



OLYMPIA YACHT CLUB

October 2011



Commodore

Commodore Leslie Thompson
Captain Brian Thompson
M/V EcstaSea



Greetings OYC members. I hope all of you have been enjoying the fantastic summer weather September has brought us. I know I have. Your OYC Bridge has been busy since the last Beachcomber. We completed our last Bridge dock party in August with a great turnout of approximately 125 members on a beautiful sunny

nite. We had a little different treat with a keg of beer on tap rather than the usual bottles and cans. The members seemed to enjoy as it was all gone!! Go figure. Thanks Captain Brian for hauling it around for us and thanks to RC Jeff and Debra Pape for a job well done.

VC Mike and Vonnie put on a wonderful Labor Day cruise with the best, sunny weather we have had on that holiday in a long time. We had a lighter turnout than usual about 20 boats, due to Harbor Days and back to school, but it was a fun laid back weekend with games being played and lots of good food and camaraderie by all. IPC Carol and Chuck thank you for going above and beyond driving out at O'dark 30 to do the Monday morning breakfast, which was great as usual. Great job Mike and Vonnie.

Our first dinner meeting of the season has come and gone and I think I survived the event just fine. Thanks to all for short and sweet committee reports and we managed to adjourn before 9 pm. Score on that one. Foofaraw event at IH happened immediately after the dinner meeting that week. OYC as usual did another fantastic job transporting our distinguished military and civilian guests in 35 boats to the is-

land under very warm, sunny skies. PC Bob Job and PC George Smith, thank you both for coordinating this annual event with the Thurston County Chamber. Also thank you Cindy Smith for being our liaison to the Chamber, and as always to Dene Hartman for organizing the cookie ladies. Also thank you to all the OYC volunteers who helped setup, cook in the galley, clean up and all the various tasks necessary to pull off this fantastic day. We could not do it without you and I truly appreciate your efforts. There are too many to name but you all know who you are. We did have a very special treat that day for those of you not on boats. Jim Amadore from the Port organized a special tribute to the military guests which included fire department, police, sheriff, harbor patrol, and port personnel flashing lights, honking horns, etc. along with two flags hung from the Port cranes. One of the flags was from St. Martins and the smaller one was his son's from his tour of duty in the Middle East. It was very moving and special for the military guests on the Commodore's vessel for the day, as I am sure for those on the other boats. I had the pleasure of having IPC Carol and Chuck escort Brian and I and the dignitary military and civilian guests out to the island. Thank you so much guys for being the Commodore vessel. You two are awesome!!

OYC was recognized and thanked at the recent SSSS meeting and I had the honor to be present and receive the praise and thanks that they offered. We have a unique partnership and camaraderie with them and I will continue to welcome and promote

(Continued on page 2)

The Beachcomber is making a transition to electronic distribution. Please see page 3 for details



Vice Commodore

Captain Mike Contris
First Mate Yvonne Contris
M/V *Maya*



As I write this, Vonnie and I have just returned from our Labor Day cruise to Island Home. There were about 40 of us attending, with wonderful weather, fun games and great food. I need to thank so many, including Bill and Gail Thomas for the games; PC Matt Mills and PC Tim Ridley for cooking the burgers, dogs, steaks and chicken; PC Carol Robinson for her fantastic breakfast on Monday and Commodore Leslie for all of her support during the entire weekend; also I'd like to thank Rich and Dianne Hurst, Lee and Lolita Rosen, Rick and Barb Bergholz, Bill Melhaff, Carol Brown, Denise Mills, Dixie Ellis, Sandy Wolf and Karen Elliot. And among other awards we gave a special trophy to PC Jerry Budelman's grandson Ethan for both his efforts as harbor master on Friday, directing us to our moorages and checking the quality of our tie ups, and his scientific efforts to push back the boundaries of space exploration with – Crabs In Space!!!!

And we've also just returned from our vacation, hitting the exotic ports of Poulsbo, Gig Harbor, Tacoma, Port Orchard Yacht Club and the Bremerton Yacht Club. The latter two destinations were part of the annual G14 Officer's Summer Cruise-in and this time we stopped first at Port Orchard, to prepare for the arrival of the new Rear Commodores. The good folks at POYC put on a lovely Friday night reception, after which we and the Commodores received the RC's decision on their choice of mascot (Tridents) and then prepared to parade over to BYC on Saturday to welcome the new folks to the Grand 14. All of the officers left the POYC moorage Saturday morning, with Commodores going first, lining up to cruise thru the Washington Narrows to BYC, then we VCs lined up and paraded behind them. When we rounded the point into BYC's moorage we all turned 90 degrees as a group, sounded our horns and were invited into the moorage; a really cool moment! We then shared dinner with the Commodores and Rears, while RC Charley Long, from the Tacoma Yacht Club, entertained us with his guitar (I purchased his CD, Cruise Away; very good). The weekend concluded with breakfast and our first business meeting of the year.

All of which brings me to providing another answer as to why our membership in the G14 is important to our club. I've mentioned in the past that the benefits can seem subtle, but I've come to the conclusion that they are of the same nature as what helps make our club itself worthwhile: building relationships with other boating enthusiasts. The fact that these relationships are with other clubs' members doesn't diminish the worth to our club of being known and respected by other clubs up and down the sound. Yes, going thru the bridge involves personal sacrifice, both in time and money, and yes, there is some cost to our club in helping us go thru the chairs, but we gain a place in Puget Sound's boating community that can't simply be purchased: it must be earned.

