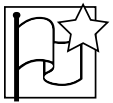


Commodore: Bob Phillips
Vice Commodore: Marili Green-Reilly
Secretary-Treasurer: Ben Mitchell

April 2006



COMMODORE'S LOG

Bob Phillips, Commodore

I sometimes joke that whenever I get into a grocery store line, that line automatically becomes the slowest. The people ahead of me get the wrong product and need someone to go back and get the correct item, they have a stack of coupons or their check or debit card will not process properly. It should be no surprise to me that when I became Commodore that sometimes things might grind to a halt. Well, that happened this past month as we again dealt with the issue of the Gainer boathouse and the youth sailing endowment. With the help of patient and wise members, we have been able to travel through the maze of personal and club issues which have been put on the back burner just waiting for the time that I would have to deal with them. I must admit that I am glad that these issues are closer to becoming resolved.

RCYC Night at West Marine

West Marine has extended the opportunity for an evening of shopping to Rose City Yacht Club members at discounted rates. On Tuesday, April 11th from 7:00 pm to 8:00 pm, the Delta Park West Marine store will be open to RCYC members only. All purchases paid for that night, even backorders, will be discounted 15% except for electronics which will have a 5% discount. Show up and let's have a great time.

By the time you read this, Leslie and I will be returning from a much needed vacation to the BVI's. We chartered a bareboat and are following the advice and suggestions of club members on things that we must do and see. When we return in the first part of April, we should be ready to hit the ground running, looking forward to more development of our Youth Program and making plans for Opening Day. Our next youth sailing meeting will focus on developing our short range plans for 2006 and long range concepts for the future. A number of members have expressed an interest in participating in this meeting. While at this writing I have not set a date, you may find one listed in the Foghorn calendar in this issue.

New and old members are encouraged to participate in the 2006 Opening Day activities on May 6th. I am in the process of setting our schedule based upon information from CRYA. We are exploring the possibility of a mid-late morning brunch followed by our flag ceremony, a skipper's meeting, our on-the-water parade and a new function, an open house of boats where you can get an on-board tour of participating boats. We plan to follow this event with a late afternoon social hour and possibly an RC Soling race in Fairway 1. Further information will be posted on the Clubhouse doors and bulletin boards as well as included in e-mail announcements. We hope that you plan to attend.

Welcome New Member



Frank Patrick, being sworn in by Mel Pittman

Rose City hosted a St. Patrick's Day party on April 18th, and it was enjoyed by all who attended. We were treated to the music of Wild Thyme, a five piece band, and the Sullivan Dancers of eight young girls who were a delight. We had a wonderful potluck dinner and good Widmer beer from a keg that was still alive when Leslie and I left the following morning. I hope that people took the time to finish it off. Thanks go to our Activities Chairs, Carolyn Douglass and Carol Pick, for planning and publicizing the party. Special thanks also to Dave and Marili Reilly who not only set up the Clubhouse and decorated, but stayed late doing a major part in the cleanup. As Hans announced at our March General Meeting, I will be providing a keg of beer for the walk party of the walk with the greatest percentage of VSC inspections prior to opening day. Last year, Walk 2 won and I am sure that they will be challenged this year by strong participation from the other

Commodore's Log continued on page 2 ►

walks.

I would like to thank Dave Hickman and Eric Rimkus for taking the time, effort and risk of finding a replacement for our disabled club launch. Eric was able to locate a 19' Mako with a 115 hp V4 Evinrude engine and a wonderful double axle galvanized trailer. The Board authorized the purchase of the boat and the membership approved this decision at the March General Meeting. Eric and Dave have been fixing it up so that it would be in the water and working by our Frostbite Race at the end of March. We are working on getting a permanent moorage space for it and developing the guidelines for its use. Basically, it will be for emergencies, racing and Club events. We don't want to destroy it by using it as a workboat, as happened to the previous launch fixed up by Ron Moran. Thanks go to people like Dave, Eric and Ron who take the initiative to do great things for the Club.

WiFi Access Coming to the Moorage

RCYC is in the process of creating a Technology Group whose first task will be the implementation of Wireless (WiFi) internet access in the moorage. With Internet access, you would be able to access the internet from your boat while it is in the moorage and would enable you to read and send e-mails or view web pages. Current thoughts are to share the cost of this service equally between the people who sign up for it. The more people the less cost. The cost could easily be less than \$5 per month. If you are interested in wireless in your boat while in the moorage, please e-mail me.

