

Commodore: Ethan VanMatre
Vice Commodore: Karen Finch
Secretary: Gary Whitney

April 2014



Commodore's Log

Ethan VanMatre, Commodore

My boat is out of the water and the hull looks OK. I'll be reducing the number of holes in it by two and installing new depth and speed transducers. It is nice to NOT have any surprises. With new bottom paint she should be ready for the upcoming cruise to Bartlett's Landing.

As many know, I take care of the RCYC web server. I recently moved the web server to a new home and as with all moves there are unexpected problems. Problems that show up in strange ways. The website was down for a while and lots of everyone-at-rcyc emails went astray and, well you get the picture. It should be stable and predictable by the time you read this.

The RCYC website is a resource for the Club. And there are many more things that it could do for us. The problem being that I do not have enough time to do those things. As it is I end up spending up to 100 hours working on the site each year. I'm thinking that we should assemble a small group of members that add content to the website. Something like the folks who do the Foghorn each month. You do not need website design skills or any other techno-babble to work on our site. And I can show you how to do the things we might like. Send me an email if you are interested.

Plans for the Ladies Dinner are progressing. Natasha has a group to help her make this a great event. You may know that her parents live in Ukraine and that adds to her stress level. Things are OK as I write this, but there are worries for the future.



Contestants for the best "Wearin o' the Green" competition, with emcee Doug McClary: Jean Silver, Bobby Pierce, Jim Hackley, George Kent and Jim Johnsrud.

Spring is here and the work parties are working. I keep looking at the design blueprints we had drawn up for the grounds. Nice looking gates and fences, shrubs, flowers and a corral to tame our recycling and garbage dumpsters. Imagine how nice the land areas of the Club would look. We have this on a smaller scale due to the good work of our container gardens crew. Much of the design can be implemented in steps and stages. Care to help?

Fair sailing!



Cooks: Smoke and Patti Fisher, Chuck Silver with JoNell helping.



Hostess, JoNell McClary (right), and some of her helpers: Jean Beaty, Jean Silver and Kathy Pickwick.

From the Rear

John Flenniken, Rear Commodore

As I write this it is still winter by the calendar and spring is just days away. It's a reminder to me that I have not finished all my winter boat projects and a need to get busy so I can enjoy sailing this spring. After the first work party, and once the danger of a hard freeze has passed, the water was turned back on. I took advantage of clear, clean running water to wash off the accumulation of dust, dirt and grime. Now all I need to do is to wax the hull and wipe down the cabin woodwork. If the weather is fair, take advantage of your good luck and come down to the Club and get reacquainted with your boat. I was surprised at how fast the moss and algae grow on the north side of my boat - lines, gunwales, canvas etc. It's good to look everything over very carefully, as high winds and winter weather may have damaged your boat.

RCYC's Frostbite Regatta and the Opening Day Regatta are lead-off racing events in March and April. Please check the calendar. Whether you are a seasoned racer or just curious, there are things to do in conducting a race. Please check with the race coordinators; and if they ask for help, please volunteer. RCYC's racing participation is steadily increasing. More participants make for more fun, more helpers make for less work on everyone.

April is the start of the Walk BBQs with Walk 3 leading off this year April 19th. April is also our first cruise to Bartlett Landing the weekend of April 25-27. So you can see and feel that the season has changed and we are coming out of hibernation and preparing for summer boating. Summer can't come fast enough, though if you dress warmly you can enjoy some great, uncrowded times on the water right now.

Rose City Youth Sailing Society

I am Chase Griffin from Rose City Yacht Club. My parents (Marie, and Scott Griffin) own a sailboat named Flight Time and I am learning how to sail on it. Last year my parents told me they had signed me up for sailing lessons at Willamette Sailing Club. I didn't want to do the lessons at first, but after the first day I loved it. It may not seem like you want to do it at first but after the first day I guarantee you will love it. The lesson sign ups began in March, and I encourage everyone's son or daughter to sign up.



Secretary's Notes

Gary Whitney, Secretary

Welcome to our new members: Chris and Tomoko Harris and Tom and Cathy Skack

The following members are changing their status:

- Barbara Chabala and Terry Foren to Life Members effective January 1, 2014
- Brad and Joyce Jensen to Inactive Life Members effective February 20, 2014. Their new boat is under cover at another club.
- Steve Erickson resigned as of March 6, 2014 because he sold his boat.

Other member news:

- On a sad note, Ray Brown's father passed away.

Vessel Safety Checks (VSC)

Please sign up for a Vessel Safety Check, hopefully before Opening Day. Carol Bobo will be performing the VSCs this year. Sign-up sheets are in the Clubhouse. This minimal certification will ensure that your boat has basic safety equipment in working order.

