

FHSC Working Jib

Friday Harbor Sailing Club

July 2021

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HERE'S WHAT'S HAPPENING AT FHSC IN July

Wednesday, July 21

Monthly General Meeting 5:30 PM

In person! At the Grange

Bring something to grill and a covered dish to share

July 30 August 2

Literary Cruise to Jones, Waldron and Patos islands

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SV Vaquita with Spinnaker flying



Get involved and don't miss out on our fun club activities!!

Sign-up for your club activities on the

The club's website

www.fridayharborsailing.com

NOTE from your WEBMASTER: Make sure your email account has fridayharborsailing.com as a whitelisted or trusted sender of emails so club communications do not end up in your spam file!!



The COMMODORE Report from Laura Jo Severson



I am so looking forward to returning to the Grange Hall for a dinner and gathering on the deck. Like everyone else, I am thrilled that we can gather once again. I hope that we can renew friendships and remember why we joined the club. We will not hold a formal meeting other than announcements and traditional reports of birthdays, anniversaries, boats for sale and so forth. New members and visitors will be introduced. Sea stories and tall tales will be permitted.

One of our responsibilities is to select a committee to recruit candidates for next year's board. If you are interested in serving on this committee, please let me know by email. If you would like to become a board member, please let me know as well.

Fondly,
Laura Jo Severson

The June General Meeting was an in-person picnic at Jackson Beach



Doubled Handed Race on Saturday June 29

The club had an excellent Double Handed Race out to the Coast Guard Buoy near Cattle Pass. The wind was variable and the currents were favorable with Turn point offering the best winds giving John and Kathleen in Odin (Etchells 30) all she could handle as they followed Ray and Stefan in Shillelagh (Raven 24) around the mark and back across the finish line. John and Pamela in Vaquita (Tashiba 31) gave a great show with a beautiful blue spinnaker while Norris and Karen Palmer (San Juan 23) had great fun sailing the race with their three white dogs.

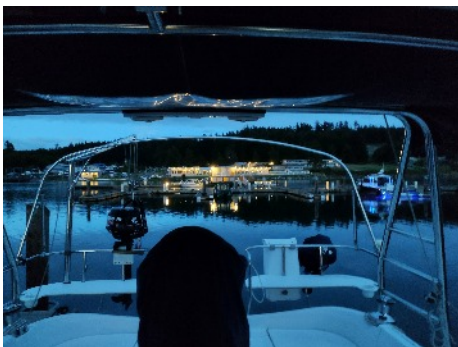


Cruise to Lopez

We finally got the chance to see our friends with the Lopez Island Yacht Club on our June cruise to Fisherman's Bay and the Islander's Marina.

Friday evening we will meet on the Fairhope for appetizers.

Saturday morning we walked to Lopez Village for pastries and the Farmers Market and in the evening we had dinner in the Lopez Island Yacht Club room at the resort.



Literary Cruise Plan

Cruising through history: Jones, Waldron and Patos

Dates: Friday July 30th -- Monday August 2nd, 2021

This will be a 'local' attempt at our Covid Canceled Canadian 'Literary Cruise'.

Our current plan is to have one night nearby at Jones Island anchoring in the south bay and two nights in the NE facing bay at the eastern end of Patos. En route, Jones to Patos, we will attempt a short visit to Waldron.

Jones Island: Our goal for Jones Island is to examine the current state of the December 1990 wind storm which set records all over Puget Sound. Some reports on this storm are posted in the Jones Island folder in the Google Drive folder set up for this cruise. Here is a link:
https://drive.google.com/drive/folders/1B_6GbEWggYjUzQ3_ak4U2hsFE11G_1b1?usp=sharing

Waldron Island: We have much enjoyed reading articles written during the depression by June Burn and her excellent, but too long to 'assign' here, book Living High. Some excerpts from Living High and a number of her newspaper writing and articles mentioning her are in the Waldron Island folder on our cruise Google Drive linked above.

Patos Island: Light on the Island (Griffin Bay, Island Studios, San Juan Island Library, Abe Books, Amazon) is a memoir/reflection written in 1951 by author Helene Glidden about her early years (age 5 – 12 or so) just before World War I. Glidden, or at least the young girl whose voice Glidden writes from is such a rascal. The book is full of place labeled memories or imaginations. Reading parts of this and searching out some of the places she describes in such vivid fashion should be great fun.

Technical Points:

Along with literary items, detailed charts and Google Earth images have been dropped into our Google Drive folders. Additional materials will be added in the next couple of weeks as planning continues.

