

Commodore: Chuck Pennington  
Vice Commodore: CJ Volesky  
Secretary: Mike Finch

April 2019



### From the Helm

*Chuck Pennington, Commodore*

I would like to express my thanks to the Stringer Committee for their efforts in assessing the condition of the Clubhouse stringers. The Board voted in favor of replacing the current wood stringers with steel I beams. A 5 percent deposit has been submitted to River Bank Construction for the purpose of securing a work schedule commitment from River Bank Construction. Work is slated to begin in 2020.

I would also like to express my gratitude to Bernie Bacon for conducting her Roberts Rules of Order training. Bernie's training sessions are always informative and entertaining. Thank you Bernie!

As spring approaches and the weather is turning nice, I'm sure everyone is looking forward to washing the accumulation of green slime and grit from the sand pile from their boats. The start of boating season is May 4th. So in April, I, along with the Port Captain/Moorage Chair and a Director, will be conducting a Club moorage walk through to ensure everyone is compliant with current registration decals and general cleanliness of the club appears ship shape. Rick Samuels will also be conducting Vessel Safety Checks if anyone is interested. Hope to see you on the first cruise to Coon Island.



# Don Eudaly

by Tom Stringfield

Rose City bills itself as a “do it yourself” yacht club. Earlier this month RCYC lost one of its all-time best and most prolific doers. Don Eudaly passed away on March 2, 2019. He was 91, and had been an RCYC member for 52 years.

Don was an enthusiastic sailor, starting with a small Thunderbird and progressing through a series of boats to a beautiful Spencer 53. He raced, including a Vic-Maui, and cruised, including many trips to Alaska or through the Panama Canal to the Caribbean. Lucky friends were invited to come along.

In his working life, Don was an excavation contractor. Using his skills and equipment, Don played a major part in creating RCYC’s physical plant. Don had already been a member for 11 years when RCYC bought the site of our current marina. It needed a lot of work. At the western end of marina was a cove well into the bank, with a sand bar extending into the moorage area. Don bulldozed a road down to the water, moved a crane and clamshell bucket down to the beach to remove the sand, and then filled the cove to the level of our parking lot to make that end of the property more usable. Don built the platform over the bank and the ramps to the marginal walk to give us access to the moorage.

He built the dredge pond so that we could do our own dredging. He drove the sheet piling, drove the pipe piling, and clamshell dredged near the bank, all to allow us to install our new concrete marginal walk. Those are just a few examples of his efforts. And for many years, one or another piece of Don’s equipment could be seen in RCYC’s parking area, to be used for the occasional project that came up. A hidden key allowed a few of Don’s trusted friends to handle those little projects without bothering him.

Don responded, without being asked, to emergencies at RCYC. In the early 1990s, when violent south winds were threatening to snap old wood piles and send Walk 5 off toward Astoria, Don brought in his big D8 Cat tractor. He ran a cable from the Cat’s winch down to Walk 5 and left it there as a shore anchor until the danger passed. In 1996, when a 100 year flood threatened to lift a new Walk 1 over the top of its piling, Don had one of his vendors cut a load of short pieces of pipe and brought

them and a portable welding machine already loaded into his small aluminum boat down to the Club. He brought along his son-in-law Roger Askelson (a former RCYC member and ace welder) and roused me out of bed at 5 am to come help. The water was already so high that the tops of the piles were only a couple of feet above the walk surface – easy working conditions. By the end of the day, the pipe sections had all been welded in place, raising the tops of the piles by 5 feet and preventing a disaster.

Don was a great and generous friend to many fellow sailors. He reserved one bay in his equipment shop for boat work. His own boats were built or repaired there, but if one of his boats wasn’t there, he offered that bay to fellow sailors of the do-it-yourself variety. A number of Rose City boats spent considerable time there. So did a number of PYC boats, as Don was also a member there.

Thanks, Don, for everything.



Don with Jerry & Lou Randall  
on Sargasso in Tracy Arm, Alaska

# OPENING DAY IS COMING!

*Bill Kramer, RCYC Opening Day Fleet Captain*



## **Saturday, May 4th - Please reserve the day!**

Opening Day is when yacht clubs celebrate the official start of the boating season. There is breakfast, a flag ceremony in the parking lot, a boat parade (think Soup and Sail only warmer and with decorated boats), and then lunch. You don't want to miss out. Plan to be there. There will be a sign up sheet in the Clubhouse on the coat closet bulletin board.

