

The Log



of the

Squalicum Yacht Club

Bellingham, WA

Coming Events

- | | |
|-----------------------|--------|
| Opening Day Breakfast | May 4 |
| Shakedown Cruise | May 19 |
| General Meeting | May 22 |

Commodore's

Log

by Phil Terzian



Behind the Scenes

Many club members have been working hard behind the scenes this Spring to get the club ready for opening day activities. There's a lot of planning involved to feed 200+/- hungry attendees and run a charity raffle with donated prizes. And in the end, it always turns out to be a fun day for participating members. We are very fortunate to have experienced members like Joyce and her team, to guide us along and keep things running smoothly. Thank you, Joyce.

Speaking of other key members of SYC, I was delighted to have Paul G, Steve and Randy join me a couple of weeks ago to figure out how much our clubhouse is sloping down in the chair storage corner and what could be done to rectify the "problem". Paul wrote up a detailed history of the construction of the building foundation, the probable cause of the problem and a potential solution. He even dove under the building a couple of times to inspect the beams and take some photos. Experience and dedication. Steve and Randy also had a lot to contribute based on their long history caring for the clubhouse. We are very fortunate to have them all as members. We will next make some measurements to determine if any of the beams are decayed before we proceed.

Our last potluck until September will be on May 22, and it's going to be a good one, so I hope everyone can attend. Then its off to cruising season with monthly informal BBQs.

VICE COMMODORE LOG

By Joyce Glenn

Game night was a huge success with 23 members attending, enjoying pizza, snacks and prizes! "Bingo" was on everyone's lips. It is reported that Bingo started out as "Beano" because they used beans to mark the spots. So people would yell out "Beano" when they filled all spots in a line. One soul got so excited he yelled out "Bingo" by mistake and the name stuck. Dominoes & Farkle were also played and it was hard to know who wore the "Farkle hat" the most. Was it Rod, Susan, Maria or David? We are planning another Game Night this fall as well as another SYC Bowling night! Stay tuned.....

Our speaker for May is Dave Hartford and his program will be on wooden boats that he has built and worked on. He lives aboard at Gate 6 near Phil & Jodi's boat "Joyful". It should be a great presentation and we look forward to seeing all of you. Thanks Phil for getting Dave "on board" for May.

This is our last Log until September so we look forward to seeing you on the water and at our summer BBQ's. Enjoy your summer no matter what you are up to!

SHAKEDOWN CRUISE!?!

WHAT: This day cruise marks the start of the SYC cruising season and is designed to allow members to make a quick dash out and back to see what works, what doesn't, and what's missing, broken, frozen, rusted, or busted.

WHEN: Sunday, May 19th

WHERE: Chuckanut Bay, north end

TIME: Hooks down at 1200; everybody is invited to raft up with us. Foraging for food around 1330 aboard the boats.

WHAT TO BRING: Heavy hors d'oeuvres

We're going with heavy appetizers again this year instead of a potluck. When we rafted 12 boats one year, it was a bit of a challenge to get to a central potluck—talk about a bottleneck!—so we're asking members to bring heavy hors d'oeuvre and put them out on their boats. People can then wander around/across (but hopefully not under) as many or as few boats as they want, foraging for food as they go. (It also solves our age-old problem of "What meal is this? Lunch? Dinner?")

HOW: We follow Carol Lee's Rules (like Robert's Rules, but on the water): The boat "rafting on" provides the lines to be tied to the boat being "rafted to." That way we always know whose line is whose. Both boats provide fenders. When you get into the bay, just come up to the raft and you'll be directed to a specific side (based on balancing it out and placement of masts/spreaders). We'll be monitoring CH 71 or you can try us on our cells.

MAYBE NOT: If the weather doesn't coop-

erate, we'll make a decision about cancelling early Sunday morning and send out an email notification.

RSVP: If you think you'll be able to make it, PLEASE RSVP to gotdefever@comcast.net cc to: pterzian@pacbell.net just so we can get an idea of how many boats to expect.

