



## OLYMPIA YACHT CLUB

August 2013



### Commodore

Captain Jeff Pape  
First Mate Debra Pape  
*M/V Papa's Dream*



Our Commodore year has started and we have a great Bridge. We started with an impromptu dingy cruise to Tug Boat Annie's. A simple email on Tuesday and on Friday we had 42 people and around 16 dinghies for the trip across Budd Inlet. Lots of fun...and Tugs handled the OYC crowd well with good service and fun.

Next was the 4<sup>th</sup> of July Cruise and our RC Mike and Patti did a fantastic job. Good weather and lots of members pitching in makes for a great time.

As I type this I am in my white uniform and we leave shortly for the Lakefair Parade. Pizza on the deck afterwards, thanks to PC Mike Contris, and then wander the docks visiting as is the custom for Lakefair.

Summer is in full swing and before we know it, Labor Day and Foofaraw will be here.

Don't miss out on all the opportunities for fun at OYC. Watch your email for unexpected events, you never know what the Bridge may come up with???

Commodore Jeff Pape  
1<sup>st</sup> Mate Debra  
*M/V Papa's Dream*

### Impromptu Dinghy Cruise to Tugboat Annie's



Photos by Jeff Pape





## Vice Commodore

Vice Commodore Myra Downing  
 Captain Joe Downing  
*S/V Vintage*



Hello Fellow Boaters.

**YOU ARE INVITED**  
 Please join us for the annual Labor Day Cruise scheduled from  
**Friday, August 30 – Monday, September 2.**  
 We're expecting fun times with fun folks. Details to follow.

Welcome to an incredibly warm summer with wind for those of us who like to sail and not too much for those who like to cruise. Our year is starting out with numerous examples of our club's definition of a good OYC member – a person of good moral character who contributes to the good and welfare of the Olympia Yacht Club.



Mike Contris photo

My first example would be our Fourth of July event, led by our new Rear Commodore and first mate, Mike and Patti Phillips - it was really fun!. They had a great team (look to Mike for more details) that prepared very tasty meals, organized our games, and created a restful and entertaining weekend. I would be remiss though if I didn't mention John Setterstrom getting our fireworks and the MASTERFUL show managed by our own Matt Mills and Tim Ridley. They had us in awe and in stitches (you would have to have been there).



Mike Contris photo

An example of caring about our welfare were the numerous people who gave of their time by attending the City of Olympia Commissioner's Public Comment meeting about the Shoreline Master Plan. The meeting lasted over two hours on a very hot evening. Some of our members testified – Jerry Budelman, Richard Erwin, Theresa Madden, Walt Schefter, Tim Shann, George Smith, Bob Utter, and Bob Wolf. Each of them had taken time to prepare something relevant regarding the importance of the Yacht Club to the vibrancy of Olympia.

An example of good will was when Rich and Michelle Wells were experiencing an electrical problem. We called Jerry Budelman and explained what was occurring. He came down on a Sunday, another very hot day, and worked with Rich and Joe until it was solved.

Bob Selene serves as a reminder of the cool people who are part of our club who have been displaying good will for years. He is one of the founders of Lake Fair and all its festivities. This was the first time Joe and I had seen the parade and rediscovered the joy of such a fun and positive community event (we refer to "firsts" as virgin experiences which made it even more thrilling)

I'll close with a nod to Mike and Vonnie Contris for pulling off a wonderful after parade celebration in honor of our Commodore Jeff Pape and his first mate Debra. It was a pleasant evening with easy conversation among members on the deck.

It feels like I should end with "and to all a good night" but I think I am in the wrong season. But, what the heck – And to all a good night!

Respectfully,  
 Myra and Joe Downing  
 Vice Commodore  
*S/V Vintage*

## Directory

### Bridge

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 Island Home: George Whittaker..... 426-5882  
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Club Functions & Dinner Reservations..... 705-3767

Website: [www.olympiayachtclub.org](http://www.olympiayachtclub.org)

#### Associate Memberships:

- Boat U.S group: Olympia Yacht Club  
 Group # GA83470Y

**Photos** this issue: Rick Taylor, Jeff Pape, Mike Contris

	<h2>Rear Commodore</h2> <p>Captain Mike Phillips First Mate Patti Phillips <i>M/V Chaotic Too</i></p>	
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Hello it is August already and the summer is going by too fast.

When you read this we will have already had the 4th of July cruise, and I think it turned out very well. I hope everyone enjoyed it as much as we enjoyed putting it on. I would like to thank everyone who was able to come out and enjoy the cruise and the sunshine with us. I know it was hard with the way the 4<sup>th</sup> fell on Thursday because some people

had to work the next day on Friday (THANK YOU ALL). I would take this opportunity to give a special thanks to my committee, George and Cindy Smith, Ron and Jane Vukonich, Bill and Gail Thomas and Leon and Joanie Werner, who were our guests for the weekend. They all worked very hard to make the cruise happen. Great food, games and fun could not have happened without you..... THANKS!!!!

I would like to take this opportunity to remind everyone about the functions that will be happening in August. The BBQ on the deck on August 22<sup>nd</sup> at 6 o'clock, no reservation needed. Also the Labor Day Cruise at Island Home running August 30 to Sept 2<sup>nd</sup>. Reservations are needed for this cruise, so make them early and make the supply procurement easier for the committee. Also we will be having the first dinner meeting on September 4th and if you're not on the permanent list please make your reservations so that I have a good head count.

With the summer in full swing doing vacations and all the summer activities that are available in the Pacific Northwest, I would urge all of you to be safe while enjoying this summer and all of its activities. Be well and we'll be seeing you on the water.

Rear Commodore Mike Phillips  
 First Mate Patti Phillips  
*M/V Chaotic Too*

**Cruising has two pleasures. One is to go out in wider waters from a sheltered place. The other is to go into a sheltered place from wider waters.**

*-Howard Bloomfield*

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### Fleet Captain Sail

Fleet Captain Susie Zuelke  
Captain Rick Antles  
S/V *Voyager*




Isn't Summer grand? Hope you are all getting out and enjoying yourselves as we have been. We have had a busy month. Bought a new boat and sold *Voyager*! We have kept our Cavalier 45 up in Seattle for now so we can have a place to stay up there off and on over the Summer. We will bring her home in August. *Voyager* has moved to Fox Island to a good

home.

If you are out and about on evening nights you may see some great racing going on. We have been blessed with some great winds and beautiful weather for the Summer racing series. I am having fun on *Vintage* and even got the gun Wednesday (first in our class to cross the finish line)! Thanks to Skipper Myra and a fun and talented crew of women! Watch for Star races and dinghy races out on the water, too. On the docks you may notice some small sailors enjoying the summer camp. They seem to come off the docks smiling after a fun day on the water. Thanks to the coaches, Jan Visser and Bob Connolly for keeping this running smoothly.

See you on the water!  
FCS Susie Zuelke/Rick Antles  
S/V *White Raven*

Mark Your Calendar  
**Labor Day Cruise**  
August 30 – September 2  
- - - Island Home - - -  
Call Myra Downing for details  
(360) 584-6886

**TGIF**  
Thank Goodness it's **Friday!**  
The monthly TGIF party is getting ready to start up again  
Please Check back in September



### Fleet Captain Power

Fleet Captain Gary Waldherr  
First Mate Deb Waldherr  
M/V *Santorini*




We will be starting the season with Oktoberfest at Island Home on the traditional start date of September 20/21st. Come early on Friday and join us in making bratwurst. Saturday beer drinking/tasting. Three European beers on tap for your enjoyment. Followed by German style continental breakfast on Sunday. Put it on your calendar and watch for the flyer.

