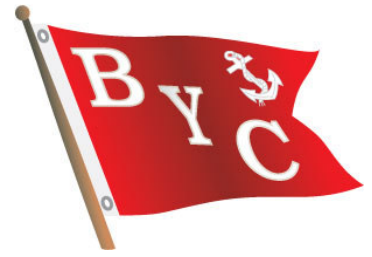


Boulder Yacht Club Boulder Bits



Bits and Pieces. Some Noteworthy; none newsworthy.

Vol. XXXII/No. 7

<http://www.boulderyc.org>

July 09



---COMMODORE'S COMMENTS---

It looks like the weather gods are easing up on us for a few days; I hope BYC can take advantage of it. Please keep in mind, I would like to get a "BYC Armada" going before the summer is gone, flags flying, people smiling and sailing together, if you hear of this happening please join in, the lake is up, the temp is down, all the makings for a good time. Look forward to seeing all of you on the docks.

That's all I have this month, see you at boulder where life is good.

Commodore Schmidty
314-704-0177 or schmidtw_sail@yahoo.com

---FROM THE VICE COMMODORE---

The Boulder difference!

It is usually observed that other sailors help each other when docking their boats. The Boulder Difference: Not only sailors help other sailors but no difference is made if it is a powerboat or sailboat.

We were at the raft up in Cove 1 for the fireworks. Eight BYC boats enjoyed camaraderie, good food, drinks and a fantastic fireworks display. After it was all over there was a fireworks display in the sky north of us with lots of lightning. A weather front was suspected to come through and hit hard later in the night. A few boats left late at night to make their way back to Boulder.

It was a great motor back with lightning and dark clouds all around us, but no wind on the lake. We did get a little nervous as the lightning and black clouds were getting closer and closer and we found out that we didn't plan on that much motoring and our gas tank was almost empty. Getting stuck in the middle of the lake with a bad weather blowing in the middle of the night is not our cup of tea.

To make a long story short, we made it with the motor dying around the last pier inside the marina. And low and behold there were folks waiting on our docks to help us in. A Big Thanks to the crew of Rapture for being there at a time we really needed to see some helping hands ... The Boulder difference? This was 11:30 pm!!!

Of course we all helped Bonnie Sue, the huge houseboat, to dock in a meanwhile gusty north wind. Our Commodore lost one of his shoes while he jumped into the water, onto his jet ski and was pulling her around into her slip. There were half a dozen folks pulling and fending the rather large houseboat into the slip. Again, this is around midnight! It makes you feel pretty proud to be a member of such a great club.

See you at the Lake!
Ulli Schaette Vice Commodore
ulli-24@hotmail.com

---FROM THE SECRETARY/TREASURER---

Some like it hot, hot, and hot! Summer is definitely here. And, we're roasting like peanuts. But, before it got so hot, we had a great party this month. We had 70 folks in attendance at Tapas, and we broke even. Way to go Bill!

We also had new members join BYC this past month. We now have Danny & Linda Stover, with Costago, their Monarch 28. We also have Jarrett & Amy Norris, with their 20' Four Winns. It's excellent for a midnight cruise (I think it was midnight). I highly recommend it. And, last, but not least, we have Allen & Darlene Menietti, and their son Brendan, on the Bonnie Sue, their 42' Holiday Mansion. And, yes, it is a mansion. It's so big; there are 2 families on it, the Meniettis and the Schlepers. It's like having a 2 story house. One family takes the upstairs, and the other takes the downstairs.

I updated the racing stats recently on the <http://www.boulderyc.org> web site, but, as Jeff Morrison so aptly pointed out, I've been quite remiss in putting up pictures from club events. So, keep an eye peeled for pictures. By the way, if have you some pictures for the web site, please email them to me. I probably won't get the web site updated with pictures until the week of 6/29, because I hope to be watching the fireworks from the Dam Saturday night! Yeah!

