

February, 2021

Ray Mitchell,
Editor, Cub Reporter

<http://sequimbayyachtclub.org/news/>



Scuttlebutt

Newsletter of the Sequim Bay Yacht Club

Commodore – Jerry Fine



Hello dear SBYC members,
As far as the weather goes this year, so far so good! January has been rather strange this year, but we are getting through it, aren't we?

Just to bring you all up to speed I am including the letter sent out last week on behalf of our club. The letter was discussed and approved by the board. Keep your fingers crossed and wish us luck to get some help from POPA.

Cheers to you all.
Jerry Fine

Following is a transcript of Zoom meeting with POPA

Good morning to the port commissioners, port management and guests.

My name is Jerry Fine, I am the Commodore of the Sequim Bay Yacht Club. Our club could not exist without the cooperation of the Port of Port Angeles. As you know, we rent our yacht club room at John Wayne Marina and in our lease agreement, the Port waives the fee for the Hendricks room when we have a guest speaker and invite the public.

Thank you for allowing me to be the first speaker on your agenda this morning. Our club has been operating since 1976 and a majority of our members have boats and pay moorage at John Wayne Marina or Port Angeles Boat Haven.

I would like to read a letter containing our financial concerns brought on by the Covid 19 virus and pandemic.

Sequim Bay Yacht Club

Post Office Box 1261

Sequim, Washington 98382

January 20, 2021

Colleen M. McAleer
District 1 Commissioner
Port of Port Angeles
P.O. Box 1350
Port Angeles, WA 98362

RE: SEQUIM BAY YACHT CLUB REQUEST FOR RELIEF FROM ALL 2021 PORT OF PORT ANGELES PAYMENTS DUE UNDER LEASE AGREEMENT

Dear Commissioner McAleer:

As you know, the Sequim Bay Yacht Club (SBYC) has been locked out of our clubroom at John Wayne Marina (Marina) since April 2020 but have continued to pay all Port of Port Angeles (Port) related bills for our lease, moorage, and utilities throughout the lockdown.

We appreciate that many of the Port's expenses continue even when most facilities are shutdown under State guidelines, but the continuation of payments under our lease represent a significant hardship for SBYC. The club has generated no income since March 2020, and the club is in danger of losing a large percentage of its membership since it is unable to host any club functions. To forestall this, the club has suspended annual dues payments for 2021, and is relying on club reserve funds for operating expenses until club activities can resume.

We believe a viable yacht club is a huge asset to the Marina and to the City of Sequim in general. Even now, during the shutdown, dozens of our members continue to pay regular rates for Marina moorage. In normal times, our events attract boaters and other visitors who patronize the Dockside Grill as well as local restaurants, hotels and retail outlets. Our reciprocal privileges with other yacht clubs brings boaters to the Marina and helps publicize the Marina and Sequim to people all over the Northwest.

One of the most important SBYC events is the annual fundraiser for Volunteer Hospice of Clallam County (VHOCC), which we publicize to yacht and rowing clubs, school and university rowing programs, and individuals throughout western Washington, Oregon and British Columbia. As you probably know, in the past quarter century, this event has raised approximately \$400,000 for VHOCC. Without a viable Sequim Bay Yacht Club, VHOCC will be losing a major source of contributions.



Comments from POPA will be forwarded when received.

Till then, smooth sailing ...

Vice Commodore - Jerry Oden



A Friendly Reminder: This is the time when we count heads so we know whom to send SBYC passwords to. Members as of the end of January each year receive the password to the Members' link on the Club website. So, if you intend to continue your membership, and we all hope you do, but you have not yet paid the \$50 interim membership fee (which will be treated as a down payment on 2021 dues when we are open for club activities), then please do so as soon as convenient. Please send your \$50 check made out to SBYC (memo: partial 2021 dues) to SBYC, PO Box 1261, Sequim WA 98382.

One of the duties of the Vice Commodore is the posting of club events on the SBYC website calendar. (Available only to members for just \$50-see above). I have started that process even though every entry must begin TBA...To Be Advised. My way of indicating that the event is not a certainty. But these are the dates we plan on holding said event, when we are

allowed to by the State.

