



BELLINGHAM YACHT CLUB

The Jib Sheet

Bellingham, Washington

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IN THIS ISSUE...

- THE JIB SHEET'S DIFFERENT! (Pg. 1)
 - THIS MONTH'S ADVERTISERS (2)
 - BAR SCHEDULE (5) & REPORT (7)
 - BLAKELY ISLAND CRUISE WINNERS (3)
 - BOARD MEETING REPORT (3)
 - COMMODORE'S COMMENTS (2)
 - INATI BAY POLICY REVIEWED (3)
 - SAILING RESULTS (7)
 - NEW CRABBING RULES (5)
 - NEW CUSTOMS/BORDER RULES (4)
 - NEW OPERATOR RULES COMING (4)
 - OPENING DAY PHOTOS (6)
 - TUES. DINGHY RACING IS HOT! (4,7)
- ...AND MORE!

The Bellingham Yacht Club

2625 S. Harbor Loop
Bellingham WA 98225

Richard Veach, *Commodore*
Ray Poorman, *Vice Commodore*
Al Callery, *Rear Commodore*
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The BYC Jib Sheet

Volume 80 Number 6

This month's editor: Joe Coons

Editors: Loraine Boland, Joe Coons, Pam
Heward, Meredith Ross

Regular Contributors: Claire Beich, Dick
Grimshaw, Michele Hurst, Dick Johnson,
Steve Moore, Ray Nelson, Kym Smith, Bud
Peterson, Frank Richardson, Terry Robertson,
Quinn Selsor, Mary Writer

SO WHY DOES THIS JIB SHEET LOOK SO DIFFERENT?

Kelli Conrads is moving with her husband to Port Townsend (see story below). To fill Kelli's shoes editing the *Jib Sheet* (see story below), it took a *committee*, so far including 15 BYC Members, with more coming on board...and to keep it simple and fun for all, we're making this a true "newsletter-style" publication. By spending less time on the layout, we can spend more time on the content...

IMPORTANT: There will be two versions of the monthly report: A "Mail" version that will always be just four pages, with only summarized "long" stories, to reduce printing/ mailing costs; and a "Email" version that will usually be five, six, seven, eight or (like this issue) ten pages.

And you are all welcome to contribute: just send your email items to jibsheet@byc.org. It can just be an email, but it is more convenient for us if you send us a WORD document as an attachment to your email.

We will try to include everyone's contributions, but, of course, we editors reserve the right to do our cutting/correcting/pasting and, in our sole discretions, deleting...but we don't expect to do much of the latter. We'd like stories about cruising and racing, social notes about special events in the lives of any Members, comments about our Club and its activities, stories about our Club's past or its past Members; in fact, anything you think would interest others who read the *Jib Sheet*.

Thanks!

YOU CAN HELP THE CLUB SAVE MONEY!

Each month, we mail some 150 copies of this newsletter to members who do not let us email it...and it costs us about \$2 per member for the printing, labeling, and postage. **If you would please let us email it to you it would make our volunteers' lives so much easier, and save us \$3,600 per year!** Email Michele Hurst, BYC Membership Secretary, at michelehurst@hotmail.com and let her know if we can email this newsletter to you instead of mailing it. Thank you!

THANK YOU, KELLI & DOLPH...

Replacing *Jib Sheet* editor Kelli Conrads isn't easy, but became necessary after Kelli's husband, Dolph, took a new job as corporate treasurer of the Port Townsend Paper Company. The Conrads are a real "BYC Couple", as Kelli McNamara told you when she and Dolph Conrads were married: They met as a result of volunteering to work on the *Jib Sheet*, beginning to publish it back in September, 2003; got married December 26, 2003; and subsequently Dolph became our Club Treasurer.

They are both faithful BYC volunteers, now moving their blended family to follow Dolph's career as he continues as a financial executive in Port Townsend; he previously was Chief Financial Officer for Alpha Technologies here in Bellingham.

We all wish both Dolph and Kelli all the best! You have been great BYC Members and, of course, you are one of our unique "matched" couples!

THIS ISSUE'S SPONSORS:

MATTHEW L. HARRIS of **Reisner, McEwen & Harris** (division of Marine Consultants, Inc.) is a Certified Marine Surveyor. Matt has experience with boats of all kinds and sizes, and can help owners determine what needs to be done to make or keep a boat shipshape. He is a recognized appraiser for boat buyers, sellers, insurance companies and banks, and often surveys boats for owners who want to know what's needed to keep them safe and in top condition (something to consider as you complete or begin any boating season!) Call Matt at **647-6966**.

SEAVIEW BOATYARD opened in 1974, and expanded rapidly as their reputation for quality work grew. By 1985 they outgrew their original Shilshole yard and opened a second facility on the Ballard Ship Canal. Introduced in 2001, the **Seaview North** yard at Squalicum Harbor offers North Sound boaters the same topflight resources as their Seattle locations. And with the introduction of a 150 Ton travellift our larger vessels do not have to leave the community for quality craftsmanship. All locations provide excellent painting, fiberglass repairs, wood-working, rigging, mechanical and general maintenance plus do-it-yourself facilities. Call them at 676-8282

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COMMODORE'S COMMENTS...