Bonus #1 -: Every participating boat that has its Coast Guard VSC, (vessel safety check), sticker earns the Club extra points on Opening Day. Rick Samuels is an VSC inspector. He can do your inspection, so set up an appointment and get yours done at your earliest convenience!

Bonus #2 – To top off the day, what could be better than food and music on a beautiful day! Per Lisa Petersen, Activities Chair, we will be having an afternoon BBQ with live music from Gareth Tabor and his band! This will be a memorable day on the water and patio - BYOB, BBQ and music!

**Thanks for your participation!**

## OPENING DAY MUSIC WITH TRUE NORTH

True North began with 3 teenagers, Bruce Batten, Gareth Tabor, and Dennis Walsh, who were midshipmen and roommates attending the U.S. Naval Academy. Their mutual enjoyment of folk music and singing together in harmonies led to their first performance together as the “Bell Buoys” for an audience of 1500 in the summer of 1967.

In the following decades as they went their separate ways travelling the world for education, careers and family, they continued to play music together whenever and wherever they gathered. By late 1990s, they had all located to the Pacific Northwest (Alaska, Seattle, and Portland) and began performing as True North. The group soon expanded to include Benji “Blind Boy” Cockman on harmonica, “Calamity” Janet Tabor on mandolin and vocals, and “Tumbleweed” Toni London on bass and occasional vocals.

True North’s distinctive sound includes both classic Americana tunes and their own quirky and delightful original music. Their music, which features alternating lead vocals, supported by rich vocal harmonies and acoustic instruments (guitars, banjo, dobro), has won them gigs in Alaska, Seattle and Portland areas, and eventually the East Coast and Europe.

In the spring of 2019 they will release their 4th album on CD, which will include their original tunes featured in an upcoming movie, “The Primate.”

This September they will return for their 12th time bringing their American music to the Clifden Arts Festival, the longest running arts festival in Ireland.





## Secretary's Salutation

Mike Finch, Secretary

At the March Board meeting, the Board interviewed three prospective member couples:

Steve and Cindy Moran (no relationship to Ron) have a Hunter 35, *Acappella*. They are both active boaters and are also CRSA members.

Kelly Brown and Susan Applegate own an Etchells 22, called *Rash Decision*. Kelly has been sailing since the 1960's and was the college roommate of Rick Samuels.

And, returning to the Club after a 2-1/2 year absence is Jim Calnon and his wife Liza Wells. As Jim noted during his interview, it has been an eventful 2-1/2 years. He got married, bought a home, and is now in the process of buying a J-120.

At the March general meeting, two new member couples were sworn in:

Toby and Jane Elliott have owned their Tartan 30, *Caleuche*, since the 1980's. They have done extensive chartering in the Caribbean, and Toby has crewed on boats going off shore.

Christopher and Genevieve Sheesley own a Morgan 32, *Sound Decision*. He described himself as an obsessive sailor and has lots of sailing experience on lakes, the river, Puget Sound and sailing in the Offshore.



Welcome! Christopher (& Genevieve) Sheesley and Jane & Toby Elliott

## Ladies Dinner

"Garden on the River"

**Save the Date**  
**Thursday, May 16, 2019**

Happy Hour 6:00 p.m.  
Dinner 7:00 p.m.  
Raffle & Grand Prizes

Wait staff is needed—Please contact  
Head Waiter John Flenniken

For reservations, please contact JoNell McClary  
(503) 891-9720 or [jonell.mclary@gmail.com](mailto:jonell.mclary@gmail.com)



## New Member Orientation Class

Ron Moran

**Saturday, April 13th**  
**Starting at 0900 Hrs to 1200 Hrs**  
**In the Clubhouse**

New members are required to take this class; however, it is open to all members. We will be covering:

- Club Security
- Billing & Reimbursement
- Safety
- Club Utilities
- Oregon Clean Marina
- Club Facilities
- Club Equipment
- Club Activities

After the discussion, we will tour the Club. There will be handouts. Please email me if you plan to attend so that I will have enough—[ronmoran@gmail.com](mailto:ronmoran@gmail.com)

