

March, 2021

Ray Mitchell,
Editor, Cub Reporter

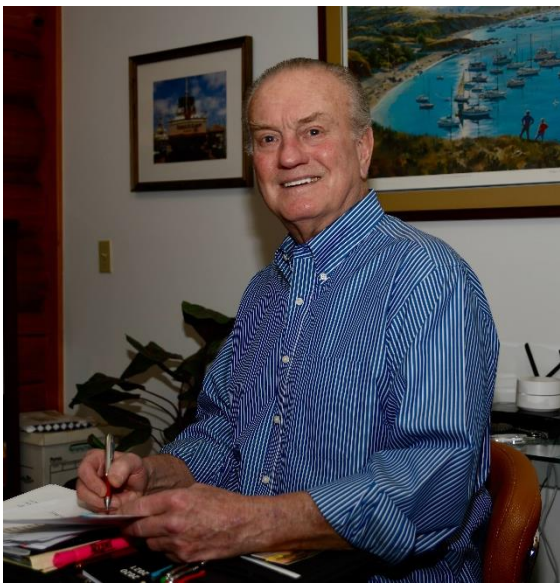
<http://sequimbayyachtclub.org/news/>



Scuttlebutt

Newsletter of the Sequim Bay Yacht Club

Commodore – Jerry Fine



Dear SBYC Members,

Here we are, after a full year of COVID-19, a lot of us with our second jabs! Yeah for the “older folks” and I am happy to be one of them. Wishing each and every one of you the best of luck to get yours in a timely manner.

I hope everyone saw and read my two latest “blasts” that Janice so graciously sent out, what would we do without her? Thank you Janice!

One of the emails was about the clubroom, and my request to you of NOT TO USE IT! Again, please do not go in for any reason at this time. Any questions please contact me.

The second email was letting you know why we need to stay out of the clubroom. Last Tuesday at the Port Commissioners meeting it was unanimously approved to forgive the lease payments of SBYC until we can legally, per the Governor, fully open the clubroom to all members. The forgiveness will be on a quarterly basis, first quarter rent is forgiven. If the second quarter is the same situation regarding COVID-19 it too will be forgiven. Quarters three and four will be determined in the same manner.

This is a HUGE WIN for the club and will keep our finances in great shape.

We are going to start having activities real soon, a lot of Zoom Happy Hours, maybe some Zoom game nights too. There is an exciting Cruise Calendar headed your way and we all need to get out and enjoy the water around us. There will be other news coming to you in the near future regarding other activities for the membership to enjoy.

Wishing you all the best of health and happiness. As always, I can't wait to see you, one and all. Until then..

Vice Commodore - Jerry Oden



As you can see, Jerry is still looking but has not found any new vice to report on. Keep up the search Jerry, there has to be something, somewhere!

Rear Commodore – Anna Richmond



In response to recent articles by Anna's explanation of nautical terms, Diana Leibrich wrote in with the following.

Meaning of Scuttlebutt:

The scuttlebutt was a small case (called a "butt") of water placed on deck each day for members of the crew to drink from, normally by dipping a chained tin mug through a small hole, or scuttle, cut into the barrel's side. The men could drink as often as they liked but were allowed only one cup per trip to conserve water. Another conversation practice was doing away with the scuttle entirely, with the crew drinking from the cask via an old musket barrel shoved through the bung.

