

Blooper



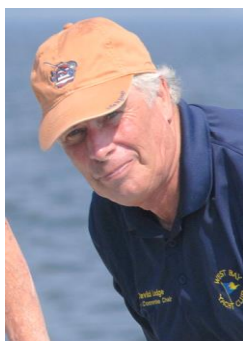
The Friendliest Little Yacht Club on the Bay!

PO Box 1604, East Greenwich, RI 02818 401-885- 4414 www.westbayyachtclub.org

Volume 40 Issue 3

June/July 2015

Commodore's Message



We are well into our short sailing season and just went on the July 4th cruise in Bristol. There were about 8 WBYC boats there this weekend and probably a few more that have access to other moorings.

The Monday Evening Summer Series has already completed a third of the series. Monday evening after the races we have great dinners at the club prepared by Joann, Phylis, and Jennifer. You don't need to have raced to have dinner at the club. It's open to everybody. The racers don't get to rowdy but you might have to put up with stories of what happened on the race course - but it's all good fun.

Check out the club calendar for all our summer cruises and races. Next up after the 4th of July cruise is the Whalers Cruise/Race to Block Island on Saturday, July 25th and the Lobsta Boil on VJ Day weekend. August 1st is the Around The Bay Race with courses for everybody. There is a course all the way around the bay, one that circumnavigates Prudence and Patience Islands and on that keeps you in the west bay. The finish line is back in Greenwich Bay in front of Goddard Park Beach.

And, of course our racing season started on Saturday, May 30th with WBYC's Tuneup Regatta followed two days later with Race #1 of the Monday Evening Summer Series.

Hope to see everyone – on the water.

Commodore David Lodge

Vice Commodore

What a great cruising program we have here at WBYC! By the time this goes to press we will have completed a great 4th of July cruise to Bristol. Last count we had 13 boats registered. By all measures our cruising program is growing by leaps and bounds. We also have had a great racing season so far, how lucky we are to live here on Narragansett Bay. As summer gets into full swing your board is hard at work trying to solve the leaky roof issues. Keep an eye out for correspondence related to that effort in the coming months. Next up is the Whalers race/Cruise to Block Island which should be a great time. See you on the water!

Joe Crocker

Vice Commodore

Race Committee

We are a month into our racing season and have some great races in the book already this year.

We had a small turnout for the Tune Up Regatta in part because the Air Show was on the same date and we had 20+ knots of breeze. *Dohzino*, *Climax* and *Elan* all got in some great practice and three windward/leeward races were completed in an hour and a half.

We have three new boats competing in our first Monday Evening Summer Series. All three boats are more than just competitive, they are out front in the standings so far. Vin McAteer's *Coconut Telegraph* (after all these years I still love that name) has two bullets in the two races in which they've participated in the spinnaker class. Bob Hamlin's tricked out O'day, *Hornet*, and Kimbal Hall's Freedom 25, *Hallboard*, prove you don't need a flat-out race boat to be competitive. *Hallboard* has two first place finishes and Hornet has placed twice in the non-spinnaker class. Race #1 was washed out by lousy weather and has been rescheduled for Thursday, July 9th.

The Monday Summer Series has been divided up into three, four-week series within the series so there is still a chance for anybody to come and race in the July and August series.

Saturday, July 25th is the Whaler's Cruise/Race to Block Island. This has become a great event to bring everybody together, cruisers and racers. Even a couple powerboats showed up last year. No, they can't compete without a rating. So come cruise/race to Block Island (we start in Dutch Harbor with a fisherman's start) and compete for the "Church Seat Perpetual Trophy." If you don't know the story behind it you'll have to show up to hear it.

See you on the water!

WBYC Race Committee

Cruise Committee

We are now into the heart of our cruising schedule. Thirteen of our member boats left for Bristol Yacht Club for the 4th of July Weekend Cruise while another six left for Dutch Harbor on Saturday to begin our Annual 2-Week Cruise.

In June we did a 'staycation' for the Memorial Day Weekend, hosted by Nancy and Charley Roman. The weekend was typical weather-wise, not the best for cruising so it was a good decision to open our Club and stay there. Approximately 40 members and guests attended the BBQ on Sunday and a good time was had by all. Great job Nancy and team! Unfortunately the Kid's Cruise was cancelled, although a few members and their families went to Potter's Cove anyway. Cruise Captain and Vice Commodore Joe Crocker promised to reschedule sometime in August, so stay tuned.