We will be having a fleet captain meeting later in the month and if you want to have fun, get ahold of me. 360-481-1708 Watch for flyers !!! Oompah

FCP Gary Waldherr  
1st Mate Deb Waldherr  
M/V *Santorini*

### Membership Committee

Bill Wilmovsky, Chair



Don't call our newest member, JD Ausberger, a sailor because he will probably tell you he is a Marine. "Once a Marine, always a Marine," and he did it for 21 years. His wife, Becky, may not be so hard core (or is it Corps?), but as a mother of three kids (including two teen-aged daughters) she may be wishing she had something of a gunnery sergeant's power.



They also have two dogs....."a good one and a puppy."

They are half owners of a 27 foot 1959 Grandee named *Wishbone* a wooden boat they share with members Tony and Andrea Wheeler. In Virginia (at the Pentagon) they messed around with an 18 foot Bowrider, a great boat for kids.

Originally from Missouri (him) and Florida (her) they have been in the area for about nine years now and live in Tumwater. JD commutes to Ft. Lewis where he is a logistics consultant while Rebecca works as a physical therapist at Capital Medical Center. If you don't find them on the water you are likely to find them biking, hiking, camping or skiing.

.....Patti Taylor



# Board of Trustees

George Smith, Chair  
M/V Aventura



**NOTE: THE AUGUST BOT MEETING WILL BE HELD ON AUGUST 7<sup>th</sup> @ 6PM.  
THIS CHANGE IS FOR AUGUST ONLY.**

While our members have been out cruising, your Board has been working for you keeping the business of the club up and running. Just a few of the things we have been continuing to work on are the dredge permitting, the SMP, and updating committees and liaisons. We have also been working with the Mainstation Chair, Jerry Budleman, to update the parking rules and boathouse safety standards.

The SMP is moving along and in June and July many of our members attended the 3 City Council meetings. The July 9<sup>th</sup> meeting was for public comments and I want to thank Bob Wolf, PC Jerry Budelman, Walt Schefter, PC Richard Erwin, Bob Utter and Bob VanSchoorl. Our attorney was pleased with both the turnout of our members and the content of our comments. Our attorney has also sent to the city a comment letter on the final SMP revisions. The SMP will now go to Ecology where it will be for at least 9 months. It looks like we have won the battle but waiting to see if we will win the war. I cannot thank Gary Ball and his committee enough for all the hours and hard work they have put into the fight to keep Olympia Yacht Club safe. If you see these folks out and about please thank them.

The dredge and piling projects are ongoing and as it stands right now, it looks like it will happen this fall. We are still waiting for permits from the Corps of Engineers. Stay tuned for more info.

The BOT has approved a by-law and rule change to the following:

Section 4. Initiation Fee:

Shall be as follows:

Active Member	\$2500.00 plus State and Federal taxes, if any
Associate Member	\$2500.00 plus State and Federal taxes, if any
Junior Member	\$50.00 plus State and Federal taxes, if any, except that this requirement shall be waived for applicants for Junior Membership who are dependents of any Active Member.

The proposal is to move this by-law to the rule section. This will allow the BOT the flexibility to change the membership fees as needed.

I hope everyone is enjoying the beautiful cruising weather we have been having and taking advantage of it. Enjoy the rest of the summer and see you on the docks or the water!



# June Change of Watch Dinner Meeting



Dinner started with Vice Commodore Jeff Pape "roasting" Commodore Mike Contris with a slide show of old photos. He promised not to make any short jokes. He lied



Jeff Pape prepares to raise his flag after being sworn in as the new OYC Commodore.



Myra and Joe Downing are both sworn in though only Myra gets to wear the stars of Vice Commodore. PC Ted Shann swore all the officers and first mates together saying it was a team effort.

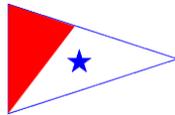


Mike Phillips raises his flag as Rear Commodore, a position he held 26 years ago. Twins surprised Mike and Patti 26 years ago and he is finally getting around to finishing his run through the chairs



Incoming Anchorette President Dorrie Carr thanked her predecessor, Catherine Scheffter, and noted that the Anchorettes had ordered the 168 new sets of silverware on the tables that night... exactly the number of people who showed up

PC Ted Shann swore in Teresa Madden-Rock and Bob Wolf as new members of the Board. Any combination of those last names would be a good name for a punk rock group



Steak, potatoes and corn were the Pelligrino's special of the day for Change of Command.



The change of command was on a sunny warm day and a good deal of the crowd stayed outside to grab the rays and a little cooler air



Gary and Deb Waldherr take their oath to become Fleet Captain Power. Gary will wear the rank but Deb is known to be a power behind the wheel



Susie Zuelke is the new Fleet Captain Sail but Rick still reserves the right to sail the boat once in a while



Outgoing Commodore Mike Contris presented Sue Wise a special Commodore's Award for her dedication as OYC Secretary. Then he swore her in again for next year!



Richard and Diane Hurst were named Powerboaters of the Year for their work at Daffodil, as Fleet Surgeon, on the Board and elsewhere



Outgoing Commodore Mike Contris honored two people he blames/credits/thanks for his decision to go through the chairs. PC Carol Robinson and PC Leslie Thompson each got drink appropriate glasses which somehow inspired them to howl at the camera.



Boating Family of the Year was Gary and Judy Ball who served in a variety of positions including Chair of the Governmental Affairs Committee



OYC Woman of the Year was Catherine Scheffter who ran Anchorettes and had a hand in a dozen other projects



Sailboat Skipper of the Year was Joe Downing who stood in awe of the other skippers he sailed against in over 17 last year



OYC's new Mainstation caretakers, Greg and Amy Whittaker, are the first ever to bring a baby into the caretaker's quarters. They are also the first to be son and daughter-in-law of the Island Home caretakers George and Diane Whittaker



The OYC Junior Sailing Program awarded two scholarships to student-sailors Laura Smit and Alex Dzinbal. Both were competing the following week in the 420 class in Seattle with a chance to go to Nationals



Junior Sailing Advisor PC Bob Connolly presented the instructor coaches. Andrew Cannard and Erik Brown (right) have served well and are moving on, but Kate O'Leary and Mary Fitzgerald will remain under the watchful and instructive eye of Jan Visser (not pictured) helping perpetuate one of the best junior sailing programs in the Puget Sound



Jerry Budelman scared the OYC with two tales involving electricity and sparks and near fires on the OYC docks. The moral of the stories were two: don't forget to disconnect your electrical cable before you leave the slip and check your power cables around the boathouse periodically for cracks, rot and abrasion



## Past Commodore

IPC Mike Contris  
First Mate Yvonne Contris  
M/V Maya



Well, here I am doing my second thank you message in as many months. But I must point out how many of you stepped up to help with our Memorial Day Cruise, my last hurrah, as Commodore Jeff pointed out. So, herewith those who helped me and our club:

**General help all weekend:** PC Matt Mills, PC Tim Ridley, Loleta Rosen, Bill and Gail Thomas, Bill and Charlie Hamaker, Barb Bergholz,

**Memorial Day Ceremony:** PC Bob Job for the Memorial speech and Chris Cheney and Gene Coakley for the flag raising during the ceremony; Bobby and Carol Brown and Pat and Char Brock for their extraordinary help during the event, for which the bridge (arranged by Commodore Jeff and VC Myra) presented them with tokens of our appreciation.

### Winners of the contests:

Bocce Ball –	1st Place: John & Mary Setterstrom Second Place: Gary & Julie Gronley
Chinese Checkers –	First Place: Margaret Snyder Second Place: Kris Budelman
Horseshoe Golf –	First Place: John & Clair Teters
Golf Chipping –	First Place: John Teters
Bean Bag Toss –	First Place: John Teters, Junior
Skittles –	First Place: Gail Thomas
Dessert Contest –	First Place and ‘Best of Show’: Deb & Kinsey (Bobbie and Carol Brown’s niece and grand-niece), Cake Pops First Place: Alice & Gene Coakley, Strawberry Trifle Second Place: John & Mary Setterstrom (and the Lucky Eagle Chef)

And Loleta Rosen called out the following for being good sports and participants: PC Jerry Budelman’s grandson Ethan and Parker Teters.