Hope to see you there,

Steve, Joyce, Phil, Jodi

Cruise Captains aboard M/V Helen Marie and M/V Joyful

Steve cell: (360) 306-1974

Phil cell: (408) 410-0969

LOPEZ ISLAND CRUISE

This is always a popular cruise to a very pleasant location. We have five boats signed up so far and room for more. We also have some "land cruisers" coming. In the works are some activities that we think you will find challenging and fun. An order has been placed for full-on summer weather!

If you are interested, you can make moorage reservations at Islands Marine Center now. Call the marina at 360-468-3377, they will take your information and a deposit by credit card. If you find later that you cannot go, they will refund your deposit.

Questions? Call or email,

Cruise Captains: Rob & Sharon, 360-927-4793

Flowers and Fish

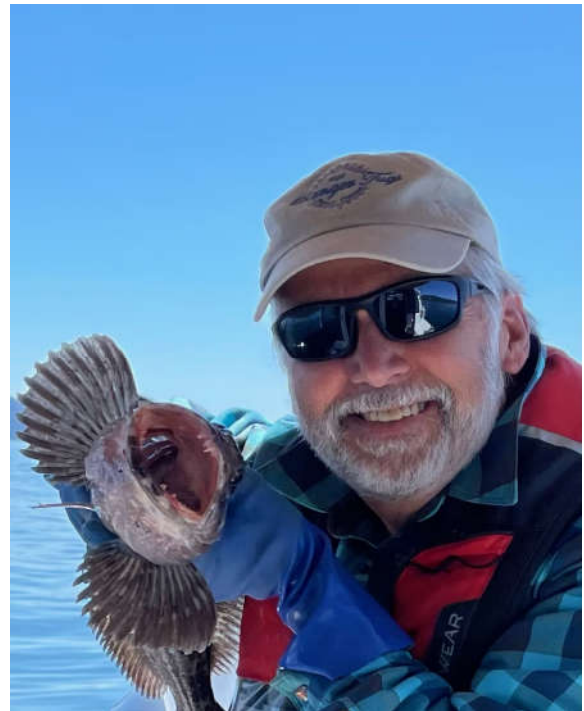
By Phil Terzian

Joyful has been seeing a lot of action already this year.

Towards the end of April, we managed to string together three days of reasonably nice weather, so we loaded up the boat and headed to Vancouver Island to check out the tulip bloom at Butchart Gardens. The ride over was relatively uneventful. We used our brand shiny new Nexus cards which made clearing customs a relative breeze, although we still needed to stop in Van Isle Marina, wait five minutes, and then proceed to Saanich Inlet and south to Butchart Cove. We were the only boat there, so getting a mooring ball with stern tie was a cinch. The flowers were fantastic, and we even managed to land a reservation to attend high tea at the Dining Room Restaurant.



A few days later, Jodi and I were joined by Rob W. for a one-day lingcod fishing trip near southeast Orcas Island and Peapod Rocks. We only caught one fish (which was undersized and released) but it was a beautiful sunny day. We even managed to snag a space on Doe Island's tiny little dock for lunch and short hike. Delightful.



New Ice Age

By Jack Bazhaw

No, not a story about climate change, although weather does play a part. This is more one man's quest for cold beer.

Mechanical refrigeration was not a feature of the three sailboats I have owned. Food preservation and cold adult beverages were accomplished with ice.

My first, a Ranger 26 had an icebox in name only. Just a hole in the companionway steps barely large enough for a block of ice and a six-pack. Insulation was poor to non-existent, and a block would barely last overnight. The melt-water had nowhere to go and had to be pumped and sponged out. A portable cooler provided additional needed storage and cooling.

It was a step up to the Ranger 29. A real icebox with access via a hatch in the galley. Enough ice could be loaded to last a week-end plus quite a bit of provisions. A drawback was the ice had to be loaded through the galley hatch and it was awkward getting a block in. And it still had to be pumped and sponged out.

