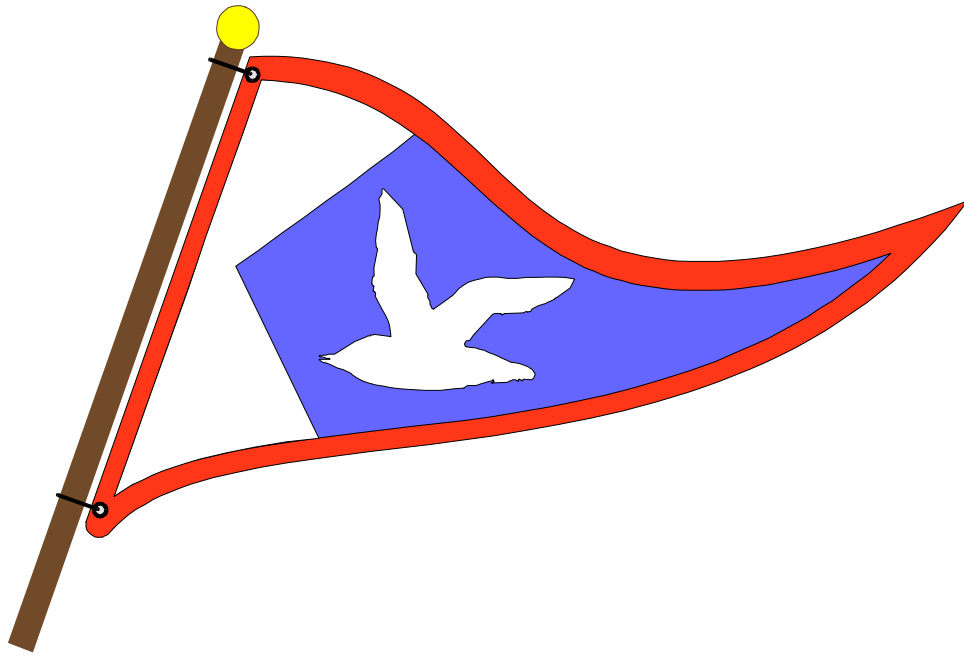


# *The Log*

Newsletter of the Squaticum Yacht Club, Bellingham, Washington



## Coming Events

Wednesday April 26

General Meeting 1800 hours



April 2023

Family Cruising Since 1937



## Commodore's Corner Haul Out of David Ferguson

*story and photos*

*by Rocky Champagne, Commodore*

Time flies when you're having fun as they say. It's been a little over two and a half years since the last time we hauled our boat David Ferguson, for bottom painting etc. I was kind of putting my head in the sand with all the cold, wet weather but realized summer would eventually come and the boatyard seemed relatively empty, so we scheduled the haul out for last Monday. We chose SeaView North and have a long history with them.

I was pleased with how clean the bottom was. Just a light growth of slime on the hull and the prop and rudder were relatively clean too. I had the boat dived five months ago but still was not sure what it would look like. I know in the hotter summer months on the starboard side, in the sun, there is a growth of "hair" at the bow. I am glad I didn't have to run the pressure washer or the scrub brush. It is obviously hard, hard work. The zincs looked about 25% used up.

My project list was not too long. Over the next five days I did a quick and dirty wax job with a cleaner/wax and buffer. I painted the swim step with two coats of red paint (of course!) and got rid of the old green paint. The yard changed the zincs and I painted the prop and rudder with spray on zinc paint.

