



Commodore

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



Hello all

I hope everyone is surviving all of the crazy weather we have been having as of late. And I hope you have been able to get out and enjoy all the things that are available to us during this season..... after all it is Washington and hopefully the winter will be over and we will be on to SPRING!

We did have a good February. We had the Seattle Boat Show, the joint cruise, the Valentines Cruise and the Toliva Shoal Race. The boat show this year was very successful with some 19 new members signing up. I would like to thank all of you that helped with it this year. Without your help it would not have been such a success. The joint cruise was a very big event. There were 51 boats and we served 120 people for dinner on Saturday night. It was fun getting to know all the people from South Sound Sailing Society and the Shelton Yacht Club.

The Valentines cruise was great too! Marty and Jen Graff put together another great cruise, except for the weather this time. Thanks for a great cruise. George and Cindy Smith and their crew did another great job on the Saturday night dinner. This is the last year they will be cooking the dinner for this cruise as they will be snow birding in Arizona next year. Thanks for all the great meals over the years and enjoy Arizona. Toliva Shoal Race has not happened as I write this report but I'm sure it will be equally as good.

I just want to put in a plug for the events that are coming up in March, April and May. In March we have a regular dinner meeting, lunch bunch and TGIF. April has a dinner meeting, lunch bunch and the Daffodil Cruise at the Tacoma Yacht Club. I would like to urge everyone to attend by boat as it is great fun and OYC has a huge tradition to uphold with big participation and enthusiasm. In May will be the dinner meeting, lunch bunch, Seattle Opening Day, our South Sound Opening Day and then the Memorial Day cruise. As you can see we will be busy with all of these upcoming events. Please plan on attending if can. You will have a great time and meet many new friends and that's what it is all about.

For now, we will see you at the functions and on the water.

Sincerely,
Mike Phillips
Commodore
M/V Chaotic Too



Vice Commodore

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



We are reading this for March, a month with few OYC events. Looking back, February was a great month. The Valentine's day cruise was well attended and a lot of fun. Looking forward, don't forget the April 15-17 Daffodil cruise at the Tacoma Yacht Club. It's a cruise with 150 or so other boats from numerous other clubs and you won't soon forget it. If you go you will be set up with all of the other OYC boats. Go to the Tacoma Yacht Club Web Page and sign up as part of the Olympia Yacht Club contingent and join us for that weekend. You need to sign up early so do it in the next week or so.

In May we have the Seattle Yacht Club opening day weekend set on May 5 to 7. It is a great event and well worth the trip. Again, sign up early on the Seattle Yacht Club web site. The *Rob Roy* will be there along with any number of other OYC boats and you will be welcome. When you sign up you can be placed in an OYC group for docking.

Most importantly don't forget the Olympia Yacht Club opening day on May 14. A ways off but well worth remembering. Your attendance will be expected and please participate in the OYC Opening Day boat parade with a lot of other OYC boats. Make it an event well worthwhile.

We have about 25 boats signed up for the Olympia Yacht Club Commodores Summer Cruise starting on July 22 and ending on August 7. There will be three or four more club meetings for this cruise, well announced, so keep an eye out. In April we will hold a Cruising/Charting/Tides seminar taught by Gary Ball. This will be an excellent opener for this cruise so watch the publications. If you plan on going don't forget the Commodore's Cruise will go into Canada so you will need, as a minimum, your passport. It is easy to get but takes some time so start the application process now.

Not much else to say this month so see you on the docks. Oh, by the way I have two daffodils blooming in my yard!

VC Walt Schefter
First Mate Catherine
MV *Rob Roy*



Daffodil Festival 2016



Come have some "Fun in the Sun"

at the Tacoma Yacht Club and join us for Daffodil Festival

April 15th, 16th, & 17th.

You must register your boat individually by March 20th, but the basin fills up early so register ASAP.

Register at

www.tacomayachtclub.org

Contact Susie Zuelke at susiezuelke@gmail.com for more information.



Rear Commodore

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



A number of fellow club members have mentioned to me that Lorie and my boat's Automatic Identification System's (AIS) transponder is always on and transmitting the location and size of our boat as it sits at slip 208 in the Olympia Yacht Club Marina. I know how to shut off the AIS that Jason with Aloft Marine so expertly installed on my boat last summer. For reason of frugality, I choose not to. If you are wondering what I mean, ask me.

Our AIS says our boat is 10 meters long. This is just about right. Our boat's LOA is 32'-6". Ten meters = 1,000 cm / 2.54 cm/inch = 32'-10". What everybody mentions first though, is the beam on the boat – 6 meters. This works out to be 19'-8". Wow! That's an awfully beamy boat for 32' long. Except the AIS is wrong. Our boat's beam is 11'-9". Of course I want to fix this. I don't want fellow boaters or marinas to think a 20' wide boat is approaching. The problem is, there is nothing in my Raymarine multi-function display that allows me to change my AIS settings. After a little discussion, a fellow club member told me I need to download my AIS's software application on my laptop and adjust the setting and then plug my laptop into my AIS transceiver and download the new setting. This sounds almost like what I do for work. Don't get me wrong. I am thrilled with my new GPS and AIS and I always know where I am now and other people clearly know where I am. Sometimes, though, I remember with nostalgia when my navigation methods consisted of scanning the horizon with my eyeballs. Of course I am not going back to that archaic method.

Our March Dinner Meeting on Wednesday March 2, is changing up the menu from last year. The Chicken Piccata we served in March last year was not popular. This year, after discussing different menu options with Maria Pellegrino, she and I settled on Seafood Cannelloni, cannelloni stuffed with crab, shrimp, onion and ricotta cheese, served with a sauce. This sounds good to me. After you have tried this meal, let me know what you think, good or bad. I'm a grown-up. I am not going to be offended if you do not like the meal. If you hated it, tell me. If you loved it, tell me. I need feedback so that all members are at least happy with most of the meals. We can make changes where necessary.

