

Lagoon Point Newsletter

August 2009

CALENDAR

Planning meetings: *Sept. 1st and Oct. 6th at 6:30 PM at Aaron Lowin's home*
(Please call your area rep before attending a planning meeting as sometimes they are canceled)

Regular Board meetings are held at Greenbank Progressive Clubhouse
Sept. 8th 6:30 PM Annual Membership Meeting
Oct. 13th 6:30 PM

All LPCA members are welcome to attend all Board meetings.

FISHING DERBY **SATURDAY, AUGUST 29TH**

Join the Fun

***** Get your Tickets Now *****

Raffle & Refreshments too!

See Page 2 for all the details

From the President – Bill Brown

Don't forget that the Annual Membership Meeting will be at 6:30 on September 8th at the Greenbank Progressive Clubhouse. The main item of business is presentation of the nominee slate for next year's officers and Board members. An active and responsible Board is essential to the future of our community. Properly maintained common property assets and even such things as community harmony and spirit enhance the value of our individual properties. Deterioration of these things conversely can detract from property values. I urge you all to consider taking a turn at helping us move in positive directions through a Board position.

I will be honoring a self imposed commitment to term limits, so there will not be an incumbent running for President. I have enjoyed the challenges, but it is time for a new "administration".

Fishing is heating up, and good catches are expected at the Fishing Derby on the 29th. See your Area Rep. for entry and raffle tickets. A special thanks to Carl Edelblute and his assistants for organizing this year's event. I hope to see many faces old and new and especially the kids and grandkids. Based on past experience, I don't expect to be much of a threat to those seeking one of the many prizes.

Good fishing, safe boating and enjoy the rest of the summer.

Bill Brown, LPCA President

LAGOON POINT FISHING DERBY

Saturday August 29th, 2009

EVENT SCHEDULE

Fishing Derby: Daybreak to 5:00 PM (Lagoon Point Area)

Weigh-In: 9:00 AM to 5:00 PM @ Lagoon Point Boat Ramp

Free Hot Dogs & Soda: 11:00 AM to 5:00 PM @ Lagoon Point Boat Ramp

Awards Presentation: 5:15 PM @ Lagoon Point Boat Ramp

Adult Prizes for Eligible Fish:

FISHING ON THE BEACH – **First Prize \$100**, Second Prize \$75.00, Third Prize \$50.00 & Fourth Prize \$25.00

FISHING ON THE BOAT -- **First Prize \$100**, Second Prize \$75.00, Third Prize \$50.00 & Fourth Prize \$25.00

Special Children's (age 11 and under) Prizes for Largest Salmon, Cod, Dogfish, Bullhead or Perch:

First Prize \$15.00, Second Prize \$10.00, Third Prize \$5.00

Other prizes will be awarded through 10th Place.

Derby Entry:

Purchase Derby tickets from your area representative prior to the Derby or from Daybreak at the boat launch ramp on the day of the Derby. Checks are payable to LPCA (Lagoon Point Community Association).

\$5.00 per person for each category (boat or beach) - \$10.00 for both

The Derby receipt will identify either "Boat" or "Beach"

Children 11 years of age and under are FREE for the Children's Derby – no ticket is necessary but they must be a resident or a guest of a resident to participate.

Raffle Drawing:

The Raffle Drawing for the **Grand Prize: a rod and reel valued at over \$175.00** will be held at the end of the Derby. Raffle tickets are on sale now from your Area Reps. Look for tickets to be on sale on the weekends at the Boat Launch Ramp.

Tickets are \$2.00 each or 3 for \$5.00.

Adult Derby Rules:

You must be a Lagoon Point resident or a guest of a resident to participate in the Derby. Don't forget your Lagoon Point parking pass!

Participants are to follow and abide by all STATE FISHING REGULATIONS! Prizes will not be awarded for illegally caught fish.

Boundaries are the bombing range on the north, halfway to Bush Point on the South (the white rock) and mid-channel to the west.

The Derby receipt must be presented to the attendant at the time of weigh-in and **WILL BE REQUIRED TO BE ELIGIBLE FOR AN AWARD.**

Decisions made by the Awards Committee will be final.

Note: *All Derby participants and volunteers, as a condition of participation, release LPCA from any liability to persons or property arising out of participation in the Derby, whether or not caused by the negligence of LPCA, its members or agents.*

Questions? Contact Carl Edelblute, 360-678-6151 or 360-222-3180

Nomination Process/Solicitation of Candidates

Per LPCA bylaws, a nominating committee composed of the Area Representatives has been charged with preparing a slate of officers and Board members for next year. All offices except the reps from areas 1, 3 and 5 will stand for election in November. The proposed slate will be presented at the **Annual Membership Meeting on September 8th at 6:30 PM**, at which time additional nominations from the floor will be accepted. Anyone interested in serving on the Board should contact their Area Rep. or any member of the Board soon in order to be considered.

