

SHAKE DOWN CRUISE

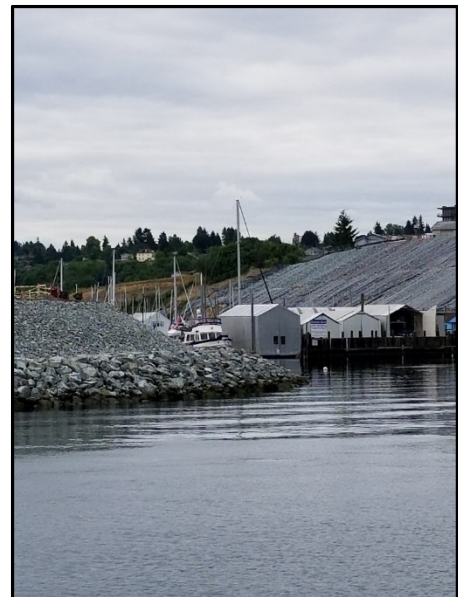
Linda and I got M/V Impulse off the hard where she had maintenance and replacement of some of the running gear. We had some time with no encumbrances so decided to go cruise to see if we needed to replace or repair any system before we headed North. One afternoon we cast off the lines and headed to Port Blakley on Bainbridge Island. The anchorage in the bay looks out



at Seattle and is surrounded by residential homes. There's a park at the end of the bay where the old lumber mill (one of the largest in the world) was located. The bay has an interesting history which one can read if you Google Port Blakley.

The next morning we catted the anchor and cruised to Gig Harbor where we toured the town by taking the Trolley around the community. The day ended with dinner at the famous Tides Tavern.

The next day we headed over to the Tacoma Yacht Club and tied up at the reciprocity dock. Because of massive construction it took us awhile to figure out how to get to a major thoroughfare to catch a bus. After walking uphill to Pearl Street we caught a bus downtown where we could sight see. We visited the Murano Hotel for a respite before catching a bus back to the Point Defiance area with still several miles more walking to get back to the boat. The next day the weather was turning to rain with high winds forecasted. We decided to return Impulse to her slip and ran home to mow the lawn and pickup mail before continuing our voyage.



Returning to the boat we headed across Puget Sound to Everett where we could use one of several reciprocities available. That afternoon we went to the Fireside Restaurant for a light dinner and hiked around the very large harbor. The next morning we walked to Harbor Marine, a large marine store with everything you could imagine and dream about. Then we headed out to Coronet Bay state park next to Deception Pass. Along the way for miles we passed or

slalomed through crab pots that were solid from Oak Harbor to the Deception Pass. It was an interesting and frustrating experience with both following and opposing traffic trying to find their way through. No one could steer a straight course.



surprised to see three tugs with a large log raft waiting to go through at slack current.

In Rosario Strait we crossed to the southeast side of Lopez Island and secured a mooring buoy in Watmough Bay Preserve. We took the dinghy to shore and walked around the area

visiting with other boaters who were tied up to other buoys. Later in the



afternoon a woman rowed around the bay while singing opera, her voice bouncing off the surrounding cliffs.

Next morning we slipped the line off of the mooring and headed to Friday Harbor through Cattle Pass with an opposing current. The harbor was very busy and crowded but the reciprocity dock was vacant so we tied up and headed to town. When we returned another boat was side

tying to us. Heading out again we cruised through town and ended up at the

The next morning we left early to catch the last of the ebb tide through Deception Pass. The current through the pass is fairly swift and we came through with enough power for steerage at 12 knots. Exiting the pass and just around the point and were



American Legion. The Legion sits on top of the hill overlooking the harbor with an all glass wall. The Tall Ships were moored in the harbor within view from the boat.



Upon returning to the boat we found a 50' boat rafting to the 32' Grand Banks that was tied to us. Met some interesting people who were very gracious. We discussed departure times and agreed on 10:00 the next morning. Of course

the next morning one lady was AWOL so we all waited for her return while the large boat moved off. Then a Tollycraft came over and tied to the Grand Banks. When the missing lady showed up we fired up the mighty Yanmar's as the other boats moved off. One boat moved to a vacant slip and the Tollycraft took our spot on the dock.



Leaving Friday Harbor we caught the ebb through Cattle Pass and headed to Port Townsend, approximately a 30 mile trip. Arriving at Port Townsend we pulled into Point Hudson and our assigned slip. After registering we toured the town with Linda looking at clothing stores. I headed to the garage with antique cars and parts. Enjoyed looking at a beautifully restored Franklin some MG's and a number of other vehicles. Joining up with Linda we headed to the American Legion by the waterfront. Later we headed back into town and a Thai Restaurant to celebrate Linda's birthday.

The temperature the next day was to be in the mid 90's for Seattle/Bremerton area so we didn't want to return and suffer through the heat. Leaving Port Townsend we turned into Hood Canal and Port Ludlow. Tied up at the yacht club reciprocity dock and enjoyed a nice day with much cooler temperatures and visits from local boaters. A member of the yacht club came down and gave us an

informational packet, checking to see if we needed anything and invited us back on a Wednesday or Saturday when the club house is open. A CYC Burgee hangs in their club house from a previous visit.

Heading out the next morning we cruised back to Brownsville about a 2 ½ hour trip. The trip was approximately 120 nautical miles with flat and calm seas with cat tails stirring things up occasionally.

A shakedown cruise usually brings out some malfunctions and this trip was no exception. There were two failures that if we had not had replacement parts could have derailed the cruise. First the LP solenoid valve in the propane box failed which meant we couldn't use the stove until it was replaced. The second failure was the vacuum switch on the vacuum tank for the toilet system. It took some time checking out the circuits to figure out that it was the switch. We replaced it with a spare and returned the toilet to fully operational status. Both items that failed were quite old so it wasn't a surprise that they failed. Ordered replacements from Amazon and they arrived at home before we did.

I know Mrs. Murphy was disappointed that we had spare parts and suspect that she is going through the spare parts on the boat as I type looking for something our preparations missed.

For those of you thinking about a cruise in Puget Sound we don't think you will be disappointed. The reciprocities the club provides are a good start for your planning. They will not only reduce your expenses but will allow you new experiences. It matters not the size or type of your boat. Wishing everyone a great experience on the water this year. We are looking forward to another great year.