Our next cruise will be to Block Island as part of the annual Whaler's Race on July 25 - 27. This is becoming more popular every year and many of the racer/cruisers/power boaters are planning to stay an extra day and return home on Monday. No racing experience is necessary, so come on and join in the fun. It's all about the Block. Last year we had almost as many powerboats attend as sailboats. By the way Dave P, we are not going to give you a rating for your Formula!

Our Lobstah Boil on Prudence Island is scheduled for the weekend of August 8 -9. We are anticipating this to be bigger and better than last year! RSVP's and advance payment is a must. If the weather gods look after us, it will be great. If not, we do have an alternative location in mind. Stay tuned for additional information on this one.

We will be sending an email blast once we get closer and all the details set. That's all for now, time to provision for the weekend!

Tom Stocker

Cruising Committee Chair

Rear Commodore



Thing has been running smoothly thus far. Check out the articles from Scuttlebutt, Sail Magazine, Safe/Sea Helpline, and recipe posting.

We have some exciting races and cruises coming up and hope all of you will be joining us. Hope that your summer has been outstanding!

Cheers

Kevin Ingle
Rear Commodore

Activities Committee



BUSY, BUSY, BUSY! Those are the only words that describe the flurry of activity at WBYC recently! At the beginning of May, we had the annual May Breakfast. The weather was almost perfect. We served over 40 hungry people starting around 8AM. Many thanks to the kitchen crew for showing up well before the crack of dawn to prepare, cook and clean up everything! As always, a wonderful time was had by all.

We are now in to the summer months and the racing season has begun. The "KITCHEN" is now open too. Feel free to join us some Monday night. There's always something tasty just waiting for you to try. We're usually ready by 8 PM!!

If you're down at the Club sometime, take a look at the "Galley Rules" that are posted on the refrigerator. They're just a reminder to help keep the Kitchen area clean and tidy.

Good and Welfare -- We're happy to report that our very own "Canvas Lady" (Tonya), is resting comfortably at home after undergoing major surgery recently. Keep up the good work. "T". On a somewhat sadder note, Deb Arey's Mom passed away recently, as did several relatives of Hank and Deb Richard. Hugs to you all. If anyone has anything to pass along to the membership, let us know and we'll take care of it for you.

Don't forget to stop by and hang out this summer.

See you all soon,
Jo-Ann (738-0272)
Phyllis (219-1784)

West Bay Yacht Club Store

- Baseball Hat \$10.00
- Men's and Ladies T shirts \$12.00
- Sweatshirt \$25.00
- Men's and Ladies Polo shirt \$25.00
- All Prices include club logo!

2015 Board of Governors

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- Vice Commodore.....Joe Crocker
- Rear Commodore.....Kevin Ingle
- Past Commodore.....Dean Travis
- Secretary.....Raleigh Jenkins
- Treasurer.....Jo-Ann Grima
- Parliamentarian.....Dale Broadbent
- Members at LargeKaren Berg
-Grant Brandon
-Bruce Arey

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- Cruising.....Tom Stocker
- Education.....Open

Publicity.....Andrew Brousell
Website.....David Lodge
Blooper..... Andrew Brousell
Membership..... Karen Berg
House.....Ken Blaise
Racing & Website.....David Lodge

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East Greenwich Yacht Club
Seventh Annual Regatta
July 18th, 2015
www.egycregatta.com

Mark Your Calendars!

Registrations are now open for the East Greenwich Yacht Club's 7th Annual Regatta

NBYA Boat of the Year Qualifier

Friday, July 17th - Skippers Meeting Cocktail Party

Saturday, July 18th - Pursuit Race followed by our Awards Deck Party



Join us on the Race Course for this BOTY event and then treat your crew to an awesome Awards Deck Party - eat, drink, dance and have an opportunity to win a few one-of-a-kind prizes and awards.

To register, visit www.egycregatta.com.

Scuttlebutt

Bill Morris

This will be the first of occasional articles on Nautical Terms, Traditions and Customs. It is based on my research and there may be more than one opinion as to the source, as is true in most articles about etymology. I would be more than glad to enter into a discussion. I hope you enjoy them.

As my may know, many of our clichés come from the days of sail. This is truer in English than other languages, because England (who gave us, Great Britain and the old Commonwealth our language) is an island with a seafaring history. No place in England is more than 50 miles from salt water. So if there is a reliance on the English/British Navy in these words, it is understandable.

Between the Devil and the Deep

In wooden ships, the "devil" was the longest seam of the ship. It ran from the bow to the stern. When at sea and the "devil" had to be caulked, the sailor sat in a bo'sun's chair to do so. He was suspended between the "devil" and the sea and the "deep" and a very precarious position, especially when the ship was underway.