One exception to the TBA note is for the PHRF sailboat racers. They are getting out now on some Saturdays. They have access to the Bay, just not the clubroom.

Rear Commodore – Anna Richmond



Some old Nautical terms that still have meaning today.

Freeze the balls off a brass monkey: In days of old, cannonballs were piled on deck beside the cannon in pyramid fashion and retained in a ring called a brass monkey. If the weather was very cold, the brass ring would contract faster than the iron cannonballs, causing some of them to topple. From this the expression was, and is today, used to describe something that is very cold.

As the crow flies: It's the most direct route from one place to another without detours. Before modern navigational systems existed, British vessels customarily carried a cage of crows. These birds fly straight to the nearest land when released at sea, indicating where the nearest land is.

Aboveboard: Pirates would often hide much of their crew below the deck. Ships that displayed crew openly on the deck were thought to be honest merchant ships, known as "above board."

In the doldrums: Sailors named the area of the ocean on either side of the equator the Doldrums. This area is known to have unstable, light wind conditions, so sailing ships caught in the Doldrums could be stranded.

Today it describes someone in low spirits, stagnated or depressed.

Mind your p's and q's: When in port, sailors would get credit at the taverns until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "p" for pint or "q" for quart. On payday, a sailor was liable for each mark next to his name and forced to "mind his p's and q's." Today the term means to remain well behaved.

Pierced ears: Pirates pierced their ears, not to look suave but because it was believed that piercing the ears with such precious metals as silver and gold improved one's eyesight. Even relatively respectable seafaring men indulged in the practice.

Letting the cat out of the bag: This term comes from the old naval punishment of being whipped with a "cat-o'-nine-tails." The whip was kept in a leather bag, and when the sailors "let the cat out of the bag" they had usually done something that would result in punishment. The term today means someone has said something that was not to be said or revealed a secret.

Walk the plank: It is confirmed that pirates would throw men overboard for one infraction or another. But no one was ever recorded to have "walked the plank." It's a Hollywood movie myth.

Pipe down: This original nautical term was an officer's whistle sound denoting the completion of an above-deck work shift and giving permission to go below. This expression is now used to mean "be quiet" or keep quiet."

Limey: It originally was a term that referred to a British sailor. Now it's used generally to indicate someone who is British. But the term came from the 17th- and 18th-century practice of issuing lime juice to British sailors to combat scurvy.

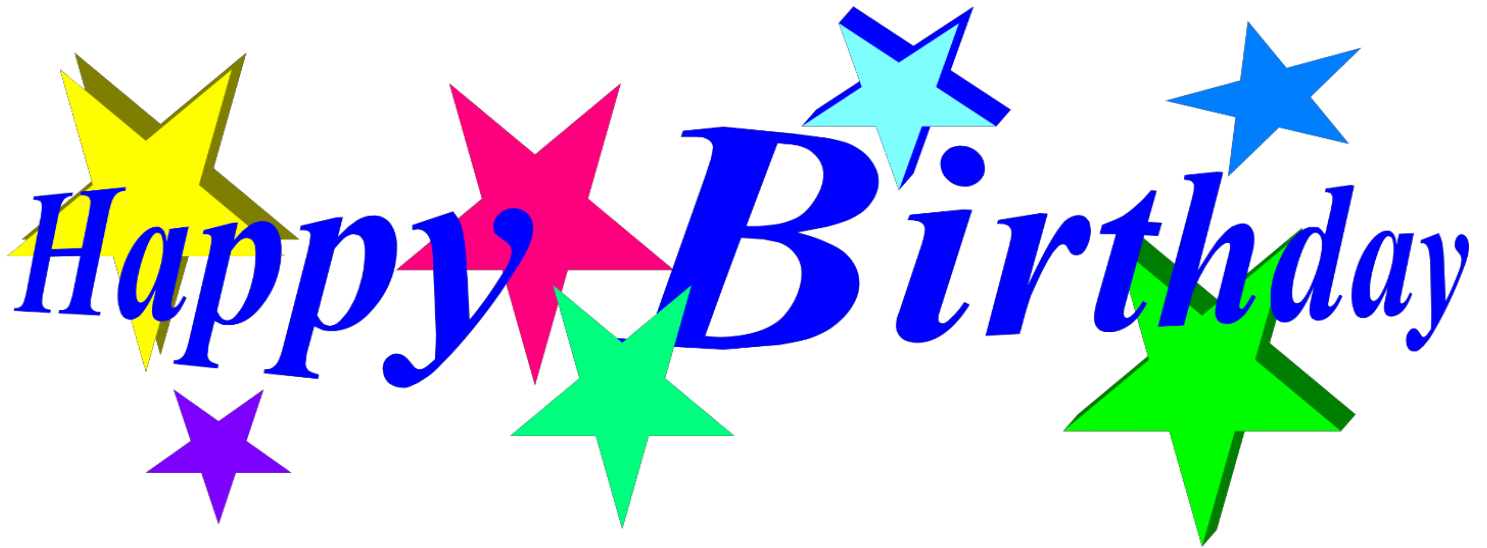
Square meal: This is an expression synonymous with a proper or substantial meal. It originated from the square platters that were used to serve meals aboard sailing ships.