Check out the following link to an on-line version of the VSC so you can be better prepared for the examiner: <http://wow.uscgaux.info/content.php?unit=V-DEPT&category=virtual-safety-check>

Foghorn Copy Deadline: 18th of the Month.

Please send your titled articles and photos to ALL Foghorn volunteers listed below:

EDITORS: Judy Oxborrow: judy87807@comcast.net

Gail O'Neill: gailejog@frontier.com

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

Joyce Jensen: joyceandbrad@msn.com

GRAPHICS: Vickie Nissen: vknissen@frontier.com

Robert Phillips: rlphillips@web-ster.com

Rhonda Boguslawski: rhondalmb@netzero.net

PHOTOGRAPHERS: Hans Geerling, Yvonne Lamont & all Club Members with cameras!





Moorage Matters

Loren Beach, Moorage Chair

We still have a waiting list for assigned slips, and are presently working through the list to fill a vacancy on Walk 4. Any prospective members should expect a wait of up to a year for a slip of their own. Anyone wanting their own PDF copy of the moorage lists posted on the Club's corkboard can email me and I will send you one. At present, all boats on the waiting list that wish to be in temporary slips around the moorage have been accommodated.

Summer Cruisers: Let me know before you leave to go north, and if possible I will temporarily assign a new-member boat to your slip while you are gone.

As happens each year, the first moorage "inspection" will take place in early April. Per our Moorage Rules, the Commodore and Port Captain will walk all of the walks and note any problems with boats or docks. If you have not attached your new 2015 registration sticker yet, please get this done - this is mandatory to keep your boat at the Club.

Sign-up sheets for this season's VSC program are in the Clubhouse. This is a very minimal certification that your boat has basic safety equipment in working order. Here is a link to an on-line version so you will be better prepared for the examiner: <http://wow.uscgaux.info/content.php?unit=V-DEPT&category=virtual-safety-check>

The first work party tried to restore the pressure water on all walks, and had to repair the piping on Walk 1. They then found another break and a bad shut-off valve on Walk 2 that another work group will need to address.

Make very sure that your power cord is a legal, 30-amp marine-rated cord and does NOT contact the water. Strain relief ties are required for all power cords on Walks 1 through 4.

Inspect your lines for chafe and your fenders for wear. Also check to ensure that your masthead is not exactly in line with boats on either side of you.

"Adult Sail" (For those not already racing during the week.)

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

To see what the wind and current might be like before you head out to the river, here are a couple of useful links.

For 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>

The moorage appears to have lost one dock box over the winter due to strong wind gusts. One good way to keep your box in place is to drill a couple of quarter inch holes in the box at the bottom at the inside 90-degree corner, and run some 3/16 line through those holes and then down through the inside corner of the triangle and tie off the free end underneath. You'll need to first lift the triangle plate, tie off the line, and lead the free end of the line up around the edge of the triangle plate. If you wander out to our boat, #23 on Walk 5, you can observe this simple and effective little system.

Fair winds, Loren



Brad and Smoke, rescuing "Bandit's" muddy bimini from the bottom of the moorage about a week after the February 16th winds.

Our next work party is scheduled on March 29.

If you can join us, please click on the link below to sign up.

https://docs.google.com/forms/d/1krCOoGw8vxtj_vjYexUh0I3SHEVMX6z8WVKBxXLYxm8/viewform

or call: 503.799.4255

Rick Samuels, RCYC Work Party Chair

ALTERNATIVE DISPOSAL METHODS OF RCYC DREDGING SPOILS

by Steve Barrett, March 2014

I have prepared a report for the dredging committee on possible alternative methods of disposing of RCYC's dredging spoils. This article is a condensed version that I want to share with the RCYC membership, since the question of alternative dredge spoil disposal comes up often. In particular, there has been an interest in disposing of the spoils out into the river. I contacted several knowledgeable regulators, consultants and engineers. This is a summary of what I learned.

RCYC's current spoils disposal is classified as "upland" since the material does not wind up back in the river. Any method of disposal in the river is classified as "aquatic disposal" and involves a more complex permitting process whether the material is dumped from a hopper barge or discharged from an outfall pipe. A Bathymetric Survey of the area where disposal takes place and downstream over any potential impact area would be required. A Sampling and Analysis Plan would be required to find out what the existing river bottom material is like at the disposal site (and downstream.) This area could be quite large with its size depending on several factors. The results of the bathymetric survey would be used to do a Sediment Transport Study to find out where the deposited material would go. The results of the Sampling and Analysis Plan and the Sediment Transport Plan would be used to do a Biological Assessment to determine if there would be any effects on any endangered species potentially in the river. These documents would be submitted to the regulators as part of the permit process and would generate a formal consultation and Biological Opinion from National Marine Fisheries. These documents are expensive and in no way guarantee that a permit will be issued.

