



OLYMPIA YACHT CLUB

November 2013



Commodore

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



As I write this it is the morning after our Olympia Commodore's Ball. It was a fantastic event, beautiful decorations, great food, great band and most important of all, great friends.

Debra and I were honored and humbled by the entire event.

Special thanks to PC Mike and Vonnice Contris and their crew.

We are quickly diving into the busy Holiday season. If you have trouble getting into the spirit, just participate in all the opportunities OYC offers. Halloween Cruise, Christmas Ball, Special Peoples event, hopefully a Lighted Boat Parade, (dredge challenges will alter this great event).

Debra and I can't believe our Commodore year is approaching the halfway point, and before we know it June will be here and we will be planning Myra's Ball.

One last note..... it is also coming up on the Nominations season so if the spirit moves you, see PC Mike Contris and tell him you want to begin the time of your life, serving on the Bridge.

Thanks for your support,
Commodore Jeff Pape
1st Mate Debra
M/V *Papa's Dream*

Commodore's Ball photo by Mike Contris





Vice Commodore

Vice Commodore Myra Downing
Captain Joe Downing
S/V Vintage



Hello,

This month began with me attending my first offsite Women's InterClub (WIC) luncheon at the Port Orchard Yacht Club. Not only were the women interesting to talk with and the speaker very fun and funny, but I also learned the significant role that WIC had in establishing the Grand 14. In case you didn't know it, the women of our Puget Sound yacht clubs were meeting to encourage collaboration and information sharing. Through that process, it was decided that it might be good to put some structure to this so it would be more manageable – thus, the birth of the Grand 14. I believe the women I met this month at the WIC luncheon were very similar to the pioneers in this effort – full of poise and a strong commitment to building healthy relationships between our clubs.

The other event I attended in October was the Day Island Yacht Club (DIYC) Junior Officer Ball. I must tell you I was taken back by the picturesque location and their very nice yacht club. They have a room downstairs that is very much like a basement party room (with a big screen TV in case anyone wanted to watch a Duck football game). I would strongly encourage our members to make a visit to the DIYC. They even have a restaurant within walking distance from the moorage.

Lastly, on Saturday night Joe and I attended our Commodore's Ball. Jeff was striking in his tux but Debra stole the show. She was gorgeous. I would also say that all our members were very attractive in their dress-up attire. Thank you to PC Mike Contris and crew for the planning and Deb Waldherr and her team for the incredibly beautiful decorations.

The next big event for me to plan is our annual Christmas Party, scheduled for Saturday, December 14th. The theme is "Winter Wonderland" and I promise you a wonderful experience. Until next time.....

Happy Boating

Myra Downing, Vice Commodore

Joe Downing, Captain

S/V Vintage

Directory

Bridge

Commodore, Jeff Pape	253-882-5950
Vice Commodore, Myra Downing	754-2346
Rear Commodore, Mike Phillips	786-8399
Fleet Captain Sail, Susie Zuelke	943-5547
Fleet Captain Power, Gary Waldherr	943-1685
Immediate Past Commodore, Mike Contris	352-2414

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Membership Committee, Bill Wilmovsky	786-1829
Moorage Master, Bridget Shreve	561-3289
OYC Foundation, Pete Janni	956-1992
Quartermaster, Phyllis DeTray	970-2052
Reciprocal Committee, Eric Hurlburt	754-8897
Sunshine Committee, Barbara Narozonick	943-5708
Safety Committee, PC Richard Erwin	486-9961
Treasurer, Jon Bryant	866-7446
Website Administrator, Kathi Jo Moore	446-1021
Yearbook, Jan Wilson	556-6190

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oyccaretaker@comcast.net	Fax 352-2729
Island Home: George Whittaker.....	426-5882
or cell	688-0059

Mainstation:

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Olympia, WA 98501

Island Home:

Olympia Yacht Club
4921 E. Pickering Road
Shelton, WA 98584-8889

Club Functions & Dinner Reservations..... 705-3767

Website: www.olympiayachtclub.org

Associate Memberships:

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

Photos this issue: Mike Contris, Lisa Mighetto



Rear Commodore

Captain Mike Phillips
First Mate Patti Phillips
M/V *Chaotic Too*



When you read this report the October functions will in the rear view mirror, and we will be looking forward to November. The Commodore's Ball and the Halloween Cruise were both great functions. I would like to take this opportunity to give our congratulations to Commodore Jeff and First Mate Debra... it is a pleasure to have the opportunity to work with you both. I would also like to thank Gary Waldherr and First Mate Deb on all of the great ideas and cruises that they have

been putting on for all of us.

With fall and winter coming upon us in a hurry, this is just a reminder to check all of your boats for all of the safety equipment necessary for a safe winter, while we are not using our boats as much as we would like.

In November we only have one function that will require a reservation. This is the November dinner meeting. Our meal for this month is fresh pear and gorgonzola salad with poppy seed dressing, dinner rolls, oven roasted turkey, cornbread dressing, mashed potatoes, green beans, cranberry sauce and pumpkin cheesecake. The last day for your reservations is November 4th so please get them in early. This will give us the time to get an accurate accounting to Pellegrino's. Also remember if you are unable to attend, please call in and cancel your reservation for the month. We understand that things do come up, and we do not want to bill you for a dinner that you are unable to enjoy.

With that, be safe and we will see you on the docks.

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

Age is something that doesn't matter, unless you are cheese.

..... Billie Burke

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Fleet Captain Sail

Fleet Captain Susie Zuelke
Captain Rick Antles
S/V *White Raven*



Happy Fall! I hope everyone has been able to get out and enjoy the fall colors and beautiful weather! Lots of events coming up here at your club. Watch your calendar for TGIF. Pizza, salad, drinks and the best people you might want to visit with! All for 5 bucks!

The other event that I want to encourage all to participate in is the Lighted Ship Parade. We

will only do one night this year, December 7th. It will be a bit of a challenge with the dredge in full swing but we are all up to the challenge, are we not?! This is a fantastic community event and many in the community look forward each year to watching the lighted ships. As with most events it is certainly more fun with more participants. And remember...prizes for the best lit boat.

Don't forget the Special Peoples Cruise also!

See you on the water!
Susie Zuelke, Fleet Captain Sail
Captain Rick Antles
S/V *White Raven*



Fleet Captain Power

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



Getting ready for the Halloween cruise, and by the time this gets out it will have been here and gone. Thank you to those who attended and for those who did not, you missed a scary good time.

