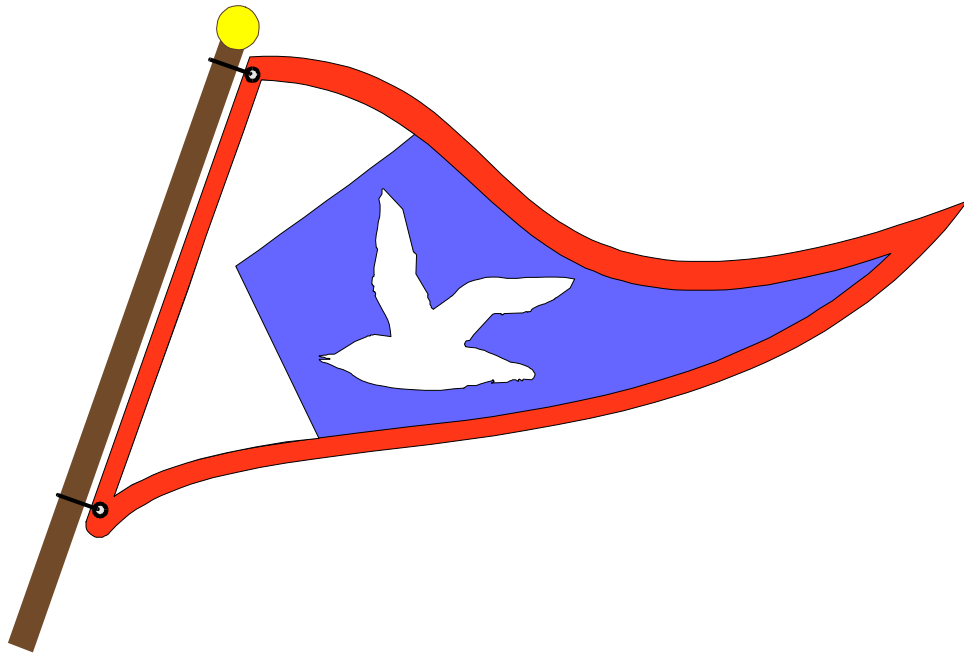


The Log

Newsletter of the Squalicum Yacht Club, Bellingham, Washington



Coming Events

Wed-Thu Sep 13-14
Wednesday Sep 27

Sucia Island Work Party
General Meeting 1800 hours





Commodore's Corner

by Rocky Champagne

As I pause to look back at the wonderful summer we have had, I remember all the very nice and dry days. I also am thankful we did not have to suffer too long from forest fire smoke. As we head past the Labor Day weekend it is like a switch has been pulled and the air looks and feels different. It is Fall in the Pacific Northwest as we know it.

We had a very successful cruising season with six to eight boats attending most of the time. We also had good attendance by land at Deer Harbor, Anacortes and at Fisherman's Bay. It is nice that those without boats can continue to participate in our cruise schedule.

Another success has been the substantial turn out at



before

our club house barbecues all summer. There were 30 plus members at each one. It always amazes me the array of such wonderful food you bring. I just love the green pea salads and fried chicken!

Another success was installation of new insulation in the ceiling. The project went very quickly and not only will our energy bills be lower from now on but also it kept the building temperature much lower in the summer sun. The second project was the contracted refinishing of the hardwood flooring in the club. The results are way beyond what we expected. We had a wonderful contractor (Montgomery Flooring) who worked with us and went out of their way to not disrupt club activities.

This past year also saw several new members join the club. We need to keep working on our membership drive activities if we are to stay viable and healthy. Thank you to those members who brought new boaters into our club.

Lastly this newsletter is a reminder that our regular Bridge (3rd Wednesday) and club meetings (4th Wednesday) begin this month. We will be nominating Bridge members at this meeting and voting in October. We look forward to the Change of Watch ceremony and close out 2023 with our holiday season party.

Mostly I want to thank each and every one of you for your continued support for the Squalicum Yacht Club. I know you so love our clubhouse and our rich history but it is all for naught without you the members. We all share our love for our boating activities but it is our interpersonal relationships that really matter.



after

SYC Programs

by Phil Terzian

Our general membership meetings and potlucks will be starting up again in September. Here are the programs I have lined up for September and October.

