



KNOT NEWS

Volume 114, No. 5 Anacortes Yacht Club's 114th Year

May, 2005

Vice Commodore's Message

The year is fast going by and we have a lot of activities coming up as well as having done a bunch this past month. Racing and cruising seasons are well under way and everyone seems to be enjoying them. New membership is up and I had the opportunity to meet and talk with many of them. We have some really great new members so don't be bashful about talking to them and sharing your experiences with the club and our activities. Look for them to be participating with us from now on.



I have been able to make the last two cruises and we have really had a good time. The shake down cruise proved to be just that. Pat and I really had to shake the cob webs out but we have the boat up and running and are looking forward to more summers activities on the water. Crabbing, fishing, maybe a race and definitely as much time as possible on the water is in store for us. We made the Sucia cruise, but I think we were the only boat that came out Saturday. Everyone else was already there by the time we pulled in. It was a great party and there are going to be many stories shared for the rest of the season.

The racers are going strong but I have not made it out yet this year so will have to rely upon them to fill in the details.

What is coming up next? Well, we have a two dollar night on May 13th. Rod and Phyllis Bell are helping to coordinate that one. I am in need for someone

to do the June two dollar night as I might be out of town. May 27th is our General Meeting. The menu will be steak, baked potatoes, salad and the trimmings. This is going to be a "grill your own steak" event so you won't be able to blame me for not cooking it the way you want it! I think it will be a great evening of getting together with the members, swapping lies and plans for the summer season. I know a lot of folks are planning extended cruises and the rest of us just wanting to be on the water. Look for details in a couple of weeks for this meeting. All of this will be followed by a hosted all members bar-b-que on June 4th. Again look for more details as we get a little closer to that day but be sure and mark your calendars now.

As I said a lot has been going on and a lot more is coming up. You know we have a great group of people that make up the Anacortes Yacht Club so come on and join in with us.

May 21 and 22 is the annual Waterfront Festival. Last year several of the members made their boats available to give rides during the festival. This was a tremendous success and we have been asked to do it again this year. Barbara Ritts has volunteered to coordinate the event again. She will be on the dock signing people up, making sure they have life jackets, sign the waiver and get people to the boats.

Here comes the catch, we need boats to give the rides. There has been a lot of talk about the event

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**Next General Meeting
May 27**

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the past few weeks but it is now time to commit. Barbara is out of town for a few days so I am trying to help in getting the boats lined up. The more boats we have the better it will be. The rides will last about 45 minutes so that we will have time to do our thing between them. On Sunday after the festival we will open the club house and have some hamburgers and libations for those who helped out.

What do I need you to do? Please get back to me if your boat is available and on which day(s) you are able to do it. I would really appreciate hearing before the 10th of May. This way we know how many rides we will be able to offer and get set up for them. The best way is to email me but the phone always works. It is a lot of fun, you get a tax deduction, and it's a good time sharing something you like with someone who does not have the opportunity to go on a boat. In the words of Nike, "Just Do It"!

Dave Malsed, Vice Commodore

New Coast Guard Captains Qualified

Oak Harbor, WA. (May 5, 2005) — United States Maritime Academy graduated nine students May 5, 2005 at Skagit Valley College in Oak Harbor. Graduates are qualified to operate passenger vessels for hire up to 100 Gross Tons. Four of the students were from Anacortes: Pat Bearce, Doug Boelter, Jay Hartland, and Terry Merritt.

United States Maritime Academy (USMA) has been training mariners to become Captains for over fifteen years. Thousands of USMA graduates operate vessels throughout the world and received their licenses through our approved training as an alternative to stressful Coast Guard Examinations

USMA operates courses across the country. The course focuses on teaching the material rather than test preparation. The USMA is a approved United States Coast Guard School and as such tests on site, after each segment is completed.



New Captains: Terry Merritt, Doug Boelter, Capt. Richard Rodriguez (instructor) and Pat Bearce (he and wife Cathy are long time AYC members.)

