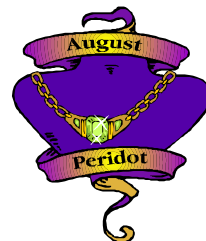




ANCHORLINE



August2007

COMMODORE—RAY GUMP

503 357-8271

Commodores Comments

Hello NOTS

July is gone but summer is only half over. We have many more cruises to

come. Cedar Island about the time you get the news letter followed by the Tropical Cruise at Sandy Island. (Tropical Drinks, Games & lots of fun) Labor

Day at Martin Slough one of our favorites (blackberry cobbler, blackberry pancakes & good old relaxing). If you haven't signed up a meeting let the



cruise leaders know you plan on attending.

We really enjoyed the club's picnic and the white elephant exchange. Every thing from bottom paint to zucchini showed up.

Shirley has began her quest to fill the 2008 board. She will be asking members to volunteer for positions on the board. This is your chance to help make this club what you want it to be. It really doesn't take a lot of time to fill most, if not all of the positions on the board. Please don't run when you see Shirley coming your way. Stand up and get involved.



Tropical Cruise August 18&19 Sand Island

Come and join us for our annual Tropical Cruise at Sandy Island on August 18 & 19. It's a fun place to anchor/side tie where we will play games appropriate to warm weather, drink a Tropical (umbrella) drink, swim, play in the water and potluck on the beach. Sounds like fun, doesn't it? Plan to join your hosts – Gumps & Fergusons – for a good time.

We'll be potlucking on Saturday evening – you know we always EAT!!

PS:

Wear your tropical shirts

First Mates Corner

HELLO EVERYONE

The summer is half way through and we have had nice cruises and looking forward to many more. The annual picnic was nice with good food and fun.

It was nice to see people that don't get out to the cruises.

We have a few people to keep in our thoughts:

Jim Bryant's Brother and Sister-In-Law died and their Son had open heart surgery and he's doing fine. Mary Wilson fell while getting off boat and dislocated her shoulder. Buzz Kirchner had another visit to the hospital and ok now. Keith O'Neil was in the hospital and is home doing ok.

A joy, Judy and Jim Ferguson are grandparents to a boy, this last Thursday.

A reminder the next Ladies Nights is Thursday September 27th at Willemette Yacht Club. Call me if you are interested.

Also, a couple people asked me about the Race for The Cure coming up Sunday September 23rd. If you are interested in the walk, go ahead and sign up and we can walk together. Let me know and we can arrange to meet some place down there.

Maybe have lunch afterwards.

Call if you have any joys or concerns. 503-357-8271














First Mate
Jennifer














From Your Marine Board

The J.J. Collins East (Coon Island) in the Multnomah Channel (RM 8) is currently under construction and is closed until August 31, 2007. This facility will soon have a new transient tie-up and gangway. The west side of Coon Island is accessible to boaters. For more information, contact Dave Hill (503) 397-5090.

August 2007

Sun	Mon	Tue	Wed	Thur	Fri	Sat
			1	2	3	Ken Olsen  Cedar Island
	5	6	7 	8	9	10
11 Cedar Island		Lillian Elwood				11  Scott Watkins
12 	13	14	15 	16	17 	18  Tropical Cruise
19  Tropical Cruise	20	21 	22	23	24	25
		Eileen O'Neil Mark Anderson	General Meeting			
26	27	28 	29 	30	31 	
		Don Smolich	Eric VanderHowen	Newsletter Deadline	Kathy Stine	

September 2007

Sun	Mon	Tue	Wed	Thur	Fri	Sat
						1  Labor Day
2  Labor Day	3	4	5 	6	7	8
			Nikki Lindquist			
9 	10 	11	12 	13	14	15  John Tooley
Betty Echols	Bob Burness		Charlein Wright			
16	17	18 	19	20	21	22  Horse Race
		Jennie Jacobs				
23	24 	25	26	27	28	29  Cindi Goodman
30  Becky Gillmouth	Delores Monroe		General Meeting	Newsletter Deadline		

Getting High on Weather Phenomena

Boating safety experts will encourage you to learn as much as you can about weather. And with justification. "Weather" is the earth's atmosphere trying to find equilibrium, and it's been attempting to do so from the beginning of time. The sun heats up the air in one place, the warmed air rises, colder air rushes in to fill the space created by its departure, other air flows in to take the place of the colder air, and on and on. The degree to which the elements respond to each other make the difference between a mild, sunny day with a light breeze, and "the perfect storm." So, as a boater exposed to those elements, if you can spot trouble, it's a step in the direction of safety.

