

ROSE CITY YACHT CLUB

ROSE CITY YACHT CLUB NEWSLETTER

Commodore: Jim Douglass
Vice Commodore: Karl Quade
Secretary: Chuck Fisher

June 2008



COMMODORE'S LOG

Jim Douglass, Commodore

OPENING DAY. It can't be June already! I have just washed my boat, but it looks like the calendar is telling me that time is marching on.

Opening day is now history, and am I glad! When you only do it once, and you have to get it right, there is a little pressure. So thanks to all the people who helped make it happen. We got out of the moorage OK, and by brute force we muscled our way in, but on the wrong side of the red buoy. I'm sorry, but I forgot the "three R's"-- red, right, returning. Maybe I was just meant to follow.

MOORAGE RULES. After my last article, some members said we should appoint a committee to change the moorage rules so that they have some teeth to take care of derelict boats. I have appointed a committee to do that: Karen Jacobson, Judy Oxborrow, Chuck Stuckey, and Karl Quade as chairman. They are expected to have their recommendations before the Board by its August meeting. The proposed changes will be gone over at the September Board Meeting, then presented to the membership at the September General Meeting. This process may not solve all the problems, but it will give us a procedure for action when needed.

IMPROVEMENTS. As most of you may have seen, we are now building the new buildings on the new floats. The clock is now ticking down to when we will have no wooden walks or floats except the dinghy docks.

The concrete floats and slips for Walk 5 are now all poured and waiting to be shipped to us. First we have to get the old floats and buildings out of our moorage so we will be in good shape to receive the new floats. The Sea Scouts have agreed to take the old Walk 5 to use for a breakwater, and maybe the old shop and its float as well. That will help.

See you on the river.

Jim



Opening Day Celebration



Vice Commodore's Report

Karl Quade, Vice Commodore

Work Hours. The deadline for spring work hours is June 10th. If you haven't done them by then, you will be billed \$50 per hour. Contact Commodore Jim Douglass for projects that qualify.

Reimbursements. The reimbursement form is on our website, and there are hard copies in the drawer under the TV in the Clubhouse. I have found several receipts lying around the Clubhouse and turned them in to the bookkeeper. You are taking a chance of not getting paid if you rely on that, because there is not a Club officer responsible for taking care of your request for you, and the paperwork could easily be thrown away by anyone. You should fill out the reimbursement form and send it to Balance Your World Bookkeeping. Their address is on the form.



Secretary's Notes

Chuck Fisher, Secretary

Our Condolences: Roy Whitman passed away shortly after his 70th birthday. He will be missed.

Membership Actions: The Board approved the membership application of Roger C Yeager. He has a Cascade 42, which he hopes to sail extensively.

The Board approved the membership application of Allan Weber and Connie Grate. They sail a J-24 and have 25 years of sailing experience.

The Board approved the membership application of Michael and Debra Hibbs, who have a daughter, Rachael. The Hibbses sail a Catalina 30.

John and Donna Clatworthy have requested termination of their membership. John reported in his letter that he has "disposed of his boat and has no plan to continue sailing." The Board approved the Clatworthy request to terminate their membership.

The Board approved a change of membership status for Jon Kenneke and Jean Gritter to inactive membership. They have sold their vessel and say it will be quite awhile until they get another.

Member News: The Board is in communications with Robert Dunstan, owner of the vessel *Aeolus*. He has been advised that his vessel has not displayed current registration tags and there is concern that the level of maintenance of his vessel may present safety issues. Robert Dunstan has been told to attend the June Board Meeting, but he has indicated he will not be able to attend. Nonetheless, the Board continues to expect Robert Dunstan's attendance at the June Board Meeting to address its concerns. Commodore Douglass has initiated research with the club's legal advisor for eviction of the Dunstan vessel *Aeolus* should eviction be found necessary.

2008 CRUISING SEASON BEGAN



April 26 & 27, East Dock on Government Island.
Weather was great.



Moorage Matters

Loren Beach, Moorage Chair

IMPROVEMENTS. The first stages of the Walk 5 Project have started, with the new shop exterior completed and construction of the shower and storage rooms beginning.

