



Port Ludlow Yacht Club

JIB SHEET

It's serenity that's my goal; to revisit nature's beauty while communing with my soul. L. Alan Keene

Commodore's Column

by Billie Land



I want to thank all the June Men food coordinators; you did an excellent job. I also want to thank Kat Boggs for her help organizing them. There are many wonderful food events planned for July provided by our July food coordinator Carole Cole.

On June 29th, Stephen Gross and Fran Bodman conducted a trivia night after the awesome ham and beef sliders they made. It was a great success. We would like to do this again soon.

There are so many generous club members. Kat and Jim Boggs donated a grill/smoker for the club deck, Kathy Gager and Dean Rienstra donated two speakers for the TV/stereo system, and Dan Land and Rand Lien spent many hours installing everything including our new sound system that will serve the club for many upcoming years. We appreciate you all very much.

Wally and Kay Cathcart have moved to Prescott, Arizona. They joined the Port Ludlow Yacht Club in 2007. Wally retired in 2006 and Kay retired in 2007 from the insurance agency they owned in Anchorage, Alaska.

Wally enjoyed boating since he was 12 years old and his retirement dream was having a boat and going cruising. They purchased a 33' Ocean Sport Roamer in 2007. Their first cruise with the Yacht Club was the 2007 December Cruise to Bell Harbor.

Over the past 12 years they have participated in many Yacht Club activities: Wally was the PLYC Treasurer in 2009-10 and Kay was Women's Group Activity Chair in 2015-16.

Coming Events!

- PLYC Board Meeting, Wed, 7/3, 1430, WR
- Sandwich and Salad, Wed, 7/3, 1700, WR
- Ribs and Wings, Sat, 7/6, 1700, WR
- Hat Island Pre-Cruise Meeting, Wed, 7/10, 1500, WR
- Judy's Famous Hotdogs, Wed, 7/10, 1700, WR
- Marine Exchange, Sat, 7/13, 1530, WR
- Potluck with Shelter Bay YC, Sat, 7/13, 1700, WR
- Sailing Cruise to Hat Island, 7/16-19
- Heavy Appetizers, Wed, 7/14, 1700, WR
- Mexican Fiesta, 7/17, 1700, WR
- Breakfast for Dinner, Wed, 7/24, 1700, WR
- Italian Nite, Sat, 7/27, 1700, WR
- Summer Sandwich & July Birthday Celebration, Wed, 7/31, 1700, WR

Your July Monthly Food Coordinator is Carole Cole.

Together they have participated in many cruises either as Cruise Directors or on Cruise Committees. They have participated in Clean-Up

Days, Change of Watch, Wreck Room planning committees and Wreck Room activities that include bartending (Wally & Kay), barbecuing (Wally), meal planning and cooking many meals (Kay) over the years.

As they continue their adventures in Arizona, they say that they will always carry fond memories of cruises, adventures, and camaraderie with Port Ludlow Yacht Club members.

They will be greatly missed.

The Commodore's Cruise was on June 10th through June 19th. PLYC cruisers spent four nights at the Causeway Marina directly in front of the Empress Hotel in downtown Victoria, three nights at the Telegraph Harbor Marina, and two nights at the Roche Harbor Marina. Also, several optional events were enjoyed including a BBQ put on by the Commodores, High Tea at the Empress Hotel in Victoria, a lunch buffet and play "Mama Mia" at the Chemainus Theater, and several group dinners. A good time was had by all. I highly encourage you to join in as boat cruisers or land cruisers on these cruise events. It is a great way to get to know your fellow yacht club members and have a good time enjoying our beautiful Pacific Northwest.

The sailing cruise to Hat Island (Gedney Island) will be Tuesday, July 16th thru Friday, July 19th. Sailing cruise to Canada will be Monday, August 19th thru Wednesday, August 28th. Many great destinations await us. Check your club calendar for details.

A big thank you to all the volunteers that keep this club running. We appreciate you all.

See you at the club!