And, as always, I'm here to help.

Mike Contris

352-2414 mikenvonnie@comcast.net

(Continued from page 1)

our relationship with them as well as the other clubs that we associate closely with. I am looking forward to our next cruise to Tacoma. Pray for great weather!! This is always a fun cruise with the beer tasting and the usual trip to the tequila bar. The Bridge is planning on attending our first hosting of the Grand 14 Silver Stars ball honoring the past commodores of the G-14. It is an honor for the 3 of us to be included and represent OYC. As fast as time passes, I will be joining their ranks all too soon.

There are so many great events coming up and I hope to see as many of you there as possible from cruises, meetings, Commodore ball, dinner meetings, etc. Please get involved and attend events. This is the best way to meet your fellow members and have a good time. The member volunteers work very hard at putting on all our events and serving on the various committees and they want you to enjoy their efforts. New members...don't be shy, join on in. This is what makes our club so great and the best in the G-14.....it is all of you. Thank you all for making my job easier.

See you at an event or on the docksIt is still summer I think.

Commodore Les Thompson

M/V *EcstaSea*

Directory

Bridge

Commodore, Leslie Thompson	352-7628
Vice Commodore, Mike Contris	352-2414
Rear Commodore, Jeff Pape	402-2239
Fleet Captain Sail, Rick Bergholz	866-4230
Fleet Captain Power, Richard Hurst	866-1116
Immediate Past Commodore Carol Robinson	239-2048

Board of Trustees

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Sue Wise, Secretary	491-0548
Jon Bryant, Treasurer	866-7446
Bill Thomas	357-7552
Bruce Snyder	253-582-6676
Ted Shann	491-3786
Steve Parrot	866-3709
Harold Carr	923-5896

Other Contacts

Anchorettes, Catherine Schefter	491-0548
Beachcomber Editor, Gary Wilson	459-7927
By Laws, Ted Shann	491-3786
Club House, Dennis Gray	956 9574
Club Service Program, Marilyn O'Connell	915-3597
Community Relations, Open	
Environmental Awareness, Ray Kycek	352-8069
Historical Committee, Lisa Mighetto	206-465-0630
Island Home Committee, George Smith	943-9549
Juniors Program, Rick Antles	701-8800
Long Range Planning, Jim Cullins	425-432-4069
Main Station Committee, Mike Auderer	970-0082
Membership Committee, Bill Wilmovsky	786-1829
Moorage Master, Bridget Shreve	561-3289
OYC Foundation, Pete Janni	956-1992
Quartermaster, - Linda Bryant	866-7446
Reciprocal Committee, Eric Hurlburt	754-8897
Sunshine Committee, Barbara Narozonick	943-5708
Safety Committee, P/C Richard Erwin	486-9961
Website Administrator, Penny Cory	432-2680

Care Takers:

Main Station: George Whittaker.....	357-6767
	or cell 280-5757
	Fax 352-2729
Island Home: Jerry White.....	427-4499
	or cell 359-5417

Other:

Address: Olympia Yacht Club
201 Simmons Street NW
Olympia, WA 98501

Reservation Line:

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

Website: www.olympiayachtclub.org

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



As I write this we are at Dock Street Marina for Oktoberfest. The weather is nice with only some showers forecast for the ride home. 14 or 15 boats is a nice size cruise for this distance and the weekend will be fun.

Debra and I had our first Junior Officer Ball at Port Orchard and had a fantastic time. Any apprehension about going through the chairs vanished and our class is awesome. Already forming great friendships and we are looking forward to the next JO Ball at Day Island.

The next club cruise is the always popular Halloween cruise to Island Home. Not sure who has more fun, the kids or the adults. Try to attend and you will have fun.

Starting the busy fall to winter season, Commodore's Ball, Lighted Ships, Special Peoples, Christmas Ball, oh, and of course, those Holidays.

Keep having fun and enjoy our club and what it has to offer.

Jeff Pape, Rear Commodore

Debra, First mate

Electronic Distribution

In an effort to reduce costs, the Board of Trustees has asked that the Beachcomber be delivered primarily electronically effective with the January 2012 issue. Notices will go out soon with the dues invoices.

We would like to continue to provide you with all the latest at OYC, and in order to do that we will need to have a correct email address for delivery.

The simplest method for including you in our electronic delivery system will be for you to notify our Website Administrator at: machnbird@q.com that you wish to receive the Beachcomber electronically.

The Beachcomber is published by the Olympia Yacht Club each month during the year except August, and distributed by email to the membership and associates. Hard copy mail distribution is limited.

Editor: Gary Wilson gary@sailsidetrack.com

Printer: Minuteman Press

Advertising: \$100/year—contact Gary Wilson

Ch of address (or boat): Web Administrator machnbird@q.com



Fleet Captain Sail

Captain Rick Bergholz
First Mate Barb Bergholz
S/V *Inati*





We just returned last evening from the Labor Day Cruise to Island Home. There were roughly 20 boats in attendance and 5 of them were sailboats. Stick boats in attendance were *Balder*, *Pandora*, *Corroboree*, *Two Lefties*, and *Inati*. Can we count *Willow* that came out and tied to the buoy? The food was great. The games were fun. The company was unbeatable. I think everybody had a good

time. Mike and Vonnie planned a great cruise. Matt and Tim did their usual fantastic work at the BBQ for both the burgers on Saturday and the steaks/chicken on Sunday. A special thanks to them. Carol came out in the wee hours of Monday morning and prepared a super breakfast. Thanks again Carol.