Although the original expression was "Between the Devil and the deep blue sea, with no hot pitch to pay", the expression has been shortened and broken in two. Here is the second half.

Devil to Pay

Today the expression "devil to pay" is used primarily to describe having an unpleasant result from some action that has been taken, as in someone has done something they shouldn't have and, as a result, "there will be the devil to pay." Originally, this expression described one of the unpleasant tasks aboard a wooden ship.

The "devil" was the wooden ship's longest seam in the hull (see above). Caulking was done with "pay" or pitch (a kind of tar). The task of "paying the devil" (caulking the longest seam) by squatting in the bilges was despised by every seaman.

Scuttlebutt

The origin of the word "scuttlebutt," which is nautical parlance for a rumor, comes from a combination of "scuttle" and to make a hole in the ship's hull and thereby causing her to sink - and "butt" and a cask or hogshead used in the days of wooden ships to hold drinking water. The cask from which the ship's crew took their drinking water was the "scuttlebutt". Even in today's Navy and Marine Corps a drinking fountain is referred to as such. But, since the crew used to congregate around the "scuttlebutt", that is where the rumors about the ship or voyage would begin. Thus, then and now, rumors are talk from the "scuttlebutt" or just "scuttlebutt".

Splice the Main Brace

A sailing ship's rigging was a favorite target during sea battles since by destroying the opponent's ability to maneuver or get away would put you at obvious advantage. Therefore, the first thing tended to after a battle was to repair broken gear, and repair sheets (sails) and braces (lines - improperly, ropes - passing through blocks and holding up sails). It was the custom, after the main braces were properly spliced, to serve grog to the entire crew. Thus, today, after a hard day (or, not so hard day), the phrase has become an invitation to have a drink.

Which may lead you:

"To Be Three Sheets in the Wind"

In the days of sailing ships, this is a phrase which refers to the lines used to control the sails of sailing vessels. When these sheets are cast to the wind (let go), it would cause the old sailing ships to shudder and stagger. The

resulting track would be the same as that of a drunken Sailor, out of control, and hence "three sheets in the wind."



2015 Cruise Schedule

Cruise

Memorial Day Weekend Cruise
Kid's Cruise
4th of July Weekend Cruise
Whaler's Race to BI
Lobstah Boil Cruise
Labor Day Weekend
End of Summer
Columbus Day Weekend

Dates

May 23-25
June 20-21
July 3-5
July 25-27
Aug 8-9
Sept 5-7
Sept 26-27
Oct 10-12

Destination

WBYC
Potter's Cove PI
Bristol YC
Great Salt Pond, BI
Sandy Beach, PI
Cuttyhunk
Ida Lewis YC
Wickford Marina

2 Week Cruise to Salem MA

July 4 – July 19

Schedule Attached



Let's Go Cruzin!



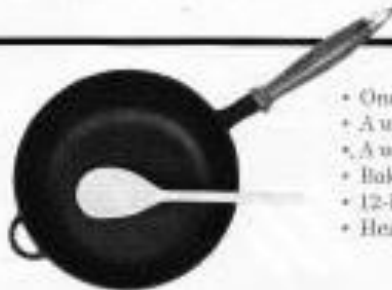
Loaves and Wishes by Linda Evans

My husband, Billy, and I were sailing the Exuma Islands chain of the Bahamas aboard Bonnie Christine, our Catalina 380, when I realized we were out of bread. We were far away from provisions. Then I remembered a recipe I'd clipped and saved from Cruising World ages ago, for pitas that could be made in a skillet ("A Peaceful Offering," CW July 2000). This was years before we set off cruising ourselves. At the time I'd thought, "How exotic! I want to do that!" I'd saved the basic recipe, dreaming of the day when I too could bake bread while sailing far from civilization. So as we sailed toward Lee Stocking Island, I pulled out the yellowed clipping and began to mix and knead the simple ingredients — but (like most boat cooks) I couldn't resist adding some personal touches. This is my own version of that recipe. Not only did the pita feed us — that first recipe fed my cruising dreams for years before we actually set sail.

Editor's Note: Before the recipes from People & Food were available online, this recipe was one of those most often requested. We think readers will appreciate Linda's twist on this bread. Find this recipe and more old and new favorites online at cruisingworld.com/people/people-and-food.