You can find out more about the United States Maritime Academy by visiting www.usmaritime.us.

Pat Barrett, Commodore

A Salute to the 13th Coast Guard District

By Dick Kaufer

Mary and I were enroute under power in our Catalina 34 to the Victoria Jazz Festival on April 13 on a strong ebb when our (brand new) dinghy line parted in steep, breaking confused seas SE of Lopez Island, 100 yards off Davidson Rock, Channel Marker #11. While recovering the dinghy, the tow line fouled the propeller so I contacted Vessel Assistance on CH 16 and requested a tow, as sailing was not a safe option: light and variable winds; big and variable seas. Although I didn't see any immediate danger, maybe the cat knew something because this was the first time that she didn't object to putting on a life jacket

While I was giving the necessary membership information to the Vessel Assistance Operator, the

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Port Angeles Coast Guard Dispatcher came on line and quickly and professionally evaluated the condition of my boat (DIW), local sea state (lumpy and breaking), our proximity to the rocks (100 yards and circling closer) and the availability of Vessel Assistance (45 minutes away in Coronet Bay). Based on that information, she assumed operational control and dispatched Bellingham's Patrol Boat 422 which was 10 minutes away near Friday Harbor. She maintained constant communications with me, updating me on the progress of 422 and Vessel Assistance and advising me what steps that I could take such as deploying an anchor.

When 422 arrived, Petty Officer Dick Antis boarded, made sure that the crew and the boat were safe and sound and then secured the tow to the 422. No, he did not check for contraband and safety equipment. In addition to pulling us well clear of the rocks, he offered to tow us to Flounder Bay to save us the expense of a tow but I explained that we had towing insurance. So, when Vessel Assistance arrived the tow was passed to them, and we were taken to Coronet Bay where one of the VA divers cleared the prop. Later, the Port Angeles Dispatcher telephoned to make sure that we had arrived in port OK. The next day we continued to Victoria.

Sometimes it's a stretch to scale up from a small operation such as we had, but when you realize that from the time that I finished telling Vessel Assistance that I needed a tow until Port Angeles said that 422 was on the way was under 2 minutes. The dispatcher obviously has great communication skills, knew exactly where her resources were and has the ability to make a quick decision. Petty Officer Antis was the only serviceman that we had personal contact with but we were very impressed with his take charge attitude, his seamanship and his enthusiasm for the Coast Guard. The All Volunteer U.S Coast Guard in our area is a very highly trained and well coordinated organization.

Announcements

Boaters Input on Pumpout Stations Needed

It has come to our attention some boaters have had the unfortunate occasional experience of finding a pumpout station not working or open to the public. Upon inquiry to State Parks, we found out that we have over 70 pumpout facilities in the State of Washington that have received government grants for installation. For the most part, these granted pumpout facilities are required to be maintained and open to the public. We have recently posted to the RBAW website a complete explanation and history of the State pumpout program as prepared by Dona Wolfe of State Parks. Also is a listing of government funded (granted) pumpout facilities. Visit: <http://www.rbaw.org>

If you find any pumpout facility not working, State Parks needs to know about it. If any of the equipment on the list of locations is not working, Parks will contact the operators to make sure that their equipment is fixed and maintained. If the equipment is not funded by grants, Parks would like to know because they would then be able to see if the operator would like funding to fix or update their equipment. Please report any non-working pumpout facilities to: Dona.Wolfe@parks.wa.gov

VHF Channel 71 Now Off Limits to Puget Sound Boaters

VHF Channel 71 has been designated as a Port Operations Channel only. The request of the Puget Sound Pilots to have VHF Channel 71 designated as a low power Port Operations Channel within the area of VTS Puget Sound was approved by the Federal Communications Commission, by Order DA04-3408, which was released by the Commission on October 28, 2004, published in the Federal Register on December 23, 2004, and became effective on January 24, 2005. For the complete report, please visit: <http://www.rbaw.org>

