

Richland Yacht Club



Over 50 years on the
COLUMBIA RIVER



Commodore Report Doug Larsen

The RYC is starting the New Year with a clubhouse construction project. The old worn out floor is gone and a new strong composite vinyl material has replaced it. It looks great! Kudos to Brent, Sandy, Dan, and many others for making the new floor happen. Also, as part of the project, the furniture has been upgraded. I sat in one of the new comfortable sofas and had a strong desire for a nap – I guess that’s a good sign.

On to the business at hand, we will be approving the FY 2019 budget at the February general meeting and we need a quorum so please attend the meeting if you can. Approval of the budget in a timely manner is essential for club operations and provides the authorization for the club to meet its financial obligations. Many thanks to Dan Breen our Treasurer, who has put a lot of effort into the proposed budget. Unlike the federal government, we need to pay bills on time and operate a balanced budget. Approval of the budget at the February meeting is the last step!

A proposed bylaws change will be presented for the third time at the meeting and voted on subsequently in March. The change allows greater flexibility for attendance practices of Executive Board members. With the advent of the internet and E-mail, much of the correspondence can and is now done electronically. The proposed change will facilitate modern communication techniques, e-mail... etc that industry has embraced for many years. We have had difficulty getting members to run for the board because many travel or reside in warmer climates during the winter months. The proposed change will allow greater flexibility while not changing the individual board member responsibilities.

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Treasurer Report Dan Breen

I often take a noon hour walk along the Columbia close to the club. With the recent warmer and sunny afternoons and longer days, boating season must not be far away. I want to thank all of you who have paid your 2019 dues so far. The January 1 billing went out to 171 members. As of this morning (Jan 23) less than 40 accounts remain unpaid. Three billings have come back with wrong addresses so if you have not got your billing and you have moved, please drop me a note with your new address at danielbreen77@gmail.com or call or text me at 509-830-9113.

Bruce Carlisle has provided me electrical meter readings and I have chosen to wait to send those invoices out in early February to avoid confusion. Also, please note that mooring billings will be sent out by the first of April.

At our next general meeting on February 5 we will be reviewing and hopefully approving our 2019 budget. I look forward to seeing you all there and in the meantime I hope you are doing well with those New Year resolutions.

If you want to book the clubhouse for your event, call or text Sandy Sanders at (509) 948-8832 or email rental@richlandyachtclub.net

January General Membership Meeting Tuesday, February 5

Pledge of Allegiance	7:00 pm
Call to Order	Doug Larsen
Membership Actions	Roy Keck
Minutes of Previous Meeting	Heather Devries
Commodore's Message	Doug Larson
Officers' Reports	
* Treasurer	Dan Breen
* Vice Commodore	Roy Keck
* Rear Commodore	Debbie Thorington
* Dock Captain	Bruce Carlisle
* Past Commodore	Gary Scofield
* Recording Secretary	Heather Devries
* Corresponding Secretary	Obie Amacker
* Building Coordinator	Brent Shindehite
* Rental Coordinator	Sandy Sanders
Old Business	Gary Scofield
New Business	Gary Scofield
Good of the Order	Members
Floundered Oar Award	Members

Rental Coordinator Report Sandy Sanders

If you have questions about renting the clubhouse, be sure to give me a call. Members are entitled to one exclusive rental per year which includes use of the kitchen, deck and barbeques.

For information on rentals including rules and blackout dates, log on to the RYC website; Downloads (Members), then go to Standing Rules of the Richland Yacht Club. To book the clubhouse, call or text me (Sandy) on (509) 948-8832 or email: Rental@richlandyachtclub.net.

Upcoming Rentals:

- ◆ February 16
- ◆ February 23
- ◆ April 20
- ◆ May 18
- ◆ August 24



Vice Commodore Report Roy Keck

We are starting to receive new applications for membership and two new memberships were approved at last month's General Meeting.

Please welcome:

- ◆ Thomas and Janis Beck
- ◆ Daniel and Ashley Brighton.

Dock Captain Report Bruce Carlisle

Dock Cautions - It gets dark early and there are plenty of opportunities for icing on walkways this time of year. Use caution when checking your boat. Let someone know when you are going out on the docks and use the buddy system when doing tasks that put you at risk of falling into the frigid water.

Check your boat regularly - If you see a boat in trouble or need help, let me know as soon as possible so we can take action to prevent further damage.



