

FOGHORN

ROSE CITY YACHT CLUB NEWSLETTER

Commodore: Dave Reilly
Vice Commodore: Nolan Johnson
Secretary: Chuck Pennington

July - August 2017



From the Helm

Dave Reilly, Commodore

Happy 4th of July!

We have been traveling for most of June, so we have been absent from the Club. We are in Gautier, MS at an RV Park and marina. We have reconnected with "This 'L Du", but unfortunately our boating plans were curtailed by an outdrive seal that decided to admit gushers of bayou water inside of the boat instead of keeping it on the outside. We have been enjoying ourselves but miss the Club and RCYC friends. We will return to RCYC in time for the Fourth of July land cruise and are looking forward to the Lazy Days Cruise.

Get Your Yearbook Photos Taken at the 4th of July Land Cruise

By Melissa Bearn

Photos for the Yearbook will be taken at the 4th of July Land Cruise. If your photo is more than five years old and/or does not reflect your current look or style (you know who you are), please make sure to stop by so we can update it. The photo location is still TBD, but it will be near the Clubhouse. Tuesday, July 4 from 3:00 – 4:30 p.m.

IT IS CRUISING TIME! MEMORIAL WEEKEND WAS A GOOD ONE.



COMING UP: Fourth of July BBQ, Lazy Days, Pirates' Cruise, but wait, there is more...

RCYC MEMBERS ENJOYING NORTHERN WATERS

By Bob Gales

Gail and I are sitting on Soleil in our slip at Squalicum Harbor in Bellingham waiting for a new prop. (Prop fell off - a story for another time.) We have already been to Ganges, our favorite port in the Canadian Gulf Islands, as well as to Rosario Resort in the San Juans. We will head back to Canada after the July 4th festivities in Friday Harbor. Our plans have us cruising the east side of Vancouver Island to Hornby Island and then cutting over to Desolation Sound. We really want to go as far as Port Hardy but we'll make decisions daily as the weather and how we feel dictate.

Alan and Rhonda Morgan-Boguslawski, on *Summer Wind*, plan to leave RCYC July 1st to Desolation Sound and the Discovery Islands and maybe to other spots as well. They think they will return mid-August. Pam and Carl Corey will leave June 15th with plans to circumnavigate Vancouver Island aboard *ExTerra*. Eric and Kim Rimkus are way up north on *Gladiator*. Here's what Eric emailed me earlier this month:

Kim and I are currently sitting aboard *GLADIATOR* in Prince Rupert awaiting weather to jump to Ketchikan. Our first wifi/cell service since our short stop in Hartley Bay and Shearwater prior to that; so 3 stops with service in the past 14 days. We left Anacortes on April 11th, crossing into Canada on April 13th. We have been traveling slowly north, with a plan to make Glacier Bay by late June. We'll be back to Ketchikan around July 21st in order to fly back to Portland (Cascade Locks) and Port Townsend to run a couple of regattas before heading back to the boat. We'll head south from Ketchikan in mid-August, again taking our time working our way through Canadian waters after most of the crowds have left. We will likely winter over this year on the Sunshine Coast or in Nanaimo, Ladysmith, Cow Bay area before heading north in early 2018 again ahead of the crowds, then south to SF Bay in the fall. The prawning from Echo Bay north has been spectacular (loads of big spot prawns) and the crabbing started getting hot around Codville Lagoon and Ocean Falls. We are halibut fishing now and we'll be switching to salmon fishing shortly. The only supply stops that we've made thus far have been Port McNeill, Shearwater/ Bella Bella and Prince Rupert because nothing has been open in the smaller towns' marinas. There may be other RCYC members heading north by boat, car, ferry, train or float plane. Keep a lookout for RCYC burgees and say ahoy

ANCHORING ON VELIC

By Ruth Webster

There are a few options for achieving clear communication when anchoring or picking up a mooring. On *Velic*, we use a set of hand signals. They are simple and reliable (no batteries), and no talking or yelling are required.

Our process has standard role assignments: Randy's job is to give the appropriate signal at the right time; Ruth's job is to keep an eye on Randy, drive the boat, and stay "situationally aware" to our surroundings. All hand signals are given with arm extended, and clearly visible from the helm.