Regarding Jones, the North Bay is more protected but smaller than the open southern bay. My inclination is to anchor in the southern bay unless we have an adverse weather forecast. The opening to this bay is about 1000 feet wide.

Regarding Waldron, We are still working to develop contacts that will meet us on Waldron and help us understand some of its history.

Regarding Patos: The northeast facing bay on Patos is a beautiful spot that we have anchored in when cruising with our family. We feel that unless a crazy number of club members decide to join this 'anchor-out' cruise, that there is room there, especially if we stern tie and possibly raft up. If there is an adverse weather report or other local difficulties, we can relocate to Shallow Bay on Sucia for overnight anchoring.

Val and Leslie Veirs

John Bentzen's Wake

John Bentzen was a fixture on the waterfront and had a long career in the Salish Sea, we sure miss him. The Club participated in the spreading of his ashes in the San Juan Strait on June 29th.

The master of this ceremony was Terry Lush from the MV Hawks Moon with wife Gloria on board to spread his ashes.



Followed by a celebration of his life at the Shipyard Cove club room.



Born to be a Sailor by Ray Pingree



When people ask me how long have you been a sailor? My standard response is my age plus 9 months.

My parents were avid sailors and loved to cruise the West Coast from Alaska to Mexico in many of our family boats. The earliest memory was sailing on Shillelagh, a 24' Raven just like the boat I restored and currently racing, it seems that I've come full circle with this boat. We would trailer her up from San Jose to Anacortes, sleeping inside her on the roadside along the way, my three sisters and myself, I was just 5 years old. We would sail to Orcas Island, anchor out and row ashore to Bartell's Resort in the El Toro dinghy that my Father and I built. Those were summers that I relive countless times, and now it is all in my backyard.

My parents exposed me to many opportunities to learn about seamanship and cruising with our frequent sailing trips over the summers from San Francisco to the Channel Islands in our beautiful Annapolis 44 yawl Golden Bird. By the time I was 12, I had made 5 round trips sailing (and I really mean sailing) around the infamous Point Conception. Another summer cruise was sailing up the coast to Alaska from San Francisco to circumnavigate Vancouver Island in our 40' Mayflower ketch Courtship. We encountered a severe storm off the Columbia River with 100 knot winds out of the South, Fortunately blowing us up the coast all the way to the Strait of Juan de Fuca. Later we received the Cruising Club of America, Blue water cruising award.

Racing for me grew out of a desire to be free to enjoy the water and all the natural elements it encompassed. I learned at an early age about wind and not sailing straight into it. My first and only lesson came at a young age of 5 years, when my father and I launched my first boat building project. An El Toro, bright and shiny varnish and crispy new sails, I was ready. My father put a life jacket on me, put me in the boat and said "here's the mainsheet and here's the tiller now off you go". As I left the security of the dock I heard him say to his buddies, "When he gets hungry he'll figure out how to sail upwind". From that moment on I was hooked!

I have enjoyed racing for the many challenges it presents to you and if you learn how to utilize the elements in your favor, it then becomes a wonderful game of strategy. Often I ask myself how did I win that race and the answer is frequently because you saw the wind shift or tide rip before anyone else. It really is about "seizing the wind". Winning has and continues to be the driving spirit for me mostly because that is how I made a living...win a race and sell a boat or suit of sails. Now sailing has become more about having a lot of fun with my friends, and that is what sailing is all about.

Ray's story continued

Here are some of notable races I have won or raced in:



- El Toro Season Champion at Moss Landing in the boat my father and I built. 1958
- 505 North American Championships third place in an old used boat that I bought from moneys earned working summers building houses. 1966.
- Many local club races on boats ranging from Starboats, Flying Dutchmans, Finn, 505, Lasers, to eight meter yacht Angeleta, Calboats, Ericcson and Sydney 38's. A few notable boats that I have raced on: Baruna 72' S&S sloop, Merlin, Improbable, Clockwork, Skedaddle, numerous Santa Cruz 70's, Santa Cruz 50's and Santa Cruz 52.
- 505 Worlds Championship 1971 in Santa Cruz First American to win a Champion ship race. This race was right after graduating from University Of The Pacific where I had a full scholarship to play water polo. I was fit and up to the task of sailing in the strong winds found off shore at Santa Cruz. As a side note when I graduated from college I gave my father my diploma and asked him if I could go sailing now and the result was winning this race, and my ensuing career.
- Various Offshore races to Mexico, including 6 Cabo San Lucas races on boats like Santa Cruz 70's
- Two La Paz races placing 2nd, Two Mazatlan races with podium finishes and Manzanio races.
- 23 Saint Francis Big boat series with 5 first place finishes and too many second place finishes to admit to. 3 victories were on boats I built.
- 4 Transpac races, on two occasions podium finishes on boats I built
- 8 time National Champion Santa Cruz 27, Santana 22, Catalina 30
- 3 SORC races in Florida on Serendipity 43 sailing with Tom Blackaller, and Terry Hutchinson. The Serendipity 43 Scarlet O'Hara winning the SORC
- ¼ ton worlds, ½ ton worlds, 1ton worlds (SKEDADDLE)
- Season Champion FHSC 2019 Shillelagh

