



## BELLINGHAM YACHT CLUB

# The Jib Sheet

February 2005

Volume 80 Number 2

### Featured Stories

- ◆ Building Project (1)
- ◆ Chili Cook Off (1)
- ◆ Land Cruise (3)
- ◆ Boat Show Bus (5)
- ◆ Scenes from the Tsunami (6-7)

### Inside This Issue

Commodore's Column	2
Junior Programs	2
Club Notes	2
Fleet Captain	3
BYC MAIN SHEET Calendar	4
Featured Advertisers:	
Squalicum Marine	5
Phil Dyer	5
Sea Street Marine	5
2004-5 Officers & Trustees	8
Classified Sponsor Listing	8

## Building Project Completed

**HOT DOG!!!** The ceiling project next door at Sapphire Cove is completed. We had several volunteers crews on several nights who helped with the project. By doing the work ourselves we saved the club at least \$2,500, probably more.

If you will remember the roof leaked and ruined the tile above the dance floor and stage area in our leased banquet hall for Emerald Bay Events. Insurance did not cover the damage so BYC was on the hook for the repair. We paid to have the ruined tile removed and sheet rock nailed up. Once this was done BYC volunteers taped and mudded the seams. Then sanded and mudded a second time. The night after this we textured and primed the ceiling with a texture mix on big fuzzy rollers. Final nights work was paint and clean up. Total cost for labor and material was under \$1,400.00.

Special thanks to **Gary Smith** who worked like a dog on the taping, bedding and texture/paining many nights. Thanks to **Dick Johnson** who worked diligently several nights. Also thanks to **Richard Veach, Geoff Farmer, Jack Kettlestring** and **Michele Hurst** who also toiled unselfishly. Many thanks for the 15 other club members who came down to help out on one or more of the project periods.

**Terry Robertson**  
Aka "Muddin' Willy Robertson"  
Building and House Chairman



Souper Bowl Sunday  
&  
BYC Chili Cook-off

**Sunday, February 6th**  
**Club Opens at 2:00pm**  
(One Hour Prior to Kick Off)

Since its inception by Bob Kehoe several years ago, this annual BYC event has grown in stature and to mythical proportions!

- ◆ Last year the Cook-off had over 25 entries!!!!
- ◆ The Judges are YOU.
- ◆ Just come to the Super Bowl Party and pick your favorite.
- ◆ Enjoy the game - Maybe enter the Pool - Have fun at your Club.

## Commodores Comment

In the short days of Winter, the thoughts of boating are often tempered by cold and discomfort. Most of us have winterized our vessels long ago and the idea of getting out on the water doesn't hold the appeal we remember during warmer days, but planning for the boating season has begun. The tentative racing schedule has been published and can be found on our website thanks to **Mick Corcoran, Terry Tavelli, and Dick Grimshaw.** Racing has been expanded significantly! In addition to the normal Wednesday night racing we are adding two Thursday night series which will target novice sailors, who wish to be introduced to the sport of sailboat racing. Tuesday night Dingy racing will

continue, thanks to **Dick Grimshaw, Jamie Foti, Don Dangelmeier, and Terry Tavelli** are organizing a class on boat handling for those volunteering to be mark boat drivers this season.

**Jamie** has organized an exciting cruising schedule that can also be found on our website. There are two noted general changes from the past. First, the schedule includes a couple cruises which emphasize families with children and second, there is greater use of **Intai Bay** as a destination. This should result in greater participation among power as well as sailboats. Your **Board** has recently decided to restrict our outstation at **Inati Bay** to members of the **Bellingham Yacht Club**. This action was taken for many reason, but

the primary consideration was the desire to maintain the lease and thus satisfy the desire of the owners to restrict the access to the property.

The days may be cold, but the Club warmly welcomes our new tenant **Kim** and **Lynda Alfreds**, who have recently purchased **Emerald Bay Catering**. **Kim** and **Lynda** are active members of the Club; contributors of the **Life Ring Program** and actively campaign their boat **Cheekee Monkee** on the race course. **The Executive Board** believes this cooperative business relationship will be beneficial to all parties and we very much look forward to working with them in the coming years.