Wally and Kay Cathcart receive the Distinguished Service Award

PLYC Officers

Commodore

Billie Land [Send Email](#)

Vice Commodore

Rand Lien [Send Email](#)

Rear Commodore

Theresa Muir [Send Email](#)

Past Commodore

Neal McQuarrie [Send Email](#)

Treasurer

Robin King [Send Email](#)

Secretary

Gary Hicks [Send Email](#)

Fleet Captain

Robert Chanpong [Send Email](#)

Sail Captain

Kathy Gager [Send Email](#)

Port Captain

Rob Hamilton [Send Email](#)

Communications Officer

Lori Longo [Send Email](#)

Property Officer

Deanna Gott [Send Email](#)

Legal Officer

Janet McKinnon [Send Email](#)

Social Director

Carol Reynolds [Send Email](#)

Staff

Scheduler

Fred Dahlem [Send Email](#)

Bar Manager

Bob King [Send Email](#)

Vice Commodore's Column

by Rand Lien



Liz and I have just arrived home after the Commodore's Cruise as I'm writing this column. What an amazing time we all had! Billie did an excellent job in planning this cruise. The venues and activities were fantastic. It's hard to pick a favorite, but Mamma Mia! would be at the top of the list. How blessed are we to be able to retire in Port Ludlow and be a member of PLYC!

The first phase of the new Member Recruitment Campaign has kicked off. I'm sure you have seen the new brochures in the Wreck Room, near the bulletin board at the Wreck Room entrance, and on our bulletin board at the marina office. All our recruitment efforts have an invitation to visit our club and have dinner with a Flag Officer. The invitation asks them to go to www.plyc.us/visit to express their interest and to arrange for a visit to the club. We recently received our first request from the website and have scheduled their visit to the club!

The next phase of the program is to extend our invite to all boaters in the marina. As I'm sure you know there are a number of potential members that have their boats in the marina. By the time you are reading this column, you will have received an email about our "Invitation" Business Card that you can hand out to friends or acquaintances in the community or on the dock to invite them to visit our club and have dinner with a Flag Officer. This is a great way for all members to help with our recruitment. Another way the everyone can help is to welcome these new prospective members as they visit. First impressions always matter.

Dan Land has now selected and purchased our new sound system that accompanies our new TV that will greatly improve our Marine Exchange presentations, other Wreck Room events, and any outside events like Opening Day, outside Training Day activities, and meetings at the Bay Club. Make sure you thank Dan for all his efforts getting these new systems selected, installed and configured.

I look forward for seeing you at the club soon!

Rear Commodore's Column

by Theresa Muir



I just checked the club's July calendar, and it is full of opportunities for sailing, cruising, socializing, and learning. Please mark your calendars for our Marine Exchange on Saturday, July 13. Rob Hamilton, PLYC Port Captain, will give a presentation on the topic of "Digital Selective Calling – More Than a Button to Push in an Emergency." Rob states many boaters don't realize how much information can be exchanged between boats with DCS enabled VHF radios. He will go through those features and explain how to make sure your DCS radio is set up properly. Please arrive by 3:30pm, order your drink, and find a seat. Rob will begin promptly at 4pm, and conclude his remarks around 5pm.

Planning for Change of Watch is well underway. This year's event will take place on December 7th at the Bay Club at 5pm. Ticket sales will open on our PLYC website around November 1. You may reserve a table, or space at a table, at the Wreck Room after your ticket(s) have been purchased. Please note that Change of Watch ticket sales and

table reservations will not be available at the Bay Club this year. I will provide members with more details by mid-October, if not sooner.

We will soon have a committee sign up poster in the Wreck Room – please check it out and volunteer to help if you can. Many volunteers are needed to make this event successful, such as bartenders, table set up, clean up, and more. Our Commodore, Billie Land, will chair the registration committee, Deanne Pedersen will chair the Decorating Committee, Ramsay Smith has agreed to chair the bar committee, and Steven Gross will design the poster.

Here's wishing you a wonderful, warm summer and safe travels.

