



FHSC Working Jib



Friday Harbor Sailing Club

June 2023

HERE'S WHAT'S HAPPENING AT the Sailing Club

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June 16-18
Cruise to Sucia

Wednesday, June 21 at 5:30 PM
General Club Meeting at the Grange
Barbeque on the Deck
Bring something to grill and a dish to share

June 24
Jack & Jill Race

June 28 - July 2
Canada Day Cruise

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Val and Leslie Veirs Surfing wing-in-wing with 15-20 kt southerly in the "Harrowing" strait! On their way to the Sucia Cruise.



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!!

COMMODORE's Report by Kathleen Salinas



June marks the beginning of the summer season for the sailing club. This is when plans have been made and calendars have been set. For this reason, the FHSC board meetings are suspended till the beginning of fall when our duties turn towards forming an election committee, electing new officers, and planning the annual holiday party.

Are you interested in taking a more active role in the club? If you're thinking 'yes' please send an officer an email expressing your interest and begin attending the board meetings starting in September on the first Tuesday at 5 PM at the Heritage Bank in the back meeting room. Check the website for the location as we sometimes meet at a member's home which is lots of fun. Summer generally means warmer weather, this is when we plan general meetings centered around barbeques at outdoor venues.

This month we will meet on June 21 at 5:30 on the back deck of the Grange. Bring a potluck item to share, drinks of your choice, and something delicious to barbeque. We hope to have fun music and good criac.



On July 19th, we'll plan to meet at the outdoor barbeque space at Jackson's beach. This is watermelon season so bring seasonal goodies to share and an ice chest full of cold drinks. Perhaps, we'll entice John to set up an opportunity to sail the small boats belonging to the sailing foundation during the hour before the dinner.

The August 16th general meeting-place has not been determined. Perhaps we'll meet at someone's home; we're still searching for the right spot and we're open to ideas. This is normally the warmest week of the year so we'll be searching for cool shade and a water feature.

I hope to see you on a cruise, during a race, or at the next potluck dinner. Check the website for all the events happening this summer. *Sláinte!*

Pronounced *slawn-sha*



Congrats to Bill for answering last month's pop quiz question. He's won two glass wine cups. This month's question: what is meant by 'Black Stuff' when in Ireland. The first to send in the correct answer wins a prize.

Cheers!

FLEET CAPTAIN's Report by John Salinas

A Visit to Jackson's Beach and the San Juan Island Sailing Foundation



Up-side-down El Toro being sanded

On Tuesday May 31 Ray Pingree, Val Veers, and John Salinas brought muscle and masks to begin the job of sanding a historic El Toro sailboat for the kids learning to sail with the Sailing Foundation. Actually Susan Risser handed us masks as the dust began to swirl all around us.

We made a great effort to remove paint and uncover imperfections in the hull of the boat that was up on sawhorses in the shade of the sailing shed (last building close to the boat ramp at Jackson's Beach.

We worked diligently for a while and then the group of youthful sailors began to arrive for their lesson at 3:00 PM.

We had purposefully arrived an hour before the kids so as to run into the enthusiastic group. And it happened, it was magic. We watched the kids retrieve their boats, put them on the hand carts and move them down to the water.

Here are Susan and Peter Risser with three of the young sailors getting ready to head to the water.



Then off they went to tack and gybe out on the water, each had their own boat



The boats were purchased through a gift of a cruising sail boat given to the Foundation and sold. Those funds were used to purchase several of these RS Tera boats and are today the backbone of the Foundation.

We were excited to see them out on the water and they were excited to see us interested in what they were doing.

Fun was had by all. To continue as a sailing club we must support and connect with the Sailing Foundation and other youth sailing programs. Let's get involved in the training of the next generation of sailors, for our own club's survival.

Cruise Captain report by Bill Severson

Cruise to Ganges on Salt Spring Island May 19.- 21

The fleet arrived Friday afternoon, the Ganges Marina docked the vessels around the picnic tables in the center of the marina. Bill & Laura Jo Severson on Fairhope; John Manning and Pamela Morais on Vaquita; Sean Grayson on Windhover; John & Sheila Doyle on Iolair Na Mara; Norris & Karen Palmer on Dorothy and John & Victoria Miller on Sabra tied to the Government dock. We shared appetizers on the dock and then folks went for dinner on their own.



