Opening Day is behind us and the 2010 Portland Yachting Season is now underway! Dale Richards, Heather Adams and their staff of renowned sous chefs prepared an excellent brunch to start the day. The weather gods smiled and allowed us to complete the official ceremony with the able assistance of Larry Snyder as Master of Ceremonies and Harry Braunstein as Officer in Charge. Kay Koudele gave an inspiring invocation and Walter Witschard reminded us of the historical significance of PYC in the history of Opening Day. Fleet Captain Berkeley Smith organized about forty-five PYC boats with this year’s theme, “Rose Spirit”. PYC was awarded 3rd place for Overall Performance and provided a great time for all.

On Mother’s Day, a crowd of 261 members and guests were treated to another epic brunch orchestrated by Jan and Donna Kay Molenaar. The PYC version of this classic gathering continues to rival all other venues with culinary excellence and variety. The beautiful weather and member involvement help make it a most memorable occasion for all those attending.

Around the Club

You may have noticed some nice additions to the club in recent weeks. The brass signal lantern donated by Tom Brusco has found a permanent home in the cupola atop the clubhouse. It was installed by Jack Mitchem and Gil MacGregor and will be a recognizable beacon during hours of darkness.

Also sporting a new look is the club outstation. Chair Gary Erdahl worked with Dockmaster Terry Truan and local Sea Scouts to resurrect a discarded wooden sailboat mast and have installed it next to the outstation pavilion. PYC will now be able to properly display the American Flag and club burgee during cruises to Willow Bar.

Galley Remodel

Member promissory notes are now in place for cash flow funding of the galley remodel. A total of forty members are participating in the program which will insure prompt payment for the completed work. Project Manager Jon Naviaux has issued contracts and purchase orders for equipment deliveries with work proceeding on schedule. Please consider joining us for the member work party on Sunday, June 13th for the demolition of the existing kitchen as we make the work space ready for the remodel.

Moorage Upgrade

Moorage Upgrade Project Manager Eric Gazow has placed orders for a 410’ extension of the marginal walk. Delivery is scheduled for October and will be installed from the concrete floats at I Row and extend east. The displaced walk will be moved for use as the I Row headwalk. The remaining marginal walk is scheduled for replacement during years 2011 and 2012 followed by individual headwalks in subsequent years as funding permits.

Upcoming Events

June is sailboat racing month. The Mauni Elliott Sailing Regatta begins on June 1st for four consecutive Wednesday evenings of racing. This is a great event for racers and non-racers and is limited to PYC boats only. Each race is followed by a clubhouse gathering for sharing of race war stories. The PYC Rose Festival Regatta occurs on June 4th & 5th and is open to all comers. Please talk to Sailing Captain Skip Nitchie if you would like to help and PYC Measurer Mike Stainsby if you need a race handicap.

During June, we are also cruising to the Port of Camas/Washgoual and Martin Slough in addition to a cookout and the Western Pig Roast. Join us at 45° 36’ 2”N, 122° 39’ 2”W and start your summer adventure.

Nick Johnson
Commodore
S/V Molodez
Join us for more low-key, no stress, no-host Mini-Cruises. Summer brings on the best of cruising season. An adventure is coming up on nearly every weekend — if you’re up to it!

No Host Weekender Cruises

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 11-13</td>
<td>Camas</td>
<td>Lots of fun, restaurants available</td>
</tr>
<tr>
<td>June 25-27</td>
<td>Martin Slough</td>
<td>More Primitive, but quiet water &amp; neighborhood</td>
</tr>
<tr>
<td>July 9-11</td>
<td>Oregon City</td>
<td>Trolley will be running—explore downtown ORC, lots of pubs and restaurants. Even shopping!</td>
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PYC Hosted Cruises — Phone in your reservation because PYC makes marina reservations. More details next month.

July 16-18 Bald Eagle Days Best time to be in Cathlamet--Everything including a very respectable fireworks display. Judy & Rod Wells hosting--give them a call and offer your help!

