

# Port Angeles Yacht Club

## Anchor Line

107<sup>th</sup> Edition

June, 2010



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### MEMORIAL DAY CRUISE

This year's PAYC annual Memorial Day Cruise to Telegraph Harbour on Thetis Island, BC, went very well. Eight (8) boats participated and all spent the weekend at Telegraph Harbour culminating in a catered BBQ on Sunday afternoon - 21 people were present for the BBQ. PAYC members included Al Gross with his son Gary and family aboard **ELDORADO**, David and Joan Miller aboard **PAPILLON**, Steve and Melanie DeBiddle aboard **SUNNY SUE**, and Frank Benson and Al Ruble aboard **TATOOSH**. Prospective new members Paul Flyr and Lyn Smith aboard **SIRENS SONG** joined us for this cruise - they were fun to have along and will be a good addition to our Club.

We had guest boaters join us also - Chris and Sandy Benson and family (Al Gross' son) aboard **SEAS THE MOMENT**, Larry and Helen Prier aboard **WALTZING MATILDA**, and Fynn and Candis Knutsen aboard **MORNING TIDE**.

Sunday morning featured the annual "dinghy races" with 6 boats participating. It was a small course around 3 buoys and consisted of 3 timed laps. Times were computed and averaged with the winning boat having a 3 lap error of 0.6 seconds with an error percentage of 0.40%. The winner, Chris Benson, was awarded 4 homemade cookies at the afternoon BBQ for his efforts. Commodore David Miller came in 2nd with an error of 1.31% (3 cookies) and Frank Benson came in 3rd with an error of 1.33 % (no cookies - we ran out) . It was a close competition !

Even though it rained every night, the sunshine did come out several times each day and a fun time was had by all.

The new owners, Tara and Ron, were very accommodating and took very good care of us - they will do well in their new venture. We'll certainly be returning to Telegraph Harbour !

Steve, Cruise Capt., VC

## May Dinner Meeting Guest - Mike Miller



The SmartPlug story: A fast introduction to an innovative invention.  
By: Christine Scott, Marketing Director

The SmartPlug is a revolutionary new shore power system designed to replace the outdated and problematic twist lock standard in use today. It's intuitive to use and provides greater protection against loose connections and corrosion - the leading causes of shore power failure and fires. The basic design protects against all the major causes of scorching and electrical fires that have plagued the industry for over 70 years. It's not that it's just a *better* safety product; it's the *ONLY* safety product in existence which combats these problems. The problems with many plug designs are that the shape of the electrical pins allows for very little contact area, and the pins themselves are also largely responsible for bearing any physical stress placed on the cord. This stress results in the pins working loose, further lessening the precious contact area they had to begin with. Furthermore, such loose connections allow for moisture intrusion and ultimately corrosion of the pins. Arcing occurs and the connection heats up, scorches, and in some cases, catches fire. Because the current draw is unchanged, all of this happens long before a breaker or a GFCI can cut the power.

The 30 Amp Inlet and Connector represent just the tip of the iceberg with SmartPlug Systems planned roll-out of marine shorepower product lines. Currently in production and expected for distribution in Summer 2010 are the 30 Amp Dual Configured Cordsets, and a protective weatherproof SmartCap, which will fit securely over the Connector when not in use. Shortly after these products roll out, the complete 50 Amp shorepower product line will make the market. The SmartPlug design is patented and insured with a growing pipeline as new products are developed for adjacent market applications.

SmartPlug Systems is headquartered in Seattle, and is poised with strong Dealer & Distributor networks in North America, adding more daily. Refer to [www.smartplug.com](http://www.smartplug.com) for a complete updated listing.

Contact SmartPlug Systems, 2288 W. Commodore Way, Suite #300, Seattle, WA 98199  
206-285-2990. Fax 206-285-2991. [sales@smartplug.com](mailto:sales@smartplug.com).

The ramp was good but the crazy dock stuck out at a fifteen degree angle from the ramp. Four and a half hours later we finally gave up trying to start the new inboard and strapped on the trusty old Seagull.

The day was beautiful when we pulled away from the dock. We were immediately hit with the fact that you need to be able to read charts in this area. As you move out into Rosario Strait, you have a choice of six passages to choose

ORRISON -

a half finished boat in  
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#### TALE OF A FLEDGLING SAN JUAN CRUISER

by Bob Morrison

Not so many moons ago Doug Falkner and I discussed a trailer boat trip to the San Juan Islands. The beauty of the islands! The challenge of the inland passages! Victoria! The Canadian Gulf Islands!

Doug was enthusiastic. In fact, he was so enthusiastic that he rushed back to the club, talked up the trip, and rushed back with a list of interested club members and a date.

Woeis me! The date chosen was the first week in August. Pieces of our boat were in my garage, my fathers garage, in the chandlery, and in my imagination. In short, Rae Ann and I were (are) building the boat and enough pieces wouldn't be ready until the first week in September.

With a heavy heart and a sabre saw in my hand, I waived goodbye to Doug and his companions and then tackled the construction with renewed vigor.

By the end of August, we were in a panic! Nothing was finished! By September second, somehow enough was done. The big checkout started. Of course, Murphy struck! The inboard wouldn't start. The oven pilot refused to light and grealins were running wild in the electrical system. Finally everything was sorted out on Monday morning.