Rear Commodore Bill Sloane
southsoundbill@gmail.com
(360) 280-3276 - cell phone
First Mate Lorie Sloane
Lesloane@comcast.net
S/V Endless Summer

Commodore's Cruise To Canada Leaving July 22

OYC summer cruise meetings will be held between now and then at the clubhouse. Watch for upcoming announcements

If you cannot attend the meetings, 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

Directory 2015-2016**Bridge**

Commodore, Mike Phillips	786-8399
Vice Commodore, Walt Schefter	491-2313
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

Board of Trustees

Bob VanSchoorl	357-4121
Maryann Gamache, Secretary	951-3083
Theresa Madden	459-5900
Bob Wolf	456-3363
Mike Gowrylow	352-2875
Gene Coakley	736-5639
Bruce Snyder	253-582-6676

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Beachcomber Editor, Gary Wilson	459-7927
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Club House, Michelle Aguilar-Wells	581-3188
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Environmental Awareness, John Sherman	754-7657
Foofaraw, Chris Cheney	790-6147
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
kt2oly@gmail.com or maryannreadsots@aol.com	
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, Rick Taylor

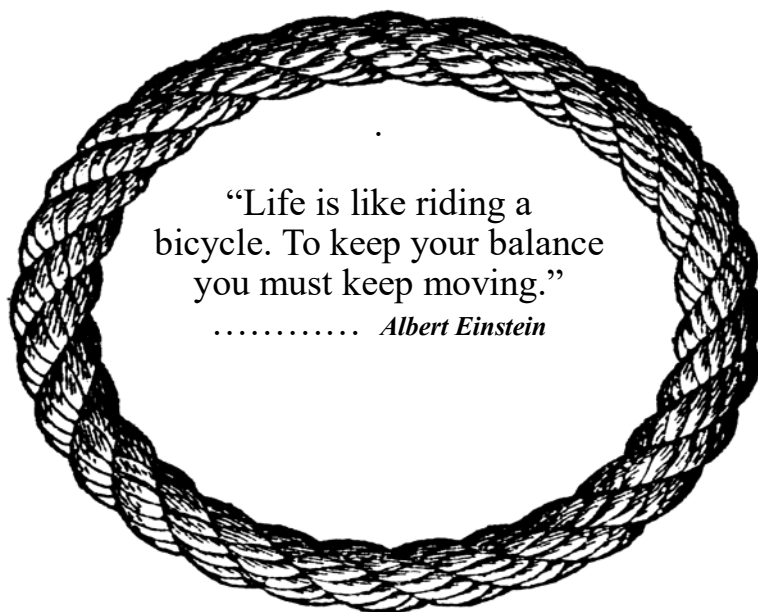
**Webmaster**

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!

Wow it's already March. Boating season is just around the corner. It's time to start thinking about De-Winterizing your boat. There are a bunch of great websites to find check lists to de-winterize your boat.

Here's a list of websites to help you get ready for summer:

On the Water:

<http://www.onthewater.com/spring-boat-dewinterization-checklist/>

This site is mainly for your batteries and engine. Great tips on how to inspect your drive train and battery systems.

Boat Spring Checklist from BoatUS:

<http://www.boatus.com/magazine/2013/April/spring-checklist.asp>

This is a step by step check off list to get both powerboats and sailboats ready for boating season.

Last a boating Safety Check list by Sea Tow Foundation, courtesy of the U.S. Coast Guard:

<http://www.boatingsafety.com/boats/cgchecklist.asp>

A comprehensive Safety and Survival Boater's Safety Check List.

Most of you know what to do, but it's always good to have a plan.

Thanks again to our great TGIF Crew and Band too! We all look forward to seeing you all at the next TGIF. Don't forget Happy Hour starts at 5:30 and Pizza is served at 6:00. That's 18:00 for all you military types.

See you on the water!

Fleet Captain Sail
Mark & Annette Welpman
SV *Cygnat*



Fleet Captain Power

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



Hello fellow boaters!

The Valentines' cruise is over and I am happy to report that no boats in attendance melted in the rain. It was a smallish crowd (around 60) but that didn't seem to impact our fun.

During the "Not So Newlywed Game" we learned a few things we probably didn't need to know

about our contestants and can't unlearn any of it. Oh well, it just makes us all closer as a group.

Thanks to all who attended the cruise and made it a success. A very special THANK YOU to George and Cindy along with their team, for a fabulous meal!

Besides moving our boats for the March Dock project, there are no (official) cruises planned this month. Take some time to get your boat ready for Daffodil in April!

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

TGIF

Thank Goodness it's **Friday!**

Good food, good times,

good music

March 25th, 2016



Drinks and Socializing 5:30 PM

Pizza etc..... 6:00 PM

\$6.00/person

No reservations required



photo by Rick Taylor

TGIF music



Board of Trustees

Bob VanSchoorl, Chair

M/V Amstel



The Board met on February 10. The Board meets on the second Wednesday of each month at 6:00 p.m. at the Club House. Please join us and see what is happening in our Club.

The Seattle Boat Show membership drive appears to have been very successful. The membership incentive ran from early January through February 6, the last day of the Boat Show. That time frame included the joint cruise at Island Home with the Shelton Yacht Club and South Sound Sailing which resulted in several new members. It looks like we have up to 19 potential new members. Please take the time to greet and make these new members feel welcome when they attend a Club event.

Committee Chairs are reminded that the Board has requested that you provide a copy of your updated/current operating procedures and a list of your committee members.

Many of us are members of BoatUS. Did you know that you can get a discounted membership as a member of OYC? Next time you renew, give BoatUS our OYC membership number for the discount.

OYC BoatUS membership number: GA8347OY.

Spring is almost here. Let's get out on the water.

Bob Van Schoorl, Chair
M/V Amstel



Club Service Program

PC Les Thompson, Chair



Island Home

Earl Hughes, Chair



**SAVE THE DATE: SATURDAY APRIL 23rd
COME ONE COME ALL !!!!**

Our big Island Home spring clean up event

There will be lots to do. Bark spreading, brush clearing, wood splitting, depth measuring, gravel spreading, window cleaning, brush chipping. You also may get to use power tools. Of course we'll furnish you with lunch in return for all your work.....also CSP hours.

