

Bergy Bits & Growlers

Kenai Fjords Yacht Club

PO Box 2505 • Seward, Alaska 99664
www.kfyc.org

March 2012

Time to renew your club membership for 2012. Please use form on page 3.

- 2011 Officers -

Commodore
Devon Putney,
Commodore@kfyc.org

Vice Commodore
Dave Leech

Treasurer
Iris Johnson, 224-3675

Secretary
Bill Ennis, 345-5633 and Arin
Ortman
secretary@kfyc.org

Members At-Large
Phil Kaluza
Liz Leech

SHOVEL YOUR BOAT! Record snowfall has made boats top-heavy and unstable. Snow loads sink boats!

As of this writing (February) the 2012 boating season is still awaiting the moderation of temperatures that have produced the coldest year on record. In the harbor, we've had ice thick enough to walk on, record low temperatures, and deep snows weighting down boats: this has been a winter to remember!

Kenai Fjords Yacht Club

Spring Meeting

Saturday, March 24, 2012

Our traditional potluck begins at 6 PM and the meeting starts at 7 PM. We'll elect officers, so this is an important meeting!

Please consider accepting an office.

Please plan to attend! See the website for details.

Guests are always welcome at all KFYC meetings & events!

Club memberships expire Dec. 31. Use form on page 3 to renew.

News from the March Meeting

The KFYC had its winter meeting on Dec. 10, with 17 members in attendance, including several important guests. In attendance as guests were Steve Fink, and our new harbormaster, Mack Funk. The meeting was held at the Breeze Inn and was preceded by our traditional potluck dinner.

Treasurer's Report: Our Treasurer, Iris Johnson, reported that we have \$643.23 in our saving account and \$1,284.91 in our checking account. Only regular expenses had been incurred and paid. When new officers are in place, we will also renew our state charter, a yearly requirement.

Mariners' Memorial Update: Commodore Devin reminded members that we had agreed to provide volunteer labor for landscaping efforts this spring at the Mariners' Memorial. Deborah Altermatt provided a project update: After getting off to a good start in early fall, Harmon Construction suspended work for winter with construction to resume this spring. The lighthouse and widow's walk are complete, completing Phase 1 of the project. Phase 2 included an extensive compass rose surrounding the grounds. Completion depends on procuring the needed \$10-15,000. Further landscaping, including benches also awaits funding. It is hoped that the Seward artist community can fabricate information plaques and murals. A statue of a woman looking out to sea will be placed in the upper level of the lighthouse. Final completion date is targeted for late 2013. The MM Committee is in the process of soliciting plaques in memory of area mariners who lost their lives at sea or contributed to our local seafaring history/maritime industry. Look for the order form soon on the MM web site and at various locations in Seward. Plaques will be placed on the walls inside the lighthouse and other locations as needed. It is also the committee's desire to dedicate a section of the memorial site to the 1964 earthquake victims and other historic maritime events that have occurred in proximity to Seward. A ceremony is being planned to coincide

with the Blessing of the Fleet during harbor opening weekend in May. Damage sustained during a fall windstorm has been repaired. Information on plaques should be released soon on the project website: www.sewardmarinersmemorial.org. Members suggest the KF yacht club send out an e-mail alerting us about the plaque information. Perhaps we could place a form on our own website.

Dock Cart Repair: The ability to use our dock carts has always been an important reason for joining the club. Dock cart lock combinations will be changed this spring. The new combination will be attached to the back of your paid membership card

Elections: Elections will be held at the March meeting and a slate of member candidates will be presented to the club. Please consider serving in some capacity for the 2012 year. Open offices are: Commodore, Vice Commodore, Secretary, Treasurer, and 2 Members at Large.

Website Was Down: An error in DNS entries eliminated access to our website (<http://kfyc.org>). The error was overlooked by the hosting business and not until the webmaster contacted them was the error corrected. We apologize for any inconvenience.

Newsletter Problems: In 2011, the club elected two people to work on the newsletter and share the secretarial duties. Both people were absent and did not communicate to each other, resulting in your missing a newsletter. Both Bill Ennis and Arin Ortman apologize to the membership for this enormous oversight.

New Seward Harbormaster: Members welcomed Mack Funk to the Seward boating community and noted that he is the first harbormaster to attend a club meeting. Mack said his two goals as harbormaster were to provide excellent customer service and to continue making improvements without major rate increases. He said Deborah Altermatt is new chair of the Port and Commerce Advisory Board. (Continued page 4)

KENAI FJORDS YACHT CLUB MEMBERSHIP APPLICATION / RENEWAL

Annual dues are **\$20 *per person***. Membership year is January 1st – December 31st. Please submit information as you want it to appear in the club records. Mail completed application and dues to: Kenai Fjords Yacht Club, PO Box 2505, Seward AK 99664.

