

# NORTH BY NORTHWEST

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## THE DREADED STORAGE ISSUE

### HAULOUT October 5-7, 2007 (SLIP OWNERS ONLY)

After many years of heading up the lower parking lot haul out and launch programs, Bob Pung is transitioning the organizational and financial duties to Ron Decosse and Joe Wollam. Not wanting to give up all the fun, Bob's smiling face will probably still be seen on the fork lift!

Due to the popularity of the lower storage program and the size of the lot, they must limit the number of participants.

Don't even think about just sending a check or part of the necessary paperwork. You must include everything to be placed on the list. All incomplete application packages will be returned. All complete application packages received will be recorded by envelope postmarks. Haulout is for NWMYC slip owners only!

The lift fee is \$310.00 and includes:

- \*lift and lunch
- \*power wash
- \*parking lot maintenance fee
- \*shoreline electricity

Send checks and paperwork to:

Joseph Wollam  
1006 St. Johns Drive  
Charlevoix, Michigan 49720

(Before September 9, 2007).

Ron and Joe plan to start hauling boats at 2:30 pm Friday afternoon, October 5<sup>th</sup>. Saturday morning, October 6<sup>th</sup>, will start with a 7:30 am meeting in the clubhouse for all participants. If necessary, they plan to finish up on Sunday, October 7<sup>th</sup>.

### UPPER PARKING LOT STORAGE

All storage has been designated by the Board of Directors for **slip owners of record only**. Storage is available in the upper parking lot on a first come first serve basis. **No boat may be put in the upper parking lot prior to September 4, 2007**. All owners must provide the Association with a current copy of their boat insurance, a signed Request and

Release of Claims Form (available in the clubhouse), and a \$50.00 lot maintenance fee **PRIOR TO PLACING THEIR BOAT IN STORAGE**. Any vessel that does not meet the above requirements will be removed at the owners expense. These are very simple requirements that allow you economical storage. There is no reason that owners who elect to store cannot meet these simple requirements. All boats will be stored on an approved cradle, trailer, or jack stands. No blocking of boats will be permitted. All owners must provide sufficient pieces of 4'x2'x1/2" plywood to be placed under their cradle, trailer, or stands that come in contact with the asphalt surface. All owners will take precautionary measures (**DROP CLOTHS**) as are necessary to protect the asphalt surface or grass, i.e., oil, antifreeze, dust, and paint spills. Owners shall assume full responsibility for repairing any damage to asphalt or lawn.

## DE-ICING AND STORAGE POLICY

Northwest Marine Yacht Basin Association, its members, board of directors, employees, agents, officers, and officials, or their respective servants, assumes no duty or responsibility to watch out for or guard against loss or damage to boats left in the water or stored in the parking lots during the winters storage season.

Any person de-icing or storing a boat acknowledges that they are a slip owner in good standing of Northwest Marine Yacht Basin Association Any person de-icing or storing a boat acknowledges the association, its members, board of directors, employees, agents, officers, and officials, or their respective servants, shall not be liable under any circumstances for loss or damage as a result of the above described winter storage, as a result of, or because of, fire, theft, collision, accident, damage or loss caused by wind, weather, rains, snow, ice, sleet, or anything else.

Any person de-icing or storing a boat acknowledges the Northwest Marine Yacht Basin Association maintains no insurance on said person's boat and, further, agrees to carry property damage and liability coverage on the boat, and also, further covenants and agrees to save harmless and indemnify the association, its members, board of directors, employees, agents, officers, and officials, or their respective servants, against all lawsuits, demands, claims, judgements, liens, costs and expenses resulting from the above described storage or de-icing.

Any person de-icing or storing a boat certifies the act is voluntary. It is recommend that all de-icing participants get together and cluster their boats in one general area of the

marina providing safety in numbers.

Any person de-icing a boat in a slip other than their own is responsible for providing the Harbormaster with a copy of written permission from the slip owner.

Any person de-icing a boat is responsible for the placement and maintenance of **their** de-icing equipment (**Do not take or use Marina de-icers**). It is highly recommended that each vessel have a minimum of two (2) de-icing units operating continuously.

**Any person de-icing a boat must submit a copy of their de-icing plan, i.e., who will check the boat, when will boat be checked, etc. prior to October 31, 2007.**



## SERVICE AND STORAGE

BERGMANN MARINE 231-547-3957  
BOAT WORKS OF CHARLEVOIX 231-547-2287  
DRY HARBOR 231-547-0040  
IRISH BOAT SHOP 231-547-9967  
KANTOLA MARINE 231-547-1986  
MOBILE MARINE

231-536-2872  
NORTHPORT BAY BOAT YARD 231-386-5151  
WARD BROTHERS 231-547-2371

## NEW SLIP OWNERS

If you have recently purchased a slip in Northwest Marine Yacht Basin Association you must notify:

(Electrical Utilities)  
**Charlevoix City Utilities**  
**210 State Street**  
**Charlevoix, MI 49720**  
**231-547-3259**

(Association dues, accounting, mailings, etc.)  
**Mason&Kammermann, P.C.**  
**110 Park Avenue**  
**Charlevoix, MI 49720**  
**231-547-4911**

## I See Dumb People

By David Seidman July 2007

Adventures on the wrong side of the bell curve.