BOARD OF DIRECTORS MEETING HIGHLIGHTS

June 5, 2019

by Gary Hicks



A first reading of the following prospective new member application was performed:

Tom & Linda Britton (sponsored by Steve Hall & Doug Sharp)

A second readings of the following prospective new member application was performed:

Don & Leslie Layton (sponsored by Anne Burrell-Smith & Cheryl Sharp). The applicants were approved for membership by the Board (Membership #886).

The Treasurer reported Club assets of \$300,798.23 at the end of May 2019.

The Club liquor license has been renewed.

The Board approved the expenditure of additional funds for the purchase of the audio equipment selected by committee. The Board discussed rules for use of the new TV and Audio System.

The Board approved changes to the policy for Wreck Room use by “community service organizations directly related to PLYC purpose.”

The Board approved the launch of the Recruitment Campaign using materials developed by committee.

Preparations for Change of Watch continue.

Use of the Club website continues to be expanded. The website will be used for Change of Watch registration, Watch Captain Program volunteering, and storage of Club records.

Fleet Captain's Column

by Robert Chanpong



Battery Tips

No one wants to miss a planned cruise because of a dead battery. A deafening silence when you turn that engine key, or press to start, is so depressing! Batteries fail prematurely for a variety of reasons, many of which are preventable by practicing good battery maintenance. Here are some failure modes for marine batteries, and maintenance tips.

Improper Charging

Marine batteries may appear to be a universal type of commercial product, but they require very specific charging profiles and maintenance. One of the areas that some marine battery owners inadvertently damage the products is during that recharging phase.

Each battery has its own recharging specifications. Putting yours on overly high voltage for a quick charge is likely to cause an early end to the service life. High voltages cause sulfation, which is when sulfate crystals build up on the internal plates displacing the elements that make them uniquely powerful. High voltages also speed up corrosion and faster discharge rates.

What to Do: Follow the charging guidelines provided by the manufacturer. Adhere to the required voltage and do not overcharge the unit. Installing a quality on board charger is best practice for getting the longest service life and best performance from flooded and AGM marine batteries alike.

Sulfation of the Cells in Flooded Batteries

While counterintuitive, it is not uncommon for flooded batteries to falter earlier than expected due to under use. When lead acid batteries discharge less than 30 percent of their capacity, acid tends to accumulate in the form of sulfate crystals on the lead plates.

This buildup can significantly inhibit the unit's performance. What may be even stranger is that the battery shows no noticeable effects and can function well enough until untimely needs early replacement.

What to Do: Work with a marine charger that has an equalization option that ramps up the voltage at least once per year. This will help disperse the sulfate crystal buildup and improve battery life.

Using the Wrong Battery Type for the Application

Many batteries may appear similar, but they are not necessarily designed for interchangeable use. Marine batteries fall into several applications because the demands placed on them differ greatly. Using a battery for general purposes or in the wrong application can have a negative impact on its lifespan. For example, deep cycle batteries and cranking batteries for trolling motors are worlds apart.

What to Do: When choosing a marine battery, it's important to set up a new boating system with the best battery for each application. Replace all the batteries at one time so they are matched, for best performance. Do not mix AGM and flooded batteries in a parallel configuration, such as a trolling motor.

Improper Installation

One sneaky mode of failure is poor installation, which can lead to acid leaks, fire, and even a battery explosion. In a less frightening sense, things such as loose cables or poorly maintained posts can reduce a battery's life expectancy.

What to Do: Mount the batteries in a properly sized battery tray (check your Group Size and compare to the battery tray) and always use straps to prevent sliding around in the compartment. Use cable boots and nuts to secure the power leads to the battery terminals.

Marine Battery Maintenance Tips

These are simple tips to maintain your battery performance, which can help lead to years of flawless performance in your boat.

Use the right on board battery charger: A marine battery may be paired with a certain charger by the manufacturer. By using an approved charger, you will avoid the risk of damaging the unit.

