

# The Log



*of the*

Squalicum Yacht Club

Bellingham, WA

## Coming Events

Bridge Meeting	October 16
General Meeting	October 23

## Commodore's Report

by Phil Terzian



### Shoulder Season Cruising

Many boaters think that cruising wraps up after Labor Day. Clean up the boat, bring all the perishables, linens, towels etc home. Open up the cabinet doors and sole inserts and fire up the electric heaters to keep things warm and dry so you don't come back to a moldy mess in the Spring. But wait a minute, there's still some pretty good cruising days to be had, even superior ones if you figure in uncrowded marinas and anchorages.

Jodi and I are stretching out the season before we dry dock Joyful for the winter. We just had a fabulous cruise to Sidney BC (think Butchart Gardens), then Port Browning and lastly Poet's Cove. Perfect weather and sea conditions. And, as a bonus, we met some very nice folks in each location with a similar goal.....stretch out the season. I've attached a couple of pictures.

I'm looking forward to our pot lucks this winter. In addition, we are busy planning our Christmas party with live music, game nights, bowling night, and Bells baseball in the Spring. If you have any other ideas for get togethers or activities this winter please shoot me an email so I can present the idea to the Bridge. Or better yet, chat me or any of the Bridge members up when we get together at the General Meeting October 23. See you all soon.



*Butchart Gardens*



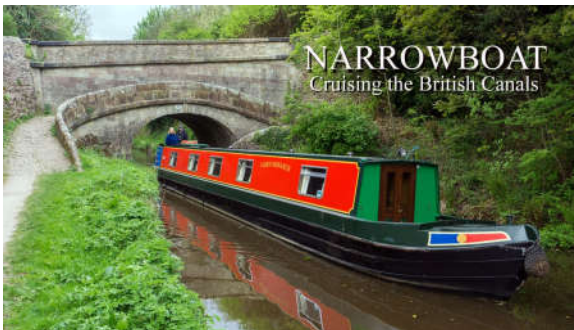
*Poet's Cove Sunrise*

## VICE COMMODORE REPORT

*By Joyce Glenn*

As the summer season comes to an end, our thoughts turn towards indoor activities and events! Our October social/game night was lightly attended but still lots of fun. The sunset was amazing, Carol's "eyeball" cookies were a huge hit, Susan & John scored gifts being closest on our two guessing games and Joyce wore the Farkle hat more than anyone. There should be a prize for that!

Marin Faure is our speaker for October and will present a program on "Narrowboat, Cruising the British Canals". He will be showing slides and introducing us to the British Canal System, its history and how it all works. Marin & Ruth Faure have been members since 2005 and live in Sammamish.



Your bridge is also busy planning our events through the end of the year. Mark your calendars for our Change of Watch program Saturday November 9<sup>th</sup>. This dinner event honors our outgoing and welcomes our incoming bridge members. Also our Christmas holiday event is Saturday December 14<sup>th</sup> with the Bellingham Showstoppers providing our entertainment again. Details will be forthcoming.

As Vice Commodore I welcome membership input! If you have an idea for a speaker or clubhouse event please let me know. Thanks!

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## Treasurer's Note

*By Linda Tibbotts*

I will be collecting dues (\$100 per family) beginning this month. There will be a vase on the counter for dues during our meetings or you may mail a check to the club's mailing address.

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## SYC WOMEN'S AUXILIARY

*By Joyce Glenn*

Our next meeting is Thursday, October 24<sup>th</sup> from 3-4pm at the clubhouse. We plan to discuss the updates to the club bathroom off the galley, discuss the storage room reorganization next spring, plan holiday decorations and anything else that comes up. We currently have 6-8 members that attend and anyone is welcome to join us. If you are interested please let me know or just come on the 24<sup>th</sup> at 3pm. Looking forward to seeing you!

## Rear Commodore's Report

*By Jill Mount*

Marvin and I are getting ready to take our Nordic Tug, Snug, to spend a few nights at Eagle Harbor on Cypress Island this weekend. October is a great month to go cruising because the weather can still be beautiful and there are fewer boats. When the weather gets colder, we tend to stay at marinas where we can plug in our heaters. The marinas are generally much quieter in the Fall and many offer discounts.

