



# BELLINGHAM YACHT CLUB

# The Jib Sheet

August 2004

Volume 79 Number 8

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## Holiday Cruise to Royal Victoria Yacht Club — A Wonderful and Fun Time for All!

The 4<sup>th</sup> Annual BYC cruise to the Royal Victoria Yacht Club over the joint "Independence Days" was the best ever. Wonderful sunny weather shone on the nine boats and 28 members and guests as they enjoyed the beautiful facilities on Cadboro Bay. Some members arrived on Wednesday, June 30 but all were present by Friday afternoon, July 2, in time to enjoy cocktails on the lawn for a special section of "Friday @ Five." This was followed by a pleasant dinner in the charming Clubhouse.

Saturday noon saw the group enjoying a sumptuous buffet at the Empress Hotel on Victoria's Inner Harbour. Later, some members took in a double feature at the IMax Theatre while others shopped and did what tourists usually do. Others bussed to Butchart Gardens, which was more grand than usual because of a celebratory 100<sup>th</sup> Anniversary of this famous horticultural masterpiece.

Saturday evening's "Bundles Party" was everything it was meant to be. As members donned costumes provided by others, the atmosphere was quickly one of laughter, hilarity and relaxation. **John Van Haalen** suddenly became Juan Valdez, or was he Pancho Villa? His wife Theresa was a perfect "Daisy Mae". Appropriately, **Joe Coons** become "Builder Bob". Also appropriately, **John deValois** reverted to his heritage as a Dutch dairy farmer from Lynden. His wife **Debbie** was suddenly a buxom Queen Latifah.. Latent Thespian talents added to the gaiety. Other recognizable characters included The Phantom of the Opera and Bozo the Clown. Just wait until you see some of the pictures taken by **John Gargett**. You will laugh and smile and wish you had been there to join in the fun.

It was a real pleasure to have several new non-resident members join us; **Fred and Sharon Cramer, Dale Steeg and MaryAnn Hirsch, Mark Berry, daughter Tiffany** and partner **Janine Balz**. We hope to see them again at future Club events.

The weekend concluded with a Sunday morning champagne brunch on the Clubhouse lawn. Arranged by **Roberta and Quinn Selsor**, the fare included mimosas, eggs and sausage, lox and bagels and featured a variety of fresh scones direct from a Victorian oven.

## Rear Commodore Mumford Resigns!

Just as the *Jib Sheet* was going to press, your editors received word that Rear Commodore **Tim Mumford** has submitted his resignation effective September 1. The notice was in an email addressed to Commodore Bolster and the other officers and to the Board of Trustees. His letter cited family and business pressures as the cause.

Under the Club's By-Laws, Fleet Captain Alan Callery will move up to the Rear Commodore's post, and the Commodore may appoint a Fleet Captain to fill the position until the Club's regular elections, which are scheduled for September 15, only 15 days after Tim's resignation is effective. The Nominating Committee will nominate candidates for all Club offices, as usual, on September 1 at the nominating meeting.

Tim Mumford has been an exceptional volunteer for our Club, having served as Opening Day chair for several years and always involved and available. He will be missed!

## Commodores Corner

What a gorgeous summer we're truly blessed and in God's country. This year Vic-Maui was another slow one with the Pacific High having a strange twist, wind! Who would have thought. With that congratulations go to a Swan 46 called Tranquillite. She had a stellar performance with a first over all, this proves one doesn't need all the money in the world to win, just a good crew and the right conditions. We also have three of our own local racers enjoying Whidbey Island's Adult Summer Kamp also known as Whidbey Island Race Week. Our lucky representatives include **Jack Gerity** with Impetuous, **Mick Corcoran** with Black Foot and **Kim Alfred** with Cheeke Monkee. With all of this great weather I hope there was some wind for racing. Our local Moore Invitational brought out 14 boats with great food and camaraderie after racing at Boulevard Park. A great time was had by all.