Apple Cup is fast approaching. November 29th, Friday, aka, **Black Friday**. Wives, drop your husbands off at our "football day care center" while you go out

with the girls and shop. Men will be fed.... brats and chili, beer and wine. Join us, after you complete your shopping adventure, to have lunch and pick up your husbands. See the flyer in this beachcomber. Cost is only **\$5.00**.

Thank you to my fabulous crew committee, wonderful wife and all the members who socially get involved.

Stay tuned for upcoming events.....

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

TGIF

Thank Goodness it's **Friday!**

The next TGIF party is scheduled for
November 22nd at 5:00 at the Mainstation
\$5/person

No reservations necessary

LUNCH BUNCH

Next Lunch Bunch is

Wednesday, November 13th, 11:30 to 12:30
at the Mainstation

\$5/person - No reservations necessary

Bring your friends and family

Halloween cruise photo by Mike Contris





Board of Trustees

George Smith, Chair
M/V Aventura



THE DREDGE IS ON!! The piling project is still in negotiations and we should have an answer soon. The guest float will tentatively be moved out the 1st of November. Boats on 100 Float will be moved by the middle of November and the 200 will be moved by December 1st. Once the dredge of the 100 Float is done, the piling project MAY start on the 300 Float. The dredge is scheduled to be complete by January 31, 2014. THIS IS ALL TENATIVE. We should have a more specific schedule by October 25th. PC Richard Erwin and PC Ted Shann will be coordinating the movement of the boats so please cooperate with them when they contact you.

The piling project is another matter, as numerous boathouses will need to be moved to accommodate the pile driver and barge. Please cooperate with PC Jerry Budelman, as he will be in charge of this mass undertaking.

Once we finish these two projects, we will have a safe, first class facility for our members. No more worries about minus tides and strong south winds and extreme high tides. Thirty years ago my boat took a trip down the bay in its covered moorage without me. Not a site I would wish any member to witness!

Our club will not be complete after these two projects as we still have to replace the guest dock, 100 Float, 200 Float and the shed section of the 600 Float, along with other maintenance projects. I am positive that, with member volunteers, we can accomplish these projects.

Please feel free to contact me at anytime with questions or concerns.



Government Affairs

Gary Ball, Chair



The Government Affairs Committee has submitted their 2014 budget to the Budget/Finance Committee with no increase over 2013.

We are always looking for people who would be interested in joining our committee. If you are interested, please feel free to contact me.

Gary Ball

The Government Affairs Committee has begun work on the 2014 Waterfront Reception. We are working with a couple of other boating organizations to co-host the event. The purpose of co-hosting the event is to increase the number of legislators and local elected officials attending. A side benefit is that costs can be shared.

We are working on deciding what issues are important to us and what our message should be. We know boating is important to our culture and economy and we want to know how we can have a viable marina for a reasonable cost.

“THE DREDGE IS BACK ON SCHEDULE”

October 22, 2012

DREDGE START UP & ACTIVITIES

Staging equipment at OYC	Nov 21, 2013
Guest dock relocated	Nov 23, 2013
Start of dredge	Nov 26, 2013
End of dredge work	Jan 31, 2014

Relocation to Swantown or Island Home

100 and Guest Dock	2 Nov. to 17 Nov. at the very latest
200 Dock	2 Nov. to 1 Dec. at the very latest

Return date to OYC moorages to be announced near the end of the dredge.

This schedule gives OYC time to insure all vessels are relocated by 17 Nov and 1 Dec **at the very latest**. We have to make sure we do not cause any delays in the dredge contractors schedule which would increase cost to OYC.

Please keep safety in mind and do not talk or distract the dredge workers. They have a tight schedule and will be working with big equipment. If you have questions or concerns please contact Jerry Budelman our Mainstation Chair. You may see times without much activity as they move barges of dredge spoils for disposal.

The piling replacement schedule is at this time still in development. If it does occur we will provide updates as to which and when some boathouses have to be moved for a short period or time.

P C's Richard Erwin & Ted Shann will provide slip assignments for Swantown starting Nov. 1st. When you have a slip assignment go look at it. If you have a problem with it see Richard or Ted. Then need to check in with the Swantown office for parking permits and other details before relocating your vessel. If you are moving to Island Home please member power is limited. Please use minimal heat and keep a 110 volt light on to confirm power is on. After the Halloween cruise I H is reserved for dredge relocated vessels. Rafting is voluntary. 100 and 200 dock moorage members can leave their vessels at Island Home if they want.

Yes, this will be inconvenient for members however it is short term and we all need to be flexible and provide full support for a safe and successful project



Past Commodore

IPC Mike Contris
First Mate Yvonne Contris
M/V Maya



Thanks to all who helped with our great Commodore's Ball: Deb and Gary Waldherr, Tammy and Dean Questi, Margaret Snyder, Peg and J Grady, Eileen Leingang, Nancy Re, Bill Caughlin, RC Mike and Patty Phillips, Skip and Sherry Frailey, Gary and Shirley Ray, Dixie Ellis, PC Bob Connolly plus Bonnie Rancour and Catherine Bander behind the bar. Their efforts helped make the ball a

wonderful event for our Commodore Jeff and his 1st Mate Debra, before their contemporaries in the Grand 14. OYC did them up proud!

Fun at Edmonds Silver Star Ball: You'll find a photo of Vonnie and I at our first Silver Star Ball, put on by members of the Edmonds Yacht Club. For those who haven't heard of these events, they provide an opportunity for Grand 14 clubs to honor the G14 Past Commodores (who wear Silver Stars when they become PCs). These are put on every other year, rotating thru the G14 clubs.



Ours was two years ago, in 2011, so our club gets to host again in 2037; I'm looking forward to attending again, although I might be in my Corvette powered wheelchair!



More Commodore's Ball photos at:
<https://picasaweb.google.com/109691630233069435061/2013OYCCCommodoreSBall>

Thanks, All
IPC Mike Contris
M/V Maya

Womens' Interclub Council

Kim Shann, Representative



November 6th, Wednesday, the Shipmates of Tacoma Yacht Club are hosting their WIC luncheon of "Sonsie Chocolatier".....all about chocolate. We would like to have a large group of our OYC ladies attend this luncheon.

Also.....get ready for the CHRISTMAS LUNCHEON, this year at the Everett Yacht Club, December 12th, Thursday.

Please call Kim Shann 491-3786 for making reservations. Car pooling available.