We had a fabulous cruising season last year and are excited about planning our cruises for next year! If you have a new cruising destination in mind, or other ideas to share about next year's cruises, please join us for the Cruise Planning Committee meeting at the SYC Clubhouse on Tuesday, October 22 from 3-5. We would love to hear your ideas. Hawaiian treats will be served.

Hope to see you there!

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## SYC Door Project

*By Phil Terzian*

If you've been to the clubhouse recently, I'm sure you noticed our beautifully refinished front door. The finish was damaged by someone taping notices to the door and then pulling them off, along with chunks of finish. Despicable.

So a team effort kicked off by Rocky Champagne ensued. He, and to a minor extent yours truly, took a couple of days to remove the old finish using heat and a scraper.



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Paul Graff provided some historical context regarding the original finish by getting in three days finish sanding and varnishing touch with former member Pete Lamb, and then made a recommendation regarding the correct varnish to use. Next on the scene was Steve Glenn who spent (three coats). And wow, what a result. Thanks to all you lads for your expertise and generosity.



## “AnoroC” Cruising in B.C.

By Rob Nelson

Hi folks, just a recap of our trip in July. This was our first big trip, and we had quite a few different experiences. We started our trip, leaving the Fraser River and anchoring behind Bowen Island right in front of a public dock. This turned out to be a great experience because for about an hour there were herring balls breaking the water with large salmon slashing through the herring. The next night we anchored in Plumbers Cove just outside of Gibson's. This turned out to



be a nice little anchorage, good holding lots of interesting places to go with the dinghy and protected, if you stay behind the islands. There is also a dock that is very reasonable priced and a few anchor balls. I think a boat our size is only \$20 a night to stay at the dock. We had a few mechanical problems, but I'll leave that out of the article. Our next stop was Half-Moon Bay, which turned out to be a total waste of time. There were no places to anchor, and all the

mooring balls are privately owned. So, we carried on to Smugglers Cove. We loved Smugglers Cove so much, we stayed for five days. We ventured into Secret Cove several times but found prices very high. A few groceries turned out to be C\$240 and gas was around C\$2.50 a liter.



Our next stop was Pender Harbour is a great anchorage, pretty busy but has a great government dock and good shopping for groceries a short walk from the dock. Also, the fishing was pretty good for bottom fish and if you had downriggers good salmon fishing just on the outside. Also, very nice showers at the government dock from there we went to Egmont and stayed at the back Eddy pub and fuel dock. It was expensive, two dollars per foot, to stay for the night, but I recommend you do it because the current in and around there is very strong. From Egmont, we headed to Princess Louisa Inlet. It's a long section with no good places to anchor it blew up bad with 5-foot waves and you have to pretty much get all the way to Malibu Rapids. (continued on next page)

We timed the rapids perfectly, so it wasn't too bad at all, and the trick is 35 minutes added to Point Atkinson time on the tide chart. We got a mooring ball behind McDonald Island, and I would recommend this instead of going down to the dock at the falls because it's just too busy down by the government dock. While we were there, we used the dinghy a lot and visited both the falls and the children's camp at Malibu Rapids. We got the grand tour of that place. It was very interesting.

From Princess Louisa Inlet, we went back to Egmont and then back to Pender Harbour and stayed another couple nights. We went to the wooden boat festival from Pender Harbor. After that we went to Jedediah Island. We anchored in Deep Cove. It was a stern-tie, and a beautiful location. This is likely my favorite spot of the whole trip. There is a trail that



goes across the island to an old homestead, also all the fishing around was good.

There are wild sheep and goats on the island, but we only saw one

sheep. from Jedediah Island, we went to Nanaimo. The first night we had to stay at the port authority dock, and it was \$105 for one night.

The next day we got a spot at Nanaimo yacht club. They honored a reciprocal and it was free the first night and only \$38 a night after that the facility is absolutely beautiful, nice showers, laundry room, and friendly staff, we rented electric bikes, explored the city and went to the blues festival. From Nanaimo we went through Dodd narrows and went to Dionisio point on Galiano Island. A beautiful place good swimming lots of beautiful scenery.

Heading from Galiano Island back to the Fraser River and then right at the fuel station in Steveston. I watched a boat blow up. I tried to get over to rescue him, but my boat was so slow other boats got there before I did.

We had an unbelievable trip can't wait to do it again.



