



# Cruise Information Packet

2023

The Northwest Maritime Center is on land that is loved, cared for, and reverently utilized by the Indigenous people of the Salish Sea and has been since time immemorial. Today, Indigenous people are our neighbors, colleagues, and partners in a shared love and respect for the sea and its teachings. We are grateful to respectfully live and work as guests on these lands and waters. This acknowledgment is one act in the ongoing process of working to deepen our relationship with the people of these lands and waters.



## Introduction

Salish 100 was created in 2019 by the Port Townsend Pocket Yachters, with the goal of creating an opportunity for camp cruisers to gather together, learn from each other, and explore the shoreline and waterways of the Salish Sea. It quickly became the largest small-boat gathering in North America, and attracts over 100 applicants each year.

Now managed by the Northwest Maritime Center, Salish 100 continues to provide an opportunity for sailors to come together, create community, and enjoy the beauty of the Pacific Northwest summer.

This guide was created with the goal of helping the aspiring participant to understand the cruise area and the logistical hurdles they will encounter before and during the event.

Cruise on!

*Salish 100 is a project of the Northwest Maritime Center ([nwmaritime.org](http://nwmaritime.org)), and any profits/proceeds after running costs have been met, will be directed towards programming that promotes our mission to: “use powerful maritime experiences to educate, inspire people to adventure, and celebrate our maritime culture”.*

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## Vessel Requirements

We, the organizers, require that your vessel is legal. We expect that you will carry with you all of the required safety equipment, including signaling devices, fire extinguishers, life jackets, etc. Because... who wouldn't?!

As to what type of vessel you may bring to Salish 100, the limit is set at 22 feet, and although the majority of the fleet are camp-cruising sailboats, your propulsion may be of any type.

Speaking of propulsion, we ask that you are able to propel your vessel to at least 3 knots regardless of conditions. (Outboards, inboards, oars...) It's a drag when you have to be towed...

## Application Process

Registration for Salish 100 takes place online. You can find the link at: <https://nwmaritime.org/salish100/> (which is perhaps where you found this document!)

You will be asked for some basic information about yourself and your vessel, as well as given the option to sign up for the Gig Harbor Boat Shop Barbecue or buy a really cool Salish 100 hat!

Once you've submitted, we'll take a quick look at the application, just to make sure you haven't decided to try to row a fallen log or some other nonsense. Save that for the [R2AK](#). After we give the stamp of approval, you'll receive an email with further information.

*Note: We've been having lots of issues with our emails going to the junk box! And that's not great, because as we get closer to the cruise, important information will be landing there. You should be able to add @nwmaritime.org as a trusted sender in your email. [Check out this link.](#)*

## Moorage Arrangements

Part of the journey of Salish 100 is about ensuring you've got a place to put your boat each night. This is left up to you, the vessel owner to arrange, but in this guide we have tried to make the process simple. As we outline each day of the cruise below, we include a 'moorage' section with the best overnighting options, as well as with contact information for each facility.