Candidates must own property in Lagoon Point and must not be delinquent on any assessments or penalties. Also Area Reps must own property within the area they represent.

From the Treasurer - Karen Edelblute

Budget Ballot - LPCA lot owners passed the 2009-10 proposed Budget with a vote of 161.4 in favor and 3 against. A third of all lot owners voted fulfilling the 100 votes required to validate the vote.

Lot Combination Update - Proper documentation has been received by LPCA for 40.5 lots that have been legally combined, reducing the total number of assessable lots by 7.7%, from 523 to 482.5. The majority of these lots were combined prior to the 2009 rule passed by the board regarding lot combinations and their assessments. These previous combinations were often done for building or septic permit requirements.

Special Assessment Aid Fund – Several more contributions have been received from generous lot owners for the LPCA Special Assessment Aid Fund. This fund is available to help those residents who have financial difficulty in paying their \$100 per lot special assessment for dredging. To be eligible you must either be eligible for the Island County Tax Relief Program OR this home is your primary full-time residence and your gross taxable income is \$35,000 or less. You must submit a letter in writing to the LPCA board President or Treasurer stating that you are unable to meet this obligation and would like to be included in this program. This request should be accompanied by your 2008 tax return. If you received aid last year for the 2008/2009 assessments please contact the Treasurer to continue the aid you received. This program is completely confidential (the Treasurer and President are the only persons who handle these transactions.) and we encourage you to utilize this assistance being offered by the community.



Just a Reminder

Now that the busy salmon season is upon us, all residents need to remember to always post their LP decal when their cars are parked on Lot C and also personally wear their green tags when fishing on the front beach. We like to think everyone knows who we are, but that is not always the case. We all want to protect and maintain our common properties and keep non-residents from illegally using our beach, parking and boat launch areas. Please do your part by displaying your green ID tags whenever you use the common areas. Thanks!

Dredging Update – Aaron Lowin

More progress, finally. We have received and reviewed first drafts of the various permit applications we must submit to get county, state and federal permissions to dredge our central basin and dispose of the dredged ‘spoils’.

Recall that we are proposing to dredge the basin with a hydraulic dredge, pumping the resulting slurry through a pipe extending to a large barge moored offshore, where the slurry would be ‘dewatered.’ Much of the solids should settle in the barge; even more capered as the much-clarified water spills through filtration cloth before it goes over the sides of the barge. The barge, when sufficiently full, would be towed and the solids dumped at an approved open-water location, then returned for further filling. Turbidity around the barge would be monitored to assure we maintain water standards. The entire dredging should take under two months, we’re told.

The permit application first drafts were reviewed this week by our three-person dredging committee: Bill Brown for LPCA, Andy Messer for the Div 234 Architectural Committee, and Aaron Lowin, liaison between ourselves and our contractors. The committee found the first draft reasonably good, though much more work is needed in some areas to fully and correctly describe what we are proposing to do and why. The committee identified specific improvements needed in the drafts. These will be consolidated into one and passed on to our permitting contractor, Grette & Associates.

Per schedule a second draft of the permit applications is to be prepared for our review by end-August, the redraft to incorporate our feedback and all needed technical supplemental data, drawings and documentation. We should be reviewing that draft in early September. We intend to submit the permit applications by early October.

The three-person committee reported to the LPCA board and Arch Committee that the first drafts were on schedule and reasonably satisfactory, and that the drafting appears on course for submission as scheduled.

On the advice of the committee, the LPCA board and Arch Committee then approved a contact modification with Grette, to add funds sufficient (per estimate) to get us through permitting – till all our permits are issued. We needed to add these funds as we unexpectedly had to spend close to eight months and considerable original permitting money to identify dredging and disposal alternatives and their feasibilities and costs, and from the analysis select our preferred strategy. This work was needed when earlier we determined that owners would not go along with our original strategy, which was to dispose of the spoils by using them to rebuild those owners’ eroded beaches south of the inlet channel.

We believe the funds should be sufficient to get us through permitting provided the permit agencies accept our proposed dredge and dispose strategies. But, if the proposed strategies need to be significantly revised, or if they are rejected by the agencies, we will need to go back to our drawing-board, and our engineering and permitting costs will increase again.