We eagerly hooked up the new truck and tested the lights. You guessed it, everything refused to work! finally, at two in the afternoon enough lights worked to sort of be legal so we loaded the boat and truck. An even hour later we pulled out for the islands. It took days to straighten out that loading!

After being rained on all the way from Redding, we made it to Green Point, Fidalgio Island. The San Juans at last! Like fiends we set up and rigged the boat (no mean feat as we were rigging for a spinnaker at the same time). By the time it was rigged, it was past dinner time so we decided to launch the next morning.

At last! Dawn! We had a successful launch the next morning. The ramp was good but the crazy dock stuck out at a fifteen degree angle from the ramp. Four and a half hours later we finally gave up trying to start the new inboard and strapped on the trusty old Seagull.

The day was beautiful when we pulled away from the dock. We were immediately hit with the fact that you need to be able to read charts in this area. As you move out into Rosario Strait, you have a choice of six passages to choose

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from. We ran Thatcher Pass heading for Jones Island. Han is the word. The tide was running through the pass like a river! We suddenly began paying a lot more attention to the tide book.

This country is so beautiful that it defies description. As we approached Jones Island, we saw one hundred foot high trees coming right down to the water. It was so calm that the water was like a mirror reflecting the image of the trees. Jones Island is in its natural state with tall trees, ferns, moss, various birds and deer. We stayed the night.

The next morning, the radio was making ominous sounds about a gale brewing the next day. We decided that Victoria, Canada was a great place to sit it out. We slipped our dock lines and headed that way. We stopped at Roche Harbor for ice then slipped through Mosquito Pass into the open waters of Haro Straits. The fourteen mile run to Victoria was exhilarating in a twenty five knot southeaster (bad sign). Just before arriving in Victoria, it started raining so our welcome to Canada was damp. Customs was simple except we never did find the customs dock. It seems that the sign had been taken down for painting. We were lucky and got a berth right in front of the Empress Hotel.

Victoria is a little piece of England transplanted to Canada. Don't miss an opportunity to visit it. Buchart Gardens are the most beautiful I have seen anywhere in the world.

Sure enough, on Saturday the flag on the Empress was standing straight out like it was starched. It was blowing a steady forty-five with gusts to sixty knots. Another lesson, listen to the weatherman in this part of the country, believe, and find a sheltered harbor if he makes threatening sounds.

We left Victoria on a bitter cold Wednesday morning. By the time we reached the D'Arcy islands, the sun broke out it warmed up so quickly that you couldn't get your clothes off quick enough. By the time we reached Bedwell Harbor on Pender Island, it was gorgeous. Bedwell is a picture postcard harbor with trees and cliffs tumbling into the water. Plan on stopping there.

It was raining the next morning so we waited until it stopped then headed for Roche Harbor to clear American customs. For the first time, the wind came from behind so we rushed up the new spinnaker. It was built in New Zealand and the corners are not coded like ours so I just hooked it up and hoped. It went up upside down (not a bleeper, we didn't belong to the club yet). It pulls like a mule when its upside up.

It was so beautiful at Roche Harbor, we decided to stay over night. Roche is a resort town with many amenities for the boater.

By Thursday morning we realized we only had one day left so we tried to cover all the rest of the islands in one day. We headed for Jones Island then Orcas Island then Sucia Island then back to the other side of Orcas Island then Obstruction Island then Blakely Island. About this time it was getting dark and it was still over eight miles to Green point and the car so we decided to anchor. The anchorages on Blakely Island didn't look too hot and the wind was beginning to shift to the South-East (bad sign) so I elected to make a night run to Green Point. If you ask me, the passage was great. If you ask Rae Ann, it wasn't such a neat idea. We stayed the night at the Skyline Marina. We had just tied up the dock lines when a squall hit. It was enjoyable sitting in the cabin sipping hot chocolate and listening to the rain on the cabin top.

The next morning, we powered around the point to the launching ramp thus ending a most enjoyable and successful cruise.

If you have a boat with a cabin, a reliable auxillary, and can read charts and tide tables, head north for the vacation of your life.

**NEXT DINNER MEETING:** MAY 18, 2010

**FRIENDSHIP HOUR:** 6:00 P.M.

**DINNER:** 7:00 P.M.

Meeting following Dinner

### PAYC 2010 Board Members

|                         |                                            |          |
|-------------------------|--------------------------------------------|----------|
| Commodore:              | David Miller                               | 452-7136 |
| Vice Commodore:         | Steve DeBiddle                             | 457-2337 |
| Rear Commodore:         | Bob Morrison                               | 477-4613 |
| Past Commodore:         | George Kanekkeberg                         | 808-7444 |
| Treasurer:              | Al Davis                                   | 683-7370 |
| Secretary/Land Cruises: | Hal Gilmour                                | 477-6053 |
| Club Manager:           | John Wahl                                  | 461-3633 |
| Bar Manager:            | Pam Davis                                  | 683-7370 |
| Cruise Schedule:        | Steve DeBiddle                             |          |
| Trustees:               | Dolores Ketelsen/Gordon Miller/Paul Downes |          |