



Lopez Island Yacht Club

P.O. Box 22 • Lopez Island, WA 98261

NEWSLINE

NOVEMBER 2008

Happenings

- November Board Meeting
Wednesday, Nov 5
- November General
Membership Meeting
Wednesday, Nov 19
- **HAPPY THANKSGIVING!**
November 27

Commodore	
Bill Pugerude	468-4485
Vice Commodore	
Bill White	468-3408
Rear Commodore	
Dave Welker	468-4007
Secretary	
Judy Welker	468-4007
Treasurer	
Rod Duncan	468-3588
Trustees	
Jim Lett	468-3990
Gordie Rydberg	468-2284
Chaplain	
Bob Maxson	468-4859
Historian	
Patty Maxson	468-4859
July Fourth Float Chair	
?	
Reciprocal Chair	
Mary Allsop	468-2380
"Newsline" Editor	
Shanley Lett	468-3990

COMMODORE'S CORNER

A special operator's license to drive a boat ??? Yes, it is coming! The good news is that only about 2% of our members will be required to secure a license in the United States. Canada is a different story. A much larger percentage of our club will need a Canadian license because the age threshold is much higher. "They" claim that personal responsibility is not effective while operating a boat. The licensing program will continue to evolve, but I do question the necessity.

The Coast Guard Auxiliary has been providing an excellent educational program for many years. I believe that all new boaters should be required to produce a certificate of completion from the Coast Guard Auxiliary class rather than paying for a Washington State license. Beyond that, it is up to an individual's experience and decision making ability. Nobody can teach you about the thousands of situations that require choices.

In the early 60s, when Glenda and I were a couple of kids, we were driving a borrowed 16' boat with a 50 hp Johnson in South Puget Sound. The freighters were growling in and out of Commencement Bay and I decided to use one of the massive wakes as a roller coaster. I thought that we would just glide down the back side of that huge wave. Much to my surprise, we went airborne! (I think the prop might have remained in the water.) We could feel the compression in our spines. (Do I now have a peculiar gait?) I'm not sure a license is the answer to common sense.

Another example: The first part of my 20+ years of flying ultralights, we were self taught and no license required. We would fly the contraption a few feet off the ground and then go talk to other pilots and soon "figured it out." At the time, I thought a required license would make a difference, but sadly the accident rate did not decline after the requirement of licenses. Some pilots continued to do stupid stuff. Is licensing a good or bad idea?

This is an opinion of your Commodore and not necessarily the opinion of the Lopez Island Yacht Club.

See you at the November meeting.

Bill

WHAT'S HAPPENING

NOVEMBER GENERAL MEMBERSHIP MEETING

POTLUCK AT THE ISLANDER
NOVEMBER 19, 2008
6:00 PM—SOCIAL HOUR
7:00—DINNER AND PROGRAM

Don't Miss: Warren Miller's Hysterical Film on Boating

Bring a main dish, side, salad or dessert to share and your own eating utensils, plates, etc. Coffee will be served. Other beverages may be purchased in the Islander Lounge.

Bring canned goods or nonperishable items for the Lopez Food Bank.

Questions? Call your hosts, Bob and Lynn Hall, 468-3165 or email bobhallski@rockisland.com

FOND MEMORIES OF OUR FOUNDING YEARS

By Rodman Duncan

The Lopez Island Yacht Club is celebrating 30 years since it's founding in 1978. Although to this founding member it seems like only yesterday, many brain cells have come and gone since then, and the memory of those early days is fading. Before the last cell divides and dies, I am compelled to write this historical memoir of the circumstances surrounding the founding of our yacht club.

The founding members of the club were all sailors. Two of the founding members live here today: myself and Pat Cunningham. The first commodore, Robina Bant, lives now in Hawaii, but still owns land here and visits occasionally. She was instrumental in writing the club charter, which generously bestowed upon the founders a lifetime membership. Robina had obtained the state non-profit organization status. I was the second commodore, and was responsible for the first design of our burgee, which is very similar to our current version.

Another founding member, Scott Patrick, died in 2007 here on Lopez. Scott was a consummate sailor and owned a wooden schooner called *Trader*, built in 1900. Back then a qualification for membership was to sail out of and back into Fisherman Bay, unaided by the "cast iron spinnaker" (as we referred to engines at the time). It was just such a qualification cruise that remain as one of my most vivid memories.

As you know, the entrance to our bay is wrought with many natural hazards: strong currents, shifting wind patterns, and a tortuous, twisty channel with little room to maneuver. I was Scott's crew, and bringing the 34' *Trader* into the bay with three large and heavy sails to control was a major challenge. The old hull was ponderous and slow, and didn't point well to the wind. Well, as fate would have it, a sudden wind shift back-winded *Trader* and the current set us ashore just north of where the *Sea Bee* is currently docked. As we frantically tried to start the old "jimmy" engine and get the sails down before they shredded themselves, an angry

continued on next page

AVOID THE MOST COMMON BOAT WINTERIZING MISTAKES

From the claim files of BoatUS Marine Insurance, the following are the six most common mistakes made when winterizing a boat.

