

Commodore: John Flenniken
Vice Commodore: Ethan VanMatre
Secretary: Karen Finch

April 2013



From the Helm

John Flenniken, Commodore

If you will pardon a slight travel log, I will continue. The night following the March General meeting, Penny and I took a sun break to the Caymans - Cayman Brac to be specific - a famed Blackbeard haunt. The temperature change was a full 40 degree difference from Portland. The sea was calm; the surface smoother than a lake. The water was crystal clear. Fishing was awful. Snorkeling was fantastic. The five miles between Cayman Brac and Little Cayman could be sailed safely in a very small boat. Locals would row out into deep water to fish the ledge that drops from 100 feet to 3,000 feet about 500 yards from shore.



This good weather continued for a week. You got the feeling that this would continue for another week but looking at the sky, which every good sailor learns, is the most important single thing you need to do in the tropics. High cirrus clouds and a darkening horizon portended a storm. The weather report on-line was dire - gale force winds and sudden sea change from almost no wave action to six feet in a matter of hours. Since this weather report came from George Town, Grand Cayman (a little more than two hundred miles away), many boaters did not heed the signs and the warnings. These folks were the tourists. The locals pulled their boats and left the shoreline. But a few tourists trying to milk the most out of sun and sea kept at it!

The calm in the morning had them believing they were clear of the storm's path so out they went in a small 18 foot open power boat (outboard).

About two miles out they saw the ragged edge of the approaching storm and made a run for safe harbor, or so they thought, on the north side of the island. The winds and major storms in the winter come from the northeast. So they were seeking safe harbor on the windward side. They made the harbor as the seas and winds picked up. They were within twenty yards of the marina boat launch when they were swamped and the boat sank. The four people on the boat including their 11 year old daughter made it to shore; everything else went to the bottom. Talking with the father afterwards, he said he should have run around the point - a quarter mile away and pulled out at the dive shop on the leeward side of the island - but he parked his trailer on the north side. Glad he had everyone put on their lifejackets. He learned a lesson; no one was hurt; the loss was insured; and his daughter thought her dad a hero in getting everyone to shore. The weather and sea conditions will be foremost on his mind next year when he is planning to do it all over again with a new boat.

The two weeks were too short. Our tans are fading. We landed in Portland March 9th and got a call on Sunday that the potty pump was overflowing. So a call for help and Chuck Pennington and I headed for the club. The irony is from crystal clear water to effluent we are now dealing with. Pleased to report the potty pump functions and so does the call tree for reporting problems. Good job everyone!

Work parties have started. Two are scheduled in March and two more in April. If you're in need of work hour opportunities, work party participation possibilities are now half gone! Please sign-up with Mike Moen or the work party leader on one day or both.

April also brings the semi-annual dock walk. This year we plan to make the walk on April 6th. We (Port Captain, Moorage Chair, Vice Commodore and I) will be looking for adherence to the moorage rules printed in your club yearbook. So now is a good time to come down to the club and tend to your boat that may have been missing you and your tender touch though this last winter.



Walk 5 BBQ & Music Fest

Saturday April 20

Happy Hour 5:00 pm

Dinner 6:00 pm

RCYC will provide soft drinks, hors d'oeuvres, salad, baked potatoes with all the fixings, rolls & dessert. Bring your own favorite grill entrée & alcoholic beverage.



Featured Entertainment



World Premier Performance of RCYC's Band



Mike Oxborrow, Lynn Easton, Gareth Tabor, June Henry & Mike Finch welcome one and all to bring musical instruments/voices and join in the fun!

We need a name for our Band!
Bring your suggestions!

