

The Working Jib



The Friday Harbor Sailing Club Newsletter



What a trip to Portland!



Norris Palmer-Editor

View From the Helm ~ Rebecca Hughes - Commodore



Happy summer to all of you and I certainly hope that you are getting out on the water. What a strange phenomenon sunshine AND wind. This past Sunday Capn' Howard and I sailed over to Stuart Island, tucked in to Reid Harbor, snagged a mooring buoy, dinghy to shore with a packed lunch and the camera. We hiked to the lighthouse and sat on the covered porch and watched the boats hit the line of current going eight knots down to minus zero going backwards. very entertaining! This simple day trip is just an island away and is a sure-cure to recharge your batteries and another reason why we live here!

Please read the notice below regarding the "Shaw Island Classic" race or should we say *The Shaw Island Drift*. They are encouraging folks to sign up early and this year they are having two start times, another fun event. Mark your calendar for the last picnic at the Lewis's August 10th and there will be racing before the BBQ. There are quite a few cruisers signed up for the Ladysmith, BC cruise and there is still time to sign-up. See you on the water.

Sail on,

Rebecca Hughes

Commodore



Thank you Les Arnott for Making Our Web Work! fridayharborsailing.com

40th Annual



Shaw Island Classic

**Saturday
August 7, 2010**

**Circumnavigating
Shaw Island,
with
Start & Finish
at
Friday Harbor
on San Juan
Island**



**Hearty lasagna dinner
& awards ceremony
following the race at
the San Juan Island
Yacht Club**

**For Notice of Race & Registration,
see our website, or**

**call 360-378-3434 or write
P.O. Box 67, Friday Harbor,
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www.sjiyc.com

Shaw Island Classic Update

Norris Palmer

August 7th 2010 40th anniversary of the Shaw Island Classic. Sitting on the end of the breakwater at Jensen's Marina with Mistral side tied. We started the race amid backwards winds and negative currents. Add to it the rain. It is still raining as we sit in the pilot house having coffee and a hot shower, (in the head of course). We never got more than 100 yards from the start line after 2 1/2 hours. We sat at the mercy of the wind right off of Friday Harbor Labs. So frustrating to see the wind cups that feed the internet right within throwing reach to be frozen in time. No rotation nor wind shift as the rain came and came, dripping off my toley hat. So, this is what its like not to have a pilot house. Then as we listened to the silent radio, boat after boat started reporting in that they were withdrawing. Since we never got more than hailing distance from the committee boat, we simply yelled at them that we are going in. As I sit here writing this it is 3:44 and I have seen Got to Run, Starr, Summer Breeze, and others motor on in. Even two boats from Lopez came in after leaving Sydney early this morning to make it. NO sign of Mariana. I just hailed the race committee to see how many are left. Standing by.....24 boats left after a 4 hour race. Looking forward to eating \$100 dollars worth of lasagna! Hey, its sailing and it's the Pacific Northwest, and like Forrest Gump said, "Life is like a box of chocolates, you never know what you will get". A bad day on the water is better than any day on land!



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Not Barkeley Sound:

or

How I spent my summer vacation

(part 1)

Sometimes a cruise goes as expected and sometimes it doesn't. We had a great start to the Barkley Sound Cruise as we left Friday Harbor and motored on down to Cattle Pass to get there just as the ebb began. Raising sails off the Salmon Bank buoy on a rising breeze and favorable current we were in Victoria before we knew it. Ed and Shireene on C'est La Vie were already there and hailed us as we approached the customs dock. As we tied up there were the Krooswyks on Morning Star, just checking in. Once we all got settled we went for a great Chinese dinner in town. Little did we know it would be our last meal together for that trip.

Sunday weather was strong winds in the Straits from the west, so we all settled for a day exploring Victoria. While weather for Monday was not predicted to be much better, we all decided on an early start with the tide to get past Race Rocks before the stronger afternoon winds.

