

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

September 2014



From the Helm

Ethan VanMatre, Commodore

One of the more pleasant tasks that falls to the Commodore is the swearing in of new members. During the Walk 5 BBQ, I had the honor of swearing in 2 new member families and the privilege of introducing 2 prospective member families. There would have been the swearing in of a 3rd member family had they been able to come to the BBQ. Of course, there is no General Meeting in August so the BBQ took its place for this event.

We are growing and that gives me a deep sense of pride that "we are doing something right". Special thanks go to our membership chairs (Mark and Valerie Holzmann) and really to you the members as well who, by your actions and enthusiasm for RCYC, are the best advertising any yacht club could wish for. Thank you!

As a legal corporation of Oregon we are bound by the By-Laws and Rules of RCYC. One of the less pleasant tasks that fall to the Commodore is the enforcing of the By-Laws and Rules. I hope that you will take time to read through the By-Laws and Rules that are published in the yearbook to refresh your memory. Over the summer, I have received many reports of violations of our rules. Most of these are resolved quietly with a reminder of the rules, and some are not violations at all. The single most common "rule breaking" reported to me is when a member lets a non-member use their boat with the member not being aboard.

From the Helm continued on page 2.



Inna and Ethan VanMartre



Larry Wintermeyer

Pirates' Cruise

Steve and Jean Beaty, Jeanne Becker, John Flenniken, and Alverna Martin



Article IV section 4 of the By-Laws states that ... Members shall have the right of the use of the properties, moorage, and facilities of the club.... This rule says it all – the use of the moorage, which includes not only a place to tie your boat up, but also entering and leaving the moorage is for members.

Section 4 also states that the Board determines from time to time what privileges are granted to guests, dependents of members and others (reciprocals etc). This section also allows the board to grant privileges on a case by case basis for limited periods of time or for a specific purpose. Our Moorage Rules define other limits on non-members and guests in a number of places (A.I.I. Non-members; E.2. Keys; G. Guests, etc.).

There may be cases where, for some reason, you cannot be on board and your boat needs to go out. You should contact the board and request an exemption to the rules. The bottom line is that a member needs to be aboard whenever your boat enters or leaves the moorage. Any member can be aboard, just so long as a member is on the vessel or the Board has granted an exemption. Happy sailing!



Bob Phillips

A View from the Rear

John Flenniken, Rear Commodore

The Pirates' Cruise and Breakfast are now a 2014 summer memory. Thirty-two boats sailed to the pirate rendezvous at their East Dock lair. A youthful crew of pirates poured from these boats. Resistance was light; and we took the place by surprise, with only minor injuries - mostly self-inflicted. Janice Choy-Weber and Julie Schumann (and their pirate helpers) provided events and activities from smores to buried pirate treasure galore. The temperature climbed into the 90s; but the river was cooling, and swimming was an excellent way to cool off.

From this flotilla, a feast materialized on Saturday night -- so bountiful that some wondered if they could eat any more. We sure know how to enjoy ourselves dockside. The sky provided an evening show simultaneously - a beautiful sunset and full moon rise.

Helping with all the preparations were the steady, loyal and reliable Past Commodores. Bob Phillips and I loaded the club launch. Ron Moran delivered said launch to the Pirates Lair on the Governments Island. An advance party of pirates helped him unload the equipment and supplies. The Past Commodores in attendance included Terry Foren, John Kneeland, Kathy Kneeland, Lynn Easton, Bob Phillips, Ron Moran, John Dees, Karl Quade, Jim Douglass, Marili Reilly, and Chuck Silver. The Past Commodores, along with Secretary Gary Whitney, cooked up the vittles for breakfast Sunday morning. The Club launch was reloaded; and Andy Volesky brought all the equipment and leftovers back to the Club. All is now properly stowed and awaiting the next Pirates Cruise. Thanks to everyone who shanghaied their little pirates for this adventure and to our hardy pirate-hearted Club members. Save your pirate togs and Jolly Rogers for our 2015 adventure.

My thanks to Bob Phillips, who showed me the ropes and explained the in and outs of the Pirates Cruise.



Secretary's Notes

Gary Whitney, Secretary

July and August have been very active in membership area. We have three new member families: Mike and Cindy Reese, Richard Kelleher and Sheri Lee, Nolan Johnson.

We also interviewed two prospective members: Will and Kelsi Pollard, Jim Pickett and Kerry Lynch.