Vonnie and I were very proud to serve OYC the last 3 years on the bridge and so thankful that you asked us to become flag officers. We’ve met so many wonderful folks at the other G14 clubs and I can honestly say that our club members are every bit the equals of any other club in the G14. Finally, here are the winners of our annual club awards, presented at the Change of Watch dinner:

Woman of the Year: Catherine Schefter  
Sailboat Skipper: Joe Downing  
Boating Family: Gary and Judy Ball  
Sailboat Member: Mike and Denise Lackey  
Powerboat Member: Rich and Dianne Hurst  
Commodore’s Award: Sue Wise

And always remember, we treasure all of you, so: “Party on Dudes and Be Excellent to one another!!!!”

## Anchorettes

Dorrie Carr, President



What a great summer we’ve had so far! I look forward to serving as the Anchorette president this year. Did you know that Puget Sound is one of the most ecologically diverse ecosystems in North America? It is a place of rare biological diversity - the largest species of octopus,

the Giant Pacific Octopus, is found here. The World Wildlife Fund includes the Puget Sound Basin as one of 200 priority ecoregions for protecting biodiversity worldwide. It is unique in high salmon species and natural salmon productivity, making this one of the most productive salmon areas along the Pacific Coast. Washington State also supports the second largest oyster production in the nation and the most important geoduck fishery on the West Coast of North America. Puget Sound is the second largest estuary in the United States behind the Chesapeake Bay. It is considered one large estuary and contains many smaller estuaries. What have you done lately to keep this unique ecosystem healthy?

Dorrie Carr, President, Anchorettes

## Womens’ Interclub Council

Kim Shann, Representative



### OYC LADIES:

Please gear yourselves for the next Women's Interclub Luncheon to be held at Port Orchard Yacht Club, on October 10th, 2013. Yes it is a couple months away, but we always look forward to meeting our Grand 14 Yacht Club friends. Enjoying the warm welcome, the wonderful decorations of a surprise theme, and the delicious lunches and programs presented.

PLEASE LET ME KNOW.

CALL ME, KIM SHANN 491-3786

## Island Home

Gary Gronley, Chair



I hope you all are enjoying this great weather, and you are able to spend lots of time on our great Island. Now is a great time to share our Island with your friends and prospective new members. All of the hanging flower baskets and flower beds are in full bloom and look beautiful.

The Island entertained over 70 people for the 4th of July holiday; even with some low tides there were 10 sailboats on the docks. The Bridge and RC Mike Phillips put on a great cruise; everyone enjoyed the fireworks, and all of the games that were held throughout the weekend. The Island survived the weekend, and we are looking forward to seeing you on the island for the Labor Day cruise.

See you on the docks  
Gary Gronley

## Moorage Report

Bridget Shreve, Moorage Master



All of the members who were asked to clean their boats have complied. Thank you! It helps to make the marina look more welcoming.

I have sent out some notices to members who need to show that their boats can move under their own power. About half have done so, and I will be reminding the rest. This is a safety issue.

Postcards have been sent to members that need their burgees replaced or to be made visible on the boat.

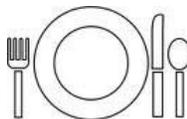
It's that time of year again! Fire Safety forms need to be filled out and returned to me by Sept. 30<sup>th</sup>. The new form is in the Beachcomber and I will have forms inside the clubhouse by the side door.

Thank you to all the members who keep our marina safe!

Bridget Shreve  
Moorage Master  
(360) 561-3289

## Lunch Bunch

Mike and Denise Lackey



Next Lunch Bunch is September 11th

## Clubhouse

PC Carol Robinson, Chair

### Summer Greetings

The OYC galley project has been completed. In the health/safety renovation, as you move something or pull something up etc., you find the unexpected little surprises of an older clubhouse, thus requiring more than anticipated early on. The committee made those necessary changes to ensure a safe and healthy environment for all its members of OYC. The galley is up to code now. We are confident that you, the member, are safe from the health hazards that existed previously.

We would like to "thank" our Clubhouse committee. A very warm and special "thank you" to our main lead men: Mike McKinnon, Dennis Backstrom & Michael Fife. Instead of this project costing the membership \$40k, the talented skills by these three, rocked!

Members Steve & Linda Treece were great help in the demo and cleaning process as well as Diana Fife. She can paint with her best clothes on and not wear it. It was truly an effort to get it operational in two weeks. This project was not a remodel...it was a health and safety needed renovation.

To add to the safety renovation, Dennis Backstrom was under the clubhouse with plumbers & electricians to find our black iron pipe gas lines have been underwater at higher tides and were in less than adequate condition. After looking at them, I was uncomfortable. The ones under caretakers house were worse. Mike McKinnon took over that task, contacted Sunset Air, who sent a representative out to visualize and execute a whole new plan to elevate and reroute all the gas lines under both buildings with the current new style lines and replace ASAP. This is another safety issue, not a fire issue, more like a kaboom all gone! So, July has been a hectic month.

Rental applications are posted inside on the board. Please call Janet or myself for any questions and for rental availability.

Thank you to my husband Chuck for putting up with about every task OYC has had available that I had to do. Thanks Janet for being my co-chair.

PC Carol.  
M/V *Romancing the C's*.

Janet Yeager  
M/V *Destiny*

## Main Station

PC Jerry Budelman, Chair



I hope you have had the chance to meet our new caretaker, Greg Whittaker, and introduce yourselves! Greg is quickly learning the ropes and making positive contributions. If you see anything that needs attention at the Mainstation, please email me and I will see that it gets on our project list. At the September dinner meeting, we will be introducing a number of Mainstation consolidated policies relating to parking, boat-house safety, and the Mainstation electrical system. While these policies are mostly a restatement of current rules found in the moorage agreement, OYC rules, safety checklist and boathouse standards, they also codify some "standard practices" and specify penalties for infractions. Since these documents have the effect of a rule change, they will be posted and read to the members before final action by the BOT. Such action is anticipated at the September BOT meeting, so members who have concerns or questions should read the proposed policies and are encouraged to attend that session.

The (arguably) most significant element is the paragraph in the electrical policy which seeks to reinstate mandatory Ground Fault Circuit Breakers (GFCI) in pedestals throughout the marina. Back in 2007 we had all pedestals equipped with these devices and in the process found and fixed a significant number of dangerous electrical problems. The zinc usage by many members also went down in a major way and we had a very safe and electrically "clean" marina. Since that time, about 40% of the GFCI's have been removed either through misinformation or by pressure from members who experienced "nuisance" tripping. Zinc usage (anecdotal reports) seems to have increased during the same period. GFCI's unquestionably save hundreds of lives every year by preventing electrocution and in fact these devices are required by law in all new marina construction. Most of the nuisance tripping events are indicative of real problems that need to be fixed. I understand that this could be controversial, hence this article. If you would like more information or just want to sound off, please send me email (JBLKB@Comcast.net) or see me on the dock. I strongly support this action, but ultimately it is up to the members and the BOT to make the tradeoff between

safety and convenience. In any event, Greg and I are conducting a major electrical survey of the marina to spot any problems and we will publish our findings, so each of you will have a snapshot of the electrical "health" of YOUR slip. Meanwhile if you have any concerns or problems of an electrical/electronic nature, I will be happy to consult with you.

The Mainstation committee is looking at some dock reconstruction in the early spring of 2014. The 600 float, where the old shed was located, is likely the first candidate, followed by the 200 float. And yes, we will be looking at better finger pier stabilizer solutions. This will be a DIY program to save a ton of money. We will be looking for volunteers to serve on the work parties.