My **professional** career started in High School teaching sailing in Santa Cruz for O'Neill Yachts during the summer months. Interestingly my last job was again teaching sailing and boating safety along with brokering boats for Jack O'Neill.

After my performance in the 1971 505 Worlds I was hired by John Beery Co. to manage a chain of marine hardware stores in the SF bay area. Soon I found myself working for Mitchell Sails in Sausalito being primed to start a new sail loft in Alameda. I was blessed working with the likes of Commodore Thompkins, Steve Taft, Allen (Punky) Mitchell and Tom Blackaller designing sails and racing many customers' boats. In 1978 I was hired to start a new boat building company, Serendipity Yachts in San Francisco. We built the Peterson 34, imported Chita boats from Japan, Aphrodite 101, built the Doug Peterson Design Serendipity 43, and Bruce Nelson Designed Serendipity 41 (Clockwork).



In 1987 I was hired by Randy Repass to help manage his new wholesale division of West Marine, Port Supply, in Santa Cruz. I found myself back in Santa Cruz after many years of racing on San Francisco Bay and living in Marin County. Actually it was nice to be home again and racing with old acquaintances. Soon Randy discovered that he was about to own a wholesale company instead of a retail company which he preferred, with the extreme growth rate that Port Supply achieved. Suddenly I found myself off to my next endeavor, Yacht Design and Sales at Bill Lee Yachts. Bill instructed me to for the first six months, to make only calls to potential owners asking them to define the perfect racing yacht. Six months later I had 5 deposit checks for the next Santa Cruz yacht, the Santa Cruz 52.

My last job was working for Jack O'Neill in Santa Cruz as a yacht broker selling used boats and new Catalina Yachts as well as many of the Hobie Alter products. Additionally I booked sailing Charters on our 60' Team O'Neill Catamaran, and taught sailing safety and the Sailing School. In 2001 I retired due to health issues which I have subsequently beat.

Most of my professional career came from jobs that I created. I realize that I am blessed to have been able to **want** to go to work because of my love for sailing. It has taught me many things about boat building, racing tactics, awareness of nature and her elements, but most importantly about responsibility, leadership and teamwork.

Here are some of my acquaintances during my career who I have raced with and and owe much to in my racing career.

Punky Mitchell, Commodore Tompkins, Steve Taft, Tom Blackaller, Lowell North, Dick Deaver, Roy Cundiff, Hans Fogg, Terry Hutchenson, Paul Cayard, John Kolius, Peter Isler, Dennis Connor, Jimmy Pugh, Morgan Larsen, Trevor Bayliss, Doug Peterson, Bruce Nelson, Bob Smith, Carl Shoemaker, Gary Mull, Olin Stevens, Myron Spaulding, and Arne Bentzen. My two wonderful Sons Ryan the waterman, Father and successful environmental business owner, and Connor as well the waterman, successful business owner and Father too. I especially owe much to my wife Jenny for her understanding and tolerance of my special ability to "Seize the Wind"

Ray Pingree

Thoughts and Tidbits from Bag End*

(Lifted from a sailing dictionary by Beard and McKie)

emergency: At sea, an emergency situation is presumed to exist whenever one or more persons find themselves on any floating craft in waters whose depth makes it impossible for the shortest one of them to stand on the bottom and still have his or her head above the water.

fast: Firmly attached as, for example, a rope made fast to a piling. Also used to describe a boat that has run aground. Thus, a boat that appears to be unusually slow, may in fact be “fast”. (Nautical terminology is full of these amusing paradoxes!)

galley: **Ancient.** Aspect of seafaring associated with slavery.
Modern. Aspect of seafaring associated with slavery.

*Submitted from a hobbit hole, where in resides Bilbo Baggins and his landlubber hobbit friends.

