

*member pavement investment
already failing*

Board and Management Negotiating with Vendor; Testing Ordered

After paying Lakeside Industries more than \$100,000 from member reserve funds to lay asphalt paving on Kala Point Drive



Geotech test technician cores a pavement sample from Kala Point Drive on March 31st. The sample was then laboratory analyzed for density & material make-up.

from the gate to the 4-way stop, KPOA is struggling with numerous locations of failed pavement. Operations Manager Keith Larson first contacted the contractor just weeks after the fall paving operation to report problems, which have now surfaced at numerous locations. These potholes and deteriorating surfaces, clearly observable by members driving Kala Point Drive, have become more numerous and serious in recent weeks. 2008 scheduled pavement overlay work includes Baycliff Place and Nantucket Place, plus reducing the Trafalgar speed bump.

Multiple vendor meetings and apparent rejection of warranty extension terms (reportedly by two board members directing The

Operations Mgr.) have resulted in no resolution despite some limited contractor fixes and promises of further repairs. Larson's April 8 board report indicates that a warranty extension from one year to two years was rejected, a geotechnical engineer has now been engaged for limited materials testing responsive to the failures, and further contractor repairs have been put on hold for now.

Asphalt paving is a tricky business. Poorly engineered, prepped or supervised overlay asphalt paving work, often left only to contractor oversight by inexperienced purchasers of paving services, almost always yields poor results at very great expense.

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*Member Pavement Investment Already Failing**Continued from front page*

Record high petroleum prices (oil is a principal asphalt ingredient) combined with escalating aggregate and binder costs as well as transport and placement expenses, leave the inexperienced buyer at risk if professional engineers are not supervising the work. The means and methods of placement, along with the mix ingredients plus air, surface and material temperatures at time of placement all are very important factors driving quality and performance longevity. Go to www.asphaltwa.com/wapa for more information.

Typical high consequence shortcuts include:

- **Lack of geotechnical engineering oversight** to produce detailed specs and supervision of materials, means, methods and conditions of placement. It is important to have expert oversight as well as proper engineering, specifications and monitoring of placement. Reports from KPOA Operations Manager Keith Larson, in his April 8th Report to The Board, say that compaction data, and mix-temperature-placement data was “not available”. These are two critical quality factors that would have been continuously monitored by appropriate supervising engineers, had they been hired. Detailed scope-of-work definitions and pre-cover inspection requirements would have assured proper placement. Typically this level of licensed-engineer oversight costs less than ten percent of contractor bids.
- **Failure to fully correct underlying pavement defects before the overlay.** (See photo on page 3 showing “D. O.— Do Over or Digging Out” existing damaged area) Defects such as “alligating”

illustrated in this photo from Kala Point Drive before the overlay work last fall, must be dug out and carefully re-bedded with compacted-controlled-density fill (CDF), and repaired in lifts (asphalt layers) for lasting repairs. Poorly prepped areas, just as with painting, will yield failing overlays, with covered-over defects reflecting through the new coat of material.

- **Poor center-seaming leaving crumbled edges and trenches.**

This defect, readily observed along extensive stretches of the recent overlay, indicates improper methods, material temperatures, or both. The resulting center trench collects water, snow and ice; resulting in freeze-thaw deterioration at the joint, and premature

Substandard repairs could be declared unsatisfactory by the county and improvements ordered, costs of which would be assessed to the owners via KPOA.

failures. Placed asphalt, like paint, has a very limited “working time” during which compaction and joining is effective. Often, particularly in cooler months, this working time is limited to 3-5 minutes, after which pavement performance is compromised.

- **Existing poor roadbeds & deferred maintenance.** The underlying preparation and maintenance / rehabilitation of the roadbed itself is also critical to pavement performance. The core-testing performed by Krazan Associates on March 31 (see photo on front page) provides only information about the composition (oil & aggregate mixture) of asphalt laid last fall. Underlying conditions, which have not apparently been analyzed, tested or

*Member Pavement Investment Already Failing**Continued on next page*

*Member Pavement Investment Already Failing**Continued from previous page*

assessed, heavily influence how pavement is expected to perform.

