

THE BILGE PUMP

of the Queen City Yacht Club

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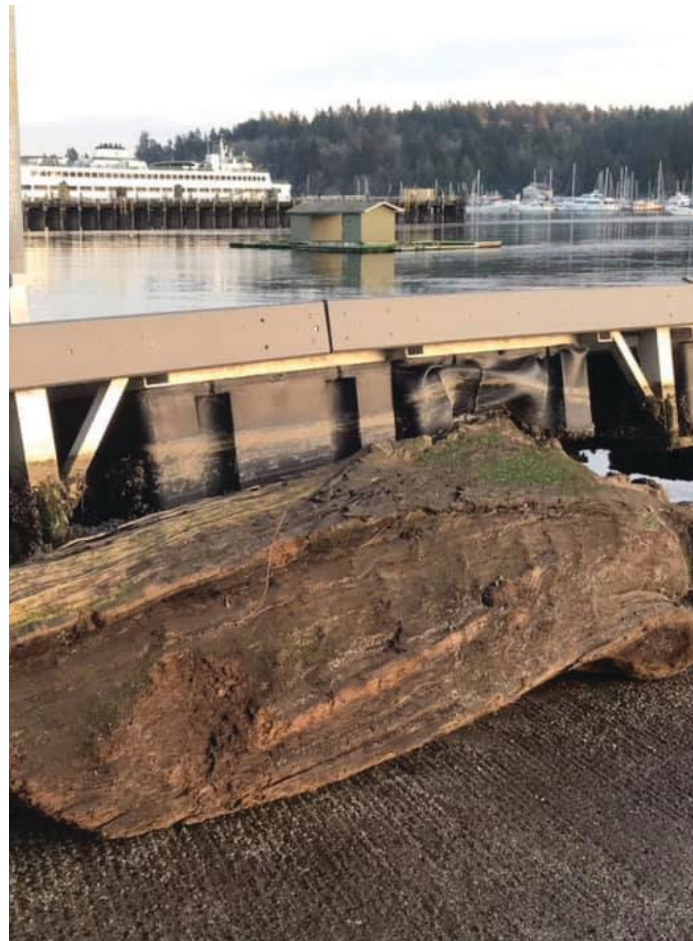
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FEBRUARY 2021

MONSTER DEADHEAD BUCKLES BAINBRIDGE CITY DOCK

Posted by Eric Wood, Outstation Co-Chair

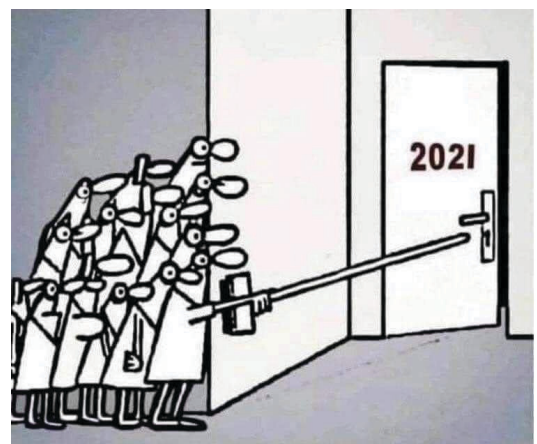
We haven't got a dang thing to say other than watch out for those deadheads. This 'monster' was submerged and came in with the tide under the city dock.



Monster submerged deadhead damages Bainbridge City Dock Photo by Barry 'Scoop' Rutten



Around the fire pit members enjoy Willie's Saturday night dinner / Photo by Anthony Kennedy



Hoping 2021 will be a better one



Willie & crew in the galley to serve you to-go Friday lunch & Saturday dinner / Photo by Wendy DeLaunay



Willie's take out Friday lunch

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Commodore's Report

BRIDGE OFFICERS ARE IN FOR A GREAT RIDE, PARKING SPACE NICE TOO

Posted by Commodore Terron Lindholme

When I first started on the QCYC Bridge as your Rear Commodore, I was surprised at the number of times members would almost sympathetically say, "You poor thing. It must be hard with all those J.O. Balls and other club things you are forced to attend?" I am still dumbstruck when members say such things to me. If they only knew...

There certainly are a lot of tasks and responsibilities that come with being your Bridge Officer; however, there are also a couple of perks too. Not only do I get to know each of you much better, but I also get a chance to learn much more about boating in the Pacific Northwest and how other Yacht Clubs work in the Grand 14. Oh, and I get a great parking spot too, so there's that.