And, we noted more changes in membership status: Larry Wintermeyer is now a Life Member. Jeanette Busse sold her boat and resigned. The new owner of Jeanette's boat is Will Pollard, and he is a prospective new member. Patti Jones also sold her boat and resigned. The new owners, Richard Kelleher and Sheri Lee, have now joined the RCYC family.

The Cruising Corner

Ron Moran, RCYC Cruising Chair

It's been a great summer for cruising, but it's not over yet. We still have several cruises on the calendar.

The first one will be the Labor Day Cruise which is scheduled for August 29 – September 1. This year we will be going to Coon Island (East Dock) on Multnomah Channel. Don't forget to bring your special dish for the potluck which will be on Sunday. Happy hour is at 1700 hours and potluck at 1800 hours.

Then we have the cruise to River Place on the Willamette. This is scheduled for September 20 and 21. The Club has paid to reserve the Breakwater at River Place for Saturday night. However there is still a \$20 charge per boat for that night that I will prepay. **I will collect the money from you that weekend. Please do not use the envelopes and pay station on the dock.**

Because the breakwater dock is open to anyone walking along the waterfront, we will not be having a potluck. If you want to go through the bridges as a group, Honahlee will be getting underway from the Club on Saturday at 0930. On Sunday, if possible, let's leave River Place at 1030 hours to minimize bridge openings.

If you want to go on this one, I must know by September 15. Please send me an email at ronmoran@gmail.com or call me (503-807-3817).



John Dees – nice find off the coast.



David Columbus sailing around Vancouver Island.



David met fellow member Bob Henry in Port McNeill.

Rose City Youth Sailing Society

By Pam Sesar

I am currently on my honeymoon! ❤️

We had a fabulous group of children again this year. Yippee! I will be getting more information for the next issue but want to thank everyone as we grow. Please do not hesitate to contact me.

Happy sailing everyone.



Tom Nelson and Bob Henry on potty duty



Tom and Bob outside the cabin at Octopus Islands Marine Park



Campfire-Lagoon Cove in the Broughtons

NAUTICAL READS

By Bill and Nina Kramer

I seem to have a theme going in the books I'm reading at the moment: mapping the oceans. I ran across the name of Marie Tharp in a blog I read occasionally. So I tracked her down at the library. She, along with Bruce Heezen and Maurice Ewing, produced the first physiographic map of the bottom of the Atlantic Ocean. When it was finally printed, this map showed what the terrain would look like if the water were removed. Bruce and Maurice got to do the fun stuff on the survey boats while Marie, being female, got to stay behind and draw it up. While doing this, she realized there was a rift in the Mid-Atlantic that looked like it had been created by the continents pulling apart. Continental drift was not an accepted theory at the time among American geologists, and the guys dismissed her finding as "girl talk." It was the 1950s, after all. But within a year, similar rifts were showing up in other oceans being mapped; and after seeing correlations with earthquake location data, they were on her side.

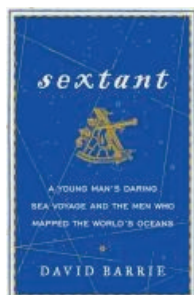
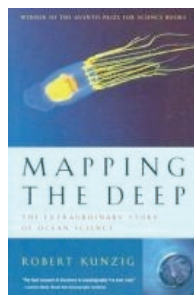
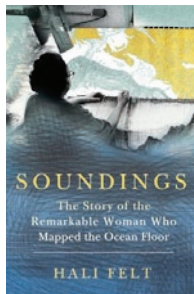
Soundings: The Story of the Remarkable Woman Who Mapped the Ocean Floor

by Hali Felt focuses on Marie and how she showed us what the bottom of the ocean looks like.

Mapping the Deep: The Extraordinary Story of Ocean Science by Robert Kunzig mentions the role Marie and Bruce played in mapping the oceans. But it also covers other developments in oceanography that help us understand the waters that make up seventy percent of our planet.

The third book, unrelated to Marie, is a new book called ***Sextant: A Young Man's Daring Sea Voyage and the Men Who Mapped the World's Oceans*** by David Barrie. Like Dava Sobel's ***Longitude***, Barrie's book looks at the impact and use of the sextant as a tool for navigation, both by the author as a young sailor and by those who preceded him in the exploration of the surface of the oceans.

