

Commodore: Chuck Silver  
Vice Commodore: Bill Kramer  
Secretary: John Flenniken

June 2011



### Commodore's Log

*Chuck Silver Commodore*

**FROM THE HELM:** I apologize for holding up the works with my June Foghorn article. However, I can report on the **Ladies Dinner** last night. From my perspective, it was FANTASTIC! There were so many of you involved that made it so. Our First Lady, for her first time, by the way, did a wonderful job orchestrating the event. In behalf, of Jean, I want to thank Rick Royce and the kitchen crew, John Dees and the wait staff, Mike Oxborrow and Stealin Easy, Jim Hackley, gate and parking attendant, and, especially, all of you wonderful ladies who decorated and did so much to make this successful. We were at capacity, attendance wise, and the weather was perfect. With high water, the ramp was about level. What more could you ask for? I also want to thank the racers who cordially parked outside the lot to make room for all of our lady guests.



*The Commodore and First Lady chatting with John*

Jean asked me to mention that the event took in over \$1,100.00 on raffle sales alone, with a large portion of that to be donated to **Sail for the Cure**. She would also, like RCYC gals to help show support to the other club's Ladies Dinners, as they so graciously do ours. E-mail her if you plan to attend, and she will RSVP.

**Opening Day** was well supported. RCYC had 20 boats represented, in last position of the line up. We took third place in Seamanship, Appearance and Best Decorated. Weather cooperated for our parking lot ceremony and our time on the water; otherwise, it showered. For the entire event, there were 595 people involved, with 370 on boats, 75 on viewing boats, and 155 Blue Star families. There were a total of 199 boats in the parade. We enjoyed having the Sea Scouts, our own bag piper Bill Farr, invocation by Elden Stender, food, refreshments and decorations headed up by Jean Beaty, and our master of ceremonies, Ron Moran. We are officially kicked off to another boating season!

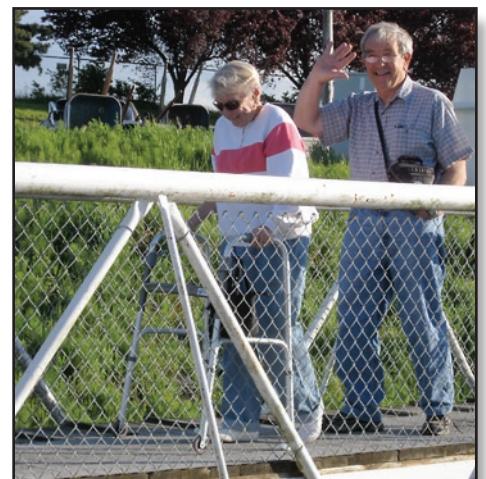
*Commodore's Log continued on page 2*



*High water at RCYC.*



*High water makes it easier for members to the May General Meeting - Marianne Roberts and Hans Greeling are on their way.*



**Our education programs** have been excellent thanks to Mark Basel's diligence. We are learning about radar, rigging and the list goes on. Stay tuned for more programs, both in class and hands on.

For those members who **still need spring work hours**, contact Chuck Pennington. He has some jobs you might do.

We are thankful Jerry Barnes and crew survived the whale encounter with no injuries, just a short time after the start of the Oregon Offshore International Yacht Race. Congratulations to **Cool Change** and **Thirsty** for coming in 3rd place in their fleets, after standing by **L'Orca**.

Look forward to seeing you on our cruise to Hadley's this weekend.

Let's get out there on the water!

**I must go down to the seas again,  
to the lonely sea and sky**

**And all I ask is a tall ship and  
a star to steer her by**

**And the whale's kick and the wind's  
song and the white sail's shaking**

**And a grey mist on the sea's face  
and a grey dawn, breaking**

— John Masefield's "Sea Fever"



## Moorage Matters

Loren Beach, Moorage Chair

I have just filled two openings, one for a large boat and one for a smaller one.