We have a few activities scheduled for August and September, Women On the Water is the weekend of the 14<sup>th</sup> of August, PITCH Regatta will be in full force for Labor Day weekend and the fast approaching Bellingham Bay One Design Regatta the following weekend. Then it is get your volleyball legs and treasure hunting hats on as the Commodores Picnic is soon after on the 19<sup>th</sup>. See next

months Jib Sheet for more information. I hope you have rested up as September doesn't seem to be winding down.

Be sure to look for some new additions coming to the Club in September. Our volunteers are making sure we have a club to be proud of by refreshing the lobby area and creating new and useful storage space for our Ships Stores and magazines. Don't forget our ever popular Fridays @5 every first and third Friday.

There will be the Nominating meeting on September 1<sup>st</sup> where the membership gets to meet those who have been nominated and suggest others to be on the ballot for next years Board of Trustee. On September 15<sup>th</sup> is Election night, be sure to support your club and vote.

*Enjoy the rest of your summer and Smooth Sailing*  
Marlene

## Welcome New Members!!

Here are the newest members of our Club who have joined in may, June and July to date. The listing is in the following order: First & Last Names, Partner (if different last name), Address, Phones, *Email*, Boat Type, **Boat Name**, Boat Make & Length

**Fred & Sandra Barrie**, 3396 Logomarsino Court Sparks NV 89431, 775-745-1936(H), 775-745-1936(C), *flbspk@aol.com*, Power, **Barriepatch** 25' Bayliner

**Matt & Brenda Dennis**, Box 7023 Eureka CA 95502, 707-616-4085(H), 707-445-8801(W), 707-616-4085(C), *mattdennis@yahoo.com*

**Bob & Shearlean Duke**, P O Box 2505 Bellingham WA 98227-2505, 756-8036(H), *boshduke@earthlink.net*, Power, **Sweetie Pie** 34' Mainship

**Robert Gaynor & M. Sirola**, 5395 Monte Bre Court West Vancouver BC V7W 3B2, 604-922-7424(H), *boosie@shaw.ca*, Power, **Crazy** 37' Bayliner

**James & Jean Gray**, 2669 North Shore Road Bellingham WA 98226, 734-9021(H), 734-7118(W), 303-1922(C), *jugabo@aol.com*, Power, **Alliance** 49' Alaskan

**Bill & Rosina Green**, 497 Whitecap Road Bellingham WA 98229, 733-7345(H), *wdkg@umich.edu*, Sail, **Foibles** 30' EtcHELLS

**William Griffin & Judy Mickel-Griffin**, 7045 Fairview Drive Kelseyville CA 95451, 707-245-7490(H), *info@sailnw.com*, Sail, **Spotlight Gal/Hopscotch** 34' Islander/50' Beneteau

**Bob & Mary Howard**, 3950 Saltspring Drive Ferndale WA 98248, 384-0870(H), 701-0970(C), Power, **Hospitality** 39' Bayliner

**Dale & Virginia Jepsen**, 1741 SE 46th Lane #204 Cape Coral FL 33904, 239-838-1267(H), *dvjep@earthlink.net*, Power, **Ginny J** 28' Sea Fox CC

**Christine Palmerton & Curt Bagley**, 2385 E 36th Terrace Bellingham WA

98226, 734-2551(H), 752-5754(W), 815-2688/739-8005(C), *cpalmerton@msn.com*, Power, (No Name) 26' Bayliner

**Mark & Carla Senteno**, 7176 Colt Drive Boise ID 83709, 208-362-1136(H), 208-407-2711(C), *firediver@msn.com*, Sail, **Sail La Vie** 35' Catalina

**David & Donna Skyberg**, 1319 Andrea Court Bellingham WA 98226, 752-2729(H), 604-640-6210(W), 220-3620(C), *dskyberg@rsasecurity.com*.