There are about 75 boat clubs in the Pacific Northwest. The Grand 14 is a group of 14 yacht clubs which include Queen City Yacht Club. The history of the Grand 14 is for another article, as I'm often asked, "How did they pick these 14 clubs to represent the PNW?"

Once you become Rear Commodore you start going through the chairs with the Rear Commodores from the other 13 clubs. In normal times, this is fun to socially come together and learn how the other officers became involved in their clubs. Plus, learning how the other clubs function and deal with the issues that are so common amongst all boating clubs, gives me perspective on how to work through our own situations.

When QCYC members say, "You poor thing," they always seem to reference all of the Grand 14 things my First Mate, Denise, and I must attend. One of the most fun activities that we engage in is called the Junior Officer Balls. Many of you have attended Queen City's J.O. Balls through the years. Each club hosts one of these balls every other year. These are themed costume balls celebrating each club's Junior Officers. With the exception of the host Commodore, the current Grand 14 Commodores generally do not attend the J.O. Ball events.

So, here's how a typical J.O. Ball weekend goes down: Friday after work, Denise and I motor to the host club, where's there's a Friday night

social event at a local bar or restaurant. Most of the time, this is not held at the host yacht club because of the extensive decorating that's happened (or is still happening) at their club house. The Friday night social will include all of the Rear and Vice Commodores from the current classes. After we shut down the bar or restaurant, we'd often migrate to someone's boat for another round of fun.

On Saturday during the day, our class meets for an outing. Sometimes they are heavily planned outings, or sometimes they are simply mingling, shopping or even bar crawls. Saturday evening is the big J.O. Ball event. It's always a HUGE production, as we are introduced club by club through a runway-styled affair, showing off our costumes. We are always treated to a big meal, a big bar and big entertainment. Afterwards, we seem to make it to someone's boat for more merriment. It's truly one of the best parts of being in the Grand 14.

On Sunday morning, the two classes join up again for a huge breakfast. After eating, we break up into our two classes and have a business meeting. Here we discuss upcoming events, what kinds of logo swag we're going to buy. I find it interesting that one class will buy the other class items, such as logo'd backpacks for their class dishes (Yes, we have class dishes).

The themes of the various J.O. Balls that we attended were, 4077 Mash, Spaceballs, Titanic and Moulin Rouge. There's supposed to be seven J.O. Balls per year, with fourteen total. Unfortunately we did not get to host our J.O. Ball at Queen City Yacht Club in 2020, the theme, "Let's Make a Deal"...perhaps one day. Tyee also had to cancel their J.O. Ball, so we only missed out on two balls in total.

And then of course there are the Commodore balls in year three. These are always black-tie events. So far, my Commodore Ball has been cancelled twice, but P/C Sandy Werner is still planning the event for the Fall.

This year socializing via video chats and online with the other Commodores in my class has been a great resource to find out how they are approaching the pandemic rules and mandates at each of their clubs. I really look

forward to our Friday night video chats, which are now approaching 50 straight Fridays! I think we've only missed 4 of the 50 calls.



J.O. Ball, Port Orchard, September 2019

So when you hear about all of those events the Bridge Officers must attend throughout their three year term, do not shed a tear. It's not a burden at all, in fact, it's just the opposite. It's an incredibly fun time to meet with your new extended family and enjoy another weekend partying with your friends. Denise and I both believe we've made lifelong friends with our Grand 14 class. Talk to any Past Commodore in QCYC and I think they'll tell you that they still stay in touch with members from their class. BTW, every Grand 14 class names itself. My class is called "G Pod '21", honoring Killer Whale pods in Puget Sound with a "G" for the Grand 14, and '21 for our term year. Vice Commodore Margaret Krows' class is called the "Tritons" and Rear Commodore Michele Bedner's class is called the "Kingfishers". Margaret was also part of the "Seahorses" class with P/C Dave Krows when he was Commodore in 2003, and Michele was part of "The Kraken" class when P/C Dave Bedner was Commodore in 2017. Ask your favorite P/C what their class name was, and how much they enjoyed their time in the Grand 14. I'm sure you'll get a reminiscing smile and a fun story.



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Vice Commodore's Report

THANKS TO DOCK FUN DAY VOLUNTEERS & ELECTRICAL INSPECTION DEADLINE LOOMS

Posted by Vice Commodore Margaret Krows

January was a busy month for projects and repairs on the docks.

