

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

May 2014



### Commodore's Log

*Ethan VanMatre, Commodore*

Spring has sprung with Opening Day fast approaching. The two are tied together in symbolism. With the coming of spring, plants long dormant for the winter spread their leaves to catch the sun's warm rays and bathe in cool showers. Likewise with the coming of Opening Day, boaters long dormant for the winter spread their sails to catch the increasingly warm winds, all the while bathing in cool showers. Both look forward to the warm days of summer.

Our Ladies Dinner is here also. I've enjoyed being a waiter these last few years. At home, I enjoy cooking for Natasha; at the Ladies Dinner, I enjoy serving ladies from both RCYC and the other clubs.

Spring work parties are done with many good results. The new LED lights are installed and working on Walk 4. They look really nice. We will be installing them on other Walks as time goes on. Mark Basel worked hard to make this a reality. I am looking forward to seeing them throughout the moorage.

Electric Shock Drowning has been a topic of discussion at Board meetings for some time now. Basically, ESD happens when an electrical fault on a boat feeds electric current into the water, and a swimmer is electrocuted by that current. There are many steps that can be taken to reduce or prevent the chances of ESD. The first is to ban swimming in the moorage. The Board is considering a rule change to prohibit swimming. This, of course, does not help divers who are called upon to inspect our boats.

*Commodore's Log continued on page 2*

## Anchors Aweigh!

### Opening Day May 3, 2014

8:00-9:45 am—Breakfast  
10:00 am—Flag Ceremony  
11:30 am—Captains Meeting  
12:30 pm—Parade Line Up

Boat pennants available at Ship Stores  
Details: Bill Kramer [bkramer6@yahoo.com](mailto:bkramer6@yahoo.com)  
RSVP by May 1—See Evite or contact  
Linda, JoNell, Jean or Kathy

## RCYC Ladies Dinner

### May 8, 2014

6:00 – Social Hour    7:00 – Dinner

Reservations to **Patti Fischer** at (503)285-5366  
or [fischer6919@comcast.net](mailto:fischer6919@comcast.net)

Cost: \$25.00 in advance  
Please RSVP no later than MAY 1<sup>st</sup>



In addition to just staying out of the water, Ground Fault Circuit Interrupters (GFCI) and other like devices can be added to the moorage's electrical system. GFCI come in many types and with differing "trip" currents. The GFCI in your kitchen or bath trip at 5 mA of current. This value is low and protects individuals well but may be subject to "nuisance" tripping due to leakage currents that are common in boats. Other GFCI trip at 30 mA of current and are less likely to experience nuisance tripping.

RCYC will be installing 5 mA GFCI in all of the pedestals on Walk 5 as a pilot project. We will be looking at how many nuisance trips there are with the 5 mA GFCI and working with the boat owner to locate the cause of the tripping on their boat. In some cases leakage current in the boats wiring will just be a fact of life and cannot be eliminated so a 30 mA GFCI will replace the more sensitive 5 mA GFCI. 5mA tripping may just be leakage current and not cause much of a risk but any 30 mA tripping is most defiantly a real hazard to life and must be fixed before hooking the boat back up to power.

Why Walk 5 you might ask? As a DIY (do it yourself) Club we made the pedestals that supply power and water to our boats. These pedestals met electrical code at the time we made them and are "grandfathered" in for current code. However, any changes to the pedestals like adding GFCI require that they be brought up to current code. None of the pedestals we built can be brought to current code. And that is where Walk 5 comes in. Some time ago all of the pedestals on Walk 5 were replaced with ones that do meet current code and can have GFCI installed in them. Thus, Walk 5 gets the new GFCI breakers and a project to replace the other walks pedestals starts.

As an interesting note we started with just 2 GFCI breakers to "proof of concept". One of the boats that had the GFCI installed tripped the GFCI as soon as it was plugged in. A circuit tester plugged in the boat did not show any problem and yet the GFCI tripped immediately. Being a smart boater, the owner contacted Ron Billion and together they discovered that his boat's AC wiring was miswired. The GFCI was doing its job and detected the neutral and grounding wires were reversed. No current was in the water so there was not a risk of ESD, but the possibility of someone getting hurt was averted.

I cannot tell you the timeline for upgrading the pedestals and installing GFCI throughout the moorage, but it is something that we will need to do sooner rather than later.

And now back to Spring. The chives are up and growing, so perhaps it is time to pick some and make Chicken Kiev.