Seven new members are presently on the #3 Waiting List.

**Sea Peace** is to be removed from the Club by June 30. We should then have two larger boat openings to fill. Due to a recently completed sale of a boat, there is also an opening coming up soon for a small boat on Walk 2a.

**Management Notes:** Fitting boats into slips that vary in size is challenging. Sometimes the only way we can accommodate a given boat is to move an existing boat to an open slip that provides a better fit. This is done under Moorage Rules, A.I.a. and b. I and a number of other members have had to change slips under this rule over the years, some of us multiple times. I try to minimize applying this rule, but sometimes it's the only way to assign a new slip. Problem is that, except for the center section of Walk 1, all of our two-boat-bays vary in width. Often we have to pair up a narrow hull with a beamy one in order to fit everyone in.

Oh well, it could be worse. Other clubs have older single slips and have no flexibility at all. With new sailboats having beam/length ratios that are close to powerboat sizing, moorages all over are under stress to fit 'em in. It's a good thing that a lot of us own boats with a traditional beam/length ratio, especially Cascade owners!

**Safety:** As we go to press, the river is near flood level, so be careful working or playing on/near the water. Do wear your PFD and point the bow upstream, i.e. "crab" when under way in or out of a fairway so that you do not get washed down onto the front of the next walk. The current is averaging about two knots.

Tuesday evenings, 1800 hours, we meet up at the patio float to go for a sail on someone's boat, wind allowing. Otherwise we just socialize and enjoy hanging out at our favorite yacht club. See you on the river.



## Secretary's Notes

John Flenniken, Secretary

Chris and Ebie Mountford have moved their boat north to Pleasant Harbor on the Hood Canal. They have been granted Inactive Membership. We wish them fair sailing.

Ken Flora and Rose O'Connell have sold Rainman, their Merit 25 and submitted their resignation. With two teenage boy and lots of other time-consuming things to do, they'll miss sailing for awhile but hope their boys will take up the pastime when they grow up.





## Vice Commodore's Column

Bill Kramer, Vice Commodore

Boating season is well underway, and summer is almost here. Hadley's Landing will be lots of fun, and there is more great cruising ahead. You don't even need a boat to enjoy these next three fun events. First there is the Walk 2 BBQ on Friday June 17th. Walk 2 is celebrating winning the award for most VSCs completed. They won a keg of beer that will be shared at the BBQ. They also are offering strawberry shortcake. Second, you will not want to miss the 4th of July land cruise. This will be a fun filled day at RCYC. Finally, the Walk 3 BBQ is slated for Saturday, July 9th. Then, you will want to take your boat on the Lazy Days cruise. It is July 23rd through 31st. Don't miss the potluck in Cathlamet on Thursday, July 28.

Thank you to everyone for all of the work hours done so far this year, a total over 1300 hours. The Club has benefited from lots of maintenance and repair. If you have not gotten your required 6 hours minimum in for the first half of the year,

it is time for action. **The deadline for doing work hours for the first half is June 10th.** Chuck Pennington has projects that you can do. If you have mitigating circumstances, contact the board in writing for a deferral or waiver.

Ron Moran shared many historic photos of RCYC at the May General Meeting. The rich history of the club is something we all appreciate learning more about. We are part of a club that keeps reminding us of all the great reasons to be a member. We have enjoyed fun times and pulled through difficult times. What keeps us going is all of our combined efforts and contributions. Please take time to appreciate what has been done, thank those who have helped and contribute to the good of the order.

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### Notice to all the cruisers:

What with the river at or beyond "flood stage" for the next five days or more, you need to be sure of your bridge clearances going down to the Hadley's Landing cruise.

Currently (bad pun...) the river level is close to 17 feet. For instance the charted clearance under the highest fixed span on the I-5 bridge is 72 feet at MLL, and if you subtract 17 feet from that you would get only 55'.