Anchorettes

Dorrie Carr, President



The Anchorettes are looking forward to an active year. We will be hosting a Silent Auction at the November dinner meeting, Nov 6. If you have an item you would like to donate please contact Dorrie Carr, 923-5790, e-mail: hdccarr@comcast.net. We would like to remind members that we collect non-perishable food items for the local food bank and hard-

back books for Island Home. There are tubs in the main station, in the corner between the women's and men's bathrooms.

I need to, again, thank Catherine Schefter for her two years as President of the Anchorettes. Under her direction we were able to accomplish projects that benefitted the yacht club, and by donating to local non-profits we have become more visible to the community. Thanks Catherine!

Last year the Anchorettes matched one dollar for every pound of food that we donated to the local food bank between the months of Sept. and Dec.....and we are going to do it again this year. Our food bank tub is located in the corner of the yacht club between the women's and men's bathrooms. Thank you in advance for your participation!

We received a letter from the American Hero Quilts group. It seems they have lost some of their contributors and find themselves in need of charitable contributions. They are a 501(C)(3) organization so your donations are tax deductible. We will be sending them a \$200 donation and if there are any members who would like to add to that please contact either me or Phyllis DeTray. Or if you would like to make your own donation you can go on their website www.americanheroquilts.com. You can also view some of the beautiful quilts that have been made and read thank-you's from grateful soldiers and families. To date, the organization has presented over 14,000 quilts.

The Puget Sound Basin is in serious decline. Some of the factors that have been identified are: increase in population in the region, exploitation of salmon, forests, coastal wetlands, farming near river estuaries and flood plains, construction of seawalls, docks and other structures, industrial pollution, urban runoff. In order to save the Puget Sound Region we must become better educated, not only about our wonderful region, but about how our actions affect the waters around us.

Island Home

Gary Gronley, Chair

**Yearbook**Michael and Jan Wilson
OYCyearbook@gmail.com

There have been three Island Home rule revisions that were not included in the 2013-2014 Member Directory:

1. The revised wording for Rule 5 should read: Oysters and other shellfish shall be taken to be consumed on the island only. The daily limit for clams shall be 40 per boat, not to exceed 10 pounds in the shell. Minimum size is 1 1/2 inches and this includes Littleneck, Manila and Butter clams. The daily limit for oysters is 18 per boat and minimum size is 2 1/2 inches across the longest distance of the shell. Shells must be returned to the beach at the same tide height where harvested.

2. The revised wording for Rule 6 should read: Two electrical connections per boat will be allowed only if available. During club functions or other such times that the docks are full, please limit your connection to one per boat.

3. The revised wording for Rule 7 should read: Moorage at any one time will be limited to 16 days, and boats shall be occupied by an OYC member overnight.

Review these changes and include them in your Member Directory.

See you on the Island,
Gary Gronley

I wanted to introduce myself to all of you. My husband, Michael, and I have taken over the Yearbook project for this year. Beth is going to be a tough act to follow....but with help from all of you, we hope to continue the tradition of creating, not only a useful directory for Yacht Club members, but also a dynamic, fun pictorial record of all the many fun events OYC runs during the year.

My contact information has been added to the Beachcomber directory. Please don't hesitate to start sending us pictures of events immediately. It will be good to start early on this project.

We are fairly new members so if all of you can make a point to introduce yourselves to us, it will help us catalog and record the photos we receive. There is a new e-mail address to send all photos and changes to the directory. We have registered a new e-mail (gmail) address which will remain in place for subsequent years. Please send everything to:

OYCyearbook@gmail.com

Please carefully review the latest yearbook edition you received and let us know if there are any corrections or updates. We are really looking forward to working with the entire membership on this valuable club project!

Jan Wilson
S/V *Touchrain*

Club Service Program

Les Thompson, Chair

**BEACHCOMBER HELP WANTED**

I need some help in keeping the Beachcomber email list organized and up to date (and other light duty tasks) in exchange for CSP credit. No heavy lifting required.

If interested, please contact me at
gary@sailsidetrack.com

Thanks,
Gary Wilson
Beachcomber Editor

Greetings everyone. I hope you are enjoying this beautiful fall. The colors are spectacular and the winds light. I would wish for a little less fog on some of these days though.

We are fast approaching the end of the year for CSP hour credit. With only two months left it is time for you to really get on the bandwagon to get your hours completed to avoid having to pay for incomplete hours next year. Jon will begin billing those hours with the January statements.

There are still social events, Mainstation jobs and Island Home jobs that can help you gain those hours. Contact any of the committee chairs or the caretakers at either venue for help. Also, contact me if you have discrepancies before the end of the year. It is much harder for Jon to correct after the billing has been done.

Have a great fall and see you on the docks or at an event.

CSP guru
PC Les Thompson
m/v *EcstaSea*



Junior Sailing Program

PC Bob Connolly, Chair



A Juniors Committee meeting was held at the clubhouse on October 10, 2013. Next meeting will be Thursday, November 14, 2013, 6:00PM at the OYC clubhouse. If you wish to help with the program, come attend a meeting or contact Bob Connolly at BConnolly@Skillings.com.

The junior sailing program was a big success once again this past summer. Jan Visser did an outstanding job with the program, coordinating with Olympia City Parks, parents and coaches. Thanks Jan for your all your time and dedication to the Junior Sailors!

There were a total of 240 kids in the program, coaches were Erik (now gone), Ezra Boyer, Casey Pruitt. Others that helped out were Max Garner, Orion Bird, Elena Gonick and Charlie Lawrence. A new group, which brought tons of smiles, were the "Harbor Mice", 5 - 6 year olds. We hope to see them again next year as well as the older kids.

Adult classes were offered this year too, and we had 17 participants. Mary Fitzgerald & Kate O'Leary did a great job as coaches; I hope they return next year. Thanks Mary and Kate.

Our high school program has been going strong this autumn. Leading the high school sailors are coaches Mary Fitzgerald and Mike Visser. About 15 youngsters have been actively participating in the practices and regattas. Sailing practices will start to slow down now but will get started up again in the spring. Thanks Mary and Mike for all your hard work.... the kids really appreciate it.

Just as a reminder, when you see these kids on the docks, please help make them feel welcome. They are our members of the future!

One last note, we are actively looking for sailing coaches for next year at this time (yes they do get paid). If you know of someone that may be interested please have them contact Jan Visser or Bob Connolly.