CC&Rs mandate Kala Pt. Drive be maintained to Jefferson County Road Standards. Kala Point Members are required by CC&R clauses to construct and maintain all of Kala Point Drive to strict engineering and construction standards of The County because it may be taken over by the county in the future.



Pavement area identified for "digging out" in advance of new asphalt overlay.

Substandard repairs could be declared unsatisfactory by the county and improvements ordered, costs of which would be assessed to the owners via KPOA.

Thus it is critical that investments, like the \$100,000 spent for the seven-tenths-mile overlay last fall (paid with reserve fund assessments) be well monitored as compliant with CC&R requirements as well as design and financial best practices. Some members have expressed concern that the County Public Works Department does not appear to have been engaged to make a formal assessment of KP Drive, which is required to meet their standards, and the lack of formal engineering specifications and contractor oversight for paving projects.

letters to the editors

Road Condition Editorial Response

Recent member correspondence noted rapid driver acceleration as a possible cause of at least one of the several areas of deteriorating pavement on KP Drive. This member, believing that aggressive driving caused the deterioration, questions whether the expense of an engineering survey is warranted.

Editorial Response: We agree that spending \$3,000 for a survey of just Kala Point Drive, responsive to just one observed failure, would not seem cost effective. The April 8th report of our Operations Manager, however, indicates unexpected early re-pavement failures at several locations. With the high (and rising) cost of asphalt paving, and more paving scheduled with this same vendor this year, it does seem prudent to operate with clear engineering specification and oversight.

Our concern with respect to the condition of the Kala Point roads extends beyond the immediate problem of recent Kala Point Drive overlay failures. Our observation is that many of the other roads within Kala Point appear to exhibit signs of failure of their sealing or roadbeds. There are many depressed and cracked areas. What is required now and in the future to retain good roads in Kala Point? Kala Point Drive was supposed to have been built originally to County specifications. Members are required by CC&Rs to keep it up to County Specs.

What construction criteria were met for the other roads? Is their useful life about to expire? Are there preventive maintenance procedures, which should be adopted now to put off the very expensive repaving which was considered necessary for Kala Point Drive?

Continued on next page

Letters to the Editors

Letters to the Editors

Continued from previous page

Is there rehabilitation work that should be done before investing further in overlays?

There seems to be more legitimate questions than answers? Does the Board have those answers? Is the board operating with sufficient expertise to make sure that the reserves are well spent for paving? Earlier recommendations for maintenance and rehabilitation were not adopted by the board, which chose instead; the “economy approach”. Has this proven to be a wise decision? Given the results on this first segment should that decision be revisited? Given the soaring price of asphalt, where do we stand on our reserves for this purpose?

Repaving all of Kala Point’s roads would result in a significant financial burden on the KPOA members.

Only seven-tenths of a mile of Kala Point Drive was repaved at a cost of \$106,000. The cost of asphalt keeps increasing because of the escalating cost of crude oil. There are reportedly seven miles of road in Kala Point. At last fall’s cost, repaving the remaining 6.3 miles of road now would cost \$954,000. The financial obligation for each of KPOA’s 502 paying units would be \$1,900. That will be a significant financial burden for many of the members either as a lump payment or assessed over a number of years.

The continuing maintenance of the KPOA roads is the most expensive element of reserve funding.

Doing it right can be instrumental in minimizing the financial burden for all KPOA members. It is suggested that a Road Maintenance Working Group be formed to develop a Road Maintenance Plan, including professional engineering advice, specification and construction oversight.