Pita-Making Tools

Whether you're safely at anchor in a peaceful cove or under way on a calm day, making this bread will be easier if you have the following items. Do use a wooden spoon. Wood is strong, and won't bend or break when stirring thick, elastic dough batter. Do use a nonstick spatula — it won't scratch or damage non-stick cookware.



- One or two large mixing bowls
- A wire whisk
- A wooden spoon
- Baking paper
- 12-inch nonstick or cast-iron skillet
- Heat-resistant plastic spatula

Linda Morris Childress



Savory Skillet Pocket Bread
 2 cups lukewarm water
 1 tablespoon yeast
 1 tablespoon salt
 2 tablespoons sugar
 2 tablespoons olive oil
 5 cups flour (plus 1 cup for kneading)
 2 tablespoons dried herbs (sage, thyme, oregano, basil)
 1/4 cup sesame seeds
 Sea salt, to taste

Whisk together water, yeast, salt, sugar and oil. Let sit five minutes. Add 5 cups flour and mix with a wooden spoon until dough is very stiff. Tip dough onto floured work surface, lightly flour hands, and knead for five minutes. Shape into a ball, place in a lightly oiled, clean bowl, roll around to coat, and cover with a dish towel. Let rise until doubled (1 to 2 hours depending on air temperature). Tip dough onto floured surface. Shape into 12 fist-size balls. Place balls on a sheet of baking paper, cover, and let rise again for 20 minutes. Cut more baking paper into 10-inch squares. Roll balls into 1/8-inch-thick circles. Firmly pat on your choice of dried herbs, sesame seeds, and sea salt, and stack, separated by squares of baking paper. Heat a dry nonstick or cast-iron skillet over high heat, then reduce to medium-high. Don't use oil or butter in pan. Dry-fry each pita until top begins to form air pockets and bottom begins to brown (5 to 30 seconds per side, depending on stove). Makes 12 6- to 8-inch pitas.

 CAN BE PREPARED UNDER WAY OR AT ANCHOR	 PREP TIME 2 TO 4 HRS, DEPENDENT ON RISING TIME	 LEVEL OF DIFFICULTY BEGINNER
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West Bay July Cruise - 2015

Overnight Date	Harbor	Accommodations	Approx. Distance (NM)	High Tide Slack Cur.
07/03 Fri.	Home			^0936
07/04 Sat.	Dutch Harbor	Moorings	13	^1011
07/05 Sun.	Padanaram	Moorings or Docks	33	^1129
07/06 Mon.	Onset	Slips, Moorings or Anchor	20	^1239
07/07 Tues.	Cape Cod Canal passage easterly – slack current before flood			>0819
07/07 Tues.	Provincetown	Moorings or Anchor	33	^1626
07/08 Wed.	Salem	Slips or Moorings	49	^1716
07/09 Thurs.	Salem layover	Slips or Moorings		^1818
07/10 Fri.	Plymouth	Slips or Moorings	42	^1918
07/11 Sat.	Plymouth layover	Slips or Moorings		^0751
07/12 Sun.	Cape Cod Canal passage westerly – slack current before ebb			<0713
07/12 Sun.	Red Brook Harbor	Slips or Moorings	34	^0850
07/13 Mon.	Hadley's Harbor	Moorings or Anchor	13	^0623
07/14 Tues.	Woods Hole passage southerly – slack current before ebb			<0955
07/14 Tues.	Vineyard Haven	Slips or Moorings	8	^1054
07/15 Wed.	Vineyard Haven layover	Slips or Moorings		^1148
07/16 Thurs.	Quick's Hole passage northerly – slack current before ebb			<1204
07/16 Thurs.	Cuttyhunk	Moorings or Slips	20	^0837
07/17 Fri.	Cuttyhunk layover	Moorings or Slips		^0921
07/18 Sat.	Newport	Moorings, Slips or Anchor	25	^1013
07/19 Sun.	Home		14	^1107

- 7/4-walk to Jamestown for ice cream and fireworks
- 7/6 group dinner at PIYC
- 7/9 history tour of Salem
- 7/11 dinghy ride around Plymouth harbor with stop at the beach
- 7/15 bike ride on the Vineyard
- 7/17 dinghy cocktail party and beach party
- 7/18 shore dinner in Newport

Plus as always each boat can take a turn at hosting a cocktail hour or desert night.

This schedule appears to allow for sailing with a fair tide at reasonable times. Each captain should check all charts and tide/current tables to verify travel safety.

All boats traveling on this cruise will monitor channel 9 and switch to ten when speaking on the marine radio.