On Saturday, the 9th, the docks committee had a fun day replacing planks on docks 1 and 2 and doing some other miscellaneous chores. It was a frosty, cold morning and yet, the group donned stocking caps, masks, and went to work. Thank-you to Ron Stevenson, Chuck Gould, Dick Dow, David Weale, Dave Bedner, Jim McFadden and Eric Lindbeck. I hope I didn't leave anyone out.

The following week Tom Wilson, Rodger McKinley and Miguel Suarez of the Vessel Electrical Safety Committee installed new faceplates on the electrical pedestals in the U and other exposed areas. The remaining faceplates for covered pedestals will be the next priority. Their faithful service is much appreciated.

This is a reminder that any vessel moored at the main station, winter moorage at the Bainbridge outstation, sublet, or is on the moorage waitlist, is required to pass an electrical inspection described in Rule 3.04.03. **The deadline for passing this inspection is May 11th** which is the one-year anniversary of the Rule having been adopted by the Board of Trustees. Do not wait until the last minute as inspection slots near the end of the

grace period are limited. It is very important that captains of the boats not yet tested sign up on the web site for an inspection appointment. The inspection schedule is posted as the second Saturday of each month so the next one is February 13 from 9:00 a.m. to noon.

Note: When one purchases a different boat, sometimes the name change doesn't always get updated online. Please check your profile on the web site to make sure all the information is correct.

Sunset is after 5:00 p.m. now - longer daylight hours are coming!



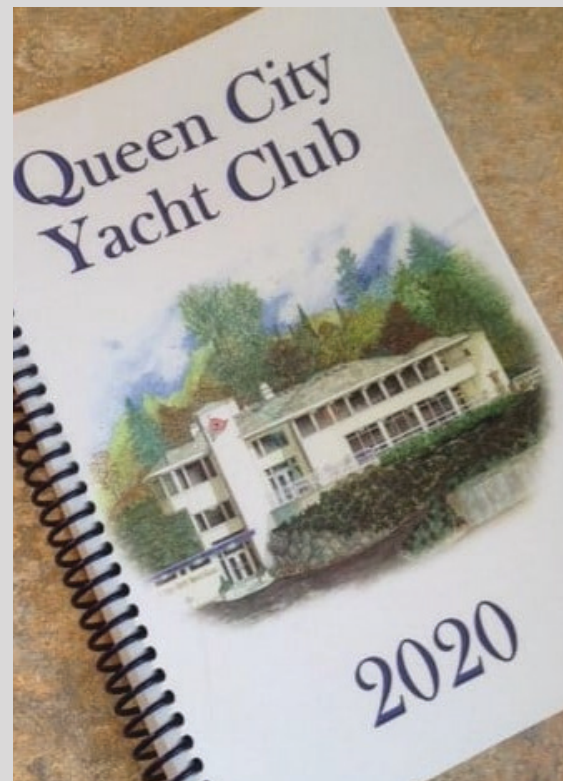
Vice Commodore Margaret Krows

2021 ANNUAL MEMBERSHIP

DIRECTORY COMING SOON

Posted by Colleen Rutten

Just a quick Annual update for you.... We received the final outstanding items for the 2021 Annual, all of which have been provided to the publisher. We'll have one last look-over this week sometime, and then we'll head to print. This final set of steps (print, trim, assemble, punch, bind, stuff, mail) typically takes about 4 weeks. I'll provide updates from the publisher on the QCYC Facebook page as we move through the process. Thank you!!



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Kim O. Dales

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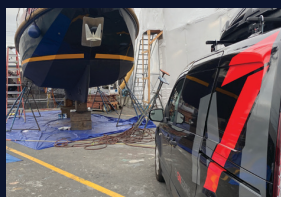
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LIFE MEMBER CAPT. AL JONES CROSSED THE BAR FOR HIS LAST VOYAGE

Posted by Ken Klett, Fleet Chaplain



Capt. Al Jones 1919 - 2021

Al Jones, a long time member (#007), WW II hero and Patriot slipped his moorage for his last outbound voyage on January 6th. Al was well known by our members, Boeing colleagues and by the aviation pilot community throughout the world!

Al considered himself a local Seattle boy although he was born in Vancouver, Canada. In 1923 his parents migrated to Seattle when he was 4 years old. His family lived on Magnolia Bluff during Al's growing up years and he graduated from Magnolia grade school and Queen Anne High school where he was President of his Senior Class.