Recharge immediately after each use: It's important to recharge your battery after a day on the water. Many do not enjoy the benefit of an alternator constantly keeping them at optimal charge levels.

Keep terminals clean from corrosion: The simplest thing you can do to maintain a battery is to clean away any corrosion with a solution of thick baking soda and water.

Secure power wires: A properly secured battery system has an improved chance of avoiding or sustaining hard impacts.

Maintain water level in flooded batteries: Think about lead acid batteries as if you would an automobile. Without the proper amount of oil and other fluids, they break down. Distilled water is the primary fluid necessary for lead acid battery health. It's important to maintain proper levels.

Keep batteries topped off over winter: Keep battery fluids at manufacturer levels and fully charged during winter months when they may be less active or inactive.

Now that the cruising season is in full swing, keep your batteries in tip top shape to avoid missing a cruise due to an unexpected shutdown.

Note: No one has volunteered as the July Cruise Director. Therefore, this cruise will be cancelled.

Sail Captain's Column

by Kathy Gager



Wednesday Sails Impacted by Weather

Sometimes the weather just does not cooperate. For the first two Wednesday Sails we had almost no wind. On June 19th, it rained. So my hat is off to Morgan Hall and Jim Boggs who went out on the 12th and had a good time. Manny Martinez and Wade Crouch started to go out on the 19th and ended up motoring instead. The rest of us did other things. Does spending money on boat parts count as a boating day? That is what Dean and I did each Wednesday. I was hoping for better winds on the 26th, but it is predicted to be another rainy, windless day. As a result of the poor sailing weather, and some issues with our boats, we have not had any opportunities to take others out on the water on Wednesdays yet. We are keeping a running list of requests and hope to have opportunities in the future.

Etchell Fleet Seeking Crew Members

Light and swift, the Thursday races for the Etchells are ongoing, even when there is little wind. And, when there is wind, the Etchells really get moving. If you feel the need for speed and have a little bit of a competitive spirit in you, please contact Phil Franzel at: franzelpa@aol.com. They are looking for crew members and are willing to train you. Racing is an excellent way to learn how to sail or to improve your sailing skills. I was treated to a day on an Etchell a few years ago and had a great time. You feel a real connection with the natural elements on these little beauties.

Edmonds Cruise June 27th to 30th

Dean and I have wrapped up the details for the Edmonds Cruise and are very happy that we will have crews on three boats and three or four land cruising couples joining us for the dinners. This is a nice beginning of the cruising season for us. We are off to a little bit of a rough start with one boat getting a new engine, one boat being traded for another boat in our fleet, and some couples having family obligations. Registration for this cruise is closed.

Hat Island Cruise July 16th to 19th

Christie and Manny Martinez are finalizing the details for the Cruise to Hat Island. Registration for this cruise is also closed. Christie and Manny are expecting 7-8 boats for this cruise to a private marina and 16 to 20 people for the catered BBQ dinner. There will also be a potluck dock party dinner. Some folks may get together for round of golf.



Morgan Hall and Jim Boggs on Kotura

Communications Officer's Column

by Lori Longo

Meet New Members...



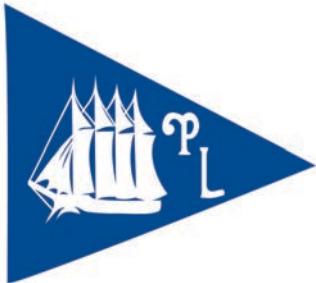
Welcome Don and Leslie Layton, new members to the PLYC. Newly retired, Don and Leslie have relocated from Long Beach California to Port Ludlow. Don is a retired neuropsychologist, and Leslie worked for over 27 years in the grocery industry, and then at a family owned nursery.

Fairly new to boating, they owned a 22' Robalo used for fishing in Southern California. Now, they have an 18' Duffy, *Dock Holiday*. They love their Duffy and look forward to making new friends!