Hope to see y'all at the hot, hot, hot lake,

Rob Schmidt BYC Secretary / Treasurer
Rschmidt63025@gmail.com

-----THE SOCIAL CHAIR -----



June provided us several hot weeks at the lake. Nevertheless the *Tapas Party* was a great success thanks to Bill and Barb Jaworowski aboard *Moonbeams*. Bill created a new award this year. It was given to "The Miss Congeniality Boat." If you didn't get a first hand view of the trophy, it is best described as an old, well worn, bronze painted deck shoe mounted on a wooden stand. Participants that toured the docks voted for their favorite boats. I think the winners Gary and Lila Luttrell on *Photo Shoot* were serving more than beer aboard their boat during the event.

Anything to win votes! I'm certain the trophy will be displayed proudly.



Those that decided to suffer through the heat last Saturday were rewarded to a spectacular fireworks display. It turned out to cool off nicely into the evening. Several BYC boats rafted up in Cove 1 to enjoy the afternoon and display together.

Please mark your calendars for July 25th. The Schmidt Clan is sponsoring BYC "Raft Up" this year. If the weather is favorable I'm sure many will plan to spend the evening. We hope you decide to join us.

I'd like to make everyone aware that Jim Antonacci aboard *Spinning Dreams* is a member of the Coast Guard Auxiliary and is making himself available for Vessel Safety Checks. He makes certain you have all safety equipment required and provides a decal for your boat demonstrating your compliance to these standards. Please contact him directly for more information. He is located on Jost Van Dock at slip number 10 or feel free to contact him at cell phone number (314)409-9149.

If you have any ideas or need information about this year's events please contact me
Jeff Morrison, Social Chair morrison.jeff@ymail.com.

----FROM THE RACE CHAIR ----

Last month was action packed so to speak We had our first two races, which were expertly run by Moonbeams as the CB. The fleet was very close together and at the end a few surprises showed up in the results. Ariel has two bullets, Sailing Fox and Harmony are in second place tied, and Gail force and Quicksilver are tied in third place. Those were two fun races in perfect wind conditions. Let's hope July 11 is similar wind for race 4 and 5. We would like to see a few of our former racers getting back into the action. CB for the first race will be "Time Out" we are still looking for a CB for the second race on that day. (Allowing to switch CB so both can have one race)

The CYC lake wide moonlight regatta saw a bunch of BYC boats not only participating but also winning. Due to a technical reason Barry didn't win the 1st place wet sailed boat category. (He finished first) Thor won the dry sailed division. That's two first places for Boulder over the finish line. I don't remember if Boulder racers dominated like that on a lake wide race ever. Not to forget Rapture (4th) and Blue Moon also placing nicely. The Tradewinds Commodore Cup was a super long triangle course with shifty and rather low winds. Thor crossed the finish line first but got Phrf'ed over from a whole bunch of West Boats. Next year!

The CYC Commodore Cup got postponed due to lack of wind.
See you all on the lake for our next couple races.