Ethan Vanmatre, evm@arafel.org

Foghorn Copy Deadline - 26th of the month.

Think a month in advance for any time sensitive articles or events.

Please send articles, announcements or any other Foghorn contributions to both of the Foghorn editors:

Editor: Joyce Jensen: joyceandbrad@msn.com

Editor/layout: Dawn McClard: dimclard@comcast.net

Final proof: Wade Cornwell: 503-282-5466

Graphic design/layout: Vickie Nissen: vknissen@comcast.net

Photographer: Hans Geerling: hollyhilltreefarm@yahoo.com

If you are interested in being a part of the Foghorn team, please contact anyone listed above.



Vice Commodore

Marili Green Reilly, Vice Commodore

As I selected photos for our "history wall," recent late-winter snow and ice suggested the weather would be a good subject. This year has been mild, however, compared to past years. Along with windstorms, floods, and low water, I found photos of members grinning at us from frozen fairways and slips in 1956, 1979, and 1988, and made sure they got a space in the display.

What really struck me about these old photos is how the club has changed. Having grown up at RCYC, I can remember narrow wooden walks with white painted handrails, and lights mounted on wooden frames every few yards. The red buckets that made up our fire fighting system were a curiosity to me as a child – they had round bottoms to keep them from being put to other uses when there were no fires.

We hear about Rose City's "do-it-yourself" traditions every time we swear in a new member, and that tradition has built and maintained our clubhouse and a series of moorages over the years. The photos of the 1979 ice remind us of the privately owned slips and houses that our early do-it-yourselfers had to provide for themselves if they wanted a place to tie their boats. The few private slips that remain in the club are highly valued by their owners, who are still responsible for maintaining them in good condition, at no expense to the club.

Discussions at recent meetings have brought the impending fate of these structures to the forefront. With today's moves toward more easily maintained concrete walks and T-slips, we find ourselves having to choose between a modern focus on order and uniformity, and the randomness and individuality of our past moorages.

My screensaver is a photo of Walk 1 which I downloaded from our RCYC webpage. I love the symmetry of the piling, masts, and transoms, and their reflection in the water's surface. But I also still fondly remember the hodgepodge of boathouses and covered slips that used to line RCYC's upriver walk. Few members now moored to concrete fingers would trade their maintenance-free moorings for the responsibility of maintaining a piece of history, yet those who willingly share the tie-ups on their private slips find comfort in this link to our roots.

That's one of the aspects of RCYC that I most appreciate: With cool, even concrete walks running beside warm, rustic wood slips; hand-built classic boats moored alongside new out-of-the-box models; and tenured members sharing sea stories and experience with new boaters and young families, there is a sense that RCYC is a place where the past and the present can reside comfortably side by side. I hope we will always respect and make room for the many different ideas and aesthetics that our members bring to this boating family.

Gainer Endowment ^ Progress Report

At its March 27 Meeting, the Board heard input from members on the matter of the Gainer boathouse and slip. We are continuing to move forward to develop a viable plan for the disposition of the property.



Cruising Season is upon us!

Rose City Yacht Club's first cruise of the season is April 29-30 to East Dock, Government Island. Paul and Dorothy Glynn have graciously stepped up to be hosts for our first cruise. More information will be forthcoming later in April but I understand they have requested good weather and space for many member boats.

Dave and Marili Green Reilly have snapped up the cruise host position for the September

1-3 up river trip to Beacon Rock (many thanks!). But not to worry, there are still three weekend cruises and the week-long Lazy Daze Down River Cruise in July. May 26-29 at Hadley's Landing, June 10-11 at Coon Island and October 7-8 back at East Dock.

It is my understanding that the first requirement for being a cruise host is to SHOW UP. Then perhaps a suggestion or two about when cocktail hour formally begins, dinner/breakfast plans or fun activities could be tossed out for the group. Sounds fairly simple, doesn't it?

Please give me a call or send me an email (rlgales@verizon.net) if you would like to host one of our cruises.

Thanks, and I'll see you on the water;

Bob Gales

Opening Day, Saturday, May 6th

It soon will be time to celebrate the beginning of this year's yachting season. Start making plans to get your VSC safety inspection sticker; decorate your boat, enjoy good food and friends AND get on the water. The pennant style plastic flags we use (alternating red, white and blue) are available at the RCYC Ships Store.

Mark it down for May 6th on your calendar; get ready to scrub and polish the boat, and let's get the sailing year off to a great start!

