

The Working Jib

Friday Harbor Sailing Club

February **2021**



Bentzen, Hans Jorgen (John),
June 29, 1933 - February 4, 2021.

It is with profound sadness we say goodbye to John. He passed away peacefully at his home in Friday Harbor, with his loving and devoted wife, Gloria, by his side.

Honoring John's wishes, there will be no Memorial Service. Raise a glass to John's valiant Viking spirit in remembrance of all the wonderful gatherings we shared during his amazing life.

Gloria would like to thank Dr. Gunderson, San Juan Island E.M.S., MedEvac San Juan Island, and Hospice of the North West who supported John in his epic, courageous journey.

In lieu of flowers, please consider donating to the San Juan Island Community Foundation, Box 1352 San Juan Island WA.

Many of us remember the News Year's Day Salute to the Compass with the celebration afterwards. John and Arnie Bentzen made yummy Irish Coffees made with ice-cream, coffee, and good Whiskey





From the Commodore

Laura Jo Severson

We received 4 no votes and 39 yes votes for changing out meeting night to the third Wednesday of the month.

Our next meeting will be held via ZOOM on Wednesday, March 17. Email notices will be sent out beforehand. Thank you for your flexibility.



“Nothing is so painful to the human mind as a great and sudden change.”

– **Mary
Wollstonecraft
Shelley**



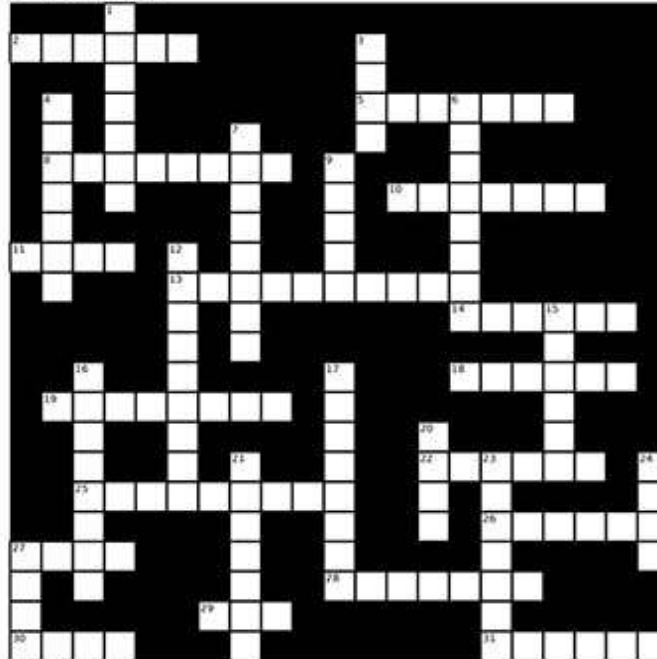


From the Vice Commodore

John Salinas

South Sound Sailing Society 1 By Richard Wells, S/V PenOzequah

Basic Nautical Terms



- | Across | Down |
|---|--|
| 2 Lines used to control the position of a sail. | 1 The direction in which a vessel's bow points at any given time. |
| 5 To turn over. | 3 To turn the bow of the boat through the wind so the wind exerts pressure on the opposite side of the sail. |
| 8 Toward the direction from which the wind is coming. | 4 Knot used to form a temporary loop in a line. |
| 10 An arrangement for securing a boat to a mooring buoy or a pier. | 6 Sailing ships with at least 2 masts. |
| 11 A measure of speed equal to one nautical mile (6076 feet) per hour. | 7 A fitting across the boat to which sheets are led. |
| 13 A small cabin on the deck of the ship that protects the steering wheel and the crewman steering. | 9 The aft edge of a triangular sail. |
| 14 A vertical plate or board for steering a boat. | 12 A large, triangular sail, most often symmetrical, flown from the mast in front of all other sails and the forestay. |
| 18 A cushion, placed between boats, or between a boat and a pier, to prevent damage. | 15 A screen, usually fabric, erected to protect the cockpit from spray and wind. |
| 19 Lines used to haul up the sail. | 16 A wire support for the mast, usually running from the stern to the head of the mast. |
| 22 On or within the boat. | 17 A measurement of the depth of water. |
| 25 The right side of a boat when looking forward. | 20 A piece of cloth that catches or directs the wind and so powers a vessel. |
| 26 A bar or handle for turning a boat's rudder or an outboard motor. | 21 An opening in the deck from which the boat is handled. |
| 27 The greatest width of the boat. | 23 Used to pull the clew of the mainsail towards the end of the boom, thus tightening the foot of the sail. |
| 28 The area of a ship's side where people board and disembark. | 24 The left side of a boat looking forward. |
| 29 A triangular foresail in front of the foremast. | 27 Free swinging spar attached to the foot of the sail with forward end pivoting on the mast. |
| 30 Main vertical spar used to support sails and their running rigging. | |
| 31 The sideways movement of the boat caused by either wind or current. | |



From the Rear Commodore

Rosario Resort Cruise – March 26th – 28th Pending

May Day Cruise

Let's plan to cruise on April 30th, May 1st and 2nd.

Our first stop would be Parks Bay on Shaw Island. We anchor in the bay and watch the sunset.



The next morning we'd set sail for Stuart Island, Prevost Harbor. We'd mask-up and hike up to the school, the cemetery, and maybe the Lighthouse.