His ambition after graduation was to become an airline pilot so he enrolled in an aviation class at Boeing field. From 1938 to 1940 his goal was to build up flying time to become qualified to apply for a co-pilot position with United Airlines. He did this by becoming a 1/12

partner in a Piper Cub and accumulated 180 hours. World War II came into the picture and in mid-1940; the Canadian Air Force was looking for pilots due to a severe shortage of qualified aviators. He enlisted in the RCAF and became an Instructor on a Canadian advanced trainer for the next 15 months. In mid-1942 he requested a transfer to the UK where he joined the RAF Bomber Command. I asked Al why he volunteered for such an extraordinarily dangerous assignment, he said: "I felt strongly about what Hitler was doing and what was happening in Germany – the Germans had just invaded Poland & Czechoslovakia and set to invade the UK the Blitzkrieg had started.

Upon Al's arrival in England, after an Atlantic voyage on the QE1, he flew as an RAF pilot in a Wellington Bomber squadron for 40 combat missions over Italy supporting the Patton push from

North Africa. His squadron flew from an RAF base in Libya and encountered heavy ground fire and ack-ack on every mission. He was shot down only once but luckily he was able to fly back and crash land on an US Base in N. Africa. By this time he was a Flight Lt. (Capt.) in the RAF and was decorated with the Distinguished Flying Cross.

He then applied for a transfer to the US Air Force which took about two months. At his request, he was assigned to a U.S. Night Fighter squadron where he remained until the war in Europe ended. During his Night Fighter assignment he flew the British Beaufighter and the American Black Widow (P-61), a 2-man cockpit plane with deadly ordinance. Ground radar operators would guide them to German activity and when close his radar operator could guide him in the rest of the way - he said "I was not a real accurate shot so I turned all 4 cannons and 5 machine guns on! He flew a total of 48 combat missions and in addition to all of the ground kills, registered 3 German fighter kills! His squadron's primary job was to strafe German supply trains and transport convoys at night. I asked him if he was ever scared – he said like most fighter pilots he was usually scared but when they got busy, he forgot about being scared! He was awarded two Distinguished Flying Crosses and 5 Air Medals. With honest modesty, he said: "I was one of the real lucky guys!"

Upon his return to the U.S., he was assigned to be the personal pilot for General Evans, Commander of the 4th Air Force in Omaha, Nebraska. After a year he requested to leave active duty and joined the U.S. Air Force Reserve,

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where he remained until retirement as a Col. in 1969. When Al returned to Seattle in 1947, he went into his bank branch on QA hill and lo & behold, his High School sweetheart was the teller! Not being shy, he asked, "What are you doing tonight?" "Nothing," she replied. "Want to go out tonight?" "Yes!" Soon after they were married and had a great 55 years together until Naides passed away in 2002. They had two children, Leslie and Kevin who produced six grandchildren, four boys and two girls. Austin (QCYC member) and his wife Anna produced 1 child so Al was a great grandfather too!

After leaving active duty, Al entered, in his words, "the wild and wonderful non-scheduled airline business" flying all over the world for the next ten years. In 1956 Boeing offered him a test pilot job flying the B-47 and B-52 bombers at the Wichita facility. In 1962 he transferred to the Seattle Commercial Airplanes to fly as a test pilot and training assignments on 707 through the 747. He retired in 1981 as Chief Pilot of Flight Crew Training, teaching airline pilots from all over the world!

His retiree "business card" named Al as the "World's Greatest Aviator", and: "Golfing Advice Given, Culinary Expert, Wine Connoisseur and Boeing/USAAF Pilot"! This card exemplified Al's life-long wonderful sense of humor and sweet personality! We never saw Al without a smile on his face, a friendly greeting, and maybe a good story! His email address was Fltcrew2@aol.com. What a fine gentleman and wonderful example for all of us!

Al joined QCYC in 1968 and became a Life Member in 1993 reaching the membership number of 007 when he passed. Al often volunteered for tasks at the July 4th club cruises and enjoyed the old timer's cruises for many years touching base with friends. He was often a Friday Lunch attendee. With his son Kevin and grandson Austin, Al volunteered his boat many times for the Special Peoples Christmas Cruise. The "Jones men" also enjoyed the annual club Fishing Derby several years ago.

With all of his war time heroics and subsequent life as an honored veteran, Al was featured several times during our

annual Memorial Day Services at our Winslow outstation.

