



The Bilge Pump

Of the Queen City Yacht Club
2608 BOYER AVENUE EAST
SEATTLE, WA 98102
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www.queencity.org

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OCTOBER 2007



COMMODORE BILL MCGILLIN

✦ COMMODORE'S COMMENTS ✦

It is an honor to serve the members of this Club. I hope that in the coming year, I can add something of value as the many Commodores preceding me back to 1916 have done.

The members who have agreed to fill vital roles on various committees this year deserve our thanks. You will improve the Club for all and have a good time doing it. The members who contributed their efforts this past year also deserve our thanks.

I want to thank Dale and Susie Roberts and Ed and Elaine Jennerich for stepping into their respective roles as Vice Commodore and Rear Commodore. Thanks to Eric Wood and John Rogers for sticking with it. The bridge members have committed to communicate with and support one another. They have my full confidence and we are going to be a great team.

Some people talk of a Commodore's legacy. I have been asked what I want my legacy to be. I prefer to think instead of the legacy of this club. I don't think of legacy as things bought or built. Those things wear out. In its 91 years, the club has

changed locations several times and had different club facilities. But the club itself moved forward, grew and developed not on its physical assets, but on the positive attitude and spirit of its members. This club we enjoy today could only exist due to the willingness of past members to build things that would long outlive them and to plan for the future beyond their life spans. If they could see and sense the pulse of the club today, would they regard us favorably? And what of those members yet to come? Will they honor our memory, thanking us for what we build for their time? If as a result of our members' efforts this year, the answer to these questions is yes, that will be a legacy.

In selecting volunteers to head the various committees, I sought members who have a healthy positive outlook and a forward-looking sense of pride in our club. I believe we are blessed with volunteers who are not asking what

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HIGHLIGHTS

OCTOBER 2007

6 Oct.	Commodore's Ball
6 Oct.	Olympia/Tacoma Challenge
21 Oct.	Flag Officer's Race
25 Oct.	WIC Luncheon, Everett YC
27 Oct.	Steak, Scotch & Cigar Night II
31 Oct.	Halloween

they can get out of the club, but what they can give. Every person in this life can make a unique contribution. Having potential but not using it is not a life, or a moment, or an association well lived. It is my hope that more will come forward and share the rewards of involvement.

After our members' hard work creating this club comes the payoff. The yacht club is about FUN and we have a busy social year ahead. By the time you read this column Dave ("I guess buying the food qualifies me to be called event chairman") Krows and Dean Lentgis and his master band of Greek chefs will have pulled off a successful Past Commodores Friday night social. Chairman Al Reiche and Parade King Nick Castrow and many volunteers will have made a fun-filled First Annual Closing Day. October brings us the Commodore's Ball early in the month (it's really about the members) and the Scotch, Steak and Cigar event chaired by Mark Vanderwall towards the end of the month. November and December are packed with events as well. But wait, there's more! January brings "Martini Madness", February the Sweethearts Dinner and on and on. Fleet Captain Paul Grimm plans a number of great cruises by land and by water. The Queen City Players are likely cooking up a doozy for the Bremerton skit. These are just a few of the fun events.

A couple of minor changes on the business front. A number of members have asked me to close the bar during meetings so that more members will stay through the meetings. I am going to do this, closing the bar at 1945 hrs. The bar will not reopen until after the bell sounds at the closing of the meeting. Some will see that as a negative, some as a positive. For those who see it as a negative, the upside is that after the meeting, the first round is

on the Commodore and each member then in attendance will get a chit for that round on their way out. I will also ask that no BYOB go on in the clubhouse during the meetings.

Next, WIN-WIN! Many have an idea about what's wrong with the Club. That is negative. So what can you propose to make it better? That's positive! Here is your chance. Propose an idea that will make the club better for you and improve the club (a WIN - WIN). Here's the deal: the idea has to be presented in writing and be complete, be legally permissible within the Club Bylaws and Rules (remember house alterations have to go through the process), explain why it is a winner for you and the club, and be financially feasible and approved by the Bridge. If your idea is adopted, you will get one free breakfast, lunch or dinner and the thanks of your fellow members.

Finally, oceans of gratitude to my wife Cammy Mowery. Without you, none of life would be this much fun.

Bill McGillin
Commodore

VICE COMMODORE'S REPORT

I am honored to be your Vice Commodore this year, and with help from our Commodore, Rear Commodore, and the vast array of committees that make this club function, I am optimistic that I will carry out my duties as the past Vice Commodores have done for over ninety years.

One of my responsibilities as Vice Commodore is overseeing moorage. It is one of our club's most coveted benefits, and therefore, its operation is close to the heart of

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QCYC EMAIL NOTIFICATION

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many, if not most of our members. Past Commodore Scott Grimm is our Moorage Chair this year and he has assembled many of last year's committee members to serve this year as well.

We will ensure that the moorage rules are adhered to with regards to slip assignments, wait lists and sub-assignments. The difficult question of "storage boats" will be revisited as well.

Queen City Yacht Club's docks are clearly an asset that is not only immensely valuable to current members, but it is an asset that needs to be protected to ensure that it remains in top condition for future generations to enjoy as we do now. Randy Garvie has agreed to be the Docks Chair and looks forward to working with his committee on various projects that are planned for this year. He has members that will be serving on his committee, but if you are looking for a way to serve your club, he can always use your help and expertise.

House is the third area that I am charged with overseeing, and I am truly blessed to have Jim Damery chairing this committee. As you probably know, his experience with House is very extensive, and I expect that he will make his job look effortless, but we all know how much he puts into any projects he gets involved with. If I was ever inclined to skydive out of an airplane, I would want Jimmy to pack my parachute! Another important part of House is the Club Manager, and Jess Hill will be duplicating the excellent job he did last year and I look forward helping him in any way that I can.

The final area that I am responsible for is Outstations. With Eric and Barbara Wood as the managers of the Winslow Outstation, we are in good hands. There are always

N O T I C E

Moorage payments are due on receipt of billing. Any indebtedness beyond 30 days is cause for suspension. Any indebtedness unpaid by an additional 60 days is cause for expulsion.