## Submit your Articles, Notices & Photos for the May Foghorn by April 18

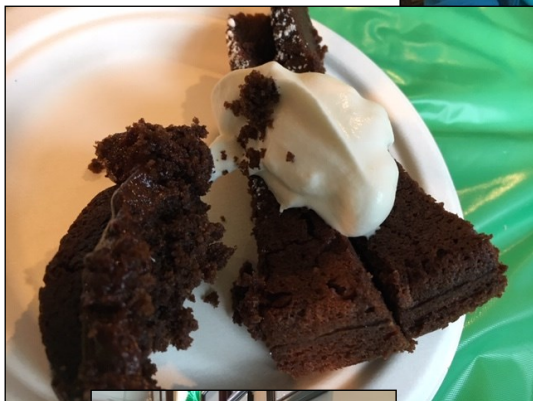
Email articles, announcements and photos with "Foghorn" in the header to: [RCYCFoghorn@gmail.com](mailto:RCYCFoghorn@gmail.com)

Editors: Judy Oxborrow, Janice Choy-Weber, Sheri Lee

Graphics: Vickie Nissen, Rhonda Morgan-Boguslawski, Cathy Skach

Photos this issue: Kevin Kahl, Dena Kent, George Kent, Vickie Nissen, Terry Pinnell, Rick Samuels, Gary Whitney

# St Patrick's Party





Tying up loose ends at the knot workshop



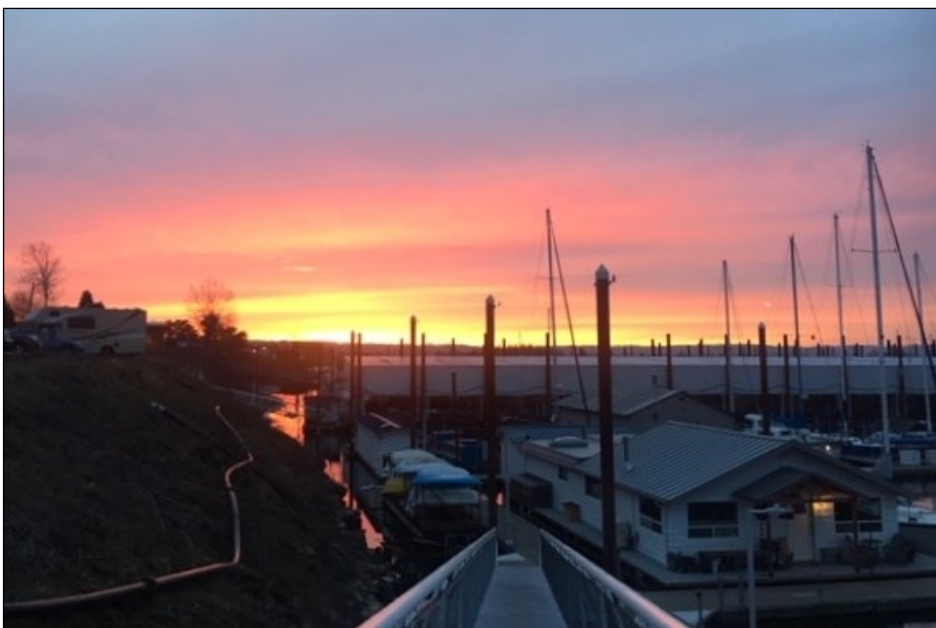
## Smoking Ban Proposal

*Carl Corey*

A proposal has come before the Board to ban smoking (including e-cigarettes, vaping appliances, etc.) in the Moorage except on private property (i.e. boats, boat houses and floating homes). The Board decided at the February Board meeting to announce this proposal and gather input from the membership in at least two General Meetings and through an article in the Foghorn before making a decision. If you have input, thoughts, or suggestions, you are encouraged to give your input to a Board member so that we can use it to make an informed decision.

This issue has arisen since there are several Club members who have a strong aversion to tobacco smoke, are allergic to smoke, or have gotten physically sick from it through being here at the Club. It is also in keeping with what most public establishments have been doing for quite some time. Note that this is proposed as a Moorage Rule change and as such would be within the moorage. This proposal would not affect the parking lot and dry moorage areas.

It is very important to give your input to a Board member because the Board is striving to transition more towards Robert's Rules of Order procedures to be more effective in Board meetings and make better decisions for the Club. Following Robert's Rules, the Board is endeavoring to make decisions at Board meetings based on membership input given to them prior to the Board meeting.



There are and will continue to be, opportunities for members to provide input, either to a Board Member or by asking to be on the agenda ahead of time. We are however, striving to reduce the high level of open discussion that has taken place during Board meetings regarding issues that may not help us make an informed decision. I, as a Board member, am as guilty of this as anyone!