Happy Boating!  
Jerry Budelman  
Mainstation Chair

## Club Service Program

Les Thompson, Chair



Greetings and happy wonderful summer to you all. So far this has been a great sunny summer. Lets hope it stays so all can enjoy great boating. Hope all are out there enjoying your boats. For me it has been mostly a dinghy boating summer so far. Still playing catch-up at the house after my 4 years on the Bridge and enjoying cousins here for a month from California.

CSP report is updated on August 1 or thereabouts. Check your hours and let me know if there are issues please. There are lots of projects at the Mainstation and Island Home during this nice weather that members can participate in for hours. Contact the caretaker at either venue for jobs to do or the committee chairs for each. They will be glad to assist you.

Hope you all have a great summer. See you on the docks or at an event.

CSP guru  
IPC Les Thompson  
m/v *EcstaSea*

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## The History Corner

Lisa Mighetto, OYC Historian



At a rendezvous over the summer I met a couple who owned a 26-foot boat with no name. They could not think of one, they explained, so decided to go without. Hailing other vessels over the radio and checking in as a guest at marinas must be a challenge, I thought. This inspired me to look through OYC's annuals to view the variety of boat names associated with our club over the last century. The OYC's flagship in 1916 was called "*Teal*." Was that a reference to the bird, or a color, or someone's name? If anyone knows, please contact me. Historically, the OYC has been home to boats with names that suggest a story, such as "*Father's Folly*." Some early boat names were lyrical, such as "*Silver Spray*." I don't know how "*Kluggish*" and "*Sizzorbill*" got their names but they evoke interesting images. And there's my personal favorite - "*Wet Pants*" - which I assume (and hope) was a reference to spirited sailing and racing.

Further inspired, I conducted an informal poll on the history of boat names at several OYC events. "Boats have personalities," Beth Connolly observed. "And their names are important." She and Bob chose "*Pandora*" for several reasons: it could not easily be twisted into an obscenity on the race course; it's less than 14 letters, allowing for listing in 48 North race results; and it's "classic." If you get the chance, ask Beth sometime to tell you the story of the boat called "*All's Well*," which she heard about over the radio when the owners got in trouble and tried to convince the Coast Guard they needed help, resulting in an unintentional but hilarious "Who's on First" routine. Names are indeed important.

An examination of current OYC boat names gives a glimpse of the personalities and histories of our members. You can learn a lot about people from their boat names. Some, like "*PenOziequah*" (an indigenous name for "young woman spirit") and "*Rob Roy*" (derived from Catherine Schefter's Scottish roots), are references to cultural heritage. "*Balder*" is not a reference to who has less hair. It was named for a noble character in Norse mythology – and it fits John and JoAnne DeMeyer's Erikson sailboat perfectly.

Many OYC boats, such as "*Barbara Ann*," were named for family members. Traditionally, boats were named for women, especially the wives of seafarers. Some OYC names are combinations of family names. "*Heron*" for instance, combines the names of Mark and Elaine Leingang's children. "*D'Lavicea*" is derived from Debe Andersen's middle name, which was her German great grandmother's name (the "D" apostrophe is for "Debe"). "*Romancing the C's*" combines the names of Carol and Chuck Robinson. Sometimes cherished pets, much like family members, are also recognized in boat names. "*Maya*," for instance, was named for Mike and Vonnie's beloved Siamese cat.

Some OYC boats were named for professions or work life, including "*Doctor's Orders*" and "*Tooth Ferry*." Naming "*Kiss Intel*" required a consultation with a corporate lawyer for Jerry Budelman, who was counseled not to use Intel's trademarked dropped "e" in the lettering on the boat. The attorney, a Ms. Gundelfinger, sounded like a character from a Harry Potter novel – ask Jerry to tell you the story sometime.

Other OYC boat names similarly involved a clever play on words. Variations on "sea" have long been popular – and "*Ecstased*" is an excellent example of the trend. Les Thompson noted that the name was not a reference to the drug but to the true meaning of "ecstasy" – and the happiness that this boat represents. "You're in heaven," she explained. "It doesn't get any better than that." Tony and Nancy Re's boat names have demonstrated a series of clever word plays over the years. Their current boat "*Re-Treat-Ed*" was a reference to their name and a "treat" for the family as well as a joke about retirement. "*Tug E Bear*" was a charming reference to the type of vessel, and, as Kim Shann added, "I'm married to a teddy bear."

Some names tell a humorous story, such as "*She Weaken'd*." Phyllis DeTray named the boat after years of resisting a boat purchase – until a trip to the boat show and Paul's enthusiasm for the Meridian 49 broke down her resolve. Some boat stories were moving, such as Jeff Pape's description of how his father had always wanted a 41-foot Roughwater boat and passed away before he got it. Now Jeff and Debra are realizing his wish and honoring his memory with "*Papa's Dream*." Rick and Patti Taylor's sailboat "*Promise*" reflects several layers of meaning: they had been talking about getting a boat since the 1980s; their faith is essential to their lives and their boat name "honors that experience"; and it is a recognition of the challenges they endured together as a couple and a hopeful look to the future.

My boat "*Murrelet*" was named for a small seabird that lives in Puget Sound. Murrelets spend most of their lives at sea but they travel inland to nest in the forest – and MacGregor sailboats can be cruised in salt water and trailered on land. There is a large "M" on the mainsail and my husband and I wanted a boat name beginning with that letter. "Money pit" seemed crass, and as I am a birder, "Murrelet" seemed appropriate and fit the boat's personality.

It seems that every OYC member has a good tale about how they named their boat – and these stories are part of our rich history.



## Out Cruising.....

### Bright Angel



Bob and Linda Hargreaves  
[www.saibrightangel.com](http://www.saibrightangel.com)

We made it! We arrived in Savusavu, Fiji, on the island of Vanua Levu (16 46.68S, 179 19.69E), at 11:30 am on Monday, June 10, 2013 - 11 days out of Marsden Cove, New Zealand. With a slight "detour" for weather, we covered about 1300 nautical miles - or nearly 1495 statute miles. We spent almost a day and a half "hove to" - so that

averages out to about 125 nm per day - at a little over an average of 5.2 knots of speed; no speed records here!

To say this passage turned out to be "Mr. Toad's Wild Ride" would be an understatement; it was every bit of that, and then some! The weather window that looked so good when we left New Zealand soon collapsed with the blossoming of a new, unpredicted low that formed in the Coral Sea (NE of Australia) and tracked SE to New Zealand. We had sailed west of the rhumb line (straight line from NZ to Fiji) to avoid a predicted 998 mb low that formed near Fiji and tracked SE, well out of our way, with the expectation that we would experience some peripheral effects in the way of enhanced trade winds in the "squash zone" between the Fiji low and the high that was then parked over New Zealand. The Coral Sea low quickly displaced the high, and instead of enhanced SE trade winds (in the 25 knot range) we ended up with N then NE winds in the 30-35 knot range (with gusts over 40), as we were far enough west to be on the fringe, but not far enough north to escape the new low. Within about three days the winds had veered to the SW then back to the SE, and decreased to a manageable 25-27 knots as the low moved over New Zealand, but the heavy seas (at times as much as 6 meters - near 20 feet) took some time to settle back down. During the worst of it, we hove-to (basically parked the boat) for 22 hours; the reduced motion was quite a relief, but still short of comfortable. We were able to get some much needed rest; things were getting pretty tired out before we hove-to, and Linda at one point had been thrown across the cockpit when we were hit by a big wave, so her ribs and rump (she landed on a cleat) were sore and she needed some R&R.

A little over a day later, when we were sailing north again in SE winds of about 27 knots, the bar that holds the rudder on our Monitor self-steering wind vane broke; we did not lose the rudder, as it is tied to the boat with a control line (used to raise it when stowing the wind vane), and the 2 foot long stainless steel bar that broke is called a "breakaway bar" (designed to give way if the rudder hits something, before damaging the rest of the wind vane) and, as such, is actually a spare part (that we had on board).

