



The Log



of the

Squalicum Yacht Club
Bellingham, WA

Coming Events

General Meeting	January 24
Bridge Meeting	February 14
General Meeting	February 28

Commodore's Report

by Phil Terzian



The Good the Bad and the Ugly

Jodi and I are spending time with my daughter's family in San Diego this winter. Returning in early February. It is only natural, I suppose, to compare holiday destinations with home sweet home, Bellingham in this case.

The Good: It is warmer and mostly dryer here. A welcome break from winter in the 'Ham, even though I miss skiing. And, more importantly, on the winter solstice, the daylight hours here are 90 minutes longer than at home. I really like that.

The Bad: This is more conjecture than established fact, since I have not boated extensively in this part of the country, but let's face it, the San Juan Islands, Channel Islands and points north have it all over San Diego. Mission Bay, San Diego Bay, and the wide-open ocean with nothing to see but waves and water, it's no contest. I've always been supremely appreciative of our good boating fortune in the PNW. How fortunate we are. SYC is the cherry atop this terrific Sundae.

The Ugly: People in Southern California drive like absolute lunatics. The de facto speed limit is about 80 mph, dummies cutting in and out of traffic. Virtually no traffic code enforcement. It is terrifying. I am looking forward to life at Bellingham speed once again. See you all soon.

January Meeting Notice

By Joyce Glenn, Vice Commodore

Our January member meeting is our first and primary business meeting of the year, which doesn't sound very exciting! Important but not exciting. We hope to "jazz" it up a bit this year starting with our International Potluck hosted by Kris Heintz. The idea is to choose a family heritage and bring a dish that celebrates it. It can be a main dish, a salad or a dessert as we usually do. I am half Swede so be looking for Swedish meatballs from me.

The business meeting will consist of answering any questions you may have on our 2024 Budget and then taking a vote. It will be emailed out several days prior for your review with several copies placed on the tables. A sign-up sheet for meeting set-ups and Summer BBQs will be sent around as well. Set-up is easy and instructions are on the galley wall. Other business items may also need to be discussed.

In staying with our International theme, a slideshow of Rod & Susan Dean's many trips to Europe over the years will be presented. Hope to see you all there on Wednesday, 1/24/24!



Sucia Work Party, September 13 and 14

Paul & Margo Graf, Cruise captains

IT IS TIME TO MARK YOUR CALENDARS!

Our SYC Sucia Work Party is scheduled for September 13 and 14, 2024. We have the large Fossil Bay shelter reserved for that Friday and Saturday. Most find it a lot of fun and very satisfying to be contributing to this great place. See the photo for a sampling of some of our previous work. It is also looking like we will have some members of the Anacortes Flounder Bay Yacht Club join the fun.



Window Replacement Project Completed

By Randy Bilof

Just in time for our recent cold snap, five single-pane windows in the clubhouse were recently replaced with double-pane windows by West Coast Windows. This project was approved by the membership via an email ballot in December and will help make the clubhouse more energy efficient as well as look better. No more holes in the glass, cracks with gaps, or window condensation.



My Favorite Cruising Destination - Newcastle Island (Saysutshun) Marine Park

by Jill Mount, Rear Commodore

There are so many amazing places to cruise in the Pacific Northwest! My favorite place to go is the dock on Newcastle Island Marine Park, which is located near the city of Nanaimo in British Columbia.

When we first cruised to Nanaimo, we would often stay at the Nanaimo Port Au-

thority. While the location there is great- it's within walking distance of the city, Penny's Palapa is right nearby (a great restaurant!), and there are laundry facilities, we often ran into trouble docking the boat. There were currents and winds which made it hard. We also spent time on the outer dock of Nanaimo Yacht Club. We used our reciprocal there. The views of the city at night are great, the people were nice, and the showers and laundry facilities are the cleanest anywhere. However, they began requiring a one-million-dollar boat insurance policy and we didn't have that...

So, our third, and to be honest, the best option, is to dock at Newcastle Island. Why is it my favorite? The hiking trails, the Dinghy Dock Pub, taking the ferry into Nanaimo, the food concession and the wonderful views of Nanaimo at night. First, there is 1500 feet of dock space, however, there are no power outlets or water at the dock. There are washrooms and showers, and water can be obtained up at the park, if you want to carry containers down to your boat. You must dispose of your own garbage. There are also 43 mooring balls for vessels 40 feet and under, some are marked for 30 feet. There are miles of hiking trails. My favorite is the Shoreline Trail, which is a couple miles along the east shore. There is also a trail that goes around the island. It goes past an old sandstone quarry. This sandstone was used to build the San Francisco Mint in the 1870's. A ship carrying the sandstone went down in a storm. Later, one of the columns for the San Francisco Mint was returned to the island and you can see it now at the old quarry!