By-Laws (Article III, Section 8)



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projects in the planning stage or ready to be carried out, and volunteers are always welcome. One big project that will be undertaken this year will be rebuilding the "transverse" dock. While on the subject of Winslow, I would like to thank Diane and Terry Carlisle for the wonderful event they put on over Labor Day weekend. Everyone, including seventeen dogs, had a great time. Also, it was impressive to see at least a dozen Past Commodores enjoying the weekend.

Dale Roberts
Vice Commodore

REAR COMMODORE'S REPORT

By the time you read this the Change of Watch will have occurred. I'd like to thank the membership for placing your confidence in me by electing me as your Rear Commodore. When I retired from university administration, I had expected to relax and go sailing as much as possible. However, when presented with the opportunity to give back to QCYC in such a meaningful way, I couldn't turn my back and I enthusiastically look forward to contributing whatever talents I have to the major challenges facing the club. Challenges also present us with opportunities and I trust the membership will constructively work with me in

fulfilling my duties.

Speaking of my duties, the Rear Commodore is responsible for the areas of grounds, security and membership. I'm fortunate to have three very capable individuals assisting me. With regard to grounds, Linda Roehl has agreed to be our Grounds Chair. Linda brings a wealth of expertise and enthusiasm to her role. I think it's fair to say that the club grounds have grown beyond our expectations this year! One of my goals is to find a long-term solution to the constant (and dangerous) north hill. I've already begun some very preliminary discussions with a landscape architect to identify solutions. Of more immediate concern, however, is the current state of the grounds. To that end, we are having a major grounds clean-up on **September 22nd** and I hope as many of the members as possible can help restore us to a landscape we can enjoy come and spend as much time as you can. **We need your help.** Full details are on the web site and in the Bilge Pump. See you then!

Security is in the very capable hands of Dick Geving. Dick previously served as Security Chair so he knows the strengths and weakness of our current system and he's been helping me to get acclimated. Over the course of the year, we'll be making some upgrades which will

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improve our current **security** system and increase member **safety** throughout the club's property.

Mark LaFontaine has agreed to continue his fine work as Membership Chair. Obviously, it is vitally important that we continue to increase our membership in order to stay economically and socially viable as an organization. New members bring us new enthusiasm, ideas and personalities which keeps the club vibrant. Not to be crass, but new members also represent significant financial resources for the club. We currently have vacancies for approximately 30 new members. This represents \$90,000 in initiation fees, not to mention annual dues for the length of their membership. This is a revenue stream area we should all strive to address **REMEMBER, the #1 reason people don't join organizations is that they're not asked to join!** Please ask ... and let's get back to our full membership of 400 active members!

On a personal note, Elaine and I are looking forward to meeting and socializing with as many members as possible. While we can't lay claim to knowing everyone at the club, we want to do our best to correct that situation. I'm looking forward to a productive year as Rear Commodore and I invite you to join me in doing our collective best to support our club, our officers, board members, committee chairs, social events, and yes, our work parties. I'm excited and looking forward to working with each of you as we start the New Year.

Fair winds,

Ed Jennerich
Rear Commodore

OUTSTATION REPORT

Eric and I were finally able to take our "boat" vacation mid-August through early September. Without being asked, members Bob and Marge Hillmann and P/C Carl and Stephanie Weiss offered to keep an eye on the Outstation for us. Watering alone can be time consuming, and I was glad to be able to leave knowing capable people were taking care of our favorite Outstation. Thank you all!

While we were gone, some fun activities were happening on Bainbridge Island. The Town and Country market celebrated their 50th anniversary and put on quite a show. Free lunches, fireworks and prizes were enjoyed by many.

We could tell by the stories told to us that the Labor Day weekend was a huge success. Of course, P/C Dick Timmerman and Sylvia did another fantastic job with the clambake. (They've done it for so many years, they could probably do it blindfolded!) It was fun hearing all about the dog competition and the tricks the dogs, as well as the owners, did to win a trophy. Apparently Diane and Terry Carlisle did a great job of organizing the weekend. We're sorry we missed it.

Just after we returned (the day after Labor Day), a raccoon was running down the dock with Millie Grayson and Samantha screaming and barking (in that order) right behind it! I soon learned why the raccoon was out and about - a lot of fish and crabs were caught over the weekend, and the raccoon was looking for food. (Ed. note I think he was looking for his buddy Mark Vanderwall, on whose boat he lives.)

Also, a new smoker was donated to the club by Jim Hess, Jess Hill and

Jerry Zuvich. They had been using it all weekend and I guess the aroma was too much for the little raccoon to ignore. (Oh, it's fun to be home...) V/C Bill McGillin and Cammy took on the project of cleaning up the smoker and buying a cover for it. We have it stored under the deck for now, and are trying to determine if there's a better place for it. We hope it can be put to use during the fishing derby.

The Outstation television was starting to act funny before we left and did not fix itself in our absence. Randy Jamerson donated a 32-inch television with high definition capability (did I say that right?), and made a special trip by car to bring it out here. Thank you, Randy! It has already been put to good use watching the Mariners and Seahawks.

We are looking forward to the fishing derby and hopefully will have some fun fish stories to tell you about next month. Eric always hates it if I catch a bigger fish than him! (Ed. note I don't remember that ever actually happening...)

Barb Wood



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MOORAGE COMMITTEE REPORT

First, I look forward to working with the new group, as well as Vice Commodore Roberts. Moorage is an important committee and I am confident our assembled group is up to the task. Our goal is

- 1) provide you with up-to-date information via the website and at the club;
- 2) provide clear communication when placing members in slips; and
- 3) keep the club slips occupied at all times to maximize revenue to the club;
- 4) and best utilize club space

A couple of house-keeping items this month:

1. Insurance and Registration. You can help us get the year started right by ensuring your most current registration and insurance information is up to date and presented to the office. Vice Commodore Roberts has asked me to check all registrations and insurance info of mooring members. Please have the following information to the club office by October 15th:

a. Insurance Information (Make sure that what you give to us has the expiration date on it; and

b. 2008 Registration. (Please make sure you are displaying the most current sticker on your boat, as well.) Registration MUST be a valid state registration as defined in the rules.

