



Multnomah Channel Yacht Club

Channel Chatter

50990 Dike Rd. • Scappoose, OR 97056 • (503) 543-5055

October 2011 *"The Friendliest Club on The River"* Since 1961



Commodore's Comments

As the year has progressed, we seem to be slipping in our efforts to follow the rules and regulations which govern MCYC. I would like to take a moment to review some of the areas which have been reported to me.

John Jellum

Conduct of Members - Article XI, Section 1

- All members shall be expected to conduct themselves in a manner that does not bring discredit to MCYC while participating in any activities of the Club, and/or acting as a representative of MCYC. Any member or vessel displaying the Club logo or burgee is deemed to be representing the Club.

Parking Lot, Driveway & Dike (MCYC Manual page 59 #8)

Parking is prohibited on the dike except for the following:

- Loading and unloading — 15 minute limit
- Washing a vehicle — 30 minute limit with washer present
- Permission from the Commodore, Port Captain, or Moorage Manager

Moorage Rules & Regulations (MCYC Manual page 57 # 5)

- All pets must be on a leash and under control when on the MCYC moorage premises. Pets are not allowed in the clubhouse or other club buildings. Pets are not allowed to be tied where they or their leashes, ropes, etc., block or impair main traffic areas of the MCYC docks or walkways. Pet owners are responsible for disposing of their pet's waste deposits on any and all premises of MCYC.

Moorage Rules & Regulations (MCYC Manual page 57 #7)

- Nothing (lockers, plants, planters, pets on a leash, building materials, garbage, dinghies or miscellaneous) shall be stored or left on the walkways of MCYC premises without specific written consent from the MCYC Board.



MCYC Club Policies (MCYC Manual - page 52, # 7)

- Each member will be responsible to serve once a year at a regular meeting by assisting in the preparation and serving of refreshments and for being Chairman or Co-Chairman of one party.

Other matters:

Please do not overfill the recycle containers. Put your excess recycle in the pump house and contact Bob S. that it is full and needs to be emptied. Then when it has been emptied, you can put your recycle in the containers. Also if the garbage dumpster is full notify Bob.



October Refreshments

Board Meeting
Schultheis

General Meeting
Martins, Mardesich, Miller

MCYC Calendar

October

Closing Day.....	1
Board Meeting.....	5
General Meeting.....	19
Halloween Cruise - Sand Is. Lower.....	21, 22, 23

November

Board Meeting.....	2
Cruise St. Helens - City Dock.....	4, 5, 6
General Meeting.....	16

Have you forgotten the **User Name** or **password** for our web site?

Contact webmaster Brian for a reminder.

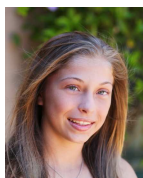
2011 Officers & Board

Commodore.....John Jellum
Vice Commodore..Brian Hale
Rear Commodore.Mike Range
Treasurer.....Bob Schultheis
Secretary.....Jan Green

Board Members

Dennis Binkerd
David Donaldson
David Karpeles
Wayne McGee
Dan Payne
Duane Westfall

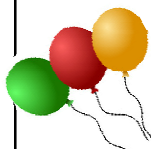
www.MCYC1.org



Daughter of
Neptune

Nohealani Martins

This month, there were two ladies dinners, Multnomah Channel and Tyee. At the dinner that our club hosted, the theme was Lavender and Lace. A special thank you to everyone that helped out with our dinner and making that night so wonderful. The food was amazing, and the decorations were lovely. It was so nice to see everyone again and so nice to be back at the club! Tyee's ladies dinner was also lots of fun! Don't forget closing day is this weekend. All of the daughters will be in Washington for the weekend. I am so excited! I'm so thankful to be a Daughter of Neptune I love all the other daughters and am proud to represent MCYC at all the events. Thank you for this opportunity.



Birthdays

Joe Baldwin.....6
Helen Smith.....6
Shirley Walker.....9
Mary Donaldson.....12
George Schneider.....14
Jeanne Sutherland.....14
Joe Aten.....28



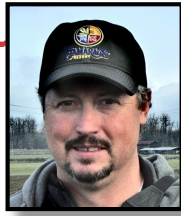
Anniversaries

Tom & Deborah Greenwood.31

MCYCchatter@gmail.com

A REPORT ON THE ELECTRICAL CONDITION OF OUR MOORAGE

Port Captain



Dustin Schneider

On August 10th MCYC had an ABYC marine electrician come and perform an electrical check for stray current at our marina and advice us on our electrical questions.

Stray current in a marina is a serious problem; it can cause damage to boats and has more and more been identified as the cause for drowning deaths at marinas. The electrician that came to advise us lost his son to an electrical related drowning and has served as an investigator and expert witness in death, injury, and corrosion lawsuits. As he stated he has never been involved in a case that the marina **has not been found to be at fault.**

We did a cold check of all the boats. A cold check being checking the shore power cord for signs of stray current when an unknown number of ship systems were energized. There were some signs of current leak on various boats, when tested further the leaks did not appear to be coming from the boats. The boats were being used as the ground for an unknown source of power, it was advised that we recheck after the marina ground has been run to shore.

