



February 2016



Commodore

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



Hello everyone

Well the holidays are over, and it is time to focus on our winter and spring events with our OYC friends. We have many fun events on the schedule, so come out and enjoy them and meet new people.

In February, we have a Dinner Meeting at 6 pm on Feb. 3 in the club house. At this meeting, we honor the PC's for their years of commitment to the club. Next is the Lunch Bunch on Feb. 10; the committee is looking for servers, so if you would like to help, please call Kelly Thompson the new Lunch Bunch chair. The Valentines cruise at the Island is on the weekend of Feb. 12 to 14. I hope everyone who can make it will come out and join the fun. Then there is the Toliva Shoal sail boat race, which is sponsored by OYC and the South Sound Sailing Society, which still needs volunteers; they need power boats for picket boats and kitchen help along with clean up. If you

would like to help, please contact Terry Anderson. Finally, we have our TGIF on Feb 26. As you can see, we have a busy February so come out and join us at the events.

It is boat show time again and we are doing a booth again. We have also lowered the membership initiation fee to \$1,000 for the show so if you have any friends that are thinking about joining, now's the time.

That's it for now – see you at the events and on the docks

Sincerely,
Mike Phillips
Commodore
M/V Chaotic Too



Vice Commodore

Captain Walter Schefter
First Mate Catherine Schefter
M/V Rob Roy



January is coming to a close and I am betting this Beachcomber edition will beat the end of month cruise to Island Home. That said, you are reading this with more than enough time to get the old boat ready to join the Joint Cruise to the Island this weekend, January 29, 30 and be home by Sunday.

This is a joint cruise at which we invite the sailors from South Sound Sailing Society and the members of the Shelton Yacht Club to meet us at Island Home for the weekend. Each club sponsors a meal and part of the weekend and it should be a good time with different people with the same interests. Just call the reservation line at 705-3767 and tell us you're in.

It is somewhat troubling that both South Sound and Shelton are predicting about 15 boats from each club. It is therefore incumbent upon us to have at least that many and more. It's bad enough to be outnumbered by both clubs combined but we should not be outnumbered by only one of them. We need sixteen plus. I know that means rafting to and, perhaps physically touching a vessel from a strange and out worldly organization. Some of us may even find ourselves in direct physical contact with a sailboat, or for sailors, actually touching a power boat. Our fleet surgeon assures me it takes in excess of 72 hours for any cross contagion - vessel to vessel - to occur that would threaten your health or the structural integrity of your boat.

The joint cruise with the Shelton Yacht Club is not a new event. It was an annual cruise on both club's calendars for many years and ended as an event for both clubs about 10 years or so ago. Restarting the tradition of the joint cruise has been a goal of both Shelton and OYC since then. We have a few years of joint cruises at the Island with South Sound Sailing and this event, now including Shelton, should be one of the best events for our club and the others. You see both of these clubs on the water and getting to know other boaters, how they run their clubs and just having a good time is well worth the weekend.

The event is well organized by Mark and Annette and Marty and Jen, our own Fleet Sail and Fleet Power chairs, as well as their counterparts from Shelton and South Sound. Please look for the flyers and information in this Beachcomber and posted about the Club and via emails. If nothing else, you can learn from South Sound Sailors why they are a "Society" rather than a club or ask Shelton members the real secret to navigating Hammersley Inlet with nothing but a dinner placemat for a chart. Besides, rafting among all of those tall masted sailboats makes you totally immune from lightning strikes.

After you survive this event keep the batteries charged to once again head for the Island on Feb. 12-14 for the Sweethearts cruise. The food is great and you will actually get credit for taking your wife or husband out for Valentine's day. A steak and lobster dinner comes up rarely and it is always a good time and a great excuse to use the boat during the doldrums of winter.

Well, that's about it for this month. Have a good boat show and stop by the OYC booth to say hello.

See you about and remember the food bank.

VC Walt Schefter
First Mate Catherine
M/V Rob Roy

Commodore's Cruise To Canada Leaving July 22

The OYC summer **cruise meeting** is JAN. 26 at 6:00 at the clubhouse.

If you cannot attend the January meeting please email me at wschefter@comcast.net with your ideas.

You can participate in all or part of the cruise but we need to know your plans as we need to reserve moorage at the various marinas.

Walter Schefter, M/V Rob Roy



Rear Commodore

Captain Bill Sloane
First Mate Lorie Sloane
S/V Endless Summer



My wife Lorie and I, as some of you know, took the opportunity of traveling to England and Spain over the holiday to visit family, and potential new family, in that our son is dating a young lady from Spain. On the plane over, I sat next to a young Frenchman, who lived in London, England, working for a Seattle-based computer software company. He had been in Seattle receiving training from the home office. Lorie and I were visiting our son and his wife, who have lived in London the last year-and-a-half. While my son's wife was relocated to London for a two-year period by her U.S. accounting firm, my son continues to work for his Seattle-based engineering company over the Internet from their London apartment. Our daughter, after graduating from UW last June, was hired by a London, England based start-up firm, that has developed an application for smart phones. The CEO of the company is 29 years old. The work environment for our children is surely different from our own.

England is visually very much the same as it was the last time we were there more than 30 years ago. All the old buildings are still there. And there are new buildings in London that Londoners have renamed 'The Shard' and 'The Gherkin' and the 'Walkie-talkie', which everyone has an opinion about, whether good or, more often, bad. The old architecture is rich and beautiful. It makes erecting new buildings that are well-received a challenge.

The biggest difference we noticed between London and Olympia is in the way people get around. In London, everyone walks. You walk to the bus; you walk to the train; you walk to the Underground. And you walk to see London. Because there are so many public transportation choices, walking and using public transportation allows many London residents to not own or use a car. Train stations in London are enormous busy places, as much a shopping mall as a transportation hub. Many of the bigger English stores have a presence in the large London train stations. Lorie and I wear Fitbits that count how many steps we take each day. To be 'healthy,' you are supposed to take 10,000 paces a day. In London, we were averaging more than 20,000 a day.

We walked everywhere in London, the nice parts, the not-so-nice parts. I personally always felt safe. We saw no homeless people, and panhandling of any kind is rare. London is a multi-cultural society that has embraced many different immigrants, and yet everyone is culturally very 'British'. Pub food has gotten significantly better in the last few decades and is now quite delicious.

Now we are back in our hometown and ready to participate in all Yacht Club events. There are many coming up. See you at the clubhouse, Island Home and on the water.

Rear Commodore Bill Sloane
southsoundbill@gmail.com
(360) 280-3276 - cell phone

First Mate Lorie Sloane
Lesloane@comcast.net
S/V Endless Summer



Directory 2015-2016**Bridge**

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Rear Commodore, Bill Sloane	280-3276
Fleet Captain Sail, Mark Welpman	253-509-7073
Fleet Captain Power, Marty Graf	951-7202
Immediate Past Commodore, Myra Downing	754-2346

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Maryann Gamache, Secretary	951-3083
Theresa Madden	459-5900
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Gene Coakley	736-5639
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Government Affairs, Gary Ball	206-484-2818
Historical Committee, Lisa Mighetto	206-465-0630
Island Home Committee, Earl Hughes	352-3748
Juniors Program, Mary Fitzgerald	754-1516
Long Range Planning, Ed Crawford	866-9087
Lunch Bunch, Kelly and Mary Ann Thompson	402-9999
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Main Station Committee, Rick Antles	701-8800
Membership Committee, Bill Wilmovsky	786-1829
Moorage Master, Bridget Shreve	561-3289
OYC Foundation, Pete Janni	956-1992
Quartermaster, Phyllis DeTray	970-2052
Reciprocal Committee, Gary Gronley	866-3974
Sunshine Committee, Barbara Narozonick	943-5708
Safety Committee, PC Richard Erwin	486-9961
Treasurer, Jon Bryant	866-7446
Webmaster, Ron Morsette	790-2002
WIC Representative, Kim Shann	491-3786
Yearbook, Jan Wilson OYCyearbook@gmail.com	556-6190

Care Takers:

Main Station: Greg Whittaker.....	357-6767
oyccaretaker@comcast.net	Fax 352-2729
Island Home: George Whittaker.....	426-5882
or cell	688-0059

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

Website: www.olympiayachtclub.orgOYC photos: <https://picasaweb.google.com/109691630233069435061>**Main Station:**

Olympia Yacht Club
201 Simmons Street NW
Olympia, WA 98501

Island Home:

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

Associate Memberships:

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

Harbor Patrol.....507-2650

Photos this issue: as noted and Denise Zermer,
Mike Contris, Alice Coakley

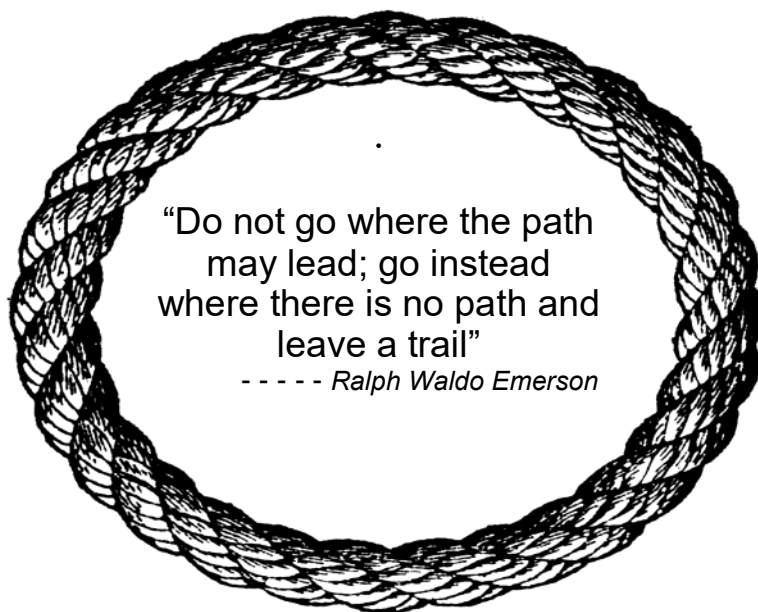
**Webmaster**

Ron Morsette, Chair

**Check out the OYC Website**

- Photos of recent events
- Current Puget Sound fuel prices
- Club documents for download
- Past Beachcombers
- Classified ads
- History Corner

www.olympiayachtclub.org



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Fleet Captain Sail

Fleet Captain Mark Welpman
First Mate Annette Welpman
S/V *Cygnat*



Ahoy OYC!

First, we'd like to thank all of you who helped make the Joint Cruise so much fun. I'd like to give a special thanks to our Awesome Fleet Captains Power Jen and Marty Graft for all their help in pulling off an awesome cruise. I'd also like to thank Cathy and Bill Velez for helping our landing boat at

Island Home. And of course as always Susie Zuelke for being there to help out everywhere someone was needed. Thanks to all the others who helped too.

Three big events this February. First is the Valentine's Cruise to Island Home -- always an awesome event with great food and fun for everyone. I know my Sweetheart and I will be there!

Next is the Toliva Shoals Race on February 19 and 20. OYC and South Sound Sailing Society are hosting approximately 70 boats from all over the Puget Sound for Friday night's dinner. The next day is a big breakfast and then the race. We are still looking for chase boats and a mark boat. Please let Deb and Terry Anderson know if you can volunteer.

Lastly our awesome TGIF. This month it will be held on February 26. As always, there will be a variety of pizzas, salad bar, beer, wine and pop for the low, low price of \$6. What a great way to enjoy a Friday evening -- hanging out with your friends at OYC. Good music, awesome food and of course all of you! Don't forget, we're always looking for people to serve. It's a great chance to get your CSP hours.

Wow, there is a lot going on this month. Annette and I hope to see you at all these great OYC events!

See you on the water!

Fleet Captain Sail
Mark & Annette Welpman
S/V *Cygnat*



Fleet Captain Power

Fleet Captain Marty Graft
First Mate Jen Graft
M/V *William West*



Turn on your mental music player, select "Love is in the Air" (You pick which artist you feel sang it best - personally, I'm going with Tom Jones), hit play and continue reading.

I hope everyone is excited for the **Valentine's Day Cruise coming up February 12 to 14!**

We'll kick off the weekend Friday night with potluck appetizers. George and Cindy Smith have graciously offered their culinary expertise and have created a delicious four-course menu for your enjoyment Saturday evening. We'll wrap up the weekend with breakfast Sunday morning. All for \$40 per couple!

Just in case there are games, you may want to take the next couple weeks to brush up on your coupleness. Ladies, remind him where your first date actually occurred. Gentlemen, confirm what you should say her most annoying habit is, so the real one can remain a secret from the rest of us (and, if you are married, make sure you know the date you were married - if not, know the date you officially became a couple).

Also, don't forget the table contest! A photo of me on your table will score you additional points, so keep that in mind when you pack your table decorations and head to the island!

Yes, it could be cold. Yes, it will most likely be wet. Don't let leaky or nonexistent canvas discourage your attendance! We hope to see all you love birds out there! Cupid costumes are optional but discouraged for men.

Marty and Jenifer Graft
Fleet Captains Power
M/V *William West*

TGIF

Thank Goodness it's **Friday!**

Good food, good times,
good music
Feb 26th, 2016



Drinks and Socializing 5:00 PM
Pizza etc..... 5:30 PM

\$6.00/person

No reservations required



Board of Trustees

Bob VanSchoorl, Chair

M/V Amstel



The Board of Trustees kicks off the New Year by approving a new Boathouse and Open Slip Inspection program. The Mainstation Committee, chaired by Rick Antles, proposed the revisions to the current boat-house safety and compliance program and brought open slips into the program. The program will begin inspections later this spring. Thanks to Rick and the Mainstation Committee for all of their hard work on this revised policy. PC Jerry Budelman will chair the Inspection Sub-committee. An excellent write-up on the revised program is included in this issue of the Beachcomber.

2015 proved to be an excellent year for participation in the Club Service Program (CSP). Here are a few quick facts about the program:

- 75% of the Club members participated in the program (1-23 hours).
- 57% of the Club members (152) completed the required 24 hours.
- Members provided 8,326 hours of service.
- The value of their participation is \$208,150.
- Three members completed more than 200 hours and an additional 6 contributed more than 100 hours. This group deserves a special thank you.

Thanks to PC Les Thomson and her committee for tracking our CSP hours all year.

Do you have a great idea on how to improve OYC? Contact a Board member or a committee chair and let them know. Better yet, join a committee and push your idea forward (and earn CSP credit.)

Bob Van Schoorl, Chair
M/V Amstel



Club Service Program

PC Les Thompson, Chair



Greetings everyone.

I hope your new year has started off well and you are surviving the cold, dark, wet January weather. The 2015 hours have been calculated and billed by the treasurer last month. It is now time to start thinking of getting in your hours for 2016 early.

This spring there will be many opportunities around the club to participate in projects and social events that all need help from members. If you get involved early, there won't be the last minute scramble in December, and you will have a good time with other members.

Contact any Bridge, BOT, committee chair or the caretaker for ideas and watch for their reports in the Beachcomber asking for volunteers. Thanks to all of you for your participation in 2015. See you on the docks or at an event.

PC Leslie Thompson
CSP guru
MV EcstaSea

Advanced Piloting Class Coming This Spring

The Olympia Sail and Power Squadron will hold an Advanced Piloting (AP) class in the spring starting on Tuesday, March 22, 2016 and continue for eight weeks ending on Tuesday, May 10. Classes will run from 7pm to 9pm each evening. The class will be taught by OYC member, Gary Ball. This is the second in the sequence of USPS courses on navigation. GPS is embraced as a primary navigation tool while adding radar, chart plotters and other navigation tools. We will cover positioning and avoidance techniques and well as dealing with tides and currents, which, as you know, are prevalent in our local waters. The class will be held in the Olympia Center located at 222 Columbia St NW in downtown Olympia.

The cost of the class is \$110 and you must register by February 15 so that class materials can be ordered. If you have not taken the Piloting class recently, you will need the Weekend Navigator for an additional cost of \$20.

For more information, contact Paul Davis at (360) 432-0464 or email skookumbay@comcast.net

Send your check (payable to OSPS) to Paul at 41 SE Arkada Ct, Shelton, WA 98584

Womens' Interclub Council Kim Shann, Representative



Dear OYC ladies;

SEATTLE YACHT CLUB cordially invites you to join them for their Women's Interclub Luncheon, FEBRUARY 17th, 2016.

Their guest speaker, Glenna Burner, who is scientist, composer and entrepreneur will take us into an awe inspiring audiovisual exploration of the cosmos. She will be accompanied by a University of Washington Astrobiologist.

Please consider attending this opportunity of "Life and the Universe". Call Kim Shann for reservations. 491-3786

NEXT will be our own, OYC luncheon....MARCH 23rd, 2016. Our theme is, "A WALK ON THE BOARDWALK."

To make our luncheon a huge success, we need at least 30 to 35 OYC ladies attend. Please mark your calendar for these important events.

Thank you,
Truly, Kim Shann WIC REP 491-3786

Government Affairs

Gary Ball, Chair



Here is an update on the Department of Natural Resources Habitat Conservation Plan (HCP), which would have severely impacted our marina by imposing restrictions on how much shade could be created by boat-houses and vessels. The HCP was meant to either eliminate or reduce walls in boathouses, require clear sections of the docks, and potentially eliminate boathouses completely.

The DNR review process revealed many concerns and confusion about the HCP. In response, DNR suspended work on the draft HCP last March and began meeting with interested parties to discuss specific concerns and determine if and how best to proceed with the draft HCP. Based on what we heard in those meetings, DNR has determined there is not enough stakeholder support to bring the HCP forward for completion and receive an Incidental Take permit. This ends the process for now and is great news for the club and secures our valuable investments.

The annual Legislative Waterfront Reception is on track and invitations will have gone out by the time you read this report. OYC's main focus at the reception is to keep the dam in place and maintain Capitol Lake as a beautiful asset in our community.