ASSIGNMENTS OF SLIPS. As to the Waiting List, I have recently moved a couple of members off the list into slips and am about to move one more into a shorter slip on Walk 4. The Club should soon have some temporary openings due to summer vacationing in Canada.

DINGHIES. If you want to store your dinghy in one of the now-empty slots on any of our four dinghy docks, put a readable, durable name plate on your spot and move your dinghy in. If you are in doubt about a particular vacancy, please check with me.

COPING WITH CURRENT. "Spring runoff" river current is now running 1.8 to 2.0 knots, with levels often over 9 feet on the gauge. When docking or casting off, remember that the water is moving all the time. You need to match your speed through the water against that current **before** angling in a degree or two to side-tie to a Marine Board dock. Another way to put it is that in order to achieve zero speed over the ground, you will have to be going 1.8 knots through the water.

Recently I read a good article about learning to move the boat sideways in current such as we are experiencing, in which the author, a UK sailor, called the technique "scowling." Learning to maneuver a boat slowly in a moving water surface seems to be a handy acquired skill, all over the world.

We often say that we are "crabbing" (although not complaining, usually) when we enter a fairway with the bow angled 10 degrees upstream while the boat is moving straight down the middle of the fairway, avoiding being pushed against the next downstream walk. It is not hard to maneuver in current, but you do have to learn to constantly assess whether the water is moving, and how it can help or hinder your planned course.

BoatUS

THREE TIPS FROM THE BOATU.S. FOUNDATION THAT COULD HELP BOATERS AND ANGLERS LOOK AT LIFE JACKETS IN A WHOLE NEW WAY

Small boats such as open runabouts, personal watercraft, Jon boats and paddle-powered craft are popular on U.S. waterways because they are affordable and easy to use. However, they can also be the most deadly. According to U.S. Coast Guard statistics, of the 474 drowning deaths in 2006, 42% (201) involved boats under 16 feet.

The BoatU.S. Foundation for Boating Safety and Clean Water has three tips that may help encourage boaters and anglers to don a life jacket every time they hit the water:

1. A 2007 BoatU.S. Foundation study of California boaters showed that about three out of every five say that they would wear a life jacket if it were more comfortable. However, while comfortable designs are here today, many boaters may not know what is available. Newer vest-style life jackets allow complete freedom of movement with broad arm cutouts and buoyancy pockets placed low on the body, allowing for unimpeded movement. Many of the newest inflatable life jackets are no larger than a fanny belt pack, and fit comfortably around the waist. Neither of these modern styles gets in the way of driving a boat, casting a lure, or paddling.
2. The same California study showed that boaters understand the need to put a life jacket on when the weather goes bad. But that's not when most boaters or anglers get into trouble. U.S. Coast Guard statistics show that most boating accidents occurred when conditions were calm (waves less than six inches), winds light (less than six miles per hour) and visibility was good.
3. Remember the days when few motorists chose to wear a seat belt? In just a short time most American motorists have adjusted to using them -- largely without complaint -- and highway deaths have decreased dramatically. Boaters need to consider the fact that by making wearing a life jacket routine, waterway drownings would follow a similar trend.

To learn more about life jackets, go to <http://www.BoatUS.com/Foundation/toolbox>. The BoatU.S. Foundation for Boating Safety and Clean Water is a national 501(c)(3) nonprofit education and research organization primarily funded by the voluntary contributions of the 650,000 members of BoatU.S.

Alan Bergen, BoatU.S. Coordinator

Foghorn Copy Deadline is the 18th of the month.

Please send Foghorn contributions marked Foghorn with article titles to ALL editors and graphics individuals listed below.

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Opening Day Celebration



Boats for Sale

SOME JUNIOR BOATS ON THE AUCTION BLOCK

As reported earlier, the RCYC Junior Sailing program has thrown its energy into supporting two existing programs that better suit the needs of young sailors to be. The Willamette Sailing Club and the Vancouver Lake Sailing Club offer excellent training programs for young sailors in a safer and better equipped environment. The RCYC Junior program, as many of you know, will cover tuition for our youngsters enrolled in these programs.

