



OLYMPIA YACHT CLUB

December 2020



Commodore

Captain Jesse "Mitch" Mitchell
First Mate Anne Marie Murdock
M/V Release



Ahoy OYC!

Your bridge is trying to find new ways of having events. Fleet Captain Sail Lenora Tenaka had a wonderful Halloween Cruise. Her great efforts and enthusiasm were evident by all the great photos of decorated boats and costumes. That said, we are

still in the Pandemic mode and have had three Zoom dinner meetings already.

I do enjoy seeing everyone, but we all know it is just not the same as all of us getting together in person for these. I proposed we try a few new things to see if we can have some alternative fun and still abide by our required mandates. Your bridge proposed to the Board of Trustees that we have a few "drive in" events. Vice Commodore Danny gets to be the guinea pig by holding what was the Christmas Ball as the first attempt. He is deep in planning and I'm sure he will mention details in his article.

My duty for this event will be the technology coordinator (yes, I hear the gasps). I think I can pull it off though. We will be broadcasting announcements on an FM transmitter at 90.000Mhz, as well as have a simultaneous Zoom meeting as I'm sure many of you have portable Zoom access via cellphones and the like. Again, FM 90.000Mhz and Zoom at <https://us02web.zoom.us/j/84657484624>.

At the latest BOT meeting it was decided to close the clubhouse and all social events through the end of January. I requested we revert to month-to-month because I was excited at the recent vaccine an-

nouncements. I do realize it's not going to happen that fast, but a Commodore can hope, right? I should also remind everyone that the clubhouse is closed, we should not be gathering in groups there. Some recent gatherings have slightly put some staff/employees that must conduct official business there. For the next dinner meeting on January 6th we will again have a drive thru dinner with the FM and Zoom. Hopefully we will have lessons learned to include after the Christmas drive thru.

Some of you may have heard already ,but at the most recent RBAW meeting your club was selected as the Recreational Boating Association of Washington's 2020 Yacht Club of The Year. This is a direct result of you and all your efforts to support and contribute to all boaters in Washington. THANK YOU!

As this is the last Beachcomber of 2020, I sincerely hope each and everyone one of you and yours has a wonderful month of holidays and are ready to ring in 2021 with many hopes and dreams of a much better year to come. Please keep you and all of your loved ones healthy because your club cannot wait until the day that we can all be together again sharing our Pandemic stories in the past tense.

See You on the Dinghy Soon,

Commodore Mitch and First Mate AnneMarie

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Long Range Planning, Gene Coakley	360-269-2012
Lunch Bunch, Kelly&MaryAnn Thompson	360-402-9999
Main Station Hamaker/Howatson	360-481-1879
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Moorage Master, Mark Fleischer	253-691-9601
Office Manager, Holli Howatson	360-389-3722
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Quartermaster, Margaret Snyder	253-219-1876
Reciprocal Committee, Gary Gronley	360-866-3974
Safety & Ed. Committee, Paul DuPriest	360-490-0623
Sailing Education Prog Curtis Dahlgren	360-236-8221
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Main Station: Robert Ludlow	360-280-5757
or Bill Hamaker	360-481-1879

oyccaretaker2017@gmail.com

Island Home: George Whittaker	360-688-0059
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Reservation line	360-705-3767
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Olympia Yacht Club
201 Simmons Street NW
Olympia, WA 98501

Island Home:

Olympia Yacht Club
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Shelton, WA 98584-8889

Harbor Patrol

Swantown Marina answers (24/7)	360-528-8049
Boat phone— only when manned	360-507-2650

Associate Memberships

Boat US grp: Olympia Yacht Club Group	# GA83470Y
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OYC's Online Presence

Facebook Page

<https://www.facebook.com/groups/olympiayachtclub/>



Website: www.olympiayachtclub.org



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Vice Commodore

Captain Danny Wrye
First Mate Jackie Wrye
M/V Sea Chalet



Greetings OYCers!

Jackie and I hope you all had a fun, but safe Halloween! We had a blast decorating *Sea Chalet* and spending a beautiful day at the dock eating candy, dancing, carving pumpkins, and just being silly! Oh yeah, and bringing home the trophy for decorated boat from Fleet Captain Sail Lenora!!! What a diversion from the bumper 2020 has been to date! Thank you FC Lenora for all of the work you did on this event and all the other OYCers who partook in the fun and helped us continue this important tradition of the Club.

Speaking of continuing OYC traditions, mark your calendars for December 12, 2020, 5:30 to 7:00 pm for our Club's Christmas celebration. While it's true our much-loved Christmas Ball has been canceled this year due to COVID, Commodore Mitch asked Jackie and me to put on a Drive Thru Christmas Dinner for members to enjoy the Main Station's decorations, broadcast music and musings, and perhaps a Special Guest! Masonry Café, recently recognized as the Nisqually's Best Caterer, will be providing Prime Rib dinners with all the fixings in take out, microwaveable containers for members to enjoy in their cars, on their boats, or to take home! \$15 buys you this full dinner!

Call the OYC Reservation line at (360) 705-3767 or email me at cooknfry@aol.com to make reservations. Everyone attending must make reservations (even if

you are on the Permanent List) no later than Monday, December 7th. Masks and/or face coverings are required for the event.

Finally, congratulations to all of you for helping the Olympia Yacht Club being recognized as Yacht Club of the Year by the Recreational Boating Association of Washington (RBAW)! This is a huge honor for our Club coming from this regional organization. Thank you, OYCers, and here's a toast to you!

Vice Commodore Danny and Jackie Wrye
MV Sea Chalet



Don't be confused by the nautical term "flotsam and jetsam." It's actually two terms.