## Tides and Currents

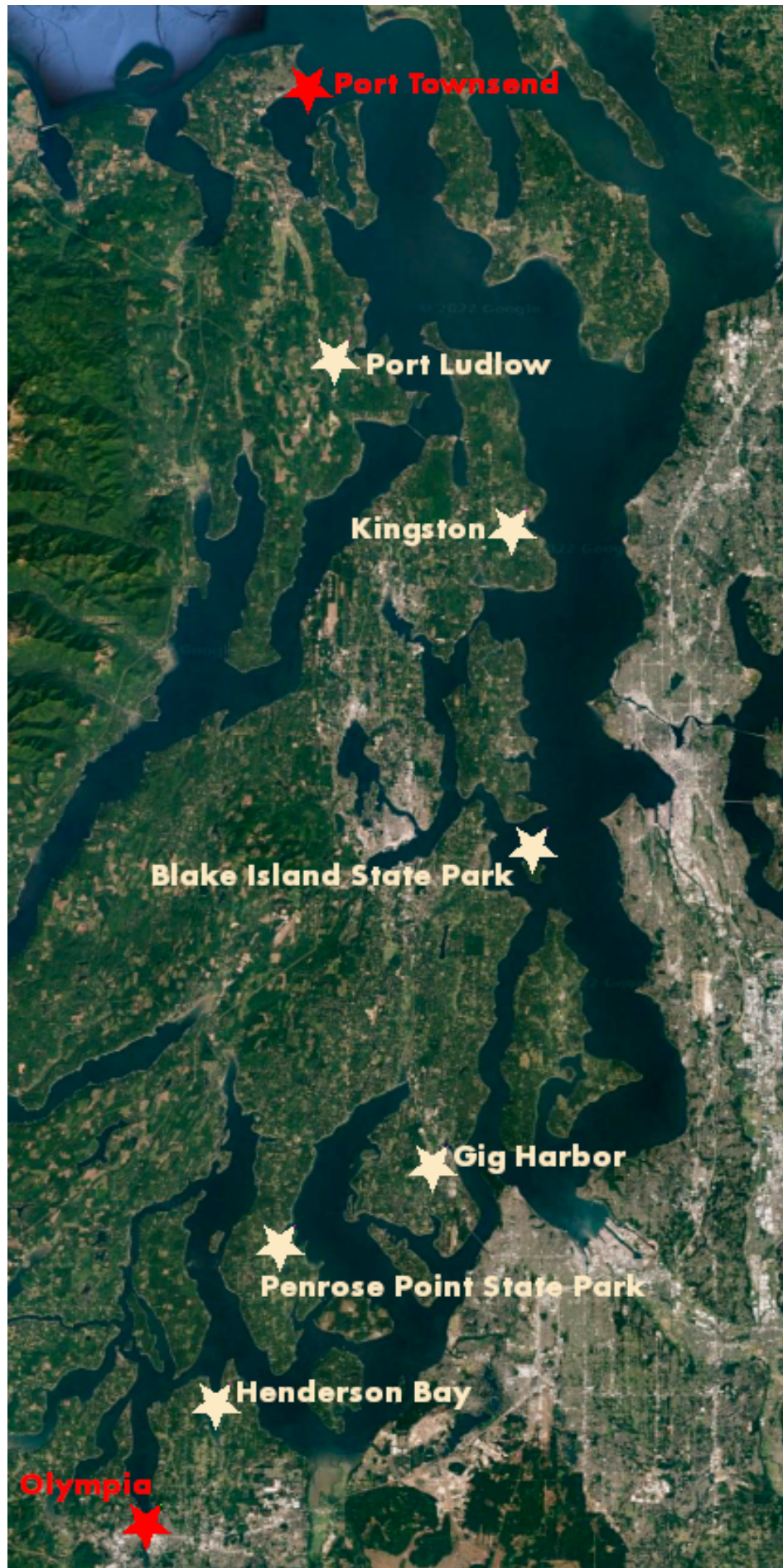
Sailing the Salish Sea is an incredible place to learn and exercise all sorts of nautical skills. This unique set of waterways, in concert with large tidal exchanges, weather events, and huge outflows of freshwater from the many rivers in the area, can result in some very swift and ever-changing tidal conditions.

These conditions can be great fun, and can also present some challenges. (How do you get from Point A to Point B with a 4 knot current coming at you on a windless day?) If you have never sailed in such conditions, it can be worth seeking out some advice, and the veteran sailors amongst your Salish 100 cohort are always more than ready to help. There is a [Salish 100 Facebook Group](#) as well as the [Salish 100 .io Forum](#). Both of these are teeming with good advice!

Also, the go-to tidal handbook in the area is [Capt'n Jack's](#) - check it out!

## Weather

Late July in the Puget Sound is *typically* lovely and warm with afternoon breezes, but that is not to say we don't occasionally experience summer squalls. Plan for anything and you'll always be on top! One great resource for PNW weather is [The Cliff Mass Weather Blog](#). There, you can look back in the archives and learn about how the weather works around here.



## Day Zero - Swantown Marina, Olympia

July 20

The cruise begins ***before*** the cruise begins! Join your fellow cruisers in the Washington State Capitol, Olympia. Here, you will register, receive your official burgee, and attend the Skippers' Meeting, which takes place at 5pm just above the Swantown Docks. ***The skipper's meeting is super important, so please be there!***

### Moorage Options

- *Swantown Marina*  
<https://swantown.portolympia.com/>  
(360) 528-8049
- *Anchoring*  
Some anchoring has been known to occur in the south end of Budd Inlet, but it's not super recommended.

### Amenities

You'll find anything you need!



## Day 1 - Olympia to Henderson Inlet

July 21

Distance: 13 Miles

The cruise begins from Swantown Marina, traversing north through Budd Inlet then east through Dana Passage before finding anchorage in Henderson Inlet.

Henderson Inlet is well protected, with good holding throughout. The shallow southern reaches have a tendency to become a mud trap with extreme low tides.

This first location has no amenities available - true camp cruising! However, in years past, some shoreside residents have kindly offered their beaches to those in need of a place to pitch a tent, and have even allowed us to place a portapotty ashore for use by cruisers. **No guarantee** on this, but if it becomes available, that information will be dispensed to confirmed cruisers in the days preceding the cruise and at the Skippers' Meeting.