Footloose and fancy-free: The word comes from the name of the bottom of a sail — the foot — which must be attached to the boom. If it is not properly attached it may become "footloose," causing the vessel not to sail properly. Footloose and fancy-free have come to mean someone acting without commitment.!

Posh: Today this word means superior or fashionable and expensive. The word originated in Colonial Boston, where the trunks of wealthy passengers would carry the label "POSH," which stood for "Portside Out Starboard Home." It told handlers where to place the luggage to avoid intense sun exposure.

Skyscraper: It originates from the term for a small, triangular-shaped sail that was set above the other sails on the old square-rigged vessels. They were so tall that they seemed to scrape the sky.

From the Membership Desk – Ann Elliot, Margaret Schwarz



**Happy January Birthday to the following SBYC
Members:**

2-02	Jean Heessels Petit
2-04	Bruce Jensen
2-12	Terry Topjun
2-21	Dan Benjamin
2-22	Kathryn Haskell
2-23	Carolyn DeSalvo
2-26	Jim Spurr
2-27	Jim Beaty

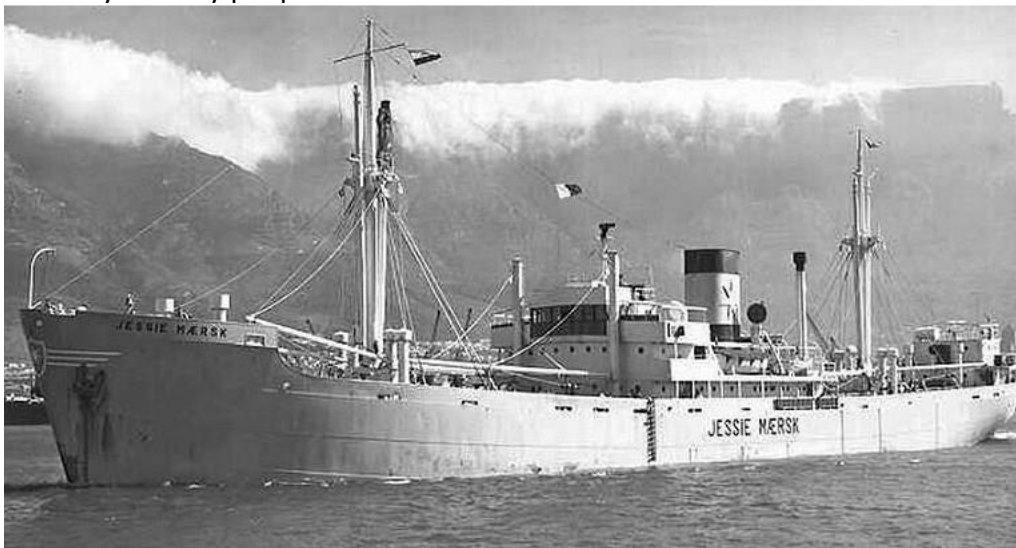
Please take a moment to review your published information in the SBYC roster. If any corrections, additions or deletions need to be made, please notify Durkee Richards, dbrmj@earthlink.net.