**Richard Veach**

## Junior Programs

Hello again! It's been awhile since I've written an article for Junior Programs. Please rest assured that we are still here and are gearing up for an even better junior season in 2005.

Starting with an increased budget in advertising, we will be putting a lot of effort into getting more kids involved in the junior program. We plan on visiting many of the schools in and around the Bellingham area. We will also be advertising a lot in the local media, and we can thank **Claire Beich** for agreeing to take on that responsibility. She will be our official Race Team Coach for 2005.

**Geoff Farmer** continues to be the Junior Fleet Captain/Head Coach, and his input and efforts are absolutely one of the essential strengths of the junior program.

I look forward to the coming year. Remember that this is not MY junior program but YOUR junior program and any input or help that you can give will be gladly accepted. I hope you all had safe and happy holidays, and I look forward to spring when we can all start getting out on the boats again. Thanks for all the support that you as members of the club give, and thanks also to the Officers and the Board of Trustees, who have given their unfailing support. Until next time.....

**Jason Watson**  
**Junior Program Director**

## Club Notes

### In Remembrance

Past Commodore Bob Moles passed away January 9. A victim of cancer. Bob served as our Commodore in 1988-89. He will be missed by all of the BYC.

Bob was a leader in the community in the old fashioned way, not only belonging to community clubs and groups, too numerous to mention, but serving as president or the board of most of them.

Bob met thousands of Whatcom County residents over the years and left most feeling better for having known him. He was held in such high regard that honors have poured in for him from across the county and the state.

Our hearts go out to Dorothy and her family.

### New Years Eve

New Years Eve at BYC was very successful. About fifty people were at the lounge to bring in the new year. A good time was had by all. I think we will do it again.

### New Beginnings

Congratulations to Trish and Geoff Chamness on the birth of their son Caleb. He was born on Saturday, January 15th and both Mom and baby are doing well.

We welcome him as our newest junior sailor. Well done Trish.

### Tuesday Night Dinghy Racing Results

Byte:

Series 1 overall winner - Lily Grimshaw

Series 2 overall winner - Brennan Ashton

Opti:

Series 1 overall winner - Elliott Noell

Series 2 overall winner - Elliott Noell

### Lounge Hours

For the benefit of our new members: The lounge is open every Thursday, Friday and Saturday from 5 to 9ish. Beginning the first week of April we will also be open Wednesday nights.

## From the Fleet Captain...

In an attempt to better communicate upcoming Power, Sailing and Youth Fleet activities and events, I have committed to providing a monthly update in this column, so look for more information in the months to come.

### Power Fleet

#### February 19, 2005 – Land Cruise

The theme for this year's Land Cruise is "Around the World in Less Than 8 Hours". Look for details and registration forms on page 3. Contact Don Danglemaier for more information.

**March 26, 2005 – Drive n' Cruise** to "Bella Luna" Italian Restaurant in Anacortes.

### Sailing Fleet

#### Sailing Schedule

The 2005 sailing schedule is now available on the website so please be sure and check it out. A list of "Race Notes" accompanies the schedule which provides additional instructions and clarification for some of the races. Some highlights include:

- Thursday evening Novice Series in late spring and early summer to include the following categories: Novice, Novice Spinnaker and Ladies (must have a female skipper and at least 50% female crew). This will be a great way to tune up for the Women on the Water (WOW) regatta.
- Tuesday evening Dinghy Series during the summer.
- The Point Roberts Race will return to the old "non-stop" format to provide us with a night race.
- The Around Lummi and Point Roberts races will both be invitational races. We will invite nearby yacht clubs to participate.

- The Performance Cup is back in the schedule and should be a unique fun race.

*Look for an announcement soon for a Sailing Fleet Meeting to ratify the proposed schedule.*

#### Race Packets

Race packets and instructions for the 2005 season should be available shortly on the web site. Mick Corcoran is working to complete them as soon as possible.

#### Upcoming Races

##### February 2005

20 – Sunday: *Shaw Isl. Winter Classic – Orcas Island Yacht Club*

26 & 27 – Saturday & Sunday: *Foul Weather – Anacortes Yacht Club*

##### March 2005

5 – Saturday: Frostbite 1&2 at 1100 – BYC

19 – Saturday: Frostbite 3&4 at 1100 – BYC

25-27 – Friday-Sunday: *Southern Straits – West Vancouver Yacht Club at 1030*

#### Youth Sailing Fleet

Plan early to enroll your children in the Junior Sailing Club. We have a large number of returning participants from last year. For more information, visit the Junior Sailors section at [www.byc.org](http://www.byc.org).