---Commodore Richard Veach

We're officially into the boating season; the long days of Summer are just weeks away and most of our members are planning their marine "getaways".

A short time ago, we enjoyed a new approach to Opening Day. The traditional Opening Day ceremony was followed by large flotilla of boats parading around **Gus and Mary Farrar's** beautiful 55' **Raven** in a continuous unbroken circle. That is, until the arrival of the Alaskan Ferry...

The judges determined that **Katy** owned by **Ken and Lisa Chovil** was the boat best emphasizing this year's theme.

The biggest change in this Opening Day was the closure of our facilities to the general public. In the past, we've provided live music, access to our bar, and food to non-members. In return, we had problems with intoxicated individuals, added security concerns, and a rather large financial loss. This year **Terry Tavelli** and his volunteers planned for a much more exclusive approach to our activities. The overwhelming response to the change has been very positive. I've received dozens of emails expressing how much people enjoyed themselves and how appreciative they were that the Club was not open to the general public. **Terry** deserves the credit; his organizational skills left little to chance.

Our dinghy dock continues to move forward; we expect twenty plus dinghies jockeying for positions at the starting line on our Tuesday night race nights. This is going to be an important expansion of our racing program! The dinghy storage barge allows for us to offer sailing opportunities to adults as well as juniors and promises to attract younger members to our Club.

The response to the availability of dinghy storage at the harbor has been remarkable. Thanks to **David Servais** and others we have very few sub-lease vacancies projected. Of course this is going to place demands on our human resources. In the long run, this will only be beneficial to the BYC as we find new members to volunteer to operate the mark boat, add to our race committee, and provide other Club support. Our history strongly suggests we'll find the necessary people! If you have an interest in learning more about the race committee please contact Dick Johnson.

The State of the Club continues to be very positive, but we do have problems to address. We will lose the talents of **Kelsey**

Overby, our race committee chairman, as she enters college in the Fall. **Kelsey** has chaired the Wednesday night races for the last couple of years. We now have to think about her replacement. If you're interested, contact **Terry Tavelli** or **Dick Johnson**.

INTRODUCING OUR EDITORS...

The *Jib Sheet* will now be edited by a team of folks who will submit stories in various areas. **Ray Poorman** will report on Board activities; **Al Callery** will be doing occasional financial reports; **Terry Tavelli** and **Kym Smith** will be reporting on fleet activities; **Dick Grimshaw** will cover the BYC.ORG web site; **Steve Moore** the calendar; **Dick Johnson** the bar; **Bud Peterson** the past commodores and Blue Gavel; **Terry Robertson** Building & House news, **Mary Writer** harbor news, especially from suppliers; **Ray Nelson** the Recreational Boaters Association of Washington; **Frank Richardson (Captain Homie)** about other clubs; **Michele Hurst** new member news; **Claire Beich** junior activities, and **Loraine Boland, Pam Heward, Meredith Ross, and Quinn Selsor** will be general news reporters and help with overall editing.

With this team, we should be able to "keep you covered" without overworking any one person! And, of course, *anyone can submit a story to jibsheet@byc.org*. All the news that will fit and fitting) we'll print!

CLASSES OFFERED

San Juan Sailing and San Juan Yachting offer complimentary attendance to their charter "Skippers Meetings" each Friday at 4:30pm in the Ward Room. It will not only add to your enjoyment of cruising the islands but save you thousands of dollars by pointing out hidden and cagey "killer rocks" that nab unsuspecting rudders and propellers every year. In addition, the meeting covers safety tips from propane procedures to best anchoring practices.

Remember those boats that ended up on the rocks at Sucia in a storm earlier this spring? It wouldn't have happened if they followed a simple recommendation covered in every Skippers Meeting by the San Juan Sailing/Yachting staff.

These briefings have been repeatedly acclaimed by world-wide experienced boaters as the "best charter briefings they have ever heard". **No charge, Fridays through September.**

BLAKELY CRUISE: MARSHA RIEK & RAY POORMAN BIG WINNERS!

17 Boats and 48 members and guests attended the annual **Past Commodore's Cruise** to the lovely Blakely Island Marina April 29 - May 1, 2005. In addition to the traditional dock parties and potluck dinner on Saturday, PC **Marlene Bolster** served us a nice breakfast (including some very deluxe "orange juice") on Sunday morning. Highlight of the Saturday evening gathering was the first "Marine World Poker Tournament" with an entry fee of \$15 for each of the 26 players, with the pot split at the end of the evening between the six top winners. **Marsha Riek** won \$120; **Ray Poorman** won \$95; **David Bradley** and **Larry Stahlberg-Kehoe** tied for third and got \$65 each; **Bob Bingham** was fifth, \$30, and **Max King** got \$15. It was a lot of fun, as always...Thanks for everything, Marlene!



The winners at breakfast (from left to right): Larry Stahlberg, David Bradley, Ray Poorman, Marsha Riek, Max King and Bob Bingham.

MAY BOARD REPORT

Ray Poorman – Vice Commodore

May's meeting on the 19th was long, taking nearly 4 hours. The evening started with a review of our insurance policies (4 of them) by the Unity Group, represented by Greg Poehlman. This was requested by our Auditing group, as this is one of our largest expenses for the club.

