth trip begins...they made a wonderful dinner with the halibut Jileen caught.

8.11.16 We took the early Alaska Waters Stikine River tour up to Shake’s Lake with NO ICE – we got all the way to the glacier face, my first time really inside that canyon. Gorgeous. Afterwards we had lunch at the Stik, then went shopping and settled up with the Harbormaster. Then we left Wrangell – and ended the day anchoring in the fog in Quiet Harbor, at 56.13.840N-132.39.806W. The Maretron weather sensor appears to work much better now.

8.12.16 Woke up to a beautiful morning in the fog. I had the refrigerator off all night and it was incredibly quiet. We slept in until 8, then watched as the clouds broke a bit and the light increased in the sky. We left about 11, and explored Kindergarten Bay (!) and Steamer Bay around the corner. Then we headed up through Snow Pass to look for plastic (where the Forest Service guys said it might be), of which there was thankfully very little to see. There were, however, an amazing number of seabirds and lots of fishing going on north of Bushy Island. There was still quite a bit of fog on Prince of Wales Island, but we came down the west side of Bushy and Shrubby anyway and it cleared by the time we entered the chicane behind Thorne Island. We continued past Mabel Island and through Whale Passage, then crossed Kashevaroff Passage and entered the narrow channel (on about an 8’ rising tide) and made our way to the center of Blashke Island. I haven’t been here in years, and I love this place – like a still lake in the middle of the wild waters outside. It must also be told that Alisaz’s first whirling happened here this evening, on the front deck. To top it all off, the Perseus meteor showers are tonight.

8.13.16 Today the rain was coming in again, and we took advantage of the high tide to exit the cove around 10 am, then crossed back over and took a look at the Lake Bay area including Coffman Cove, a logging village where a Seafood Festival was going on. We could hear the backbeat of some music as we passed by the (full) dock, but we decided not to stop, and instead headed across Clarence Strait into a 20 knot wind and 5 foot waves, the most dramatic seas I’ve seen in a while. Alisaz handled it all beautifully, and we anchored at the head of McHenry Inlet, another beautiful place. The rain blanket followed us in, but we are very well protected in here, and we enjoyed a Spanish rice concoction that Raquel cooked up. Afterwards we all practiced Spanish yoga (napping) and woke up refreshed.

8.14.16 The storm continued outside while we had a beautiful morning, then Manuel prepared a big lunch of Alaska scallops...fabulous flavors. After we finished all that we decided to go explore a bit and went up to the head of Mosman Inlet, then went around the corner into Burnett Inlet, where we found a hatchery in the first basin. We talked to the guy there on the radio, but I decided the "path" he described through the kelp back to the head of the inlet was too dicey for us today, so we anchored in the second basin, in 40 feet of water at 56.07.654N-132.28.644W. Rain blanket. Note from the future: the twins were conceived around this time...

8.15.16 We headed out about 10, stopped to look at McHenry's Anchorage and then continued on to Meyer's Chuck. Lots of seiners fishing outside...inside we anchored and went ashore to walk the trail over to the Clarence Strait beach. We found some old and new plastic as well as a barking dog, and came back to make another amazing dinner onboard. A passing resident told us that Greg was out fishing – oh well.

8.16.16 We went ashore again and saw Carol (Dan was busy) briefly, then went over to Post Office day (major social opportunity) and met Jackie, her son Avery, and Donna. After exploring the back chuck, we picked up the tender and the anchor and went over to Union Bay, in front of Black Bear Creek, and Manuel recorded another whirling, this time while the boat was moving. Then the two of them decided to get married there, so as Captain of the ship I officiated the improvised ceremony on the bow – the first wedding on Alisaz. Then we made our way down to Tongass Narrows...re-entering the civilized world, passing two cruise ships on the way in. Ketchikan is such a circus – seaplanes, jetliners, cruise ships, ferries, fishing boats, processors, power boats, sail boats, tugs & barges, stand-up paddle boards.... We found the harbor full (everyone on hold, no fish again) with the wind strong from the north, but we managed to squeeze into Thomas Harbor in a too-short slip between the purse seiners, and made fast. The power wouldn't work because now we need a Isolation Transformer (~\$1,200) in some places, but we filled up with water and rinsed the salt off the boat. The fishermen are frustrated – Thursday will be the last day for many of them. I'll have to watch for the Cypress on the Thea Foss waterway in Tacoma, where it's moored across from the Glass Museum. The captain/owner lives in Puyallup; I told him about the PWI. Later on we three had a wonderful dinner of halibut (that we caught!) and an extraordinary salad. Yum yum yum.

8.17.16 We went out to a standard American breakfast at the Pioneer Cafe, got something from Tongass Trading, walked through Creek Street and then moved the boat to Bar Harbor (dock 9, slip 9), where we actually fit. Later in the afternoon, Manuel and Raquel made a last meal and then departed on *Columbia*, the Alaska State Ferry, and they will be in Bellingham Friday morning. We've had a wonderful time.

8.18.16 A day off...

8.19.16 Stephan and Eddie arrived in the late afternoon. We went to Annabelle's for dinner, and prepared to head south...the fisherman are having the worst season

8.20.16 We did some early morning shopping, then departed after ten in the fog and rain, and crossed Dixon Entrance with a cross swell and wind. The forecast was for 1-2 meters – that was about right – but the wind was the opposite of what was predicted – SE instead of NW. We had a reservation and this time we actually tied up at the Prince Rupert Yacht Club and cleared Canadian Customs, registration number 20162330972.

8.21.16 Time change: ahead one hour! A shopping trip by Stephan and Eddie while I finished a few odds and ends, then filled with fuel and left Prince Rupert about 1 pm. It was a little rough outside, coming from the side – but nothing like what we experienced a few years ago in that same spot. It's actually a beautiful day, with both white and blue clouds, heading down a glassy calm Grenville Channel towards Lowe Inlet for tonight. We're having lamb chops from Hale Kumau!

8.22.16 Overcast, high clouds, warmish. We made our way up to Gardner Canal, which was just as astounding as the last time – starting with a wonderful soak in the Europa Hot Springs. Afterwards the sun came out and we went on further through the gooseneck to anchor in front of the Owyacumish River waterfall and the mouth of the Brim River. Incredible spot, this. Someday I want to go to the head of the inlet. I don't think anyone lives here anymore. It's like going to Yosemite in a boat...

8.23.16 We left around 10 and headed out of the Canal, as the clouds cleared and left us with a gorgeous day to go down the Reaches, and we ended up in Alexander Inlet, which is an amazing hidden jewel in Princess Royal Island, behind Klemtu (sort of) and going deep into the island near Cone Mountain. A stunning granite cliff mask greeted (or warned?) us as we entered the last basin. It looks a little like the mask Sandy made and gave me when she came on the boat. At the bitter end there was a sailboat, but we anchored just a round the corner and both boats had the place to ourselves – a spectacular spot. The bio-luminescence in the water was outrageous, as were the stars.

8.24.16 A picture-perfect morning, with clear blue skies and bright sunshine. After taking many photographs of the beautiful totems on the shoreline, we departed and made our way out of the canyon and made our way over to another set of mountains, on the mainland eventually anchoring at the head of Roscoe Inlet, yet another amazing place that's been on my radar screen for some years. Doing a lot of those on this trip – cool beans. When we got there, we took our time going into the Gooseneck of the Roscoes, and it is a truly astounding place, as gorgeous as anyplace I've ever visited. Really. We anchored at the head just as the sun kissed the top of the mountain, and then we watched the kaleidoscope of light effects play on the granite domes until the stars came out. Wowza. Tomorrow we will head south for real; I am listening to the weather forecasts very carefully. Of course I can't get them here, but we'll catch up.

8.25.16 Beautiful morning – bluebird sky – watching the sun making dramatic shadows as it works its way down the mountains, and it was shining on the boat before we left at 9, as when we arrived. This is yet another magic place in the world – this makes three nights in a row. It would not be surprising to see dragons flying out of these cliffs – in fact I keep expecting it. We idled out of the Goosenecks and then made our way through Troup

Narrows and into Shearwater for fuel (367 gallons) and a few odds and ends (I put some oil in the generator). Then we headed through Gunboat Passage and Fisher Channel to Fitzhugh Sound, then into Nalau Sound, through Ward Passage and across Hakai Strait (!) to anchor in UnNamed Cove, just east of Keith Anchorage, in Kwatshua Channel. Ocean close...

8.26.16 Another beautiful morning, and listening to the roar of the surf over the hills past Pruth Harbor was sobering to say the least. The weather reports were good for rounding Cape Caution ("one foot chop with low westerly swell at Egg Island"), so we went, and it was fine. We hugged the north side of Fitzhugh and got a better-than-ever angle on the swells, which were 10' at one point!

Once they were behind us, we were seriously surfing for a couple of hours. All you need are serious seas, a 30 ton board and the right speed to make it happen – 'twas amazing, a "gas" or, more precisely, a diesel...dream. In any case we transited the entire length of Queen Charlotte Strait before entering Trainer Passage, then worked our way through Misty and Blunden Passages around to Waddington Bay, which of all things had a Fleming in it already ("Jubilee"), as well as a sailboat. We decided instead to go around the corner and anchored at the head of Grebe Cove all by ourselves. A beautiful spot, especially good for this wind and completely full of jellyfish. Tomorrow we run down Johnstone Strait...back to the "local neighborhood."

8.27.16 We had a lovely cruise this morning through the Indian Channel area down to Blackfish Sound, then had following wind and seas all the way down Johnstone Strait to Chatham Point – during which time we had Pacific White-Sided Dolphins swimming under the bow and passed quite a few orcas. After the big bend we turned up Okisollo Channel, passed through the lower and upper rapids at slack and anchored in Octopus Islands/Waiatt Bay in an old favorite spot, against the Quadra side, with a "northwest" wind reportedly turning to a "southeast" one by morning. The mains have 3427/3422 hours on them. We are anchored at 50.15.852N-125.13.958W. The water is 61 degrees, the air is 68.

