

What to Expect Sailing From Seattle to San Francisco

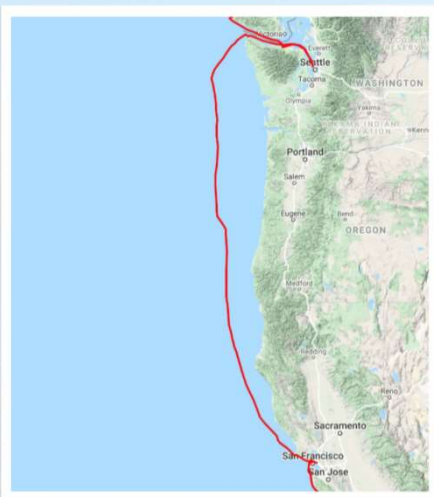
Capt. Doug Lombard & Bob Vizenor

Coho Ho Ho 2018



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The Route



- Seattle to San Francisco is approximately 750 nautical miles
- Most boats will take about 7 sailing days to make the trip
- If you watch the weather window and catch the late summer NNW winds it could be a downwind run the whole way

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The Boat



- **s/v Agatha**
- 2017 Beneteau Oceanis 45
- LOA = 45.42
- Beam = 14.75
- Draft = 7.08
- Displacement = 21,048
- Engine = 54hp Yanmar
- Fuel = 50gal
- Water = 150gal

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The Crew



Bill Champion
Boat Owner



Doug Lombard
Hired Captain
(The only one who has done the trip before)



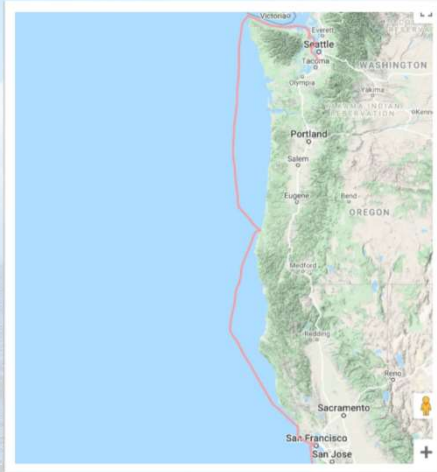
Bob Vizenor
Crew



Pam Vizenor
Crew & Cook

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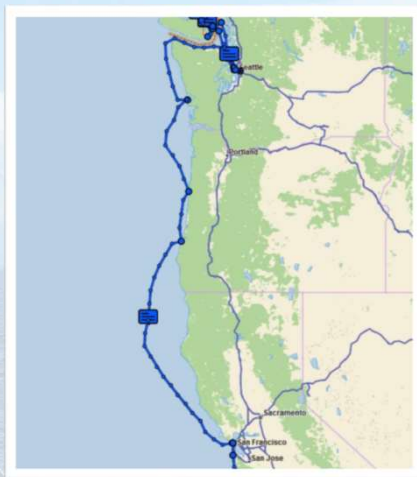
The Plan



- Leave Seattle Sat 2018-08-25 at 3am to catch the ebb tide
- Head out the strait, sail S at 50-80 miles off
- 1 stop in Newport OR for fuel, water, and meet up with Yaquina Bay Yacht club on Wed 2018-08-29 for their club race and BBQ
- Then do one hop to San Fran 50-80 miles off arriving approximately Mon 2018-09-03
- Bill's wife Victoria and 12 year old daughter Rose would fly to San Fran with one of their 2 cats and meet us in Sausalito
- The second cat (Gilligan) would sail with us

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The Reality



- Left Elliot Bay Marina in Seattle at 5am on Saturday 2018-08-25 and caught *most* of the ebb tide
- Arrived at Schoonmaker Marina in Sausalito at 1:45pm on Friday 2018-09-07
- Total trip was 14 days, 7 sailing, 7 in port
- Three stops on the way down
 - Westport: 1 day
 - Newport : 2 days
 - Coos Bay: 4 days (Charleston actually)
- No cats sailed with us.