2. Measuring your Boat. In order to qualify for moorage at Queen City, you must have your boat measured by our trusty Fleet Measurers, Ted Elder and Dan Wislhin. Dan and Ted will arrange for a mutually agreeable time to get your boat measured. Ted likes to measure on Fridays, so you can get your boat

measured and enjoy the company of friends at Friday lunch.

3. Storage Boats. If you have not been using your boat for cruising or club events in recent months or for some time, now might be a good time to clean her up and take her out to one of the club events. Our Fleet Captain has a number of events planned and using your boat keeps you in compliance with the moorage rules. We want to work with you and get you using your boat again and be a part of the club.

4. Waiting Lists. When you are waiting for Moorage, one of the best emails you'll ever get from the club is notification that a slip has come available. The moorage committee contacts the first five names on the top of the list and requests a response from each of those five whether they are interested in the slip. If you receive one of these emails, please help us out and respond as quickly as possible whether you are interested or not. The sooner you respond, the faster the placement happens. Some of these placements involve multiple moves, so your promptness is greatly appreciated. We will go down the list of those who are interested and place the lowest number member. If you don't receive the moorage, we'll let you know that, too. If no one accepts from those five names, we will offer the slip to the next five on the list, and so on.

5. Phone Numbers, Email Addresses, and Proxies. Notification of available slips is by email and then by telephone. I strongly recommend that you double-check with our office person and make sure your email address and phone numbers are current. It would be a real shame if your number came up and you were

incommunicado by virtue of a bad email address or phone number. This has happened in the past, so help us by helping yourself and getting those vitals updated. What is on the website is what we as a committee have for emails and phones for you.

If you are cruising or traveling and cannot access email or phone, we strongly recommend that you appoint a proxy to accept or reject assignments during this period, especially if your name is within the top five people waiting. Ask a fellow member or family member to do this on your behalf. Just make sure I am made aware by email of the proxy. My email addresses are as follows:

moorage@queencity.org
or
cscottgrimm@msn.com

6. Beam and Height Considerations. When placing boats, the beam of a boat can come into play and some of our slips are narrow. We will always provide you with the beam of the slip and you can determine, with us, if your boat fits. If your boat is beamy and the placement may be very snug with the adjacent boat, we'll talk it over with you. If the fit is not good for you or the club, we'll need to offer the slip to the next person on the list and you'll return you to the list. We need to keep all boats safe from damage. In any case, you'll be part of the decision-making process.

Height can determine whether you fit or not. Most covered slips at high water are around 14' 2". Ted and Dan will determine your height. If you are too tall, you'll still be offered the slip, but must agree to alter your boat so damage does not occur to your boat or to the cover. You need at least a couple of inches of clearance at high water. We'll be

measuring all the slips in late winter (high water time) to determine their actual height at the opening and at the head of the slip.

8. LOA (Length Overall). Every boat qualifies for one or more slips at Queen City, but LOA can limit where you go. If your boat qualifies for a slip but your LOA is too long, you will still be able to get on the list. When offered a slip, however, your boat must be within the maximum LOA in order to occupy the slip. This may mean modifying your pulpit, bow roller, swimstep, davits, dinghy, or any combination of those. Read the moorage rules carefully and become familiar with the requirements for qualification and LOA.

If you have any questions, please feel free to contact me.

P/C Scott Grimm
Moorage Committee Chairman

Regatta Power Report

The next Club race, the Flag Officer's Race, is scheduled for October 19, 20 & 21 out of the in-station. This will be a fun race and great for novices and a warm up for our QCYC First of the Season Race next January 19th. A Burger Bash will be held for presentation of the awards at 1630, on 10/21 in the Club House middle level. This race usually decides who wins the coveted QCYC "Skipper of the Year" trophy awarded to the best QCYC racer in all IPBA-N and club races with a 50% bonus for club races. Club races can be run by any club member and anyone interested in giving log racing a try only need to ask me or many of the seasoned racers for help in layout, timing your boat or any questions. Be sure to join the fun.

Bob Lindal
Regatta Power Chair

QCYC SR520 COMMITTEE UPDATE

September 12, 2007

This is a summary of last 20 general membership-meeting reports and the two Bilge Pump articles rendered by QCYC's SR 520 Committee.

QCYC met with the Washington Department of Transportation (WSDOT) in January of 2004 to express our concerns about the Portage Bay bridge alignment. In mid 2006 WSDOT published their SR 520 Draft Environmental Impact Statement (DEIS). The design contained in that report eliminated Dock 3 and took the South part of our parking during 48 months of construction. After construction we would get some portion of Dock 3 back. It also created a 10-lane interchange at Montlake Boulevard.

QCYC provided comments to the DEIS in October of 2006, which were published in the Bilge Pump. In November of 2006 WSDOT met with QCYC to discuss the Portage Bay Bridge proposal contained in the DEIS report. At that meeting WSDOT agreed to provide additional alignment options. As I reported WSDOT returned to QCYC in April 2007 with 8 options but no guarantees. At least two options would preserve QCYC's Dock 3.

It became obvious that our committee needed more horsepower given all the interests expressed by the community. And to deal with House Bill 6099 in which the legislature directed WSDOT to hire a mediator to solve the various issues and create a Decision of Record that would satisfied the Joint Legislative Transportation Committee, give WSDOT design marching orders and result in the Federal Highway's Administration approval.

SYC came to the same conclusion. As a result the QCYC and SYC SR 520 Committees met to discuss our common interests. At the first meeting we agreed that we had similar interests and that we were both in a quandary about what to do next. Both groups sought and received authority from their respective Bridges and Board of Trustees to create a joint SR 520 Committee.

Since then we have met 14 times. A key decision was to hire a political consultant to provide a road map. The joint committee selected Don Stark of Gogerty Stark Marriott, Inc. Don's firm came highly recommended by QCYC's land use attorney Elaine Spenser of Graham and Dunn. Don has lived in the Montlake area and most recently represented the Alaskan Way business interest concerning the viaduct replacement. QCYC has also met with the Better Bridge Group (the Pacific Interchange proponents), Montlake and Portage Bay CC's.

We met twice with the Keystone Group who has been selected by the state to lead the mediation. As most of you know the first draft of the mediation left both QCYC and SYC out. It was through Don's persistence that we finally got a seat at the table representing the Boating and Water Dependent Community.