Saturday's big event was the Art and Farmers Market.

Of course everybody had pets aboard including Norris & Karen with their three Golden Retrievers. Aboard the Windover and Fairhope were black cats Sailor and Archer. They had never met and we were anxious for them to finally meet. Bill brought Archer over in his carrier to the Windover and Sailor came out on deck looked at Sailor and hissed. Archer said fine and jumped off onto the dock and marched back to his boat.

We had a group dinner at the Salt Spring Inn and Sunday morning Laura Jo fixed everyone a wonderful breakfast casserole before heading out.

VICE COMMODORE's Membership Report by Val Veirs

We are having a banner year, in terms of new members. Here is a list of the new members who have joined the club since January.

McKayla Bower

Peter Fromm

Natalie Johnston and Michael Henderson

Roy Kauffman and Katherine Case

Don and Susan Leff

Jeffrey Noedel & Jeremy Tyler

Glen and Sonia Margolis

Craig Smith & Melissa Smith-Zaninovich

Billy Newnham

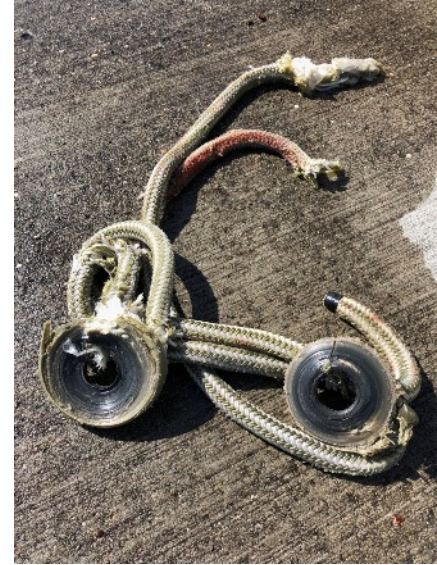
This month, at the regular June meeting at the Grange (Wed, 6/21 at 5:30) we will not be having a program. Rather, we will meet and eat on the patio, weather permitting. This will be a super time for any new members present to meet our regulars and share sailing experiences and hopes and plans. And, regular members, do look around for some of these new faces and engage with them.

REAR COMMODORE Sam Johnston

Seamanship and Boat Handling – Learning from Our Mistakes

Sometimes it seems that even though we know the right thing to do, we still make mistakes that are entirely preventable. Safely operating a vessel always takes vigilance, careful observation of prevailing conditions, and that increasingly rare quality - common sense.

A simple case might be the suite of decisions regarding when to pull out of a slip at a marina. Say for example the marina at Fisherman Bay on Lopez Island. This bay is relatively shallow, and the entrance is best navigated when the tide is high, especially for deep draft sailboats. When planning to leave the marina, the tide tables should be consulted to ensure that there is enough depth in the entrance channel to allow passage for the vessel in question.



Friction of a dock line wrapped around the prop shaft can melt nylon lines and produce hard plastic disks at the cutless bearing and the back of the propeller!

But this is perhaps not the only consideration. Since the entrance to the bay is narrow, a great deal of water must be exchanged each day to accommodate the tidal swing – which means that currents in the bay can be strong at times other than high or low slack tide. This was clearly demonstrated by a deep draft sailboat recently leaving Fisherman Bay.

We carefully reviewed the tide tables and selected a time that allowed for enough depth in the entrance channel to allow for passage out of Fisherman Bay. However, we did not account for the still strong current in the marina as the tide continued to rise. Upon untying the dock lines we learned the following lessons:

1. A full keeled vessel will feel the current strongly, and operate itself in the direction of the current, independent of the captain's wishes and application of more throttle to the vessel's engine.
2. Under the right conditions, sideways velocity can exceed fore-and-aft velocity to produce an unfavorable vessel trajectory.
3. In a pinch (for example between a piling and the vessel's railing), the soft metal of the ship's barbeque can act as a fender, crumpling upon impact.
4. In a rapidly changing situation, a stray dock line will always seek the vessel's propeller.
5. An odd thumping sound emanating from below the vessel can sometimes indicate that a dock line has been severed and is winding around the prop shaft.
6. With sufficient pilings and docks to bounce off of, a marina exit can be accomplished even with strong currents affecting vessel operation.