\$52 million school bond ballot
(33.8 million principal, 18 million interest)

**15 Year Annual Tax Impact:
\$500-650 For KP Homes**

Amid growing worldwide financial turmoil, declining local school enrollment, rising local taxes and HOA assessments, as well as record fuel, healthcare and food price increases, a depressed local economy and the highest cyclical school construction costs in state history; Port Townsend School District #50 is asking voters to approve \$52 million for new construction. Small Town Voters throughout Western Washington have, in nearly all cases recently, rejected capital bond construction proposals this year amid record foreclosures, rising unemployment concerns, and declining investment income. Therefore, the scope and timing of this proposal causes concern for many tax payers.

\$32.5 million of the bond would be used to construct a new elementary school in principal alone, with the remainder \$1.34 million (of the \$33.8 million principal amount) going to other facility upgrades. The balance of \$18 million would be used to pay the interest.

The current bond proposal was decided upon after several other considerations. One was a much smaller proposal for some repairs and to pay for planning and design only of a new school. There was also a larger proposal that included construction of a high school as well as the new Grant Street Elementary. Voters should expect to see another bond proposal down the road for the high school that was not included in this bond being voted on May 20th.

The Grant Street Elementary construction, at an all end project cost of more than \$450 per

\$52 Million School Bond Ballot

Continued from page 4

square foot, would likely employ few, if any, local workers. Similar such projects on The Peninsula typically import Seattle area work forces, paid at union “prevailing wage rates” often three times that of local tradesmen, driving daily to and from the Seattle Area.

While school construction costs have been rapidly escalating along with the housing bubble, experiencing the labor and material shortages that inflated Puget Sound home, commercial, condo & apartment construction costs for years; most observers expect school construction cost inflation to decline considerably over coming years as markets cool off and contractors again re-focus on government construction as the remaining strong sector, with assured financing.

Apparently reacting to concerned community feedback, bond supporters joined School Supt. Tom Opstad and County Assessor Jack Westerman III to recast the proposed bond repayments only as an increase in payment relative to an earlier bond issue retiring in

coming years. This makes the \$500-650 per year actual obligation look more like half that...expressed only as “the increase”. With the Blue Heron Middle School bond being paid off in 2012, it is easy to cast the actual increase as less than it really will be rather than pointing out that tax payers would actually get tax relief in 2012 if the proposed bond does not pass!



In the promotional mailer, it indicates that the increase is only “\$157 per year” for those paying federal income taxes at 33%. It is highly unlikely that there are many folks (even in Kala Point) who are paying 33% federal income tax with itemized deductions.

Some people are having a tough time making ends meet as it is. Is this bond appropriate with declining school enrollment? Should we be looking at Chimacum and Port Townsend School Districts consolidating? These are a few of the issues to consider.

Your Property Tax Invoice shows how much you currently pay for schools (see highlighted example below in yellow). Add projected new bond issue amount to that and deduct bond issue payment expiring in 2012.

REAL PROPERTY DESCRIPTION		REAL PARCEL NUMBER			
KALA POINT LOT XXX SUBJ TO EASE		XXX XXX XXX			
		LAND A.V. 41,000	IMPROVEMENTS A.V. 255,000	TOTAL A.V. 296,000	
		LEVY 8.70220	VOTER APPROVED TAX 842.44	0111	
YOUR TAX DOLLAR IS DISTRIBUTED ON THE BELOW BASIS					
CITY OR ROAD 290.24	LOCAL SCHOOL DIST 678.17	PORT DIST 50.60	FIRE DIST 196.65	HOSPITAL 77.09	EMERGENCY MED 111.82
LIBRARY 125.75	STATE GENERAL 596.73	COUNTY 379387	CEMETERY	P.U.D. 26.11	PARK DIST/CONSERVATION 11.85
YOUR NAME YOUR ADDRESS YOUR CITY, STATE, ZIP		DELINQUENT TAX INFORMATION			
		YEAR	DELINQUENT TAX	INTEREST & PENALTY	INTEREST & PENALTY
		2007			
		2006			
		2005			
		2004			
		TOTAL AMOUNT DUE			2,544.88
CUSTOMER COPY - KEEP THIS PORTION FOR YOUR RECORDS					



fuzz watch

Speeder Fined By Board Jan. 2000

Since our last newsletter, it appears that there were no sheriffs' deputy monitoring speeds in Kala Point. A second speed study,

however, has been completed by KPOA. As most of you saw, the equipment was set-up on Kala Point drive near the gate.

