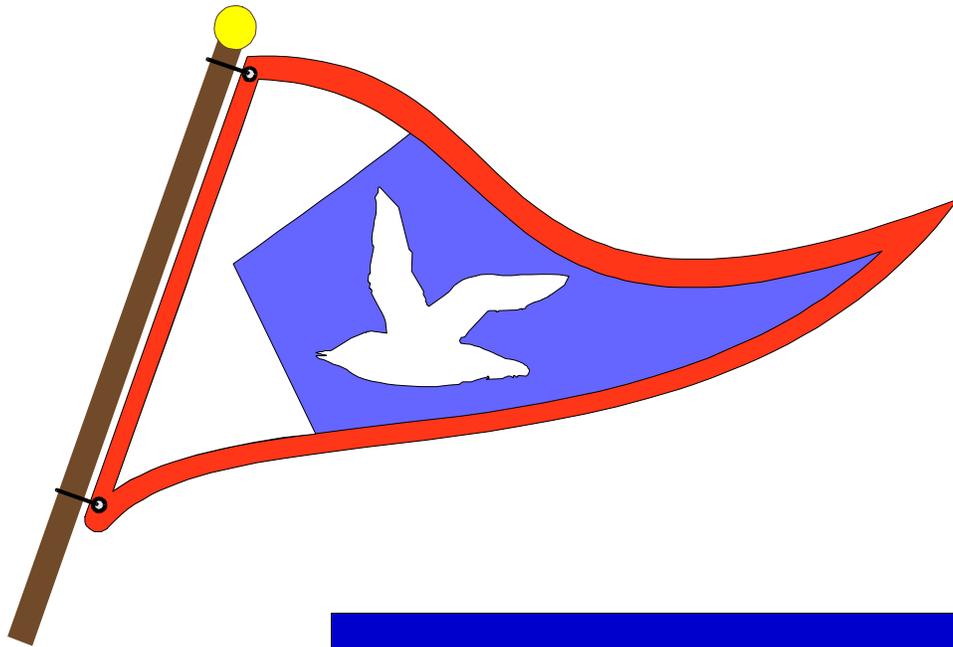


# The Log

Newsletter of the Squalicum Yacht Club, Bellingham, Washington



## Coming Events

Wed, Oct 27

**General Meeting** 1800 hours

Sat, Nov 13

**Change of Watch** 1800 hours

Sat, Dec 11

**Christmas Party** 1800 hours



## COMMODORE'S CORNER



*by Steve Glenn, Commodore*

Normally a yacht club is thought to be a group of people who center their activities around marine related functions both social and recreational. Squalicum Yacht Club is certainly that. But we also have members who have moved from boats to land yachts and we have members who do both. Joyce, myself and our dog Gracie do both. We love the summer months on the Helen Marie at anchor or in local marinas. Whether it's crabbing, shrimping, fishing or simply spending time with fellow boaters, summer on Puget Sound or Canadian waters is a treat that we do not take for granted. As summer turns to fall we find ourselves drawn to the open road. To brilliant fall colors, crisp evenings around smoky camp fires and uncrowded campgrounds.

We just returned from 17 days in truck and trailer traveling to Yellowstone National Park and also seeing a good part of South Western Montana. It was my first time in Yellowstone and the size and grandeur of Yellowstone is unbelievable. Whether it's the wildlife or all the volcanic and thermal features it's a feast for the eyes. We spent three days exploring the park. We could have spent more time there but our plan was to also visit a bunch of S.W. Montana ghost towns. We visited six ghost towns. Some standing, some mostly piles of old lumber. Some on black top road and others on washboard and rutted four wheel drive dirt or gravel road but all with a story to tell. Most were populated from the mid-19<sup>th</sup> century to the early 20<sup>th</sup> century. Tens of millions of dollars of copper, silver and gold were extracted. Most of the towns had information plaques and pictures. The history was fascinating.

There is a lot to see in this great country and we have only seen a very small slice of it.



*Granite Mill Ghost Town*



*Bannick Ghost Town*



*Steamboat Geyser*

We returned home and fell back to our normal routine. There was lawn to mow and chores to catch up on. I went to the marina to check on the Helen Marie. I think she was straining on her lines wanting to know when the next trip out would be. I think it will be the next window of decent weather. After all, even this time of year, it's not all about the open road.

## What a Wonderful Place (to park a boat)

by Randy Bilof

You cannot beat the location. And the cost is a mere suggested donation to the club. What am I talking about? The *Blackwell SYC Friday Harbor Outstation* of course. Over the past few months a number of club members, including Lorretta and me, have used this slip and all reported back how terrific it is to moor so close to town, away from the crowds, and not have to deal with being assigned a visitor slip by the Port of Friday Harbor.