Next Boulder Race date is July 11 for another 2 races the same day

Cu on the lake

Thor YC RC corsair28r@hotmail.com

---BYC FLOTSAM & JETSAM---

A Cruisers Journey by Steve Kratchman

So we are now situated at the last causeway next to South Miami Beach at a cousin's house who I met last year when taking a boat down from Oriental, NC to Miami. A person I had never met in my sixty-six years. They are giving me information about boatyards to go to, riggers to call, places to go to get things taken care of on the boat while there. I made so many trips to the West Marine store on Hwy. 1 or the Dixie Highway they almost thought I was one of their associates. But what I was buying were all the component instruments blown out by the lightning strike. On Wednesday I put the boat into the Merrill-Stevens boatyard for a short haul to assess the hull, fittings, bonding, thru-hulls, zinc, shaft, prop, any and all items possibly affected by the lightning strike. While in Marathon outlining the claim with Boat US Insurance office I was assigned a surveyor upon arrival in Miami and Brett Carlson came to my boat at the assigned boatyard. A cursory examination and attempt to turn on multiple pieces of equipment along with past experience with such claims pretty much gave an overall conclusion that all electronics along with other peripheral equipment would need replacing. The yard concluded all the bottom orifices in the hull were secure but the transducers for the ST 60 + instruments would need changing out. Ultimately, hammering, sawing, and drilling out the frozen-in-place bronze transducers were removed. It took from Wednesday until Friday to determine the procedures, yet nothing was begun. At \$10/ft. to pull and block the boat, I was a bit astounded at the leisurely attitude this work was proceeding at. In the meantime, by Friday it was apparent I would be the one to buy all the instruments needed to install, including a Xanex Heart 2500 Inverter because that was condemned as one of the last components to be noticed. In order to get one I needed to go to a distributor somewhere in the Miami area but in driving to it to get the last one my GPS would not put in the address so driving in the rain and heavy traffic, I was calling every few miles to assure myself I was proceeding in the right direction. The pressure was really getting to me because I also needed to get back to the yard to lower my boat back into the water so my rigger could do his work over the weekend. I got there and \$1400 paid and an order for the \$500 Link 2000 monitor. Coming back was a chore and I got to the yard just in time for the yard manager to drop me into the water at 4:30PM. The bridges that allow boat traffic down the Miami River, six of them, close at this time until 6 PM when they allow traffic again, however, Angel (the yard manager) yelled that if I get me engine started quickly and I can follow the oncoming freighter being towed and pushed by the towboats at its bow and stern, I could follow it through one bridge after another. So I did and got through to the Biscayne Bay side within twenty minutes instead of waiting until 6 to begin. John, the rigger, came minutes after my arrival at my cousin's house, with all the fittings to rig the new furler, forestay, masthead unit, antenna, and deck light on the mast. I could not believe how self determined and organized he was while proceeding on lowering the forestay and roller furling into the night. He came back the next morning to cut the cable and finish the job. What he did in two days was more than the yard had accomplished in three, and they had not begun.

The agreement with the yard was that I would return on Monday by 10 AM and a crew would be ready to deal with the items on the work order. I arrived at 9:20AM ready to be pulled. That was the plan but...that was not going to happen. I waited across from the pull-out pool while two other boats were pulled. Then it was lunch time and it had rained several times but by 2 PM they were ready to pull me. As they began to block me I demanded to see the superintendent. Explaining my dismay at the day's events and what the only job they were supposed to perform, I suggested by the time the blocking was to be done the yard would be closing. And quite frankly if this is what goes on at this yard as a common practice I wanted to be no longer in it so put my boat back into the water and I will get the hell out of here! He began to understand I was not kidding and that my story of the type of performance they gave to my problem would be written up in the Boat US Bulletin as well as Sailing zine and Cruising World and any other magazine that might print me. I was frustrated, exhausted with their behavior, and justifiably pissed!. So much so they promised to begin early the next morning to complete all tasks. Since my boat has no wheels and I had my rental car back at my cousin's, I told them I would see them before they would see me. They asked, "What do you mean?" "I mean I will be spending the night in my clothes on your leather couch in your Captain's Lounge. I will walk to get something to eat tonight but if you think I am leaving here to find no one attending my boat in the morning you are mistaken. I will see you in the morning as you arrive and I will be at my boat when your crew shows up. I have every intention of leaving this yard by noon tomorrow with or without my boat. Am I making myself clear?" They got the message and I was out of the yard right at noon the next day after paying \$3400. I was not happy with them and they were glad to see me go. Merrill-Stevens is a big yard doing work on big boats, 80 to 200

feet and larger. I was referred to them by one of the managers at the West Marine store I regularly visited. Although they took me in (in more ways than one) it was not a yard that would be well advised to work on my boat because of the bureaucratic way in which they operate. Who knew? My cousin knew but I was in the yard before I could even talk to him about going. While in the yard I called several other yards asking about the possibility to take me in. All were so busy it would be one to two weeks before they could get me in. So in the grand scheme of things I was in a yard and out within a week. I have ultimately spoken with several other boat owners about my experience and they confirmed the slow pace and nickel and dime measures boat yards find to charge up the costs for a stay in a yard. None had anything good to say about their experiences in a boat yard. All agreed that I had the lowest charges and got the job done quicker than any they knew. It did not make me feel any better about my ordeal but now I was ready for the last item on the list, i.e., buy and install radar/chartplotter.