In the *it kind warms your heart* category, Bill Melhaff had his dinghy up in the shed at Island home doing some gluing on the davit attachment. He needed help getting his dinghy back in the water. Without being asked or prompted Matt and Tim, our famous BBQ team, just grabbed the dinghy, carried it to the beach, launched it, and towed it around to Bill's boat. Did you know those guys were that nice? I was suspicious all along.

I even got a little sailing in on the way home Sunday.

Barb and I did the kitchen thing at Foofaraw, not really a sailboat thing, and looking forward to seeing everyone at TGIF, Sept. 30th. Remember the salad bar? Barb and her crew can hardly wait to get going on that. Pizza, salad, ice cream sundaes, great company with wine, beer, and soda. Does it get any better than that, south of the Canadian border?



October is a great time to sail..... so go sailing!

Rick, Barb and Annie Bergholz, FCS

TGIF

Thank Goodness it's **Friday!**

Next one is October 21st
5-7 pm at the Main Station
\$5 per person

Pizza, Salad Bar, Iced Cream Sundaes
Beer, Wine, Sodas
Unlimited Camaraderie

No Reservations Required



Fleet Captain Power

Captain Richard Hurst
First Mate Dianne Hurst
M/V *Feisty II*





Home again after more travels. We had 3 transient orcas surface 20 yards away from boat off Brainbridge Island. Pretty exciting.

The Oktoberfest is rapidly approaching. You probably won't have time to see this note and get there, but hope to see many in Tacoma for a great time.

But Halloween will be right on the heels of Oktoberfest and is set for the weekend of October 28-30 at Island Home. We are featuring decorated boats and prizes, carved pumpkins in different age groups and prizes, spooky movies and no prizes, and Saturday dinner and Sunday breakfast. There is a **-3.4** tide at night that weekend. If you have a hangy down thing that goes with the stick on top, you may want to drive. \$15 for adults and \$7.50 for kids.

If you have a real thing about Halloween and would like to participate with the committee, please e-mail us at rehurst@comcast.net.

Apple Cup then comes on Thanksgiving Day weekend (Saturday). With both teams now undefeated as of this writing, it should be very exciting! This event will be at the Mainstation because everyone will be too heavy with turkey and fixin's to go on their boats. We will have a chili and seafood chowder cook-off with prizes. Appetizers, salad, dessert, (chili and chowder of course) and beer.
\$5 each.

Rich & Dianne
FCP and First Mate

Quartermaster

Linda Bryant, Chair



Closets are filling with new merchandise!

Something you want and we don't have it?
Special orders are gladly accepted.

Linda Bryant 360 866-7446
Patti Phillips 360 786-8399

Board of Trustees

Walt Schefter, Temporary Chair
M/V Rob Roy



I would like to take this opportunity to encourage all members to become participants in your Olympia Yacht Club by committee participation. While the financial and operational aspects of the Club fall under the authority of the Board of Trustees and Social and Community interaction are under the Bridge, both bodies and the club generally, rely heavily upon committees. The women's group of our club, the Anchorettes, also uses committees that need members.

As a member of a committee you can experience involvement in a single aspect of a club function, whether it is social, governmental, operations or financial. Our committees are as varied as power and sail social and racing functions, hands on maintenance of the facilities, Commodore Balls and the Bridge's other major social functions, interaction with state and local governmental units and committees that interact with other clubs. We have a Juniors Program committee, Membership committee and a Safety committee. We have committees that serve only one annual event, such as the Special Peoples cruise, and the Christmas Light Parade, just to name a few.

In the areas of maintenance and operations we have a committee to maintain and operate Island Home, to maintain and operate the main station and clubhouse and to oversee major construction, such as our planned dredge, the permitting of the same and the like.

It is through these committees that the club, socially, in its operations and in its governance, functions. In addition to being a part of the club itself all committee work is available for CSP hours and you will meet and work with dozens of members who are making a like commitment and who will now be part of your social circle within the club. As importantly, it is a means through which your ideas and experience can shape the policy and functions of the club.

If there is an aspect of our club that you feel needs improvement or you feel would benefit from your ideas or expertise, then take the step to become involved in the appropriate committee and press to make those improvements.

There are eighteen or so committees under the Board and probably a similar number under Bridge functions. There are enough varied committees so that your particular areas of expertise, experience or interest can make a difference. Please consider making that difference for the club. The rewards to you through involvement, friendship and shaping this club will be apparent.

Any current Bridge member, past Bridge member or Board member can point you in the direction of finding committee work in your area of interest.



Olympia Yacht Club
FOUNDATION

Tax deductible donations may be sent to:
Olympia Yacht Club Foundation
Olympia Yacht Club
201 Simmons Street
Olympia, WA 98501

The Saga of Bright Angel

Bob and Linda Hargreaves

www.saibrightangel.com



Bob and Linda are in Olympia until October when it will be time to cruise again. *Bright Angel* is moored in La Paz, Mexico. Great Website, very informative, stunning pictures.

Anchoresses

Catherine Schefter, President



New officers for 2011-2012 are Catherine Schefter, President; Dorrie Carr, Vice President; Sue Wise, Secretary; and Kim Shann, WIC Representative. All were installed at the

September meeting. Phyllis Detray, our Treasurer elect and alternate WIC Representative, will be installed at our next meeting.

New members are Commodore Leslie Thompson, Dorrie Carr, PC Penny Cory, PC South Sound Sailing Club Myra Downing, Julie Gronley and all were officially welcomed.