Getting around Seattle just got easier on the Free Waterfront Shuttle

(Tip from Peggy Kulm)

Ride Seattle's free waterfront shuttle when you come in and stay for guest moorage at Bell Harbor Marina. The shuttle runs approximately every 20 minutes with a stop conveniently located just outside the marina on Pier 66.



Happy 4th of July! All red, white or blue items in the Ship's Store are an extra 10% off! Don't forget you can order whatever clothing items you want by going to SanMar.com. Just let me know the item number and I will order it and have it embroidered for you. Enjoy the beautiful weather and fireworks this month!

The Women's Group

by Anne Burrell-Smith

Women's Group Officers, 2019

Anne Burrell-Smith, President

Jeanne Joseph, Events Coordinator

BJ Luce, Treasurer

Peggy Kulm, Past President [Send Email](#)

Port Ludlow Women's Group Summer Outing

On the afternoon of June 25th, members of the Port Ludlow Women's group and their guests visited Port Townsend Winery for an educational afternoon on the art of wine tasting. While the practice of wine tasting is as ancient as its production, professional wine tasters use a constantly evolving specialized terminology to describe the range of perceived flavors, aromas, and general characteristics of a wine.

During our time at the winery, we learned to:

1. The first step is to give the wine a visual inspection.
2. The next step is to smell the wine in an effort to identify the aromas. Our guide Walter, taught us the retro nasal olfaction technique of smelling the wine prior to tasting. This technique uses your sensory modality that produces flavor.
3. The third step is to taste the wine to assess the taste structure (sweet, bitter, sour, etc). Surprisingly all of us already knew how do to this!
4. The final step is to come to an overall conclusion of the wine – do you like it or not. By and large we all liked them all!

It was a wonderful afternoon full of laughter, new wines and camaraderie!



PLYC Women's Group members on an outing at the Bainbridge Island Museum of Art. The group had bid on the experience donated by Jamie Bima -- lunch and an afternoon at the museum.
(By Liz Healy)



**Butch and Sallie Brown Present the Kingston Yacht Club Burgee to
Commodore Billie Land.**



Mail Bouy

by Peter Joseph

I thought it would be interesting to look back 18 years ago this month and read what the Commodore was writing about in the JIB SHEET back then.

From the Bridge by Commodore Peter Joseph

"What a great opening day. My hat goes off to Rear Commodore Bill Clark, Port Captain Vince Pace and Fleet Captain Maggie Brown (whose voice gets really deep while talking on VHF) for the many extra hours it took to plan and coordinate all of the activities. Thank you all for participating in the parade, by my count we had 34 boats, all in line and evenly spaced behind Osprey. Jeanne and I were honored by your participation, although there were a few salutes that were new to us. It was also a real privilege to have the Coast Guard Cutter Osprey lead our parade, their practice run leading the Seattle Yacht club the week before paid off.

One rumor that I would like to dispel is that the board has not voted to supplement the Cowbell Award with a cash dividend! The list of nominees keeps growing at an alarming rate. While I once made an offhand remark that the Cowbell was a badge of honor, I never said it was a high honor!

As we are about halfway through our tenure, I want to give you a very brief glimpse at our financial situation. Overall, we continue to be good shape. While our anticipated revenues lag a little, that could be made up before year end as new members join. On the expense side, we are doing a good job so far of staying within our budget. With Clinton Carrier's help, we now provide the board with a comprehensive package of financial information which includes a profit and loss statement, a balance sheet, a general ledger, and a comparison by YTD of how our actual expenses compare to our budget. The advantage of the general ledger is that we can see in detail what each and every expenditure was for. The G/L will give subsequent boards a wealth of detailed knowledge for planning their budget.

I have also written a letter to Mr. Randy Verue, CEO of HCV & Associates asking for a meeting to discuss what plans they have for a new marina building, and our interest in a facility. This is very preliminary, but we will keep you informed what might be on the horizon, and whether we will see it in our lifetime. Port is left and starboard is right!