Tentative Schedule:

- 8:30 Continental Breakfast
- 10:30 Opening Ceremony
- 11:00 Skipper's Meeting
- 12:00 Form up out on the river

Watch for updates!



Moorage Matters

Loren Beach, Moorage Chair

Our first two work parties this spring did yeoman work to prepare for the mid-April arrival of the new concrete fingers for Walk 2. Remaining prep work will be done at the April 1 work party. Some boats on Walks 3 and 4 have been moved temporarily, but the owners have all been helpful and cooperative. Several boats on Walk 2 will be off that walk until after mid-month.

The date for a special work party to install new fingers is uncertain as of Foghorn deadline, but our contact at Bellingham Marine estimates delivery of the fingers on April 17 or 18.

I will let everyone know as soon as the date is firm. We will have a crew of assemblers meet the truck at Schooner Creek, will use towboats to move the fingers up to the front of the moorage and will use our workboats to shepherd them into place on Walk 2. Another crew will then bolt the fingers into place.

Other than that, we should have all slips filled shortly with the arrival of several new members.

As always, it is **your** enthusiasm and labor that really makes this one of the nicest moorages in the whole region. Spring is here -- so get your registration stickers attached, and do get your annual Vessel Safety Check (VSC) done this month as well.

Fair Winds!

Invitation to an "Evening in the Garden"

The Ladies Dinner Committee has been working very hard to create a wonderful party for you and your guests. We hope you will be able to join us in the garden on May 18th.

Date: Thursday, May 18, 2006

Cost: \$20.00 per person

Social Gathering: 6:00 PM

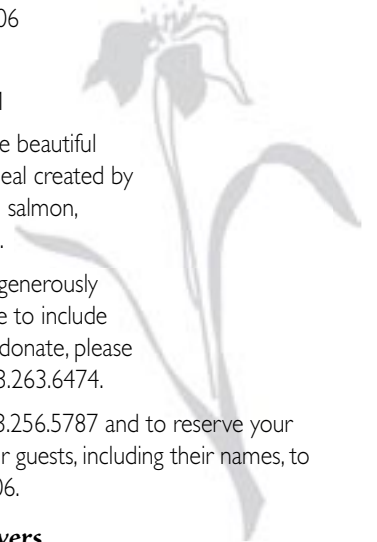
The Duo Adams-Mery with our own Jas Adams will provide beautiful classical flute and guitar music while we enjoy a delicious meal created by our own talented chef Rick Royce. The menu includes fresh salmon, French green beans and other dishes to delight your palate.

Rose City members and the surrounding community have generously donated a wide array of raffle prizes, but we would still love to include your gift for this special night. If you have a gift you wish to donate, please contact Dave Reilly at 503.281.9350 or Leslie Phillips at 503.263.6474.

To make reservations, please contact Dorothy Glynn at 503.256.5787 and to reserve your spot at this event, please send prepayment for you and your guests, including their names, to Dorothy Glynn C/O 3235 SE 55th Ave., Portland, OR 97206.

Ladies Dinner Committee Requests Garden Flowers

To help transform our clubhouse into a garden paradise (and economize on flower costs), the Ladies Dinner Committee is requesting that members bring cut flowers from their own gardens to the May 17th General Meeting. These will be blended with other flowers and decorations for our dinner the following evening. All varieties are welcome!



A View from the Rear

Judy Oxborrow, Rear Commodore

Dredging - Although there was no dredging necessary this winter, Steve Barrett has been working hard on obtaining our new five-year dredging permit for 2006-2011. The membership approved an increase in dredging fees to cover the expected costs of that permit. And, many are probably wondering as to the status of the permit and final costs.

The Corps of Engineers is ready to issue a permit as soon as the State provides the club with either the State 401 Water Quality Certification (WQC) or a waiver of those requirements. Steve has been in contact with the Division of State Lands about what is needed to obtain such a document or waiver. They want a Biological Assessment. The Biological Assessment was also part of the Corps requirements and a draft copy was forwarded to the Corp. The final copy is now being prepared, and Steve will forward that to DSL as soon as it is available.

Steve did have some good news to report. The Corps has granted us an exemption under Slopes III (Standard Local Operating Procedures for Environmental Species), and we will NOT have to do sampling. However, there is a down side. Slopes III will expire during the term of our five-year permit. Steve reported that Slopes IV would probably require sampling.