C'est La Vie was out first, soon followed by Morning Star and Alishoni. As we got out of the inner harbor there was a fairly brisk westerly, about 15 knots. C'est La Vie appeared to be making good progress on a close reach so we set sails to give chase. I had left on my old jib and staysail running Alishoni as a cutter rather than use my newer Genoa. About ten minutes after getting under sail. There was this ripping sound. The jib had given way along one seam and the leach was starting to shred as I furled it up as quickly as possible. We continued to make progress at about 4 kts with only the staysail and reefed main; unfortunately that meant C'est La Vie and Morning Star pulled far ahead as the day went on.

Around 4 o'clock we were pretty tired of beating into the wind and not far off of the entrance to Sooke. We fired up the engine and headed in toward land. We were happy to have a detailed chart as the entrance is not obvious and the channel fairly narrow. We picked up the range markers and made it into the outer harbor without a problem. As we pulled up to the marina folks on a small sailboat waved us in to a vacant slip. Once we were tied up they insisted on giving us dinner as their crew had not shown up and they had too much food prepared. How could we turn down a hot dinner after a long day on the water?

Early Tuesday we got up to go with the tide, We had replace the torn jib with the genoa and we were ready to go early. There was quite a bit of fog in the harbor but we thought it would burn off eventually. As we made our way through the markers and out the narrow channel there was not much wind and then just as we approached open water the engine died. With sails ready this should not be a problem, but the despite the outgoing tide the local current was easterly even though our course was westerly. Rather than fighting the tide in the light breeze we maneuvered to stay off the rocks. Looking at the chart it was easier to head for Becher Bay rather than try to get back into Sooke.

By 10 o'clock we were anchored in Becher Bay. It was a lovely place as the sun broke through the fog. The fuel filters were changed and we were ready to go in an hour. There was still a lot of fog in the straits but not much wind. Since we had used our spare filters we decided we needed more before heading for more remote areas. Not wanting to go back to Victoria we headed across to Port Angeles. It was a fairly easy crossing, but we were glad to have checked with VTS on traffic as we had fog for most of the trip.

Port Angeles lies behind a long spit giving it a huge harbor that is occupied by log ships and tankers as you come in. The small boat harbor is toward the west end well past the entrance and the log loading areas. The marina folks were friendly and directed us to the fuel polishing folks. We spent the next two days trying to get into our fuel tank so it could be cleaned. After many attempts it was clear that it would take major surgery. We stocked an extra supply of filters and decided to head out the Straits to Neah Bay. Not that Port Angeles wasn't a pleasant stop, but we were Barkely Bound.

Friday morning we headed out. Of course the winds were from the north west and we were headed west. As the wind got up to 25 or so we listened closely to the weather one more time. With gales predicted for the west entrance to Juan de Fuca we eased off the sails and headed to Sooke for shelter. We were once again glad we had good charts for this tricky entrance. Once inside Whiffen Spit we anchored as we had not cleared customs for our return to Canada.

It was a long night as the wind did blow quite strong. With one more early start we planned on going to Neah Bay and then to Ucluelet for a proper entry. As we motored out of the channel, with wind and tide making a boisterous ride the engine's performance did not inspire confidence. It looked like another beat to Neah Bay, and all day one at that. Port Townshend was downwind and called out for a visit. Off to the east we went and made PT by early afternoon.

It was easy the next couple of days in Port Townshend and an easy trip back across the straits to Griffin Bay on Tuesday. With southerly breezes anchoring off 4th of July beach was relaxing. We could see the schooners Martha and Adventuress further out the bay and maybe two other boats anchored out.

A light breeze in the morning carried us away from our mooring toward Friday Harbor. By the time we reached Turn Island we were wing and wing up the channel and kept that up all the way to the end of Speiden Island. We had picked up company as we passed Friday Harbor our friends in Beluga were heading north and chased us up the channel. Beluga pulled into Bedwell Harbor just ahead of Alishoni as we passed through customs once again. We went on up to Annette inlet and anchored there for the night. This was another great anchorage, but fairly narrow and with rocks near the entrance required a good chart once again.