Overall, the average speed was determined to be 22.3 mph:

- 64% of the cars were 25mph or less,
- 28% were within 26-30 mph, and
- 8% were over 30 mph, which includes 4 anomalies of vehicles going between 51 to 85 mph.

Trailers that have more than one axle can easily explain excessive readings since their wheelbase is much less than the average wheelbase that is used to calculate the readings. Of course these aberrations in the readings also affected and increased the average speed of 22.3mph. There were 8,445 readings over a 7-day period. It would be interesting and helpful to know the times that the excess speeds were occurred.

The board has repeatedly told us that they had few options other than using a sheriffs' deputy in Kala Point throughout the discussions over the last 18-24 months. We have recently learned that is not true. In the last six months of 1999, a resident was accused of repeatedly operating his car at excessive speeds as well failing to obey the stop sign at Baycliff and Kala Point drive. The board found that conduct to be in "Non-compliance of Rules and Regulations II B - All posted speed limits shall be observed". A fine of \$3000 was assessed for: "operating a motor vehicle on KPOA roadways

on numerous occasions at speeds greatly in excess of the posted speed limit and in a reckless manner...". This was reduced to \$1000 if there were no further violations within a 3-year period. The \$1000 was promptly paid.

The editors of this newsletter as well as many other residents have repeatedly asked the board to find other ways to deal with the perceived "speeding problem" other than resorting to using a sheriff's deputy. Most assuredly, the "speeding" violations are being committed by just a few people. Why should all of us give up our privacy by having a county sheriff on our private property when there are other solutions?

first sign of spring

Appreciation to Keith and Crew

newSkoop staff would like to express its thanks and appreciation to Keith and his crew for the outstanding job of landscaping at the entrance gate. The shrubs and flowers are a big improvement to the Kala Point entrance.



Landscaping at front gate is first sign of Spring!

We are sure that we speak for a majority of the community in expressing our appreciation for a job well done.

So thanks again to Keith and crew for a great job!



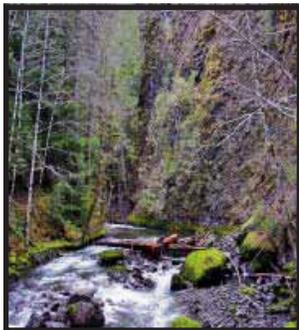
walkinghiking club
May Schedule

Meet on Wednesday's at **Hank Krist's** at **9:00am** at 370 Pinecrest Dr. We will arrange for car pools and give out directions to the trailhead. It is ok to leave your vehicle here. Just keep the garage door clear on the far right hand side. Contact Michael at 385-2041 or michaelkubec@cablespeed.com and Bill at 379-3808 or bkaune@cablespeed.com to be put on the hiking email list or for more information.

May 7th - Chimacum Creek: Meet at our beach, walk through neighborhoods to Chimacum Creek, walk beach back to Kala Point. Ratings: Appeal 2, Difficulty 1, roundtrip distance 3 miles, elevation gain 100 feet, dog friendly.

May 14th - Bike Trip around Miller Peninsula State Park (future): Fairly challenging ride. Ratings: Appeal 2, Difficulty 3, roundtrip distance approx. 8 miles, elevation gain 200 feet. **RSVP** AllenVaa-allenvaa@hotmail.com or 536-1822.