The answers to last month's rules of road questions:

We have the luxury of using international rules of the road in our local waters as well as Canada. Thus, we need only learn and apply one set of rules. This is unique to our area. With regard to the fog signal questions, it is a tug with tow, with the tow being manned. When you pass behind a commercial tank barge tow be aware that they are towing a floating pendant astern that is connected to their emergency towing cable. I believe the length is 100 meters. They do that in case the barge breaks free, and they need to retrieve the tow without having to go alongside or put personnel aboard in heavy weather. For the second, part of the question you would be sounding one prolonged blast at least every two minutes. If a short blast is about 1 second, how long is a prolonged blast?

Keep in mind that the State adopted a no discharge zone (NDZ) effective May 10th, 2018. The fine for a willful discharge can amount to \$10,000.00 or 364 days in the county jail, or both. Don't be surprised if they come up with a drone specifically equipped to detect effluent being pumped out of your vessel as you cross the straits which I am sure will include pictures of your vessel when you go to court. It is also a federal offense.

Why should you check your engine room about every hour, especially in open water? We don't pull over on I-5 and open the hood of our automobile to check the engine every hour, why do it on a boat? The predominant reason is the Pacific Ocean is not trying to get into your vehicle unlike your boat. There are things like seacock, thru-hulls, and stuffing boxes that are all susceptible to leakage or even outright failure. That is why it is a good idea to have soft wooden plugs attached to your seacock with a very thin piece of cotton line called rotten stuff. It is also prudent to mark your vital hoses, such as your sea suction hose/s with reflective tape where they connect to the valve bib. They will standout when illuminated by a flashlight even underwater. If you haven't done so add a vacuum gauge to your Racor fuel filter/s. They will give you an instant read on whether your fuel filter is starting to clog up. This is a do it yourself project, and the gauges will pay for themselves by not needing to replace the cartridges until so indicated, as opposed to a fixed interval, such as every year. Spare filters go without saying. Start your trip with clean absorbent pads under the engine. If you have a fuel, oil, or coolant leak it will help trace the leak back to the source. You may not be able to correct every leak, but you will know what to keep an eye on when you go below.

The first rules of the road questions this month applies to the sail boaters. You are sailing along on a starboard tack in limited visibility when you spot a purse seiner fishing dead ahead. Who has the right away? You just departed the fuel dock in Port Ludlow en route Port Townsend on the slack before the flood, as you start to round Burner Point which sound signal are you required to sound?

Sea story: When the Navy had been developing the Poseidon missile program many years ago, they needed to know how the surface tension of the sea would affect the trajectory of the missile as it broke free from its underwater launch. The task of collecting samples of undisturbed ocean water was given our ship. The Office of Naval Research provided us with two aluminum window screens with attached handles, and a large plastic bottle. At sea halfway between Argentina, Newfoundland, and Scotland the seas smoothed out enough to collect their samples. One Ensign Joseph and a crew of three were lowered in a 26' small boat, while our ship departed to do a balloon run so we could calculate the winds aloft for the trans-Atlantic flights that we monitored. As the ship disappeared over the horizon we were left along with nothing more than a small pencil dot on the dead reckoning tracer for them to find us once the balloon run was over. We felt like the Portuguese fisherman fishing out of their dories on the Grand Banks, never to be heard from again. While nothing had been said, there were four very happy people when the ship reappeared and headed in our direction. But we got the samples!

