

# FOGHORN

## ROSE CITY YACHT CLUB NEWSLETTER

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

October 2008



### Commodore's Log

Jim Douglass, Commodore

When you read this Foghorn, we will be in the cleanup stage of the Walk 5 project. This is probably more demanding because it does not appear we are doing as much, but a lot of these things that we are doing now are just as important as hooking up the concrete walks. The wiring, plumbing, painting, and the finishing of the connections of the slips to the Walk are time consuming but don't show all that much. Tom Stringfield and company are probably working harder than when we installed the Walk-5 floats. The decision of starting as early as possible was probably one of Tom's better decisions, because we have completed most of the hard parts during the good weather. I know the crews that are working on the plumbing and wiring are really burned out by now. The little roadblocks that the city, county, state, and federal agencies have put in our way have not made it any easier. Steve Barrett, Bob Laird, Carl Nielsen, and Tom Stringfield working behind the scenes, have contributed more than you will ever know.



Work crew installed final walk 5 section

If you were able to go on the long distance race/cruise to Sand Island, good on you. I have too many things going on right now, but next year Carolyn and I will do a lot more on the boat. I think I say this every year, but hopefully this will come to pass.

We have now nominated the new slate of officers and Board members. I think that we have a winning group. I would like to see some of the new members take some of the positions that would help get them into the management of the Club, because that is where the strength of the Club lies.

By now you have read and talked about the new moorage rules that have been approved by the Board. This will hopefully help the new

administration keep the moorage looking good, and will also let everyone know what is expected of them. With the replacement of Walk-5, it will be easier to keep up the moorage, but this won't keep up the boats. We will all still have to be vigilant to keep the place looking great. When we have worked this hard, we hate to see the moorage have problems. So keep an eye out for problems before they happen because this is our home.



### NOMINATIONS FOR 2009 OFFICERS AND DIRECTORS

At the September Board meeting and September General Meeting, the Nominating Committee announced the following slate of officers.

Commodore	Karl Quade
Vice Commodore	Chuck Fisher
Secretary	Chuck Silver
Rear Commodore	Jim Douglass
Directors	Chuck Stuckey
	Pam Sesar
	Rosemary Barrett
	Bob Gales
	Bill Wright

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# Rear Commodore's Report

Marili Green Reilly, Rear Commodore

I can't believe it's almost October already! For us the summer seems to be just beginning because we have finally made it to "sunny Southern California." In all fairness, we have to give credit to the central California heat wave for the outstanding views we had of San Francisco Bay during Labor Day weekend and the following week and a half, but through the end of August we had nothing but fog, cold winds, and cloudy days. In fact, the last week at the Club and the weekend in Cathlamet were the last sun we saw for several weeks.

First of all, a big thank you to Jim and Carolyn Douglass for the great breakfast and the send-off - and to all of the people who were there or giving us an escort downriver. Since leaving RCYC, we have spent time in 17 ports: Martin Slough, Longview Yacht Club, Cathlamet, Astoria, Ilwaco, Newport, Charleston, Crescent City, Eureka, Fort



Bragg, Bodega Bay, Drake's Bay, San Francisco/Pier 39, Sausalito/Richardson Bay, Half Moon Bay, Santa Cruz, and Santa Barbara. All but four nights were at docks, although our one night of anchoring in Richardson Bay took three tries before we found good holding and enough room to swing. The restaurants have been great, the harbor staffs have been helpful, and we've already met or heard from other Mexico bound cruisers.



Along the way, we've made some interesting discoveries. Where do you think we would find the most progressive thinking in terms of high tech, eco-friendliness, and clean, secure facilities? I had assumed that the further south I went, (and the closer to Silicon Valley?) the easier it would be to find public Wi-Fi

access. That has not been the case. We've been able to access Internet on board from Cathlamet, Charleston, Crescent City, Eureka, San Francisco, and Sausalito. Two of those were free, and two were sporadic or undependable. In other ports we've had to schlep the computer anywhere from a ¼ mile (the Newport marina had free Wi-Fi - we just had to go to the laundry room to get it!) to a mile and half up a narrow winding highway with almost no shoulders (Bodega Bay). .