In view of the above, after several months of discussion, the Board recently approved the disposal of certain equipment that had been dedicated to the junior program. On the dock next to the clubhouse, between the two ramps, sit three sailing dinghies. The best will be kept for general club use. The other one, along with the hard-bottom inflatable and a 15 horse Yamaha outboard are up for sale. Wishing to give RCYC members the first chance to buy one, the Board has approved a silent auction, to be conducted as follows.

A sheet picturing each item will be posted in the clubhouse so that members interested can post their bids. As honest a description as possible will be given. For example, either of the dinghies may be missing a part of the sail rig, and the inflatable has a leak. On the other hand, the outboard is reported to be in fine working order. If, after a period, say two weeks, the highest bid is not unrealistically low, an item will be sold to the highest bidder. If final bids are simply too low, the Board will try another method. The sheets are expected to be up by June 1st.

Chuck Stuckey, Board of Directors

RCYC Youth Sailing Program

Pam Sesar, Youth Sailing Program

Vancouver Lake Sailing Club is proud to announce the creation of a new Sailing School Program for 2008. (For more information check out their web site: www.vlsc.org).

The 2008 Sailing School will bring some exciting new changes to VLSC. For this first year, the program will offer a series of Level I classes in three different age categories: Junior (8-12 years), Youth (13-18), and Adult (18+). All classes will be taught in a fun and safe manner by US Sailing-certified instructors. Classes will have 20 hours of instruction time, both on land and on the water. Junior classes will have a maximum enrollment of 8 students; the adult and youth classes, a maximum of 10. The cost is \$180.00 per student. The objectives of all Level I classes are to give the students the theory and practical skills necessary to:

- rig your boat for launching
- safely launch your boat
- sail your boat both upwind and downwind and perform basic maneuvers
- dock and undocking your boat
- basic boat care and maintenance

Junior Level I Classes

Each class provides 20 hours of training for kids 8-12 years old. Training conducted in O'pen Bics. Four classes are offered this year:

#J1A	June 16-20 Mornings (9 am - 1 pm)
#J1P	June 16-20 Afternoons (2 - 6 pm)
#J2A	June 23-27 Mornings (9 am - 1 pm)
#J2P	June 23-27 Afternoons (2 - 6 pm)



Youth Level I Classes

Each class provides 20 hours of training for youth 13-18 years old. Training conducted in FJ's. Four classes are offered this year:

#Y1A	June 16-20 Mornings (9 am - 1 pm)
#Y1P	June 16-20 Afternoons (2 - 6 pm)
#Y2A	June 23-27 Mornings (9 am - 1 pm)
#Y2P	June 23-27 Afternoons (2 - 6 pm)



Who Can Enroll:

These classes are offered to members of other sailing clubs and the general public. Because enrollment is limited, we encourage people to enroll as early as possible. Students must know how to swim. Registration forms are available on the web site.

For More Information: Contact David Collins, Sailing School Director, at 503-313-5356 or ds5collins@yahoo.com.

FUN FUN FUN At Vancouver Lake!

I will be helping out at Vancouver Lake Sailing Club. If car-pooling is needed, let me know. I am so happy these children will have this opportunity. The more we get enrolled, the better. If you would like to help out, let us know. And as always, thank you for your support. RCYC is such a wonderful place to be a member. *Respectfully, Pam Sesar* (pam.s@ipinc.net)

RCYC JUNE EDUCATION

USING YOUR COMPUTER:

Learn from Ethan VanMatre about using your computer with RCYC's wireless internet connection. Use the clubhouse printer and explore RCYC's web site. Bring your laptop computer for a hands-on learning experience.

Thursday, June 12th, 7:00 pm

SURVEY: We want your input on boater education. Please remember to return your survey. If you misplaced your electronic copy, I can send you another (bkramer@pcez.com).

Bill Kramer, RCYC Education Chair

ACTIVITIES

Kudos to Val Holzmann and the Walk 1 crew for kicking off the season with an amazing Walk 1 barbecue. They have thrown down the gauntlet.

The Walk 2 barbecue is coming up next. So mark your social calendar for Friday, June 20th. Happy hour is 6-7 PM, a half hour later than in the past. This is a trial for two Friday barbecues in response to comments from members who have found 5:30 too early for those who come from work.