May 21st - Gray Wolf River: Perfect spring woodland flower hike through groves of old growth conifers, over cascading creeks, and hugs the lush banks of the Gray Wolf River. Ratings: Appeal 2, Difficulty 2, elevation gain 400 feet, roundtrip distance 4.2, dog friendly (or 8.4 miles, elevation gain of 800 feet, difficulty 3).

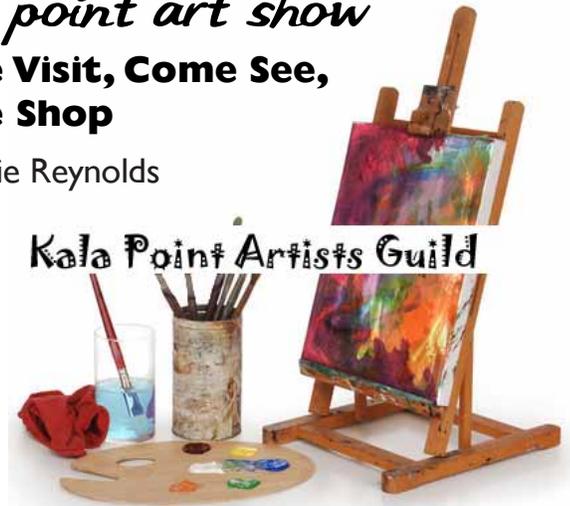


May 28th - Lena Lake: Wide, well groomed, and easy-graded trail is one of the most popular in the Olympics. Ratings: Appeal 2, Difficulty 2, elevation gain 1300 feet, roundtrip distance 6 miles, dog friendly. Late lunch in Hoodspout after hike a possibility- Hoodspout Marina has a delicious oyster stew!

kala point art show

Come Visit, Come See, Come Shop

By Joanie Reynolds



Kala Point Artists Guild

Artists Of Kala Point want to see you at our First Art Show by KPAG!

What is it? It's a Sidewalk Show

We have over 20 artistians that will be displaying and selling their orginial work.

All unique art in all these mediums listed:

Oils, Pastels, Acrylic and Water Color Paintings; Pottery; Stain Glass Work; Fine Jewelry; Beaded Jewelry; Gift Baskets; Flowering Hanging Baskets; Cookbooks; Homemade Fine Chocolates; Black & White Photography; Lumination & Color Photography; Art In Weaving; Crafted Tin & Nature Doll Folk Art

Where is it?

In Kala Point at 223 Foxfield Drive

What date & time ?

May 24th from 11am to 5 pm

Follow the balloons to the rear yard.

Go to website for details....www.kpag.org or look for flyers posted throughout the community.

*name your newsletter!***Send in Your Suggestion**

So far we have received some great suggestions from you on names for your newsletter. If you have not sent in your suggestion yet, you still have time!

As our paper is growing and evolving, we have reached the point where we would like to ask our readership what name they would like for their independent newsletter. We feel that it would be appropriate for YOU to help name it!

We would like our name to reflect its ties to the Kala Point community and that it endeavors to communicate the happenings at Kala Point

So in keeping with that goal, we would like to ask our readers for suggestions for a new name. Please send in your feedback and suggestions to contact@tppnewsletter.com

*port ludlow garden club***How to Make Tufa Pots**

By Pattie Cole

On Wed. May 14th, 2008 Billie Fitch will give a demonstration on making Tufa pots. She will also provide recipes



on how we can make these same pots from our own homes. The lecture will be held at the Bay Club. This is a brown bag luncheon. Doors open at 11:00 a.m. Beverage service and desserts will be furnished by the Port Ludlow Garden Club. There will be a \$5 charge for non-members.

Dues for the 2008 gardening year is \$20 and may be paid at the May meeting or mailed to PLGC, POB 65235, Port Ludlow, WA 98365. Dues cover the January-December calendar year regardless of the month they are paid in.

