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## A Short Visit up North

Our intention was to take the boat north and meet up with several other Rhodies on the 14<sup>th</sup> of June. A series of “unfortunate events” precluded this and though the truck repairs were unexpected, it did give me time to repaint the the boat and inspect, replace and rebed all the hardware.



**Anacortes and Mt. Baker**

Finally, on July the 3<sup>rd</sup> 2009 my wife Alice and I trailered our Rhodes 22 north from Medford in SW Oregon to Anacortes in Washington State, about 50 miles south of the Canadian Border. We stopped for the night in Portland at my sister’s house and then continued on to Anacortes through the Seattle traffic, the total distance was about 425 miles.

There was no ramp but rather a lift that extended out over the water where the boat was lowered into the water. The next 3 hours were spent getting the motor to run. It would run at high speed but would stall at lower speed. All indications when the plugs were pulled pointed to flooding. Several weeks later when the carburetor was pulled at a repair shop a very fine sliver of plastic jammed the float causing the flooding at idle.



**Hoisting the boat into the water**

By now it was too late to cross the 5 miles over Rosario Strait to Decatur Island. Instead we picked up a free mooring less than a mile from the marina. It might as well have been 10 miles as it was totally deserted and only distant campers' fire could be seen on Burrows Island.



Early the next morning we headed south to Bowman Bay 5 miles away. This is a state park and protected by a headland with many trails and viewpoints. As soon as we anchored I headed ashore to explore and take some pictures. I wanted to see the tide roaring through Deception Pass just on the other side of the headland. There is a very cool bridge that connects the mainland to Whidbey Island. This is quite high and from the bridge you can look down at the boats that try to come through the narrows against the current; fun to watch.

**The high bridge to Whidbey Island over Deception Pass**

The weather turned that night and for much of the remaining time we sailed, it was in the low 50's, overcast with rain and drizzle. Still we enjoyed ourselves. We left mid morning so the current would not be against us and headed up the strait to our next destination, Sucia Island, 25 miles north. Though this may sound like a bit of a sail we had the current with us for 6 hours and for a couple of hours it was pushing us along at 2-3 knots. Even with the late start we had good light to anchor at our initial location. Our first spot was too exposed and as sunset neared we moved into Echo Bay for more protection from the southerlies.

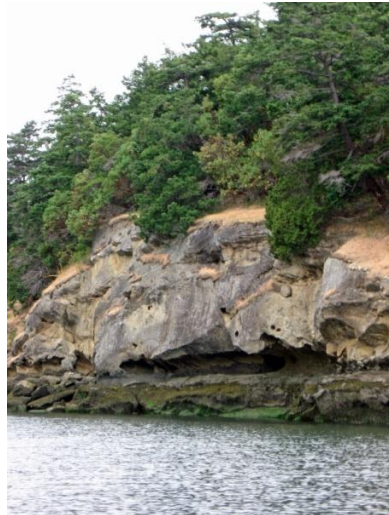


**Sunset over Bowman Bay S. tip of Fidalgo Island**





**Sucia Is. Cool rock form**



**Eroded sandstone Sucia Is.**



**Madrone trees Sucia Is.**

It was too late to go ashore when we arrived so we just fired up the grill. The sunset was beautiful and though there were a lot of boats, it was quiet, for awhile anyway. The wind dropped off but the swell began to come around into the bay and we spent the late night rocking 'n rolling but without the music.



**Heading out early for Canada, Orcas Is. in distance**

through tiny islands or big rocks with summer homes perched on them. This was going to be a night of luxury since we were going to spend it at a real marina with hot showers and nice restaurants in the town of Sidney.

Next morning there was no wind, it was overcast with a light drizzle. This was the time to go international. We motored the 22 miles to Canoe Bay and cleared Canadian customs at the custom dock. It was done by phone and was hassle free. We then motored down along Vancouver Island for two miles threading our way



**Even the utility boxes are colorful in the town of Sidney, Vancouver Is.**