8.28.16 The NW wind faded and we had dinner on the back deck, but the SE one hasn't arrived yet. We went through Surge Narrows near slack and began to re-enter the "real" world, anchoring at Gorge Harbor in a SE wind, only to learn of a change in plans, so around noon we moved over to Carol's dock and went to Charles and Torkin's for lunch with Rupert and Jill and Victoria and Ian. I got to visit with Carol and she joined us for dinner onboard, where we had a delightful evening. The cell phones are on again!

8.29.16 Crossing Georgia Strait started calmer than expected – in between the winds – but it picked up after a while and we found a speed where we danced across 6 to 8 foot seas at 12 knots – another amazing performance by Alisaz. We slowed down to pass by Nanaimo and went on through Dodd Narrows at the end of a long line of (mostly sail) boats waiting for the slack. We continued on through the Gulf Islands, and because of the wind decided to anchor in Lyall Harbor on Saturna Island, another new place. We will be back in the USA tomorrow.

8.30.16 We left at 10 am and crossed a flat Boundary Pass to Friday Harbor, where we went through Customs and received reporting number 3014-2016-0830-151451 (they took all citrus – note: "cut" tomatoes aren't confiscated, just cut them up before arriving). Then we tied up in a transient space and went up to the town of Friday Harbor for lunch and a look around. I haven't been there for many years, and it's been very built up since then. We dropped our garbage and recycling and departed San Juan Island, passing through Wasp Passage through the islands to anchor in Hunter Bay, at 48.27.890N-122.51.092W. There are 3446/3441 hours on the main engines. The generator continues to be a trooper.

8.31.16 Departed at 8:30 to pass through Deception Pass at the 9:30 slack, then diverted to La Connor for lunch. Arrived at Langley, Whidbey Island at 4 pm, and went up to Rick and Peggy's for an informal hang before tomorrow's gathering.

9.1.16 Charlie's Memorial Celebration...what a remarkable collection of people...and music...and stories...no brief words can adequately describe it. I know he was happy; I was proud to be part of it.

9.2.16 Joel Solomon stayed on the boat overnight, and after taking him back to his ride I returned Peggy and Rick's car and walked back down to the marina. We departed about 10 am and arrived at Silverbow at 4 pm – the end of this year's trip.

9.4.16 Departed Silverbow at about 1:30 with Zac and Mariko, while Eddie drove the car around – we returned home to EBM F47 about 5 o'clock. Goodnight for this season, thank you for carrying us.

3.9.17 Jileen and I took the boat to Gig Harbor for three nights and attended a TRFF Board meeting; Zac drove down and stayed onboard with us. The furnace worked as hoped and it was fairly cozy inside, especially given how cold and wet it was outside. Inside the boat, a lot of work's been done onboard since September: we replaced all 16 deep cycle batteries as well as both chargers, fixed another previously un-discovered electrical issue with the engine heaters, and made myriad other small improvements all over the boat, including the addition of a fourth CC camera, on the radar arch facing aft! It is gratifying to see all these details get so well taken care of – as long as I assign them to the right people. Sunday, on our way back, we stopped in Quartermaster Harbor to see if we could get ashore to visit June's house, but it was too muddy, so we just waved at her and Bella on the shore. Lastly, before returning to the slip, I filled the fuel tanks (we had only 20% left) – so now we're nearly ready to go for another season. Renewing the brightwork and checking the bottom are about all that's left...I think. Everything seems to be working beautifully.

7.1.17 All Felix assignments done. I'm taking a group out for the Fourth, for the first time in ages. It will be a hoot, especially with a new owl onboard... These other maintenance items are coming up soon: lubricate windlass, service holding tank sensor, etc. (Anacortes: MJ & pump-out guy). Then it looks like a visit with Richard and Helen Scholtz – always a rare treat. Fantastico. Desolation Sound will just have to wait...

7.4.17 A wonderful floating soirée...we headed over to Beachstudio and picked up Chris, Mimi and their friend Sam, then went around Blake Island, then watched the fireworks from Lake Union above and around the Space Needle. We were Carson and Val, David and Debbie, Mike Dupille, Chris, Mimi and Sam, Davis and Sal, Fernando, Tina and her sister Mara.

7.6.17 Departed Seattle with Carson and Valerie and traveled up to Anacortes, where Mike Johnson had a spot for us overnight in the Fidalgo Marina. He showed me his new project, a 65 foot Fleming with no flybridge and a piano built into the salon that is wired into the boat sound system (!). A real version of the boat Mike's been talking about for years...

7.7.17 Mike spent some time re-lubing the windlass, and then helped Dwight (Pump Me Out) clean out the holding tank and measurement system – for the first time in 16 years... all clear. We headed over to the San Juans, passed through Lopez Pass and through the Islands, then found the conditions good enough to continue all the way up and around the north side of Orcas, looking at Canada and ended up anchoring in Echo Bay in Sucia Islands, a favorite place under the right conditions. Beautiful. We had some slight rolling and gentle rocking when we arrived, but it calmed down through the night and was dead flat in the morning.

7.8.17 The Sucia Islands are one of Mother Nature's beautiful sandstone carving projects. Lummi Island and Lummi Mountain..., and Bellingham Bay IS big, 10+ miles across. Harbormaster no answer, but after lunch we got a free truck shuttle to Mallard to join the Scholtz family and listen to live classical music in the shop, and of course to eat some ice cream. Later, after a rest on the boat, we had a lovely salmon dinner at the Scholtz's, and saw some of Helen's recent pictures, and her garden!

7.9.17 Spent the day with Richard and Helen Scholtz, exploring the nearest San Juan Islands. Departed about 10 am and headed for Orcas, stopping at a guano-stained rock islet on the way to see the many cormorants. Then we idled up East Sound past Rosario and then back down to Blind Bay, where we anchored for a mid-afternoon lunch, and then played some music. We returned to Bellingham just as the sun set. T was a truly glorious day.

7.10.17 Departed Squalicum Harbor at 8:05am, passed La Connor at 10:30am, the south end of the Slough at 11am, and Langley at 1pm. We arrived in Seattle at 3pm. High overcast, sun breaking through, flat calm. Amazing herons on the north end of the Slough. Hit something strange underwater just past La Conner...it seemed to bounce down and we passed over it – our keel may have saved us. Seemed soft but large. Meanwhile, here are my observations from operations after five days aboard: (1) the new batteries charge much faster than the old ones did; (2) the heading and/or Sirius connection to the TZT keeps getting interrupted, and then the alarm goes off, and then it doesn't respond to touch; (3) The heading indicator is way off, as is the radar overlay on the map...it was clear immediately because boat icon was perpendicular to the course...I changed the projection line to COG but didn't fix the underlying problem; (4) I still can't figure out how to switch the input to the computer (unless everything else is off); (5) the front starboard port light needs another seal treatment (current seal below porthole); (6) master stateroom sink very

slow...; (7) a new product for holding tank: TriZyme-for-Septics which you get at the hardware store. Also his product called Line???

Mahalo Alisaz for yet another wonderful journey on the water, with dear friends.

7.12.17 Visited the boat yesterday and today in spite of the traffic...picked up my notebook...filled up my favorite shampoo bottle...put the covers on the bridge & other odds & ends...all's well.

8.24.17 Visited the boat and filled with water. All's well for departure tomorrow.

8.25.17 Eddie and I left the slip at about 4 pm and tied up at South Whidbey at about 7 pm. Puget Sound was calm with traffic everywhere. We got a ride with Ronlyn to Louis Carlino's house, where he made us dinner, with Erica Rayner also. Wonderful evening – probably the best lasagna I ever had in my life.

8.26.17 Departed Langley at 10 am and passed through Deception Pass, the San Juans and then Canada Customs (clearance #20172380609) in Bedwell Harbor at about 4:30 pm, then anchored in Ganges Harbor for the night, at 48.51.089N; 123.29.228W.

8.27.17 Departed Ganges at 8 am, went through Active Pass and headed up Georgia Strait, directly into a NW wind and 3-5 foot seas. Many mayday calls on the radio all day, and one particularly scary yacht out in the middle, rolling way too far over in both directions going straight across the swells: glad we weren't on that boat. After five or more hours of that, it did calm down once we were in the shadow of Texada Island, opposite Buccaneer Bay. Fantastic day, really – we made 11 knots against the wind and seas. After all we anchored in Grace Harbor, Malaspina Inlet, at about 7 pm – 50.02.902N; 124.45.013W. The inverter batteries seem to be low – why? when we ran all day today? Should we look at new alternators for next season? We'll see.

8.28.17 The new batteries definitely charge faster than the old ones did – the charger is delivering 90+ amps. We moved over to Emerald Cove at mid-day (50.04.667N; 124.59.024W), then visited with Peggy and Rick and took a nap in the hammock on the flybridge: summer is full on for the moment. Later we went to Heather, Rupert, Ian & Michaels's 75th birthday celebration – lovely to see Jill and Shivon (who might go on the India trip!) and Bill among others. Otherwise, however, I'm feeling mostly like just hunkering down here and taking time to reflect, process, practice, write, sketch, invent and possibly craft something new...

A week from today we'll be getting back to Seattle already. I need to see if the rough mixes are ready yet, and set up the last overdubs by Valerie, get my shots and apply for a visa to India. Also, the wedding pictures will be here any day now...

8.29.17 Slightly hazy – there are in fact still 50 or so fires burning in BC. Negligible wind, a hot day. We had a quiet morning in Emerald Cove, a truly sweet spot in the world. Later, after I called ahead and assured myself that they had enough fresh fuel, we idled over

to the Gorge Harbor Marina and filled up with diesel (698 gallons) and water (150 gallons), and did a little shopping. Then back; a relaxing day.

8.30.17 A different kind day, overcast and cooler, with a south wind and a bit of rain. We moved onto Carol's dock, and had dinner onboard with Jackie and Ginny.

8.31.17 I think we may have a small leak in the fresh water system on board...the water pump comes on at odd times for no apparent reason, and there is a bit of water in the bottom sole of the hull. A much nicer day, with the north wind coming back...

9.1.17 Took the boat out full for the day...circumnavigated Cortes and then also extended a bit to go through the Hole in the Wall, pass through Octopus Islands and Beasley Passage, as well as a drive-by viewing of Rebecca Spit. A beautiful day with wonderful friends and some new folks – 15 of us in all. Victoria made mussels – fantastic!!!