Maintenance Management Philosophies – Carl Edelblute

If you recall from our last months newsletter we explained the different maintenance management methodologies, this month we will explain why a hybrid model developed from a blend of approaches will most likely prove the least costly over our different assets life. To begin, if we examine some of our past practices we can see that different approaches were used. For example, in 1978 rock was added to the jetty to slow sand from entering the channel. This is a combination of a Reactive approach (sand filling the channel quicker than expected), Preventive approach (in we are taking steps to slow the process) and a Predictive approach (in that we believed that this will stop or slow the filling process for some time) minimizing our dredging requirements.

In 1991 there was a special assessment of \$42,000 for bridge repairs on lot C. Repairs of this magnitude are strictly reactive. Any time 50% of an assets' value is exceeded in repair costs (rule of thumb), (and has not achieved its lifecycle) it is Reactive maintenance at its best and the most costly. In today's dollars this would have a price tag of \$66,393 (2008).

In 2007 the boat ramp floating dock was replaced after 20 years of service at a cost of \$23,555 which is just shy of 2 times its original \$11,800 cost in 1988. Here again this work was the result of needed repairs and the old dock was not worth the investment. According to a study / article conducted by the Cedar Ridge Association in Virginia, a dock's lifecycle is 15 to 40 years based on conditions and maintenance. Either way the Lagoon Point dock was in the lower quartile of its service life.

Though I could continue to cite similar instances within our community it will serve no useful purpose. What is important is to realize that failure to adequately perform maintenance has a very high price tag usually resulting in major repairs or retirement of an asset before it has served its useful life. As stated earlier maintenance approaches have different price tags spanning over a 300% change from the most costly (Reactive) to the least costly (Reliability Centered). As some aspects of the different approach are not practical nor do they fit a good model for our community hence the need for a Hybrid approach.

If we look at our bridge for example, according to a study titled "Timber Bridges in New Hampshire" made possible by U.S Forest Service State and Private Forestry Branch, Northeastern area for the Southern New Hampshire and North Country Resources Conservation & Development Area Councils. The study reported that Timber Bridges have a life span covering 50 to 70 years with proper maintenance. Here again, what is proper? Well, in this example, we have a combination of preventive and predictive maintenance. The preventive aspect would be time based activities such as application of wood sealers (recommended approximately every 15 years) and the predictive aspect is periodic inspections performed by a qualified engineer that provides a snap shot of what is needed today and into the future based on the assets deterioration. This is influenced by use, climate, pests and quality of material and construction.

I hope what has been provided this month is easily understood and making maintenance practices less mystical. Next month we will provide an overview of how the different pieces of maintenance methodologies can be assembled like a puzzle and provide an optimal program for our community.

Waterway Navigation Safety

Boat Traffic at the Waterway Entrance – The busy fishing and boating season is upon us, and several recent incidents remind us of the need for caution when entering and leaving the Lagoon Point waterway. There is usually only room for one way traffic in the entrance channel. Also, once a boat has started in or out, it is difficult, if not impossible, to maneuver clear of other boats and the bottom. Even small fishing boats pose a hazard to each other, and two of our larger, deeper draft boats meeting in the narrow channel is a recipe for a collision or grounding, with damage resulting. Note that inbound boats frequently must enter with significant speed to overcome the crosscurrents. Thus they enter the zone of restricted maneuverability outside the jetty when they can no longer turn or back down without going aground. Also we should all be aware that proceeding in or out with the current is much less able to maneuver out of danger than a boat working against the current. Another consideration is the state of the tide. At lower tide levels, the navigable channel width is at its minimum and visibility is most restricted.

Our Waterway special rule of the road number 3 reads as follows: ***“Keep to the right hand side of the channel, waterway or canal while traversing at all times. Before entering the narrow channel for exit and entrance (the area between the launching ramp and the outermost roam on the jetty), sight down the channel for incoming or outgoing boats. In general, common sense dictates that the larger boat has the right of way for safety due to the difficulty in maintaining control. Climatic conditions or tidal currents must be given due regard in establishing right of way.”***

Here is how to approach the situation safely. Line up with the entrance channel far enough (in or out) to see any traffic approaching from the other direction. If there is any doubt about oncoming traffic, wait for it to clear the narrow channel before proceeding.

Sound appropriate sound signals. International rules of the road specify one prolonged (4 to 6 seconds) when approaching a blind spot in a narrow channel. This should be answered by boats that may be obscured by the blind spot with another prolonged sound signal.