#### Opening Day

Volunteers are needed to help plan this Year's Opening day ceremonies to be held on Saturday May 7, 2005. A planning committee is being formed and interested parties are urged to contact Terry Tavelli at 392-6769. The first meeting will be held Tuesday, February 8, 2005 at 7:00 p.m. at the BYC bar.

**Terry Tavelli**

## Sign Up ASAP!!

Don needs the numbers to make dinner reservations.



## 2005 LAND CRUISE

Saturday, Feb. 19th, 2005

This year's theme: "Around the World in Less Than 8 hours"

REGISTRATION FORM

NAME YOUR "BOAT"(CAR)

\_\_\_\_\_

CAPTAIN (DRIVER)

\_\_\_\_\_

Cell phone #

\_\_\_\_\_

1ST MATE

\_\_\_\_\_

NAVIGATOR

\_\_\_\_\_

CREW

\_\_\_\_\_

CREW

\_\_\_\_\_

WE SUGGEST A MINIMUM OF 3 PEOPLE, BUT YOU CAN HAVE AS MANY THAT CAN LEGALLY RIDE IN YOUR VEHICLE






ENTRY FEE @ \$5.00 per person \_\_\_\_\_

Total \$ \_\_\_\_\_

# THE BYC MAIN SHEET— SAVE IT / POST IT





## February 2005

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					

FEBRUARY 2005		
4, 18		<b>Fridays at Five . 5-7PM, try to bring appetizers</b>
6		<b>Superbowl Sunday &amp; Chili Cook Off Club Opens</b> <i>One hour prior to kick off, bring appetizers</i>
17		<b>Board Meeting. 6PM (Finance Committee 5:30).</b> <i>Open to all members. Call: Comm. Veach 647-0720.</i>
19		<b>Land Cruise See page 3 for details</b>
	<b>SAILING EVENTS: Contact Terry Tavelli 392-6769</b>	
20	<b>Shaw Island Winter Classic</b>	
26-27	<b>Foul Weather Anacortes Yacht Club</b>	



## March 2005

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		

MARCH 2005		
3, 18		<b>Fridays at Five . 5-7PM, try to bring appetizers</b>
17		<b>Board Meeting. 6PM (Finance Committee 5:30).</b> <i>Open to all members. Call: Comm. Veach 647-0720.</i>
26		<b>Drive In Cruise See page 3 for details</b>
	<b>SAILING EVENTS: Contact Terry Tavelli 392-6769</b>	
5	<b>Frostbite 1 &amp; 2 11:00</b>	
19	<b>Frostbite 3 &amp; 4 11:00</b>	
25-27	<b>Southern Straits West Vancouver Yacht Club</b>	

## April 2005

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

APRIL 2005		
1, 15		<b>Friday at Five. 5-7PM, try to bring appetizer</b>
21		<b>Board Meeting. 6PM (Finance Committee 5:30).</b> <i>Open to all members. Call: Comm. Veach 647-0720.</i>

**BAR & LOUNGE WINTER HOURS  
THURSDAY-SATURDAY, 5—9 PM.**

## Featured Advertisers

**SQUALICUM MARINE** is a first-class shop making first-class canvas products of all kinds, from flybridge covers to dodgers to Biminis, from camper backs to vent covers, with or without windows, including structures if required. And they build seat cushions and install headliners, too.

**Tim Mumford** and his team of skilled experts have the space, the tools, and the experience to do the job, enthusiasm to do it right, and the ethics to stand behind their work with integrity. See them at **712 Coho Way**, or call **733-4353**.