Flotsam is stuff that went overboard by accident and is floating. (See the root word?) You know, like that lone shoe you always see in the mud flats, or those red and white fishing bobbers.

Jetsam (from the word jettison) is stuff you threw intentionally overboard that is still floating; like that broken oar or that day-old tuna sandwich.

So the only real question is, which word do you use with the Coast Guard investigator to describe your spouse bumping along the starboard side of your boat?





Rear Commodore

Captain Judy Setina
First Mate Chris Welch
M/V *Andiamo*



Happy Holidays OYC'ers

Fall has quickly passed by and the holidays are already here! December, is such a special time of year for sharing and celebration. Sharing gifts, our faith and our love for others. Also, definitely a time of celebra-

tion "that 2020 will be over soon"!

We are very disappointed that all of our clubhouse events have been cancelled including our wonderful December Commodore's Ball, which would have given us the opportunity to honor our awesome Commodore Mitch Mitchell!

Since the Commodores Ball had to be cancelled, your Bridge has continue to work hard to provide a fun alternate holiday event. I would like to give a "shout out" to our awesome Vice Commodore, Danny Wrye who is heading up our "Drive Thru" OYC Holiday Parking Lot Party. Now, this really takes a lot of imagination and a lot of hard work! Thank you Danny! Just think of it as we are having a "Holiday Tail Gate Party", and of course with a lot of social distancing.

Again, for now our Monthly Zoom Dinner Meetings will continue to be held at 6:00 pm, on the first Wednesday of each month. Please join us, it's a great way to keep in touch and enjoy our club members. Watch for your email with our monthly OYC Zoom link.

See you all out on the Water, Docks, Parking Lot or on Zoom!

Rear Commodore Judy Setina

Captain Chris Welch
MV *Andiamo*



Fleet Captain Sail

Captain Lenora Tanaka
M/V *SEA LIFE*



Happy Holidays to all my fellow members and friends.

I hope you are all doing well and ready to celebrate with a New Year coming. I have been busy getting ready for the holidays and I am excited to spend it with my family. I am looking forward to a New Year with enthusiasm for a better, more normal 2021. OYC needs our social functions back and in full swing. All of us on the Bridge are trying to think of ways to keep the social fun going with a zoom twist.

In the meantime, In light of all the criminal activity recently with boats being stolen, other boats being climbed on and pilfered through, and my boathouse curtain having a flap ripped into it directly over my dinghy and both gas tanks aboard syphoned, I can only encourage you to get out on the docks to check on your boats more often than usual on a regular basis. Please report anything you see, to our caretaker Robert or main station chairs Jim and Bill. Of course, you can always call the owner directly from the contact card in the window. We are in this together and it takes a team effort to keep the crime out of our Yacht Club. If there is anything I can do to help you, I am

more than willing to do what I can when I am there each week, multiple days.

I want to thank all the live-aboards, especially Mary Ann, Kelly, and Captain Finnegan for their constant eye on the 600 dock. We need our full-time residents, who are in essence, free security. They are not only keeping an eye on things at all hours are also a great deterrent to would be criminals looking for an easy take. We need you now more than ever. Thank you again!

I will finish this month's column with a link on the OYC Facebook page to an amazing race finish, in the sailing world, that one of our members attended back in 2018. I lightly spoke of this particular race, R2AK, during the Facebook postings I had done for the Halloween events. It is such fun to share, so I have recently posted an article Matthew Dunning wrote about his families experience in the heart of the competition, as well as his wife Jaime's article she wrote. A big shout out to Matthew, Jaime, and Della for allowing me to do so. Thank you! You have made me thirst for this race experience next time it happens.

I wish you all the best for a nice holiday season and a happy, healthy New Year. In the meantime, I look forward to seeing you on the docks soon.

Happy Cruising,

Fleet Captain Sail Lenora Tanaka

MV *Sea Life*

Treasurer

Holli Howatson



The Board of Trustees, at their November meeting, decided to move the Beachcomber to electronic delivery only, not just because of the financial savings to the Club, but to save the resources used in printing. We recognize that here are strong opinions on the subject, primarily against moving in this direction. Some of you really want your printed Beachcombers. The good news is that the Beachcomber can be printed from your computer.

Effective with the January Beachcomber, all members will be receiving the notification of the Beachcomber's completion for the coming month. Please ensure that the office has your current email addresses - one for each person in your membership if each of you would like to receive the notification - by emailing them to olympiayachtclub@comcast.net.

Other news from the Office: Electronic voting for new members is getting more efficient, but we'd like to see more of you actually voting. Please remember that each one of us became members based on other members voting. The process takes only a moment, but it matters.

If you have **reimbursement** requests, please have them approved by your Committee Chairperson be-

fore submitting them. Reimbursements will be credited to your account to offset your monthly invoice rather than a check going out to you. If you would prefer a check, please note that on your reimbursement request. If you submit a reimbursement via mail or dropped in the correspondence box or my office, please **do not** staple it or add a sticky note. Everything is scanned and staples and sticky notes muck up the system.

If you would like to have your **monthly payment** deducted from your chosen bank account, I have prepared a form to authorize the Club (me) to do so. You may select from the payment "not to exceed" (which allows for a dinner meeting, event or Quartermaster purchase) or the exact amount of your invoice to be deducted from your bank account either between the 15th and 17th of the month or the 28th and 30th of the month. The date spread is because I need some leeway as I cannot know what I might be working on on any given day. If you'd like to use this option, please email me at olympiayachtclub@comcast.net.

I'm thankful for you, for your kindness and your support! Happy Thanksgiving! -- Holli

Holli Howatson, Treasurer
The Olympia Yacht Club
360-389-3722

Speaking of pirates, pieces of eight were not just a pirate or Caribbean bit of treasure. It was actually a Spanish dollar worth eight reales. (Reale de a ocho for those of you who listened in high school.)