Al retired in 1981 as the Chief Pilot of the Flight Crew Training Division with 18,000 hours. Al continued to practice his aviation skills after retirement buying a Piper J3 Cub project and putting it back together in his basement. He later sold that aircraft and purchased a Cessna 172.

Al owned just two boats during his long membership: the "Donal", a 30' Chris and the well-known "Avanti", a 36' Roberts, that has been in the club since 1974. The Avanti was built in LaConner, WA and was only a hull, superstructure, engine, and controls when launched. Al, Kevin, and the expertise of a marine carpenter spent the following years building the interior and exterior appointments. The rest of the family assisted in various ways as well. The Avanti will now remain in the club under the stewardship of son Kevin and grandson Austin!

Captain Al Jones will be truly missed by all that knew him.

EIGHT BELLS - MEMBERS REMEMBER CAPT. AL JONES #007

Posted by Barry Rutten: Sadly, I learned today that Colonel Al Jones, Member # 007, has crossed the bar. It was my honor and privilege to get to know Al over the years. The first time we met, he had just arrived at the outstation for the St. Patrick's Day event Colleen and I were hosting as Fleet Captains. Al told me he hadn't been to a QCYC Fleet Captain event in years, but I was so enthusiastic, he HAD to attend. That made my whole year! Then he proceeded to look at Colleen and say, "Hi, I'm Al Jones. I haven't had a chance to hug you yet." He got his hug and two new fans! I will remember him for his long service to the country, his good humor and cheer, his high-speed approaches to the dock at the outstation that always seemed to work out at the very last second, his charm, his smile, his willingness to talk with anyone who asked to know more about his military exploits and his lifelong commitment to being a pilot and a hit with the ladies. I know Al is back in the cockpit of his favorite bird, barrel rolling and barnstorming under clear blue skies, forever and ever. Farewell Colonel Jones! You were loved and admired by so many.

Posted by Becky Garvie: My favorite memory of Capt. Al Jones was when he took Carolyn Rolstad to the Commodores ball

Posted by Steve Swingler: As a dock mate of mine got to hear many great stories. My favorite as a fellow Boeing worker was when he was told that when he'd reached the mandatory FAA retirement age and couldn't fly anymore his boss told him he would be made a vice president. Al said he told them "If I can't fly I'm leaving" and he did. His legacy will live on.

Posted by Nadeane And Tim Rutledge: Such sad news! Al was such a sweet man. And what a magic smile he had! We remember watching the Winslow July 4th parade with him; all he had to do was smile and folks in the parade (mostly female) would come over and hug him! RIP, Al; we will miss your smiles and hugs!!



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Rear Commodore's Report

NEW MEMBER INCENTIVE, 'G-POD 21' & PRIDE OF QUEEN CITY APRIL 24

Posted by Rear Commodore Michele Bedner

With January behind us, we can look forward to longer days ahead. I have always considered Presidents Day a turning point when it is light to almost 6 pm and the cherry trees start to bloom. Spring can't be far behind! Speaking of flowers, hopefully you are enjoying the primroses that Grounds Chair Susan Rebello has planted next to the QCYC entryway and patio area. Susan is busy working on plans to beautify QCYC grounds this spring ahead of Opening Day Week. Please mark on your calendars, Saturday, April 24th for the Pride of Queen City Yacht Club Volunteer Work Party.

We will need all hands-on deck. More information to follow.

The 100 new and more robust hasps ordered for all QCYC storage lockers have finally arrived! The Docks Committee has volunteered to change out old hasps with the new hasps. Dock's Co-Chair Chuck Gould is formulating a roll-out plan. Look for sign-up sheets for appointments in the near future.

Membership Chair Val Ohlstrom launched her new Membership Drive in January with a Board-approved temporary reduction in new member's initiation fee from \$3000 to \$2000. This is for a limited time only. In addition, primary sponsors for new members who are inducted during this time period will have their names placed in a drawing for two \$500

prizes. Our membership is currently at 379 Active Members. We are in need of 400 Active Members to be at full membership. Additionally, we have 19 Active Members who are eligible to move to Life Membership once Queen City reaches full membership. Once an Active Member moves to Life Membership, that opens an additional Active Membership spot to be filled. Remember P/C Ed Jennerich's famous saying, "The number one reason people don't join an organization is that they aren't asked." Don't hesitate. Please be that person who asks!