On September 5th we met at this club with the board of trustees and bridges of QCYC and SYC to bring them up to date on our committee efforts and to receive a briefing from SYC on their recent grant of Historical Landmark status.

Yesterday was the first meeting with the mediators. I am sitting at the table representing what is being called the Seattle Boating interests. The meetings are open to the public

and are held at MOHI. The next meeting is scheduled for October 16th between 1:00 and 7:00 pm. These meetings will be held once a month until December of 2008 at which time a report of the group's solutions will be presented to the Governor. The proceedings of the mediation will be posted on www.keystone.org two weeks after each meeting. It is our intent to create a QCYC link to this web site.

Participants at the mediation table include the Mayors of all the Eastside communities, Seattle City Councilman Richard Conlin, Seattle Assistant Mayor Tim Ceis, The head of WSDOT, The Governor's Transportation Director, University of Washington, representatives from all the affected neighborhood communities, NOAA, USCG, Fisheries, Freight Coalition, Transit Coalition, Cascade Bicycle Club, Friends of Olmstead Parks and the Friends of the Arboretum.

Each representative was asked to provide a statement of interests. The issues most groups cared about were the size of the footprint, its alignment, quality of life, preservation of the Arboretum and the Montlake interchange congestion.

At that meeting I read our initial statement of interest, which was jointly developed over the last 30 days. Which is as follows:

We represent the boating and water dependant community's interests associated with SR 520 Bridge replacement. An historic feature of the Puget Sound area culture and economy stretching back to tribal times and continuing through European settlement in the modern era. Our waters inspire important cultural and economic events and activities. Portage Bay, at the nexus of the ship canal and Lake

Washington, is a critical maritime staging area and a part of our heritage.

Regarding the SR 520 Bridge, our overall goal is to keep our community whole during and after construction. To this purpose, the interests of our community include the following:

- Preservation of existing (or additional) moorage, floating homes and boating services on Portage Bay, as a feature of the overall regional supply and as a unique feature of the area. Moorage and boating services

are in limited supply in the region because of the premium on waterfront and submerged real estate in the area. Any diminishment of the current supply in Portage Bay would have ripple effects throughout the boating community and the businesses that provide for its needs.

- Continued free vehicular access to that moorage and those water-dependent services via neighborhood streets, both during and after construction of the replacement 520 Bridge.

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*References & Photo's
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GATE SECURITY: In order to improve club security, the driveway gate will continue to open weekdays at 6 AM, but will now close at 7 PM. The gate will remain closed on weekends.

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- Continued safe and convenient boating access to and through Portage Bay during and after construction, including use of the bay as a staging area for the annual Opening Day celebration, a key part of our boating heritage

- Conservation of the marine environment in Portage Bay and Lake Washington.

- Preservation of a vibrant boating community, a significant aspect of Seattle's cultural & historic heritage.

- Maintain the contributions of the Seattle boating community to the civic and social life of the City of Seattle.

Based on these interests, we are in favor of a new six lane bridge and a Montlake interchange design that will enable continued boat moorage or water-dependent services, reduce congestion and improve neighborhood access. We believe this can best be achieved by pursuing an alignment south of the originally proposed Base Six design. We also favor an interchange solution, similar to the proposed Pacific Interchange, which will reduce congestion on Montlake Boulevard, prevent a larger footprint over Portage Bay and provide for transit integration.

Our group's major concerns with the DEIS alternatives include the alignment of the Portage Bay Bridge section of SR 520, Montlake interchange access, and protecting Portage Bay, Union Bay and Lake Washington.

The DEIS Base Six Montlake Interchange design would have the following negative consequences:

- It would have a serious adverse affect on the Seattle Yacht Club's economic viability.

- The Portage Bay bridge (northerly) footprint would cause the Queen City Yacht Club to cease to exist.

- It would increase rather than decrease congestion on Montlake Boulevard and hamper access to both yacht clubs.

- The proposed temporary construction bridges in Portage Bay would negatively impact the health of the bay and prevent it from being used as a staging area for the Opening Day celebration.

- It would adversely effect the continued economic survival and cultural heritage of the Seattle boating community.

We are eager to cooperate in finding solutions that will satisfy the National Environmental Protection Act requirements, allow the Joint Legislative Transportation Committee and Washington State Department of Transportation to make a decision, and allow the Federal Highway Administration to sign a decision of record.

Expenses - It is the SR 520 Committee's intent to seek approval of expenditures on an as needed basis. To date the QCYC Board has approved \$4,000 to fight for our Club's interests. To date the joint committees have been billed \$4,132.50 from our consultant and attorney. As I mentioned an agreement is in place with SYC to split common expenses. It is estimated that the joint committee could spend between \$2,000 and \$4,000 per month over the next 14 months. What the actual expenses will be is unknown. If we have to bring an action to protect our rights our attorney estimates \$250,000 in legal fees.

Who are current and potential partners? At present our constituents include the Grand Fourteen and Recreational Boating Association of Washington. We are in the process of

increasing our base by reaching out to other groups.

Captain Gary Stone,
SR 520 Committee Chairman

Tarette's Corner

Welcome back everyone and Bye Bye to those of you snowbirds who have already departed to the Great Warm South!

Thanks to the Past Presidents, we now have lovely new tablecloths to use for our functions that are easy to wash, all match and will save some cost by eliminating cost of the laundry service. Of course, we are looking for volunteers to wash them up post functions, so step right up and volunteer!

Hope everyone had a great time at the Steak Fry/Entertainment Night - We did - And we sure want to thank Mark and Lupe Weiss and MaryLouise Alving for a great production and dinner fit for kings (and queens!!)

Up and coming are the Tarette Board Meeting on October 10th and the Tarette General Meeting on October

24th. Hope to see you all at one of the other.

Also our first WIC lunch meeting is on October 25th at the Everett Yacht Club. Please call your reservation into Kathy Fish ASAP and let us know if you need a ride. Kathy's phone no. is 425-672-9859; her e-mail address is fish-kathryn@hotmail.com.

In November, everyone mark your calendars for November 9th as that is the date of the Country Store/Boutique/Dinner. The Store part is being run by Karin McLean and she is gathered up a ton of vendors with goodies to entice some early X-mas present buying. And the dinner is being hosted by none other than your BBTs - Al Reiche, Paul Froderon and Jim Hess. Should be lots of fun, so bring your money and your appetites!!