Thanks!

Submitted by the OYC Juniors Committee
PC Bobby Connolly
Bconnolly@skillings.com

Quartermaster

Phyllis DeTray, Chair



Come see all the new items in the Quartermaster Store!

Men's casual long-sleeve shirts including denim

Women's and men's tee shirts

Hats in new colors

Totes in different colors

Burgees in all sizes

9oz. OYC Wine Glasses - NEW

Gift baskets for Christmas - NEW

If you ever want a special item with the OYC logo on it, bring it in and we will take it in for you. The cost depends on which logo you choose. Check with us for more information.

We are open before the dinner meetings.

.....Phyllis and Judy



Moorage Report

Bridget Shreve, Moorage Master



Thank you to the members that have turned in their Fire Safety Form. Those that didn't will be fined starting with the November statement.

If you aren't sure if you did it, feel free to call me and check.

Thank you,

Bridget Shreve
Moorage Master
(360) 561-3289

Main Station

PC Jerry Budelman, Chair



This month the topic is the OYC electrical system. Over the past few months, your committee has been conducting the most extensive survey of our electrical system ever, to assess its health and any problem areas. It has taken dozens, if not hundreds, of hours of measurements, interpretation and repair. We have about 250 separate metered outlets, literally miles of heavy wire in conduits under the dock planks, and thousands of connections throughout the system. All need to be in good condition for the system to perform as we expect. A failure or weakness in these connections is generally what causes an electrical fire. This is the report of our findings and the direction of ongoing work. Many thanx go to Gary Ball and Greg Whittaker who have helped greatly with this effort.

Our electrical grid is decades old and sits in a hostile marine environment. Despite this, it is in remarkably good condition. The > 20 measurements and observations taken at each slip are broken down into two areas: the group designed to check OYC's system, and the group that checks the condition of the connected boat/boathouse. First we look at the OYC side. After examining each and every shore power plug we found ZERO burned plugs. That is astounding! Great job folks, in doing your self-exams as required by the fire safety checklist. There were a few plugs that had excessive corrosion or oxidation. I fixed a couple (500, 214), but 125, 141, 146, 223, 323, 636, and 638 need attention. The pins of the plug should be bright and shiny; either silver or copper-colored depending on your plug. Use medium emery paper (NOT steel wool) to burnish the pins. If want to use an oxide-reducing paste, be sure that it is NON CONDUCTIVE; check the label. Oxidized plugs create more heat and can lead to a fire. Some plugs did not have proper strain relief for the wires. A properly assembled plug will have a clamp that screws down on the outer insulation jacket of the cable. Without this, any movement of the cable puts stress on the relatively fragile electrical connection eventually resulting in sparks and a fire. We did not catalog this issue this time around but will in the future. PLEASE check your plug to ensure it clamps on the outer insulation and have it repaired if not. Molded plugs are inherently robust. We tested every circuit breaker and found 4 that had ceased to

function e.g. they did not open under large overload. All of these were conventional (not GFCI) breakers and were replaced. Two GFCI breakers did not trip at the specified value of leakage and were replaced. Note that these units were not too sensitive, but failed to detect the fault at all, which is the dominant failure mechanism. We found 12 slips that had a degraded ground connection. A good ground is the first line of defense against electrocution in the event of an insulation failure. These were repaired as well; more on this later. Detailed measurements indicated that the sockets in 13 slips had degraded and were replaced. Some of these sockets and breakers could be 40 years old!

Looking towards the boat/boathouse, we found evidence that 24 boats do not appear to have a galvanic isolator installed. While not a safety issue, a boat without a G.I. or equivalent is likely "donating" his zincs to an unprotected neighbor. If you feel your zincs have been disappearing too fast, check the list following: 118, 146, 207, 213, 229, 311, 318 322, 323, 325, 333, 336, 340, 345, 407, 415, 505, 511, 515, 523, 605, 610, 635, 643. Note that we can only make this measurement if the boat is in the slip. Many slips are either vacant or not assigned, so if you occupy any of these and would like a measurement made, please contact me. Empty slips when measurements attempted: 103, 106, 107, 109, 117, 124, 125, 133, 145, 203, 205, 215, 219, 225, 228, 307, 316, 320, 338, 413, 510, 519, 541, 606, 611, 616, 626, 629, 630, 640, 644, 645, 650.

Of all the outlets in the marina, about 65% are equipped with a GFCI (ground fault circuit interrupter). This device virtually guarantees that a particular slip is not feeding dangerous current into the water. This "leakage" current is not only an electrocution hazard, but can lead to rapid zinc erosion on surrounding boats. For those slips not equipped with a GFCI, we do a "spot check" to see if these slips are leaking current. This only works if a) there is a boat in the slip, and b) if we happen to catch something misbehaving. In other words, a positive reading is proof of a problem, while a negative reading does not mean there is not, or will not be a problem in the future. We found 3 slips that yielded a positive reading: 318, 523, and 139. I am available to work with these slip owners to resolve the issue. If your slip is not equipped with a GFCI and you would like one, just tell Greg and we will install it. They are not mandatory at this time.

(Continued on page 13)

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The History Corner

Lisa Mighetto, OYC Historian



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THE VILLAGE FORGE
COCKTAIL LOUNGE

DELIGHTFUL ORGAN MUSIC
by ANNE PEARSON
FOR YOUR ENJOYMENT

The OYC's annuals are a rich source of information, providing lists of members; photographs of people, boats, and facilities; and descriptions of past events. But here is a fun and perhaps overlooked feature of our annuals: early advertisements. A review of several ads from the 1930s through 1950s can reveal much about Olympia's history and the yacht club's role in the community.

The Spar, for example, advertised "Candy and Recreations" in our annual as early as the 1930s. In 1938 this tobacco merchant and café pronounced itself the "Headquarters for All Sporting Events" [see image]. The Olympian Hotel similarly promoted itself in the OYC's 1955 annual as the "meeting place for Northwest Yachtsmen" [see image]. According to Jill Bullock, author of the postcard history *Olympia* (Arcadia Publishing, 2010), this hotel also was known as the "second capitol," a "place of boozy doings" where "political deals were sealed" (p. 44). Although the 1955 ad did not mention alcohol or political intrigue, it promised "delightful organ music" to the yachtsmen patronizing the hotel lounge.

Some of the ads seem puzzling in 2013. In 1930, for instance, "The Smokehouse" invited the OYC to peruse its inventory of charts and stationery. Did members wonder about storing quantities of paper goods in an establishment called "The Smokehouse"?