In September our own Jill Mount and Marvin Kyle will talk about their experiences this past summer as park hosts at the Turn Point Lighthouse on Stuart Island. Reid and Prevost Harbors on Stuart are favorites haunts for SYC members as is the hike to the lighthouse. Imagine two of our members getting to actually live out there by the lighthouse for two weeks, packing in their own food and just about everything else, and getting to greet visitors as they marveled at the restored lighthouse and the view from Turn Point. This should be a great program.

In October we have Danny Zech from All American

Marine on tap. Danny is their business development manager. Here's a brief summary of his experience and accomplishments:

Zech, originally a Bellingham local, sailed on vessels from French Polynesia to the Caribbean for over a decade. His maritime career took him to the Charter House Yacht Club in the U.S. Virgin Islands, where he managed day-to-day operations for a charter fleet of 28 catamarans and mono hulls for multiple years. In addition, his experience includes managing and captaining a number of commercial boats on a variety of missions while holding his 500-ton USCG Masters License and endorsements. Daniel's most recent experience had him presiding over a robust sales pipeline which he helped to create, nurture, and grow significantly during his tenure at Electronics Value Recovery Inc., where he was the VP of business development.

Deer Harbor Cruise Report

by Phil Terzian

June 22-24 marked the first overnight cruise of the season for the Squalicum Yacht Club, to Deer Harbor. And also, coincidentally, one of four 3-4 day open seasons on Spot Prawns. We had a total of six couples attending this year. We had a nice social hour on the dock on Thursday and then a really enjoyable potluck on Friday. The winner of our puzzle contest this year

received a really nice telescoping marine fly swatter.

Such a deal. The other highlights, for me at least, were shrimping with my first mate (Jodi) and captain of *Sirena*, Rob Wells, and a couple of fine restaurant visits in town. If you're ever in Deer Harbor I can recommend Island Pie, the pizza place at the top of the dock, and Matthew's Smokehouse, a short walk up the road. Both very good. Oh, and of course, don't miss the hand scooped ice cream in the marina store. Yum.



Rob and Phil pulling in a pot



Potluck on the dock



Jodi with biggest pot of the day, about 90 shrimp

Fisherman Bay Cruise, August 24-26, 2023

by Susan Dean

There were 8 SYC boats and two couples on shore in attendance at our club's annual Fisherman Bay Cruise. We started the cruise on Thursday, August 24th with a welcome get-together with drinks on the dock. On Friday, August 25th, some of us enjoyed a morning

walk to town. In the afternoon, most of us went to the Spit in dinghies to do some beach-combing.

We all enjoyed a happy hour on the dock and prizes were awarded for various competitions that we had. After that, a great potluck was enjoyed by all!

Boats in attendance were *Kestrel*, *Helen Marie*, *Papanam*, *Carol Lee*, *Sirena*, *Joyful*, *Wigeon*, and *David Ferguson*. Mike & Kris Heintz and John Robertson & Linda Tibbot came by ferry.

Sometimes bad things happen suddenly

photos and story by Jack Bazhaw

After our summer being out on the boat in British Columbia, we had several boat projects, as usual, we wanted to complete before leaving Bellingham for our winter home in South Texas. The main project was to replace the leaking stainless engine exhaust elbow with a fiberglass one. I thought I had fixed the pinhole leaks in the elbow with epoxy right after we purchased the boat but, alas, such was not the case. Cutting the 5-inch diameter rubber hoses simplified taking the stainless elbow out. Putting the fiberglass unit in turned out to be a real chore as clearances are very tight. Also, we are a little more reluctant to bang and pry on the fiberglass elbow as we had the stainless one.



The Elbow

After I tried for a while on the starboard side of the engine to put the elbow in with no success, Cassandra took my place, and I went to the port side to help push it on. We are now both stretched out on opposite sides of the engine fighting to get this stubborn exhaust elbow installed. Suddenly I hear a metallic pop and I am being drenched with fuel oil! A half-inch bronze

valve in the fuel tank line has broken on my side. Fuel was now spewing out from both ends of the broken line, from port and starboard tanks. Like the little Dutch boy, I stuck thumbs in the two ends of the line and Cassandra came over and shut off the valve, so then I would need only one thumb for the line. Next, she went to retrieve the small wooden damage control plugs that we carry for such emergencies. I was sure this would fix the immediate problem.