Our Island Home well was tested for Coliform Bacteria this month. Everything was satisfactory. The results are registered with the Mason County Health Dept. This test is done annually.

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 Main Station.

Greetings everyone.

Looking forward to Spring and the longer days. The CSP year is getting off to a great start with many members performing hours on social events and committees. Great job! I will post the first quarter report the end of March or the first of April around the dinner meeting.

With Spring arriving there will be many opportunities for you to get hours on social functions and many projects around the Main Station and Island Home with cleanup parties, flowers etc. New members, this is a great time to get involved and meet new people while getting connected with the club. If anyone needs help finding a project you can contact me or any of the Board or Bridge members, committee chairs or the caretakers.

See you on the docks or at an event.

PC Leslie Thompson
CSP guru
MV EcstaSea

Clubhouse

Michelle Aguilar-Wells, Chair

Greetings Members,

Hope you are all well and looking forward to Spring and some great times on the water. We had our regular Clubhouse Committee meeting on February 1. We decided on the purchase of a new warming oven and Dennis Backstrom has taken charge of that responsibility. Look for it soon. Very competent subcommittees were selected to help everything work smoothly. Please watch for an announcement for a CSP opportunity to spit shine the kitchen (not with real spit of course). The committee plans on organizing two kitchen deep cleanings per year and we need volunteers. Please contact Ester Baker (or me) if you are interested in lending a hand. You may notice that we have purchased six new 8' long, light weight tables. No more strained backs.

Also, during the meeting we approved operational guidelines which were accepted by the BOT. And, finally, and the most fun, the committee was pleased with a presentation by Interior Designer, Gina Carlson, as we consider improvements to the clubhouse. Please note that the calendar shows the next Clubhouse meeting on Tuesday the first, but it will be held on Monday, March the 7th which is the first Monday of the month. See you on the docks.

Michelle Aguilar-Wells
Clubhouse Chair
S/V *PenOziequah*

Moorage Report

Bridget Shreve, Moorage Master



I have been asked to update and correct the sub-let form.

The form will have to be signed and dated by both parties. After six months the owner of the boathouse/slip will have to go to the Board to have it extended. This will all be on the form.

I will be in touch with all those members that are subletting.

Also, there has been some controversy over how much to rent them for. There is a rule that the member subletting pays the going rate. This will also be on the form.

Any questions, call me.

Thanks,

Bridget Shreve
Moorage Master
(360) 561-3289

Lunch Bunch

WHEN: **Weds March 9th, 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



Vive la
Quiche!

You are Invited!

On Wednesday, March 9 at OYC

Join us for **Quiche** from our favorite French recipes, along with fresh fruit, salad and dessert.

All that is fine, but the real reason to come is to share time with your OYC buddies.

Welcome and Bon Appetite!

Want more fun? Join the prep crew! CSP hours from 10 - 1:30.

Contact Kelly Thompson [360.402.9999](tel:360.402.9999) or kt2oly@gmail.com

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 **BURGEEES** 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

Fleet Surgeon

Richard Hurst, M.D ("Rich")



Zika

The Zika virus causes a mild flu-like illness characterized by a rash (90%), low fever (65%), and conjunctivitis (irritated eyes). It lasts 2 days to a week. On rare occasion, it can result in a Guillain-Barre partial paralysis. It is related to Dengue, West Nile, and Chikungunya viruses and it takes special tests to tell them apart. Treatment is for symptoms and usually Tylenol.

These are diseases that usually require a vector such as the mosquito to spread. Mosquito bites infected person, sucks up blood with the virus, incubates virus, then bites and infects another. Because it is blood borne, it can also be spread by transfusions, shared needles, and sexual intercourse much like HIV can be. There has been one documented case of sexual transmission, but it is not known if the virus was transferred by blood during sex or whether the virus was in the seminal fluids as demonstrated in a case of Ebola in Africa.



The necessary Aedes mosquito lives in Central and South America and in a band of territory encompassing Texas and the Southeast US and

Caribbean. It is a daytime biter unlike the twilight ones we are used to.

The big problem comes when a pregnant woman is infected and that virus is passed in the womb to the fetus. It appears that this infection in the fetus can affect the brain and cause microcephaly or microcalcifications due to infected and inflamed brain. As

yet, we don't know when the fetus is most vulnerable or whether transmission to the infant at birth will result in later problems.

Microcephaly, (small head) is defined as a head circumference under the 3rd percentile. Not to be rude, but OYC members are in the 50th percentile for reference. News reports talk about this as though the results are kids with small heads and seem to avoid talking about the PROFOUND and DEVASTATING neurological loss to these kids. Many are not compatible with life. Many viral illnesses are associated with microcephaly so Zika is not alone. The baseline incidence in Brazil and neighboring countries is about 0.1-1.0 /10,000 births. The present rate in parts of Brazil is 45-88 / 10,000 or many times normal. Zika virus was confirmed in many of the affected infants.

What to do? The spotlight is on this area of Brazil and we should know more soon. If you are pregnant, steer clear of Brazil until we know more. If you must go, wear mosquito repellent garments and apply repellent (safe for use in pregnancy). Avoid anyone returning from Brazil for 2 weeks particularly if they are ill. If they have a questionable history, contact the Health Department for testing.

Womens' Interclub Council

Kim Shann, Representative



Dear OYC ladies;

The OYC Women's Group (Anchoresses) cordially invites your attendance to this luncheon, MARCH 23RD, 2016 along with our visiting ladies from the other Grand 14 Yacht Clubs.

Please contact Kim Shann 491-3786
See flyer for more information



"A WALK ON THE BOARDWALK"

OLYMPIA YACHT CLUB CORDIALLY INVITE YOU TO JOIN US FOR THE
WIC LUNCHEON, WEDNESDAY, MARCH 23RD, 2016.