Based on information from my contacts and some engineering judgment, the estimated costs for all of the permitting and the installation of an outfall pipe will exceed \$500,000. If we decide to use a hopper barge, the cost of the installation of the outfall pipe would be saved but there would be the annual cost of renting the barge and the equipment to move it around.

The costs of any of the alternative methods of disposing of the dredge spoils far exceed what we are now paying (including the relatively minor DSL royalty charges.) I have been told by experts that getting a permit for an outfall pipe on the Columbia River for this purpose will be difficult if not impossible. We already have a method that the regulators consider to be the least harmful, so we will have an uphill battle to convince them to allow us to change to a different, more harmful method.

Due to the high cost of attempting to get aquatic disposal permitted, the high cost of installing and maintaining an outfall pipe and the likely rejection of a permitting effort, I believe that RCYC should continue with its present method of dredge spoil disposal and no longer consider aquatic disposal as a viable alternative.

There is another possible 'upland' disposal method that we could consider. The material could be pumped to a barge, dewatered, stockpiled and moved to a site where the dried material could be off-loaded and trucked to an upland disposal site. Because the dredge spoils from RCYC's moorage are not commercially useable without further processing, there would be no income to offset RCYC costs associated with this scheme: rental of the barge, tugs to move it, equipment to unload it and trucking it to a disposal site. These would be yearly costs to the Club and clearly would be more expensive than what we pay now.

It is my belief that our current method of disposing of dredge spoils is the least expensive and least troublesome method available to us.



Vice Commodore's Report

Karen Finch, Vice Commodore

It's hard to believe it's April already! Spring is here and boating season is just around the corner (thank goodness). Our Club calendar is full of events this month including work parties, the Walk 3 BBQ and our first cruise of the season. I'm hoping Mike and I will be able to make it to the cruise on the 26th and that we'll see many of you there!

As you may have noticed, there hasn't been a Vice Commodore submission in the last couple of Foghorns. That's partly because I'm at a loss for what to write about. I could remind you that you need to get in your work hours (which you do if you haven't already) or write about all of the events planned for the coming month (which is what I did this time and what others will probably do too). So, if you have any ideas of topics you'd like to see researched or information you feel members might need, please let me know.

See you at the Club!

The Cruising Corner

The weather is getting warmer and it's time to start thinking about cruising.

The first steps to getting ready are to re-stock the boat with all those supplies you took off or used up last season.

One area that is quite often forgotten about or overlooked is your boat's First Aid Kit. You do have one don't you? Remember there are no pharmacies close by and many times you are beyond the reach of fast response medical assistance. So be prepared!

If you already have a First Aid Kit aboard, check it out. If there are any supplies that are beyond their expiration date, replace them. What about those items you used and forget to replace? Do it now.

If you don't have a Kit aboard, then now is the time to get one. You can purchase prepackaged kits or you can make your own. I have found it's cheaper to make your own and that way you also get those supplies that you feel are needed most. A plastic tackle box makes a good container.

Most medical "emergencies" are minor things like cuts, punctures, burns, stings and sprains; so you should have supplies to deal with them. If you are going off shore, then you will want to carry a more comprehensive Kit than if you are staying on the river. For off shore, you may want to talk to your doctor about having some prescription type drugs and supplies.

The following is what is in HONAHLEE's First Aid Kit.

- Tweezers – get ones that have a sharp point
- Needle – for digging out splinters
- Bandage Scissors
- Exam Gloves
- Barrier device for CPR
- Thermometer
- Finger Splints
- Safety Pins
- Antimicrobial Skin Wipe Towelettes
- Eye wash - can also be used to washout wounds
- Neosporin
- Acetaminophen and/or Ibuprofen
- Benadryl – spray type for insect bites and minor burns
- Sunscreen
- Cold sore cream – cold sores can be triggered by sunlight and sunburn
- Burn Pads
- Bandages – sizes 1 by 3, 2 by 2, 2 by 4 and 4 by 4
- Butterfly closers or Steri-strips – used to pull small gaping cuts together
- Gauze pads/sponges – sizes 4 by 4 or 4 by 6
- Gauze bandage /wrap – self clinging type – 3 in by 4 yards
- Ace Bandage
- Adhesive tape
- Triangular Bandage – for sling
- Surgitube – makes bandage for finger tips or toes

If you have any questions or want help putting together a kit, contact me.