Our hand signals are as follows:

Forward-----Hand pointing up
Reverse -----Hand pointing down
Neutral-----Hand flat with arm moving horizontally

Stop the Boat-----Clenched Fist
Steer Port -----Point to port
Steer Starboard -----Point to starboard
Faster-----Hand in rapid circular motion
Slower-----Hand in slow circular motion
Anchor is Free-----Thumbs Up

We begin the process with a survey of the anchorage or mooring field while under slow power. Once we have surveyed the area and selected a spot, Ruth motors away in preparation for the approach while Randy completes any necessary tasks for anchoring or picking up the mooring. When all is ready, we begin the approach itself, Randy on the foredeck, Ruth at the helm. This is the one part of the process during which we use vocalization: Ruth calls out depths as we approach. Randy is using hand signals to indicate Faster;

Slower, Port, or Starboard, until we are over the desired spot. He then signals "Stop the Boat." Stop the boat means arrest all motion over the ground, using forward or reverse as needed. If we are anchoring, he drops the anchor, then signals Slow Reverse while the rode pays out. At reaching the desired scope, he signals for a Fast (hard) Reverse, to set the hook. We then wait and watch, taking rough bearings to note whether the anchor is truly set. Finally, the anchor chain bridle is set up, using both port and starboard mooring cleats.

Whatever the method you choose to use on your own boat, clear communication is essential to avoiding stress. A well-executed process that ends with a secured boat is an essential prelude to enjoying an anchorage, whether calm or gusty.

The Cruising Corner

Ron Moran, Cruising Chair

We had 26 boats at the Memorial Weekend Cruise. That, along with the good weather, made it a very fun cruise.

To make the cruises even more interesting we tried something new. On Saturday afternoon I held a short class on what to carry in your First Aid Kit. On Sunday afternoon, with Tom Becker's help, we put on a class on spare parts/equipment to carry on your boat. These short classes were well received and in the future we will do it again, covering different topics.

The Lazy Days Cruise is coming up toward the end of July. For our newer members this is a week long or longer if you want, cruise down river to Astoria and back. There are scheduled stops each night. However this is a rather informal schedule. Some members will follow it others may spend a night or two at different locations. Whatever you do let's all try and be together at Cathlamet on Thursday July 27th for a Potluck.

Sunday, July 23Behind Walker Island

Monday, July 24.....Cathlamet

Tuesday, July 25Astoria West Basin

Wednesday, July 26Lay Day in Astoria

Thursday, July 27.....Cathlamet – Potluck

Friday, July 28Behind Walker Island

Saturday, July 29.....Martin Island

August 11 to 13.....Pirates Cruise to Schwitler Landing.

So get out your pirate regalia and plan on attending. This cruise is a long standing tradition at the Club. Past Commodores will be cooking breakfast for you on Sunday morning and there will be fun games for the kids.

If you have any questions please contact me at ronmoran@gmail.com or 503-807-3817.

Thank you: Lisa Petersen, Steve Beaty, C.J. Volesky, Karen Finch, and Chris Richard for contributing photographs for the newsletter.



Vancouver Lake Sailing Club

Sailing classes are underway at Vancouver Lake Sailing Club. With classes offered for everyone ages 8 and up, so anyone can take a class. Vancouver Lake is a fantastic place to learn to sail. There's no commercial traffic or river current to deal with, when trying to learn, and the only motorboat traffic on the lake are our instruction boats. All classes include 15 hours of instruction over 5 days. The class sizes are kept small to allow for more one on one instruction.

All of the youth/adult (13-18+) classes are taught on Flying Juniors, and the junior (8-12) classes are taught on Open Bics. Both boat types are great for beginners and experienced sailors alike. In addition to learn to sail classes, there are also advanced and introduction to racing classes offered throughout the summer. The head instructor for this year Carter is a U.S. Sailing certified instructor and sails collegiately for Western Washington University. He also has a connection to RCYC through Joby Easton and his boat Raindrop. Carter has sailed numerous races on Raindrop, including Vic Maui.

Rose City Yacht Club members receive member rates on all sailing classes.

For more information on the Vancouver Lake Sailing School visit our website (www.vlsc.org) and click on the Sailing School page. Any questions can be sent to sailingdirector@vlsc.org

FIRE ON BOARD! CLASS WAS HOT

By Bob Gales

Thirteen RCYC members attended the June 3rd Fire on Board! Class at the Portland International Airport Fire Department. The modern, first class facility is just a mile east of our club on Marine Drive. Deputy Fire Marshal Lani Hill did a great job, starting with an indoor presentation about the different types of fires and fire extinguisher ratings (those A-B-C-D designations). Of course RCYC members had many good questions and shared their experiences with the group. Then we loaded into an AFD van and drove out to the training site. Lani had a propane tank plumbed to a large, water filled tank. The burning propane floated on top of the water and it was our task to put it out. Everyone had the opportunity to approach the fire and: 1-pull the pin, 2-aim, 3-squeeze the trigger and 4-sweep the nozzle back and forth, until the fire was out. It was great experience to actually use a fire extinguisher.