11AM SOCIAL HOUR

12 NOON LUNCHEON \$16.00 (FRESH CRAB SALAD)

1 PM SPEAKER WILL VERBALLY TAKE US ON A WALK ALONG OUR
BOARDWALK, AND GIVE HIGHLIGHTS OF INTERESTING PLACES TO
VISIT ALONG OUR SHORELINE.

REPS AND ALTS: THERE WILL BE A WIC MEETING AT THE OLYMPIA
COMMUNITY CENTER 10AM. SEE ENCLOSED MAP.

RESERVATIONS PLEASE BY MARCH 15TH, 2016.

MAKE CHECKS PAYABLE TO "ANCHORETTES" AND MAIL THEM TO:
KIM SHANN, WIC REP. (TEL 360-491-3786)
9914 BERKSHIRE LOOP SE. OLYMPIA, WA. 98513

OYC Joint Cruise

2016

Photos by Denise Zerner
and Mike Contris



Main Station

Rick Antles, Chair



There are lots of questions about the soon to be restarted **Boat House** inspections and the plan for **Open Slip** inspections (Goal is April 2016.) When I was first asked to Chair the Main Station Committee, I thought to myself, well why not? After all I like fixing stuff, and isn't that what the Main Station Committee is all about? Whew, there's a lot to maintaining and fixing stuff here. Too much for one person or one committee to do on their own; so sometimes we hire folks to come in and do it for us. Makes sense, but some stuff we can do ourselves and we are boaters, lots of OYC members can fix stuff and are good at it; so why not fix what we can. So in this, fixing up our marina is on the table.

When we signed up to place our boats in moorage at OYC, we read the rules and were OK with these as spelled out in our "Moorage Agreement." Maybe we have forgotten the rules, but we know they are out there: designed to keep the marina safe and strong and to keep its appearance from becoming tawdry. To be fair, the rules are also designed to keep exceptions to a minimum.

OYC occupies prime property in downtown Olympia; we are very visible to folks that live and visit south Puget Sound and the state's Capitol, and we want to be a good neighbor. However, some of our boats and Boat Houses have fallen on hard times. Neglect and the efforts of nature have contributed, and some of our floating palaces not only appear a little less than palatial, but now some have problems; some boats and boathouses have become substandard, even decrepit. Some of our work may have been expeditious and even been below par: a hasty electrical repair here or there or a pile of oil soaked rags or a lethal mix of chemicals in a dock box or on a shelf has set up a risky environment for a possible fire. Some serious moss growing is going on. Some of the chains and lines that secure our boats are rusted or inadequate and not only place our property at risk, but others too.

So upgrading our appearance, bringing wiring up to snuff, cleaning out and fixing: bringing the OYC moorage up to our own standards requires your help; as said up above, there's too much to do. But if we don't start, it'll not get done. To restart the Boat House Inspections and initiate the Open Slip inspections, we need to have

you volunteer on the inspection teams. But if not able to volunteer on one of the teams, then help them out by bringing your property up to speed before an inspection; fix your moorage up to the minimum standards. Please appreciate the work of the inspectors as you do those that set up for the dinner meetings, or members who do other work to maintain our docks, or the members – your friends – who contribute on any level to make OYC the club that it is.



The Inspections are planned for every two years; however, inspections have not been done for a while and to walk the marina and see all the work that needs to be done and to be fair to all members, we hope to inspect the whole marina this year starting in the next two months. Once the inspections are complete, there will be a reasonable period for stuff that needs to get done to be done. But there is some motivation for getting shipshape: the marina will be safer sooner, will look nicer sooner, and fines will eventually come into play if properties are not brought up to the standards.

Other Main Station projects include replacing the slippery-when-wet and bent central gratings on the aluminum ramps, repairing the entry/cart pier, building a dinghy dock, installing rescue ladders, and the biggest project this Spring: replacing first the 600 (Shed) Connector dock and then the 200 dock this Spring.

An email has gone out to alert the residents of the 600 and 200 dock that their access to their boats will be impacted by the new dock installation process. Some members must move their boats and others will want to; more on this elsewhere in the Beachcomber.

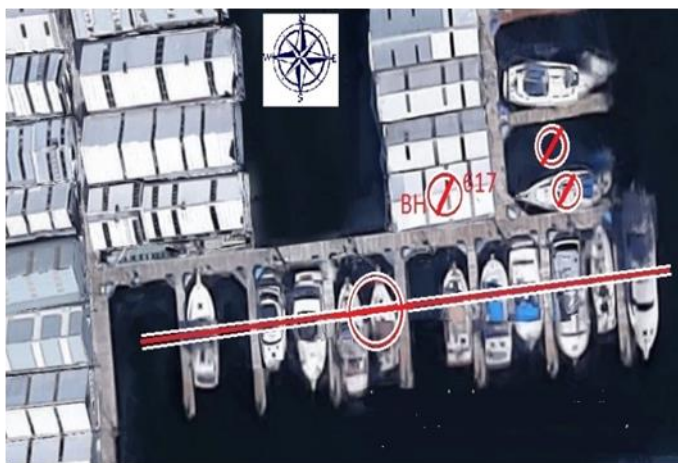
See our OYC Caretaker, Greg, for CSP hours and stay tuned for other opportunities of how you can join work or inspection crews for additional CSP hours. Help will be needed during the dock replacement project. Contact me at mainstationchairfoyc@gmail.com or by phone at 360.701.8800.

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

Dock Replacement Project

By the time this is published, email (or USPS mail for those without email) will post to those OYC members moored on the 600 dock and 200 dock alerting them to the impending dock replacements. The 600 Connector Dock (CD) and its finger piers (A.K.A., the old 'Shed Area') will go first; then later in March, the 200 dock.