First minted in 1497, the coin followed the Spanish empire as it expanded from Central and South America to Africa and the Philippines. The Spanish dollar was the first real international currency, especially because most colonies of any nation were not allowed to print their own money. Both the Japanese yen and the Chinese yuan were originally based on the reale da ocho. It was legal currency in the United States until 1857.

To make change, the Spanish dollar was neatly sliced into eight bits of silver, each worth a reale. You may not find one of these in your pocket, but you have probably found one in your mouth. You know, a quarter of a dollar would be "two bits:" the price of a shave and a haircut.



Safety/Education

Paul DuPriest



Great news! You **found a boat** you're in love with, and because she's a brokerage buy, she suits **your budget** just as much as your lifestyle. Bad news: She bears the name of her former owner's wife, and there's just no way that Princess Prudence is going to fly with your family. Even more bad news: You can't simply order new graphics to cover the transom, unless you want to bring all sorts of bad luck upon yourself.



Ask any seasoned boater, and he or she will tell you renaming a boat without following time-honored tradi-

tions can incur the wrath of Poseidon, the god of the sea. Poseidon has the name of every (and we do mean every) vessel ever launched recorded in the Ledger of the Deep. Therefore, if you want the boat to carry a new name, you need to purge it not just from the ledger, but also from Poseidon's mind. Here's how to ensure renaming a boat succeeds.

How to Rename a Boat

1. Remove all traces of the current name.
2. Begin the purging ceremony.
3. Begin the renaming ceremony.
4. Appease the four wind gods.

If you have champagne left, indulge in honor of completing the ceremony.

Paul DuPriest

Cell:360-490-0623

Main Station

Bill Hamaker and Jim Howatson, Co-chairs



Recent oil spills in the basin

We have experienced several fuel spills at the 100-200 and 600 area docks. Upon investigation the actual source of the spills could not be identified accurately, so we will be asking boat owners to inspect their bilges for fuel or oil residue. It appears that a bilge pump may be cycling when the fluid level triggers the automatic switch causing the fuel or oil to be pumped out. The Department of Ecology spill response team showed up on 11-10-2020 with two (2) teams to investigate the latest spill that left a sheen on the surface all the way to the Bud bay restaurant.

The work barge is available for member use as long as it is checked out by filling out the soon-to-be-published checkout form hanging in the club's work boathouse. The outboard use will have to be cleared through Robert so we can maintain proper control. After use, maintenance and flushing of the engine as well as clean up of the barge will be the member's responsibility.

The main station will be adding a Part Time Employee to the maintenance staff. Andrew Patterson will begin working at OYC 2 days a week in November. Andrew lives in Tenino and will help us get caught up on a number of pending projects.

Environmental Awareness

John Sherman, Chair



Is OYC a Clean Marina?

Several years ago the OYC was certified as a Clean Marina. Proudly advertised by signs on the clubhouse and dock entrance, certification shows that OYC provides facilities and employs best practices that prevent toxic substances associated with boat ownership from entering our waterways.

Despite our best intentions, a Department of Ecology (DOE) spill team showed up at OYC in November to investigate the source of an oil slick that stretched across the head of Budd Inlet and infiltrated the marinas and shoreline below Budd Bay Café. The precise source could not be determined at the time, but the spill appears to have originated from our 600 dock. The Mainstation committee is working with vessel owners in the area to check for evidence of fuel leaks and inadvertent discharge via an automated bilge pump. Apparently, a periodic discharge has recurred several times, and we must locate and correct the problem ASAP. Occasional oil slicks have been reported in the area of the 100 and 200 docks, as well.

Please--[EVERYBODY](#)--check your vessel to insure that no fuel or oil leaks in your engine compartment can result in an overboard discharge. The OYC provides oil absorbent pads available for your use--they are located in the low brown rectangular bins:

1. At the foot of the ramp (100/200 dock junction),
2. At the work-boat dock near the Caretaker workshop, and
3. At the 500/600 connector dock by the cart rack.

Grab a couple the next time you're headed for your boat and put them in your engine sump. The pads absorb fuel and oil while repelling water; they may be squeezed dry and re-used and/or disposed of in the OYC Hazardous Waste bin. See the [OYC website home page](#) for information on **OYC Waste Management Guidelines**.

(Do not use materials in the Yellow Spill Response Barrels for routine use--they are for EMERGENCY USE ONLY.)

Fuel spills are also a common mishap if you attempt to fuel your vessel from jerry cans. This is specifically prohibited by Rule 11 of the OYC Rules and Regulations.

We need eyes and ears on our docks to quickly identify fuel/oil spills or other toxic discharges. If you see something, say something. Contact the OYC Caretaker by phone (360-280-5757)--put this number in your phone's Contacts List. If the Caretaker is off-duty, the phone will ring forward to someone on the Mainstation Committee. They can coordinate an appropriate response and help ensure that the OYC continues to be a Clean Marina.

Thanks for all your efforts to make OYC a better club!

John Sherman, Chair, OYC Environmental Awareness Committee
SV Grendel

Community & Government Affairs

Meg VanSchoorl Chair



In November, our Committee focused on three subjects: external communications; downtown core issues; and activities of the Recreational Boaters' Association of Washington (RBAW).

External Communications: Marianne Partlow has been researching options for communicating stories about OYC to the broader community, such as through Thurston Talk, the OYC website, Instagram, Facebook, and other social media. Please contact Marianne (mp4art@mac.com) if you have ideas about OYC accomplishments or events that should be shared outside the Club.