**Hal & Leigh Thesen**, 4230 Matia View Rd Lummi Island WA 98262, 758-7839(H), 961-0455(C), *hal@someplacebetter.com*, Sail, **Beauzeaux** 30' EtcHELLS

**Brian Tines**, 3869 Cliffside Drive Bellingham WA 98225, 715-8758(H), 739-3114(C), *brian@fairhavenpub.com*, Power, **Azure** 43' Bayliner

If you note any errors in your listing, please contact Joe Coons at (360) 739-1528 or *bycjoe@comcast.net*.

## Featured Advertisers

**HARDWARE SALES** is the best hardware resource in the State, it's as simple as that! Known for their wonderful customer service and enormous inventory, these folks carry virtually everything, especially those essential tools, fine paints, varnishes, and supplies, and cabinet hardware that every boater needs, plus stainless steel fasteners. And plumbing, electrical, wire rope, chain, web straps, rubber, metal shapes, garden stuff, a rental department, an office furniture department second to none in the area with a huge selection of used furniture, and much much more! At **2034 James Street, 734-6140**.

There are some companies where customer service is so positive, folks keep coming back. One is **WEST COAST MARINE SERVICE**, where Pete and Jamie Foti and crew have been selling and servicing fine boats and motors for years. As dealers and an authorized servicecenter for **Honda, Evinrude, and Johnson Outboards; OMC Cobra, Mercruiser and Volvo Penta Stern Drives; and Harbercraft Boats**, they have the parts and honest help you'll need for trouble-free boating: Great Service and Great Boats from Pete and Jamie at **1200 C Street, 676-8020**.

## Join us for a Party in Poet's Cove & Have a Blast in Bedwell!!

### When:

August 20th - 22nd

### Where:

Poet's Cove in Bedwell Harbour

### What:

*Friday Evening:*

Mai Tai Welcome & Potluck appetizers

*Saturday Morning:*

Walk to Gowlland Point on South Pender  
Tour of Private Art Studio (Vern Simpson)

*Saturday Afternoon:*

Dinghy Dash to Port Browning

*Saturday Dinner:*

At the Resort's Restaurant

*Sunday Morning:*

Walk to Gowlland Point

### Optional activities available:

Swimming Pool, Guided Hikes, Eco Tours, Paddle Boats, Kayaks, Disc Golf, SPA

*Reservations need to be made directly to Poets Cove Marina at (1-866-888-2683) & Email me your Boat name and length at ka.bush@verizon.net ASAP!*

*Hope you can join us for a really fun cruise!!  
Sue Borgstrom (ROCKET) (425)644-9526.*

## Tuesday Night Dinghy Racing

On a very windy evening on July 6<sup>th</sup> the first Tuesday Night Dinghy Race was held. **Claire Timms** was the winner, followed by **Geoff Farmer** and **Lily Grimshaw** in second and third place – all sailing Bytes. High winds in excess of 25 knots prevented racing taking place outside Squalicum Harbor so a makeshift course was run from the water in front of Bellingham Yacht Club around "G" dock to a buoy in front of the public dock by Gate 3 and back. With strong and sometimes violent gusts blowing all ways the race was exciting and exacting. Upwind on the south side of "G" dock involved many short and difficult tacks, but the reward for the downwind return must have been exhilarating for the sailors.



















The occasion gave an opportunity for our Tuesday Night Race Committee led by **Dale and Virginia Jepson** to try out starting signals and iron out any bugs for future race management.

Tuesday Night Dinghy Racing is an offshoot of the Club's Junior Sailing Program. The latter provides sailing instruction and training by certified instructors to youths between the ages of 7 and 21. The Club welcomes young people to join the Junior Program and learn to sail. There are various levels of proficiency. The "basic course" for beginners, comprising 12 six hour sessions, costs \$290 including Junior Club membership. This particular course will turn out a sailor who can handle a sailing dinghy and be at a level to participate in dinghy racing. Currently the program uses Bytes and Optis, and when funds are available the program will recommission four Lasers. The Club also owns a larger sail boat for teaching large boat sailing techniques. Details for the Junior Program can be found at the Club's website.