600 Dock: February 28 thru March 6th, those moored to the 600 dock will need to move their boats if they want access to or to have utilities for their boat during construction: anticipate for 3 weeks, though the time may be less. **Members moored on the actual 600 Connector Dock, slips 601 through 618, will have to move their boats by March 6th as their slips are temporarily going away.** PLEASE move your boat by the March 6th deadline. You may move anytime from February 28 thru March 6. PLEASE empty your dock box or store it on your boat or it will be labeled and then stored elsewhere in the marina. Dock boxes will have to be emptied, if even temporarily, to access the bolts/screws holding them down. **Contact (email is best at mainstation-chairfoyc@gmail.com) to confirm moving your boat or for help.**



Dismantling the 600 CD, utilities and finger piers begins March 7th. The new 600 CD is expected to arrive on March 9th barring a problem with the weather or some other issue. It will be threaded in from the east after a short section of the south end of the North/South 600 dock is removed to allow the new dock to kind of bend into place around the corner. For this installation, all the affected boats, dock boxes and a single boat house (#617) have to be out of the way: see photo/map.

Where to go: Island Home (IH) is recommended as it is more secure than the 'A' dock at Swantown or the Percival Landing docks. The three Liveboards of the 600 dock will move to the OYC Guest/Reciprocal moorage, but there may be more room on that dock, too. Some boats may be sprinkled around OYC open slips as available. If you have an empty boat house and you can lend or sublet for the interim and a good fit is found, that would be nice to offer.

The N/S 600 docked boats are not required to move (except for slips 616, 617, & 618), but if you want your boat to have utilities, e.g., shore power, or if you want to have access to it, please move as well. A dinghy/ferry may sometimes be available to access this distant 600 slips (#619-652).

200 Dock: March 28th the 200 dock will undergo deconstruction and replacement. As with the 600 CD boats, **ALL 200 dock boats will have to move (by Sunday, March 27th)** to the Guest Dock, open slips, Island Home, or Percival Landing, or even to an open boat house as described above. PLEASE move your boat before the March 27th deadline. You may move anytime from March 20 thru March 27 and if you really must move before this (perhaps for leaving town or a surgery or such) please contact us. PLEASE empty your dock box or store it on your boat or it will be labeled and then stored elsewhere in the marina. Dock boxes will have to be emptied, if even temporarily, to access the bolts/screws holding them down so prepare them for someone to have this access or unbolt them yourself.

As discussed with the Board of Trustees, boats that move to Swantown or Percival will have those moorage fees covered by OYC. You will be billed as though you are at OYC. However, you will not be costing OYC as much (except for utilities which will be free to you) to move to IH.

Contact Rick Antles Main Station Chair 360-701-8800 or email to mainstationchairfoyc@gmail.com for information or to **tell me you are moving or have moved your boat and where you moved to OR to ask for help.** A sub-committee is in charge of this project and may be contacted as well: future contact information to follow in emails to those in the affected slips.

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 Main Station 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 Main Station 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 Main Station committee.

Who? Inspections will be carried out by volunteer inspectors under the direction of the Main Station 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 Main Station 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 Main Station 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 Main Station 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



The OYC has several artifacts that connect our club with the history of Olympia and with the maritime community. Past columns have focused on the ship's wheel, totem pole, and lighthouse. This column highlights

the anchor in front of our Main Station, which the OYC obtained in 1958.



The crew of the Freighter *P. & T. Leader* presented the anchor to Commodore Elmer W. Tillman in September of that year. The *P. & T. Leader* was from Oakland, California and was likely a frequent visitor to the Port of Olympia. Its anchor, which would have been stored on deck when not in use, is a reminder that Washington had strong commercial ties to Oakland and the Bay Area. The Moore Dry Dock Company of Oakland, for example, built the steel diesel-electric class Washington State Ferry *Illahee* (retired in 2007), along with the 67 sister ships that found service as ferries throughout Puget Sound.



Photo of P. & T. Leader courtesy Steamship Historical Society of America

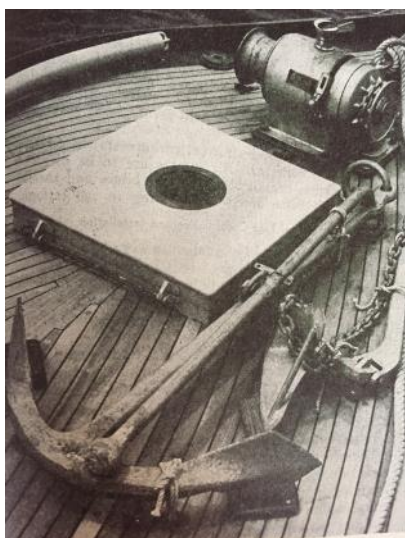


It turns out that 1958 was a busy year for Commodore Tillman. In addition to receiving the anchor, he presided over the International Cruiser Race (Olympia to Nanaimo) and the festivities for the 30th anniversary of the Capital to Capital Race from Olympia to Juneau. The International Alaskan Cruising Club had attracted approximately 100 cruisers to Olympia for this July event, three decades after the first Capital to Capital Race. The OYC's 1958 annual notes that our club hosted the race, but it is not clear if Commodore Tillman's boat, *Labanna*, participated. In 1958 Commodore Tillman also investigated a property on Harstine Island and OYC members began developing Flamingo Cove as our first outstation. It was a big step for the OYC to establish an outstation. [This column has featured Flamingo Cove, which predated Island Home, several times.] The anchor in front of our Main Station illustrates an important era in the history of our club.