## Vice Commodore's Report

Karl Quade, Vice Commodore

Roughly 2000 hours of labor have been done by members for the Walk 5 project. Except for pile driving, most of the work has been done. Project leaders have been Tom Stringfield, Bob Phillips, Ron Moran and Commodore Douglass. There are at least a dozen more that have been regulars, and up to 40 members working extra hours. The project would have been impossible without their help. Participants have included new members, old members, life members, and inactive members. I think that really indicates the character of our Club. Many thanks to all who helped.

We still have four work parties to go regarding the general maintenance of the Club and moorage. There are many tasks to do, so I encourage all of you to step up and help out.

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### The Last RCYC cruise of the year!

#### October 4-5, East Dock on Government Island

The last cruise of the season is coming up. To save dock space for the Club, the more boats arriving on Friday the better. Cocktail hour and potluck at the usual time (or when everybody is ready) on Saturday.

Closing Day events are scheduled on the same weekend in Camas, Washington. If you are interested, Commodore Jim has the all of the details.

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Ship Stores Announces  
Year-End Fall Clearance  
Sale

October General Meeting  
Deep Discounts!  
Think Christmas!

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Rear Commodore Report (cont. from page 2)

Also, our back-up email system - the Winlink address over the HAM radio - doesn't work well around the interference of masts in marinas.

As for eco-friendliness - most of the marinas we've been at are certified "Clean Marinas", either for Oregon or California. That meant there was always oil recycling nearby, a minimum amount of fish guts in the water, and marine sanitation devices or holding tanks are required. I tried to do some on-board sorting of recyclables, but have been mostly frustrated in attempts to find places to take it ashore. Astoria and Ilwaco had paper/glass/plastic/metal recycling on site, but there was no recycling to be found in California until we hit Bodega Bay, and that was just cans/bottles. Where Oregonians take their returnables to the grocery store, most people here seem to look for a convenient repository on the street and let the gleaners get the dime.

California ports are cleaner and more secure the farther south we go, but so far, I felt "safest" in the Astoria restroom and shower facilities. Others (Charleston, Crescent City, and Fort Bragg) were unlocked and close to general traffic. On the Oregon coast and in Northern California, you were likely to find crabbers or fishermen sitting next to your boat. That level of public access is not allowed further south, and the last six marinas, plus Eureka, have had gated marinas and locked restrooms.

We've visited two yacht clubs in California - Santa Cruz and Santa Barbara. Both have very nice clubhouses, although they can't touch Rose City for a nice private moorage. SCYC people were very impressed that we had the same kind of boat that just won the Pacific Cup - and that we knew the celebrity owner, Joby Easton. (Congratulations, Joby!) We had dinner at SBYC and were greeted first by the "Manager" then the Commodore and Fleet Captain.



## Secretary Notes

Chuck Fisher, Secretary

Member Clare Koznek passed away suddenly in August. He is survived by his wife, Doris, and three children. Clare was an active sailor but most recently he devoted much of his time to building his house with the same enthusiasm he put to building his Cascade 36, Nimbus. Clare will be missed.

Bob Gales is recovering from shoulder surgery.

Erik Plunkett, Park Manager of Beacon Rock State Park, is seeking support for development of a trail from the moorage to the rest of the park. On behalf of its members, RCYC has written a letter of support. I am sure individual letters of support from members would be well received. Letters should go to :  
Park Manager Plunkett at 34841 State Road 14, Stevenson, WA, 98648



## 2008 Oktoberfest Party



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## INSURANCE AND FINANCIAL MATTERS By Judy Oxborrow

**INSURANCE** - A relatively new member to the Club recently asked why members were required to submit a copy of their boat insurance declarations page annually even though nothing has changed in their coverage. After a couple of disastrous fires at other facilities on the river, the Board agreed a review of insurance matters was in order. Club moorage rules required all boats, boathouses and residences within the moorage be insured. Verification of that coverage was implemented. In so doing, we discovered that there were boats in the Club that were uninsured. One member and his uninsured boat left the Club because he wasn't the legal owner of the boat he had brought into the Club when he joined. This led to the decision to require verification of insurance annually upon renewal. Reminder cards are sent to members when their insurance comes up for renewal. And, as Boat/US no longer has on-line access to verify insurance coverage, all members are required to submit a copy of their declarations pages. Those members who have enclosed boathouses or residences in the Club are also required to provide proof of insurance on their boathouse and/or residence.