The boat checks did not show any dangerously high amounts of current, it was recommended that we have all boat owners come down and check the boats when we can turn on all ships electrical systems.

I have ordered a Klein clam-on amp meter/multi meter, I was able to get this at distributor cost and it will be \$80-\$90. If the club wants to own it I will submit a receipt, otherwise I will own it.

There were some electrical cord hazards that were identified, one boat has a 15 amp orange extension cord powering a power strip going to an automotive battery charger and small refrigerator. This is a serious violation of NFPA 303 and a fire hazard; it was recommended that this be removed and that automotive items not be the primary system on boats. This power should be disconnected.

There were a few cords that appeared to be homemade with replacement ends, this is a fire hazard and in violation of NFPA 303.

There was a boat with a 15 amp shore power cord running to it. While the cord was not a standard extension cord it is not rated to be plugged into a 30 amp breaker. This power should be disconnected.

A boathouse power cord was identified as damaged and had been fixed with black tape, this is a fire and electrical drowning hazard and should be replaced or disconnected. This power should be disconnected.

Based on the recommendations from the ABYC electrician, Columbia River PUD and the electrician from St. Helens we need to run a ground wire to shore to properly ground the marina.

Based on the recommendations from the ABYC electrician we need to have all owners come down for a **mandatory** electrical system test, some cords need to be replaced and some boats with no working marine electrical systems need to be disconnected. Boats with 15 amp marine electrical systems need to have their breakers changed to a 15 amp breaker or be disconnected. No automotive battery chargers should be allowed to be permanently connected, and if connected should not be left unsupervised.

All new boats should be required to have their electrical systems checked prior to plugging into shore power. This is a good reason that Moorage Manager, Port Captain, or Moorage Committee should be informed before a new boat moves in.

Following NFPA 303 the best we can ***is our best way to protect us from fire, electrical drowning hazards and help protect us from lawsuits.***



**Bob Schultheis**

Running Aground

First, here is what you should not do when you run aground. Unless you are absolutely sure that it is a small shoal with deeper water ahead, do not apply power and try to push your way across, you will only put yourself harder aground. Do not immediately shift into reverse and increase engine power in an attempt to back off, you might suck up mud and/or bottom vegetation into the engine intake (watch for any signs of engine overheating), and you might further damage the propellers.

Instead, take time to assess the situation. Is any water coming into the hull? Where exactly are you? How did you get there? Where might deeper water lie? What is the state of the tide?

If you have a dinghy in the water, or can launch one, use it to take soundings all around your boat. If you are in a rocky area, it is especially important not to attempt to re float the craft immediately. First, check for any hull damage. The rocks you are on might be the only thing keeping your boat afloat! If the damage is considerable, set out an anchor or two to keep you in place for the time being. Even if you don't need any immediate assistance, you should radio the Coast Guard or other local authority. Advise them of your situation and your intended actions. Let's assume that you are lucky and that the tide is rising and that the increased depths will be enough to float you free. Although you might get off sooner if another vessel pulled, letting the tide float you off is less stressful on your hull and your crew. It may be necessary to set out an anchor in the direction of the wind and waves to prevent the rising tide from carrying you further up on the shoal.

If you are less lucky, and the tide is falling, quickly assess the situation and the possibility of re-floating the boat before the tide goes down further. If this is not possible, determine how far it will go down. Will the hull need cushioning and supports as it lays over on its side? While you wait for the tide or assistance, you might want to use the opportunity to inspect and clean your hull's bottom. (If you are a little glib of tongue you might even be able to convince others that that was why you went aground!)

Getting Off

If you are only lightly stranded, you may be able to get off without assistance. First, determine where deeper water lies, this may or may not be the direction from which you came. Then, try to reduce draft. In any type of craft, sail or power, you can empty water tanks if the supply isn't critical. You might also place some heavy gear in a dinghy. Yet another maneuver is to put out an anchor in the direction in which you wish to move. If you have an anchor windlass use that to take in the line. This is called "kedging off." The anchor can be carried out by dinghy (with the line in the dinghy being paid out as it moves away from the vessel). If this isn't possible, the anchor can be supported on PFDs or buoyant cushions and floated out to where it is to be set, the longer the scope, the better.

If another boat is available to help you, run a line to that boat if it can pull in the desired direction. Be very careful that the other boat does not become stranded in the same shallow water. It may be necessary for the other boat to put out an anchor to keep her clear. Be sure that both boats have deck fittings that can withstand the strain of the pull. Typical recreational boats may not have such hardware.

If a pull is made, keep all persons away from the line and beyond the ends of the line in both directions. Various types of lines stretch to different degrees, but all stretch enough to act as slingshots if they break or if fittings pull out. Serious injury, or even death, are possible results of such failures.

Even if the other boat cannot pull to get you off, she may help by running back and forth and making as large a wake as possible. The waves formed in this wake may lift your boat enough to get her off. You should use this technique only where the bottom is soft enough to cushion your underbody. A sandy bottom would probably be okay, but you don't want to be heaving up and down on rock.

MCYC Channel Chatter Editor
Bob Schultheis
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