Ron Moran, RCYC Cruising Chair

RCYC UPCOMING Events, Meetings, and Functions:

April

- 05 Work Party, 9:00 am
- 07 Knauti Knitters, 10:00 am
- 09 OWSA General Meeting, 5:30 pm
- 12 Work Party, 9:00 am
- 12 Opening Day Regatta
- 13 Opening Day Regatta Social
- 14 Board Meeting, 7:00 pm
- 16 General Meeting, 7:00 pm
- 19 OWSA Spinnaker Handling Class, 8:30 am
- 19 Walk 3 BBQ, 5:00 pm
- 21 Knauti Knitters, 10:00 am
- 22 OWSA Cool Maneuvers, 5:30 pm
- 23 OWSA Cool Maneuvers, 5:30 pm
- 25 – 27 Bartlett Landing Cruise

May

- 03 Opening Day, 10:00 am
- 05 Knauti Knitters, 10:00 am
- 08 RCYC Ladies Dinner
- 10 OWSA Adventure Sail, 10:30 am
- 12 Board Meeting, 7:00 pm
- 14 OWSA General Meeting, 5:30 pm
- 17 RCYC Medium Distance Race
- 19 Kanuti Knitters, 10:00 am
- 21 General Meeting, 7:00 pm
- 23-26 Memorial Day Cruise
- 31 Walk 4 BBQ, 5:00 pm

• 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.

Some Oil Spill Products Prove to be Ineffective and Toxic in Tests by BoatUS Foundation

ANNAPOLIS, Md., March 13, 2014 – Roughly nine out of every ten recreational boats in the US have an engine that uses oil and burns either gasoline or diesel fuel. But what happens when engine oil or fuel accidentally gets into the bilge, or worse yet, the water? The BoatUS Foundation for Boating Safety and Clean Water recently *tested oil spill products* and found that many claiming to remove or render harmless spills of oil, gas, or diesel don't deliver on their promises. The full report and video can be found at BoatUS.org/findings/53/.

“While we did find three products that worked well, many products were ineffective, highly toxic, and were not legal for the average boater to use,” said BoatUS Foundation Vice President Susan Shingledecker. “Foundation Findings #53, Which Oil Spill Products Work Best,” partnered with Duke University Marine Lab to look at 21 spill response products and offers these six tips for boat owners:

- Boaters should be skeptical of false oil spill product claims, including wording such as: “EPA-classified for use in US waterways” (The EPA does not classify products for recreational use); “Easily dispersed and collected”; “Meets clean-marina criteria” (Clean marina programs do not set oil spill product criteria); or “Simply sprinkle on and watch it disappear” (You may be watching for a very long time).
- Sock it to me: “Contained” products like sorbent socks, pads and pillows that encapsulate oil are the practical answer for most boating needs. In addition to soaking up any drops in the bilge, most can also be easily used on open water (outside the bilge) to help minimize contamination while awaiting a professional spill response. Ensure they are secured under the engine, check them often over the summer, and dispose of properly.
- Granules and liquids: Under US law, only “professionals” may legally use many oil spill remediation products, and any products applied on open water (outside your bilge) must be completely removed after they finish working, making the use of granules and liquids nearly impossible. Inside the bilge, products touting “natural microbes” that break down the oil can take much longer to see results than other adsorbent products. Loose, granular products can impede automatic bilge pumps.
- Technically speaking: The US Coast Guard requires boaters to report any spill that creates a sheen on the water to the National Spill Response Center at <http://www.nrc.uscg.mil/> (800-424-8802).
- Never use dish soap: While squirting dish soap on an oil sheen may seem to make it go away, it only sinks the fuel causing bottom sediment contamination.
- Gas spills: Because of the risk of explosion, do not try to contain a gasoline spill – leave the area, notify marina staff immediately or call 911.

Of 21 products tested, here are the top-performing oil absorbers and how they can be used:

Rank	Product	Type / Use	Pros	Cons	Price
1	Enviro-Bond 403 Bilge Sock	Contained / Bilge and Open Water	High effectiveness, low toxicity. Sock fully encapsulated diesel, easy retrieval and disposal		\$11.95 - \$16.95
2	C.I.Agent Marine Pillow	Contained / Bilge	High effectiveness, low toxicity. Sock fully encapsulated diesel, easy retrieval and disposal	On NCP list so not legal for use on open water spills, but fine to use in your bilge	\$21.72 for each 12" x 12" pillow, but currently not sold in bulk
3	West Marine Bilge Oilorber	Contained / Bilge and Open Water	High effectiveness, low toxicity. Readily available and affordable.	Sat high in water. Not all of product came in contact with diesel. May need disposal as hazardous waste in some areas	\$10.99

A History of Dredging at RCYC

In the February Foghorn the Commodore wrote about the dredge and how critical it is to the Club. I would like to elaborate on the history of dredging at Rose City Yacht Club.