Downtown Core Issues: Rick Panowicz is our lead on this set of issues. He filled us in on progress happening in the downtown on several fronts: Investments and success at filling market-rate housing; grants for maritime heritage projects such as the Parthia and the Sandman; security activity and fewer inci-

dents downtown; and the status of the Downtown Alliance.

RBAW: Steve Finney is RBAW's Vice President for Government Affairs. See his report in this issue on RBAW's ongoing work on Lakebay Marina Acquisition, its 2021 Legislative Agenda, and how its work intersects with OYC interests.

For 2021, our Committee's workplan may include: Strategizing how OYC can partner with other community organizations on boater education; helping prepare OYC to respond to the Draft Environment Impact Statement that will lead to a Capitol Lake – Deschutes Estuary Management Plan; and preparing for OYC's third annual Community Grants Application for local non-profit organizations.

Our Committee is an engaged and motivated group. Let me know if you have an interest in becoming a member in 2021!

Meg VanSchoorl
Amstel Maru
360-789-8884

Fleet Surgeon

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



What now?

So Pfizer presented a press release announcing a COVID vaccine with 90% effectiveness. Wow! Amazing! Wonderful! Life returns to NORMAL! Perhaps! "There's many a slip between the cup and the lip." Maybe I am a sceptic, but show me the beef, the data. A press release is not a peer reviewed paper. If 43,000 were entered into the study, that means about 22,000 received the vaccine. Were there adverse reactions? Of course there were or I won't believe their data. Sore arm or fever for a day – better than COVID. Other immune reactions? Wait a minute, I want the details and frequency. Many of those immunized were barely 1 week after their second dose by one report. Will the immunity last a month, 6 months, or more? Surely, as the time increases, the 90% will drift down to ?what.

But let's drink the Kool-Aid. Yay! Pfizer says they have 50 M doses. Divide by 2 doses each that's 25 M treatments for the world (Pfizer is an international company). Say the US gets half or 12.5 M treatments. First and foremost, that goes to the first responders and medical people. If there are leftovers, they will go

to nursing homes, jails, and other places people at risk congregate. But wait, Moderna is on the verge of announcing their similar vaccine so even more may drift down to cover those of us of more advanced years with secondary risk factors. Probably not until next year, but we can hope. I sounds as if those companies will really ramp up the production. so vaccines may be readily available by summer for whoever wants? Comfort to restart our meetings and cruises safely probably requires 50-70% of "us" to be immunized. Now we have to wonder how many of the anti-vaxers and skeptics will come out of the woodwork and keep the immune numbers low. April 1st? Fool me once, shame on you.

We haven't seen the kids since this all started (they live in Canada) and we will not this year. No Thanksgiving, Seasonal Holidays, or New Years. I hope you see a vaccine is coming, but don't give up wearing your masks, social distancing, or hand washing for the near future. Visit the kids on Zoom and stay well.

Rich

Club Service Program

PC Les Thompson, Chair



Greetings OYC. As I write this it is nearly Thanksgiving and the end of the year for CSP to be completed. I hope all of you are well. Amid all of the COVID-19 restrictions and issues I hope you and your families will find something to be thankful for during these trying times.

The credits for hours that the BOT approved have been applied and reflect in the current report posted in the club. You will find it in the social column combined with any social hours you already had. The billing will remain the same for any hours not completed starting in January on your statement prepared by the Treasurer. There is limited time and activities remaining for the rest of the year. Check with caretakers or committee chairs if they need assistance. I will post a new report the first week of December.

There is one new change that will affect some members, approved by the BOT in October of this year. There is no more Social Life member category. Life members will be Life members. Life members without a boat will now be required to pay 25% of the reserve assessment amount and to complete CSP hours equal to social members. That is 10 hours of service for a couple and 5 hours for an individual. If any of you Life members wish to opt out of this requirement to pay and do service, you will need to request a demit from the BOT and be removed as a member. A demitted member in good standing can reapply to be reinstated to the club.

I wish you all happy holiday season and will be thankful when we can all be together again.

PC Les Thompson
MV/EcstaSea
CSP guru

Island Home

Earl Hughes, Chair



We want to thank everyone for doing a good job of social distancing and wearing your mask while at the Island.

A new playground / swing set has been ordered. It is scheduled to arrive this month. We'll

be looking for a few good hands to prep the site and assemble the unit.

We are still working to get all the permits to reinforce the bridge base on the main land end and also for the work needed at the Island end.

Stay safe

Earl Hughes

MV Lady Bee II

2020 OYC Marina Inspections

Bob Wolf



The inspections teams have completed all the even numbered moorage slips/BH inspections; thanks to all members who coordinated days/times for their individual inspections in a timely manner. We did complete 117 total inspections during the months of Sep & Oct as planned.

If you had any deficiencies, please email me with corrections taken as I am currently going through all the inspection sheets to confirm the status of each one.

It appears winter weather is upon us with winds

that are unpredictable and can put extreme pressure on tie downs and chains holding boathouses in place. Please check chains, shackles, and curtains frequently to maintain boathouse security within the marina.

In 2021, odd numbered inspections will probably be conducted in April and May as has been done in the past. Finally, if you are planning to sell your boathouse, it needs to have a current annual inspection prior to the sale. Call me to schedule a boathouse inspection as needed.

Bob Wolf
360-402-3408
wgslwrlw1@hotmail.com

Membership

Dennis Royal



As of 11/09/20 we have 3 new OYC members, please welcome

- Billy & My Johnson
- Phillip & Courtney Prothero

- Kevin & Lisa Godfrey

Welcome aboard, Dennis Royal & Scott Woodard

Sailing Education Program

Curtis Dahlgren, Chair



Of Nurse Logs and the OYC Sailing Education Program

I was at a friend's house the other day and noticed a magazine on her coffee table. While she was getting ready to join me for an outing, I picked it up and started paging through. In it was an article called "Mother Tree" by Heidi Walker, self-described as a Hike and Photography Leader. She mentioned how her mother had explained to her how fallen trees in the forest become nurse logs for new trees by becoming the soil they grow in.