More info - Bob & Mary Laird
503-292-8489 mlaird@comcast.net



Rose City
Youth Sailing
Society

Rose City Youth Sailing Society
3737 NE Marine Drive, Portland, OR 97217

Rose City Youth Sailing Society

RCYSS has agreements with VLSC and WSC again this year for reduced tuition. Please complete the application found on our web site www.rosecityyachtclub.org/rcyss and email it to rosecityyss@gmail.com if you would like to sign up. Please provide us with an application at least two weeks prior to the start of a class so that we can process and approve your request. You may be approved for discounts and also up to 80% reimbursement, but again we need the applications at least two weeks in advance. The schools often fill up fast, so now is the time to get signed up! You can obtain the most up-to-date class schedules and other school information at Willamette Sailing Club's and/or Vancouver Lake Sailing Club's web sites.

We would like to hear more from the children about their experience learning to sail and/or race. So please send me anecdotes. Their voices help others understand how important the sailing experience is. And, as always, your donations help the program maintain and grow stronger. Thank you!

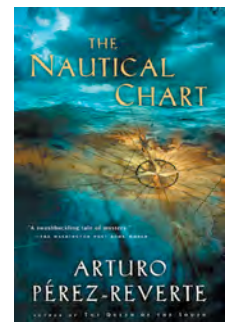


Nautical Reads *by Bill Kramer*

I hope you are enjoying the book column. We have a couple more books for you. Don't forget that we want your book suggestions too. Let me know if you have a book to suggest, and we will get it included.

This month I let world events suggest my book. How about a thriller dealing with sunken Jesuit treasure. The Nautical Chart, by Arturo Perez-Reverte is a story about Tanger, a beautiful woman with a treasure map, and Coy, the sailor she snares into helping her. Together they discover where the Dei Gloria, a Jesuit ship loaded with gold sank in the 17th century. This fast paced and literate tale will keep you on the edge of your seat.

If you want a more sedate pace, Nina suggests Voyages to the New World and Beyond, by Gordon Miller. Need a new coffee table book? Pacific Northwest artist Miller has created a gorgeous book of the ships that discovered the world from the earliest days through the advent of steam on the Columbia River.





Moorage Matters

Loren Beach - Moorage Chair

The first week of April is when the Vice Commodore, Port Captain, and Moorage Chair walk the moorage to assess the state of boats and facilities. If you are one of the few without current registration stickers, do get them installed now.

Our annual VSC program starts this month. Sign up in the clubhouse or contact Port Captain Lynn to arrange a date for this very basic inspection. In years past a visiting River Patrol Deputy made it clear that the presence of that sticker cannot legally exempt a boat from a boarding, but there are normally a large number of small vessels out there with no VSC sticker and very obvious violations for them to focus on first.

On the subject of preparing for a summer's usage of your boat, after you verify that all the navigation lights and safety gear is current and functional and get your VSC, join us for the first Club cruise to the East Dock on April 27-28. If the weather is cool, we'll again be baking to warm up the cabin. Idea: bring cookie dough and "bake and serve" cinnamon rolls for your stove.

Water is now back on for all the walks. Make sure that your electrical cord is always kept out of the water and is not pulling sideways on the post electrical outlet.

There was a really huge (commercial) power boat wake late in February and a large attachment plate was torn loose from a clubhouse log. It was repaired at the first work party, but you all need to inspect your lines and fenders. Also, check to ensure that your mast head is not exactly in line with boats on either side of you.

I have already had inquiries about when we will resume our *Tuesday/Thursday Six PM Sailing Program*. The days are lengthening and weather is just starting to warm, so let's start up again in May.

For a look at the club moorage from your home computer, a nearby commercial cam is usually aimed more or less at RCYC. http://www.instacam.com/instacamimg/PRTST/PRTST_1.jpg To check on the current wind in our sailing area, try this URL <http://new.sailflow.com/spot/589> For our local (Vancouver) river level gauge, use this URL <http://water.weather.gov/ahps2/hydrograph.php?wfo=pqr&gage=vapw1> For a clickable list of harbor cams for OR and WA, and bar status, here's another useful site: http://www.wrh.noaa.gov/pqr/marine/bars_mover.php

Fair winds and smooth seas,
Loren

YEARBOOK ANNOUNCEMENT

The 2013 RCYC Yearbooks are done! Initial distribution was made at the March general meeting. Active and Active Life Members are expected to pick up their yearbooks at the Clubhouse. The yearbooks may be found in envelopes with members' names, alphabetized and in bins in the Clubhouse. Please take the entire envelope with you.