Some businesses were especially supportive of the OYC, running multiple promotions over the years. Ralph's Thriftway Stores and the Olympia Oyster House took full-page and half-page ads such as those displayed here, from the 1955 annual [see images].

One of the most intriguing early ads appeared in the 1930 annual. It was sponsored by Shell Oil, which promoted its floating fuel station at the foot of Thurston Street "just across the water-way from the Olympia Yacht Club" [see image]. This ad seems poignant now, given current attempts to get a fuel dock in Budd Inlet.

In Olympia
It's

"Headquarters for All Sporting Events"

Telephone 444 144 East Fourth Avenue

Candy and
Recreations
•
Complete Cafe
Service

A DELICACY OF THE DEEP

A "PEARL" IN EVERY SHELL

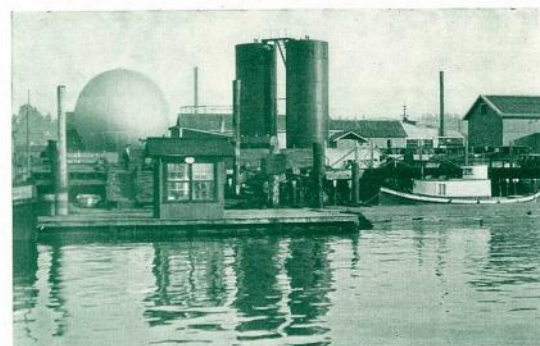
Each tiny Olympia Oyster is a jewel of culinary perfection — found only in the southernmost reaches of Puget Sound. For Olympia Oysters prepared so royally as to tempt Old King Neptune himself . . . visit

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320 W. 4th • Olympia, Wash.
and
RANCHO MIRAGE, CALIF. • P. O. BOX 116

A GROCERY READER

RALPH HAS 2 BIG GROCERY STORES. ONE IS RIGHT BY THE YACHT CLUBS. HE KEEPS HIS STORES SUPPLIED WITH EXACTLY THE RIGHT SORT OF THINGS. PEOPLE WHO BUY HIS FRESH FRUITS AND VEGETABLES KNOW THEY ARE REALLY FRESH. RALPH'S MEATS ARE SUPERB AND ALL INDIVIDUALLY WRAPPED AND PRICED. AND CHEESES? THE LARGEST SELECTION IN THE NORTHWEST. ONE STOP SHOPPING AT RALPH'S. TOOTH-PASTE, ASPIRIN, PICNIC SUPPLIES, EVERYTHING HANDY. RALPH HAS A FRIEND NAMED WOODY WHO IS A BAKER, SO THERE ARE FRESH BAKERY GOODS IN RALPH'S EVERY DAY. RALPH KEEPS HIS STORES CLEAN AND HIS PRICES LOW. SO SHOP AT

RALPH'S
THRIFTWAY STORES



Marine Service Station

The Shell Oil Company's float and marine service station in Olympia are conveniently located at the foot of Thurston Street.

Here the Alaska-Washington Airways' planes leave on regular schedules, and to Yacht Club members who may take to the air, the Shell Oil Company offers Shell Aviation gasoline, a product as superior in its field as our other products are in theirs.

Lying just across the water-way from the Olympia Yacht Club, visiting Yacht owners will find this a convenient place at which to replenish their fuel and lubrication needs.

THE SHELL OIL CO.

G. C. BABCOCK, Local Manager
Olympia, Washington

Safety Committee

PC Richard Erwin, Chair



CO DETECTORS They are in stock and most have been distributed to those who ordered them. If I have not contacted you please call me and I will make arrangements. They are billed through your OYC moorage billing, like Quartermaster purchases.

A WORD OF CAUTION When I checked my vessel's CO detector (1988 model) in the test mode, the alarm was loud and clear. The problem is any CO detector sensors only have a life of about 5 years before they no longer can detect CO. The working test alarm, like mine, gave me false security. The new CO detectors have an alarm to indicate the end of life when the CO sensor is depleted and can no longer detect CO. Be safe and have a current CO detector in your vessel.

COLD WEATHER AND THE HOLIDAY SEASON IS JUST AROUND THE CORNER - -

Don't Become Complacent just because you completed your 2013 "Fire Prevention Checklist". Winter weather and wind puts a lot of additional strain on your vessel, its systems, A/C power connection and mooring lines. Frequently check your power cord to make sure it has a solid connection to your vessel, and is not hot to the touch. **Twist your dock pedestal and vessel plug back and forth a few times to knock off any corrosion build up; it helps keep a good connection – also treating it with Ox-Gard or similar electrical anti-corrosion grease helps. MAKE SURE THE LOCKING LUG IS ENGAGED WHEN YOU FINISH.**

If you have a boathouse, check chains, shackles and mooring eyes. Open moorage - check your lines and cleats. Replace defective items before the bad weather. That ounce of prevention can save many pounds of cure & for a lot less money or damage to your vessel and OYC facilities.

Frost & Ice Hazards on the Docks - At our Mainstation or Island Home, don't wait for the caretaker or someone else to spread salt on the docks. If you are the first one on the docks, be a responsible member and spread the salt on the dock. You will find salt containers along the docks – don't be bashful, use them. It's all part of being a responsible member.

PARADE OF LIGHTED SHIPS & SPECIAL PEOPLES CRUISE - For old hands at these events or new members these are some SAFETY CONSIDERATIONS to keep in mind.

- **Complacency** - It's easy to just assume your trip on the water will be uneventful, more of a party atmosphere with guests on board... like you have done before. A little bravado and overconfidence can be hazardous to the event. **Never Assume!**
- **Fatigue** - The Parade of Lights is a night time cruise of about 4 hours. It is a really great and rewarding, fun event for everyone. Four hours at night at the helm for a skipper is a long time when he or she is keeping track of his or her location, parade intended route, other vessels, proper spacing. Floating objects like mooring floats and similar objects **do not** show on the GPS and may not show on a radar. In the past we have had several examples of just following the vessel ahead of them have resulted collisions and running aground. Stay alert, follow the parade route and know your position. It's not that hard, however you have to pay attention.

- **Safety and Planning Guidelines** Create and use a safety briefing outline for your guests before you depart. Include location of PFD's which are to be readily available, one for each person aboard and of correct size, adults to infants, all with a PFD. Readily available is not stored in remote location.