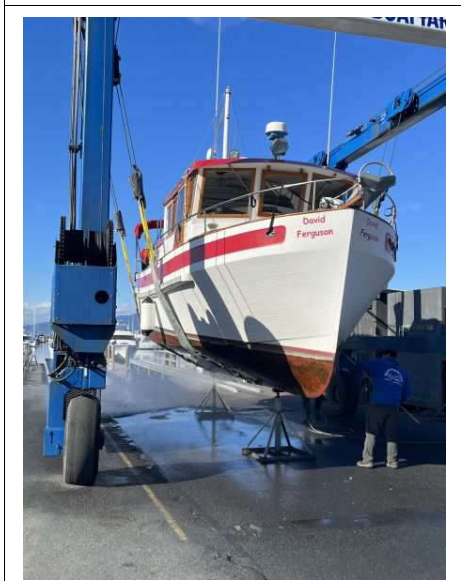
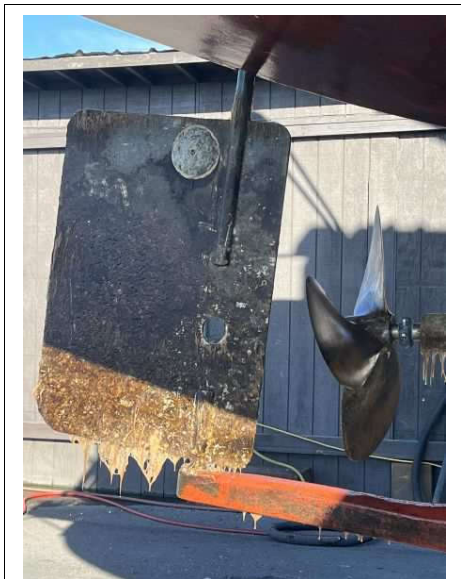
The great unknown project is to have the yard repair both scuppers. One has had the calking fail allowing

water to run into the boat. The other had failed too with the plastic insert coming completely out of the opening. I had done a temporary repair with white tape. I probably could have repaired both sides myself but the physical awkwardness of the location and wanting it to be done right steered me to paying the yard to do it. The great unknown is how long it will take the yard to get to my project. With scheduling and the weather, I don't expect it will be done for two more weeks. I don't have to pay for lay days when it is their project so that is not an issue. I have no idea what the scupper project will cost..... The good news is that I won a free haul out at our Opening Day raffle last year so that will offset a lot of the scupper repair cost (at least I hope).

Most of my articles start with "what have I learned" so here goes. My zeal for boat projects is nowhere near what it used to be. The adventure of being in the boat yard has lost some of its glow. At 75 years of age my level of energy has diminished considerably. Two hours of labor seems about right to me now. I cannot imagine putting in a full day of physical work anymore. This is not a complaint, just a fact. I also appreciate more and more those who do work for us. They work hard all day, are skilled and dedicated employees. Businesses like the shipyard charge a lot but it costs a lot to do what they do. There is no free lunch as they say. Lastly, when I got our monthly moorage bill from the Port last week I kind of shuddered at the cost. I am not anti-Port but the cost of boating is not for the faint of heart. It kind of takes your breath away sometimes.

I hope to see you all at this month's meeting. I am sure Joyce will be presenting plans for our Opening Day breakfast. Please volunteer for one of the worker slots and support the club. At some point the weather will warm up again and we can start dreaming of being out on the water. I can't wait!





## April Meeting Program

*by Phil Terzian , Vice Commodore*

Our speaker for April will be Dr. John Bower, professor of biology at Fairhaven College of Interdisciplinary Studies, Western Washington University. John has spent 40 years studying the natural world, starting out as a birdwatcher. His

research now includes acoustic communication in Bowhead Whales and Song Sparrows, foraging competition between hummingbirds on a remote south Pacific island and the population ecology of Pacific Northwest marine birds. This is going to be a wonderful opportunity to learn from a real expert. Don't miss it.

# Nominations for 2023-2024 Officers

*by David Imburgia, Immediate Past Commodore*

For next year, I will be heading up a committee to secure nominations for all SYC board and trustee positions. An opportunity for all to serve is one of our goals for SYC.

During the next few months, we can all be busy self-

nominating for roles we would like to have next year. And we can nominate each other, which can be even more fun.

And for practice, I'll ask for a volunteer to help me ask people their choices for nominations.

We have trustee position openings, and the Bridge, for each position that is available. This is a good time not to be shy! Raise your hand and let me hear from you! Please reply to [davidpopolare@gmail.com](mailto:davidpopolare@gmail.com)

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## Sail Maker Story

*submitted by Doug Sterrett*

Here's an interesting story about Carol Hasse from 48 North. She is renowned for her sail-making skills out of her loft in Port Townsend. We are not able to

publish live links, so you will need to copy and paste this web address into your browser to retrieve the story.