## Vice Commodore's Report

*Karen Finch, Vice Commodore*

It's May and, as I hope all of you know, very near the deadline of June 10th to have your first 6 work hours completed for the 2014 calendar year. Around mid-May, I'll be contacting members who are short of work hours. If you know you need work hours and are looking for ways to complete them, please contact me and I'll see if there are projects needing work. Hope to see you all at the Club and on the water very soon!



*Hans Geerling found these two discussing their new home in Jackson Bottom*

### **NEEDED: A Few Good Men**

The Ladies of RCYC need a few good men to serve them. If you want to be considered a good man, get a free meal with a bit of wine, and generally have a good time while performing a job that only requires minimal effort, this is an "opportunity" for you.

It will only take a few hours on the evening of May 8<sup>th</sup> at the Clubhouse. It is our annual Ladies Dinner that needs an all male wait staff (yes, the ladies are sexist that night) of members to help them have another fun evening.

While it may sound like work, the waiters seem to have a good time too. I need to add a couple of new waiters this year and am looking for volunteers. It works especially well if the lady of the boat (bad night for the term 1<sup>st</sup> Mate) plans to attend the dinner. Please call or email me if you are interested. Your help is needed.

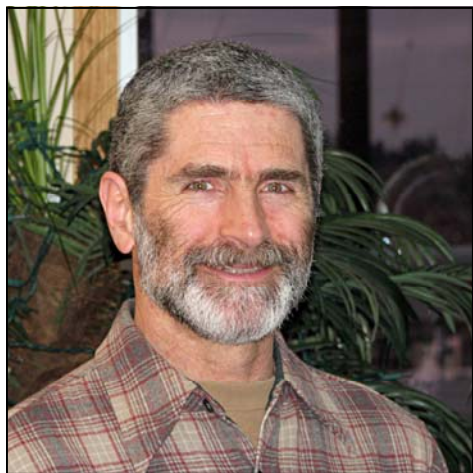
John Dees (503) 887-0207 or  
JohnDees99@yahoo.com

## Welcome New Members!



### Moorage Matters

Loren Beach, Moorage Chair



Tom Skack



Chris (& Tokomo) Harris

The two small boat openings will be filled once we put a finger dock back in place on walk four and move three boats back into their regular slips. This should take place by early May. The replacing of stringers under the Corey house is taking longer than anticipated.

Current will increase in our moorage during higher runoff for the next month, so be careful when leaving or entering a fairway. If your name label has faded out for your dinghy space, please put a new one on.

"Adult Sail" - Let's plan on doing some sailing for fun, starting in May on Tuesday and Thursday evenings. Assemble at 6 pm at the patio float with your PFD, select a boat (or 2) from among the group, and go out for a sail. It's a good excuse to get out on the water, wind or not, and to get better acquainted with other members.

Opening Day will see a lot of RCYC boats participating in the parade, so get your string of flags hoisted and wash off the starboard side of your boat. Be aware that some visiting boats from other clubs will be temporarily using our breakwater dock at times. Have fun and boat safely.

*Many Thanks to Walk 3  
For the Asian BBQ on April 19  
Great food, decorations &  
chicken feet!*

*We had so much fun we forgot to  
take any pictures—Sorry!*



## Why Boaters Don't Like Ethanol

Alan Bergen, Boat US

You may have heard that a government mandate has been increasing the amount of ethanol in the nation's fuel supply, which not only damages boat engine and fuel systems but can present very real safety concerns. Mandating the increasing use of ethanol was legislation passed in 2005, the [Renewable Fuel Standard](#) (RFS), which BoatUS, along with a coalition of world hunger, oil and gas industry, environmental, and restaurant groups, petroleum distributors, meat and poultry producers, and auto and power equipment manufacturers, is now fighting to repeal. That's because the Standard no longer reflects America's fuel usage, which has been on a decline and is opposite of the legislation's assumptions made nearly a decade ago.

No matter what side of the coin you're on, it's clear the RFS isn't working for recreational boat owners. Here's a short video from the American Petroleum Institute, one of BoatUS' partners, that says it best:

[https://www.youtube.com/watch?v=Se9\\_P-R9QTA&list=UUX5uNpKyy9TU6fI tkCYn0LA](https://www.youtube.com/watch?v=Se9_P-R9QTA&list=UUX5uNpKyy9TU6fI tkCYn0LA)

If you'd like to know more about ethanol and boats, see the *BoatUS Magazine* feature, "E15: A Good Law, For Yesterday," at [BoatUS.com/e15agoodlawforyesterday](http://BoatUS.com/e15agoodlawforyesterday).

