

The Log



of the

Squalicum Yacht Club
Bellingham, WA

Coming Events

Christmas Party	December 9
New Year's Eve Party	December 31

Commodore's Report

by Phil Terzian



I am honored to have been elected as Commodore of the Squalicum Yacht Club for 2024 and look forward to working with our new Bridge to build on what is already a successful club, full of friendly, knowledgeable and generous members.

The Change of Watch meeting on November 11 was a complete success in no small part because of the efforts of the organizers and to everyone who contributed culinary masterpieces to our dinner. I would especially like to call out Kristi and Rocky Champagne, Lorretta Palagi, Randy Bilof and Joyce and Steve Glenn. Along with their helpers we wound up with a thoroughly enjoyable event.

In addition to help manage routine club activities, I have been giving a lot of thought to the challenges for SYC to remain relevant and successful in this age of the internet and social media, which have displaced many traditional "brick and mortar" enterprises. I believe we need to be constantly introspective: how can we become a better "value proposition" for members, while at the same time getting the word out about what a great club we are to be a part of. The devil, though, is in the details. So, while your Bridge is working hard to assure success, please share your thoughts so we can all benefit from your experience.

Our new bridge:

Commodore - Phil Terzian
Vice Commodore - Joyce Glenn
Rear Commodore - Jill Mount
Treasurer - Linda Tibbot
Secretary - Lorretta Palagi

And our Trustees:

Comador Stewart
Randy Bilof

Hope everyone has a wonderful holiday season and is looking forward to 2024 as much as I am.



SYC Work Party 11/23

by Phil Terzian

We had a small but energetic group show up for the SYC Work Party on Thursday, November 9. Revelers included Phil Terzian, Larry Grunden (window washer extraordinaire), Randy Bilof, Lorretta Palagi, Kristi and Rocky Champagne, Steve & Joyce Glenn and Celie Thomas. The inside of the clubhouse was left squeaky clean, the windows were washed, and the grounds were set right. In particular, the outside crew did a fabulous job trimming the trees, weeding and mulching the area all along the front of the clubhouse. If you missed out, plan to attend next year. Many hands makes light work.



Moving mulch is my passion.



These leaves are toast!



Looking good, boys.

In the Beginning...

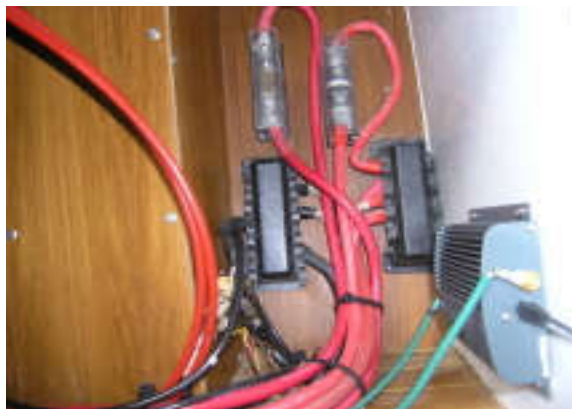
By Jack Bazhaw

The purchase of *Sandpiper* in 2010 marked our departure from sailboats to powerboats. When we first inspected *Sandpiper*, we knew it was what we wanted with its ample room and covered outside areas. Decades of standing in the cold and rain in a sailboat cockpit had rubbed a lot of the glamor off. We could envision ourselves in a storm, warm and dry on the helm; relaxing on the rear deck watching the rain and wind perform their ballet as we enjoyed an adult beverage while the BBQ prepared steaks for dinner. Even Freddy had visions of lounging in a deck chair.



Freddy enjoying the day

As we went through the various compartments, we noted the presence of a controlled substance. This was not present during subsequent visits. However, it caused me great concern, even though in my years boating I have never had a Coast Guard boarding, as we all know the 'zero-tolerance' attitude during Coast Guard inspections, which could happen on any voyage. And if you have ever watched the TV show "Cops" you know how ineffective claims of, "I don't know how that got there" or, "That's not mine" can be. All boats have a myriad of places to conceal small items. Indeed, weeks later an electrician blew a fuse which he could not find. It took Cassandra and I a couple of hours to find a concealed cubby under the pilot door, only after removing the steps. I prevailed with the broker to arrange for a police dog, trained in finding such things, to inspect the boat. It passed the sniff test. I felt very relieved.



