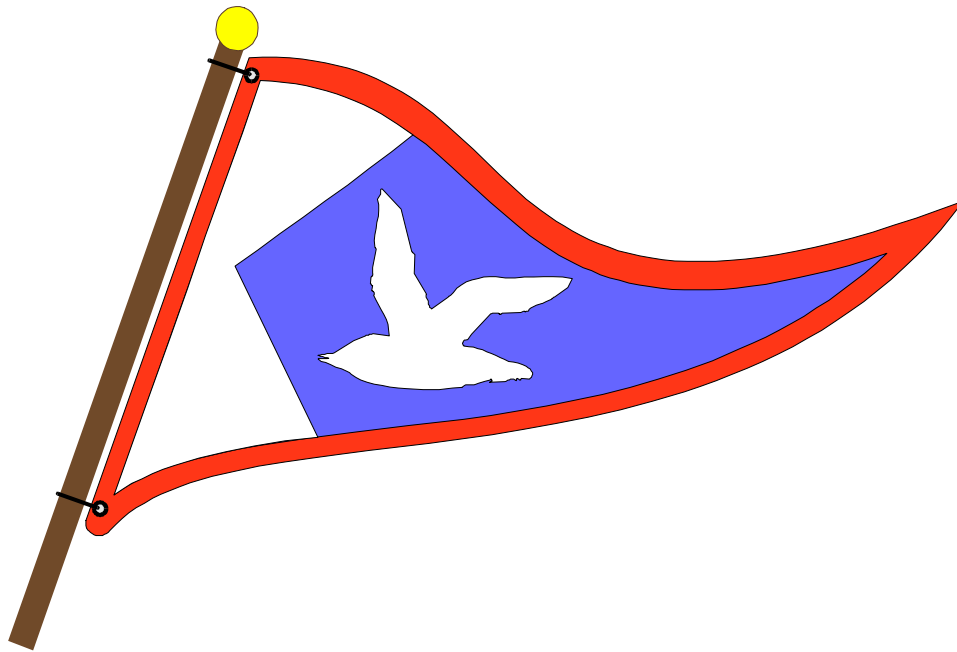


The Log

Newsletter of the Squalicum Yacht Club, Bellingham, Washington



Coming Events

Wednesday October 25

General Meeting 1800 hours



Commodore's Corner

by Rocky Champagne



As my tenure as your Commodore winds down, I thought I would take a little time to review your achievements over this past year. We had a very successful cruising season this year. There were 4-8 boats at each outing and a good time was had by all. Somehow, we managed to get full dock space every time which made things go smoother.

We also had our summer barbecues and a gathering at the club house for the 4th of July. Each of these events had 30 plus members in attendance, which is a good showing. We enjoyed numerous, wonderful, interesting programs associated with our monthly meetings and we got three new memberships.

Facility wise, we completed the ceiling insulation project and contracted the refinishing of the club house oak flooring.

Also we have a good slate of nominations for the Bridge for this next year and we will be in good hands.

Lastly we are going to be looking, as a club, who we have been, who we are and who we would like to be in the future. What will our club look like 2, 5, 10 years

down the road? Please be ready and willing to contribute to this envisioning process as the new year begins. Thank you all for your participation in making the Squalicum Yacht Club what it is.

I couldn't end this article without a boating tale of woe. Many of you know that late in the summer Kristi and I were headed out from the harbor in our boat when it started to overheat and no water was coming out of the exhaust pipe. We limped back to our slip and we emergently replaced the raw water impeller. There were only about 2% of the rubber vanes left on the hub of the impeller. I thought it only had 95 hours on it but looked closer to my repair log and saw it was 250 hours. Everything worked fine after the impeller replacement but I thought it best to have the cooling system serviced last week. Tri County and I pulled the tube stack from the exhaust manifold and on first inspection found at least 50% of the tubes clogged. At the shop they boiled out the tube stack and discovered salt water corrosion at the base on the fresh water side. Not good! Tri County sent the piece out to be repaired only to have it declared non-repairable and that meant a new one. Guess what? The new one will cost us \$2,500 just for the part alone, not counting Tri County's original work, new antifreeze and installation costs. We have spent a lot of money on our boat over the past 4-5 years but mostly on preventive, proactive maintenance but this is the first time for an emergent broken issue so I guess that is not so bad. Ah! The life of boat ownership!



It could be worse!

October General Meeting Speaker

by Phil Terzian

You won't want to miss our October pot luck meeting. We have Danny Zech, the Business Development Manager at All American Marine, on tap to give us an overview history of AAM and a summary of what they are up to these days. I spoke with Danny yesterday, very nice fellow who I'm sure you will all enjoy meeting. Expect a great presentation complete with a slide show.

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.