<https://48north.com/featured/an-enduring-sailmaking-legacy-in-a-new-era/>

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## Deer Harbor Cruise Update

*by Phil Terzian*

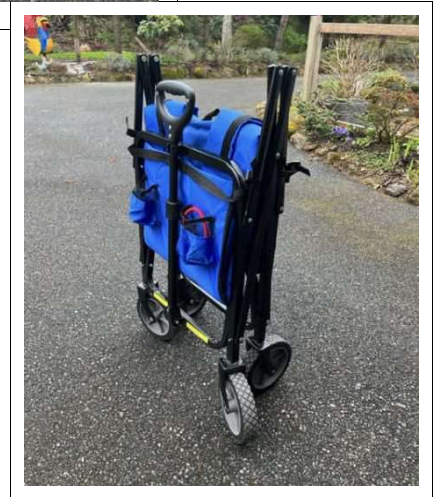
Just a reminder and a happy coincidence. Please contact Deer Harbor marina to book your slip for the June 22-24 cruise if you haven't done so already (360-

376-3037). Be sure to mention that you're with SYC. Jodi and I will be hosting. And, as an added bonus, the WDFW just announced a spot prawn fishing opportunity June 22-24, one of only four opportunities all season. Even if you don't fish, Jodi and I will be out there hauling them in to share with all attendees.

## Dock Cart Solution

*Story and photos  
by Kristi Champagne*

When we moved back to Bellingham from Blaine, we were assigned to GE24 which is located a long way from Gate 3. We learned fairly quickly that there are some not so obvious problems related to Gate 3. Shortly after we moved the boat, we decided to load up on a Friday for an early Saturday departure. There were no carts at the top of the ramp. There were many, many people loading charter boats with lots and lots of gear and lots and lots of carts. That time we hand carried our gear to the boat, which was not a very satisfactory solution. Being old and forgetful, we again experienced the Friday no cart dilemma. This time I think I begged a cart from someone. And then I remembered the soccer-mom solution to water for kids playing in hot weather. We clearly needed a folding cart that we could keep in the van and also leave on the dock in the dock box. We borrowed our daughter's cart for a dry run and then found one on Amazon for under \$100. It works perfectly! We seldom have more gear than we can take in one trip with the folding cart and it stores neatly in the dock box and our van. Problem solved. We no longer need to return a cart to the top of the ramp and it is always there at the end of the trip.



## The Bellingham Scottish Gathering

*by Joyce Glenn*

On a whim last June I volunteered to help Heather Richendrfer at the Bellingham Scottish Gathering. It was at the North Bellingham Golf Course off the Guide. I must confess although I really like Heather I went to see the animals.....Scottish Cattle, Clydesdales and Scottish Cats :) Paul & Margo also volunteered and the three of us were in charge of check in. It was a fun job and when things slowed down around mid-day we were free to walk about. I bought some lunch, found a nice spot on a hill overlooking the competitions and got lost in the music. It was an amazing experience and the kilts....oh my! While Paul was off taking pictures, Margo and I walked around browsing through the merchandise vendors, the clan tents and watching the competitions. All while being surrounded by the amazing sounds of the pipers & drums!

Heather is planning the Scottish Gathering again this year Saturday June 3rd and is looking for volunteers.

The Gathering will be on property just off I-5 at Grandview & Portal Way.

There will be a poster on our bulletin board with more information. I highly recommend volunteering. She has volunteer opportunities in the following areas:

Folks with First Aid skills for the First Aid Booth  
Ticket sellers

Distributing Posters  
Information booth help

Trash pick up

Setting up tents & canopies

Help with marking off the property for parking

Parking Personnel

People to oversee the food vendors, merchandise vendors and clan booths

Someone with electrician experience

People with carpenter skills

.....and much more!

If you are interested, please contact Heather Richendrfer: [heather@scottishdancesociety.org](mailto:heather@scottishdancesociety.org).

## Read the Manual

by Jack Bazhaw

Back when we had our sailboat, *Sweet and Easy*, a trip to Chatterbox Falls in Princess Louisa Inlet one year provided us with some unexpected amusement. The trip up Jervis Inlet was a bit disappointing. On a previous trip with my oldest son, we marveled at all the waterfalls cascading into the inlet. This trip they were all dried up.