The declarations page is usually the first page of your policy and summarizes the insurance coverage provided by your policy. As updated documentation is received, the old documentation is shredded. The information on the declarations page is considered confidential, and access is strictly limited. Records are maintained in a locked file cabinet at my residence, not at the Club. Per the Moorage Rules, Section A.4.c, a report is made quarterly to the Board of all members not in compliance. The Board also reviewed its insurance coverage of Club property. One of the fires at another facility involved an uninsured boat with an absentee owner. The marina at which it was moored was hit with a substantial liability for environmental cleanup. The Board purchased a separate liability policy to protect the Club and its members. We have been able to substantially reduce the premiums on that policy by becoming a certified Clean Marina and by documenting/verifying insurance coverage of all vessels, boathouses and residences within the moorage.

**A BIG THANK YOU** to those members who routinely submit copies of their boat insurance declarations pages in a timely manner. In September, reminder cards were mailed to all persons whose insurance is due for renewal this month as well as to all persons who have not yet submitted a copy of the declarations page for their boat and/or boathouse as required by Section A.4 of the Moorage Rules. If you received a card, please do not ignore it. The Insurance Chair will be on vacation and will miss the October Board meeting, so the next insurance report to the Board will not be made until the November Board meeting.

**GATE OPENERS** – With the late summer weather we have been enjoying, it seems hard to believe that the fall rains are just around the corner. The electronic gate openers have proven to be a popular item. For those persons who missed out on purchasing one, all is not lost. A new supply of gate openers is now available for purchase at \$28 per unit. If you missed purchasing one at the September general meeting, see me at the October general meeting.

**BOOKKEEPING ITEMS** – When you submit a voucher for reimbursement of expenses, please be sure to clearly identify the nature of those expenses so our bookkeeping firm knows how to post them. For example, if the expenses are related to lunch for a scheduled work party, please identify them as work party luncheon and show the Work Party Chair as the person authorizing the expenses. If the expenses are related to a special event such as Oktoberfest or Old Salts Dinner, please identify it as a special event and show the Commodore as authorizing. Similarly, when you send checks or give funds to the bookkeeping firm, please clearly identify where the funds came from – racing, special event (name activity), etc. If you have any questions regarding a dues billing or reimbursement voucher, please contact me. I may be able to quickly answer the question or resolve the problem with information I have readily available.

**CUTOFF DATES** – A reminder to all members – The Board has established quarterly cutoff dates for adjustments and changes to billings. Those dates are March 10, June 10, September 10, and December 10. Any adjustments that occur after those dates will be reflected on the billing for next quarter. Any work hours not performed by December 10 will result in billable work hours. If you need work hours and cannot do a scheduled work party, please make other arrangements with the Work Party Chair, Hans Geerling. If you simply cannot perform the work hours, you need to present your case to the Board no later than the December 8 Board meeting.

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## Moorage Matters

Loren Beach, Moorage Chair

Walk 5 replacement has dominated our moorage energies for the last couple months, and we expect to soon get the new power posts installed and the faucets plumbed. All the private structures except one have been reattached with a far stronger mooring system, and the last one should be done by Oct 1. The reformatted slips are all in their approximate permanent locations, pending some final lateral movement of a couple of finger docks after the new pilings are driven later this fall.

If you moor on Walks 2, 3, or 4, check all the rods for tension, including those that secure your dock to the Headwalk. If you find any loose ones, or if your dock is twisted, contact me pronto and we will get this on a work party to-do list.

We have several members on the waiting list that are quite willing to temporarily moor in any open slip where another member has pulled his/her boat for the winter months. Please let me know right away if your boat will be out of the moorage for any extended period. If I can use your slip for a while, you will get a credit on a future statement.

What with a lot of deferred regular maintenance around the docks and grounds, plus the finish detailing of Walk 5, we need a large turnout for all the 2008 fall work parties. Reminder #2: the last work party is when the dredge pipe is moved into place, and the dredge is undocked.

It's your Club, and it takes constant volunteer work to keep it operational. If you believe that the "top of the hill gang" of elderly retirees will take care of everything for you, remember that they have worked long hours for several weeks this hot summer, and soon will be working multiple hours running the dredge. All of your efforts, whenever and however, are needed and appreciated. Thank you!