Whether exploring the deep or sailing from point A to point B, here are a few good non-fiction books with which to go a-voyaging.



Lazy Days

Lazy Days: Potluck and musical gathering in Cathlamet



Lazy Days: Walker Island,



RCYC UPCOMING Events, Meetings, and Functions:

August 29 – September 2014

Aug 29-Sept 1:

Labor Day Cruise,
Coon Island East Dock

6 Walk 1 BBQ, 5:00 p.m.

8 Board Meeting, 7:00 p.m.

13-14 Long Distance Race

13 Work Party, 9:00 a.m.

14 Celebration of Life for Linda
Belshaw, time TBD

15 Knauti Knitters, 10:00 a.m.

17 General Meeting, 7:00 p.m.

18 Foghorn Deadline

20-21 River Place Cruise

20 Private Party

27 Work Party, 9:00 a.m.

October 2014

3-5 Cruise – Bartlett Landing

6 Knauti Knitters, 10:00 a.m.

10 Old Salts Dinner, 5:00 p.m.

11 Work Party, 9:00 a.m.

13 Board Meeting, 7:00 p.m.

15 General Meeting, 7:00 p.m.

16 RCYC Race Planning Meeting,
7:00 p.m.

18 Foghorn Deadline

20 Knauti Knitters, 10:00 a.m.

25 Work Party, 9:00 a.m.

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

2015 Ladies Dinner

In a few months, I will be the first mate – a reversal of roles, to be sure. Of course, Karen's already "The Admiral" and has the cup to prove it. Anyhow, I've been pondering ideas for next year's ladies dinner. I would like it to be different and, most of all, FUN.

I came up with the idea of a "Tea Party" theme – no, not the political kind but, the "Mad Hatter" variety. I ask for your help in keeping a sharp eye for odd tea cups, saucers and teapots – the crazier, the better. If you have an old "interesting" one, or see a unique one at a thrift shop, flea market or garage sale, get it, bring it and put a label on the bottom - indicating what you think it should be worth for a suggested donation or that you'd like to have it back.

I am leaning towards having the proceeds go to Camp Meadowood Springs – formerly known as Meadowood Springs Speech and Hearing Camp. Now, the camp also encompasses children with Autism, ADHD, Asperger's Syndrome, and other challenges to communication and social learning – along with their neurotypical peers and siblings. Check out <http://meadowoodsprings.org/>.

Mike Finch

Willamette River Cruise: September 20 – 21

We will be going to the River Place Breakwater on the Willamette.

Because the Breakwater is open to the public we will not be having a Potluck.

If you want to leave the Club as a group, Honahlee will be getting underway Saturday at 0930 hours. On Sunday, if possible, let's all leave River Place at 1030 HRS to minimize bridge openings.

The Club has paid to reserve the Breakwater; however, I need to pre-pay the City for each boat. The charge per boat is \$20 which I will collect from you that weekend. Please do not use the pay station on the Breakwater.

To reserve your spot, please contact Ron Moran before
September 15th

ronmoran@gmail.com or 503-807-3817

The Foghorn staff wishes to thank Gail O'Neill for her invaluable help in editing the Foghorn over the past few years. For personal reasons, Gail O'Neill has taken a leave of absence from the Foghorn staff. We will miss her and wish her well, always hoping she will rejoin our ranks again.

We welcome RCYC members with editing or graphic skills to join our team. With our team approach, we are able to rotate editing and graphic production of the Foghorn on a monthly basis. By coordinating our calendars, a team member usually works on 2-3 issues a year; and if an emergency arises, there is an availability backup staff to help. As a team member, you will be credited for your annual twelve work hours. So, if you have the skills we need, please consider joining the team. Just e-mail the entire Foghorn team or any one of them.

Port of Portland Fire Inspection Results

John Tichenor, Fire & Safety

On June 30th, 2014 at 10:00 am, Ethan and Ron Moran and I accompanied Ray Pratt (Port of Portland Harbormaster) on the Bi-Annual Fire & Safety inspection tour of our facilities. At this time I am extremely proud to say that although he did his very best, Ray was unable to find any infractions, and for the first time we passed with a clean inspection.

I would like to thank every member of Rose City Yacht Club for these excellent results. As a hands-on club, we are self-policing. I attribute our success to the self-sufficiency and can do attitude of our club. We take ownership of the needs of RCYC which instills and enhances a sense of pride and accomplishment. With that being said we have a few issues which need to be addressed.