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Well Before You Leave We Recommend

- Try to complete “most” boat projects early
- Practice flying **all** of your sails
- Practice reefing all sails
- Get jack lines and preventer rigged and practice with them.
- Get a full list of crew’s medical status, including all medications
- Ask if any crew has ever gotten seasick & make a plan for meds or ??
- Get your InReach set up and registered with the Coho weather address
- Download all Apps you think you might use on your phone or tablet
- Download and install all updates on your phone, tablet, InReach, etc...
- Get the boat packed with all gear and all but the perishable provisions.
- Start checking the weather every day for a week or two in advance.
- Review Charlies Charts and Coast Pilot & familiarize yourself with the coast
- Determine the watch schedule and discuss it with all the crew

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Day 0 - The Mad Scramble



- Removing stuff from the boat to make room for captain and crew
- Last minute packing and stowing by crew
- All provisions for the trip bought and stowed
- Last minute food pre-prep
- Bill and Doug were busy working on last minute boat projects until very late

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The Day Before Leaving We Recommend

- Get lots of rest
- Avoid drinking alcohol
- Drink lots of water
- Start taking any seasickness meds
- Fill the fuel tank
- Fill the water tanks
- Rig the jack-lines and harness points
- Rig the preventer
- Check the weather (again and again)
- Review the watch schedule with the whole crew

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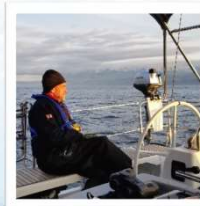
Lessons Learned

- There were lots of last-minute boat projects that kept the captain and crew from getting a good night's sleep and completing other preparations
- We didn't stay fed and hydrated throughout the day
- We did not discuss health and meds with all the crew
- We did not have a preventer solution worked out before we left
- We did not determine the watch schedule before departure
- We stayed up way too late 1:00am - 4:30 = 3.5 hrs sleep

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Day 1 - Departure & Sea Legs

Up at 4:30am, Cast off from EBM at 5:00am & head north up the sound.
Excited to finally be underway and nervous about how the trip will go.



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The First Day We Recommend

- Start the watch schedule immediately and take naps before watches.
- Pay attention to how everyone is feeling
- Make sure everyone is staying well hydrated
- Eat small but frequent meals
- If it seems like people might throw up, make meals “soft”
- Keep checking the weather forecast
- Decide where to top off the fuel before making the turn

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Lessons Learned

- We didn't work out our watch schedule until around dinner time
- We all stayed up all day after getting very little sleep and didn't start first watch until 10pm
- We didn't know that Bill was a Type II diabetic and took oral meds or that he would get very seasick
- Bill did not start taking any seasick meds before we left, and did not have any seasickness meds on board just in case

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Things to Keep in Mind

- Port Angeles is a good fuel stop
- Neah Bay is a poor fuel stop, often no diesel available, call ahead
- Neah Bay is however a good place to stop and wait for weather
- The swells get larger and larger as you head out the strait
- The sea motion is usually a corkscrew once you turn south at Cape Flattery and this often makes people seasick who have not been sick before
- Our watch schedule was:

10pm --	12am --	2am--	4am--	6am--	10am--	2pm--	6pm--	10pm--	
+2	+ 2	+ 2	+ 2	+ 4	+4	+ 4	+ 4	= 24	
Bob	Pam	Doug	Bill	Bob	Pam	Doug	Bill		

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Day 2 - The Sea & The Puke



- Bob takes first watch at 10pm, but the whole crew stays up to witness the big left turn as we pass Cape Flattery and change course to the south just before midnight. With the swell off the rear quarter Bill throws up and heads below.
- 6am finds Bill still throwing up and Doug taking his watch. Bill heads below to get some rest but continues to throw up.
- At noon the winds shifts to southerly and Bill is still throwing up constantly, so we decide to motor to Westport for a time-out. He has been throwing up continuously for over 12 hours and can't keep anything down, including his diabetes meds.
- The bar timing isn't great, but the wind is low so not too bad, we cross around 4pm.
- After 15 min at the dock Bill is feeling better and asking for a snack.