Bridge Nominations

by Paul Graf for the nominating committee

Nominating Committee Report: Since the slate of nominees presented at the last meeting where one officer position was unfilled, we now, thankfully, have a nominee for Rear Commodore. So Nominees for the 2024 SYC Bridge officers are as follows:

Commodore: Phil Terzian

Vice Commodore: Joyce Glenn

Rear Commodore: Jill Mount

Treasurer: Linda Tibbot

Secretary: Lorretta Palagi

Continuing Trustee: Comador Stewart

New Trustee: Randy Bilof

Anacortes Arts Festival Cruise, August 4-6, 2023

by Larry Grunden

With the Arts Festival in full bloom with art, food and music most all of us stumbled into something good. The potlucks on Friday and Saturday evening in the activity center allowed us to enjoy shopping tales and a memorable array of tasty food. In attendance were **Joyful, Papanam, Sirena, Kestrel, Snug, Gran Milonga, James Gang** and **Wigeon**. Also, a large Land Cruiser group with Tom & Julie, John & Linda, Lori and Mike & Kris attended.



Rod took this photo at Cap Sante Marina when he and Susan visited there this summer

More Than We Bargained For

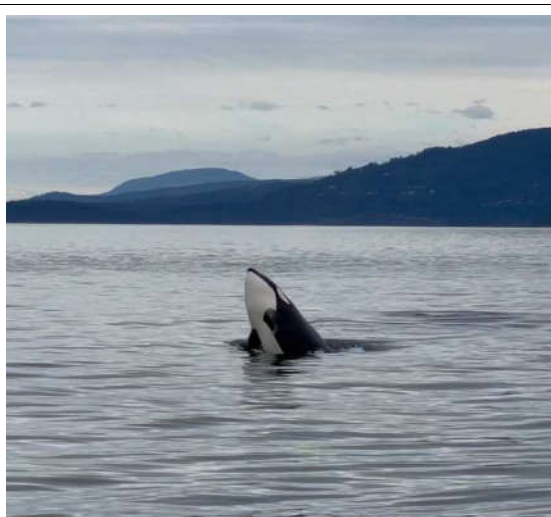
by Phil Terzian Photos by Jodi Steele-Jones

Jodi and I decided to take one last fishing trip on September 24, because the fishing season was about to close on September 30 and our freezer was not yet completely full of salmon fillets. We headed out and were fishing along the west side of Lummi Island, around Lummi Rocks, not having much luck. The current from the south was picking up so we decided to pull up the gear, power down to Carter Point and take one more pass to the north. As we were heading south Jodi noticed a cluster of whale watching boats near Vendovi Island. So, we joined them. I was keen to keep my distance, so I positioned Joyful about 1,500 feet away, to the north, about twice the distance the whale boats were observing. And there they were, a pod of about eight transient Orcas, heading south,

away from us. We cranked up the telephoto and started taking pictures and videos. And then it happened, the whales all turned north and started coming right toward us. I turned off the motor, turned off the sonar and we kept snapping photos as they got closer and closer and closer, until finally they were upon us. And I mean upon us, maybe 10 feet away.

Jodi was exclaiming with glee and getting a lot of great photos of the whales slapping their tails and rolling around, one swimming upside down.

(Meanwhile, I was busy praying.) Finally, two of the whales jumped into the air, as if to say goodbye, and then they all proceeded north towards Viti Rocks. It was surreal. What a treat. You can buy salmon at the grocery store, but an experience like this may come only once in a lifetime. We got more than we bargained for.



Sucia Work Party, 2023

by Paul and Margo Graf

I would be hard to wish for better weather than we had for our 2023 Sucia Work Party. We didn't have a large crew but work went well. Joining in were crews from **Salish Nomad**, **David Ferguson**, **Helen Marie**, **Carol Lee** and **Wigeon**, i.e. Thompsons, Champagnes, Glenns, Grafs and Larry Grunden & Linda Anderson. The trail to Ev Henry Point, as many of you will know, has some steep sections in which steps were made with railroad ties to make it easier. The Squalicum Yacht Club actually installed those steps some years ago. Later we replaced several which had rotted and now this is at least the 5th time SYC has worked on those steps. It should be recognized that many of those original steps were installed a long time ago. This time Rocky Champagne, Steve Glenn, Larry Grunden and Paul Graf assisted by a Parks aid removed and installed 3 new steps on the up hill part and 3 more further out on the down hill part.

Meanwhile a paint crew, consisting of Linda Anderson, Margo Graf, Joyce Glenn, Kristi Champagne and Dave Thompson, along with two Parks aids, completely painted the Adirondack shelter at the head of Fossil Bay.

After lunch Ranger Steve Sabine & Parks aid, Carter, took Steve Glenn, Paul Graf and Larry Grunden by boat to Snoring Bay where rotted wood planks were removed from the picnic table there and new ones bolted on.

This completed the core items on the Parks work list giving us time to prepare for pot luck in the shelter which was adorned by multiple bouquets of dahlias provided by Larry Grunden. Fires were not permitted but with the shirtsleeve weather, it wasn't missed.

It was a bonus to see Dave and Jean Thompson who were on their way home from Alaska (Refer to the September SYC Log). A hearty thank you to all who participated. All indications are that our efforts are truly appreciated by the Sucia Parks staff.