Inactive and Inactive Life Members will receive one copy of the yearbook by mail shortly after this Foghorn comes out. If you have any questions or concerns, please contact Anne Thompson or Judy Oxborrow.

Reciprocals Column

by Tom & Cathy Nelson

Vancouver Rowing Club is located at the northwest end of Coal Harbor in Vancouver, B.C. It is accessed from Burrard Inlet passing under the Lion's Gate Bridge and through the First Narrows. The Club, which is a heritage building, opened in 1911. They utilize open slips of members who are out cruising during the summer for their reciprocal berths. Two free nights are available by showing your current RCYC membership card. There are washrooms and showers available in the club house as well as 20 and 30 amp. power (small charge) on the dock, and pump out capabilities at each slip. There are two bars at the club: The Trophy Lounge and the Carver Bar, both which offer drinks and light meals. It's fun to sit on the deck, have an adult beverage, and watch the rowing activities within the harbor.

Directly across the street is Stanley Park with many wonderful walking trails and exhibits of early First Nation life in the area. Within a 15 minute walk from the club there are many ethnic restaurants on Denman and Robson streets as well as grocery stores and laundry facilities.

Vancouver Rowing Club is an excellent location from which to explore Vancouver and its many surrounding sights. It is also a good departing point for exploring the Sunshine Coast.



Vice Commodore's Report

Ethan Van Matre, Vice Commodore

Over the years, both of my daughters have jumped off the docks at the moorage and swam in cooling waters around our boat. This appears so natural that we do not even give it a second thought. Sometimes we hire divers to come out and work on our props or search for lost overboard items. During work parties, RCYC members lean over the docks and touch the water. What do these all have in common? They all carry the risk of Electric Shock and Electric Shock Drowning. Whenever there is an electrical fault, either in our boats AC wiring or appliances (e.g. hot water heater), there exists a risk of putting AC current into the waters around our boats. Because of the high resistance of fresh water, the path for this voltage leakage may be through our bodies with tragic results.

What can we do? One answer is to never swim in the marina. That does not help the diver we hire or anyone who were to go into the water by accident. Testing is another. RCYC tests each boat for current leakage a few times a year, but if the faulty equipment is turned off, the problem will not be detected. A better answer is to install RCBO (residual current breaker with overload) breakers for each shore power outlet. RCBO breakers are like GFI (ground fault interrupter) outlets found in kitchens and bathrooms. They are there to protect you from electrocution.

Your board has started discussion on how to upgrade the power distribution pedestals and include RCBO breakers in each one. They are expensive and replacing the existing pedestals will take time. For me the cost is worth it. The life you save may be your own or your grandchild. Expect to hear more about this as plans mature.



From the Rear Bill Kramer - Rear Commodore

We have had some great days this spring. Nina and I put the sails back on *Gypsy*, and we have been out sailing. All is well when you are zooming along in a nice breeze. Thanks to the first work party for turning the water back on so I can wash the winter green off and get *Gypsy* looking more ship shape. The other task I need to do is sign up for my VSC inspection. The VSC's (vessel safety checks) are done by members of the Coast Guard Auxiliary. They will conduct a free safety inspection of your vessel and give you a sticker to display to let everyone, including the Coast Guard, know that you have passed. The VSC's promote an emphasis on safe boating, so do your part and get one. There is a sign up in the clubhouse for Saturdays in April. Lynn Easton will schedule an inspection to fit your schedule, so there is no excuse not to get one. Oh, did I also mention that they help us score well on Opening Day.