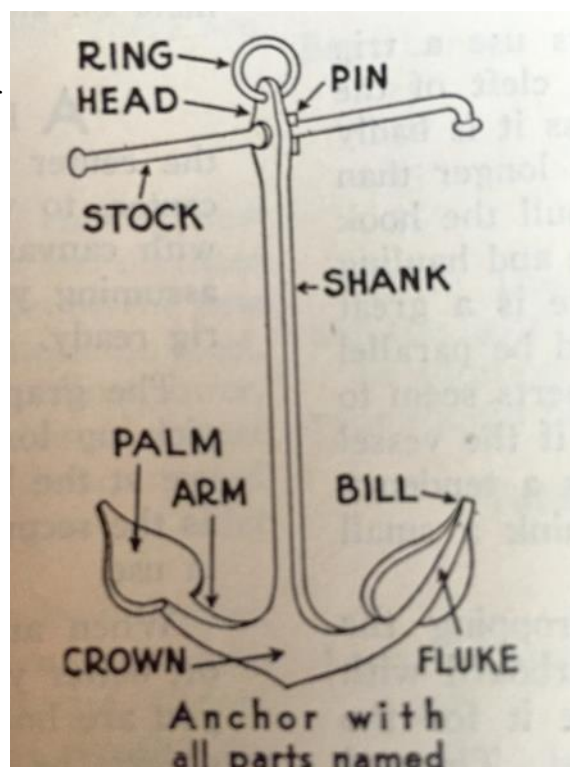
Nautical Notes:



In the 1945 edition of *Piloting, Seamanship and Small Boat Handling*, C. F. Chapman provides photos of a plow anchor and a yachtsman type kedge anchor (page 159). It is the later yachtsman type anchor displayed in front of the OYC's Main Station. Chapman discusses the history of anchors, their storage, and use in Chapter V of the 1945 Edition. The first anchor was a stone, followed by a stone and branch or log and then a piece of wood with a crook, like a tree trunk and branch. It is not known who invented the stock, but the curved arm was introduced around 1800 by Pering, an English clerk in Plymouth Dockyard (see diagram of anchor parts.) A great improvement was made by Nathaniel Herreshoff, one of the great naval architects. Holding ability and still of reasonable weight are found in the Herreshoff anchors which look similar to yachtsman type anchors.



Chapman's book is available on the history cabinet in case OYC members would like to see it.



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A Study of *PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING* makes it a relatively simple matter for one to become thoroughly proficient in small boat seamanship and piloting within a short period. The entire course embraced in this new volume is arranged to conform with the standard instruction schedules of the United States Power Squadrons' elementary lessons. In fact, since the first edition was published over twenty years ago, *PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING* has been used as an instruction text in the U. S. P. S. classes throughout the country. Although primarily prepared for amateur boating enthusiasts, this course is invaluable to the professional sailor as well as to men in the national service. In World War No. 1, *PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING* was used as a preparatory instruction book by thousands of men entering the Navy and Coast Guard. In the present war, this book is not only again used by the Navy and the Coast Guard but also by the Army for instructing its new Engineer Amphibian Command.

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NEARLY 500 ILLUSTRATIONS AND SPECIAL COLOR PLATES

Instead of page after page of dry text matter with only occasional illustrations, this course is composed mainly of illustrations—drawings, photographs, charts and diagrams, with some in color—covering any situation and every point with the purpose of each clearly explained. There are nearly 500 especially prepared illustrations, besides many color plates showing the U. S. Buoyage System; Navigation Lights and What They Mean; Light Characteristics on Aids to Navigation; Lights for All Classes of Boats; Official American Boat Flags and International Code Flags and Pennants. The lessons are easy to grasp and remember because each is reinforced by pertinent questions which test your understanding of the subjects.

MANY NEW FEATURES

The general index containing over 700 listings gives an idea of the scope of this book. Sixty pages added to the 1944 edition include a thorough presentation of motor boat handling, illustrated with diagrams and photographs—together with new material on safety practices; marlinpike seamanship; blocks and tackle; duties and responsibilities of a skipper; motor boat maintenance; and lists of towing vessels, both under International and Inland Rules.

Book is printed on the stock in large page size (8 1/2 x 11 1/2) and is bound in a durable hard cloth cover stamped in blue and red. Price \$2.50. Sent postpaid anywhere in the U.S.A. Foreign orders \$3.00.

MoTor Boating

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EQUIPMENT AND LIGHTS

FOR ALL TYPES OF VESSELS: Equipment Required by Law and Other Equipment Which Boats Should Carry; Equipment Regulations; Licensing and Inspection; Examination for Boat-Carrying Passengers for Hire; RULES OF THE ROAD AT SEA: Right of Way; Whistle Signals.

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THE MARINER'S COMPASS: Types, Construction, Installation and Care; Setting the Compass; Compass Errors; Application of Variation and Deviation.

AIDS TO NAVIGATION: Light Houses and Lightships; Buoys; Government Publications; CHARTS AND PILOTING: Reading and Interpreting the Chart; Piloting Methods; Loading; Porting; Tides and Currents.

MANNERS AND CUSTOMS ON SHIP BOARD: Fire Etiquette; Yachting, Naval and Coast Guard Customs and Etiquette; Clothing for Yachtsmen; Yachting and Sailing; Yachting: Dress and Service Customs.

KEEPING ALSO... COUNT INTERPRETATION OF NAVAL LAW, SIGNALING, NAVIGATION AND PILOTING HINTS, ADVANCED PILOTING, EXAMINATION FOR LICENSED OFFICERS... ALSO TELEPHONED AS AN AID TO PILOTING... REFERENCE LIST OF GOVERNMENT PUBLICATIONS.

Valentines at Island Home 2016

Pictures from Mike Contris





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)



Junior Sailing class time at OYC Main Station (Rick Taylor photos)



Critter Du Jour: *Gnorimosphaeroma oregonensis*

Sailing (definition)-- 1. n. the fine art of getting wet and becoming ill while slowly going nowhere at great expense.

Given that definition, a knotmeter on a sailboat is of dubious utility. After all, if you're going nowhere, what is the purpose of knowing how fast you're getting there?

Nevertheless, I have one and actually installed it. It is one of those paddle-wheel types common on boats which spin on their axis under the influence of water moving past the hull. When rotating, a little magnet in the paddle passes a sensor and the rotations are counted. The number of rotations in a given time is translated to speed which is displayed in the cockpit.

Unfortunately, my speed display usually reads...ZERO. On those rare occasions when I actually seem to be moving, I'm quite sure that zero is inappropriate but, well, it still reads ZERO!