“Torben's Travels” Torben Blichfeld

After a long trip from New Orleans in a Greyhound bus, I joined the Jessie Gulwa in Lake Charles LA on February 10th 1960. The Jessie was bound for West Africa with a stop in Port of Spain ,Trinidad. The Jessie was a small general cargo ship LOA 377', 4249 ton, DW, Engine 2500HP, speed 13 knots and, needless to say with no air conditioning.

Jessie was the Jessie Maersk, but renamed Gulwa due to the employment between the Gulf of Mexico ports and West Africa ports. The crew was an interesting mix, much like the United Nations. If I remember correctly, they were from the USA, Chile, Mexico, Spain, Cape Verde Islands, Norway, Sweden, Hong Kong and Denmark. This being said we all got along very well.

Our first port of call in Africa was Dakar, next came Bissau, then Monrovia, a great City with nice restaurants and very friendly people.



We continued to the following ports: Abdian, Takoradi, and then Accra where we anchored and the cargo was discharged into large wooden rowboats. They landed on the beach in sometimes heavy surf. After Accra next port was the very busy port of Lagos. There were 4 “Nordic” ships in the port, so needless to say the only “sailor bar” in town was very crowded. It was nice to be at

sea again after a week in port. When we took pilot into Port Harcourt, he became drenched by the cooling water from our main engine, due to poor judgment from the crew that rowed the pilot boat towards the pilot ladder. Our captain felt sorry for the poor fellow and gave him a carton of cigarettes and a bottle of whiskey and a nice Maersk towel. After Port Harcourt we were now bound for Matadi on the river Congo. The port of Matadi is located 83 miles from the entrance of the river. Many miles out before we reached the mouth of the river, the sea was murky, littered with tree branches, and whole islands of various debris that all been washed out by the powerful river.

The current in the river was so powerful, that in order to navigate the river, a vessel should be able to do at least 11 knots. The Jessie's max speed was 13 knots. As we approached the river, several large passenger vessels were steaming out from the river escorted by old propeller fighter planes.

Little did we know at the time the Congo had just been liberated from the Belgians, and the white population were fleeing the country. When we reached Boma (60 miles up the river) we got an order from our local agent to drop anchor and await further orders. We dropped anchor close to the south side of the river which was Portuguese Angola. We saw that another Danish vessel was docked in Boma and learned she picked up fleeing Belgians. There was a lot of gunfire, so that vessel left the dock in a hurry.

Matadi was normally the port where we got our provisions. Since we could not go there, our food was running out fast. After a couple of days we got the order to go to our last ports Lu-anda and Lobito in the Portuguese Angola. These two towns that looked like any Mediterranean towns, had nice shops and restaurants. After our diet of rice and beans we “hit” the town for a decent meal and a cold beer.

Well, as things calmed down in Congo we headed back to Matadi to discharge whatever cargo was left. On

arrival we found the city in total chaos. Just after we had tied up, the US LST 1169 Whitfield County arrived with over 300 Malayan UN troops. The dock was packed with local spectators, but when the LST fired a rocket propelled heaving line to the dock, all the spectators ran for their lives. This was funny, because on the LST a large banner said "HAVE NO FEAR UN IS HERE"

Durkee and MJ's Travels

A Hard Night at Anchor in Klaskish Basin

In the summer of 2007, we were working down the West Coast of Vancouver Island towards home after cruising the southern half of Haida Gwaii. Previously known as the Queen Charlotte Islands, this archipelago, consisting of two major islands and dozens of smaller ones, lies 60 nm off the BC coast and stretches about 300 nm along the coast from the Dixon Entrance at its northern end. The southern third, Gwaii Haans Park Preserve and Haida Heritage Site, allows one to cruise among old growth forests and go ashore (with permission from the Haida Watchmen) at ancient village sites. We had found this to be a peak cruising experience for us.