Departure and docking and procedures (crew and guests expectations) during the cruise.

On the Special Peoples Cruise, give chaperones a briefing of *their duties and your expectations*. Include the chaperone in the duties of moving special people along the dock, boarding your boat and use of the head etc. It is not just a joy ride for them, they have responsibilities.

Have a second person on board capable of safely operating your boat under existing conditions.

Use all of the navigation tools available on your vessel. Radar, GPS, depth sounder.....especially at night and the Parade of Lighted Ships..

If you have radar and are not comfortable using it, practice in advance, before the event. Use an observer for safety so the skipper can focus using radar and simulated zero visibility conditions. Remember your primary instrument to maintain your heading is the compass. Operate at 5 knots and course corrections should be small, 5 deg. If you have autopilot it makes using radar in limited visibility much easier. Be able to include and use all your navigation aids, such as chartplotter, depth sounder etc. If you have the equipment on board you should be able to use it with reasonable confidence. Caution: Do not only rely on the GPS, it does not tell where other vessels are (false security).

Make sure your USCG Regulation NAVIGATION LIGHTS WORK. Turn them on during the lighted ships, they are the only way to show your position if you lose AC power (failure of decoration lights - generator)

Attend the skipper briefing prior to the events. You will receive a handout regarding radio channels, event procedures, parade route, emergency procedures, etc.

Monitor the parade VHF radio frequencies, Refrain from non essential chit chat on the radio. The VHF is for needed information, parade control, safety and emergencies. If you want to gab use your cell phone

It is important to keep even spacing between vessels and try to maintain steady speed as designated by the parade lead vessel.

Manage your vessel, know your location and position of others. Do not have the false security of just following the vessel ahead of you.

Please keep the VHF Radio traffic to Parade Information and Safety. It is not for idle chit chat.

With all the boats and lights it is quite easy to see the parade and the water and other objects, just stay alert, keep track of your position.

• Placement of Decoration Lights

Decorations should not impair doorways or getting on or off the boat.

Night operations are not difficult if you make sure you **do not** place white or bright (decorating) lights in your field of vision – White, bright lighting or sequential moving lighting in your field of vision makes it next to impossible to see and or navigate safely.

If you loose your generator and your lights go dark, make sure you have your navigation lights on so other vessels can see you.

Additional Safety Reminder

The docks are usually wet and, with a little algae or frost, they become very "SLICK!" - Remind your crew & guests.

Both of these events are very rewarding and enjoyable for everyone. We look forward to seeing everyone on the water.

(Continued from page 10)

In order for an electrical system to perform at it's best, the load needs to be "balanced" across what is known as the two phases. You can think of this as a boat with 10 people aboard; 5 on each side. The boat is level, steers well and holds its maximum load. If all the folks shifted to the starboard side, you have problems! We have checked the phase balance for the first time in our history and found several branches (areas of the dock) that have severe balance issues. This leads to brownouts, premature breaker tripping, increased heating of the transformer and less power being available overall. To fix this, we have to turn off the branch, disconnect the power meter, and rewire the pedestal. This will need to be done to about 20 pedestals and will involve a power outage of up to a couple hours for all patrons on that branch (5-19 patrons). We hope to have this fixed by December before the power drain goes way up. Once the phase balance has been corrected, we will then begin a program of checking all the high power connections in each pedestal which will also require that the branch be de-energized for a similar time period. We will rotate the work so no branch is off for longer than a couple of hours. Once this is done, we should not have to repeat the process for many years. If you have concerns about this, please call me.

When our pedestals were made, it was common practice for the ground connection (the green wire) to be provided through the screws holding each of the three metal boxes together, comprising the pedestal. The pedestal base was in turn connected to the ground wire that runs under the dock. The problem is that, over time, these screw connections are subject to rust and corrosion and degrade to the point where the ground is lost. While we have repaired the identified culprits, we will take a more aggressive approach by separately connecting each box with its own copper wire to the ground system in the pedestal base. This will also require the power to a given pedestal to be interrupted for perhaps 15 minutes.

OYC rules call for each boathouse and boat to have a small light illuminated during the hours of darkness. There are two reasons. The first is security e.g. is the boat still floating (boathouse) and is anyone living in your boat without your knowledge. The second is to ensure that the caretaker (Greg) can see that your power is still on. Boathouse owners are pretty good about this, but open slip boats rarely comply. To make Greg's job easier, we have decided to outfit every electrical connection with a pilot light. This light will be on whenever the breaker is on and is visible day or night. During the twice-daily dock walks, Greg can glance at the pedestal and determine that power is on regardless of the presence or absence of a boat/boathouse light. It will take some time to install all 250 of these but it should improve reliability.

From time to time, members have approached the caretaker

and asked for special power connections. OYC rules specify that each member is entitled to a single 120 volt, 30 ampere connection. This is not an arbitrary limitation. The 300, 400, 500 and 600 docks (164 connections) are served by a single power transformer. This transformer is of the size usually reserved for 2-4 residential households. It's well understood that not every patron uses their maximum power at a given time and electrical rules provide for an "averaging" of all these loads when designing a system such as the OYC grid. Taking all of this into consideration, we are still at >150% of rated transformer capacity. Stated differently, each slip is entitled to about 5 amperes or 600 watts continuously. Accordingly we have to be extremely careful about increasing the load on a system that is already maxed out. Maximum load occurs during winter due to engine/boat heaters. We have instruments on our system that monitor power usage, and we are already routinely at 60% of maximum load even before any cold weather has come. We are asking folks to make wise use of the power we have and minimize large loads like heaters. If this doesn't work, the next step would be voluntary scheduling of loads so they don't coincide.

The 100 and 200 docks are on another transformer and represent fewer slips (about 75), however, the branches are more heavily loaded and in the worst case are way undersized for the potential load. The risk is that a branch breaker will trip and 24 or more boats will go offline. The saving grace is that these docks are mostly sailboats which are traditionally frugal users of power. Some folks have asked about upgrading the system so we can have 50 amp service for all. While possible, this would be EXTREMELY expensive; think north of \$0.5 million.

A major component of our maintenance activity is YOU, the member. If you notice anything unusual in the electrical area, tell Greg immediately. If you see smoke, or sparking, turn off any loads if you can do so safely and call Greg @ 280-5757. If you see fire, call 911, then Greg. If your circuit breaker seems to trip for no reason, be sure to tell Greg so we can investigate the cause. If you notice that voltage at your slip is abnormally low (<105 volts), tell me or Greg. Right now, virtually every slip is between 118 and 121 volts, a very healthy level. However, as the load goes up, this may change.