Pot Luck, 2023 Sucia Work Party



David Ferguson, Carol Lee, Helen Marie, Salish Nomad, Wigeon



Snacks on the dock Wednesday night



Paint crew

The First Voyage

photos and story by Jack Bazhaw

First on the agenda when I arrived in Washington was to acquire a sailboat. My brother, in Houston, had a trailerable Venture 222 that I had sailed with him a few times. A chance conversation at a Bellingham Rotary meeting with a gentleman waxing enthusiastically about a Ranger 26 led me on a search for one. Finding one in Seattle at Gove's Cove I made arrangements for survey and purchase. Being a new resident in Washington, finding a lender was proving to be a problem. Work required a trip to the east coast where I mentioned my problem to a co-worker. Hey, he said, we have a credit union, check with them. And that solved that problem.

I did not feel capable of taking the boat from Seattle to Bellingham by myself. Being new was a problem here, too. Then my brother and his wife decided to act as delivery crew. I spent spare moments burning a path from Yeager's in Bellingham to Marine Center and Fisheries Supply in Seattle (no West Marine at the time nearby), securing things I felt needed for this first voyage.

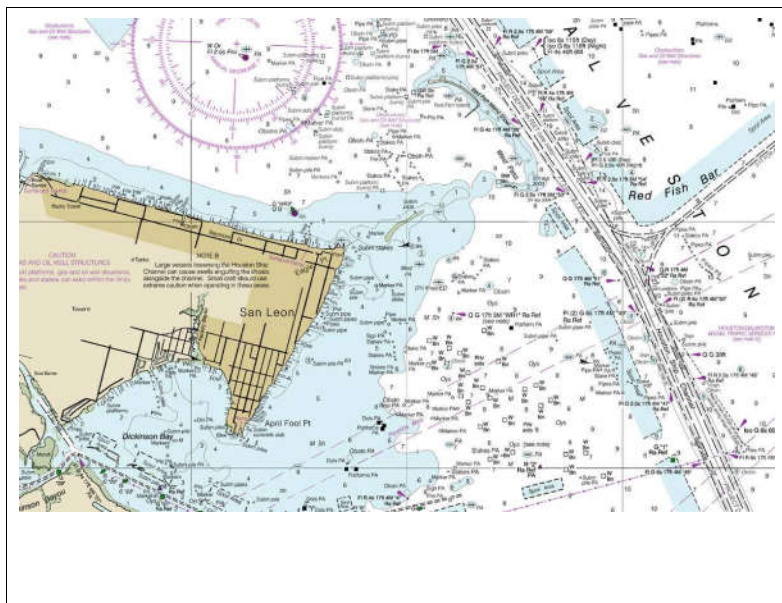
Came the magic day the three of us departed from Lake Union through the Ballard Locks. Navigating through the locks was exciting, as we had difficulty matching landmarks to the chart even though it was kind of like 'follow the leader'. Locking was a new experience for us. It was somewhat intimidating being in the lock with all the obviously experienced skippers and with the lock masters looking down from their perch on us. We popped out into Puget Sound to a glorious warm sunny summer day. With a southerly breeze we set sails for a downwind run, enjoying the day in shorts and t-shirts.

After a while we noticed boats ahead of us coming from the north, but they were also on a run. What the hey is going on we wondered. Then, *Whap*, the wind shifted 180 degrees. And it got cold. This kind of wind shift without an accompanying thunderstorm was new to us. We struck all sail and fired up the outboard then hunted for more clothing. I have just arrived from southern California and my brother is from Houston where the most important pieces of sailing gear are SPF 50 sunscreen and very dark sunglasses. We do not have winter clothing with us—this is summertime!

As quickly as we could, we put into Kingston to find a store with sleeping bags and warm clothing. Even with sleeping bags we spent a very cold night sleeping aboard. Now came an important decision. Take the inside route via La Conner and the Swinomish Channel or outside via Rosario Strait. We did not feel confident about tackling the Swinomish, so the next day we made our way up to Port Townsend.

We were able to get some sailing in on the way to Bellingham but had a scare. My brother and I were on deck sailing and his wife was resting below. Suddenly she came on deck and said she heard water running. There is no pressure water system onboard. Oh, goodness, what is happening? I went below to examine the bilge. First, I had to lift the shag carpeting (well this is the 70s) to expose bilge access. I found a six-inch by 3-foot board held down with a half-dozen screws for access. Only a few tools on board but I did have a screwdriver. Lifting the board I discovered—a two inch deep recess for the keel bolt fasteners. Totally dry. Upon further investigation we discovered the water noise she was hearing was the water passing by on the hull just inches from her ear.

Now you may be asking yourself why she never heard such sounds when sailing in Houston. The answer: they were always on deck. This is the first time she was below deck while the boat was underway. There we would come out of Dickinson Bay, head to Red Fish Island Shoal, seen in the top center of the snippet from chart 11326, anchor and jump in the water. Note depths are shown in feet, not fathoms.



SUSAN CONRAD

Seeking Synchronicity: A Solo Paddle up the Inside Passage

SAVE THE DATE

SUNDAY, NOVEMBER 19TH, 2 - 4pm

Presented by:

WOMEN BOATERS of the SALISH SEA

Squalicum Yacht Club

\$5

*Proceeds to benefit the Community Boating Center
Space is Limited*





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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Ask for their yacht club discount.

Discount varies from item to item.

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