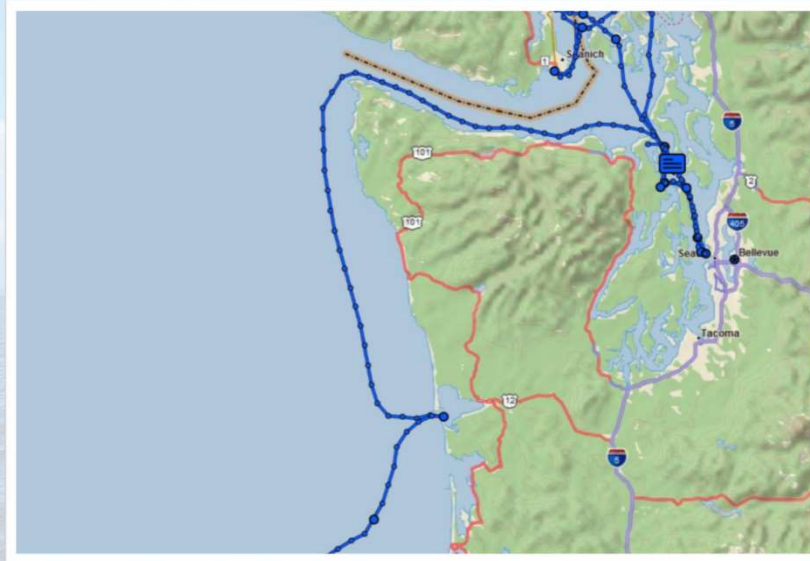
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Things to Keep in Mind

- Have suppository seasick meds on board in case someone has severe sickness and can't keep any oral meds down
- Always have a Plan-B and a Plan-C in case something comes up
- Have Charlie's Charts and the Coast Pilot on board and read up on the ports coming up along the coast in case you have to duck in. Decide which are doable and which are to be avoided.
- Study up on basic bar crossing technique
 - Avoid high winds, can cause larger waves and breakers
 - Avoid a strong ebb tide, wind against tide can cause breakers
 - Avoid low tide, shallow water is more likely to cause breakers
 - Cross at high slack or the end of the flood if possible
 - There will probably be a dredger in the channel
 - Each bar is different, read up on them.

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Leg 1 - Seattle to Westport



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Day 3 - Westport

Spend the day hunting down seasickness meds, extra warm clothes, & rigging a preventor before heading out past the sea lions & over the bar at 3pm high slack



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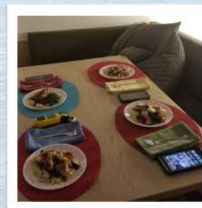
Things to Keep in Mind

- It is REALLY cold out on the ocean, even in August. Bring lots of warm clothes, full foulies, boots, hats and mittens. We didn't take our foulies off until after the Golden Gate Bridge and sometimes slept in them.
- Englund Marine is a great chain of stores down the WA/OR coast with a wide selection of warm clothes and boat hardware.
- Ginger really does work for a lot of people to settle their stomachs, and it also masks bad breath, gum, candy, cookies, tea....
- Make sure you can access your doctor if you need a prescription you didn't think of before you left
- In August and September it will probably be foggy along the coast out to 30 or 40 miles.

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Day 4 - Westport to Newport

The NNW wind has filled back in and we make good time to Newport, OR. Everyone is feeling better and we fall into the rhythm of watches



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Day 5 - Westport to Newport, Night Confusion



- Around midnight we are close to the mouth of the Columbia and there's lots of freighter traffic on the AIS. The winds are variable and Bob has been hand steering for hours to keep the sails from flogging in the troughs since the autohelm is a bit slow to respond.
- Fatigued towards the end of the watch he miss-reads the wind indicator and corrects the wrong direction, causing a jibe and a nice 360 turn.
- No harm is done because the preventer was well rigged.
- We decide to motor across the freighter traffic for greater maneuverability and speed before setting the sails again.