So look for this issue to be discussed at March and April General meetings. Provide your input either at the meetings or in person to one of your Board members.

# Anode Annoyance

Richard Gicking

I am relatively new member and far less experienced in freshwater boat maintenance than many in the club (having most boating experience in the Salish Sea) and had questions about corrosion protection in the river. Due to the number of conflicting opinions on the topic of sacrificial anodes or "zincs" offered by a few helpful people on the docks, I was forced to research the topic further and have learned the following:

1) **zinc** is clearly the most common anode found on boats but has a durable effect only in salt water. Although it will work in fresh water it quickly develops a coating of oxidization (zinc hydroxide) as a barrier which reduces the surface area for sacrificial galvanic corrosion. Basically it shuts off the protection after a few weeks in fresh or dilute brackish water. The longer a zinc lasts the less effective it actually is-after all, it isn't being "sacrificed" if it isn't corroding instead of the boat's metal parts! Luckily, galvanic corrosion in fresh water is less of an issue than in salt water, but still is an issue to be aware of. It is definitely possible to "over protect" as well as under protect a boat also, although less of an issue for fiberglass boats, so it is important to inspect anodes on the prop shaft and other metal parts based on rate of corrosion of the anodes. Excessive/rapid corrosion of the anode (ie being used up too quickly) may indicate you need more mass/ larger anode (or are in a "hot" marina and/or your galvanic isolator is not working). Too little corrosion of the anode may indicate you have a poor connection to bare metal or have the wrong type of anode (eg oxidized zinc in fresh water).

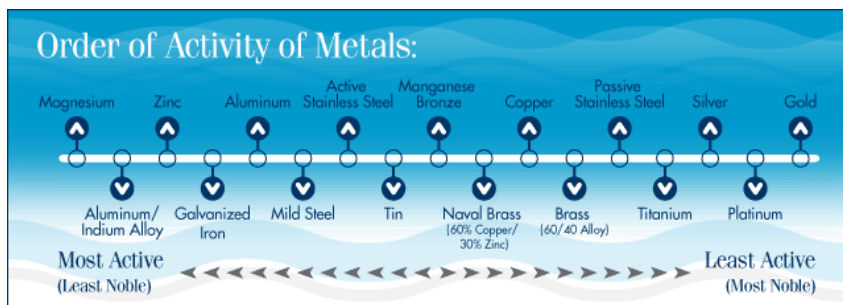
2) **magnesium** is only useful only in fresh water- it will work in salt water but due to it's high electronegativity (the least "noble" of the three metals zinc, aluminum, magnesium- refer to the electronegativity scale of the 3 common sacrificial anodes is listed on the graphic below), so it will disappear very quickly in salt water. Too quickly to be useful.

3) **aluminum** is at least as effective as zinc or magnesium for salt water and is also very effective in fresh water. It also has the benefit of lasting longer than zinc in salt water.

The difference in relative electronegativity that generates the corrosion protection is substantial. The relative energy capacity of zinc is 368 amp hours per pound with a voltage of negative 1,050 millivolt vs aluminum 's relative energy capacity is 1,108 amp hours per pound (significantly more than zinc), with a voltage of negative 1,100 millivolts. To complicate matters a bit, there are standards for specific alloys. All aluminum (just like steel, brass, bronze, etc.) is not the same. The alloys generally used in the US are specific so that the electronegativity of an aluminum anode, for example, will still serve as sacrificial anode even with aluminum engine/boat parts. There is a military specification (mil spec) code that should be identified for selecting the best anode: **Zinc:** MIL-A-18001K ; **Aluminum:** MIL-A-24779 (SH); **Magnesium:** MIL-A-21412

I suspect this information is probably well known by most of the members and experienced boaters, but there still are a number of people who either have had incorrect advice from otherwise very knowledgeable yards or mechanics not aware that there is a choice of alloys to use to prevent or reduce galvanic corrosion. I strongly encourage anyone who doubts this information to investigate the topic directly. There are excellent objective, science based references regarding galvanic corrosion to guide selection of effective protection easily available on line from several reliable sources including: ABYC (American Boat and Yacht Council), who set the standards for the industry and who clarified their recommendations on anode materials in the Standards and Technical Information Reports for Small craft, various metal suppliers (eg <http://www.performancemetals.com/anodes/AnodeFAQs.shtml>), scientific journals, insurance companies, etc.