A reminder to all: remember that the bridge heights listed in the CRYA cruising book are inaccurate. In some cases, the heights are off by several feet. CRYA is aware of this discrepancy and is working to correct the problem for the 2012 boating season. In the meantime, please study your charts as Loren suggested.

If you would like to weigh in on the bridge heights listed in the CRYA cruising book please contact the CRYA board. Their contact information can be found on the CRYA website (<http://crya.us/>).

*Information provided by Loren Beach and Colleen Moran*



May General Meeting: Members chatting before the meeting: Bill Redding and Wade Cornwell, Linda Shaw, Gary Whitney; Carol and Mike Pick; Barbara Chabala and Terry Foren promoting Ships Stores





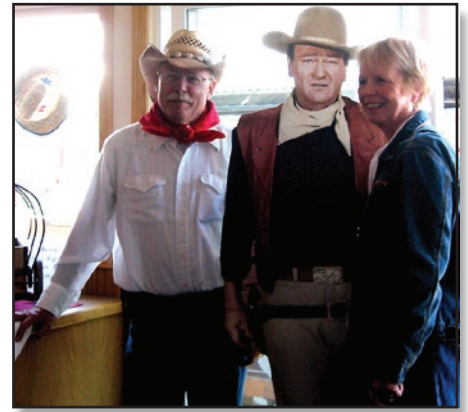
# YAHOO!!

RCYC's clubhouse was magically converted into a western road house for the Ladies Dinner on Thursday, May 19. John Wayne was seen congratulating First Lady Jean Silver on the success of the event and warmly greeted bartender Brad Jensen and his wife Jean at the bar. Not to be outdone, Jimmy Stewart even put in an appearance at the festivities. Another capacity sellout crowd decked out in denims, boots, and cowboy hats eagerly filed into the road house. Chef Rick Royce and his rowdy crew of cowboys did us proud serving a wonderful beef brisket BBQ dinner. When *Stealin' Easy* started rolling out the *Orange Blossom Special* the stomping and clapping began raising the roof. Our clubhouse was rocking!! With over 50 door prizes available, the shopping frenzy and raffle drawing were among the highlights of the evening. RCYC is blessed with many talented members whose artistic skills were amply displayed. Many local vendors also provided items for the raffle.

**Proceeds from the raffle were to benefit the Susan G. Komen "Sail for the Cure". When all the dust had settled, the raffle raised \$1,130. We suspect this may be a Club record!**



*Don Belshaw supervising June Henry and the bar sales*



*Bartender Brad and Joyce Jensen with John Wayne*



*The Waiters taste testing the Hors d'ouvres*



*Gail O'Neill as dressed by her daughter for the hoedown*

*One FULL house*



*Mark Basel and Jim Latham attempting to convince John Wayne that there is nothing wrong with men drinking a glass of wine straight up!*





Stealin' Easy laying down some country licks—Orange Blossom Special raised the roof!



Louise Redding strutting her stuff

## 4th of July Soling Regatta

by Bob Gales

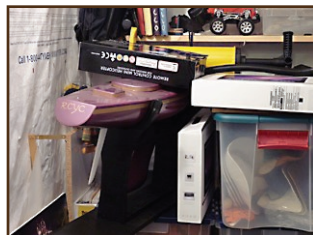
It is time to rescue your Soling Radio Control sailboat from wherever it has been sadly collecting dust and begin preparations for the Club championship. Dust off the deck, wax the hull, charge up the batteries and get ready for some exciting one design racing!

All radio controlled sailboats are welcome and non-Solings will race in the open class. If you do not plan to race your Soling, please consider finding a skipper to race it for you. Make sure the boat's name/number is displayed.

WHAT: Soling One-Design Club Championship  
 WHEN: Monday, July 4  
 WHERE: Walk I Fairway  
 WHY: We got 'em, so lets sail 'em!  
 REGISTRATION: Day of the event  
 FEES: \$0 (Hey, haven't we spent enough on these things?)  
 PROTESTS: All protests will be promptly ignored.