# RCYC Frostbite Regatta 2014

Rock Kent, Photos by Dena Kent

The RCYC Frostbite Regatta kicks off the sailboat racing season in late March each year. Weather is often a factor – rain, sleet, hail, light wind, too much wind. So the weather forecasts were received with mixed feelings in the week before the regatta. The forecast high pressure zone bringing in sunny skies would be great, but I was afraid we'd be sitting out another kick-off regatta with no wind. A few days before race day, the wind was forecast as a light easterly mid-day shifting to the north and dying in mid-afternoon – how depressing.

Twenty-nine boats registered for the regatta, enough to have a “go-fast” PHRF-A fleet, a nice, big PHRF-B fleet, two one-design fleets (Merit 25 and J-24), a Cruising fleet, and a small, catch-all PHRF-C fleet. As I gave the wind forecast (still a light easterly dying in mid-afternoon) a last check before heading to the club Saturday morning, I was thinking “I sure hope Steve is putting together a nice after race social because no one’s going to be able to race in this.” At the club, I met up with the race committee volunteers and Dave Kinzie who graciously volunteered Refugee II (love those Nordic Tugs!!) as committee boat. Mark Basel, Florence Dickerson, and Terry Annis got going on loading out the mark boat while Dena Kent, Gary Vogel, Phil Owen, and I loaded up Refugee II, and all got out on the water a little after 10:00am.

In the time before we left the dock, I had been noticing the spar-fly’s generally pointing west and a building breeze. Fine! A light, but building westerly forecast to swing to the east, shift north, and die. We did the only thing I could think of – parked Refugee II on the Oregon side just off McCuddy’s, put out marks so that I could send boats in any direction, and prayed.

6:00am	Calm
7:00am	Calm
8:00am	Calm
9:00am	Calm
10:00am	WNW 5
11:00am	VRBL 5
Noon	WNW 5
1:00pm	W 7
2:00pm	W 12
3:00pm	W 10
4:00pm	NW 6
5:00pm	Calm

The sun kept shining, the breeze building from the west, and the sailors came out to play. Having no confidence that the wind would stick around, we sent the boats off promptly at noon on short courses. Everyone made it around the race track and back and, at 1:30 with the breeze a little stronger and still from the west, we did it again . . . and everyone made it back again.





## Frostbite continued

On the water, the sailors had plenty of chances to shake off winter's cobwebs. A few forgot how unforgiving an "over early" is in our strong spring river current, but I'm sure they remember now. Panama Red and Riva were hotly contesting for A-fleet honors, finishing within a minute of each other in each race, but Riva had to give Panama Red six seconds per mile and that sealed the deal. I heard the Merits and J-24s were talking smack, so I made sure to start them together and run them on the same courses – it was conclusive – J's rule and Merits drool.



RCYC was well represented in PHRF-B, our biggest fleet, fielding five out of the seven boats. Yeah Baby and Still En d'nile duked it out all day – Yeah Baby nosing out Still En d'nile by a point to take first place. One rank back had Wy'East, Cool Change, and Katzenjammer duking it out with Wy'East beating them out for third place. It was tough going for the Cruising fleet lacking spinnakers (strong current and light westerly), but they still managed to complete 3 races with La Dolce Vita coming out on top.



Having completed two races and with the breeze holding, I decided to push my luck – extending the courses for a third race and sending everyone off around 3:00 only to see the breeze slack and the boats slow. From the committee boat, we could see most were still making progress, but it was slow going. I guess my prayers to the wind gods had some effect as the last boats to finish ghosted across the finish line just after 5:00pm. Racing was done for the day.

