

Commodore: Karl Quade  
Vice Commodore: Chuck Fisher  
Secretary: Chuck Silver

March 2009



## COMMODORE'S LOG

Karl Quade, Commodore

I am pleased to announce that Chuck Stuckey and Katie Pool's daughter Meg has volunteered to be our Daughter of Neptune for 2009. I'm sure she will be an excellent representative of RCYC and hopefully will have fun participating in the various activities. Next year we will be hosting Opening Day which means we have to provide chaperones for the Daughters of Neptune both this year and next year. Colleen Moran and Linda Belshaw have volunteered to serve in this capacity. The Board voted to grant Colleen an Honorary Membership for her service. Thank you to all three ladies.

As many of you, including me, learned, we had a surprise visit last month from the Multnomah County Sheriff's River Patrol looking for expired or missing registration stickers. This time only warning letters were issued. With the nice weather we have been having

lately, I hope these problems have been resolved.

I understand the State Marine Board provided a grant to the Sheriff for this purpose. (And, we are the first moorage down river from their facilities.) Boat registrations are significantly down this year which may have something to do with it. As required by the moorage rules, we will walk the docks in April looking for any violation to the rules.

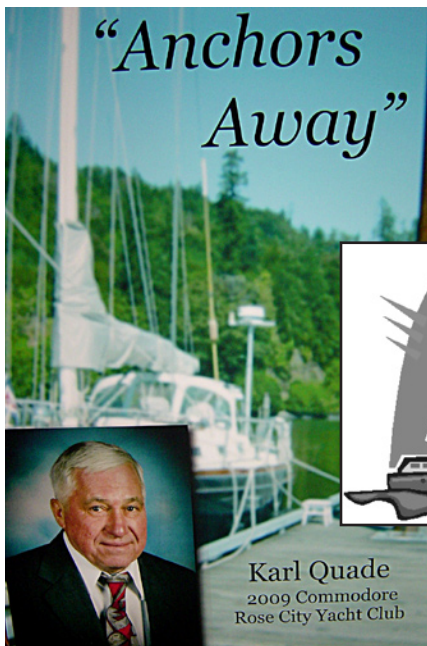
Proposals regarding the parking lot and trailers will be presented to the Board at the March meeting. The proposals will then be printed in the April Foghorn. At the April general meeting, the membership will decide via a vote what the policy will be.

### *An open letter to the members of Rose City Yacht Club:*

*I've been honored and privileged to represent your Club as the 2008 Daughter of Neptune. It's been an experience of a lifetime, and I thank you for giving me the opportunity. Through all of this, I've gotten to ride in parades, throw candy out to little kids, ride on the CG-57 (Lake Champlain) a Navy ship with all those sailors, ride in a limo, work at a Kids Fest, and promote life jacket safety. I even got my boaters safety license. I got to wear the gorgeous tiara you gave me. My favorite part of it all was getting to go to the other Ladies Diners and see the fun themes they had. I'm glad you chose me to be your Daughter, and I hope I did a good job in your eyes. Thanks again.*

*Yours truly,  
Claire Pickens*

I want to thank Bob and Leslie Phillips and their committee for planning and executing the Commodore's Ball with input from, but with the absence of, Marili. absence. They did an excellent job. I had fun and enjoyed the event. Thank you to all who attended, and thank you for allowing me to be your Commodore this year.





## Moorage Matters

Loren Beach, Moorage Chair

Old Business: Everyone who got a warning letter from the Sheriff to 1) get their current boat registration sticker attached, and 2) apply it where the law requires, should have done so by now. It is difficult to imagine why any member would want to pay as much as \$180 in total fines plus have to explain to our Board why their boat should be allowed to remain in the moorage in violation of our Moorage Rules.

The Waiting List is down slightly, to about three new boats, plus one cruising member on the #2 list. There are, of course, a number of vessels on the #1 Improvement List. When these do get their requested upgrade, their present slip would be assigned to the next boat on the other lists, i. e. a space-neutral move.

Are your nuts tight? If you moor on Walks 2, 3, or 4, check all the rods for tension, including those that secure your dock to the headwalk. There must be a thread or two "proud" beyond the end of each nut, on both ends of the rod. If you find any loose ones, tighten 'em. If your dock is twisted, contact me or the work party chair and we will get this on a to-do list.

New Business: 2009 Work Party Saturdays are upon us. Drift wood removal, wrenching, digging, brush whacking, and lunch inhalation will be involved. For those members that keep opining that having concrete walks will result in all of us having "nothing to do" for our work hours, please use some "mental floss!"