Newcastle Island (continued)

You can also rent a bike to ride around the island or a SUP or kayak to circumnavigate the island. The Dinghy Dock Pub is just a short dinghy ride away from the dock. You can sit outside and eat and watch the boats and seaplanes go by!

Taking the foot ferry into Nanaimo is easy. You get picked up at the dock next door. It runs frequently in the summer months. You get on for free and pay when you book your return, you can even bring your dog! Nanaimo has a great little French bakery, a used bookstore that supports literacy, and a well-stocked grocery store to provision. All within walking distance from the little ferry! It's a couple of miles getting there and back, so be sure to wear comfortable shoes, and we wear backpacks for transport!

If you want to find meals or snacks at Newcastle, there is a concession that sells fast food, delicious ice cream, and ice. Be sure to check its hours because they are subject to change.

Lastly, the views of Nanaimo at night from the dock are fabulous! It's a beautiful city, especially at night.

If you have any questions about cruising to Newcastle Island, or if you are interested in co-captaining one of our summer cruises, please feel free to text or email me.

Tis the Season

By Phil Terzian

December, the dead of winter. Daylight hours are in short supply, the air is cold and usually soggy, and we're all looking forward to the beginning of a new boating season. But now it's time to Bring Out Another Thousand and start checking items off that maintenance and modifications list.

For Joyful that means mostly engine maintenance. The 300 hp outboard on my boat just hit 500 hours which sent me to a whole new page in the owner's manual. Do all the 100-hour stuff: oil change, oil filter, gearbox oil, fuel filters, spark plugs, belt inspections... and then on to the 500 hour biggies: internal anodes (8ea, some hard to get to), Oil valve filters (2), compression test, fuel vapor separator filters, and on and on. But since I have a warm place to work, plenty of time and nothing much else to do, it's all good. And I'm pretty sure I'll have a carefree boating season if I just take my time and work carefully. (Wait, did I just jinx myself?). Here are a few photos from this year's maintenance efforts.

I hope everyone is having a relaxing and enjoyable winter.

(see photos on next page)



Servicing the water pump



At the Maritime Museum San Diego



Changing the oil valve filter



Removing the Lower Unit

Editor's Note:

Phil recorded a cool video about how he solved the problem of removing the heavy lower unit. You may view the video on YouTube here: <https://www.youtube.com/watch?v=aUd-l92OyUg>

The Delivery

By Jack Bazhaw

My telephone rang with a call from a fellow that crewed for me on Wednesday night racing. He had just purchased a new Ranger 26, a sister-ship to mine. With his wife they had attempted to deliver it from Seattle to Bellingham, but a storm had interfered with gale force winds, and they had been forced to put into Everett. Would I be willing to come and help? Of course.

They picked me up along with my personal gear and a foresail from my boat plus jib sheets and snatch blocks. His new boat was essentially bare: no sails, no instruments except for a compass and no head. A galvanized bucket was pressed into emergency service as a toilet, as this was before all the emphasis on holding tanks.

Arriving in Everett that evening, Skipper and I offloaded and stored everything onboard and settled in for the night while his wife returned to Bellingham. Early next morning, we awoke to ice on the deck. The wind had abated but it was cold.

We proceeded under power and eventually entered the Swinomish Channel. Now cast your mind back to the mid '70s. The four-lane Twin Bridges taking Highway 20 over the Swinomish was not built until 1981. Instead, there is a two-lane drawbridge that must be hailed and raised to pass. At least the railroad swing bridge was usually open even then.

To hail the bridge-tender a call on VHF radio can be used or a sound signal. Very

few sailboats had radios then, including us, so we planned on using the standard Freon signal horn (yes, things were different then).

Tired and cold, we approached the draw-bridge close enough for our signal to be heard, took the signal horn, and pressed the trigger. "SQUEEK." It was so cold the horn could barely make a noise. Skipper and I looked at each other and broke out into hysterical laughter, literally falling down laughing in the cockpit. Each time we pulled the trigger and heard the "SQUEEK" we looked at each other and our laughter increased. And the bridge kept getting closer. Either the bridge-tender was alert, or our laughter caught his attention and the bridge rose.

Once we cleared the channel the wind was favorable, so we bent on my foresail and shut down the outboard. It was nice having the quiet while making good speed. After a while we noticed a small open powerboat coming up behind us. Two people on board, a woman in the stern running the outboard and a man up in the bow. After about twenty minutes they got close enough for him to holler at us: "Which way to Anacortes?" Skipper and I looked at each other and almost started laughing again. All the time they were trying to catch up to us they were going away from their destination. We pointed back behind us, and they turned around toward Anacortes. Skipper and I, tired and cold, continued up on our course.



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

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