Then, June 21st, first social afternoon cruise: One activity suggested for this season is a "social afternoon cruise". This will be an informal get-together. The idea is to

meet at the club house and divide into small groups. Each group takes one boat out for an hour (each person bringing a PFD). Then everyone comes back to the club house at the pre-determined time for happy hour. Let's give this a try and let me know what you think.

Those wishing to participate meet at the club house at 3:00 PM to divide into groups and decide which boats to take out and what time to meet back at the Club.

Further suggestions: Many club members have talked with me about activity ideas that sound wonderful. If you've an idea please let me know. Email me at debrelpro@hotmail.com.

Debbie Salituro, Activities Chair

TALES OF WHALES

Hugh Lovell, RCYC, May 4, 2008

(The recent FOGHORN item about an electronic whale warning advice caught my eye and tempted me to write up my own whale story for the FOGHORN. I hope you enjoy it as much as I enjoyed writing it. H.L.)

It was a calm and pleasant day. My late friend, Bill Head, and I were on his 28' Hunter Sloop about 15 miles off shore and two thirds of the distance between Grays Harbor and Astoria. We were under power, probably on autopilot, and were on our way home from a month or six weeks in the San Juan Islands and Barkley Sound.

On that afternoon we were resting comfortably in the cockpit, listening to reports of 100 degree weather in Portland, and continuing a lazy conversation of the kind you might expect between two good friends who had long ago exhausted everything significant that either of them had to say about whatever topic they could think of. Except politics. Without mentioning it, both of us had long ago decided that our boating life was too important to endanger by heated discussions about public affairs.

At this point we ran into something big and hard! A large log, an oil drum perhaps, or, heaven forbid, a 40' cargo container. We immediately turned toward the wake so that we could see whatever it was when it popped up to the surface behind us. We gasped at what we saw.

It was the tail of a very small whale, and only about twenty or thirty feet away. The tail was about six feet across, and the wrist or neck, which we could see clearly when the whale lifted its flukes to sound, was only about 6" wide where it was attached to the rest of its body.

We knew, even way back then, that the whale population was endangered. We would never have knowingly or unknowingly done anything to contribute to their extinction. But how can you avoid an object floating just below the surface of the sea, quiet, noiseless, and invisible?

Our regrets turned into alarm when we realized that our baby whale was probably swimming up the coast with its mother, or maybe with its mother AND its father, and perhaps, with its uncles and aunts as well. Any or all of them, we thought, might be on the verge of attacking us in full force with a large black forehead or the full strength of a mighty tail. We figured that we might, at any moment, share the watery fate of Captain Ahab and the crew of the Pequod.

While we are talking about whales, I'd like to mention another close encounter, on the morning of another sunny but very flat ocean somewhere off Point Arena, California. There were five of us on board, including my eldest son and myself, and we were helping a friend of mine move a new Cheoy Lee Lion, about 30 feet, from Portland to San Francisco.

Navigation equipment was more primitive then, but I had a state-of-the-art radio direction finder, recently put together from a Heath Kit, and was in the forward end of the cabin trying to get a bearing on Point Arena, which was somewhere southeast of us and invisible in fog. We had turned the engine off so I could hear the radio signals better, and one of the crew members had gone on deck to take a look around. I was still trying to get my RDF signal when he shouted, "MY GOD! A WHALE! A WHALE!"

(My daughter, after reading this story, reminded me that years ago, when a large killer whale passed closely under our keel, I scolded her gently for screaming, "EEEEEEK, A WHALE" instead of the more nautical, "WHALE, HO!"

Anyway, everyone on the Lion tried to get on deck at once, and by the time I put the RDF down, the others were clogged together in the

companionway like blood cells in a PLAVIX ad. I looked out the porthole while the others were still struggling to reach the deck and caught a glimpse of a large, wet, dark grey something only a foot or so beyond the hull. I thought then and think now, that it was the side of a large whale right up next to the boat. When I finally reached the deck, the crew pointed to a turbulent area very close to the hull and almost as long as the boat. That, they said, was the hole in the water into which the whale had just disappeared.

Since then I've read several published accounts of situations where whales have surfaced very close to 30 or 40 foot sailboats drifting, engines off, in relatively calm seas.

