



## Official Publication of the Hat Island Community

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[View Point Archives](#)

### Report from the Island Manager

#### Thank You's

I would like to thank Victor & Judy De Leon and Muriel Place for getting the newsletter ready for mailing. A special thank you goes to Dick Spadt and his son in law Mario Perez for correcting viruses in the office computers. Thank you to Dale Defoor for donating a sink that will be used for a fish cleaning station in the north marina.

A thank you to Bill Windsor for helping me read water meters.

#### A Reminder

Property owners annual golf and moorage are now due.

#### Community Road Gets Permits

The community has received the Emergency Shoreline Exemption and Grading Permit from the county. The following are the conditions set forth for the shoreline permit:

The proposal by you to conduct emergency repairs to the ecology block /rip-rap wall located along the Division H access road on the above referenced property owned by Hat Island Community is exempt from the requirement of a Shoreline Substantial Development Permit. Specifically, this authorization includes repairs to three portions of the existing access road to Division H involving the replacement of the ecology block wall with ecology block, drainage filter cloth and drainage rock back fill (one 120foot and two 20 foot sections). The reason for this exemption is that the project is considered to be emergency construction performed pursuant to WAC 173-27-040 (2) (d). The project is subject to the following conditions:

1. The site plan from Shockey /Brent, Inc., Dated December 21, 2001 and attached is the approval site plan. All construction addressed under this authorization must comply with the approved site plan. All revisions to the approved site plan shall be reviewed and approved by PDS staff.
2. Pursuant to WAC 173-27-040 (2) (d), upon abatement of the emergency situation the new structure shall be removed or any permit which would have been required, absent an emergency, pursuant to RCW 90.58, these regulations, or local program, obtained. This condition does not preclude the applicant from modifying the design in order to demonstrate that the repairs meet the maintenance/repair exemption specified under WAC 173-37-040 (2)(d).
3. The applicant shall comply with conditions of the approved grading permit issued by PDS.

4. The applicant shall obtain a Emergency Hydraulic Project Approval (HPA) from the Department of Fish and Wildlife and submit a copy of such approval to the Land Use Division for inclusion in this file.

5. All construction debris shall be removed from the shoreline area.”

The following are the conditions set forth with the grading permit:

“You are required, as we discussed, to mitigate any Critical Area Impacts resulting from the construction. Your project will be reviewed, after construction, by a Snohomish County biologist for compliance with Title 32.10 Snohomish County Code. Once this review is completed and all environmental issues, if any, are resolved, and after all plantings or restoration work, if required, is complete your grading permit will need a final inspection. All site work must comply with Chapter 33 of the Uniform Building Code, Title 17 and Title 24 SCC. The permittee must notify the Snohomish County grading inspector twenty-four (24) hours prior to beginning of the above described work.

The following are the grading permit conditions:

1. Authorized for “Winter Grading”, Except that no grading activities shall occur during rainy weather, between October 1 and March 31.
2. No disturbance, except as shown on the approved site plan, shall occur on this property without further review and approval from Snohomish Planning & Development Services.
3. All temporary erosion and sediment control, (tesc), shall be installed prior to site disturbance.
4. All tesc measures shall be maintained until permanent cover is established.
5. Mark the limits of all proposed clearing and grading, sensitive and critical areas and their buffers, trees to be retained, and drainage courses prior to beginning any grading work.
6. All exposed soil shall be covered within 24 hours between October 1 and April 30 and within 7 days between May 1 and September 30.
7. All stockpiles shall be covered within 24 hours.
8. Permanent vegetative cover shall be established prior to final inspection.
9. The applicant shall notify Planning and Development Services upon completion of all grading activities. Within 60 days of completion, the applicant shall submit supporting documentation demonstrating compliance with all requirements of SCC 32.10, Critical Areas Regulation. Upon review and approval of the supporting documentation and completion of all mitigation requirements and conditions, a final inspection of the completed project will be conducted.

Skip Stienstra  
Island Manager  
Hat Island Community

**Snohomish County FPD #27**

**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 Dr.


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.

Thanks, SCFPD 27



### Harbormaster Report

None this month



### Maintenance and Greens Keeper Report

None this month



### HIC Board Meeting Minutes

Call to Order: The regular monthly meeting was held on Wednesday, January 9th, 2002 at the Everett Elks. Board President Larry Petersen called the meeting to order at 7:07 p.m. All Board members except Larry Bender were present.

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

Treasurer's report: Linda Ebner read the Treasurers report. The report was accepted as presented.

Golf: Larry Petersen reported for Larry Bender. Tree removal will begin in the spring. A request was made to ask the Suds & Strokes coordinators to try to avoid burning the grass on the first tee with their start-off fireworks. It was noted that the dry weather last year had a lot to do with the problem.

