



# Cruise Information Packet

## 2025

Salish 100 takes place on lands and waters that are loved, cared for, and reverently stewarded by the Indigenous people of the Salish Sea and have 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 in this place. This acknowledgment is one act in the ongoing process of working to deepen our relationship with the people of these lands and waters.



Salish 100 is a project of Northwest Maritime

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### **What is Salish 100?**

The first Salish 100, conceived of by the good folks at the Port Townsend Pocket Yacht Association, took place in 2019. After a covid down-year, the Pocket Yachters asked the Northwest Maritime Center to add this event to its roster, and NWMC has been organizing the cruise since 2021.

Call it what you will - a cruise, a gam, a raid, summer camp for adults - Salish 100 is a container where those who love to take to the water in small craft can gather, share experiences, and deepen their connection to the maritime world.

### **Calendar Of Events**

## **Nuts and Bolts**

January 15 Application Opens July 1 Registrations Close July

24 (Thurs) Skipper's Meeting **Daily Destination**

July 24 (Thurs) (No Travel) Olympia - Swantown July 25 (Fri)

Henderson Inlet

July 26 (Sat) Longbranch Marina July 27 (Sun) Gig Harbor

July 28 (Mon) Blake Island State Park July 29 (Tues) Kingston

Marina

July 30 (Wed) Port Ludlow Marina July 31 (Thurs) Port

Townsend

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## **Responsibility**

Salish 100 Cruisers, while part of an organized event, are the masters of their own vessels, and responsible for the safe and legal operation of their boat. Participants should come equipped with the resources required to keep themselves safe, and with the equipment and basic knowledge needed to request outside assistance in the case of an incident or emergency.

## **Vessel Requirements**

It is expected that your vessel will be equipped with all required safety equipment, including signaling devices, fire extinguishers, life jackets, etc. Because... who wouldn't?! We think that this handy guide is .. well... handy!

As to what type of vessel you may bring to Salish 100, the length limit is set at 22 feet, and although the majority of the fleet are camp-cruising sailboats, your propulsion may be of any type. In fact, we've had a growing number of rowers and even stand-up paddleboards join the

fleet each year!

Speaking of propulsion, keep in mind that there **will be** windless times, and you will need to have an alternate means of making your boat move. Add to that the strong currents of the Puget Sound (Tacoma Narrows can move at 6 knots, although the idea is to pass through there when the current is slack or moving with you), and you can easily find yourself sitting still or moving backwards—and either missing dinner or needing to call for a tow! Make sure that your alternative propulsion *works*—that means, check your engine, practice with your oars. Whatever it takes to keep you confident in your ability to get from A to B.

## Registration

Registration for Salish 100 takes place online. You can find the link at:

<https://nwmartime.org/salish100> (which is perhaps where you found this document!).

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 [R2AK](#). After we give the stamp of approval, you'll receive an email with further information.

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### Note

*Increasingly, we have seen our emails going to the spam folder. 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 @nwmartime.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 largely left up to you, though we have relationships with several of the marinas and work with them to ensure there will be enough space for the fleet. Moorage in Port Townsend at Point Hudson Marina (July 31) is arranged by the NW Maritime, and is offered at a reduced rate

(\$20 flat fee for the night!) in that one location.

Information about moorage in each location is detailed below!

