

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

July/August 2014



From the Helm

Ethan VanMatre, Commodore

Have you noticed the Loading Zone signs in the parking lot? There are two of them now, which should afford space for two or three cars. You might ask why we need them given the space in front of the ramp, which is a good question. I was the gate monitor for this year's Ladies Dinner. I was able to observe the parking lot under heavy use conditions. What I discovered was that when people were dropped off at the gate, the car that they came in often stopped and blocked the throughway, creating a "traffic jam". Also, there were a number of people who ended up parking quite a ways from the ramp, who had a hard time making their way through the parking lot.

I reported the difficulties in the parking lot at a Board meeting and it was pointed out that we used to have a loading zone which took care of those problems. In discussion we realized that a loading zone could be used as a parking space for those who find walking the parking lot to be a challenge as well.

From the Helm continued on page 2.

WE HAVE A WIRELESS MICROPHONE AND PATIO SPEAKERS!

By Richard and Kathy Pickwick

The project began last year, with the generous donation of a high-quality wireless microphone/receiver from our Commodore, Ethan VanMatre. With funding provided by the Walk 1 BBQ

and auction, last autumn, along with some additional RCYC funding, the project was expanded to include a duplicate wireless microphone/receiver, an audio mixer and high-quality outdoor speakers for our patio. Our entertainment center was re-configured to accommodate the new equipment and the outdoor speakers were installed with conduit/wiring to the Clubhouse.



Richard and Kathy Pickwick working a second Saturday on the speaker project.

Patio Speaker Project continued on page 4.

MAY 31ST - WALK 5 BBQ WAS A HUGE SUCCESS

A mexican fiesta of food, music and good times featured --- Miguel San Oxborrow and his Quatro-tet Band!



From the Rear

John Flenniken, Rear Commodore

Avast Ye'Maties

(that's Avast Ye'Maties in non-pirate)



It's time to mark a big black "X" on your calendar to remind you that the Pirates' Cruise and Breakfast is coming on August 8-10. I will be calling muster to the usual crew of cutthroats, scallywags, and tars to raid the galley and storehouses of the unsuspecting yacht club ye all call Rose City and move our plunder and provisions up river to Government Island where there are reports of buried treasure and good sport for even the youngest pirate. So prepare yourselves for family fun for all. We'll lay our plans in secret as we lazily cruise the river and send out coded messages on everyoneatrcyc. Be alert my pretties, we only gets one chance on this bounty.



Steve Beatty & Crew on "Audacious" during a Tuesday night sail.

Rose City Youth Sailing Society

By Pam Sesar

We have some excited young sailors this year. They are working and learning and facing challenges while enjoying the experience.

Some of the young voices describe what sailing means to them:

"I love sailing because I love being near water." "I like the water."

"Sailing means getting away from all the stressful things in life for a while." "To me sailing is a thing to do. My sister is always sailing and I think I should sign up too."

Also, the Columbia Gorge Racing Association is holding the Laser Masters North American Championships in Cascade Locks July 11-13. You may want to take a drive up that way and watch some of this event. It is truly amazing.

Reminder: RCYSS has agreements with VLSC and WSC for reduced tuition. Please ask for it when you sign up. If you would also like reimbursement up to 80% please complete the application found on our web site www.rosecityyachtclub.org/rcyss and email it to rosecityyss@gmail.com or mail it. Please provide us with an application two weeks in advance. 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. Keep sending and encouraging children to sign up!

And, as always, your donations help. Thank you!

From the Helm continued from page 1.

The Loading Zone signs are portable and may be moved to where they will do the most good. In front of the ramp is their "normal" place. Members should use the loading zone to pick up and drop off people and equipment. Members and guests who have difficulties in traversing the parking lot may use the loading zone as a parking space (kind of a Handicap Parking without the limitations of such). Just use common sense.

By now the dredge is back in the moorage. The bottom has been sanded and recoated to cover a number of pits that were discovered. The rust pits in some cases appear to have eaten into the metal hull up to two thirds of the thickness. The general message from the survey is that we could use the dredge for a year or two more but that we should consider replacing it. Do you know anyone who has a dredge to sell?

Warm weather is (mostly) here and cruising is upon us. I had great plans to get out on *Morgan le Fay* and especially to do Lazy Days but alas my work has claimed the vacation time I've set aside. Still, I do plan to get out when and where I can. Hope to see you on the river.