Amount enclosed \$ _____ No. of members _____ For year 20 _____

Name(s): _____

Mail address: _____

Ph: _____ Fax: _____ E-mail _____

Boat name: F/V M/V S/V _____ Location _____

May we place your contact information on our secure site? [Place a checkmark] Yes. No.

Would you prefer to receive your KFYC newsletter on paper, or informed of its on-line availability?

[Place a checkmark] Yes, notify me when I can download it. Yes, send me a paper newsletter.

Additional information / suggestions / comments: _____

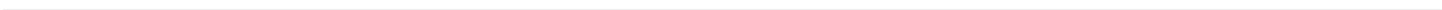
Complete the following **only** if you want another member in good standing to vote in your stead at General Membership meetings that you do not attend during the year for which this application is submitted. (A member in good standing is one who has paid his or her Club dues for that year.) You may rescind your proxy at any time by writing to the Club, or in person at a Club meeting.

▶ ◀ ▶ ◀ ▶ ◀ KENAI FJORDS YACHT CLUB PROXY VOTE ▶ ◀ ▶ ◀ ▶ ◀

I hereby affirm that I am a member in good standing of the Kenai Fjords Yacht Club in Seward, Alaska, for the year 20__ and am therefore eligible to vote for Club officers and on other matters brought up for vote at General Membership meetings. I hereby designate _____, also a member in good standing, to vote in my absence at General Membership meetings in the year 20__.

Signature Printed Name Date

Signature Printed Name Date



(Continued from page 2)

New Seward Harbormaster: Member Phil Kaluza said that it would be nice if the harbor crew would refrain from blowing snow on the floats that slip holders are keeping clear during winter; Mack said he would pass that information on to his crew. Member Dick Tero asked whether there was a preferred location for the dock cart on J-dock; Mack said he'd look into it.

Commentary on Cruising: Roughly, cruising is traveling in your boat and not returning to your home port. Anyone who buys a boat, at some point imagines casting off from the routine and seeking a freer life at sea. There are a million reasons not to go cruising and it's certainly not for everyone. If seeing new places and people aboard your own boat is important enough, then anyone can go cruising, even if it's only for a short time.

Cruisers vary in their preparation. One Canadian couple sold their home, bought a used but prepared sailboat, and went cruising. They're learning as they go and have spent considerable money on having others do their work. We prepared differently, working for many years to get the boat and ourselves ready to leave. Our finances require that we do most of the work that needs to be done. We feel that we're better prepared than they, but they have no home to which to return so spend all day every day aboard and learning. There seems no "right" way to go cruising.

Cruising is not just sipping Mai Tais all day! Even when far offshore, there are tasks that must be completed: boat maintenance, for example, is even more important than ever. With those tasks done, though, the time is yours to spend. It's your schedule and if staying in port or changing a destination seems like a good idea, it's your choice.

The kind of coastal cruising that we did for 20 years out of Seward allowed us to spend each evening in some isolated and spectacular anchorage. After the hook was set, the cocktail table and its accessories came out. Cool weather might drive us below, but rarely the dark: shoot, it was summer in Alaska! In the tropics, it still gets dark and coming into an anchorage after sunset means with spotlights, sonar, and radar deployed. Charts are much less accurate and most locals simply do not have or use anchor lights. Seeing a large radar reflection overlaid on a

chart where open water should be is disconcerting. Mexico, for example, has not made accurate and accessible nautical charts a governmental priority.

Checking into and out of countries is also a different experience. Each country seems to have its own set of required documents, and even the official requirements can be modified by a local officer who's had a bad night or bad experiences with other Americans. The check-in process can require days to complete since many documents must be obtained in sequence and offices may not be open or accessible when needed.

In Mexican waters, we've had to learn about staying cool and keeping the boat from disintegrating in the intense UV. Rigging is thoroughly and frequently washed with fresh water up here in Alaska, and the cool temperatures decrease the rate of chemical reactions known as "corrosion". Not so in the tropics where a new suite of rigging might last only 10 years! Some cruisers' insurance policies require even more frequent re-rigging.

All of these trials are balanced by the cruiser's experience. The original communities were built along the shore since water-based commerce was the only option. That's the side of a town that you see: the water side. You join the local fishers, the local marine merchants, and the local restaurants that cater to mariners. It's the old side of a town that faces the water. Sometimes it's been renovated, as in Seattle, but most of the time, it's replete with wooden pilings, old fishing boats, and marine detritus.

For us, it's the exploration that we love: Seeing the new scene just around that next headland, or the next fishing village just up the coast. Is the snorkeling good in this bay? Stay a while. Is the fishing supposed to be better up the coast? Pull the hook and try your luck. For the most part, places that cruisers visit are not visited by other kinds of traveler. Residents are universally happy with your visit and take every opportunity to make cruisers welcome. Our lives are simpler, too. There are no decisions on what clothing to wear, for example, since one's wardrobe has few items from which to choose.

Cruising is for us, and we'll continue until we've done what we want to do.

Follow our trip on our website: <http://svwings.com>
Members Conni Livsey and Bill Ennis