Now is the time I call back Mark and Dave to Miami. Picking them up at the Ft. Lauderdale airport, we stopped at Florida's largest West Marine store. It was huge! I had just purchased that morning the newest Raymarine radar/chartplotter, the C-90W. Now I wanted to see what kind of mounting besides a bracket might be available. NONE! It was so new, only three months prior was it introduced, no fittings were made for it. Just another kink in my plan because when I opened the box after buying it I found I was going to have to buy the bracket to mount it at the pedestal for another \$50. It was only after hours of pulling wires and mounting the Radome and trying to get the radar to work that I was told by technical service the radar does not work without a "coupler" which we found towards the last pages in the booklet that came with it. Thank you, Raymarine, for getting me to buy another piece for this at an additional \$30. The hours Mark and Dave put in to install this and other equipment only to find out that in order to complete the job, another piece is needed is exhausting me but not them. They continued to perform these installations with sweat on the brow and determination...and valor! I admired their tenacity while I admonished the companies that manufacture and distribute these things making people like me believe it will be a simple matter of connecting this cable and that adaptor and all will work like magic. F-- you! When you are in another state or country and these entire minutia are not readily accessible, then the boxes or the sales people should be told what else is needed to complete a system. Even the professional technicians who are hired to install these systems have to read the book before installation begins. Of course if you or they bought the equipment to install and are at the boat and then read what will work or won't unless you buy the additional parts needed, it is too late for them, too!! I think this industry of instrumentation is becoming a real gold digging operation. Can you tell I am not happy with the Raymarine Company? I still feel good about my boat and what I got for my money. I am even happier that nothing more than instruments and "things" need replacing rather than Mark or me getting electrocuted or the boat has hull or thru-hull damage. I have no right to complain and only should be grateful that I have Boat US insurance because they have been incredibly helpful with this ordeal. Anything that appears to have carbon dust or burns have been replaced without question and our conversations have all been in the vain of whatever will get me back on "plan" is what they will do. Anyone not totally pleased with their boat insurance may well be advised to seek their quotes...and look very closely at the details of what and how they pay out claims. So far I have sent them invoices via emails after the surveyor listed items he felt were affected by the strike and they have sent me checks three checks for over \$11,000 and we are not finished. Believe me, I am still out of pocket far more than I had planned on but, as it is said, It's a boat!!

As of Friday at 2:30PM we left the Miami (VICE) Marina after fueling up and getting a few sandwiches and headed out to sea seeking the Gulf Stream. At about nineteen miles out storm clouds from the west appeared very heavy and we could see the rain hitting Miami so we turned on the radio and heard they had 8 inches of rain in two hours. Cars were floating around in some intersections, wind and hail had damaging effects, and then it hit us. Heavy winds drove the boat faster and then the rain came and pushed us out even farther. It lasted a few hours and we were drenched but the boat handled very well under my helmsman, Dave Commens. Watching the radar we could see we were headed off shore and to the east of most of the weather problems on shore, consequently our direction and speed were adequate to do a wing on wing for most of the trip up to Charleston. What was most impressive were the playful dolphins often skipping and crossing the bow. By 7AM two and half days later we were passing into the channel to arrive at Charleston, NC and by 10AM we sailed past Ft. Sumpter and into the marina of choice. We stayed there 3 days because we needed

to replace the leaking rusted out water heater tank. And so it continues, problems! That second night Bill Harper and Rich arrived to add to the crew count and they were a welcome sight. They drove from 4AM to 7:30PM to get there. Where we stayed were many liveaboards and the resort was part of the marina which meant we could eat there, swim in the pool, use the transportation free of charge, and have daily helpings of root beer floats between 4-5PM. We went out to dinner locally and all went to sleep on board by 12:30AM. Oh, oh. I was in the v-berth, Bill and Rich lay next like sardines in the main saloon, Mark slept on the port settee, and Dave had the whole starboard stateroom to himself. Thank God the A/C continued to work well. However, by morning Bill and Rich had discussed the night and the conditions on the boat for sleeping and decided it would not be conducive to our relationships if all were on board for the rest of the trip so they departed and meandered their way back while taking in some of the local sites and battlefields. I was sorry to hear this decision but realized it was for the best. Especially since we arrived another two days later to the Chesapeake and entered Little Creek Marina for another crisis. (To be continued)

UPCOMING EVENTS

July 11-----Boulder Races 4 & 5.