1. **Failure to winterize the engine** causing freeze related damage to engine blocks.
2. **Failure to drain water from the sea strainer.** If your winterizing plan calls for draining the engine, the sea strainer must be winterized or residual water could freeze and rupture the watertight seal.
3. **Failure to close seacocks** for boats left in the water.
4. **Clogged petcocks.** Engine cooling system petcocks clogged by rust or other debris can prevent water from fully draining. If one is plugged, try using a coat hanger to clear the blockage or use the engine's intake hose to flush antifreeze through the system.
5. **Leaving open boats in the water over winter.** Boats with large open cockpits or low freeboard can easily be pushed underwater by the weight of accumulated ice and snow.
6. **Using biminis or dodgers as winter storage covers.** Unlike a bonafide winter cover, biminis and dodgers tend to rip apart and age prematurely by the effects of winter weather.

To get a free copy of the BoatUS Winterizing Guide full of tips to help you prepare your vessel for the winter, go to:

www.boatus.com/seaworthy/winter

or call 1-800-395-2628.

FOND MEMORIES, continued from page 2

lady came out to rant at us and our outrageous behavior. I remember well the epithet she hurled at us, "I know you! You're Scott Patrick, and you're nothing but a sailing bum!" (Little did she know that the title "sailing bum" was one that Scott wore proudly.

One of the first orders of business (aside from all of the normal "monkey business") was to get a county permit to build a floating dinghy dock. The dock was constructed on Pat Cunningham's waterfront on the south end of Fisherman Bay. The dock was used for a season, then blew away to wherever during a winter storm the next year, never to return.

Our early club had several sailing events during the summer. We would often just sail to one of our island parks, usually Tum Island, on short notice, to raft up, party, sing sea shanties, and consume copious quantities of substances, both legal and otherwise. Other yearly events included sailing to the wooden boat festivals in Victoria and Port Townsend. (Wouldn't this be a great event for next summer?) We also held several sailboat races, one of which was called the "Bar to Bar Race". The only rule was that one member of the crew had to chug a beer at the Galley, race to his waiting boat, then sail, unaided by the cast iron spinnaker, to Friday Harbor, where the winner, getting ashore fast and by any means possible, was the first to chug a beer at Herb's Tavern. There were many good stories that came from the last minute frantic efforts of a closely contested race. Also, there was no sniveling allowed, and since there was only one rule, there was no protest committee.

The early yacht club was also extremely talented at building floats for the Fourth of July, winning many first place awards. (Evidently, this trait has been passed along to the current membership.) One of our first floats, a pirate ship, was the subject of a memoir I wrote for this newsletter last year. As I mentioned then, our ship was awarded first prize, but after the parade the prize was retracted and given to the garden club, when it was revealed that float members were (to quote Scottish poet Robert Burns) "...engaged in activities more sore and awful, that even to name would be unlawful".

After having taken a sabbatical from Lopez for 10 years, and returning in 2000, I was pleased to find that our Lopez Island Yacht Club was not only still alive, but flourishing with about 150 members, thanks to the hard work of many dedicated volunteers.

It is with these fond memories of our founding that I wish the club a heartfelt "HAPPY 30TH ANNIVERSARY".

Rodman Duncan

OCTOBER'S GENERAL MEMBERSHIP MEETING WAS A SPOOKY SOCIAL.....

THANKS TO HOSTS SAM AND GAYL BELLER. Ghosts, spiders, gravestones, and cobwebs greeted about 50 members and guests at the Islander on October 15th. Special thanks to the Bellers and to Bill White for his entertaining presentation on the restoration of the 100 year old Patos Island lighthouse.



Sam and Gayl



<< Recognize LIYC's Blakely Lighthouses dressed in cobwebs and creepy crawlers?



Duane Bordvick and his ghostly friend.



Audrey Bordvick, Judy Welker, Lisa Cram and Lorrie Johnson



Jon Allsop looks happy in the middle of Mary Lou Hestad, Linda Zerbst, Glenda Pugerude, Mary Allsop, and Carole White.

When new member Mary Gauthier (looking embarrassed) was asked to draw the winning raffle ticket, she drew HER OWN, and picked up a cool \$69. But she quickly recovered and donated her entire winnings to the Family Resource Center's Youth Sailing

>> Bill White, Sam Beller (checking Mary's ticket number), Paul and Mary Gauthier and Bette Shuh.