Inati bay was the next topic with a review of the information and policies, requested after many hostile contacts by outside parties regarding our policies and signs posted in the bay. At this time BYC is maintaining our lease of over 30 years on the property and honoring the property

owners' requests to allow only BYC authorized use. [See next story...]

If someone asks you about Inati bay, please inform them that the bay is closed to non-members and any questions should be referred to the Lummi Island Land Company, president Jim Dickenson (319-0284) and property manager David Dickinson (758-2110). PLEASE NOTE: *The Lummi Island Land Company is the only entity authorized to speak on the closure issues. If you are contacted please take the person's name, refer them to LILC, and contact an executive board member.*

The Finance Committee report was given by Rear Commodore **Al Callery**. He reported the club is ahead of budget and doing well. **Dick Grimshaw**, our assistant treasurer, is doing a great job of jumping in after **Dolph Conrads'** departure. The auditing committee continues their processes making sure we are doing things correctly.

Membership: Four new members joined the club this month! Next month I will start posting the new members and a count of our membership.

Building & House: **Terry Robertson** reported the junior room is continuing in process and is nearing completion. If anyone can help it would be greatly appreciated!

Club & Lounge: **Dick Johnson** reports the lounge is doing well, requests for renting the Ward Room are up, and the beer tap is a hit. He reminded us all, please pick up your area when your done, and CLOSE OUT YOUR TAB when you leave the club: open tabs continue to plague the bar accounting...

Policy & Planning: I discussed additional information on Inati bay and reported back from after a visit to Squaticum Yacht Club with Al Callery. An edit to the bylaws Section III, Paragraph 6 to remove "and stock certificate" was approved. Modification to the policies of the club Section V, Paragraph C (non-resident members) was changed to match our membership fees, and Section VI (outstation facilities), Paragraphs C and D were modified, and E added (see board minutes for edits). Dinghy Dock moorage requirements were discussed with policy and lease forms to follow in the coming months.

Programs: **Don Dangelmaier** discussed the mark boat training program. If you are interested in driving the mark boat for races or other please sign up and obtain a certificate!

Fleet Captain: **Terry Tavelli** reported opening day went well, there were no incidents and everything seemed to go OK (he was applauded by the board). Summer is coming up fast and there are a lot of projects coming up including the rapidly expanding dingy fleet! Youth Fleet chair **Claire Beich** reported Junior Sailing enrollment is doing well and the Leisure Guide ad put together by **Sally Poorman** has brought in many information requests and several new registrations. Power Fleet chair **Jamie Foti** reported on the upcoming Garrison Bay cruise, and Ski to Sea regatta chair **Jason Watson** reported that the regatta is well in hand.

Old Business: The C&C 24 bids were opened and the board accepted an option to buy from Jason Watson. Laser bids were opened and **Bill Apt** was awarded the Laser and all ten of the Holder Hawks. The Dinghy Dock and the Port of Bellingham use permit were also discussed.

That's it for this edition of the board report. See you all next month!

New Inati Bay Policy

*Ray Poorman, Vice Commodore
& Policy & Planning Chairman*

This year has brought some bad news to the boating community regarding Inati Bay. Use of the bay has been restricted as a result of outside issues. This has caused a lot of confusion, argument, and concern, and the rumor mill is rampant as noted in the Board Report above -- note particularly the instructions about referring questions.

Members please note the BYC's new policy concerning Inati Bay use is as follows!

"Inati Bay use is limited to:

- **BYC Members;**
- **Guests of BYC Members accompanied by a current member;**
- **Guests of BYC Members authorized to operate a BYC Member vessel;**
- **A hired BYC Member vessel, provided the vessel has a current Inati Bay usage permit.**

"All operators entering Inati bay should be prepared to present their current BYC membership card if requested, in addition all vessels are required to display the BYC Burgee and/or Inati Bay Permit."

In addition the Inati Bay subcommittee has completed the following public statement.

"Due to legal and administrative issues the operators of Inati Bay have regrettably been forced to close this anchorage for all boaters and individuals except members of the Bellingham Yacht Club.

Inati Bay has been under the same family's ownership prior to Washington becoming a state. As a result, the private property boundary extends all the way to the bay's mouth, and includes the anchorage, rather than just to the tidal lines as is common with most other Washington bays. This definition of the property raises issues of liability, and rights of use. The risk of wildfire, vandalism, and safety are also contributing factors. Due to these issues, the Bellingham Yacht Club, as lessees of Inati Bay for over 30 years, have been asked to continue to maintain the bay and monitor its use under these new requirements.

"Please accept our appreciation in advance for your adherence to this new, but permanent restriction. As always, we welcome members of reciprocal yacht clubs at our large reciprocal dock in front of the Club a few miles away in Bellingham", said Richard Veach, BYC Commodore. "Unfortunately, in this litigious society where many are trying to utilize waterfront property that is not theirs, and where we must maintain a pattern of control to be sure to protect ourselves and the owners, we have been forced to take this step."

Thanks to everyone for your help on this issue, I know this is one of the hottest topics in several years and brings a lot of outside attention. Your board has spent a considerable amount of time on this and special thanks go out to committee members **Jason Watson, John Asmundson, Joe Coons, Steve Ross and Steve Moore** for their input and assistance.