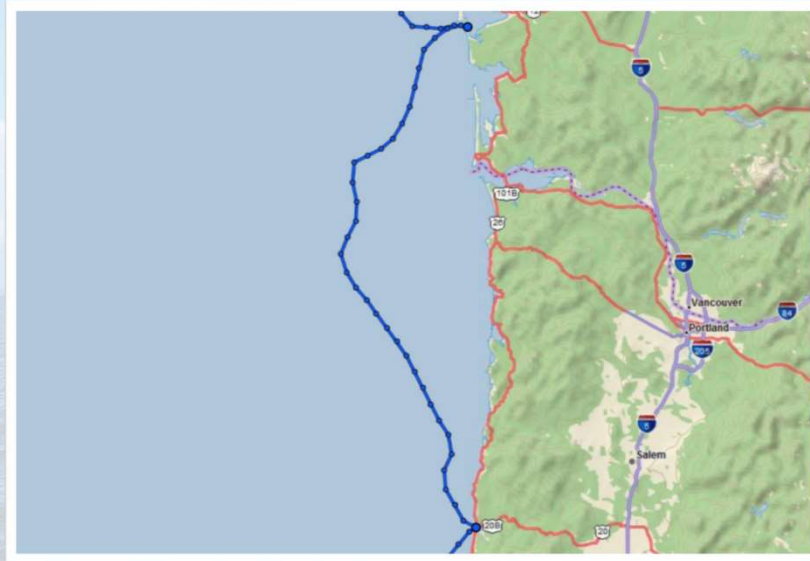
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Things to Keep in Mind

- Don't had steer unless you have to, the autopilot never gets tired
- Don't keep your head in the instruments all the time, look around even if it is dark and see how the wind is blowing on the sails
- Always have a preventer rigged when running downwind
- If you have an AIS transponder, the commercial traffic will see you and make provisions not to run you down. All AIS triangles are the same size on the chart plotter regardless of the size of the boat
- AIS targets look a lot closer than they really are at 1am when you are zoomed out to 24 miles
- If you do jibe, don't panic, slow down, steer yourself out of it, and it's not a sin to motor for a bit to get past something
- Set your InReach tracking points far enough apart (30 min or 1hr) so that your 360's don't get recorded on your track ☺

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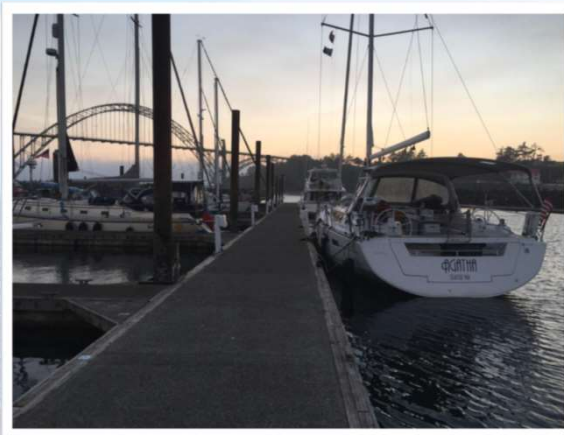
Leg 2 - Westport to Newport



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Day 5 - Newport

Exploring town, buying fishing gear, Rogue Brewery, Yaquina Bay Yacht Club, meeting up with another Coho Boat, s/v Jean Anne



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Things to Keep in Mind

- Newport is one of the easiest bar crossings on the coast
- Meeting new people is the best part of cruising
- Don't get so goal oriented that you don't stop and enjoy yourself
- Don't be afraid of Marilyn at Harold's Bait & Tackle

- **Tuna Fishing Tips:**
 - You want 2 hand lines, one 75' long and one 50' long
 - The rig is a heavy-duty woven line, a rubber snubber, a swivel, 200lb test monofilament leader, a swivel, and a lure w barbed hooks
 - Most popular lure colors are "Mexican Flag" and "Zucchini"
 - Get a nice plastic hand reel for each rig
 - Trail them off opposite sides of the stern at 5-7kts when at least 20 miles off
 - A gaff is handy, but not necessary, you can drag them until they tire out

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Day 6 - Newport to Coos Bay

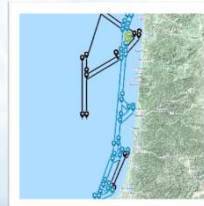
Morning errands, catch the 2pm high slack to head out to Coos Bay with our Coho Buddy Boat Jean Anne. Followed Tow Boat Lanes all the way down.