We certainly could not effect repairs under the conditions, and we did not want to hand steer the boat (which is very difficult and tiring in heavy seas); and, because we did not want to run the risk of damaging our hydraulic auto pilot by motoring in those rough conditions, we hove-to again - this time for 12 hours, until the seas settled down enough to motor without concern for the auto pilot. About 14 hours of motoring later, the wind and sea conditions were calm enough to try fixing the wind vane. With Linda tethered to the cockpit, she wriggled under the stern pushpit and hung out over the back of the boat about 3 feet, while I dropped her some tools (with their own tethers!) so she could remove the nut and bolt holding the broken end of the breakaway bar, then she attached the new bar and bolted it on, then we slipped the rudder back on, and bolted it in place - about 45 minutes of work, with Linda hanging over the back of the boat the whole time. Even though it was relatively "calm" the boat was still bobbing up and down and rolling back and forth in the swell. Do I need to tell you that Linda is my Hero?!

Things got much better after that, and we had some really great sailing for several days - and the fleece came off, and the shorts, t-shirts and sun screen came out! Nevertheless, this was one of the most challenging (and tiring) passages we have made yet; several people we know who have made this trip (between NZ and Fiji) many times

*(Continued on page 12)*

### Cruising North from Olympia

Many other clubs have a "club call sign". The idea is as members are cruising about, every once in awhile they may wonder if any others from the club are nearby and of course there is no good way of knowing.

Granted many of our folks don't go very far or have the time for extended cruising and many have a select group of friends that travel together---but there are others, like us that go for extended periods, alone and it really blows us away returning in the fall to find a fellow member was in the next bay over or this year to find we were both in Squirrel Cove, BC at the same time.

So the idea of a club call sign is this (an example of a potential call sign). We are on the hook, or underway, and I would call "Captain Oly, Captain Oly, this is the Pamela Anne on 16". Any members of OYC that want to can call back and say (an example, I am not sure that PC Nelson would reply) --"this is Gifted 2, lets go 78". And Voila, we have made contact with another member travelling, which opens up all kinds of possibilities.

Some folks will protest that this call sign issue may not comply with the law---but then calling someone's name on the radio doesn't either. The key is, use the call sign to make contact and go to a working channel right away.

.....Chris Cheney

## Fleet Surgeon

Richard Hurst, M.D. ("Rich")



### Boating Friends

I received a call from the wife of a longtime friend and avid boater who told of their recent changing of insurance companies due to price. Their new doctor would not just renew their medicines without an exam. My Type A salesman stay-away-from-doctors friend acceded to the exam and tests with results that showed an advanced colon cancer. He has undergone a partial colon removal and is facing chemotherapy.

Colon cancer begins as a small polyp (like a mushroom) in the lining of the large intestine. It starts as a non-cancerous (benign) growth that slowly enlarges. At around 1 inch or so in size, the lining may become pre-cancerous. As this slowly enlarges, parts of it may become cancerous and then slowly grow into the wall of the bowel. Over time, this has the potential to spread to the local filters known as lymph glands or to the liver. By slowly, we are talking about perhaps up to 10 years from the very beginning until there is a high risk for spread outside the bowel.

At any time, the polyp can be easily removed by a procedure known as colonoscopy. With the removal of the benign or precancerous polyp, the cure or prevention of the cancer is 100%! Even early stage cancers have cure rates of 60-75%.

We recommend most people get their first colonoscopy at age 50, or as early as 45 if they have a significant family history. If no polyps are seen, we recommend follow-up at 10 year intervals.

Colon cancer kills 51,000 people in the US a year and there are 102,000 new cases/year diagnosed. It is the third most common cancer and most cases are preventable. Why aren't people flocking to their doctors and demanding this procedure? The actual test takes 15-30 minutes and is done under sedation so you don't even remember being there. The risks of bleeding or perforation are exceedingly rare. Drinking the laxative and crapping your brains out is a large deterrent, but come on folks, this is your life we are talking about. In Germany, they pay the costs of the procedure, but if you don't get it done, they will not pay any of the costs for the cancer therapy! There are some expenses and co-pays associated with the test depending on your insurance.

The alternative tests are nowhere as effective at finding early tumors. Stool blood tests do not find the early ones. Sigmoidoscopy only visualizes part of the bowel, still needs some prep, and you don't get the I-don't-care meds. Virtual colonoscopy with CT scan requires the prep and if they see something, you still need the colonoscopy.

So friends, I don't want any more calls like the above, but just maybe a few "Thank God I took your advice and it saved my life!" would be nice.

***Get your tailpipe checked***



## OLYMPIA POLICE DEPT HARBOR PATROL

### New BUI Law effective July 28

On May 16, 2013 Governor Inslee signed the new boating safety bill (Senate Bill 5437) into law.

Most notably, the bill strengthens Washington's Boating Under the Influence (BUI) law by making the penalty for BUI a gross misdemeanor punishable by a maximum fine of \$5,000 and 364 days in jail. Additionally, the law now allows for implied consent, which means an officer can require a boat operator to take a breath test if the officer believes the operator is boating under the influence. If the operator refuses, he/she could be issued a \$1,000 civil infraction...

**Have a safe boating season!  
See you on the water....**

*(Continued from page 11)*

all have said this was the worst. All in all, we did quite well - just short of 11 days total, and other than the wind vane, nothing broke; we know several people whose sails ripped, one whose bow sprit broke, and one who took salt water into his fuel tank (through a vent line) and turned his diesel to "mayonnaise" - you can imagine what that did to his injectors and injector pump when he tried to start his engine! So we did okay; and, we continue to admire and have great confidence in *Bright Angel*. She is truly a great blue water boat, and she does so much better at this passage-making than we ever will!

When we arrived in Savusavu the sun was out, and it was hot! Soon thereafter, though, a front moved through and it rained for a couple of days - but we are certainly not complaining, as the rain washed all the salt off the boat! We spent several days catching up on our rest, and putting the boat back into "cruising order"- anxious to start exploring Fiji, which promises to be worth the tough passage from NZ

Bob & Linda  
S/V *Bright Angel*

A lot of water has passed under *Bright Angel's* keel in the past couple of months. Follow their journey at <http://www.sailblogs.com/member/sailbrightangel/>

## South Sound Women's Sailing Group



The South Sound Women's Boating Seminar, held May 18 at the Olympia Yacht Clubhouse complex, hit high marks again for the fourth year in a row! Seventy-five women attended the full-day event, coming from throughout western Washington, as far north as Port Townsend and as far south as Portland. Approximately 15 OYC members participated.

The seminar hosts a raffle to fund scholarships to the Girls at the Helm program, held aboard the historic schooner *Adventuress* in August. Natalie Rynne, last year's scholarship recipient, opened the seminar with a report of her Girls at the Helm experiences, a great reminder why programs like this are so important.

Concurrent sessions opened with Alison Mazon teaching all things DC, while Lynne Reister and Capt. Mary Campbell demonstrated proper use of the VHF radio. The morning's last two concurrent sessions featured Judy Grable describing the forces that create wind, waves and weather while Alison helped participants practice building a 12-volt circuit.

An excellent sandwich buffet complemented by salads provided fuel for a long afternoon of active learning and an opportunity to participate in "Table Topics," focused discussions led by experts at separate tables. Among the subjects discussed were setting up your boat for single-handing, crossing the border (both ways!), cruising with pets, and the joys and challenges of living aboard.



The afternoon opened with an activity new this year, the "Hands-on Fair." Four demonstration stations presented important skills in a more accessible format. Seminar participants could remain at one station or wander among all four at their own pace, focusing on those skills most important to them. Jeanne Rynne shared her knot-tying skills, Capt. Mary Fitzgerald explained how to maintain a marine head in good working order, Lynne Reister divulged the secrets of shaft seals and Micki McNaughton showed how—and why—to change a water impeller.



The last concurrent sessions of the day featured Capt. Ace Spragg discussing tides, currents and trip planning, and

Capt. Mary Campbell demonstrating how to use a laptop as part of a navigational system.