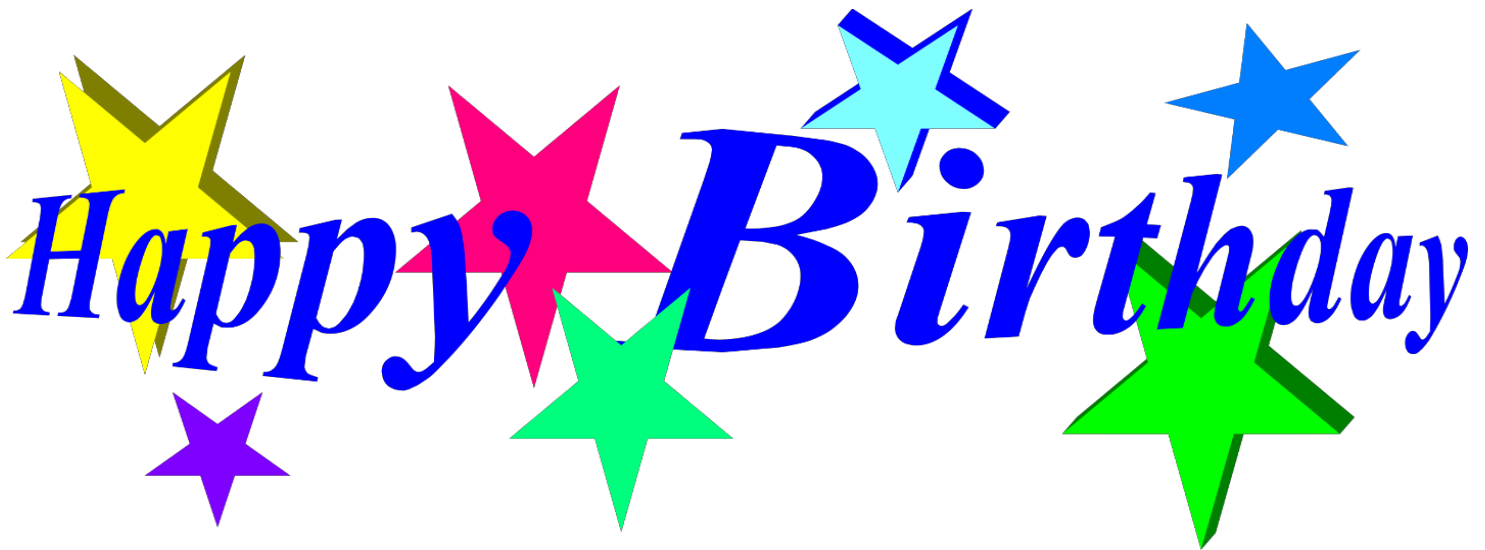
As noise had to be kept to a minimum on deck so commands and orders could be heard, and below decks as well where off-watches were trying to sleep, the scuttlebutt was one of the few common areas where a sailor could relax while mulling over the day's events with fellow Tars. As such, the word itself eventually came to mean "rumors" or "gossip."

Thank you, Diana

From the Membership Desk – Ann Elliot, Margaret Schwarz

We have received a completed membership application from Kathleen Landon. Margaret will present it to the Board for approval at the Monday, March 1st, board meeting. Be on the lookout for the Scuttlebutt Addendum announcing our newest applicant to the membership. Thank you to Erick Scheiderman for introducing Kathleen to SBYC.

Thanks to Durkee Richards for preparing the new edition of the SBYC roster which will be published in the near future.



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

3-07	Mike Bianculli
3-09	Herb Hope
3-13	Ann Elliot
3-13	Pat Oden
3-16	Wes Haskell
3-19	Kelly Macaulay
3-21	Steve Segle
3-21	Andrea Williams
3-22	Scott Clausen
3-23	Nancy Reynolds
3-26	Terry O'Brien
3-27	Torben Blichfeld

On The Water-Mike MacDonald

Cruising the Northwest with the Sequim Bay Yacht Club

Summer is still a ways off but now is the time to prepare for the fun of summer cruising. As I walk through John Wayne Marina I notice a lot more activity on some vessels while others appear to be hibernating. Even the most well maintained vessels will need a thorough assessment of all systems prior to the cruising season. It always amazes me how a hose clamp that was tight last fall seems to come loose by the next spring. Adequate preparation and maintenance this time of year will reduce the risk of a spoiled cruise this summer.

To kick off the 2021 cruising season, SBYC, in conjunction with America's Boating Club and the Port Angeles Yacht Club, is presenting a Zoom meeting focusing on the "Expectations and Necessities" in preparing for cruising. This seminar's information is essential for new cruisers as well as a great reminder for experienced cruisers. The seminar is scheduled March 1, 2021 at 1800 (6:00 PM). The link to the Zoom meeting is <https://us02web.zoom.us/j/81312597034?password=T055alBMS0Jtnc0Qk00OEZiREhtZz09>. Meeting ID: 813 1259 7034; Passcode: 338670

Another great advantage for SBYC cruisers is the club's reciprocal agreement with other regional yacht clubs. Carmi Standish has done an outstanding job updating our reciprocal opportunities. The list can be found on SBYC's website under the "Boating" tab. Reciprocal clubs often offer 1 to 2 nights at their docks free of charge as well as use of club facilities. Details for each club's offerings can be found at this link: <https://yachtdestinations.org/forums/index.php?app=frontpage>.

A current (updated) 2021 cruise schedule is attached. I want to thank each of the cruise captains for their work in making these cruises possible. For each cruise you wish to participate in, simply email the respective cruise captain for that cruise. Each captain will deliver details of the cruise prior to departure. As we have said before, the schedule is fluid. Weather and social/legal constraints may demand changes. If you are planning a cruise this summer and want to open the itinerary to club members, notify Mike McDonald at michaelm212@yahoo.com and I will add your cruise to the schedule.