Some of these reports sound a bit fishy, if you'll forgive the phrase, but I've read others in serious publications like the Ocean Navigator.

One theory, which sounds logical enough to me, is that among whales, the phrase "two is company but three is a crowd" just doesn't hold water. Whales are mammals, just as we are, and are similarly equipped. However, while most married, or otherwise serious human couples eventually give up on water beds because they are too bouncy, whales have no choice. Water is what they live in.

Faced with this problem, or so I understand it, pairs of whales who are romantically inclined seek large and slippery rocks if they are close to shore, so that the female will have something to support her back. However, because whale size rocks are scarce in the open ocean, pairs of whales, when feeling affectionate, search for a third whale willing to provide additional stability by lying very close to one of the other two.

It follows that the whale that my shipmates saw so close to our boat might have met a potentially significant whale of the opposite sex and had come by to ask us if we could help out. I should add that the third whale in these situations is called the "bridal whale".

Ladies Dinner, in Appreciation

I would like to extend a huge thank-you to all who helped make our Mermaids on Shore a successful Ladies Dinner event. To the outstanding committee members: Patti Fischer, Alverna Martin, Ann Roehm and Linda Belshaw. To our ticket handlers: Renate Bittner, Leslie Phillips, Anita Fallon, and Janet Bradley. To Gail O'Neill for the mermaids. To Terry Foren, our wine steward, and to our bartender, Chuck Fisher. To John Dees, who organized the crab walk, and our servers, Dave Reilly, Fred Whitfield, Don Belshaw, Werner Bittner, Jim Douglass, Chuck Fisher, Tom Nelson, Mike Oxborrow, Mike Pick, George Kent, Chuck Silver, Jack Mitchem, and Alan Bergen, and also for their cleaning up afterward. To our Chef Extraordinaire, Rick Royce, who can be congratulated for a superb job of feeding us all a fantastic meal, and to the many club members and the community who shared so many artful and generous gifts for our vast and successful raffle. You were all great, and I thank you all so much for your help in making it a good time for all.

Carolyn Douglass

View from the Rear

Marilyn Green Reilly, Rear Commodore

NOMINATIONS. As Dave and I are preparing for our trip down the coast, I am working to get all of my Rear Commodore duties taken care of as early as possible. One of those is the formation of the Nominating Committee and selection of Officers and Directors for 2009. If you are interested in serving on the board – or if you would like to serve on the Nominating Committee to select those board members – please give me a call. I'm hopeful that we can have some good candidates lined up by July 4th.

CLUB HISTORY. The new history display at the Clubhouse features the tug *Defender*, RCYC's clubhouse from 1948 to 1951. After she was purchased and put into service, the Club began a remodel, but she began to sink at her moorings in 1948. As she hadn't sunk completely to the gunnels, it was possible to get a pump into her and pump water out faster than it came in through the cracks. This activity was documented by Jack Huber, whose photos are on the wall at the Club.

Defender stayed afloat long enough to make the move when the Club relocated from the Columbia Moorage at 82nd Avenue to the "new" moorage at 73rd Avenue, where the accompanying photo shows her afloat on November 8, 1950. When Wade Cornwell was Commodore, in 1951, the tug sank again, this time too far gone to raise. Wade once told me that hauling the hulk up to shore was a long and laborious process. The Club hired a man with a truck and a big winch to pull it onto the bank, but every time they connected the cables to the hulk, a piece of it would break off. When the contractor applied the winch to the concrete slab that served as ballast, the strain broke his truck. Wade said they paid the guy around \$75 for the work, and eventually the job was completed. Once ashore, the tug was burned.

A picture of the "new" clubhouse is also on the wall; it was completed in time for Opening Day, 1953, when my Dad was Commodore. Like the *Defender*, our current Clubhouse has made a move – from the moorage at 73rd and Marine Drive to our current site. In fact, that was the second leg of a round trip: the float was originally constructed by Ed Hargrave and launched at his property, the same piece of property RCYC eventually purchased, moving here in 1976.



FIRE & SAFETY UPDATE

Report of Inspection completed March 20, 2008.