She wrote, "Growing from the higher vantage of a nurse log helps the trees and bushes thrive, as a mother encourages growth towards success for her children."

It was a short article and only required a few minutes to read, but I was struck by the concept, though I had been familiar with it since my childhood hikes in the woods of Indiana. The older fallen trees, helping to nurture younger more supple ones as they stretch toward the sun to grow and thrive.

Now I don't equate myself or other OYC members as fallen, old or moldy, no evidence of bugs crawling in and out, nor pieces of old rotting wood walking the docks here - and lets pray that our boats don't resemble this either. But I do equate our Sailing Education programs as NURTURING and encouraging younger boaters/sailors who will form and grow and eventually stand on their own.

Considering that we start our summer sailors at 8 years old, we really do provide some long term "nurse logging" for them. They can grow through almost 10 years of sailing, learning to race on 4 different teams, and 3 or 4 different boats. And when they qualify, traveling to regattas around the country introduces them to other places, other cultures, faces and traditions different than their own. They are also learning about weather, sea life, having adventures, and forming friendships, learning how to be a teammate and maybe even a leader in the role of skipper and helmsman. Some of these young athletes are already boat owners and OYC members and even South Sound Sailing Society members participating in races on a regular basis.

Our program has grown in less than 7 years from about 5-6 sailors to over 80 sailors participating on race teams and practicing on a regular basis. Our summer program has grown from about 120

summer participants to over 400, excluding this past Covid summer which still had over 200 sailors. Our sailors from 7 years ago are now coaching and teaching for us and other programs. So not only are we "nurse logging" our sailors here and now, but those sailors may also follow that cycle and provide the seeds for others as well. Our high school teams are so enthusiastic, they will be practicing throughout the winter months on ½ day school days, holidays, and weekends. They are reaching for the sunshine in the winter months, just as young trees do, quenching their thirst for sailing experience through the harshest of months.

All this cannot be done without the help of OYC members, South Sound Sailing Society members, parents of the race teams, and especially a new entity, "Supporters of Olympia Community Sailing" or SOCS. SOCS is a non-profit formed by past and present parents and friends of our race team members. The money they raise and donate to our program is used for boats, repairs, equipment and scholarships. They are providing you an opportunity as OYC members and friends of the Sailing Education Program with a venue to raise funds during the holidays by selling Christmas trees, wreaths, and holiday garlands at a tree lot owned by one of the SOCS members. Essentially being a Nurse Log. Your purchases will be supporting a new crop of sailors who will much appreciate your steadfast support.

Put this on your calendar! Please support our program by purchasing your holiday tree, wreaths or garlands from the SOCS folks. It is tax deductible. The dates of the sale are Nov. 28th and Dec. 5th 10-4pm. The address is 6300 Sunrise Beach Rd, on the corner of Steamboat Island and Sunrise Beach Rd. Just head out Steamboat Island Road -it's on the right, you can't miss it!!!!

Please support our Program...buy a tree or wreath, keeping the nurse log in mind. Purchasing them will help keep our young sailors inspired, excited and reaching out towards a long bright future. Thanks All.

OYC Sailing Education Program

Mary Fitzgerald Committee Member

OYC Historian's Report

PC Mike Contris



Hi folks: As your newly minted club historian, I'd like to refresh our new and old members on some of the events and traditions that we're missing during the coronavirus pandemic. In December we would ordinarily enjoy both the Lighted Ships Parade and the Christmas Ball (hopefully next year!). Below are pictures from our archives of these events from years past.

Christmas Lighted Ships Parade: Celebrated for more than thirty years (older members please let me know your memories of the parade, including your thoughts on when the parade first started). Years back we paraded on both Wednesday and Saturday night; this ended when it was found that too many members couldn't get out on Wednesday, due to work and school commitments.

The parade itself gets underway at about 6pm and typically takes 3 hours to complete, as the vessels journey out to Boston Harbor and back. When we first started participating about 25 years ago the course was clockwise, meaning we went up the west side and then back down the east side of Budd Inlet. After a few years it



was decided to go counter clockwise so that people on the shore could view the starboard side of the boats, typically the most decorated side.

The Christmas Ball is a very long-standing event at OYC: it's one of the two regular balls in our schedule, the



other being the Commodore's Ball. There is also a Junior Officer's Ball, celebrated every two years in conjunction with the other members of the Grand 14. The ball looks like this:

I expect to provide more articles like this in the future, plus other pieces on our club's 116 year history.

Recreational Boaters Association of Washington

(RBAW) -Steve Finney

Hello OYC members, it's the time of year to share the RBAW 2021 Legislative Agenda and I'll provide some great news about the purchase process of Lakebay Marina.

Starting with Lakebay:

Those of you that get the RBAW newsletter you have already heard that, due to the COVID induced shift to the State budget, RBAW did not complete the purchase of Lakebay this past fall. When negotiating for an extension of the purchase-sale agreement, the owner increased the price by about 300%. RBAW did not find this to be a good-faith discussion and declined further negotiation. At this point the sale was dead.

Recently, following negative reaction by the State and local agencies with vested interests in the property, the owner came back to RBAW and the purchase process is again moving forward.