Vessels: Ken Baxter reported that minor repairs were made to the fire system pump on the Holiday as well as installing a new bilge pump. The Elsie M II's lower house was due to be painted this next week but the Elsie M II would not be removed from service until a few runs that it was best suited for were completed. There are no offers on the Elsie M at this time and the ad in the marine magazine may have the price adjusted if no offers are received soon from the \$25,000 as it is currently listed.

Maintenance/Equipment: Bob Cook stated that the bus has been fixed and the steering unit on the backhoe has been repair and Roger is still working on the brakes on the grader. Otherwise, all of the equipment is in good repair, including the gas truck which had some work done on it as well.

Marina: Charlotte Maulsby talked about a letter received from the Department of Fisheries relating to the mini dredge permit submitted by the Community. It requires that we hire qualified divers to perform a survey. She has contacted two companies on the approved list in the Edmonds area for quotes for this work.

She also noted that the board was going to look into the bundled logs used by the Navy as a possible breakwater for our marina. She related the importance of getting the breakwater solution resolved before any docks are replaced. Ken Baxter would be checking out the log breakwater system. The Board is looking for the most cost-effective way to protect the marina.

Larry Petersen noted that the barge that was landed on the north side of the marina entrance might create a sand bar that could help protect the marina also.

It was asked if we would be building the docks ourselves, which Charlotte stated was the case. New regulations require the encapsulation of styrofoam so a new design will be necessary, but employees and volunteer help will do all of the work.

The board was told of an ad in the Everett Herald for the sale of old docks from the Shilshole Marina and asked if these might be used as a part of the replacement. There was discussion as to whether they would hold up much longer to the weather since they are cement which cracks when old. There was a suggestion that they could be used as a breakwater also. Larry said we would look into all of these ideas.

Water: Larry Petersen informed everyone that water was in very good supply. The RO System is still in progress with no notable news.

Old Business: Larry Peterson covered the news relating to the repairs to the road at Sunset Park and Division H. We were expecting a letter from Howard Knight giving the approval of our plan to make emergency repairs to the first 150 feet of seawall in the Community's property that is washing out but did not arrive by meeting time. We did receive a letter approving the grading necessary to make the repairs. As soon as the letter from Mr. Knight is received, repairs will proceed. A question as to the cost brought out the information that Division H owners had themselves located and paid for the Engineer that was able to draw up plans that the jurisdictions would accept. Ken Baxter was able to negotiate a purchase agreement on the ecology blocks for \$18 each which combined makes it possible, with volunteer equipment and labor from Division H owners, to keep the repairs around \$8,000 to the Community. The Board has been told that if we complete the project to the specifications of the plan and jurisdictions, this may be an acceptable resolution to the grading violations in the Sunset Park area.

Linda Ebner presented the budget for 2002, which was accepted by the Board.

In connection with a planned increase to the Community's assessments, a straw poll has been put on the web site. The Board is planning to ask for a \$100 per year increase and is looking for direction on what community members think is important to spend more time and money on. The plan is to be able to put the ballot out in March.

New Business: The Board approved the purchase of three Division C lots to protect the entire community's rights to the clam beds. The clam beds are considered one of the attractions of the island and the board wants to insure that all owners will have access to them in the future.

The meeting was adjourned at 8:30 p.m.

Respectfully submitted,  
Merrill Balanag, Secretary



## NAVY BASE RESTRICTED ZONE

Due to the events of September 11, the U. S. Coast Guard is enforcing a Naval Vessel Protection Zone around the Naval Station in Everett. The law which authorizes the establishment of the protection zone says "all vessels within 500 yards of a US Naval vessel shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the official patrol..." It also says "The official patrol may permit vessels that can only operate safely in a navigable channel to pass within 100 yards of a US Naval vessel to ensure a safe passage in accordance with navigation rules." The Navy and Coast guard have agreed that there is not

100yards between buoy #3 and the Navy docks. Boaters must understand the concerns of the Navy and Coast Guard about security and that they do their best to comply with the requirements of the 500 yard protection zone at the mouth of the river by slowing down as much as possible.

## Passage

Robert Bresnan, 67, died December 19,2001.

He was born in Sioux City, IA, August 8, 1934.

He was the long time owner of lot S-4 on Hat Island.

We will remember that Bob had a good life in his own special way.

Survivors include his wife, Wanda; son, Dale and his wife Andrene; daughter, Laura Bartee and her husband Gary; twin sister, Betty; and grandchildren, Eilliam, Sheila, and Erica.

