



Coming Events

July 6-8 Roche Harbor Cruise

August 17-19 Dock Street Tacoma Cruise

September 14-16 Port Orchard Cruise

October 20th-Saturday (Third Friday) Halloween Event at Wing Point Golf Club

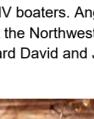
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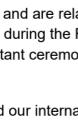
Have fun at the

ROCHE HARBOR ANNIVERSARY CRUISE!

JULY 6-8, 2018



DOCK STREET TACOMA CRUISE



SAVE THE DATE

AUGUST 17-19

Be sure to check our website next week for registration information and fun events at the Tacoma Car Museum and the Museum of Glass!

EHC Officers

Commodore Dave Kircher

Vice Commodore Terry Kerby

Rear Commodore Jon Heath

Secretary and Newsletter Editor Lynn Heath

Treasurer Candy Kanter

EHC Welcomes new members David and Joanna Southwell and Mark and Marlies Lloyd

The Lloyds are from Bainbridge Island and are relatively new to boating. They cruise in a 21 foot Glaspyuddy that will be renamed "Stay Salty" during the Roche Harbor Cruise, and we've fired up the King Neptune Court to perform that all important ceremony. Welcome aboard, Mark and Marlies, and see you at Roche.

The Southwells expand our international footprint. They hail from Salt Spring Island and were sponsored by Past Commodore Bogutz. They have a 40 foot American Tug, Bella, moored in Canoe Cove. The Southwells have 10 years experience as sailors and ten years as MV boaters. Angus, their Westie, is always along for the ride and has traveled with them throughout the Northwest including a trip to the Broughtons with their sponsors, Allan and Yvonne. Welcome aboard David and Joanna!

From the Bridge

Remember to Boat Safely and Wear a Loud Shirt!

Buccaneers Land at the Port Townsend Crab Feed!

Twenty-five boats came into the Point Hudson marina for this year's Crab Feed event--some flying a Jolly Roger--well prepared to deck themselves out in pirate gear on Saturday night. Four members came by land to join in on the fun. Friday evening our attendees gathered for a Happy Hour, and Saturday, following the formal naming ceremony of the Pfeil's boat Skywater, all were free to explore downtown Port Townsend. Prizes were awarded following Saturday's crab dinner for costumes, treasure hunt and a lottery. A great time was had by all as can be seen in the pix below. All photo booth pictures are posted here: https://photos.app.goo.gl/VcnuN3J4Mnf7WBqT6 Thanks to the Heaths, Monizes, Strevells and Schultzes!



A Special Thanks to Our former Commodore and Webmaster, David McCaughey

David McCaughey, pictured here with wife Nancy. Dave keeps our club website functioning and updated with events and event registration capability. It's not easy typing with that hook. Thanks, Dave!



Looking for an Opportunity to Responsibly Dispose of Expired or Unwanted Flares and Fireworks?? Here's How!

July 2-13, (not weekend days or July 4), 0800-1600 at the Bainbridge Island Police Station, 625 Winslow Way E

It benefits everyone - citizens, law enforcement and Fire department - to eliminate these materials from our community. Flares and fireworks are not only a safety hazard but they contain a variety of toxic chemicals that are harmful to humans, animals and the environment. It is difficult to find safe, appropriate and convenient channels to dispose of these materials, so we are bringing it to you!

For further information: Contact Bainbridge Police during normal business hours at (206) 842-5211

What will be accepted

What cannot be accepted

- Highway flares
Marine hand-held flares
Marine hand-launched rocket flares
Marine pistol-fired flares
Consumer Fireworks (category 1.4c)

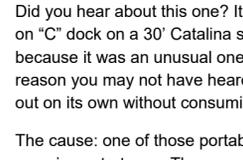
- Professional fireworks (not category 1.4c)
Ammunition

Brought to you by: Bainbridge Fireworks (www.BainbridgeFireworks.org), Eagle Harbor Yacht Club (EagleHarborYachtClub.com) and the BI Police Department & COBI

FLASH CRUISING.....After Kingston, an informal Cruise to the South Sound was undertaken by the Kerbys, Heaths, Roots, Bogutz/Rolstons, and Kirchers. Fun!!

Gig Harbor, Mayo Cove, Jarrell Cove, Penrose Point, Joeemma Park, return to Gig Harbor and Olympia. These were all stops on a "progressive" cruise to the South Sound following our shakedown at Kingston.

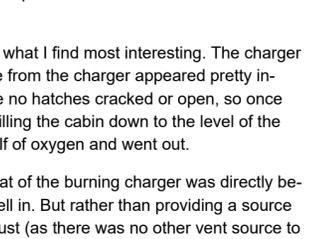
Our favorite stops were Jarrell Cove and Olympia. The lack of crowds was amazing. There was no problem finding moorage and very few boats to dodge. We even had a horseshoe tournament at Jarrett's Cove, with Terry and Jon Root the clear champions. Dave has vowed to take remedial horseshoes before ever playing in public again!