Harbormaster Pratt could easily have written these up as violations. However, due to what I feel is an excellent relationship between RCYC and the Port of Portland, they were handled simply in conversation and a handshake.

Storage Lockers (end of Walk 5) - Behind "Door #2" was the first choice for a potential violation. We found power washers, both electric and gasoline. On the shelf was a gasoline can with no cap. We were fortunate that the gasoline can was empty. Had there been any fuel what-so-ever in the can, this would have been written up as a "GROSS VIOLATION". We do NOT, in any way, at any time, store gasoline or gasoline tools in those lockers. They need to be stored in the "Chapel" up in the parking lot. In addition, we cannot refuel anything over the water unless it is in a designated fueling area with all the bells and whistles for containment and clean-up. (I'm sure there is some exemption as to how we handle dredging operations but that is a different scenario.) I will not profess to be an attorney to argue the finer points of the clean water acts and laws. In my opinion, it is best to simply not cross this line and put us in a defensive position. The simple solution is to keep all gasoline powered items in their designated location - the "Chapel" storage unit in the parking lot.

Propane Storage in "Chapel" - This I would refer to as a Dominant or Highly Advisable suggestion. It was suggested that we not store propane tanks inside the "Chapel" In the event of a fire, the propane container will have the potential to become a highly explosive bomb.

In summation, I reflect back to my first port inspection with Portland's Harbormaster in 2004. After several hours of arduous inspection (you could almost call it nitpicking), we received a list of only 8 items. Most were very minor in nature with a few needing immediate attention. Within a couple of weeks, all issues had been addressed and a re-inspection took place. Since that time, we have reduced our inspection violations down to 2 or 3 items, and this year there were NO recordable issues whatsoever. Past issues have

revolved around fire extinguisher placement and power cords. Policing of power cords requires a continuous effort on our part.

Never allow power cords to drape around a piling as it will chafe the protective insulation with each rise and fall of the tide.

Do not allow any power cord to sag into the water. This can cause the surrounding water source to become energized from electricity leakage. When the human body makes contact with energized water, it becomes the conductor of electricity and can cause complete loss of muscle control, ventricular fibrillation, and electric shock death.

I would also recommend that we put flammable signage on the chapel in event of emergency. We inquired with Ray how to obtain another capacity plaque for the clubhouse. He responded that they do go through his office and would look into it and get back to us on that.

The fire and safety inspection was followed by the standpipe pressure testing. We passed without issue.

RCYC Walk 1 BBQ OKTOBERFEST

Saturday, September 6, 2014

Happy Hour begins at 5:00 - Dinner begins at 6:00

"BYOB" Bring Your Own Brats and adult beverages

★ Walk 1 is sponsoring a keg

★ Beer stein contest

★ Chicken dance contest

★ Menu:

- Special German appetizers
- Brat buns/rolls
- German potato salad
- Sweet and sour red cabbage with apples
- Cole slaw - Sauerkraut
- German chocolate cake - strudel



Foghorn Copy Deadline: 18th of the Month.

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

EDITORS: Judy Oxborrow: judy87807@centurylink.net

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Robert Phillips: rlphillips@web-ster.com

Rhonda Boguslawski: rhondalmb@netzero.net

PHOTOGRAPHERS: Hans Geerling, Yvonne Lamont &
all Club Members.



Vice Commodore's Report

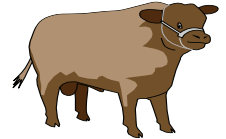
Karen Finch, Vice Commodore

We had another great Lazy Days cruise last month. I hope you all enjoyed it as much as we did. For those of you who have never participated in Lazy Days, I highly recommend it! And for our new members, please consider joining us next year. If you'd like to buddy boat with some of us who have been around awhile, just let us know.

This month brings the return of work parties. Please be sure to get your remaining six hours in and logged before December 10th to avoid that extra charge on your end-of-year billing.

OLD SALT'S DINNER

FRIDAY – OCTOBER 10TH



- \$12.50 PER PERSON
- PRIME RIB DINNER WITH SALAD-VEGETABLES-BREAD-WINE-DESSERT
- BYOB
- HAPPY HOUR AT 6:00 – DINNER AT 7:00
- SEATING IS LIMITED TO 90 PEOPLE – RESERVATIONS ARE REQUIRED

This dinner is for men and women – no children please

Watch your email for information about making reservations. Pay by check or by cash at the door.