The recreational boater doesn't have to be a meteorologist, however, to safely enjoy a great day on the water, a cruise with the family or even a transatlantic crossing. Although you might encounter an occasional storm while on the water, you also will find that the skies are filled with wonder. The more you know about the phenomena that accompany the changing weather patterns around you, the more you'll appreciate the beauty and splendor just overhead.

For example, what sailor has not been transfixed by the awesome spectacle of "Jacob's ladder"? These crepuscular rays, as scientist refer to them, shine through breaks in the clouds on or from just below the horizon, creating an optical effect sometimes described as "the sun drawing water." The light pillars resulting from the sun breaking through some distant clouds into an illuminated atmosphere provide a display that can put a perfect ending on a perfect day.

One phenomenon, called a "superior mirage," has been known to startle even the most experienced seafarers. The name doesn't refer to the quality of the mirage, but rather to a ghostly apparition formed above its real position. Ships on the horizon appear to be floating in air, upside down, no less. If you know that the mirage is caused by low-level temperature inversions, such as warm air flowing over cold water, then you can just sit back and watch the show. In days of yore, however, tense sailors who didn't have the benefit of science to explain these phenomena labeled the apparitions "ghost ships."

Rainbows always are cause for pulling back the throttles and reaching for the camera. For centuries, skippers have regaled their passengers with tales of treasure at the foot of the rainbow, and to this day children are told of the pot of gold that lies in wait for the lucky stiff that finds the rainbow's end. But it's the lucky sailor that is able to sit beneath a "double rainbow," concentric arcs of brilliance that burst across the sky, one above the other, each with colors reversed. Meteorologists would call the outer rainbow a "secondary" rainbow, but to you and I on a warm, sunny day on the water, it would just be called "magnificent."

There are many other examples of natural aerial phenomena now showing at a sky near you -- Sprites, Elves, coronas, sundogs, diamond dust, St. Elmo's fire, ball lightning, lunar rainbows, blue jets, irisation, and the green flash. The advantage to the boater, of course, is the huge, unobstructed "supermax" panoramic view available to us from the deck of our floating theater.

Some of the dishes that Mother Nature cooks up for us are not as digestible as those mentioned above. Those beautiful, massive, towering cumulus clouds we see filling the skies in mid-summer may very well be harboring a dangerous storm cell. That breathtaking red sky in the morning (sailor take warning) might be telling us to batten the hatches. But most of the atmospheric displays experienced by boaters seem to be there just to remind us how small our tiny little boats -- and we -- really are. And when we get a bit cocky and start taking risks on the water, a tap on the shoulder by Mother is not such a bad thing.

Knowing about weather -- forecasting, patterns and phenomenon -- is just part of being a complete boater. Not only can it help you avoid trouble, but it can give you an appreciation for the natural beauty of the skies, and the infinite variety of phenomenal events that take place just over our heads every day and every night. Whether it's Mother Nature or weather, you'll have more fun and increase your level of boating safety by knowing more about what you see when you tilt your head skyward.

Copied from the web site <http://www.commanderbob.com/>

I found this on one of the Boating safety websites I thought it cute and instructive

When all three lights I see ahead,
I turn to Starboard and show my Red:
Green to Green, Red to Red,
Perfect Safety -- Go Ahead.

But if to Starboard Red appear,
It is my duty to keep clear --
To act as judgment says is proper:
To Port or Starboard, Back or Stop her.

And if upon my Port is seen
A Steamer's Starboard light of Green,
I hold my course and watch to see
That Green to Port keeps Clear of me.

Both in safety and in doubt
Always keep a good look out.
In Danger, with no room to turn,
Ease her, Stop her, Go Astern.

In an effort to fill this space your editor has turned, once again, to feeble attempts at humor. These have been stolen shamelessly from the internet.

First one in honor of our long time member and good friend Buzz

Dead ahead, through the pitch-black night, the captain sees a light on a collision course with his ship.

He sends a signal: "Change your course ten degrees east."

"Change yours ten degrees west," comes the reply.

The captain responds, "I'm a United States Navy captain! Change your course, sir!"

"I'm a seaman second class," the next message reads. "Change your course, sir."

