

SAN JUAN ISLANDS COUNTRY INN CRUISE ON THE CLASSIC KETCH *CUTTY SARK*

Enjoy smooth sailing with renowned Innkeeper and World Sailor, Captain John Colby Stone for five idyllic days and nights of adventure through the State of Washington's beautiful archipelago.

Captain Stone offers this singular vacation experience May through September aboard the classic wooden sailing ship **CUTTY SARK**. This all-inclusive sailing package combines the romance and leisure of a cruise ship vacation with the comfort of sleeping ashore.

The discovery of quaint country inns, fine restaurants and the enjoyment of great Northwest wines add to the adventure of sailing on a classic sailing yacht through calm waters among the beautiful islands of the Pacific Northwest.

Each morning we set sail on the ketch **CUTTY SARK**, with a wonderful country inn on a sylvan island as the destination.

Passengers enjoy the bounty of the Northwest prepared by some of the finest chefs in the state, and receive a rest only possible in the hostleries of the Northwest. Days are spent sailing some of the best cruising waters to be found anywhere in the world. The State of Washington's San Juan Archipelago provides gentle breezes and smooth waters. Whales, porpoises, heron and eagles are our companions. We sail from four to seven hours each day, with an on-board lunch before reaching our destination with plenty of time to settle in and explore each new area before dinner.



The S.V. *Cutty Sark* (right), and the Tall Ship *Lady Washington*.

The price includes lodging, all meals (including fine wines and Northwest beers with lunch and the five course dinners), sailing on the classic ketch **CUTTY SARK**, tours ashore, all appropriate fees, and taxes. This complete Northwest smooth sailing vacation gives you a lifetime of wonderful memories.

The following picture in words describes a typical week-long cruise and the high-quality you can expect. Routes, inns and menu selections may vary on any particular cruise. You may order anything you like off the menu; meat, fowl, fish or vegetarian. (Please let me know of any dietary needs you may have, as the meals aboard can be planned to meet your desires.) Some cruises, due to the currents in Deception Passage, are done in reverse of the order here described. The wildlife described, though seen in the areas mentioned in the narrative, keep their own counsel and so may or may not appear as described.



The *S.V. Cutty Sark* in the background moors in the summer months in front of the Captain Whidbey Inn.

On *Sunday afternoon*, you arrive at the historic and romantic Captain Whidbey Inn. It is one of the few true country inns in the state and the only on Whidbey Island where fine food, delicious drink and restful lodging are all provided on the premises. After checking in to your room, overlooking two sleepy lagoons, walk through the gardens of edible flowers or take a soothing walk around the perimeter trail.

Later, in early evening, the Chart Room, Captain Whidbey's quaint little pub, welcomes you for a cocktail or glass of wine. Meet your sailing companions and host, Captain John Colby Stone, as we survey our classic ketch resting serenely at the end of the pier.

Dinner consists of a medley of Northwest treats prepared by the inn's noted chef with wines chosen to accompany each course. We may start with world famous Penn Cove Mussels, accompanied by a wonderful Washington Sauvignon Blanc, reputed to be the best wine with mussels, next a cup of Captain Whidbey's award winning chowder, followed by a salad of greens and flowers from the Inn's own garden, then a marvelous poached salmon dinner with a glass of world class Northwest Chardonnay and finish with Washington apple cake, the Inn's own recipe, topped off with a tot of Whidbey's liqueur after dessert. The rest of the evening you are on your own to relax and enjoy the wonderful environs of the Inn.

On Monday morning, enjoy a breakfast of fresh fruit, juices, coffee and assorted teas, cereals, and the inn's fresh baked breads and muffins. The Chef then prepares Eggs Whidbey, a poached egg over bed of smoked salmon hash served on a toast points of Captain Whidbey baguette topped with fresh hollandaise. (You have a choice of four or five breakfast specials.) While you breakfast, the crew loads your gear aboard the vessel.

After breakfast we set sail for La Conner via Coupeville. Those who wish to lend a hand at raising sails join in the short haul chantey "Haul, Haul Away," as we raise the three lower sails. Shutting the engine down, we enjoy a pleasant down wind run towards our destination.

On our way to Coupeville we sail through the Penn Cove mussel farm where the world famous Penn Cove mussels are grown and harvested. As we sail through, lazy young seals, with their doe-like eyes and human expressions, gaze at us. We sail



Coupeville, Washington

silently by the *M.V. Meule Mariner* with the busy mussel farmers harvesting the days catch.