He was preceded in death by his brother , Joseph Bresnan.

A memorial service will be held at a later date.

## Editorial

Conserve water

'Knowing is not enough,  
we must apply:  
Willing is not enough,  
we must do.'  
-unknown

**Remember:** All dogs must be in a carrier or be muzzled while on the Holiday

## Reminder

On the Everett side , in the park area, we are required to park away from the park by the Port of Everett. That means don't park facing the river, those spaces are reserved for park users.. Park parallel to the river.

## Your Point of View

### The Budget/Assessment increase

I continue to be frustrated in reading articles about the Island's financial statements that claim various activities such as golf and the marina pay their own way. I have previously written about the significant flaws in the accounting but no changes have been made. The financial statements have non revenue categories of expenses such as "equipment" and "administration", much of which needs to be allocated to other categories.

The equipment is there because it is needed to take care of the water system, marina, roads and

other functions of the island. Unless equipment expenses are allocated to those functions, the expenses shown for water system, marina, roads, etc. are understated which makes it look like those functions cost less than they actually do.

The same is true for the large expense category called "administration". If you look at the individual line items of expense in the total for administration you will find many expenses that have nothing to do with administration but should be allocated to other functions. This is so for most salaries, payroll taxes, insurance, and many other costs.

The other flaw in the accounting is that it does not include an adjustment for the significant expenditures that are paid for by special assessments. Things like new docks, dredging, the breakwater, etc. are all related to the marina. Significant marina expenditures have been paid for over the years by special assessments. When these expenditures are excluded from the other operating expenses, it may appear the marina is paying for itself which is far from the truth.

Hat Island's moorage fees are so far below other marina's the Board should be ashamed to ask lot owners for general or special assessment increases until moorage is brought into line with other nearby (Everett) fees. I have heard all the arguments about how island residents can't afford to pay market rates for moorage. If they can't afford it, they shouldn't be on an island or have a boat. I don't see why non marina users should pay major subsidies to the small percentage of lot owners who do use it. Let's face the reality, there are 900 lots on Hat Island and only a small minority of lot owners can use the marina because of its size and that will always be the case. The Holiday uses the marina and the equivalent cost of its moorage should be charged to the Holiday expenses. The rest (most) of the marina is used by individual boat owners who have paid only token amounts over the years.

If the Board is truly representing ALL the owners, it will look objectively at the small moorage fees compared to other marinas and raise them to market rates for 2002. Only then, after taking the impact of those fee increases into account, would I be open to any significant increase in general assessments. Everyone with any knowledge of the Island, knows additional assessments are badly needed for other purposes that serve all lot owners.

Charlie Pancerzewski  
B-20

### **RO payment**

HICI President Larry Peterson;

The Hat Island Yacht & Golf Club wishes to pay our full RO obligation, even though a schedule of annual payments has been offered to us by HICI Board. We realize the island community is undergoing pressures from today's trying times. We are hoping that our leadership will attract others to follow suit.

The Holidays are upon us all. Our collective actions united, can actually bring a gift of accomplishment to all. Merry Christmas, and Happy New Year.

Dave Younce,  
Commodore  
Hat Island Yacht & Golf Club

### **Wednesday Ferry reinstatement**

Board of Trustees:

It has been brought to our attention the Board is considering the return of regular weekly Wednesday Hat Island Passenger Ferry round trips on a year around basis. Jan and I enthusiastically encourage your decision to do so.


During the years we have been coming to Hat Island, the Wednesday Ferry schedule was the key factor in arriving early for the weekend or staying for the weekend and returning to the mainland later the following wee, Now we are permanent resident of the island and the loss of that schedule during the Fall & Winter is most inconvenient and a determining factor in living a satisfactory lifestyle of adequate transportation for personal, social, family and medical activities. Additionally it is also a primary deterrent in the invitation of friends and family to visit our home and see our community.

A portion our reasoning to sell our island home is the inconsistency of reasonable transportation to and from the mainland. Living full time on the island without a boat, we feel we burden friends to take us to the mainland. We would rather make sensible and dependable plans with the use of and adequate, consistent passenger Ferry Service. There is a growing homeowner population on the island a growing need for a dependable way to commute to and from ; the mainland.

Thank you. We again encourage you to reinstate the Wednesday Round Trip Ferry Service on a year round basis.

If you have and questions or would like to discuss this us, we would be pleased to be of any assistance or support.


Haig and Jan Cartozian  
A-16



## Take Note

### HIC Income and Expenses

Detailed reports are available at monthly board meetings and are also available in the Community office on the Island.



### Holiday Ferry

See [Schedule](#)



### Schedule of Events

See [Events](#)



### Hat Island Community Information

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