Cruising questions, contact Larry or Laura Cirotski at larry.cirotski@verizon.net

Larry & Laura Cirotski
Cruising Chair
M/V Morning Star

BROUGHTON ISLANDS CRUISING

In late 2009, word was passed around that Greenway Sound Marine Resort in BC’s Broughton Islands would be closed in 2010 due to the declining health of Tom and Ann Taylor. To those of us that spend their summers cruising in this area, this was a terrible loss. The services offered at Greenway were exceptional and Tom and Ann were such great people. They had been trying for years to find a buyer to carry on but without success.

But there is good news! Check out Bob Hale’s latest update on Greenway’s status at www.waggonerguide.com/desol.html.

Al Mirati
M/V Lady Sea

MANAGER’S REPORT

We have decided to cancel Wednesday and Saturday lunches, and cookouts during the kitchen remodel starting June 13th. However, the Pig Roast and 4th of July parties will still be held. As soon as the kitchen is completed enough to function we will resume lunch service. We are hoping to complete the project in less than a month. Keep your fingers crossed that all goes according to plan. The bar will be open on Fridays.

The main gate can be accessed through your cell phone. Each of our members has a three digit code number. You can find out your number by scrolling down to your name at the gate, or by asking the office to find it for you. To use this method simply put the three digit number into the gate. It will call your cell phone. If you wish to let this person into the parking lot simply push 9 on your key pad. When the new gate control panel was installed we put your cell phone # into the system. If you have changed your number let us know and we can change it in the system.

Our springtime social events have been very successful. Thank you for all of your support. Our committee volunteers have worked very hard to ensure that we have fun. These members really make this club special. Thank you all for your hard work.

Fred Carter
Club Manager

Ideas or questions about the PYC website?
Contact
webmaster@portlandyc.com

Advertise
For information about commercial advertising in the Portlight, contact 503.285.1922 or office@portlandyc.com
The outstation awaits your arrival! At this time of year the question I am asked most often is of course the current depth situation in our channel. Our PYC Yearbook has a page devoted to the Willow Bar outstation, and specifically how to enter safely. It states that depths are 4-5 feet at zero gauge. According to measurements made this spring, the least depth we found was 6 feet 3 inches at zero gauge. Dredging will be necessary fairly soon, but in the meantime, most of our vessels should be in good shape, especially if entering during high tides.

I would encourage you to reread the outstation rules in your "PYC Bylaws and Rules". One significant change that was made regards the permitted length of stay. The old rule was a time limit of 7 consecutive nights. Due to rare abuse, this was changed to a maximum of 10 days in any 30 day period.

A notable improvement on the dock has been the addition of the mizzen mast from the historic sailboat "City of Roses". It has been installed, and was first used at the Stag Cruise to proudly fly Old Glory, the Oregon state flag, and of course our PYC Burgee. These flags are kept in the locked closet in the float and should be flown during daylight hours on all official club cruises. Many thanks to Terry Truan for finding and refurbishing this great addition to our outstation, and special thanks to the Sea Scouts for this generous contribution.

Your continued attention to keeping the outstation clean and inviting is certainly appreciated. Please continue to keep the galley and heads clean, empty all trash containers before leaving, and be sure the gate and chain across the access road are closed before departure.

Gary Erdahl
Outstation Chairman
M/V Sea Ace

The mast you received from the Sea Scouts is the mizzen mast from our former 30' sailboat CITY OF ROSES. This boat was built in the late 1940's as a sailing whaleboat or Monomoy. This particular boat was constructed for the US Navy, and was built as a centerboard ketch. They were often carried by larger warships such as cruisers and battleships, and were used for inter ship/fleet competition on sailing and pulling. They were also used for sail training and recreation.

Sea Scout Ship CITY OF ROSES acquired this boat, so I have been told, from the US Naval Shipyard at Bremerton, WA. The story, as I have heard it, is that the late Dick Rasmussen was at the shipyard for the purpose of getting some surplus equipment for the Portland Sea Scouts. Rasmussen was also the skipper of the Sea Scout Ship CITY OF ROSES at the time. He discovered the boat under a tarp in a corner of the shipyard. The boat was in very good condition. It had been consigned to a corner of the yard and apparently forgotten. Dick Rasmussen went through channels and was able to get the US Navy to give the boat to the Sea Scouts. This was about 1959/1960.