Due to COVID-19 restrictions, both the annual Grand 14 Yacht Clubs Cruise-in and Grand 14 Yacht Clubs Past Commodores Cruise-in were cancelled this January at QCYC's Eagle Harbor outstation on Bainbridge Island. For those members who are not aware, the Grand 14 Yacht Clubs of Puget Sound is an interclub association of fourteen Puget Sound yacht clubs which includes QCYC. The Commodores, Vice Commodores and Rear Commodores of each of the fourteen yacht clubs meet at various functions throughout the year in order to exchange ideas, form friendships and socialize. Each Grand 14 class has a mascot. The Rear Commodores' Class of

2023, which I am a part of, is known as 'Kingfishers'. Vice Commodore Krows' Class of 2022 is known as 'Tritons'. Commodore Lindholme's Class of 2021 is known as 'G-Pod '21'. Normally there are seven Junior Officer Balls that the Rear Commodore and Vice Commodore Classes attend each year at different Grand 14 yacht clubs. This year due to COVID-19, all JO Balls were cancelled. In lieu of Class Meetings and JO Balls, the Kingfisher class is having a Zoom meeting every two weeks where we share what is happening at each of our yacht clubs. Wishing all of you good health, joy, kindness and peace as we navigate through this pandemic!



Rear Commodore Michele Bedner

CREW REDUCES ABANDONED TANK FOR RECYCLING

For all those extremely concerned about the abandoned tank somebody left in the dumpster corral; the problem has been addressed. It was metal, and definitely and legitimately recyclable – just needed to be a little more compact. Major thanks to Craig Wilbour, who showed up with a Skilsaw and just the right blade to reduce that tank to a fraction of its former self. After lopping off significant sections of the thing, it loaded easily into the recycling dumpster. Many thanks to the Castrow family, who showed up to help as well. Turned out to be an empty diesel tank. It took longer to break down because of the interior baffling.



They won't take it, so don't leave it
Photo by Carolyn DeCook



Check all systems first... boat grounded in Edmonds / Photo by Barry Rutten

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RINGS, CLEATS & "CUSTOM" CONFIGURATIONS

Posted by Chuck Gould, Docks Committee (join us for 'Docks Fun Day' - 2 p.m. - 2nd Saturday every month)

Part of the current main station marina originated in 1934, and because of the diligence of the QCYC Docks Committee our facilities are in fine condition thanks to those who join our monthly work parties or 'Docks Fun Day'. No less than once a month it seems, a member newly qualified for moorage at the main station reaches out to the Docks Committee by telephone or email. A generic version of the conversation is pretty much like; "Hello, Docks Chairman? This is Member XYZ, and I was just assigned to slip #517. After I accepted the slip, I decided it might be a good idea to go take a look at it. I have a few concerns."

"Well congratulations on getting moorage, XYZ. What are your specific concerns about the slip?"

"Well since this is going to be 'my' slip, I would like some of the cleats relocated. They don't exactly fit my boat. In fact there are some rings rather than cleats for bow and stern lines. I'd rather have cleats. I'd be willing to meet you down at the club sometime and show you exactly where I'd like you to put them. Or, if you guys are busy, just tell me it's OK to go over to Fisheries, pick up a few cleats and then lag bolt them onto the dock exactly where I want them."

It's always tough to assume the role of "wet blanket". We will explain to Member XYZ that we try to adhere to a "standard" slip in the QCYC marina. If a boater rents a slip from a local marina, or ties up at one of our outstations or any other destination within cruising range, that boater will figure out how to make use of the mooring hardware in place when he or she arrives. It's not an outrageous expectation that such a practice

can be observed at the main station marina as well.

If we were to reconfigure the cleats or add cleats every time a slip changed occupants, we'd be kept pretty busy. All the custom cleat placements a boater asked for when taking a new slip would almost certainly need to be "undone" when the next member is assigned the same slip. Some of our members keep the same slip for years on end; and on the other hand we have had a few cases where the same member (at the top of a seniority list) moves two or three times in a year. Every time we remove a cleat, we leave holes in the planks. Holes attract water, water attracts fungus, fungus creates rot. We need to take extra steps to fill the holes.

Although we use mooring rings on our closed slips (more on that issue further on), lag bolts in general are not encouraged on our docks. Over time, the stress and stain of mooring lines pulling on the bolts, or the occasional instance where a member powers out into the fairway without remembering to release all of the mooring lines, loosens the fit between the lag bolt and the plank. Again, water = fungus, fungus = rot.