In preparation for our Port of Portland Fire and Safety inspection, we found that 25 of 27 fire extinguishers had reached or exceeded their 6-year program deadline. The 6-year requirement dictates the replacement or re-certification of all fire extinguishers in order to remain in compliance with the current regulations. Re-certification requires that each fire extinguisher be dismantled, emptied, inspected and have critical parts replaced. To be cost effective, as well as "green," rebuilding our fire extinguishers was the logical approach, the final cost being approximately half that of replacement cost. In another 6 years, as we reach the 12 year maintenance mark, we will be faced with readdressing the issue. My view at this point is that the most logical move will be the full replacement of the extinguishers.

Our facilities inspection took place on March 20, with Port of Portland Ray Pratt, Harbor Master; City of Portland Fire and Rescue. RCYC was represented by Tom Stringfield and myself.

As we roamed the walks and fingers, it was very evident how impressed Mr. Pratt was with our facility. It is not boasting to say that it was almost a stretch to find any issues of concern. The following requirements were listed on our report.

- Add strain relief to all shore power cords that don't have them
- Tie back the shore power cords rubbing on pilings
- Pull shore power cords out of the water
- Tie up the cylinder in the "Chapel"
- Replace sun-faded Fire Emergency map at top of ramp
- Chain up the dinghy dock just upstream from the east ramp

Our inspection took place on a Thursday; the deficiencies were taken care of by Tom's work party the following Saturday.

Do you notice a common thread amongst the violations? Yes, it is power cords. We found them draped around pilings which had visible rub marks, and in some cases insulation was worn through. We cannot overemphasize the importance of keeping the power cords properly routed around pilings and suspended above the water.

During my monthly fire safety inspections I will watch for and when possible, correct power cord violations. **I will give the Board a list of boat owners who are recurring offenders.**

Finally, I would like to thank Tom Stringfield for his assistance in the inspection process. His knowledge of the club's infrastructure was invaluable; I would have had a hard time answering some of the questions asked.

John Tichenor, Fire Safety & Prevention

Roy Whitman passed away on the 8th of May. You are invited to a celebration of his life at the Portland Yacht Club, on Sunday, June 1st, 2-4 pm. Roy was a member of RCYC since 1972. Our thoughts go out to Anna.

Cruise with your Club

RCYC will cruise to Coon Island, West Dock, June 14th-15th, our third cruise of the year. (How time flies!) Someone may yet volunteer to "lead" it, but I am sure Club Members do not need to be instructed on how to get there. I will stay home and let the kids and grandkids celebrate that special day of the year for me -- kind of a family habit.



Have a great cocktail time on Saturday. The weather is supposed to behave.

Werner Bittner,
Cruising Chair

RCYC UPCOMING Events, Meetings, and Functions:

June 2008

- 3 OWSA Spinnaker Handling, 5:00-9:30pm
- 4 OWSA Spinnaker Handling, 5:00-9:30pm
- 6 Private Party John Flenniken, 12:00-9:00pm
- 7 OWSA Cruising Class, 9:00am
- 7 Private Party CJ Volesky, 2:00-10:00pm
- 9 RCYC Board Meeting, 7:00pm
- 11 OWSA General Meeting, 6:00-9:30pm
- 12 RCYC Education, 7:00-9:30pm
- 14-15 RCYC Cruise Coon Island West Dock
- 18 RCYC General Meeting, 7:30pm
- 20 Racing Summer Regatta, Rock Kent/ Dave Reilly
- 20 RCYC Party Walk 2 BarBQ, 6:00/7:00pm
- 21 OWSA Cruising Class, 9:00am
- 21 Racing Summer Regatta, Rock Kent/ Dave Reilly

July 2008

- 4 Land Cruise
- 12 RCYC Party Walk 3 BarBQ, 6:00/7:00pm
- 14 RCYC Board Meeting, 7:00pm
- 16 RCYC General Meeting, 7:30pm
- 18 Racing Beer Can #1, Pam Sesar
- 19 Private Party John Kneeland
- 19-20 Bald Eagle Days, Cathlamet
- 19-26 RCYC Cruise Lazy Days (Lazy Days Potluck at Cathlamet on July 24th)

► Check the web site for updated Club dates and more information about RCYC. Also view and/or download your Foghorn from the RCYC web site. www.rosecityyachtclub.org



Opening Day Celebration