Raffle tickets for the 2011 Anchoresses quilt will continue to be sold at the October and November dinner meetings. The drawing for the winner will be held at the end of the November 2nd dinner meeting. Tickets cost \$5.00 for one or \$20.00 for five. You can charge the ticket cost to your OYC account. You need not be present to win and if you cannot be at a dinner meeting please contact Catherine Schefter, 360-491-2313 for tickets.

At the October 5 dinner meeting Dorrie Carr will demonstrate the embroidery techniques used on the Anchoresses quilt.

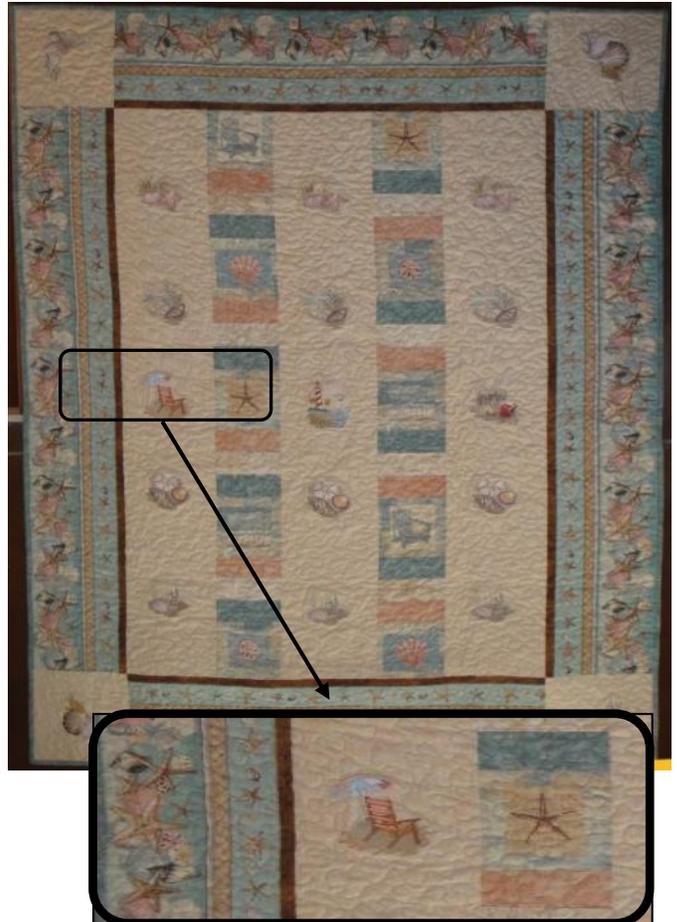
One half of all proceeds from the Anchoresses Quilt will be donated to the American Hero Quilts charity. This charity was born out of the love and compassion of one determined Washington State woman, Sue Nebeker. Her dream is that each of our injured and wounded troops returning home from war through Madigan Army Medical Center and other military hospitals, receive a “hug” of appreciation. These “hugs” are exceptional patriotic, heirloom quality handmade quilts. Each is unique and created by many loving hands. To date, over a thousand quilts have been distributed to our wounded and injured soldiers at Madigan and elsewhere and, in addition, quilts are given to children of fallen soldiers to comfort them on the loss of their mother or father. Please remember the OYC Thurston County Food Bank drive. This past year you donated 411 pounds of food and

\$30.00 in cash. Let’s try to top that this year! Thank you for your generosity.

An additional thanks to Bridget and Steve Shreve of **SIGN-DEZIGN** for our wonderful quilt sign.

The next Anchoresses meeting will be held October 20 at 6:00pm at the Mainstation Clubhouse.

Catherine Schefter, *President*



Womens’ Interclub Council

Kim Shann, OYC Representative

ATTENTION ALL OYC LADIES:

Our First Fall Season Women’s InterClub Luncheon (WIC) will be October 20th 2011, at Queen City YC.

Please call Kim Shann 491-3786 to make your reservation to attend. Car pooling is available. Cost is only \$14.00 for a beautiful lunch with entertainment.

Government Affairs

Jim Lengenfelder, Chair



Some of the frequently asked questions recently published by CLIPA.....

What are the central issues concerning the lake?

Since the 1980s Capitol Lake has been studied extensively. However, the lake has not been properly maintained, resulting in its current poor condition. In 2009, an advisory committee strayed from its legislative mandate to evaluate Capitol Lake maintenance options. Instead it advocated for converting the lake to a tidal mud flat and removing the Fifth Avenue dam. Officials and citizens began reviewing their proposal and the multitude of studies. They identified fatal flaws in the conversion idea. The proposal didn't address the sources of pollution and sediment management within the Deschutes River system. It also didn't address the associated economic, aesthetic, architectural, and social impacts. For example, without the dam, mudflats would be exposed about 80% of the time. Local citizens formed the grass-roots non-profit (CLIPA) to identify watershed-wide solutions for improving water quality and sediment management in a cost-effective way, recognizing the critical role Capitol Lake serves in the ecosystem, the community, and the Capitol Campus.

What's the status of the issue?

By law (RCW 43.34.090) the lake is a part of the State Capitol campus and subject to the policy direction of the State Capitol Committee. The 2011 legislature provided \$200,000 to initiate permitting for maintenance dredging. CLIPA recognizes real solutions require watershed-wide coordinated action with input from all stakeholders. CLIPA will continue to work to increase community awareness and encourage the legislature to continue to support and improve the lake.