Secure the Gates – During low water levels in the basin and cold weather the dock ramp entry gates may swing closed but not latch. Please check the security of the gates when you access or leave the docks and never block the gates open if you are not in attendance to challenge people entering the docks. You are important to dock security.

Secure boat against wind – Check those dock lines regularly for damage and proper tension. The following three pages contain a primer on the use of dock lines for our newer boaters.

Work Party – No work party in February

Moorage – We have a couple of 24' slips available. We are also accepting new members that wish to go on the moorage waiting list. The waiting list is posted on the Pantry Bulletin Board.

New Dock Boxes - We have 4 available for \$500 each. Call or text me at 509 554-8987 if your interested.

Useful Dock Line Information

There are quite a few choices out there when it comes to selecting dock lines. It's important to consider the type of docking you do. It helps to have two sets of dock lines — a temporary set to use while you are away from your permanent slip and a set for your permanent slip, unless you're concerned about someone taking those lines while you're away. Consider the expense of properly sized docking lines against the expense of repairing or the devaluation due to dings and buffing of your fiberglass hull.

Material

Nylon is a strong, durable synthetic and is exceptionally well suited for dock lines. You will commonly see it in either Laid or Braid construction.

Laid line is composed of three or more twisted strands, a design that has withstood the test of time. Although it can kink, making it awkward to coil, and stretch more than braid, three-strand twisted line is very strong, resistant to abrasion and snagging, and offers good value. But some stranded nylon is quite soft and not suitable for use aboard. This is frequently sold in hardware stores, is inexpensive, and usually is not marked for marine use.

Braided line is composed of many small strands, making it extremely strong and flexible. It runs smoothly, will not kink or rotate, and is easier on the hands. These small strands wear evenly, making braided line more resistant to chafe from pilings and cleats—the greatest threat to healthy dock lines. However braided lines are more likely than laid line to catch on piling splinters or other snags and thereby become damaged to some degree. They're often available in a selection of colors.

Pre-Spliced

Factory-spliced eyes on one end of the dock line simplifies connections to the cleat on the boat. The splice, formed by interweaving parts of the rope, creates a permanent eye while sacrificing little of the line's inherent strength. You could splice the line yourself. For laid line, splicing is simple, but braid requires a special device called a fid and some practice.

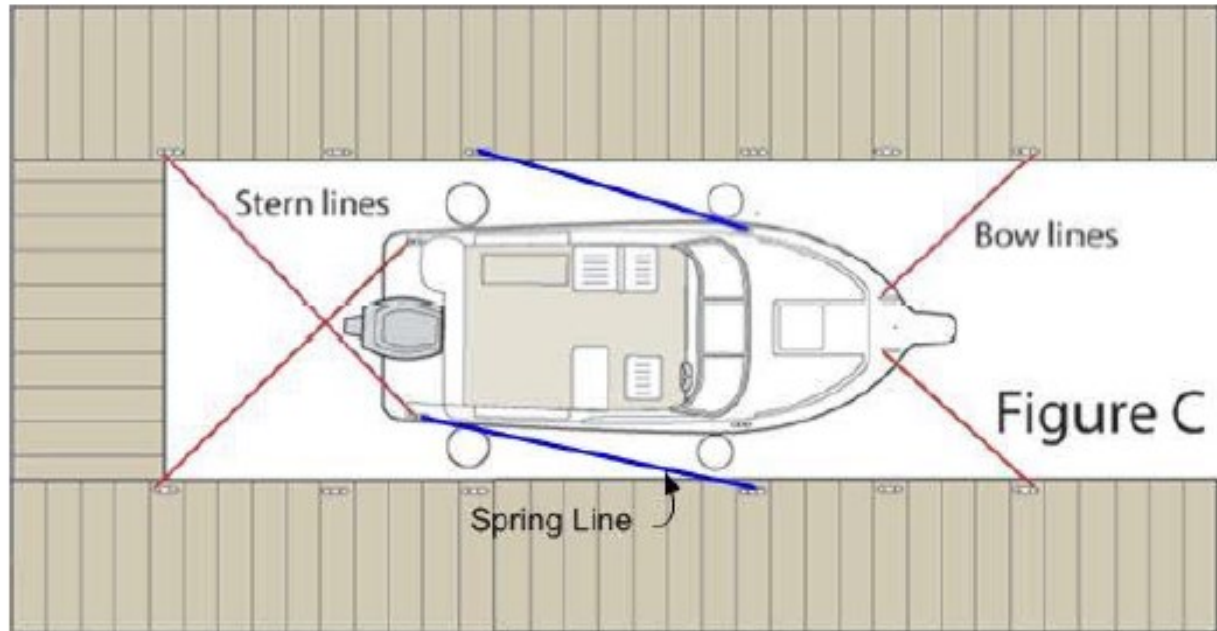
How Big?