Broken Valve

Cassandra returned with all the wooden plugs but even the smallest one was too large to fit into where the valve end used to be. She went back up to get a new type of plug that I had purchased on a whim. It is the kind that looks like a small orange traffic safety cone, about eight inches tall. It is made of foam by Fore spar and called the "Truplug"™. Unlike the smallest wood plug, its pointed end was just small enough to fit into the broken valve end and if I twisted it in like a screw it would almost stay in place, but it still needed to be supported slightly. Still, it was much easier than my thumb being stuck in there.

We have a total of four fuel tanks, two on each side of the boat each holding around one hundred gallons. The valve that broke is in the line that runs between the bottom of the port and starboard tanks to equalize them. The body of the valve broke off from the tail piece so shutting the valve prevented fuel from flowing from the starboard tanks. Shutting the valve at the bottom of the forward port tank stopped fuel from that tank but still left what is in the aft port tank to stop. There is no shutoff valve to stop fuel from flowing from the aft port tank.

With the fuel flow momentarily stopped before it made its way to a bilge pump and overboard, it was time to figure out how to make the repair. With no other fuel tank shut off, we needed to empty the port tanks to remove the stub of the broken valve and install a new valve.

As luck would have it, I had not filled the tanks when we returned from our summer cruise as I typically do. I had decided to wait until we moved the boat to a dock near our harbor storage unit to remove all canvas for winter. With the tanks only about half full I believed we had just enough room to empty the port tanks into the starboard tanks.



The Pump

The boat came with an electric pump in the fuel system either for polishing purposes or for priming (the black cylinder bottom center in the above photograph). We had yet to use it for anything. Cassandra quickly traced out the nine fuel valves and piping arrangement (I was holding on to the plug for security) and we decided with the right arrangement of opening and closing of valves we could pump from the port tanks to starboard.

It didn't take long for the pump to do just that. (Much later we found out the pump is reversible.)

With some quick calculations we figured we still have about twenty gallons of fuel left in the bottom of the tank that the pump would not move. Cassandra rushed off to our nearby storage area and returned with two five-gallon jerry cans; we had used one for diesel and the other for water when we had the sailboat.

I placed a plastic dish tub under the broken fitting, removed the plug and drained about a gallon of fuel into it. By then the hydrostatic pressure of the fuel had been significantly reduced and I could more easily remove and replace the Truplug. Then, I carefully slid the tub out to where we could pour it into one of the jerry cans making sure we had plenty of the absorbing pads in place—just in case. We repeated this procedure until both jerry cans were full.

But I still had about eight to ten more gallons to go so I needed a quick place to dump the cans to finish emptying the tank. I couldn't just pour them into our now full starboard tanks. As Cassandra stayed below to keep watch on the broken fuel line, I schlepped the cans onto the dock to make a fast trek to the harbor's fuel dump station. Just then our dock neighbor arrived. Would you like some free diesel? I asked him. He jumped at the opportunity even after I told him I would not put it back in my tanks because I was not sure what kind of debris I had picked up in the tub/can transportation. Being confident of his fuel filter system he didn't care. We quickly emptied both jerry cans into his sailboat tank and I returned to the engine compartment to finish emptying our tank. My dock neighbor was able to use one more jerry can of fuel and the last I took to the port's fuel dump station.



New Valve

In the above picture of the aft port fuel tank, the new valve has a white handle. The red handle valve leads to the forward port fuel tank.

With the crisis now under control we started cleanup operations, using several dozen absorbent pads. Walking back to the boat after picking up some needed clean up supplies we noticed the boat listing significantly to starboard, what with full starboard tanks and empty port tanks. It is a scary sight in that Sandpiper appears to be sinking. We have a contractor making some repairs to the upper sun deck gel coat and he is having a fun time keeping his balance while working at a significant angle.

With the broken valve now removed and the new one in place and the fuel lines reassembled, we opened the crossover valves and allowed the fuel to return to the port tanks. It was a slow process but eventually we are back on an even keel.