9.2.17 We had a leisurely morning, said our goodbyes and then moved over the dock at Twin. Had dinner with Mark and Joe and all enjoyed ourselves immensely.

9.3.17 I had coffee with Mark and then departed about 8:45 am southbound on Georgia Strait, on a beautiful blue sky day in calm 5-10 mph winds. Anchored about 7:30 pm in a new place behind Irish Bay and Winter Cove, called Horton Bay (Mayne Island) at 48.49.695N; 123.14.722W. It was like anchoring in a river, which created a small wake while at anchor.

9.4.17 Another quintessential NW summer day. We pulled the anchor just before 9 am, then stopped into Friday Harbor and visited US Customs (clearance #3014-2017-0904143940), then went through the San Juans and across the millpond called Rosario Strait, through Deception Pass (which was going about 3 knots with us), and then on down the channels to Seattle...back to real life. In this case, this year, it means the Northwest is full of forest fire smoke. Bad news for breathing.

Then I went to India...but that's another book.

2.9.18 Winter is passing. Since my last entry, significant developments include (1) replacing the alternator on the port engine and rebuilding the old one as a spare (SYS); (2) arriving in January to find no water onboard. It wasn't simple so I called Seattle Yacht Services. They determined that it was an air lock. All swell since – water fine. The pump is now 17 years old! (3) also notable is the retirement of Bill Orr dba Felix Industries as responsible-party-taking-care-of-everything. Bill introduced me to (4) Jose Fernandez, who can take care of a lot of the heavy maintenance. We met onboard during my last visit to Seattle and he'll keep me posted on his work; he's at 253-561-4675. I am planning another trip to SE Alaska next summer, departing on June 1st and including seven crews before returning in late August. Here's the approximate schedule.

June 1 - 13 – Jesse; Brian; Sue - *northbound to Ketchikan*

June 15 - 25 – Richard & Helen Scholtz - *Ketchikan to Wrangell*

June 27 - July 5 – Jim & Teri Sugg - *Wrangell to Juneau*

July 5 - 15 – Donn & Tammi; Jileen - *Juneau to Glacier Bay to Sitka*

Intermission in Hawaii – July 15-21

July 22 - July 29 – John & Laure Nichols - *Sitka to Petersburg*

August 1-10 – Stephan & Ronlyn Schwartz - *Petersburg to Ketchikan*

August 12 - 25 – Mike Dupille; Eddie Pollock - *southbound from Ketchikan*

2.12.18 Need to schedule before mid-May – divers (zincs and growth); un-pickling of the water-maker (S3); battery check (S3); engine service (CNW); Level Sky; Stuart Miller; emergency equipment service (?); Webasto service; CD player replacement; remount owl; find bumper hangers...and time to clean out the lazarette.

3.28.18 As of now we have had the divers under, un-pickled the water-maker, checked on the furnace and had complete engine services done (or in process). SYS replaced the fresh water pump with the extra one that has been in the lazarette for years, and SYS is rebuilding the old one for a future spare. This time it was again (just) a vapor lock, so we'll keep an eye on it. Still working on some of the minor details, but all is falling together for another off-the-hook adventure. Fantastico.

4.18.18 As of now, we've had the CumminsNW folks (new contact: Rick Ackerman) visit twice, and all is ready to go with the engines. On the first visit they did a compete service – (oil, filters, etc.) – and found some corrosion around the outlets on the coolers. (They originally pitched me on \$10k worth of work to clean the entire system out. I pushed back and showed them that we did that very work three years ago, and when they took the coolers apart and found them fine inside.) As I suspected, the corrosion was only at the periphery of the system. We were also visited by the Sure Marine Webasto guy Hobson, and that system has been serviced. Tom Forsythe is going to work on the varnishes at the slip; no need to move the boat to the Lake. Yet. Next we have S3 de-pickling the water maker and checking the year-old AGM battery systems. Then there's only a few major items left: Stuart Miller, emergency equipment service, CD player replacement, and new bumper hangers. Internet service. What am I forgetting?

In truth, I am starting to get very excited about the summer. At the same time the increasing stormy-ness in the atmosphere generally makes me slightly nervous as a captain...I don't like the sound of "super-storms" at all. It's making me wonder how long I will continue to enjoy the challenges of this trip, this way. Big sigh. On the other hand, I am so blessed to have these problems...

4.24.18 Now we are onto the last few big details before departing in June. I am going to Seattle a week from tonight, and will spend a couple of days there working onboard on the last bits and pieces. I am making lists, and checking them twice. June has lined up Natalie to help me, which is help I've been hoping for...

4.25.18 Thinking about all that needs to happen...hull, seals, filters, windlass, dialed-in electronics, emergency gear, food staples, etc., etc....

4.30.18 Stephan and Ronlyn had to back out so he could receive an award at the Noetics Institute, but another time. Maybe we'll be home sooner for Dion's 60th after all (soon after, Chet and Susan signed up for the slot...).

5.2.18 Onboard again, and all the work done looks good. Beautiful day. Valerie and Carson and I took her out of the slip and through the locks to Tom's boathouse in Lake Union for some brightwork work. The new water pump is quieter and faster than the old one. The batteries and systems checked out great. The water maker is un-pickled. The furnace is ready. The second generator is gone! Also I found a guy to make the bumper hooks to match our existing ones – on Magnolia! I need to collect the rebuilt (old) water pump from Grant. I got the furnace pump from Sure Marine, and the rebuilt alternator is in the lazeratte. Also, we launched the tender, and (once I got it started), Carson ran it for a spell around the Lake Union traffic with no problems. The fuel filter needs attention, though – since delegated to SYS, along with the ELR re-certification. Mahalo for them.

5.9.18 A couple of intense days of TRFF meetings in Gig Harbor, and then a quick trip to California, and now today, finally, time to focus on the boat. Natalie Dupille is helping me, and preparations are in their last phase before our departure in 20 days! In between, there are three concerts...four shows including the jazz lab, five with Ahnia's graduation party PA service up on the hill. Here we go...

5.12.18 Back home in Hawaii, taking stock – most of the list is handled, and Stuart's timing is now the biggest question. Meanwhile, Natalie and I replaced the old DVD/CD player last Wednesday (and, as hoped, there's no distortion on the new one!). We turned it on and it worked (after she programmed it)! I discovered that the internet was connected – the boat's wireless router was working fine. I have now delegated many of the smaller tasks which will help us get off on time, including updating the safety equipment. Remaining are mostly minor tasks really, including cleaning up and stocking supplies. Captain Ron will be returning Alisaz to the slip at EBM from Tom's Lake Union boathouse next Tuesday or Wednesday. Things still on my mind include: checking the generator battery, getting rid of the shrimp traps, loading the ship's stores, the deck chairs and the new bumpers, and getting rid of 30% of the books on board. Oh, yeah – and the goatie on the bow point of the water line. Oh, and the emergency bilge pumps, and possibly even an emergency back-up generator some day.

5.13.18 What have I forgotten? Windshield wipers checked? Stuart? Jose?

5.28.18 Traveling to Seattle to get on the boat...

5.29.18 Tasks for the day: clean out the lazerette, the closets, check the generator battery, get rid of the shrimp traps, load groceries and ship's stores, the deck chairs and new bumpers, mount the owl on the tender and get rid of 30% of the books on board. Take stock of the life preservers onboard and put fuel treatment in the tender's tank. Make shopping list. Other stuff?

5.30-31.18 Tasks all day both days...

6.1.18 Departed Elliott Bay Marina at 1415, cloudy with sun patches, low south wind. The starting hours on the mains was 3576 and 3572. ODO read 6. We stopped at Langley, Whidbey Island, and played a wonderful show at the Create Space for a bunch of old friends, and saw Chico for the last time.

6.2.18 Departed Whidbey/Langley at 1340, after I spent the morning with the PYE Global Board. We went up Saratoga Passage and through Deception Pass, then across Rosario Strait and through the San Juan Islands, and anchored in Reid Harbor at 2000, at 48.40.149'N - 123.10.848'W.

6.3.18 Departed Reid Harbor 1135, cleared Canada Customs with clearance number 20181540240. Then we stopped at Ganges Harbor for lunch and some shopping, then moved on to Nanaimo, where we anchored at 49.10.572'N - 123.55.855'W in 33' of water, at 1950. The water pump stopped again, and we've called for help from SYS and MJ. In fact, this is a good place to be for a repair...

6.4.18 Moved to the fuel dock at 0835, put in 536 gallons and filled with water, then got a message from Grant at SYS that they knew someone who could help in Campbell River, so we kept going up to Desolation Sound...departing around 1300. After a quiet crossing of Georgia Strait and a brief visit to Mittenacht Island, we arrived at Campbell River at 1900 and moored overnight on H dock in Discovery Harbor.

6.5.18 Grant's contact is Mark at Ocean Pacific Marine (at 250-286-1011). His guys were fully booked, but he sent Darcy Baine (Baine Marine: 250-203-8814) at 8:30 am. The problem turned out to be the check valve on the pump, and he also replaced some other older parts while he was there. Then we ventured out to go to Cortes, and encountered the Marquessa de Sade – a.k.a. Madame Mudge. She had her way with us – woah, Nellie! – and aside from us catching some air (!) she apparently wrecked my laptop:(. The stacked seas only lasted a little while though, and ASAP we went around Marina Island and through Uganda Passage to Manson's Bay. After tying up to Carol's dock, we went to Siobhan's birthday party at their new house that Bill (and others) just built, and played some music for all of them. We all agreed that it was the most exciting commute to a gig ever...3602/3598 hours on the mains.

6.6.18 We departed Emerald Cove at 0830, then headed north past Stuart Island and across the top channels, passing Green Point about 1145. We took Chancellor Channel out to Johnstone Strait, then continued on up to Havannah Channel. From there we passed Minstrel Island and crossed Knight Inlet into Tribune Channel. We stopped briefly at Lacy Falls, and finally anchored in O'Brien Bay at the head of Simoom Sound.