Steve recommended that once the permit has been issued and final costs ascertained, we add up the bills and add \$10,000 for future sampling as part of the budget process for the next permit. Hopefully, all the costs will be known by June so the Board can revisit the dredging fee assessment.

Club History – Over the past two years, I have been doing an “Executive Summary” of the minutes from previous years. These documents summarize the membership actions, policy decisions, budget and expenditure decisions, and by-laws changes. Such a history would be a valuable tool for use by future Boards in resolving questions of policy. Shortly I plan to begin scanning minutes, Treasurer’s Reports, and other important documentation. I plan to convert them to pdf files and store on CDR or DVD disks, with one copy at the club and one with other club records retained by Wes and Joyce Davis. If you are a former club officer and have access to minutes, etc. from previous years, please contact me about those records.

1962 Columbus Day Storm



KEEPING THE FLEET IN LINE

Admiral Nelson defeated the French fleet at the Battle of Trafalgar in 1805 by keeping his ships in line. If he could do it then, RCYC should be able to do it in the Opening Day Parade.

It's a piece of cake.

The rules, at least as I remember, require us to stay 50' behind the boat in front of us and 50' away from the boats on either side. The best technique is not for the Captain and the First Mate to argue about which of them is the better judge of distance, nor for the crew of the boat ahead to tow us upriver on the end of a 50' line.

I've been told that the technique used by Admiral Nelson and other great Admirals from many nations, is for the Captain of the boat behind to maintain a constant angle between his wheel, the horizon, and the masthead of the boat ahead. In Nelson's day this was the responsibility of the Rear Admiral.

So here's what we need to do on Opening Day.

FIRST: To the 50' spacing, which the RCYC Admiral tells us, we need to add the distance between our mast and the steering station. In my boat the total distance is about 65'.

SECOND: We need to measure the angle between horizon and the ahead boat's masthead when our steering station is 65' away. Why? Because as we get closer and closer to a mast our eyes need to look higher and higher to see the masthead. Watch the RCYC masthead next time you walk from your car to the ramp. Watch it again when you walk away.

The RCYC Admiral's grand plan for Opening Day parade lists all of the boats by name and position. I identify my ahead boat from the plan and walk over to it. When I am 65' away I hold a stick out at arm's length, lineup the top of the stick

(Continued on page 7)



St. Patrick's Day Party

SPRING INTO BOATING WITH BOATU.S.' COMMISSIONING SAFETY CHECKLIST

To help boaters have a trouble-free boating season, BoatU.S., the nation's largest recreational boating association, has a spring commissioning checklist for the nation's 13 million boat owners. Whether you have a power or sailboat, inboard or outboard, following this checklist is an easy way to get ready for the season.

Before You Launch:

- Inspect and lubricate seacocks. Hoses and hose clamps should be inspected and replaced as necessary.
- Replace deteriorated zincs.
- Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure. Grip the prop and try moving the shaft - if it's loose, the cutless bearing may need to be replaced.
- Check to make sure the rudderstock hasn't been bent.
- Inspect the hull for blisters, distortions and stress cracks.
- Make sure your engine intake sea strainer is free of corrosion and properly secured.
- Check the engine shaft and rudder stuffing boxes for looseness. After the boat is launched, be sure to check these as well as through-hulls for leaks.
- Use a hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.
- If equipped, ensure that the stern drain plug is installed.

Outdrives and Outboard Engines:

- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect.
- Check power steering and power trim oil levels. Replace worn-out zincs.
- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.
- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges.

Engines and Fuel Systems:

- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters. Owners of boats with fiberglass fuel tanks should be aware that gasoline with ethanol can corrode tanks and damage engines. Look for black "goo" under the carburetor.
- Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.
- Every few years, remove and inspect exhaust manifold for corrosion.
- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water (if applicable).
- Inspect bilge blower hose for leaks.

Sailboat Rigging:

- Inspect fittings for cracks and rust. Inspect wire halyards and running backstays for "fishhooks" and rust.
- Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape.
- Recaulk through-deck chain plates as necessary (generally, once a decade).

Trailers:

- Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure. Don't forget the spare!
- Inspect bearings and repack as necessary.
- Test tail and back-up lights. Test winch to make sure it's working properly.
- Inspect trailer frame for rust. Sand and paint to prevent further deterioration.