"So, if that is the case, why weren't we all already using aluminum all the time to begin with? Why is zinc the default anode material?" Good question - I don't know the answer. I have found a supplier for aluminum pencil anodes, aluminum divers' dream plate, thruster anodes, etc. online. If anyone has a local source for aluminum anodes, *please let me know*.



# Racing Report

Tod Bassham

Each spring, RCYC has the honor of opening the racing season with the venerable **Frostbite Regatta**, a one day race on Saturday, March 23, 2019. The Foghorn deadline is five days before the Frostbite, and the Foghorn won't be published until after the race, so I can't report how it went, but here are my pre-publication predictions: 20 boats will race, 12 of them RCYC members; Rock and Dena Kent and their crew will do another fabulous job running the race; Liv Ormond and her crew will feed 60 happy sailors at the post-race social; and everyone will have a great time. Now that the Foghorn is out, how'd I do?

*(See photos—Foghorn Staff)*

Heading North? Come by the clubhouse on Sunday, March 31, from 1100 to 1300, and attend the **Offshore Boot Camp**, featuring expert speakers on how to prep your boat and crew for the trip around Cape Flattery. This is primarily intended for the RCYC skippers who are getting ready to race the Oregon Offshore from Astoria to Victoria in May, but the talk is open to all and the presentation will offer tips and wisdom for anyone heading north.

Enjoy a fine dinner at the PYC Sailor's Dinner on Friday, April 3, starting at 1700. Then arise the next morning and sail in the **PYC Opening Regatta**, which

bills itself as the opening race of the season. But that can't be right. See Frostbite Regatta, first paragraph.

Finally, if you are new to racing or would like a refresher course on how to race on the river, attend the **SYSCO Race Clinic** on April 11, at 1830, at 1207 NW Naito-Parkway in Portland. See you there or on the water.

**Frostbite—March 23, 2019**  
18 Boats enjoying a peaceful drift downriver





## March Saturday Night Live Music Jam



Next Jam Session  
Saturday, April 13,  
6:30 pm

Bring your instrument  
or just come & enjoy  
the show!



## Moorage Matters

Loren Beach, Moorage/Port Captain

Our moorage has very few empty slips. I am presently trying to fill several shorter slips; we have a significant wait for large-boat openings and for newer members wanting to moor their boats at the Club. This really highlights the importance of our Moorage Rules and their effect on slip openings.

There are a few vessels in the Club that do not comply with the basic Moorage Rules, and those members risk losing their moorage rights unless their vessel is brought into compliance. The Commodore and the Moorage Chair are required to walk the whole moorage during April and inspect all boats for safety violations and compliance with the Moorage Rules.

Here is the applicable quote from Page 76 of our Yearbook: Moorage Rule 1. d. states that: "Each boat must display a current registration sticker. Such registration stickers shall be properly installed upon each boat no later than April 1. At the April Board meeting, the Moorage Chair shall advise the Board of all boats that fail to meet the registration requirements."

If a boat is removed, and subsequently shows proof of compliance, they can be assigned to a new slip when one becomes available. That boat's date of compliance will determine their position on Waiting List #3. Members having a reason for their boat's present non-compliance may certainly petition the Board for an extension of the deadline.

The Club has well-published Rules (and regular reminders) for mooring a boat at RCYC. There are only a few "Have To" on-going regulations to moor a boat here. Registration is one and Proof of Insurance is another. If you have not yet submitted your annual declarations page to [CYC.insurance@gmail.com](mailto:CYC.insurance@gmail.com), it would behoove you to do so. If you have not yet attached your stickers—Oregon or Washington—PLEASE get this done Right Away.

## From the Rear

*Matt Richard, Rear Commodore*

I had the pleasure of working with Monte Orlando and Ben Thomas on a work party to restore water to all the walks in the moorage on March 16th. Water is normally restored during the first regular work party of the year, but was delayed this year due to the extension of cold weather into the first half of the month. After we received our instructions from Work Party Chair and Resident Member Rick Samuels, we went to work. First, we restored water to the shower and sink, refilled its water heater and then closed the electrical breaker and made sure the sink and shower were vented. Then, we set about turning on water to the walks, closing all the bib valves and line drains on each run. When the water to each walk was restored, we vented each line and checked for leaks or breaks. All looked good, no leaks and the whole job on that beautiful March morning took just an hour.