As we move into “off season” cruising don’t forget that the slip is still available for club members’ use. In order to reserve the slip all you need to do is text, call,

or email me to find out if it is open. The usage policy and an overhead photo are available at the SYC Website or by contacting me. Thank you, Les and Lynn.



*Papanam at the Friday Harbor Outstation*

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## Greetings from Salish Nomad

by Jean and Dave Thompson

*Jean and Dave are brand-new members and it's great to see them contributing already.*

We're having a three week escape. Fabulous way to wrap up the summer. At Blind Channel for schnitzel and apple strudel. Steve and Joyce of Helen Marie, Randy and Lorretta of Papanam were missed but toasted. Happy memories of our stop there with them in 2019 after our chance meeting in Potts Lagoon. Our dinner conversation was definitely centered around memories of those boating buddy days in 2019, and since.



*Salish Nomad, Laura Cove, Prideaux Haven, Desolation Sound*

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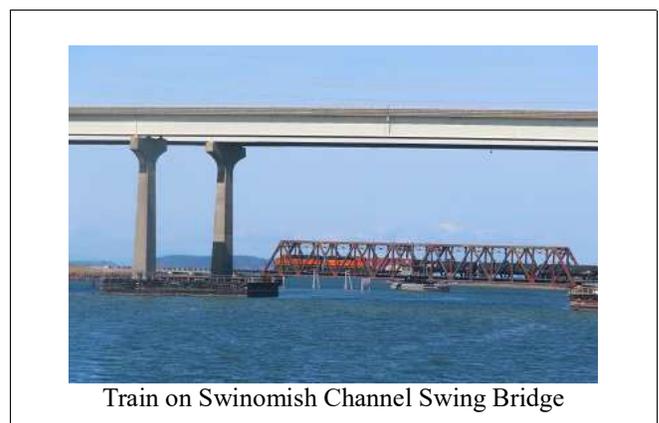
## Ten Days to Olympia and Back

by Celie Thomas

David and I had a narrow window of opportunity to take a trip with my son, Christian, in the last half of September. When arrangements to go north stalled, we made a quick decision to head south. With the ability to rotate between three helms persons, we decided to push for 50 miles a day and get to Olympia on the third day. Here's a brief summary of our trip.

Day 1 Swinomish Channel. We had just passed through the railroad swing bridge when the bridge motor came on and the bridge started turning to let a train through. We drifted and watched it close, an inspector cross on foot, and finally the train cross.

Following a fuel stop at LaConner, we continued south to the Langley Marina on Whidbey Island.



*Train on Swinomish Channel Swing Bridge*

Early Day 2 we left Whidbey Island, hoping to get a head start on the storm that was predicted. Lucky for us the wind was from the south, although the current was with us, so we had exciting chop, and I was occupied with trying to get a good photo of the waves breaking over the bow. We made good time arriving at the Blake Island Marina in early afternoon.



*Seattle Skyline from Discovery Point*

Day 3 we left Blake Island at 7:30, caught the beginning of flood tide at Tacoma Narrows, and arrived 8 hours later in Swantown Marina, Olympia, a very nice place convenient to restaurants and a grocery store. There is a Farmers' Market on Sunday. Plenty to explore to keep us busy for 2 days. Surprising discovery: the tide swing is much wider in Olympia than in Bellingham.

Day 5 Budd Inlet, Eld Inlet, and Totten Inlet, ending at a peaceful anchorage on the west side of Hope Island State Park.

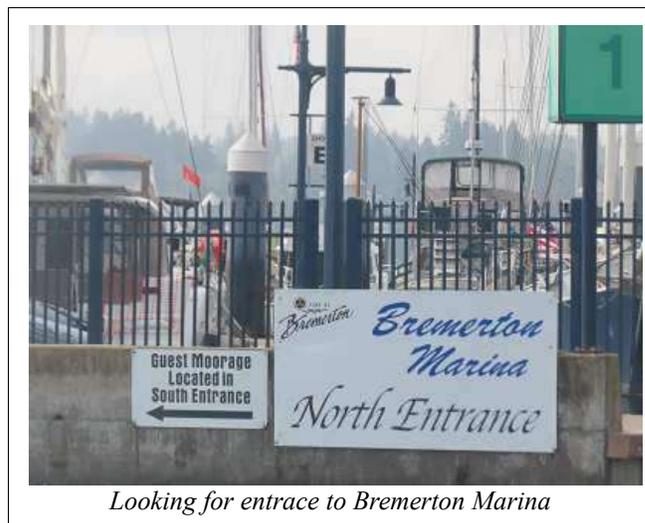


*McNeil Island*

Day 6. From Hope Island we went north through Pickering Pass, around the north side of Harstine Island and into Case Inlet, stopping at Jarrell Cove

State Park for a couple of hours. We drove to the north end of Case Inlet hoping to dock at Allyn and have lunch at Big Bubba's Burgers, but it was low tide, and we were in 5.5 feet of water, so we decided not to risk going aground. We motored around the south end of Key Peninsula and north through Pitt Passage, past McNeil Island and into Carr Inlet and north to Penrose Point State Park for the night.