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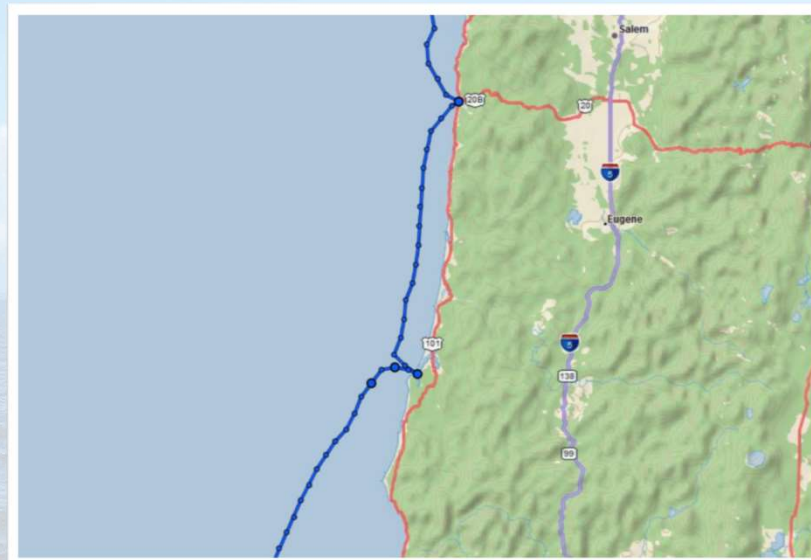
Day 7 - Coos Bay (Charleston Actually)

Followed the Tow Boat Lanes, crossed the bar at 5am, tie up at the dock, start the wait for a weather window at Cape Blanco & Cape Mendocino



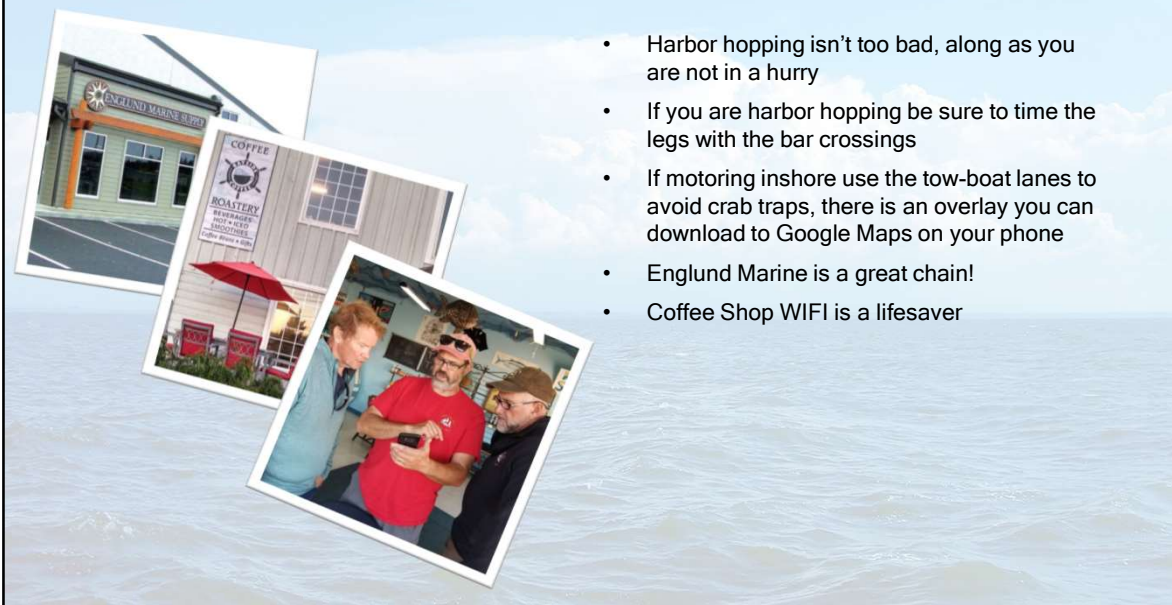
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Leg 3 - Newport to Coos Bay