We continue to stay abreast of happenings in downtown Olympia, the Shoreline Management Plan and the City of Olympia's Comprehensive Plan.

Our next meeting will be Tuesday, February 2nd.

We are always looking for people who would be interested in joining our committee. We would especially like to add some women for better diversity. If you are interested, please feel free to contact me.



Clubhouse

Michelle Aguilar-Wells, Chair

We have an approved budget and are looking forward to improvements to the clubhouse. Many of the chairs have been returned from the upholsterers and are very nice. No more rips and tears. We still have more to go and soon that project will be completed. Next on the agenda are pizza/warming ovens. We also hope to have a three year improvement plan available soon.

We did not meet in January, but held our regular February meeting. Sub committees were formed and will be listed in the next edition of the Beachcomber. Remember to clean out the refrigerator after you hold an event, it is a waste to leave it. Also, thank you to those who check with me regarding the calendar, and please do check before scheduling.

Happy winter boating.

Michelle Aguilar-Wells
Clubhouse Chair
SV *PenOziequah*

CPR & AED* course

*Automated External Defibrillator

Tuesday, February 23th, 2016

7 PM
Mainstation

Only 20 places available

Taught by our own Ron Wertz
CPR technique has changed so if you have not taken the course in the past several years or so, you are doing it the old way.

Reservations required
No charge
rehurst@comcast.net

Still spots available as of this printing.

Sign up. Save a life!

Lunch Bunch

WHEN: Weds Feb 10th, 2016

11:30 am to 12:30 pm

WHERE? OYC Main Station

WHO? Members and Guests

\$6.00 per Person and No Reservations Needed



MENU



**Killer Good
Taco Soup
with Fixin's**

Ole! You are Invited!

On Wednesday, February 10 at OYC
Killer Taco soup with
Fixin's, Salad, Tasty Bread and Desert

At \$6 it may be the best lunch in town - and you get to share time with friends and the view is spectacular.

Thanks to the crew for a great January Lunch! If you would like to help this production, please call or eMail :

(kt2oly@gmail.com)
or Mary Ann (maryannreadsots@aol.com)
or call [360.402.9999](tel:360.402.9999)

Experienced deck hands especially welcome!

Quartermaster

Phyllis DeTray, Chair



Hi All Yacht Clubbers

Happy New Year! Are you looking for new OYC items?
Come see us at the Quartermaster store and see what we have:

- We have BURGEES in all sizes
- Ladies tops
- Men's jackets and shirts
- Hats with OYC Logo both Flexfit and adjustable
- Men's tee shirts in long or short sleeves

See you in January before the dinner meeting.

Phyllis DeTray, Quartermaster
Judy Ball

Mainstation

Rick Antles, Chair



Greetings from the Mainstation Committee.

For the last several months, we have pursued an initiative to update our marina inspection process, and it looks like a lot of hard work and collaborative thought is coming together. The goal of this initiative has always been to insure that we have a safe and secure moorage, but without an effective process, the regular boathouse inspections went by the wayside. Fairness was an issue too, as boathouse owners felt boats in the open slips needed evaluation as well and this was agreed as some of our open slip boats had fallen below their prime.



During the last Board of Trustees meeting on January 13, new inspection forms and procedures were approved to make the process more effective and fair, (**see the article and following pages in this month's Beachcomber for further details.**) For some, the new inspection process will mean work – read this month's Beachcomber, your Moorage Agreement and OYC Rules and take care of those subpar items before the inspection process – to keep your property and your neighbors safe and to complement the esthetics of our yacht basin. When the marina inspection teams get up and running, members can sign up to help and earn CSP hours.

The remake of the 600 Connector Dock (the old shed area) is in progress, and the goal is to install it the last part of February into early March. Though this date is flexible, it's coming up soon, and we'll be asking folks for help in moving boats and boathouses. This project will include lots of CSP hours, but work crew sizes are limited, so respond to the call quickly when it goes out, as space is limited. More notification will come in the next Beachcomber and via email.

Other maintenance and repair initiatives also need your help, so contact me or the OYC Caretaker, Greg, for opportunities to earn CSP hours. Work parties are a fun way to meet new members and even get new skills. Join us.

Rick Antles rantles@gmail.com
S/V *White Raven*

Island Home

Earl Hughes, Chair



George and the Island survived the freeze of 2015 without any major problems other than the freeze damage to George's driveway. It now needs a couple of loads of rock to keep the clay under control.

There were a few things that happened at the Island in January. First, working with DFW and the Squaxin Tribe a little over a bazillion salmon were transferred to the fish pens on Squaxin Island. This is an annual joint effort between DFW, Squaxins and OYC. There is also the joint cruise-in with OYC, SSSS and the Shelton Yacht Club that happens over the last weekend of the month. We had about 13 boats out for New Years. From what I saw on Face Book and talking to some of those there a good time was had by all.

Those of you who want to earn CSP hours while enjoying a great view and work site mark your calendar for the last weekend of April for our annual spring clean up. Details to come.

And yes we are still working on WiFi for the Island.

Remember it's your Island. Located at 47° 14.084N 122° 56.128W. Enjoy your time there.

See you at the Island

Earl Hughes
ehughes416@comcast.net



Island Home Committee meetings are on the first Monday of each month at 7:00 PM at the Mainstation.



Open Slip and Boathouse Inspections

Newer members may not be aware that the OYC has made periodic inspections of boathouses since around 2007. The original impetus for this was a large number of safety and rule irregularities with regard to boathouses. Over the years, there has been a dramatic improvement in the safety and aesthetics of the boathouses. One complaint that the Mainstation Committee has heard is that boathouse owners have been singled out for attention. This is fair criticism, and we are now moving to institute an equivalent inspection for open slips.

Why the inspections? The vast majority of OYC members take great pride in their vessels and moorage areas and keep them in great repair. Some may be unaware of the maintenance standards embodied in the OYC rules and moorage agreement. In addition, a very few are habitual offenders. The appearance (not to mention safety) of our marina is important not only to maintaining the value of our property, but in maintaining our image in the community. We do not need any excuse for the public to view OYC as anything but a great neighbor and asset.

The responsibility for taking action on violations has traditionally been that of the Moorage Master (Mistress) in conjunction with the BOT, a cumbersome and time-consuming process. The Mainstation Committee has the responsibility for inspections and has developed a streamlined process for conducting these inspections and the BOT has approved this process. This article is designed to provide an overview of the new procedure. In addition, the full inspection checklists will be published in the annual directory and on our website. If you have questions or concerns, please contact Rick Antles or any member of the Mainstation committee.

Who? Inspections will be carried out by volunteer inspectors under the direction of the Mainstation committee. Any member may participate and earn CSP hours. All slips in the marina are subject to inspection.

When? Our current thinking is that inspections will be carried out at least every two years e.g. half of the slips each year, but maybe all the Open Slip this first time as it has never been done. However, if there is evidence of problems or deterioration, an ad-hoc inspection can be initiated by the Mainstation Chair or Moorage Master or Board of Trustees. Inspections will begin when all of the education efforts have been completed.

How? A list of those slips slated for inspection this year will be posted in the clubhouse. Members will be given an opportunity to select a date/time for the inspection, which should take about 20 minutes. The member (or an authorized representative) needs to be present to sign the inspection report and to provide access to the dock box/boathouse (if locked). At the conclusion of the inspection, the member will be given a written report stating any deficiencies (or lack thereof). Unless an exception is approved by the Mainstation Chair/BOT, the member has 60 days to correct all deficiencies AND schedule a re-inspection. If a date/time is not selected, one will be assigned.

What Can I Expect? This is not a pop-quiz; the entire inspection checklist is published, and we encourage members to look it over and take any action needed to ensure a smooth inspection. Virtually all of the inspection items are already codified in our rules and moorage agreement; we're simply checking everything at one time. Some items are admittedly subjective e.g. "Vessel appearance and state of repair is adequate." If you feel the inspector has not been fair, you can appeal to the Mainstation Chair or BOT.

What Happens If I Don't Comply? The BOT has authorized a fine schedule. If the corrections have not been made (and re-inspected) in 60 days, a letter will be sent to the member stating that he/she has 30 days from the date of the letter to comply; otherwise a fine will be imposed. The fines are \$50 for the first month, \$100 for the second month, and \$200 for each subsequent month of delay.

Are There Differences Between Open Slip and Boathouse Checklists? Yes, but as few as possible. Clearly boathouses have additional requirements e.g. mooring chains etc., but the boat requirements are meant to be the same.