Now a new problem: diesel odor everywhere. Even after removing the floor plates and making an extensive final mop-up of the spilled fuel the boat still has a definite diesel aroma. Not wanting to spend the weekend on board with this less than pleasant smell (and our Tuxedo cat, Freddy, holding his nose), I took a pound of coffee grounds from the galley, loosely spread it on several paper plates, put the plates all around the engine compartment and living quarters and turned on a couple of fans. Then we closed the boat up and went to our summer home. When we returned Monday the coffee had done its job and the diesel smell was gone. Freddy is happy, we are happy, Sandpiper is happy.

We were fortunate the fuel tanks were not full; there

was a fuel pump transfer system available; a recently purchased funny looking foam damage control plug was handy; both of us were on board and in the engine compartment when the valve broke; and, most importantly, we were able to contain the fuel quickly, so none was accidentally spilled overboard.

Oh, and the exhaust elbow installation that started this whole fiasco—we tried some more and finally gave up, admitted defeat, and decided to call the local marine mechanic to finish the job. Just as I was getting ready to call, my friend and fellow club member, Paul Graf, came over to have a look at the broken valve. Hearing our plight with the exhaust elbow, he went down to the engine compartment and within three minutes he had the elbow in place and installed. Even though I watched, I still have no idea what he did differently that made it work for him. It's nice to have such a good friend.



Jack and Cassandra Bazhaw aboard Sandpiper

Alaska Adventures

Text and photos by Jean Thompson

Ever wondered why Dave and Jean Thompson of **Salish Nomad** never participate in the SYC summer cruises? Because we are never home in the summer.

As has become our “routine,” we spent the winter and spring getting **Salish Nomad** ready for her third summer season cruising to Alaska and back. On April 30, we slipped our lines in Anacortes and were on our way to spend a couple weeks in the Canadian Gulf Islands, and then on to Alaska for real on May 16.

This is actually the fifth time Dave and I have made

the Inside Passage trip on our own, in a small boat. In 1974, a fast trip to deliver a boat to Sitka; in 2018 in **Helen Marie**, who is now in the loving care of Steve and Joyce Glenn; then 2019, 2022, and 2023 in **Salish Nomad**.

It was on our southbound trip in 2019 that we decided to stop in Potts Lagoon, as we had not been there before. What a joy to round the bend and see “our” beautiful **Helen Marie** anchored there rafted with **Papanam**. Steve and Joyce waved and invited us to come by once we were anchored and settled. You might say that “the rest is history” as the three boats continued to cruise together most of the rest of the way

home that year and have been such good friends ever since.

We never tire of the beauty, never run out of new places to explore, and ALWAYS enjoy the company of so many other boaters along the way. This year the weather was fabulous. It is so much more fun when the weather cooperates. We don't mind, and do expect, some drizzly days, but last year was cold, windy, and wet most of the time (and we are not the only ones who felt that way).

We are originally from Sitka, AK, so usually spend three to four weeks there with family and friends. From there we sometimes go up the west side of Chichagof to Pelican, Elfin Cove, Hoonah, maybe stop in Juneau, then turn south. In 2018 we went all the way to Skagway, just so we could say we did the entire Inside Passage.

This year we did Dawes Glacier and Ford's Terror on Endicott Arm . . . Ford's Terror, Forevergreen Nook is really worth the effort to time the slack current to make the entry and exit. Be aware the anchorage is deep . . . expect to drop in 120 feet minimum. We had done Tracy Arm, North and South Sawyer in 2018 and find it much more spectacular than Dawes Glacier.

We always stop at Kake, AK Native Village, sometimes just for old time's sake, sometimes to wait out heavy weather on Frederick Sound or South Chatham. Caught a nice ling cod in the area in 2022. This year, made a stop in Honey Dew Cove . . . fabulous if you are the first boat in. We were second, will try harder next year.

We never have an itinerary, other than to arrive Sitka a few days before July 4 and be south of Cape Caution, Queen Charlotte Sound by the end of August. Everything else is just a list of places we might be interested in and the whim of the day.

This year we departed Anacortes April 30, crossed from Prince Rupert, BC to Ketchikan, AK on June 3, arrived Sitka, AK June 23 and departed July 18. From there, various stops including another favorite, Tenakee Springs, where we got the JUMBO crab shown in the photo and three large companions.

On July 23 we departed Funter Bay, Mansfield Peninsula, Admiralty Island, headed past Auke Bay and Juneau and stayed at Taku Harbor, officially turned the corner and headed south. Taku Harbor is another old cannery site with a great public (free) dock and good shelter off Stephens Passage.