## **Tides and Currents**

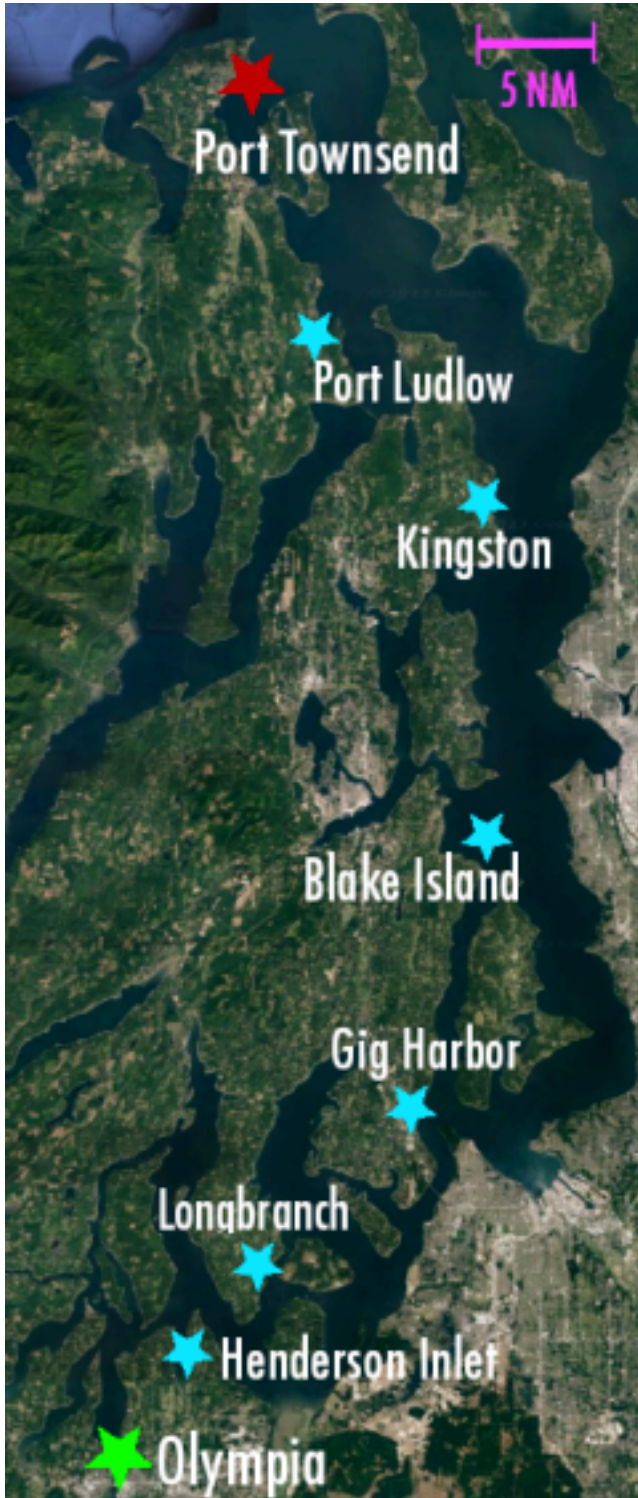
Sailing the Salish Sea is an incredible place to learn and exercise all sorts of nautical skills. This unique set of waterways, in concert with large tidal exchanges, weather events, and huge outflows of freshwater from the many rivers in the area, can result in some very swift and ever-changing tidal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

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## **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!



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**Day 0 - Swantown Marina, Olympia**

**July 24, 2025 (Thursday)**

Day Zero finds us coming together in Olympia! Here, you will register, receive your official burgee,

and attend the Skippers' Meeting, which takes place at 5 PM just above the Swantown Docks. The Skipper's Meeting is important, and a great time to start connecting with new friends, so please be there!

### **Moorage**

The good folks at Swantown have requested that Cruisers please use the **online** reservation system rather than calling for space. When registering, please type "SALISH 100" in the "notes" section (not the Group Code), so you can be placed with the rest of the Cruisers!

### **Amenities**

Everything one would expect from a modern marina and State Capitol!

### **Skipper's Meeting - 5 PM**

This will take place on the grassy knoll just above the docks. Here, we will discuss some things about the route, logistics along the way, and also give an opportunity for folks to opt-in to a cruiser buddy system and connect with the support boat crews.

### **Getting There From Here**

There will be an optional shuttle running from Port Townsend to Olympia on the day of the cruise (for those leaving trailers in Port Townsend), arriving at Swantown in time for the skipper's meeting. Information on how to reserve space on this shuttle will be provided after registration.

### **Other Fun!**

We hope to line up an Outboard Clinic for those who could use a primer/refresher. 7

## **Day 1 - Olympia to Henderson Inlet**

**July 25, 2025 (Friday)**

Distance: 13 Nautical Miles

Starting at the Swantown Marina, the first day's route moves north through Budd Inlet, then

heads east through Dana Passage before finding anchorage in Henderson Inlet.

With no true amenities at this location, we have arranged with some of the lovely folks who live along the shore to place a porta-potty, as well as provide space for people to camp, cook, and enjoy the afternoon. In years past, they have provided internet access, as well as a seafood buffet for everyone! Precise directions to this location will be provided after registration.

### **Moorage**

Nowhere to tie to here except the muddy bottom! This location is a great anchorage with good holding, and the area where we will gather has a good gravelly beach if you want to pull yourself ashore.

### **Amenities**

Salish 100 porta-potty at a friendly house!

Water

Internet

Yard Hose for showers!

Good vibes!

### **Shore Sleeping?**

Sure thing! Camping at the local's place is approved and encouraged!

### **Events**

Beach gathering hosted by Henderson Inlet locals!

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## **Day 2 - Henderson Inlet to Longbranch Marina**

**July 26, 2025** (*Saturday*)

Distance: 12 Nautical Miles

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

The good Harbormaster of the Longbranch Improvement Club Marina, Katie, will hold onto a big chunk of guest moorage for us, and the locals are planning to come down and bring some good times!



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

### **Moorage**

Longbranch Improvement Club Marina. No reservations, but there will be dock space for all who need it. Your space will not be predetermined, so be prepared for some shuffling as you arrive.