DINGHY SAILORS

Signed up for the new Dinghy Racing program Laser racing are **Chris Rosinski, Craig Cooper, David Servais, Mike Poulos, Jim Bishop, Jason Reid, John Raasch, Jim Holstine, Lisa Rose Marsaudon, Brennan Ashton, Dean Headstrom, Jim Hassi, and Barry Williamson**. In BYTEs are **Lily Grimshaw and Claire Beich**, in a Thistle, **Bruce Reid**, and in a Fusion 15, **Greg Booth**.

It looks like this new program is off to a great start!

NEW BORDER CROSSING REQUIREMENTS...

The border crossing rules have changed as the United States continues to tighten security. **Unless boaters have a completed I-68 immigration form or a Nexus pass, when re-entering the United States from Canada they will have to stop at a manned port of entry for inspection. The old telephone check-in system with PIN numbers has been cancelled.** In addition, all boaters from the United States should have their U.S. Passport (best) or a birth certificate and picture ID (not as good) to show to any border officer who may require it.

Boaters will find the I-68 form relatively quick to secure at the Customs office at the Bellwether office, while the NEXUS pass if chosen will take longer to secure, but will expedite crossing the border by car.

An edited government press release [we have deleted references to the southern (Mexican) border requirements] will be found on **page 7** of this *Jib Sheet*.

LEGISLATURE PASSES NEW OPERATOR CERTIFICATE LAW

OLYMPIA, WA, May 11, 2005 Legislation that will require boat operators to take a boater safety education course in order to operate a boat in Washington State was signed into law by Washington Governor Christine Gregoire today. The legislation was developed by the Washington Alliance for Mandatory Boater Education (WAMBE) and was passed by both the Senate and House during the recent legislative session.

The law is patterned after similar legislation in Oregon and will require completion of a basic boating class, or passage of an equivalency exam, to obtain a Boater Education Card. The Boater Education Card will be required for operation of a boat with 15 horsepower or more. "Up to now, 36 other states have had some sort of educational requirements for operating a boat, and now Washington is added to the list", commented Steve Greaves, Chairman of the WAMBE group.

"The Card is not like a driver's license. It is obtained once and is good for life. The Card indicates that the boat operator has a basic level of boating safety knowledge, like a diploma."

Like the Oregon law, the Washington law will have a phased-in period for compliance starting in 2008. For example, boaters 30 years of age and younger will be required to obtain their Card by January 1, 2010. Boaters born before January 1, 1955 will be exempt.

For the many thousands of Washington boaters who have already received a certificate of completion from a Coast Guard Auxiliary or U. S. Power Squadron boating safety class (or similar class), they need only supply a copy of their certificate along with a \$10 administrative fee to receive their lifetime Boater Education Card under the new law.

Operators without a Card may operate a boat provided they are under the supervision of an adult with a Card. Purchasers of new and used boats may operate their boats immediately and have 60 days after their purchase to obtain a Card. Cards issued by other states will be recognized in Washington and the Washington Card will be recognized in other states and Canada.

The Washington State Parks & Recreation Commission's Boating Safety Program will administer the provisions of the new law. The administration of the law is totally supported by the \$10 Card user fee. The program is funded by boaters for boaters.

The WAMBE group was formed two years ago with the sole purpose being to develop and pass a bill concerning mandatory boater education in Washington. "With a majority of states already having mandatory boater education laws on the books, it was only a matter of time before it would come to Washington State," said Michael Campbell, President of the Northwest Marine Trade Association - one of the founding groups of the alliance. "We feel it's important to have a law that is fair to boaters, encourages safety on the water, and yet doesn't restrict access to boating." WAMBE is comprised of representatives from a variety of boating-related organizations. The alliance includes representatives of the boating industry, representatives of recreational boating groups, as well as government, law enforcement, and marine safety groups.

"We've tried to include representatives from all facets of the boating

arena in WAMBE", commented David Kutz, Secretary of WAMBE and President of the Recreational Boating Association of Washington. "This has been a real team effort resulting in a sensible law that has broad support among boaters."

The complete text of the new law and a complete listing of the organizations that have supported the concept of boater education in Washington are available on the WAMBE web site, www.wambe.org.

BAR SCHEDULE

Wed	Jun 01	Char, Steve, Bob, Craig
Thu	Jun 02	Mark Johnson
Fri	Jun 03	Jason Watson/Corry Depoppe (Fri@5)
Sat	Jun 04	Craig Cooper
Wed	Jun 08	Char, Steve, Bob, Craig
Thu	Jun 09	Jack Delay (W & K)
Fri	Jun 10	Jack Gerity
Sat	Jun 11	Kym Smith
Wed	Jun 15	Char, Steve, Bob, Craig
Thu	Jun 16	Michele Hurst (Board)
Fri	Jun 17	Terry Robertson, Roger Schjeldrup (F@5)
Sat	Jun 18	Terry Montonye
Wed	Jun 22	Char, Steve, Bob, Craig
Thu	Jun 23	Dick Labadie
Fri	Jun 24	Terry Tavelli
Sat	Jun 25	John Asmundson
Wed	Jun 29	Char, Steve, Bob, Craig
Thu	Jun 30	Ray Poorman
Fri	Jul 01	Open
(Closed Sat Jul & Aug)		
Wed	Jul 06	Char, Steve, Bob, Craig
Thu	Jul 07	Steve & Hope Hanson
Fri	Jul 08	Marlene Bolster
Wed	Jul 13	Char, Steve, Bob, Craig
Thu	Jul 14	John Gargett (W & K)
Fri	Jul 15	Steve & Meredith F@5
Wed	Jul 20	Char, Steve, Bob, Craig
Thu	Jul 21	Bruce Hamilton (Board)
Fri	Jul 22	Rich and Carol Veach
Wed	Jul 27	Char, Steve, Bob, Craig
Thu	Jul 28	Max King
Fri	Jul 29	Pete and Jami Foti

WASHINGTON DEPARTMENT OF FISH AND WILDLIFE COMMISSION SETS...