The boat was operated by SSS CITY OF ROSES until 1973. During the time that it was sailing on the Columbia River, the late Bud Beggs was active with the Sea Scout Ship BEAVER. Bud was a long time member of PYC and sailboat race campaigner with NIMBLE, as was Rich Stephens. Rich Stephens is the current skipper of SSS BEAVER.

These old sailing whaleboats served very long and well with the Navy and the Sea Scouts. The boat that this mizzen mast came from, CITY OF ROSES, was pretty worn by 1972. The strakes were showing the strain of constant chain plate pressure from the shrouds. The standing rigging, by the way, was mostly wire rope salvaged from telephone pole guy wires. The whaleboats were replaced by the Cascade 29 "Scout". The prototype was the SSS BEAVER in 1970, followed by CITY OF ROSES in 1973. The old whaler was given to another Sea Scout Ship, and finally sold out of the program several years later and the funds used to purchase the parts to kit build another Cascade 29 "Scout". The Cascade 29 "Scouts" are still serving Sea Scouts in this area. There are a grand total of seven of them in Sea Scout hands.

Pat Kelley
Committee chairman
Sea Scout Ship CITY OF ROSES
“Come Soar with the Eagles”
For Bald Eagle Days
In Cathlamet

July 16, 17 & 18

Friday: Golf
Pot Luck appetizers on the dock (Byo)

Saturday: Bald Eagle Days Parade
Potluck on the green (beer/wine/soda/coffee provided)

Sunday Morning
Coffee/ juice & rolls provided

More details to follow!!

RSVP 503.735.0632 or admin@portlandyc.com

Cookout—June 4
“Advertisers Appreciation”

Cookout Committee Host & Hostess: Chris & Susan Dorn

Salad Bar * Baked Potatoes * Garlic Bread * Bean Soup
with Dessert & Coffee to top it off!

Enter the “Free Cookout” drawing by signing up before noon on the Wednesday proceeding the cookout.

3:00 Bar Opens — 6:30 Dinner
Cost is $7.50 per person

RSVP 503.735.0632 or admin@portlandyc.com

4th of July Celebration
July 4th — At the Club

Fantastic All American Barbeque
Burgers • Hot Dogs & Polish
Jody’s Potato Salad • Baked Beans
Watermelon • Apple Pie
Ice Cream

Vic’s Bingo with Prizes

Fort Vancouver Fireworks

5:30 Bar Opens
6:30 Dinner
8:00 Bingo

Cost: $11.00 Adults
$7.00 Children under 12

RSVP 503.735.0632 or admin@portlandyc.com
The Portland Yacht Club again hosted our Mother’s Day Brunch on Sunday, May 9th. What a feast greeted the 261 members and their guests in attendance!

So many guests were expected that we had six seatings in both the dining and ballroom. The tables were decorated in orange and yellow, with matching bouquets of fresh flowers all arranged by Donna Kay Molenaar. A constant flow of new arrivals were greeted at the door and directed to their tables, soon to be overwhelmed by the amazing variety and quality of the food that they had to choose from.

Jan Molenaar organized the kitchen, and his energy, talent, and dedication once again resulted in this memorable feast. A battery of past and present Commodores manned the omelet line, and an entire second table served fresh fruit, baked ham and other meats, lox and bagels, salads, cheeses, and shrimp with Jan’s special continental cocktail sauce. Another table was required just to serve the desserts!

The full club staff plus additional temporary help was on hand, and the PYC member / volunteers included Joanie & Nick Johnson, Roz and Stan Borys, MaryKaye & Joe Brady, Julie Hinkley, Marcia & Bill Hoelscher, Bev & Dave Rimbach, Berkeley Smith, Gayle & Ron Timmerman, Judy and Rod Wells. A weary, battle scarred (Jan cut his finger) crew finally relaxed on the deck after two full days of all-out effort, and it was worth it. No guest left unstuffed, and all were smiling.

MaryKaye Brady
Entertainment Co-Chair
M/V The Bunch
2nd Place (Tied) — Best Appearance
2nd Place — Best Decorated Boat
2nd Place — Best Club Decorated to Theme
3rd Place — Best Overall Club

Special recognition goes to Carole Smith for designing and producing this year’s decorations to the theme “Rose Spirit.” The decorations included red roses, a City of Roses “Cityscape” of downtown Portland and a PYC cheering spirit. Please thank our skippers and first mates that participated in the parade.

