



FHSC Working Jib



Friday Harbor Sailing Club

August 2024

WHAT'S INSIDE?

Page 1
Index & Upcoming Events

Page 2
Commodore Report

Page 3
Vice Commodore Report

Page 4
Smugglers Island Cruise
Report

Page 5
Golden Rule Returns

HERE'S WHAT'S HAPPENING AT the Sailing Club

August 19 - 24

The 9 to 5 Cruise
Telegraph Harbor and Chemainus

August 27 5-7 PM
Golden Rule returns



The Friday Harbor Sailing Club Nominating Committee is looking for members to volunteer to help establish a slate of officers – whether that be as nominating committee members or potential officer candidates.

The future of the club depends on committed individuals who will develop the calendar of events and help in all aspects of the activities of the club. Anyone interested please email Sam Johnston at: vicecommodore@fridayhARBORSAILING.COM

Friday Harbor Sailing Club
PO Box 62
Friday Harbor, WA 98250
www.FridayHarborSailing.com

Working Jib is published
monthly and posted on the
Website

Editor: Bill Severson
Bill.fairhope@gmail.com



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 REPORT BY Val Veirs



Today we end the “dog days of summer”, a time that has had extreme heat and humidity in many sections of the US. A glance outside my window shows a big-leaf-maple that is beginning to think of fall.

I spent a week of these hot days participating in the Salish 100 cruise/rally. The event starts in Olympia, and over the next week, some 75 little boats (22 feet or less) sailed/paddled/rowed and motored 100 miles north, in intervals of 15-20 nautical miles, to the finish line in Port Townsend.

The event is organized by Northwest Maritime in Port Townsend. This is the group that runs the R2AK, now in alternate years. I was crew for our member Don Leff’s newly finished Core Sound 20 sailboat. Don has been building this cat-ketch rig, Double Check, for the past 3 years and was able to splash the new little boat a few weeks before the start of the Salish 100.

The diversity of little boats was exciting to see. And, the sailors were mostly people just like us – meaning in their latter years and loving getting out on the water and socializing with like-minded sailors. We did have one young family with two energetic little elementary school aged kids. The oldest could have been me, at almost 82, but there was an 86 year-old as well.

Each morning the little boats set off, usually pretty early to catch the morning ebb of water flowing north and out of Puget Sound. By afternoon most vessels had arrived at the appointed meeting point where we all talked about our boat and their boats and the tides and currents and more. Finding afternoon shade was important. Most evenings had a barbecue organized by our various hosting locations.

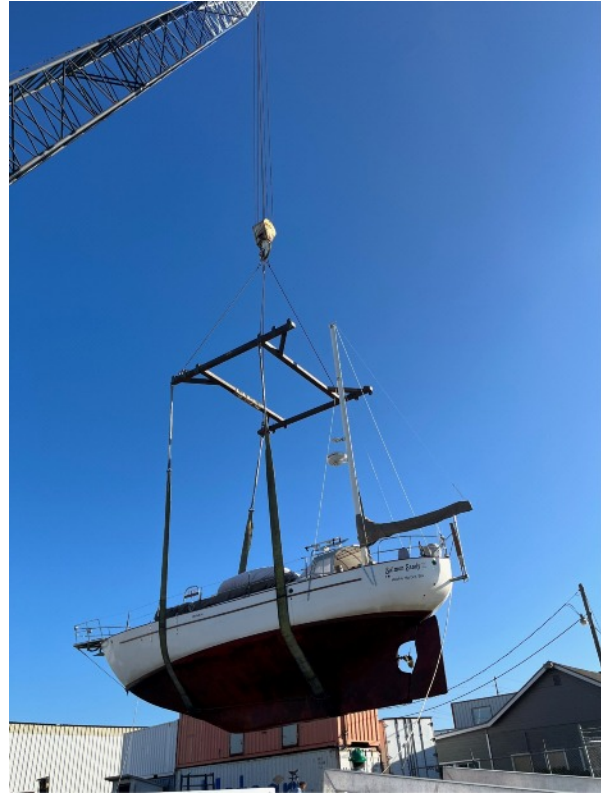


And a good time was had by all!