Our November WIC Luncheon is at Gig Harbor Yacht Club on November 13th. Same instructions for reservations apply as for Everett YC. Call or e-mail Kathy Fish.

And if you're into marking your calendar for December, there is our Captains' Dinner on December 6th.

Am looking forward to a colorful autumn, hopefully with some dry weather and to seeing all your bright and shining faces all the up and coming events.

Misti Allison
Tarette President

If you're looking for something new and different to serve as a side dish, try this quick and easy recipe. It's perfect for a weeknight dinner and will even please your guests at a dinner party. Goes great with simple roasted chicken and a green salad. This serves about 4 people, can easily be doubled.

Artichoke Gratin

2 cans artichoke quartered artichoke hearts, drained (do not use the marinated artichokes that come in a jar)

1 can Italian style stewed tomatoes sprinkle of cayenne pepper

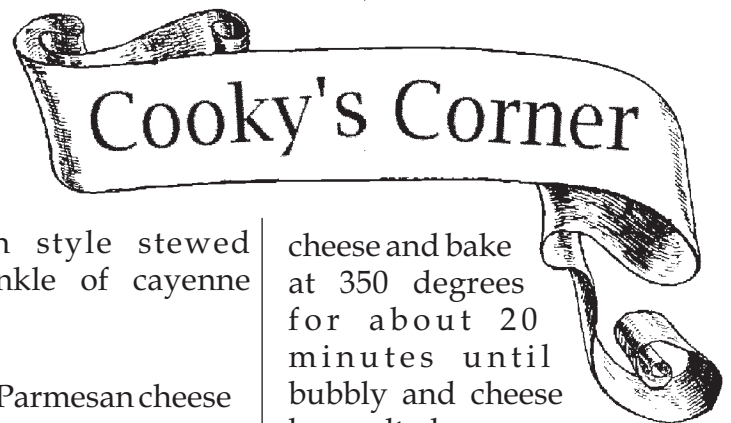
2/3 cup grated Parmesan cheese

Spray a medium casserole dish with non-stick cooking spray. Mix drained artichoke hearts and the undrained tomatoes together in the dish. Sprinkle some cayenne pepper just a little will do. Top with grated parmesan

cheese and bake at 350 degrees for about 20 minutes until bubbly and cheese has melted.

Bon appetit,

Shirley Renfrow



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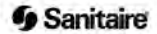


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LOOKING AHEAD

OCTOBER 2007

- 6 Oct. Commodore's Ball
- 6 Oct. Olympia/Tacoma Challenge
- 21 Oct. Flag Officer's Race
- 25 Oct. WIC Luncheon, Everett YC
- 27 Oct. . . . Steak, Scotch & Cigar Night II
- 31 Oct. Halloween

QCYC 2007 Club Hours

- Main Gate: Open 0600 - 2230
- Docks: 24 hour lockdown and card access
- Clubhouse: Doors open 0600 - 1900
Member Access 0600 - 2200



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PRINTING & GRAPHICS

FLEET CAPTAIN'S REPORT

The Fleet Captains would like to acknowledge all the fellow Queen City Yacht Club members who helped so much during our year. As any of the other event chairmen know there are countless hours spent before during and after the events to give the members of this club a reason to get the boat away from the dock, use our facilities, get acquainted with new members and proudly wave our burgee. This past year the position of Fleet Captain was shared by Captains' Storey and Austin with most of the function preparation done by our 1st mates, Elin and Nancy. Our cruises included Halloween where we decorated the outstation, had a pie making contest, made only a few small children cry, (thanks to Jim Hess as a Gorilla and Dan Wilshin as creepy raingear man).

The Apple Cup at Kingston Cove Yacht Club, with a great game and burger bash put on by the Kingston Yacht Club and a raffle with lots of great prizes as well as bagels and smoked salmon for breakfast on the dock.

Presidents Day where we found out, with a little game of Jeopardy, that even with the answers on the walls, our club doesn't know much about our Presidents.

St. Patrick's Day with traditional Irish dinner put on by Willie at the in-station and a huge raft in Andrews Bay with Jim Hess and Jess Hill grilling some terrific sandwiches, lots of green beer and wine and we really tested Bill Bresslers' patience with 45 people on his boat during the raffle drawing.

The Big Brother Cruise with the Bremerton Clan, great burgers and lots of fun in the dingy poker run.

Last but certainly not least was our week long summer cruise with Oak Harbor Yacht Club giving us a great burger sendoff, a 22 boat raft in Blind Bay with beer and wine delivery to the raft and fun for all. We held the marina at Rosario hostage capturing all the slips on the dock with 28 boats. We fed 65 people a great champagne breakfast. The champagne was provided by the newlyweds Richard and Gayle Frisch, we served eggs cooked by George, Dick and Past Commodore Rich McCroskey, as well as fruit prepared by Heather and Andrea Schock and pastries from the Island Market picked up by Steve Weiss. The tables were decorated with quilts and flowers by MaryLouise Alving, Louis Stetner and Christine McCroskey. The dock master at Rosario was a great help as we borrowed his car many times to secure the supplies for the various meals to be provided. Next was Deer Harbor where we took over nearly all the slips on our dock and a few others. We had 38 boats and served 85 steaks on the dock. We had corn shuckers, potato cleaners and two great barbecuers Tom Youngs and Rear Commodore Dale Roberts. We held our oyster, crab and clam feed on the dock at Deer Harbor as well, serving salad, garlic bread, 10 pounds of clams, 20 dozen oysters and crab provided by the fleet. The oysters and clams were secured by Howard Klock, Dan Wilshin, George and Dick with a potential speed violation in Roach Harbor they traveled from Deer Harbor to Wescott Bay and had a great time doing it. Deer Harbor was lots of fun and some of you had a lost day at Deer Harbor as eye openers were served until nearly dinneryou know who you are. Lastly we traveled to Lopez Islander Resort where we continued to crab and had a great last night party at the restaurant with prime rib dinners and fun for all. There were so many people who helped us during this very successful cruise and the year. We must mention a few, Commodore Yates and Crystal, Steve and Jackie Weiss, Dan and Marilyn Wilshin, Rear Commodore Roberts and Susie, and the Queen City Singers with a song written to celebrate our summer cruise by Christine McCroskey and performed by Misti Allison, Tamara Hillmann, Craig Ranta, Christine McCroskey and Andrea Schock.