RCYC UPCOMING Events, Meetings, and Functions:

July

- 04 4th of July Land Cruise
- 07 Knauti Knitters 10:00 am
- 10 Private Party
- 11 Beer Can Race
- 14 Board Meeting 7:00 pm
- 16 General Meeting 7:00 pm
- 19-27 Lazy Days Cruise
- 21 Knauti Knitters 10:00 am
- 24 Cathlamet Pot Luck

August

- 04 Knauti Knitters 10:00 am
- 07 Private Party
- 08-10 Pirates' Cruise
- 10 Pirates' Breakfast 9:00 am
- 11 Board Meeting 7:00 pm
- 13 OWSA General Meeting 6:30 pm
- 16 Walk 5 BBQ 5:00 pm
- 18 Foghorn Deadline
- 18 Knauti Knitters 10:00 am
- 29-Sept 1 Labor Day Cruise

September

- 01 Knauti Knitters 10:00 am
- 06 Walk 1 BBQ 5:00 pm
- 08 Board Meeting 7:00 pm
- 10 OWSA General Meeting 6:30 pm
- 13 Work Party 9:00 am
- 13-14 Long Distance Race
- 15 Knauti Knitters 10:00 am
- 17 General Meeting 7:00 pm
- 18 Foghorn Deadline
- 20-21 River Place Cruise
- 27 Work Party 9:00 am

• Check the website for updated Club dates and more information about RCYC. Also view and/or download your Foghorn from the RCYC web site: www.rosecityyachtclub.org.

RCYC 4TH OF JULY LAND CRUISE



- ★ 10:00 am to 3:00 pm - SWAP MEET - On the Patio - Ron Moran
- ★ 2:00 to 3:00 pm - BOAT HANDLING - Clubhouse - Ron Moran
- ★ 2:00 pm - RC SOLING REGATTA - Bob Gales
- ★ 4:00 pm - HAPPY 2 HOURS (BYOB)
- ★ 6:00 pm - POTLUCK - Hamburgers & Hot Dogs will be provided

Please bring appetizers, side dish, salad or dessert to share

★ After Dinner - **WE WILL BE CELEBRATING WADE'S 100TH BIRTHDAY!**

Cake & Ice Cream will be served & Stories told to celebrate this amazing man!

Please bring your favorite "Wade" story to share!

- ★ 10:05 pm - FIREWORKS begin across the river in Vancouver

RSVP by JUNE 30 with # of adults & children

JoNell McClary - 503-891-9720

jonell.mcclary@frontier.com

Kathy Pickwick - 503-668-5919

pickwickoregon@hotmail.com



MANY VOLUNTEERS NEEDED FOR GRILLING & PARTY CLEAN UP

If you can help, please let JoNell or Kathy know



Wade Cornwell celebrating his birthday last year with Marianne Roberts at the Club.



Moorage Matters

Loren Beach, Moorage Chair

Some recent vacancies in our moorage have allowed some moves for boats on the Improvement List, and also a couple of new assignments for members on the #3 List. We are not quite "full", but the only unassigned slip is for a small boat on Walk 2a.

Summer is here, and not everyone sight-seeing on Marine Drive is well intentioned. Remember to lock up all doors and windows and close the ramp gate at sundown. If you offer a friendly greeting to a stranger on the shore side, or even on our docks, and none of his/her answers make any sense as to why they are on site or who they are... dial 911. In addition, let a Club officer and the residents know. It's been several years since we had to request a visit from a policeman to deal with a stubborn trespasser, but he handled it well and promptly.

If you cannot reach me for general moorage questions this summer, you should contact Karen or Ron Billion, residents on Walk 5.

We sometimes have other boaters visiting for a short time during the summer. Introduce yourself, and give them a Reciprocals Brochure from the front counter. They will need to check in with the residents to borrow a limited-access key while they are here.

Current this month will diminish as the river level drops. Still, keep your bow pointed somewhat upstream when proceeding in or out of a fairway, i.e. "crab". Wear your PFD. If you fall in, you'll find that the water is breathtakingly cold.

Enjoy your time on the water, but be careful out there.

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. Or post a For Sale sign at the Club or in the Foghorn and make your Soling happy! Make sure the boat's name/number is displayed.

WHAT: Soling One-Design Club Championship

WHEN: Friday, July 4

WHERE: Walk 2 Fairway

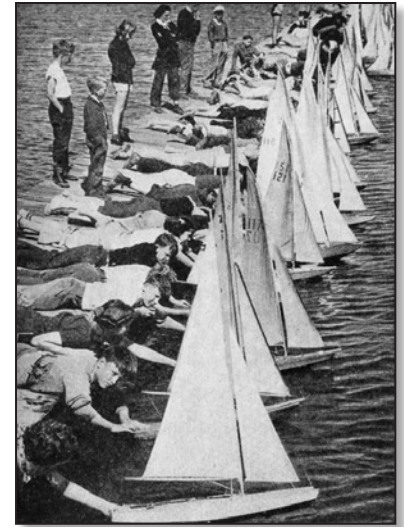
WHY: We got 'em, so lets sail 'em!