Marvelous May Moorings Cruise to the South Sound

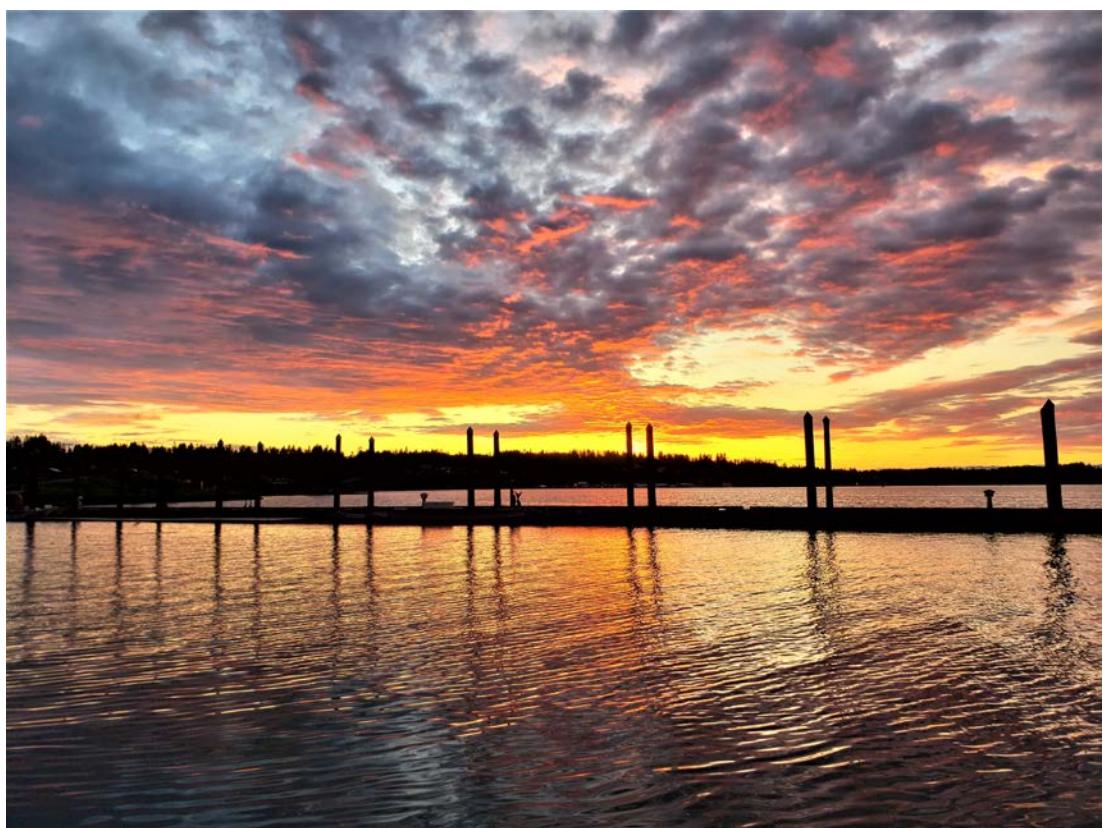
by Kay Brownwood

Poker and Cigars Anyone?

We had a wonderful cruise. With a poker run, everyone got to pull a card each port with a \$5 buy in. Then in Gig Harbor we announced the winners on high and low. Tom Satre won high with 3 kings and Liz Healy won low with 9 high. Each got 45\$. (More photos on the PLYC Website)