The next morning Beluga headed north on their way to the Broughtons and we slipped up to Ganges. After a day in Ganges we were headed home. We left with the tide in the late morning and had an easy sail south to Roche Harbor. I dropped Pamela off at the dock there and spent the night at anchor not far from Howard and Rebecca's Capricious Desires.

Not the trip we had planned but a great cruise none the less.

JM

FRIDAY HARBOR SAILING CLUB

2010 Cruise SCHEDULE

MONTH	DESTINATION	CRUISE CAPTAIN
August 20-21	Ladysmith, B.C.*	Don Hendrix
September 25-26	Rosario Resort (Crab Feed)	Ken Krooswyk

*Need to clear Canadian Customs...bring passports or equiv.!!



The Seattle Boat Show at Shilshole Bay Marina features new and pre-owned boats and yachts in the water, plus new, trailerable boats shoreside next to the accessory and electronics tent. Offering free sailboat rides, fun entertainment and more, this outdoor event celebrates Seattle's endless summer boating season.

August 4, 2010
Newport, Oregon

Hi guys...

I am sorry that it has been a couple months since I have sent anything...a number of issues have risen...When at Myers Chuck, Alaska, Ruth hurt her back, was in a huge amount of pain. She couldn't move much, so we made a quick trip to Ketchikan, where she saw a doctor at the hosp...was got some meds, etc...after a week, there was no or very little improvement...thus, we decided to make a quick trip home (she declined an airplane trip home). After a visit with our family doctor in Friday Harbor, she had a MRI done, which showed a "flat" nerve from a constricted vertebrae...she will consult with a neurosurgeon in a few days. She has had a number of physical therapies, which has helped a lot...she is getting around very well now, almost back to normal, with very little pain... Our time in Alaska was very enjoyable, but we are now on a new adventure.

We spent several weeks living on the boat while in Friday Harbor, as we had some people living in our house...from a previous arrangement...this was fine with Ruth's injury, as in the boat, there is not as much room to move around...plus, she had no problem getting on or off the boat...It was the walking that was becoming the problem.

Now...as to the new adventure! We had made a decision much earlier, to take the boat down to Mexico for a couple of years...then ship it back home... a couple of weeks ago, I hauled the boat out of the water to do some routine and planned maintenance...found some male friends to help take the boat down to San Diego...We are on the first leg of the trip. Charlie Ball, Ben Nehls (my brother in law), Sam Clinton (Charlie's friend) and myself took the boat from Port Townsend to Neah Bay, where we spent the night, then an overnight trip to Newport (where we are now) Sam is leaving the boat and John Baird (a friend of mine) will be joining us. This trip was been a "motor" trip so far...no wind for sailing. We will depart Newport for Coos Bay tomorrow...

As for no previous e-mail...another story...seems that I bought a new laptop for my e-mail...it was windows 7...why, when they bring out a new software edition, they don't make them compatible with previous editions is beyond me!! Anyway, it has taken me a month "playing" around with the computer, ham radio, modem...finally, a new serial to USB adapter...which solved the problem...now I am back in business!!!

Take care

Ken

August 6, 2010

We are in Coos Bay...having spent last night in Charleston, which is not the greatest location...lots of fishing boats, messy docks..but good showers! This morning, we went up river to Coos Bay town...very nice location and very nice docks, run by the city...\$13 a night...but fifty cents per foot over 40 feet length...still, \$22 is not bad. Listening to the weather forecasts and checking out the weather bouys, we get mixed messages...we are going to stick our heads out tomorrow and see what it looks like and maybe head south...it seems the worst weather is further south...

will send more...

Ken

Getting The Party Going ~ Brenda Pound—Social Chair



The August general meeting is the last meeting at the home of Howard and Mary Lewis on DeHaro Ln. Please bring a dish to share, something to put on the barbecue grill, the beverage of your choice and a chair. Many thanks to Howard and Mary for allowing us to meet at their home for our summer meetings. Our September meeting will be back at the Grange.

If you did not go on the Portland Island cruise, you really missed out. Jim and I went Saturday and really enjoyed our time there. Thanks to Val and Leslie Veirs for all their hard work to make this cruise a big success.