**PHIL DYER & ASSOCIATES REALTORS.** Phil moved here with Denise and daughters Ando and Alex in 1989 after 21 years with the USCG. Lifetime boaters, they immediately joined the BYC. "We moved so many times, bought and sold so many houses, it wasn't long before I knew more than some agents. I love the business, and since coming have taken more training than any other local agent", says Phil. With an MA in Economics, he handles a full range of activities. Only problem: right now he's between boats! *But if you're Buying or Selling, get Real Estate Problems Solved.* **739-9900.**

**SEA STREET MARINE** has not always been on "C" Street, they started in Stanwood in 1972. Now located in Bellingham they can help you with all your repair or new construction needs. We do nice woodworking, metal work, fiberglass repairs, system or component installations. We can repower, add a genset, washdown, shower, anything you need, or we can just advise you. "Work on your boat in our shop" at a daily rate. We have a competitive bottom painting package which includes everything. Large or small, give us a call **738-9990**.

## Boat Show 2005

Every year we embark on a mission in early January to invade the Boat Show and show the support that comes out of the BYC. This year was no different as we increased the size of the bus to allow for even more participants. The morning started off well with our volunteer staff handing out bagels, muffins, fresh coffee, mimosas and morning eye openers. The 2 hour bus trip went by so fast we hardly knew we were on the road. Our ticket on board included the bus ride, snacks and drinks, no driving, no parking hassles, and admission to the show, a fantastic deal for members!

Upon arriving in Seattle many of the members offloaded for the on the water show, while the remainder continued on to the exhibition hall. The morning was calm and cold, but still dry, making the on the water show a chilling experience. Many people went for lunch at Cucina, Cucina next to the on the water show, and the Pyramid Ale house by the exhibition hall. After lunch we converged on the exhibition hall as the mixed snow and rain began to fall. The show is gigantic as usual and we saw many of our Bellingham vendors working the show. There were new gadgets, and ideas everywhere.

At the end of the day we loaded up for the 2 hour ride home and talked about our adventures, and dreams. As we all made merry in the comfort of the warm bus the voyage north deteriorated. The weather closed in and chilled down for the big freeze. Snow and freezing rain were falling and I-5 became a skating rink. Just before the North Lake Samish exit the freeway was shut down due to several jackknifed semi trucks, and we waited for nearly an hour while the freeway was cleared. Our bus driver Ernie from Bellair charters pulled through like a champ. Somehow he remained cool and calm while a bus load of pirates and scallywags laughed and carried on. Just when many had given up hope we would live through the night we started moving to the BYC. Once back we opened up the club for members to warm up their vehicles, call for rides, or prepare to go to their boats for the night. Thanks to our volunteers that make this a successful event, **Theresa Van Haalen, Al Callery, Terry Tavelli, Ray Poorman**, and everyone on board including our entire executive board, past commodores, and members. We look forward to next year when we grow into two buses for this enjoyable voyage!

**Ray Poorman**  
Vice Commodore

### Looks Like Fun!





## Scenes from the Tsunami

Joe,  
The following message was received from our friends Beth and Al Liggett who, while visiting us in January of 2003, attended a [Fridays@5](#) and gave a short talk on their cruising life. At the time of the Tsunami they were in a harbor on the SSE side of an island just off the West coast of Malaysia, near the border with Thailand. They have made two and a half circumnavigations of the world. Their present sailboat, SUNFLOWER, is a 42 foot double ender.

Frank Travis

Yes - I should have sent out a blanket Email, advising we are fine. Have not been able to get to a cyber shop however.

We had just come up from Christmas doings at Doggie beach with another couple of yachties and had just anchored in Kuah when we heard all this commotion going on over the VHF. Short call from a long story was that we knew it was a tsunami and upped anchor immediately to head for deeper water. Chilled around in Bass Harbor

in 35-40 feet for over an hour while listening in to the frantic calls on VHF from boats at Rebak and Telaga Marinas.

We never had anything in the harbor, but did notice the currents increased and swung rapidly from one direction to another. The Langkawi Yacht Club had surges of water, but no wave action, no damage. All yachts there OK.

We stayed anchored in the middle of the harbor overnight. All the boats anchored in Kuah were fine. Went into LYC Monday morning and went with a group in a car out to Telaga Marina. This brand new marina is GONE. The pilings remain, and mostly are upright, but the pontoons are broken and gone. The fish boats and shacks are gone. The boats tied to the pontoons were swept around in the basin as in a whirlpool and then flushed out the entrance into the bay. Some stayed afloat, some hit the beaches of the 2 man made islands, a few unfortunates hit rocks. Several boats were sunk inside the marina. Al helped

get SANTUCHY head stay unwrapped from one of the pilings. It has lots of damage, but is afloat - a condition that many other yachts share.