The day concluded with an exciting raffle drawing, all proceeds to fund scholarships for the Girls at the Helm program this August. The generosity of this year's seminar participants will allow two young women to receive scholarships!

Educational exhibits included Olympia Power Squadron, Olympia Harbor Patrol and the U.S. Coast Guard Auxiliary, Flotilla 38. Major sponsors include Flagship Maritime Training, Olympia Yacht Club Foundation, Helly Hansen Outlet – Centralia, Cabela's – Lacey, Swantown Boatworks, Aloft Rigging and Northwest Maritime Center in Port Townsend; we are very grateful to these organizations for their contributions to the success of the seminar and their support for women on the water.

Once again, the seminar would not have been possible without the generous support of both South Sound Sailing Society and the Olympia Yacht Club; we thank both of these organizations for making it possible for this event to continue reaching and teaching women boaters throughout South Puget Sound and beyond

.....Micki McNaughton

**Safety Committee**

PC Richard Erwin, Chair



We have only had 23 members request to purchase the latest Marine CO detector we found available. Marine Technologies has agreed to sell us 30 #65 541 detectors for the same price as a full carton of 69. The price is \$50.15 plus freight. As with the ladders, we add state sales tax which should end up about \$61.15. These are marine grade CO detectors sealed from salt air and vibration with a built in alarm when they reach the end of the life cycle (about 5 years). It important you maintain a CO detector that is fully functional and until now they never had a end of life alarm. They will be billed through the Quartermaster on your monthly billing. If you want to buy a CO detector, send me an email with the number and color (white or tan) [erwins11@juno.com](mailto:erwins11@juno.com)

While we are on the subject - - how about your home and your smoke and CO detectors? I recently replaced my old (1999) smoke detectors - - you know, the ones on your ceiling that were once white when they were new and now turned a yellowish color. Smoke detectors have a life cycle also. They say about 10 years and they should be replaced. You can now get them with 10 year life batteries

FIRE EXTINGUISHERS we normally think of the things we use and do in relation to size, weight, and volume. Ounces, pounds, pints and quarts etc. We also think of these items in measurement of time to use or consume. It takes a while to consume a 16 oz. can of beverage or to eat a 24 oz. steak, and five pounds of sugar may last years on board if you would ever have that much on board. Vessel size determines the minimum size and type of fire extinguishers you are required to have on board. The key word is MINIMUM. HOW LONG WILL DIFFERENT SIZES FIRE EXTINGUISHERS LAST before they are depleted, (empty) no longer useful?

SIZE	TIME	
2 ½ Pound	10 to 15 seconds	DO YOU REALLY WANT TO
5 Pound	20 to 30 seconds	PROTECT YOUR BOAT WITH
10 Pound	60 to 70 seconds	"MINIMUM REQUIREMENTS"

NOTE: Many hours of vibration and pounding on the water packs dry chemical in the bottom of the extinguisher. As part of your post-cruise checklist, be sure to invert the extinguisher and hit with a rubber mallet or the palm of your hand until you feel the dry chemical break free. Pause and invert several times and you will feel the powder fall to the low end of the cylinder. Check the pressure gauge and safety, and put it back in the mount. USCG regulations require your onboard extinguisher must be mounted and the bracket attached to the vessel. (WHY? you will always know where it is)

FIRE PREVENTION CHECK. The check list is to be completed and returned to the Moorage Master by Sept 30 each year. A few changes on the check list:

#1. C. requires the main 20 or 30 amp service to the vessel to be dedicated to serving the vessel only without any 15 amp convince receptacles or adapters connected directly to the power cord.

#17 The power pedestal main service GFI requirement to vessels is in question. The Mainstation Chair has asked the BOT to have all GFI replaced as required. A large number of them have failed and been replaced over the last several years. The Safety Committee has reviewed considerable data and information from codes and issues around the country regarding pedestal GFI breakers serving the vessels. The GFI's are a problem in many locations and very few marinas require pedestal GFI service to the vessels. The Safety Committee has offered its recommendation to the BOT Chair for a BOT decision.

#17 has been replaced with a requirement that "No containers with material emitting flammable or toxic fumes may be stored in dock boxes or boat houses.

FOOFARAH is the first Friday in September. Don't miss this great event and it's a good idea to have a safety briefing for your guests before you depart. A written handout you can reuse each year is a good idea. Include things like leaving the dock and docking, any requirements for your guests, location of life jackets, fire extinguishers, use of head, as well as location of trash bins on your vessel. No it's not mandatory, but helps level the playing field of what is expected or not expected of your guests. Remember.....one (1) life jacket of correct size for everyone on board.

Remember WAKE COURTESY - Our vessels are good size and so are our wakes. Remember, when we have a large gathering of large vessels like Foofaraw, the wakes build on each other and cause a very rough ride for the slow vessels and guests especially on the return trip from Island Home. Everyone departs in one mass exit and it's chaotic. In addition we need to remember Boston Harbor and the other moored boats along the way.

Any questions, ask one of the Safety Committee Members.

**A message from Dixie Ellis.....**

I would like to weigh in on how important I think it is that every boater in our club have an operational carbon monoxide detector for their boat. A senseless tragedy could have been averted if we had had one on our boat. Not many people could have had more experience around boats than Eng, but still he was caught off guard and succumbed to carbon monoxide poisoning. This changed our plans, and the rest of my life. This summer we had plans to spend time in the San Juan Islands. I now have our boat for sale and my heart still aches, and there's not a day goes by that I don't think about "what if." So to protect yourself or your spouse or children, please put a good CO detector and put it on your boat as soon as possible. They say that something good comes out of everything bad. I would like to know that others can be saved from what took Eng's life by having a functional CO detector.

.....Dixie

# OLYMPIA YACHT CLUB

## ***FIRE PREVENTION CHECKLIST***

This check list is our insurance carrier's recommendations for OYC fire prevention and is **required to be completed and submitted to the OYC moorage master annually by September 30**. Any member (vessel) obtaining moorage at OYC (except reciprocal visitors) after Sept 30, shall complete and submit the checklist within **15 days** of arrival.

**The fire prevention check list will only work with your full and active participation.**

As a member, mooring my vessel at and/or boathouse at Olympia Yacht Club main station facilities, I am certifying I have completed or had someone acting on my behalf complete the fire prevention checklist and am in compliance with the following requirements or will correct any deficiencies within five working days from the date completing check list. Mark an **X** for each item checked, **N/A** if item does not apply. All items must be indicated with an X or N/A.

- 
1. I have inspected my boats to dock pedestal AC electrical system including boathouse if applicable:
    - a. My AC electrical power cord is a weatherproof power cord, minimum 12 gauge for 20 AMP, 10 gauge for 30 AMP service, with a ground, is not cracked or chafed and is free of visible defects.
    - b. AC power cord is dedicated from the pedestal to the vessel with respective size marine twist lock plugs.
    - c. AC plugs have been checked for signs of burning/melting or other defects and replaced as needed. (no 15 amp convenience receptacles are directly attached to the shore power cord between the pedestal to vessel)
    - d. AC cords passing through boathouse walls have permanently installed non-metallic chafe protection.
    - e. The AC plug connected to the vessel is secured by a locking ring.
  2. Make sure electrical heaters are plugged directly to permanent receptacles. No extension cords.
  3. AC heater cords are not tightly coiled or bundled. (it will cause them to get very hot)
  4. No reflective type heat lamps are being used on the vessel.
  5. No AC heat devices (heat lamps) with spring-type clip hangers are used on the vessel.
  6. Hot water heaters are not energized when vessel is unattended.
  7. No thermostat controlled electric heaters are being used in gas engine enclosures or tank area.
  8. No unprotected light bulbs are being used in machinery and tank spaces.
  9. No visible fuel leaks or seeping exist on engines, fuel lines or fuel tanks.
  10. If the vessel has LP tanks, the valves are closed when the vessel is unattended.
  11. Dual range electric heaters (800/1500 watts) are only set on the low range when unattended.
  12. No AC electric heaters above 1500 watts are being used when the vessel is unattended.
  13. All AC heaters are placed to insure no flammable materials may come in contact with heater.
  14. All shore power and heater cords and plugs are not hot to the touch when under a service load.
  15. All vessel fire extinguishers are proper USCG size & type, inspected annually and serviced as required
  16. Boat houses will have a (5) five pound ABC fire extinguisher inspected annually and serviced as required.
  17. No containers with material emitting flammable or toxic fumes may be stored in dock boxes or boat houses.