NEW CRAB-FISHING RULES

TUMWATER - Sport crabbers will be able to fish anywhere in Puget Sound through the Labor Day weekend with the prospect of additional fishing time during the Thanksgiving and Christmas holidays with new crab-fishing rules for this year adopted Saturday (May 14) by the Washington Fish and Wildlife Commission.

At the same time, the commission voted to reduce the daily bag limit from six to five crab in all areas of Puget Sound, and limit fishing in some areas with the highest effort to four days per week.

Those highly fished areas will close the evening of Sept. 5 for a catch assessment, which could allow for additional openings later in the year.

Commission Chair Ron Ozment said the new rules are designed to extend the length of this year's recreational fishery while holding the sport catch within approved limits.

According to catch estimates by the Washington Department of Fish and Wildlife (WDFW), the sport fishery has exceeded its harvest share in each of the past five years, reducing the amount of crab available for harvest by commercial fisheries.

"With sport crabbing growing in popularity year after year, the commission agreed some changes were needed in the fishery," Ozment said. "These new rules are designed to hold the daily catch to a level that can be sustained throughout the summer season with the possibility of additional openings in fall and winter."

The new fishing rules were adopted in a unanimous vote by the nine-member commission during a public meeting attended by more than 150 people, most of them recreational and commercial crabbers. Under the new rules:

- Marine areas 4 (Neah Bay), 5 (Sekiu) and 13 (south Puget Sound) will open June 18 seven days per week.
- Marine areas 6 (eastern Strait of Juan de Fuca), 7 South (San Juan Islands), 8-1 (Deception Pass to East Point), 8-2 (East Point to Possession Point), 9

(Admiralty Inlet), 10 (Seattle/Bremerton), 11 (Tacoma/Vashon) and 12 (Hood Canal) will open July 1, Wednesday through Saturday, plus the entire Labor Day weekend, before closing the evening of Sept. 5 for a catch assessment.

- Marine Area 7 East (San Juan Islands) will open July 16, Wednesday through Saturday, plus the entire Labor Day weekend, closing for a catch assessment Sept. 30.
- Marine Area 7 North (San Juan Islands) will open Aug. 17, Wednesday through Saturday, plus the entire Labor Day weekend, closing for a catch assessment Sept. 30.

With those fishing seasons in place, shellfish managers expect sport crabbers to harvest approximately 70 percent of their allocation in areas that close for assessment, said Lisa Veneroso, WDFW shellfish policy coordinator. The department would then schedule openings in fall and winter for any additional crab remaining in their allocation, she said.

"The closure after the Labor Day weekend will have dual benefits," Veneroso said. "First, it will allow WDFW staff to get a good read on the catch-to-date, helping to prevent the sport fishery from exceeding its allocation. Second, it will tell us which areas we can reopen for fishing in fall and winter, something that many recreational crabbers have requested."

WDFW's method of estimating the sport crab catch drew nearly as many questions from crabbers who spoke at the meeting as the new fishing seasons, themselves.

WDFW Director Jeff Koenings explained that the department is planning to conduct field-based creel checks at specific sites to assess the reliability of telephone surveys of catch-card holders now used to estimate the catch.

"Ensuring the reliability of our catch estimates is a top priority for the department," Koenings said. "I recognize that no system is perfect, but we'll continue to make adjustments as necessary for sound management. To improve public confidence in our catch estimates, we need to make sure those estimates are timely as well as accurate."

OPENING DAY 2005 AND SAILING PHOTOS...



Ray Poorman, Rich Veach, Marlene Bolster, Al Callery, Terry Tavelli before the ceremony. Joe Coons photo.



Char & Ken Malseed, Sally Poorman at the reception. Joe Coons photo.



The guest dock Lineup. Photo ©Sally Poorman

Each year we get some great photos, but the sailing photos in the right column from Sally Poorman are among our best ever. She's copyrighted them and posted them on our BYC.ORG web site. Thank you, Sally!

We will try to publish more photos in forthcoming *Jib Sheets* in the months to come! Meantime, why not submit your photos: Although they won't appear in the printed version of the *Jib Sheet*, they will be in the online version if we elect to include them. --- Ed.



PHRF Start, Jamoca in foreground. Photo © Sally Poorman



miles II go, blocking the sun

©Sally Poorman

RACING RESULTS...