During April, Commodore John Flenniken along with Port Captain Lynn Easton, Moorage Chair Loren Beach and Vice Commodore Ethan VanMatre, will be conducting the spring dock walk. They will be looking for problems in the moorage. This includes dirty boats, missing snubbers on dock lines, electrical cords that hang in the river, as well as boats or boat house that are poorly maintained or may pose safety concerns. Please get your boats and boat houses in ship shape condition so that they have a very boring dock walk, and we can have a club that looks truly shipshape.

Foghorn Copy Deadline - 18th of the month

Think a month in advance for any time sensitive articles or events.

Please send articles, announcements or any other Foghorn contributions marked Foghorn with titles to ALL editors and graphics individuals listed below:

Editor: Judy Oxborrow judy87807@comcast.net

Editor: Joyce Jensen joyceandbrad@msn.com

Editor: Alan Bergen alan-at-home@comcast.net

Editor: Gail O'Neill galejog@frontier.com

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Graphic design: Bob Phillips rphillips@web-ster.com

Graphic design: Rhonda Morgan-Boguslawski rhondalmb@netzer.net

Photography: Hans Geerling, Yvonne Lamont & Club Members

Buoys Removed From Cathlamet Channel

In February this announcement and action from the US Coast Guard was made regarding the Cathlamet Channel buoys

Due to severe and increasing shoaling, the southeast portion of Cathlamet Channel, from Little Island to Nassa Point is no longer safe to navigate.

The following ... have been removed until further notice:

- Cathlamet Channel Buoy 5
- Cathlamet Channel Buoy 6
- Cathlamet Channel Buoy 7
- Cathlamet Channel Buoy 7A

Increased shoaling is not new news particularly around the mid-channel and most up stream buoys. BUT, I know of three sailboats who just went through in mid-March at low tide using old GPS waypoints with no problems, though they say it got a "little thin" in spots. Guess the old white sign (now white paint on a utility pole) and brown house and white house unofficial maps are back. I believe the Freshwater News is looking further into this. So this summer if you are looking for the green buoy after the white ring utility pole at Nassa Point, you're not lost and not yet aground, but headed that way. Do remember the current runs both directions there, twice a day with often a 6+ foot range. And have an extra 6-pak ready for a friendly stink potter who might just happen by.

ACTIVITIES ANNOUNCEMENTS

by Jean Silver, Linda Latham, JoNell McClary

Please save these dates: Saturday, April 20 and Saturday, May 4

Our first Walk BBQ of the year will be hosted by Walk #5 and coordinated by Robert and Mary Laird on April 20.

You also won't want to miss Opening Day on May 4.

Thanks to all who attended and pitched in for a festive St. Paddy's Party with limericks and Irish jokes too!



Secretary's Salutations

Karen Finch - Secretary

Prospective members Cody and Ruth Allen were interviewed by the Board at the February Board Meeting.

The Board approved the following membership changes at the February Board Meeting:

- Ken Purvine requested his membership be changed from Active Life Member to Inactive Life Member effective February 1, 2013. The motion passed unanimously.
- Art & Rose Zehner requesting to resign their membership effective February 1, 2013. The Board approved this unanimously.

The membership application of Cody and Ruth Allen was approved at the March Board meeting. The Board also interviewed prospective new member Bill Ormond.

The Board also approved the following membership change at the March Board Meeting:

- Ralph and Linda Inman to be changed to life membership. The motion was approved unanimously.

At the March Board Meeting the Board Ethan VanMatre made a motion to hire someone to strip and wax the clubhouse floor, with cost not to exceed \$1,000. Motion was seconded by Craig Cordon. The motion passed by a vote of 4 "yes" and 3 "no".



The Cruising Corner *by Ron Moran*

The first cruise of the season is the end of this month. The cruise is to East Dock on Government Island on April 26 – 28.

This month's talk is anchored by...anchors.