6.7.18 We departed about 1150 (because of weather conditions) and headed directly out to Queen Charlotte Strait, where we found the conditions good enough to continue around Cape Caution. The wind was light and behind us, and seas were about a meter or so, with ocean rollers under. There was an extraordinary moment when the rain was falling hard and the water was calm except for the rain drops – and the surface texture shimmered like

some impossibly soft velvet. It was stunning, magic, breath-taking even. We ended up anchoring in Kwakume Inlet off of Fitz Hugh Sound, another new place for me.

6.8.18 We left about 0815 and moved on up to get some fuel in Shearwater (1943 liters). Afterwards we headed out Seaforth Channel, went through Reid Passage and later Jackson Passage, to get us over to Finlayson Channel. Then we passed between Jane and Sarah Islands (!) and entered Alexander Inlet about 1905. We anchored at in O'Brien Cove at the head (!) at about 1950 and it was worth the long entry.

6.9.18 Departed Alexander Inlet at 0805 and continued north (west) through "the canyons," past Butedale up to Wright Sound and then started up Grenville Channel (the trench). We anchored in Lowe Inlet near the waterfall at 1645 in 80 feet of water, where the outflow kept us thinking we were in a river....

6.10.18 We raised the anchor at 0845, and caught a line on the hook of it, which I managed to free without cutting anything. We continued up Grenville, passing Gibson Island at 1145. We crossed Chatham Sound, then stopped and anchored in Brundige Inlet, Dundas Island.

6.11.18 Anchor raised at 0710, and we crossed Dixon Entrance in 3-4 foot seas, with a low westerly swell. At 1325 we tied up at Ketchikan Moorage (907) 225-8285 (Donna). Later we had a lovely dinner with Dad and Dion plus Mark and John (chef) and Sean (their deckhand), as well as our whole crew. Good to see my Dad, and to check in with the group...

6.12.18 We had a leisurely morning, watching the "kubuki with large boats" (cruise ships docking), followed by the myriad frenetic activities which happen in Ketchikan harbor in response to their arrival: seaplanes, fishing boats, tourist boats, jet planes, helicopters, bald eagles, whales. In the afternoon we borrowed Shadowfax's car to do a little shopping, then ate a huge and tasty dinner at Ocean View with Jesse's friend Sharon Hatch.

6.13.18 Shadowfax and my Dad left earlier this morning – they are OK, but Mark (and we'all) are concerned about the future. They need more help, and they're not getting it. Certain people's stubbornness gets more obvious and difficult to be around as time passes, and I wish it were easier. In any case I do the best I can and keep the others informed. A little later we said farewell to Jesse, and then I reset the bunk room back to office mode. The Scholtzes arrive on Fri

6.14.18 Brian and Sue left this morning and I am preparing for the next part of the adventure. It was a wonderful visit for all of us. Meanwhile, the water pump has been acting up again, or rather not acting as it should), but it still seems possible that I can fix it...I have at least one other part here to try...a solenoid (the 3rd one). I did that, but the behavior of the system did not change. Then I talked to Steve at SYS (not much help) and MikeJ about it (he suggested calling Groco), but noone's heard of these symptoms before. Hmmm.....

6.15.18 I called Groco back east this morning and they were celebrating their 100th anniversary as a company (!) and noone was there who could answer my question. However, a very knowledgeable guy named John Butler called me back an hour or so later and suggested a possible solution I hadn't thought of – that the No Water sensor on the intake was bad, because he said my symptoms are exactly how the system behaves when that happens. Turns out it can be jumped over entirely, and then it follows the pressure switch's directions. So I made a jumper, and it worked; I had all the parts and tools I needed. I will just continue to make sure that the boat doesn't run out of water: same as it ever was. Then I followed Mike's other advice and found the Aquastat for the furnace (over the starboard turbocharger) and, indeed, as he suspected, a wire had fallen off of it altogether. I hooked it back up and now the fan heaters work again too (except the ones in the pilot house?). This all feels excellent, because I will certainly enjoy this adventure more now that those two riddles are solved. Upon reflection, I'll bet Madame Mudge was responsible for the loose wire on the heating system. Mahalo for this experience, for being humbled and learning from the nature of things.

6.16.18 We had a remarkable day. Richard and Helen went shopping for groceries and then we all went for a walk through the (cruise ship part of) town, then stopped to buy some astounding (post-transformation-eagle-boy-expressing-gratitude-carved-out-of-bone!) artwork, visit the experimental jazz cabaret (Sunday night jazz jams at 6 pm, thanks Kim) and the Ray Troll store, and finally visiting George at Crazy Wolf and meet Ken (the owner). They made me a deal I couldn't refuse on a unique bent-wood box and I am very happy to have it. Many mahalos. George played his flute for us and Richard particularly appreciated it. Afterwards we wrapped up our Ketchikan stay in style by backing out of the slip while the wind was blowing us into a very close-by, operating seaplane propeller. No problem! We made our way past the Disney Wonder cruiseship on the way out of the city, and proceeded in calm waters and generally clear skies (sunshine with a light haze) around to Behm Canal and up to New Eddystone Island with whales and eagles and , and then anchored at the head of Punchbowl Cove, in Rudyard Bay. The great Wall was dark and moody as we came in, and set us up perfectly for the next day.

6.17.18 We decided to take the day off and stayed put. It was in fact absolutely beautiful and peaceful (other than the passing seaplanes – although after our experience in Ketchikan it was nothing). Beauteous maximus. We played some music, I had a nap, we cooked the fresh salmon we got from Chad in Ketchikan, and the world was healed...exquisite time here now. Sweet. As hoped, the Wall was alive all day and provided us with all the entertainment we needed. The sun was on it and the shadows never stopped changing.

6.18.18 After a wonderful blueberry macadamia nut pancake breakfast (thank you Helen!), we pulled anchor just before noon and went exploring, touring the rest of the canyon, and then decided to anchor in the north head and stay inside the bay for another night....Another stunning place, and one I've never anchored in before. Perfect summer weather, hot in the sun, north wind, blue skies.

6.19.18 In the morning I heard a rockfall high on the cliff face, but nothing made it to the water...food for thought. Later the National Geographic ship Sea Bird appeared and

launched their armada of small craft. We departed the north arm of Rudyerd Bay at 1000, took a quick circle into the Punchbowl on the way out and then moved on to Walker Cove, another astounding geo-creation, and then finally continued on up and around to Bailey Bay, on the top section of Behm Canal.

6.20.18 Once again we woke up with the SeaBird in the bay with us, as well as a humpback whale a bit later. We three sat with our feet in the (warm-ish sea) water for a while, and then departed soon after, facing a solid 15-20 mph south wind in western Behm Canal. We stopped in Meyer's Chuck, off Clarence Strait, where there was no one home but boats...it truly appeared deserted – maybe we were there too early. Also, I had to set the anchor four times before I was happy, between people anchoring too close or dragging anchor into us. I think that's a record for me.

6.21.18 Something came up which required me to fly to Seattle for a night, so we went into Wrangell early to facilitate that. I hope it's worth the trip.

6.22.18 Richard and Helen are having a quiet day on their own, and I'm writing this on a plane, looking down on all the mountains and waterways we've been traveling on. Beautiful world.

6.23.18 Our offer was accepted – we bought the house! Fabulous – moving forward. The replacement for the BeachStudio. Then I returned to Wrangell, and we all had a great dinner with Jim Leslie.

6.24.18 Richard and Helen went on an Alaska Waters tour of the Stikine River with Jim driving the boat, and I stayed and worked on this boat, sorting out some long-overdue drawers and catching up with lots of chores around the house. As it turned out, they had a beautiful trip up the river with a group of wonderful other guests, and we departed when they returned, moving over to Berg Bay for a brief return to “the canyons.”

6.25.18 We departed around noon and explored Bradfield Canal. We saw four bears on the side of the inlet near the mouth of the Harding River. After visiting the head (where the delta comes way out into the bay, much further than the chart!), we anchored in front of the Eagle River, and enjoyed a quiet afternoon in the rain. Beautiful place. Jim recommended we launch the tender and go up the river at high tide...but we are so comfortable in the warm boat and enjoying the time here so much I think we'll wait until next time.

6.26.18 Departed Eagle River at 8:00 am, arrived Wrangell at noon. Richard & Helen departed, and I working on making the boat ready for Teri and Jim, tomorrow morning.

6.27.18 Jim & Teri arrived. We had a Wrangell dinner with Jim at the Stik.

6.28 We all went on the Alaska Waters Stikine River tour, with James driving the boat. Got all the way to the (ever-smaller but still amazing) glacier in Shakes Lake. After returning, we departed Wrangell and moved up to Petersburg, and moored in the south harbor.

6.29.18 We did a little shopping and then departed for Frederick Sound, visiting the sea lions near the Brothers and then anchoring in the thumb of Snug Cove in Gambier Bay, Admiralty Island, Frederick Sound.

6.30.18 The timing of the tide was perfect, so we decided to go on inside through the narrows at slack and spend a night in the West Arm of Ford's Terror, off of Endicott Arm. It remains one of the most singular canyons of the entire coast. Because of all the recent rainfall, the waterfalls were everywhere, and astonishing.

7.1.18 We spent a wonderful day inside the canyon, then got out at high slack 24+1 hours after we came in. Then, avoiding the bergs, we cruised up through Holkham Bay to Tracy Cove, just inside the entrance to Tracy Arm, off of Stephens Passage.

7.2.18 We spent a gorgeous day in Tracy Arm, and lingered at the head for lunch – always an astounding place to be. Later we moved on up to Gilbert Bay in the next fjord, Port Snettishan, Stephens Passage, where we anchored all alone at the head of the huge bay.

7.3.18 We had a leisurely morning and weighed anchor about 11 am, then started up the north arm to explore – another stunning canyon. Afterwards we went on up into Gastineau Channel to Juneau and tied up at the Seadrome Float, which proved to be the catbird's seat for the Independence Day fireworks, which went off at midnight (7/3). Coming in, there was no one on the dock, and no one answering the phones – but we found someone to talk to at the adjacent fuel float, and parked in a spot on the low dock that worked well for us. The guy (Justin) called later and said we were fine where we were. Later we moved to accommodate some Tracy Arm tour boats that use the float regularly. We had a good dinner at the Hanger, right next door.