VICE COMMODORE REPORT BY Sam Johnson

So, it's the middle of summer and everyone is out using their boat and enjoying the beautiful Pacific Northwest – right? Well, not everyone. Through what was clearly poor planning, the Salmon Sandy found herself hanging from a crane above the pavement of a boatyard in Bellingham (yes, all 32,000 pounds of her!) shortly after the July 4th holiday.

As I watched the spectacular aerial display, my thoughts were that if the worst happened, and the crane cable broke to send the boat plummeting to the ground, at least the incredibly massive block and hook would also fall on top of her, completely obliterating the boat, making the insurance paperwork much simpler.



While this was not the first time we had pulled the main mast at a haul-out, it was a reminder of all the extra details needed to make that happen. Who knew that the VHF radio cable was one continuous coax from the masthead antenna all the way to the radio? (I guess I should have known that because that's how I installed it 25 years ago...). And the tube housing the wires through the deck was a very tight fit – but house electricians are used to this and use a widely available wire gel lubricant that worked well pulling the wires from the bilge out through the compression post and deck. Our label maker got a serious workout labelling every little wire and stay – because what gets taken apart must get put back together (the same way it came apart)!

It turns out that when the mast is laid out in the boatyard on supports on the asphalt in summer, it is very hot. This leads to copious amounts of water being consumed (then sweated out) as the mast is waxed and wiring tested and refreshed. One other major reason for pulling the mast was to install roller furling on the headstay. When we contacted the sailmaker/rigger and explained that we wanted to install roller furling for the first time after sailing the boat for 25 years he just started laughing. Nobody sails without roller furling today. I guess we'll soon find out why.

She's back in the water now and even participated in a FHSC cruise, but sans foresail as it is still being built. Regular maintenance of any boat is a necessity, and even though it is sometimes scary and difficult, the more you are involved with the work the better. Most boatyard workers appreciate knowledgeable owners who advise them and help if allowed and needed. They also appreciate little things like ice water and cool snacks on a hot day!

SMUGGLERS ISLAND CRUISE REPORT by Val Viers



Leslie and I zipped back to San Juan Island after the Salish 100 cruise/rally to immediately set off northward to join the Sailing Club cruise that had just begun.

We caught up with the cruise at Ladysmith and carried on northward first to Nanaimo, and then to Jedediah Island just off the southwest corner of Texada Island.

Two of our young club members, Rear Commodore Natalie, and Forrest brought three of their friends so we had a wide age range on this cruise. It is wonderful to have all this young energy floating around!

GOLDEN RULE RETURNS TO FRIDAY HARBOR



The storied *Golden Rule* peace boat will sail into Friday Harbor on August 27, one of [16 port stops in Washington, Oregon and British Columbia](#). The 34-foot wooden ketch brought worldwide attention to the health risks of radiation in the atmosphere in 1958, when four Quaker peace activists attempted to sail it into the Marshall Islands to interfere with U.S. nuclear bomb testing. Now a national project of Veterans For Peace, the *Golden Rule* is once again sailing for a nuclear-free world.

The *Golden Rule* was subsequently owned by Terry Lush's Family. In 2010 *Golden Rule* was found in northern California's Humboldt Bay. It had a sunk in a storm and had a big hole in its side. Over the following five years, the historic wooden sailboat was lovingly restored by members of Veterans For Peace, along with Quakers and wooden boat lovers.

Tours and harbor excursions are planned for *Golden Rule* during the day of August 27, prior to a presentation at the Yacht club. Snacks, wine and non alcoholic drinks will be served during the meeting.

The presentation will be at the San Juan Island Yacht Club

Tuesday August 27, 2024 from 5 - 7 PM

RSVP's, while not required, are greatly appreciated. They will help us in scheduling tours and planning for food. Email or call Terry Lush at your earliest convenience at lush0229@gmail.com or (360) 472-1139.