Each vessel on the cruise should be equipped with all Coast Guard safety equipment, proper charts and an Eldridge, air horns for fog, and proper ground tackle for their vessel.

Spring Commissioning and Fuel

Spring is around the corner and there is good news regarding the issues related to having stored our boats with today's 10% Ethanol gasoline or Ultra Low Sulfur Diesel fuels. You can now prevent the issues of fuel deterioration and can also get help if you are unfortunate and experience an engine crippling issue as a result of bad fuel.

First, how did we get here?

In the 1970's, the U.S. Government began to focus on reducing our dependence on foreign oil imports. Around the same time, emissions and greenhouse gas reductions became a national priority. Over

time, our federal government introduced regulations to address these concerns. As a result, Ethanol was added to gasoline and Ultra Low Sulfur Diesel and Biodiesel were introduced to reduce the amount of imported oil and produce cleaner burning fuels.

How do these changes in fuel chemistry affect the boater?

Despite the benefits of reduced petroleum consumption and cleaner burning fuel, the new Ethanol based gasoline and Ultra Low Sulfur diesels have increased dissolved water and a higher propensity to absorb even more water as these fuels are

stored. The introduction of these water-absorbing fuels greatly reduces fuel stability over prolonged periods of storage. Water is the primary enemy when it comes to maintaining fuel quality as it promotes microbial growth and eventual fuel deterioration. Additionally, with the removal of lead from gasoline and sulfur from diesel, both effective biocides, the ability to control microbial growth in the fuels resulting from water in the fuel was reduced.

The Good News! Non-alcohol based fuel additives are now available to the boating community for both gasoline and diesel to

protect them as they are stored during the winter. They reduce the amount of water that is absorbed and if a small amount of water is present will change the chemical state of the water to allow it to be burned in the engine.

Possibly even better news is that if you have a problem with your fuel and it is causing your engine to not start, run rough or cut out on you after it is running, there

is a solution for you. Mobile fuel polishing can correct almost all fuel problems related to improperly stored fuel or fuel that has excessive water and/or microbial growth. Mobile fuel polishing is a process of filtering your fuel at a fraction of what it would cost to pump out and replace the bad fuel. Fuel polishing when properly completed also cleans the fuel tank in which the bad fuel was stored,

which is not addressed by merely pumping out the bad fuel.

So enjoy your boating season and know that your fuel can be managed or fixed if you have a problem!

Article By: Tom Zarella & Bob Cerio, Co-Owners of USA Fuel Service, a fuel polishing and fuel additive treatment company based in Rhode Island, serving Rhode Island, Massachusetts and Connecticut.

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Article from Sail Magazine:

From the moment we left the mooring, I knew what was wrong. The boat had sat, hardly used, for nearly a month; now, as I opened the throttle, the engine note changed to a complaining rattle, black smoke belched from the exhaust, and the boat moved reluctantly off as if tethered to the bottom by an elastic band. From past experience, I knew the propeller was covered in barnacles. The only bright note was that it was late October and we were taking the boat to be hauled out, so there would be no plunging into frigid New England waters to scrape the growth off the prop.

The problem of keeping your prop barnacle-free is by no means restricted to the Northeast. From the Florida Keys to the Bering Strait, those pesky arthropods alight gleefully upon your running gear and settle down for the long haul. And in another example of life's little injustices, they affect us sailors more than they do powerboaters. The more you use your engine, the less likely you are to have your prop colonized by barnacles.

Having been plagued by barnacles and other intrusive organisms for generations, the sailing community has brought the full breadth of its considerable inventiveness to bear on this sticky problem. You'll hear barroom tales of the efficacy of potions of waterproof grease mixed with cayenne pepper, tetracycline and even quinine powder; some swear that rubbing a black magic marker onto the propeller blades keeps growth away; and others hold forth about the growth-repellent properties of lanolin. All of these, according to the anecdote, have worked for some sailors in some waters at least some of the time. Just as with any bottom paint, though, there are many variables affecting the way your prop potions work—temperature, salinity, vessel movement, currents, sunlight.

And therein lies the twofold problem with propeller fouling. There is no clear consensus as to what works best in any given scenario, and even if something does work, how well will it adhere to a spinning propeller? Many different approaches have been tried: here are some of them.

Nothing at all: Some sailors polish their props to a mirror gleam and leave it at that, trusting the slick surface will offer no toehold to inquisitive barnacles. It seems to work sometimes; but often it does not. It never has for me.