The Work Party Chair, Shop Chair, and I recently walked the moorage and upland area to start compiling the to-do lists. There is much to accomplish. Some will be best done by larger groups of members on designated Saturdays, and some jobs could be easily done by one or two members working independently. If you cannot spare a Saturday, just contact the Work Party Chair for an assignment. You, individually and collectively, are the ENTIRE labor force for this whole yacht club. We all enjoy a state-of-the-art moorage that is the envy of most of the other clubs and private marinas in this region. Please continue to invest your time and energy to keep it so.

New Business: I hope to continue our upgrade to the dinghy dock program this year and also establish at least one level for kayaks. This will involve building two new structures, similar to the one constructed last year just east of the

east ramp. We have the logs set aside (leftovers from former wood finger docks). One set of former docks is roughly in place under the west ramp -- temporarily tilted by the December snow load that rolled out the floatation. Other future dock pieces are now tied to the inside of the breakwater. We will need higher water to put those in place, as the replacement for the failing piece of dinghy dock, farthest east. The winter storms brought in a lot of flotsam that needs removal, too. Building these new docks requires prying off the old top, installing new treated cross beams, and then putting in the uprights, new decking and racks.

Compared to "ye olden days" when we would re-beam, re-stringer, and re-deck one to two hundred feet of rotting head walk at every work party, this seems rather tame.

Other Business: If you have (or plan to have) a dock box adjacent to your boat, remember that it cannot block any part of the headwalk or impede any access to the surface of the finger dock that you share with another member. Those with dock steps must communicate with their neighbor and agree on placement such that accessibility is not unduly compromised.

Any member wanting to make a few bucks waxing boats should post a notice on the Clubhouse board(s). Every season there are other members asking me if I know of a person (member or progeny thereof) available to clean and wax their boat. As the old movie line went: "Wax on, wax off!"

Check the website for updated Club dates and more information about RCYC. Also view and/or download your Foghorn from the RCYC website:

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



Anchors Away at the Commodores Ball



## Vice Commodore's Report

*Chuck Fisher, Vice Commodore*

During this past month, lots of exciting things have happened, including a moorage inspection by the River Patrol. If nothing else, you have to love those guys for their sense of timing, issuing warnings for expired tags in the middle of January. I took my warning to heart and by the Commodores Ball, had current tags mounted. The weather is getting better and excuses are dwindling as the days grow longer. Time to get those current tags on.

Be sure to mark Saturday March 7th on your calendar. It is the date for the first work party of the year. There will be lots of good work that needs to be done, not to mention a great lunch. Alan Bergen is the work party leader.

Jack Mitchem is Vice President of the Columbia River Cruising Association (CRYA) for 2009 and will be its President for 2010. Jack and Carol Bobo (RCYC's representative to CRYA) are working with other members of CRYA on a pilot program for 2010 and 2011 that allows for the sharing of host Club duties. The goal is to foster increased participation of smaller clubs in the activities of CRYA while sharing the work associated with being the host club.

Ethan VanMatre, RCYC's Web Designer, deserves a big thank-you for reconstructing RCYC's on-line calendar. In January, a Trojan left behind by last year's hacker was triggered essentially eliminating the calendar. By early February the calendar was back up and shortly afterward was fully updated.

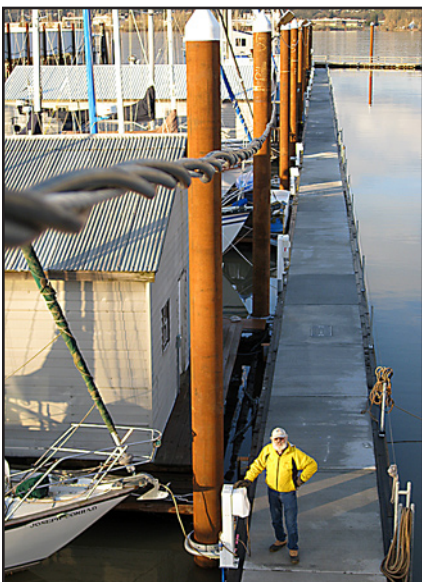
## DO YOU KNOW.....

On an average, it takes emergency personnel about four (4) minutes to arrive at the scene of any emergency. In the case of a cardiac event, for every minute it takes for help to reach the victim there is a 10% less likelihood of recovery. Thus, in four minutes, chance of recovery has been reduced 40%!