*In order beginning with first place.
Full details at BYC.ORG...*

VENDOVISLAND RACE: OVERALL

PHRF1: Honker, Jamoca, Carrera, Ula Koa, Mischief, Sunstar

PHRF 2: Catspaw, Blackfoot, Moonshadow, Miles to Go, Tequila, Mora, Tumbleweed Havn

BYC FROSTBITE SERIES OVERALL

Blackfoot, Ula Koa, Jamoca, So Sue Me, Miles to Go, Moonshadow, Havn, Catspaw

BYC FROSTBITE SERIES OVERALL

ETCHELLS: Calliopygian, Mach, Toast, Beauzeau, VooDoo, 570, Foibles, Flash

PHRF1: Honker, Impetuous, Jamoca, Mischief, Carrera, Ula Koa

PHRF2: Miles to Go, Tumbleweed, Blackfoot, Mora, Yikes, Merlin, Moonshadow, Catspaw, Flying Circus, Sunstar, Havn, SoSueMe, Tequila, Sparrow

DINGHY RACING SOON...

BYC will be organizing weekly dinghy racing (15 racing days in all) on Tuesday nights for sailing dinghies starting on May 31st through September 6 (last Tuesday before Bellingham Bay One Design Regatta). We expect the main core of sailors to be from BYC's Junior Program using Opti's and Bytes and from a new Laser class that is being formed this year, We will warmly welcome other sailors in Whatcom County and elsewhere who own dinghies to participate. **NOTE: the racing will be properly managed with a professional race officer in charge.**

The 15 Tuesday race days will be divided into three series of five each. Prizes will be awarded for each series.

Racing will be \$20 per series, payable in advance. This charge will cover our share of the the basic costs of mark and safety boat fuel and maintenance.

The race course will be set in the area between the West and East entrances of Squalicum Harbor. There will be a volunteer race committee boat, mark boat, and safety boat. Racing will start at

6.00 pm. Racing will be by class - Lasers, Bytes, Optis and others (mixed).

Hopefully other classes will come together before July12th.

Note that as of press time, 17 sailors had registered for the new program (story on page 2).

BARILOUNGE NEWS

Dick Johnson, Club & Lounge Chair

A BIG thank you to all of our volunteer bartenders. They do a wonderful job. A special thanks go to **Char Malseed, Steve Moore, Bob Kehoe and Craig Henderson** for bartending and cooking every Wednesday night since racing season started. I don't know what we would do without them.

The bar now carries Boundary Bay Scotch Ale on tap and will soon add an amber beer when we get an additional cooler. In addition to our house wines we now carry bottled wines from Covey Run, Yellow Tail and Mt Baker Vineyards, by the bottle or by the glass. We also have something new, a keg of Merlot/Cab blend from Mt Baker Vineyards. The reviews on this have been very good. Hope to add a chardonnay very soon.

We still have a big problem with members who forget to pay their tab when they leave. We are working on solutions, but in the meantime please pay your tabs, no matter how small, BEFORE you leave. I do not want to resort to holding your credit card or car keys when you order. If not paid, they remain in the computer, but create a bookkeeping nightmare.

The club is open every Wednesday, Thursday, Friday and Saturday from 5:00 to 9ish.

"Border Changes" (Continued from Page 3...)

Here is the government press release regarding the changes:

U.S. CUSTOMS AND BORDER PROTECTION ANNOUNCES ADDITIONAL SECURITY ENHANCEMENTS FOR PLEASURE BOATERS

SEATTLE – U.S. Customs and Border Protection (CBP) has implemented enhanced security procedures for small boats arriving in the United States from Canada. The new private boat clearance

procedures are part of CBP's comprehensive efforts to enhance security at our nation's borders.

Private boaters will be required to report to specified ports of entry for inspection if they are not currently enrolled in a "trusted traveler" program. Only boaters participating in the I-68 or NEXUS programs will be allowed to report their arrivals by phone. Personal Identification Numbers (PINs) issued under the old Small Boat Reporting System are no longer valid. Participation in the trusted traveler programs requires the payment of a fee and passing a background check by CBP and Canadian authorities.

Participation in the I-68 program requires each applicant to appear in person for an interview at a Customs and Border Protection port of entry. Fees are \$16 (US) for an individual or \$32 (US) for a family. U.S. citizens, Lawful Permanent Residents, Canadian citizens and Landed Immigrants of Canada who are nationals of Visa Waiver Program countries are eligible to apply for I-68 seasonal boating permits. Private boaters are encouraged to apply BEFORE attempting their first trip to expedite the border clearance process. "These new procedures allow CBP the ability to carry out our twin goals of preventing terrorists and terrorist weapons from entering the United States, while at the same time facilitating legitimate travel and trade," said Thomas Hardy, Director of CBP's Seattle Field Office. "Those boaters enrolled in our expedited travel programs will reap the benefits of our call-in inspection process."

The Pacific Northwest is one of the busiest international boating areas in the United States. These new procedures are designed to augment a myriad of security enhancements implemented by CBP at our borders since the terrorist attacks on America on 9/11/01. Boaters are encouraged to contact their nearest CBP office with questions regarding these new enhanced security procedures for boaters. Please refer to www.CBP.gov for the listing of the nearest CBP office. For information on the NEXUS program, please refer to www.nexus.gov.ca.

U.S. Customs and Border Protection has increased enforcement efforts of small boat arrivals and the face-to-face inspection requirement upon arrival, of associated crew and passengers.