We arrived at Malibu Rapids at 1830, two hours before slack. *Waggoner* said that locals say to wait on making Malibu until *after* the surf has subsided. I was looking at surf as we survey the rapids prior to entering. As I circled around deciding what to do, we watched a couple of small power boats make the passage. Since they seemed to handle it with little problem, we donned PFDs and went for it. It was a wild ride made more so by the unknown, but was no worse than I have had going through Gabriola two hours early.

We took a buoy at MacDonald Island, having decided not to try to raft up at Chatterbox Falls as Freddy, our tuxedo cat, tends to wander when on deck and we did not want to have to chase him down on other boats nor keep him locked up below. At the Gorge Harbour dock he did manage to select a boat with dogs and scamper aboard. Not sure who was more surprised. Eric Hiscock, in *Sou'West in Wanderer IV*, mentioned a similar problem with his cat, Nickholson, even having to delay departure searching for him.

It was a short trip in the dingy from the buoy to Chatterbox. Besides all the normal things to see, several of us onshore were entertained by a *large, crewed* yacht from Scottsdale, AZ. I saw four uniformed crew and a half-dozen passengers. The captain anchored near the end of the stream coming from the falls, with his stern to the stream. (*Waggoner* recommends bow to the stream which will keep one in place.) To keep the current from swinging him around, he wanted to set a stern line. Apparently, there is very little water around Scottsdale to practice as it was quickly obvious they had never done this sort of thing before. What we have done, and the usual practice according to *Waggoner*, is to take ashore a

polyethylene line, which floats, and loop it around a tree or tie to an anchor stuck in the ground.

However, it seems that this owner spent all his money on the boat and crew uniforms and nothing for line (or a copy of *Waggoner*). They were using a chain. First, they handed the end of the chain to a deck hand in a kayak; he was to row to shore with the chain. Chain weighs at least one pound per foot; the chain he was using was probably close to two pounds per foot. He had to row out about 60 feet and the water at the stern was maybe 12 feet deep. At the outset, with the catenary of the chain, he has 24 to 48 pounds of chain hanging off the end of the kayak. He could not move the kayak despite whipping the water into a froth rowing. This was Plan A.

After several attempts to row out, a crowd gathered ashore.

Next, a Good Samaritan with an inflatable and outboard tried to take the chain to shore. Same result. There went Plan B.

Now for Plan C. The only line the captain could come up with was two dock lines maybe twenty feet long each. It was tied to the chain and the Good Samaritan took the end of the line towards shore. Everything came to a grinding halt as soon as the chain started playing out as the line was too short to make it to shore. The deck hand, also in the dinghy, hopped into the water and walked the end ashore pulling the chain as he went. Then he stood on shore pulling the line attached to the chain. He was really huffing, dragging the chain over the bottom, and it got worse as more chain plays out. Then the funniest part of the day happened—the knot came undone! But the deck hand was up to the task. He walked out into the water, grabbed the end of the chain, and again started huffing the chain to shore.

He took the chain up to the anchor he had hauled ashore earlier and with a short length of line began to tie a bowline to attach the chain to the anchor. You could just about hear him in his mind as his hands slowly go through the litany of, “the rabbit comes out of the hole, behind the tree and back down the hole.”





*Sweet and Easy photo by Jack Bazhaw*



*Chatterbox Falls photo by Jack Bazhaw*

## A Little History

*submitted by Steve Glenn*

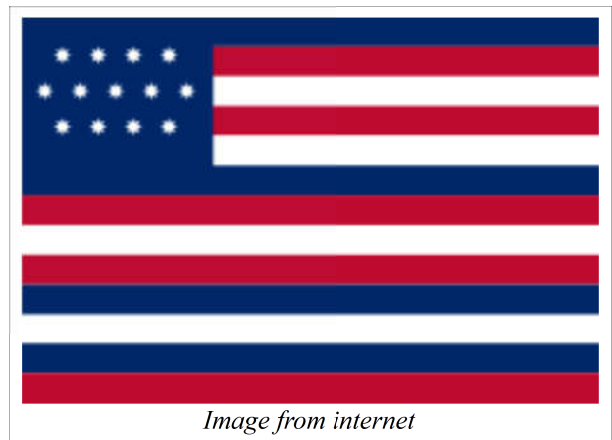
A few days ago I got a text from my son asking me if I had ever seen a boat flying the “Serapis” flag. Never having heard of the Serapis flag, I thought I would do some research. What I found was an interesting story. History can be fun.

