



Official Publication of the Hat Island Community

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3616 Colby Ave, PMB 335, Everett WA 98201

[View Point Archives](#)

Report from the manager

Thank Yous'

I would like to thank Dennis and Patty McLeod for helping get the ballot for the special assessment ready for mailing.

Community Dumpster Day

The community will have 2 trash dumpsters and 1 scrap metal dumpster available on the island Saturday May 1, 2004. This has been a success the past 2 years and refreshments will be served at the picnic area. Refrigerators, freezers, batteries, hazardous materials and car tires will not be allowed in the dumpsters. Fees to use the dumpsters will be determined at a later date.

Ferry Schedule and Schedule of Events

The 2004 ferry schedule and the schedule of events will be in next months View Point. If you need more copies please contact the office. Since July 4th 2004 falls on a Sunday there will be Monday ferry service to the island. The schedule will be the same as the regular Sunday schedule. Thanksgiving Day November 25, 2004 there will be a special ferry run which will leave Everett at 9:00 am and leave Hat Island at 10:00 am.

Web Site

Ron and Val Patton will be turning over the Hat Island web site to Eleanor in the near future. Ron and Val have done an excellent job creating and revising the site.

Special Assessment Account Balances

The following is the Account Balances as of October 31, 2003.

Marina	\$68,906.91
Water	\$70,583.60
Vessels	\$10,140.06
Operations	\$18,199.61
Equipment	\$6,961.43
TOTAL	\$174,791.61

Water

With property owners closing up homes for the winter everyone is reminded to turn their water off at the meter when you leave. If you forget please call the office and someone will turn it off for you.

Harbor Master

I would like to thank Grace Stenlund for doing an excellent job as Harbor Master this year. Grace collected \$52,600.00 in moorage: the highest amount ever collected in the marina.

Dial 911 For Emergencies

When the 911 operator answers you will be asked for the location of the incident you are reporting. The county assigns street addresses. On Hat Island they use Lot number, Division and then street name.

For example, the address of the fire station is:

100-F Saratoga Drive.

Use this sequence if you have the information. If you don't give the best description you can. Such as marina area, club house, Div. "H" hill road, etc.

HIC BOARD MEETING MINUTES

Call to Order: The regular monthly meeting was held on Wednesday, November 12th, 2003 at the Everett Elks. Board Vice-President Ken Baxter called the meeting to order at 7:00 p.m. All Board members were present except Larry Petersen and Linda Ebner.

Minutes: A motion was made and carried to accept the minutes from the October meeting as printed in the View Point.

Treasurer's report: Melody Smith presented the Treasurers report for Linda Ebner. The report was accepted as presented.

Golf: George Alecci reported for Linda Ebner that all golf equipment was operational, sand arrived on the island for dressing the greens, the sprinkler system has been winterized and that cleanup of storm debris on the fairways was well under way.

Vessels: Ken Baxter noted that both vessels are operational. He has directed both operators to reduce the Rpm's to conserve on fuel and oil consumption.

This will extend the travel time approximately five minutes. Ken also announced that the Coast Guard has reduced the number of passengers allowed to ride the ferry to 85 from 92. He is also going to work on a slow oil leak in the transmission on the Elsie M II as soon as he has some down time.

Maintenance/Equipment: George Alecci related that the dump truck transmission is repaired as well as the clutch on the old brush cutter. George also reported that a hole that developed in the road in Division E that was an old well was filled in.

Marina: Stanley Krohn reported that the ladders were being installed by Roger and that we are still looking for another steel barge for the entrance. A short discussion about types of docks was also pursued. This relates to how we should

repair the docks. Ken will take some pictures of some new docks he thinks might be appropriate for our marina.

Water: Melody Smith noted that parts to finish Division I repair were expected on the island any time. She also reported that there has been a problem with too much iron coming out of the beach well #2. This will cause undue wear to the RO membrane systems if it is not addressed. The engineer has suggested three solutions. One is a chemical process, one is using air and centrifugal force and one is to bypass the well completely with a sandbox. The air and centrifugal force option is favored at this point, which will cost around \$13,000 to install. Because there is less demand at this time of year, we have some time to research our options before we have to make a decision.