On 19 July we departed Winter Harbor in Quatsino Sound. Light steady rain in the morning, and a forecast including a developing low offshore made it clear that we would want to find a secure anchorage near the Brooks Peninsula before attempting to round it. This dramatic, rocky peninsula dominates the coast near the north end of Vancouver Island. It projects 12 miles out into the Pacific Ocean, is about 5 miles wide and reaches heights over 2,500 feet. It is said to "make its own weather". After studying our cruising guides and sailing directions the night before, we had selected Klaskish Basin at the northern root of the peninsula. Here is how I described it in our first log entry: *"The anchorage far exceeded expectations. The narrow, winding entrance is right out of a Raiders of the Lost Ark movie; the basin nestles between steeply rising peaks with a small meadow at the very head."*

It had all the usual signs of an anchorage that would be free from storm waves working in: a narrow entrance; no drift logs on the shore; and the foliage on the trees grew right down to the high tide level. In hindsight, those steeply rising peaks should have been a warning about the potential for katabatic winds to drop into the anchorage.

It rained all that night and continued the next day. Our 'rain gauge', a bucket left in the cockpit was full by noon. The forecast was now worse – a new, 996 mb low was developing near shore south of us and would bring strong winds as it moved up the coast. We felt secure in our anchorage which had remained calm but wet. We settled in for another day. The next afternoon, Saturday, 21 July, another sloop motored into the basin during a break in the rain and anchored. The gal rowed over in their dink to chat with us. I noted the guy on their foredeck talking on what appeared to be a satellite phone and wondered to myself if he might be talking to a weather router. Shortly, they motored out. We learned later that this couple, Anne & Laurence Yeadon-Jones, were doing research for another volume in their "Dreamspeaker Cruising Guides". (The image attached below is a scan of page 57 in their guide to the West Coast of Vancouver Island which included a photo of Sirius.) During their visit we were tied to one of the four large mooring platforms in the basin. However, we tired of thumping into it during the night and chose to ride to our own anchor.

By dinner time, the Environment Canada forecast included the possibility of gale force winds along the northern coast of Vancouver Island. The barometer was falling fast, faster than I had ever before seen. But our anchorage remained calm as we settled into the V-berth for the night.

About midnight, Sirius heeled sharply as if we had been rammed by something large. Suddenly awake and full of adrenaline, we scrambled to understand what was happening. It was raining so hard that we could see nothing outside the cockpit even with the aid of a handheld spotlight. When the next gust struck a few minutes later, we realized that katabatic gusts (williwaws) were tumbling down the steep slopes around us and into the basin. We stood anchor watch until 0530 – monitoring our swing on the chart plotter looking for

anchor drag; refreshing the nip (anchor rode) on the hour; trying to copy the WX broadcasts and make sense out of it all. The strongest gusts were above 50 knots, with 30 – 40 common. “

When the williwaws did stop dropping into the basin, it was as if someone had flipped a switch. It was suddenly calm again. Yet the WX radio was reporting 40 knot winds at Cape Scott north of us. The weather station on Solander Island, just off the end of Brooks Peninsula, was now off line. Checking our track on the chart plotter the next morning, we saw that Sirius had ‘traveled’ 4.5 nm while swinging to anchor during that turbulent night.

In retrospect, there was a critical range of angles where strong winds circulating around that low could rise up over the Brooks Peninsula and drop into Klaskish basin. We remained at anchor for another day to rest up, get our adrenaline levels back to normal, and let the weather settle. Then we were treated to a beautiful sail around the Brooks Peninsula with sun and light wind.

CHARTS 3680.

APPROACH The waypoint lies S of the unnamed rock, W of the hook-shaped peninsula that defines the NW edge of the entrance. The entrance channel is deep and free of obstructions.