7.4.18 Awoke to a wonderful local Fourth of July parade right at the top of the dock. The folks and floats moved through the town to start with, and then circled back and for a while the parade was going in both directions at the same time, which I thought was a great idea! Now I'm getting ready for the next leg of this trip. General maintenance: I added a quart or two of oil to the port engine. I've been watching it go down a bit at a time for a couple of weeks; otherwise everything's been steady as she goes. Meanwhile, around here there are lots of seaplanes – every hour or so five come and go to the dock next door. In between, the service crew practice their fishing, standup paddle-boarding, sunbathing and other activities.

7.5.18 Jileen, Donn and Tami arrived. After a walk-around, Jim and Teri joined us and we ate an excellent dinner at the Twisted Fish. Donn's old friend Kim Gottler and her husband Brian also joined us; she works for Alaska Airlines.

7.6.18 We woke up to the UnCruise boat knocking, wanting us to move over to make room for them at the other dock (back to our original spot...) – good morning! We did some shopping, then departed Juneau around 1230 after a stop at the fuel dock. We had idyllic sunny-no-wind conditions coming around Douglas Island (we even opened up the top deck), then some head-on wave action after turning the corner around Point Retreat down

to Point Couverden, then finally anchored in Couverden Island Cove at 1750 after...which was miraculously quiet inside, with only the background sound of the crashing waves through the trees, including occasional large reports like distant gunfire or explosions.

7.7.18 Today we woke up to quieter sounds from the waves outside, and no wind, and we departed around 0815. We rounded the point and headed across a calm Icy Strait to Glacier Bay – a very sweet crossing. We arrived at Bartlett Cove about 1235 and checked out the lodge and the new Hoonah-Klingit Native House – which was wonderful – before going to the latest Park orientation. Now we're in the park, anchored in North Sandy Cove. I was last here with Jesse and Stephan four (or was it six?) years ago. It's overcast, but you can see a long ways, and there's lots of light in the western sky. On the way here, we circumnavigated South Marble Island for its' amazing sea life, as well as the truly astounding smell. Lots of whales, and seals, sea otters, seabirds and bald eagles...

7.8.18 We journeyed up Muir Inlet for the first time ever. Jileen made lunch on the way in to the head of Wachusett Inlet, a new place for me – NOTE: at the head, the silt bar once again comes out a lot farther into the inlet than the chart indicates. The whole scene there was other-worldly – the water was white at the head. On the way back out we woke up a big bear apparently napping by a stream. We moved back into the main bay and across to Blue Mouse Cove, where we anchored just in time to hear wolves calling to each other in the background. An amazing conversation to overhear. This is such a beautiful place, with many wonderful memories of past visits with friends and family.

7.9.18 Today we made our way up the main bay and visited Johns Hopkins Inlet, where we got all the way in to the face of the glacier (for the first time ever!). After lingering there for a while we went into Reid Inlet with the idea of anchoring, but the wind was whipping through there at 30 (and gusting to 50!), so we continued over to Russell Island, where we found some protection on the north side. It was very exposed, though, and Tarr Inlet was dark and uninviting, so moved down around the east side, surprising a family of bears lolly-gagging on the beach. We anchored first in a small bight behind some islets near the south end, and it was OK, but there was a lot of chop wrapping around the "protective" islands and we weren't sure if it was acceptable for the night. While watching and waiting we got a weather report summary from the rangers (on the satellite phone) which made it sound unlikely that conditions would improve anytime soon, so we decided to skip Tarr Inlet this time and continued down the bay back to Blue Mouse Cove, where even there it was surprisingly active and a bit roll-y inside the cove.

7.10.18 Rain, fog and wind – soaked in – as predicted. We stayed put, though we moved to a more protected spot. Nevertheless it was a bit of a roll-y night, as in not quite restful.

7.11.18 Farewell Glacier Bay...I started the engines at 0700 and started out into 4+ foot waves, which calmed down after a while and were gone at Drake Island. We passed out of the Park at 1030 in mill pond conditions, and then (avoiding humpbacks and sea otters) we stopped in to visit Hoonah. There, by chance, we got to hear more of the story about the Tribal House in Bartlett Cove from the project designer himself, Gordon. He took us over and told us the story of the last piece of the project, the completed Healing Pole, which was

nearby and is going to be installed at Glacier Bay (near the dock) later this summer. This chance encounter was perfectly amazing since we were just in their new Tribal House at Bartlett Cove last Saturday. Afterwards, we had a fresh-fish Alaska lunch at the Fisherman's Daughter (the only restaurant that we saw). Then after wondering and talking about him, I ran into Paul Dybdahl in the grocery store! He came to the boat and I gave him some new music to hear. He's in good shape, and is still fishing off the Jill Marie! Then we continued out around Point Augusta into Chatham Strait, and anchored in Pavlof Harbor in Freshwater Bay, an old favorite.

7.12.18 A brighter morning – high pressure is rumored to be building. The first thing we did was watch the classic motoryacht Westwind depart the anchorage with its old one-lung engine. We lifted our anchor about 9 am and made our way down Chatham to Peril Strait, through the channels, and passed through Sergius Narrows an hour before slack (about 1520). Then we anchored in Sukoi Inlet, off of Salisbury Sound, which is a wonderful spot, not unlike De Groof Bay (though easier to access). Tonight we have it to ourselves, with a light north wind, lots of blue sky, and puffy clouds – a whole new look. Bears on the beach. Delightful!

7.13.18 Beautiful morning, with sunshine on the boat and deer on the beach! We had a long leisurely morning at anchor, then moved into Sitka in the afternoon. Back to the modern world, back from the Land of Awe. We parked at the end of "B" dock near the Harbormaster's office in Thompson Harbor.

7.14.18 Donn and Tammi visited the town while Jileen and I cleaned the boat, putting things away and getting ready for the next crew. Later we had Mark and John from Shadowfax over to dinner on our "smaller" boat – for a change-of-pace and a thank-you to them – and we all enjoyed the evening telling stories and sharing wonderful food (including lamb from Hale Kumau!).

7.15.18 We buttoned things up and all flew out on the same flight – while Alisaz sits tight, tied to the end of "B" dock in Thompson Harbor, in Sitka, Alaska, patiently waiting...

* * * * *

7.22.18 Returned to the boat this afternoon – all is well. This morning there is low overcast and fog, which is supposed to clear up as the day unfolds. It's warmer than it was when I left a week ago, though, and we have a pretty fair forecast ahead for this week. Laure and John were already here in Sitka – John was fishing up in the rivers with a local guide, and caught a king (that "wasn't supposed to be there"). They joined me at the boat about 1630. We headed up to the store, and then they took me out to dinner.

7.23.18 We did a little more shopping and wrapped up our Sitka visit, then went through Krestof Sound on our way to Salisbury Sound, and then up Peril Strait through Sergius Narrows. After the anti-climax of the "rapids," we continued up Hoonah Sound's South Arm and anchored in Douglass Bay, at the NW top of Patterson Bay – which turned out to be a good choice for the weather we actually had.

7.24.18 Beautiful morning, flat calm = still, precious time. Fog rolling in from around the corner and sky blue coming through overhead. We picked up the anchor about 1100 and moved east to Chatham Strait under hazy but clear skies, continuing the mill pond conditions. Dahl's porpoises played under our bow for a while... then after we turned the corner there was a little chop in Chatham Strait and a SW wind on the bow. We visited the waterfall nearby, then anchored in Ell Cove at 1630 with one other boat already there. As always, amazing rocks and colors: it's like re-visiting old friends, some of which are on the cover of the Mysteries album! Later the folks from the other boat (from Bainbridge Island, moor at EBM, called the Coastal Raven, Gary & Christine Legere <waterdog3@comcast.net>) came over and offered us some halibut (they caught two on the way down from Tenakee Springs!), and in return I gave them some music. Mazeltov.

7.25.18 Woke up to the sun shining into my stateroom, which was a delightful surprise: the weather report had me thinking that wouldn't happen today. We had a beautiful morning all alone here – the other boat left earlier. John and I took the tender out looking for fish, but didn't find any. We departed at about 1130 and moved over to the new(!) dock at Baranof, which was less full than I've ever seen it. There were strong currents under the dock but we got onto the back side. We parked at Baranof dock, Warm Springs Bay, Chatham Strait - 57.05.326'N; 134.49.970'W, then had lunch and enjoyed a walk and soak in the amazing hot springs by the waterfall... Afterwards we wanted to anchor out, but the Calypso was anchored (and stern-tied) in One Bear Bay, so we headed down the coast instead – in soft but lumpy seas – and anchored all alone at the head of Red Bluff Bay. That's a first. It's such an astounding place... words fail. The full moon rise later confirmed that: no words, except "thank you God for most this amazing night..."

7.26.18 I slept long and woke up to sun (again!) in my stateroom, and was again surprised and delighted to see it. We had a leisurely morning. Took an excursion in the tender around the bay, and John caught a pink salmon with a fly rod – another first. I never before could see the fish under the surface the way he does, and it was great to learn a new way of seeing things. The Calypso came into the bay, followed by our friends on the Coastal Raven, and we chatted with them for a while. We had lunch and departed the Bay soon afterwards. Outside we found Chatham Strait in a fabulous mood, as we headed over to the Admiralty Island side. Further on we experienced glass calm conditions. It's suddenly summer here – today was another spectacular day. We anchored in Henry's Arm, Pybus Bay, Frederick Sound (Admiralty Island), a wonderful, protected spot that no longer hosts a fishing camp, and so is empty for us to anchor in. Wonderful view out the mouth of the inlet of the mountains around Cannery Cove. I finally broke out a guitar; now for some new material.

7.27.18 Sun again. We lifted anchor about 0930 and threaded the islets out to Frederick Sound, stopping to see, hear and smell the sea lions west of The Brothers. We crossed Frederick Sound under cloudless skies, bright sun and northern breezes, "fair skies and following seas" (except a bit at the end, crabbing across the seas). Then we turned into Thomas Bay and anchored in Scenery Cove. Beautiful spot – I forgot all about the green water! On our way in, we passed a little fishing boat anchored in the middle of the cove, and

it turned out to be the SueAnn, with Dan onboard, of course! After a radio conversation, he accepted our invitation to join us for dinner. Small world even here. Fantastico – saves finding him in Petersburg...

