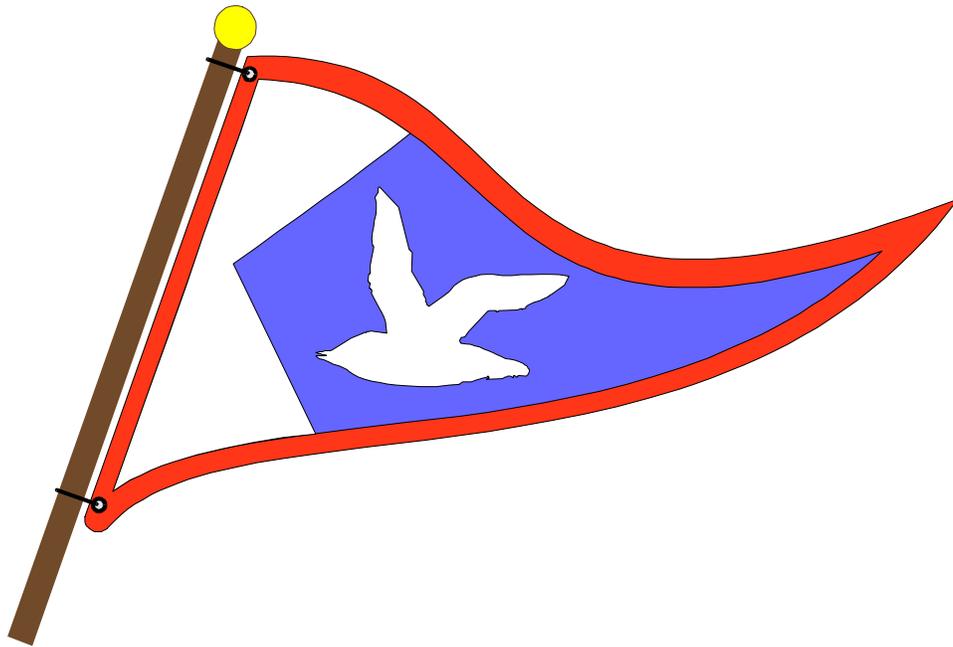


The Log

Newsletter of the Squalicum Yacht Club, Bellingham, Washington



Coming Events

Wednesday January 25

General Meeting 1800 hours



This month's Commodore's Corner is pre-empted by a saga from Rocky Champagne, Your ever humble Commodore

A Story of Rocky and the Frozen Pipe

Chapter 1 The Problem

As you all remember just before Christmas, there were dire predictions of huge snow falls accompanied by very low temperatures down into the teens and lower. The importance of this is that our boat piping should be protected from freezing and possible damage. This means electric heaters and that translates into huge electrical bills from the Port. I admit to having an irrational issue with the electrical bills. To put it mildly, I hate them! Even though we were forewarned of the cold snap I chose to only turn on one small damp chaser heater in each head. I did nothing to protect the piping in the galley sink area. I admit to being asked if that was enough protection and I brushed that off.

As you all know the weather predictions were very accurate, at least for the low temperatures. About day two I bushwhacked out to our boat in 12-14 inches of snow on the docks and was breathing like a dog by the time I got there. Of course the boat was buried in all that snow and the rear hatch slide was frozen solid and a foot of snow was blocking the back door too. I struggled and struggled to clear away the doorway and somehow slide through the door backwards and down the stairs. The fine snow had blown around the door cracks and was all over the inside steps. What a mess! Of course all the piping in both heads and kitchen sink were frozen solid. This is where I admit that I have a large, oil filled heater on the boat that I had refused to use due to my dislike for the electrical bill....., I plugged it in and set it on high and slogged back to my car.

Chapter 2 The Solution

Several days later Kristi and I got back to the boat to find the oil bath heater blazing away and the cabin was 63 degrees. We turned on the pressure pump and, low and behold, it would not shut off and I heard a hissing sound under the stove area. As you are guessing, there was a 3/4" split in the copper tubing heading toward the sink and water was gushing out. We shut things down and headed home to formulate a plan and gather tools and repair items.

My initial plan was to cut out the offending defect and slip on a hose and hose clamps and "Bob's your Uncle" as they say in England. Thinking I could be more professional, I then moved on to the idea of using

a slip-on Sharkbite type fitting. I looked all over my shop and van tool box for at least one of the two mini pipe cutters I have and couldn't find either. They must be on the boat I reasoned. I went back to the boat and tore apart that tool box and even used a flashlight but still could not find the mini cutters. That reduced me to using a small hacksaw and I got the offending chunk of split pipe removed.