The good thing about dumb people is that they make you feel so much better about yourself. It's why they were put here. Of course, they also serve as a reminder—through example—of what not to do.

My favorite idiot is Joey Randazzo, whom I met offshore without knowing his name. That I learned later from a newspaper article, complete with photos of Joey and the remains of his boat.

I'm chugging along in dense fog, holding a course parallel to an almost perfectly straight beach. To keep from drifting in, I'm following the chart's five-fathom line with my depthsounder so I'll stay at least half a mile off. There's a beach-bound swell coming in to port and the sound of surf to starboard. I'm thinking,

“Only a complete schmuck could screw this up.”

Right on cue, a boat comes wailing out of the mist on a course perpendicular to mine—heading right for shore. As I hail him to say he’s going the wrong way, he calls back to say that it’s me who’s doomed. We both think we’re talking to idiots. Except I make it home and he makes page four of the next day’s paper.

Sometimes life is both fair...and entertaining.

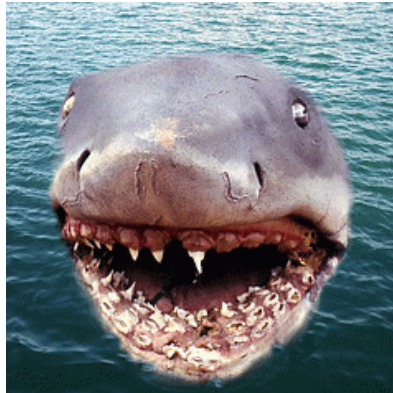


Always in search of more things to prop up my fragile ego, and since I only come in contact with limited numbers of world-class bozos, I like to collect stories from others. I can’t vouch for their accuracy, but who cares?

Two guys go fishing on an Illinois lake in their 14’ aluminum boat. Their “bait” is a quarter stick of dynamite. They light the fuse and throw it downwind, thinking that this way the spray from the bomb won’t get them wet. It doesn’t. Instead they drift over the floating explosive, which blows a hole in the boat. “They intended to kill fish with the blast,” says chief deputy coroner Jim Wipper, “not themselves.”

Jane Brenner is having a great day. She’s with her friends fishing off Virginia Beach. It’s calm, the sun is hot, and since there are no fish, she’s sitting on the swim platform dangling

her feet in the water. “Hey Jane, what are you doing?” asks one of her friends. “This is fantastic,” Jane replies. “I’m feeding dolphin some bait. They just keep coming.” Later she tells the Coast Guard that, surprisingly, the first shark bite didn’t hurt as much as the other six.



Two more good old boys, this time from Arkansas, are bitching about how strenuous bass fishing is. You have to sit on some dinky barely padded seat or, worse, stand. So they put matching La-Z-Boy recliners in their little boat. It might have worked, too, if they both didn’t decide to recline at the same time — and on the same side of the boat. At least that’s what the police figure. An even greater source of comfort for me are case files from marine insurance companies. Not great literature, but if you’re ever feeling bad about yourself, needing stories of morons gone amok, they’ll pep you right up.



They are also certifiably true. Although this one sounds too good to be real.

One night on a New York lake a skipper tucks down below, turning the helm over to his guest with instructions to “head for the red light” — meaning a distant marker. But there’s more than one red light, and the guest chooses the wrong one. With the owner still below, the boat bounces up and over a rock jetty and lands on some railroad tracks as a train’s red light disappears in the distance. But it gets better. As the two walk around the boat to survey the extraordinary scene a second train comes along and pulverizes what’s left.

There are more stories like this. In fact, they never end. Which is why, if I see you outside the inlet and turn the other way, you shouldn’t be insulted. I see dumb people.



### THANK YOU!

On behalf of Park Avenue Managements team of Christine, Chuck, Kristin, Tim, Matt, Hugh, Vicki, Vel, and myself we would like to say thank you and we hope you enjoyed your summer with us at Northwest Marine. We look forward with you to the summer of 2008.



**2008 BOATING SEASON  
TRANSIENT AND SEASONAL RENTAL RATES**

| Slip Size | Transient Rental   | Seasonal Rental       |
|-----------|--------------------|-----------------------|
| 30 FT     | \$45.00 per night  | \$3,300.00 per season |
| 40 FT     | \$60.00 per night  | \$4,400.00 per season |
| 55 FT     | \$80.00 per night  | \$5,500.00 per season |
| 70 FT     | \$100.00 per night | \$7,000.00 per season |

No vessel or its dinghy and any attachments in a 30 foot slip may stick out more than 3 feet past the end of the finger pier and no vessel or its dinghy and any attachments in a 40 foot slip may stick out more than 4 feet past the end of the finger pier. 55 and 70 foot slips are not allowed to stick out past the end of their finger piers. Swim platforms, dinghies, and jet skis are not allowed to hang under or be tied under the dock. All boats, dinghies, jet skis, paraphernalia, and attachments are to be totally within the confines of your slip.

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**To: Operations  
Northwest Marine Yacht Basin Association  
110 Park Avenue  
Charlevoix, MI 49720**

Please lease my slip # \_\_\_\_\_ for the boating season of May 1, 2008 through October 31, 2008. I understand that a \$500.00 flat fee will be charged by the association for this service.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

SSN: \_\_\_\_\_