There will be a minimum of three and maximum of five races with points awarded based on the number of boats. Start times and post-race awards banquet details to be posted at the club.

Please e-mail me ([rlgales@frontier.com](mailto:rlgales@frontier.com)) if you have any questions, a boat to offer or are looking for a boat to skipper.



Le Petit Soleil, too long forgotten, ready to race in the sun once again.

## Financial and Other Matters

Judy Oxborrow, Finance Committee

### IMPORTANT REMINDERS

As noted last summer, our bookkeeping service has a new mailing address. **Dues payments and reimbursement requests should be sent to RCYC, c/o Balance Your World Bookkeeping, P. O. Box 23699, Tigard, OR 97281.** If you have not already done so, please change the mailing address on your bill pay listing with your bank and in your computers. We had several people who got their dues checks back last month because they were still using an old street address.

All requests for **reimbursements must be accompanied by the Club's Reimbursement Voucher form.** Copies of the form can be printed from the Club's website. Copies are also available in the reimbursement file in the entertainment center or via e-mail from Treasurer Judy Oxborrow. If you submit a voucher for payment after the regular monthly Board meeting and cannot wait until the following month for reimbursement, contact Judy by phone (503-652-1549) or e-mail ([judy87807@comcast.net](mailto:judy87807@comcast.net)).

With the weather slowly improving and more activity on the docks, we have three boat oriented reminders for all members.

**FIRST**, Club rules require that **all boats in the moorage be insured.** A copy of your declarations page – the page that shows the type of coverage and coverage limits you have on the boat – should be mailed or e-mailed annually to Judy Oxborrow ([judy87807@comcast.net](mailto:judy87807@comcast.net)). If you buy a new boat, you will need to submit the new insurance declarations page. Judy is currently in the process of updating records for changes in the moorage so if your insurance documentation is out of date or not available, you can expect a reminder.

Financial and Other Matters continued on page 6

**SECONDLY**, when you send in your insurance declarations page, also send along an update to your emergency contact information. If you were out of town and an emergency arose at the Club involving your boat, how would we be able to reach you? Who would know where you were? Who could you count on to take care of the emergency in your absence?

**AND LASTLY**, the Club maintains a locked box with keys and/or combinations for all boats in the moorage. The keys are stored by Walk and Slip numbers. Karen Billion regularly updates the order and key file. If you have not already done so, please be sure that a key and/or combination is left with Karen for use during any emergency.

## A View from the Rear

*Chuck Fisher, Rear Commodore*

One of the things that being Commodore does is give the individual an understanding of all the people it takes to make RCYC the fine yacht club that it is. Some members' work is more obvious than others. Some work, by its very nature, draws attention to the worker. Other work, equally challenging and time consuming gets done with little notice. To those who do the jobs of notice and those who perform equally difficult work that goes unnoticed, either because of the nature of task or the personality of the doer, thank you.

*Thank you for all your time and effort in 2010.*

## Five Questions to Ask Your Boat's Insurance Agent What Makes a Good Policy?

Got the boat ready to go into the water? Hold it, just a minute! Boat Owners Association of The United States has five hard questions you need to ask your boat's insurance agent before your summer boating season begins. Their answers could let you know how worthwhile or worthless your current policy is:

- 1. Does your insurance company expect you to pay salvage costs that should be paid by them?** Most people say the main reason they buy insurance is to cover the "big things." The most common types of catastrophic insurance claims are sinkings - which can happen to anyone - or hurricane claims, which destroy your boat and leave it in pieces in the neighbor's back yard.  
  