Are There Any Surprises? We hope not, but a few things are new. We are now requiring that open slip boats have an internal light burning at night visible from the dock as well as emergency contact information displayed (similar to boathouses). The light serves two purposes: provide an indication of power being fed to the boat e.g. the breaker has not tripped, and to discourage any unauthorized "occupants" of your vessel. Liveboards are exempt if desired and perhaps an exception for those "off the grid." We will be inspecting dock boxes for cleanliness and hazardous/inappropriate material. This is in the rules but has not been verified previously. Moreover, boathouses have been subject to this since the beginning. What's hazardous? Flammable materials, gasoline, diesel, oil-based paint, propane, toxic materials, flares etc. If you can't take it on an airplane, it probably doesn't belong. Please note that members are not permitted to make any alterations to the dock except for dock-mounted fendering. Another historical problem is clutter on the docks such as hoses, dinghies, crab pots, etc. The dock walkways must be kept clear to avoid trip hazards and allow snow removal/cleaning, and also the safe passage of your neighbor. The prohibition on "continuous water connections" is designed to keep your boat from sinking. The mobility requirement (boat must demonstrate ability to move under its own power) is now part of the inspection. The Moorage Master will publish a list of boats that have NOT met this requirement and if you are on this list, you will be required to move the boat as part of the inspection.

Will You Need to Board My Boat? Probably not. All inspection items should be visible from outside the vessel. Make sure the boat registration is showing and the boat end of the shore cord is visible and accessible.

What If My Boat Extends Beyond the End of the Finger Pier or Over the Dock? Depending on the degree of encroachment, you may have to move to a larger/longer slip. This will be managed by the moorage master as such slips become available.

Some Items Are Not My Responsibility. Correct. The checklist includes items that are OYC responsibility and are marked by a double asterisk. These issues will be referred to the caretaker, and you are not required to take action.

OYC Open Slip Safety and Compliance Report

Moorage inspections can be the regular scheduled inspections or may be initiated by the Main Station Chair (MSC) or Moorage Master or Board of Trustees (BOT).

Slip # _____ Owner(s) _____ Date of Inspection ____ / ____ / ____

Email address: _____

All 'No' responses must be corrected within 60 days of inspection unless otherwise approved by the Main Station Chair and the BOT if required. References are from the Moorage Agreement (MA), and OYC Rules (R).

Appearance standards: Moored vessels must be kept in a good state of repair and maintained in a well-kept manner that presents a pleasing appearance to our members and the public as well. It is the responsibility of each owner to maintain their moorage in such a manner that adds to the overall beauty and harmony of the yacht club basin. Each owner must take this responsibility seriously, as failure to do so can not only negatively impact the value of his or her property and the surrounding properties, but can cause a negative impact with the City of Olympia as well as other governmental agencies that control our lease arrangements.

Deterioration: Any time a member or the BOT has been made aware that a moorage has deteriorated to the point that it is affecting the aesthetics or safety of the yacht club, the Main Station MSC may be asked to make an inspection of the property. If the Main Station Committee finds the property needs maintenance or repair, the owner will be notified in writing and told of the specific violations(s). This Committee will also provide copies of the violations to the BOT. If the violations are not corrected within a reasonable time*, the BOT has authorized the initiation of penalties.*

Vessel Items

1. [Y] [N] The vessel displays valid Washington registration sticker (R4b).
2. [Y] [N] An OYC burgee, in good condition, is displayed (MA3f).
3. [Y] [N] Vessel appearance and state of repair is adequate (MA3b & R4).
4. [Y] [N] Any tarp or covering must be of strong construction, solid in color, taut, and in good condition (R4).
5. [Y] [N] Vessel must meet the rule for mobility (MA3b).
6. [Y] [N] No part of vessel or equipment extends beyond either end of the finger pier nor presents a navigation hazard or extends over the dock (R15).
7. [Y] [N] All vessel lines, and deck gear secured against wind and wave action (R3).
8. [Y] [N] Vessel is secured with sufficient, appropriately sized mooring lines in serviceable condition (MA3c).
9. [Y] [N] Mooring cleats or bollards and such are sufficient, secure and in good condition.
10. [Y] [N] Vessel has adequate fenders in good condition on both sides (R3).
11. [Y] [N] Vessel has no excessive marine growth on the hull or running gear (MA3b & R4).
12. [Y] [N] Appropriate insurance requirements have been met and records filed with moorage master/mistress (MA11).
13. [Y] [N] Vessel displays no significant listing nor excessive bilge pump activity (MA3b & R13).
14. [Y] [N] Vessel displays an interior light visible at night (exceptions discussed on inspection) (MA15).
15. [Y] [N] Vessel displays an emergency contact name & telephone number.

Electrical Items

1. [Y] [N] Vessel end of power cord is secured by a locking ring or equivalent structure (MA3b).
2. [Y] [N] Power cord (if used) consists solely of a marine-grade twist-lock set in good condition as evidenced by: Male pins clean (no corrosion), no sign of heat damage or burning (e.g. brown ring on pin), and no cuts or splices (MA3b).
3. [Y] [N] No adapters are used except marine-grade 250V/50 amp to 125V/30 amp pigtail or a passive 125V/30 amp "Y" adapter to feed two shore power connections (30 amp total draw) (MA3b & R9 & equivalent boathouse standards).
4. [Y] [N] Male end of power cord features strain relief which ensures continuous plug engagement (MA3b).
5. [Y] [N] No part of the shore power cord lies in the water nor presents a trip hazard (MA3b).
6. [Y] [N] The female electrical pedestal connection is in good condition with no evidence of burning or damage. Docks lights (if equipped) are functioning**.
7. [Y] [N] Nothing is draped upon or attached to the electrical pedestal except means for strain relief of shore power cord (MA3b).

Dock Items

1. [Y] [N] The dock box is clean and contains no hazardous material (internal inspection required) (R11 & MA3b).
2. [Y] [N] No extraneous material is lying upon the dock or finger pier except a mat and/or boarding ladder/box (R8 & MA3e).
3. [Y] [N] Dock planks, piling and hoops; and cleats are secure and in good condition**.
4. [Y] [N] No trip hazards exist, e.g., shore power cord, telephone, cable TV wires, hoses, etc. (MA3b).
5. [Y] [N] No continuous connections to the water system are in place into the boat (MA3b).
6. [Y] [N] Water faucet is in good condition and functioning**.
7. [Y] [N] Any modifications to the dock finger pier or dock box except for dock-mounted fendering (R28) must be approved by the Main Station Committee.

Comments: _____

* If all corrections are not completed and re-inspected within one month of the date of a deficiency letter, a fine of \$50 will be levied. A further delay of one month will result in a fine of \$100. Subsequent delays will result in a \$200 fine for each one month period. Re-inspection can be arranged by contacting the Mainstation Chair.

** These items are OYC responsibilities. Thank you for your prompt response.

Inspected by: Name _____ Signature _____ Date _____

Name _____ Signature _____ Date _____

Owner: Name _____ Signature _____ Date _____

Re-Inspected by: Name _____ Signature: _____ Date _____

Re-Inspected by: Name _____ Signature: _____ Date _____

OYC Boathouse Safety and Compliance Report

Moorage inspections can be the regular scheduled inspections or may be initiated by the Main Station Chair (MSC) or Moorage Master or Board of Trustees (BOT).

Boathouse # _____ Owner(s) _____ Date of Inspection ____/____/____

Email address: _____

All 'no' responses must be corrected within 60 days of inspection unless otherwise approved by the Main Station Chair and the BOT if required. References are from the Moorage Agreement (MA), and OYC Rules (R).

Appearance standards: Your boat house will be kept in a good state of repair and will be maintained in a well-kept manner that presents a pleasing appearance to our members and the public as well. It is the responsibility of each owner to maintain their property in such a manner that adds to the overall beauty and harmony of the yacht club basin. Each owner must take this responsibility seriously, as failure to do so can not only negatively impact the value of his property and surrounding properties but can cause a severe backlash from the City of Olympia as well as other governmental agencies that control our lease arrangements.

Deterioration: Any time a member or the Board has been made aware that a boathouse has deteriorated to the point that it is affecting the aesthetics or safety of the yacht club, the MSC may be asked to make an inspection of the property. If the Main Station Committee finds the property needs maintenance or repair, the owner will be notified in writing and told of the specific violation(s). This Committee will also provide copies of the violations to the Board. If the violation(s) are not corrected within a reasonable time*, the BOT has authorized the initiation of penalties.*

Exterior:

1. [Y] [N] Steel siding of 29 gauge min. thickness, baked enamel gray color and white trim.
2. [Y] [N] Exterior paint shall be in good condition, no flaking, peeling or rust is acceptable.
3. [Y] [N] Doors shall be in good repair and able to be locked.
4. [Y] [N] Curtains and support structure shall be in good repair, and hung properly.
5. [Y] [N] All exterior trim and doors shall be painted white.
6. [Y] [N] Roof shall have a minimum of 10-25% translucent paneling.
7. [Y] [N] Fenders / tires ensuring proper separation and protection between other houses.
8. [Y] [N] No excessive holes, tears, or denting in siding is permitted.
9. [Y] [N] No portion of the wooden frame/flooring shall be in the water.
10. [Y] [N] House shall not list excessively.
11. [Y] [N] 3/8 galvanized chain w 1/2" through bolts at all attached to major structure points.
12. [Y] [N] No excessive rust or corrosion on chain or fastener points.
13. [Y] [N] Securing chains shall not touch the water at any time.
14. [Y] [N] All through siding plumbing/wiring shall have nonmetallic conduit only.
15. [Y] [N] Door awning shall be a minimum of 7 ft. above walkway and 3 ft. max. depth.
16. [Y] [N] Floats are sound, trim and no part of the float structure is underwater.