First, I want to make it clear that there is no "best" anchor to have on your boat. The style of your main anchor will vary depending on the bottom conditions in the area you plan to anchor in. Around here, most the bottom areas will be sand, weeds, rocks or mud.

The most common anchors you see on boats in our area are the "plow" style and the "Danforth" style. Both of these basic styles can be found in several slightly different configurations. The West Marine catalog has a good description of anchor types and their uses. I'll leave it up to you to decide which one would best serve your needs. Remember, it's a good idea for your main anchor to be one size larger than suggested by the manufacturer for your boat length. A slightly larger anchor is a built in safety feature for those times when the wind and waves come up.

Before lowering your anchor into the water, you'll want to consider how you are tying it to your boat. Here you have two choices: rope or chain, or a combination of the two. What you choose again comes down to where you will be anchoring. If you're going to spend all your time anchoring in a rocky harbor then you probably want to go with all chain. Rope will chafe against the rocks, leading to a potentially dangerous situation for you and your boat.

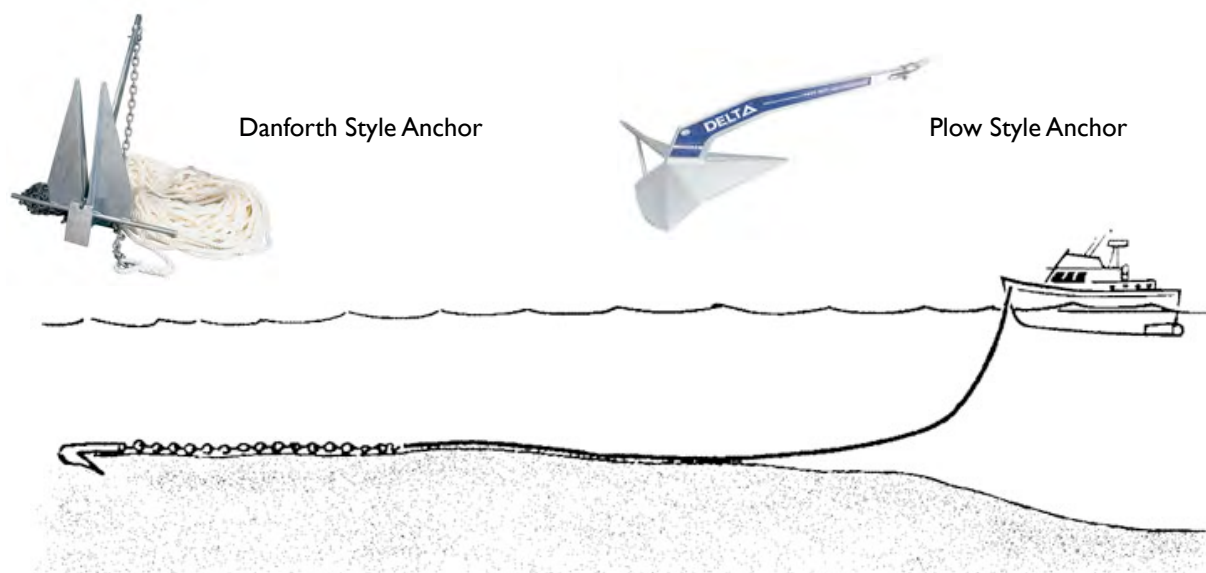
If you spend most of your cruising season on the Columbia, then all chain has several disadvantages, mainly weight. An anchor with several hundred pounds of chain attached to it is difficult to set from a dinghy or even a zodiac. It'll also be a struggle to haul in when you are ready to go. For river cruising, I'd strongly suggest attaching 10 to 15 feet of chain and then about 75 to 100 feet of three-strand rope (a size appropriate for your boat) to your anchor.