How did the lake come to be?

Capitol Lake is an integral part of the nationally significant Wilder and White "City Beautiful" plan for the State Capitol campus. The 1911 plan called for construction of a dam at Fifth Avenue to provide a reflecting lake for the monumental buildings on the bluff. As one of the architectural elements of the campus, the lake was completed in 1951. It ended years of mud flats, provided flood protection and allowed for the development of downtown Olympia into a pre-eminent Capital City.

Become a CLIPA Member

Volunteer or DonateWe need your help and support!

**Help protect Capitol Lake, preserve the past and
- IMPROVE THE FUTURE -**

- See **SaveCapitolLake.org** website
 - ⇒ Membership and Donation information
 - ⇒ Informational Brochure to hand out
 - ⇒ Ways to help—see "What Your Can Do"
- Email us at **friends@SaveCapitolLake.org**

Environmental Awareness

Ray Kycek, Chair



HAZO FALL CLEANING

Recent communication with the Thurston County Health Department indicates that the use of our hazardous disposal container is way down. Personnel at the department keep an accurate accounting of all items. Material collected is removed periodically and disposed of properly.

This service is free to OYC and other marinas here in Olympia. The cumulative effect of many of us correctly getting rid of hazardous waste gives Budd Inlet and Puget Sound a real shot in the arm. Not to mention, it reduces the possibility of an accidental fire.

The waste container is located just behind the caretaker's house. Directions for its use are contained within. Latex paint is one of the only liquids not accepted. Just open it up, let it dry and dispose of it normally with the garbage.

Summer cruising is over. Now is a good time to take inventory and responsibly remove hazardous materials from your boat, boathouse or dock box.

Ray Kycek

Environmental Awareness Committee Chair



Junior Sailing Program

Rick Antles, Chair



The JR Program committee meeting this month was on September 21st at 6:30 pm. Due to conflicts, we are looking to change the date we meet and need to work on this. Come join us. In the past, we have facilitated activities for kids such as boat related classes, movies, and sailings. Some of our high school student participants have crewed for local racers. We'll help there if we can.

We anticipate a good start to our high school program with interest from 14 high school sailors. Their kick-off night was changed to 6:30 pm September 25th at the Olympia west-side Brewery City Pizza on Harrison. Encourage your kids, grandkids or friends that this is a fun and rewarding activity for local high school students. In the past, high schools have given out PE credit for participants.

So far this year, OYC fostered 207 kids through our summer sailing programs.

Give me a call or email me if you have questions.

Rick Antles
360-701-8800
rantles@comcast.net



Foofaraw

Bob Job
George Smith



49th FOOFARAW WRAP UP

By the time you are reading this Joy and I hope we are sitting at a cafe in Paris, or tromping around a village, or just overlooking a vineyard in Southern France. So I am writing this early so we can catch a C-17 Space A.

Again, FOOFARAW was a great day and P/C Smith and I have you Captains and First mates along with the Cookie Ladies and a myriad of people working in the background to make this happen. We had very good luck this year, we didn't lose one Military Bus, and a very low no-show rate. The only speed bump in the road was the Chamber of Commerce lost their Data Systems Server for a while, but I had my trusty Blue Line Tablet with all my names and info scribbled on it, but it all worked out.

All of our 32 boats were pretty full, I know we had 17 onboard Explorer II. In total we had over 400 guests and crew on the Island to enjoy the camaraderie, food, games, enjoying old friends and meeting new ones. On the trip out to the Island our guests were taken by surprise. As we passed the Port of Olympia dock there were two American Flags flying from the crane rigging, The large flag was from St. Martins College, the smaller American Flag was from a Predator flight over Afghanistan, also the Olympia Fire Department Engine Companies, Olympia Police Department, Thurston County Sheriff Department vehicles all aligned with red lights flashing and sirens and horns blowing. To one side were the Port Employees, and lined up in the turning basin were Olympia Harbor Patrol boats, Port boats, and Sheriff's boats with their lights and sirens going. Two military guests on board ask me what that was all about. I looked at them and said, "Its All About You". There were tears in their eyes.

We thank Olympia for their outpouring show of appreciation, and again P/C Smith and I thank our Captains and First Mates of OYC for sharing your time in making this Military Appreciation Day the success it was. Even Boston Harbor was happy with the way we controlled our wake, which is always a good sign. At the end of the day I had another member come up to me and ask, "what are you frowning about"? I answered; I'm not frowning, I'm thinking about the 50th FOOFARAW next year and how we can improve it. It will be hard to beat this and past years.

I think OYC can be very proud of what we do to show our troops that we appreciate their effort. So in closing, just remember, P/C George and I will be looking for Captains for next year.

THANK YOU

P/C Bob Job and P/C George Smith, Foofaraw Chairmen

Island Home

George Smith, Chair



Please remember to register when at the Island, even if you are only there for a few hours. The sign-in sheet is on the side of the clubhouse near the side door.

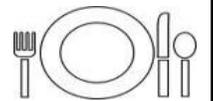
The Island Home Committee will be proposing a rule change at the October BOT meeting. Currently our rules state that you may only moor at The Island for a period of one week or 7 days. The proposed change will allow for a full 2 week stay or 16 days. If you have any comment or questions or concerns, please contact me and let me know what they are. The committee has also adopted the following rules for harvesting the oysters and clams at the Island. The limit for clams shall be 40 per boat not to exceed 10 pounds in the shell. Minimum size is 1½ inches and this includes littlenecks, manilas and butter clams. The oyster limit is 18 per boat and minimum size is 2½ inches measured across the longest distance of the shell. Shells must be returned to the beach at the same tide height where harvested.