Thanks to all who helped us have such a great year.

Captains Dick Storey and George Austin



FISHING DERBY

The September 2007 QCYC fishing derby was again another successful weekend, with 10 boats and 24 fishermen and ladies. The winning fish 8lb 4oz was caught by Michael St Peters which was a guest of Dave Nelson.

I want to thank my wife, Donna and our son Phil and his wife Tina for putting on our Saturday night steak dinner, also want to thank Barbara and Sherry suggestion to fry up some remaining onions we had to go on the steaks, for the few that got some they were great. I also want to thank all who helped in the kitchen and with the clean up. We served 38 dinners.

There was a prize for everyone not only the fishermen and ladies but also for our entire dinner guest. Prizes were donated by the following advertisers and members, CSR Marine Inc., Yacht Performance, Jenson Boat Yard, Larson, Canal Pacific Fiber Glass., Boaters World, Fisheries Supply Inc., Queen City Plating(Richard Frisch), Wolfe Marine(Dave Nelson), Blanchard Auto(Bob Yates), Lynwood Honda(Craig Joyner), Bellevue Vacuum (Bill & Sandi Clever), Ad Sign & Design, Ships Stores, Betty Anderson, Dennis Roehl, Stephanie Weiss, Tim Decook, Knudsen's, Montgomery's, Fleet Captain(Dick Storey) and the Damery's . A special thanks to Tim Decook for all the weighing to help finalizing the outcome of the derby and also for all the help in the kitchen.

Congratulations Dave, you win!
We will be looking forward to you carrying on the 2008 fishing derby.

Derby Chairman, Jim Damery

MEMBERSHIP REPORT

It's been a busy Summer for Queen City members, with cruises, vacations and fun in the sun! (sun? what sun?) But, through it all, our faithful did not forget to recruit new members for the

Club. Thanks to all who encouraged boating friends and family to join QCYC this year! We currently have 11 new applications for membership in house, with at least three more to be received shortly. With these new applicants coming in, we should soon be at 388 active members. We will be doing the next initiation ceremony October 12th.

Currently, our active member total is 377. Our goal is to fill the active membership to the 400 maximum capacity.(The Planning And Finance Committee bases the Club's annual budget on an estimated 385 active members.) So, new member recruiting is important to the financial health of the Club. That being said, Treasurer, John Rogers has noted that several current active members have qualified for Senior Life Membership Status, and will soon be moved from the active member total. Although this is a happy situation for our long-time members, it increases the need to focus on recruiting new members to replace them. Keep the heat on...Keep recruiting! Membership in Queen City Yacht Club is a terrific value, so tell a friend, and they can enjoy the fun, cruising and camaraderie!

Don't forget about the upcoming cash drawings for Membership. This year's sponsors and new members will each be entered into two \$1,000.00 drawings! The odds are good, and the drawing is a handsome payoff for some lucky new member, or sponsor!

Jan and I will be overseas in October, but please bring any new member enquiries, to the attention of soon to be Rear Commodore, Ed Jennerich. rearcommodore@queencity.org.

Capt. Chris Benson, Membership Committee, has also agreed to help, and will be conducting the new-member Initiation on the 12th. Chrisab4242@hotmail.com

Thanks to both Chris and Ed!

Keep recruiting!
Mark LaFountain
Membership Chair

BAR REPORT

The bar was kept open for Friday Lunch through out the summer down time. Willie did well with the lunches and we did better than hoped at the bar. The new liquor license endorsement that allows us to have up to 40 non-club events with the bar open, has been a great success. More and more people are taking advantage of the endorsement and utilizing the bar rather than obtaining a Banquet Permit and scurrying around to get their own alcohol. The average bar bill for a party of 100 is approximately \$650 to \$700. If this sounds like a good way to go when you rent the third deck of the club, ask me about it. If you have special needs, we can also work with you on that. You can have a no host bar where we sell tickets as normal. Because non-club members will likely be in attendance, we are willing to sell single sheets of tickets and/or we will buy back any full sheet of tickets. If you have a host bar where you are footing the bill, we use a tally sheet. We place a tic under each price drink served and tally it up at the end of the night and invoice you.

Typically over the past couple of years Willie has ceased providing Sunday Brunch due to an apparent lack of interest. Last year Willie & I agreed that it would be interesting to provide Sunday Brunch during football season; with menus such as Eggs Benedict. What goes well with Eggs Benedict? Why a Bloody Mary of course. Therefore we also had the bar open and both Willie and the bar did fairly well. As a result, we have decided to do the same this year. Willie will serve Sunday Brunch through out football season from 9:00 a.m. to 1:00 p.m. The bar will be open during these times as well. Our thought in talking with members is that the bar will close at 1:00 because some members like to BYOB and watch the Seahawks. The bar cannot be open if BYOB is occurring and vice versa. If you would like to see the bar open for a longer period on Sunday, or if you would like to host a football party by bringing your own food or, having Willie prepare it, send me an e-

mail and we can work out the details.

Questions and input are always welcome.

Thank you
Jess Hill Club Manager

Lambert, Neville **1929-2007**

Captain Neville Lambert crossed the bar on June 21st of this year at the age of seventy seven. Nev was born October 12, 1929, in London, England and grew up during the London Blitz of WWII. His memories of wartime in London remained vivid and he identified personally with the scenes and characters depicted in the movie "Hope & Glory". His Grandparents' home was hit by a bomb during the Blitz.

As was typical for the British engineering education system, Nev entered technical school at sixteen and followed the UK system of classroom engineering subjects combined with internships at engineering companies. He earned the British equivalent of our BS degree in Engineering. Nev served in the Royal Air Force after school and was stationed in Canada where he served as a mechanical engineer/technician and also completed his engineering apprenticeship.

In the early fifties, Nev met and married his wife Joyce of many years. Nev and Joyce had two children, daughter Pauline of Renton and son Martin of Everett.