After we fought the fires, and won, we took a tour of a burned out hulk that looks like the space shuttle. It is actually where they train to fight various fires you might find on a plane. A circular berm surrounds the hulk, with numerous propane nozzles to start fires. They can train for fires in landing gears, wings, fuselage, passenger cabin, cockpit, cargo hold or the whole thing. It is good to know how prepared and skilled the fire fighters are at our airport. I hope we never need them. Just like I hope we never need to use our on board fire extinguishers. DFM Hill said she would be happy to repeat the training when we have ten or more sign up. I'll set up the next Fire on Board Class for late September or October. Watch for an announcement.



Foghorn Contributing Deadline: 18th of the Month

Please send your articles and photos to: RCYCFoghorn@gmail.com

EDITORS: Judy Oxborrow, Alan Bergen, Joyce Jensen, Janice Choy-Weber

GRAPHICS: Vickie Nissen, Robert Phillips, Rhonda Boguslawski, Cathy Skach

PHOTOGRAPHERS: Dennis Annotti and all Club Members.

Please keep in mind when writing your articles — one half page is about all anyone needs to write (except the Commodore, of course). This is about 400 to 450 words. There is nothing wrong with writing a short article.



Moorage Matters

Loren Beach, Moorage Chair/Port Captain

Our Dinghy storage docks are now labeled with letters, as are the other buildings along the marginal walk. This will make identification easier. (Future work: If we can source some inexpensive small numbers, it would be nice to ID each dinghy or kayak parking slot as well.)

For now, it's just good to see that most dinghies are labeled with a member's name. However, for those that appear to be abandoned, they will be moved up by the "chapel" storage building, and if unclaimed they will be sold by the club.

The small craft presently without owners vary from trashed to useable. A couple of examples:

Let's start with the deceased Zodiac on "B" dock. Bottom is rotted out. No name. If not removed soon, the Club will have to remove it. Value appears to be zero. Moving west to "F" dock, there are a pair of blue kayaks on top with no name. Last winter the wind blew them into the water and residents hauled them back out. No one responded to claim them or thank the rescuers, when this favor was published to the membership. They appear to have some possible value, but if not claimed soon they will also be relocated to the parking lot. These spaces are for active use by members who put their name on their space.

Next subject is the float beside the marginal walk by the south side of the clubhouse. That float is not rectangular, and for a good reason. When the river is low in the fall, the rusty steel sheet piling will be right beside the west end of the float where it was designed and built with an indentation. The picture with a line drawn on it shows where the boats are parked over that edge. Owners need to add a name plate, and park them someplace where they will not be damaged by the piling. Future Note: we will have to put down some space "limit" lines on that dock. There has to be some room between each dinghy gunnel to move them in and out.

As for assigning slips to members, we are now moving a couple more boats into the marina, and these moves are also coordinated with members on the Improvement List. If you are waiting for a different slip, just be aware that we must look at boat beam when proposing any move, and that the bulk of our slips vary in allowable width. It's an interesting "dance" at times.



Rear Commodore Notes

Gary Whitney, Rear Commodore

Don't forget the July 4th Land Cruise, an all-day event at the Club, and on July 27th we have a potluck at Cathlamet, a centerpiece for Lazy Days. It's time to mark a big black "X" on your calendar to remind you that the Pirates' Cruise and Breakfast are coming August 11-13. I will be calling muster to the usual crew 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 (Switter Landing) where there are reports of buried treasure and good sport for even the youngest pirate. So, prepare yourselves for family fun for all. Bring your children or grandchildren. Adults can't participate in the treasure hunt, but there is still a lot that they can do. This is always a fun event. Past Commodores cook a hearty breakfast on Sunday. There is a treasure hunt for young members and a "welcoming" of new members. Let's enjoy our summer break and socialize. We always have a good time. Finally, on August 19th, Walk 3 has the privilege of hosting our next BBQ.

Easy LED Lighting Upgrade

By Mark Corke

Lighting technology has come a long way in the last few years. Now might be the time to consider an upgrade to LEDs.

One of my first projects was to provide nighttime LED lighting for the chart table.

Resources

- [*Orca Green Marine Technology*](#)
- [*Sailors Solutions*](#)
- [*Superbright LEDs*](#)

When you walk around the boat shows, you see that it's usually the big flashy boats that get all the attention. I enjoy looking at boat builders' latest offerings, but when the novelty of looking at boats that I can't afford has worn off, I like to go and visit the smaller booths in search of the latest innovations in electronics and gadgets. I'm always interested in making my boat more fuel efficient and easier to operate, and to this end, I've been looking into reducing the electricity consumption aboard.