On September 23<sup>rd</sup>, 1779 the American warship **USS Bonhomme Richard** under the command of U.S. Navy Captain John Paul Jones engaged the British Royal Navy frigate Serapis, in the North Sea. In what became known as the Battle of Flamborough Head, the **Bonhomme Richard** sustained considerable damage from cannon fire. To try to avoid further damage from the cannon fire of the British frigate, Captain Jones sailed his ship close to and lashed the **Bonhomme Richard** to the hull of the Serapis. During the course of the battle the colors were shot down from the mast of the American warship and lost. In naval battles “striking the colors” is a sign of surrender and the captain of the Serapis asked Jones if he intended to surrender. At this point it is believed that Captain John Paul Jones gave his famous reply “Sir, I have not yet begun to fight.” The battle continued and the Captain and crew of the Serapis were forced to surrender.

Though victorious, the **Bonhomme Richard** was a total loss and Jones transferred his crew to the Serapis and the Union Jack was struck. Jones sailed the Serapis to the Dutch port of Texel. There, officials from Britain

accused Jones of being a pirate because he sailed a captured vessel not flying a recognized national ensign. Wanting to avoid a legal controversy, Dutch officials quickly had an ensign made based on a description found in local government records. The Dutch records survive and provide the original sketch of the ensign. The sketch is labeled “Serapis” and dated 5 October 1779.

The Serapis Flag is recognized by the U.S. Army as the official flag of the 111<sup>th</sup> Infantry Regiment. The flag was carried into battle during Operation Iraqi Freedom in 2009 by the 111<sup>th</sup> Infantry which is the only U.S. Army unit authorized to carry the Serapis flag. The Serapis design remains popular among historic flag displays, and is offered by many flag vendors.



*Image from internet*

# Our Cruise to Butchart Gardens

*photos and story by Phil and Jodi*

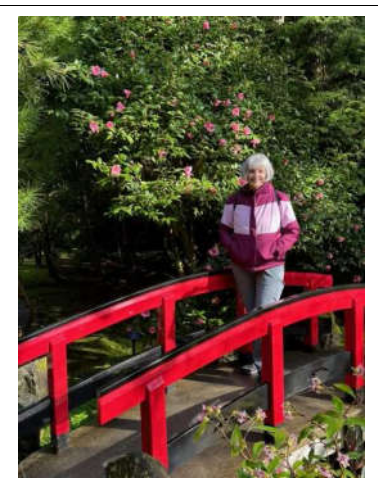
On Thursday, April 13, we loaded up **Joyful**, our 2021 Ranger Tug 27, and headed out for Vancouver Island to visit Butchart Gardens. It was a very rough ride, but that didn't stop the Canadian Customs Patrol boat from pulling us over as soon as we entered Canadian waters. My theory is that, since we were about the only boat out there because of the unpleasant conditions, they needed the practice and had no other choices. We eventually arrived at the customs dock in Port of Sidney, cleared customs after long delay in the near freezing rain and wind waiting for someone to answer the customs phone. We proceeded around the peninsula and down Saanich Inlet to Brentwood Bay and eventually tiny Butchart Cove. It was still rainy, windy and cold when we snagged one of the four mooring buoys. This was our first time anchoring in a spot that required a stern tie as well, so we launched

the dinghy and pulled the line over to the shore, scrambled up the rocks and looped the line through the mooring ring.

The next morning, we took the dinghy over to the guest dock and wandered around the gardens for a couple of hours. The hyacinths and daffodils were out in full force, but because of the cool weather the tulips were not quite in bloom yet. The Gardens were very uncrowded. I was told it will be a couple more weeks before the cruise ships start arriving and things get busy there.

Our ride back was smooth and flat all the way. Remarkable contrast to the day before. Since our boat is now registered with US Customs and we are "verified travelers", we cleared by phone and didn't need to pull into Roche Harbor. That was a nice change.

And to welcome us home, Bellingham Bay was so calm we hardly knew where we were!







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](mailto:editor@squalicumyc.org) by the second Thursday of each month.

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Treasurer	Joyce Glenn	(360)510-1614	Treasurer@squalicumyc.org
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