Early in his career, Captain Lambert worked for Ferry Aviation in the UK, a well known company in the aviation industry and then hired out as a contract engineer in the UK and US. During his years as a young adult in the UK, he sailed and raced the smaller racing sailboats in the "Firefly" class. One of his favorite memories during his sailing days was having had a drink in a pub, elbow to elbow with Prince Philip, Queen Elizabeth's husband.

Neville came to Seattle in 1967 on a 6-mo contract with Boeing and was initially assigned to the 747 program. Nev, like many of his British colleagues that immigrated to work at Boeing, ended up staying in the USA permanently and had a long and successful career with Boeing. During the short term lean years at Boeing during the early 70s, Nev and a friend established White Center Machine that specialized in rebuilding auto engines. Nev sold this business and went back to Boeing in the mid-seventies and stayed until he retired in 1995. He was a mechanical systems engineer and designed hydraulics and landing gear systems. He worked on the YC-14, the 757 Program, the Advanced Tactical Fighter (which became the YF-22) and ended his career at Boeing on the 777 Program. He was manager of the 777 Landing Gear Actuation design group when he retired.

Nev owned several power boats in this country starting with a tri-hull Glasspar runabout and then a small Glass Ply cruiser, a 28' Bayliner Contessa and finally in 1989 purchased the 32' Bayliner "Nimue". Nev belonged to the Bellevue Power Squadron for a number of years and later transferred to the Seattle Squadron. Nev was a member of Rainier Yacht Club prior to his joining QCYC and sometimes flew the RYC burgee if the log race was sponsored by Rainier.

Nev joined Queen City in 1993 and was an avid participator in log racing. He got started in racing when a log racer friend asked him to be his navigator for the MBYC Boomerang one year. He then observed the following year at the Heavy Weather and the ICR. Then he decided to "dive in" and compete himself. Nev really enjoyed laying out the races the "old fashioned way", with pencil on chart and then calculating every leg rather than using Excel. He finally relented and used a laptop and learned the intricacies of Excel. He enjoyed running the races in conjunction with instinct. He was quite good at racing and he always graciously accepted the results and was especially proud of the fact that he

never had a DL finish. He epitomized the log racing motto "Log Racing is a Social event"!

In addition to log racing, Nev participated in many QCYC work parties and Special Peoples Cruises. The happiest part of his life was when he was out on his boat being involved with all the neat people he had met through his boating experiences. While a member, Nev owned the 32' Bayliner, "Nimue" named after the Lady of the Lake who gave Excalibur to King Arthur. Since he was moored in Lake Washington, he thought it a fitting name.

Nev will be very missed by club members and the log racing community.

Benyon, Joe **1927- 2007**

Captain Joseph Allan Benyon, after living a marvelously full life, crossed the bar on July 18th at age 80. Joe was born March 6, 1927 in Seattle. Joe's family moved to Mercer Island from Seattle in 1932, since it was cheaper to live "in the sticks" as Mercer Island was at that time. Because Joe's dad was Canadian, he couldn't own property, so he put the property in Joe's name. Joe deeded it back to his dad after his dad became a citizen.

Joe spent almost all of his 80 years living on the family property on Forest Avenue on Mercer Island. As a young boy his days were spent sailing on Lake Washington, riding his horse "Glamour Girl" around the island, and working at the VFW Hall. The barn where "Glamour Girl" was kept still stands on the property today. There were no high schools on Mercer Island at the time so Joe rode the ferry "Dawn" to the mainland and attended Franklin High School. He was senior class vice president and combined his Jr. & Sr. years so that he could join the military at age 17 with his father's blessing. He was one of the first people to cross the Mercer Island Floating Bridge when construction was completed.

He enlisted in the US Coast Guard, and

also served in the Navy and Army during World War II. He was sent to the Philippines in 1945. While in the Philippines, he contracted malaria, a malady which plagued him intermittently for the rest of his life. After returning from the war, Joe needed a break from everything he'd been through in the war so he sailed his 26' sailboat to the end of the Aleutian Islands and back, making final landfall in Oregon.

Following that, Joe attended the University of Washington on the GI bill where he earned a degree in Transportation and where he was a member of the Delta Kappa Epsilon fraternity. He worked for Bekins for a time, but then started his own company, Sureway Motor Freight, which he operated successfully for many years. While he owned the trucking company, Joe became active in the Industrial Kiwanis Group and remained a contributing member until his death. He served as President and received their Achievement Award and Kiwanian of the Year Award. The Kiwanis meetings were held at the Salvation Army on 4th Ave. S., and Joe participated in serving meals to the Army's program participants. At Christmas he was a bell ringer, and also participated in the gift wrapping of shirts and socks for the participants.

During those years Joe married Arlene and had four children; Allan, Jim, Danny and Jane. His son Danny died at age four in a drowning accident. Joe loved children and was very patient and gentle with them. Joe and Arlene divorced in 1978.

Joe sold Sureway and became involved in insurance and financial planning. He continued to study and earned the designations of CLU (Chartered Life Underwriter), ChFC (Chartered Financial Consultant), and RIA (Registered Investment Advisor). He received the Agent of the Year Award at Manufacturers Life insurance Company and sold securities through Martin Nelson Co, with whom he was affiliated until he retired in fall 2006. While at

ManuLife, Joe decided to form his own company and started the Joseph A. Benyon Co. (JABCO) which became Benyon Lyman Co. and now is Lyman & Associates. He loved working with people and helping them to better their circumstances. Many of his clients became close friends for life. He felt responsible for all his clients and especially for his "harem" of widows. Joe took special care of "his" widows' financial investments and savings. He continued working until age 79!

While at ManuLife, Joe met Sharon Peiper and they married in 1985. Everyone here knows Joe and Sharon and knows the very special loving and devoted relationship they shared until the day Joe died. Joe's absence will leave a void in Sharon's life. They spent 22 years enjoying their home, gardening, traveling, golfing, boating and their getaway home on Whidbey Island.

Joe was a member of the Washington Athletic Club for many years, and played racquetball there at least one time per week. After he finished playing, you could usually find him in the 3rd Floor Bar having a cup of clam chowder and a martini with friends.