We have not seen Rebak personally, but understand that there was a similar scene there as well - boats and docks smashed up and flushed out into the bay. Only a few were badly damaged and those were hauled out of the water to the hardstand on Monday.

We have heard from friends in Boat Lagoon, Phuket (Thailand) that they are all OK. Same with friends anchored in NaiHarn Bay, Phuket. But we are concerned about some of the yachts that we know who would have been in PHI PHI (totally destroyed this island) or Ko Lanta, and some of the other west coast beaches that took such a pounding.

Sorry this is brief, but many to contact. Just know that we are all right, SUNFLOWER is just fine (and looking wonderfully new and bright and shiny!).

---

Dear Friends, This e-mail was forwarded to us from sailing friends who received it from friends of theirs who are in Phuket. Jane and I on Trinity were in the same bay years ago while on our circumnavigation. We thought you would be interested in his experience.

Morgan

### December 27<sup>th</sup>, 2004

Thank you for your kind thoughts and I am very sorry to have been a concern for all of you. Of course I was lucky on several counts.

Thirty minutes after the tsunami rolled harmlessly under the Jenny Gordon it rolled on down to Langkawi and destroyed the marina where the Jenny Gordon had been stored for nearly three years. The internet suggests that a mere 50 hours after our departure on Christmas eve, the whole place is demolished. We chose that marina because we believed it the safest and most protected.

The wave that came into the bay I was anchored in dropped the water level first at a disturbingly fast rate. I had anchored the night before near the middle of the nearly mile wide bay in 45 feet of water. I had 200 feet of 3/8 inch chain over the bow attached to a 45 lb. anchor. The water went away and then swelled back and then some. I estimate the water depth went from 45 feet to 20 feet to 75 feet and then back to 20 before coming back to 45. Fortunately, the boat just had an elevator ride as the anchor held and the huge swell did not turn into a breaking wave until it got closer to the shore. The little beach restaurant I ate Christmas dinner with Bill at the night before was nothing but a concrete slab once the wave came through. Pick-up trucks were tossed around on their boulders like toys and cars floated off the roadway and down into the ocean. People were swept into the sea and many lives have been lost. I, on the other hand was safe as a clam.

I immediately pulled up the anchor of course and headed back out to sea. That seemed the only safe place, as the wave that had just gone under the boat might just be the first shoe to drop. It was because I had to go back out to sea for safety that I could not contact anyone. We spent that day and most of that night drifting about two miles off shore just in case there was more to come. We had absolutely no warning on the first wave and tons of largely inaccurate warnings after that as government officials started looking at the extent of the devastation. There were multiple quakes and aftershocks, with each capable of causing another tsunami. If there were more, I don't know because we were safely out at sea. The tsunami's seldom break in deep water but rather just form huge gently sloping hills of water. The boat can climb and fall with ease, it is just those huge breaking monsters that give the boat more than it can handle.

(Continued on page 7)

*(Continued from page 6)*

My lucky decision was to anchor in the middle of the bay, rather than close to shore. It is near where Susan and I have anchored before in this same bay but a little further out as the near shore spots were very crowded when we arrived Christmas afternoon. As it turns out, the bay I was in is relatively deep which was another advantage, because being in a shallow bay means that the onset of the wave will empty the bay and leave your boat lying on the bottom before the big wave hits. That happened in several bays here in Phuket and many boats were lost by being overturned, swamped and crushed as the big water came in after sucking the bays water away. It has been quite an experience to go through and can now safely be added to the hurricane and three cyclones the boat as already experienced under my ownership. So far no harm.

I think the smart move I made was naming the boat after my deceased mother when I bought it. I actually changed the name on mother's day you may recall and I believe she has been watching over my adventures ever since. I don't know how else to explain the event that took place as we went to leave Rebak. I had been working like a fool to get the boat recommissioned after such a long storage. When I got there to Malaysia there had been a lot of damage and it seemed one system after another required serious attention or rebuilding. Of course the temperatures were 95 to 105 each and every day and no breeze coupled with 85 per cent humidity. It was miserable and I won't bore you with the multitudinous projects but none had any glamour. All this time we are tight against a deadline as we are to meet friends for Christmas in Phuket.