At approximately noon, we sail into the town of Coupeville, one of the oldest in the State of Washington. We lunch at Toby's Tavern, a local hang out, and the best place to get smelt (a local fish) and chips, washed down with a pint of Parrot Head Ale, made right in Coupeville just for Toby's owner John Rodriguey, he being a great fan of Jimmy Buffett.

After lunch we have a bit of time to peruse the shops before we board *S.V. CUTTY SARK* again, for the leg to La Conner. Through "the Hole in the Wall" and under the Rainbow bridge, we arrive in La Conner at about five. After settling into the rooms at the beautiful Channel Lodge, there is time to explore this quaint Swinomish Indian fishing village.

We reconnoiter across the street at Kirsten's restaurant for a fine Northwest Halibut dinner accompanied by excellent wine, appetizer and dessert, as only Kirsten and her crew can provide. After dinner you are on your own to explore sailor's haunts in this wonderful early Washington fishing village, or enjoy a pleasant stroll along the waterfront in the refreshing evening air.

Tuesday morning we wake up to breakfast at the Channel Lodge. After our fine repast we cast off. The great blue heron that appeared to be standing as a sentinel over our ship, casually and with a prehistoric squawk, as if in salutation, leaves the piling and flies up the slough. We wind through the serpentine Swinomish Slough, make our way to Padilla Bay and set sail for Orcas Island. The gentle mist lends a softness to the surrounding landscape. With our radar and GPS, we have no problem navigating in these conditions. As we sip fresh coffee or tea in the spacious pilot-house, we discuss the sea life we are likely to see on this leg of our journey. It is not long before the veil of mist retreats to reveal round emerald isles afloat in a cerulean sea.

As we enter Rosario Strait a small pod of Dalls porpoise playfully crisscross in our bow wave. We enjoy our lunch with the special treat of a fresh berry pie baked this morning by Calico Cupboard at our last port of call. We sail past James Island, through Thacher Passage between Decatur and Blakely islands into the heart of the San Juan Archipelago. By mid-afternoon we arrive at Deer Harbor, Orcas Island. The Resort at Deer Harbor overlooking the marina, has Jacuzzi baths in every cottage and hot tubs on every deck! Plan to relax and enjoy the sunset as you soak in the view. Dinner in the Starfish Grill provides a selection of fresh seafood and "Northwest Continental" dishes. Christina, one of the Northwest's premiere chefs, owns the Starfish Grill.

On Wednesday morning the Resort's light continental breakfast is supplemented with fruit, breads and fresh coffee aboard *S.V. CUTTY SARK*.

On to Friday Harbor, San Juan Island. We have a big day ahead of us! At about noon we arrive at our port of call in time for lunch at the at the Front Street Ale House. The varied menu of this pub is as fun to read as the food and beers (made here) are delicious to eat and drink. After lunch we have free time to explore the town of Friday Harbor, the county seat of San Juan County; with a Population of 900, the largest "city" in the San Juan Islands. Tour the Whale Museum, famous for its research on the Orca (Killer Whale); explore the many shops, galleries, museums and parks in and around the town of Friday Harbor. Relive the events leading



The deck of the *Cutty Sark*

to the little known “Pig War,” an incident that nearly plunged the United States and Great Britain into a shooting conflict in the mid 19th century and precipitated into a twelve year stand-off, musket to musket. Later we check into the San Juan Inn, our hostelry for the night. In the evening we meet at “The Place by the Ferry,” an elegant, intimate restaurant providing some of the most remarkable meals to be found in the islands.

Thursday, breakfast in the cheery sitting area of the San Juan Inn, enjoying the fine repast that Linda Francis has prepared for us. After breakfast we set sail for our return to Whidbey Island via spectacular Deception Passage.

Sailing through Cattle Pass the Strait of Juan de Fuca opens up before us. The majestic Olympic Mountains provide a backdrop for the Orca whales frolicking in the rich waters of the strait.

By noon, with a favorable wind at our backs, we sail through the narrow passage few sailing ships have traversed. Unless the excursion is timed just right, the turbulent waters prevent the passage of all but the most powerful of motor vessels and then only at their peril. We enjoy our fresh crab lunch as we skillfully and seemingly-easily pass through. High above, on Deception Pass Bridge, onlookers marvel at our beautiful sailing ship as we pass serenely below.

Mid-afternoon, passing Polnell Point, a snack and an assortment of Northwest liquid refreshment be offered. An eagle swoops down and effortlessly snatches a salmon from the water nearby. We wonder if his eyes might not be too big for his stomach! By early evening we return to the pier at the Captain Whidbey Inn. After settling in to your room, we gather for our farewell dinner celebration in this unique madrona log Inn.