Pirates' Cruise Yo-Ho! There be PIRATES at Schwitter Landing!





Sand Sculpture contest held on Saturday afternoon.

1. Lehua Morley joined the contest late as a solo competitor. Won best solo entry and showed Most Initiative.
2. Team "Mt. Lavacano" with their Lava Lair consisted of Tanner, Bridger, Kendrick, and Nate. Won best in category for Engineering.
3. Brothers Sam, Jake and Nate teamed up to build "Lava Rocks Village". Won best in category for Creativity. ▼



Teenagers at Pirates' Cruise -- the Chabala grandsons (John and Pete) and the Jensen's granddaughter (Rhiley) and friend (Ella)





Moorage Matters

Loren Beach, Moorage Chair

Security: Fall brings shorter daylight hours, and a commensurate need to think about security around the moorage. Be sure that all of the clubhouse entrances and the ramp gate are locked at sundown. If you are confronted by a stranger in the parking lot or down on the docks, do not provoke a fight - just dial 911 and get some help.

Next, call a club officer and let them know what's happening. Even when our Resident Members are home, their job is NOT to get into altercations with strangers that could turn physical in an instant.

Sand: Doug and his dredge crew are reassembling the J. Randall to ready it for another season of digging sand. If you run into a high spot inside the moorage, drop an e-mail to him with location and the state of the tide when you touched the sand.

Here is the link for the Vancouver river gauge: <http://water.weather.gov/ahps2/hydrograph.php?wfo=pqr&gage=vapwl>

If you want to find out what the wind is doing at nearby PDX before you head out to the river, here is a pretty good link: <http://new.sailflow.com/spot/589>

I am presently filling two smaller slips and have messages out to eligible members on the Improvement List. Once they make their choices, I will have slips to offer to new members. I am very grateful to Karen Billion for managing slips while we were in the Gulf Islands cruising for a month.

The informal "Adult Sail" program continues on Tuesday and Thursday evenings, at 6 pm through September. While we will be increasingly constrained by lighter fall winds and shorter daylight hours, we set sail when we can. Even if we don't sail, it's great to socialize on the deck with friends.

Fall Work Party: If you have a tilted finger dock due to wood warping or water movement, let the Work Party Chair, Rick Samuels, know which one it is. If you find ANY loose nuts (or, worse yet, missing ones) let him know so a crew can repair or tighten them.

Fair winds.

RCYC Moorage Rules and By-Law Changes

Below are proposed changes, approved by the Board, for both the Moorage Rules and By-Laws. The actual changes are highlighted in bold. The moorage rule change addresses safety issues. The By-Laws change addresses the issue of bonds held by Inactive Life Members. The Finance Committee and the Board feels morally and ethically obligated to refund the bonds for all persons no longer members of the Club. In the case of Inactive Life Members, especially those who choose to remain members, but move and maintain little social contact with the Club, this has proven to be a major challenge. Often we do not learn of their passing for months or years. Inactive Life Members have no financial obligations to the Club. With this change, Inactive Life Members could still remain a member but would have the option of requesting their bond be refunded now. This would help reduce the number of cases where we are dealing with outstanding bonds. The By-Laws change will be voted on at the annual meeting.

Moorage Rule Change

Section F. Safety and Security. Replace in its entirety with the following:

1. The entrance gate to the parking lot is to be locked at all times unless it is attended. The gate at the top of the ramp descending into the moorage and clubhouse is to be locked from dusk to dawn. Any member leaving the Club grounds during this period should secure the gate behind him/her unless there is a sponsored event in the clubhouse.
2. Children ages 12 and under shall wear a life jacket while on docks or on the patio.

3. As a precaution against any stray electrical current, there shall be no recreational swimming within the moorage.

4. Persons working on the bottom of their boat or having a diver provide these services should exercise caution.

5. Violation of security and/or safety rules should be reported to a Flag Officer for action by the Board in accordance with Article XIX of the By-Laws.