Berkeley Smith, Fleet Captain
S/V Hotspur
OPENING DAY PARADE

Photos by Nancy MacGregor
OPENING DAY

Photos by Virginia Peterson, Stan Borys, & Dale Mack
LADIES’ SPRING DINNER

Photos by Bob Knauer
Thank you very much for having me as a guest speaker at your Portland Oregon facility. I enjoyed being a part of your meeting and hope I was of help with your topic of "Columbia Bar Crossing".

As an active duty member of the U.S. Coast Guard, I thoroughly enjoy any chance I have to pass on information to our local mariners about our very unique environment the Coast Guard operates in. I really enjoyed being of assistance today with answering all the questions that were asked, and would be glad to answer any further questions in the future.

Thank you for the wonderful lunch and making me feel very welcome. You have a great group of operators and a very nice location. Have a wonderful boating season and many safe voyages in your future.

BM1 David M. Ramsey  
CG Station Cape Disappointment  
P.O. BOX 460  
322 COAST GUARD RD.  
ILWACO WA. 98624

David Ramsey has been the helmsman of a 47’ Coast Guard Lifeboat for the last eight years.
“Leave a clean wake,” is not a new idea for boating, but this year’s Downriver Cruise will emphasize how we can do a better job of protecting the waters and environment we so enjoy. Prizes will be awarded to those who submit the best ideas of how to “Cruise Green,” (i.e.-recycling garbage, using reusable products, conserving energy by having a clean hull, etc.) PYC’s Dockmaster, Terry Truan, has offered a discounted price to clean your hull of $1.50/foot for those signed up for the Downriver Cruise! Submit other suggestions to Kay and Fred Koudele at fredkoudele@yahoo.com or call 503.538.5104. Prize for duplicate entries goes to the first submitted.

Sign up early to participate! Some ports have limited dock space and power, and the possibility of a slip with power improves for those who sign up first.

Downriver Cruise Itinerary

August 6, fr  St. Helen’s public dock, hosted by Jim and Gail Smith. (Come on Thursday and enjoy the evening concert in the park.) Welcome Happy Hour dock party, dining out.

Aug. 7, sa  Martin Slough, at anchor. Dinghy Happy Hour/Finger Food Dinner, Game night.

Aug. 8, su  Longview Yacht Club dock, hosted by Donna and Brian Moore. Dinner with LYC.

Aug. 9-10, mo-tu  Elochoman’s Marina at Cathlamet, hosted by Becky Belangy and Cliff Stephens. Happy Hour party, golf on a plush GREEN (!) course, dinghy cruises, pizza/salad party with CYC.

Aug. 11-12, we-th  Port of Illwaco marina, hosted by Ken and Pam Emmons. Fishing Derby, shopping, Discovery Trail, dining out. (Let Pam and Ken know SOON if you are interested in participating in the Fishing Derby on your boat, or someone else’s.)

Aug. 13-15, fr-su  West Basin, Astoria, hosted by Don Dell and Roberta DeBouver. Regatta time, parades, dining out, Friday Happy Hour with AYC- featuring freshly caught, deep fried salmon bites and Walla Walla onion rings, (Surprise event with the Chinook Indian Nation pending!!), AYC breakfast, rubber ducky races.

RSVP 503.735.0632 or admin@portlandyc.com
Propellers and the Advantages of Keeping Them Clean

Under our hulls, left to their own devices unless damaged or badly fouled by marine growth, are one or more propellers. We seldom see this fan-like object, but it fundamentally affects the fuel efficiency and speed potential of our boats. Mike Stansell and I were talking about our various propeller learning experiences the other day, and this article resulted.

Propellers were introduced to maritime service when steam propulsion became practical in the early 1840’s. They quickly established dominance over paddlewheels, especially at sea. A web search easily finds overwhelming technical information, and it becomes apparent that just about everything useful was known about propellers prior to WWII. Of course, the installed horsepower and speeds of recreational vessels are generally much greater than in years past, but no breakthrough propeller design has resulted. Special purpose installations, such as dual counter rotating such as Volvo IPS and Cummins Zeus (for planning hulls), Kort nozzles (tugboats), multi blade swept (submarines) have all shown their advantages, but we still use a 3-4 blade conventional design on most of our boats.