Boats under 20' generally use 3/8" line; 20-30' boats, 1/2" line; 30-40' boats, 5/8"; and boats over 40', 3/4". If your boat is heavier than average, or has greater windage, you may want to choose the next larger size. Too much is far better than too little.

How Long?

As a general rule dock lines should equal two-thirds of your boat's overall length. Spring lines should be considerably longer. You should have lines of various lengths available to use depending on the circumstances as you come alongside a dock as piling and/or cleat locations may be less than ideal for the size of your boat.

How to Use Dock Lines?



Dock lines limit a boat's motion. That motion can be either in a fore-and-aft direction or a transverse direction — or a combination of the two. The key is to identify the fewest number of dock lines that will limit the boat's motion in every direction. Breast lines (lines that come off the boat at a right angle to it) limit transverse motion. Spring lines (lines that run at a shallow angle along the length of the boat) limit fore / aft motion.

Tying up in a slip typically works best with four dock lines: two bow lines, and two stern lines. Run your bow lines forward a bit and cross your stern lines. This way, all the lines are working together to limit motion forward, aft, and side to side. If your boat is too long to cross the stern lines in your slip or tension the bow lines, add one or more spring lines and tension against dock lines to keep the boat from moving fore /aft during winds.

Use of Fenders in Slips



While fenders (some call them bumpers or buoy) are a must for side ties next to a dock, there are reasons not to use them in a slip. With properly tensioned dock lines the boat should not contact the slip. Wind can cause fenders to swing back and forth against the hull. This rocking action can scratch the fiberglass / graphics or worse if they are covered with fabric that has picked up sand or silt from the river.

Cleating a Dock Line



Walk down any dock, and you're bound to see a bad cleat hitch — either a tangled mess of excessive line or a series of insufficient loops that will slip apart under strain. Often, you'll see people layer on the turns, crossing and recrossing the cleat. Extra turns provide no extra holding strength. None. What's worse, they may make it more difficult to untie if things start moving fast.



Follow a few simple steps and you will have a secure connection to the dock. The trick to a good cleat hitch is to keep it simple: Three turns around the cleat's horns; no more, no less.

Step 1: Pass the line once completely around the cleat's base (under the horns).

Step 2: Make a figure-8 over the two horns

Step 3: Turn the line under itself to make a half hitch.



Step 4: Pull the line tight and coil alongside the cleat.



February at the Clubhouse

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 General Meeting	6	7	8	9
10	11	12 Executive Board Meeting	13	14	15	16 Club Rental
17	18	19 Executive Board Meeting	20	21	22	23 Club Rental
24	25	26	27	28	Save the Date:	



Richland Yacht Club Officers

Office	Officer	Cell/Home	Email
Commodore	Doug Larsen	438-1904	douglarsen@gmail.com
Vice Commodore	Roy Keck	947-5325 943-6133	roykeck@charter.net
Rear Commodore	Debbie Thorington	308-6929	debthorington@gmail.com
Treasurer	Dan Breen	830-9113	danielbreen77@gmail.com
Dock Captain	Bruce Carlisle	554-8987 375-0906	dbcarlisle@charter.net
Recording Secretary	Heather DeVries	949-9495	handr2x@gmail.com
Corresponding Secretary	Obie Amacker	531-8786	oamacker@frontier.com
Past Commodore	Gary Scofield	947-5707	gscofield08@gmail.com
Building Coordinator	Brent Shindehite	366-0189	support@richlandyachtclub.net
Rental Coordinator	Sandy Sanders	948-8832	rental@richlandyachtclub.net
Board Members at Large	Bob Gray	947-0283	rhgray02@msn.com
	Nik Qafoku	943-3041	nik_qafoku@yahoo.com
	Kim Detienne	430-8094	kim@matrixconsultinginc.com