### Moorage Options

- *No Marinas!*
- *Anchoring*  
It's the only way!

### Amenities

None at all!

## Day 2 - Henderson Inlet to ~~Penrose State Park~~ Longbranch Marina

July 22

Distance: 12 Nautical Miles

Today the fleet will sail the Nisqually Reach, and find their way to lovely Filucy Bay and the community of Longbranch. A great day for side trips and exploration!

Pump-out service is available here. Remember, overboard dumping of blackwater is *illegal!*

### Moorage Options

- *Longbranch Improvement Club Marina*  
Lots of first-come first served dock space available.
- *Anchoring*  
Lots of good holding in the area.

### Amenities

- *Picnic Area*
- *Water*
- *Ice*

### Shore Campers

- *The Longbranch Community is rallying around to provide some shore camping options for Cruisers. More detailed information to follow by email to registered Cruisers!*

## Day 3 - Penrose Point State Park to Gig Harbor

July 23

Distance: 16 Nautical Miles

At the end of this day, cruisers will return to human society in the bustling town of Gig Harbor. But first they must make it through the famed Tacoma Narrows, choosing the right time to avoid the strong counter currents!

The [Gig Harbor Boat Shop](#) will once again host a barbecue for cruisers! In your Salish 100 registration, you'll have the option to pick up tickets for you and your crew to this event. (The fee for this goes directly to the Boat Shop to cover their costs.)

*Pro-tip: ice can be hard to find in Kingston, so think ahead!*

### Moorage Options

- *Arabella's Landing*

Arabella's has been very popular with cruisers, and is the preferred option for many.

<https://www.arabellaslanding.com/>

253-851-1793

**We have been informed that spaces are very limited this year.**

- *Jerisich Public Dock*

<https://www.cityofgigharbor.net/187/Jerisich-Dock>

Marina Moorage First Come/First Served

- *Anchoring*

Dropping anchor in the middle of Gig Harbor *is legit*. Just don't park somewhere you wouldn't want someone else to!

### Amenities

Any supplies you need are within walking distance of marinas.

## **Day 4 - Gig Harbor to Blake Island State Park**

July 24

Distance: 14 Nautical Miles

The beautiful coastline of Colvos Passage awaits day 4, and will be with cruisers almost the entire way to Blake Island State Park. Blake Island is adorned with 24 mooring buoys and 1500 linear feet of dock space in the marina on the north side of the island.

Once on the island, camping opportunities abound (reserve a site online [at this link](#)), but beware of the local pack of marauding racoons and be sure to pack away anything edible!

Blake Island is a pack-in pack-out affair. Please be kind and remove any trash you create.

### **Moorage Options**

<https://www.parks.wa.gov/476/Blake-Island>

- *State Park Dock*  
1500 feet of dock space, First Come/First Served.
- *State Park Mooring Buoys*  
24 Mooring Buoys around the island.
- *Anchoring*  
Depending on conditions, anchoring is possible all around the island.

### **Amenities**

Pump out facilities currently closed.

## **Day 5 - Blake Island State Park to Kingston**

July 25

Distance: 16 Nautical Miles

Day 5 of the Cruise is the most exposed portion of Salish 100 - both in terms of open fetch across the Puget Sound and the proximity to several Washington State Ferry routes. Indeed, there are two ferry routes cruisers must traverse, with WSF vessels darting to and fro at incredible speed!

The jaunt along the shores of Bainbridge Island can be an easy, smooth ride, or in some weather, a somewhat lumpy ride for the smaller vessels. Options for safe haven include Blakely Harbor, Eagle Harbor, and Port Madison.

Upon arrival in Appletree Cove (within which is situated the lovely town of Kingston), the Harbormaster Ray will greet you with his usual enthusiasm and find you a tidy spot to tie up. The town itself has many options for an evening meal or drink.

Options for shore-camping in Kingston are notoriously thin - do your homework here to find a solution!

### **Moorage Options**

- *Kingston Marina*  
<https://portofkingston.org/guest-moorage/>
- *Anchoring*  
Totally doable, can be lumpy!

### **Amenities**

Kingston has anything you might be looking for!

## **Day 6 - Kingston to Port Ludlow**

July 26

Distance: 15 Nautical Miles

As Port Townsend looms ever closer, one must still contend with a few key points of the cruise - Point No Point, where container ships traversing the southbound shipping lane can throw sizeable wakes at unsuspecting small boats, and Foulweather Bluff - a steep sided promontory upon which Poseidon has been known to hurl the windy wet stuff.

Port Ludlow provides the setting for the last evening of the Cruise - and traditionally a barbecue provided by the organizers.