Winter is just around the corner, so renew any worn dock lines and replace any broken snubbers. Remember that unhappy infant and surging dock lines have one little thing in common: Chafing!

On a completely different note, the September General Meeting saw a floor motion pass to abolish the trailer storage in the parking lot, with only one dissent. Reasons

given were concern about members not keeping the grass mowed under their trailers, not putting the required sign on each one with the owner's name, and in some cases not paying the rent. If you have a trailer parked in the west end of the lot, you might want to consider taking it home. The next Board Meeting may follow through and end the trailer parking experiment. (Sidebar: I have never been in charge of the dry moorage, and do not portray this person on TV, but "a word to the wise is sufficient," as they used to tell us.)

Since the new three-level small boat dock (just east of the east ramp base) has been occupied, there still remains a few openings for more dinghies on that and the other docks. Nameplates are still needed for several boats where the pen-and-ink temporary piece of paper has worn away.

Unclaimed Dinghy: There is still one left, stored near the used oil building in the west parking lot. I shall soon suggest to the Board that they auction it off and donate the proceeds to the Youth Sailing Fund. For the future I would like to see another two (or three) -level dock built where the old finger dock center sections are parked just west of the power house.

Kayak Storage: I have had inquiries about how and where to store kayaks. They are long, light, and slender, in comparison to hard dinghies and RIB's. Easier to handle, but they seldom fit our existing docks. One suggestion was to design a sort of "angle parking" layout, where the kayaks would take up a separate story on the dock, inserted at about 45 or more degrees. The idea is that they would then not stick out the other side more than the nominal eight foot width of the float. Whether we would want to design a structure with a layer of dinghies on the bottom and one or two layers of kayaks or some other configuration is up to you members.

Out in the future, I plan to convert our last two surplus wood finger docks to another multi-level dinghy dock to replace that wretched piece of old Headwalk we are using for dinghies at the far east end of the Headwalk. In general, I wonder if we are at the point where we need more room for future "stubby" boats like traditional dinghies and RIB's, or perhaps more room for personal watercraft like kayaks.

What with the final push to finish off the Walk 5 replacement this fall, the dinghy/kayak dock solution will likely be scheduled for spring of '09 work parties, in any case . . . Let me know your thoughts. Thank you!

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## Insurance & Financial (cont. from page 4)

**FOGHORN** – You can help lower Club expenses by receiving the Foghorn electronically. If you have high speed Internet access, please consider receiving the Foghorn electronically. Each electronic Foghorn saves the Club \$1.00 per month in printing and mailing costs! Once the Foghorn is complete, it is sent to the Webmaster for posting on the RCYC website. The Webmaster then sends an email to all members notifying them that it is ready for viewing. You not only see the Foghorn earlier than the paper copy, but you will see the pictures more clearly and in color!

**YEARBOOK** – The yearbook staff will begin working on the 2009 yearbook in November. Please review your listing and notify Anne Thompson and/or Judy Oxborrow of any changes you wish to make. The deadline for any changes to your personal listing in the yearbook is December 15.

## RCYC UPCOMING Events, Meetings, and Functions:

### October 2008

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- 4 Private Party, Bob Gales, 4:00 p.m.
- 4-5 RCYC Cruise, Government Island, East Dock
- 5 Private Party, Dave Bogucki, 5:00 p.m.
- 8 OWSA General Meeting, 6:00-9:30 p.m.
- 9 RCYC Education, 7:00-9:30 p.m.
- 10 Old Salts Dinner, 6:30/7:30 p.m.
- 11 Work Party, 9:00 a.m.
- 13 RCYC Board Meeting, 7:00 p.m.
- 15 RCYC General Meeting, 7:30 p.m.
- 25 Work Party, 9:00 a.m.

### November 2008

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- 8 Walk 5 BBQ, 5:30/6:30 p.m.
- 8 Work Party, 9:00 a.m.
- 10 RCYC Board Meeting, 7:00 p.m.
- 12 OWSA General Meeting, 6:00-9:30 p.m.
- 13 RCYC Education, 7:00-9:30 p.m.
- 19 RCYC General Meeting, 7:30 p.m.

*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](http://www.rosecityyachtclub.org)*



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