For this reason, the Board unanimously approved the purchase of an AED (Automated External Defibrillator) to be stored in the Clubhouse. The unit has been demonstrated for the Board at its January meeting and for the membership at the January general meeting. In conjunction with the purchase, the Red Cross is offering both first aid training, CPR, and training in the use of the AED.

Two classes have been scheduled. For those interested in training in CPR and the use of the AED only, a class will be held on Saturday, March 28, beginning at 9:00 a.m. The class runs for five hours and will cost each participant \$30. For those interested in first aid training, CPR and the use of the AED, the class will be held on Saturday, April 11, beginning at 9:00 a.m. Cost for this class is \$38. The class will run for eight hours. Because we are a non-profit organization, we are receiving these training opportunities at a reduced rate.

Class size is limited to the first 20 paid individuals for each session. If necessary, additional classes can be scheduled. To secure your place in a class, e-mail or call Judy Oxborrow ([judy87807@comcast.net](mailto:judy87807@comcast.net) or 503/652-1549). Then send your check made out to RCYC to her at 14001 SE Celeste Ct., Milwaukie, OR 97267. And, to help speed the class along and allow for a lunch break, it has been suggested we do a potluck. Judy will help coordinate the food so we don't end up with 15 chocolate desserts (as if that were a problem)!



- |                   |                  |                |              |            |
|-------------------|------------------|----------------|--------------|------------|
| Pat Adams         | Beth Anderson    | Larry Anderson | Loren Beach  |            |
| Steve Beaty       | Jeanne Becker    | Don Belshaw    | Alan Bergen  |            |
| Karen Billion     | Ron Billion      | Daniel Brown   | Karin Brown  |            |
| Jim Douglass      | Bob Fellman      | Herm Fischer   | Terry Foren  | Bob Gales  |
| Ken Gervais       | Paul Glynn       | Jim Hackley    | Nate Hanson  | Bob Henry  |
| Doug Hepburn      | Dick Hewitt      | Sally Hewitt   | Brad Jensen  |            |
| Jim Johnsrud      | Dave Kibby       | Bill Kramer    | Bob Laird    | Mary Laird |
| Hugh Loveall      | Ben Mitchell     | Jack Mitchem   | Mike Moen    |            |
| Ron Moran         | Chris Mountford  | Tom Nelson     | Carl Nielsen |            |
| Mike Oxborrow     | Chuck Pennington | Bob Phillips   | Mike Pick    |            |
| Karl Quade        | Bill Redding     | Mike Salituro  | Chuck Silver |            |
| Dennis Stewart    | Tom Stringfield  | Chuck Stuckey  |              |            |
| Larry Wintermeyer | Tom Woolcott     | Art Zehner     | Rose Zehner  |            |

**Walk 5 Project** | **Rose City Yacht Club**  
2008 2009

*Thank you ALL! This is the design of the T-shirt given out to all Walk 5 participants, designed by Bob Phillips. Let us know if we missed anyone.*

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## FIVE REASONS TO TAKE A CLOSE LOOK AT YOUR BOAT PROPELLER

Alan Bergen, Boat/US Coordinator

Selecting the right propeller for your boat's motor is sometimes as much art as it is science. That's because every boater uses his boat in different ways and under different conditions. The January 2009 issue of Seaworthy from Boat/U.S. Marine Insurance recently looked at why you may want to take a closer look at your prop this winter and ask yourself these five questions:

**1. Is your boat slow to come onto plane?** Pitch is the theoretical distance a prop makes though the water in one revolution. If a prop has too much pitch the boat will have a lousy "hole shot" -- meaning its ability to get on plane quickly will suffer, similar to trying to start a car from a stop in third gear.

Your tachometer can also indicate potential problems with pitch. Assuming you have a clean, well-maintained boat, your boat's engine should reach within 100-200 revolutions per minute of its rated wide open throttle (WOT). If not, a prop shop may need to adjust pitch.

**2. Does your engine over-rev and boat seem slow?** If there is too little pitch in the prop, the engine will over-rev and go past its redline at WOT. A prop shop can also add more pitch or recommend a new prop. Both under and over-revving can seriously damage an engine.

**3. Did you run over a log, hit a sandbar or stump?** You may have forgotten about that little bump that happened last summer, but your prop hasn't and it could affect performance when you launch in the spring. One prop shop proprietor reported to Seaworthy that 80% of the damaged propellers that come in to his repair facility look healthy at first glance -- until they are reviewed with computerized repair equipment.