Day 7. Carr Inlet we motored past Kopachuck State Park and Raft Island, then Hale Pass north of Fox Island and through Tacoma Narrows on the ebb tide, to Gig Harbor for lunch. Continuing north, we cruised through Colvos Passage, between Vashon Island and the Kitsap Peninsula, staying close to the Kitsap side and anchored on the west side of Blake Island. While we were there, four coast guard boats practiced maneuvers, which consisted of chasing each other in speed boats with the pursuer shooting at the pursued - booms and flashes as dusk fell.



*Looking for entrance to Bremerton Marina*

Day 8. We followed the Kitsap Peninsula north, and west through Rich's Passage into Sinclair Inlet to look at the Bremerton Marina. We continued north up Agate Pass, looking at mooring possibilities for future trips, to Poulsbo.

Day 9. We continued north along the Kitsap Peninsula along the west side of Whidbey Island and across the Strait to Aleck Bay on Lopez Island.

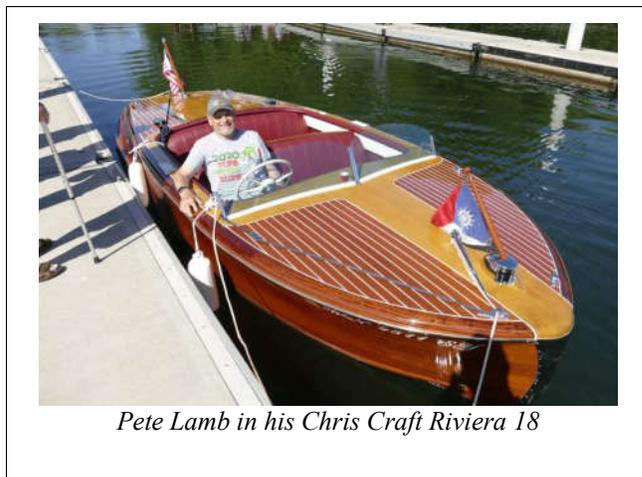
Day 10. We left Aleck Bay early Saturday morning and stopped at Spencer Spit, also on Lopez Island, to give the dogs a chance to go ashore, and arrived in Bellingham mid-afternoon.

## Chris Craft Restoration

by Paul Graf

Some of our members will remember Pete Lamb, a former SYC member who was a major player in the construction of our clubhouse beamed acoustic ceiling, our Porch and our SYC sign board over the bar. He designed and built our front door from Cedar from his property in Bellingham.

This summer Pete launched his classic 1950's era 18ft. Chris Craft Riviera runabout which he completely restored from a virtual basket case. A master shipwright, Pete can point out a few imperfections in his work, but I challenge anyone else to find them. Members who know Pete or those interested in such things may enjoy seeing some of these photos of the boat.



Pete Lamb in his Chris Craft Riviera 18

Any questions may be directed to Pete directly, or to Paul.



Chris Craft Riviera 18

## Building a House

*Jack and Cassandra Bazhaw wrote to tell the saga of building their new house in Texas. They had every delay imaginable, including impatient buyers for their Laguna Vista home, torrential downpour that washed out the sand base for their driveway, interior floods, materials delays, and incorrectly jointed pipes. Here's how they came to be building a house.*

We spent many years with summers in Bellingham out on the water and winters in Texas out in the sun. Cassandra is from Southern California and did not want to spend winters in Washington. Then medical conditions made me unsafe on the water, so we sold

the boat. That meant we had no real reason to return to Bellingham, so we sold the condo. We decided to become full-time Texans.

The mobile home we had been using in Texas became just a bit small for full time living. Plus, Cassandra was spending a lot of time traveling to South Padre Island and Port Isabel for her art activities. We found a nice house in Laguna Vista, much closer to her art dealings.

Boats need to go into dry dock often to have the barnacles scraped off. My trips to the doctor for barnacle scraping were becoming rather frequent. The

nice medical facilities we use were a long way from Laguna Vista, so we made the decision to move closer to the doctors - a community called Tres Lagos, up in north McAllen, Texas. We chose a premium lot in a cul-de-sac, and made a deposit just before 2020 ended.

Here are some photos of our building project.