Miscellaneous:

- Check expiration dates on flares and fire extinguishers.
- Check stove and remote tanks for loose fittings and leaking hoses.
- Inspect bilge pump and float switch to make sure it's working properly.
- Inspect dock and anchor lines for chafing.
- Update or replace old charts, waterway guides.
- Check shore power cable connections for burns, which indicate the cable and/or the shore power inlet needs to be replaced.

- Make sure your boating license and/or registration is up to date. Don't forget your trailer tags.
- Review your boat insurance policy and update coverage if needed. Be sure you have fuel spill insurance coverage.
- Make sure you have a properly sized and wearable life jackets in good condition for each passenger, including kids and pets.
- Test smoke, carbon monoxide and bilge alarms.
- Be sure to get a free vessel safety check from the U.S. Coast Guard Auxiliary or U.S. Power Squadrons. Find out how at <http://www.safetysal.net>

This checklist is available at <http://www.BoatUS.com/freebies>

BoatU.S. - Boat Owners Association of The United States - is the nation's leading advocate for recreational boaters providing its 640,000 members with a wide array of consumer services including a group-rate marine insurance program that insures nearly a quarter million boats; the largest fleet of more than 500 towing assistance vessels; discounts on fuel, slips, and repairs at over 825 Cooperating Marinas; boat financing; and a subscription to BoatU.S. Magazine, the most widely read boating publication in the U.S. For membership information visit <http://www.BoatUS.com> or call 800-395-2628.

Alan Bergen

RECIPROCALLS

New: Vallejo Yacht Club, Vallejo, California

Corrections: Roche Harbor YC reciprocal moorage is at Bremerton, not Brownsville

Mukilteo YC reciprocal moorage is at Everett, not Mukilteo.

George Kent, Reciprocalls Chair

An Open Letter to the Board of Directors

Dear Members of the Board of Directors:

I am writing to propose what I believe is the most rational strategy for selling Jack Gainer's slip in conformity with the vote taken at the March membership meeting. Much of what I am going to say you already know. You know that one of your primary duties as members of the Board is to preserve and not to squander the assets of the Club. You know that you have a fiduciary, as well as a moral, duty to honor Jack Gainer's generous legacy. I know you know that because your collective decision at a Board meeting early this year reflected that. I believe you voted to sell Raindrop and Jack's slip within the Club because you believed that by doing so you would honor Jack's legacy in the way he would have wanted. Furthermore, I believe you expected the proceeds from the sale would be at least as high as would be realized outside the Club. In deciding as you did, you expected to assure the most benefit for the youth sailing program and to the Club as a whole.

Unfortunately, an active segment of the membership chose to direct you not to sell the slip within the Club. Given the vote taken at the March membership meeting, it is time to move forward and implement the decision to sell the slip out of the Club in as rational and responsible a manner as possible. I have learned a lot in the course of knowing Steve Barrett, and one of the things I have learned is that if you want to get the best possible price for something you need to make it look nice and well maintained. Replacing the rotten decking is a necessary first step. Painting and re-roofing the storage shed are logical second steps.

Next you have to set a reasonable price. Now, the member who made the motion to sell the slip out of the Club also made the assertion that you get the same price for it regardless of whether you sold it inside or outside of the Club. I think we owe it to Jack Gainer and to ourselves to rely on that statement. I know of at least two members who were prepared to pay \$4,000 for the slip. So I think we should advertise it for \$6,000 and be prepared to accept no less than \$4,000. To accept less would be to fail in your duty (as a Board) to the membership and so spit on Jack's legacy. In situations where there is not an active market for an asset- which may be the case here- it sometimes takes time to get a fair price. We must be patient if we are not to waste this opportunity.

In conclusion, we need to take the steps necessary to honor the views of the 24 members who voted in favor of selling the slip out of the Club by making our best effort to sell it at its fair market value which is no less than a member would have paid for it and to do the repairs necessary to accomplish that. If, after a sufficient length of time, the slip hasn't sold, then perhaps those members who voted in favor of the sale out of the Club relying on the statement that it wouldn't hurt the Club financially and those members who didn't get to vote at all because they relied on the statement in the Foghorn that the vote would not be taken until the April meeting, perhaps those members would like to revisit the decision.

Respectfully yours,

Rosemary Barrett

Foghorn editor and graphics help needed!

Contact the Commodore, Ben Mitchell, or any of the newsletter staff for more details: Joyce Jensen, Dawn McClard, Vickie Nissen.

Stay Connected

Members -- if you want to stay up with current announcements make sure the webmaster has your current email address. If you haven't received any current news such as the April 1 work party, I probably don't have your address.