**4. Do you want to go faster?** The first place to look is the prop. Stainless-steel props, with thinner and stronger blades, allow slightly more speed. However, the trade-off is that they are also more costly to purchase and repair, and should you strike a submerged object a stainless prop has the potential to cause greater lower unit damage than an aluminum prop.

**5. Using too much fuel?** It's a good idea to monitor fuel flow, either with a fuel flow meter or by doing the math. When fuel economy starts to suffer the first thing to check is for propeller damage as a dinged prop can easily rob you up to 10% in fuel costs.

## NEED NEW SAILS?

Sometimes these harsh winters take their toll on our boat's sails. And, being a native Oregonian, I don't need a Farmers Almanac to predict that we'll have a nice early spring. So, some of you might be ready to consider buying that new sail or sail cover you've been thinking about for years? Plus, RCYC members get a 10% discount year around, so you don't have to wait for a boat show discount from fellow member Cliff Hunter of Lee Sails.

Over the last eight years, I have written up over 265 orders for local sailors, including several for RCYC members. Our Dacron sails are made with Challenge high modulus (no stretch) cloth from Connecticut and Costa Mesa, CA. For you racers and serious racers, we also have a wide selection of laminates made with Bainbridge "cloth". Please, before you consider recutting or cleaning your old sails, let me write you a quote for something new, with new shape and a 10% discount.

Cliff Hunter

Lee Sails of Oregon, 503-641-7170

*I want to thank my friends at RCYC for your concern and support that I have received during this difficult time in dealing with my cancer and chemotherapy treatments. I have recovered fully from my December abdominal surgery and I still have several months of chemo "to look forward to".*

*I can't thank you enough for the thoughtful and caring cards and phone calls. They have helped me keep the faith that I shall fully recover and have additional time with my family and friends.*

Gloria R. Becker  
"Shadow"



Decorating for the Ball



# Anchors Away RCYC COMMODORES BALL



The decorating committee



Anchors Away at the Commodores Ball

Look for more Commodores Ball pictures next month

**Order your Foghorn on line -- in COLOR!**

Receive the Foghorn as a PDF file and save the Club the costs of printing and postage.

**Send articles and photos to all Foggers!**

**Foghorn Copy Deadline is the 18th of the month.**

Send Foghorn contributions, articles and photographs, marked Foghorn with article titles to ALL editors and graphics individuals listed below.

Editors: Joyce Jensen: [joyceandbrad@msn.com](mailto:joyceandbrad@msn.com)  
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Layout/labels: Dawn McClard: [dimcllard@comcast.net](mailto:dimcllard@comcast.net)

Photographer: Rosemary Barrett: [Rosey@RgBarrett.com](mailto:Rosey@RgBarrett.com)

Welcome Rosemary Barrett, our new Fogger. Rosemary will be our new photographer while Linda Belshaw takes on her new duties as on of the chaperones for the Daughters of Neptune. Thank you Linda for all your photographs this past year.

We welcome your photographs of Club functions, related subjects, and Members. So don't forget your cameras.

**RCYC UPCOMING Events, Meetings, and Functions:**

**March 2009**

- 3 OWSA Education, 5:30 p.m.
- 7 Work Party, 9:00 a.m.
- 9 Board Meeting, 7:00 p.m.
- 10 OWSA Education, 5:30 p.m.
- 11 OWSA General Meeting, 6:00 p.m.
- 12 RCYC Education, 7:00 p.m.
- 14 St. Patrick's Day Potluck, 5:30 p.m.
- 17 OWSA Education, 5:30 p.m.
- 18 General Meeting, 7:30 p.m.
- 18 Foghorn Deadline
- 19 Ladies Dinner Planning Meeting
- 21 Work Party, 9:00 a.m.
- 26 SYSCO Race Clinic, 5:00 p.m.
- 28 RCYC Frostbite Regatta
- 28 Red Cross AED/CPR Training, 9:00 a.m.

**February 2009**

- 4 Work Party, 9:00 a.m.
- 8 OWSA General Meeting, 6:00 p.m.
- 9 RCYC Education, 7:00 p.m.
- 11 Red Cross First Aid/AED/CPR Training, 9:00 a.m.
- 13 Board Meeting, 7:00 p.m.
- 15 General Meeting, 7:30 p.m.
- 18 Work Party, 9:00 a.m.
- 18 Walk 1 BBQ, 5:30 p.m.
- 18 Foghorn Deadline
- 22 OWSA Education, 5:30 p.m.
- 23 OWSA Education, 5:30 p.m.
- 25-26 Cruise, East Dock



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503-282-2049

RETURN SERVICE REQUESTED