Tuesday Night Dinghy Racing, is sponsored by the Bellingham Yacht Club (BYC) and, in order to involve our community, is open racing, and any dinghy owner may register and race without being a member of the BYC. The Club encourages the public who own dinghies to participate. Details including Sailing Instructions and Registration forms are available at the Club's website at <http://www.byc.org>

# THE BYC MAIN SHEET— SAVE IT / POST IT











## August 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4 	5	6	7  
8 	9	10 	11 	12	13 	14  
15  	16	17 	18 	19 	20	21
22	23	24 	25 	26	27 	28
29	30	31 				

### AUGUST 2004

6, 20		<b>Fridays at Five . 5-7PM, try to bring appetizers</b>
19		<b>Board Meeting. 6PM (Finance Committee 5:30). Open to all members. Call: Comm. Bolster 739-3377.</b>
7-8		<b>Annual Crab Fest Chuckanut Bay Call: Bob Kehoe</b>
20-22		<b>Bedwell Harbor Cruise Call: Sue Borgstrom</b>
 <b>SAILING EVENTS: Contact Al Callery, 676-0784</b>		
4, 11, 18		<b>Heat Wave Races 3, 4, 5 1800 Hours</b>
10,17,24, 31		<b>Tuesday Night Dinghy Races 1800 Hours</b>
14		<b>W.O.W. Regatta 1000 Hours</b>
14-15		<b>Kids Cruise &amp; Sailing Race Call: Jason Watson</b>
7, 25		<b>Saturday Open 2 1000 / Jack &amp; Jill 1800 Hours</b>






## September 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 	2	3 	4 
5 	6 Labor Day	7	8	9	10	11 
12 	13	14	15	16 	17 	18
19 	20	21	22	23	24	25 
26	27	28	29	30		





### SEPTEMBER 2004

3, 17		<b>Fridays at Five . 5-7PM, try to bring appetizers</b>
16		<b>Board Meeting. 6PM (Finance Committee 5:30). Open to all members. Call: Comm. Bolster 739-3377.</b>
 <b>SAILING EVENTS: Contact Al Callery, 676-0784</b>		
1, 4-5		<b>Pre Pitch Tune Up &amp; Pitch Regatta 1800 Hours</b>
11-12		<b>Bellingham One Design 1100 Hours</b>
19		<b>Commodores Cup 1100 Hours</b>
25		<b>Governor's Point (Long Distance) 1000 Hours</b>

## October 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 	2 
3	4	5	6	7	8	9
10	11	12	13	14	15 	16
17	18	19	20	21 	22	23 
24	25	26	27	28	29	30
31						

### OCTOBER 2004

6		<b>Installation of Officers 6PM (Cocktails 5:30)</b>
1, 15		<b>Friday at Five . 5-7PM, try to bring appetizer</b>
21		<b>Board Meeting. 6PM (Finance Committee 5:30). Open to all members. Call: Comm. Bolster 739-3377.</b>
 <b>SAILING EVENTS: Contact Al Callery, 676-0784</b>		
2		<b>Jack Island Long Distance Race 1000 Hours</b>
23		<b>Marmetta Cup 1000 Hours</b>

## Unfortunately Gourmet Cruise Cancelled

Just a couple days before the first dinner at Ganges "Hastings House" was scheduled to kick off a week long club cruise, Quinn Selsor was forced to cancel the event because of poor participation. He says now, "I guess too many members have a very busy summer schedule and a cruise stretching over two weekends was more than they could take the time to enjoy."

Since canceling, Quinn has reported that several members who wanted to go have said, "Can't we re-schedule a shorter event in September?" Maybe just two, three or four of the wonderful places on the original list. If this is appealing to you, contact Quinn now and tell him the dates that fit your

schedule. Quinn's schedule in September permits only a short time window. He returns from the PacRim Regatta in Nahodka, Russia, late on September 13. Then he'll move the "Q-T" to Sydney for the winter on October 1 prior to departing for the winter months in Arizona. So, does September 24 to 27 fit with your schedule? Call or e-mail him with what is appealing to you.