Amazing synchronicity, in any case. He came over and we had a great conversation about, well...everything important, over a dinner of Hale Kumau BBQ-cut beef, smoked black cod, roasted potatoes and salad. Thanks to Laure and John for cooking. Dan's been making drone videos of the changing sea/ice/landscape hereabouts. The short glimpse I saw looked fabulous. He told us about the lake in front of the glacier and the way to get in there...

7.28.18 I woke up early and watched the sun rise in the cove, and then Dan running his drone around the area. I love what he's doing with it, but I don't look forward to the day when everyone has them.... We had a leisurely morning – it's a bluebird day again – and then visited LeConte Bay to see the ice, which is always astounding in the direct sunlight. Turns out neither of them had ever seen icebergs before. After nearly reaching the face of the glacier, we turned around and headed for Petersburg, mooring in the Southern Harbor at #651 – the end of a great week. Time to clean the boat again. I wonder if I can find a diver to take the grass off? In any case, we are back in communications with the world again...

7.29.18 Clear bright sunny day. We went to get fuel soon after they opened at 7, and put in 854 gallons as follows: PF-274 (14"); PA-182 (7"); SF-223 (8.5"); SA-174 (7"). The mains are at 3809/3806 hours. Then after returning to the slip, Laure made blueberry pancakes which we ate on the back deck. L&J departed by jet at 3 pm, back to Silverbow Farm, to host their whole family for Aunt Joan's 90th birthday! Wish I could be two places at once (again...). After they left, I walked up and used the public laundromat, where I can do all the loads, at once, and be done in an hour.

7.30.18 Day off, summer continues. Changed the linens and set-up the third stateroom for a guest. Wrote, played my guitar a bit...took a long nap. Caught up on some correspondence. Walked on the ground.

7.31.18 Chet, Susan and Michelle arrived mid-afternoon. We departed about 1600 and went down to LeConte to see the glacier and the icebergs with the late sunshine on them. Beautiful...

8.1.18 We walked through Petersburg, had a little food at the Salty Pantry, did a little shopping, then filled the water tanks and cast off, heading south through Wrangell Narrows to Keene Channel, where we anchored in front of Dan's and Kurt's cabins. Both of them came over to visit (Dan by inflatable and Kurt by kayak), and then later we went into shore and had dinner together. I played a little slack-key guitar and Dan fired up the sauna. After we returned, we hoped to see the northern lights, but the sauna took its' toll, and I went to sleep. Clouds are appearing...

8.2.18 Overcast and cooler. We had a leisurely morning and then moved on, out of Wrangell Narrows and around through Sumner Strait to Wrangell. Rain in the air, finally. We tied up in Heritage Harbor, and my crew visited the town, and then we all had dinner with

Jim at the Stik. Note to self: there was some confusion on the AW side about the reservations, don't forget to check a few days before these tours to make sure everyone's on the same page.

8.3.18 We took the Alaska Waters Anan Creek trip, with Jim driving the boat, and saw lots of bears, including a brown sow with 3 cubs, black bear cubs climbing a tree and several successful fishing bears (including Scuba Sue). When we returned, we had another meal at the Stikine Inn and then all took naps. It's raining and cloudy, and everyone's happy about it. After all, this is in fact a rain forest. Water in the streams will help the salmon find their way home. We're going to stay here again tonight.

8.4.18 We departed Heritage Harbor and made our way around the north end of Wrangell Island and east through the narrows to the south end, then past Anan Creek, where we saw a humpback. We continued up Bradfield Canal and explored the possibilities before anchoring just east of the mouth of the Harding River, in a deep spot protected from the SE wind (which never appeared...) at 56.12.251N/3131.36.733W. It was a stunning spot in calm weather. It turned into a beautiful day, and evening. Clear skies again!

8.5.18 Perfect blue sky morning – everything still, in high summer style, holding our breath as the world responds to the sun. We explored the waterways down to Vixen Inlet. Lots of seiners fishing in Ernest Sound.

8.6.18 We had a beautiful and a very still, glassy night, with clear skies and a light north breeze. However, I did wake up to no water (i.e., no operational heads), and found that the fresh water supply hose had broken under windlass, and the valve I added later saved the day. Later Susan made pancakes which we ate out on the back deck. Then we picked up the anchor and left the inlet about 1000, making our way west and south around the corner into Clarence Strait, stopped at Meyer's Chuck for a drive-by viewing, then continued on to Ketchikan and tied up at the old Ellis Building (Ketchikan Moorage) once again. In the harbor, four cruise ships are at the dock today. We had dinner at the Bar Harbor restaurant, and ran into Jesse's friend Sharon.

8.7.18 Busy place! Never a dull moment. We cleaned the boat and then the crew went to the totem pole park. Another boat arrived on the dock and Captain Ron Kenny was operating – small world, big islands. Later, Chet had part of a tooth chip off, but Mimi had dental cement to fix it (!) and Susan did the glue-ing deed: amazing. Then they flew out in the afternoon and I continue to prepare for the last segment of this journey. Donna's husband Chad recommended divers (for cleaning the water line) but they didn't call back. For future reference – they were Tim Scanlon (907) 617-8161 or Greg Hanison (907) 617-3224.

8.8.18 A day off – many small repairs onboard, some communications, a long walk.

8.9.18 Heavy rain overnight – woke up to the aft bimini full of water. I re-assembled the missing frame piece and I think it will hold. Later I re-visited the shop where I bought the Eagle boy (earlier in the trip), and bought another piece for our barn. Crew #7, Bill and Eddie, both arrived in the afternoon and evening. Rain stopped. Rainbow! Sunset!

8.10.18 Morning shopping. Departed before noon and crossed Dixon Entrance to Prince Rupert. PRYCC for Canadian Customs and the night. We have clearance number 20182220768.

8.11.18 An excellent, long day, traversing Grenville Channel and Wright Sound, and viewed Butedale for what may be the last time (there's an excavator working there – RIP). We anchored at the head of Khutze Inlet!!! Another first place for me: wowza.

8.12.18 We passed through Heikish Rapids an hour after slack (nada turbulence), and then proceeded to explore Mussell, Poison and David Inlets, then went through Mathieson Narrows and stopped to visit Kynock Inlet – another incredible canyon. Because it was high tide, we went right into Culpepper Lagoon for a look, and then came right back out. That is a very special place that deserves a few days inside on a future trip. Back outside, it was windy and rough at the the head, so instead of our planned anchorage, we continued south in Mathiesen Channel to Rescue Bay, another beautiful spot that I haven't stayed in for some time. Mick and Pam Bacich (Mola Mola) were anchored in Mussell Inlet, and we made radio contact there; then they came over to say hello to us in Rescue Bay, and I gave them some music.

8.13.18 Foggy morning: beautiful soft stillness. We made our way in to Shearwater for fuel, then out Fitz Hugh, stopped for some whales, passed through a wicked looking fog bank in order to check out the Goldstream Anchorage, and then proceeded to anchor there. Cool spot – watching the fast fog passing behind the trees, as the fog banks stream through Haikish Narrows into Fitz Hugh. Another quiet oasis in the middle of massive commotion.

8.14.18 Foggy morning, but with blue patches and light already coming through at 7 am (that being said, it stayed foggy most of the day). We started the engines shortly after that and departed Goldstream Harbor for Cape Caution and points south. We turned the Cape corner at about 1105 and proceeded down the northern shore of Queen Charlotte Strait to Wells Passage, where we found orcas, humpbacks, dolphins and many birds. Ultimately we decided to head towards Johnston Strait, and worked our way down to Indian Channel, and then anchored behind Mound Island, an old favorite spot. The sun came out once we were there!

8.15.18 Fog. Farewell Harbor, Blackfish Sound, then hours of Johnstone Strait with lots of ebb tide action, and finally Okisollo Channel, calm as can be. We anchored in Waiatt Bay/ Octopus Islands, as we have so many times before. The sun came out again late in the day, but we could see the cloud of forest fire smoke ahead of us. 'Tis the end of another amazing adventure. Maintenance note: I put a gallon of oil in the engines after our run today (half in each).

8.16.18 Departed at 0845 and arrived in Emerald Cove at 1130; it was a beautiful morning. Carol came down to greet us – we're at her dock through the weekend. We'll see who's here... The boat is washed and has enough fuel to get to Seattle.

8.17.18 Today is another beautiful day here in Emerald Cove, and at Silverbow Farm it's my sister Dion's 60th birthday! Here we are waiting for Peggy to learn more about her "blind" eye symptom (she was fine), and imagining small social events. For example, a boat excursion is shaping up for tomorrow...

8.18.18 Another Cortes boat party, with probably 25 people onboard for a trip around the corner to a favorite swimming spot in Von Donop Inlet. Getting into the water was wonderful. On the way back, Merlin and Cosmo played music for us on the front deck – always amazing – and (at least as far as I can tell) a wonderful day was had by all. It was clear(-ish) in the morning, but by the time we headed back the wind had died and the smoke was rolling in.

8.19.18 We said goodbye to Carol (off to Vancouver), visited with Lynnaea and Rick and then the other Rick and Peggy and Heather. We said our goodbyes, then went over to Twin Islands in the thick smoke. There we had dinner with Mark, Kristen, Joe, Sean and his partner (owners of Teakbird).

8.20.18 Departed the dock at Twin at 0945 after coffee and ran the length of Georgia Strait, through the dense forest fire smoke – we could not see either side of the strait the entire way, except hazy bits now and then when we got close to the shore. Thank heaven for good radar. We went through Dodd Narrows along with a 3 knot current (no problem), and dodged the anchored freighters in Tricomali Channel (what are they waiting for?), before finally anchoring in Ganges Harbor, where the air turned out to be especially thick. We took the tender in to the tender dock (close!), and had a good dinner at Annie's Pesto, a fine Italian restaurant (with Negronis on the menu!). It was a wonderful end to the summer, smoke notwithstanding. I can feel myself starting to wind down from this eleven week journey, and first and foremost I am so very grateful to have the opportunity to do this with some of my time here on this beautiful planet.