ANCHOR SW or NE of the line of four mooring buoys in 4–8 m (13–26 ft) with good holding in sticky mud. Alternatively pick up a mooring buoy. (See note on buoys page 56.)

Note: Waypoint is south and west of the rock as indicated.

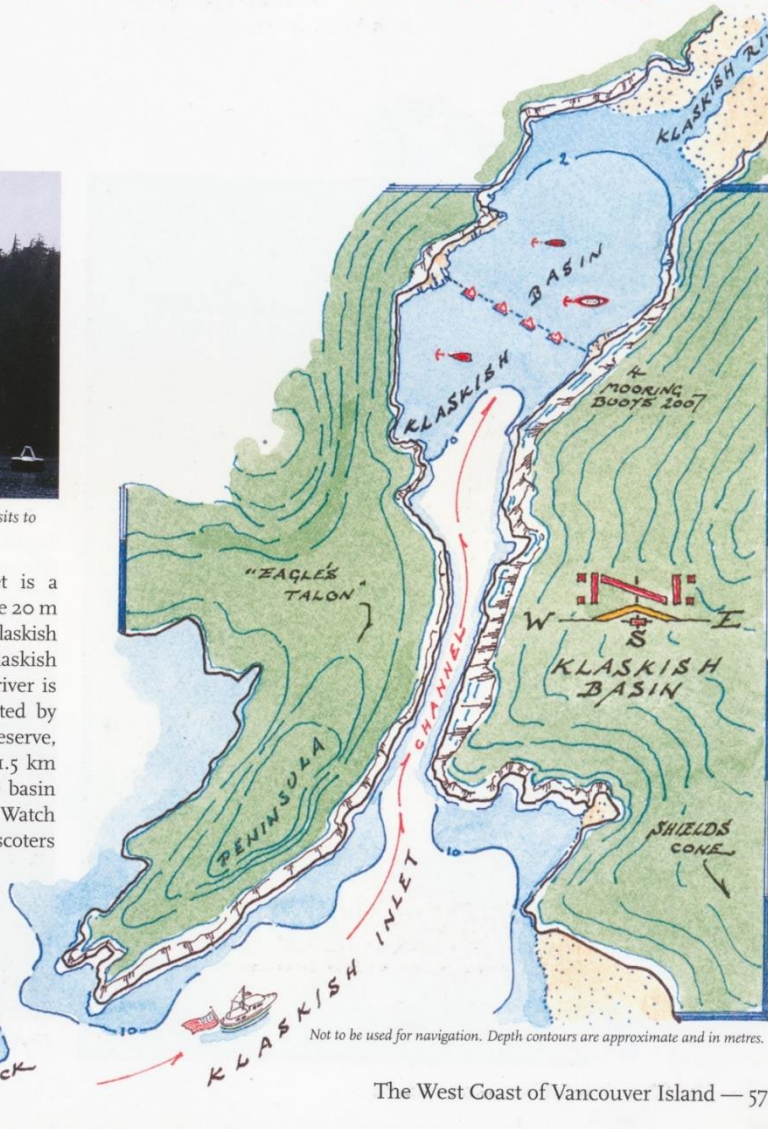


*50°14.46'N 127°44.09'W



In bad weather, a handy buoy—Anne visits to catch up on cruising news.

Spectacular Klaskish Inlet is a deep, narrow channel some 20 m (66 ft) wide that leads to Klaskish Basin, with the near-pristine Klaskish River Estuary at its head. The river is navigable by kayak and protected by the Klaskish River Ecological Reserve, which encompasses the lower 1.5 km (1 mile) of the river, half of the basin and the neighbouring uplands. Watch for black oystercatchers, surf scoters and pigeon guillemots. The reserve shelters waterfowl in the winter months and the river supports a variety of salmon species.