*The bare lot*



*Framing*

The initial target date to finish construction was late May. Not being naive, we expected that date to slip some. This was all happening while Covid-19 was going gangbusters. We delayed putting our house on the market, partially because we could not come up with a hard date for closing. The first Covid casualty was getting the construction permit. Instead of a few days for approval it took almost three weeks. Another two weeks passed before the foundation could be poured, on March 30. Then the framing completion date slipped; no lumber available until May 17. Completion data skidded to mid-August.

The first attempt at the driveway ended in a fail. Before concrete could be poured there was a torrential downpour (we are now in hurricane season). The sand base was washed out so everything had to be pulled and redone.



*roof almost complete*

After several instances of finish date slippage, we paid the money and signed the papers on August 31, and became new home owners. We ordered appliances, which were delayed in arriving, and further delayed in installation because no electrical cord was furnished. The movers arrived, as scheduled, on September 20. They set up our beds and we started climbing over boxes looking for things. Cassandra started the washer. When she returned, she discovered water all over the floor and a soaked wall. The water tripped the GFI to the appliances which was a good thing. Then there were issues with the mover not packing everything from the Laguna Vista house. September 31 was the date set for the close the sale of our former house.



*Driveway first attempt*

*Let's hope the next update finds Jack and Cassandra settled into their new house.*

## New Adventures

*by Annie Naismith*

*Back in January of this year Tom Evans (my husband) wrote an article for the SYC log about our sailing adventures. This article is a companion, or follow-on, to that one.*

Hello SYC friends. We are Tom and Annie, long-time and current members of the yacht club. Tom was Commodore of the SYC and we were both very active for many years before deciding to sell our home and sail our boat through the Strait of Juan de Fuca to California and further south eight years ago.

This news that may surprise you, but all's well that ends well. Tom and I are no longer cruising on our 34-foot Coast sailboat named Tappan Zee. At the end of eight years of living full time on the boat (mostly in Mexico) Tom and I were considering one last year before swallowing the anchor. The decision to leave the boat was made early for us when our keel hit a pretty big rock ? on a track that we were well acquainted with. Conditions were different, it was late, we were almost to an anchorage, etc. Whatever the reason, the boat was damaged but still manageable for a week as we sailed her to La Paz, MX for haulout.

After haulout, the hole in the leading edge of the keel and the amount of maintenance facing us convinced us to sell/donate Tappan Zee to a local sailing school for use in teaching an Offshore Cruising class to would-be offshore sailors. We removed personal items and left the rest for the new owner and his Mexican employees. Thus ends twenty years of ownership. We hope that she will make others happy and safer in her new career.

Our new career has just begun. Once off the boat we traveled to the East Coast to visit friends and family for several months. During that time, we decided that we still want to travel and that we can do it on land. We put our love for animals together with our love for traveling and have begun house sitting/pet sitting for people who also love to travel, but have pets and belongings staying at home. There are several websites available that put homeowners and sitters together, sort of like a dating website. The one we chose to use is called Trustedhousesitters. We have a profile on the site (under the names Annie & Thomas from Bellevue) and we already have two petsitting jobs this Spring; one in Playa del Carmen, Mexico and one in Cape Cod, USA. We don't get paid for sitting and

travel costs are on us, but we get to go to new places and experience living in diverse communities for a month or so. We intend to do this until we are ready to settle down.

Since we have family and friends on both US coasts and in Mexico, we are starting with these areas but there are opportunities in Europe and all over the world that sound interesting. Who knows, maybe you'll get an article from us with our housesitting adventures.

We hope to visit Bellingham in our travels this year. We would be happy to attend an event or work on the clubhouse if the timing is right. If you want to contact us, our email is still [sailcoast34@gmail.com](mailto:sailcoast34@gmail.com).



*Sunset at Sucia  
photo by Phil Terzian*



*Carol Lee close hauled*

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## **Late Breaking News**

*by David Imburgia, Vice Commodore*

Alex Gradwohl of the Washington Trust for Historic Preservation will be guest speaker for the October SYC meeting. This will be our first guest speaker in over a year. Alex is eager to tell us the mission and accomplishments of the Trust. She will have visual aids and handouts for those attending.

Hopefully we'll have a fine turnout for this special event.



The Log has been published continuously since 1981 by the Squalicum Yacht Club, 2633 South Harbor Loop Drive, Bellingham, WA 98225. The club meets at 1800 on the fourth Wednesday of each month, September-May, at our building adjacent to the Seaview North boatyard. Potluck format—bring a dish to pass, your own table service, and a beverage.

Members are encouraged to submit boating-related stories to the *Log*. Please submit to [editor@squalicumyc.org](mailto:editor@squalicumyc.org) by the second Thursday of each month.



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Ask for their yacht club discount.

Discount varies from item to item.

*Cash, check, or credit card—must show membership card.*

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