NOTES: Existing galvanized steel of the same thickness or existing aluminum siding is authorized. New construction must use grey steel paneling and white trim. Non metallic siding is not authorized. All existing boathouses with aluminum siding that meet the OYC boathouse standards paragraph 16, Esthetics, will be grandfathered in. Any remodel of an existing boathouse with aluminum siding must follow rule 6 of the Olympia boathouse standards. All roofs shall be constructed of steel or aluminum panels, minimum of 29 gauge thickness, coated in baked enamel gray color or natural color (galvanized or steel) finish. For new construction, roof pitch shall be no less than 6/12 or maximum of 9/12. Remodels may retain existing pitch.

All boathouses shall have a minimum 10% to maximum 25% of the roof area constructed of clear or translucent non-fire retardant panels for light and fire protection. The maximum eave overhang shall be 3 inches. If this is a presale inspection the boathouse shall be brought to current requirements prior to sale. Exceptions may be granted by BOT only.

Comments: _____

Electrical

External:

1. [Y] [N] Pedestal connection cord is a minimum of 10/3 SO grade conductor, in serviceable condition (no burns, corrosion, cracks etc.) with a non-metallic, chafe-resistant feed through.
2. [Y] [N] Shore power connection is a functional, standard 125V/30A twist-lock at pedestal. Strain relief is encouraged.
3. [Y] [N] The female electrical pedestal connection is in good condition with no evidence of burning or damage. Docks lights (if equipped) are functioning**.

Internal:

1. [Y] [N] Approved electrical panel with appropriate number of breakers.
2. [Y] [N] Approved Romex or wiring conduit is used.
3. [Y] [N] Breaker/wiring requirements, #10/30amps, #12/20 amps, #14/15amps.
4. [Y] [N] No corroded, frayed, unterminated or burned wiring.
5. [Y] [N] Wiring is attached properly and junction boxes are used where required.
6. [Y] [N] No overloaded plugs.
7. [Y] [N] Interior (not vessel) outlets protected by GFCI or pedestal contains GFCI.
8. [Y] [N] Power cord (if used) consists solely of a marine-grade twist-lock set in good condition as evidenced by: Male pins clean (no corrosion), no sign of heat damage or burning (e.g. brown ring on pin), and no cuts or splices (MA3b).
9. [Y] [N] Vessel end of power cord is secured by a locking ring or equivalent structure (MA3b).

Fire protection & Safety:

1. [Y] [N] Marine or ABC rated, 5 lb fire extinguisher easily accessible near entry door.
2. [Y] [N] Fire extinguisher gauge must read green or ready for use. Serviced or shaken.
3. [Y] [N] Emergency Info card visible in window. Boat Name, Owner Name, Fuel Types and Phone numbers are current and legible.
4. [Y] [N] Dock visible night light with minimum of 25 watts equivalent. No mechanical timers.
5. [Y] [N] No storage of fuel or fuel/oil related waste or hazardous products.

Boat House Internal:

1. [Y] [N] Structure is sound and free of rot.
2. [Y] [N] Decking shall exhibit no more than 6 degrees tilt or 1 ¼ inch rise per foot.

Vessel Items

1. [Y] [N] The vessel displays valid Washington registration sticker (R4b).
2. [Y] [N] An OYC burgee, in good condition, is displayed (MA3f).
3. [Y] [N] Vessel appearance and state of repair is adequate (MA3b & R4).
4. [Y] [N] Vessel meets the rule for mobility (MA3b).
5. [Y] [N] No part of vessel or equipment extends beyond end of the boathouse.
6. [Y] [N] All vessel lines, and deck gear secured against wind and wave action (R3).
7. [Y] [N] Vessel is secured with sufficient, appropriately sized mooring lines in serviceable condition (MA3c).
8. [Y] [N] Mooring cleats are secure and in good condition.
9. [Y] [N] Vessel has no excessive marine growth on the hull or running gear (MA3b & R4).
10. [Y] [N] Appropriate insurance requirements have been met and records filed with moorage master/mistress (MA11).
11. [Y] [N] Vessel displays neither significant listing nor excessive bilge pump activity (MA3b & R13).
12. [Y] [N] No continuous connections to the water system are in place into the boat (MA3b).

* If all corrections are not completed and re-inspected within one month of the date of a deficiency letter, a fine of \$50 will be levied. A further delay of one month will result in a fine of \$100. Subsequent delays will result in a \$200 fine for each one month period. Re-inspection can be arranged by contacting the Mainstation Chair.

** These items are OYC responsibilities.

Comments:

Inspected by: Name _____ Signature _____ Date _____

Name _____ Signature _____ Date _____

Owner: Name _____ Signature _____ Date _____

Re-Inspected by: Name _____ Signature: _____ Date _____

Re-Inspected by: Name _____ Signature: _____ Date _____

The History Corner

Lisa Mighetto, OYC Historian



Who doesn't love tugboats? The OYC includes several examples of classic recreational tugs, but this month's column will focus on the Lord Nelsons, including "Tug E. Bear," owned by PC Ted and Kim Shann, and "Pet Tug," owned by Lou and Debbie Steplock.



PC Ted and Kim joined the OYC in 1983 with the encouragement of PC Bob Job (the family had shared many fun cruises). The Shanns began with a Tollycraft [a type of vessel featured previously in this column], and after attending the boat show at the old Kingdome in 1987, "fell in love" with a 37-foot Victory Tug. Ted became Commodore in 1990 and has served on the Board of Trustees and various committees. Kim has been very active in Anchorettes and has been the WIC representative for the OYC in the Grand Fourteen. "I'm married to a



Ted and Kim Shann

teddy bear," Kim explained in an interview on OYC boat names for this column in 2013. Encouraged by the Shanns, the Steplocks joined the OYC in 1993. Former sailors, they purchased their Lord Nelson Victory Tug from PC Ted the same year.

Lord Nelson Yachts was founded in Seattle in 1982, after owner Loren and Lani Hart attended the boat show and became inspired by Nordic Tugs. Initially the company designed sailboats. The Harts contracted with Fu Yi (Tommy) Chen, who operated Hai O Yachts and Ocean Eagle Yacht Building in Taiwan for producing these sailboats. The 35-foot Nelson sailboat is well known in cruising circles for its close heritage to the Hans Christian line of boats, which Chen also had a hand in. They established a reputation for quality sailboats in the Pacific Northwest that allowed the Harts to move into the competitive Pacific Northwest recreational tug boat market. The Lord Nelson



son Victory tugs were designed by marine architect Jim Backus, with guidance from Loren Hart, and included 37, 41, and 49-footers. The Harts ran the company until 1988, while Chen continued to build the boats (named for Lord Nelson's flagship) through the 1990s.

PC Ted recalls what it was like to take delivery of a boat built in Taipei. "This process was quite an experience as we had to deal with the American dollar versus the Taiwan dollar," he explained recently. "There was the ordering process, shipping, insurance, and several price changes due to currency differences during the build." His boat arrived at the Port of Tacoma on a ship from Taipei. Like many Lord Nelson Victory Tug owners, he appreciates that his boat combines the functionality and seaworthiness of a tugboat with comfort and appealing details. As for maintenance, he credits Bill Bigelow [a longtime OYC member who passed away and has been featured in this column several times] with suggesting teak oil for the exterior deck, which has kept "Tug E. Bear...like new after almost 29 years." Lou Steplock similarly has been pleased with his boat's "very nice touches," including the woodwork, which takes 60-80 hours/year to maintain. "Pet Tug" has been an excellent family boat for Lou, who has five kids. "With the cap rail as high as it is," he explained recently, the boat "was very safe for little people."

These OYC members have attended many Lord Nelson rendezvous, including one at Bell Harbor in Seattle in 2007 that was also attended by Loren Hart, Jim Backus, and Tommy Chen. They have been active as well in "Harbor Days" in Olympia.

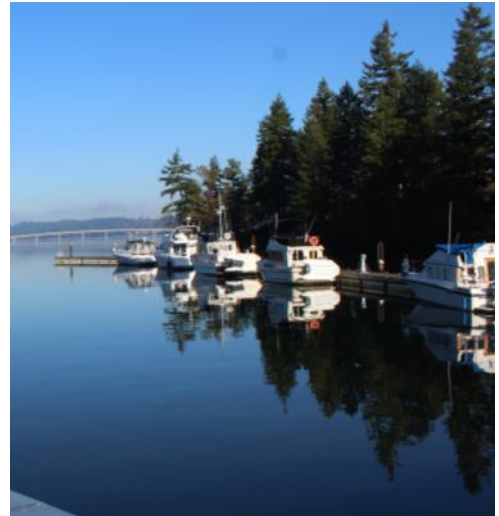


Lou and Debbie Steplock

The author thanks Ted & Kim Shann and Lou & Debbie Steplock for sharing their stories.