REGISTRATION: Day of the event, just show up

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 racing. Start times and post-race awards banquet may occur.



The pictures shows kids and adults at the "start line" with boats they built through a Works Progress Administration funded program in the 1930s. Long Beach, California.

Patio Speaker Project continued from page 1.

We now have the ability to use our wireless microphones at all General Meetings and RCYC functions, plus enjoy our favorite music on the patio. The system is designed to overlay voice from the microphones while music is being played on the patio (ie: announcements during Club functions).

A detailed diagram of our audio system is posted on the inside cabinet door of the entertainment center, along with extra batteries for the wireless microphones and other remotes.

We're sure this will prove to be a good addition to our existing sound system for the Club. Now we can all enjoy our favorite songs while enjoying a libation on the patio. Also, and perhaps more importantly, use of the wireless microphones at our Club meetings will greatly enhance the listening ability and participation by all Club members.

Many thanks to all who provided their contributions and input for bringing this project to fruition.



Vice Commodore's Report

Karen Finch, Vice Commodore

July brings the end of the first half of our calendar year. It also means that each member should have completed at least 6 work hours since the first of the year. In total, members have logged 864 hours. When you include those of us who contribute our work hours by being Club officers or holding appointed positions, the total jumps to 1,145. Work hours for the second half of the year need to be logged by December 10 to avoid seeing that extra entry on your last quarter billing. If you can't attend a work party or need help finding a way to fulfill your work hours, please feel free to contact me. If you are unable to fulfill your work hours due to health or other issues, you

can appeal to the Board for a waiver. The Board will then decide whether or not to approve that waiver. Please don't wait until December 10th. If you must apply for a waiver, please do so anytime before the November Board meeting. An email to me will be sufficient.

On a related note, when you use the Clubhouse, please be sure to leave it in a clean, stocked condition. If you use the last of the supplies (especially toilet tissue) please replenish those items. If you're on the clean-up crew following a RCYC event, please be sure to clean the Clubhouse sufficiently so that if someone is renting the Clubhouse the next day, they don't have to clean before AND after their event. Clean it as if you will be hosting a party the next day. Hope to see you all on the Lazy Days cruise.

The Cruising Corner

Ron Moran, RCYC Cruising Chair

It's time to start planning for the Lazy Days Cruise. For those new to the Club this is the Club's annual down river cruise. It's a weeklong cruise on the schedule but some people like to make it into a two week cruise.

The "official" dates and locations listed below are only a guideline. Some members will follow it, and others may go to some of the spots and skip others. Whatever route you take let's all try and meet up in Cathlamet on Thursday, July 25, for the Potluck.

❑ **Sat. July 20 – Martin Island Lagoon.**

After entering the channel next to the freeway stay in the center. Log rafts were stored along the freeway side in the old days and there may be busted off pilings. At the upper end of the channel when you turn to starboard stay well above the top end of Martin Island. It's shallow about two thirds of the way out from the island.

❑ **Sun. July 21 – Walker Island**

We will be behind Walker Island next to the Oregon Shore. There is the RCYC dock you can tie to or some may choose to anchor in the cove just above the dock.

Log rafts were also stored in this area and there are old pilings alongside Walker Island and also the Oregon shore so stay toward the center of the channel.

❑ **Mon. July 22 – Cathlamet**

The channel above the Cathlamet Bridge is getting sanded in and there are no longer any buoys marking it. If you want to go in that way, I would suggest doing so only on a rising tide. When entering the Elochoman Slough stay well above the green buoy.

❑ **Tues. July 23 – Astoria**

Most people will be staying at the West Basin.

I have heard that the entrance is getting sanded in so watch your depth sounder.

❑ **Wed. July 24 – Lay Day in Astoria**

❑ **Thurs. July 25 – Cathlamet**

Two events planned for today. There is a new Brewery by the Marina. Normally it is closed on Thursday but John Dees has arranged for RCYC to have a tour/tasting at 1500 hours. We will have our potluck on the covered patio with Happy Hour at 1700 hours and Potluck at 1800 hours.

❑ **Fri. July 26 – Walker Island**

❑ **Sat. July 27 – Martin Island**

❑ **Sun. July 28 – RCYC**

If you have any questions regarding the cruise contact Ron Moran



RCYC member Susan Wilcox, off to the Faroe Islands with friend Janice Dodd.