8.21.18 We departed at 0830 amidst the persistent smoke, and headed for Friday Harbor, where we cleared US Customs just after noon. After that we made for Seattle, through the void, directly across the glass calm Straits of Juan de Fuca (as opposed to the gnarly straits of John-Dat-Fuckah). It was like a white-out in some kind of warm snow-less blizzard, actually. At about seven o'clock we tied up at Elliott Bay Marina slip F-47 – which has been Alisaz's home since she was a new thing in 2002. Amazing. This is the end of our fifteenth season on the water! Eight trips to Southeast Alaska! Mahalo all who helped make it all possible. "Thank you God for most this amazing day..."

8.22.18 Cleaned up and moved out, finishing this process of traveling with a house...

ALISAZ SE ALASKA 2018 – crews & stops

ALISAZ 2018 Crew #1: Jesse Snyder, Brian & Sue McCree Sw

May 31st arrivals - Elliott Bay Marina, Seattle
 June 1st Langley Marina, Whidbey Island, Saratoga Passage
 June 2nd Reid Harbor, Stuart Island, Boundary Pass, WA, USA
 June 3rd Nanaimo (anchored), Vancouver Island, B.C., CANADA
 June 4th Campbell River - Discovery Marina, Vancouver Island
 June 5th Emerald Cove, Manson's Bay, Cortes Island
 June 6th O'Brien Bay, Simoom Sound, Broughton Islands
 June 7th Kwakume Inlet, Fitzhugh Sound
 June 8th Alexander Inlet, Princess Royal Island
 June 9th Lowe Inlet, Grenville Channel
 June 10th Brundige Inlet, Dundas Island, B.C., CANADA
 June 11th Ketchikan Moorage, Ketchikan, AK, USA
 June 13th departures - Ketchikan

ALISAZ 2018 Crew #2: Helen & Richard Scholtz

June 15th arrivals - Ketchikan
 June 16th Punchbowl Cove, Rudyerd Bay, Behm Canal
 June 17th Punchbowl Cove, Rudyerd Bay, Behm Canal
 June 18th North Arm, Rudyerd Bay, Behm Canal
 June 19th Bailey Bay, Behm Canal
 June 20th Meyers Chuck, Clarence Strait
 June 21st Wrangell, Heritage Harbor, Wrangell Island
 June 22nd Wrangell, Heritage Harbor (Richard gone)
 June 23th Wrangell, Heritage Harbor
 June 24th Berg Bay, Eastern Passage (mainland)
 June 25th Eagle River, Bradfield Canal (mainland)
 June 26th departures - Wrangell

ALISAZ 2018 Crew #3: Jim & Teri Sugg

June 27th arrivals - Wrangell (Alaska Waters-Stikine River)
 June 28th South Harbor, Petersburg, Mitkof Island
 June 29th Snug Harbor, Gambier Bay, Frederick Sound
 June 30th Ford's Terror, Endicott Arm, Stephens Passage
 July 1st Tracy Cove, Tracy Arm, Holkham Bay, Stephens Passage

July 2nd Gilbert Bay, Port Snettisham, Stephens Passage
July 3rd Juneau, Gastineau Channel, Seadrome Dock
July 6th departures - Juneau

ALISAZ - SE Alaska 2018 Crew #4: Jileen, Donn & Tammi Falconer

July 5th arrivals - Juneau, Gastineau Channel, Seadrome Dock
July 6th Couverden Island Cove, Chatham Strait
July 7th South Marble Island, North Sandy Cove, Glacier Bay
July 8th Wachussetts Inlet, Blue Mouse Cove, Glacier Bay
July 9th Johns Hopkins Glacier, Blue Mouse Cove, Glacier Bay
July 10th Blue Mouse Cove, Glacier Bay
July 11th Hoonah, Pavlof Harbor, Chicagof Island
July 12th Sukoi Inlet, Salisbury Sound
July 13th arrive Sitka, Thompson Harbor (Baranof Island)
July 14th Sitka Day!
July 15th departures - Sitka

ALISAZ - SE Alaska 2018 Crew #5: Laure & John Nichols

July 22nd arrivals - Sitka, Thompson Harbor (Baranof Island)
July 23rd Douglass Bay, Hoonah Sound (Chicagof Island)
July 24th Ell Cove, Chatham Strait (Baranof Island)
July 25th Red Bluff Bay, Chatham Strait (Baranof Island)
July 26th Henry's Arm, Pybus Bay, Frederick Strait (Admiralty Is.)
July 27th Scenery Cove, Thomas Bay, Frederick Strait (mainland)
July 28th South Harbor, Petersburg (Mitkof Island)
July 29th departures - Petersburg

**ALISAZ - SE Alaska 2018 Crew #6: Chet & Susan Tchozewski,
Michelle Lindberg**

July 31st arrivals - Petersburg; evening visit to Le Conte glacier
August 1st Wrangell Narrows, Beecher Pass - (Kupreanof Is.)
August 2nd Wrangell - Heritage Harbor, (Wrangell Island)
August 3rd Alaska Waters to Anan Creek, back to Wrangell
August 4th Hastings River, Bradfield Canal (mainland)
August 5th Vixen Inlet (mainland)
August 6th Ketchikan - Ketchikan Moorage
August 7th departures

ALISAZ - SE Alaska 2018 Crew #7: Eddie Pollock, Bill Weaver

August 9th arrivals - Ketchikan, AK, USA
 August 10th Dixon Entrance, PRYRC, Prince Rupert, B.C., CANADA
 August 11th Khutze Inlet, Tolmie Channel
 August 12th Rescue Bay, Susan Island, Mathiesen Channel
 August 13th Goldstream Harbor, Hecate Island, Fitzhugh Sound
 August 14th Mound Island, Indian Channel, Broughton Islands
 August 15th Waiatt Bay/Octopus Islands, Quadra, Discovery Islands
 August 16-18th Manson's Bay, Cortes Island, Desolation Sound
 August 19th Twin Islands, Desolation Sound
 August 20th Ganges Harbor, Saltspring Island, B.C., CANADA
 August 21st Elliott Bay Marina - Seattle, WA, USA

8.27.18 Sorting out the lists for the subs – all the work on the list and a few other things...

10.9.18 Visiting Seattle next week - we'll see how she's doing. A few things to add to the list – flushing the tender and putting air in the bumpers. Re-sorting the charts. Time to ask S3 to actually take the anchor chain out and reverse it. *Paul and I are going to scope it out for a gyro stabilizer, the newer better solution. If we do it, there goes the lazarette...! (didn't happen).*

10.28.18 On my last Seattle visit I met with Paul Zimmer and his stabilizer expert and decided that the common wing style was better suited to the boat and the space available. The water maker was pickled, and there are other repairs underway by SYS. Cummins NW did a complete engine service and also adjusted the valves on the generator.

6.9.19 New (wing style) stabilizers (!), new hot water tank (relocated aft), all through-hull maintenance done, extensive gel coat repairs all over, new bottom paint, tender service, full detail...mucho mahalos to the S3 guys, especially Tyler and Shonn. The stabilizers make a big difference already in the side-to-side action – in the relatively calm water at least. They noticeably tighten up the “tracking” through the water. She's got her “wings.”

7.9.19 Thinking about my upcoming “short” boat trip, heading up to Desolation Sound, and spending almost three weeks on board. I'll visit a lot of my Cortes family and take care of myself. Jileen was going to join, but it's becoming less likely as it gets closer – too many trips for TRFF all of a sudden. Peter MacDonald and Maureen are going with me on the way up, and Brooke is going to come back with me in August. My goal is to relax, play and enjoy.

7.10.19 My thoughts are starting to turn to boating...

7.17.19 Preparing for departure tomorrow, with Peter MacDonald and Maureen, for Desolation Sound, for two weeks and a little more...Alisaz in good shape, better than ever maybe, and less mold all the time. I didn't realize before how bad it is for us, but recent information from my doctor indicates otherwise, and I'm on a mold mission. Concrobium! I need to complete the Swedish Death Cleaning for the boat! I spent a few hours onboard today, and she's really quite ready for most anything – I just have to find whatever it is we're looking for...

7.18.19 Mains = 3933/3930 hours. Departed Elliott Bay Marina with Peter MacDonald and Maureen McHugh about 2pm, then made our way north to the South Whidbey dock at Langley, then tied up at Delta 5 next to the ramp. We had a delightful dinner with Stephan and Ronlyn, and toured the garden, and then the art and furniture in the house. A wonderful evening had by all.

7.19.19 Had a morning confab with Judith and David about an upcoming collaboration, then departed South Whidbey at 2pm afterwards, and made our way up through Deception Pass against against about 4 knots of current. No drama. A beautiful, slightly hazy summer day, flat calm on Rosario's Straits. We had a gorgeous sunset cruise through the San Juans, and dropped the hook in Reid Harbor, where once again it's a clear night. I realize that I've actually been anchoring here since I was a child.

7.20.19 We entered Canada at Bedwell Harbor around 11am (authorization #20192010320), and then found Ganges' dock too full for any short stays – so we continued out through Active Pass and made our way directly up Georgia Strait to the islands off the south end of Lesqueti, where we saw a pod of killer whales (!). We anchored in Little Bull Passage, next to a beautiful granite wall – a very cool new spot. I think the sun will set in the passage to the west...mahalo nui for this, as well. An intimate group of islands, right in the middle of Georgia Strait! We even had a visit from a small family of mountain goats. Sweet.

7.21.19 Departed 10:30am, cruised north on a flat calm beautiful day on the notorious Georgia Strait – it's a mill pond today. Arrived Manson's Bay at 4 pm...we're tied to Carol's dock, with a full tank of beautiful artesian water...and she herself arrived by water taxi at the end of the day. We three had dinner outside on the aft deck. 50.04.667N - 124.58.968W. Mains = 3957/3954 hours.

7.22.19 A perfect morning for a day of rest. We had lunch over at the Gorge. Caught up with the Steinberg family – Charles, Torkin, Devon, Mark, and Japhy came over for gin and tonics on the flying bridge. Lovely to meet Devin and Mark, and to see Torkin and Charles. I would love to see their Street Business School curriculum distributed to Hawaiians...