Back at the club, it was time for burgers, beer, and storytelling. Alan Bergen brought the keg. Steve Moshofsky and Melody, along with Smoke and Patti Fischer, burned the burgers for the feed. After an hour or so, the numbers were crunched and results announced. Winners were:



PHRF-A	Panama Red	Chris Schweiger
PHRF-B	Yeah Baby	Michael Pitarresi
J-24	Strange Brew	Blain Goold
Merit 25	Paradox	David Rhys Balmer
PHRF-C	Nelly	David Paul
Cruising	La Dolce Vita	Scott Stevenson

The full results are here:

<http://www.sailpdx.org/racing/race-results/>

You can see the rest of Dena's pictures here:

<http://denakentphotography.com/racing2014>

## Great Books for Summer

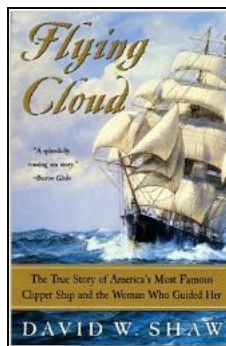
Bill & Nina Kramer

It is time to start thinking about summer cruising. An important part of being prepared is having the right books. What is on Gypsy's bookshelf is important. I am not going north this year, but I can dream, so I have been reading Glaciers, Bears and Totems: Sailing in Search of the Real Southeast Alaska by Elsie Hulsizer. The book covers the Alaskan inside passage from Ketchikan to Skagway. It tells about the places Elsie and her husband went on their sailboat Osprey and the people they met. The book is more of a travelogue than a cruising guide. It won't tell you where to anchor, but it will help you decide where to visit. Alaska has changed and gotten more modern, and the book deals with this. Elsie also discovers that Alaska is still the home of many wonderful people.

Last year my summer classic was Treasure Island. This year I want to encourage you to read The Wind in the Willows by Kenneth Grahame. I am sure you are familiar with this book and have probably read it in the past. It is a book worth re-reading. This is no mere children's book. Mr. Toad, Mole, Rat and Badger are all rich characters. What the story says to you this time may well be different than what you remember from years ago so take the time. Remember "There is nothing--absolutely nothing - half so much worth doing as simply messing about in boats".

Recently a new picture book came through the library called Dare the Wind by Tracey Fern and beautifully illustrated by Emily Arnold McCully. It tells the story of Eleanor Prentiss Creesy and her role as navigator aboard the *Flying Cloud's* record-breaking voyage in 1851. I read Armstrong Sperry's All Sail Set a number of years ago, and while it's a gripping yarn about the *Cloud's* maiden voyage (also with lovely illustrations), it doesn't mention Eleanor at all except as the Old Man's wife back home. Well!

Eleanor learned navigation as a girl from her sea captain father and honed her skills as an adult on the China trade routes with her husband, Josiah Perkins Creesy. If being a lady navigator wasn't radical enough for her time, Eleanor made use of Lt. Maury's controversial book about wind and current information to help her set that incredible record. Truly one of the great women of sail, a more complete picture of Eleanor and her famous voyage can be found in Flying Cloud: The True Story of America's Most Famous Clipper Ship and the Woman Who Guided Her by David W. Shaw.



## Cruising Corner

Ron Moran, Cruising Chair

After last month's article about first aid supplies, Bill Wright pointed out that I failed to talk about hot or cold packs. Thanks for pointing that out, Bill. I should have discussed them.

On Honahlee, we have a freezer and use ice cubes in Ziplock bags if we need cold packs. For hot packs, we heat water on the stove and put it in a hot water bottle. If that would not work for you, there are chemical hot and cold packs that you can buy at most pharmacies.

This month let's talk about another safety item – Fire Extinguishers.

Quick – Can you tell me where they are located on your boat? Also, when was the last time you took the extinguisher out of the holder and examined it? When was the last time you talked with your crew about the location and use of your extinguishers?

Extinguishers are very reliable and need little maintenance, but it's a good idea to take them down every month to check the gauge and make sure it's in the green section. While you have it down, turn the extinguisher upside down and bang the side of the cylinder with your hand a few times. Fire extinguishers are full of a fine powder and over time, it can settle into the bottom of the cylinder. Turning it upside down and banging on the cylinder will break the powder up.

As for using an extinguisher, just remember P–A–S–S.

P = Pull the pin.

A = Aim at the base of the flames.

S = Squeeze the trigger.

S = Sweep the nozzle across the flames.