By-Laws Change

Article II. Membership, Section 5. Inactive Life Member – Change to read:

Any Life Members who sell their boat or permanently move it more than 50 miles from the Club's moorage and still wish to retain an affiliation with the Club may apply for Inactive Life Status. Inactive Life Members shall pay no fees. **Upon being granted Inactive Life Member status and having no further financial obligation to the Club, a member may surrender his/her membership bond for refund.**

DOCKING PROCEDURES

By Craig Cordon, RCYC Education

Ron Moran and Lynn Easton gave the membership a tutorial on docking procedures at the July 4 Land Cruise. After the chalkboard presentation Florence Dickerson, volunteered her boat for a hands-on demonstration. Here is some of Ron and Lynn's valuable insight:

Tying up, untying. For a long term tie, it's best to secure lines to dock cleats using figure eight "horn" wrap. Using two full turns around cleat prior to figure eight takes some strain off of line, making it easier to undo the finishing half hitch. Finishing half hitch is best for a permanent tie, but if the tie is temporary, finish instead with three full wraps (after figure eight). This will make quick release, if necessary, much faster. If tying up at a dock with wood railing, rather than cleats, run the line from your boat first under the railing, then back over the top, and then back to your boat where it is secured. Watch for wood slivers gathering in your line. It's best to give a dock helper the "eye" end of a line. This is also true for rafting up to other boats.

Guests. The captain is responsible for the welfare of everyone aboard. Talk to guests, explain things in advance; don't expect them to know what you are thinking. With a mixture of regular crew and inexperienced guests, don't be afraid to send the guests below and out of the way during docking and departure. If the life line gate is closed (or on the wrong side of the boat), guests should board and disembark, with both feet stationary on deck before swinging a leg over the life line.

Preliminary to departure. Make sure the engine is warmed up and pumping water. Check to make sure the transmission engages forward, neutral, and reverse. Current will steer a boat held in place by dock lines. Check for strength of current by noting how quickly the boat reacts to the tiller (or wheel) from side to side.

Exiting marina. Right handed prop, in reverse, will walk the boat to port—not good in our marina. Prop walk only happens with the transmission engaged. It can be avoided by leaving the transmission in neutral and having a crew person walk the boat back. If the bow is held against the finger dock, current (and NW wind) will swing the stern to starboard. Once the stern swings far enough, the current against the leading edge of the keel will gradually bring the bow to port. Once

Docking Procedures continued on page 11.



Docking Procedures continued from page 10.

in forward and exiting the fairway, it's best to keep the bow high to the current, crabbing if necessary. Keep an eye on Donaldson's fuel dock, a potential trouble spot with volatile gasoline and squirrely power boats.

Docking. When returning to our marina, the bow should again be kept high to the current. "Slow is pro." So long as the boat has enough speed to keep a way on, a sailboat should track with its keel. The keel also allows a sailboat to pivot around its "pivot point" which varies depending on boat design; but, the rule of thumb is 1/3 of the way aft of bow in forward and 1/3 of the way forward from stern in reverse. Once in the finger, it is easiest to control the boat with a mid-ship line secured first. If your boat doesn't have a midship cleat the line can be attached to a shroud. The proper sequence is mid-ship line first, then bow, then stern.

Practice. Holding station develops a feel for your boat's behavior under power. With this exercise, you approach and then maintain a close distance from a target object in the river, such as buoy 14. You can practice first holding directly downriver from the object, and then do the same to port and then starboard. In order to do this successfully, you need to deal with such factors as river current, your boat's behavior in forward under power, and wind and wave action moving your bow.

Work parties will be upon us soon!

They are scheduled for September 13 and 27 and October 11 and 25.

There will be lots to do. I am looking for work party leaders and food preparation people.

If you are available, please call or email me.

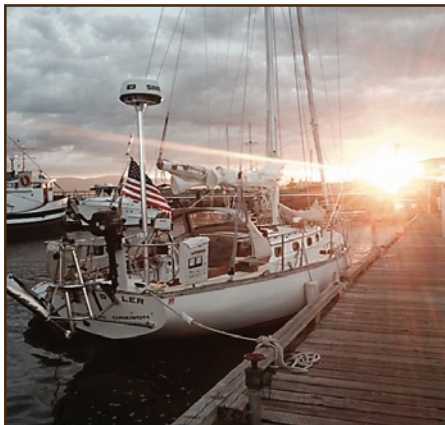
Rick Samuels, Work party chair





Kathy Kneeland, Tom Stringfield, and Inna Van Matre

Inna home from Pirates



FOCHORNA
ROSE CITY YACHT CLUB

3737 NE Marine Drive
Portland, OR 97211
503-282-2049

RETURN SERVICE REQUESTED