7.23.19 Wonderful morning, clear blue skies again. Gathered up stuff and cleaned house a bit. In the early afternoon Peter and Maureen departed and are

home tonight. I took a great nap, then in the evening went over and caught up with Joel and Dana at their house. Afterwards we went to hear the Merry McKenty's play at the Co-op Cafe. They are a large family band playing beautiful heart music. Saw many friends there, including Jill Purse and Amie Robertson.

7.24.19 Summer continues...lunch at HH with BW, and worked on the boat. Later I went back to Hollyhock and played "Endangered Species" at the Summer Gathering Open Mike. I got some wonderful responses from several unknown individuals.

7.25.19 The usual Dance Party...socializing...getting my eyes and ears focused on some of my favorite people. Most everyone doing well, all things considered. Talk of transforming the Gathering toward the next generation, and people of color, a familiar theme.

7.26.19 Victoria & Ian had a farewell party for the Gatherers, then later the Carmelita (built in 1935 by Norton Clapp, 70 feet long and 65 tons) rafted up next to us – onboard were Peter Evans, Adam Bauer, Christine (who lives in Pahoia) and Lea (who earlier connected me with Gary Rosenburg, a friend of hers from Kurtistown). After wonderful conversation, drinks and cheese we went over to Peggy and Rick's and played some music with Ann and David and Larry and the rest.

7.27.19 A morning with neighbors! The sun is out again – I made myself a wonderful lunch and had a great nap. I gave Adam and Christine a ride to HH, then tried to fill up Carol's car with gas, but the island is fresh out until Tuesday. FYI – Squirrel Cove store seems much less helpful this year. Meanwhile, the annual Floatopia Party is going on Gunflint Lake, after a wedding there earlier....much of the population is apparently there judging by all the cars parked alongside the road. I missed it, though; enough is enough.

7.28.19 We did a short Mitlenacht Excursion, beautiful – though the birds seemed less numerous – and returned through Uganda Passage. I made myself dinner and then played a sweet kirtan with Adam Bauer at neighbor Paulette's house, a beautiful setting.

7.29.19 Monday...lunch with Peter Evans at the Gorge, and a great conversation about things we care about. Later a fresh clam dinner with Rick & Peggy, Marika and Peter.

7.30.19 Departed 8 am for Toba Wilderness, a small settlement and dock at the base of Toba Inlet, with Rupert, Merlin, Brit friend Teddy (look him up!), and Kim Haxton. What a group. Arrived Toba just after 10am and met Kyle. Returned by 4 o'clock...in time for a(nother) party at Bill and Siobhan's.

7.31.19 Moved off the dock to the anchor and helped prepare for the deluge of people. Fund-raiser at Carol's – they raised over \$200k for the community housing project!

8.1.19 Brooke's flight cancelled...biggest rain storm in 10 years coming. Nothing flying north of Nanaimo. It rained, hard, later.

8.2.19 A wild squall arrived at 7am, after a lot more rain overnight. I was watching Carol's dock to see if it moved (in which case I would have moved out to anchor). Then it became a beautiful day. I had already cancelled the "circumnavigate Cortes" boat excursion, and instead had a few people over for an "open boat" instead. 'Twas sweet. The Carmelita had come in – They came through Cape Mudge during the morning squall – and anchored for dinner, and Peter came in to say hello.

8.3.19 Departed Cortes with Marika Partridge. North wind, beautiful day. Stabilizers great in the cross swells. I went below and heard a weird noise in the stateroom passageway – a loud roar with scratchy sounds, could it have been something caught on the wings? Whatever it was went off, and nothing was apparently out of order downstairs...so what was that? Just as the light was fading we anchored at the outside end of Saturna Island. A little rocking from the nearby Strait of GA but not crowded.

8.4.19 Beautiful morning cruising down to San Juan Island and the Seattle. On the way around the tip of Saturna we passed Russell Reef and then Boiling Reef. After a smooth trip across Boundary Pass and south of Waldron Island, we cleared U.S. Customs in Friday Harbor (authorization # 301420190804144807), and then departed the San Juans through Cattle Pass. We found Juan dat Fuca to be in a "mill pond" mood as well. We passed by Partridge Bank and Point, and Ebey's Landing...then arrived at Elliott Bay Marina at about 6 pm. NOTE: one direction of the bow thruster wasn't working when I came in. Was that noise related to that? Mahalo to Marika for crewing in a pinch... Main engines: 3987/4 hours.

8.5.19 Hot days in Seattle, wonderful as always to be close to the water. Nearly completed the off-load; back on Wednesday.

8.7.19 Last visit this trip – it was a wonderful short summer aboard. Making my lists of things to do next...all systems working. Mucho mahalos.

ALISAZ in BRITISH COLUMBIA 2019 – crews & stops

ALISAZ 2019 Crew #1: Peter MacDonald and Maureen McHugh

July 18th departed – Elliott Bay Marina, Seattle

July 19th Langley Marina, Whidbey Island, Saratoga Passage

July 20th Reid Harbor, Stuart Island, Boundary Pass, WA, USA
July 21st Emerald Cove, Manson's Bay, Cortes Is., B.C.

ALISAZ 2019 Crew #2: Marika Partridge

August 3rd Cortes Island to Saturna Island, B.C.
August 4th returned – Elliott Bay Marina, Seattle

9.3.19 Met Tyler (S3) on board to talk about stabilizers (overacting at top speed) and other small projects. The outcome was to leave the stabilizers be, and use “center” when going full speed, so as to preserve their effectiveness in the normal range. Meanwhile, Robbin has finished refreshing the newly supported bimini on the tail – now stronger than ever! I warmed up the engines and began to think about where I want to go next year...Also talked to José on the phone – he says he's continuing to wash her down once a month, but I'm never quite sure...

9.14.19 Visited...all swell.

9.18-20.19 TRFF trip to Gig Harbor solo.

Winter... Aft cockpit bimini rebuild is great, much better (thanks Robbin Burns), the stabilizers were stabilized when off...and we also repaired the old coils on the bow thruster (thanks Tyler@S3!). Before we go anywhere again I want to get into Tom's Lake Union boathouse for brightwork-work, and have the engines serviced, perhaps a waxing, as well as replace the mattresses in the guest stateroom, and perhaps even the curtains for the first time ever....

12.24.19 End of another year, several weeks of which were spent onboard Alisaz. Mahalo nui loa for the blessing of this experience. Built in 2001 – now 17 years in service to exploring the local wilderness! Shall we go to SE Alaska again in 2020? Seems auspicious – my dad and brother will both be there...on their boats. Another triple rafting is possible! Mahalos all-o. Dream on...seriously.

12.29.19 Hmmmmmm...

4.22.20 A lot has changed since the last entry, including a global pandemic of COVID-19 that has caused me to cancel the trip I was planning to SE Alaska this coming summer. Perhaps it's just as well since today the S3 guys reported that the batteries were all in need of replacement again...! Meanwhile we're also cleaning out the coolers again, after doing that four or five years ago. Meanwhile, the engines are serviced, Tom and Dean have done the bright work and Robbin is replacing most of the old canvas. SYS is having new mattresses made for the beds (with no mold!) as well as improving the internet and cell connections onboard. SYS also replaced the FB windshield, and as soon as the quarantine is over, they're also

going to replace the portlight curtains. I'm hoping to visit there in May, so we'll hope to get out on the water...

Plausible explanations for the name *Alisaz*

1. Alisaz — a beautiful dog we used to know.
2. Alisaz (Restaurant) — whenever Jileen's on board.
3. Alisaz — ...used in a sentence: "Alisaz in Wonderland".
4. Alisaz — the Goddess of Gratitude from the lost civilization of Atlantis.

VITAL STATISTICS

Name: Alisaz
 Year-Builder: 2001 Fleming 55
 Model: 55 Foot Pilot House Motor Yacht
 Length overall: 60 feet, 9 inches
 Weight: 30+ tons \approx 60,000+ pounds
 Beam: 16 feet
 Fuel Capacity: 1025 gallons
 Water Capacity: 332 gallons
 Cruising Speed: 9 to 13 knots
 Range: depends: if slow, mileage@1400RPM = 1 gallon/mile \sim 9 kn+
 Engines: 2 - Cummins 8.3 litre 6 cylinder 450 hp (not electronic) - 6C
 w/Hewitt Pyrometers & muscrat screens on the exhaust tubes
 Bow Thruster: Wesmar V2-10E - 24 volt
 Generators: #1—Northern Lights - 12 Kilowatts
 #2—Kubota 1 cylinder DC, w/24v. alt. to inverter batteries only
 Batteries: 24 volt inverter: 8 - Lifeline 6pl/6ct AGM – 800 amphours
 24 volt house: 8 - Lifeline 6pl/L16t AGM – 300 amphours each bank 12
 volt: 2 - starting batteries for generators
 Inverter/Chargers: MagnumMSH4024m(inverter), VictronCentaur24/60(24v), Numar(12v)
 Electronics: Faruno TZT w/Radar, ChartPlotter & DepthSounder (PH) x2,
 Faruno 582 DepthSounder & GP36 DGPS,
 Robertson AP20 AutoPilot, Nobletech navigation software
 Communications: 3+ VHF, Iridium satellite phone, PBX phone network, cell phone amplifier,
 Cradlepoint internet receiver/wireless router
 Cell: **(206) 931-5342**; datastick **(206) 402-8135**
 Iridium Satellite Phone: **(011) 8816-3143-3228**
 Hot Water: 2 tanks - 220v. (galley/20 gal.) & 110v. w/port engine
 heat-exchanger (engine room/12 gal.)
 Oven, washer/dryer Meile Model H373B, Asko T720/W620 Quattro
 WaterMaker: SeaRecovery—produces 33 gallons per hour
 of drinking water directly from sea water w/RO
 Furnace: Webasto 2010 diesel furnace - circulates hot water for
 7 fan heaters throughout interior
 Anchors (1) Bruce anchor on 600' chain - (2) CQR anchor on 100' chain + 2 -
 600' rolls of "space" rope
 Tender: RigidBoat 12' fiberglass w/arch, console, Garmin PL/DS, battery
 charger, swim ladder, 10 gal. fuel tank, etc. w/30 hp Evinrude e-Tec (2014)
 Kayaks: Hobie Mirage: 1 Outback (grey) & 1 Tandem (white)
 Stand-up Paddleboard: Bote HD 11'6"