Enter the Sceptre 36. The icebox was loaded with ice from a hatch in the cockpit locker. Large enough for several blocks. No ice had to be dragged into the galley to be loaded. Loading could all be accomplished from the cockpit; a big convenience when cramming in up to four blocks. Plus, the box had a drain. The drain ran down to a small engine bilge, separate from the main bilge, and there was a small pump and float switch to

handle the water. This bilge also handled leakage from the shaft log.

By now I was making longer trips. Sometimes up to two months. I would find an anchorage I liked and stay for several days then move to my next spot. But how long I stayed was being dictated by access to stores that sold ice. For example, Theodosia Inlet was a favorite anchorage. However, I was unable to locate a place selling ice in the Malaspina/Lancelot inlets area. That meant going out to Refuge or Squirrel Cove every few days.

In an effort to solve the melting problem, I added foam board insulation to the exterior of the icebox. However, one wall of the icebox was the port hull and unavailable to add insulation. During the summer this side seemed to invariably face to the west, with the afternoon sun beating down on it. Hanging a tarp over the side kept the hull cooler but any breeze counteracted my efforts.

The best I could come up with resulted in my needing to replenish ice every four or five days. The ice was not gone, just down to the point the icebox temperature could start to rise. I referred to this as moving when the ice age occurred.

Then nirvana: The Heritage 36. A powerboat with real refrigeration. We could make ice cubes! And keep ice cream frozen! We no longer needed to up anchor every ice age and hunt for a store. But then another ugly problem reared its head. Electrical power or the lack thereof.

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New Ice Age

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The sailboats pretty much got by with no more than 100 amp-hours of battery power available. Although I did have to add a 40-watt solar panel to the Sceptre to counteract the battery drain after I started using a CPAP at night.

With 600 amp-hours of battery available on the Heritage, I figured we were good to go, electrical power-wise. But I was wrong. With the refrigerator on 24-7 and two CPAPs at night the batteries were being rapidly drained. The CPAPs were like doubling the battery load from just refrigeration. And sometimes we had to run the diesel heater. It helped by replacing all the lights with LEDs. There seemed to be an endless list of part-time electrical loads (microwave etc.) and full-time loads (alarms etc.) And we were spending quite a bit of time at anchor. The alternator with internal regulation was not able to replace the lost power in the few hours of run time between anchorages. Initially I did not have a separate starting battery, so a few times I ran the main engine just to ensure enough juice for starting.

Eric Hiscock, commenting on his new boat, in *Sou'west in Wanderer IV*, lamented "...with mounting astonishment I counted 24 lights with 20 switches, and half a dozen plug-in points...." He felt, "...there is nothing done electrically [except engine starting] that cannot be done, though very much less conveniently, by hand, wind, or paraffin." Fifty years in the future I wonder what he would think about current vessels and their dependence on electrical power.

First, I looked at installing an onboard generator. Besides being rather expensive it would really mess up an otherwise accessible engine room. As I was doing most of my own maintenance, I did not want to give up easy access. As a stopgap I purchased a Honda portable generator. Yes, I know it uses gasoline, but we already have gasoline on board for the outboard.

Normally, we kept the Honda on the back deck, schlepping it down to the swim step for operation. It was no secret on board when it was running but not obtrusive and by carefully watching where and when it was operated, we never received any noise complaints or bad looks. It helped that we were often the only one in the anchorage.

I noticed we were not getting the expected charging input from the Honda generator. Upon investigating I discovered that the inverter/battery charger taking the Honda output was set too low. But if I increased the setting the generator would kick off-line. Careful reading of the generator manual said the 20-amp output I expected was really going to be only 13 amps. With the settings available on the battery charger, I wound up limited to 10 amps into the batteries. Bummer. Double the runtime I was expecting.

The solar panel on the Sceptre had helped so I added three solar panels to the sun deck on the Heritage. Again, this was a help but with the refrigeration, CPAPs, microwave, toaster etc. more charging current was still needed. Or more sun.



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.*

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