July 25 ---- Raft-up on the water party.

EDITOR'S NOTE

Photos in these bits are by Tim Bira-Tapas Party and Thor-of the fireworks. Thanks

If you see an error in the Bits or if you want the Bits by e-mail contact me at magicdragon1@prodigy.net. If you see an error in the attached BYC Roster E-Mail Rob Schmidt at Rschmidt63025@gmail.com and we will correct the error.

I don't know why I put this in here but the **deadline** for the next (August) issue of the Boulder Bits is **7/25/2009**. We encourage everyone to send articles of interest to share with us. I know I will get articles on time this year.

Bill Schmidt, Editor magicdragon1@prodigy.net

BYC OFFICERS	
<i>Commodore</i>	Bill (Schmidty) Schmidt
<i>Vice-Commodore</i>	Ulli Schaette
<i>Secretary-Treasurer</i>	Rob Schmidt
<i>Race Chairman</i>	Thorston Schaette
<i>Social Committee Chairpersons</i>	Jeff Morrison
<i>Historians</i>	Sharon Schmidt & Laurel Juenger
<i>Boulder Bits Editor</i>	Bill Schmidt
<i>Webmaster</i>	Rob Schmidt
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<i>Chairman</i>	Steve Kratchman
<i>Secretary</i>	Dave Renard
<i>Other members</i>	Sharon Schmidt, Kort Juenger, Gary Lopez
<i>Web page:-</i> http://www.boulderyc.org	

Raft-up

Come to the BYC Raft-up
Play games, get in the water, have fun and do all
The things sailors do on the lake.

When Place Carlyle Lake Cove 4 July 25

10:00 Lunch-rationed out at club house. BYOB
\$4 (preregister before July 18) \$5 after
Kids \$2

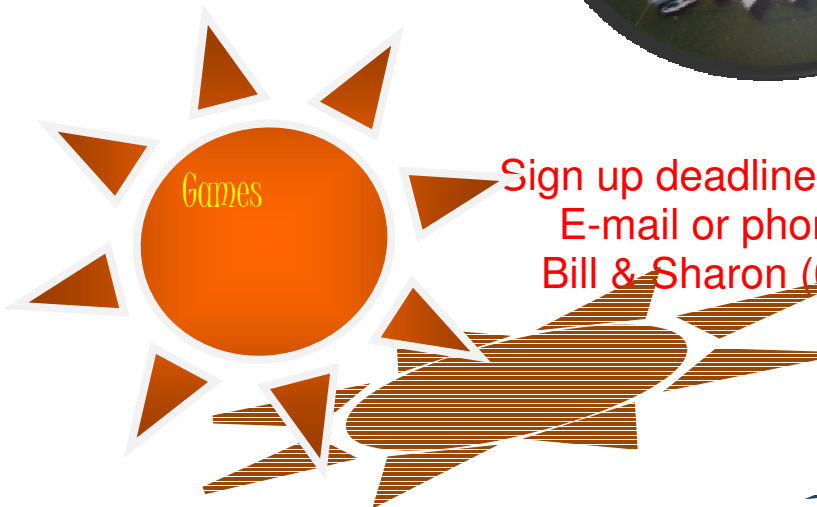
NEXT: Heading: Cove 4
and round up.

ANCHORS: more will be used
this year.

2:00 Games are on!



5:00 Trivia stops!



Sign up deadline-July 18, 09
E-mail or phone (only)
Bill & Sharon (636) 671-1063