This increased enforcement posture requires physical reporting to designated local U.S. Customs and Border Protection

Offices unless enrolled in an **Alternative Inspection Services Program** that would allow arrival reporting by phone. Affected individuals are encouraged to participate in any of the Alternative Inspection Services Programs described in this document to expedite reporting of arrival and clearance into the United States. *Participation in any of the programs does not preclude the requirement for a physical report upon request by U.S. Customs and Border Protection.* Small Boat Reporting System (SBRS) participants are NOT EXEMPT from reporting under these procedures and are strongly encouraged to apply for participation under one of the programs listed in this document. Previously issued SBRS PIN numbers will no longer be valid.

Who Reports: All U.S. Citizens and aliens seeking entry to the United States MUST REPORT their arrivals. Boaters participating in either the I-68 or NEXUS/SENTRI programs MUST REPORT but may do so by phone.

- Masters - The master or person in charge of the boat must report their arrival to U.S. Customs and Border Protection. For the purpose of these instructions, the term "boat," means any vessel *not engaged in trade or documented trade (not carrying merchandise or passengers for hire)* such as pleasure boats and yachts, regardless of size. This requirement applies to all boats regardless of country of registration. Additionally, boats registered outside Canada or the U.S. must contact a local CBP office for a cruising license.
- Aliens - All aliens (including alien crewmen) who are applicants for admission or otherwise seeking admission or readmission into the U.S. must report for inspection by a U.S. Customs and Border Protection Officer.
- U.S. Citizens - Persons claiming to be U.S. citizens must report to a U.S. Customs and Border Protection Officer to establish that fact to the examining officer's satisfaction.

When Reporting Is Required: Masters must report their arrival to U.S. Customs and Border Protection if having been engaged in any of the below activities:

- After having been at any foreign port or place;

- After having had contact with any hovering vessel;
- After having anchored or engaged in fishing;

Reporting Procedure: The master or designee may go ashore only to report the arrival to U.S. Customs and Border Protection either in person or if participating in the I-68 or NEXUS programs, by phone. No other person may leave or board the boat and no baggage or merchandise may be removed or loaded until the report of arrival is made and release granted by a U.S. Customs and Border Protection Officer. **Each crewmember and passenger must also be in possession of an I-68 or NEXUS card to qualify for phone-in reporting.**

Where to Report: Masters, crew and passengers participating in the I-68 and/or NEXUS programs may utilize the following 1-800 number for phone-in arrivals: **1-800-562-5943**

If arrival occurs after the normal business hours (generally 8AM - 8PM) of a port, boaters must utilize the 1-800 number to report their arrivals. A U.S. Customs and Border Protection Officer who will provide further instructions regarding reporting and entry processing.

Arrivals requiring an in-person report to a CBP Officer may be made at any of the following designated ports of entry. The boat must be made available for possible boarding at the time of report.

*Aberdeen (360) 310-0109, Anacortes (360) 293-2331, **Bellingham (360) 734-5463**, Blaine (360) 332-6318, Everett (425) 259-0246, Friday Harbor/ Roche Harbor (360) 378-2080, Oroville (509) 476-3132, Port Angeles (360) 457-4311, Point Roberts (360) 945-2314, Port Townsend (360) 385-3777, Seattle (206) 553-4406, Tacoma (253) 593-6338.*

All documented or registered vessels 30 feet in length or greater are required to pay an annual processing (user fee) of \$25.00 (U.S. currency) if crossing the International border.

Payment is required for the vessel at or before the time of the first arrival for each calendar year. If you report your arrival by telephone and a fee is applicable, you may charge the fee on your American Express, Discover, Visa or MasterCard. A non-transferable decal will be issued upon payment and mailed to your address of record.

Boaters must report to one of the U.S. Customs and Border Protection designated ports of entry upon arrival to purchase an annual decal. U.S. Customs and Border Protection will not grant a clearance if outstanding fees are due. Decals may also be purchased via the Internet at <https://tradelinks4.mellon.com/cbp/Dispatcher>.

If you purchased your decal through the Mellon Bank, Pittsburgh, Pa., the U.S. Customs and Border Protection User Fee Administrator will handle your annual decal mailings/reminders at the Mellon Bank. Please carry a copy of the decal application for verification if you have submitted payment to Mellon Bank and have not received your decal.

Failure to report can result in civil penalties as defined in Title 19, United States Code, Section 1436 to include a penalty of \$5,000 for the first violation and \$10,000 for each subsequent violation with the conveyance subject to seizure and forfeiture. In addition to being liable for a civil penalty, any master who intentionally commits a violation under subsection (a) of this section upon conviction, is liable for a fine of not more than \$2,000 or imprisonment for 1 year or both.

I-68 Program

Under the Form I-68 program, applicants for admission into the United States by small pleasure boats are pre-registered and issued a single boating permit for the entire boating season. The I-68 permit allows boaters to enter the United States from Canada for recreational purposes with only the need to report to U.S. Customs and Border Protection for further inspection by placing a phone call to report their arrival. To enroll in the program, each applicant must appear in person for interview, and various law enforcement checks. Fees are \$16 (U.S. currency) for an individual or \$32 (U.S. currency) for a family. The names and dates of birth of children less than 14 years of age may be listed on one or both parents' Form I-68, however it is recommended that each child have a separate I-68 form.