The Club has a great deal of experience with the moorage sanding in not only at our current location but also at the old location (just above the Sea Scout base).

In the past we would hire an outside company to dredge, a very expensive and disruptive process for the Club. The removal of sand was done using a crane on a barge with a clamshell bucket. The spoils would be placed on a second barge and a tug would tow the barge to a disposal site where the sand was off-loaded. Because of the size of the two barges and the inability of the crane to get under fingers, we would have to remove all the boats and fingers from the outer end of a bay and as far toward the shore as the crew needed to dredge. We would also have to remove a section of the breakwater walk.

This whole process cost about \$100,000 and therefore the Club could not afford to dredge very often. There were several years when no dredging was done and boats could not get in or out of the Club for a good part of the cruising/sailing season.



The last time the Club hired out for our dredging was in 1985 – what a nightmare! Boats and slips were moved out and placed upstream of Walk 1. The breakwater walk was removed and the barges were moved in and dredging started. After a short time all dredging stopped. The company went bankrupt. After a long delay, work restarted and finally completed. The high expense of this process and the disruption to the moorage was not sustainable for our members, nor did it align with our do-it-yourself principles.

In 1987 the Club started talking about purchasing our own dredge. Jerry Randall was an extremely vocal proponent of this and, against some strong opposition, finally convinced the membership it was a workable concept. In 1988 RCYC purchased our own dredge, a machine we still use today.

In recognition of his efforts in convincing RCYC to undertake the job of dredging the moorage and leading the effort to purchase our own dredge, **at the February General Meeting the membership unanimously voted to name our current dredge,**

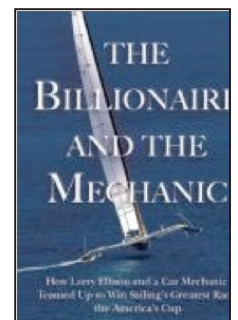
and any replacement dredge, after Jerry Randall.

The next time you are down at the Club, please take a moment to stop by Walk 5 and see the new mahogany name board with “J. Randall” on the dredge.

Ron Moran

NAUTICAL READS

When the St. Francis Yacht Club turned down Larry Ellison in 2000, a proposal to sponsor Oracle Racing came from an unlikely source. Norbert Bajurin had just been elected commodore of the Golden Gate Yacht Club, a small, mostly blue collar club just down the road from the St. Francis. Going over the books of GGYC he discovered that the club was seriously in debt. Not wanting to be the commodore who shut down the club, he opted for what he considered a “Hail Mary” pass. He emailed the head of Oracle Racing to offer the club as a sponsor for the America’s Cup. The offer was accepted and from this developed an unlikely friendship between a billionaire software CEO and a radiator repairman. *The Billionaire and the Mechanic* by Julian Guthrie is the story of Ellison’s quest for the America’s Cup from 2000 to his win in 2010. It’s a behind-the-scenes view of a sport filled with huge egos, huge amounts of money and huge, complex, fast boats. I didn’t follow the America’s Cup the last time around, but Guthrie’s window into the sport has gotten me curious enough to see what it’s all about.



Nina Kramer

Opening Day, Saturday, May 3rd "Making Memories"

- ☞ Dress Blues and Lights
- ☞ Breakfast Burrito Buffet 8:00 am
- ☞ Flag Ceremony 10:00 am
- ☞ Captains Meeting 11:30 am
- ☞ Line up for Parade 12:30 pm
- ☞ Sign up for the parade with Bill Kramer, our Fleet Captain
- ☞ Boat pennants available at Ship Stores

Please contact someone on the Activity Team (Linda Latham, JoNell McClary, Jean Silver or Kathy Pickwick) to let them know you can help with food and/or Clubhouse arrangements:

Please get your VSC (Vessel Safety Check) before Opening Day. A sign-up sheet is in the Clubhouse. VSC's increase our score.

Blue Star Families: If you would like to host a family of a military veteran and have them accompany you on your boat for the parade, let Bill Kramer know at bkramer6@yahoo.com.



And winners, Bobby Pierce and George Kent



Emcee and talented limerick writer, Doug McClary



Winner of the "Limerick Challenge", George Kent

Here is his winning one:

*There once was a procrastinator
Who thought he was a navigator
But he didn't have a clue
He thought he landed in Hawaii
But anchored in Timbuktu*



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Steve Barrett on top of his job, the as-yet-unnamed TriMet light rail bridge over the Willamette.