LEDs are nothing new. They're comparatively old technology, and they've been used as indicator lamps on TV sets and electrical panels for many years. Scientists have known that the longevity of the LED "bulb" coupled with its low power consumption would make it an ideal replacement for conventional incandescent bulbs, if only they could produce an LED that delivered a white light and high enough light output. With recent improvements and innovations, these challenges have been largely overcome, and LEDs are now being routinely changed to by owners or are fitted at the factory by the manufacturer.

Dome-type lights can be easily retrofitted with LED arrays.

LEDs are semiconductors that produce light when supplied with electricity of the correct voltage. Unlike a traditional incandescent bulb, there's no filament, so there's nothing to burn out or break. The most likely failure of an LED is from supplying it with current of the incorrect voltage, which may destroy it. Put your hand anywhere near a tungsten bulb and the heat is immediately apparent; with the filament glowing white hot, it's easy

to understand that most of the electricity consumed goes into creating heat rather than light. LEDs give off far less heat.

LED Pros

- Long life (in excess of 50,000 hours)
- Less electricity
- Much less heat
- Virtually a fit-and-forget item

LED Cons

- Higher initial cost
- May require special light fixtures

One of the things that I noticed when I changed to LED lighting in the main saloon of my boat was that I had to run the air-conditioning far less often to keep the cabin cool. With the AC running less, I could use the generator less often, and this meant a decrease in fuel burnt. There have been other benefits, too. I initially changed the lights to reduce energy consumption, but the robust nature of the LEDs has meant that I haven't had to replace any yet.

Early LED lighting fixtures tended to cause electrical interference, but these issues have largely been resolved; in any event, the amount of interference was less than that caused by most florescent light fixtures.

So Can I Simply Replace My Existing Bulbs With LEDs?

Depending on the light fixture, many bayonet-style bulbs can simply be exchanged for a LED cluster, making this the simplest of all upgrades.

This depends to a large extent on the light fixture. Normally, most reading lamps and those with bayonet-type connectors can be easily exchanged. This is often a good place to start if you're not sure if LEDs are right for you or your boat. I first converted my red and white light over the nav station to LED lighting, then went on from there.

Color Temperature

Use 'warm white' for interior spaces and 'cool white' LED's for exterior lamps. All light, either artificial or naturally occurring, has what is known as a color temperature. This rather misleading term has nothing to do with how hot a bulb gets but refers to the characteristics of the light

that it transmits. Color temperature is measured in Kelvin, with 5,600 K being the temperature (color) of daylight at midday.

Any color with a number higher than this appears colder (bluer), while each color with a lower number looks warmer (yellower). Most artificial lights used for reading and other tasks will have a Kelvin rating in the 3,000 to 4,800 range, which represents a good balance between warmth and clarity, and which makes the interior of a cruiser's saloon feel warm and inviting.

Some LED products are labeled with their color temperature. Others are called simply "warm white" because we lay persons think of the yellowish glow of an incandescent light as "warm." Ironically, such LEDs have a color temperature close to that of relatively cool incandescent lights. The Sensibulb from Sailors Solutions fits neatly into a variety of light fixtures and offer a good spread of light to read by.

There is a surprising amount of variation in color temperature available. Your LED lights should last a long time, so if possible, try to see the light in operation before you make a final decision.

Power Savings

One of the main reasons to change to LEDs is saving power. Although it's difficult to give exact comparisons, a 25-watt 12-volt bulb uses just over 2 amps. An LED light fixture with a similar light output may use between one-fifth and one-tenth of the power. If you add up all the lights on the average cruising boat, your savings can be significant. I have 10 lamps on my boat in the saloon alone. I'm now able to burn all the lights without fear of the house bank getting severely depleted or having to start the generator to keep the batteries topped up.

Factoring In Costs

LED lighting isn't cheap, but you need to factor into the equation that you may never need to change a bulb. Over the

Easy LED Lighting Upgrade continued on page 7

Official-looking Vessel Documentation Renewal Notices Can Lead to Confusion and Higher Cost

Reprinted from BoatUS

ALEXANDRIA, VA, April 6, 2017 – Boat Owners Association of The United States ([BoatUS](http://www.boatus.org)) Consumer Protection Department is advising boaters with vessels having a US Coast Guard Certificate of Documentation to be wary of any letter arriving by US mail offering renewal. An increasing number of BoatUS members have complained that these letters direct them to websites that may be mistaken for the actual *US Coast Guard Vessel Documentation Center* located in Falling Waters, West Virginia, and appear to show a significant increase in the annual fee to renew US Coast Guard (USCG) documentation.