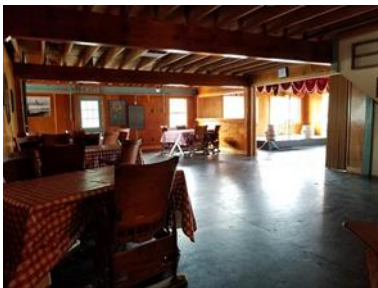
The RCO Executive Director Kaleen Cottingham and her Grants Manager Marguerite Austin agreed to provide us an extension until Monday, Nov. 9, and DNR agreed to work with us on updating and submitted the Boating Facilities Program application! While the paperwork may still shift around a bit, the application at this point is for \$1.75 million and – if successful and with the renewed help of donations – would provide funding both for the acquisition of Lakebay and for planning the improvements, phasing, and permitting of the site over the next few years.

This is great news for all boaters, RBAW will now continue with the grant processes to upgrade to the marina and facility. OYC will be a primary beneficiary of this facility and RBAW greatly appreciates the support from the Olympia Yacht Club and the OYC members. This work is hard, the lobbyist is expensive, and this won't happen without community support. The vision of social events at this facility is what keeps us motivated to push ahead.

If you were a donor, or would like to join the force, we are providing naming rights to a slip for a donation of \$10,000. All donations will be recognized based on the level of donation. Please note that major donations should not be made via the website, due to the high transactions fees.

See more at: <https://rbaw.org/conservancy>

Legislative and Regulatory Agenda (this is long, but all for your benefit): As always, we have a full slate for this coming session and RBAW is the only voice representing the recreational boaters. Think of



RBAW as your *Political Insurance* to protect your significant investment and the lifestyle that we all enjoy. We need your full support.

Working to ensure the Watercraft Excise Tax is used for purposes that relate to and benefit boating:

The State changed legislation to an excise tax where all vehicles (cars, motor homes, planes, etc) pay a flat excise tax, with an exception that boaters still pay a percentage of the vessel value. The tax is significant and goes into the State's General Fund. RBAW is pushing to have a portion of this 'Watercraft' tax directed to water related needs, such as derelict vessel removal and pump out services.

Derelict Vessel Removal Program: RBAW is pushing for a more sustainable and increased level of funding to address the DNR's funding need to address boats that have gone derelict. Today, recreational boaters fund about 85-90% of this program. RBAW wants to see the load shared across other sectors, such as commercial vessels. A single large boat can cost over \$2m to remove, which nearly wipes out the funds for the entire program.

Protect the Recreation Resource Account ("Boating Facilities Program") appropriation in the 2021-23 Capital Budget: There is a road improvement tax that is applied to gasoline purchases. Since boats don't use roads, boaters are able to request a refund of the tax paid throughout the year. Boaters rarely do this, so the tax refund goes unclaimed and is absorbed into the general budget. The Boating Facilities Program is the way to direct the unclaimed taxes to grants that enhance boating facilities, such as boat ramps and docks. RBAW is pressing to secure this ongoing program, so it doesn't get canceled and the funds used for other purposes.

Personal Floatation Device Legislation: There have been some recent drownings of people not wearing personal floatation devices. The result is a press for legislation to require PFDs to be worn at all times, by all people, on all boats. RBAW appreciates the need for safety, yet this would go too far and the data does not support the need for larger boats to be included. If we don't push on this, you may be required to wear a life jacket inside your salon while traveling.

Road Use Tax: The result of the increase of electric and more fuel efficient cars is that gas tax revenue is being reduced. There are legislative discussions about moving to a 'road usage' tax (tax by the mile, not by the gallon). A significant amount of funding for outdoor recreation comes from the gas tax. RBAW is making sure that any move to a road usage tax will consider potential loss and the replacement funding stream for outdoor recreation.

National Marine Fisheries Service (NMFS) permitting: (This is the big one) About 39 marina upgrade permits have now been on hold for 2+ years due to the new NMFS 'guidance'. NMFS is not clear on what 'mitigation fee' they are going to charge to allow for these permits, but it is clear that it will be costly and burdensome. This will directly impact any future OYC improvement permits, both in time and cost.

RBAW, National Marine Trade Association (NMTA), individual yacht clubs (thank you OYC!), and others are now banding together to hire the Thompson Consulting Group, which has extensive experience working on Environmental Species Act (ESA)-related issues, to help our Associations and organizations see what solutions can be achieved to break this gridlock.

Mobile Pump-Out Services for Boaters – particularly in areas such as Lake Washington and Puget Sound: Washington State Parks terminated a Clean Vessel Act grant-funding contract arrangement with Terry & Sons in 2019, highly used areas of Lake Washington and the Sound have been without a mobile pump-out service they can depend upon. RBAW is now working with State Parks on a new grant-funding program that, hopefully, can result in a pool of applicants early in 2021 and a selection of one or more entities that can have mobile pump-out services available on the water before the 2021 Opening Day of boating season.

No Discharge Zone (NDZ) Established by the Department of Ecology (DOE): RBAW is working with the Dept of Ecology to help with NDZ education and track ongoing legal challenges to this designation.

Aquatic Lands Lease Process with Department of Natural Resources (DNR): RBAW will continue to be a strong advocate of yacht and boating clubs that operate marinas on DNR aquatic lands and are subject to the agency's leasing and lease-renewal requirements. At the present time, one work item is to ensure DNR can be as flexible as possible in granting longer-term leases to boating clubs and marina operators that have to finance expensive upgrades to their facilities.

Capitol Lake/Lower Deschutes Management Plan – EIS Work: The state Department of Enterprise Services continues to work on the EIS and has been good about doing outreach to RBAW Members (Olympia Yacht Club) in the South Sound area. RBAW will support efforts by OYC to ensure that any Capitol Lake/Lower Deschutes management plan preserves boating facilities and waterways. FYI, RBAW is our only lobby effort at the State, so support of RBAW directly supports the interests of OYC.