Of course and maybe even more suitable would be to do the cruise over the long weekend of the Columbus Day Holiday, October 9 through 11. Quinn and Roberta will miss it but that's life. Who will volunteer to coordinate the details?

## Editorial

It seems a long time has past since writing a real editorial about the club. It could be because with the busy summer I have not been down to the club once...I hope that Dolph and I can remedy that soon.

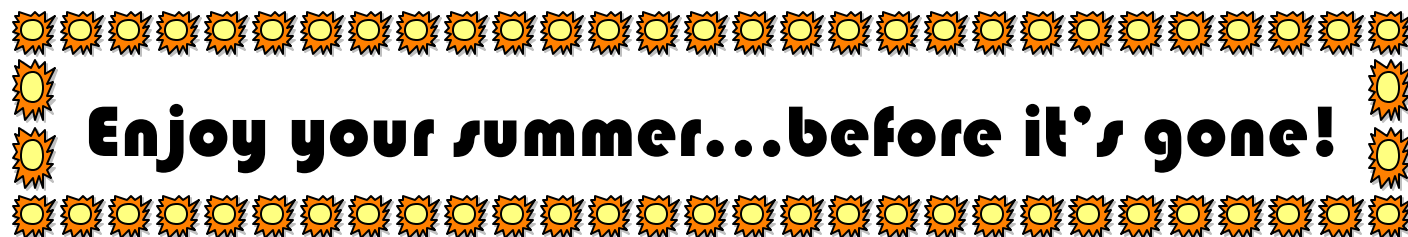
I was sorry to read Joe Coons' letter in regards to **Tim Mumford's** resignation. Tim is one of the members of the club I know most and I understand both sides of his story very well. You want to contribute to the club with your time, but sometimes family wants/needs you too and you want/need them as well. So what are you to do? Choose wisely! When I talked to him today he said he's resigning from the position, not from volunteering and he assured me that we'll all still see him around, thank goodness.

This summer Dolph and I have been "The Brady Bunch", with his two boys and my two kids together for the summer, we've spent lots of time together, and cherishing it all! Which means that there haven't been many hours apart and we haven't been down to the harbor or the club at all. We

both miss it and are wondering when will we see it again? We're crossing our fingers and making time for it this fall, and hoping for an Indian Summer to go along with this amazing summer and the two of us can be boaters again...

What is the point of this letter? That we all understand that everyone has lots on their plates, and it's a give and take as to when you can volunteer your time. Please remember that we're a volunteer organization and that **any time** you volunteer is appreciated, whether it be the upcoming PITCH weekend, Wednesday night races, Tuesday night dinghy races, Fridays at 5, chairing a cruise, bartending, trustee or another office. The elections are coming up soon and that is a wonderful time to commit your time to the BYC. But, if you feel that is too much time think of the other opportunities listed above and help out...you won't regret it...you might find it's even fun!

*Kelli Conrads*



**Enjoy your summer...before it's gone!**

## August Bartending Schedule

- |                         |   |
|-------------------------|---|
| 4 (Racing night)        | 18 (Racing night)                           |
| 5 Paul Beich            | 19 Bob Knudson/Bill Heward (Board Meeting.) |
| 6 Rich and Carol Veach  | 20 Jason Watson/Cory DePope                 |
| 7 Closed                | 21 Closed                                   |
| 11 (Racing night)       | 25 (Racing Night)                           |
| 12 Alex Marr/Max King   | 26 John and Teresa VanHaalen                |
| 13 Mike and Sarah Tario | 27 John and Pat Asmundson                   |
| 14 Closed               | 28 Closed                                   |

## BYC Goes to Berlin

*Past BYC Commodore and BYC Trustee lead a barge delivery cruise from Holland to Berlin*

*By Roger Van Dyken*

We carefully plotted our course through the intricate waterways of northern Holland and across Germany's northern plains. For each day's cruise we picked a pleasant evening destination. Ah, the best laid plans—we had no idea of the electrifying experience that was in store for us.