An enjoyable time was had by all, except for a sleepless night for Joann, Yvonne, Jon, Kay, Denise and Dave at Joeemma Marine Park. After a glorious day with sunshine and no wind, a fierce south wind came up and blasted us all night.



Several members participated for some of the journey, leaving for home due to prior commitments. The Kirchers and the Roots were the last to head north after a memorable stopover in Gig Harbor.

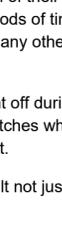


Our only regret is that we could have better publicized this opportunity. With future plans for impromptu cruises such as these, we'll be sure to let everyone know what's happening! If you've got an idea for one, please let Dave Kircher, Terry Kerby or Jon Heath know!

Safety Corner.....by Scott Isenman

Boat Fire at Winslow Wharf Marina!

Did you hear about this one? It was a boat fire that happened in late May on "C" dock on a 30' Catalina sailboat. If you didn't, don't be surprised, because it was an unusual one, but it could have been a lot worse. The reason you may not have heard about it was because it "self-extinguished", meaning it went out on its own without consuming the whole boat.



The cause: one of those portable battery pack things that can be used to charge phones and even jumpstart cars. They come in a variety of sizes and configurations. This particular one is no longer on the market (big surprise there), but the source of the combustion is those damn lithium batteries! It was left plugged-in, with the correct charger to a normal 110v outlet. None of that contributed to the fire and it did not trip a breaker either in the boat or on the shore power pedestal.

But why did it not consume the whole boat? This is what I find most interesting. The charger was on a ledge, relatively high in the cabin. The fire from the charger appeared pretty intense but also intensely smoky. But also there were no hatches cracked or open, so once the thick smoke built up on the ceiling and started filling the cabin down to the level of the shelf where the charger was burning, it choked itself of oxygen and went out.

One particularly ironic twist was that the intense heat of the burning charger was directly below a plexiglas hatch which ultimately melted and fell in. But rather than providing a source of oxygen, it only allowed a column of heat to exhaust (as there was no other vent source to draw in fresh air), which likely only served to release heat possibly preventing the further spread of the fire.

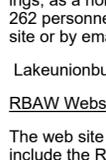
Result: There was extensive smoke damage to the interior of the boat, especially in the ceiling area, and other items adjacent to the charger burned (curtains, book, box) and the heat melted multiple hatches and port lights, but otherwise damage was limited.

Lessons: This is a hard one - other than to not trust those lithium batteries in all of their forms, but also to not leave any charging devices unattended for extended periods of time. The fire department investigators found no fault with anything the owner did or any other system on the boat or shore power.

Also of note is that there were not any alarm or extinguishing systems that went off during the event. A live-aboard neighbor noticed the exterior scorching and melted hatches when he got up in the morning so called 911, but the fire was already out at that point.

But if the fire had not self-extinguished, it could have been a very different result not just for this boat, but all of the neighboring boats...

Club Cancellation Policy Reminder



Due to administrative expenses involved, the EHYC board has determined that effective with the July Roche Harbor Cruise, we will no longer refund Third Friday or Cruise fees. We appreciate your understanding and cooperation with this change of policy.

BOARD NEWS...Board of Directors Agendas are now posted on the EHYC website, HERE under Upcoming Board Meeting Agenda. As always, interested members are welcome to attend meetings. Please contact our Commodore in advance of the meeting for exact location, date and time. Our next Board meeting will be in September.

CITY DOCK PUMPOUT ISSUES RESOLUTION

Earlier last month, the EHYC Board wrote to Harbormaster Tami Allen regarding issues at the city dock pump out. We're pleased to share here Tami's response to our concerns:

Thank you so much for your letter regarding the new city dock pump out. I received several calls about a yellow sailboat blocking the pump out on mother's day weekend. BIPD officers were kind enough to remove the vessel in my absence. As you probably know, there are four access points to the pump out, but just one reserved spot marked by yellow whalers. I suspect that boaters were not finding the yellow section easily and the north side didn't bode well for larger boats. I have moved the yellow whalers to the southwest section and I expect boaters will have an easier time finding it and keeping it clear when not in use. Please inform the membership that our department responds to all hour calls of the pump out being blocked. Calls can be made to me at 206.786.7627. If I am out of town the message will tell boaters to contact my supervisor or 911. Although I check the dock several times a day, I will need those seeing the violation to report it directly to the department at the moment it is blocked by a boat in the yellow section not actively pumping. I'll attach a photo of the improvement. Thank you again for your letter and feedback. Please share with the membership. Tami Allen, Harbormaster, BIPD

June 2018 Recreational Boating Association of Washington (RBAW)

Presentation from Kenmore Air

Kenmore Air provides passenger service from Seattle to points north into British Columbia. One of the challenges they face is the traffic on Lake Union. It has been an "airport" for over 100 years, from the time Boeing started their floatplanes there. The City of Seattle was great on developing an air corridor about 14 years ago. It was originally a rectangle down the center of the lake. Over the development period it was reduced to a line of five lighted buoys down the centerline of the lake. The system is currently in a one year trial period to develop a means to let boaters know where and when planes will be landing or taking off.