Tossing a towline to a disabled boat and bringing it back safely to the launch ramp is a time honored act of kindness that recreational boaters have always done for each other. But what happens if the Good Samaritan tossing the line decides to charge for his services? Is there much of a difference between a Good Sam looking for a little extra gas money and a professional towing service charging for on water towing services?

Once money changes hands for a routine tow, a Good Sam is opened up to a world of liability they may not want in their lap. Accepting money also requires a mariner's credential – such as a Captain's license – and requires commercial registration of the towing vessel.

While Good Samaritan laws vary from state to state, they generally provide that anyone who renders aid to injured persons is not liable for any damages, if the assistance is provided in good faith, without compensation or other consideration, and without gross negligence. In fact, in some states, failing to render emergency assistance to the persons involved can possibly put you in trouble with the law – but there is no duty to require a Good Sam to tow or "save" a boat.

For federally designated 'navigable' waterways, federal law trumps state law and says that the master or individual involved in rendering assistance is not liable for damages as a result of rendering assistance or for an act or omission in providing or arranging salvage, towage, medical treatment or other assistance when the individual acts as an ordinary, reasonable and prudent individual would have acted under the circumstances.

A boater who does not charge for rendering assistance is protected under the Good Samaritan laws for any damages or injuries that might occur during the tow. If money changes hands and someone gets injured or the disabled boat gets damaged, you're no longer considered a Good Sam and would be opening the door to much



more liability. You may be even personally liable, depending on your insurance policy – if you have one. It's just something else to think about before throwing a towline and asking for money. A commercial towing company carries insurance to cover those types of mishaps.

For boaters committed to being a Good Samaritan, here are some tips:

1. Never put yourself in danger or go beyond your capabilities.
2. For the safety of everyone, always report disabled vessels to the Coast Guard or other authority.
3. Ensure that your cleats are properly backed and you have the properly sized tow line (some lines can stretch and suddenly break).
4. Understand that once you start towing, the Good Sam has a duty for the safety and care for those aboard the disabled vessel.
5. Minimize risk by having everyone don their life jackets and remain seated – away from the bow in case a line parts or cleat gives way.
6. Maintain headway for control, but don't tow any faster than leaving a small wake.
7. Be careful to prevent other boat traffic from crossing the towline. Keep a horn or whistle available to warn others to stay clear.
8. Always tow to the nearest safe place. While it may not be near where anyone wants to go, it will shorten the time of the tow and minimize any exposure liability. It also gets passengers to a place where they can fix the boat or arrange for a proper tow.
9. Another option is to stand close by, but not undertake the tow and wait for a responder to arrive while staying close just in case of emergencies. A Good Sam could also remain on the right side of the law - and keep potential liability low - by simply removing the disabled boat's occupants and returning them to the dock, while arranging for a local tow of the broken down (and safely anchored) boat.

GROUP DSC

By Alan Bergen

Do you have a DSC equipped radio? Most people enter their MMSI number, connect the radio to their GPS, and forget it. Did you know that you can enter anyone's MMSI number, and then call him on the radio, just as if you were calling him on the phone? His radio rings like a telephone, and when he answers, his radio automatically switches to the channel that the sender selected before making the call. If that were not enough, now there's a group number that you can call. I have created a group number for Rose City YC: 036680319. When you call that number, anyone (RCYC member) who has that group number programmed into his radio will hear the radio ring. Anyone who answers will automatically be switched over to the preselected

channel to carry on the conversation. This is handy if you're out cruising and you want to talk to anyone from RCYC who is within radio transmitting/receiving distance from you. Check your radio user's manual for instructions on how to enter the group MMSI number, and for operating procedures which may be different than my radio. For my radio (ICOM IC-502A), entering the group MMSI number was the same as entering any individual user's MMSI number. Zero as the first digit in the MMSI number makes the number recognizable as a group number. This information is also available to Club members on the Club's web site, after you log in.



Secretary's Notes

Gary Whitney, Secretary

Member news:

Lee Tapper sold his boat and has resigned his membership effective June 1, 2014. Lee joined the club in 1999, and kept his boat on Walk 1. We wish him well.

On a sad note:

Former member Walter Stott passed away last week. Our condolences go out to his family.



We sang "Happy Birthday" to Ron, dancing, enjoyed the patio, and visited with friends at the Walk 5 BBQ.