In both of these cases, it is the policy's "salvage" coverage that will pay to remove your boat from the bottom of the lake or from your neighbor's back yard. A good policy has separate and full salvage coverage (up to your policy's limits) for the costs to remove the boat that is not less than or limited to a percentage of the "hull" value (which is the part of the policy that reimburses you for actual the loss of the boat). A bad policy reimburses you for the loss of the boat, but could make you pay some salvage fees out of your own pocket - and isn't that what insurance is for in the first place?
- 2. When you have a claim, how much help will you get?**  
When insurance companies handle a claim, there are two schools of thought: those that are "hands-off" and those that are "hands-on." A hands-off insurance company believes you should do all of the work. With a big claim, that could include finding a salvor, crane company, barge and trucking service on your own, and then reimbursing you. A hands-on insurance company - usually a specialty marine insurer - has access to these unique services 24/7 and wisely negotiates pricing, hires and pays these contractors for you, and can arrange for and even guarantee repairs.

- 3. Does the policy have "consequential damage" coverage?** In the world of boat insurance, catastrophic losses that include fire, explosion, sinking, dismanting, collision or stranding are considered a "consequence." For example, when your boat sinks due to rusted, through-hull fitting breaking off, the sinking is a consequence of the broken thru-hull.

Good boat insurance policies include "consequential damage" coverage for these specific catastrophes. In plain English: if consequential damage is not covered in your policy, almost every sinking or fire could be excluded as a result of "wear and tear."

- 4. Do you want me out of harm's way?** A better insurance policy will offer 24/7 emergency claims response that can immediately step in with the necessary resources to prevent further damage. And if you live in a hurricane zone, it will also share the cost of a haul-out to move your boat to high ground or pay a captain to move it to a hurricane hole.
- 5. What are you doing to reward me?** A good insurance policy will give you credit for not having claims and reward you with things like diminishing deductibles that reduce the amount of your deductible for each year you remain claims-free.

If you're not satisfied with your insurance agent's answers to these questions, it's time start shopping around for a better policy.

## FLAG ETIQUETTE FOR SUMMER CRUISING

Summer cruising season is upon us. Let's not embarrass our fellow RCYC members by flying flags and burgees incorrectly on our boats. Here is a short summary of proper flag etiquette for sailboats prepared by Carl Nielsen about ten years ago.

### The Short Version

Fly your American flag from a staff on the stern from 0800 to sunset. Fly your RCYC burgee from the starboard spreader.

### Slightly Longer Version

Traditionally, the national flag was flown from the peak of the aftermost gaff while under way and from a staff on the stern when anchored. Since none of us have gaff-rigged boats, the acceptable compromise is to fly the American flag (that's the one with 50 stars) from a staff on the stern both when under way and at anchor. The stern is traditionally the most honored location on a ship, and therefore the appropriate place for the national flag. The yacht ensign (that's the one with a circle of white stars around a fouled anchor instead of 50 stars in the blue field) should only be flown by documented yachts (registered with the Coast Guard instead of with the state and not displaying state numbers) and then not while sailing in foreign countries.

Traditionally the yacht club burgee was flown from the masthead of the tallest mast. This has been made impractical by the amazing collection of wind instruments, antennas, etc., found on modern mastheads. Again, there is an acceptable compromise, which is to fly it from the starboard spreader. The reason is that the starboard spreader is the "owner's spreader" because it is on the "owner's side" of the boat and therefore the correct location for the burgee which represents the owner,

while the port spreader is the "crew's spreader" since it is on the crew's side. On large yachts with crews, the owner and guests always boarded on the starboard side and the crew boarded on the port side so as to avoid commingling with the quality.

Incidentally, when visiting a foreign country, the flag of that country must be flown as a courtesy flag from the starboard spreader. Technically, the yellow "Q" flag (for quarantine) is flown upon entry and then replaced with the courtesy flag after clearing customs. It should be flown above any other flags at that location. The best

practice is to fly only the courtesy flag at the spreader when sailing in other countries. Some countries, especially in the "third world", even levy fines or refuse admission if a courtesy flag is not flown properly. Sometimes the harbormaster's brother-in-law just happens to be a flag merchant with an ample stock of expensive local flags.