I'm told that fouling is the problem. After all, the paddle can't be expected to spin freely with barnacles growing all over it. Now, my knotmeter transducer is one of those handy models that the manufacturer thoughtfully allows to be withdrawn into the boat for cleaning. Of course, when it is withdrawn, a hole in the hull is opened several feet below the surface which invariably ejects a geyser of water until I can cram in a plug to staunch the flow. This process is repeated after I've cleaned the paddle wheel and wish to put it back in (so-called) "service". Meanwhile, several gallons of seawater are left in the bilge to be tediously sponged out.



So I carefully coated the paddle wheel with special transducer anti-fouling paint, reinserted it, and sponged the bilge. The next time I went for a sail, I anxiously

consulted the knotmeter, and....ZERO.

Back at the dock I pulled the transducer, placed it in a bowl, and wiped the seawater from my eyes. When I could see again, I filled the bowl with water and inspected the transducer closely. Amazingly, a couple dozen or so little critters crawled out and started jetting around in the bowl.

A consult with our local marine biologist revealed the critters to be *Gnorimosphaeroma oregonensis*. I won't even try to pronounce it--the name is about a hundred times longer than the actual critter itself. As it happens, they're marine isopods, closely related to the terrestrial pill bugs commonly found under rocks and rotting wood. Wikipedia says they're commonly found not only in Oregon but in brackish intertidal regions from California to Alaska. Those Oregonians do get around. Wikipedia makes no mention of knotmeters, but hey--it's run by volunteers.

And these marine isopods have the same reaction to threat as their terrestrial cousins--they roll up into little cannon balls and refuse to budge until the threat passes. There's actually a scientific name for this behavior--"*conglobation*". I'm not making this up.

So while the boat is resting comfortably at the dock, these critters find a cozy little hidey-hole among the paddles of my knotmeter transducer. And when the boat starts moving, they *conglobate* into tightly packed spheres that keep the paddle-wheel firmly locked in place.

So when you leave the dock and your mate observantly points out that your knotmeter isn't working, you can nod sagely and say, "...It's just the isopods conglobating in the transducer". And then (provided your mate has a sense of humor and dinner is already prepared), you may add "...Any other silly questions?"

It turns out these little critters actually have a use besides infesting boat transducers. They are among sculpins favorite food. And sculpins feed bigger fish. And bigger fish feed bigger fish. And so on until you and I feed on, say, a nice Halibut fillet over a cold glass of Pinot Grigio at Anthony's. The enjoyment of which you can directly attribute to those little conglobating isopods. So who am I to complain?

Another reason to treat these critters with respect is that they have a (very) big brother. And that would be the "giant isopod", or *Bathynomus giganteus*. Here's a picture of one sitting atop a 55-gallon drum and looking just a bit ticked off:



Fortunately, they haven't been reported in Puget Sound. Yet. But keep track of those aquatic invasive species the Department of Ecology is worrying about. They can be found in the Gulf of Mexico and in the Pacific off Australia. They conglobate, too, just like their little brothers. So when you try to start your engine and find the prop won't turn over, perhaps your prop aperture is also conglobated with isopods. But don't ask me to dive your boat.

https://en.wikipedia.org/wiki/Gnorimosphaeroma_oregonensis
https://en.wikipedia.org/wiki/Giant_isopod
<http://www.ecy.wa.gov/programs/wq/nonpoint/CleanBoating/aquatic.html>

John Sherman
Environmental Awareness Committee
SV Grendel

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



As the warm weather approaches, so does anticipation for boating adventures. Getting ready for a season on the Sound takes careful preparation and planning. For the last six years, many women of the Northwest have made part of that preparation attending the South Sound Women's Boating Seminar. This year's seminar, to be held Saturday, May 21, from 8:00am to 5:00pm at the Olympia Yacht Club in downtown Olympia. The emphasis on skills for both power boats and sailing vessels is unique to the South Sound Women's Boating Seminar. Now in its seventh year, the event garners rave reviews from past participants and with a limit on number of registrations allows for relaxed involvement with the speakers and networking other participants.

This year's theme, "Back to Basics" is inspired by the concept that skill-building, like everything else, requires a sound foundation as well as practice. It is a perfect time to jump in for a learning opportunity that helps women keep their gear in "ship shape" and feel confident on the water. As always the schedule lets you choose activities most relevant to your needs. With activities scheduled both in the boat house and the main building, the event offers a broad range of topics that include:

- Strategy Vs Strength: how to use the principles of physics rather than just strength and size to get the job done.
- Docking: Even the most veteran boaters can be intimidated by when thousands of pounds of vessel momentum are headed towards thousands of dollars of liability. "Every docking situation is different"
- Charts Reading 101 for safe navigation. What do those icons mean to you?
- Coast Guard Requirements: How to prepare your vessel before you leave the dock
- Outboards - the basics of the outboard engine

The hands on fair provides opportunities to practice line heaving, maritime knots, marine radios and experience lots of laughter and fun.

The seminar closes with sharing your own experiences, the problems you encountered on the water and how you solved them. Bring your stories 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. Every ticket has a chance to win valuable door prizes. All this plus a sumptuous lunch is still only \$35 plus a small processing fee from Brown Paper Tickets. For registration information and a link to Brown Paper Tickets, check the South Sound Women's Boating Seminar Webpage at <http://www.ssssclub.com/wbs.htm> after March 1st 2016