Only members may attend the "must see" August Tour of Private Gardens and the December Holiday Tea

neighbor-to neighbor classified ads

Misc. for sale: Custom area rug: green with burgundy trim: 5ft.- \$125, tv stand- \$89, 6ft. oak shelf-\$150, oak end tables-\$89, brass table lamp- \$89, large mirror-\$159, hunter green leather recliner in excellent condition-\$279. **Call if interested 385-6763.**



5' round custom rug

Fade, Glare, Privacy & Heat Solution- 3M Window/ Skylight film blocks UV rays to protect your furnishings. Keep your drapes open and let the sun shine in! Call Window Scapes Inc. **385-3810**

Wanted: Military medals, decorations, uniforms, firearms, etc. as well as anything to do with military aviation and aircraft. **379-9878**

*from the jefferson county
administrator's desk:*

**Interim County Administrator
Selected**

As I mentioned last month, the Board of County Commissioners (BOCC) hired a recruiting firm, Prothman Company, to assist in the selection of an Interim County Administrator. I'm pleased to tell you that Dennis Richards has been hired in that capacity. He's also going to be one of your neighbors in Kala Point.

Most recently, Richards was the Interim Chief of Police for the City of Sultan, Washington and prior to that was the Interim City Administrator for the City of Long Beach, Washington. He is a licensed Washington realtor and has also held posts as the U.S. Deputy Marshal for the Tacoma Federal Court, and Operations and Administrative Service Manager for the City of Battleground, Washington. Richards was the City Manager for the City of Fircrest, Washington from 1995-1999 and the Chief of Police for the City of Gig Harbor, Washington from 1987-1995. He holds a Bachelor's Degree in Public Administration.

Known for his "high likeability factor," Richards has effectively improved morale in the various leadership positions he's held over the past 29 years in Law Enforcement and City Government. Richards will work as Jefferson County's Interim Administrator until the BOCC selects a permanent County Administrator. By the time you read this, I will be back in my post as Director for Jefferson County Public Works.

So, from a Public Works roads perspective, the following topics may be of interest to those of you residing in Kala Point.

Public Works and the Jefferson County Sheriff were informed of concerns related to high speeds on Kala Point Drive between the gate and Prospect Ave. (about a 1/4-mile stretch of road). The posted speed limit on this road is 25 mph. Recent speed studies indicated that there is a significant number of drivers operating in the 40 to 50 mph range with some traveling even faster than 50 mph. These may not be residents of Kala Point—could be contractors, guests, etc.—however, we encourage everyone to be aware of the speed limit and be sensitive to the concerns of the local community. Traveling at the speed limit for 1/4 mile will only add a few seconds to a trip but provides a safe experience for the community and driver.

There are some anticipated road maintenance activities to be aware of this summer. They include mowing, pavement striping, and pavement patching where necessary. Since the 1980s, Jefferson County has not used herbicides for vegetation control. It's controlled through shoulder mowing and mechanical brush cutters. Vegetation management is necessary to provide for sight distance, keep ditches clear, and provide a usable road shoulder. Pavement markings (stripes) are applied once per year in the summer by a contractor.



—Frank Gifford,
Interim County Administrator
(at time of writing)



personal finance

Reaching for Yield

By: Hank Krist

In today's low interest rate environment, people who have a need for current income from their investments are searching for a higher yield than what they can earn from C.D.'s, treasury bills and money market accounts (MMA's). Unfortunately, many of them have put their cash into fixed income investments that have exposed them to risk of which they were not aware.

A common example of this is changing from a true MMA to an "ultra short" bond fund such as the Schwab YieldPlus fund. This \$4.9 billion fund seeks to generate "high current income with minimal changes in share price." It hasn't quite worked out that way as this fund has lost 11% this year through March 17th. According to Morningstar, a research firm in Chicago, this fund ranks last out of the 50 "ultra short" bond funds tracked by them.

The share prices of all fixed income mutual funds except MMA's fluctuate both up and down. Only MMA's fix their price at \$1.00. They are considered the safest investment other than bank accounts and government debt. They're required to hold debt that matures in 13 months or less and which maintains the best short-term debt ratings.