Precisely as planned, we left Zwartsluis, our European "hometown" in northeast Netherlands, on a spring Friday in May about noon, and pointed our clipper bow north toward Groningen, intending to take a short cut to the Dortmund-Ems Kanal into Germany.

Two things went wrong with that plan: 1) Just a few miles underway, a lockkeeper told the canal to Groningen wouldn't be open on weekends until NEXT weekend. We'd be stuck for two days. 2) There was one tiny section of that Groningen to Ems short cut whose charted depth matched our draft (1.3 meters)! So, we did a 180 with our 21 meter, 70 foot barge "Vertrouwen" and spent the night in the quaint waterway village of Giethoorn (ah, reliving the good old times), then pushed further northeast, through the Sneekermeer Lakes and up the Princess Margriet Kanal northeast to Groningen.

Cracked the dawn to arrive at Delfzijl (northeast tip of Holland, on the North Sea) at 0930. Entered the briny deep and followed the buoys through the wide water to our first German city, Emden, where we moored as I searched out the local Immigration authorities and the ubiquitous *Wasserschutzpolizei* (water police). Figured if we were going to be turned back for lack of "proper" licensing in this "alles in ordnung" country, it was better to have it done immediately rather than halfway to Berlin, or worse, in Berlin.

Immigration was happy to pound away on each passport and our water police contact turned out to be an English speaking officer who threw out his considerable chest and announced: "I love America." (Whew!) Goes to Florida regularly on professional exchanges. When I pushed the envelope by offering that the US requires no licensing (unless passengers for hire) he waved his hand

dismissively, rolled his eyes, and said "Yah! I know." I specifically did not tell him I had a Dutch skippers license and the ICC (International Certificate of Competence) so I could test if the "US flagged vessel operated by a US citizen" would work. Encouraged, we pressed on.

We rode the massive 3-knot flood tide upriver to Leer, doing about 16 km/hr over the ground. Splendid and vibrant little city with a vivacious ancient core, but we almost didn't get out of Dodge in time...the tide varies so heavily that the city entrance lock cannot operate at the lows. Once back on the river and above the first river lock, the current was negligible, the scenery most pastoral and pleasant with the water always lapping at the pasture banks. Oozed into a tiny yacht club harbor for the night.

Wednesday morning we finally "caught up" with our original plan, and passed the spot our short cut would have brought us to the Dortmund Ems Kanal from Groningen last Saturday. Made it to the intersection of the Mittelland Kanal for the night. This great canal slices east west across the plains of northern Germany, linking her northerly flowing rivers with a giant stream of waterborne commerce.

We are surprised at the pleasantness of easy cruising through largely pastoral German countryside. The views are not spectacular, and are frequently interrupted by long stretches of trees and high banks. But it wasn't the industrial stuff we had anticipated. The canal is definitely German engineered, with the depth sounder showing a consistent 4-meter depth and our eyes calculating a 50-meter width that would fit half a football field between the carefully laid stone banks. We moor in Minden, just before the canal crosses high above the Weser River. We're a shade disappointed in this rather dull city. The eyes of its plain looking people are cast downward and its architecture largely reflects the grayness of its inhabitants. It feels like East Germany, though we are not even close.

Underway again, the countryside begins to mirror Minden. Finally a lock, as we press eastward, that hoists us 15 meters

in its giant watery elevator shaft. At times the canal burrows in a deep V through the agricultural countryside, and at other times we gaze down on the fields and farms. We marvel at the engineering and investment in this massive canal undertaking, reminded of its cost, as each kilometer seems to have its own bridge. As dinnertime approaches, we come upon a pleasant mooring cutout in front of a holiday restaurant not far from a tidy little village and dine on schnitzel and fresh asparagus as the local girls skinny-dip in the canal below.