Arrived Meyer's Chuck July 31 which is where there was ALMOST enough room at the end of the dock. We made do, spent two nights, enjoyed the walk to 'the beach' and had the famous homemade cinnamon rolls delivered to the boat.

Another favorite stop, both north and south, is Thorne Bay, which was the largest logging camp in the world during the heydays of the pulp mill in Ketchikan. The mill is long gone, but a small community thrives and there is a great harbor there. You can moor your boat there, rent a six-passenger pickup and drive to the four primary totem parks/sites/carving house on miles and miles of paved, two-lane highway. A lot faster than boating to all those special sites on Prince of Wales Island.

August 4 we departed Ketchikan head for Dixon Entrance. Weather was sunny, warm, calm and the outlook was the same for the next day so we went only part way and anchored in Foggy Bay. On to Prince Rupert and re-entered Canada on August 5.

I won't name all the stops along the way, but there are many and Butedale, another old cannery site, is a good stop between Grenville Channel and Shearwater. New docks there in 2019 and open to public use.

From Shearwater to Fury Cove on August 13, crossed Cape Caution to Skull Cove on August 14 and on to Port Hardy on August 15.

As I write this on August 21, we enjoying a most pleasant Monday evening at Blind Channel Resort after yet another excellent dinner, Dave had schnitzel, I had ling cod. It was a pleasant day's run from Port Neville, the short stretch of Johnstone Strait, Sunderland Passage, and on to the Whirlpool and Green Point Rapids.

Early start tomorrow to take advantage of the flood current in Dent and Yuculta on our way to Gorge. We do have a plan . . . our routing is to once again meet-up with Helen Marie and Papanam for a few days of cruising fun in the Canadian Gulf Islands. So long as this weather lasts, we are not yet ready to go home.

For anyone interested in making the trip, here are a couple good online resources: slowboat.com

On Facebook see the Boating the Inside Passage to Alaska page. You can see our actual travel route for 2023 at share.garmin.com/davidthompson6

And we expect to do this again next summer, so long as we are able.

Wishing you all many safe, happy cruises.



Ling cod caught near Kake, Alaska in 2022



Caught this year at Tenakee Inlet



Salish Nomad "almost" tied to the dock at Meyer's Chuck



To paraphrase Jaws, "We gotta get a bigger measurer!"

Our Squalicum Yacht Club

Family

The Van Halls

text and photos by Tom and Julie Van Hall

We have been boaters our entire lives starting with small boats on Michigan lakes and rivers. In 2014 we purchased a Grand Banks 47 Europa, named her **Sum Escape** and set out on the Great Loop from Lake Michigan as full time cruisers (sold cars and home). Original plan was a 18 month Loop but we took 3 years and 13,000 miles to complete the roughly 6000 mile Great Loop. Many side trips were taken including the Tennessee River to Nashville, two trips to the Bahamas, the entire length of the navigable St John River (Jacksonville to Sanford, FL), two Summers/early Fall exploring the Chesapeake. You

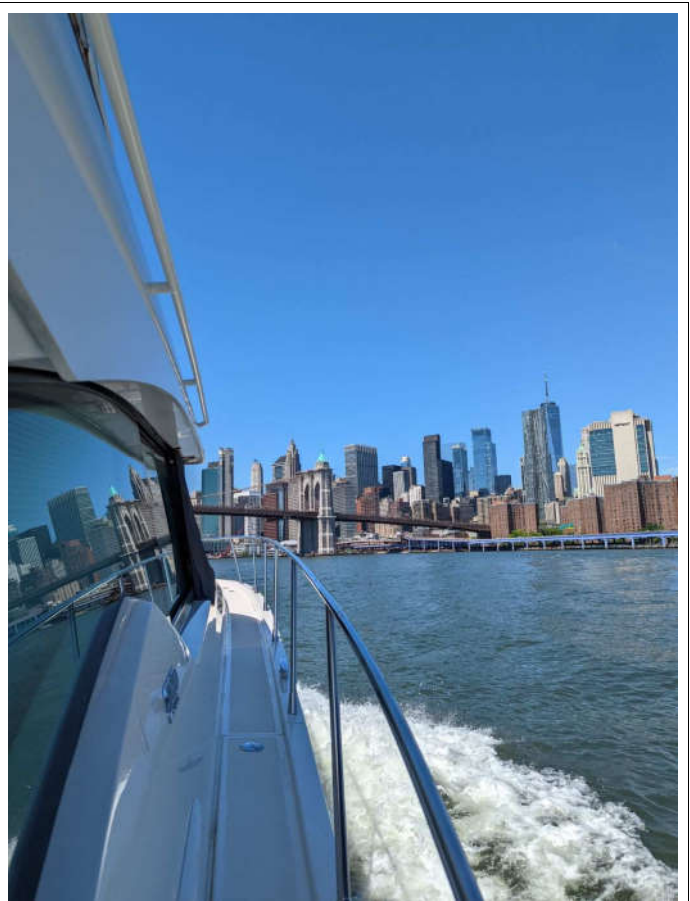
can see our travels from Sept 2015 through early 2020 at sumescape.blogspot.com.