Protecting the Funding and Operations of the Se-

attle Harbor Patrol: There is an effort by the Seattle City Council to 'defund' the police and an action is to fold the Seattle Police Harbor patrol into the Seattle Fire Department. RBAW, NMTA, maritime industrial councils, and others will work to ensure Harbor Patrol funding does not suffer draconian cuts and that Harbor Patrol operations are not moved into the Seattle Fire Department.

Ensuring Responsible Boaters Can Continue to Enjoy Andrews Bay: There are only two places to anchor in Lake Washington, Andrews Bay (Seward Park), and Kenmore. Due to some rowdy activity, there is action to eliminate anchoring in Andrews Bay. RBAW is working with the Seattle City Council to come up with an alternative that respects the impacted property owners yet still allow for summer evenings anchored in the Lake.

Landing Zone on Lake Union: RBAW has worked closely with Kenmore Air on the designation of this zone during hot summer months. The Association has been pleased that the Landing Zone is voluntary in nature and that boaters and other vessels can still move freely around Lake Union.

Salmon Bay Railroad Bridge (Ballard Locks) – Ensuring Tie-Down Areas for Boaters: The train bridge is going to experience significant maintenance, which may impact the tie-down around under the bridge at the locks. RBAW and NMTA have worked together to ensure recreational boaters are not displaced in any way. BNSF had pledged to retain the tie-downs and maintain space for transiting the locks.

There is a lot going on to keep our boating interests secure. Thank you for all the ongoing support that you and our OYC club invests to support RBAW. It helps to share the load.

Also, anyone want to join me in participating in RBAW? Do you have the juice to get involved with our State Legislators and Agency Directors?

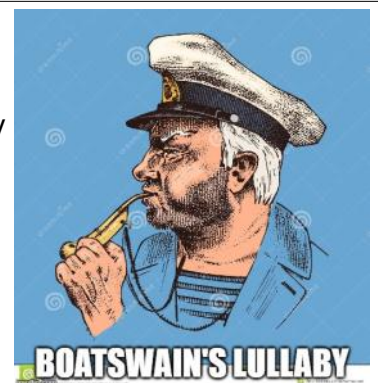
Questions to Steve Finney,
stevefinney@comcast.net.

See you on the docks,

-Steve

Feeling blue? Blame it on a sailor. In the days of sail, if an officer, especially the captain, died at sea, they would fly blue flags or even paint a blue line on the side of the ship to warn folks ashore that their return was not all joyful. Eventually people ascribed the color to their own emotions.

"Pipe down" is another nautical term the land folks borrowed. To them it means "be quiet." To sailors it had an equivalent. The boatswain used a set of pipes to call instructions to the sailors like the army uses bugles. One of the favorite instructions was to send one watch to their hammocks below decks. The boatswain would "pipe down the starboard watch" for instance. Every hard working sailor liked to be piped down.



OYC Tips For Wise Boating

Compiled by Rick Taylor

This month's Question of the Month asked for boating tips. We scored fifteen respondents but most of them had more than one good idea.

There were several about docking. Margaret and Bruce Snyder said, "A long midline is your best friend when docking! Tie up to mooring buoys from the stern with a long line from the bow, then walk the line back up to the bow. So much easier from most boats as it's not so far to reach!"

Theresa Madden added, "When docking, approach dead slow. Prior to making your docking plan, determine what the wind and current want to do to the boat's direction and use that to your advantage whenever possible. First mates should have one fender handy in case "fending off" is necessary." Josh McCoy agreed. "Slow and steady is the best way to dock. Treat everyone like you want to be treated."

Beth and Bob Connolly added to the "do unto others" theme with, "power boaters please slow down when passing lighter boats. Your wake may cause serious damage or injury." They also highlighted navigation. "Get charts and learn how to read them. Get tide and current tables and learn how to read them." Steve Finney had a simple addition to that thought: "Learn this mandatory math equation: $\text{Depth} - \text{Draft} > 0$ (note it is a greater than sign, not greater than or equal)." Rick Taylor added that Canadian charts don't always read the same as American ones.



Some suggestions suggest a story not told. Pat and Char Brock said, "Don't ever make the same mistake twice. Example: backing up while anchoring and getting a non-floating painter line to the tender wrapped around the prop." Steve Finney may have a story too: "NEVER take a phone call with the diesel hose in your hand, especially when standing over the water fill." He also suggested you "never assume reverse is going to work." Lou Steplock confessed, "If your memory is like mine, put your engine key next to the thru hull you need to open before starting your engine." Sounds like another engine overheating story there.



Weather was on the minds of some OYC members. "Check the weather and check it again," said Greg Kluh. "Strong winds out of the north are common on the most beautiful days in summer. Often they don't show until after dark and you've dropped anchor or tied to a buoy, like we did this past summer at Clark Island, and had a miserable night! Did it at Blakley 45 years ago also!" Bob Wolf, an old pilot, also watches weather. "Never cruise with a fixed time

schedule; let the weather be your final guide as to "go" or "no go".

The smart guys had electrical advice. "When laying at anchor to save on battery power, turn off your inverter when not in use," said Joe Levesque. Gary Ball was more thorough. "As long as my lead-acid house battery reads 12 volts, is it charged? A fully charged 12-volt battery should read 12.65+ volts at rest. At rest means the battery is not currently being charged or discharged. When the battery 25% discharged, it will read about 12.45 volts. When the batter is 50% discharged, it will read about 12.25 volts. You don't want to run your battery below 50% discharged. It is 100% discharged when it reads 11.90 volts. Bottom line; when your battery gets down to 12.25 volts, it is time to charge the battery."



is

Safety was important for Theresa Madden who has seen too many new boaters in her Harbor Patrol activities. "Wear a PFD at all times. Trouble can occur

quicker than you think. Most boating death victims in Washington didn't have PFD on. And it isn't very considerate for those who try to rescue someone in the water." Another dentist, Jeff Hamilton, also wants you to be prepared. "Concerning first aid prep, there is a nice kit available from DAN (divers alert network) for \$20 called Grab & Go. Very conveniently packaged."