SBYC Travels

On The Water SBYC Cruising Committee. Mike McDonald and Ann Elliot

On The Water SBYC Cruising Committee Update Mike McDonald and Ann Elliot Yes, I know it is the middle of winter, however, it is time to prepare for the summer cruising season. That being said, with so many COVID related restrictions, making plans for this cruising season is challenging. It is likely that Canada will remain closed until at least mid-year and many events will be either canceled or changed to virtual presentations. Cruising destinations will be significantly limited and those available will be crowded. In spite of the current challenges, we look forward to utilizing the available opportunities. SBYC boat-owning members have a diverse combination of vessel types and cruising experience. Our hope is to schedule events that will allow participation by as many members as possible. We want each cruise to be a learning experience as well. Experienced cruisers sharing their knowledge will expand the knowledge base and reduce uncertainty for new cruisers. To expand the breadth of experience, we will be working closely with our boating friends in the North Olympic Peninsula branch of the America's Boating Club (formerly, Power Squadron). We hope that many of their members will be able to join us on our cruises. The dates of the cruises maybe lengthen or shortened based on interest and weather. Though the schedule is not complete, the following events are currently scheduled: April 1-5: Shakedown cruise to Sequim Bay State Park. Opportunity to practice anchoring and retrieval of a mooring buoy. Check out all of the systems on your vessel to be sure they are ready for the season. Crew will be available to instruct/help with anchoring/buoy retrieval. Cruise Co-captains: Mike McDonald, Ann Elliot, Randy Roberts, Julia Roberts. May 14-16: Viking Fest/Poulsbo cruise. This is currently the date set for the Viking Fest. Liberty Bay affords easy anchorage or marina slips. The town is quaint and it is fun to visit the local shops. Cruise Captains: Jerry and Marion Fine. July 10-12: MacKaye Harbor Pursuit Race/Cruise: This lovely bay on Lopez Island is the rendezvous for both the race or the cruise. The anchorage is expansive and the bottom friendly. A great restaurant and nearby dinghy dock are reported. Plan for a possible dinghy raft-up. Cruise Captain: Rudy Heessels A successful cruise program relies on the participation of each and every club member. If you have been on many cruises or this is your first, please volunteer to help organize a cruise with a cruise captain. We look forward to seeing you "On The Water,"
Mike McDonald and Ann Elliot M/V: Crew's Inn

Editor.

Don't throw those canning jars away!

If you have been lucky enough to get your hands on a bottle or two of Fine Farms preserves, please save the bottle (jar?) until we have the club back open and you can return them then. We would appreciate any others that you may have or run across.

Have you noticed that for many of us, things from our youth are referred to as "Mid Century and "Vintage"

If you have a Hearing Aid, check out about "pairing" it with your Cell phone. WOW, what an improvement.

Send me, (captncray@bellhill.net) pictures of your pets. We would love to meet them. Or any interesting story or photograph.