Because a few homeowners questioned our rates for water, Melody did a projection of the costs to produce water. Because we have only nine months of data in a year that is the first year of production combined with record dryness, these figures can only be looked at as very preliminary. That information is printed in the View Point. The board decided that there was not enough good information to make any changes at this time. As a point of information, there are currently 244 residential water meters on the island and the number of meters the Island is able to allow is based on our ability to produce enough water to supply an average of 200 gallons per day per connection (6,000 gallons per month).

Old Business: The board approved the destruction of the ballots from the September election of officers.

Merrill Balanag updated the repair to the Division H access road stating that the board is still seeking bids for the work. They plan to present a vote to the community on or before the January meeting so there will be time to process the permit if they receive approval to proceed.

New Business: There was no new business.

Announcements: The Community Dumpster day will be held May 1, 2004. There will be three dumpsters again as well as the community swap meet at the barbecue area.

Eleanor Bruegeman will be taking over the maintenance of the web site.

The 2004 ferry schedule is approved and will be distributed.

The results of the ballot issue to roll over the \$84 special assessment for another six years was approved with a vote of 167 yes votes to 60 no votes. Thanks to Eleanor Bruegeman, Grace Stenlund, Clarence Forsyth, Karin Alecci and Joanne Baxter for counting the votes.

The meeting was adjourned at 8:10 p.m.

Respectfully submitted,
Merrill Balanag, Secretary
Letters to the editor

Your point of view
Special thanks

I would like to share a recent experience that I had as a Hat Island resident and to convey my most sincere thanks to several members of the Tulalip Tribe. I received a call from my neighbor on the island on a Saturday morning earlier this month. He informed me that my 16' runabout was no longer tied to the buoy in front of my house. I immediately rushed up to the island to investigate. I was sure the boat had been stolen and was on a trailer heading for Montana. When I actually looked at what was left on the buoy, I realized that an inadequately secured tie line was the most likely reason the boat went adrift. I searched the island, Camano Head, and the beaches north to Warm Beach, but did not find my boat. So my wife and I called the Coast Guard and the Sheriff's offices of Snohomish, Island, King and Kitsap counties. The following Tuesday, we received a letter from the State Department of Licensing informing us that our boat had been found, and that we should contact Jerry Torres at the Tulalip marina. A Tulalip shrimp fisherman had spotted the boat, swamped on the beach on the west side of Camano Head. The fisherman notified the marina and Jerry and Tony Gobin immediately went to investigate. They found the boat in the gravel near the high tide level of the beach, full of water and sand. They bailed the boat and set an anchor to keep it from getting pushed further up the beach. Jerry, Tony, and Mike McLean returned that evening at high tide, freed the boat and towed it back to the marina. They put it on Jerry's trailer and flushed the motor with fresh water and power washed the sand and dirt out of the cockpit. The damages to the boat amount thousands of dollars. The neighborly concern, care and goodwill of Jerry, Tony and Mike kept it from being a total loss. While we live on an island, this experience has shown me that the goodwill and helpfulness of our neighbors truly enriches us as a community.

Don Stark
Lot 1-3

Water costs

We are in agreement with the letter by George and Ginger Harmon with regards to escalating penalty charges for water usage over the recommended quota. If it has been found that the actual cost of running the water system does not warrant these penalty charges, we believe an adjusted credit should be issued to those affected.

Respectfully,
Dick and Ann Salvadalena

President
Hat Island Community Board of Trustees

I am writing in response to a stunning water bill I just received. This bill, which reflects an amount due of \$4,489.50 for the period of June-August 2003, is so far outside the realm of reality that I am compelled to protest in the strongest

terms. The billing rate is nearly criminal, and I refuse to feel like I am being stolen from.

Water has, until recently, been a very precious commodity on Hat Island. As one of the handful of full-time residents, I am acutely aware of past shortages and the drastic measures taken to prolong the dwindling supply. Several times over the past few years, as a full-time resident, I actually hired a water truck and paid the Elsie M to deliver it to the island so that I would have an adequate supply without depriving my fellow residents of their needs. In addition, at considerable expense, I installed a rainwater collection system that allows me to water my landscaping without impacting my Island neighbors, and this system works well when there is rain to collect.