New Years Day at Island Home 2016

Pictures from Alice Coakley



great blue heron





Junior Sailing Program

Mary Fitzgerald, Chair



Wow, we have had a very busy December and January. With Bill Brosius's help we have repaired, painted and waxed our seven Vanguard 420's, gotten coats of bottom paint on the new J24 and been making plans for our summer

Learn to Sail Program.

We are looking for new members for our committee. We meet the first Monday of the month and are hoping to get some help with the upcoming auction at the Toliva Shoal Race dinner and the Regatta in March. Please give us a call if you have questions or just want to volunteer to help. Our new J24 sailboat for adult classes will be launched in the next week or two and we are excited to be able to begin offering adult classes in April.

The high school team has been busy helping out with boat repairs, painting and waxing and is looking forward to getting back on the water in February. Please check out our Facebook page for pix from the Long Beach, CA Regatta that several team members and coach Sarah Hanavan attended in January. I have posted a "wish list" on the bulletin board and here for some items we need for our J24 to make it safer and to meet USCG and insurance regulations. If you have any of these items floating around in your box of spare parts let us know.

Thanks.

Capt. Mary Fitzgerald
Juniors Committee Chair
360-754-1516 (hm) or 250-1230 (Cell)
olymfitz@hotmail.com

Junior Sailing You Can Help!!

As we get ready to splash our **new J24** we have compiled a wish list of items that are necessary to have on board for safety sake and insurance purposes. There are also a few things that would also just be nice to have on board, so if you have a gently used spare item or want to make a donation to purchase any of these items, we would sure appreciate it. Please call me to check on our list...we don't need a half dozen old boat hooks.

OYC /SSSS burgee	Fenders	Mooring lines for 24' boat
Handheld VHF	Throwable seat cushion	LifeSling and block & tackle
Horn	Charts of local area	First aid kit
Chart #1	2016 tide book	Flares, flare gun, signal smoke
Flashlight	3-5 hp outboard	Local charts
Fire extinguisher	Anchor and line	Appropriate stickers for USCG
Oil diapers	Bucket	Handheld GPS
Boat hook	Binoculars	PFD's in good shape

We hope to have all the necessary things aboard for our first class the first weekend in April – April 2nd and 3rd. If you or anyone you know is interested in learning basic keel boat sailing, please let us know, we will be conducting this class with our new J24 and other member boats. Thanks to all for your support.

Be safe on the water.

Fair Winds.

Capt. Mary Fitzgerald
olymfitz@hotmail.com

Learn to Sail Committee Chair 360-754-1516 (hm) or 250-1230 (Cell)



The forecast was for showers, but early morning sun was peeking through broken clouds as I pulled into the OYC parking lot on December 20. A dozen or so expert “birders” were milling around, warmly dressed and heavily armed with binoculars, notebooks, and sack lunches. The crew quickly divided between Eric Hurlburt, skipper of *Patina*, and Greg Kluh, skipper of *Klu Maru* and we headed down the docks for the 2015 Christmas Bird Count (CBC) winter seabird survey.

The CBC, and the complementary Puget Sound Seabird Survey (PSSS), are citizen-science surveys managed by Seattle Audubon that engage volunteer birdwatchers to gather valuable data on wintering seabird populations. The goal is to develop long-term baseline estimates of the numbers and species composition of seabird populations along Puget Sound shorelines. While much counting takes place from observation stations on shore where public access is permitted, the vessel-based counts conducted with the help of our OYC skippers penetrates areas inaccessible to shore-based observers and is a valuable contribution to overall survey completeness and accuracy.

I tagged along with Eric and his crew of volunteers as we slipped the lines and headed north along the east shore of Budd Inlet. It wasn’t long before calls of “...ten Surf Scoters...”, “...six DC Cormorants...”, “...three Golden-eyes...” rang out from the crew peering through binoculars on the foredeck while scribes meticulously tallied the numbers as they came in. In protected places where shorebirds tend to congregate--such as the head of Henderson Inlet-- the calls came fast and furiously, and *Patina*’s foredeck began to resemble a stock market trading floor with brokers loudly calling out competing orders.

I was amazed by the ability and precision of the observers to identify different species based on subtle differences in appearance and behavior. To me, they all look like “LBB”s--Little {Black, Brown, or Blue} Birds. But cruising Puget Sound would be far less enjoyable without the antics of seabirds providing reliable entertainment--graceful gulls gliding by, cormorants hanging their wings out to dry, and scoters scuttling out of the way and suddenly disappearing with a dive only to re-appear unexpectedly many yards away.

Unfortunately, we may not take this blessing for granted. Like the proverbial canary in the coal mine (yet another bird), the relative abundance of seabirds is an indicator of the environmental health of the waters we depend on for sustenance and enjoy for entertainment.

Over the next few hours, Eric expertly conned *Patina* down Dana Passage and up the western shore of Henderson Inlet until the crew was as nervous as the shorebirds we were disturbing for fear of grounding on the mudflats. Then he took us back down Henderson, skirting the south shores of Hartstene and Squaxin Islands, and up and down Eld Inlet before returning to OYC along the east shore of Budd Inlet by mid-afternoon. Altogether we traversed about 40 miles of coastline over some seven hours.



Looks like Woody Woodpecker to me, but it’s actually a Female Common Merganser (*Mergus merganser*) swimming in Puget Sound. Credit: Ingrid Taylor/ Flickr

Ultimately, the weather forecast proved accurate, and the crew periodically repaired to the warmth of *Patina*’s cozy cabin as respite from the rain, but for the most part the hardy and stoic birders endured the foredeck with admirable dedication. A few days later, Dave Hayden shared the results with me (see end of article).

Dave noted that the volunteers see increases and decreases on certain species all the time. Decreases are most likely due to habitat loss in their breeding areas and human disturbance, as well as limited food available in the area. The lack of food can vary from water temperature, to pollution in the sound.

Other reasons are climate change. Warmer winters in the north may keep some species from coming down to Puget Sound because food sources are still abundant in the north.

(continued next page)

Examples of population variability include Western Grebes: more were reported this year than last. Grebes rely on available food in the south sound, and their numbers jump around from year to year.

On the other hand, as Dave reported, "...We observed no Pacific Loons this year, and we almost always get them on the count. This is a significant change. Possibly they stayed further north due to a mild winter. Also, Red-necked Grebes seem to be on a decline, most likely due to habitat loss."

"Sometimes we see some unexpected birds as well. These birds unexplainably take a different migratory route and end up in the south sound. Two birds we had last year were the Red Phalarope and Ancient Murrelet. Both species tend to winter in the Pacific Ocean and the Straits of Juan de Fuca."

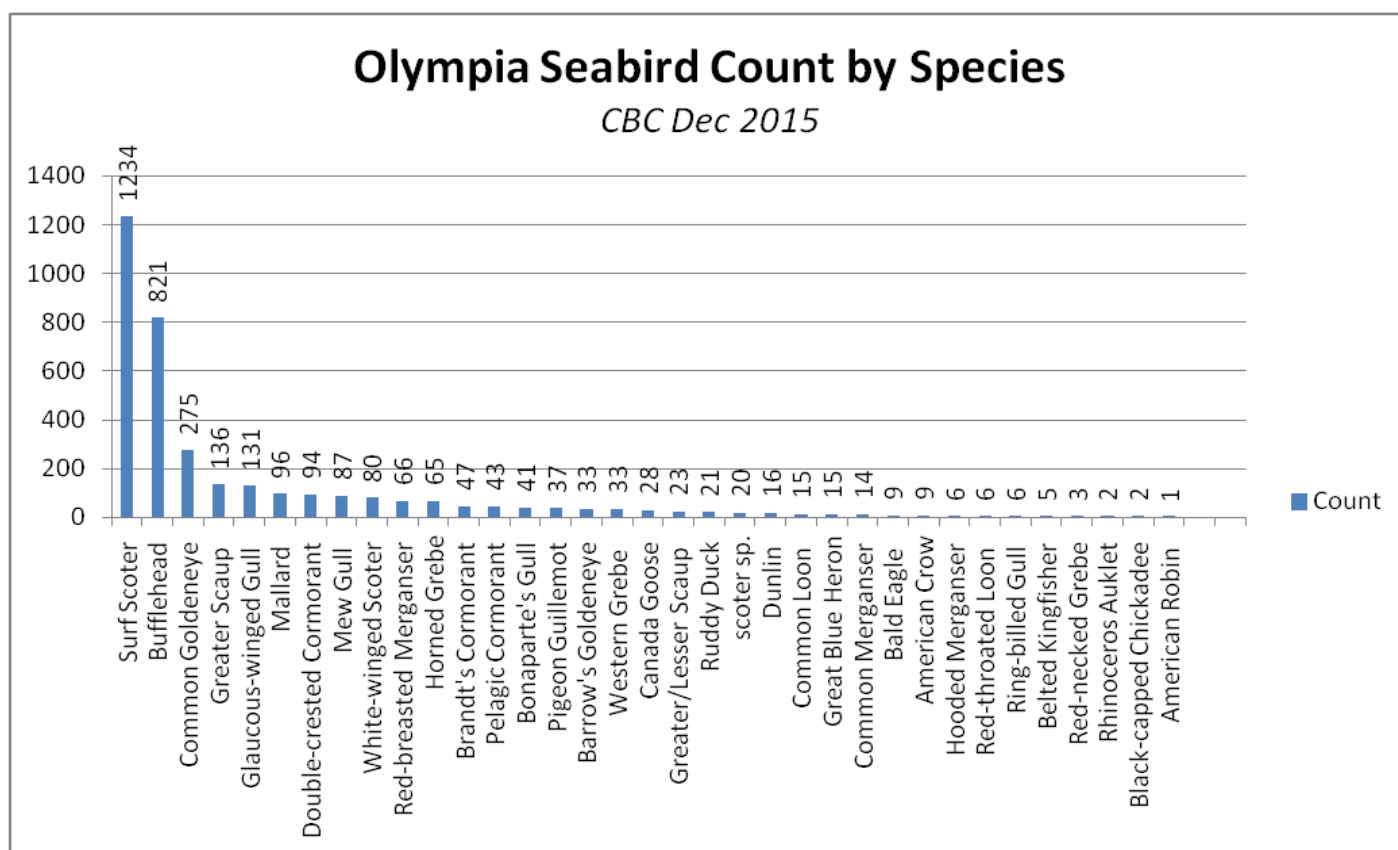
Altogether it was a fascinating and rewarding winter's day on the water. Winter offers a unique opportunity to view seabirds in Puget Sound that nest in the north during summer, while summertime offers yet another palette of seabirds to keep us entertained and healthy.