On a sailboat with only one mast, that about exhausts the possibilities of how to fly flags. Proper flag flying clearly sets the experienced sailor apart from the crowd.

*by Carl Nielsen*

## Youth Sailing Report

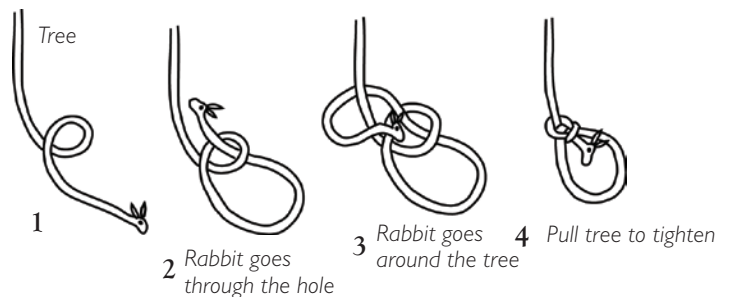
*by Pam Sesar*

Forget skiing, the real action this month has been on the water where we've been celebrating the arrival of spring, daylight savings time, and some of the wettest sailing conditions of the year! Geesh! I would like to work more closely than ever with the junior sailors and parents to meet their individual goals. Please talk with me about your current sailing status and what you envision for the future! I am ecstatic to have the opportunity to work with our junior program, to continue the rich tradition and to embrace the innovative ideas of the membership.

I am excited to announce that I keep getting more and more names of children from RCYC, and their friends and family members. Please forward participant names to me, whether you are applying for reimbursement or not. I want to hear ideas for growing our program and work with you on your sailing goals.

One of the children's quotes: "Is that the knot with the rabbit hole?"

### Bowline, the rabbit hole knot



## Foghorn Copy Deadline: 18th of the Month.

Send titled articles and photos to all listed in the box!

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## NAUTICAL SUMMER JAMMIN' - WALK 2 BAR·B·Q

### "Best" Walk Party of the Year - June 17th

- ▶ **Happy Hour starts at 5:30** (BYOB = Bring Your Own Beverage)\*  
We will have a \*keg of beer for beer drinkers and the usual soft drinks and mixers will be provided.
- ▶ **Dinner will be served at 6:30** (BYOM = Bring Your Own Meat)  
The rest of your dinner will be provided.)
- ▶ **Dessert will be Strawberry Short Cake!**

Plans on a great night of music, food,  
and a gathering of friends.



## RCYC UPCOMING Events, Meetings, and Functions:

### June 2011

- 4 OWSA Class, 9:00 a.m.
- 4 Private Party, 1:00 p.m.
- 8 OWSA General Meeting, 6:00 p.m.
- 9 RCYC Education, 7:00 p.m.
- 11 Private Party, 12:00 p.m.
- 13 RCYC Board Meeting, 7:00 p.m.
- 15 RCYC General Meeting, 7:00 p.m.
- 17 Walk 2 BBQ, 5:30 p.m.
- 18 Foghorn Deadline



### July 2011

- 4 RCYC July 4 Land Cruise Potluck 5:00 p.m.
- 9 Walk 3 BBQ, 5:30 p.m.
- 11 RCYC Board Meeting, 7:00 p.m.
- 14 RCYC Education, 7:00 p.m.
- 15 RCYC Beer Can Race, 5:00 p.m.
- 16 OWSA Adventure Sail, 10:00 a.m.
- 18 Foghorn Deadline
- 20 RCYC General Meeting, 7:00 p.m.
- 23-31 Lazy Days Cruise
- 28 Lazy Days Potluck, Cathlamet

**Check the website** for updates and more information about RCYC. Save the the expense of mailing; view and/or download your Foghorn from the RCYC website: [www.rosecityyachtclub.org](http://www.rosecityyachtclub.org)

We welcome your photographs of Club functions, work parties, and related subjects.

SUMMER IS HERE, TIME FOR HEIGHTENED AWARENESS OF CLUB SECURITY.



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