**I certify that the inspection was completed in compliance with the above standards.**

OYC Member \_\_\_\_\_ Date Inspected \_\_\_\_\_

Slip # \_\_\_\_\_ or Boat house # \_\_\_\_\_ Boat Name \_\_\_\_\_

Person doing inspection (print) \_\_\_\_\_ Signature \_\_\_\_\_

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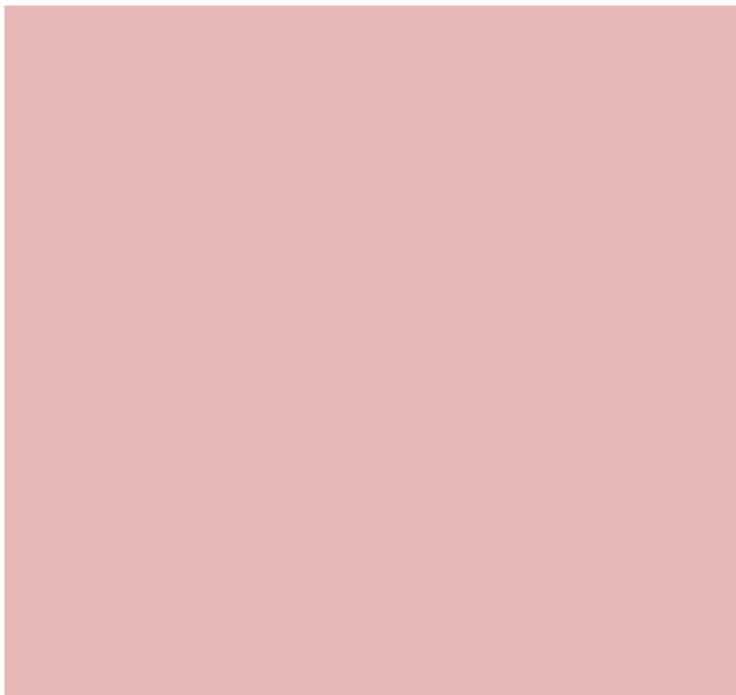
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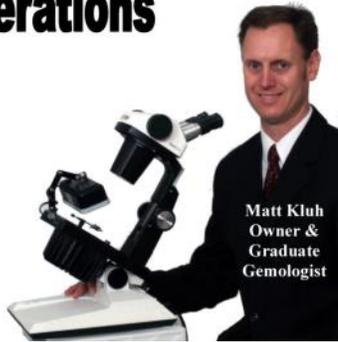
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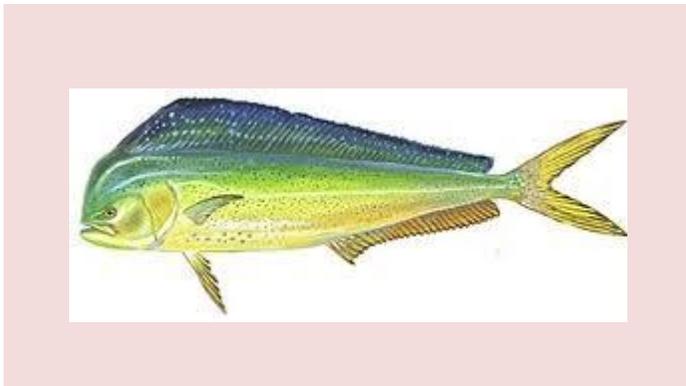
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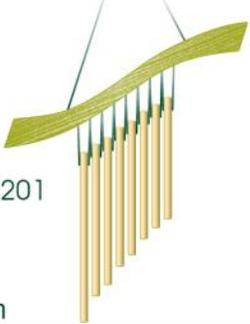


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**For Sale: "Off the Record"  
1969 36-foot Fairliner**

440 Chrysler engines, one recently re-built, all new batteries and new battery charger, gas stove and oven, fridge, two heads with Vacuflush system, one head with bathtub, 9-foot dinghy with 5-hp outboard, mapping GPS, 17-foot fly-bridge.



Boat and boathouse package. Been well maintained. Beautiful boat.

For more info, call Dixie @ 943-5334 06/13

**Donation Deal  
--- Great Opportunity ---  
26 ft. Sailboat for Sale  
1979 Chrysler 26 "Wind Dancer"  
NEW PRICE 4,950**

Well-built, trailerable, swing keel sloop in excellent condition. Interior includes electric marine head, propane cook-top, "Hi-Seas" kerosene cabin heater and custom teak interior. Power is a 2009 Suzuki 9.9hp 4-Stroke with electric start. Instruments include Uniden digital depth sounder, Danforth compass and Navico tiller pilot.



Contact Bill Wilmovsky 357-6100 or Pete Janni 956-1992 06/13

**NONSUCH 30 ULTRA**

- Two Mainsails
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MUST SEE—Slip# 214  
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**FOR SALE**

The 'HART TO HART' is for sale. She is a **42' Bertram** Motor Yacht, complete with 11' Boston Whaler tender. She is berthed in custom **boathouse #531**. (Also for sale)

Call or come by and let the owners show you this remarkable boat. This Bertram is an ocean cruiser and will calm the Puget Sound waters and beyond.

Contact: Bill Hartman @ 280-2232 days and 357-7346 evenings 10/12

**3988-Bayliner Motor Yacht  
\$140,000**

- Gen set
- Hydronic diesel heater
- Full canvas
- 2 electric toilets
- AB dinghy with 25hp motor & davit system
- 300ft chain on anchor system
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- Inverter
- Propane stove/oven
- Double fridge
- Hard top back

Please call Gary at 360-943-1685 for more information. 02/13

**PRICE REDUCTION**

**1983 ISLAND GYPSY EUROPA 36'** Twin Lehman 120 @ 1600 hours, Bow Thruster, Generator, Washer/Dryer Combination, Air Conditioner, Water Maker, Upright separate freezer, new upholstery in 2011, Inside and outside shower, Large V-Berth, Twin Bunks, Salon converts to double bed, Microwave, Two burner stove, Apex dinghy with 5 hp Mercury and dinghy dumper, both upper and lower helm stations include GPS, compass. VHF, depth sounder and lower helm station includes radar, new windows in staterooms and head in 2009, canvas enclosed aft deck. ~~\$85,000~~ **\$70,000**

Bill Wilmovsky @ 360-786-1829 Work 360-357-6100 12/11

**FOR SALE  
"Shiloh"**

a **1996 Commander 30**, boathouse kept since new and shows it. Perfect cosmetic and mechanical condition. 600 hours on twin Volvo Penta fuel injected 350's. Fully equipped with enclosed flybridge, electronics, autopilots, MMC throttles, Floscan, Lectrasan sanitation system, propane range w/ oven, SS props and spare set of aluminums, windlass with all chain rode, 9' Livingston on Weaver snap davits, 10 disc CD changer, micro, freezer, dishes, silverware, etc.