Another day and another big lock. This time we drop 9 meters. The land begins to roll, spotted with well-kept forests, as we float by the Volkswagen plant. This is a Mecca of sorts for Past Commodore Marty, one of our partners aboard, and we again suck it up and slither into the only possible tiny mooring at a local yacht club on Saturday night, where we are welcomed by the unspoken international hospitality of boating folk everywhere. We are adjacent to a car guy's Disneyland, "Autostadt" (car city) and we are all impressed as we meander through buildings imaginatively designed, set in a park, each reflecting the mood and spirit of one of Volkswagen's car lines.

On board, we had noticed a howl from the engine room (well, some of us did...the rest of our six person party thought we were a bit daft) that we traced to the blue raw water pump. We leave early Sunday morning and enter no man's land, the 5-kilometer stretch between the former Germanys, laced with a million mines. We don't make it through. After a few miles, additional ears pick up the sound of the water pump. Lanky Lew, also a partner and a Bellingham boater, lessens the belt tension and the sound disappears but the shaft is loose in its bearings. The white flag is raised and we retreat to our pleasant mooring by the Autostadt in Wolfsburg, call Arend, our mechanic of 14 years back in Zwartsluis, and tour the town while eagerly helpful Wolfsburg Yacht Club members huddle around the club vise and separate shaft from bearings with hammer and chisel and wonderful German phrases until all pieces are irretrievably separate. This pump has now for sure howled its last.

Monday, we tour the town, again. And the Autostadt, again (Marty). Tuesday afternoon at 2 pm the truck from Zwartsluis rolls in with the new pump, our on board mechanics go to work, and by 3:15 we are underway. Make it through the East-West zone this time and immediately notice rusty bridges alternating with sparkling new ones. Reconstruction is manifest, also evidenced by massive canal reconstruction and improvement, particularly through the former East Germany.

Dusk approaches soon and so does our destination, Haldensleben, a former East German town that proudly sports a new harbor, replete with sparkling moorings for about 50 boats that now hold about 5 rusty buckets. They've been open for a year and a small crowd gathers at the clubhouse to watch the biggest boat they've ever berthed enter slowly and carefully. We sandwich in end-to-end with a VW employees' boat headed to Berlin...as they do regularly. The VW couple buys us beer and adopts us, marking out carefully the route we should go, what to see and what to avoid. Potsdam is the best place to moor for Berlin, they say, and show us the exact marina. The lady speaks English, with some relish.

Wednesday morning we push through clouds and rain to the Elbe, where an engineering marvel attempted by Hitler before WWII finally has been completed within the last few months. Giant spans transport us...and several thousand tons of concrete and water...far above the Elbe River. Once across, we wait four hours until we can at last drop 20 meters down this brand new double...and half working...lock. But at least, and at last, the lockkeeper speaks English and seems delighted to work us into a bunch of descending boats. (Passenger boats and working barges have priority, respectively). We go down tied to an "East" German tour boat.

Thursday is the day of entry. As we push the throttle forward from our industrial mooring in Genthin, both countryside and climate begin to smile. The clouds retreat to blue skies as we slowly enter a magic land. Still a chunk of industry where we fuel (not many stations along the way) then through a lock, and suddenly it is as if Alice has entered her wonderland. We traverse a tree-lined lake whose long

fingers wander off in a dozen directions, and a sense of peace and tranquility settles in. A big commercial barge approaches from around a bend in the lake and seems a black intruder on pristine waters. Hour after hour we wend our way from one delightful lake that links to another, and to yet another.

As we near Potsdam, park-like trees and lawns introduce us to splendid palaces along the shore. Now we pass under a bridge, with memorials on either side. We learn later this is the famous bridge of prisoner and spy exchanges, linking the American sector of Berlin on the left and East German Potsdam on the right. Our subsequent harbormaster tells me later that it was an area with underwater nets to prevent escape, and searchlights and machine guns. Many people died, he tells me in German; he lowers his head and shakes it.