Boats going out from the west canal should station a forward lookout to make sure the channel is clear before committing to the left turn. If inbound traffic is present, the outbound boat needs to know in time to take a loop around the turning basin until the channel is clear.

Also, inbound boats must not approach close to the beach from north or south and make a last minute turn at the jetty.

Above all operate with caution, courtesy and common sense, and we will all be happy boaters.

Crab Pots in the Waterway

Our Waterway special rule of the road number 2 reads as follows: ***“Boats, other types of watercraft, or floating devices shall not anchor in the waterways or canals, except in the case of emergency. The Waterway Chairman or a committee member should be notified to ensure and determine that the anchoring is in a safe location and will allow the unobstructed passage of boats in the waterway and canals.”***

Traditionally we have made an exception for crab pot buoys provided they are well clear of navigation routes. This generally limits such devices to the far eastern end of the silting basin so they will not snag boats transiting from and to the east canal. Also floating polypropylene line is discouraged as that increases the chance of catching in a propeller.

THE BULLETIN BOARD *Space is limited (usually). Ads will run once unless otherwise arranged. To add or end an ad, e-mail us at lpca@whidbey.com or call 425-774-5145.*

- Handyman Services - Local, reliable, bonded and insured, call Doug Hammer, A-2-Z Handyman Services at 360-678-5925.
- Wanted, lease option to buy - I am an existing resident of Lagoon Point and I am looking to find a house on the water with a lease option to buy. If you are interested, please contact Robert at 425-205-5293.
- Capri 14.2K Sailboat - Full battened main, roller furling jib. Fixed fin keel, lead ballast. Sails well in any air and can't be capsized. Fun and safe sailing for all ages. Always kept on trolley out of the water. Excellent condition, includes non-street legal trolley for launching. \$1,200. OBO. 360-222-3182.
- Building Lots – Single building lots for sale located at Lagoon Point, Freeland and Coupeville. Owner will consider reasonable offers. 206-729-3742.
- SEWING MACHINE SERVICE - Sergers too! ALL BRANDS by BERNINA FACTORY TRAINED TECHNICIAN Steve Bondelid. Repairs are performed in my home shop. 360-222-3182.
- Need sewing done? Embarrassed by droopy seams? Experienced seamstress - will prepare what you would like done. Many baby afghans, a few baby quilts made up, can take orders, great handmade gifts for a shower. Monica Viera 360-310-0936
- Upholstery work - all kinds: boat, auto, truck, furniture. Have mobile unit. 40+ years experience. All work guaranteed, free estimates. Pat McDaniel 360-222-3275
- South Whidbey Pet Nanny - I will pet sit at your home. Licensed and insured. Call for free estimate and info - Robyn Wozab 360-661-5837 or wozabs@aol.com
- I would like to buy your vintage costume jewelry or would be happy to consider any vintage/antique item(s) you may care to sell. Please contact me at 360-929-1116 and ask for Shelly.
- Boat or RV Storage - 12' X 32' with height 12' high garage door, concrete floor storage space for rent in Greenbank. Available in September \$150/month 12 months at a time not just winter storage. Contact Paul Kukuk 360-222-3012

Do we have your current address?

For every postal address we use that's not current, the Post Office charges us \$1 extra to notify us of your address change, and even so, they won't forward this newsletter. The Post office keeps charging us until you send us your address correction so please help keep our records updated.

Go Green.....Let us send this newsletter by e-mail

Join the many Lagoon Pointers who get the LPCA Newsletter by e-mail. You'll get the newsletter days sooner and reduce paper waste. Also, LPCA saves \$0.90-1.00 for each copy we don't have to print and mail. Send your request with email address to: lpca@whidbey.com. This newsletter (as well as previous editions) will be posted on our website: www.lagoonpoint.com. Be aware that the web posting is delayed so it is always quicker to get the newsletter by e-mail. Email recipients will also receive "News Flashes" to help keep you updated on developments between newsletters. Be sure to let us know if your e-mail address changes.

Suggestions for the Board? Questions? Contact your Area Representative.

President	Bill Brown	(360) 222-3178	bbrown99@whidbey.com
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Treasurer	Karen Edelblute	(360) 360-678-6151	LPCAT@whidbey.com
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Area 5 Rep	Tom Heerhartz	(360) 678-7787	pheer@whidbey.com
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LAGOON POINT COMMUNITY ASSOCIATION

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Next Board meetings:

Sept. 1 - 6:30 PM at Aaron Lowin's home
Sept. 8 - 6:30 PM Annual Membership Meeting at
Greenbank Progressive Clubhouse