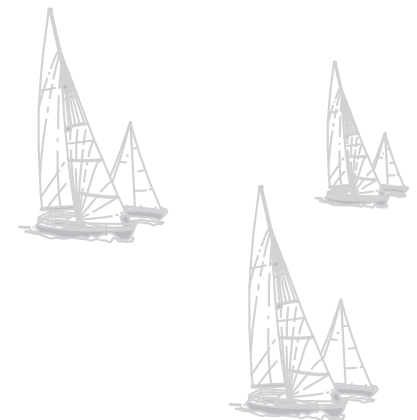
Joe learned sailing at an early age from his father and loved it for the rest of his life. Whenever Joe was sailing, if other sail boaters were on the water at the same time, whether they knew it or not, he was racing with them. He owned many sailboats during his life, including the 42' trimaran "Dulcinea" which he owned when he joined Queen City. He finally got to the point where his arthritis prevented him from sailing safely so he compromised and bought "Magic" in 1994. Joe and Sharon cruised the beautiful 48' Tollycraft for over 12 years.

Joe joined Queen City in 1989 and was a very active, contributing member. He and Sharon enjoyed boating for years until the time came, for health reasons, to leave boating. Not only did Joe and Sharon participate fully in club social and weekend cruise

events, Joe was an active participant in the financial management of the club. We could always count on good sound financial advice from Joe. He was a knowledgeable and foresighted, steward of our club financial management. Joe served on the Board of Trustees from 1996 through 1998 and then on the Planning and Finance Committee from 2001 through 2005. Joe was Chairman of the Board when some difficult and crucial decisions had to be made to proceed or not proceed to remodel the clubhouse in Fiscal 1998/1999. With his keen mind and financial analysis abilities, Joe confidently led the Board into the right decisions that ultimately resulted in a marvelously successful major renovation. He followed up the following year by being a generous purchaser of Bonds and Notes to finance the renovation.

In addition to his financial expertise involvement, Joe & Sharon chaired the 1995 New Year's Eve Party and he volunteered for many duties during Opening Day weekends, cooked and served dinners on Wednesday Club meeting nights and cooked and served dinners after the Special Peoples Cruise.

Joe loved people, talking to people, helping people, drinking with people, golfing with friends and was a wonderful friend. We will miss him greatly.



Steak, Scotch & Cigar Night II

"The Sequel"



Saturday October 27th 2007

Bar opens 5:00

Dinner 6:00

Includes: Steak – Baked
Potato - Caesar salad - dessert

7:30 ticketed Scotch tasting

Ticketed cigar sampling

Outside the bar under tents w/ overhead propane heater

8:30 vote for favorite single malt scotch to be added to the top shelf for 2007

Cost: Meal \$15:00

Scotch/Cigars \$20.00

This is a 2-tier price event. If you wish to participate in the meal only **\$15.00** per person
If you'd like to participate in the meal & Scotch/Cigar event the total is **\$35.00** per person

Purchasing quality steaks and expensive scotch requires full payment with
reservation. **Must prepay- no Prepay no play**

Ticket sales from Sept 12th – October 24th

75 Seat limit

Expect an early sellout!

Visa & MasterCard accepted

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**Questions, concerns, contact Mark Vanderwall 206-230-8681,
tollycraft@hotmail.com**



Date: 10/06/07

Cocktails 1800

Dinner 1930

Dancing 2100



QCYC

Commodores Ball

\$50 per person

\$350 Table of Eight

Reservations a must

*Contact: Andrea in the
Office with payment info*

***Come and celebrate our new Com-
modore Bill McGillin and 1st Lady
Cammy Mowery along with all the
Daring Dungeness Commodores of
the Grand Fourteen***

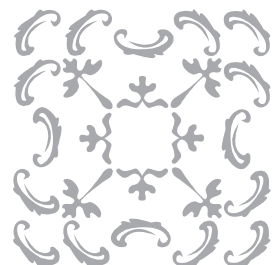
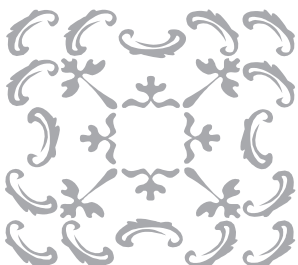
Black Tie

Catering by Willie

Your choice; Filet Mignon or Salmon

Dancing

To the smooth sounds of Savoy Nights





RACE FOR THE CURE

On June 16th, thirty QCYC members and friends joined together under our club burgee to walk, along side 10,000 other folks, in the Race For the Cure, a charity event to raise money for breast cancer research. In addition to the entry fees our team raised nearly another \$1,000 in pledges for the charity. We started out from Safeco Field and walked up onto the viaduct into downtown before returning on the lower viaduct level to Qwest Field. Many of us

then returned to Queen City for one of Willie's big breakfasts and a chance to talk about the morning's events. Plans are definitely in the works to do it again next year and we hope many more club members can join us then!

Co Chairs: Susie Roberts and Doug Lindal

October 2007

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 11:45am Men's Lunch 12:00pm Ladies Bridge	3	4	5 12:00-1:30pm Friday Lunch	6 Olympia/Tacoma Challenge 9:00-1:00pm Saturday Breakfast/Lunch 6:00pm Commodores Ball
7	8 7:00 Board Meeting	9 11:45am Men's Lunch 12:00pm Ladies Bridge	10 7:30pm Gen. Meeting 7:30pm Tarettes Board Meeting	11	12 12:00-1:30pm Friday Lunch	13 9:00-1:00pm Saturday Breakfast/Lunch
14	15	16 11:45am Men's Lunch 12:00pm Ladies Bridge	17	18	19 Flag Officer's Race 12:00-1:30pm Friday Lunch	20 9:00-1:00pm Saturday Breakfast/Lunch
21 Flag Officer's Race	22	23 11:45am Men's Lunch 12:00pm Ladies Bridge	24 7:30pm Gen. Meeting 7:30pm Tarettes Board Meeting	25 WIC Luncheon Everett YC	26 12:00-1:30pm Friday Lunch	27 Day Island JO Ball Scotch/Steak/Cigar Social 9:00-1:00pm Saturday Breakfast/Lunch
28	29	30 11:45am Men's Lunch 12:00pm Ladies Bridge	31 Halloween			

The Queen City Yacht Club

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