line heaving



radio procedures



knot tying

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 **Back 2 Basics** 

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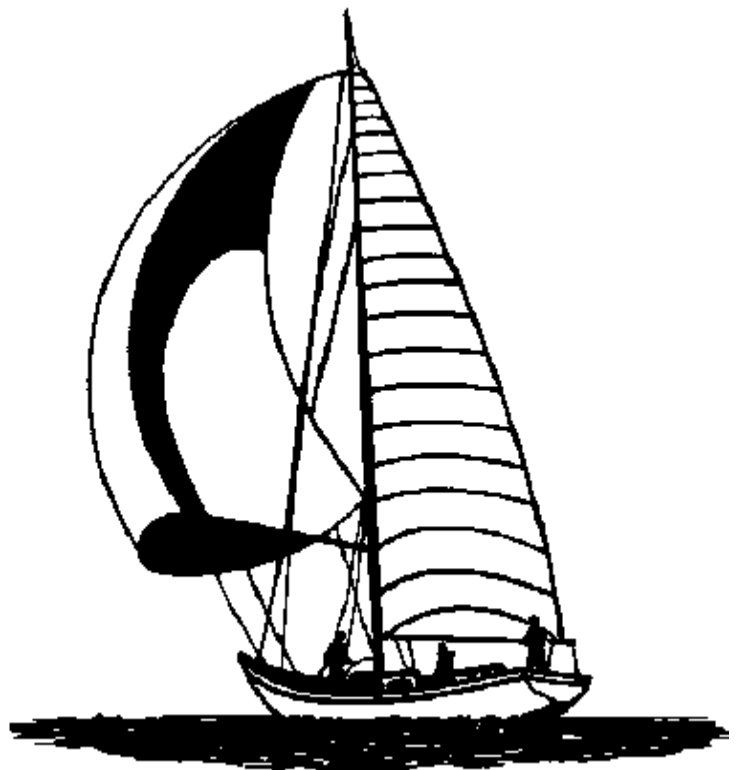
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 - *Ganges - via Bedwell in Canada, at docks for two days*
 - *Montague – Anchorage, Hummingbird pub*
 - *Telegraph Harbor – 2 days at docks, Club BBQ under Pavilion*
 - *Genoa Bay – Two days at anchor, wagon wheel*
 - *Mill Bay – One day at docks - 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
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or watch for future meetings



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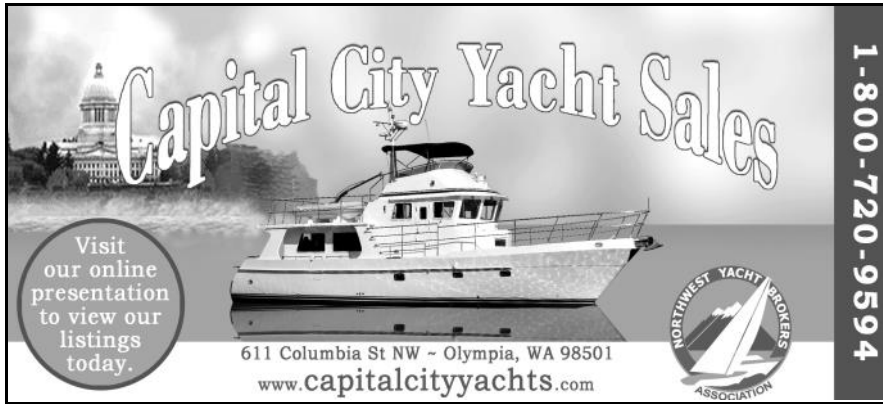
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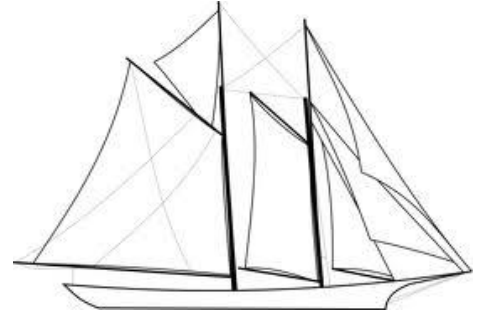
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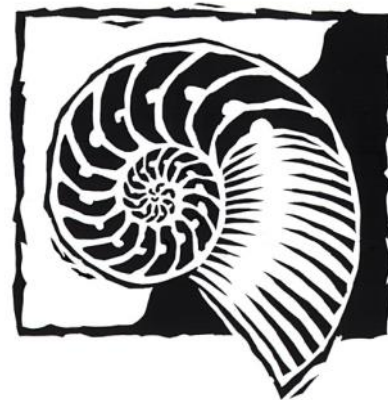
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March 2016

Date	Event	Time	Place	Organizer
1	Bridge Meeting	6pm	Mainstation	Downing
1	Government Affairs	5:30PM	Mainstation	Ball
1	IH Meeting	7PM	Mainstation	Hughes
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	6:00PM	Mainstation	Fitzgerald
7	IH Meeting	7PM	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
23	WIC Luncheon	11AM	Mainstation	Shann
25	TGIF	5PM	Mainstation	Welpman
26	Everett Commodore Ball	5:30	Everett Clubhouse	Phillips

April 2016

Date	Event	Time	Place	Organizer
4	Clubhouse Meeting	6PM	Mainstation	Wells
4	Junior Sailing	6:00PM	Mainstation	Fitzgerald
4	IH Meeting	7PM	Mainstation	Hughes
5	Government Affairs	5:30PM	Mainstation	Ball
5	Bridge Meeting	6PM	Mainstation	Phillips
6	Dinner Meeting	6PM	Mainstation	Phillips
7	Mainstation Meeting	6PM	Mainstation	Antles
9	Day Island Commodores Ball		DIYC	Phillips
12	South Sound Sailing Society	6:30PM	Mainstation	Welpman
13	Lunch Bunch	11:30AM	Mainstation	Thompson
13	Board Meeting	6PM	Mainstation	VanSchoorl
15 to 17	Tacoma Daffdil		TYC	Zuelke
16	Long Range Planning	5:30PM	Mainstation	Crawford
21	Anchoresses Auxiliary	6PM	Mainstation	Zelis
22	TGIF	5PM	Mainstation	Welpman
23	Poulsbo Commodores Ball		Poulsbo Yacht Club	Phillips
23	Island Home Spring Cleanup		Island Home	Hughes

Join us for dinner

Wednesday, March 2nd

MENU

- Seafood Cannelloni: Crab, Shrimp, Onion, Ricotta Cheese, Lemon Zest stuffed in a fresh pasta shell, topped with bechamel sauce with:
- Seasonal vegetable
- Bruschetta salad
- Herb & cheese breadsticks
- Tiramisu for dessert



March Dinner Meeting

March 2nd, 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.
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Social Hour: 6:00 P.M.
Dinner: 7:00 P.M.
Meeting: 8:00 P.M.

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