BoatUS advises that while the USCG does send official annual renewal notices by US mail, other notices being received by members are not from the USCG but rather third-party companies whose name or return addresses may appear similar to that of the official USCG Vessel Documentation Center. Members of the half-million boat owners group report the letters look like “real” USCG communications. Some examples members have forwarded to BoatUS do not have any disclaimers noting that they are not official USCG correspondence.

While third-party companies may legitimately provide services to assist with vessel documentation renewals, the USCG’s own renewal process is simple for most vessels and the price, \$26, is often much lower than what third-party services may charge. To renew, go to the USCG National Documentation Center website at www.uscg.mil/nvdc and click on “instructions and forms.”

To be documented, a vessel must measure at least 5 net tons and, with the exception of certain oil-spill response vessels, owned by a US citizen. Boats about 27 feet in length or longer generally meet the weight requirement.

If boat owners wish to file a consumer complaint about this or any other boating-related advertisement or company, BoatUS welcomes boaters to visit <http://my.boatus.com/consumer/dispute.asp> and click on “send us a complaint” button.

BoatUS also advises boaters who may have received mail that they believe is misleading or deceptive may contact the US Postal Inspection Service at 1-877-876-2455 or through its website <https://postalinspectors.uspis.gov>.

Easy LED Lighting Upgrade continued from page 6

life of the boat, the savings both in terms of replacement costs and lower energy bills should more than offset the higher initial outlay. As an example, a 12-diode bayonet-type bulb used as a direct replacement for a 25-watt bulb of the same pattern will cost around \$9 versus \$2.50 for the standard tungsten-filament version. As more and more consumers and boat builders incorporate LEDs, we’ll see a further fall in cost.

This article has been reprinted from BoatUS Magazine, the flagship publication of BoatUS, the nation’s largest association of boaters, for boaters. For 50-plus years, BoatUS has provided the highest-quality boating, insurance, and towing services; member savings on gear, marinas, fuel, and travel; and has been a leading advocate fighting to protect boaters from unfair taxes and regulations. For more info on membership: www.BoatUS.com

RCYC Happenings

July

- 3 Knauti Knitters, 10:00 am
- 4 RCYC Land Cruise
- 7 Beer Can Race, 6:30 pm
- 10 RCYC Board Meeting, 7:00 pm
- 17 Knauti Knitters, 10:00am
- 19 RCYC General Meeting, 7:00 pm
- 22-30 Lazy Days Cruise

August

- 7 Knauti Knitters, 10am
- 11-13 Pirates, Cruise
- 18 Foghorn Deadline
- 19 Walk 3 BBQ, 5:30pm
- 21 Knauti Knitters, 10am

September

- 1-4 Labor Day Beacon Rock cruise
- 8 Happy Hour Party, 4pm
- 9-10 RCYC Long Distance Race, 12pm
- 9 RCYC Work Party, 9:00am
- 11 RCYC Board Meeting, 7:00pm
- 16-17 River Place cruise
- 18 Knauti Knitters, 10am
- 18 Foghorn Deadline
- 20 General Meeting, 7:00pm
- 23 Walk 4 BBQ, 5:30pm

• 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.





Rose City Youth Sailing Society

Rose City Youth Sailing Society
3737 NE Marine Drive, Portland, OR 97211

Pam Sesar, pamsesar@gmail.com

With the support of the 2017 Ladies' Dinner we are offering sailing lessons to the Daughters of Neptune. Thank you Marili. Currently I will be helping on committee for the July 1-2 youth regatta. This is for young sailors 18 and under. This event, is at Cascade Locks for the Columbia Gorge Racing Association (CGRA). Check out Willamette Sailing Club and Vancouver Lake Sailing Club's web sites also. We have discounts at both schools so please request the discount, and sign those children up. We are again planning to give up to 80% reimbursements for sailing classes, and up to 50% for camps. Please get your applications in early. Check with WSC and VLSC for current class information and applications. For help with tuition, fill out the information in the RCYSS brochure on the bulletin board at the club or on a link on the RCYC web site. If you need more support let me know and I will have you contact other organizations that would love to help too. Also, I would very much like to know when you have children you know in classes. I like to check in to see how they are doing and get some photos.

The following was a child's speech given at elementary school:

"Imagine freedom on the open water without parents telling you what to do. I am a sailor. You can learn to sail too. I will teach you about dinghy sailing specifically sailing a small boat called an Optimist dinghy.

