

Seagate and Wild Blue Alaska Cruise – Wednesday, June 25, 2008

Once again the crews are up for a 6AM departure. We want the tides slightly rising for exiting El Capitan Passage, just in case we rub the bottom. It's a gray day with some rain but light winds and flat seas. The whole 5-hour cruise is over and as we turn the corner to enter the harbor at Craig, Alaska, a tug pushing a barge is the highlight of boating activity along the way.



Craig is a small town that thrives on fishing, both sport and commercial.

(← Tug pushes logging barge just outside Craig.)

There are some logging activities as well, but tourism isn't its big draw. Beside *Seagate* and *Wild Blue*, only one other transient boat, the *Oceans 11*, was slipped in Craig's north marina. All the other boats are rigged for the fishing.



(← Craig's north marina is primarily for fishing boats of all flavors.)

(Craig's south marina, below, has smaller pleasure craft and more fishing boats.)





(A pretty rainbow in Craig.)

We learned the *Oceans 11* crew are full-time live aboards from Seattle up for their first Alaska cruise. We also heard from the locals that *Oceans 11* side-tie location, just inside the end of the float, is usually the summer berth for Baron Hilton's yacht. Oh my..... we were so close to having cocktails with Paris!



(Paris, the cocktails await you on the Wild Blue.)

Even though Paris couldn't make it, all the crews celebrated the day with just a light taste before we visited a local dining room. It was a grand evening and a good way to calm our nerves as the weather forecast was not pleasant for the coming days.



(← The Seagate crew chows down at Shelter Cove Inn.)

During our dinner, there was nervous discussion of the upcoming weather. The boats will need to be in Ketchikan by Saturday to make Sunday travel arrangements. It's 120 miles if we follow our float plan to round the southern tip of Prince of

Wales Island, and 225 miles over the northern route. Seems an easy decision except the southern route requires entering Dixon Entrance and crossing southern Clarence Strait in near gale conditions. A gale covers a large area and the northern route would entail longer exposure to gale conditions. Let's have a nitecap, and wait for tomorrow's weather forecast. Good night.