Continue those preparations to be On the Water,

Mike McDonald

2021 SBYC Cruise Schedule

February 21, 2021 Dear SBYC Members, Your SBYC cruising committee in conjunction with the North Olympic Peninsula branch of the America's Boating Club (formerly, Power Squadron) cruising committee has been working together to bring you a number of fun cruises for the 2021 season. These plans need to be and are somewhat fluid based on weather as well as state and local health mandates. The following is an updated schedule as of February 12, 2021: **March 1: 6:00 PM to 8:00 PM "Cruising Expectations and Necessities"** Our first meeting will be a Zoom meeting presented by the North Olympic Peninsula branch of the America's Boating Club cruise committee captain, Randy Roberts, and SBYC's captain, Mike McDonald. This important meeting will help you organize your cruising preparations. The link to the meeting will be sent via E-mail prior to the event. If you are not familiar with Zoom check this link: <https://support.zoom.us/hc/en-us/articles/206618765-Zoom-Video-Tutorials>. Or search You tube for Beginners Guide to Zoom. **April 1-5: Shakedown cruise to Sequim Bay State Park** Cruise Co-captains: Mike McDonald, Ann Elliot, Randy Roberts, Julia Roberts. This will be an 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 or help with anchoring or buoy retrieval. **May 5-16: Southern San Juan Islands Cruise** Cruise Co-Captains: Randy and Julia Roberts and Mike McDonald and Ann Elliot May 5-6: Garrison Bay This is a quiet, beautiful and secure anchorage and a great opportunity to hike and English Camp. Great seafood is a 5-10 minute dinghy ride over to Westcott bay. Roche Harbor is a 15-minute dinghy ride away. May 7-8: Roche Harbor Another great San Juan stop. The marina is easy to enter and all amenities, including fuel, are available. Great restaurants and shopping make this a must for all cruisers. May 9-11: Stuart Island Options are available for anchoring in either Reid Harbor or Prevost Harbor. It is lots of fun hiking to the Turn Point Light House. May 12-13: Deer Harbor, Orcas Island A quaint and fun marina with all amenities. A great place to rent a car and drive to East Sound and to Mt. Constitution. Anchor or tie up in the marina as space available. You will want to call for a reservation at 0800 the day before arrival (360.376.2314). May 14-16: Blind Bay, Shaw Island Another secure anchoring site with good holding. Fun place to kayak and dinghy around. This is the last stop on our organized cruise. It is an easy take off

I have a pencil that used to be owned
by William Shakespeare.

But he chewed it a lot. Now I can't tell
if it's 2B or not 2B.

“Torben's Travels” Torben Blichfeld



Torben Blichfeld grew up in Denmark. When growing up surrounded by water, what can you do but develop a love of anything Maritime. At completing the 1 plus 4 years at sea, he was then accepted at the Navigation Academy. Growing up hearing a neighbor, now farmer, share sea stories from when he had previously worked for Maersk, the appetite was whetted for going to sea serving on the big ships. Maersk ships were well known as the Mercedes Benz of ships. This being the chosen career that lasted 47 years from 1957 to 1978, was a great run with many, many stories of sea gained. After having been at sea for so many years, it was time to come ashore and work as a Port Captain for a time. The Olympic Peninsula was a great place to retire.