Rub-on coatings: Some boat owners report that an easily applied polish like Sex Wax, beloved of surfers everywhere, works well and can be reapplied underwater. Diaper rash cream containing zinc oxide also has its adherents. The case for magic marker is not convincing; if anyone has more than anecdotal evidence regarding this, please let me know. Lanolin—which keeps sheep from becoming waterlogged—also has its fans, and an effective proprietary compound called LanoCote, marketed as a propeller antifoulant, is available on the U.S. market.

Antifouling paint: Bearing in mind that you should not use copper-based AF if your boat has a saildrive leg, this seems to be as effective a method as any, and perhaps better than most. The trick is to sand your precious prop, and then apply an epoxy tie coat before two or three topcoats of regular bottom paint. I've found this lasts the best part of a season. Many don't even worry about the tie coat, just slapping the bottom paint directly onto the bare metal, but I think it sticks better with a tie coat. If galvanic corrosion is a concern, try one of the copper-free products like Trilux or Velox Plus, a new paint developed specifically for running gear and outdrives.

Other products: Many have had success with zinc-based coatings like Pettit's spray-on Prop Coat Barnacle Barrier, or even hardware-store cold galvanizing sprays. McLube's Antifoul Alternative Speed Polish kept my propeller clean for 10 weeks but then wore off, resulting in the spectacular barnacle collection seen on the opening page. Probably the best of the alternative products—and certainly the most expensive—is PropSpeed, a silicon-based compound that requires meticulous care in application but will last two or three seasons if properly done. I found this the most effective product I've used so far. Another thing I've learned—read the maker's instructions, and follow them to the letter. If you take short cuts with any of these products, they won't work as advertised.

Then there's the ultimate solution—a black plastic bag pulled over your prop and held shut with a rubber band. If you have to leave your boat for an extended period, this is a fine way to keep the propeller barnacle-free—just don't forget to remove the bag before you motor off on your return. To get around this embarrassing possibility, one enterprising chap has come up with the PropPak, a reusable plastic bag that can be removed from the cockpit.

Finally, don't neglect your propshaft. Coat that too, but leave the metal under the shaft anodes bare, and—I can't believe I'm writing this—do not paint over your zincs. One tip I saw online somewhere sounded interesting—wrap a couple of layers of masking tape around the propshaft, then apply a couple of coats of bottom paint over the tape. At haulout time, just slit the tape with a razor blade and peel it off to expose a shiny shaft that needs no cleaning. Another old wives' tale? It wouldn't be the first...



West Bay Yacht Club

APPLICATION

"Friendliest Little Yacht Club on the Bay"

Location: Norton's Marina & Shipyard

Foot of Division Street, East Greenwich, RI

2015 MEMBERSHIP

Return To:

WBYC Membership Chair

P.O. Box 1604

East Greenwich, RI 02818

Date: _____

APPLICANT _____ APPLICANT _____

STREET _____ CITY _____ ST _____ ZIP _____

TELEPHONE—HOME _____ WORK _____ CELL _____

CHILDREN'S NAMES & AGES _____

EMAIL ADDRESS _____

YACHT NAME _____ SAIL/POWER _____ CLASS/MAKE _____

YACHT LENGTH _____ MARINA _____

SPONSORED BY: 1. _____ 2. _____

MEMBERSHIP OPTIONS:

Please contact our Membership Chair to discuss the WBYC Membership options and cost. Thanks for your interest. We look forward to hearing from you!

SAILING INTERESTS: Circle your interests

Club Cruising	Series Racing	Committee Boat	Other
Race Own	Race Crew	Weekend Cruising	Cruiser Races

PREFERENCES FOR CLUB PARTICIPATION: Circle your preference for participation

Activities (Social)	Cruising	Publicity	Education
Racing	Membership	Series Racing	

WILLING TO HELP AS FOLLOWS: Circle your preference

Prepare/bring food for club functions Decorate/Cleanup for club functions Clubhouse maintenance Other

I/We understand that the West Bay Yacht Club is a self-help working club and I/we agree to help and participate in various club functions.

Signature _____ Signature _____

Visit us online at www.westbayyachtclub.org or on facebook



Contact Andrew Brousell to request electronic delivery of the Blooper and most other West Bay Yacht Club correspondence. abrousel@yahoo.com
Electronic Blooper delivered 7/1/2015

PO Box 1604
East Greenwich, RI 02818
www.westbayyachtclub.org

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Need to get in touch with a Club Officer or
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<http://westbayyachtclub.org/2014-wbyc-officers.html>

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always at your fingertips electronically:

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