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Day 8 - Coos Bay, Again

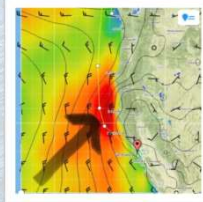


- Harbor hopping isn't too bad, along as you are not in a hurry
- If you are harbor hopping be sure to time the legs with the bar crossings
- If motoring inshore use the tow-boat lanes to avoid crab traps, there is an overlay you can download to Google Maps on your phone
- Englund Marine is a great chain!
- Coffee Shop WIFI is a lifesaver

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Day 9 - Coos Bay, Again

Check the forecast, explore Coos Bay proper, check the forecast, find a nice lunch spot, check the forecast, live music at 7 Devils Brewing, check the forecast



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Day 10 - Coos Bay, Again

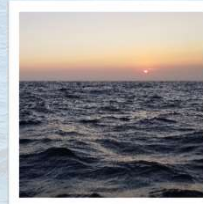


- Again, the people you meet are the best part of cruising
- It is amazing how fast you make friends and how generous they are
- Even tiny red-neck towns have interesting movie theatres & breweries
- There are interesting things everywhere if you keep looking
- Beach yoga is good for you
- Patience is a virtue

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Day 11 - Depart Coos Bay, Finally!

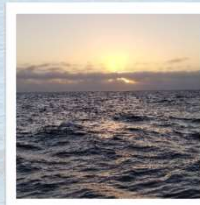
After a morning hike to the beach we find the forecast has changed! If we can catch the afternoon high slack we'll hit the first opening of the weather window



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Day 12 - At Sea, Between The Capes

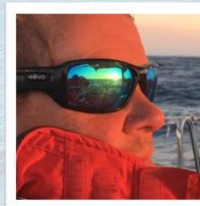
Woke up to a bright sunny day, easy sailing on the same tack all day, time for reading, Pam fixed a delicious steak dinner, beautiful sunset



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Day 13 - At Sea, Cape Mendocino

As we jibe back towards shore I realize that this is the last possible day for fishing, after trolling for an hour or two we pull in a nice little albacore tuna, sashimi lunch!



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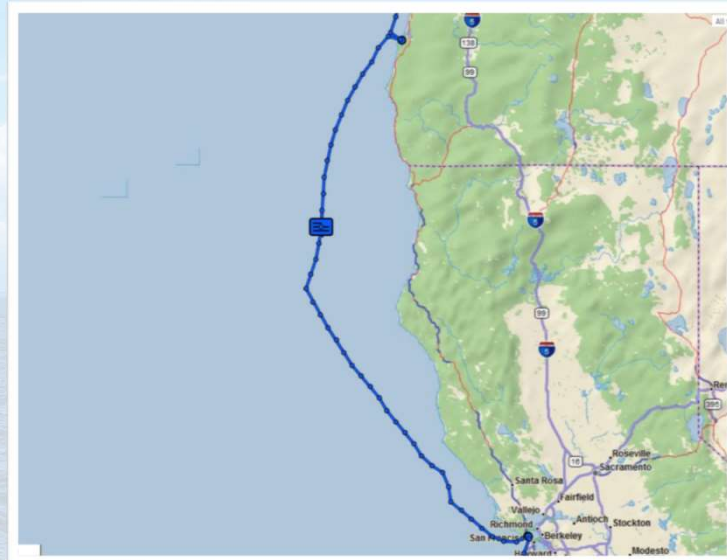
Day 14 - San Francisco! We Made It!

Wake up to a breakfast omelet, start seeing the bridge from a distance through the fog, cross under from cold fog to warm sun, at the dock in sunny Sausalito!