Filucy Bay is a great anchorage with ample space for those who seek a little quietude.

### **Amenities**

Water and ice are both available at the Marina, as well as toilets - but no showers.

### **Shore Campers**

You are welcome to camp under the pavilion on the Marina docks. Party!!

### **Fun Times**

The pavilion is a natural place for musical jams, board game tournaments, and impromptu weather and route discussions!

Super Secret Second Option!

Since this is a rather short distance, some folks like to carry on to Penrose 9

## **Day 3 - Longbranch Marina to Gig Harbor**

**July 27, 2025** (*Sunday*)

Distance: 16 Nautical Miles

By 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!

### **Moorage**

Arabella's Landing is a choice spot for cruisers. Last year they declined to accommodate

multiple small boats sharing their fairly large slips but this year, they will be allowing Salish 100 cruisers to work out arrangements amongst themselves to sub-let out and share reserved slips.

John Allison will be acting as liaison and ambassador to work with Arabella's staff and make sure that anyone who wants a space for the night will be able to book ahead and count on moorage. Details will be available as soon as registrations start to be accepted. Once you are registered and if you want space at Arabella's, then please contact John Allison at [johnallison251@yahoo.com](mailto:johnallison251@yahoo.com) rather than attempting to contact Arabella's directly.

The Jerisich Public Dock another main location for the fleet. Since the fleet arrives here on Sunday, it's usual that the public dock will be somewhat full early in the day, but it typically clears out as the city folk begin to head back to their home marinas. This is first come/first served.

Anchoring is a great way to go in Gig Harbor! Just be mindful of where you sit—there is quite a bit of traffic in the center of the harbor.

### **Shore Sleepers**

Options here are limited, but not non-existent!

### **Amenities**

Gig Harbor has just about anything you'd need, however, ice can be a bit hard to find! Both the public dock and Arabella's have showers.

### **Events**

The Gig Harbor BoatShop will once again be hosting a barbecue for cruisers! Come and see what projects they're working on, and enjoy some chow! Tickets can be purchased in the Cruise registration—this fee goes directly back to the Gig Harbor BoatShop.

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

**July 28, 2025 (Monday)**

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](#)), but beware of the

local pack of marauding raccoons, 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**

Blake Island State Park has a marina on the south end with limited dock space. Since this space is first-come first-served, there is no way to guarantee a tie-up, so working together and rafting up is **required** here. In addition, the park maintains 24 mooring buoys all around the island and anchoring is possible in several locations. Some folks also choose to press on towards Eagle Harbor.

For those who beach-land, there are ample places to do this.

### **Shore Sleepers**

This beautiful State Park has lots of tent sites - reserve one [online](#) and you'll be cozy! Keep in mind that Blake Island is **large**, and if you reserve a campsite, it is possible you might have a long walk to get there! Check out the site maps, and have a plan!

### **Amenities**

Pump-out facilities here are currently closed, however, there are showers for your use!

### **Note**

We are 100% serious about the raccoons on Blake Island. They **WILL** board your boat, no matter what. So come prepared to stow any and all food in a way that they can't get in. Remember, even though they don't have thumbs, they can open...just about anything.

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

**July 29, 2025 (Tuesday)**

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 high 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 will greet you with their 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**

Kingston Marina is the place to be! They've always treated us wonderfully and made sure there was space for all. To help them out, please go ahead and call them directly **after March 1** to make a reservation at 360-297-3545. Mention that you're a part of Salish 100. You won't receive a specific slip assignment - those will be determined in real-time on the day of arrival, and there will be a plan in place so everybody knows where to go.

Anchoring is also an option here, but note: it can be a wee bit lumpy out there.

### **Amenities**

Kingston has anything you might be looking for!

### **Shore Sleepers**

AirBnB's here are a good option, and there is a hotel/casino nearby - although getting to and from can be a bit challenging. We are working with the Kingston Harbormaster to find some more space.

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## **Kingston to Port Ludlow**

**July 30, 2025 (Wednesday)**

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.

### **Moorage**

Port Ludlow Marina is happy to take your reservation—just give them a call at 360-437-0513 with at least 3 weeks notice. Port Ludlow itself is a beautiful and calm anchorage.

### **Shore Sleepers**

For those sleeping in tents, we've worked with the Port Ludlow Beach Club to secure a grassy spot behind their clubhouse which should provide some good snoozing opportunities. The facilities at the Beach Club **will not** be available for use, but it is only a short walk from the marina.

### **Amenities**

The marina store carries most everything you'll want, including ice and beer! The store closes at 4, and the fuel dock at 3:30.