• Three (3) passport style photographs for each I-68 applicant will be required at the interview. A separate I-68 will be required for applicants 14 years and older.

• The I-68 is valid for one year from the date of issuance, or until revoked by U.S. Customs and Border Protection.

Eligibility:

U.S. citizens (USCs) or lawful permanent residents of the U.S., Canadian Citizens, or Landed Immigrants of Canada who are nationals of Visa Waiver Program countries are eligible to apply for seasonal boating permits. **When used by a person who is not a USC or Lawful Permanent Resident of the United States, admission shall be for a period of no more than 72 hours and only if they will remain within 25 miles of the shoreline along the northern border of the United States. Boaters that are not USCs or Lawful Permanent Residents of the United States requiring stays exceeding 72 hours are not eligible for the I-68 program. As such, a physical report to a CBP Officer is required on each and every arrival unless participating in the NEXUS/SENTRI program, Please note that this requirement is in effect when arrival occurs via a small boat.**

Registration Locations: Applications for the I-68 program are required to be in person at any designated Port of Entry within the jurisdiction of the Seattle Field Office.

NEXUS

The NEXUS Alternative Inspection Program allows pre-screened, low-risk travelers to be processed with little or no delay by U.S. and Canadian border officials. Approved applicants are issued a photo identification/proximity card, which is valid for 5 years. Participants cross the border in a dedicated lane where they present their membership identification and proximity card for expedited processing unless selected for a more intensive examination. Small boat operators in possession of a NEXUS member card may report arrival via phone.

To enroll in the program, each applicant must appear in person for interview, and various law enforcement checks. Registration includes a \$50 (U.S. currency) per person fee for individuals 18 years of age and over.

Eligibility: Citizens or permanent residents of the United States or Canada. Non-permanent residents demonstrating a need to utilize the NEXUS system.

Applicants must be approved by both the United States and Canada. Instructions on obtaining a NEXUS application form can be found on the U.S. Customs and Border Protection Internet Website at:

http://www.cbp.gov/xp/cgov/travel/frequent_traveler/nexus.xml

Registration Locations: **Applicants are instructed to send their completed application forms and corresponding fees to the Canadian Border Services Agency (CBSA) for initial processing. After approval by CBSA, U.S. Customs and Border Protection will contact approved applicants to schedule appointments to continue the application process. Currently, applications for NEXUS participation in this area are being processed in Blaine, WA. CBSA approved applicants will be advised to report to the Blaine NEXUS Processing Center to complete the application process.**

Reporting Suspicious Activities:

Please report any suspicious activities observed to 1-800-BE-ALERT (1-800-232-5378) or the after hours toll free number 1-800-562-5943.

BYC CALENDARS FOR TWO MONTHS

Sun	Mon	Tue	Wed	Thu	Fri	Sat	>>JUNE 2005<<
			1 Sailing Spr5	2 Novice Spr5	3 ☺ F@5	4	<u>SIGNIFICANT DATES THIS MONTH</u> ☺ F@5 Fridays at 5: 3, 17 Club Administration Events: 16 Cruises: 10-12, 25 Sailing Races (at 6PM unless noted): Seniors: 1, 8, 11, 12, 15, 18, 19, 22, 25, 16, 29 Novices: 2, 9, 16, 23, 30 Juniors: 11, 27
5	6	7	8 Sailing Sum1	9 Novice Sum1	10 Sucia Cruise & Fishing Derby	11 Windermere Regatta Inter. Sailing Class Begins 10A Sucia Cruise	
12 Windermere Regatta Sucia Cruise	13	14	15 Sailing Sum2	16 Board Mtg6P Novice Sum2	17 ☺ F@5	18 Etchells Regatta 10A	
19 Father's Day Etchells Regatta	20	21	22 Sailing Sum3	23 Novice Sum3	24	25 Pt. Roberts Invit. 10A Jr. Cruise to Inati Bay	
26 Pt. Roberts Invitational	27 Basic Sailing Class Begins 10A	28	29 Sailing Sum4	30 Novice Sum4			

Sun	Mon	Tue	Wed	Thu	Fri	Sat	>>JULY 2005<<
					1 ☺ F@5 Garrison Bay Cruise	2 July 4 Garrison Bay Cruise	<u>SIGNIFICANT DATES THIS MONTH</u> ☺ F@5 Fridays at 5: 1, 15 Club Administration Events: 16 Cruises: 1,2,3,4 Sailing Races (at 6PM unless noted): Seniors: 6, 10, 13, 20, 23, 27, 30 Novices: 7 Juniors: 5, 12, 19, 25, 26
3 July 4 Garrison Bay Cruise	4 July 4 Garrison Bay Cruise	5 Dinghy Series 1-1	6 Sailing Sum5	7 Novice Sum5	8	9	
10 Seattle Race Week (to 15th)	11	12 Dinghy Series 1-2	13 Moore Invitational	14	15 ☺ F@5	16	
17	18	19 Dinghy Series 1-3	20 Heat Wave 1	21 Board Mtg6P	22	23 WOW Regatta 10A	
24	25 Basic Sailing Class Begins 10A	26 Dinghy Series 1-4	27 Heat Wave 2	28	29	30 Performance Cup 10A	
31							

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