**New price reduction \$84,900 OBO - Boathouse 341 also available -** Excellent cosmetically & structurally. 20 X 46.5' with a 42 by 14'10" well. 16' entry height. **\$47,000**. Curtain end looks directly at the capitol Phone Mike at 360-561-3477 for more information. 05/13

**65 ft. Canoe Cove Convertible  
"Kelly Ann"**

- 1991, very well equipped
- Dual 1080 hp Detroit 12V92 TA engines with 850 hours
- Three steering stations
- Boathouse kept **\$495,000.00**

Please contact Brett Aggen for more info 206-612-1040



brett@epyachts.com  
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**FOR SALE—45 ft Bayliner and Boathouse**

**45 ft Bayliner** 4588 Pilothouse, 1992, 250 Hino Diesels—2750 hrs. Master Flush Toilets, diesel heat & much more. 2 owner boat kept in boathouse since new. If you are looking for a 45, you need to see this one before you buy. Also available 20' x 55' **boat house in Breakwater in Tacoma**. Package **\$270,000** for boat & house, or **\$215,000- boat & \$65,000-boathouse**. Call Doug at **253-677-8302** for more info. 02/12

**For Sale: 32 ft 1949 Monk** classic bridgedeck sedan cruiser. Twin 350 Chev (gas) power. Recent engine work. Upgraded AC power, water pump, new steering system, new upholstery and more. Please call for more info. **\$25,000**.

Also **boat house #304** 40.5x17 ft with 25in well. Height is 16.5 at highest. Loft and work bench. Flood lights .

**\$23,000**  
Allen and Emmy Sloan 971-219-8639. 12/11

**Grand Finale is For Sale**  
 1970 NORD- LUND 53', boathouse kept. beautiful Ed Monk Sr. design. Volvo single diesel, new Garmin electronics, custom leather salon, new teak & holly sole, new granite galley, Force 10 gas stove, ice maker, two TV's w/ DVD & Stereo, new Zodiac inflatable hard bottom (tender w/35 hp.).  
**Price Reduction ...\$129,000**  
 - - - boathouse also available - - -  
 See [www.grandfinalenw.com](http://www.grandfinalenw.com).  
 John Teters (360) 239-9088 01/13

**FOR SALE: BOATHOUSE #512**  
 66' L x 22 W  
 WELL SIZE 58'L x 16'W x 16'6"H  
 LARGE LOFT, NEW CURTAIN.  
**\$80,000.00.**  
 CONTACT LARRY  
 (360) 292-5567 05/13

**FOR SALE**  
**BOAT HOUSE #527**  
 Well maintained and clean.  
 15 x 44 well x 17 high  
 Call Paul Jones 520-251-1251  
 May consider renting. 01/13

**Wanted: Paper Charts of the Queen Charlotte Islands.** Planning a visit to them this summer and need to have back up paper charts. Willing to purchase, beg, borrow or steal them!  
 Please contact Mary Fitzgerald 754-1516 or write [olymfitz@hotmail.com](mailto:olymfitz@hotmail.com) 02/13

**ANCHOR CHAIN**  
 200ft of 5/16" BBB CHAIN  
 ....used only one time....  
 cost \$1200.—asking **\$700**  
 call Maryann 951-3083 05/13

**Price Reduced**  
**Boathouse 647**  
**\$19,000.00**  
 Well size 36' by 11'6"  
 approx. 12' high.  
 Very clean and well kept. Lots of light, grab rails, hinged step to swim platform for easy access, otter fence, lots of storage, water and shore power both fore and aft. Protect your boat's investment of time and money from the elements in this clean and well kept boathouse.

**Boathouse #318 for sale.**  
 - 21' x 61' (including 3' porch)  
 - Well: 13' x 51' easily expandable to...  
 15' x 54' with 19' clearance  
 - 16' x 20' loft  
 - Boathouse in total OYC compliance  
**\$99,500.00**  
 253-222-7711 or 360-709-0505 05/12

**10 ft Dolphin Dinghy**  
 • 2010 as new, never launched  
 • Lightweight fiberglass  
 • Lapstrake classic design  
**\$1,950**  
 Contact Pete Janni 956-1992 06/13

Call Dale & Kate Wetsig **360-705-9242** 06/12  
**Big Bay DIBM15** 15" color daylight screen, works great, includes  
 Furuno GP 36 with antenna **\$550.00**  
 Richard Erwin 507-4520 05/13

**BOATHOUSE #338 FOR SALE**  
 — 66' x 22' including entry room  
 — 10' x 21' storage loft with windows.  
 Well size 50' x 17.5' that could be re-extended. Height 18.6'. Otter fence, straight-in access, and great view up the bay! Will install new curtain and repairs on N. end of building and be OYC compliant.  
**\$70,000**  
 360-866-4426, 360-791-1171  
 or [hwildher@comcast.net](http://hwildher@comcast.net) 08/13

**For Sale: Boathouse #635**  
 Best Medium Size Boathouse in OYC  
 40'L X 16'W  
 Well is 37'L X 12' 8"W.  
 Full Upgrades  
 Meets all Specifications  
**\$33,500 OBO**  
 Bron Lindgren 956-0706 08/13

**BOAT HOUSE**  
**FOR SALE OR RENT**  
 Boat house # 533 **\$49,500**  
 Well length 43.5 ft  
 Well width 14.5 ft  
 Loft 142 sq. ft.  
 Meets all current Boat House Standards.  
 Contact Pat: [tugcap@aol.com](mailto:tugcap@aol.com)  
 360-493-1678 or cell 360-918-1947 01/13

**Siri Sea For Sale**

- Hull Material—Fiberglass
- Cabin Headroom—6 ft 5 in
- Engine make—Volvo
- Hull Shape—Modified Vee
- Max Bridge Clearance—17 ft 10 in
- Engine Model—8.1 L
- Beam—13 ft 2 in
- Water Capacity—70 gal
- Number of Engines—2
- Max Draft 3 ft 2 in
- Holding Tank Size—36 gal
- Engine Hours—125
- Dry Weight—21800 lb
- Fuel Capacity—196 gal

This immaculate and fully equipped Carver 36 Motor Yacht features contemporary motor yacht styling and Carver's advanced, **raised walk-deck design** that creates the roomiest cabin in this size range. The impressive cabin is warm and inviting, created by the appeal of the **cherry wood cabinetry** with high-gloss finish, contemporary colors and plush **Ultraleather seating**. Large windows and Carver's signature two-tiered window design provides light throughout the salon. Sleeping accommodations include two **staterooms** with a private head compartment in the master stateroom (aft). Families will enjoy the space and comfort designed into the 36's **flybridge**. There's a **fully equipped control console** and ample seating. Boat comes complete with **dingy, out-board, all bedding, bar-b-q, and galley equipment**. Interior features **two TV/ DVD's Sirius radio and AM/FM/CD stereo** for dockside entertainment. Located in OYC slip 146 for easy viewing.

**New Price - \$198,800.**

Contact Harvey at (360) 866-0251 or email [rktec1@comcast.net](mailto:rktec1@comcast.net) 08/13



~ Calendar August 2013 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5 Island Home Meeting 7:00 pm	6 Bridge Meeting 6:00 pm Government Affairs 5:30 pm	7 Board Meeting 6:00 pm	8	9 Officer's Cruise-in Bremerton Yacht Club	10 Officer's Cruise-in Bremerton Yacht Club
11 Officer's Cruise-in Bremerton Yacht Club	12 Mainstation Meeting 6:00 pm	13 South Sound Sailing 6:30 pm	14	15 Anchorettes 6:00 pm	16	17
18	19 Power Squadron 6:30 pm	20 Juniors Committee 5:30 pm	21	22 Bridge BBQ 6:00 pm	23	24
25	26	27	28 Membership meeting 5:30 pm	29	30 Labor Day Cruise - IH	31 Labor Day Cruise - IH

**August**

**No Dinner Meeting  
In August**

Membership Meeting dinners are **\$22.00** per person with reservations. If not on the reservation list, dinner is **\$27.00**.

***Reservations are required if you are not on the permanent list.***

CALL 360 705-3767  
Social Hour: 6:00 P.M.  
Dinner: 7:00 P.M.

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