I hope this has been instructive for the members. The electrical system is one of the most critical infrastructure elements we have at OYC. Continued diligence is required for comfort, cost savings and safety. Attention to the issues noted above on a voluntary basis is the best way to keep our costs low and safety high. If you need any help or advice, don't hesitate to call me: 360-867-9880 or email JBLKB@Comcast.net.

PC Jerry Budelman

Nautical Notes

from out there.....

Out Cruising.....

Bright Angel



Bob and Linda Hargreaves
www.sailbrightangel.com

AFTER CHURCH COMES LUNCH

Lunch always follows church on Sunday and is traditionally a large meal, the biggest of the week. We were invited to have lunch with our hosts, Tai, Aquila and Koro and four members of their extended family. The women have

been preparing and cooking our lunch since five a.m. All the food is fresh, no refrigeration here in Vulaga, and cooked on an open wood fire. A beautiful variety of food is set outside on woven mats on the ground under a thatched pandanus leaf awning for shade.

Being a non-adventurous eater I was sure I was in for a game of "dodge the food of unfamiliar origin or questionable texture". My gag reflex was on high alert. I was really hoping Bob, being the "I'll eat anything" person would draw attention away from my mostly empty plate with his full one OR that I could do my usual disappearing food act by discreetly palming food from my plate and making it appear on Bob's. I



actually have had a lot of practice at this. Then I found out the normal custom is for the Fijians to watch you eat and when you have finished they eat what is left. OMG! What will I do now?

Thankfully our hosts did not abide by this custom and we all ate at the same time. Fried whole fish including heads and eyeballs, smoked fish, curried fish, octopus in coconut milk, wild cabbage (like cooked spinach) kasava balls, which, by the way, sink like lead when thrown overboard, and freshly picked bananas for dessert. We eat everything with our hands out of community bowls and baskets.... no silverware here. It is perfectly polite to slurp any excess sauce from your plate and I could hardly hold back the



giggles when a concert of slurps continued throughout the meal. To drink we had coconut water fresh out of the green coconut with a drinking straw made from the stem of another plant.



Koro (the shy one), Jasmine (the sassy one) and me (the pale "valagi")

My contribution to the meal was a chocolate cake with chocolate frosting which disappeared at the speed of light. Chocolate is a rare treat and anything with sugar as a key ingredient is a favorite. And almost as valuable was the aluminum pan I baked and transported the cake in. Koro

was happy to add it to her kitchen supplies. So many things we take for granted are a luxury here

It really was a nice meal, and such an abundance of food. Imagine inviting guests for lunch knowing you will have to "hunt & gather" the food not knowing exactly what the sea or reef will provide that day. The only other local food comes from what the soil will produce. Here it is mainly kasava (a starchy root), bananas, papaya, coconut and mangoes. A supply ship comes once a month (maybe) with supplements of rice, onions, flour and sugar. We were very humbled by the amount of work and preparation that went into making us this special meal and how generous they were to share their Sunday lunch with us.

We had a great time trying new foods, talking about our lifestyles and families: differences and similarities, and laughing a lot. Food and laughter, the sustenance of life no matter where you are in the world.



Tai & Luvu

Bob & Linda
S/V *Bright Angel*

Follow their journey at
<http://www.sailblogs.com/member/sailbrightangel/>

Chittenden Locks and Ballard rail bridge to close briefly in November.....

Read more in [Threesheets NW](#)

Crab season is open again in South Sound until December 31st.....

Read more on the [WFDW website](#)

2013
Lighted Ships Parade

Theme:

Winter Wonderland

Saturday, December 7th, 2013

Parade begins at 6 pm

Come and join the fun!



ANCHORETTES

SILENT AUCTION!!!!

The Anchorettes will host a silent auction at the November general meeting, Nov 6, 2013. If you have an item you would like to donate please contact Dorrie Carr, 360-923-5896, e-mail:

hdccarr@comcast.net

Daddy Day Care!

Ladies it's black friday shopping!!
Drop those daddys off at the clubhouse for
daycare, go shopping, stop back by
and have lunch with us, all for only \$5.00

Friday

Nov. 29th



The day after Thanksgiving

We will have plenty of Chili (homemade!), Brats (homemade!) & Deserts

Beer, Wine, & Soda

Kickoff is 12:30 pm

Texas Hold'em tournament to follow game

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Sunday, December 8, 2013



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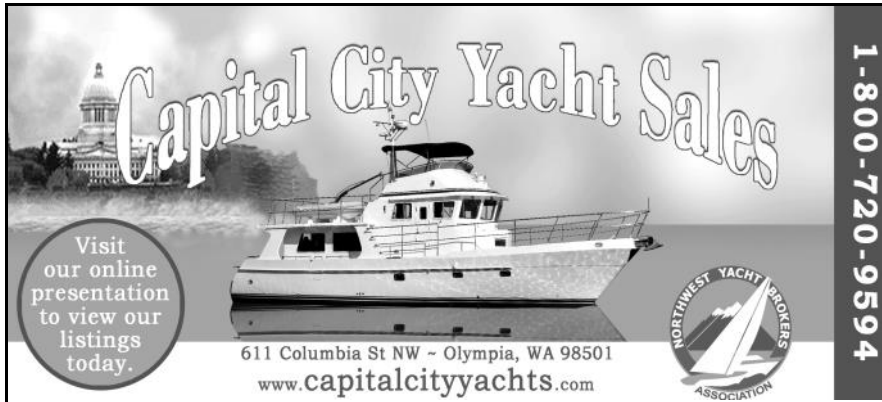


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To make this another successful community service event we need widespread participation by OYC members.

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02/13

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



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NONSUCH 30 ULTRA

- Two Mainsails
- Larger Westerbeke Diesel
- Swim platform

\$51,000.00

MUST SEE—Slip# 214

Gary Robinson (360)455 4370 6/13

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

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 sale price \$79,900 OBO**

- **Boathouse 341** also available -

Excellent cosmetically & structurally. 20 X 46.5' with a 42 by 14'10" well. 16' entry height. **\$45,000.** Curtain end looks directly at the capitol

Package Price \$115,000

Phone Mike at 360-561-3477 for more information. 05/13

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

For Sale: Boat House #417

43 1/2' x 18'
Well size: 38'x 12'8" x 16' clear ht.
Easily expands to 41'x 12'8"
Meets all specifications
New curtain & skylights
Shore power and 4 water spigots
\$40,000.00

Call Lee Reaves @ 360 402-4591

09/13

**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

360-493-1678 or cell 360-918-1947

01/13

For Sale

Globalstar GSP-1700 Satellite Phone.
Also included is the GDK-1700 Globalstar Data Kit.