Safe boating, David Kutz
RBAW President

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Crusing News

Sucia Island Cruise to Fossil Bay

By Phil and Madelyn Case, Cruise Captains

April 22-24 turned out to be glorious weather for the Sucia Island cruise. Twenty-one boats attended the event. The weather was sunny with mild breezes. Friday was arrival day for most boats with much debating about where to tie up or anchor due to the low tides that weekend. All concerns were set-aside by the 4:30pm social hour where everyone enjoyed the keg and munchies. The finale of the evening was the baptism of a new member off *Lucky Dog II* who took a misstep as he boarded his dinghy. Rubber Ducky award?!? Thanks go to Walt Schad for grabbing his portable overboard ladder which allowed the person to climb up to safety.



Photo by Phil Case

More glorious sunshine awakened us Saturday morning. All prospects were for another beautiful day until Ginny Klinger took a fall in her boat, which caused a serious open wound. Marve, with the aid of Paul Schwulst (Smock's son-in-law), took her back to Anacortes Hospital Emergency Room. Thankfully, she had no broken bones. . Note Cruise Chairman Bill Cheaqui's attachment with safety reminders for all.

Hiking, strolling the beach, viewing the low tide sea life, and relaxing occupied most folks until the Saturday 4:30pm social hour and Hawaiian Shirt/Moo Moo Contest. Eric and Ian Gatley, Bill Short's



Photo by Dave Thomson

guests, and Dorothy Chapman - the 6 year old daughter of Mike and Kelly Chapman, were our judges. After a rousing competition, winners were declared and awarded prizes. Shirley Fox was selected and given the "ugliest shirt" award, David and Pat Malsed were selected as the "best coordinated" award, and Steve Dubnoff's shirt was chosen as the "most outrageous/best looking"—interesting combination!

As usual, the potluck dinner was bountiful and no one left hungry. We enjoyed sitting around the campfire. Saturday night's finale was an unexpected violin duet by Eric and Anna Schwulst, Dick and Laura Smock's grandchildren. They played fiddle tunes, show tunes, and classics. It was a supreme treat for us to enjoy!!

Saturday eve a storm blew through causing a few hours of unsettled or lack of slumber, but by the next morning the storm had passed and we awoke to overcast skies and calm seas. I think it was generally agreed that the Sucia Cruise of 2005 was a success. The courtesy of everyone identifying their



Photo by Phil Case

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Sucia Cruise continued from page 4

intent to attend the cruise before hand helped get it off to a good start and allowed for better planning. Thank you to all who took part.

Boats attending the cruise included:

Collin Banks and Shirley Fox on *Wassail*
Dick and Cheryl Karney on *Paradox*
Lynn and Kathy Ogden on *Morpheus*
Dick and Mary Kaufer on *MardiGras II*
Phil and Madelyn Case on *In The Mood*
Joe and Amelia Pirog on *Syrenka*
Ken and Betsy Cave on *Dragon Tail*
Walt and Christine Schad on *Perception*
Bill and Brenda Cheaqui on *B & B*
Wayne and Andra Schaub on *Madrisa*
Steve and Marian Dubnoff on *Nereid*
Scott and Donna Reed on *Lucky II*
Bill Short on *Friendship*
Pete and Linda Harbers on *Harber Lights*
Dick and Laura Smock on *Voyageur*
Dave and Karen Thompson on *Tortuga*
Dave and Pat Malsed on *Wildfire*
Marvin and Jenny Klinger on *Harriett J*
Mike and Kelly Chapman on *Cowboy*
Guests: Bob and Maureen Carlson on *Mo-sake*
Eric, Anna, Debra, Paul, Debra, and Linda Schwulst
Eric and Ian Gatley

FYI – A black handled carving knife was left after the social hour. Contact Dick Smock if it is yours.