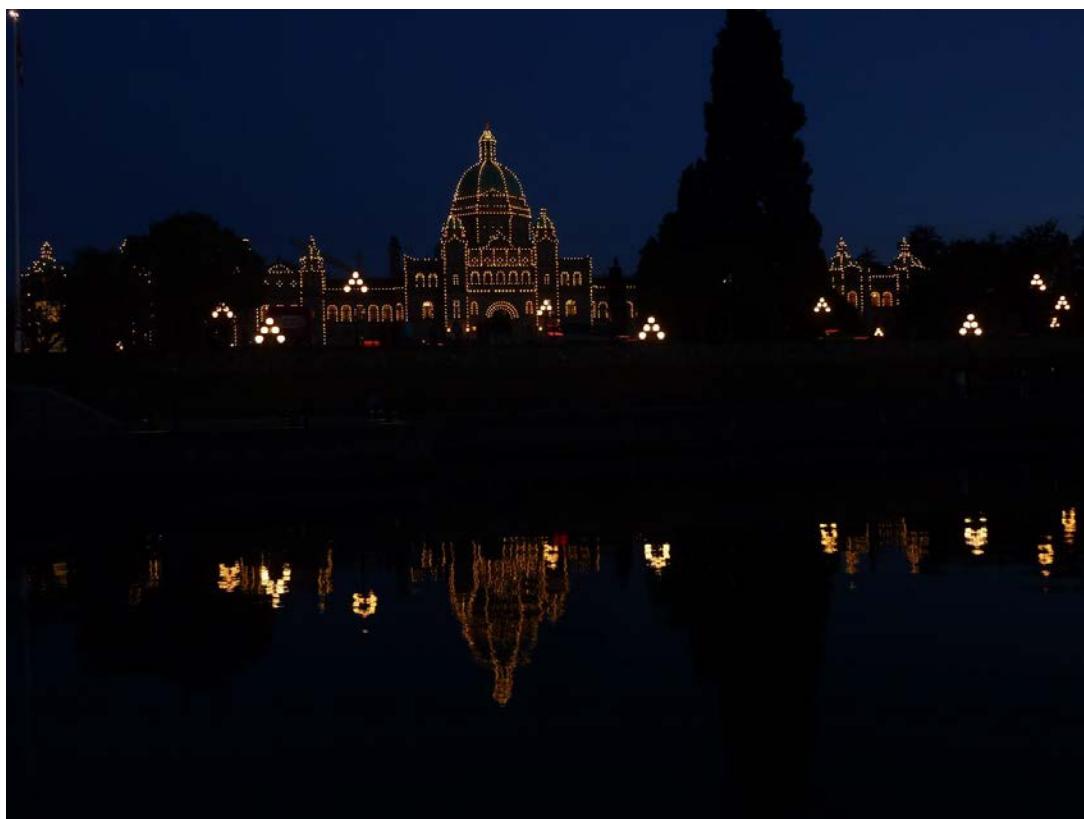


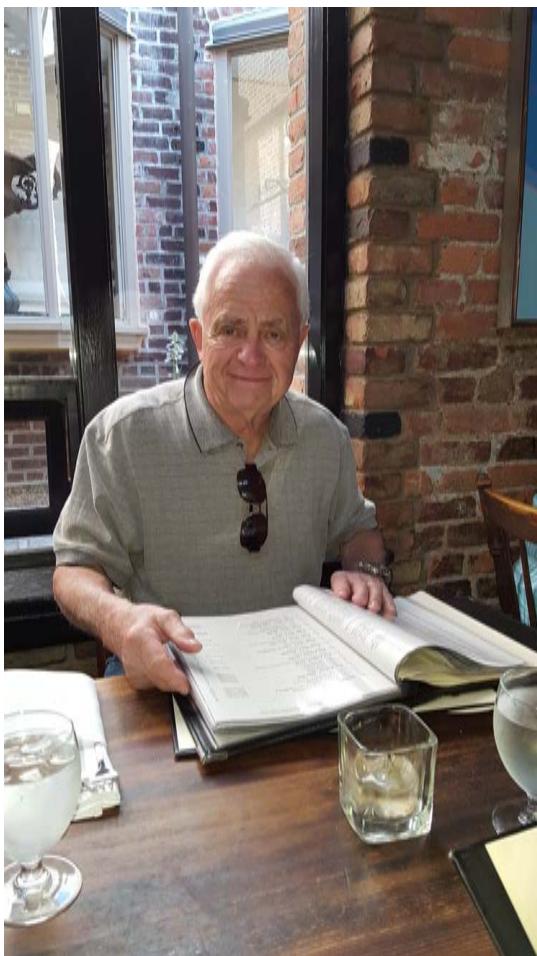


Commodore's Cruise to Canada 2019











Farewell to the Cathcart's



Port Ludlow Yacht Club

JIB SHEET

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The *Jib Sheet* is published online monthly by volunteers from the Port Ludlow Yacht Club. The opinions expressed in the *Jib Sheet* represent the views of the contributors and are not to be construed as the official position of the Port Ludlow Yacht Club, the members, officers, or the editor.

Please email articles, photos, and other content by the 23rd of the month to Lori Longo, at [Communications Officer](#).