The advisory buoys were installed on May 25th as part of the agreement to have them in place prior to Memorial Day and removed after Labor Day. The City of Seattle owns the buoys and were purchased through a grant through the Washington Dept. of Transportation. Kenmore Air is responsible for installing and removing the buoys. The buoys have a yellow light that is triggered on by pilots keying their mics five times. They are looking at possible revisions to the warning lights to make them more visible. Brochures are being distributed to rental firms, charter boat associations, yacht clubs and others describing the system.

During the summer Kenmore has 100 flights per day on Lake Union, 50 takeoffs and 50 landings, as a norm. Flight operations are only run during daylight hours. Their operations employ 262 personnel and have a \$54 million impact. Additional information is available at their web site or by email: Lakeunionbuoys@Kenmoreair or https://kenmoreair.com/buoys/

RBAW Website

The web site has been updated. A newsletter will go out prior to the end of the month and will include the RBAW President's report from the web site as well as other information from the web site and last month's meeting concerning vessel registration via the DOL "LicenseXpress" system. Tacoma Yacht Club has set aside November 10 for the RBAW Annual Meeting, again being on Veterans' Day. Details of the meeting are being worked on now. TYC will investigate reserving space on their reciprocal dock if any members may wish to attend by boat. We'll investigate this more as the date nears.

Electrical Codes for Marinas

The NEC electrical code turned out very good for boaters with the state standard of 30 Ma at individual pedestals and 1000 Ma for feeder lines is extended until September 1, 2019. Changes may come when the 2020 version is released.

Licensing Outboards?

There are discussions taking place around ways to limit the amount of revenue being lost by outboard purchases taking place in Oregon. There is a dealer in Bremerton that has brought this to the attention of Senator Rolfe. The discussion involves potential registration of outboards. The comments received so far are not favorable. (Note to our members, this will likely be a non-issue given the recent Supreme Court ruling concerning sales tax. Editorial comment: This would be an example of a special interest piece of legislation, we may want to write Senator Rolfe some feedback.)

The No Discharge Zone (again!)

Even though there is some talk about continuing legal challenges, the NDZ took effect on May 10. The chance of rolling back the NDZ will be unlikely. The state claims that they intend to have in place in enforcement of the NDZ rules. The Coast Guard, however, has stated that if the law is in place and in effect that they MUST enforce it for all, commercial and recreational, to full compliance. They do not do "phases."

Orcas

The Governor's Save the Orcas Task Force has a spot at the table with RBAW will occupy. The Task Force includes engineers, tribal representatives, Snake River interests and many others as members. Members all have said that "this is the time we've got to get something done." However, nobody said what they're willing to give up. The full group of representatives was broken down into three working groups: the prey (how to get more fish for the orcas); the contaminants (the PCBs and other things stored up in the whales); and the vessels (RBAW was assigned to this group). More on this later.

If you are going to document a vessel - save some money!

Vessel documentation through "Maritime Documentation," which is a private business, not a governmental agency or affiliated with the Coast Guard in any way, can cost more than \$500 in service fees for a free action that boaters can do for themselves.

Our EHYC 40th Anniversary Commemorative

Hats and Pennants Celebrate Its Original Design!

Newly designed 40 year Anniversary hats can now be ordered online. Hats with 'Bainbridge Island' on the back sell for \$20 each and customized hats with your name or boat name on the back sell for \$25. 40th Anniversary small and large pennants will also sell on our website for \$20 and \$25. Check it out HERE Also remember that member Lee Moniz provides custom embroidery services for those wishing to have boat names or other graphics on clothing, towels, aprons and other items. You can contact her

at valleem@aol.com or www.oldmillembroidery.com to find out about other items available for custom embroidery!

Scott's article on the Winslow Wharf boat fire is a real time reminder.....If you have Kidde fire extinguishers, check their website to be sure that yours isn't on the recall list!

https://www.kidde.com/home-safety/en/us/support/product-alerts/recall-kidde-fire-extinguisher/

FOR SALE

Members get first crack at this: The club has a barely used but much loved Pig (and other stuff) Roaster for sale. Lots of charcoal included. This is the La Caja Roaster Model #1 which is lowest priced at \$349 new plus tax. The club will sell it for \$250 to the first to reply to ehycprograms@gmail.com.

Remember to listen to Channel 14 to monitor Ferry System communications