As stated above, I clearly understand the issue of water on Hat Island, and I was one of the first in line to advocate the installation of our current reverse osmosis (RO) treatment system. I gladly paid the \$1000.00 per lot (\$2,000.00 for my two lots) assessment to install the system, and it was my understanding that this system would allow us to live a somewhat more "normal" life. The fact that we now have a constant and plentiful source of water for all residents of the Island has certainly made life easier for all residents, and has substantially enhanced the value of each and every property on the Island. This value can only be realized if residents can use a normal and reasonable amount of water (similar to mainland consumption rates for like-sized properties) without fear of harsh penalties. Trucking water onto the Island is not normal, nor is a 3 month water bill for almost \$4500.00.

The \$1000.00 per lot assessment covered the cost of procuring and installing the system, and we were all assured that this system was capable of producing enough water to serve the needs of the entire island for many years to come, with substantial capacity in reserve. The feasibility study prepared by Gray and Osborn estimated the cost of water produced by the RO system would cost ½ cent per gallon. Using that figure, the cost of producing the amount of water I consumed (57,495 gallons) is \$287.50. Why then am I being billed an additional \$4,202 above and beyond production cost?

The current summer billing rate system is shown below:

Consumption (Gallons)	Rate (cents per gallon)
1 – 4000	.005 (½ cent)
4001 – 5000	.06 (6 cents)
5000 and up	.10 (10 cents)

This system was conceived in a time of severe shortage, and was a necessary tool for encouraging conservation, but it now serves no useful purpose and egregiously punishes those of us who wish enjoy our residences year-around. As I stated before, we were assured that the upgraded system would provide

plentiful water for all. Why then is it necessary to charge 20 times the cost of production, or even 12 times? There is no rational reason.

Furthermore, we had no way of gauging what our "normal" consumption would be. Having live with harsh conservation measures for so long, I was admittedly anxious to not have to worry anymore about water. I certainly went about my housekeeping chores with much less thought of conservation. As a comparison, I asked a friend of mine who lives in Puyallup and has a 2500 sq ft home on a ¼ acre lot what his water consumption was. The amounts he provided below were provided by the City of Puyallup for calendar year 2002:

Period (2 months)	Water Used	Cost
11/2/01 – 1/3/02	21,692 gals	\$53.02
1/4/02 – 3/1/02	16,456	39.81
3/2/02 – 5/3/02	17,952	42.87
5/4/02 – 7/5/02	49,368	128.13
7/6/02 - 9/6/02	67,320	197.74
9/7/02 – 11/1/02	26,180	72.89
Total	198,968	\$534.46

Using this as a reference, my consumption is less than half this "normal" amount in the comparable peak months, particularly given that my lot size is 4 times larger, and I have considerable landscaping to care for.

I propose that the following rate schedule should be enacted, retroactive to the time of the RO system startup:

Consumption (Gallons)	Rate (cents per gallon)
1 – 4000	.015 (1½ cents)
4001 – 5000	.02 (2cents)
5000 and up	.03 (3cents)

I believe this is a fair and equitable schedule, and would still allow the collection of considerable revenue above and beyond the cost of production. The added revenue generated by this schedule could be used for further water treatment and distribution upgrades Island-wide. All Island residents would benefit, without the draconian penalties imposed on those who choose to enjoy Island life on a full-time basis.

I sincerely hope that the Board gives serious and thoughtful consideration to this proposal. The current water rate scheme is unfair and irrational, and needs revision immediately.

Sincerely,
- Signed-
Karl Bruegeman

F-24, 25

This is a response to the letter by Bill McDougal H16

He says I am wrong about the Div. H frontage road being 2000' long. Perhaps so, but I count from the bottom of the gravel pit road to the first house, which I think is Lot 5 or 6. IT IS A LONG ROAD AND A LONG SEA WALL.