See you on the docks or the water!

PC George Smith

360-704-8383

Lunch Bunch



Lunch Bunch is temporarily suspended.....
awaiting the appearance of a Guest Chef.

"Foofaraw Cookie Ladies Rock"

The OYC women once again stepped up and made cookies for our military men and women who attended Foofaraw.

These gals were:

Lu Charneski, Linda Bryant, Barb Narozonick, Peri Maxey, Paula Heitland, Dixie Ellis, Karen Gray, Kathy Jo Moord, Phyllis DeTray, Barb Hughes, Catherine Schefter, Peg Grady, Pam Panowicz, Caroline Gardner, Joy Job, and Bonnie Rancor.

(Thank you also to the gals who 'just brought cookies' without even being asked.)

You truly are the best of the best.

Foofaraw Cookie Chair, Dene Hartman

FOR SALE

42' Grand Banks Classic

1984, single engine. Temporary moorage in boathouse. 40# fluke type anchor. Anchor rode, etc. Free bottles of cleaners, etc. Call Skip at 866-9633 or lelandstrait@comcast.net

Main Station Caretaker

George Whittaker



Club Service Program

Marilyn O'Connell, Chair



Summer has officially come to an end. That means we have fall cleanup to perform on the OYC facility. Landscaping and pruning needs done. The flower boxes need emptied and readied for winter. All water hoses should be disconnected from dock water to protect from freezing. Make sure curtains are closed, boat-house and boat lights are on in evening for security. Reminder, nothing should be laying on the main dock, please store all gas and hoses in boat or in dock box. Check your electrical connect- or at the dock power box for corrosion and replace as needed.

As is noticeable, most of the decking on the docks is tightened and screwed down to prevent loose boards. CSP workers Rick Shattuck, Greg Klueh, Jeff Carpenter, Rick Taylor, Tom Robinson, Gary Ray, Mike Willie, Brian Hoonan and Ron Morsette are responsible for that. There is a new Guest dock registration cabinet courtesy of Dave Grundl. Michael Johnston of Franzen Roofing, again has kept the Clubhouse and Caretaker house roofs clean and treated.

I would like to issue a friendly reminder to activity and committee chairs to make sure they turn in the volunteer hours as soon as possible after the event is over or meeting has been held. Many committees e-mail the hours to me on a regular basis and that is a great way to go since it gets to me immediately and I can record them timely. I appreciate everyone's help on this and I hope everyone enjoyed the summer!

Marilyn O'Connell 360-915-3597
marilynmst@comcast.net

I would like to personally thank these people for assisting in these ongoing needs of the club. Without their help, I would not be able to keep up with all the needs that arise.

George Whittaker, OYC Caretaker
oyccaretaker@gmail.com

The Commodore's Confetti Ball Olympia Yacht Club

Honoring Commodore Leslie & Captain Brian Thompson

Saturday

October 15, 2011

6:00 pm

Cocktails & Reception

7:30

Dinner

9:00

Dancing to Funaddict's

Formal / Semi Formal

Menu Choice

Honey Glazed Salmon

or

Steak Oscar

Cost \$40.00 A Person

RSVP to OYC

reservation Line

360-705-3767

By Oct 9th, 2011

Safety Committee

Richard Erwin, Chair



Your OYC **FIRE PREVENTION CHECKLIST** for 2011 is due to be turned in to the Moorage Master on or before Sept 30 each year. We rely on the quality of your inspection as the base line in our Fire Prevention program. It is all in the best interest of ALL OYC MEMBERS to prevent fires at our facilities. Extra copies of the fire prevention checklist are in the wall file just inside the clubhouse side door.

EXEMPLIARY ACTIONS and seamanship in a shocking and traumatic collision on the water by a OYC member. Many of you know Bob and Carol Brown and their vessel the *Carol B*. I have known Bob and Carol for about 40 years. Many of you may know him as the guy at the Island Home BBQ pit who has cooked for years at our major events. Both Bob and Carol are quiet, unassuming easy going members. I remember when they bought the *Carol B*, a 36' Trojan, from an OYC member.

On Sept 5, after our Island Home Labor Day event Bob and Carol were headed back to OYC, it was late afternoon, a nice bright clear day and glass smooth water. Both were sitting in their normal positions on the command bridge enjoying a beautiful trip home. They were heading up Pickering Passage for less than a half hour when they noticed a mid size boat. It was parallel with their heading, approaching them from the opposite direction about 50 or so yards off their starboard side. It was running at a very high rate of speed, not unusual and Bob could see someone at the helm - - again not unusual.

“it was like an explosion”

As the approaching boat was just off their bow the operator disappeared from view. Suddenly the boat made a sharp turn towards the *Carol B* at what Bob estimated as 40 + MPH. The collision happened so fast, Bob was able to say “it’s a run away boat” as Carol

was saying “are they trying to kill us?”

They said it was like an explosion. The tremendous force on the impact knocked them both down and they were both stunned momentarily. Both Bob and Carol quickly regained their composure and went into immediate emergency action. Bob put the boat in neutral and shut off the engines and they put on their PFD’s which they always keep at their helm seat. They saw that the bow of the other boat had penetrated the side of and stuck to the side of the *Carol B* and felt they were in imminent danger of sinking.