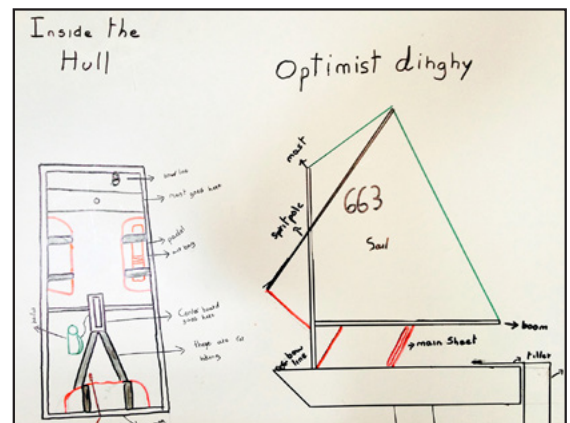
I will explain the parts of the boat and how to rig it, then about how to sail and why I love it. The Optimist dinghy is a small sailboat with several main parts that include the hull, poles, sail and ropes. The hull is the body of the boat and includes the centerboard, the rudder and the tiller. The centerboard stabilizes the sailboat and can be raised and lowered. A rudder steers the boat and the tiller turns the rudder. The poles of the boat hold and support the sail. The Optimist dinghy has one mast in the front of the boat and one sail. The ropes hold the sail onto the mast and boom. Every time I sail, I have to "rig" my boat. This means that I put together all the parts.

There are a number of safety checks I make each time I sail. First I check that the air bags in the boat are fully inflated. These air bags prevent the dinghy from sinking if it tips over or capsizes. I also make sure that I have a baler and paddle. The baler is used to get water out of the boat from rain or if the boat capsizes and the paddle is used if there is no wind. The basics of sailing a boat are understanding the direction of the wind and knowing how to move the tiller and sail to get as much wind as possible. The terms are called trimming, tacking and gybing. Sailing in Portland means rain and cold water. When I sail I wear a wet suit and a life jacket.

There are different ways to enjoy sailing. 1) You can get in your boat and go places like Ross Island, where I find rocks and bird nests. 2) You can

participate in regattas. A regatta is a sailboat race. I like to explore places around the Willamette but I also enjoy racing.

I think sailing is an awesome sport. There aren't parents telling you what to do. I like this because you can do what you want – reasonable stuff like make my own decisions about where to go. I get to go fast; sometimes I go a lot faster than on a bicycle at top speed. Going fast is fun for me. It is exhilarating. I enjoy sailing with my friends too. We have fun on the docks and in the boat. Sometimes we goof off in the water. I hope you enjoyed learning about the parts of the boat, how to rig it, and how to sail. Maybe you will try it yourself one day and love sailing too."



Taylor keeping cool uring the Memorial Weekend Cruise

Shorepower Upgrade Now Complete

By the time you read this, the hook-up of the new Walk 4 shorepower boxes and lights should be complete. Since Walk 4 is the last walk to receive new equipment, each of our marina's slips now has GFI-protected receptacles. Although our old shorepower receptacles were "grandfathered" (did not need to be changed as the codes changed), they lacked the latest safety features required of new installations, requirements developed to greatly reduce the risk of electrical shock paralysis/drowning. RCYC's Boards over the past few years have felt that the upgrade would be a worthwhile investment. Our shorepower system now meets current marina electrical codes.

We have heard a bit of grumbling that the new GFI circuit breakers are too sensitive, making more difficult for a few members with hard-to-find problems in their boats' electrical systems, to avoid tripping these new breakers. While we sympathize with them, here is our reasoning for the sensitive circuit breakers. We had two factory GFI circuit breaker choices for the new Eaton boxes: 5 milliamp (mA) trip (more sensitive) or 50 mA trip (less sensitive.) As you can see in the electric shock paralysis/drowning poster printed elsewhere in this issue, electric shock paralysis/drowning can be caused by stray currents in the water as low as 10 mA. Our goal was to produce a safe marina, so it made no sense to install GFI circuit breakers that would allow as much as 5 times a potentially deadly stray current into the water before tripping. So we chose the 5 mA trip threshold circuit breakers instead.

This project was also intended to increase the safety of our marina lighting system by moving the lighting from the tops of our piling down to dock level. The last overhead light fixture in the marina was removed from Walk 2 a couple of weeks ago (it had not been operational for a couple of years.) Each string of the old overhead lights was fed by wires in a flexible conduit that dropped from the top of a pile down to one of our walks. As the river level rose and fell with the tides and the seasons, these conduits would rub against the docks or pile hoops until, in some cases, the friction wore through the conduits and the insulation on the wires themselves, exposing the copper. It was a dangerous maintenance issue. Also,



dinghy Disaster makes things interesting during the Memorial Weekend Cruise



As little as **10 milliamps**, 1/50th the amount used by a 60 watt light bulb, can cause **paralysis and drowning**.

https://www.electricalresource.com/resource/electric-shock-drowning-unknown-danger-lurking-in-the-water-572?gclid=EAlalQobChMIxOg413KlAIVkGB-Ch2UFOoFAAYASAAEglEpPD_BwEv#sthash.g7AOj5lt.dpbs

servicing the lights on the top of the piles required either a circus act at the top of a long ladder or a major operation to install and later remove a scaffolding tower, all to change a light bulb, a ballast or the like. That work was dangerous, and fewer and fewer members were willing to do it. Those hazards are now gone as well.