In contrast to MMA's, the Schwab YieldPlus fund had 38% of its portfolio in mortgage securities without guarantees from government-chartered Fannie Mae or Freddie Mac and 9% in asset-backed securities including subprime bonds at year end.

The lesson here is that in "reaching for yield," you are probably assuming risk and may not know it.

kala point theater lovers

The 2008-2009 Theatre Season Reservations Begin

by Nita Edgcombe

Twenty tickets have been booked for each of the following three shows:



- **"The Drowsy Chaperone"** - Saturday November 15th at 2:p.m.
- **"Memphis"** - Sat. Feb. 14th, 2009, at 2 p.m.
- **"Sunday in the Park with George"** - Saturday May 2, 2009, at 2 p.m.

These shows are at the 5th Avenue Theater in Seattle.

The fourth show in the series: **"A Chorus Line"** – Saturday August 9, 2008, matinee. This show is at the Paramount Theatre in Seattle.

If you are interested in any of the shows, please call me at 379-1635 or email Tupnee9@Yahoo.com. Let me know which plays you'd like to see, where you'd like to sit and how you'd like to get there.

If you enjoy going to the show, a musical, or concert, then come join the new Kala Point Theater Lovers! The larger the group, the better the price of the tickets and carpooling is fun



*Sunday in the Park with George:
A timeless love story*

and economical. What could be better than going to an event with the ease of having a professional driver at the wheel? We welcome individuals or couples.

See you at the theatre!

Weekly Meal Preparation For Seniors. Want An Easy Way To Enjoy Balanced Meals? Customized menus, including personalized recipes and grocery shopping. Call **Heidi's Taste of Home** for a free consultation! - **360-732-0482**.

Scampi & Halibut's Seafood Grill - Satisfy your seafood craving. Over 70 delicious items to choose from. Beer & wine. Get hooked daily. Catch us in Port Hadlock, just for the halibut! **385-0161**.

Furniture Upholstery, Fabrics, Foam and Throw Pillows! Spruce up your rooms before the houseguests arrive. Vintage furniture a specialty. Call Anne at **A Little Upholstery, 385-1556**.

Handmade Gifts for Every Occasion - (baby, birthday, anniversary). We take homemade items on consignment and/or rent crafter spaces (by month). **Five Fingers Handcrafted Gifts**, 911 Water St., PT. **385-0469**.

Westbay Auto Parts - Over 150 years of combined experience, our experts can help with automotive problems. Come in. We will install wiper blades or refill with purchase. 8 great locations to help you. **385-3476**.

Professional Roofing, Cleaning & Repair: C & M Roofing has worked for builders & residents in Kala Point for years. For reroofing, roofing repairs or cleaning of any type of roof, call Mike Perillo, **437-7935**.

Fade, Glare, Privacy & Heat Solution- 3M Window/Skylight film blocks UV rays to protect your furnishings. Keep your drapes open and let the sun shine in! Call **Window Scapes Inc. 385-3810**

Highly Skilled Pruning of trees, shrubs, hedges and rhododendrons. Call **Richard, 732-0510 or 1-888-854-4640**.

Landscape Disaster Repair offers weeding, pruning, fertilization, brush removal, hardscape solutions and the creation of low-maintenance yards. 24 years' experience. Call for information. Residential disaster repair as well. You name it and we probably do it. **360-379-6146**

What Lurks Under Your Home? Moisture problems? Wet crawl space? Make your home healthier, warmer, cleaner. For a free estimate or more information call **"Clean Space Northwest," 1-877-698-0260**. Cont. Lic. #Ironwbl097kb.