Bob and Carol lowered their tender, which was on davits, when Bob heard a moaning sound from someone. He looked in the other boat and saw a very big man lying face down in the water that was entering the boat from the crushed bow stuck in the side of the *Carol B*. They both knew if they did not get to him to safety he would no doubt drown and may go down with the boats. Bob and Carol moved their tender to the other boat, which was filling with water.

Without regard to his own safety, Bob crawled inside the other boat to get the man’s face out of the water. He was non-responsive to Bob’s shouting at him and moving him. Bob said he was one real big guy (estimated 300 lbs). Bob pulled the man out of his boat to the safety of their tender. They felt the man would have drowned and sunk with both boats. It was a life or death situation that required composure, and quick, diligent action.



Another boat with two men aboard saw the crash and came to assist. They took Carol and the injured man in the tender along side their boat. Bob saw the other boat was filling with

water and would most likely cause both boats to sink. Bob got back on the *Carol B* and started the engines. To everyone’s surprise the other boat became dislodged from the *Carol B* allowing both boats to rise enough to stop taking on water. Bob was able to move the *Carol B* at a very slow speed, with its huge hole in its side, back to Island Home. The boat, with the two men that came to assist, followed with Carol and the injured man, who was in and out of consciousness, in the *Carol B* tender.

Local and tribal law enforcement and an aid car were waiting for them when they reached Island Home. The operator of the boat that collided with the *Carol B* was Bear Jon Lewis. His blood-alcohol level registered .189, over twice the legal limit and he is facing multiple charges. Thanks to Bob and Carols exemplary actions he is alive. Bob and Carol were working on adrenalin and they did not realize their own injuries until later. When the reality of it all started to sort out and they had time think the whole ordeal through the emotions began to surface. The *Carol B* was beyond repair. It seemed like losing the *Carol B* was like a death in their family. It was such a severe crash/explosion it could easily have been 3 fatalities.

Adding to the sad note of the crash... the *Carol B* was insured for market value, around \$30,000. The boat has been declared a total loss. There has not yet been a settlement with the insurance company and there has been NO contact with, or by the Squaxin Tribe as has been rumored. Bob and Carol have removed their personal items from the *Carol B*. Its engines and running gear along with any salvageable equipment have been removed in preparation for its final disposal.

(Continued on page 12)

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 September 30, shall complete and submit the checklist within 15 days of arrival.

The fire prevention check list will only work with your 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 check list 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 and is not cracked, chafed and free of visible defects.
 - b. AC power cord plugs are a marine twist lock type, minimum 20 AMP, Maximum 30 AMP.
 - c. Male & female AC plugs have been checked for signs of burning/melting or other defects and replaced as needed. (at AC plug connections from 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. If twin-engine block heaters are used, only one is energized at a time.
 - 9. No unprotected light bulbs are being used in machinery and tank spaces.
 - 10. No visible fuel leaks or seeping exists on engines, fuel lines or fuel tanks.
 - 11. If the vessel boat has LP tanks, the valves are closed when the vessel is unattended.
 - 12. Dual range electric heaters (800/1500 watts) are only set on the low range when unattended.
 - 13. No AC electric heaters above 1500 watts are being used when the vessel is unattended.
 - 14. All AC heaters are placed to insure no flammable materials may come in contact with heater.
 - 15. All shore power and heater cords and plugs are not hot to the touch when under a service load.
 - 16. All vessel fire extinguishers are proper USCG size & type, inspected annually and serviced as required
 - 17 Boat houses will have a (5) five pound ABC fire extinguisher inspect annually and serviced as required.
 - 18. Check dock A/C power pedestal GFI (1. Push test button - no power at vessel. 2. Reset - power restored)

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 _____

Aug 2006 Rev 4 25 08

This form must be completed by all boat owners. Complete and delivered to Moorage Master, Olympia Yacht Club, by September 30, 2011

The History Corner

Lisa Mighetto, OYC Historian



Boaters have always been a superstitious lot. For centuries sailors claimed that beginning a cruise on a Friday would bring bad luck, for instance, and that bananas should not be brought on board. While there are practical explanations (bananas could carry insects and spiders in the days before pesticides), the persistence of superstition reveals a mystical side to boating and is part of the romance of the sea. Nautical lore also includes plenty



of ghost stories, which seems an appropriate topic for October's column.

Perhaps the most famous of these is the tale of the Flying Dutchman - about a ghost ship doomed to sail the oceans forever, never making landfall. None of the spectral crew members could rest until another unfortunate soul took his place...

Now part of maritime folklore, this story, which dates at least back to the 17th century, might have drawn from an actual ship that was lost while attempting to round the Cape of Good Hope. It spawned several superstitions, including the claim that sighting a ghost ship foretold disaster. Richard Wagner wrote an opera about the Flying Dutchman, Jethro Tull recorded a song referencing the legend, and Disney further established its place in popular culture in the "Pirates of the Caribbean" movies.

Numerous mariners, some of whom seem perfectly sane, have reported seeing apparitions. Joshua Slocum, the first man to sail

alone around the world, claimed that a strange figure appeared on his boat "Spray" during a difficult passage and then disappeared. A more local example is Muriel Wylie Blanchet, who chronicles her early 20th-century voyages through the waterways of southern British Columbia in her book, "The Curve of Time." Every summer she gathered her five children into a 25-foot powerboat called "Caprice," exploring many of the places that OYC members cruised this summer, including Desolation Sound. Her book makes enchanting reading for boaters interested in maritime history, as she traces the course of Vancouver's voyages while recounting her own adventures in lyrical prose.