Welcome help on the Walk 4 shorepower project was provided by Carl Corey, Bob Phillips and Tom Skatch. Please thank them when you see them around the Club.

Tom Stringfield and Ron Billion

In Praise of Distance Racing

By *Tod Bassham*

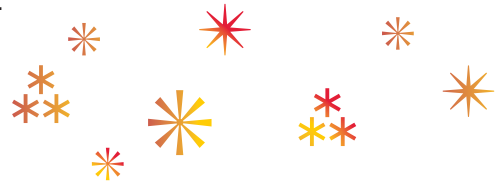
It does not take exceptional reserves of grit to race around and around the buoys during the weeknight racing series, which use short, optimized windward/leeward courses. What takes more moxie are distance races, and we are fortunate on this river to enjoy not one but two superb distance races: the RCYC Medium Distance, in May, and the RCYC Long Distance, in September. These races test character, endurance, and seamanship in ways no around-the-cans merry-go-round ever will. The 2017 RCYC Medium Distance race presented the usual array of challenges, and more. Starting from the RCYC breakwater, the racers headed upstream against the strong spring current to a rounding mark seven miles upriver near Ackerman Island (if the course is not shortened). Winds in mid-May had not yet settled into the summer pattern, so anything from east to south to west winds could be expected, sometimes in rapid order. The biggest physical and psychological barrier, of course, is the I-205 Bridge, which offers swirling currents, fluky winds, and concrete pylons looming on either side like Scylla and Charybdis.

Just finishing the medium distance race is an achievement. 2017 represents the fourth time we've tried to finish this race, and so far we are 0 for 4. But this year I think we can claim a moral victory, of sorts. The run-off currents were stronger than usual this year, but there was enough of a west wind to fill the spinnaker and allow the racers to creep up the Oregon shore, hopping from the lee of one wing-dam to another. After three hours of finely-finessed downwind sailing, the lead boats eased into the dark shadows under the I-205 Bridge and out into the sunlit expanse beyond. In the distance gleamed the Holy Grail: the golden mark whose rounding to port symbolizes all that is good and desirous to the racing-hearted.

At this point, of course, the light west wind went poof, and most boats hastily threw out an anchor to keep from drifting back through (or into) the bridge pylons. Several boats, including ours, dragged anchor, and we had to use our feet to fend off contact between fiberglass and concrete. Eventually, a little wind sprang back up, and slowly the leaders ooched closer to the golden orb bobbing so tantalizingly close. One by one the leaders rounded and slipped swiftly downriver, leaving only our little Merit 25 still striving to pass under the bridge a second time, and reach that consummation devoutly to be wished. By now time was running out: only four hours are allotted to finish the entire course and the bell was about to ring, with several miles back to the finish line at the RCYC docks. All the boats behind us had wisely thrown in

the towel. Nonetheless, with gritted teeth and a fixed maniacal glare we persevered.

This thing had now become personal; we were going to round that mark if it took all night. The race committee boat waited patiently to pick up the rounding mark. Perhaps they sensed from our demented expressions that no good would come of trying to collect that buoy before we reached it. At last, at long last, we eased around the mark, and started the journey home. Of course, the time limit expired long before we got there, and we are still 0 for 4 when it comes to finishing the Medium Distance Race. But none of that mattered. As we sat on the RCYC clubhouse deck, enjoying burgers and cold beer with our fellow racers, all that mattered was a sense of quiet satisfaction: we had tested ourselves, and had not failed the test.



Secretary Salutations

Chuck Pennington, Secretary

Member news:

Jeff and Linda Johnson have recently resigned as members and are relocating to Washington. Best wishes to Jeff and Linda. The Board has approved Valerie and Dean Helms and Lea Sanders-Wilcox for membership. Welcome aboard Valerie, Dean and Lea.



Carol Hasse at June General Meeting



Vice Commodore's Report

Nolan Johnson, Vice Commodore

The weather is finally coming around. Between September 16, 2016 and May 24, 2017, we couldn't even stitch together seven consecutive dry days. Now, thankfully, it seems like we've dropped back into a more typical weather pattern. Just in time, too, because the calendar is heating up as well.