### **Moorage Options**

*Port Ludlow Marina*

<https://portludlowresort.com/marina/>

360-437-0513

*Anchoring*

Great anchoring!

### **Amenities**

The marina shop carries most everything you'll want, including ice and beer!

## Day 7 - Port Ludlow to Port Townsend

July 27

Distance: 13 Nautical Miles

You've made it! This final stretch has one or two more hurdles, but by now you're well-seasoned and the currents of the Port Townsend Ship Canal are nothing to you.

Once cruisers have passed the anchorages of Port Hadlock (home to the Northwest School of Wooden Boatbuilding), Port Townsend Bay stretches out before them. Hauling your boat out can happen either at the Salmon Club boat launch (adjacent to the Northwest Maritime Center) or at the ramp within Port Townsend Boat Haven. You may also choose to take up a slip at the first-come first-served Port Townsend Boat Haven or reserve space at Point Hudson Marina.

### **Moorage Options**

- *Port Townsend Boat Haven*  
<https://portofpt.com/boat-haven-marina/>  
Moorage First Come/First Served
- *Point Hudson Marina*  
This moorage is the only moorage coordinated by NWMC. This reservation can only be made within the Salish 100 2023 application. Don't call them directly!
- *Anchoring*  
Sure thing!

### **Amenities**

Everything!

## What does support look like?

Salish 100 is a *lightly supported* cruise, put on by the Northwest Maritime Center. What does this mean?

It means that we are here to facilitate a gathering, and inside that gathering you have the freedom to operate your vessel how you see fit - on your own timeline (within the daily route), and in your own way. We do not provide a “safety boat” network, although each year several dedicated volunteers with larger power vessels join in on the fun, available to give a tow, help out with engine troubles, or just provide some peace of mind that a friendly neighbor is nearby.

It is ultimately the responsibility of each vessel owner to plan for anchorages, dock rentals, provisioning and the like.

## Communication

New this year, we will be providing a contact list for all vessels to each Skipper. This is so that you can be in contact with the vessels near you if the need arises, and also so that any pertinent information may get distributed amongst the fleet if need be. Participants *may* opt out of this list if they wish.

Once you have checked in at registration on July 20 in Swantown, you’ll be part of “the fleet”. If you decide to leave the cruise at any point along the way, we ask that you contact the **Fleet Captain** or the **Cruise Marshal** (fancy titles, yeah?) when you do so. It helps us to know that you’ve left voluntarily and that you’re not stuck on a rock somewhere. (Their contact information will be given out at the Skippers’ Meeting.)

Although every prudent mariner will carry a VHF (or 3), it is requested that you make any and all communication via cell phone, when possible. (This is why you’ll have the contact sheet.) There will be somewhere around 100 vessels out there (not counting all of the normal traffic), and the VHF channels can become



crowded to the point of useless pretty quickly. That said, don't hesitate to use any and all means necessary to communicate if the need arises.

**VHF Channel 16** should be monitored at all times as the international hailing and distress frequency.

**VHF Channel 68** is designated for Salish 100 vessel communication, and it is highly suggested that watch be maintained on this channel.

**VHF Channel 69** is designated for Salish 100 Support Vessels. This will be used in case of any incident communications - please do not transmit on this channel unless you are involved in incident response or have pertinent information during such.

**VHF Channel 14** is the Vessel Traffic Services station, and can provide information on the movements of commercial vessels. This can be especially helpful during crossings of ferry routes.

**VHF Channel 13** is the bridge-to-bridge channel for commercial traffic. In these waters, a vessel utilizing a TSS (Traffic Separation Scheme) is not required to monitor Channel 16, and as such may not respond to a hail on that channel.

If your VHF has the capacity to scan all of these channels, it is suggested that you do so!

## FAQs and Resources

### **Where do I leave my trailer in Port Townsend?**

The Blue Heron Middle School in Port Townsend has been kind enough to allow trailer parking next to their running track for the duration of the cruise in years past, and will once again be offering this space in 2023.

### **Wow, getting my boat in the water in Olympia, then the trailer to Port Townsend, and then getting back to my boat is complicated! How do I do it?!**

You're right, it's complicated. But nothing an intrepid small boat cruiser can't handle. If you keep an eye on the salish.io forum, folks tend to organize shuttles to and fro. If you don't see anyone doing this, go ahead and start the conversation!

A shuttle is being organized by NWMC, with help from volunteers. Cost and details have not yet been finalized, but to get in the loop, email the Cruise Marshal at the email address below.

Suggestions for more FAQ Q's can be sent to: [jesse@nwmaritime.org](mailto:jesse@nwmaritime.org)