Hidden cubby

After money had exchanged hands, we first went through the boat and removed some personal items left behind, including some ladies' unmentionables from the forward cabin, which we returned. And then we discarded an upholstered chair from the main saloon. The boat had apparently been used as a floating condo by its bachelor owner.

Although nine years old, the engine had just a hundred hours on it. I arranged for a separate mechanical survey as there were no maintenance logs, and I was concerned that the engine had been left to rot. All seemed fine.

The lack of engine activity meant fuel had perhaps been sitting in the tanks for some time. A firm that does fuel polishing came down to the marina and polished the fuel in all four tanks. It was quite dirty. Plus, it gave me an idea of how much fuel was aboard.

In the meantime, Cassandra and I did what we could to make true the adage that a boat is a hole in the water you pour money into. I think we almost filled it. One very important item we got was duplex radio communication headsets; no things to hold or buttons to push. I was used to walking from the cockpit of the sailboat to the side deck with a couple of dock lines, stepping off to the dock, and Bob's your uncle, all secured to the dock. Now I couldn't even see a lot of the deck from either helm. Cassandra had to handle the dock lines. We could no longer communicate with hand signals or normal speech. These headsets were a godsend.

(continued on page 5)

We were living onboard in Seattle getting things installed and stored. One morning we started the microwave and shortly lost all electrical power. I was unable to find the problem even after operating all the breakers, so I went ashore and found an electrician. After a short inspection he operated the breaker on the inverter and after a ten second wait we had power. We were not using the inverter and although I noticed the breaker was off, I only flipped it on and then returned it to off. A learning moment about the operation of a pass-thru inverter.

It was now time for our maiden voyage from Seattle to Bellingham. I carefully backed out of the slip and realized I had no idea of my rudder position. With hydraulic steering adding a Turks head on the wheel would not work as it had on the sailboat as it was nine turns lock to lock. Only by observing the direction the boat was headed did I get an inkling of rudder position. So, on this voyage there was a lot of helm operation back and forth. Much later, while examining the equipment manuals, looking for a way to add an indicator, did I discover it was there all the time. I just did not know it or recognize it.

We made the trip back to Bellingham in ten hours and now I had my first docking. Our slip was too tight to try but there was an open slip on the end, and it has an escape route, if I mess up. I am at the upper helm as that gives me the best visibility and Cassandra is on the side deck with dock lines. I made my first pass, careful not to hit the dock. Cassandra informed me I was ten feet off the dock. From my perspective I thought I was a foot off. The headsets have already



Sandpiper in Desolation Sound

paid for themselves. I think it took me four tries to get close enough for her to get on the dock. So much for my brilliant piloting.

Orca Sounds

By Lorretta Palagi

Listen LIVE to Orcas as they cruise the San Juan Islands. I came across the following website the other day: <https://www.orcasound.net/>

Orcasound lets you listen to live hydrophones (underwater microphones) located throughout the San Juans and Puget Sound. You can click on an interactive map at a specific location and listen. If you hear orcas, there is a button to click on to report the sounds. The Orcasound organization hopes the information provided by “community scientists” will help them study and save the Southern Resident killer whales of the Pacific Northwest. It’s a fun site to “wander” around.

Here is the specific link for North San Juan Channel:

<https://live.orcasound.net/listen/north-sjc>



Editor’s Note:

Thanks to all those who submitted articles. Keep them coming!

Also, a big Thank You to Lorretta for her help and guidance to get me started in the publishing world.

Happy Holidays to all!



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.*

Log Editor: Rob Wells

Officers



Commodore: Phil Terzian
Vice Commodore: Joyce Glenn
Rear Commodore: Jill Mount
Treasurer: Linda Tibbot
Secretary: Lorretta Palagi



851 Coho Way, Bellingham, WA 98225
(360) 734-3336

Ask for their yacht club discount.
Discount varies from item to item.

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