About rings vs. cleats: Past moorage chair Art Mauldin (may he rest in peace) recalled the effects of the Nisqually earthquake on our marina. The local "tsunami" generated during the event tossed boats around in the marina so severely that in some isolated cases the mooring rings were ripped out of the planks.

One might ask, "Why would we prefer

a mooring bit that can be ripped out by the force of a serious earthquake?" Good question. The reason we use the rings under covered moorage is because each of those piers helps support the overhead roof structure protecting about 20 boats. Something has to give in an earthquake, and if it isn't the mooring ring then it's quite likely going to be the dock itself. Shift one of those docks enough, and it can bring down the roof-damaging or possibly even sinking every boat along that section of dock.

We use cleats in the open moorage areas. There's no roof to bring down. But, with rare exception those cleats are through-bolted with 16-inch stainless bolts all the way through the stringer. They are less likely to work loose than with the "lag bolt" variety.

Another common remark from members: "There's no hardware in the middle of my slip! How am I supposed to rig spring lines?" It's possible, (but not at all necessary in most cases), to tie spring lines to the center column halfway down the length of the slip. As long as the pull of the lines is along the same direction that the slip runs, rather than at a 90 degree angle out toward the middle of the slip, the columns are more than sufficient for spring lines.

But if your boat has a midship cleat, there's no particular reason to tie to the support column at all. The forward ring can be used for a bow line *and* a spring line. Same with the aft ring securing both a stern line and a spring line. Simply secure your spring lines between the fore and aft cleats and the midship cleat on your boat; and it isn't then essential to tie spring lines to the dock at all.



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WHAT ARE THOSE BLUE OUTLET COVERS ON THE POWER PEDESTALS?

Posted by Eric Lindbeck (swedegeek@hotmail.com) Vessel Electrical Safety Committee (VESC)

Observant members walking the docks recently have asked, "Why do some of the receptacles on the power pedestals suddenly have blue covers?" Those are new covers which will accommodate a sealing ring for a shore power cord. The sealing ring keeps water out, preventing corrosion and possible overheating of the connection. It also ensures a good connection by holding the cord securely in the receptacle.

Tom Wilson of the Vessel Electrical Safety Committee (VESC) organized work parties to install the new covers. Volunteers at the work parties included P/C Dick McGrew, Tom Wilson, Duane Engle, Tom Schultz, Miguel Suarez, Rodger McKinley, Eric Lindbeck, and Commodore Lindholme. Additional covers will be installed as funding and time permits.

Bill Brunkhorst, VESC Co-chair, emphasized the importance of using the sealing rings. "The rings do a lot to increase safety, and we all need to do what we can to avoid a marina fire. The power receptacle on most boats has

provision for the sealing ring - now we're working to have the same safety protection on the shore power pedestal."

Some shore power cords may not have the sealing ring, which is usually black plastic. They are readily available from marine suppliers or Amazon at low cost, and members are encouraged to install and use them. More information (including the part number for the sealing ring) is available in the Member's Forum article "QCYC Power Pedestal Upgrade."



Blue face plate mystery solved!





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February 2021

visit qcyc.org/event for calendar updates

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 IPBA Winter Meeting (2nd Floor) 8:00am to 12:00pm Carpet Cleaning 9:00am	2 Fire Alarm Testing 1:00am to 3:00pm Planning & Finance "Virtual" Meeting 6:00pm	3	4	5 Friday Lunch 11:30am to 1:30pm	6
7 Music Committee Rehearsal (TENTATIVE) 6:00pm	8 Annual Sprinkler Testing 8:30am QCYC Board "Virtual" Meeting 7:00pm	9 Docks Committee Meeting 6:30pm	10 Regular Member Meeting 7:30pm to 9:30pm	11	12 Friday Lunch 11:30am to 1:30pm	13 Sweetheart Dinner Dance Vessel Electrical Safety Inspection - All Docks 9:00am to 12:00pm Docks Fun Day 2:00 pm
14 Valentine's Day	15 President's Day Office Closed (Holiday) Music Committee Rehearsal (TENTATIVE) 6:00pm	16	17	18 Hold - SSAPS Meeting	19 Friday Lunch 11:30am to 1:30pm	20
21 Music Committee Rehearsal (TENTATIVE) 6:00pm	22	23	24 Regular Member Meeting & Speaker Series 7:30pm to 9:30pm	25	26 Friday Lunch 11:30am to 1:30pm	27
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