\$350.

Please contact Gary Ball 412-7473 or

gvball@comcast.net

09/13

Wanted

"Slightly Used" OYC Burgees

When traveling north in the summers, my wife and I notice that OYC burgees are not present in many marinas that display yacht club burgees. We would like to change that in future trips. Please contact Gary Ball 412-7473 if you can help.

09/13

10 ft Dolphin Dinghy

- 2010 as new, never launched
- Lightweight fiberglass
- Lapstrake classic design

\$1,950

Contact Pete Janni 956-1992

06/13

Origo 6000 oven With Stove

Made in Sweden - a compact easy to use 2 burner alcohol stove. Never used - 22 1/8 H X 20 1/8 W X 13 3/16 D Stainless steel Burners Can boil one liter (34 oz) of water in 10 minutes.

New online listed as \$1700.00. Good deal at \$1200.00. or best offer. Please call Mary 360-754-1516

09/13

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

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.

Call Dale & Kate Wetsig **360-705-9242**

06/12

For Sale: Boat House 323

Built By: Marine Floats

Overall : 18' X 42' - Tub Floatation

Slip Size: 13' X 36'

Opening: 13' 11" Wide, 15' High

Meets All OYC Boat House Regs

Call George Baker @ 360-491-0911

09/13

WET & COLD ?

Is there rain dripping from your nose?

— Then **BUY** me! —

Boat House #513

Work through the winter on those never ending projects

Well size 15' x 50' x tall

\$67,950

Eliminate all other excuses

Walt Coram 281-961-3692

11/13

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

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

\$94,500.00

253-222-7711 or 360-709-0505

05/12

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! New curtain and OYC compliant.

\$70,000

360-866-4426, 360-791-1171

or hwildher@comcast.net

08/13

Stearns Immersion Suits for sale

Immensely better than life jackets

One is for a child (wt 44 - 110 pounds), and one is for a small adult (110 - 250 pounds). Both are in brand-new condition.

Purchased new for \$350/ea, now only \$200/ea. I am willing to sell separately.

Call Gary Scholes 360-791-7953

11/13

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.

John Teters (360) 239-9088

01/13

BOATHOUSE #641 FOR SALE

The well size is 28'X10'. The boathouse is in excellent condition.

Priced to Sell-\$6,500, OBO.

Contact - Jerry Anderson 360-491-5883

jcanderson2@comcast.net

11/13

Siri Sea For Sale

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

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 Siri at (360) 866-0251 or email rktecl1@comcast.net

08/13



BOATHOUSE KEPT 43' Wellcraft Portofino

- Powered by a pair of well maintained twin 340hp Mercruisers that will cruise at 20 knots.
- Upgraded canvas with Plexiglas inserts.
- Full array of electronics.
- Massive 14 '6" beam makes for a very spacious interior.
- Built in 1987 but looks much newer
- Offered at \$59,500
- Boathouse #523 also available when boat has been sold.

Please contact: Bob Berglund CPYBNW Yachtnet - Tacoma

Cell 360-701-2747 Email bob@nwyachtnet.com www.nwyachtnet.com

10/13



For Sale "C's Escape"

29-foot 1991 Carver Montego – Aft Cabin/Sun-Bridge Design

Great couple and family boat. Sleeps 4 in two large double berths, head complete with shower, 2 hanging lockers, red dot heater; NEW carpet, princess electric ceramic cook top, refrigerator, microwave, head, cockpit upholstery and custom table, bimini with full enclosure. Lowrance LCS-28C (GPS/Sonar/Speed and LRA-1500 Radar. Single Volvo-Penta 5.7 Liter, 260 hp with 161 hours — NEW carburetor, plugs, wires, coil, distributor, and rotor in Sept. 2013. Hauled and bottom painted April 2013.

New Price Reduction \$20,900

Phone Jeff at 360-866-4721 or 360-791-6803 for more information and photos

10/13



~ Calendar November 2013 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Meydenbauer YC Commodores Ball
3	4 Island Home Meeting 7:00 pm Clubhouse Meeting 6:00PM	5 Government Affairs 5:30 pm Bridge Meeting 6:00 pm	6 Dinner Meeting 6PM	7	8	9 Edmonds YC JO Ball
10	11 Veteran's Day Holiday Mainstation Meeting 6:00 pm	12 SSSS Meeting 6:30 pm	13 Lunch Bunch 11:30 am Board Meeting 6:00 pm	14	15	16 Tyee YC Commodores Ball
17	18 Power Squadron meeting 6:30 pm	19 Juniors Committee meeting 5:30 pm	20	21 Anchorettes meeting 6:00 pm	22 TGIF Dinner 5:00 pm	23
24	25	26	27 Membership meeting 5:30 pm	28 Thanksgiving Holiday	29 Apple Cup 12:30 Mainstation	30

~ Calendar December 2013 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Island Home Meeting 7:00 pm Clubhouse Meeting 6:00PM	3 Government Affairs 5:30 pm Bridge Meeting 6:00 pm	4	5	6	7 Seattle YC Commodores Ball Lighted Boat Parade
8 Special Peoples Cruise	9 Mainstation Meeting 6:00 pm	10 SSSS Meeting 6:30 pm	11 Lunch Bunch 11:30 am Board Meeting 6:00 pm	12	13	14 Christmas Ball 6PM
15	16 Power Squadron meeting 6:30 pm	17 Juniors Committee meeting 5:30 pm	18	19 Anchorettes meeting 6:00 pm	20	21
22	23	24	25 Membership meeting 5:30 pm	26	27	28
29	30	31 New Years Eve Party	Notes:			

Join us for dinner

Wednesday, November 6th

- Fresh Pear and Gorgonzola Salad
- Poppy Seed Dressing
- Oven Roasted Turkey w/Gravy
- Corn Bread Dressing
- Mashed Potatoes
- Dinner Rolls and Butter
- Buttered Green Beans
- Pumpkin Cheesecake



November

Membership Dinner Meeting November 6, 2013

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.

Meeting: 8:00 P.M.

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