One of the numerous sea stories: When you have spent many years sailing in large cargo ships you can't avoid having experienced some memorable events. In the seventies Maersk started to join the new era that required the use of “real” container vessels. They ordered 9 super-fast container vessels to be built in Germany. Some by Blom & Voss of Hamburg and some at Flender Werke in Lubeck. I joined the Arthur Maersk in April 1976 as chief officer. Before Maersk would take control of the vessel from Blom & Voss, the vessel had to take a trial run that would last about four days. All the Maersk officers were on board for the trial run as observers only. The ships yard crew sailed the vessel. To test the max speed of a large vessel, it would need ample water below the keel and for that reason such trials had to be carried out in Skagerak just on the southern tip of Norway which has depth of +300 fathoms. The depth of water in the North Sea is shallow at an average of 30 fathoms. All the trial tests went well. I believe we reached a max speed of 27 knots. The propulsion was a GE steam turbine making 40,000 hp. We had to do a crash stop and, also measure turning radius at various speeds. As this was before the use of GPS, the EUROPEAN DECCA system was used to get the exact positions at all times (The Decca system covered only Europe coastal areas). If you have seen pictures of the unfortunate capsized cruise liner Costa Concordia, you might have noted a small wing pointing out from the side of the ship. This is the port side stabilizer wing. The Arthur also had stabilizers that would almost eliminate all rolling even in the worst of waves. When we had done all of the tests, the course was set back to Germany, where Maersk would take over the ownership and command of the Arthur Maersk. The wind had now turned NW and became storm force around late morning. Not a problem, we had the stabilizers out, and the sailing was comfortable. At about 11am the ship started rolling severely, approximately 45 degrees side to side with a rolling period of approximately 7 seconds, and in no time we had a “Black out”, which means no engine, no electricity. You could hear things crashing about, people yelling (there were 120 people on board for the trial including the Maersk Officers). The Black Out was caused by a technician that was checking the stabilizers. He switched the power to the stabilizers off by accident making the ship start rolling violently. The emergency generators (2 x1500 kW gas turbines) had their start up mode set in manual start and by the time the engineers tried to manually start the generators the lube oil sensors registered low oil making startup impossible. The 2nd officer and I were on the bridge, when the rolling started. One of the Yard's officers came flying out the wheel house door and was then tossed back in through the door again. We closed the door. The Maersk Captain had recently broken his leg and was resting on the sofa in his cabin. I went below to see how things were doing. I checked the Captain's cabin, chairs, tables and papers had become flying missiles. The Captain had covered himself with pillows and blankets and told me he was OK. Further down on the Main deck I closed the watertight doors. While I was there, I saw many shoes strewn all over the place. In that corridor was the entrance to the gymnasium and I peeked in and saw most of the Turkish shipyard workers on the floor praying in loud voices. The ships yard crew was unable to get the Turbine/boiler (engine) running again, however due to the Maersk Chief Engineer's skill and experience, the Turbine/Boiler soon became operational and the stabilizer was now functioning as well. The damage was done. The lunch, that was on the tables prior to the black out, was now hanging on the walls and mixed in with broken chairs on the floor. After

a survey of the various cabins all inventory was found smashed to pieces. What a mess! All the walls in the entire accommodation had to be renewed. This would have been a major setback for delivery of the vessel, had it not been for the help from her sister vessel the Anders Maersk which tragically in her final days in the ship yard had a serious boiler explosion that killed 27 ship yard workers. The explosion made it impossible for the yard to make a timely delivery of the Anders Maersk. The accident came to help the Arthur Maersk as all the damaged materials on the Arthur Maersk could be replaced with the materials from the Anders. The delivery of the Arthur Maersk was now only a few days behind schedule. Just one of many sea stories of time at sea. Perhaps more will be shared later.

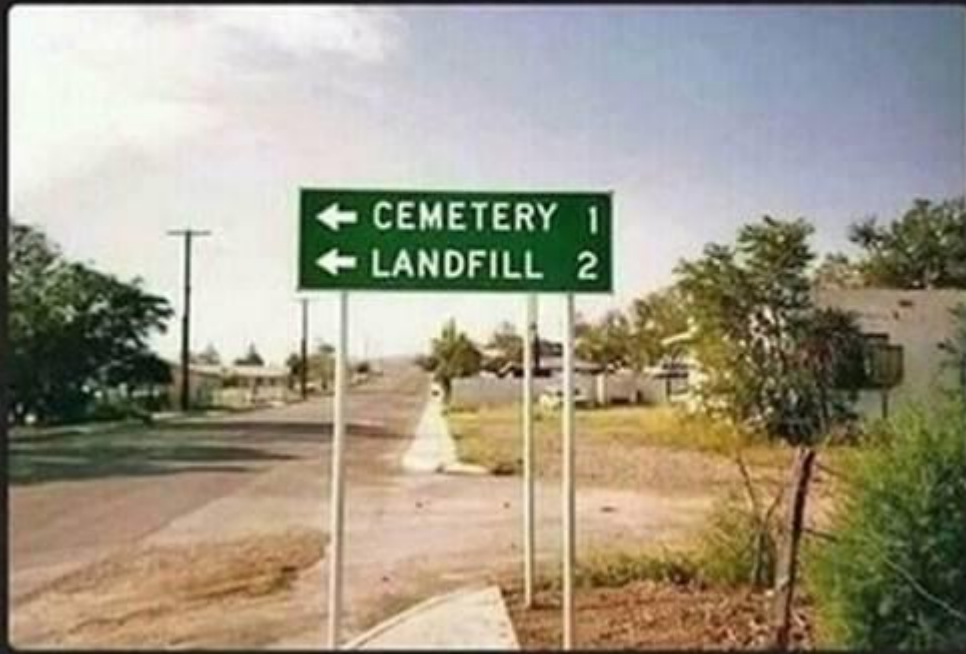
SBYCAuxiliary Members

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

Lambs to the left of me. Mutton to the right. Here I am. Stuck in the middle with ewe. 🐑🐑😄



My wife said when I pass she would go the extra mile to give me the burial I deserve...



**Did some
financial planning
and it looks like I can
retire at 62 and live
comfortably for
eleven
minutes.**