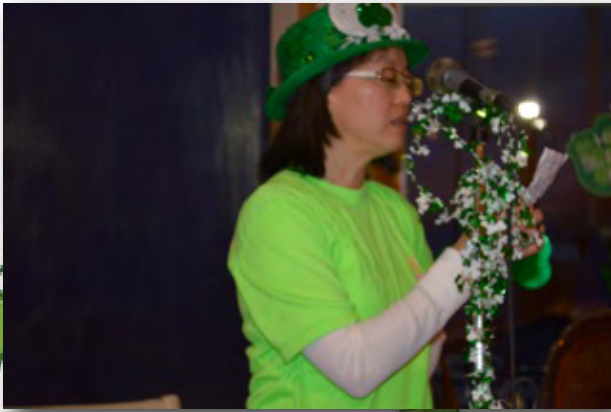
No matter what you attach to your anchor, do not forget to secure the bitter end in your chain locker. It's never a nice thing to see the bitter end come up out of the chain locker and head overboard. If you do have all chain, a good safety feature to have is a short piece of rope on the bitter end that will reach from the chain locker to a spot on deck. This makes it possible to slip the anchor in an emergency by just cutting the rope.

It's also a good idea to have a second anchor. There are times, especially in a crowded or windy moorage, when you'll want to set a bow and a stern anchor. This second anchor can be a lighter weight one than your primary anchor. Again, a combination of a short piece of chain (8 to 10 feet) and rope is a good method of securing your second anchor to your boat.

One final piece of equipment you should have for your anchor is a "trip" line. Many of the places we anchor in on the river are former log storage areas and, as a consequence, there are many cables and chains on the bottom that can snag your anchor. A trip line is nothing more than a 1/4" or 3/8" line with a small float on one end. The free end is attached to your anchor at the opposite end from the anchor chain/line. Most anchors have a place to attach the trip line. When your anchor becomes snagged, you let out extra anchor line, move your boat over to the float attached to the trip line and (hopefully) pull your anchor up backwards. Just remember the trip line rope needs to be longer than the depth of the water, plus any tide range, for the area you are anchoring in.

Editor's Note: One of the best books we have seen on this subject is "Anchors – Selection and Use" by Robert A. Smith, a Portland Marine Architect.







Vessel Safety Check

Contact Lynn Easton to get your VSC done. He can be reached at 503-314-4204 or by email at lynneaston@aol.com.



For a thorough explanation of what you need for your VSC, check the link listed below.

<http://wow.uscgaux.info/content.php?unit=V-DEPT&category=virtual-safety-check>

RCYC Upcoming Events, Meetings, and Functions:

April 2013

1	Knauti Knitters, 10:00 a.m.
6	Work Party, 9:00 a.m.
8	RCYC Board Meeting, 7:00 p.m.
10	OWSA General Meeting, 6:00 p.m.
13	Opening Day Regatta
14	Opening Day Regatta/Post Race Party
15	Knauti Knitters, 10:00 a.m.
17	RCYC General Meeting, 7:00 p.m.
18	Foghorn Deadline
20	Work Party, 9:00 a.m.
20	Walk 5 BBQ, 5:30 p.m.
21	OWSA Class, 8:30 a.m.
23	OWSA Class, 5:30 p.m.
24	OWSA Class, 5:30 p.m.
26-28	RCYC Cruise, East Dock
27	OWSA Class, 5:00 p.m.

May 2013

4	Opening Day, 8:00 a.m.
6	Knauti Knitters, 10:00 a.m.
8	OWSA General Meeting, 6:00 p.m.
11	OWSA Adventure Sail
13	RCYC Board Meeting, 7:00 p.m.
15	RCYC General Meeting, 7:00 p.m.
16	RCYC Ladies Dinner, 5:30 p.m.
18	RCYC Medium Distance Race
18	Foghorn Deadline
19	RCYC Music Group Practice
20	Knauti Knitters, 10:00 a.m.
24 - 27	RCYC Hadley's Landing Cruise

• 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



ROSE CITY YACHT CLUB

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