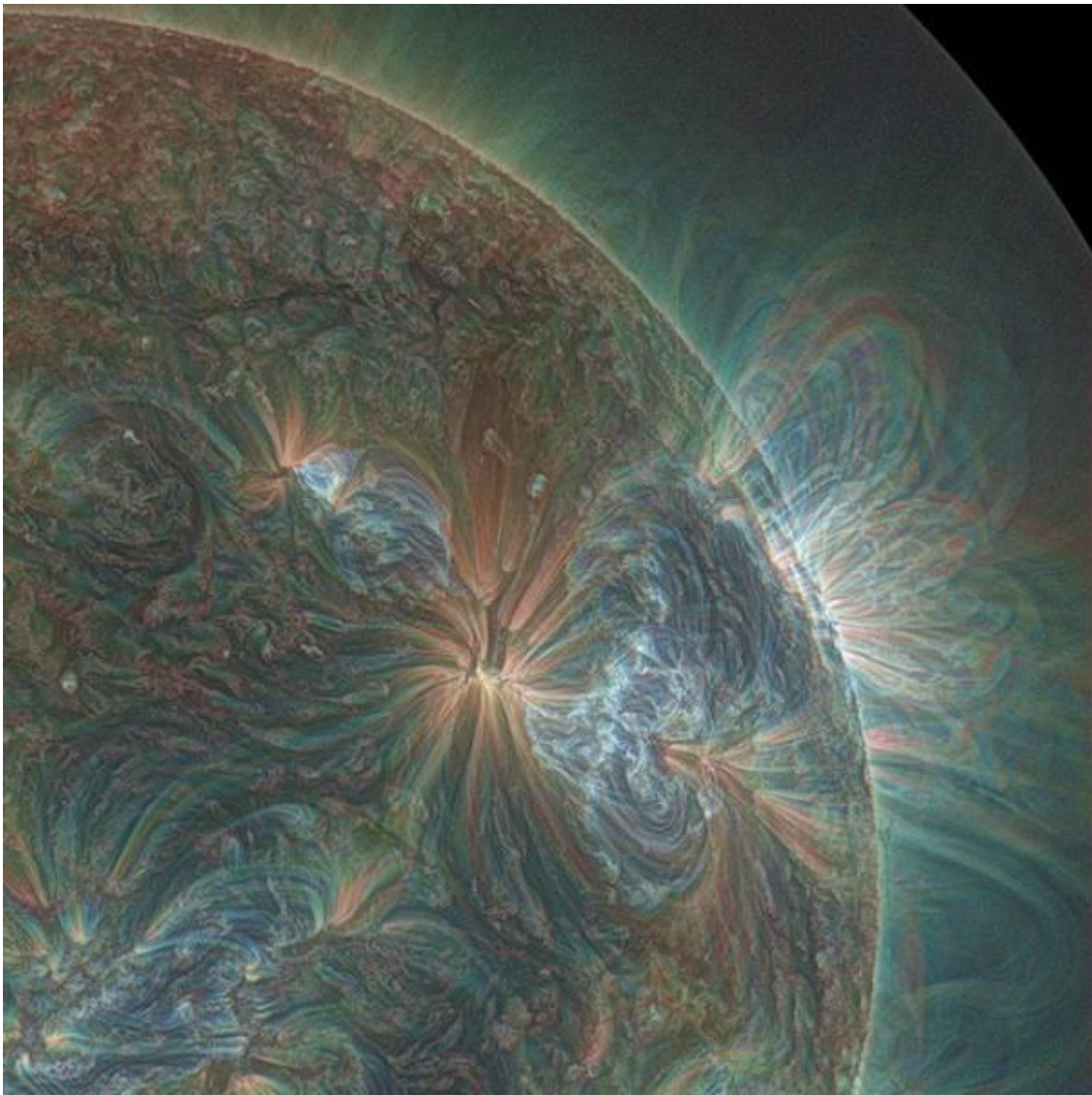
For your Funny bone!

Curtis & Leroy saw an ad in the Herald-Citizen in Cookeville, Tn. and bought a mule for \$100. The farmer agreed to deliver the mule the next day. The next morning the farmer drove up and said, "Sorry, fellows, I have some bad news, the mule died last night."
Curtis & Leroy replied, "Well, then just give us our money back."
The farmer said, "Can't do that. I went and spent it already."
They said, "OK the, just bring us the dead mule."
The farmer asked, "What in the world ya'll gonna do with a dead mule?"
Curtis said, "We gonna raffle him off."
The farmer said, "You can't raffle off a dead mule!"
Leroy said, "We shore can! Heck, we don't hafta tell nobody he's dead!"
A couple of weeks later, the farmer ran into Curtis & Leroy at the IGA grocery store and asked. "What'd you fellers ever do with that dead mule?"
They said, "We raffled him off like we said we wuz gonna do."
Leroy said, "Shucks, we sold 1000 tickets fer two dollars apiece and made a profit of \$1998.00
The farmer said, "My Lord, didn't anyone complain?"
Curtis said, "Well, the feller who won got upset.
So we gave him his two dollars back."

Curtis and Leroy now work for the government.



This is called cross sea. A cross sea is a sea state with two wave systems traveling at oblique angles.



This is what the sun looks like when shot in Ultraviolet.