Thanks to Greg Klueh and Eric Hurlburt who volunteered their vessels and time to host this valuable Citizen Science initiative. Thanks, as well, to Dave Hayden and the intrepid birders who defied the elements of a Puget Sound winter to conduct the survey. Hopefully, their efforts will help ensure a healthy and diverse population of seabirds for our fascination and enjoyment during many cruises to come!

John Sherman
SV Grendel
Environmental Awareness

For more information on the survey, past year results, and photos of the many "LBB" you may see on the water, check out the website:

<http://www.seattleaudubon.org/sas/WhatWeDo/Science/CitizenScience/PugetSoundSeabirdSurvey.aspx>



New Year's Eve Party 2016

Photos by Denise Zerner
and Mike Contris



Annual Joint Cruise



Join us at Island Home January 29th - 31st.

Summer Fun in the dead of Winter



Hosted by OYC, Beer, Wine and Pop provide.

\$10 per person, Kids \$5

Events

Friday 18:00-19:00, Night Potluck Luau.
Saturday 12:00-13:00, Lunch by Olympia Yacht Club
Saturday 15:00-18:00, Tiki Hut Scavenger Hunt
Saturday 18:00-19:00, Dinner by Shelton Yacht Club. Followed by Games Saturday 20:00 fun by the fire place.
Sunday 08:30- 09:30 Breakfast by South Sound Sailing Society.



Attire, Ugly Hawaiian Shirts required. (Grass skirts optional)

Please call OYC Reservations Line to RSVP. Call 360-705-3767

Coming in May!

Seventh Annual South Sound Women's Boating Seminar

This year's South Sound Women's Boating Seminar will be held on:

Saturday, May 21, from 8:00am to 5:00pm at the Olympia Yacht Club in downtown Olympia

Save the date and join us for our *seventh* year of women helping women to gain boating skills, confidence on the water and an opportunity to network with other women boaters. The South Sound Women's Boating Seminar promises to be a day filled with dynamic speakers, hands-on skill building, a chance to win valuable door prizes, lots of laughter and fun. All this plus a sumptuous lunch is included.

The cost is still only \$35 plus a small processing fee from Brown Paper Tickets.

Check the South Sound Women's Boating Seminar Webpage after March 1st, 2016 for registration information at <http://www.ssssclub.com/wbs.htm> and a link to Brown Paper Tickets.



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2016 OYC Commodore's Cruise July 22 to August 7

DESTINATIONS:

- ⇒ *Shilshole Marina docks (overnight in transit) then to*
- ⇒ *Oak Harbor docks and out through Deception pass to:*
 - *Stuart Island – Anchorage for one day*
 - *Ganges - via Bedwell in Canada, at docks for two days*
 - *Montague – Anchorage, Hummingbird pub*
 - *Telegraph Harbor – 2 days at docks, Club BBQ under Pavilion*
 - *Genoa Bay – Two days at anchor, wagon wheel*
 - *Mill Bay – One day at docks - restaurants, shopping*
 - *Brentwood - Butchart Gardens, Victoria*
 - *Roche Harbor – US Customs, potluck under tent*
- ⇒ *Back to OYC via Anacortes, Oak Harbor and Shilshole*

QUESTIONS? CONTACT VC WALT SCHEFTER at
wschefter@comcast.net
or watch for future meetings



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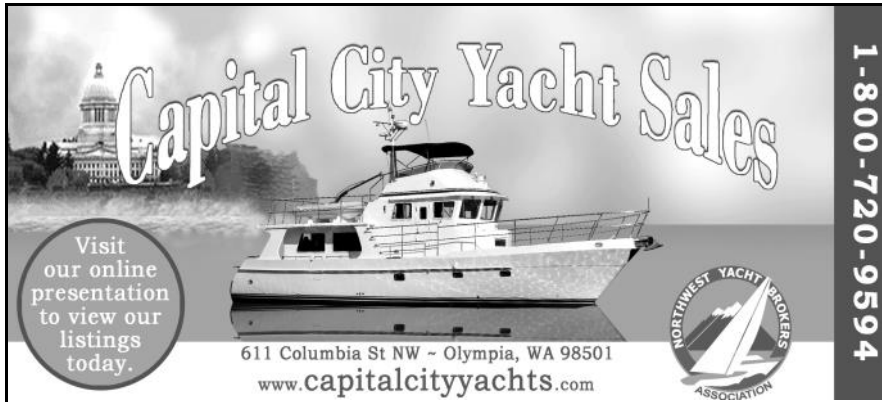
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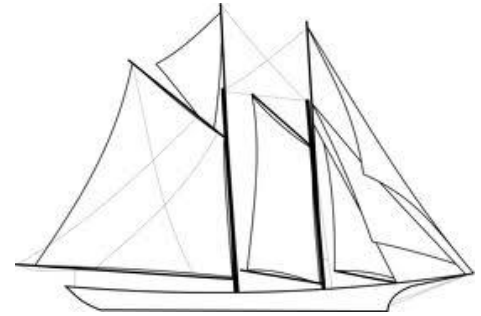
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1970 NORDLUND 53'

Boathouse kept. beautiful **Ed Monk Sr. design**. Volvo single diesel, new Garmin electronics, custom leather salon, new teak & holly sole, new granite galley, Force 10 gas stove, ice maker, two TV's w/ DVD & Stereo, new Zodiac inflatable hard bottom (tender w/35 hp.).

\$114,000

- - - boathouse also available - - -

John Teters (360) 239-9088

01/13



FOR SALE:

1988, 38 foot Bayliner

Twin 175hp diesels with 1700 hrs;
Engine prelubers; enclosed fly bridge; auto pilot; radar; chart plotter; depth finders; hear pumps; radios, VHF's, CB's; generator; dingy with 15 HP outboard; two state rooms, two heads, one with shower. This is a well maintained boat.

Located in boat house 509 at OYC-
Contact: Bill Hisle at 360-280-0159 for showing.

FOR SALE

The 'HART TO HART'

She is a **42' Bertram** Motor Yacht, complete with 11' Boston Whaler tender. She is berthed in custom **boat-house #531**. (Also for sale)

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

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

10/12

For Sale:

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

HOLIDAY SPECIAL Boat and Boathouse \$35,000.

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

Allen and Emmy Sloan 971-219-8639.

12/15



FOR SALE

"Countess"

34' Tollycraft Sport Sedan 1988

- * Twin 250 hp V-8 Detroit Diesels
- * MMC Electronic Engine Controls
- * New Bimini Top/Full Enclosure
- * New Bottom Paint & Full Zincs
- * Complete Wax Job...Top to Waterline
- * Lower Helm Station
- * Custom Mattress in Owner Stateroom
- * Microwave
- * Shower
- * Tournament Bridge Seating
- * Spare Props
- * Dual Propane Tanks
- * Large Frig/Freezer

Call Bob Blum **360-736-6852**

08/14

10 ft Dolphin Dinghy

- 2010 as new, never launched
- Lightweight fiberglass
- Lapstrake classic design
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\$1,395

3.5 hp Johnson Outboard

- Good Condition
 - Low Hours
- \$350**
Or \$250 (if purchased with the dinghy)

Contact Pete Janni 956-1992

10/14

**BOAT HOUSE
FOR SALE OR RENT**

Boat house # 533 **\$49,500**
Well length 43.5 ft
Well width 14.5 ft
Loft 142 sq. ft.
Meets all current Boat House Standards.
Contact Pat: tugcap@aol.com
360-493-1678 or cell 360-918-1947 01/13

**FOR SALE
OYC Boathouse #336**

- 66' L x' 22' W x 25' H to rafter
- Well Size: 16' x' 53'
- Loft for storage
- Power, Water
- Shop area

Price Reduced to \$59,000
Call Michael at 425-260-9373 08/14

Lease Boat house #627

Approximate Dates
May 15th to Sept. 30th
\$327 per month
Well size is 40' x 14'
Currently holds a 39' Sea Ranger
Trawler
Contact Rhett Russell
[360-970-6849](tel:360-970-6849)
rhett russell@comcast.net

For Sale: Boat House 323

Built By: Marine Floats
Overall : 18' X 42' – Tub Floatation
Slip Size: 13' X 36'
Opening: 13' 11" Wide, 15' High
Meets All OYC Boat House Regs
Call George Baker @ 360-491-0911 09/13

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2 burner alcohol stove. Never used - 22
1/8 H X 20 1/8 w X 13 3/16 D Stain-
less steel Burners Can boil one liter
(34 oz) of water in 10 minutes.
New online listed as \$1700.00.