The Dredge *J. Randall* Is Back Home

By Tom Stringfield (filling in for Dredge Replacement Chair Doug McClary)

After a haulout at Schooner Creek, for a survey by Alison Mazon and a bit of bottom paint work, the dredge *J. Randall* is back at RCYC. Alison concluded that, although the design and construction is not exactly up to snuff (the author's words, not Alison's) it has done many years of hard work and will likely survive doing a few more. Two coats of epoxy bottom paint on the side tubes will help assure that survival while RCYC's search for a new dredge goes on. Schooner Creek did a nice job for us, on time and under budget.



Schooner Creek's relaunch of the dredge on June 17 was done with the assistance of RCYC's workboats and crew Mark Basel, Craig Cordon, Mike Pitarresi and Tom Stringfield.

The tow back to RCYC was done in the early morning hours of June 21, 2014. Brad and Joyce Jensen's Grand Banks *JOYSEA* provided the towing power, assisted by both of the Club workboats. These



sturdy vessels were crewed by Ron Billion, Jim Calnon, Bob Fellman, Brad Jensen, Alison Mazon (also the event photographer), Tom Stringfield, Gary Vogel, Tom Woolcott and Joyce and Brad's son, Brent Clarke. Thanks also to

Mark Basel, Scott Griffin, and Chris Payne for volunteering for the tow. This was the best kind of towing operation: an uneventful one.



COMPUTER SAIL DESIGN PRESENTATION

By Craig Cordon, RCYC Education

Dale Waagmeester, of Banks Sails Northwest, gave a presentation on Computer Sail Design to the RCYC membership, on May 18th. First, some history: Dale has been using computer aided sail design since the late 1970s. The first program that truly developed custom panels for each sail was developed by a mathematician/boat builder. The program generated specific sizes and shapes of individual sail panels, for each individual boat, based on designer input. The loft would then sew the panels together to form a sail. Dale discovered that the computer generated panel method gave a better and more consistent result than the traditional "stick and string" method by which Dale and his father had laid out sails on the shop floor. The first mainsail Dale made on this new program was for RCYC member Fred Whitfield.

Today's software programs are highly sophisticated. The new programs can render images that show sail shape from infinite 3D perspective. The new programs will also show a sail's fairing performance for any combination of individual panels. This enables the sail designer to determine how smoothly the individual panel sections work together aerodynamically. Before computers this could only be done by human eye, and not nearly as accurately.

Ultimately all computer sail design programs, both the original and today's software, generate dimensions for individual sail panels based on input from the sail designer. In response to an audience question, Dale answered that there is no central computer "bank" of established sail designs. Dale has worked with a group of colleagues, American and European, to develop his own collection of standard designs for common boat models (Cal 40, J24) as well as for common generic boat types (heavyweight cruiser, cutter, medium weight cruiser/racer, masthead, light weight racer, fractional). Each standard design is also submitted to a computer analyst for aerodynamic testing. These standard designs then form the basis for a typical sail order, tweaked to fit the needs of the individual boat model and sailing requirements of the customer.

Dale and his family have had the loft since the 1960s. For the past 19 years they have operated under the business name "Banks Sails Northwest", designing sails with the assistance of computers, for all types of boats and sailing needs.

NAUTICAL READS

By Bill and Nina Kramer

Most of the stories of voyages that I read are the account of someone's voyage. Brian Doyle's new book, *The Plover*, is a different kind of voyage. It is a wonderful, lyrical, magical story of a voyage, but it is a work of fiction instead of non-fiction. We discover a lot about the people involved, but not so much about the places they go. The story starts with Declan O' Donnell as he sets out in his boat from the Oregon coast to get away from everything, on his own, alone. Sailing west on his boat, he is an island. Getting away, without any interdependence, proves much more difficult. His course is shaped by winds and waves, and the crew members he is fated to acquire along the way. It ends up being a very crowded vessel. Discoveries are made.

This is an engaging book filled with a love of language and intelligent birds. This is a story of life getting complicated. This is a story that will not help you navigate to the South Sea islands. This is a story that shows the value of being willing to wander until it is time for a change. It is a story I thoroughly enjoyed.

Nina and I enjoy writing the RCYC book column. We do want this to be more than our suggestions, so we want to put a call out to all members to send us your book suggestions. You can just send a title, or a completed book article. The goal is to be able to share lots of books that are of interest to us as boaters. I know several of you have told us titles on cruises and BBQs. The problem is we forget, so putting ideas in writing is always best. And we know, based on a quick book survey during our recent Club cruise, that you read a wide variety of books. Please send suggestions our way: bkramer6@yahoo.com.

Foghorn Copy Deadline: 18th of the Month.

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

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PHOTOGRAPHERS: Hans Geerling, Yvonne Lamont &
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