During the evening we'd check our charts and plan our run through Spieden Channel.

On Sunday morning, depending on the currents, we'd sail to the west side of Stuart and sail through Spieden Channel and back to Friday Harbor.

Kathleen Salinas
May Day Cruise Captain





From the Treasurer and Webmaster

Susan Eberhard

From your Webmaster: Please make sure you have fridayharborsailing.com as an approved or white-listed address in your incoming email to ensure you receive all communications from the club. If you have any questions contact your email provider or me for assistance. Susan Eberhard



From the Secretary and Newsletter Editor

I would like to take on a new role with the club. With this in mind, I'd like to invite someone to step up to fill the role of Secretary and Newsletter Editor. Please send me a note if you are interested.

Kathleen Salinas
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541-761-4800





From the Fleet Captain

Stefan Michalowski

Save these dates on your calendar.

Single-handed Race
Saturday, June 5

Jack and Jill (Double-Handed Race)
Saturday, June 26

Rudi Race
Saturday, July 17

Summer Race
Saturday, August 21

Shaw Island Race (SJIYC)
Saturday, August 7

Lopez Cup (LIYC)
(September?)

Scallywags Races
Friday Afternoons
Roche Harbor in Feb 2021



A sign of the times!



From our Valued Members

I learned yesterday that my mast removal reservation was postponed for two weeks. Probably a good move considering the weather that is headed our way. I do have my camera at the ready so if you need me to run out and “cover an event” let me know.

I did make it out for a very brisk walk at Cattle Point late in the afternoon yesterday. Nobody around except for the short-eared owls.

PS: I do have Doug Kesling confirmed for a joint Zoom presentation (with SJIYC, FHSC) on March 18 at 6:30PM but Doug has not sent me his CV yet. Hopefully, he will have a “tickler” photo we can use of the Ironclad Monitor in the March issue.

Bruce Nyden



Cattle Point

Photo by Bruce Nyden

An Expensive Lesson

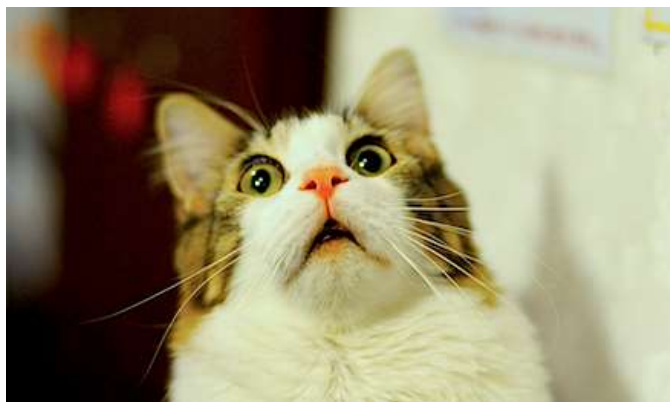
It had been a classic July cruising weekend. We had been on a yacht club cruise to Sucia, exploiting a lull in the pandemic to have a level of socializing we hadn't experienced in months. On the way home we even had the opportunity to check a box on my "visit every island in the county" card and stopped at Patos to explore the island and its storied lighthouse.



The sun was low in the sky, creating glare on our nav screen as we passed Jones Island and headed for San Juan Channel. It was near high tide. I was relaxed, I had passed this way many times before. Eye-balling what I thought was decent clearance around Yellow Island we cruised on at 7 knots.



In a split-second Alexis and I were flying across the cockpit as our 26,000 lb. boat jumped what felt like a foot or two into the air. The cat shot out of the cabin, eyes



We were upright but hard aground on the Yellow Island reef. Reviewing the chart plotter later, I determined that we had hit the last 10' of the submerged reef. It was 5' under the water but we drew 6'.



Checking that neither of us was injured, I dived into the cabin to check the bilge – it didn't appear that we were taking on water. We called Vessel Assist, who were on site within 10 minutes.

They attached a tow harness and tried to pull us off – no luck. They called for a second boat with another harness – still no luck but



we were rotating a bit, giving us hope we were close to getting off. We had grounded just before high tide, so time was running out for a graceful rescue. At high tide we agreed with Captain Deb that we should switch tactics to a halyard side pull to rotate the keel up. Just as I was connecting the towline to the halyard we gently drifted off.

We motored back to Friday Harbor with no incident, shadowed by a tow boat. We immediately had a diver examine the hull, but no



fractures were found. The only visible damage was a gash on the bottom of the keel. We thought we had escaped without major consequences... then we noticed that the floor boards in the cabin were not level. Upon close inspection we found all the ribs on one side of the keel were fractured – it was clear we were done cruising for the summer. After dozens of calls with the insurance company, boat yard and surveyors we got our claim paid (43 boat bucks!) and the yard working on the repairs in December. With luck, the job will be done in February.

After the event I learned I was not the only boater to get to “know” those rocks – 4 friends had also made their acquaintance over the years. Yacht club friends were kind enough to host us on their roomy power boats for the other two cruises that summer, which was very enjoyable and an unexpected upside to the experience.

The simple lesson from all of this is that a captain does not have the luxury of chilling out and “winging it”. If I had simply monitored the navigation system as I usually did in less familiar waters, I would have made a small course correction and avoided what could have been a very dangerous event... and was a very expensive and inconvenient one.

Chris Reed

This Newsletter was edited by
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for the Friday Harbor Sailing Club

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