We have summered in Bellingham the past three years. In June 2022 we bought **Sapphire** in New York and cruised her to her summer hurricane storage facility in Moore Haven, FL. We winter aboard **Sapphire**, a 2020 Tiara 53 Fly, in Longboat Key, FL and the Bahamas November to May. We are on the waiting list for a rack in Mount Vernon and will purchase a 30-34 foot boat to explore the PNW once we have the storage.

We have a daughter, son in law and granddaughter here in Bellingham. We also have a son, daughter in law and granddaughter in Loveland, CO and a son and daughter in law in Kalamazoo, MI so we spend time driving to and from Florida each year visiting them.



Tom and Julie Van Hall



Sapphire with NYC skyline

Our Squalicum Yacht Club Family

The Toroks

text and photos by Greg and Kristin Torok

Greg and Kristin Torok are excited to join the Squalicum Yacht Club as new members. Greg and Kristin recently returned to Bellingham after spending 13 years in the San Francisco Bay area. Greg and Kristin met in Bellingham in 1997 and were married at the Squalicum Boathouse in 2002. Greg works remote in the tech sector and Kristin teaches dance, Pilates and Gyrotonic in the off-season. In 2020 they left their homeport of Emeryville and sailed their Baba 40 cutter **Sonrisa** to Mexico where they cruised the Sea of Cortez and Pacific Mexico as far south as Barra de Navidad before turning north and sailing back to San Carlos, Sonora where they keep **Sonrisa** for the off-

season. They have cruised this circuit which includes the Gulf of California, the Baja Peninsula, Banderas Bay and Pacific Mexico for the past three winters. Some of their favorite places so far have been Bahia Salinas on Isla Carmen, San Juanico on the Baja side, La Paz, La Cruz de Huanacastle in Banderas Bay, but most of all Tenacatita and Barra de Navidad on the Costa Alegre. They have chronicled many of their passages and destinations on their blog svsonrisa.com. They plan to continue to cruise Mexico for several years before setting their sights on Central America and the South Pacific.

This past spring they acquired their Pacific Northwest cruising boat **Osita**, a Panda 40 Pilothouse they keep in Anacortes while they wait for a slip to become available in Blaine/Bellingham.



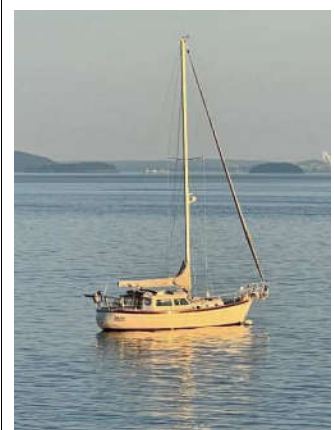
*Greg and Kristin sailing **Sonrisa** through the Cerralvo Channel from La Paz to Bahia Muertos, Baja California Sur, Mexico. December 2022.*



***Sonrisa** at Isla Partida, Baja California Sur Mexico - November 2022*



*Racing **Sonrisa** in the Tenacatita Cruisers Regatta, Jalisco Mexico - February 2023*



***Osita** at Eliza Island Washington, September 2023*



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.

Officers

Commodore - Rocky Champagne

Vice Commodore - Phil Terzian

Rear Commodore - Steve Glenn

Treasurer - Joyce Glenn

Secretary - Lorretta Palagi



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