There were several just plain practical suggestions. Gary Wilson wrote, "topped up to minimize condensation and water in the fuel." Especially important over the winter.



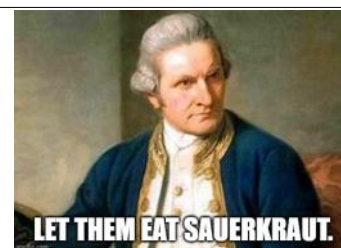
Mary Fitzgerald hates tangled hoses. "For those hoses that curl and take up less room but often get into a real rats' nest and are difficult to untangle: Go to a Dollar store and buy one of the swimming noodles that have a hole length wise through them. Take a scrap of line and thread it through. Add a big knot on each end to keep it from pulling back through and thread it through your curly hose to keep it from tangling into a mess. Then you can tie the ends of the line together and it is nice and neat each time."

Rich Hurst may have had the sagest advice of all. "If the admiral ain't happy, no one's happy. In other words, if you're not having fun, it's not pleasure boating."

Sauerkraut-really?

Before the advent of canning (about 1810, Nicholas Appert), sailors had a horrible diet and a variety of food-related ailments, most notably scurvy. Long voyages had the worst problems and various navies tried various remedies.

Captain Cook (yeah, the Hawaii guy) and others noticed that some British farmers caught scurvy during long winters whereas German farmers did not. Cook loaded Endeavor with German sauerkraut to see if it would help.



The British sailor was pretty sure of his rights and knew he didn't have to eat no pickled cabbage. They had an Admiralty-proscribed diet and that's what they wanted.

Cook said "fine" and announced that only officers were allowed to have sauerkraut. Common sailors could not.

The British sailor was pretty sure of his rights, and knew that before the law he was his officer's equal and demanded his share of the sauerkraut.

Captain Cook said "fine" and was the first captain to not lose a single man to scurvy through his long Pacific voyages.

Lemons and limes became all the rage shortly after Cook got back otherwise it might have been the Brits, not the Germans, known as "krauts."



Olympia Yacht Club's
2020 Christmas Drive-thru Dinner

Face Coverings or Masks Required

CALLING ALL OYCers!!! Come and enjoy a **DRIVE-THRU DINNER** Catered by **MASONRY CAFÉ CATERING** and take in the Decorations of the Clubhouse and listening to Holiday music on your radio courtesy of "OYC FM!"

When: Saturday, December 12, 2020, 5:30 to 7pm

Where: OYC Mainstation Parking Lot, 201 Simmons Street, Olympia

Menu: PRIME RIB, SHRIMP SKEWERS, GARLIC MASHED POTATOES, ROASTED VEGGIES, ROLLS, CHOCOLATE CAKE WITH CRUSHED CANDY CANES!

Cost: \$15 per person!

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Quartermaster

Margaret Snyder & Judy Ball, Co-Chairs



Happy Thanksgiving to you all!

Although the Quartermaster isn't open, Judy and I have been working away looking for new items to have available when we reopen the Quartermaster. We have been asked, from time to time, about getting mugs in the store and are excited about the new ones we will have available for you.

If you have ideas about new items you would like to see, email us at snyderfamily11@comcast.net and we'll see what we can do!

Margaret and Judy

Women's Interclub Council

Kim Shann, Representative



All Grand 14 WIC Reps, Alternates, and Officers will hold our first Zoom meeting on November 23rd, 2020. This will hopefully, be better than making many phone calls and/or emails to sort out and plan for the future of "Women's InterClub".

Kim Shann OYC WIC REP

Beachcomber

J Grady editor



1st call articles for the Beachcomber is the 10th of the month, 2nd call is the 16th with the goal of publishing on the 18th. Anyone can submit an article about boating. If you have some boating anecdotes that you'd like to share, pls send them to Rick.

Beachcomber Team

J Grady - editor

Matt Herinckx - production

Rick Taylor - roving reporter

Gretchen Robinson - assistant editor

Please drop me a note if you are interested in joining to oycbeachcomber@gmail.com.

J Grady

Beachcomber Editor

Sunshine Committee

Deb Waldherr, Chair



Please be sure to text or call me regarding any member or members who should receive a card from the club.

I can be reached at 360-561-1947, a call or text would be great.

OYC Sailing Education Program Requests

Membership Help

Do you know of an empty boathouse or a shop or barn with space available for the winter? The OYC Sailing Education Program (SEP) is looking for temporary storage for the program's boats to increase their lifespan by keeping them out of the winter weather.

A boathouse is needed for two powerboats, a 17' Boston Whaler and a 17' Seaflight RIB. The SEP is running a winter session for varsity race team sailors, meaning these two coach boats must stay in the water for the majority of winter.

The SEP also needs dry storage for two three-boat travel trailers (about 10 feet high by 15 feet long). The trailers hold our six new racing dinghies, and the previous storage we have used is no longer available.

If you have or know of a vacant boathouse, shop, or barn that can accommodate any of these boats starting now through the end of February, please contact Curtis Dahlgren at 360-789-5264.

Thank you!

Curtis Dahlgren, Chair, OYC SEP



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gvball47@hotmail.com

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