Moving, Hauling, Dump Runs, Residential Cleanup, estate sale cleanup, junk removal, you name it. I have an 18-foot box truck for local or longer distance moves. **360-379-6146**

Mail Plus- All your Shipping & Packaging needs! w/ UPS, DHL, FedEx. Notary, custom T-shirts, passport photos, pet tags, copies, biz cards, laminating/binding, banners, friendly service! Across from QFC in Castle Hill Ctr. Why drive all the way to the Post Office? **379-1156**

We Buy or Consign Firearms From Estates, etc-Bear Arms is a full service arms dealer. We buy, sell or trade arms plus ammo, accessories, sporting goods, & military items. In Kivley Ctr, Pt. Hadlock. **385-7658**.

The Village Barber- "...Because life's too short for a bad haircut!" 741 Ness' Corner Rd, Port Hadlock. Brad Garrison Gray & Mike Clark. Tues thru Fri-9-5, Sat-9-4. Call **385-6865**.

Shore Road Nursery - Country nursery owned by botanist David Allen. Specializing in native plants & select garden perennials, shrubs, trees. 616 Shore Road, PA. Open Tue-Sat, 10-5. **360-457-1536**.



Kevin Tuuri "Your Home Navigator"
 (360) 385-9344 x 18 bus.
 (360) 643-3087 cell
 YourHomeNavigator.com
 KevinTuuri@Windermere.com

Windermere
 1220 Water Street
 Port Townsend, WA 98368
 (Kala Point Resident)

Port Townsend Computers - "We Make House Calls to KP." Complete sales, service & custom built computers for business, home or individual use. 40+ years combined experience. Call **379-0605**. Mention ad for 5% discount.

Professional Chimney Cleaning & Inspections - No mess cleaning, lowest fee around, fast & friendly, inserts, pellet stoves, woodstoves, minor repairs, chimney caps, chimney accessories. Call John, **360-769-2344** or email **jev@aol.com**.

Traveler's Propane- Are you tired of hauling your propane tanks and driving your RV to the nearest propane dispenser? We deliver! Homes, Businesses, Campsites, RV's, Trailers, B.B.Q's, and Forklifts. 5-50 gallon cylinders. Call **Lonnie, 360-344-4067 or 360-381-0158**.

Mole Control - No chemicals, no poison, no moles! Call **Richard, 732-0510 or 1-888-854-4640**.

Handyman - Gutter cleaning & drain flushing, retaining walls, rock gardens, patios, stairs, walkways, hillside stabilization/planting, concrete repair, & all phases of rot restoration, home maintenance, repair, and upgrades. Call **Ralph, Toll Free 877-841-1523 or Cell 360-340-6232**.

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Serving Kala Point since 2002

For Article or Ad Submissions email: newskoop@ttpnewsletter.com

P.O. Box 816
Port Hadlock, WA 98339

*having fun in kala point:
time to play pickleball*

Pickleball season is starting! We play at the sport courts up by the water tanks near Pinecrest, twice a week and there are chairs provided on the sidelines. This is much easier than tennis and no experience is necessary! All equipment is provided! If you are interested in playing, call Hank Krist at 379-9878.



kala point cooperative news

capsize and recovery class



Capsize & Recovery Class held by the Kala Point Kayak Club at the pool

By Allen Vaa

On April 17th, the Kala Point Kayak Club held a Capsize & Recovery Class at the Clubhouse Pool that lasted 2 hours. If a kayaker capsizes it is very important

to get out of the water as quickly as possible to avoid hypothermia. The cold water can easily take someone's life and it is very important to learn techniques of how to get back into your kayak. **Ryan Lanear from PT Outdoors taught** the class

where kayakers went into the pool and learned hands-on. The cost was only \$15 per person for this valuable training session. The Kayak Club plans to offer several other beginning and intermediate classes during the year for those who missed this class. These important skills could save your life! If your name is not on the email list, contact Allen Vaa at allenvaa@hotmail.com or 360-536-1822.

If you don't have a kayak and would like to give it a try, we can find one for you to borrow so you can join us. We go out almost every Saturday.