Bill, you must be dealing with hearsay, NOT FACTS, READ AND LEARN FACTS. AT NO time Div H was accepted as a division of platted lots prior to Div N (conveyance document for Div H was signed August 3, 1964). This conveyance document was the same as that of other divisions, INCLUDING N-DIV. It clearly states THE HAT ISLAND DEVELOPMENT CO. SHALL CONSTRUCT ALL ROADS ON SAID PLAT OF PLATS.

Roads are shown all over plat maps. But only common roads on community owned property. The plat maps do not show roads TO or ON Div H. (THEY DO SHOW ROADS ON N-DIV.)

It was impossible to show roads to Div H because there was no legal access to Div H by land. (Apparently Div H was approved as a plat by water access only)

GO TO COUNTY BUILDING DEPARTMENT, LOOK AT PLAT MAP.

There was no legal access to Div H because Glacier Land and Gravel owned all the property at the frontage road, all the gravel pit and the land where the golf course is. (The golf course was under lease)

It wasn't until 1974 that the developer got an easement through the gravel pit and along the beach to Div H. This easement was assigned to the community.

Then the community negotiated a purchase of all that property and paid it off in 10 years, so it was 1984 before the community owned the property.

At no time was a permit applied for to construct a road through the gravel pit or along the waterfront. The road was bootlegged in by unknown people (perhaps Del Hertzell, perhaps by community personnel), but you can be sure most of the cost was paid for by the community funds and THE COMMUNITY had no vote in this. There is no record I can find of the Div H property owners paying one nickel.

Things were less costly then, but it still cost a lot of money to construct +/- 2000' of sea wall and road. Now since 1974 to 2003 it has been 29 years. During this time the sea wall and road have been patched and repaired many times (ask Jim Conwell how many times; he made repairs when he was

maintenance man USING COMMUNITY EQUIPMENT AND PAID WAGES)

It doesn't take a math genius to estimate that to construct a =\- 2000' of sea wall and then maintain it for 29 years has cost a lot of money.

AND NO VOTE FROM THE COMMUNITY.

Approximately 1995, the board voted to buy \$10,000 worth of ecology blocks from Del Hertzell (the limit of their spending without a vote). People, how do you think those blocks got in place? Did they crawl into place by themselves? NO. Someone hired a track hoe to place the blocks. NO VOTE BY THE PEOPLE. (Now a total of more than \$10,000 had been spent).

Now imagine how much community money has been spent cleaning up slides on Div H properties. (This is private property. NOT A RIGHT-OF-WAY OR COMMUNITY ROAD)

I have some cost facts, I cleaned up one major slide. Truck and track hoe: \$4,015.00 (about 1994 or 1995), BUT treasurers report showed over \$17,000 was spent. PAID TO WHOM? AUTHORIZED BY WHOM? And NO VOTE OF THE PEOPLE.

In 1992 a total to be paid to the community for slide clean-up by Div H property owners was \$12,039.54. The property owners of Div H were billed, but I believe none of them paid.

One bill for slide clean up from a contractor, WESCOTT, was for over \$25,000.

It goes on and on. There is some documentation of costs in the office. I have asked for a recap on cost, but have received none; BUT for 30 years and more, moneys have been spent in that area by the various boards without A VOTE OF THE PEOPLE.

The Div H argument has been going on for years. IT HAS NEVER BEEN PROVEN THAT IT IS THE ASSOCIATION'S RESPONSIBILITY. I have talked to three attorneys who say that in their opinion it is not our community responsibility. BRAD CATTLE SAID SO IN WRITING.

Final note: Div N was accepted by the community at the same time as Div H (1964), including platted roads. However it was in 1986 when people wanted to build a N Div. At that time the community set restrictions about road maintenance. BUT NEVER HAS THE COMMUNITY ACCEPTED THE BOOTLEGGED FRONTAGE ROAD AT DIV H. It's time for a vote of the people to accept the Div H frontage road.

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BUT with same restrictions a N Div.

Motion:

Since the frontage-road services H Div exclusively, the community will do normal grading; BUT any repair of the road or sea wall because of water related causes will be the responsibility of the people in that division.

Now, in all fairness, the same restriction could be put on all in all divisions. If it's fair for N Div, it's fair for all of us.

Yours truly
Odgers

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To contact the island management call the HIC office at (360) 444-6611.

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