We are in need of the following volunteers: decorators for September, October and November. We also need volunteers for kitchen duty in November and maybe September. Please let me know if you can help. Thank you.

2010 Racing Schedule

Singled-handed---Griffin Bay--- August 28

Mitchell Bay International--- Mitchell Bay---October 2-3



Check out this rescue by Capt. Rodriguez at Matia this summer!bitterendblog.com

Along The Waterfront-Fred Hoepner



Jack and Jill went up the hill to fetch a mark
located off Canada's Halibut Island stark.
Forecasted winds of five to ten called for sails most light,
but actual winds put sailors in a bight.
With wind on the quarter
it soon became a snorter.
Force five to six on the anemo-meter
brought in fog so thick they could not see her.

The knotmeter pegged seven to eight
so the delicious lunch could not be ate.
Expert navigation the mark to obtain
started the return the finish to gain.
Currents in the Strait DeHaro
gave one boat a lead more than narrow.
As tacks were split, one laid Henry
To the other it was a memory.

In this annual race of the Friday Harbor Sailing Club on Saturday, 30 July, LIBERY skippered by Howard Lewis with crew Chantelle Vollmer was declared the winner by Race Committee John Manning and Ed Hale. In second place was MARIANA skippered by Fred Hoepner and Cathy Crain crew.



For Sail

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Cruise to Ladysmith, August 20, 21

The date for our August cruise to Ladysmith is fast approaching. We have reserved space at the Ladysmith Maritime Society docks. This marina has 900 feet of visitor dock space and is the first marina to port as you enter the harbor. It is a long linear dock located between several large floating white tanks and a series of boat houses.

The warfingier is Mark Mercer who is an energetic promoter of Ladysmith and the marina. He can be contacted by cell phone at 250-245-1146. Although Waggoners indicates he monitors channel 66A we have found that the best way to contact him is by phone.

The marina has washrooms and laundry and free wireless Internet. It is about a 10 minute walk up a hill to the town. The town has lots of shops, among them a bakery (great cinnamon rolls!) and butcher shop. There is a very nice Greek restaurant close to the marina (Transfer Beach Grill - where reservations are usually necessary 250-245-1211). Ladysmith has a trolley system which goes around town and out to a shopping center and large park and runs every two hours. One of the groceries in town will deliver to the marina. The marina also has a display of several restored boats, a number of antique outboard motors (some as old as 1921) and harbor tours. There is a covered party barge with a barbecue and picnic tables where we will gather Saturday night for a social hour and dinner.

If you are interested in participating in this cruise, please let Don or Susie Hendrix know (dlhendrix@centurytel.net) so they can advise Mark Mercer of how many feet of dock space to reserve.

For a list of things to do: (ed.)

<http://www.hellobc.com/en-CA/SightsActivitiesEvents/BritishColumbia.htm>

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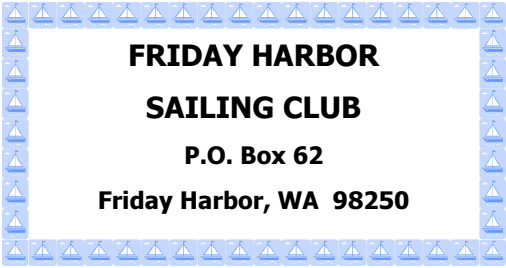
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Contact Mary-Brook Barger, support our Ships Store and show your pride in our Club!



The Club needs you as a volunteer! Everyone enjoys the benefits of Club membership and volunteering is a great way to give something back. Here's how you can help:

- ◆ **Monthly Grange Meetings:** Sign-up to co-host a meeting. We need members to decorate, set-up & tear-down, make coffee and handle galley clean-up. Brenda Pound will help you if you need ideas. Give her a call or see them at the meeting.
- ◆ **Volunteer to serve as Cruise Captain** on one of our weekend trips. Ken Krooswyk can provide details.
- ◆ **The Race Committee** always can use your help. This is a fun way for non-racers to get involved in this important and fun part of our racing season. Contact Dennis Pratt or Howard Lewis for information.