Good deal at \$1200.00. or best offer.

Please call Mary 360-754-1516 09/13

FOR SALE: BOATHOUSE #512

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

**Price Reduced
Boathouse 647
\$19,000**

OR MAKE AN OFFER
Well size 36' by 11'6"
Approx. 12' high.

Very clean and well kept. Lots of light,
grab rails, hinged step to swim platform
for easy access, otter fence, lots of stor-
age, water and shore power both fore and
aft.

Protect your boat's investment of time
and money from the elements in this
clean and well kept boathouse.
Call Dale/Kate Wetsig **360-705-9242** 01/14

BOAT HOUSE #322 FOR SALE

\$29,500

Length 52'
well 12.5' wide

Call Don Preston 360-970-7656
Email – donprestonr@comcast.net

BOAT HOUSE #625 FOR SALE

- 18' x 40' Exterior dimension
- Well 13'4" x 35' (expandable)
- Significant additional deck space for
work and storage

Owner Financing

\$18,500 OBO

All reasonable offers

will be considered

Email: chansonlaw@msn.com

Call Craig Hanson 360-867-9390 01/16

For Sale: Boathouse #635

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

Boathouse #318 for sale.

- 21' x 61' (including 3' porch)
- Well: 13' x 51' easily expandable to...
15' x 54' with 19' clearance
- 16' x 20' loft
- Boathouse in total OYC compliance
\$89,950.00
253-222-7711 or 360-709-0505 08/14

For Sale: Boathouse #649

Excellent condition and meets all
Specifications
Overall size 43' x 20' x 16' tall
Well is 36' x 14'
\$33,000 OBO
Larry Linn 360-280-2468

"Best Little Boathouse in the Basin"

#503 priced to sell quickly at
\$9500.

- Well measures 35 feet by 11.5. Height
of entry is 12 feet above water level, so
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2014.
- Floats scraped in June 2015
- Call Theresa [503-799-4743](tel:503-799-4743) 08/15

FOR SALE Or Lease

M/V Shiloh is sold and:

Boathouse 341

Is seriously for sale at the reduced
price of ~~\$45,000~~

\$41,000

- Excellent cosmetically & structurally.
- 20 X 46.5' with a 42 by 14'10" well.
- 16' entry height.
- Curtain end looks directly at the
capitol

Phone Mike at 360-561-3477 for more
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32' BHM Flybridge Trawler, 1992

A True "Downeast" Duffy style, Lobster yacht built by the Atlantic Boat Company in Brooklyn Maine. Excellent condition, 210 Cummins diesel with 2,995 hours. Well equipped and many upgrades. Recent zincs and service. A well built go anywhere vessel at 8 knots or 16 knots. Boathouse kept.

Boathouse still available in Olympia.

\$88,000. Owner will consider small trade.

Call Pete at (360) 956-1992 for more information.



M/V LARGO is up for sale

34' CHB 1981

All kinds of upgrades including bow and stern thrusters, Fireboy halon system including engine kill assembly, all LED lights, 150 Watt dual stern underwater fish lights, new refrigerator, bottom paint, zincs, engine serviced, Webasto heat and a lot more.

Bill Hamaker

Cell (360) 481-1879

Turbosteam@aol.com



1997- 28' Bayliner 2855 Ciera

Only \$22,500

A popular family boat with a large cabin and more than 6 feet of headroom. Companion lounge seating, galley, dinette, shower and two double berths. The sport cockpit has a integral transom platform with transom door. Boat has 500 total hours on re-placed engine. Hull material is Fiberglass, and engine/fuel type is single gas

- Dimensions LOA: 28', Beam: 9'7" Displacement: 6750 lbs Draft: 3'1" Bridge clearance: 8'6"
- Engine Mercruiser Engine HP: 300 Engine Model: 500 Hours: 390 Cruising speed: 20 Max speed: 30+
- Tankage Fuel: 109 Water: 33 Holding: 13
- Forward berth with privacy curtain - Padded bow hatch - Cabinet storage
- Head with shower- flush toilet - 6 gallon water heater - Red dot cabin heat
- Mid cabin berth- Overhead lighting - Hanging locker - Convertible dinette - L-shaped lounge seating
- Cockpit lounge seat reversible
- Galley - Norcold refrigerator - Microwave - Alcohol/electric stove - SS sink
- Electronics & Navigation - Standard VHF radio - Furuno radar - Digital depth sounder - GPS - AM/FM CD Stereo system
- Electrical- 30 amp shore power w/50' cord- 10 amp battery charger/converter
- Dingy - 9' Hard bottom Zodiac - 8 HP Suzuki outboard
- Mechanical Equipment and Details- Trim tabs- Fresh water cooling

Boathouse at OYC #501 also available for **\$10,000**

Contact **John Erwin**, at

360.239.1311 or John@johnnerwinremodeling.com

February 2016

Date	Event	Time	Place	Organizer
1	Clubhouse Meeting	6PM	Mainstation	Wells
1	Junior Sailing	6:30PM	Mainstation	Fitzgerald
1	Island Home Meeting	7:00PM	Mainstation	Hughes
2	Bridge Meeting	6PM	Mainstation	Phillips
2	Government Affairs	5:30PM	Mainstation	Ball
3	Dinner Meeting	6PM	Mainstation	Phillips
4	Mainstation	6PM	Mainstation	Antles
6	Tacoma YC Commodores Ball		TYC	Phillips
9	South Sound Sailing Society	6:30PM	Mainstation	Welpman
10	Lunch Bunch	11:30AM	Mainstation	Thompson
10	Board Meeting	6PM	Mainstation	VanSchoorl
12 to 14	Valentines Cruise to IH		Island Home	Graff
15	Power Squadron	6:30PM	Mainstation	Brower
18	Long Range Planning	5:30PM	Mainstation	Crawford
18	Anchoresses Auxiliary	6PM	Mainstation	Zelis
19 to 21	Toliva Shoal Race		Mainstation	Welpman
19 to 21	GHYC JO Ball		GHYC	Schefter/Sloane
26	TGIF	5PM	Mainstation	Welpman

March 2016

Date	Event	Time	Place	Organizer
1	Bridge Meeting	6pm	Mainstation	Downing
1	Government Affairs	5:30PM	Mainstation	Ball
2	Dinner Meeting	6PM	Mainstation	Phillips
3	Mainstation Meeting	6PM	Mainstation	Antles
4 to 6	Poker Cruise Island Home		Island Home	Graff
5	RYC Commodores Ball		RYC	Phillips
7	Clubhouse Meeting	6PM	Mainstation	Wells
7	Junior Sailing	6:30PM	Mainstation	Fitzgerald
7	Island Home Meeting	7:30PM	Mainstation	Hughes
8	South Sound Sailing Society	6:30PM	Mainstation	Welpman
9	Lunch Bunch	11:30AM	Mainstation	Thompson
9	Board Meeting	6PM	Mainstation	VanSchoorl
12	Edmonds YC Commodore Ball		Edmonds YC	Phillips
14	Power Squadron	6:30PM	Mainstation	Brower
17	Long Range Planning	5:30PM	Mainstation	Crawford
17	Anchoresses Auxiliary	6PM	Mainstation	Zelis
18 to 20	TYEE YC JO Ball		TYC	Schefter/Sloane
25	TGIF	5PM	Mainstation	Welpman
26	Everetts Commodore Ball	5:30	Everetts Clubhouse	Phillips



Join us for dinner

Wednesday, February 3rd

MENU

- Pub steak topped with crimini mushroom sauce with :
- Oven roasted potatoes
- Vegetables medley
- French bread with garlic butter
- Triple Chocolate Layer Cake for dessert



February Dinner Meeting

February 3, 2016


Membership Meeting dinners are held on the first Wednesday of each month except August and December

- \$24.00 per person with reservation
- \$29.00 per person without reservation

Reservations are required if you are not on the permanent list.
CALL 360 705-3767

Social Hour: 6:00 P.M.
Dinner: 7:00 P.M.
Meeting: 8:00 P.M.

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