In one passage Blanchet described anchoring along the shore of a deserted Indian village - one that she soon discovered included the remnants of tree burials (or "boxes-of-the-dead") in the branches above her boat. The entire area "was a burial wood," she explained, "each moss-hung tree holding its grim burden against the evening sky." While her kids slept the night through, Blanchet lay awake until dawn. "Lights ... shimmered and shifted, disappeared and reappeared," she wrote. "Lights that I knew could not be there. I heard the sounds of heavy boards being disturbed...Low voices were calling and muttering..." What really scared her a few days later was seeing a strange dog on the beach near this remote location with no access other than by water. "One minute the dog was not," she claimed, "and then, there it was." At that point, she cruised away from the eerie anchorage with a "horrible prickling sensation in my spine." When she questioned her young son he responded "what dog?" She explained "that little brown dog that was on the beach." Her son replied, "Oh that!...That wasn't a usual dog."

So, as you're cruising to the OYC's Halloween event at the end of this month (October 28-30), beware of phantom ships, spectral crew members, and ghostly dogs. And no bananas on board!

(Continued from page 10)

Once they have their insurance settlement and any other compensation they may receive, they plan to have another boat, no doubt to be called Carol B, even if they have to take out a mortgage on their home.

I have looked closely at the damage to the *Carol B*. The severity of the collision not only made a big hole but it crushed and caved in the entire front side of the hull, pushing the deck up and out of the way like it was peeled back. Shattered cabinetry and wood trim in the salon and galley show the force of the impact. It looks like part of the other boat's bow is imbedded in the interior woodwork of the *Carol B*. They were surprised to find a plastic lawn chair that was not theirs inside their salon. As it turns out, it belongs to Bear. He was using it as his helm chair when he crashed. The impact area is about two feet from the fuel tanks on that side of the boat. It could have been a lot worse than it was.

The Browns have passed along their thoughts on the crash. Keep your PFD's readily available. Make sure you can quickly launch your tender in an emergency. Keep calm in an emergency - - think things through. Check with your insurance carrier on the difference between market and replacement value cost of insurance.

Three Sheets Northwest published an article and photos at <http://threesheetsnw.com/blog/archives/19479>

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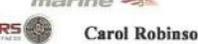
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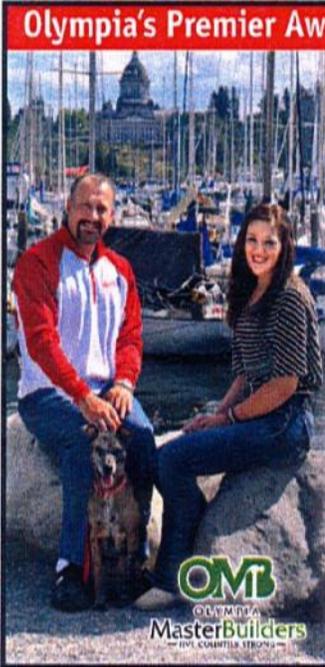
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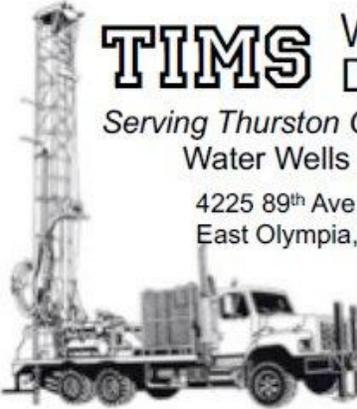
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Calendar of Activities

September 28 Membership Committee Meeting, 5:30 pm
 September 28 Club House Committee Meeting, 6:30 pm
 September 30 TGIF, 5:00 pm
 October 3 Island Home Committee Meeting, 7:00 pm
 October 5 Membership Dinner Meeting, 6:00 pm
 October 8 OYC PC Silver Stars Ball, 6:00 pm
 October 10 Bridge Meeting, 6:00 pm
 October 10 Mainstation Committee Meeting, 6:00 pm
 October 11 South Sound Sailing Society, 6:30 pm
 October 12 Lunch Bunch **cancelled**
 October 12 Board of Trustees Meeting, 6:00 pm
 October 15 OYC Commodore's Ball, 6:00 pm
 October 17 Power Squadron Meeting, 6:30 pm
 October 19 Junior Sailing Program Meeting, 6:30 pm
 October 20 WIC Luncheon, Queen City YC, 11:00 am
 October 20 Anchorettes Meeting, 6:00 pm
 October 21 TGIF, 5:00 pm
 October 26 Membership Committee Meeting, 5:30 pm
 October 26 Clubhouse Committee Meeting, 6:30 pm
 October 28-30 Halloween Cruise to Island Home
 November 2 WIC Luncheon, TYC, 11:00 am
 November 2 Membership Dinner Meeting, 6:00 pm
 November 7 Bridge Meeting, 6:00 pm
 November 7 Mainstation Committee Meeting, 6:00 pm
 November 7 Island Home Committee Meeting, 7:00 pm
 November 8 South Sound Sailing Society, 6:30 pm

October
Membership Meeting
 October 5, 2011

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.

November 9 Lunch Bunch **tentative**
 November 9 Board of Trustees Meeting, 6:00 pm
 November 15 Junior Sailing Program Meeting, 5:30 pm
 November 17 Anchorettes Meeting, 6:00 pm

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