The captain is furious. "I'm a battleship! I'm not changing course!"

"I'm a lighthouse. Your call."

This next one is only funny because its true.

How many boaters does it take to change a light bulb? None, because the right size bulb isn't on board, the local marine-supply store doesn't carry that brand, and the mail-order house has them on back-order.

Just some Nautical Terms for you to consider

Port and starboard

Port and starboard are shipboard terms for left and right, respectively. Confusing those two could cause a ship wreck. In Old England, the starboard was the steering paddle or rudder, and ships were always steered from the right side on the back of the vessel. Larboard referred to the left side, the side on which the ship was loaded. So how did larboard become port? Shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike. The word port means the opening in the "left" side of the ship from which cargo was unloaded. Sailors eventually started using the term to refer to that side of the ship. Use of the term "port" was officially adopted by the [U.S. Navy by General Order, 18 February 1846](#).

Piping

Boatswains have been in charge of the deck force since the days of sail. Setting sails, heaving lines, and hoisting anchors required coordinated team effort and boatswains used whistle signals to order the coordinated actions. When visitors were hoisted aboard or over the side, the pipe was used to order "Hoist Away" or "Avast heaving." In time, piping became a naval honor on shore as well as at sea.

Head (ship's toilet)

The use of the term "head" to refer to a ship's toilet dates to at least as early as 1708, when Woodes Rogers (English privateer and Governor of the Bahamas) used the word in his book, *A Cruising Voyage Around the World*. Another early usage is in Tobias Smollett's novel of travel and adventure, *Roderick Random*, published in 1748. "Head" in a nautical sense referring to the bow or fore part of a ship dates to 1485. The ship's toilet was typically placed at the head of the ship near the base of the bowsprit, where splashing water served to naturally clean the toilet area.

Other maritime uses of the term refer to the top or forward part, such as the mast (top of the mast/masthead), and the top edge of a sail, as well as the compass direction in which the ship is pointing, etc.

Toe the line

The space between each pair of deck planks in a wooden ship was filled with a packing material called "oakum" and then sealed with a mixture of pitch and tar. The result, from afar, was a series of parallel lines a half-foot or so apart, running the length of the deck. Once a week, as a rule, usually on Sunday, a warship's crew was ordered to fall in at quarters -- that is, each group of men into which the crew was divided would line up in formation in a given area of the deck. To insure a neat alignment of each row, the Sailors were directed to stand with their toes just touching a particular seam. Another use for these seams was punitive. The youngsters in a ship, be they ship's boys or student officers, might be required to stand with their toes just touching a designated seam for a length of time as punishment for some minor infraction of discipline, such as talking or fidgeting at the wrong time. A tough captain might require the miscreant to stand there, not talking to anyone, in fair weather or foul, for hours at a time. Hopefully, he would learn it was easier and more pleasant to conduct himself in the required manner rather than suffer the punishment. From these two uses of deck seams comes our cautionary word to obstreperous youngsters to "toe the line."



From the Old Crow:

CAW, CAW – Well this month started off with the NOTS folks going east up the big river to have some fun. Along with the usual great food supply I saw Jen Gump take a dive out of her boat. Guess she wanted to cool off some. The next trip was almost to the coast. Whew, I had to do some fast flying to check it all out. Lots of fun stuff going on down there, too. Then, back to town for a great feast & meeting. They were even trusting enough to go inside & leave the food out for me to help myself. So, I did! Oh, so good. They were so busy opening wrapped stuff & stealing from others they didn't even see me. They do have some strange ways of amusing themselves at times. I was so full I thought I was going to have to get help flying home.

More next month-----

Classified Advertisement

Wanted,

a C-MAP NT of the Columbia River, in color. It is the smaller chip that would fit in a Raymarine GPS.

Call Ray Klupenger 503-504-0860.

N.O.T.S. OFFICERS

COMMODORE

Ray Gump
503 357 8271

VICE COMMODORE

Ken Williams
503 642 7652

SECRETARY

Betty Echoles
503 652 0794

Cruise Director

Kirk Lance
503 679 5164

TREASURER

John Tooley
503 285 7175

MEMBERSHIP

Melody Tennefoss
503-825-6570

ANCHORLINE EDITOR

Bill Lambert
503 285 0952
Cell 503 780 0348
bennu36@comcast.net



N.O.T.S.

P.O. BOX 1516

PORTLAND, OR 97207