### **Events**

Northwest Maritime Center thank you barbecue! As the cruise wraps up, NWMC will cook up some goods under the Ludlow pavilion tent to show our appreciation for another great year!

## **Port Ludlow to Port Townsend**

**July 31, 2025** (*Thursday*)

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.

### **Moorage**

Point Hudson Marina. This moorage is the only one coordinated by NWMC, and it will be available at a discount when you register. Please only call them if you wish to reserve additional nights after July 31st.

Port Townsend Boat Haven is another great option! It's first come, first served but they usually have lots of room.

### **Shore Sleepers**

Port Townsend has several parks for camping, as well as hotels.

### **Amenities**

All the things!

### **Events**

Upon arrival, a lot of folks will be heading straight for the haulout ramp and booking it back home. Those who remain in Port Townsend are invited for a tour of the Northwest Maritime Center campus and also: keep your eyes on the group forums—a grassroots scheme seems to be manifesting for an end-of-cruise shindig!

### **Safety and Support**

Joining Salish 100 comes with some inherent risk (as do all on-water pursuits). Wind and tide, vessel traffic, mechanical issues—these are all quite real hazards that can and do exist—however with a proper level of awareness and preparation, these can be largely mitigated.

Know yourself and your vessel. Make sure that you carry all of the safety equipment that you are required to, and then top that off with whatever additional equipment you find prudent.

Make sure that you are comfortable and confident in the use of your VHF radio. In case of

emergency, this is your most reliable means of communication. If your VHF has scanning or dual-watch capacity, make sure you know how to use it! If it comes with DSC calling, study up so that when the time comes—you'll be able to call for help. **Remember: the Puget Sound is full of folks who can come and help you out (especially in the midst of the Salish 100 fleet!)—but only if you know how to contact them.** In addition to VHF, the majority of the route has good (or adequate) cell phone coverage.

**Check out the [Northwest Maritime Center's Adult Class](#) offerings, which include lots of options to become even more familiar with a variety of topics. Registered Salish 100 Cruisers receive 15% off Navigation and Maritime Skills classes! Just mention that you're a Cruiser to the registrar.**

Each year, a handful of wonderful folks join the cruise for the express purpose of providing support vessels. We don't call this fleet-within-a-fleet "Safety Boats"—but rather "Support Boats." Why? It's because the purpose of these boats is not to guarantee your safety (nobody can do that), but to be there to help out **if you need them**. They can provide tows, encouragement, a hot cup of coffee, and an extra set of eyes in tricky spots on the route.

In addition to the Support Fleet, there will be opportunities early on in the cruise to find a "buddy boat" or even a group of similar-speed boats that intend to stick together.

Evening check-ins, weather discussions, and route overviews will happen (perhaps not like clockwork) in most evening locations.

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## **Communication**

We will be providing a contact list for all vessels to each Skipper—this will happen by email prior to the Skipper's Meeting, in case cruisers wish to print this list. Participants *may* opt out of this list if they wish at the time of registration.

On water:

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

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

*If you wish to chat with someone at length—it is best to do this by cell phone and keep the VHF channel clear.*

**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. (North of the Port Townsend Ship Canal, this channel switches to **5a**.)

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

If your VHF has the capacity to scan all of these channels, it is suggested that you do so! 16

## **FAQs**

### **What time does the event start each morning?**

There is no official departure time each day. Each boat gets to make that choice for themselves, although tides in the area are often the factor that determines a good time to set sail. Each evening, there will be gatherings of varying formality where weather, tides, and departure times will make up a good portion of the discussion.

### **I see the location listed for each night, but what about the routes we are to sail each day?**

There is no specific route for each day. That said, the shortest distance between any two places



is quite clear, and is the typical course that cruisers follow. It's best to stay out of the Traffic Lanes.

**Are there crew requirements? Maximum number of crew? Can I singlehand?**

This is 100% up to you, as master of your own vessel.

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

We have arranged for extended truck and trailer parking in the gravel lot adjacent to the Blue Heron Middle School in Port Townsend. This permission is from July 24- August 1.

**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?!**

A shuttle, organized by the Northwest Maritime Center, will make a run between the Blue Heron Middle School in Port Townsend and Swantown Marina on July 24—arriving in time for the Skipper's Meeting. To opt into this shuttle, please indicate that you wish to do so in the Registration, and you will be contacted by a volunteer.

**Do I really need an alternate means of propulsion besides my sails? I'm a really good sailor.**

Yes! Currents are real! And doldrums are real, too!

**Hey, I heard that I get a discount from Fisheries Supply on all sorts of boat gear! Is the right?**

Indeed indeed! The good folks at Fisheries Supply are offering big discounts to registered cruisers. Just sign up, and your confirmation email will contain all the nitty gritty details on how to make use of this deal.

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