## Storm

*By Jack Bazhaw*

The forecast on Saturday was for high wind warnings from the south. We plan to head south from Theodosia Inlet in Desolation Sound to return home. The front seemed to be slow moving so we took a chance and departed bound for Henry Bay on Denman Island, forty miles away and a good place to wait out the weather from the south. It took us about five hours to reach and cross the bar south of Comox and then anchor in Henry Bay. The Strait of Georgia was almost flat as a pancake.

The wind did not arrive until mid-Sunday. Late Sunday we started rocking. Seems that the wind was now coming more from the west and over a two-mile fetch gave us two-foot waves. Very unpleasant. For some reason the boat would not swing into this wind but took the waves on the beam. Then the boat just seemed to kind of wander around and when the stern wound up pointed at the waves the stern would rise and then come down just as the next wave arrived which was now under the swim step. We would hit with a resounding thud. Not only was the noise frightening but I became concerned the platform could be torn off. The resulting flooding would probably be beyond the capability of even the new high-capacity bilge pump I had installed. If that happened our best course of action would be to slip the anchor and drive the boat ahead and beach her.

A couple of boats re-anchored to the east of us just around a little point. I was reluctant to move as our anchor had been soaking for over 24 hours and I felt it would hold. About dark

a large power boat that had re-anchored east of us pulled up stakes and motored out, taking waves over the bow as he went. Cassandra followed his lights to see which way he went but lost him in the glare of lights on shore.

We considered "Plan B" which was to up anchor and go to Deep Bay about twelve miles away. I had been down Baynes Sound past Deep Bay several years ago so I had a track on my plotter that should keep me out of harm's way, but nighttime travel is always spooky. The last time I did any was sailboat racing years before.

I thought about calling Comox Coast Guard to see if they had any local information as to how the channel would be but decided to wait until I really needed the information. And I have no idea of what we will find in the bay when we get there.

A Southern Straits of Georgia race was the last overnighter in which I participated. Not long after a downwind start the breeze really picked up. We watched boats behind us broaching as gusts hit them and then we did the same.

We dropped the kite and finally arrived at the turning mark close to dusk. Rounded and made several sail changes but lost two of our five crew to seasickness. Going upwind under double reefed main and storm jib it was so dark we could not see the waves.

Instead of climbing up a wave and then sliding down the back side we frequently fell off on the back with a resounding bang. At that time a lot of deadheads existed, and we feared coming down on one, which would have been disastrous.

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We decided to set an anchor watch, using the GPS to keep checking our position and if things did not get worse stay here otherwise head to Deep Bay. Cassandra took the first watch at 2200 and I crashed. I relieved her at 2400, and she promptly crashed and burned. There were times when I would say to myself, this is not bad, we don't need to do anything and then it would pick up and I would think if it got much worse, we would have to move. The last conscious thought I can recall was about 0300 as I sat in one of the wicker chairs with a blanket on me and realized it would not be long before it started getting light. The next thing I knew it was 0400. At 0500 we stopped the anchor watch, and both crashed. At 1000 we left for Deep Bay arriving three hours later. I would not return to Henry Bay in a bad southerly or westerly again.

We would have liked to go to the dock and visit the store but could not raise the harbor master on the radio. I quickly discovered the little orange or black buoys to my left marked the end of Deep Bay as my fathometer jumped up to 9 feet from 70 (we draw 5). There being another, larger boat anchored just off the docks, we did the same. Then the wind did a 90-degree shift; the other boat re-anchored as his stern was going into one of the orange buoys. We did the same as our stern was now approaching a little swim platform anchored along the low water line. Cassandra noticed some people on the dock and asked if the harbor master was around. It was the harbor master. No, he does not monitor the radio; no, we cannot raft to the big tug-boat he is standing next to or anyplace else; and no, we cannot stay where we are as we are blocking the channel. What an unfriendly

fellow. I was glad we had not arrived in the night, exhausted.

We raised anchor and headed out into the bay, roaming around like a dog looking for a place to lie down. I carry 200 feet of chain so 70 feet is about as deep as I like to anchor in. The best spot we could find had 90 feet of water (hence the name of the bay). We dropped the hook and I set it as best I could. The night was calm, and the anchor held.

Five days later we tried to run the diesel heater and it failed. A postmortem determined that water had entered the exhaust fitting on the starboard side, apparently during the wild goings on in Henry Bay.



*Deep Bay*



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](mailto:editor@squalicumyc.org) by the 12th 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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