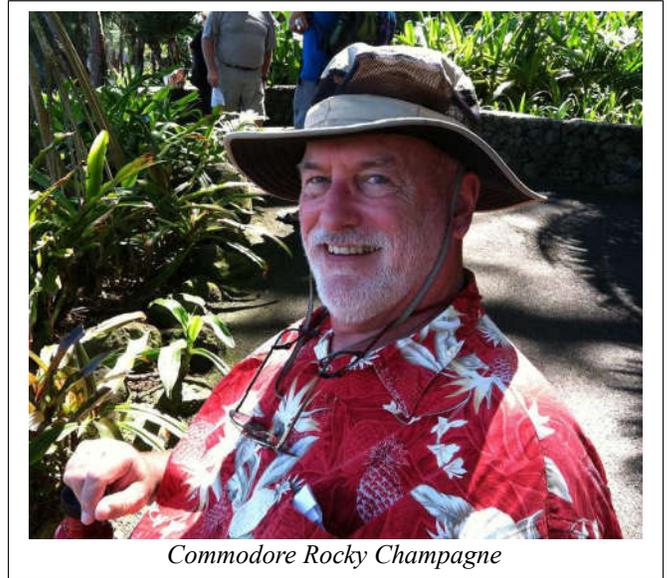
Off I headed to ACE Hardware to pick up a 1/2" Sharkbite coupling (\$10). The next day I went back to the boat and tried the fitting. It slipped on the ends of the pipe too loosely and would not seal. I mumbled a few choice words and headed back to ACE for plan two. I figured I could use old fashion, copper compression type fittings. At ACE I tried both 1/2" and 5/8" fittings and one was too tight and the other too loose. I next headed to Hardware Sales as they are the experts in all things. He agreed that 1/2" was too tight and 5/8" was too loose and he thought there might be a metric sizing issue. I went home fairly defeated and talked with my son about the metric issue. I measured the pipe and it was exactly 15 mm. We found some reference to Imperial sizing on the internet. With some web searching we found Hamilton Marine in Maine had fittings listed as 15 mm and I ordered two just to be careful (\$20 with shipping). They said they were shorthanded and there might be a delay in shipping (remember the huge storms they were experiencing?). As it turned out, the fittings arrived in about a week and back to the boat I went, feeling a little more confident finally. Got down there and one side slipped on the pipe firmly but the other end still leaked!!!! As you would expect I had trouble getting the fitting to release its grip on the pipe. Out came the hacksaw once more and I finally got it off.

Once again I closed up the boat and headed up the dock. I was feeling a little defeated to say the least, but there was also a part of me quietly laughing at how comical the whole process had become. I stopped a fellow boater on the dock and light heartedly told him my tale of woe. He listened and said, "Why don't you just get a piece of heater hose and double clamp it?" Indeed I had come full circle! I went home and got a section of hose and the next day I stopped at LFS and purchased four, really good hose clamps (\$18) and headed down to the boat for the umpteenth time. The hose fit the pipe ends tightly and all four clamps were tightened down to within an inch of their lives, and just like that, the pipe was fixed and no leaks!

Chapter 3 What did I learn?

So let me see. I spent two weeks, probably eight hours of actual labor, at least four trips to the boat and businesses and around \$60 in parts, all to save \$15-\$20 on an electrical bill!!!! It was just the other day when I commented out loud how all my 75 years of project know how and experience was paying off and there wasn't much I hadn't seen or done. So much for the wisdom of age! I am hoping that the next time there is a prediction of very cold weather coming I will head down to the boat early and get ALL the heaters turned on. What do you think?

I'll end this tale with a paraphrase of an old song:
*"It rained all night the day I left, the weather it was dry.
The sun so hot I froze to death; Oh Rocky don't you cry."*



Squalicum Yacht Club Membership

by David Imburgia, Membership Committee Chair

Every year, a club like ours will inevitably lose a member or two. Life happens. Now as the immediate past commodore, I'll revert back to my previous role from 2019, where I was focused on New and Retention of Members.

Retaining our current members is very important, though impossible to be 100% successful. We all work on retention by being active and engaged friends with the other members of our club. We can reach out with invitations and general conversation, but all these efforts can work to keep us connected.

New member recruiting is a tougher challenge. Your opportunity then would be to direct anyone with interest to contact me for information. **Or, with their permission**, give me their contact information and I'll follow up with them to answer any questions, etc.

Our club has a supply of tri-fold flyers to hand out to interested parties. We should all have a couple of these flyers with us, on board, in our car glove box, etc. If interest in the club pops up, please hand over one of our flyers. Get contact information and let me know any details. If folks decide to try a meeting or join, I'll be contacting current members to ask for Mentors.

Making new friends and starting new memberships is fun. And important for our club. Let's all find a new member to join our club in 2023.

New Year's Eve 2022

compiled from notes from Paul Graf and Lorretta Palagi

A comfortable group of SYC members gathered on News Year's Eve to enjoy 3 kinds of chili and potluck snacks and desserts. Joyce & Steve Glenn and Randy Bilof & Lorretta Palagi organized the evening. Kris Heintz, John Robertson, and Steve Glenn made the chili. Kristi Champagne and Lorretta Palagi made cornbread. Club members brought appetizers and desserts. Mike kept the music going and Kris had the NYC Times Square activity projected on the screen. Games and conversation were the order of the evening.



Mexican Train – Carol, Joyce, and John



Multiple games at play at the SYC New Year's Eve Party



Who has the queen?



It's 2023 in New York



2023 in NYC and time for bed

2023 Proposed SYC Cruise Schedule

by Steve Glenn, Cruise Director

- Opening Day benefit Breakfast (pending approval)
May 20 - Shakedown Cruise – Chuckanut Bay - host needed
June 17 - Solstice Party - Mike, Kris, John & Linda
June 22 – 24 - Deer Harbor - Phil & Jodi
July 4 - Clubhouse Event - Dale & Jana
July 20 – 23 - Reid Harbor - Steve & Joyce
August 4 – 6th - Anacortes Arts - Larry & Linda
August 24 – 26 - Fisherman Bay at Islands Marine Center - Tentatively Rod & Susan Dean
September 8 – 10 - Sucia Work Party at Fossil Bay - Tentatively Paul & Margo

None of the above cruises have co-Cruise Captains at this point. If you are interested you can contact the Cruise Captains directly or contact me at (360) 306-1974. It is easy & fun!



Looking Back on Photos of 2022



Mama and baby enjoy a comfortable perch



No hassle cruising



The Log has been published continuously since 1981 by the Squalicum Yacht Club, 2633 South Harbor Loop Drive, Bellingham, WA 98225. The club ordinarily 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 by the second Thursday of each month.

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Secretary	Lorretta Palagi	(360)961-0767	Secretary@squalicumyc.org



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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.