If you change your address please make sure you forward your new one to me. When I send out an email and your address comes back as a not valid address I figure you no longer want to have announcements sent to you.

Thanks, Jim Himes, Webmaster



KEEPING THE FLEET IN LINE

(Continued from page 4)

with the top of the ahead boat's mast, and mark the horizon with my thumbnail.

If you are a stickler for accuracy you could use a sextant, octant, or astrolabe to measure the angle. Or ask an engineering friend to explain the mysteries of tangent, sine and cosine.

THIRD: We need to mark the angle so that our helmsperson can watch it during the parade. I mark the angle by having someone put a clothespin or a piece of masking tape on one or both of the after shrouds. To find the proper height for the mark(s) I sit at the tiller and hold my stick out at arm's length. The mark(s) should be set where the thumb mark lines up with the horizon and the ahead boat's masthead lines up with the top of the stick.

In the old days I maintained position by ordering my Chief Engineer to SLOW DOWN when the ahead boat's masthead was higher than the mark, and SPEED UP when it was lower. If I had one, I'd also order the Pilot to make another stick and use it to keep us 50' abeam of the boat to the left. Alas. The days of discipline enforced by keelhauling are long behind us. Only Grog remains.

And pieces of cake.

Hugh Lovell, "Second Wind"

RCYC Youth Sailing Program

There will be a **meeting on April 13th at 7:00 pm** of members interested in the RCYC Youth Sailing Program. At this meeting, we will develop plans for 2006 and begin formulating long range plans and direction for the program. We are very interested in your input and hope to have a great turnout for the meeting.

Also, in the pipeline is a kids party for the smaller folk on May 6 at 12 noon. Suggested ages are 3-6. Bring the wee ones in your gang for fun and games. Dinghy rides for all who dare! For more details and to help, contact Dawn McClard or Lucy Mitchem.



LADIES CRUISE 2006

21ST ANNUAL EVENT
"CRUISING AROUND THE WORLD"

MAY 19TH, 20TH AND 21ST

COON ISLAND ON MULTNOMAH CHANNEL

Come see old friends and meet some new ones.

A grand time to be had by one and all.

This year's Skippers Meeting will be held at Rose City Yacht Club at 3737 NE Marine Drive, Portland, OR 97211 on April 11, 2006 at 7:00pm.

If you have any questions, please call Sue Johnson at 503-735-2624 or email her at lsbj@comcast.net

RCYC UPCOMING EVENTS Meetings, and Functions:

April 2006

- | | |
|--|--|
| 1 Work Party, 9:00 am | 24 Board Meeting, 7:00 pm |
| 4 Clubhouse Remodel Committee meeting, 7:00 pm | 25 Clubhouse Reserved (Tentative)
All Catalina Assn. |
| 6 Education: Nobeltec, 7:00 pm? | 26-27 Clubhouse Reserved - OWSA
Education: On-the-Water Basics,
6:30-9:30 pm |
| 8-9 OCSA Opening Day Regatta, 2:00 pm | 29 Clubhouse Reserved - Private Party,
6:00 pm |
| 11 Ladies Cruise Skippers' Meeting, 6:30 pm | 29-30 Cruise, East Dock Government Island |
| 12 Clubhouse Reserved - OWSA Meeting, 6:00 pm | 30 RCYC Kids' party, 12:00 Noon |
| 13 Youth Program meeting, 7:00 pm | |
| 18 Ladies Dinner Planning meeting, 7:30 pm | |
| 19 General Meeting, 7:30 pm | |
| 22 Work Party, 9:00 am | |

► Check the Web site for updated Club dates and more information about RCYC.
www.rosecityyachtclub.org

May 2006

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|---|
| 6 CRYA Opening Day |
| 11 Ladies Dinner Planning meeting, 7:30 pm |
| 13 Work Party, 9:00 am |
| 13 Walk One Barbecue, 5:30 pm |
| 14 Mother's Day |
| 14 Ladies Dinner Planning meeting, 7:30 pm |
| 17 General Meeting, 7:30 pm |
| 18 Ladies Dinner, 6:00 pm |
| 20 Medium Distance Race, 11:00 am |
| 22 Board Meeting, 7:00 pm |
| 24 Clubhouse reserved: All Catalina Assn
(Tentative) Education program |
| 25 |
| 27-29 Memorial Day Cruise, Hadley's Landing |