Finally on the 22nd, I got the boat back in the water and a half day later I still haven't gotten the engine to start. My frustration level was very high but I refused to be beaten by these obstacles and finally I get the engine to run. It was the next morning on the 23rd that I tested the anchor windlass and found it too had failed to function. We spent all day the 23rd rebuilding that system in the hot sun and finally, I thought the boat was safe to take to sea. We leave

the dock under power on the afternoon of the 24th and we get no further than half way out of the marina and the engine stopped. We had tested it for two hours the previous day but here we were half way to the narrow marina entrance and we are without an engine. Bill says, "steer for the fuel dock, we maybe have enough headway to coast in." I said, "No, hoist the jib, we have a slight breeze at our backs and I believe we can sail out...we're sailors right?"

Bill, against his better judgment followed my instruction and we raised the jib and ghosted out toward the marina entrance. This is a narrow channel made narrower by the fact that it is low tide. We needed 6 feet of depth and the depth meter said we had 2.2 meters. You do the math, but that meant we had only 10 inches of water under our newly painted bottom and we had nothing but the sail for power. I told Bill as I heard the Rebak ferry coming into the breakwater entrance that I was taking our half of the channel out of the middle as we forced the ferry to pass us coming in on our port side. The ferry captain was amazed to see someone actually sailing out of the narrow breakwater, especially at low tide.

To make a long story a bit shorter, we got out, hoisted the main and caught an increasing breeze as we got further and further from land. I didn't have time to fiddle with the engine, I expected it had sucked some air in the fuel line, as the sailing in shallow water with current and faint breeze had me fully occupied. We ended up catching a good wind as we rounded the base of the island and before we knew it we were charging north in winds that grew to 25 knots, requiring reefs in both the main and the jib. The self steering also packed in 300 yards from the marina entrance and so we hand steered for the next 22 hour arriving in Phuket Christmas afternoon, tired, sore but grateful to be away from Malaysia and the boat yard.

When we sailed into Niharn Bay, the anchorage was crowded with more than 75 cruising boats. We still had not fooled with the engine so I went below to unsuccessfully attempt to get it to run long enough to anchor. It would not and so we anchored in the middle of the

bay under sail deropping first the headsail to slow the boat and eventually letting the main sheet run free to keep the mainsail from drawing. The boat eased to a safe stop in 45 feet of water and out newly rebuilt anchor windlass helped us drop the anchor right where we wanted it. I put out a full 200 feet of chain, just to be sure we stayed were we were because as the sails dropped we no longer able to safely control the direction of the boat. The anchor held well, we went in by rowing dinghy a very long row to the restaurant, we picked up the Christmas packages that had been left for us by Judy and Lassine, our friends and rowed back out to the boat about 17:00, well fed and "too pooped to pop."

The next morning at 08:00 I am up feeling a little guilty that I hadn't sorted out the engine immediately upon arrival because I felt vulnerable in a crowded anchorage in case anything came up. By 09:00 I had sorted out the engine problem finding an unappetizing sludge had developed in the bottom of the fuel tank and blocked the fuel filter, causing the engine to stop. I used a pump to drain off two gallons of this garbage into an empty full jug and the engine then ran like a top. 30 minutes after that as I had just finished rebuilding a valve in the toilet pump that had also stopped working, the tsunami hit.

If we had stayed in Langkawi, the boat would now be lost. If we had anchored close in to shore, the boat would be lost, if we hadn't gotten the engine problem resolved and been able to raise the anchor and get back to sea who knows what might have occurred. I do know one thing, and that is that there are many people around me right now that have suffered huge and devastating losses. There is no doubt I am a lucky man.

**BELLINGHAM YACHT CLUB**

2625 Harbor Loop, Bellingham WA 98225

Phone: (360) 733-7390

Fax: (360) 733-3601

E-Mail: [bycstaff@cssnw.net](mailto:bycstaff@cssnw.net)

Printed in U.S.A.