The next day, water seemed to be the life of the party as there were boats being washed and water tanks being refilled all over the moorage. Our boat was no exception. I filled up Shadow's 3 water tanks with 58 gallons of water and then gave the old boat a good wash down getting her ready for the Spring Break Coon Island cruise that was coming up that next weekend.

I was walking by Lady Louise and saw John Dees filling his water tanks and saw the coolest thing. John was using a piece of 1 foot 3/4 inch tygon tubing connected to a female hose fitting connected to a hose valve connected to the end of his water hose. What a great contraption, I said and he told me he couldn't take credit for it as he got the idea from Pete Unger, RCYC Member since 1976. So thanks Pete! I'm going to go build one of those for my boat!

Using that water tank fill controller, or Unger Valve, as I will declare it, John had excellent control of filling his tanks at the right flow and without wasting any water, which gets me to the point of my ramblings this month. Being an officer over the past several years has been an enlightening experience. One of the things I get to do, as all Past Commodores will recall, is to sign Club expense checks. I remember signing a check to the Portland Water Bureau last summer in the amount of around \$3,600.00. Wow, that was a lot of money! I looked up the total of what we spent last year on water and sewer and it came to an astonishing \$14,318.19!

So, as you wash your boat, fill your tanks, or whatever else you use water for, remember, use it, but please don't waste it! Always use a nozzle at the end of a hose. Replace bad or missing hose washers (there will be a bag of them in the tool shed hanging on the wall by the door), Keep your fittings tight to prevent leaks, put a control valve between your hose and nozzle so you can throttle down and use just the pressure and flow you need. And, if you're filling your water tanks, try making and using an Unger Valve. Have a safe and clean boating season!

### Randy Henry, Oregon State Marine Board Presentation at March RCYC General Meeting



## 2019 Cruise Schedule

- March 23—26 Coon Island  
 April 26—28 Bartlett Landing (Gov't Isl—East)  
 May 24—27 Schwitter Landing (Gov't Isl—West)  
 June 21—23 Hadley's Landing (Multnomah Chan)  
 July 4 Land Cruise at RCYC  
 July 20—27 Lazy Days Downriver Cruise  
     20@ Martin Island  
     21@ Walker Island  
     22@ Cathlamet  
     23-24@ Astoria W Basin  
     25@ Cathlamet  
     26@ Walker Island  
     27@ Martin Island  
 Aug 9—11 Pirates' Cruise—Schwitter Landing  
 Aug 30—Sep 2 Beacon Rock (Labor Day Weekend)  
 Sept 13—15 River Place (Downtown Portland)  
 October 4—6 Bartlett Landing



George Kent  
Back at Lahaina YC in Hawaii

## RCYC Upcoming Meetings & Events

### April

- |       |                           |          |
|-------|---------------------------|----------|
| 1     | Knauti Knitters           | 10:00 am |
| 6     | Walk 3 BBQ                | 5:00 pm  |
| 8     | RCYC Board Mtg            | 7:00 pm  |
| 13    | New Members Class         | 9:00 am  |
| 13    | Saturday Night Jam        | 6:30 pm  |
| 15    | Knauti Knitters           | 10:00 am |
| 17    | RCYC Gen Mtg              | 7:00 pm  |
| 18    | February Foghorn Deadline |          |
| 20    | Work Party                | 9:00 am  |
| 23    | Opening Day Planning      | 7:00 pm  |
| 26-28 | Bartlett Landing Cruise   |          |

### May

- |       |                                |          |
|-------|--------------------------------|----------|
| 4     | Opening Day                    |          |
| 6     | Knauti Knitters                | 10:00 am |
| 11    | Work Party                     | 9:00 am  |
| 11    | Saturday Night Jam             | 6:30 pm  |
| 13    | RCYC Board Mtg                 | 7:00 pm  |
| 15    | RCYC General Mtg               | 7:00 pm  |
| 16    | Ladies Dinner                  | 6:00 pm  |
| 18    | March Foghorn Deadline         |          |
| 20    | Knauti Knitters                | 10:00 am |
| 24-27 | Memorial Cruise-Schwitter Ldng |          |

Check the website calendar for updates and  
 more information about RCYC [www.rosecityyachtclub.org](http://www.rosecityyachtclub.org)  
 Need something added to the calendar?  
 Contact Vice Commodore CJ Volesky [cjroxs08@gmail.com](mailto:cjroxs08@gmail.com)



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 Portland, OR 97211