### Foghorn Deadline - 18th of the month

Email articles, announcements and photos with "Foghorn" in the header to the editors and graphics individuals listed below:

Editor: Joyce Jensen [joyceandbrad@msn.com](mailto:joyceandbrad@msn.com)

Editor: Judy Oxborrow [judy87807@comcast.net](mailto:judy87807@comcast.net)

Editor: Alan Bergen [alan-at-home@comcast.net](mailto:alan-at-home@comcast.net)

Editor: Gail O'Neill [gailejog@frontier.com](mailto:gailejog@frontier.com)

Graphics: Vickie Nissen [vknissen@frontier.com](mailto:vknissen@frontier.com)

Graphics: Bob Phillips [rphillips@web-ster.com](mailto:rphillips@web-ster.com)

Graphics: Rhonda Boguslawski [rhondalmb@netzero.net](mailto:rhondalmb@netzero.net)

Photography: Hans Geerling, Yvonne Lamont  
and all Club Members with cameras!

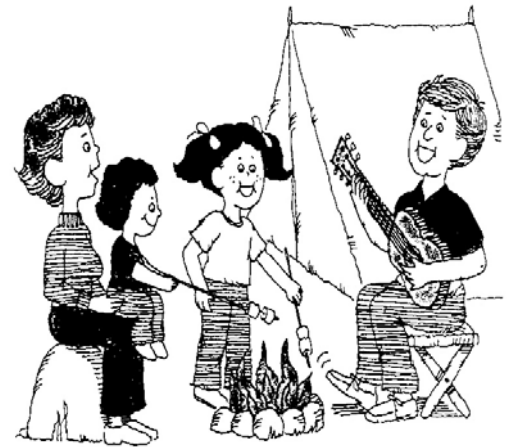
## From The Rear

*John Flenniken, Rear Commodore*

The weather is warming, and Loren Beach says the informal sail nights are underway again as the days lengthen and the winds allow. (Contact Loren for days and times.) Whether you crew on another's or take your boat out, the object is two-fold. One, use the boats you've been paying for the privilege to moor; and, two, enjoy the company of club members as you sail or motor on our beautiful river. A common exclamation after one of these events is "Why didn't I do this before now?"

I am encouraged by the number of both new and active members. I will be heading up the Nominating Committee later in the summer and if you have a desire to serve as a committee chair, director or flag officer, please let me know by sending me an email or expressing your interest to any director or flag officer. Many hands make for light work when we share the load. Normal terms run as short as an event or as long as five years. If you're the type that likes to work independently, then you might contact Jas Adams to see if there are any openings as clubhouse steward or grounds steward. The steward tasks are one month commitments. Taking on a steward, chair, director or officer assignment will fulfill your twelve work hours requirement.

I will be missing Opening Day this year as I must keep my promise to Penny that we would take a spring trip of her choice this year. As it happens it will be the first Opening Day I've missed since joining the Club. Looking over our achievements in years past, we've always made a good show of it. I imagine you will delight the judges again with your seamanship, participation and decorations.



## Memorial Day Cruise May 23 - 26

### Hadley's Landing on Multnomah Channel

Happy Hour Sunday at 1700 hours  
Pot Luck Sunday at 1800 hours

For more information:  
Ron Moran, Cruise Chair  
(503) 807-3817

## RCYC Upcoming Events, Meetings and Functions

### May 2014

3	Opening Day	
5	Knauti Knitters	10:00 am
7	Prep for Ladies Dinner	
8	RCYC Ladies Dinner	
10	OWSA Adventure Sail	5:30 pm
12	RCYC Board Meeting	7:00 pm
14	OWSA General Meeting	5:30 pm
17	RCYC Medium Distance Race	
18	Computer Sail Design	1:00 pm
18	Foghorn June Deadline	
19	Knauti Knitters	10:00 am
21	RCYC General Meeting	7:00 pm
23-26	Memorial Day Cruise	
31	Walk 4 BBQ	5:00 pm

### June 2014

1	Private Party	
2	Knauti Knitters	10:00 am
4	OWSA Cruising Class	5:30 pm
7	OWSA Cruising Class	8:30 am
9	RCYC Board Meeting	7:00 pm
11	OWSA General Meeting	5:30 pm
14	OWSA Cruising Class	5:00 pm
16	Knauti Knitters	10:00 am
18	Foghorn March Deadline	
18	RCYC General Meeting	7:00 pm
27	Beer Can Race	
28	Private Party	



Check the website calendar  
for updates and more  
information about RCYC  
[www.rosecityyachtclub.org](http://www.rosecityyachtclub.org)

Need something added  
to the calendar?  
Contact Vice Commodore  
Karen Finch  
[kk\\_finch@hotmail.com](mailto:kk_finch@hotmail.com)



ROSE CITY YACHT CLUB

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*RETURN SERVICE REQUESTED*