Safety On The Water And At The Dock

By Cruise Chairman, Bill Cheaqui

As many of you know, we had two members in need of assistance at the Sucia Cruise; one who fell into the water and couldn't get out, and one who fell on board a boat and suffered a serious cut. It is a reminder for all of us that we should review the equipment and supplies we carry on board for emergencies. We all need to carry first aid supplies that will be appropriate, not just for nicks and scratches, but serious injuries that may involve broken bones, or uncontrolled bleeding. This would include some splinting and wrapping supplies,

sterile pads, and seriously, duct tape and super glue.

We also should each have on our boat, a "personnel retrieval system," such as a Life Sling. We also should remember to always wear a PFD when engaging in small boat activities, such as riding in dinghies and kayaks.

Annual Garrison Bay Cruise

May 28 - 30, 2005

Anchor in beautiful Garrison Bay, which has a constant depth of about 15' throughout. A perfect situation for rafting which adds to the party environment.

Onshore activities include touring the British Camp Historical Site, hiking to the old British cemetery and to the top of Young Hill for one of the most spectacular views in the islands, or a visit to the nearby Alpaca farm and store.

Also, a dinghy ride and/or a vigorous hike will take you to Roche Harbor Resort. Recommended is a visit to Westcott Bay Reserve Sculpture Park, where you can view over 75 sculptures by prominent Northwest artists on a 19-acre "outdoor museum" overlooking Westcott Bay which is across from the Roche Harbor airstrip and cottages.

There will be an onshore gathering Sunday evening at British Camp, beginning at 5:00pm. The menu will be Westcott Bay oysters and clams plus anything else you would like to throw on the barbie. Bring an hors d'oeuvre and your own adult beverage and, if possible, something to sit on. I will bring a portable bar-b-que. Return to your boat for dinner, or stay and cookout.

The trip home on Memorial Day, May 30, can be rough due to many boat wakes so staying an additional day could be smoother.

Questions? Contact Cruise Captain Dave Thomson, 360-293-7900, eltortuga@comcast.net

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Second Annual All Members BBQ

Saturday, June 4th

Music, food and camaraderie!!!

No Charge to all AYC Members and their families.

Hosted by your Board of Directors.

Be There!!!

Remember to Protect Your Stern

Submitted by Spencer Swain from the Nonsuch Yacht Owners Discussion group

Many years ago while reviewing rules and regulations on buoyage, I developed the mnemonic device described below. STERN is a word we are all familiar with and it is easy to remember. In fact it is a good word to remember when encountering questions regarding rules for certain buoys, lights and day markers in the United States. Remember STERN.

- S** = STARBOARD as the side of concern when entering a port.
- T** = TRIANGLE because that is the shape of port signage on the S side.
- E** = EVEN as those are the buoy numbers on the S side as you enter.
- R** = RED as in red, right returning to a marina.
- N** = NUN buoy as that is their shape on the S side as you enter.

Remember to protect your STERN!

Or if you still wish to use the mnemonic approach for the port side when approaching then use COGS.

- C** is for CAN as the buoy shape on the port side as you enter.
- O** is for ODD as the numbers on buoys to port as you enter.
- G** is for GREEN as the color of those numbers to port.
- S** is for SQUARE as the shape of the signs to port as you enter.

So remember that if you spot triangular signs with green odd numbers or nun buoys to port as you enter – you may be entering a foreign port!!

Rookie Humor

A true story by Betty Pearce

It was an overnight race to Santa Barbara Island, the weather leg. Wind had risen to 25 knots kicking up a vicious chop and the Morgan 32 with a 150 up was

giving the crew a pounding. Prudently, the skipper gave the order to shorten sail. Predictably, a shackle pin jammed and refused to budge. Penske, new to racing, young, strong and a bit slow on thought processes, was sent below to find the WD-40. Minutes passed while crew hung on and the boat pitched and bucked. At last he appeared at the companionway, gasping and pale.

“Boss,” he said, “I found the tall boy, the 130 and the 180 but I can’t find the WD-40 anywhere.