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Leg 4 - Coos Bay to San Francisco



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Crew Gets All Their Stuff Back to Seattle



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Appendix 1

Apps we like to use:

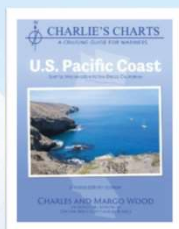
- Navionics
- Predict Wind
- SailgribWR
- PocketGrib
- InReach weather
- Google Maps

References to Have on Board:

- Coast Pilot
- Charlies Charts
- NOAA Tidal Current Tables: Pacific Coast of North America and Asia
- Guides for California
- Guides for Mexico (Shawn & Heather's books)

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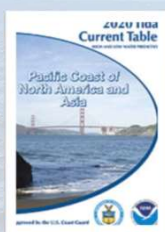
Reference Books



Easiest to read descriptions of all the bar crossings on the coast, entertaining



Most thorough description of all bars and other coastal features, but dense



Tide & current reference for when there is no internet



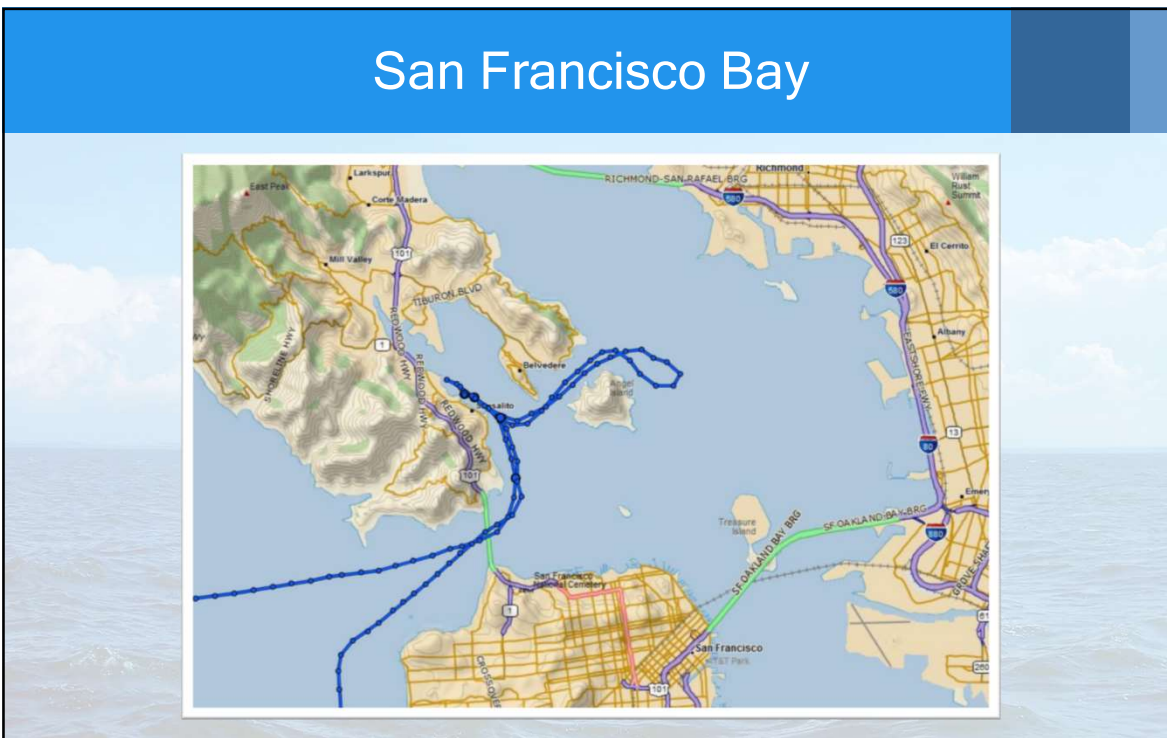
The best cruising guides for Mexico, an absolute must have for anyone sailing in Mexico

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Appendix 2

- Anchorages in San Francisco: (<https://boatingsf.com/places/anchorages/>)
- Aquatic Park
- Belvedere Cove
- Central Basin
- China Basin
- China Cove
- Clipper Cove
- Downtown Sausalito Anchorage
- East Garrison
- Horseshoe Cove
- Paradise Cove
- Point Stuart Anchorage
- Quarry Beach
- Richardson Bay Anchorage

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