Work Hours: officially, work hours have closed for the first half of the year. But, it will take me a bit of time to collate the hours and submit billing to the Treasurer. If you happen to know that you're behind on hours, I could be coaxed into adding June hours to fulfill the obligation. But to do that, you'll need to coordinate your jobs with Rick Samuels, the Work Party Chairman, and then log those hours with me right away. Once I've finished the tally, we're officially closed.

Finally, some members may recall that one of Witchcraft's crew (my son Ryne) went off and joined the Navy! I'm pleased to report that he started Basic Training at the end of March, and completed Basic just before Memorial Day. He had this to say: "When we learned docking procedures, I had it easy. Turned out it was nearly identical to what we do with Witchy, just much bigger!" My daughter, Meredith, and I were fortunate enough to spend the three-day weekend with Ryne in Chicago while he waited for his orders to report to advanced training. As I write this, Ryne has since been transferred to Goose Creek, South Carolina, where he's just starting his training to be a "Nuke" (Electronics). He'll be in Goose Creek for the next 12 to 18 months, then transfer to the fleet (He tells me he plans to volunteer for sub duty). So if you catch family members wearing Navy gear around the Club, now you'll know why.

Need to finish your spring work hours?

If you have not gotten your work hours in yet for Spring 2017, there is another alternative available you might consider. We need a Clubhouse Steward for the month of October in 2017. The first person who lets me know they want to sign up to be a Clubhouse Steward for the month of October 2017, and who commits to perform the light housekeeping duty each week that month on your own schedule, will accrue 12 hours work credit applicable to the entire year. Let me know ASAP if interested: first come, first served! Clubhouse duty guidelines and checklist attached.

Contact Jas today: 503-349-0840 or jadams@teleport.com

Jas Adams, Clubhouse Chair



RCYC's Annual 4th of July Land Cruise

TUESDAY, JULY 4, 2017

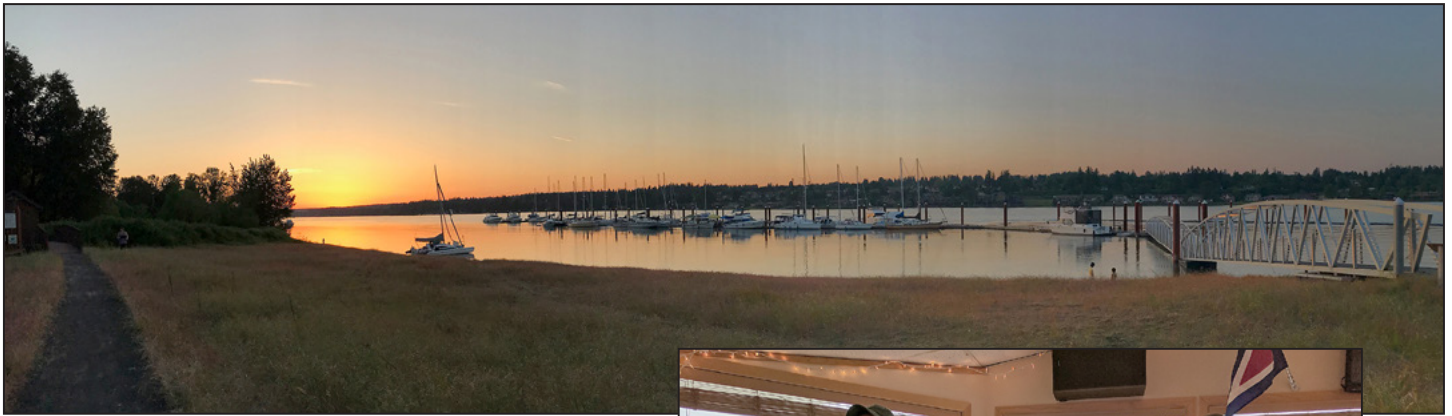
10am -3pm ----- Annual Swap Meet- Deck 11am -3pm Craft Fair- Clubhouse
 2-4pm ----- Open Boat Social
 4-6pm ----- A Double Happy Hour -for double your pleasure (mixers provided)
 6pm ----- DINNER
 Hamburgers and hot dogs provided. (with the (fixins!))

Bring salads and sides
 Dessert will be BIRTHDAY CAKE for You know Who'll be 103!!! {Yeah Wade!}
 Movie and popcorn between dinner and fireworks display

Contact Bob Phillips for the Boat Social @ rphillips@web-ster.com
 Contact Ron Moran for the Swap Meet and Craft Fair@ ronmoran@gmail.com
 Brenda Annotti, Activity Chair@ roberts0649@comcast.net

..... FIREWORKS TOO.....





*Gareth Tabor and
Mike Finch,
"The Walk 2 Boys"
provide music
during Walk 2 BBQ.*

FOGHORN

ROSE CITY YACHT CLUB

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

RETURN SERVICE REQUESTED