On Friday, we gather for a farewell breakfast and a giving of parting gifts. Farewell to **CUTTY SARK**, her crew and the new friends you have made on this idyllic island hopping holiday.



The S.V. *Cutty Sark* travels the waters of Deception Passage.

Transportation

As you do not need a rental car during this week-long excursion, those flying into the Seattle area can arrive on the island via Kenmore Air, which can deliver you by float plane directly to the pier at the Captain Whidbey Inn on Penn Cove, call 800-543-9595. Mention that you are cruising on the *Cutty Sark* as you may be able to get a special rate. There is a Budget car rental agency on Whidbey if you wish to extend your tour of the Northwest by car after the cruise. It is important to make prior arrangements with Budget .

Tariff

The tariff for this wonderful all inclusive six-day vacation package is \$1,950.00 per person double occupancy (two people, one room), \$2,375.00 single occupancy.

When **CUTTY SARK** is not sailing in the San Juan Islands, Captain Stone conducts scheduled day sails on Saturday from the pier at the Captain Whidbey Inn. The fare for these two-hour

cruises is \$30.00 per person. **CUTTY SARK** is also available for charter for up to 6 passengers, at \$85 per hour (two-hour minimum), for day sails or sunset cruises; \$500 per day up to 10 hours. This allows you to work out your own individual itinerary with Captain Stone. The prices quoted (hourly and daily) do not include state sales tax.

S.V. CUTTY SARK

The **CUTTY SARK** is 52-feet long from the tip of the bowsprit to the end of the mizzen boom. She is 40 feet along the deck from stem to stern. She was built by American shipbuilding in Hong Kong in 1957 of teak. The first of ten sister ships of the Mayflower class designed by Hugh Angleman and Charlie Davies; hence she wears the number 1 proudly on her mains'l. Her lines are reminiscent of the Baltimore Clippers of two centuries ago.

As a gaff ketch she has seven sails she can fly. Her sails consist of: gaff mains'l, mizzens'l, club footed fore stays'l, jib, yankee, main tops'l, and mizzen stays'l. Her tanbark sails are not only classically beautiful, they are much easier on the eyes when sailing in the long high latitude sunny days we have here in the Northwest.

She is broad of beam providing stable sailing and much room for comfortable deck lounging. Her pilothouse offers an alternate steering station and comfortable sitting area on those rare days when the weather might be inclement. She is equipped with up to date electronic navigation equipment, including, Radar, Ioran, G.P.S., VHF radio telephone, cell phone, auto pilot, and depth sounder, computer chart software (as well as paper charts) and a powerful diesel engine. She is documented and fully insured for charter.

The Captain and crew of the **CUTTY SARK** are experienced and more than capable of handling all shipboard functions. However, the joy of a cruise on a sailing ship is often enhanced by "hands on" experience. With this in mind, passengers are encouraged to "lend a hand", if they choose. Raising and lowering sails, steering a compass course, sail handling in a tack or jibe can add immeasurably to the cruise experience, enhancing the life long memory of sailing through the emerald isles of Washington, the jewels of the Northwest.

The **CUTTY SARK** is a stout ship, designed for and capable of transoceanic passage. She is content however, to sail the smooth waters, among the idyllic islands of the Pacific Northwest.

Captain John Colby Stone

The Captain, John Colby Stone is a United States Merchant Marine Officer, licensed to serve as master of inland steam, motor and auxiliary sail vessels. He is also the well-known Innkeeper of the Captain Whidbey Inn and a world ocean sailor. Captain Stone is a certified hotel administrator, and was named Hotelier of the Year for the State of Washington in 1988. In 1991 he was the first recipient of the Edward Carlson Award for contributions to the Hospitality Industry. A life long sailor, Captain Stone has sailed on several transoceanic voyages. He has sailed on ships, large and small, including the brig **LADY WASHINGTON**, Washington's "Tall Ship" where he served as mate, as well as the sail training schooner **ADVENTURESS**. He was a member of the crew of the historic Soviet/American trans-Atlantic environmental venture on the 156-foot schooner **TE VEGA** in 1989. He was a foretopman on the H.M.S. Endeavour, the replica of Captain Cook's first command, on a leg of it's 'round the world cruise in 1999.

Captain Stone is a student of Captain George Vancouver's exploration of this area in 1792, and enjoys sharing his knowledge with others. The Northwest flora and fauna both aquatic and terrestrial is another interest the captain enjoys sharing. Captain Stone, in his capacity as innkeeper, has quite a bit of knowledge of the wines of the Northwest, as well of fine dining establishments, which makes voyaging with him all the more enjoyable.