At displacement speeds, fixed pitch marine propellers have propulsive efficiencies in the range of 35-75%, with the propellers that we use typically falling in the 45-55% range. This means that after your engine and transmission lose about 62-65% of the energy in your fuel as waste heat and the prop shaft and hull interferences add another 5% to the bill, the prop casts away half of the remainder. Only 13-16% of your fuel burn is pushing your boat! Something should, no, must be done!

Simply put, a larger, slower turning propeller is more efficient than a smaller, faster turning one. Ships and tugboats have those really big props for a reason. They also have really deep drafts and really slow turning engines (or massive reduction gears). If it were possible, fitting a propeller twice the diameter of the one now installed on your boat along with the necessary change of reduction ratio might result in as much as a 60% increase in propeller efficiency. You could then enjoy having 20 to 25% of your fuel doing useful work. Most of these numbers come from “The Achilles Heel of Powerboating” by Wally Watson in the Nov/Dec 2001 issue of Passagemaker, pp. 108-115.

Tweaks such as cupping (the blades appear to be swept aft when viewed from the side) and over-propping (fitting a propeller that has too much pitch so that the engine turns slower for a given speed) could result in fuel savings up to 10%, but may have cost and engine issues. The most effective means of raising propeller efficiency is simple and relatively inexpensive – keep that pesky marine growth off of your props. The last time that The Bunch was hauled (with cruelly fouled running gear), we increased our cruise speed from 8.6 kts to 10 kts at the same 1450 rpm. That represents a 16% increase in fuel efficiency, and with our already cupped and over-propped 24x23 propellers it is about our only option.

One other thing to keep in mind: slow down when speed isn’t that important. Yes, it is fun, and I really delight in the exhaust note and the rooster tail that the old girl sports at 16 knots, but that 6 additional knots come at a price: 23 gallons per hour vs. 5 gallons per hour at 10 kts, a reduction in fuel mileage to 0.7 nmpg from 2.0 nmpg!

Joe Brady
M/V The Bunch
WESTERN PIG ROAST BARBEQUE

Yee Haw! It’s time to set your calendar for a round-up of fun, western grub, and a musical ho-down!

June 19th

Cocktails at 5:00 pm
Dinner at 6:00 pm
Band plays from 7-10:00 pm

$20.00 per person

Featuring the White Wolf Band

Roasted whole pig
Jim’s World famous beans
Tossed Salad
Strawberry Shortcake
Beer with Dinner

RSVP BY June 16th
503.735.0632 or admin@portlandyc.com
STAG CRUISE—APRIL 23

Photos by Frank Tillman & Stan Borys
CALENDAR

June

2  we  PYC Mauni Elliott Race #1  6:30 pm
4  fr  Advertisers Cookout  6:30 pm
4-5 fr  PYC Rose Festival Regatta
9  we  PYC Mauni Elliott Race #2  6:30 pm
11-13 fr  Cruise: Port of Camas/Washougal
12  su  Private Party
16  we  PYC Mauni Elliott Race #3  6:30 pm
19  sa  Western Pig Roast  6:30 pm
23  we  PYC Mauni Elliott Race #4  6:30 pm
25-27 fr  Cruise: Martin Island

July

4  su  Fourth of July Celebration
9-11 fr  Cruise: Oregon City
16-18 fr  Cruise: Bald Eagle Days
24-1 sa  Cruise: Barkley Sound
24  sa  Sailboat Race to Willow Bar

Happy Hour
Every Friday  3-9 pm
Saturday Lunch
Every Saturday  11:30-1:30
Wednesday Lunch
Every Wednesday  11:30-1:30
Golf
Every Wednesday, year round
Board Meeting
Third Wednesday every month (except June, when it is the 3rd Thursday)
Bridge
Third Thursday every month  10 am
Portlight Deadline
10th of every month

No lunches after June 13 until the kitchen renovation is completed.

PLANTING DAY—APRIL 17

Photos by Bob Knauer

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