**The JIB SHEET Club Newsletter  
for FEBRUARY 2005**Kelli Conrads *Jib Sheet Editor* 527-2244 [kelli@colonywharf.com](mailto:kelli@colonywharf.com)

Bud Peterson, Richard Veach, Roger Van Dyken, Bob Kehoe, Steve

Moore & Terry Tavelli *Contributors***2004-2005 Officers & Trustees:**Richard Veach *Commodore* 647-0720Ray Poorman *Vice Commodore* 366-7364Al Callery *Rear Commodore* 676-0784Terry Tavelli *Fleet Captain* 392-6769Steve Ross *Secretary* 738-7677Marlene Bolster *Immediate Past Commodore* 739-3377Dolph Conrads *Assistant Treasurer* 527-2244**Trustees who meet 3rd Thursday of each month at 6:00PM:**

Don Dangelmaier, Jami Foti, Teresa Van Haalen, Dick Grimshaw,

Jason Watson, Christine Petrou and Terry Robertson

**Blue Gavel/Past Commodores Officers:**W. S. "Bud" Peterson *President*Bob Moles Sr. *Vice President*Steve Ross *Secretary***OUR JIB SHEET and ROSTER SPONSORS: PLEASE SUPPORT THEM AS THEY SUPPORT US!**

<b>Autos:</b> Wilson Motors Mercedes-Toyota-Daewoo	733-5590	<b>Electric Repairs/Supplies:</b>	
<b>Boat Repairs:</b> B'ham Marine Repair, 907 W. Holly	734-6326	<b>Rasmussen Marine Electric, 708 Coho</b>	671-2992
<b>Yacht-Tec Marine Services, Russell Deptuch</b>	380-5426	<b>Electronics: San Juan Electronics, 730 Coho</b>	733-6264
<b>Sea Street Marine, Paul Malec</b>	738-9990	<b>Engine Repairs: Tri County Engine, 2696 Roeder</b>	733-8880
<b>Boatyards:</b> Boatyard at Colony Wharf, 1001 C St.	715-1000	<b>Group Insurance: Earl Dangelmaier, 329 Telegraph</b>	734-2750
<b>Padden Creek Marine, Fairhaven</b>	733-6248	<b>Hardware &amp; Supplies: Hardware Sales, 2034 James</b>	734-6140
<b>Seaview North, Harbor Loop by the BYC</b>	676-8282	<b>Lettering: Special-T Signs, 2206 Pacific St.</b>	734-7617
<b>Boat Brokers &amp; Chartering (*=Also Sailing School):</b>		<b>Marine Supplies: LFS Inc., 851 Coho Way</b>	734-3336
<b>Bellhaven Sailing*, 714 Coho Way</b>	733-6636	<b>Outboard Motors, Stern Drives &amp; Repairs</b>	
<b>Bellingham Yacht Sales, 1801 Roeder #174</b>	671-0990	<b>West Coast Marine Services, 1200 "C" St.</b>	676-8020
<b>NW Explorations, by Gate 3, Hbr. Loop</b>	676-1248	<b>Real Estate:</b>	
<b>Performance Yachts, Gate 12, Bellwether Way</b>	676-1340	<b>Gary Baker, Coldwell Banker, 3610 Meridian St.</b>	441-5683
<b>San Juan Sailing/Yachting*, by Gate 3</b>	671-4300	<b>Phil Dyer &amp; Assoc. , 1001 Larrabee Ave. #101</b>	739-9900
<b>Catering: Emerald Bay Events, W. Holly</b>	734-7832	<b>Dawn Durand, Windermere, 4164 Meridian</b>	739-3380
<b>Canvas &amp; Upholstery:</b>		<b>Chuck McCord, Re/Max, 913 Lakeway Drive</b>	647-1313
<b>Seawind Canvas, 27 Harbor Mall</b>	650-0810	<b>Sails: Staaf Sails, 801 Harris Ave.</b>	734-8559
<b>Squalicum Marine, 712 Coho Way</b>	733-4353	<b>Surveys: Matt Harris, Marine Consultants Inc.</b>	647-6966
<b>Dentistry: Dr. Bob Knudson, 1415 Commercial</b>	671-4480	<b>Mike McGlenn, Michael K. McGlenn Inc.</b>	966-4900
<b>Detailing, Diving: Top-to-Bottom Inc., 16 Hbr Mall</b>	671-7022		