We turn right, down a waterway that seems as if we are gliding through San Francisco's Golden Gate Park...yet now the sun disappears behind dark thunderclouds. Within 5 minutes, as we approach Potsdam, center of Communist power past, they unleash torrents of water, so much so that five of us peer through the pilothouse windows to help Lew pick his way into Potsdam.

We angle sharply to the right again, our bow now about to push into the tiny bay in the very heart of the city, a bay overlooked by the high rise that housed the Communist Party elite, its 13<sup>th</sup> floor reserved for visiting Soviet Generals.

Our American flag flutters at the stern. The rain intensifies, and thunder rolls. We can barely make out the shore. Suddenly, Lew's wife Vivian screams! The boom and flash are on us simultaneously. We look around, shudder a bit, and nose carefully into the little bay.

We simply stop dead in the water, floating beneath the high rise.

During the next half hour, the wind gradually relents; the pelting rain gives way to gentle drips; as it were, tears upon the water. We tie up at a pier end under the high rise and shut down. The BYC barge has arrived.

Only later do we discover that the starboard lights and all aft lights are out and the bilge pump and VHF are lightning fried.

Next day we bid fond adieu to Marty and wife Gail as they leave to explore the Czech regions, and for a day I cruise with Lew and Vivian as we poke Vertrouwen's bow into downtown Berlin. Everywhere are parks and gardens and new buildings renewing the old. The *avant-garde* Reichstag building, symbol of the new clean and crisp Germany, rises sharply on either side of us as we float the river Spree into former East Berlin. The old Reichstag, dirty, sullen and craggy, sits beside the new, and is intentionally overshadowed by it, as Germany scrubs her image and looks to the future.

Near one of the bridges we find a 24-hour mooring spot, guarded faithfully by a perpetually inebriated chap. We pull in just forward of a bit smaller barge and get a welcoming wave from the older German couple aboard. I pay my respects and we chat in German. I ask how close we are to a bus line going to Tegel airport, where I must be at 5am the next morning. The lady kindly points and I bicycle in the direction of her finger. Regrettably, the bus drivers aren't out that early, so I find out how to call a cab at that early hour.

I return to the barge to find that our elderly hostess who provided directions had also checked the bus schedule, realized my predicament and now volunteered her husband to bring me to the airport.

"But I must leave at 4:30am!" I protest.

"Ah, we are old people and we have all day to sleep," she retorts with a smile.

Their insistence overcomes my objections. At 4:30am my new old friend stands in the darkness to help me toss my bag off the barge and takes me, the American stranger, in his 20-year-old Mercedes to Tegel airport.

With keen anticipation for the return, and a warm heart, I lift off, sweeping airborne in an hour over the rolling lands we cruised through over ten days, landing where we began, in the orderly green fields south of Amsterdam, en route to Lynden and home...and the next BYC Board meeting and Fridays at 5.

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**The JIB SHEET Club Newsletter  
for AUGUST 2004**Kelli & Dolph Conrads *Jib Sheet Editors* 527-2244[kelli@colonywharf.com](mailto:kelli@colonywharf.com)/[dconrads@alpha.com](mailto:dconrads@alpha.com)Quinn Selsor, Marlene Bolster, Joe Coons, Roger VanDyken, Dick Johnson, Karen Bush and Dick Grimshaw *Contributors***2003-2004 Officers & Trustees:**Marlene Bolster *Commodore* 739-3377Richard Veach *Vice Commodore* 647-0720Tim Mumford *Rear Commodore* 354-4509Al Callery *Fleet Captain* 676-0784Peter Smith *Secretary* 671-6887John Gargett *Immediate Past Commodore* 656-5700**Trustees who meet 3rd Thursday of each month at 6:00PM:**

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